

Special Reports of the Director of Development, Planning and Regulation
Monday 9 December 2024

24SP079	Adoption of North West Catalyst Area Place Strategy
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Key focus area	4. Diverse economy
Objective	4.3 Our growing population supports a thriving local economy 4.5 New development and growth complement our unique character and sense of place, now and into the future
File	F2019/01565/04/09 - D11636456
Author	Senior Strategic Land Use Planner - Joanne Dunkerley
Responsible manager	Manager Integrated Planning - Wes Hain
Previous items	24SP042 - Public exhibition of the draft North West Lake Macquarie Catalyst Area Place Strategy - Ordinary Council - 24 Jun 2024 6.30pm

Executive summary

A 'place strategy' is a plan for an area undergoing significant change. It identifies where and how growth can occur and the infrastructure needed to enable the delivery of new homes and jobs.

The North West Catalyst Area Place Strategy articulates Council's vision for growth and development of the North West Catalyst Area (catalyst area) over the next 20 to 30 years. It also identifies key state and local infrastructure necessary to meet the vision.

The draft place strategy was exhibited from 25 June to 23 July 2024 and 21 public submissions were received. Four State agencies also provided feedback.

As a result of stakeholder feedback and internal review, several changes have been made to the draft place strategy. This report details the issues raised in submissions, the changes made to the place strategy and seeks Council's endorsement of the place strategy.

Recommendation

Council:

- A. adopts the North West Catalyst Area Place Strategy in Attachment 1, and
- B. notes the submissions received during public exhibition of the draft place strategy in Attachment 2, and
- C. notifies those who made a submission of Council's decision.

Context

The regional importance of the catalyst area as a strategic gateway to Greater Newcastle was first recognised in 2018 with the release of the Greater Newcastle Metropolitan Plan 2036. Centrally located in the Lower Hunter Region, the catalyst area has been identified to become a thriving lifestyle and employment hub for the Hunter region. Councils Local Strategic Planning Statement recognises the catalyst area as a place of change, offering opportunities for substantial growth and urban renewal with new jobs in a range of industries and diverse and affordable housing close to recreation areas, services and infrastructure.

In 2019, Council commenced investigations to establish a vision and objectives for the catalyst area. This included establishment of a steering group with staff from Council, the Department of Planning, Housing and Infrastructure, Transport for NSW, Hunter and Central Coast Development Corporation and the Department of Regional NSW.

In 2022, the NSW Government released the Hunter Regional Plan 2041 which identified the catalyst area as part of a broader North West Lake Macquarie Regionally Significant Growth Area. The catalyst area and broader regionally significant growth area are shown in Figure 1. The Hunter Regional Plan 2041 also introduced a new place strategy process to align land use planning and infrastructure delivery in areas identified to undergo significant change.

This place strategy identifies Council's vision for growth and development over the next 20 to 30 years and provides a framework for land use decisions and infrastructure investment in the area. The place strategy provides certainty to the community and development industry about where and how growth will occur and can be used by Council and State agencies to prioritise, plan, fund and deliver infrastructure when and where it is needed.



Figure 1: North West Lake Macquarie Catalyst Area and broader Regionally Significant Growth Area

Discussion

The catalyst area is a large and diverse area. It extends from Teralba in the south to Glendale in the north and Cardiff in the east. The place strategy acknowledges this diversity and focuses on the strengths and opportunities for each precinct. The vision for the catalyst area is summarised as the “hub for state-significant economic growth in regional NSW” with a “network of vibrant, liveable hubs framed by unique landscapes and natural environments”.

The catalyst area has been divided into seven precincts as shown in Figure 2. For each precinct, the place strategy identifies opportunities, constraints and necessary infrastructure which inform the precinct objectives. The precinct objectives will guide planning decisions and infrastructure delivery by Council and the NSW Government to support an increase in housing, services and jobs to realise the catalyst area vision.

Key state and local infrastructure needed to achieve the vision is identified for each precinct and is shown on the structure plan in Attachment 3. State infrastructure needs generally relate to transport infrastructure upgrades, such as improving the safety and capacity of the Five Islands Road, T.C Frith Avenue, Main Road corridor (including intersections) through Teralba, Boolaroo and Argenton and train station upgrades. Local infrastructure projects generally relate to provision of local infrastructure such as shared paths and improvements to recreation facilities such as upgrading Speers Point Swim Centre. With the right infrastructure, the catalyst area has the potential to support over 18,300 new residents, 9,950 new homes and 4,300 extra jobs with a total economic output of \$7.4 billion over the next 20 to 30 years.

The place strategy will be implemented through:

1. developer and Council led planning proposals for changes to planning controls such as land use zones and building heights
2. delivery of capital works such as shared paths, public spaces and local road upgrades which will be programmed through Council’s Delivery Program and Operational Plan
3. advocacy to state government for delivery of state infrastructure.

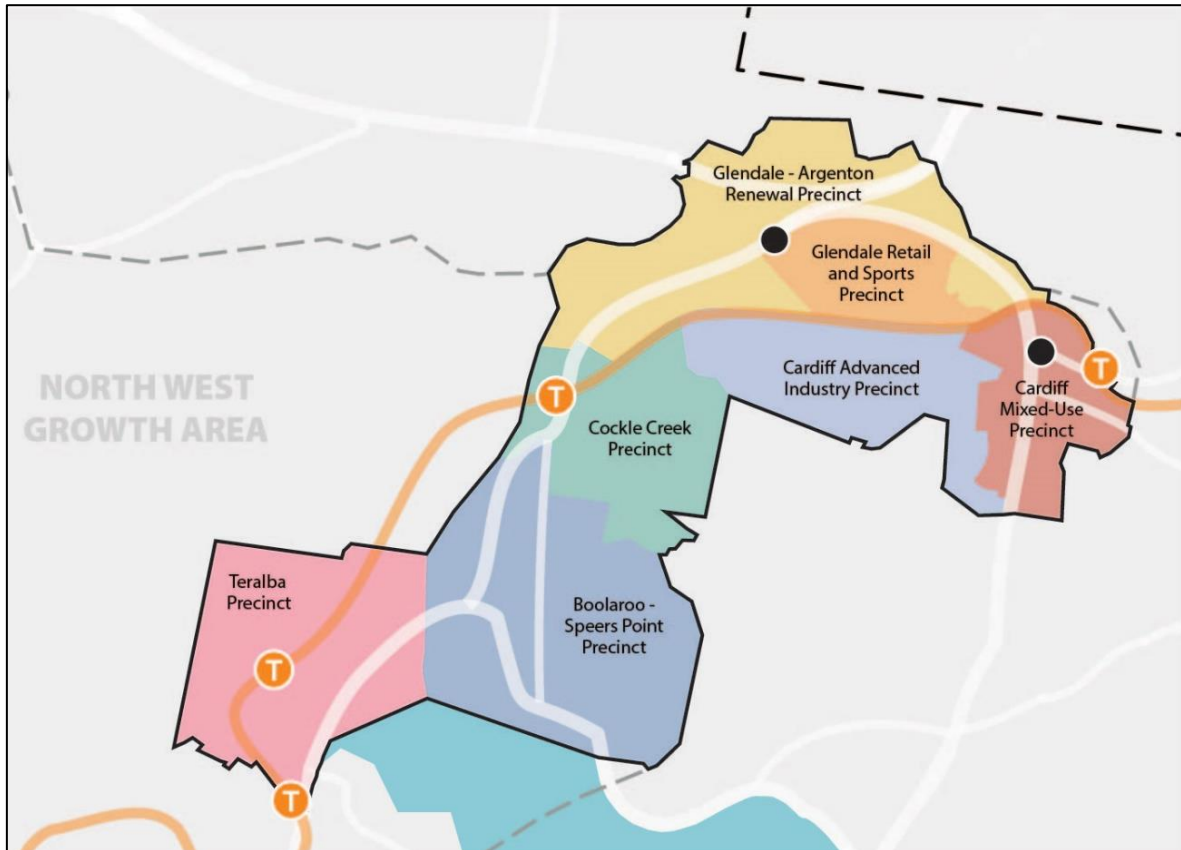


Figure 2: North West Lake Macquarie Catalyst Area Precincts

As a result of consultation feedback and internal review, several changes have been made to the place strategy. These include:

- changes to the layout and image selection to better reflect the place strategy vision
- minor text changes to improve readability and clarify intent
- updated population, housing and job capacity estimates to better reflect known development projects and State and local planning policy changes including the State's transport orientated development and low and mid-rise housing reforms
- map updates to correct anomalies, omissions and improve clarity
- removal of the deferred 'Cockle Creek West' precinct from the precinct map because it will be the subject of a separate investigation and place strategy. This will also enable the Cockle Creek West precinct boundaries to respond to the land use needs and challenges of the evolving North West Regionally Significant Growth Area and the unique challenges and opportunities associated with post-mining land renewal
- incorporate land to the north of Cockle Creek train station within the Cockle Creek Precinct due to its proximity to Cockle Creek train station and the opportunities it presents to support the growth of the Cockle Creek Precinct
- adjustments to priority infrastructure descriptions and responsibilities to reflect stakeholder feedback.

Community engagement and internal consultation

A briefing with Councillors was held on 3 June 2024 to provide an overview of the draft place strategy, prior to endorsement for public exhibition. A video briefing and Councillor question and answer session was held on 5 December 2024 to provide Councillors with an overview of the Place strategy after public exhibition and an opportunity to ask questions.

The draft place strategy was exhibited from 25 June to 23 July 2024. The public exhibition activities included:

- 14 people engaged at two pop-up events at Cardiff and Speers Point libraries
- nine signs with a QR code link to the project webpage were displayed at high pedestrian traffic locations at Teralba, Speers Point, Boolaroo, Glendale and Cardiff
- flyers with QR code link distributed at pop-ups events and at Council's Customer Service Centre, and Cardiff and Speers Point libraries
- hard copy exhibited documents available at Council's Customer Service Centre and Cardiff and Speers Point libraries
- 1792 views of the project webpage
- 15,954 people reached via Council's social media platforms
- 24,881 people reached through Council's Shape Lake Mac, Your City, Eco Advocate, For Business and Planning notifications e-newsletters
- 17 media mentions across digital, print, radio and television
- 33 direct emails/letters to stakeholders
- three meetings with stakeholder groups and community members.

The draft place strategy received 21 submissions. Thirteen of the submissions were from community members and eight submissions were from special interest groups or businesses. A summary of issues raised in submissions and staff responses is contained in Attachment 1.

The 13 submissions received from community members raised the following key themes:

- improve roads and public transport to support more housing
- give more consideration to impacts on biodiversity and balancing housing with maintaining bushland
- support more density and taller buildings in existing urban areas
- consider opportunities for more diverse and affordable housing.

The eight submissions received from special interest groups and businesses raise the following key themes:

- scope of the place strategy and possible expansion to cover the whole North West Regionally Significant Growth Area
- housing and population projections to better reflect the growth potential of the area
- infrastructure commitments and timing
- development feasibility and the importance of economic development

- mapping corrections and updates
- provision for affordable housing
- need to better reflect the significance of and connections to Munibung Hill.

Agency consultation

Council also received feedback from four state agencies - Transport for NSW (TfNSW), the Department of Planning Housing and Infrastructure (DPHI), Landcom and the State Emergency Service (SES).

Council has worked closely with TfNSW throughout the development of the place strategy to identify transport infrastructure requirements in the north west of Lake Macquarie. In response to feedback, further consultation was undertaken with TfNSW to refine the description of identified State infrastructure upgrades to ensure consistency with the work being undertaken by TfNSW.

DPHI support the strategic approach Council has undertaken to identify opportunities for growth. Their feedback suggests consideration of matters including the inclusion of an implementation and sequencing plan, consultation with relevant stakeholders and State agencies and ensuring consistency with the Hunter Regional Plan 2041. An implementation and sequencing plan has not been included in the place strategy because the best place to identify the funding, planning and delivery of infrastructure that Council is responsible for delivering is within the Integrated Planning and Reporting (IP&R) Framework. Council will continue to advocate to State Government for them to fund, plan and deliver identified infrastructure upgrades. The place strategy has been developed in consultation with a wide range of stakeholders and State agencies and is consistent with the vision and objectives of the Hunter Regional Plan 2041.

Landcom requested the inclusion of Fennell Bay as a key site within the Catalyst Area. The Fennell Bay site is outside the boundary of this place strategy and further detailed planning investigations are required to determine if the land is suitable for urban development.

The SES recommended the place strategy be underpinned by constraints analysis and consider flood risk, including the impacts from climate change. Council analysed a range of constraints, including flooding and climate change in the development of this place strategy. In response, the place strategy identifies key opportunity sites and existing centres outside of flood-prone areas as suitable for intensification.

Internal consultation

Internal consultation was undertaken with Council's Development Assessment and Certification, Asset Management, Environmental Systems, Integrated Planning and Community Partnerships departments.

Assessment of options

It is recommended Council adopts the North West Catalyst Area Place Strategy to provide clear direction to the community, the development industry and State Government on where development and growth is expected to occur in the area and the infrastructure needed to support this growth. This will support infrastructure planning and funding prioritisation to enable growth of sustainable and liveable communities that meet the needs of existing and future residents in this important part of the city.

Council may choose not to adopt the place strategy. This is not the recommended option. This will result in this important part of the city not having a specific strategy to guide

development and growth, or support crucial infrastructure planning, funding and delivery decisions. This would risk poorly coordinated development occurring and subsequent impacts on infrastructure and liveability of the area.

Next steps

If Council adopts the place strategy, staff will publish the place strategy and use it to guide future land use planning decisions, our advocacy to state agencies and inform infrastructure planning and delivery through future delivery programs and operational plans.

If the place strategy is not adopted, land use planning and infrastructure decisions in this part of the city will continue to consider the broad directions of the Local Strategic Planning Statement and Local Housing Strategy.

Key considerations

Economic

The place strategy will support economic sustainability by facilitating economic development in the north west of Lake Macquarie by clearly identifying where future jobs, housing, shops and services are planned to occur.

Environment

The recommendation will support environmental sustainability by identifying existing urban areas for redevelopment opportunities and identifying land to be protected due to its biodiversity, water quality or scenic values.

The place strategy seeks to intensify housing, employment, services and recreation uses on land that is already zoned for urban development. This makes better use of existing infrastructure and reduces demand for further greenfield development with associated impacts on biodiversity loss and private motor vehicle trips.

Community

The recommendation will support social sustainability by contributing to the growth of sustainable and liveable communities by enabling housing, jobs, infrastructure, services and facilities to be co-located to meet the needs of existing and future residents.

Civic leadership

The recommendation supports sustainable governance by demonstrating Council's commitment to achieving our city's vision by planning for sustainable growth in the north west of the city.

The place strategy will also provide a coherent basis for Council to effectively advocate for Federal and State Government support, funding and services.

Financial

Resources for the upgrade of existing and/or provision of new infrastructure, ongoing maintenance and supporting actions will be considered as part of future delivery programs and operational plans.

Infrastructure

The recommendation will support infrastructure planning and funding prioritisation to enable growth of sustainable and liveable communities that meet the needs of existing and future residents in this important part of the city.

The place strategy includes recommendations for Council to provide local infrastructure including shared paths, footpaths and public spaces. Infrastructure provision will occur as the area develops and will be considered through Council's future delivery programs and operational plans.

Compliance

None.

Legislative and policy considerations

Environmental Planning and Assessment Act 1979

Lake Macquarie Local Environmental Plan 2014

Hunter Regional Plan 2041

Greater Newcastle Metropolitan Plan 2036

Lake Macquarie Local Strategic Planning Statement

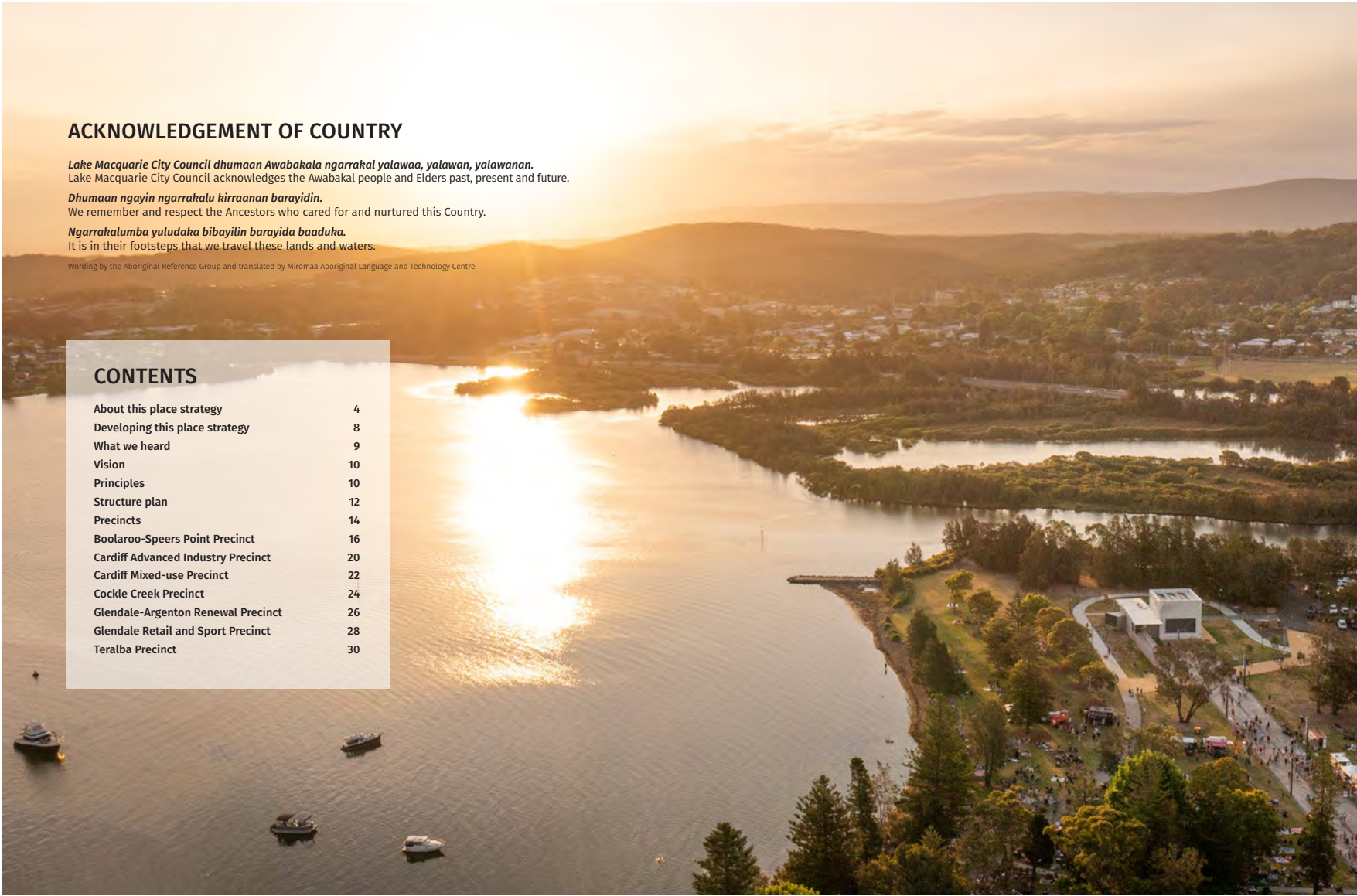
Lake Macquarie Housing Strategy

Attachments

- | | | |
|----|---|-----------|
| 1. | North West Catalyst Area Place Strategy | D11787324 |
| 2. | Summary of submissions | D11749688 |
| 3. | North West Catalyst Area Structure Plan | D11806427 |



NORTH WEST CATALYST AREA PLACE STRATEGY



ABOUT THIS PLACE STRATEGY

Positioned within the geographical heart of the Lower Hunter Region, the North West Lake Macquarie Catalyst Area (Catalyst Area) is earmarked to become a thriving lifestyle, retail and employment hub for our region. The importance of this area was first recognised in the Greater Newcastle Metropolitan Plan 2036 as a strategic gateway to Greater Newcastle, and because it offers a rare opportunity to deliver a once in a generation urban renewal – providing new retail, services, advanced manufacturing, knowledge-based jobs and affordable housing close to recreation and services.



ABOUT THIS PLACE STRATEGY

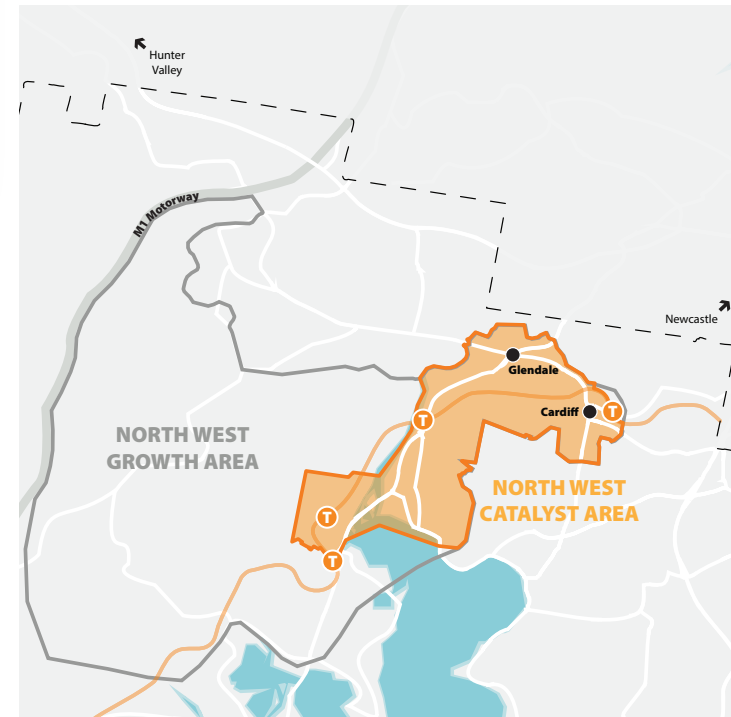


Figure 1: The Catalyst Area is positioned within the broader North West Regionally Significant Growth Area




In 2022, the NSW Government released the Hunter Regional Plan 2041, incorporating the Catalyst Area within the broader North West Regionally Significant Growth Area as shown in figure one. With potential for the population to grow 3.5 per cent each year, the focus of this place strategy is to enable growth while maintaining and enhancing the valued heritage and character, public spaces and natural environment of the Catalyst Area. Separate place strategies will be prepared to guide growth and infrastructure in the Cockle Creek West Precinct and other parts of the North West Regionally Significant Growth Area in the future.



This place strategy is Lake Macquarie City Council's vision for the Catalyst Area's growth and development over the next 20 years. It will also assist state agencies to prioritise, plan, fund and deliver infrastructure when and where it is needed.

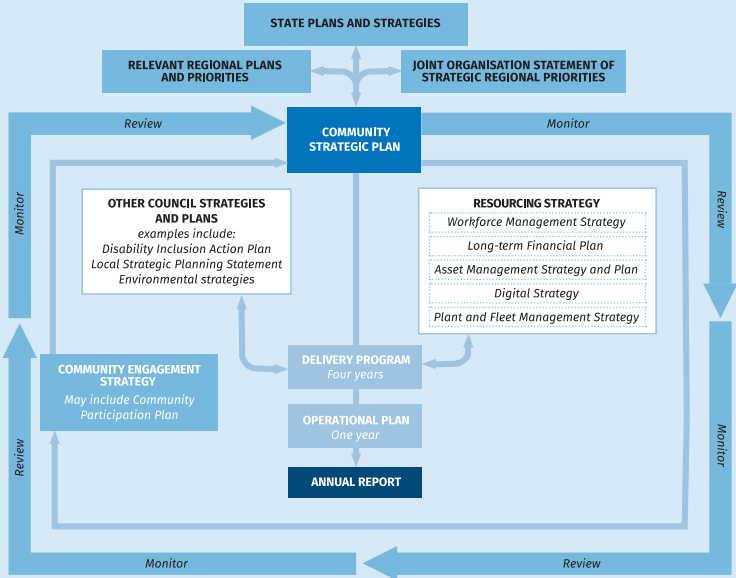
The Catalyst Area is made up of seven diverse precincts, each with its own unique character and identity. For each precinct, we've identified constraints, opportunities and infrastructure needs to inform the precinct objectives. These objectives will guide planning and infrastructure delivery by Council and the NSW Government to increase housing, services and jobs in line with the Catalyst Area vision.

BENEFITS OF THIS PLACE STRATEGY

-  Clearly identified development and growth opportunities that support private investment in locations consistent with the vision.
-  A clear understanding of infrastructure needs and priorities to support government infrastructure planning and funding at the right time.
-  Potential for expediated planning proposals to rezone land where changes are consistent with the place strategy.

ABOUT THIS PLACE STRATEGY

HOW DOES THIS PLACE STRATEGY FIT IN TO THE STRATEGIC PLANNING FRAMEWORK?



HOW WILL WE DELIVER THE PLACE STRATEGY?

The place strategy identifies precinct objectives to guide planning and infrastructure delivery. Changes to planning controls such as zones or building heights will be undertaken through planning proposals. Specific actions to meet the objectives will be identified through Council's four-year Delivery Program and one-year Operational Plan. This approach enables plans and infrastructure

to be programmed in alignment with Council's strategic priorities and funding availability.

Analysis of constraints, opportunities and infrastructure needs identifies transport infrastructure as a significant barrier to achieving the Catalyst Area growth potential. Investment in key state and local infrastructure will be needed to realise the Catalyst Area vision.

DEVELOPING THIS PLACE STRATEGY



Development of this place strategy has been overseen by a multi-agency steering group. This group includes Council and state agencies responsible for planning and delivery of land use, transport and infrastructure improvements.

A separate background report details studies and analysis undertaken to develop this place strategy, including:

- demographic, housing and economic analysis
- multi-modal transport study
- infrastructure needs
- culture, arts and heritage
- views and landscape values
- environmental constraints including flooding, bush fire, contamination and mine subsidence
- environmental assets.

Stakeholder feedback from a variety of Council projects recently undertaken throughout the Catalyst Area has been used to develop this place strategy.

Consultation with State agencies and infrastructure providers has shown that infrastructure in the catalyst area such as schools, healthcare, water, sewerage and electricity have the capacity to cater for the potential population growth.

DEVELOPING THIS PLACE STRATEGY

WHAT WE HEARD



ENVIRONMENT

- The lifestyle advantages and unique landscape attributes of the lake, bushland and public open spaces.



TRANSPORT

- Reducing traffic congestion on state and local roads such as Five Islands Road, T.C Frith Avenue, Lake Road, Macquarie Road and Main Roads.
- Construction of the Lake Macquarie Transport Interchange and realisation of Glendale as a regional strategic centre.
- Improving availability of public transport, access to train stations and condition of bus stops.
- Safe pedestrian and cycling infrastructure for all ages and abilities.



HOUSING AND NEIGHBOURHOODS

- Ensuring new development is balanced with the existing built form and character of an area with conservation of surrounding bushlands.
- Diverse and more affordable housing options.
- Need to implement more sustainable initiatives to ensure resilient neighbourhoods from heat and natural disasters.



INFRASTRUCTURE AND FACILITIES

- Infrastructure such as utilities, schools and healthcare can generally cater for residential population growth.
- Appropriate and conveniently located recreation facilities.
- Facilities/services for young people and over 55s.



CENTRES AND JOBS

- Ensuring availability and diversity of local jobs matched to educational and professional experience.
- Ensure there is adequate commercial/retail-zoned land to cater for growth.
- Need for improved amenity and vibrancy, such as rejuvenated streetscapes, night-time economy activities in centres or more street trees.

FUTURE GROWTH

VISION

The hub for state-significant economic growth in regional NSW.



North West Lake Macquarie Catalyst Area is a place of regional significance. Its central location, efficient transport network and lifestyle advantages attract major private and public investment, and a diversity of people. It is a network of vibrant, liveable hubs framed by unique landscapes and natural environments. It is the largest, most diverse and innovative employment generating catchment in the region with a variety of affordable housing and transport options. With easy access to jobs, education, shops, services, parks and recreation spaces it is the regional location of choice.

PRINCIPLES

The following principles reflect community aspirations, state and local policy directions, and will guide Council, the NSW Government and other stakeholders in achieving the vision for the Catalyst Area.



Improve economic resilience, access to local jobs and facilitate growth of globally competitive enterprises by building on the area's strategic connection to the national transport and high-speed data network.



Expand transport choice and improve road safety through better infrastructure through improved infrastructure that facilitates access to everyday services by focusing housing in and around existing centres.



Support delivery of more diverse and affordable housing reflecting the desired character of each precinct.



Enable well designed regenerative built environments, targeting net zero carbon emissions and reduction in urban heat effects.



Protect and enhance our waterways, conservation areas and biodiversity corridors.



Ensure convenient, safe access to open space, recreation and community facilities.

CATALYST AREA
POTENTIAL GROWTH



18,300
EXTRA
RESIDENTS



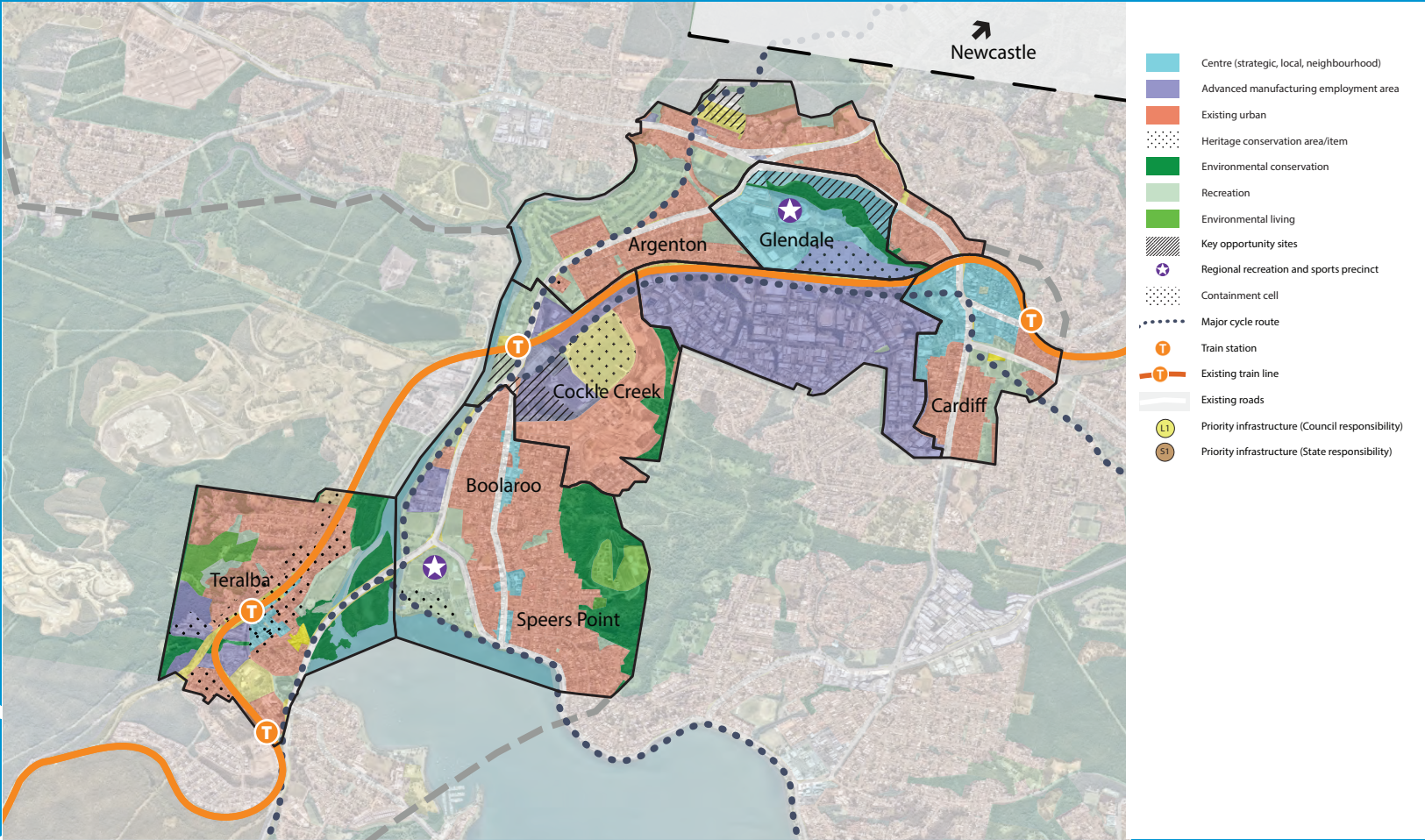
9950
EXTRA
HOMES

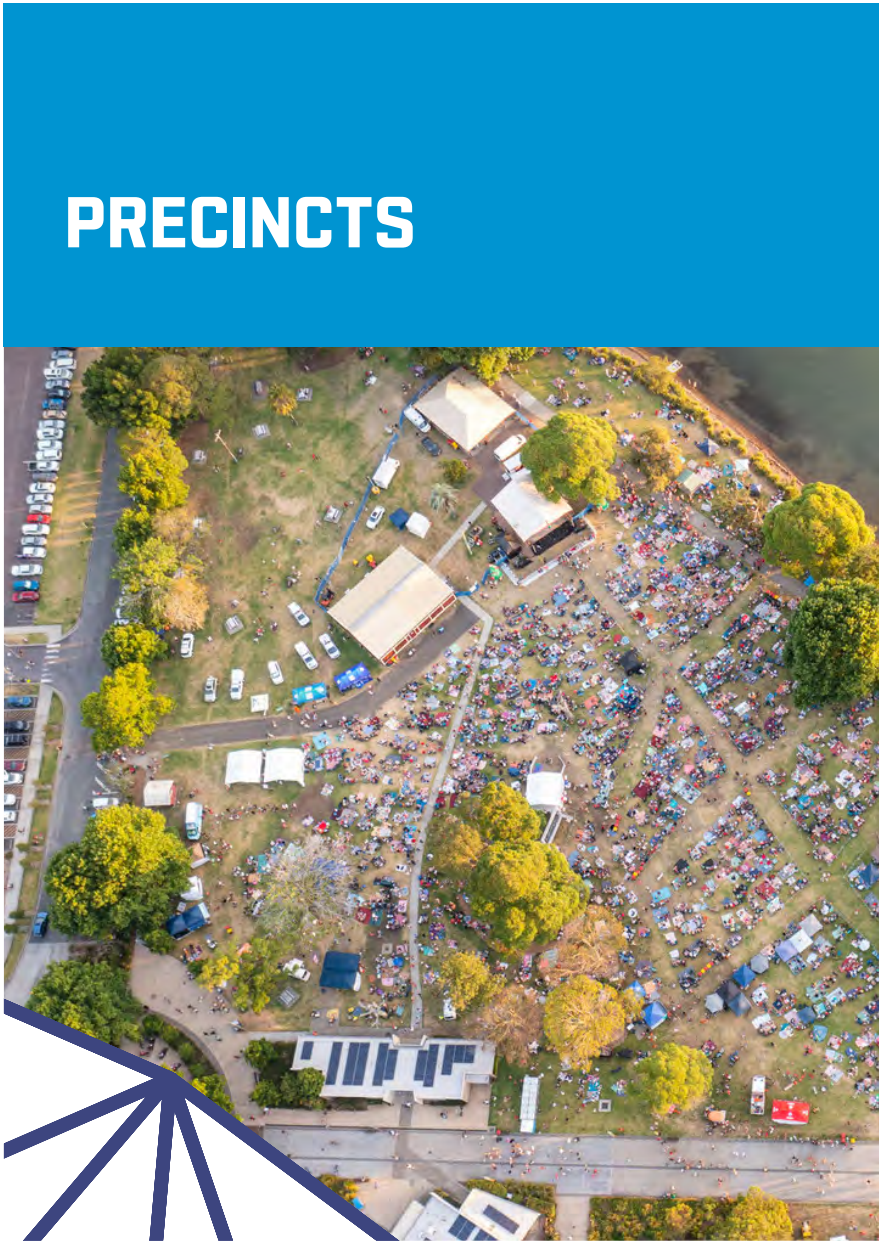


4300
EXTRA JOBS WITH
A TOTAL ECONOMIC
OUTPUT OF
\$7.4B



STRUCTURE PLAN





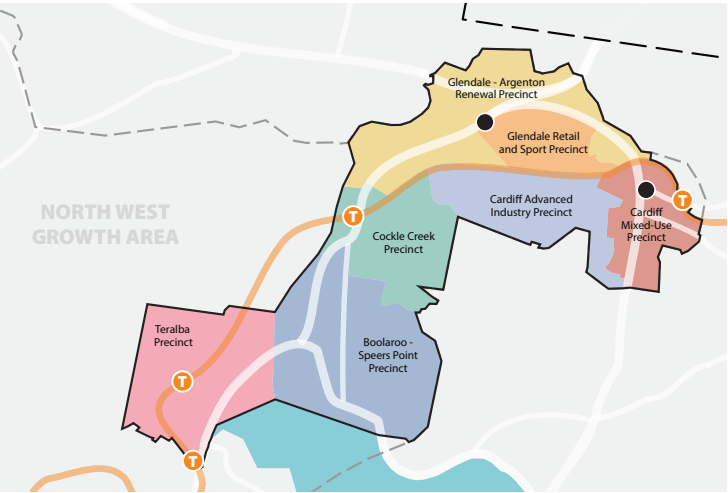
PRECINCTS

Seven diverse precincts, each with its own unique character and identity, form the Catalyst Area. This place strategy details a vision and objectives for these precincts (the existing urban areas) to enable growth in a way that supports their unique characteristics.

The draft Place Strategy included the deferred precinct known as Cockle Creek West. It has been removed from the Catalyst Area map in this Place Strategy because a separate Place Strategy will be prepared for this Precinct. This will enable the unique challenges and opportunities associated with post-mining land renewal to be investigated and resolved to achieve land use outcomes consistent with the evolving North West Regionally Significant Growth Area.

The Catalyst Area precincts are:

- 1. Boolaroo-Speers Point
- 2. Cardiff Advanced Industry Precinct
- 3. Cardiff Mixed-use Precinct
- 4. Cockle Creek Precinct
- 5. Glendale-Argenton Renewal Precinct
- 6. Glendale Retail and Sport Precinct
- 7. Teralba



PRECINCTS

BOOLAROO-SPEERS POINT PRECINCT

AT A GLANCE:

By 2041, Boolaroo-Speers Point could support:

 **7470 people**
up from 4810

 **3480 homes**
up from 2129

BOOLAROO-SPEERS POINT TODAY

The Boolaroo-Speers Point Precinct is best known for the focal point of Speers Point Park and its good connections to the surrounding landscape features of Lake Macquarie, Cockle Creek and Munibung Hill. Main Road provides a centre for commercial, retail, government and education services and is predominantly surrounded by detached low-density housing, with some apartments and townhouses close to the centres.

VISION

Boolaroo and Speers Point are vibrant local centres that attract residents and visitors with their diverse offering of shops, services and housing that complement the local village character. The precinct is well-connected to the surrounding landscape and recreation areas. The 'Creative Lake' art trail extends from Speers Point to Boolaroo, transforming Main Road into a pedestrian and cycling-friendly street that showcases local art and culture.



CONSTRAINTS

- Mostly uniform, detached housing stock and the fragmented land ownership may impact the feasibility and delivery of diverse medium density new housing supply.
- Public transport options are poor and some existing intersections and main roads experience congestion at certain times of the week.
- Pedestrian access to Speers Point Park and Cockle Creek is difficult due to high traffic volumes and limited pedestrian crossings.
- Flooding affects low-lying areas along Cockle Creek.
- Steep topography at the foot of Munibung Hill constrains increased housing density and diversity in existing residential areas.
- Lead contamination on the surface, in groundwater, the waterways and lake sediments adds potential costs to rehabilitate areas.
- Some local infrastructure is ageing.

OPPORTUNITIES

- Infill housing, such as dual occupancy, manor homes and small-lot housing, can add housing stock within the existing subdivision pattern.
- Leverage local heritage, streetscape and village character to grow the precinct through lifestyle, cafe, arts and tourism uses.
- Relatively flat topography of Main Road supports increased walking and cycling.
- Existing recreation facilities at Speers Point Park can be enhanced to support more residents.
- Improving access to Munibung Hill will provide opportunities for more community use.

PRECINCTS

OBJECTIVES

1. Increase dwelling density and diversity with:

- Low-rise (up to 3 storeys) infill housing, including dual occupancy, manor homes and terrace housing that integrate with the local character.
- redevelopment of brownfield sites to include a mix of low and mid-rise housing types and densities including apartment buildings, multi-dwelling and detached housing
- new mid-rise (4-6 storey) buildings including apartments and shop-top housing in and around Boolaroo and Speers Point local centres.

2. Improve connectivity and accessibility with:

- upgrades to key intersections to improve traffic flow and pedestrian safety
- streetscape and intersection improvements within Boolaroo and Speers Point local centres
- new pedestrian and cycling paths between centres and key activity nodes such as Speers Point Park and Munibung Hill.

3. Extend and promote the cultural trail along Main Road between Speers Point and Boolaroo.

4. Develop Speers Point Swim Centre as a regional facility.



PRIORITY INFRASTRUCTURE NEEDS

State responsibility:

- S1. Improve the capacity and safety of the Five Islands Road, T.C Frith Avenue corridor (including intersections) between The Esplanade and Munibung Road.
- S2. Safe active transport connection near The Esplanade and Main Road intersection.
- S3. Intersection upgrade of The Esplanade and Park Road including a safe active transport connection.

Council responsibility

- L1. Shared pathway connecting Boolaroo local centre and Seventh Street
- L2. Intersection upgrade of Main Road and Fotheringham Road
- L3. Speers Point Swim Centre upgrade
- L4. Streetscape improvements including heritage interpretation and public art
- L5. Munibung Hill Quarry Road trail head access upgrade.

PRECINCTS

CARDIFF ADVANCED INDUSTRY PRECINCT

AT A GLANCE:

By 2041, Cardiff Advanced Industry Precinct could support:

6337 jobs
up from 4869

CARDIFF ADVANCED INDUSTRY PRECINCT TODAY

The precinct is a significant employment hub within Lake Macquarie City. It has a mix of industrial, light industrial, manufacturing, professional and construction-based businesses serving the greater region.

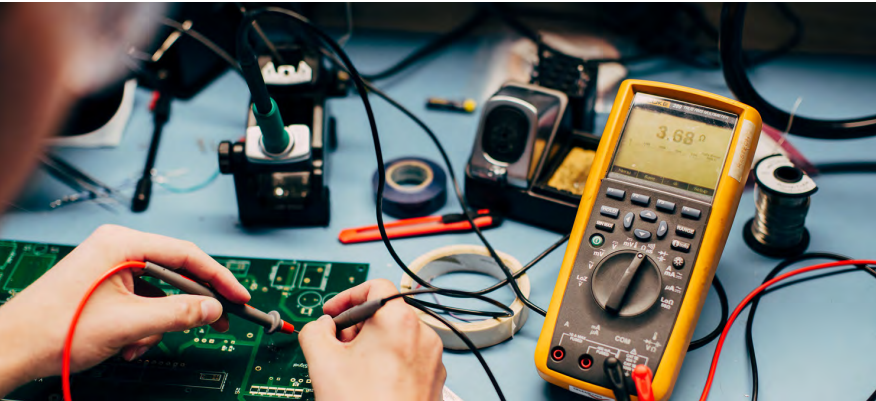
VISION

Cardiff Advanced Industry Precinct is the leading destination for advanced manufacturing, technology, and co-working spaces in the region. It leverages its strategic location on the national transport and data networks to access markets at all levels. Munibung Road is a key transport corridor supporting vehicles, public transport and active travel within and beyond the precinct.



CONSTRAINTS

- Heavy traffic congestion at existing key intersections providing access to the precinct.
- The Northern Railway line is a barrier to and from the shops, services and housing in the adjoining Glendale strategic centre.
- Potential for land use conflict between industry and residential uses adjoining the precinct.
- Feasibility of new development may be impacted by historic mining and industrial uses and the cost to rehabilitate, undertake mine grouting or structural upgrades.
- Urban heat impacts associated with large buildings with limited green space.
- The precinct is largely developed, limiting the potential for attracting businesses that need large floorplates.



OPPORTUNITIES

- Some large landholdings are in single ownership and may be suitable for redevelopment.
- Existing telecommunications infrastructure will support the growth of advanced manufacturing and technological industries.
- Development of cross-institutional partnerships and co-working spaces to ensure the transition to advanced manufacturing and technology can be fully realised.
- Greening of creek lines, stormwater control basins and street verges to reduce urban heat island effects.

OBJECTIVES

1. Enable a diversity of employment uses focused on advanced manufacturing and innovation
2. Improve connectivity and accessibility with:
 - upgrading of the Munibung Road corridor for safe and efficient freight transport and public and active transport options
 - pedestrian and cycling routes through the precinct connecting to Cockle Creek and Cardiff Mixed-use precincts.
3. Increase tree canopy cover in streets and other public land.

PRIORITY INFRASTRUCTURE NEEDS

State responsibility

- S4. Plan for a new over rail bridge connecting Pennant Street to the Glendale Retail and Sports Precinct.

Council responsibility

- L6. Multi-modal corridor strategy for Munibung Road
- L7. Shared path connecting Cockle Creek Precinct and Cardiff Advanced Industry Precinct.
- L8. Tree planting in streets, riparian zones and other public spaces.


PRECINCTS

CARDIFF MIXED-USE PRECINCT

AT A GLANCE:

By 2041, Cardiff Mixed-use Precinct could support:

 **9620 people**
up from 4920

 **4834 homes**
up from 2047

CARDIFF MIXED-USE PRECINCT TODAY

Cardiff mixed use precinct is centred on cardiff economic centre which provides a range of jobs and services catering to the surrounding mostly low-density residential housing.

It also has a mix of low-lying flood-prone land surrounded by hilly topography.

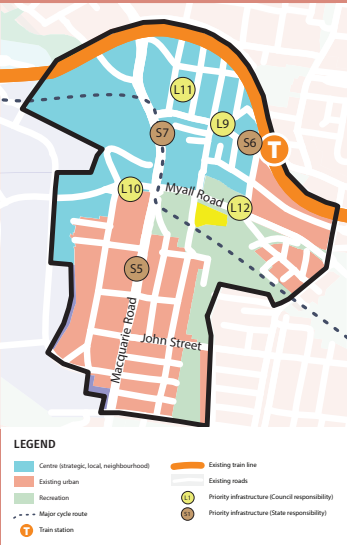
Despite the locational advantage, most building stock is in ageing condition. The centre is also fragmented due to large areas of at-grade car parking, priority given to vehicle flow, and limited public space.

VISION

A vibrant pedestrian-friendly centre integrating with Cardiff train station forms the heart of the precinct. Excellent bus and rail connections, affordable and diverse, high-density housing, quality shops, services and recreation spaces continue to attract diverse residents and visitors. Winding Creek is an inviting recreation space that enhances the natural beauty of the area.

CONSTRAINTS

- Flooding impacts key parts of the centre limiting redevelopment opportunities.
- Hilly topography can make walking and cycling challenging, particularly accessing the train station.



- Key state and local roads (Macquarie Road, Myall Road and Main Road) all experience congestion at times.
- Poor active transport connectivity due to topography, lack of dedicated shared pathways and limited crossing opportunities at key roads.
- Lack of central public open space to gather and connect in the town centre.



- Large areas of the centre are used for at-grade car parking reducing the amenity and increasing urban heat impacts.
- Mostly uniform detached housing stock and the fragmented land ownership may impact the feasibility of diversifying new housing supply.
- Historic mining and industrial uses and the potential costs to rehabilitate contaminated sites, undertake mine grouting or structural upgrades.

OPPORTUNITIES

- Regular and relatively frequent trains stop at Cardiff Station making it an attractive transport choice.
- Ageing housing stock presents redevelopment opportunities.
- Naturalisation of Winding and Munibung creeks to improve amenity, reduce urban heat and flood impacts.
- State government-led initiatives support more housing close to the train station.

OBJECTIVES

1. Increase dwelling density and diversity with:
 - Low-rise (up to 3 storeys) infill housing, including dual occupancy, manor homes and terrace housing, that integrates with the existing low-density residential areas.
 - Mid to high-rise (4+ storey) apartments and mixed-use buildings in the Cardiff centre outside of flood-affected areas and within 800m of the railway station.

2. Improve connectivity and accessibility with:
 - Cardiff Main Walk connecting the train station and the town centre
 - shared paths along Macquarie, Myall, Main and Munibung roads and Winding Creek.
3. Improve the amenity and viability of the centre with more spaces for people such as a new civic square and park between Kelton Street and Veronica Street.
4. Support flood control and stormwater management, enhance green space, tree canopy cover and general amenity by revitalising Munibung and Winding creeks.

PRIORITY INFRASTRUCTURE NEEDS

State responsibility:

- S5. Multimodal safety and capacity upgrade of Macquarie Road between Myall Road and Wentworth Road.
- S6. Multimodal accessibility upgrade to Cardiff train station including a commuter car park access strategy.
- S7. Improve the safety and capacity of the Main Road shared path.

Council responsibility

- L9. Cardiff Main Walk shared path with signposting to train station
- L10. Shared pathway Pendlebury Road to Macquarie Road
- L11. New town park on Veronica Street
- L12. Multimodal capacity upgrade Myall Road



PRECINCTS

COCKLE CREEK PRECINCT

AT A GLANCE:

By 2041, Cockle Creek Precinct could support:

 **4000 people**
up from 272

 **2070 homes**
up from 109

COCKLE CREEK PRECINCT TODAY

The precinct is emerging from historic industrial activities with a mix of new commercial, light industrial and low-density residential uses that complement the adjoining Boolaroo-Speers Point Precinct.

VISION

Cockle Creek Precinct is a regionally significant urban landmark highlighting the city's leading role in the economic diversification of the region and NSW. With excellent access to public transport, the surrounding natural environment and arts scene, the precinct has developed with diverse new businesses, residents and visitors from outside of Lake Macquarie.

CONSTRAINTS

- Historic industrial uses, although remediated, require ongoing monitoring and maintenance of contamination.
- Lack of public open space and recreation facilities.
- Existing key roads (Main Road, T.C. Frith Avenue and Munibung Road) experience significant traffic congestion at times.



- Active transport networks east to west are fragmented and constrained by high traffic volumes acting as a barrier to Cockle Creek train station.
- Historic mining and industrial uses and the potential costs to rehabilitate contaminated sites, undertake mine grouting or structural upgrades.
- Recently constructed low-density residential subdivision limits potential for increasing dwelling density and diversity throughout the precinct.
- Urban heat impacts associated with historic land uses and limited public green space.



OPPORTUNITIES

- Potential public transport improvements through service and access upgrades of Cockle Creek train station.
- Council-owned land adjoining Cockle Creek train station with potential to support multimodal access to the station.
- 160 Munibung Road offers a large parcel of undeveloped land offering potential to increase and diversify land uses within the precinct.
- Improve east-west active transport links and connect to the existing Speers Point to Wallsend shared pathway.
- Greening of creek lines, stormwater control basins and street verges to reduce urban heat island effects.
- Improve access to Munibung Hill for active recreation.
- New public open space within the precinct.
- State government-led initiatives support more housing close to the train station.



OBJECTIVES

1. Enable the growth of a 'landmark' mixed-use precinct that facilitates:
 - a variety of jobs including retail, tourism and knowledge-based industries
 - a diversity of high-rise (7+ storeys) housing with a dwelling density up to 50-75 dwellings per hectare
 - high-amenity public spaces

2. Improve connectivity and accessibility with:
 - upgrade of T.C. Frith Avenue, Main Road, Munibung Road and Lake Road intersection
 - upgrade of Fotheringham Road intersection with Blantyre Road and Munibung Road
 - pedestrian and cycling connections to Cockle Creek Station and Munibung Hill
 - upgrade of Cockle Creek Station to a multimodal interchange.

PRIORITY INFRASTRUCTURE NEEDS

State responsibility:

- S8. Multimodal safety and capacity upgrade of TC Frith Avenue, Main Road, Munibung Road and Lake Road intersection and widening of the Lake Road over rail bridge.
- S9. Multimodal safety and accessibility upgrade of Cockle Creek station including access across Munibung / Lake Road.

Council responsibility

- L13. Upgrades to Fotheringham Road intersection with Blantyre Road and Munibung Road
- L14. Shared path connecting Munibung Hill
- L15. New public space, park and playground

PRECINCTS

GLENDALE-ARGENTON RENEWAL PRECINCT

AT A GLANCE:

By 2041, the Glendale-Argenton Renewal Precinct could support:

 **10,000 people**
up from 5576

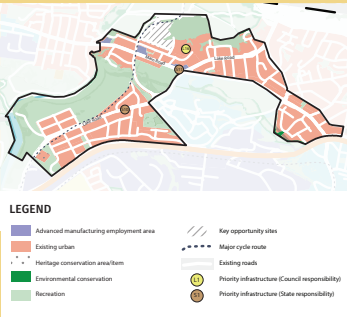
 **4530 homes**
up from 2428

GLENDALE-ARGENTON RENEWAL PRECINCT TODAY

The Glendale-Argenton Renewal Precinct contains two mixed-use zones – one on Lake Road and the other at the crossroads of Main and Lake roads – both with a limited range of retail or commercial floorspace. The precinct contains a wide range of recreation spaces and a cluster of educational facilities in the north. Low-density detached housing is the predominant housing form.

VISION

The Glendale-Argenton Renewal Precinct is a vibrant and attractive community featuring a range of affordable housing options. Public and active transport routes connect the precinct to education facilities, the Glendale Retail and Sports Precinct and recreation spaces.



CONSTRAINTS

- Existing key roads (Lake Road, Main Road and Frederick Street) experience significant traffic congestion and are barriers to east-west active transport.
- Historic mining and industrial uses and the potential costs to rehabilitate contaminated sites, undertake mine grouting or structural upgrades.
- The fragmented land ownership pattern limits the feasibility of diversifying new housing supply.
- The role, desired function and relationship of the Glendale and Argenton neighbourhood centres with surrounding centres is not clearly defined.
- Flooding impacts parts of the precinct.



OPPORTUNITIES

- Build on the existing Speers Point to Wallsend regional shared pathway to improve east-west active transport links.
- Greening of creek lines, stormwater control basins and street verges to reduce urban heat island effects.
- Ageing housing stock presents redevelopment opportunities for medium density housing.
- Potential to grow existing local centres to support more local shops and services.
- Glendale TAFE provides opportunities to grow a mixed use education and innovation space.

OBJECTIVES

- Increase dwelling density and diversity with:
 - new mid-rise buildings (4-6 storey), including apartments and shop-top housing, in and around the existing Glendale economic centre and the emerging local centres at Glendale and Argenton
 - Low-rise (up to 3 Storeys) infill housing, including dual occupancy, manor homes and terrace housing, that integrates with the existing low-density residential areas.

2. Improve connectivity and accessibility with:

- safe and efficient walking and cycling connections across Lake Road, Frederick Street and Main Road
 - pedestrian and cycling paths between centres and key activity nodes such as Glendale TAFE.
3. Enable the growth of a mixed-use education and innovation hub around Glendale TAFE.

PRIORITY INFRASTRUCTURE NEEDS

State responsibility:

- S10. Multimodal safety and capacity upgrade of Lake Road
- S11. Multimodal safety and capacity upgrade of Main Road corridor including the Main Road and Frederick Street intersection.

Council responsibility

- L16. Shared path connections to improve access to local parks

PRECINCTS

GLENDALE RETAIL AND SPORT PRECINCT

AT A GLANCE:

By 2041, the Glendale Retail and Sport Precinct could support:

-  **1090 people**
up from nil
-  **930 dwellings**
up from nil

GLENDALE RETAIL AND SPORT PRECINCT TODAY

This precinct provides a range of commercial and retail services within the Stockland shopping centre, and regional and state-level sporting facilities within the Hunter Sports Centre.

The Downer rail yard is south of the precinct and adjoins the Northern Railway. A large area of employment and mixed-use zoned land is in the north of the precinct adjoining Winding Creek. This area is zoned for mixed use development but contains native vegetation home to important species habitat and ecological communities and is flood affected.

VISION

The continued evolution of the shopping centre and Hunter Sports Centre provide a vibrant and diverse place for work and leisure. The precinct offers quality high-density housing with the natural beauty of Winding Creek providing an inviting natural space for residents and visitors. The precinct is well-connected to the surrounding areas by active and public transport routes.



CONSTRAINTS

- Flood impacts from Winding Creek.
- Historic mining and industrial uses and the potential costs to rehabilitate contaminated sites, undertake mine grouting or structural upgrades.
- Active transport networks are fragmented within the precinct and connection to the Speers Point to Wallsend regional shared pathway is restricted by interface of key roads and priority to vehicle movement.
- Existing key roads (Lake Road, Main Road and Frederick Street) experience significant traffic congestion.
- The Northern Railway acts as a barrier to integration of the Cardiff Mixed-use Precinct and the Cardiff Advanced Industry Precinct.
- Large areas of the centre are used for at-grade car parking reducing the amenity and increasing urban heat impacts.



OPPORTUNITIES

- Build on the relatively well serviced public transport access and the centrally located bus interchange.
- Large land parcels in single ownership support mixed-use redevelopment opportunities to provide more diverse and affordable housing and commercial floorspace.
- Grow the Hunter Sports Centre to host national and international events.

OBJECTIVES

1. Increase dwelling density and diversity with a mix of dwelling types, including terrace houses, mid-rise buildings, apartments and shop-top housing, north of Winding Creek.
2. Improve accessibility and connectivity with:
 - safe and efficient walking and cycling connections between the retail centre and Hunter Sports Centre
 - upgrades to the existing bus exchange
 - upgrades of key intersections into the precinct.
3. Increase tree canopy cover throughout the precinct in streets, car parks and other public land.
4. Enable the intensification and diversification of the Stockland retail centre for a range of employment, services, entertainment and recreation uses.

PRIORITY INFRASTRUCTURE NEEDS

Council responsibility

- L17. Active transport connection between the retail centre and the Hunter Sports Centre.
- L18. Work with TfNSW and the landowner to improve the amenity and functionality of the Glendale bus interchange.

PRECINCTS

TERALBA PRECINCT

AT A GLANCE:

By 2041, Teralba Precinct could support:



3200 people
up from 1485



1430 dwellings
up from 587

TERALBA PRECINCT TODAY

Teralba contains a significant number of local heritage items and most of the precinct is identified as a heritage conservation area in recognition of its significant Non-indigenous heritage values and character.

Although Teralba has a large area zoned for commercial uses, the range of shops and services for residents is limited, with many sites retaining low-rise detached houses on large lots. The precinct has two train stations (Teralba and Booragul) and has shown consistent growth with some newer low-rise multi-dwelling housing. Teralba has a growing cafe and arts culture.

The precinct contains vegetated ridges and steep slopes as well as low lying areas in creek lines along Cockle Creek and the State significant Five Islands wetland. Native vegetation and wetlands support threatened ecological communities and threatened species habitat. Elevated parts provide high amenity, with water views or views over areas of native vegetation.



VISION

The retention and enhancement of the valued landscape and heritage character has created an attractive and unique place to live and visit. The local centre has a variety of shops and services that meet the day-to-day needs of residents and visitors. A mix of low-rise housing types, nestled below the vegetated ridges, supports a diverse community with excellent public and active transport links to the wider region.



CONSTRAINTS

- Limited range of shops and services and poor amenity of the Teralba local centre.
- Key State roads, such as Five Islands Road and T.C. Frith Avenue, experience significant traffic.
- High traffic volumes on Five Islands Road make pedestrian and cycling access to the shared path difficult.
- The Northern Railway divides the precinct and acts as a barrier to east-west access.
- Freight traffic movement impacts the amenity of the local centre.
- Historic mining uses and the potential costs to undertake mine grouting or structural upgrades.
- The fragmented land ownership pattern may limit the feasibility of diversifying new housing supply.
- Steep topography in some parts of the precinct and flood-affected, low-lying land in other parts.

OPPORTUNITIES

- Leverage local heritage character to develop and diversify the Teralba local centre through adaptive reuse and sensitive infill development for art, cafe, lifestyle and tourism uses.
- Increase use of Teralba and Booragul train stations with access improvements.
- Safe pedestrian and cycling access to the Five Islands Road shared path.

OBJECTIVES

1. Increase dwelling density and diversity with sensitive low-rise infill housing, including dual occupancy, manor homes, multi-dwelling and small lot housing, that integrates with the local heritage character.
2. Enable development and diversification of shops and services, including lifestyle and tourism uses, within the local centre that complement the local heritage character.
3. Conserve and enhance native vegetation on steep slopes, the ridgeline and along watercourses.
4. Improve accessibility and connectivity with:
 - safe and efficient pedestrian and cycling connection along York Street and Anzac Parade and across Five Islands Road
 - better access to Teralba and Booragul train stations.



PRECINCTS

PRIORITY INFRASTRUCTURE NEEDS

State responsibility:

- S12. Active transport connection improvements across Five Islands Road from Lake Crescent
- S13. Multimodal safety and accessibility upgrade to Teralba and Booragul train stations.

Council responsibility

- L19. Pitt Street intersection upgrade
- L20. Off-road shared cycleway from Pitt Street to Anzac Parade



Summary of submissions received on the draft North West Lake Macquarie Catalyst Area Place Strategy

Council received 21 submissions: 13 from individuals and eight from special interest groups or businesses. A summary of the issues raised in these submissions and a response is provided below in Table 1 and Table 2 below.

Table 1: Submissions from individuals

Theme	Number of submissions	Council response
Roads and transport Comments related to roads and transport included: <ul style="list-style-type: none"> existing traffic congestion and the need to widen main road corridors before more housing is developed the need for more shared paths to connect centres the need to improve public transport suggestions for another bridge over Cockle Creek and a connection to the M1. 	Eight	<p>The place strategy acknowledges roads and public transport as a key challenge within the area and identifies a range of transport infrastructure works that will be necessary to support the potential growth. Identifying key infrastructure will enable effective planning and delivery as new development occurs over the next 20 to 30 years.</p> <p>Many infrastructure upgrades are the responsibility of the State Government. Council staff will continue to advocate for funding for State infrastructure upgrades.</p> <p>Outcome: No change to the place strategy.</p>
Biodiversity/environment Comments related to biodiversity and the environment included: <ul style="list-style-type: none"> concerns that increasing population will impact biodiversity more consideration should be given to wildlife corridors the need to balance the need for diverse housing with maintaining bushland. 	Three	<p>The place strategy seeks to intensify housing, employment, services and recreation uses on land that is already zoned for urban development. This makes better use of existing infrastructure and reduces demand for further greenfield development with associated impacts on biodiversity loss.</p> <p>Outcome: No change to the place strategy.</p>
Density/building heights Three submissions identified support for more density in existing urban areas close to public transport, schools and employment. One submission suggested greater building heights of 6-12 storeys should be allowed across the catalyst area.	Three	<p>A range of factors are taken into consideration when determining suitable building height controls in different localities, such as access to public and active transport, shops and services, and desired local character. The place strategy describes a range of building heights suitable for different locations within each precinct that broadly correlates with access to public transport, shops and services and the desired local character.</p> <p>Detailed analysis will still need to be undertaken to determine appropriate densities and building heights when planning proposals are being</p>

Theme	Number of submissions	Council response
		considered for changes to building heights in specific locations within the area. Outcome: No change to the place strategy.
Housing diversity One submission suggested the place strategy should consider innovative housing options such as floating villages and permanent houseboat moorings. One submission suggested the place strategy should outline how it can deliver 15-30 per cent affordable housing.	Two	The place strategy provides an overview of where housing growth should occur and envisages the development of diverse housing types. Development of housing is undertaken by the private market and community housing providers in accordance with relevant planning legislation. Council does not currently mandate minimum affordable housing provision in new development, however there are incentives for this form of housing through discounting development contributions for these developments. The provision of affordable housing is a complex issue and is best considered across the whole local government area through the Local Housing Strategy. Outcome: No change to the place strategy.
Population growth One submission raised concerns the population density will be too large, worsening the living environment and that plans should focus on optimising quality of living.	One	The place strategy responds to population growth pressures being experienced and aims to improve quality of living by locating housing and jobs close to services and facilities and reducing urban sprawl. Outcome: No change to the place strategy.
Sports infrastructure One submission suggested the range of sports supported in the Glendale Precinct should be extended with more indoor mixed use courts.	One	This matter is outside the scope of the place strategy. Outcome: No change to the place strategy.

Table 2: Submissions from special interest groups and businesses

Theme	Number of submissions	Council response
<p>Reconsider the scope of the place strategy and expansion to include the North West Regionally Significant Growth Area</p> <p>These submissions requested the expansion of the place strategy to incorporate the Regionally Significant Growth Area identified in the Hunter Regional Plan 2041.</p> <p>Allam Property Group and the Urban Development Institute of Australia (UDIA) specifically questioned the exclusion of the Fennel Bay Precinct (Landcom site) and identification of the precinct as a key site.</p> <p>Committee for the Hunter acknowledged the reasons for deferring Cockle Creek West but encouraged Council to consider this precinct as a priority because of the importance of these strategically sited lands for growth in Greater Newcastle and a timely example of adaptative reuse of mining and industrial lands for economic development purposes.</p>	Three	<p>The North West Regionally Significant Growth Area is outside of the scope and resources of this project.</p> <p>The purpose of a place strategy is to provide certainty to the community on areas of significant change and identify catalytic infrastructure to enable cost effective delivery of new homes and jobs. This can only be achieved by having detailed information on land attributes (for example, biodiversity, flooding, bushfire, geotechnical, heritage, transport, etc.) to understand planning and infrastructure constraints and opportunities.</p> <p>Council commenced investigations of the land attributes, constraints and opportunities for the Catalyst Area in 2019, before identification of the larger North West Regionally Significant Growth Area in December 2022 within the updated Hunter Regional Plan 2041. Appropriate investigations of the land attributes and infrastructure constraints and opportunities for the larger North West Regionally Significant Growth Area or the Cockle Creek West Precinct have not been undertaken. Council does not have sufficient evidence to include other locations such as Fennel Bay and Fassifern within this place strategy. Council can still consider rezoning of land across the Regionally Significant Growth Area where a planning proposal demonstrates strategic alignment with the Hunter Regional Plan 2041, studies show site suitability for the proposed land use zones and development standards and satisfactory arrangements are made to provide necessary infrastructure.</p> <p>Existing studies of the Landcom site in Fennel Bay have identified a range of land attributes that require careful consideration as to whether the land is suitable for urban development. This includes the presence of important biodiversity features and endangered ecological communities, flooding, mine subsidence and unstable land. The information available to Council does not provide the certainty needed to extend the place strategy boundary to include Fennel Bay or identify it as a key site.</p> <p>The place strategy acknowledges the wider North West Regionally Significant Growth Area and the opportunity to prepare separate place strategies for the Cockle Creek West Precinct and other areas in the future.</p>

Theme	Number of submissions	Council response
		Outcome: No change to the place strategy.
<p>Infrastructure commitments and timing</p> <p>The UDIA and Property Council of Australia (PCA) suggested the provision of an Infrastructure Delivery Plan with a detailed breakdown of costings for priority infrastructure needs, expected implementation time frames, and identification of likely funding sources would provide greater certainty for developers, investors and the community.</p> <p>The UDIA emphasised the importance of continued coordinated infrastructure planning for the full North West Regionally Significant Growth Area and its surrounds.</p> <p>Committee for the Hunter supported the integration of land use planning, infrastructure and transport and a joined-up approach to policy and investment as essential to realising the vision. They suggested the need for a Hunter specific fund for enabling infrastructure to unlock housing currently stuck in planning pipelines largely because of transport infrastructure delays to ensure housing supply moves forward in the short to medium term. The Committee also suggested a leadership role for the Hunter and Central Coast Development Corporation (HCCDC) in planning and delivery, in particular, regarding coordination across the NSW Government.</p>	Three	<p>The place strategy identifies an extensive list of infrastructure projects needed to realise the growth potential of the area. Although the place strategy does not have an infrastructure delivery plan, it provides a robust evidence base for Council and others to advocate to and work with the State government to plan, fund and deliver this essential infrastructure.</p> <p>An infrastructure delivery plan identifying timing and infrastructure costs is not included in the place strategy because:</p> <ul style="list-style-type: none"> 14 of the necessary infrastructure projects identified are transport projects the State government is responsible for planning, funding and delivering. Council has no control over what or when the State will choose to fund, plan or deliver infrastructure and there is no guarantee State infrastructure would be delivered in line with any costs or timeframes specified in this place strategy the best place to identify funding, planning and delivery of local infrastructure Council is responsible for delivering is within the legislated Integrated Planning and Reporting (IP&R) Framework. The IP&R Framework ensures work identified in Council's suite of strategies is planned in accordance with available resources and community priorities. These works are identified through Council's four year delivery program and yearly operational plans. <p>Decisions regarding establishment of a Hunter specific infrastructure fund and utilising HCCDC to coordinate delivery are outside the scope of this place strategy.</p> <p>Outcome: No change to the place strategy.</p>
<p>Development feasibility</p> <p>The UDIA noted their recent investigations into the transport orientated development policy (TOD) locations that show a significant feasibility gap in these areas. The UDIA suggested the strategy should focus on "premium" locations such as those with water views to improve feasibility.</p>	Three	<p>Development feasibility is an important consideration, however it is only one of many factors that must be considered in planning to achieve highly liveable places that provide a variety of housing, jobs and services that meet the needs of the whole community. Numerous factors play a role in development feasibility, which results in feasibility fluctuating over time. For example, in the last few years, feasibility has been significantly impacted by escalating construction and finance costs and the availability of labour. The place strategy is a plan to guide growth and development over the next 20</p>

Theme	Number of submissions	Council response
<p>UDIA also suggested consideration be given to rezoning additional land within the Boolaroo-Speers Point and Glendale-Argenton Renewal precincts from R2 Low Density Residential to R3 Medium Density Residential.</p> <p>Committee for the Hunter acknowledged the feasibility issues identified with the TOD precincts and suggested partnerships, innovation and infrastructure funding will be key to meeting housing needs.</p>		<p>to 30 years and development feasibility will continue to evolve and change over this time.</p> <p>The place strategy does not specifically identify land to be rezoned. It sets the vision for growth and development and provides guidance for planning proposals that seek to rezone land or change other development standards, such as building heights. Council will consider planning proposals to rezone land for medium density development across the area that are consistent with the vision and objectives.</p> <p>Council is also undertaking other work, such as the recently exhibited housing diversity planning proposal, which aims to enable more diverse housing forms in all residential zones. These types of projects are expected to increase opportunities for more diverse, affordable infill housing throughout the Boolaroo-Speers Point and the Glendale Argenton Renewal Precincts.</p> <p>Outcome: No change to the place strategy.</p>
<p>Review the housing and population projections to reflect growth potential</p> <p>The UDIA and PCA suggested the assumptions used to identify potential population and housing figures may not reflect the growth trajectory of the last few years or reflect housing policy changes introduced at the State government level.</p>	Two	<p>The potential population and housing numbers identify the theoretical capacity for each precinct based on urban zoned land and development scenario assumptions. Council staff have updated the assumptions in the place strategy to incorporate housing and population forecasts from known development projects and reviewed the likely housing forms (for example, townhouses and apartments) within each precinct to better reflect:</p> <ul style="list-style-type: none"> State planning policy changes that increase the growth potential around train stations and in centres (for example, Transport Orientated Development and Low and Mid Rise Housing reforms) The different characteristics of each precinct (for example, land use zones, subdivision pattern, feasible development typologies). <p>Outcome: The assumptions used to estimate future population and housing has been reviewed resulting in updated population and housing estimates in the place strategy.</p>
Economic growth	Two	<p>Comments noted.</p> <p>Outcome: No change to the place strategy.</p>

Theme	Number of submissions	Council response
<p>Dantia supported the place strategy and the focus on growing medium and high density housing and jobs in easily accessible areas.</p> <p>Dantia supported the focus on the proposed infrastructure upgrades outlined in the strategy.</p> <p>Dantia suggested the strategy is a key opportunity to create a significant number of jobs, and, given the area's proximity to rail and road, this area could be an anchor site to provide real alternate travel to work options other than motor vehicles.</p> <p>Dantia supported the growth of a mixed-use innovation hub around Glendale TAFE. They highlighted the Glendale TAFE site is centrally located for potential students not only located in Lake Macquarie but also in the surrounding areas. Dantia has been advocating for a Manufacturing Centre of Excellence for the Hunter area funded by the State Government in Glendale</p> <p>Committee for the Hunter supported the place strategy vision because it recognises the importance of economic growth in responding to the central problem and opportunity facing the Hunter and Lake Macquarie as the economic contribution and jobs of coal industries decline.</p> <p>The Committee also noted the importance of creating more jobs within this part of Lake Macquarie and considered the place strategy to balance land uses for employment generating purposes and housing.</p>		
<p>Eden Estates</p> <p>Future residential development within the Eden Estates landholding is complementary to the place strategy, and future planning of the North West Catalyst Area should be undertaken in a coordinated fashion with the Eden Estates land.</p>	One	<p>Comments noted.</p> <p>Outcome: No change to the place strategy.</p>

Theme	Number of submissions	Council response
Waratah Golf Club <p>The Waratah Golf Club is an asset to the community with potential for additional recreation or other mixed uses to support the growing community.</p>	One	<p>The boundary of the Glendale Argenton Renewal Precinct and the Cockle Creek Precinct has been altered to incorporate parts of the golf club land within the Cockle Creek precinct. This change recognises the identified opportunities of the golf club land to support the anticipated growth of the Cockle Creek Precinct and opportunities due to its proximity to Cockle Creek train station</p> <p>Outcome: The boundary of the Glendale Argenton Renewal Precinct and the Cockle Creek Precinct has been altered to incorporate parts of the golf club land within the Cockle Creek precinct.</p>
Mapping corrections and updates <p>The UDIA identified a few mapping inaccuracies and recommend updating the Structure Plan Map to reflect zoning and development activity.</p>	One	<p>Comments have been noted, and a variety of updates have been made to the maps to reflect existing zoning and development activity.</p> <p>Outcome: Maps have been updated to address inaccuracies.</p>
Housing <p>Pacific Link Housing suggested prioritising 1-2 bedroom houses in line with identified need and encouraged Council to adopt a 15 per cent affordable rental housing target across all opportunity sites and Council-owned land.</p> <p>Pacific Link Housing also encouraged Council to work closely with the community housing sector to maximise the delivery of affordable and social housing.</p>	One	<p>Council does not currently mandate minimum affordable housing provision in new development, however there are incentives for this form of housing through discounting development contributions for these developments.</p> <p>Development of housing is undertaken by the private market and community housing providers in accordance with relevant planning legislation.</p> <p>The provision of affordable housing is a complex issue and is best considered across the whole local government area through the Lake Macquarie Housing Strategy.</p> <p>Existing development controls in the Lake Macquarie Development Control Plan 2014 require new residential flat buildings to provide a mix of dwelling types and sizes including 15 per cent studio, 30 per cent one bedrooms and 40 per cent two bedrooms.</p> <p>Three of the key sites within the place strategy are owned by NSW government entities and will be subject to the State commitment to ensure developments on surplus public land includes a minimum of 30 per cent affordable, social and universal housing.</p> <p>Outcome: No change to the place strategy.</p>

Theme	Number of submissions	Council response
Importance of Munibung Hill <p>The Munibung Hill Conservation Society (MHCS) suggested various changes to the place strategy to recognise the importance of Munibung Hill for biodiversity and its contribution to the liveability of the surrounding area. The MHCS suggested various actions and development of guidelines to support the protection and conservation of Munibung Hill.</p>	One	<p>Munibung Hill is an important landscape and cultural area adjoining the Catalyst Area. In recognition of this relationship, amendments have been made to identify access improvements, clarify the intention for new infill development to occur within existing urban zoned land adjoining Munibung Hill, and reflect the protection and conservation of Munibung Hill.</p> <p>The values and contribution of Munibung Hill to the city has been comprehensively reviewed and is captured in the Munibung Hill Management Plan which was adopted by Council in 2022. The MHCS was consulted during the preparation of the Munibung Hill Management Plan.</p> <p>Outcome: Text and map changes have been made to clarify the relationship of the Catalyst Area to Munibung Hill.</p>
Public transport <p>Committee for the Hunter noted that better public transport services, including more investment, will be critical to achieving the vision and objectives of the area.</p>	One	<p>Comments noted.</p> <p>Outcome: No change to the place strategy.</p>

