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# Broadmeadow Integrated Master Plan Report (Memo)

March 2025



## Acknowledgment of Country

We acknowledge Country and pay our respects to the Awabakal People as the Traditional Owners and Custodians of the land and waters on which Broadmeadow is located.

We recognise their continued connection to Country and that this connection can be seen through stories of place and cultural practices such as language, art, songs, dances, storytelling and caring for the natural and cultural landscape of the area.

We also recognise the continuing living culture of Aboriginal People and the significance of living culture now and into the future.

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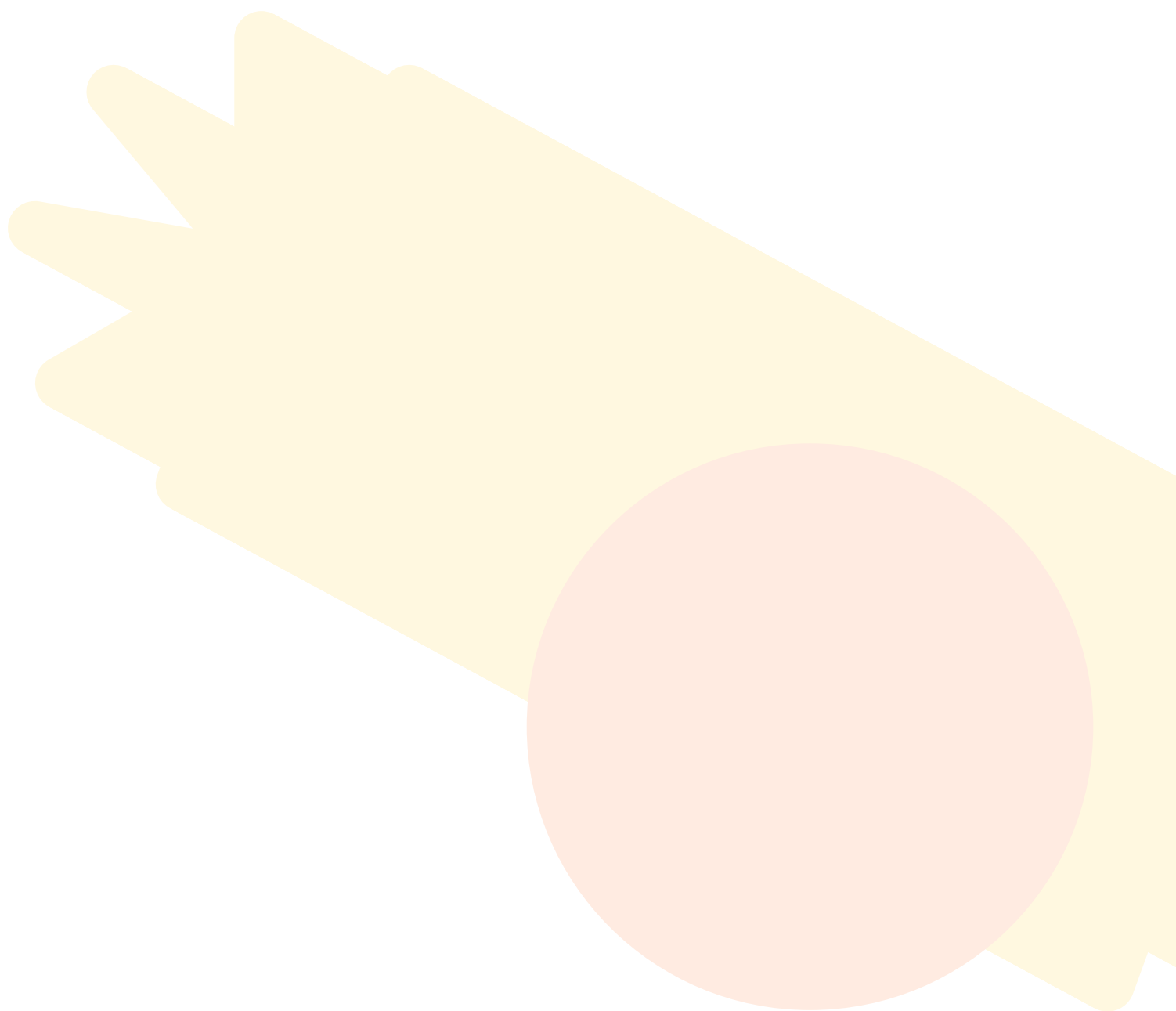
Revision(s)	Date	By
Final Draft	18/12/2025	Cox Architecture
Final	03/03/2025	Cox Architecture

### Disclaimer

NOTE: School infrastructure and transport initiatives are indicative only and subject to detailed design, analysis, feasibility review, funding commitments etc. No investment decisions have been made. Furthermore, the final list, extent, details, locations of initiatives will be subject to the satisfactory resolution of the above.

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## Amendments to first-move state-led rezoning

Following the review of submissions during public exhibition, the amendments to the Government Moves plan have been carefully crafted following a thorough review of submissions received during the public exhibition. The following pages are the updated Government movement which aim to balance the need for development and growth with the need to protect and enhance the local community's quality of life. By simplifying and streamlining the planning framework, the revised amendments will help to facilitate more efficient and effective development outcomes, while also ensuring that the needs and concerns of the community are addressed.

The post-exhibition amendments proposed to the first-move state-led rezoning take into consideration:

- Simplification of building heights and floor space ratios at the Locomotive Heritage Park.
- Removal of maximum building heights and floor space ratios for SP1 zoned land, and removal of minimum subdivision lot size at Newcastle Showground and Go Karts and Stadium Forecourt.

Note: The following section should be read as an addendum to Section 4.9 of Integrated Master Plan Report (Cox, June 2024).

## 4.9 Government Moves

The Integrated Master Plan identifies the Newcastle Showground site, Basketball Stadium and PCYC, Locomotive Heritage Park and Go Karts and Stadium Forecourt as Government moves rezoning sites. Government ownership and large lot sizes render these sites more feasible for development.

The Basketball Stadium and PCYC and Newcastle Showground sites will catalyse development in the centre of the Broadmeadow Precinct and establish a local vernacular for future development. New and rejuvenated open spaces are accompanied by active streetscapes that respond to the pedestrian scale, defining new 15-minute neighbourhoods with easy access to daily needs and strong active transport connections.

The sites identified for Government moves rezoning will provide the capacity for approximately 3,200 new dwellings, 8,200 new residents and 2,350 new jobs. These figures equate to 160% of the dwellings required of the Broadmeadow Place Strategy by the Hunter Regional Plan 2041.

Refer to the Economic Impact Assessment prepared by Atlas Economics for greater detail.

Land Use	Area (m <sup>2</sup> )	Total Dwellings	Population	Employment GFA	Jobs
Mixed Use	26,060	1,042	2,502	10,424	298
Residential	64,782	1,141	2,739	-	-
Residential/Mixed Use (Depot)	132,779	1,017	2,969	-	750
Commercial	43,643	-	-	91,558	1,191
Special Use	34,911	-	-	8,728	109
Publicly Accessible Open Space	41,317	-	-	-	-
<b>TOTAL</b>	<b>343,492</b>	<b>3,200</b>	<b>8,209</b>	<b>110,710</b>	<b>2,350</b>

Table 2: Government moves yields

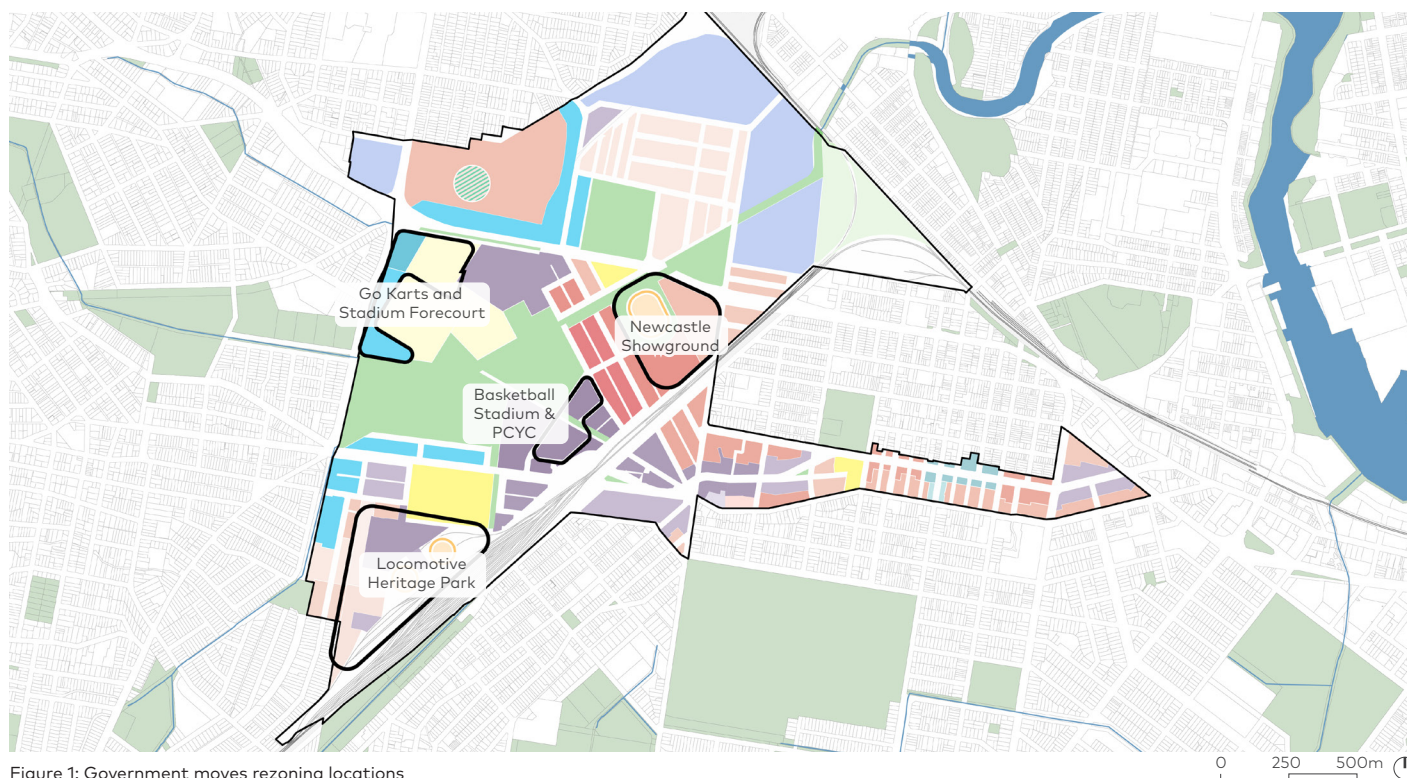


Figure 1: Government moves rezoning locations

# Locomotive Heritage Park

## Proposed Uses

The Integrated Master Plan envisions a lively town centre, with medium and high density mixed-use development at its core. The Locomotive Heritage Park site will augment this with medium-density mixed-use and associated medium to low density residential dwellings.

The Locomotive Precinct will consider existing uses and improvements on the site with the adaptive-reuse of the existing roundhouses. This will help foster a transition of the site from a vacant and underutilised rail service depot into a thriving new mixed-use community.

Commercial and cultural destinations will be combined with high quality dwellings and a responsive public domain.

Land Use	Total Dwellings	Population (@2.4ppd)	Jobs
Residential/ Mixed Use	1,017	2,969	750
TOTAL	1,017	2,969	750

Table 3: Locomotive Heritage Park - yields

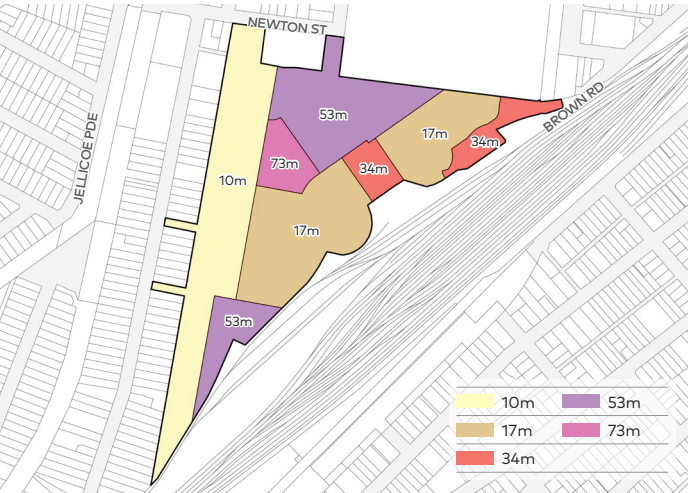


Figure 3: Locomotive Heritage Park - Proposed Building Height

## Floor Space Ratios and Yields

Higher densities will be consolidated at the centre of the site, rising to 3.4:1 FSR. A transition zone is located on the western boundary to provide an appropriate transition to low density housing.

The north of the site can support higher densities due to its interface with Productivity Support land uses, which are less sensitive to shading and view-line impacts.

Placing the majority of dwellings away from the rail corridor will reduce noise impacts.

## Building Heights

In alignment with proposed densities, heights rise to their maximum in the central north portion of the site. Increased heights are proposed to facilitate proposed mixed uses.

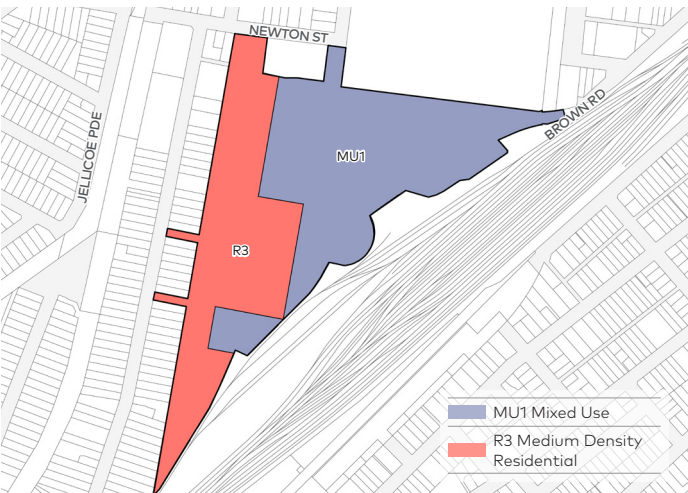


Figure 2: Locomotive Heritage Park - Proposed Land Use

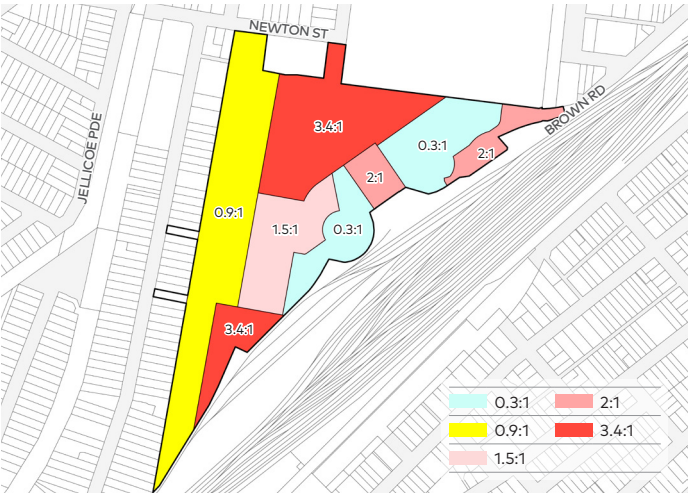


Figure 4: Locomotive Heritage Park - Proposed FSR



Setbacks

Setbacks are intended to provide a varied and amenable streetscape. Large setbacks in the mixed-use centre of the site will break up the building mass above and expand circulation spaces in high-activity areas. Setbacks will also promote integration with adjacent open space.

Podium Height

Podium heights reflect the commercial and retail potential of a building. Taller podiums at the site's centre will promote a sense of enclosure and generate higher levels of pedestrian activity. In the west of the Precinct, lower scale residential uses will achieve separation from the roadway through setbacks.

Active Frontages

Active frontages mark the Locomotive Precinct's 'high street' character area. A consistent street wall will support a range of active uses that promote passive surveillance of the streetscape and draw pedestrian movement into the heart of the site, toward public open space and community uses.

Open Space and Landscape

The Locomotive Depot leverages its heritage assets to invigorate public open space. The former railway roundhouses sit within landscaped parkland and frame public plazas that absorb the overflow from adjacent active uses.



Figure 5: Locomotive Heritage Park - Setbacks



Figure 6: Locomotive Heritage Park - Podium Height

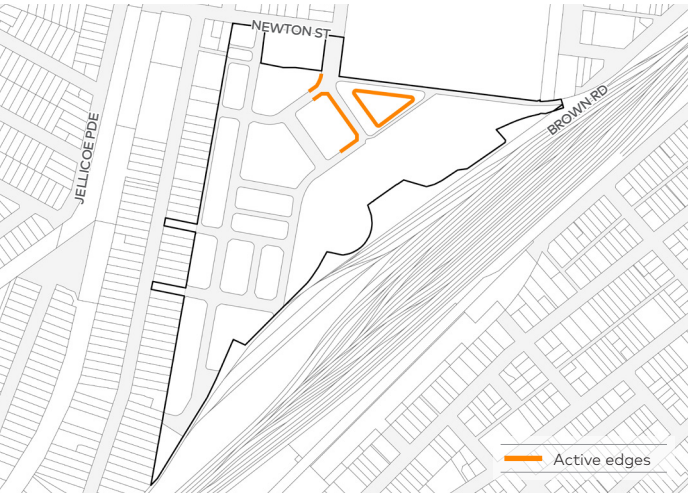


Figure 7: Locomotive Heritage Park - Active frontages

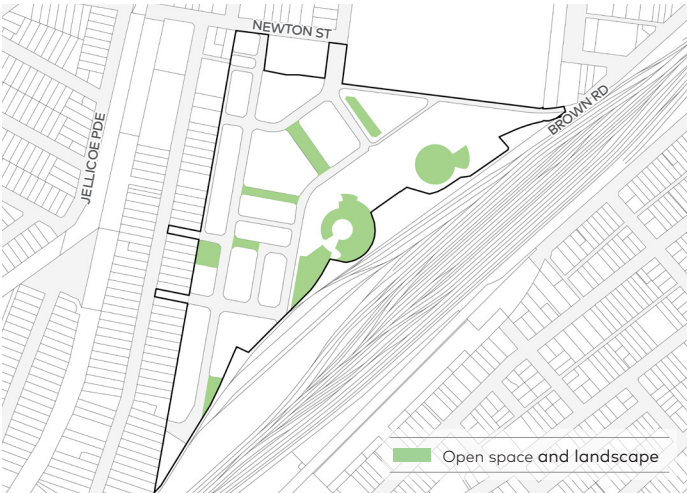


Figure 8: Locomotive Heritage Park - Open space & landscape

# Basketball Stadium and PCYC

## Proposed Uses

Blanket MU1 Mixed Use zoning will provide the flexibility required to activate the Broadmeadow Centre. A large residential population situated above a range of retail, services and community uses will drive pedestrian activity and aid in transforming the Precinct into a regional, national and global destination.

Forming the gateway to the Sports and Recreation precinct, development will capture incidental food and beverage and retail on the pedestrian route to Broadmeadow Station.

## Floor Space Ratios and Yields

A high-density floor-space ratio of 4:1 will be applied across the site, responding to the connectivity and amenity of Broadmeadow Station and a location within the future Broadmeadow Centre. Approximately 1,000 new dwellings are projected to be delivered, housing 2,500 people.

## Building Heights

Tall building heights are appropriate for the site, which is situated at the core of the Broadmeadow Centre. Open space to the north of the site means that tall buildings will not impact upon public open space through overshadowing.

Land Use	Total Dwellings	Population (@2.4ppd)	Jobs
Mixed Use	1,042	2,502	298
TOTAL	1,042	2,502	298

Table 4: Basketball Stadium and PCYC - yields

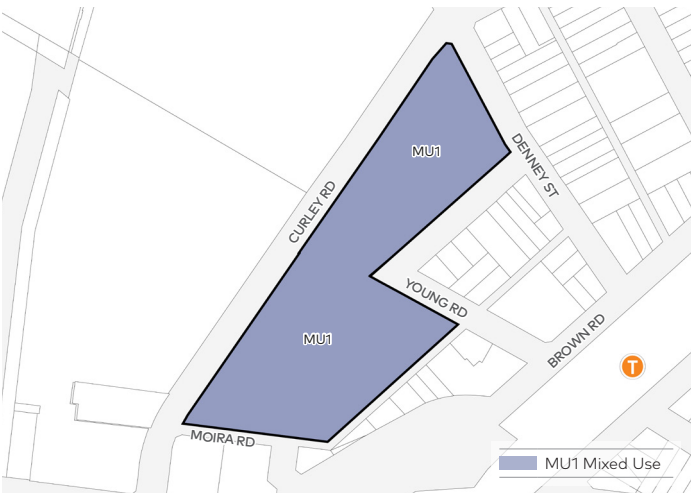


Figure 9: Basketball Stadium and PCYC - Proposed Land Use

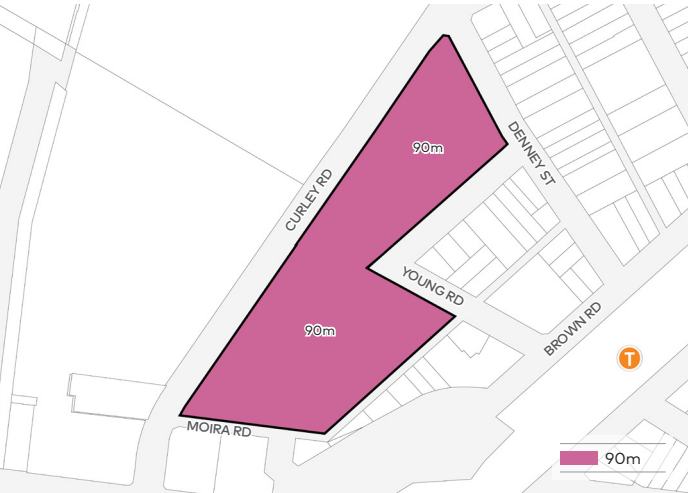


Figure 10: Basketball Stadium and PCYC - Proposed Building Height

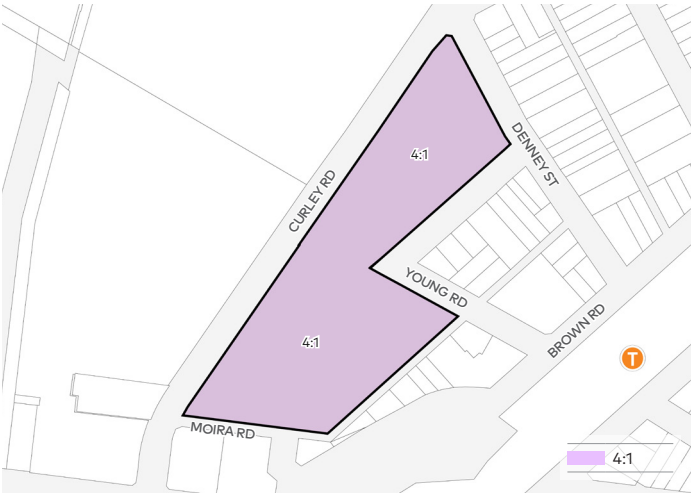


Figure 11: Basketball Stadium and PCYC - Proposed FSR



Setbacks

A setback of zero metres will be applied at the proposed Green Boulevard interface to promote activation and create passive surveillance over the public domain. Community and commercial uses will frame the boulevard and benefit from incidental patronage to and from the Sports and Recreation precinct.

Podium Height

Podium heights within the Basketball Stadium and PCYC are intended to accommodate the displaced uses from the site's current sporting and community facilities. High floor-to -floor heights will create the flexibility to provide for a range of community uses.

Active Frontages

The proposed active frontages respond to the future Green Boulevard interface. Young Road will be lined by active shopfronts, cafés and restaurants, framing the street with a 90% build-to-Line control. In anticipation of future mixed use development and to activate the site's interface with parkland, Curley Road will host semi-active frontages with a 75% build-to-line control.

Open Space and Landscape

The built form of the Basketball Stadium and PCYC surrounds generous green communal areas for the use of residents, while promoting permeability through the site. Podiums on the southern interface of Young Road invite pedestrians into a public urban plaza, framed by commercial and community uses. This space will draw activity from the proposed Green Boulevard on Young Road.



Figure 12: Basketball Stadium and PCYC - Setbacks



Figure 13: Basketball Stadium and PCYC - Podium Height



Figure 14: Basketball Stadium and PCYC - Active Frontages



Figure 15: Basketball Stadium and PCYC -Landscape and Open Space

# Newcastle Showground

## Proposed Uses

The proposed uses for the Newcastle Showground will create a new, liveable residential community that is anchored by high-quality green space. R4 High Density Residential land in the south of the site shares an interface with the Broadmeadow Centre and transitions away from high-intensity mixed use through to R3 Medium Density Residential in the east. The Show-ring will remain RE1 Public Recreation, though the parkland will be accessible by the public outside of event days.

## Floor Space Ratios and Yields

In keeping with a transition in intensity away from the Broadmeadow Centre, FSRs will decrease from 3.6:1 to 2.3:1 from west to east. High and medium density residential development will deliver approximately 1,100 dwellings.

## Building Heights

Proposed building heights reduce in accordance with distance from the Broadmeadow Centre. The future built form will appropriately frame the Showground open space, and reduce the impact of overshadowing on proposed and existing open spaces where possible.

Land Use	Total Dwellings	Population (@2.4ppd)	Jobs
Residential	1,141	2,739	-
TOTAL	1,141	2,739	-

Table 5: Newcastle Showground - yields



Figure 16: Newcastle Showground - Proposed Land Use

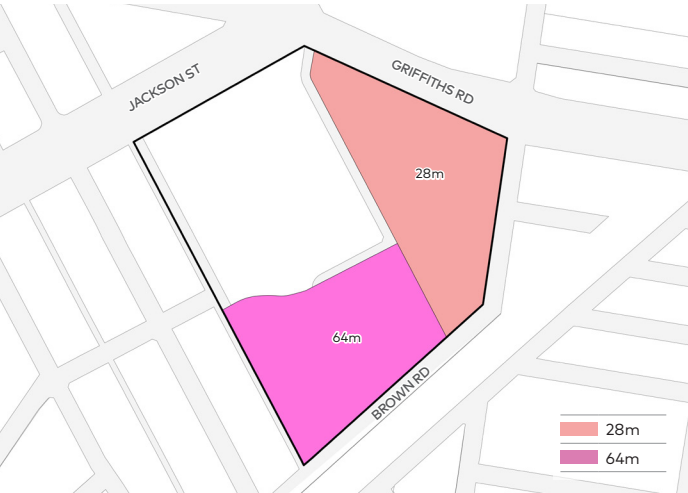


Figure 17: Newcastle Showground - Proposed Building Height

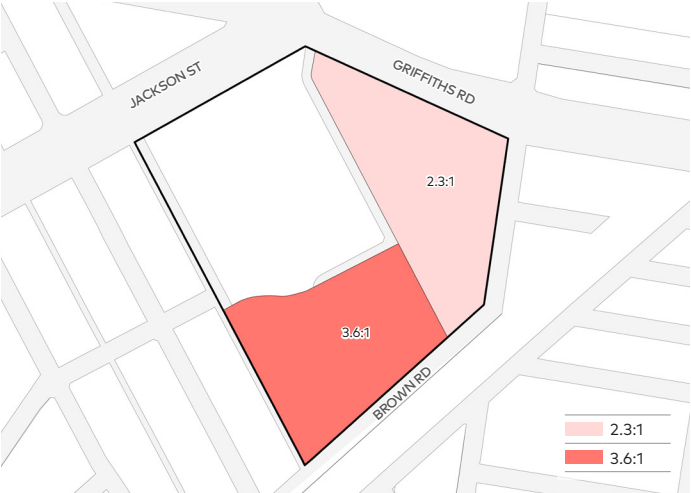


Figure 18: Newcastle Showground - Proposed FSR

Setbacks

The future residential neighbourhood will have a three- to six-metre setback to the street to allow for appropriate building separation and landscaping zones. Deep-soil planting will foster an urban canopy and reduce the impact of the urban heat island effect.

Height Strategy

The future built form of the Newcastle Showground will need to consider its interface with the adjacent show-ring and the Main North railway line to the south. Additional height can be placed against the railway line due to the reduced impact of overshadowing. To the east, heights will transition down to meet the existing single-detached homes east of Chatham Road.

Open Space and Landscape

Unlocking the show ring to the public provides a substantial amount of recreation space for local residents and visitors alike. Communal courtyards provide ample spaces to gather in the middle of new development, breaking up the built form and creating opportunities for new through-site links.

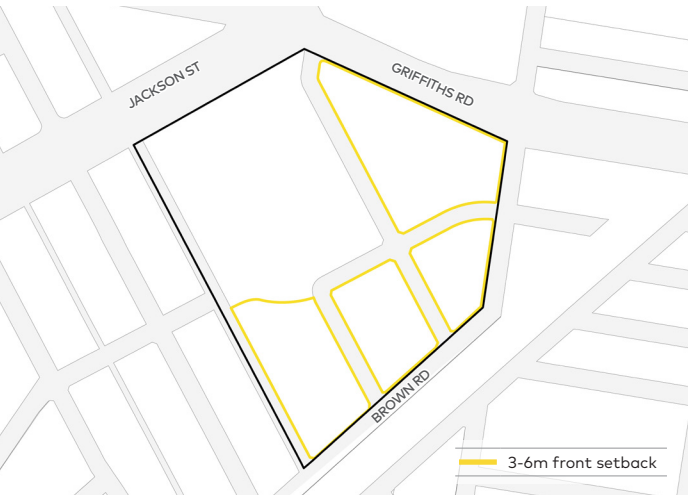


Figure 19: Newcastle Showground - Proposed Setbacks



Figure 20: Newcastle Showground - Proposed Open Space

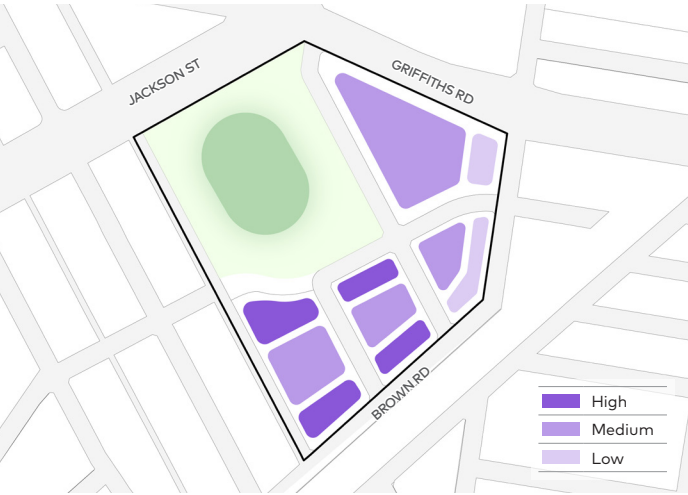


Figure 21: Newcastle Showground - Height Strategy



# Go Karts and Stadium Forecourt

## Proposed Uses

The proposed uses for the Go Karts and Stadium Forecourt site are intended to support activities within the Sport and Recreation precinct. E2 Commercial Centre zoning along the western boundary allows for the development of hotel accommodation adjacent to major sporting facilities. Ground-floor activation with minor retail and food & beverage uses welcome patrons on game days, and transitions to a small-scale, attractive local centre during the week.

The future Entertainment Centre will be developed on SP1 Special Activities land.

## Floor Space Ratios and Yields

Floor-space ratios of 2:1 and 3:1 allow for flexibility in the delivery of commercial floorspace on Turton Road, which provides capacity for 1,221 new jobs within the Commercial Centre zoning.

## Building Heights

Buildings to heights of 30-50m will frame the Turton Road interface. Buildings rising to 50m on the Griffiths Road and Turton Road intersection will mark the entry to the site, and 6 storey commercial buildings to the south create a sense of enclosure at the street level without overwhelming the pedestrian scale.

Land Use	Total Dwellings	Population (@2.4ppd)	Jobs
Commercial	-	-	1,191
Special Use	-	-	109
TOTAL	-	-	1,300

Table 6: Go-Karts and Stadium Forecourt - yields

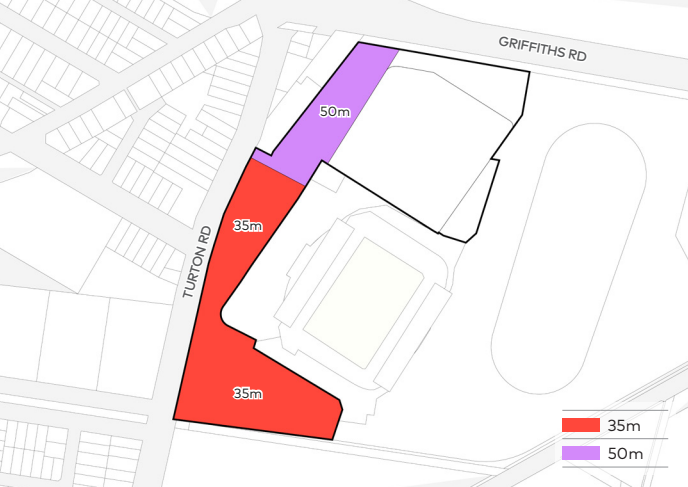


Figure 23: Go-Karts and Stadium Forecourt - Proposed Building Height

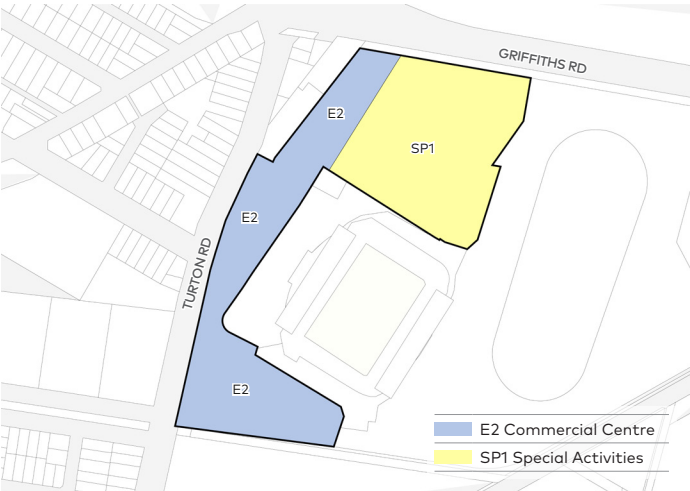


Figure 22: Go-Karts and Stadium Forecourt - Proposed Land Use

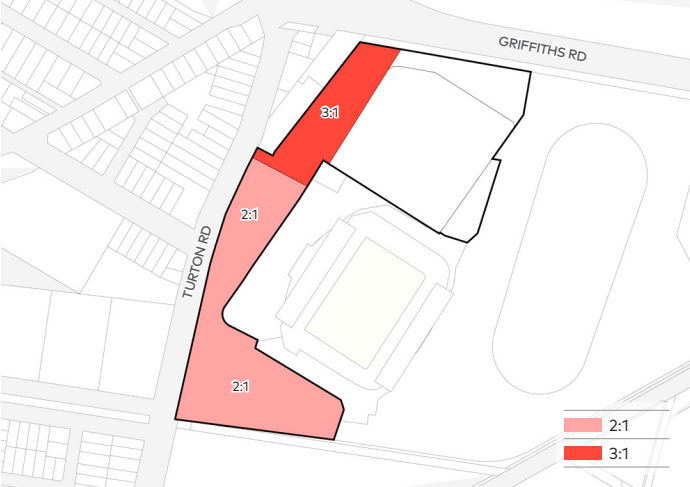


Figure 24: Go-Karts and Stadium Forecourt - Proposed FSR

## Setbacks

Setbacks are minimal throughout the site, to build flexibility into future development and allow the built form to adequately frame the streetscape for potential active uses at the stadium forecourt.

## Active Frontages

Potential active and semi-active frontages seek to create an inviting gateway to the Sports and Recreation precinct. Pedestrians from Turton Road will encounter a vibrant streetscape that leverages the civic plaza space at the stadium forecourt.

## Open Space and Landscape

The Indoor Arena and McDonald Jones Stadium frame a new public space that can successfully manage crowds on event days, and remain a viable destination and gathering space during the week. The built form in the south of the site leads pedestrians to major attractions from the proposed Green Boulevard in the southeast.

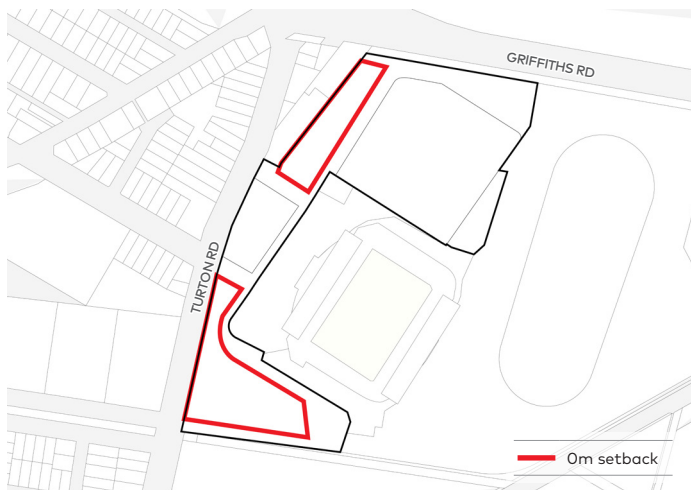


Figure 25: Go-Karts and Stadium Forecourt - Setbacks

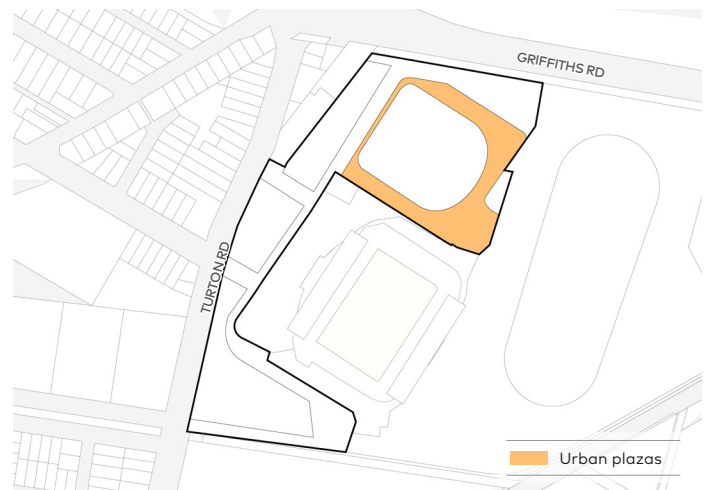


Figure 26: Go-Karts and Stadium Forecourt - Open Space and Landscape

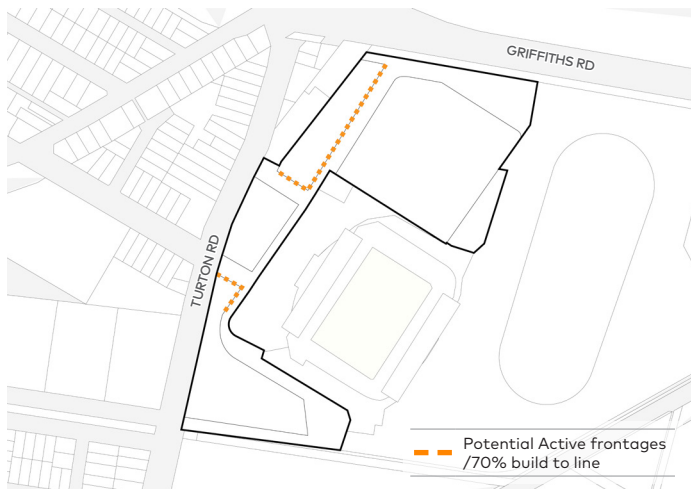


Figure 27: Go-Karts and Stadium Forecourt - Active Frontages

