


# Broadmeadow precinct – first-move rezoning

Explanation of Intended Effect

June 2024





# Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that the Broadmeadow regionally significant growth area is on land of the Awabakal people. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Broadmeadow regionally significant growth area – Explanation of Intended Effect

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# Have your say

The Department of Planning, Housing and Infrastructure welcomes your feedback on the proposed Explanation of Intended Effect.

The Department will publish all individual submissions and a consultation summary report once it has assessed and analysed the submissions.

You can view the Explanation of Intended Effects and supporting documents at <https://www.planningportal.nsw.gov.au>

*To make a submission online please follow the steps below:*

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  - b) a brief statement on whether you support or object to the proposal
  - c) the reasons why you support or object to the proposal.
3. Ensure you disclose reportable political donations. Anyone lodging submissions must declare reportable political donations (including donations of \$1,000 or more) made in the previous two years.
4. Agree to our online statement and lodge your submission.

You may also lodge your submission via post by sending it to:

Executive Director  
State Rezoning

Department of Planning, Housing and Infrastructure, Locked Bag 5022, Parramatta NSW 2124

All submissions will be made public in line with our objective to promote an open and transparent planning system. If you do not want your name or other personal identifying details published, please state this clearly at the top of your submission.

# Executive Summary

This Explanation of Intended Effect (EIE) sets out the proposed amendments to facilitate a first-move state-led rezoning in the Broadmeadow regionally significant growth area ('the Precinct'). The EIE also provides justification for amendments proposed to Newcastle Local Environmental Plan 2012 (NLEP 2012) via a self-repealing State Environmental Planning Policy (SEPP).

The Department of Planning, Housing and Infrastructure (the Department) has been working with City of Newcastle Council (Council) to develop a place strategy for the entire Broadmeadow precinct. Council is concurrently exhibiting the place strategy, which sets an integrated 30-year vision for the precinct.

The Broadmeadow precinct sits within the Newcastle Local Government Area (LGA) on Awabakal Country in the NSW Hunter Region. NSW Government's Hunter Regional Plan 2041 has guided the development of the precinct and the place strategy.

Broadmeadow is identified as a "regionally significant growth area" in the Hunter Regional Plan 2041, which sets the strategic direction for land use planning over the next 20 years to help create vibrant and connected communities.

The Broadmeadow Place Strategy, prepared by Council, will provide a blueprint for how the area will change overtime, particularly for areas where significant population growth is expected. The place strategy will establish locations for future housing, employment, public and open space, entertainment and recreation, transport, areas of cultural heritage, as well as opportunities for landscape and creation of urban tree canopy.

This first-move state-led rezoning (and associated amendments) seeks to rezone identified portions of the precinct to catalyse redevelopment and represent the first stages of realising the place strategy.

Detailed technical investigations have been carried out to inform precinct planning and to support the preparation of both the place strategy and this state-led rezoning. The unique constraints and opportunities within Broadmeadow require a holistic approach to precinct planning. This is due to:

- significant environmental constraints such as flooding, land contamination, risks associated with major pipelines;
- unique Aboriginal and historical heritage;
- the need to consider infrastructure requirements holistically across the precinct;

- the national, State and regional significance of the precinct's sports and entertainment venues;
- the need to provide diverse housing opportunities to service the growth of Newcastle and the Hunter region more broadly; and
- the need to appropriately plan for a diverse range of land use types throughout the precinct.

## Vision

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

## Summary of proposed amendments

The proposed state-led rezoning of the first-move sites will enable the delivery of approximately:

- 3,200 new dwellings;
- 2,350 new jobs;
- 35,000sqm of land for special use as entertainment and recreation.
- 41,000sqm of newly unlocked public open space and green space with improved access;
- revitalisation of the exceptional and high value State heritage listed items within the Broadmeadow Locomotive Depot as the focal pieces in an adaptively re-used publicly accessible space;
- increased access to areas of public open space; and
- improved public and active transport (including cycleways).

Part 1 of this report provides an overview of the precinct, the state-led rezoning process and identifies the Government-owned sites that form the rezoning.

Part 2 of this report provides an explanation of the intended effects to the legal exhibition of the planning amendments. It is proposed that a self-repealing State Environmental Planning Policy will amend NLEP 2012.

The amendments will deliver new development standards for the sites to be rezoned and introduce a requirement for a site-specific development control plan to be prepared for these areas. These amendments will begin to realise the vision and principles of the broader place strategy, catalysing Broadmeadow's redevelopment.

## Exhibition material

A number of documents have been placed on exhibition to allow the community and stakeholders to provide feedback on the proposed rezoning. The exhibition package includes:

- an Explanation of Intended Effect (this document), which outlines the proposed changes to Newcastle Local Environmental Plan 2012 that enables the State-led rezoning as a first-move for realising the Broadmeadow Place Strategy (currently on exhibition by Council), and
- technical studies prepared to support the rezoning, including:
  - Integrated Masterplan Report;
  - Biodiversity and bushfire;
  - Noise and Air Quality;
  - Flooding and Water Cycle management;
  - Land Capability and Contamination;
  - Transport;
  - Aboriginal Cultural Heritage;
  - Historic Heritage;
  - Economic Impact Assessment;
  - Land Use Safety.

City of Newcastle Council, with support from the Department, has prepared a draft Local Contributions discussion paper that sets out the approach to fund local infrastructure, including local roads, drainage infrastructure and open space.



# Part 1 – State-led rezoning

---

## 1.1 Overview

The Department has undertaken investigations to begin implementation of the place strategy, catalysing redevelopment within the Broadmeadow precinct.

This document details the first-move state-led rezoning of four identified Government-owned sites and summarises the proposed amendments, providing detailed consideration of the impacts of the proposed planning amendments.

The four first-move sites are:

- Locomotive depot (25 and 35 Cameron Street);
- Newcastle Basketball Stadium (27 Young Road) and Newcastle Police Citizens Youth Club (PCYC) (28 Young Road);
- Newcastle Showground (Griffiths Road); and
- Go karts and stadium forecourt (Turton Road and Griffiths Road intersection at Hunter Park stadium).

### 1.1.1 Broadmeadow regionally significant growth area

Broadmeadow was announced as a regionally significant growth area in the Hunter Regional Plan 2041, released in December 2022.

The Regional Plan acknowledges Broadmeadow's value within the greater Hunter Region as a strategically important precinct of 313 hectares at the geographical heart of Greater Newcastle. Broadmeadow offers a rare, once in a generation opportunity to achieve city-shaping outcomes that will define Newcastle for decades to come. Broadmeadow will showcase 15-minute neighbourhoods and provide a unique area that provides diverse housing choices.

As a regionally significant growth area, Broadmeadow can deliver exceptional place outcomes for Greater Newcastle. Broadmeadow will showcase how the vision and objectives of the Regional Plan can be realised for the community of the Hunter.

Broadmeadow as originally mapped in Hunter Regional Plan 2041 is shown in Figure 1.



Figure 1 – Broadmeadow regional significant growth area (as originally mapped in Hunter Regional Plan 2041)

## 1.1.2 Broadmeadow Place Strategy approach

The Hunter Regional Plan 2041 specifically references the requirement to prepare a place strategy for Broadmeadow.

City of Newcastle Council is leading the preparation of the place strategy, working in close collaboration with the Department.

The place strategy is being separately exhibited concurrently to this EIE.

The place strategy creates a 30-year integrated vision for the Broadmeadow precinct, providing a staged approach to transformation of this strategically important opportunity for urban renewal. The place strategy establishes 7 strategic directions for the precinct and sets a structure plan to provide a land-use framework and guide future development in Broadmeadow.

The 7 strategic directions are key interventions set out by the place strategy. Each of the directions are accompanied by principles and actions that require coordination between, and resourcing from,

multiple state agencies, council, community and industry to achieve the vision for the precinct. The strategic directions are listed below and detailed in the Broadmeadow Place Strategy (currently on exhibition by Council).

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

The Broadmeadow precinct is located 3km west of the Newcastle central business district (CBD) and will support a substantial increase in population, dwellings, and jobs with up to 20,000 new homes and up to 15,000 jobs for a projected population of up to 40,000 people. The indicative structure plan for the precinct is shown in Figure 2.

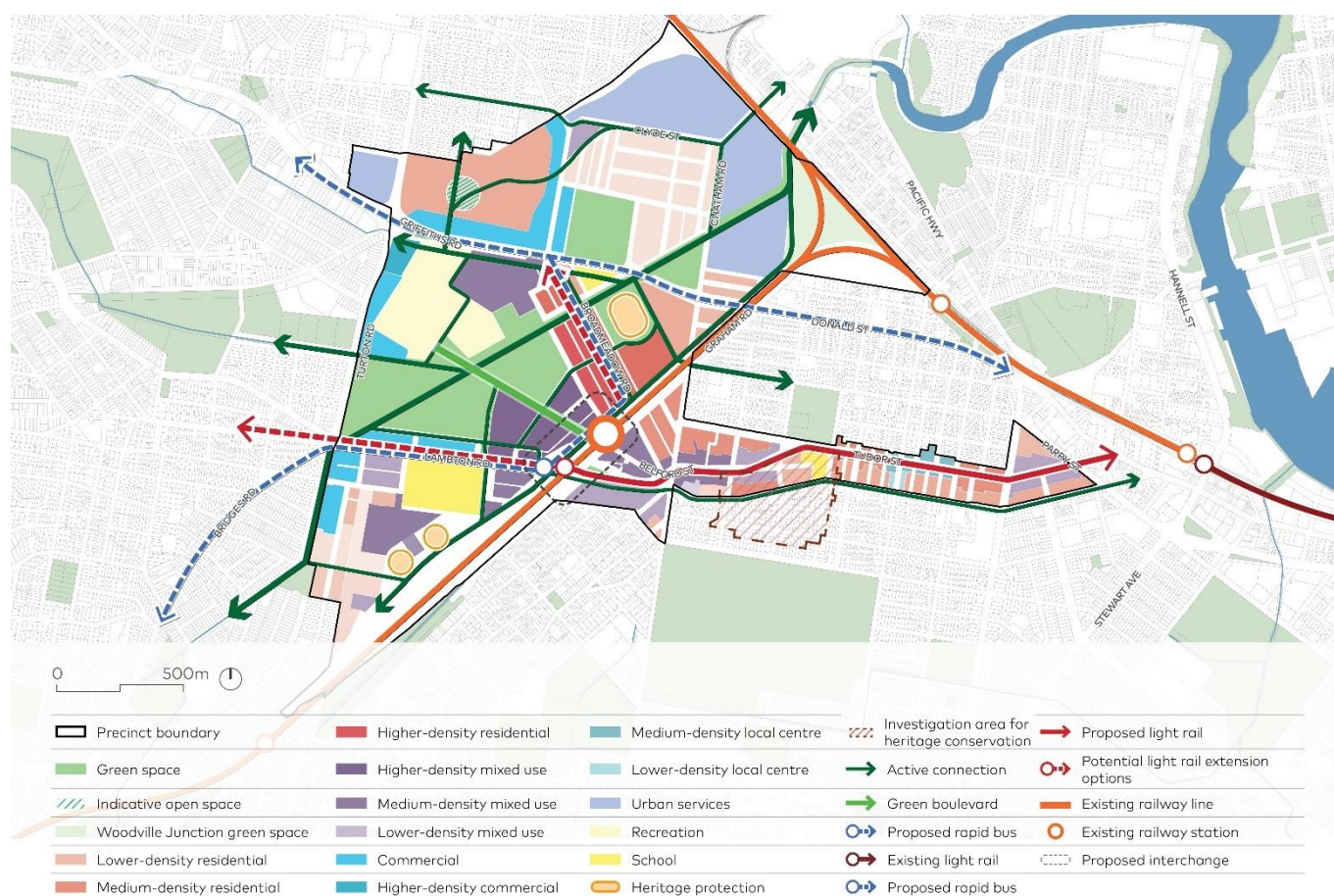


Figure 2 Broadmeadow - indicative Structure plan

### 1.1.3 First-move state-led rezoning boundary

It is proposed to rezone four sites that have been identified as significant opportunities to strategically catalyse renewal of the precinct. The land identified is Government-owned and supports the vision for the Broadmeadow precinct.

The sites identified will remain subject to NLEP 2012 and will be rezoned through a self-repealing State Environmental Planning Policy (referred to as the Self-Repealing SEPP). The sites to which the Self-Repealing SEPP applies are shown in Figure 3 and include:

Site	Address/ location	Lot/DP
Locomotive depot	25 and 35 Cameron Street	Lot 26 DP 1147480 Lot 13 DP1231619 Lot 14 DP 1231619 Lot 15 DP 1231619 Lot 16 (part) DP 1231619 Lot 49 Sec A 4020 Lot 57 Sec A 4020
Newcastle basketball stadium and Newcastle Police Citizens Youth Club (PCYC)	27 and 28 Young Road	Lot 383 DP 755247 Lot 3187 DP 43399 Lot 7025 DP 1070095 Lot 384 DP 755247 Lot 3287 DP 1049501 Lot 3127 DP 755247



Site	Address/ location	Lot/DP
Newcastle Showground	Griffiths Road	Lot 2249 DP 755247 Lot 2258 DP 755247 Lot 2254 DP 755247 Lot 2498 DP 755247 Lot 7302 DP 1143612 Lot 7303 DP 1143612 Lot 2264 DP 755247 Lot 2583 DP 755247 Lot 2251 DP 755247 Lot 2326 DP 755247 Lot 2248 DP 755247 Lot 2261 DP 755247 Lot 2252 DP 755247 Lot A DP 186497 Lot 225 DP 755247 Lot 2260 DP 755247 Lot 2255 DP 755247 Lot 2259 DP 755247 Lot 2262 DP 755247 Lot 2256 DP 755247 Lot 2263 DP 755247 Lot 2250 DP 755247 Lot 2253 DP 755247
Go karts and stadium forecourt	Turton Road and Griffiths Road intersection (at Hunter Park stadium)	Lot 3238 DP 1013870 Lot 3239 DP 1013870 Lot 32 DP 1091407 Lot 3241 DP 1013870 Lot 31 DP 1091407

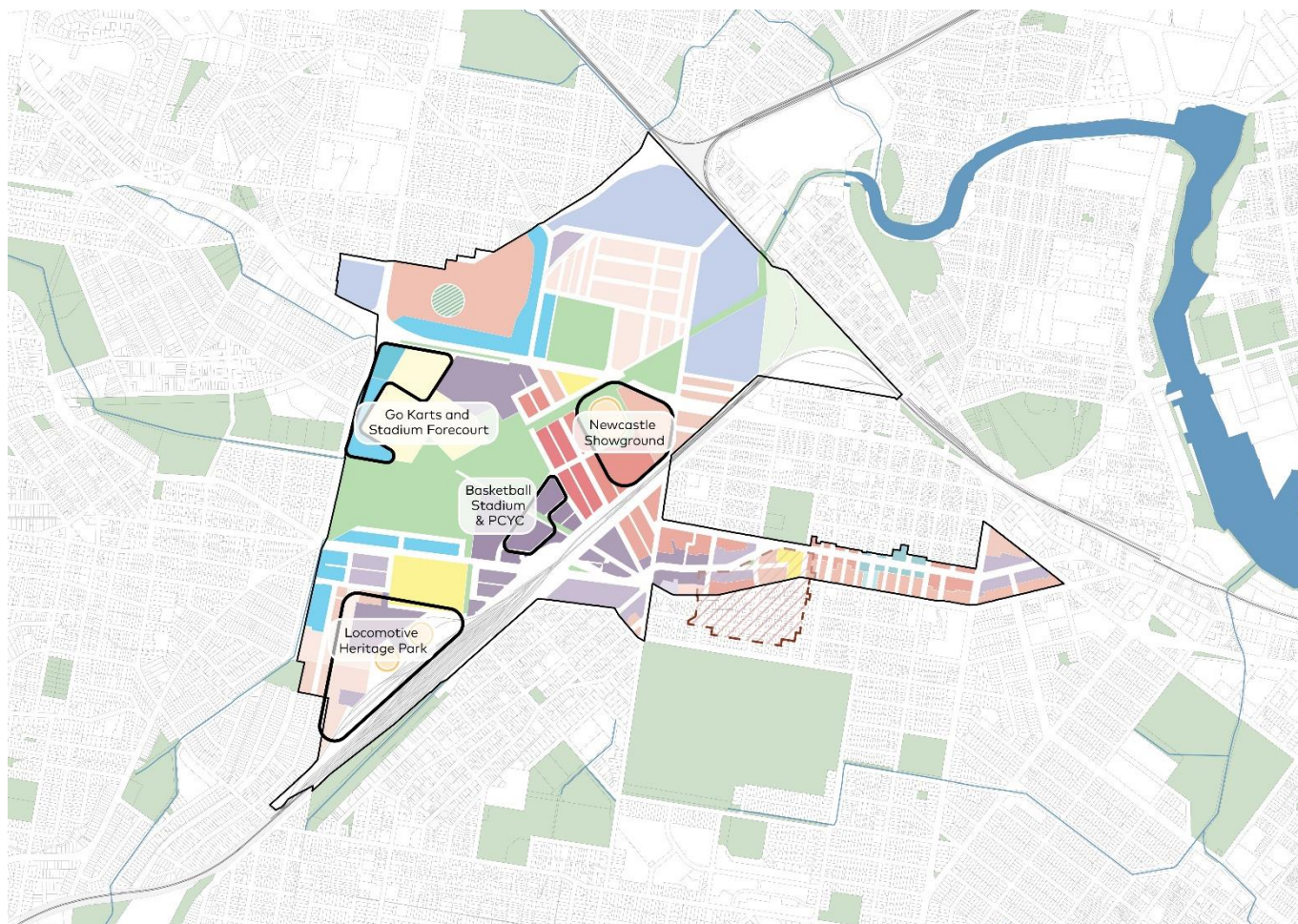


Figure 3 First-move rezoning sites.

There are no zoning (or other) amendments to any land within the precinct other than the four identified first-move sites.

## Locomotive depot

The Locomotive depot is a 13ha parcel of land located at 25 and 35 Cameron Street in the south of the precinct. It is owned and managed by the Transport Asset Holding Entity (TAHE) of NSW, a State-owned corporation and custodian of the NSW rail network who manage, maintain and enhance the State's transport assets.

The site adjoins the Hunter School of Performing Arts to the north, and is bound by the active rail corridor to the south and east. To the west are low and medium density residential dwellings and Kings Road. The site is shown in Figure 4.

The Locomotive depot is occupied by buildings and structures associated with its former operations as a servicing hub for steam locomotives. These include two locomotive turntables, a roundhouse building, remnant railway tracks, sheds and associated administrative buildings. The remainder of the site consists of hardstand, roadways and open grassed areas with scattered vegetation.

The rezoning of the site will enable the adaptive reuse of exceptional and high value heritage buildings and structures. The future redevelopment of the site will unlock public access to these structures, provide public open space and the opportunity for approximately 1,100 new dwellings and approximately 750 jobs.

The site has the capacity to support site-specific flood mitigation infrastructure and does not rely on precinct-wide measures to mitigate flooding impacts.

The Locomotive depot represents a significant opportunity to provide housing, employment and open space in association with public access to unique rail heritage items.

The site will combine unique heritage and historic items with co-located homes and employment uses, supported by walking and cycling connections, that will become a significant destination for the region.

Rezoning also increases public access to the site, which provides an ideal opportunity for increased community participation, heritage appreciation and a distinct sense of place. Providing cultural tourism opportunities through access and interaction with the site's heritage is key to effective heritage interpretation and understanding how the site was utilised as a railway depot. It is intended that the adaptive reuse and increased activation will create a thriving destination.





Figure 4 Locomotive depot



## Basketball stadium and PCYC

The Newcastle basketball stadium is located at 27 Young Road and the existing PCYC is at 28 Young Road in the central east of the precinct.

The six parcels of land are bound by public road including Curley Road, to the west, Denney Street to the north and Brown Road to the south. Both the basketball stadium and PCYC have frontage to Young Road which currently traverses between the two.

The site is occupied by the existing basketball stadium and PCYC buildings, both of which have associated at-grade hardstand carparks and undeveloped grassed areas.

The site is shown in Figure 5 and will provide opportunity for the relocation of the existing facilities, dedicated public domain adjacent to Broadmeadow station and a multi-purpose community facility. The site will be made available for both employment and residential land uses, with the capacity for approximately 1,000 new dwellings and approximately 300 jobs.



Figure 5 Basketball stadium and PCYC



## Newcastle Showground

Newcastle Showground is located at Griffiths Road and comprises 23 parcels bound by Brown Road in the south, Chatham Road in the east, Griffiths Road and Styx Creek to the north and properties along Broadmeadow Road to the west. The site is owned by Venues NSW.

Newcastle Showground contains a complex of buildings which date from various stages in the showground's history and contribute to the local heritage significance of the site. It includes the show ring, associated buildings and is the location of the current Newcastle Entertainment Centre.

The redevelopment of the site will open the Showground for public use, retaining the inner show ring as publicly accessible open space. It will also promote the retention of high value heritage items within the public domain, increase access to these items and provide opportunity for flood mitigation towards Styx Creek that would benefit the wider precinct. The rezoning of the land would allow for development of approximately 1,100 new dwellings and approximately 40,000sqm of newly unlocked open space for public use.



Figure 6 Newcastle Showground

## Go karts and stadium forecourt

The Go karts and stadium forecourt is set back from the intersection of Turton Road and Griffiths Road in the west of the precinct and comprises land owned and managed by Venues NSW (parts of the following parcels: Lot 3238 DP 1013870, Lot 3239 DP 1013870, Lot 32 DP 1091407, Lot 3241 DP 1013870 and Lot 31 DP 1091407).

The site is generally bounded by Griffiths Road in the north, Turton Road in the west, McDonalds Jones Stadium and the harness racing club in the east and Lambton Ker-rai Creek in the south. The site is separated from the intersection of Turton and Griffiths Road by parcels of commercial land. The site largely wraps around McDonald Jones Stadium.

The Go karts and stadium forecourt comprises three large areas of at-grade hardstand carparks to the north, east and south of the stadium with direct vehicular access from Turton Road. Internal roadways connect the three carparking areas and the Stadium as well as a number of commercial outlets and businesses, such as the Newcastle Knights shop, Newcastle Supa Putt and a go karts track.

The rezoning of the site and future redevelopment will encourage entertainment and recreational activities within the precinct, permit a multipurpose indoor arena, provide opportunity for tourist and visitor accommodation and commercial development adjacent to major sporting facilities, provide for minor retail offerings and introduce approximately 1,300 jobs.

The rezoning of the site will also reinforce the precinct's role as a significant sport and entertainment precinct, solidifying the precinct as a major economic driver for the Hunter region. It positions the precinct as a major intentional and essential sport and entertainment precinct.

Identifying a specific site for the multipurpose indoor arena will not result in a loss of useable recreation land, but would rather provide certainty for the location of the future arena, acknowledging the wider public benefit of this.





Figure 7 Go karts and stadium forecourt



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## 1.2 Rezoning constraints

The four sites of the first-move rezoning all demonstrate different but largely similar constraints. State and local heritage are key components of the Locomotive depot and Showground site, with the Locomotive depot housing the State-significant Roundhouse and the Showground housing the locally-significant showground.

Table 1 first-move rezoning

Site	Constraints
Locomotive depot	<ul style="list-style-type: none"><li>• State heritage listing – ‘Broadmeadow Railway Locomotive Depot’</li><li>• Local heritage listing – ‘Broadmeadow Locomotive Depot offices’</li><li>• Includes land that would be inundated by the 1% Annual Exceedance Probability (AEP) flood</li><li>• Contamination risk</li><li>• Adjoins rail corridor</li></ul>
Newcastle Basketball Stadium and PCYC	<ul style="list-style-type: none"><li>• Includes land that would be inundated by the 1% AEP flood</li><li>• Contamination risk</li></ul>
Newcastle Showground	<ul style="list-style-type: none"><li>• Local heritage listing – ‘Newcastle Showground’</li><li>• Includes land that would be inundated by the 1% AEP flood</li><li>• Contamination risk</li><li>• Adjoins gas pipeline</li><li>• Adjoins rail corridor</li></ul>
Go karts and stadium forecourt	<ul style="list-style-type: none"><li>• Includes land that would be inundated by the 1% AEP flood</li><li>• Contamination risk</li></ul>

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## 1.3 Rezoning consultation

An integral part of precinct planning involves consultation with landowners, the community and stakeholders.

Consultation with relevant stakeholders throughout the precinct planning process has included:

- City of Newcastle Council;
- Venues for NSW;
- Transport for NSW;

- Transport Asset Holding Entity (TAHE) of NSW;
- Crown Land;
- Land and Housing Corporation;
- Hunter Water;
- Schools Infrastructure NSW;
- Hunter and Central Coast Development Corporation;
- NSW Department of Climate Change, Energy, the Environment and Water;
- NSW State Emergency Services (SES);
- Fire and Rescue NSW;
- NSW Police.

The Department and Council have been partners throughout the project, representing State and local government interests with government agencies and technical specialists. State agency input on the project has been sought in order to achieve consistency with relevant legislation and the effective coordination of infrastructure and provision of services. Selected agencies have also reviewed various technical studies that address their areas of responsibility.

Agency and stakeholder consultation will continue during and following the exhibition period.

# Part 2 – Proposed SEPP amendments

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## 2.1 General Objectives and Intended Outcomes

### 2.1.1 Objectives

The objectives of the proposed SEPP amendment are to:

- identify land to be rezoned (with associated amendments to development standards) to allow development to occur in a manner envisaged by the place strategy for the four first-move sites.
- deliver housing affordability and choice by accommodating a wide range of scale, form, and typologies that cater to housing diversity across the four first-move sites.
- protect and enhance access to areas of local and state heritage significance by unlocking development potential of adjoining land that maintains and respects the relationships between community, heritage sites, and adjacent uses.

### 2.1.2 Outcomes

The proposed amendments to the planning controls for the four sites will facilitate the following development:

- residential and mixed use development supported by publicly accessible open space that will benefit both adjoining and future residents of the Locomotive depot through rezoning and new building heights and floor space ratios.
- mixed use development that contributes to an active town centre at the Basketball stadium and PCYC through rezoning and new building heights and floor space ratios.
- residential development and newly accessible public open space at the Newcastle Showground through rezoning and new building heights and floor space ratios.
- commercial and special uses intended to support activities relating to sports, entertainment and recreation as well as tourist and visitor accommodation adjacent to existing and future major sporting facilities.

### 2.1.3 Proposed amendments

To achieve the intended outcomes, the proposed SEPP amendment seeks the following amendments to the NLEP 2012:

1. Repeal the NLEP 2012 to the extent it applies to the land.
2. Simultaneously apply the amended NLEP 2012 (via the self-repealing SEPP) to the land.
3. Introduce a new Part into the NLEP 2012 and identify the area referred to as the Broadmeadow Precinct by introducing a Broadmeadow Precinct Map.
4. Introduce clauses in this new Part that will apply to the Broadmeadow Precinct that:
  - a. requires a competitive design process consistent (with the current process for the Newcastle City Centre) for buildings that will be more than 30m tall.
  - b. minimises the impacts of urban stormwater by maximising use of water permeable surfaces, on-site stormwater detention, minimises and mitigates adverse impacts of stormwater runoff and minimises impact on public drainage systems.
  - c. requires development be consistent with the principles of best practice environmentally sensitive design.
  - d. introduces controls requiring active street frontages where identified on a new Active Street Frontages map.
  - e. requires development to incorporate measures to reduce urban heat island effect, including maximise green infrastructure, retain water in the landscape, achieve high degree of passive cooling, use materials that minimise heat impact, and reduce the reliance on mechanical ventilation/cooling systems.
5. Rezone the following sites through mapping amendments (see figures 8-11 for proposed zoning):
  - a. Locomotive depot from E4 General Industrial to MU1 Mixed Use and R3 Medium Density Residential.
  - b. Basketball stadium and PCYC from RE1 Public Recreation to MU1 Mixed Use.
  - c. Newcastle Showground from RE1 Public Recreation to R3 Medium Density Residential, R4 High Density Residential and RE1 Public Recreation.
  - d. Go karts and stadium forecourt from RE1 Public Recreation to E2 Commercial Centre and SP1 Special Activities.
6. Introduce maximum building heights controls for the following sites through mapping amendments, as outlined in Table 1, section 2.5.1 of this EIE:
  - a. Locomotive depot – between 10m and 73m to facilitate development up to approximately 21 storeys;
  - b. Basketball stadium and PCYC – 90m to facilitate development up to approximately 30 storeys;
  - c. Newcastle Showground – 28m and 64m to facilitate development up to approximately 18 storeys;



- d. Go karts and stadium forecourt – 35m and 50m to facilitate development up to approximately 16 storeys.
7. Introduce maximum floor space ratios for the following sites through mapping amendments as outlined in Table 2, section 2.5.2 of this EIE:
    - a. Locomotive depot – between 0.3:1 and 3.7:1.
    - b. Basketball stadium and PCYC – 4:1.
    - c. Newcastle Showground – 2.3:1 and 3.6:1.
    - d. Go karts and stadium forecourt – between 0.5:1 and 3:1.
  8. Introduce a site-specific clause for the Locomotive Depot that requires:
    - a. introduce a minimum amount of all residential floor space for affordable housing, to be in accordance with NSW Government’s policy position on government-owned land. Affordable housing should be owned and managed by a registered community housing provider.
    - b. preparation of a site-specific development control plan.
  9. Introduce a site-specific clause for the Basketball stadium and PCYC that requires:
    - a. introduce a minimum amount of all residential floor space for affordable housing, to be in accordance with NSW Government’s policy position on government-owned land. Affordable housing should be owned and managed by a registered community housing provider.
    - b. a minimum 5,000sqm of non-residential floorspace to be used for the purposes of community facility and provided at this site.
    - c. preparation of a site-specific development control plan.
  10. Introduce a site-specific clause for the Newcastle Showground that requires:
    - a. introduce a minimum amount of all residential floor space for affordable housing, to be in accordance with NSW Government’s policy position on government-owned land. Affordable housing should be owned and managed by a registered community housing provider.
    - b. preparation of a site-specific development control plan.
  11. Introduce a site-specific clause for the Go karts and stadium forecourt that requires:
    - a. preparation of a site-specific development control plan.
  12. Exclude the following Chapters, Parts and divisions of *State Environmental Planning Policy (Housing) 2021* from applying to the Locomotive depot, Basketball stadium and PCYC, and Newcastle Showground only. The purpose of this amendment is to ensure that no additional floor space bonuses, that may be sought under this SEPP, apply to development on land

within these sites as the proposed development standards have been tested and site-specific requirements for affordable housing have been proposed.

- a. Chapter 2, Part 2, Divisions, 1, 2, 3 and 5
- b. Chapter 3, Parts 3 and 4

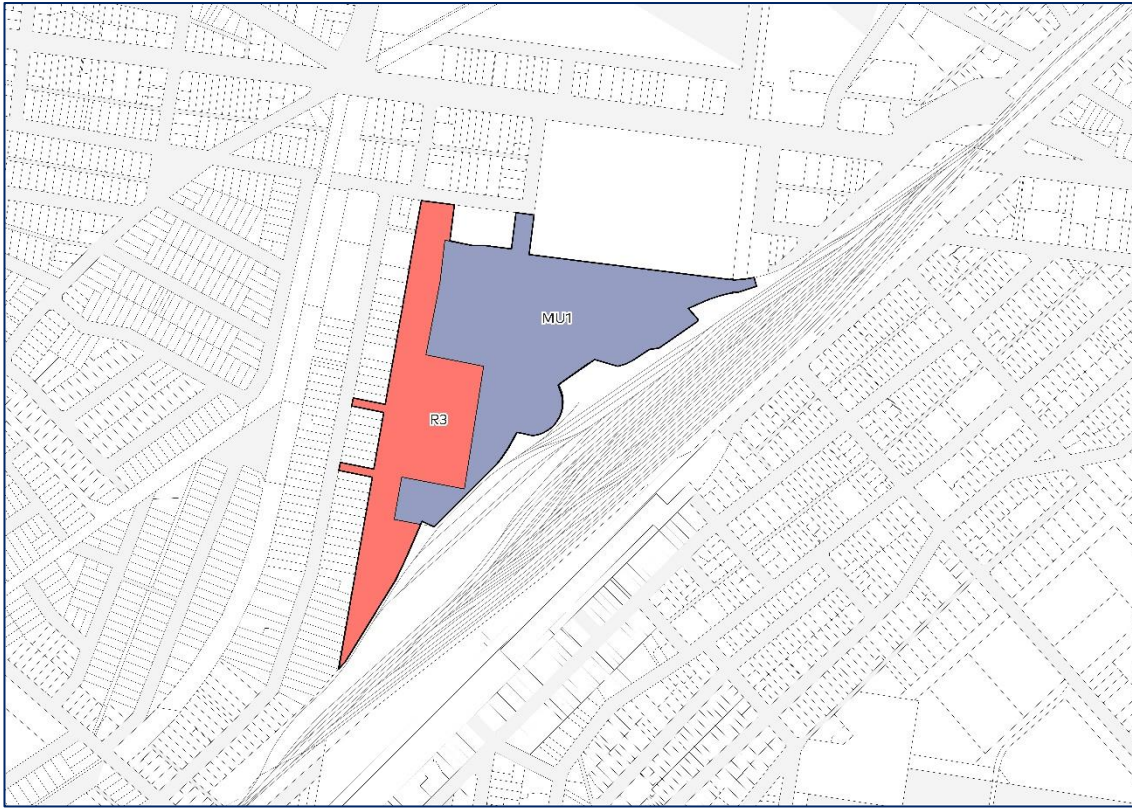


Figure 8 Proposed zoning at Locomotive depot

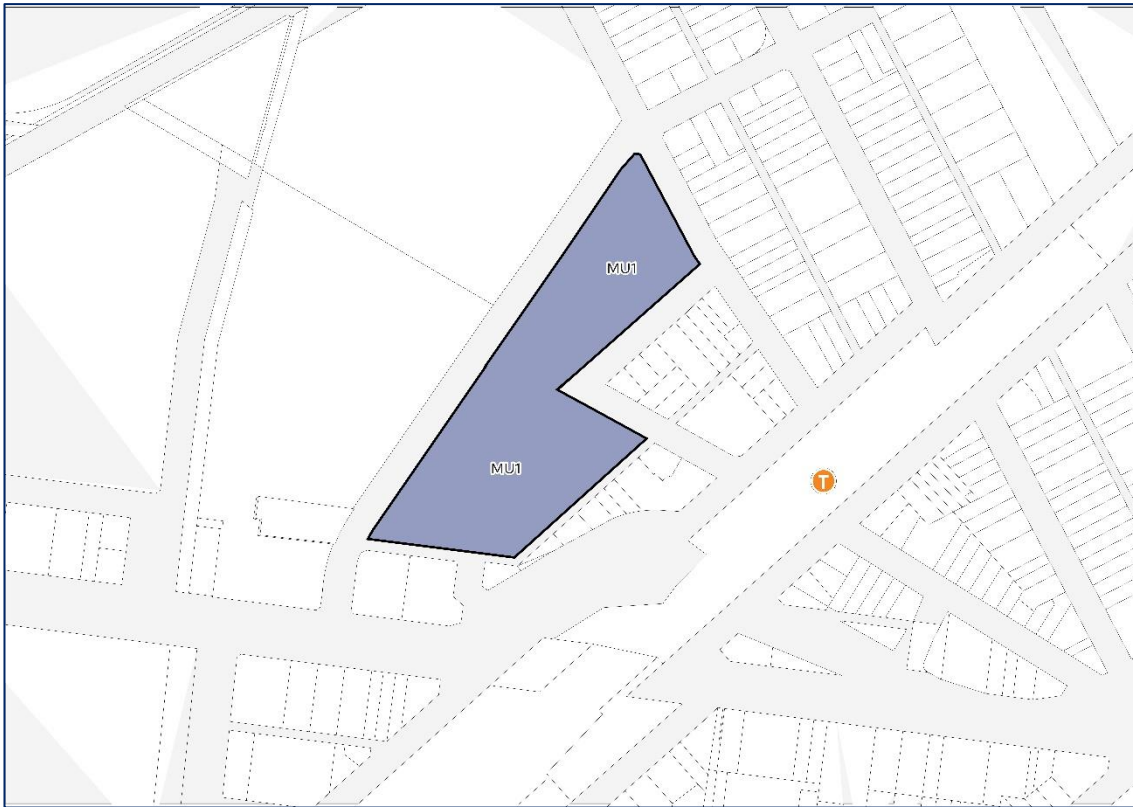


Figure 9 Proposed zoning at Basketball stadium and PCYC

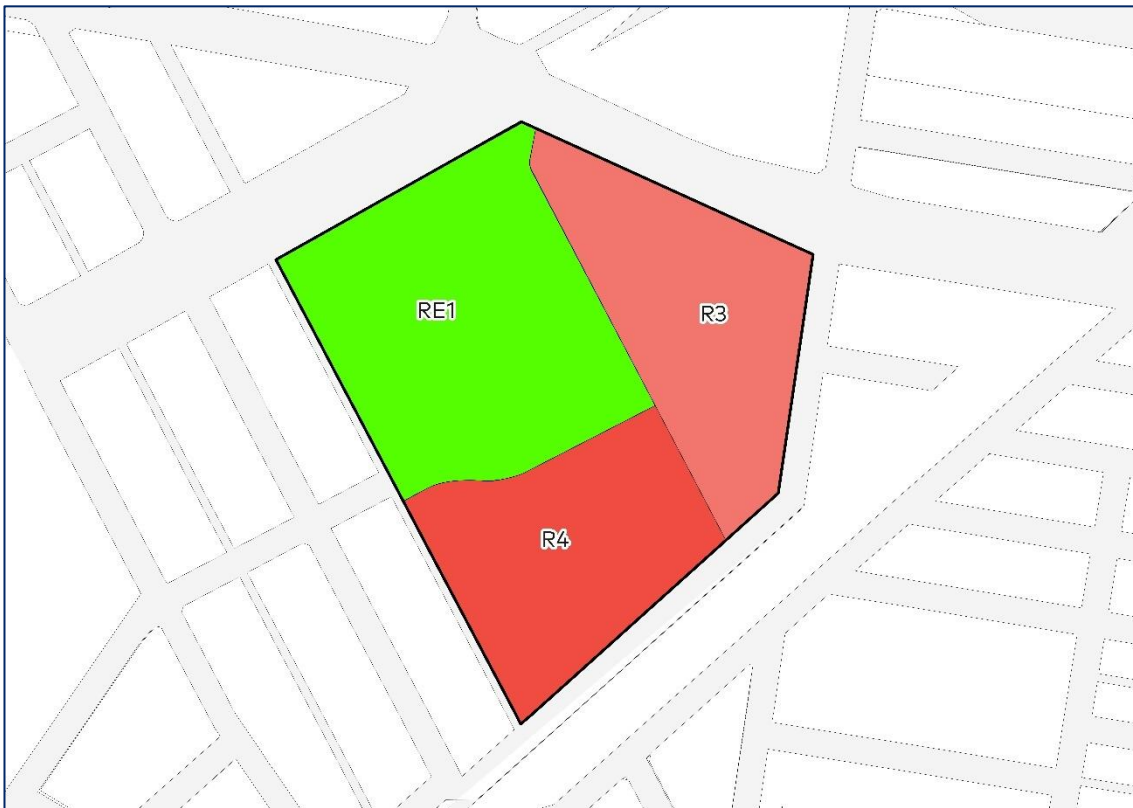


Figure 10 Proposed zoning at Newcastle Showground

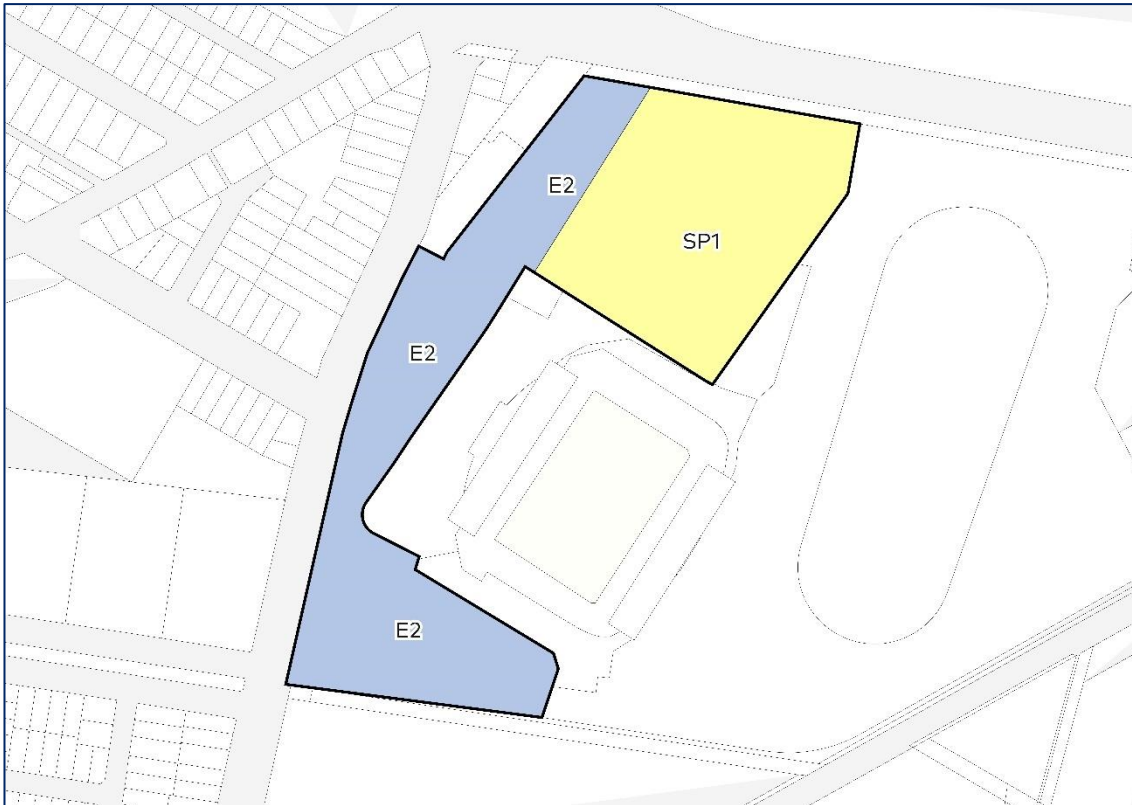


Figure 11 Proposed zoning at Go kart and stadium forecourt

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## 2.2 Land to which the SEPP applies

The SEPP will introduce a map that identifies Broadmeadow as a precinct (see figure 12) and the rezoning will apply to the land shown at figure 13.



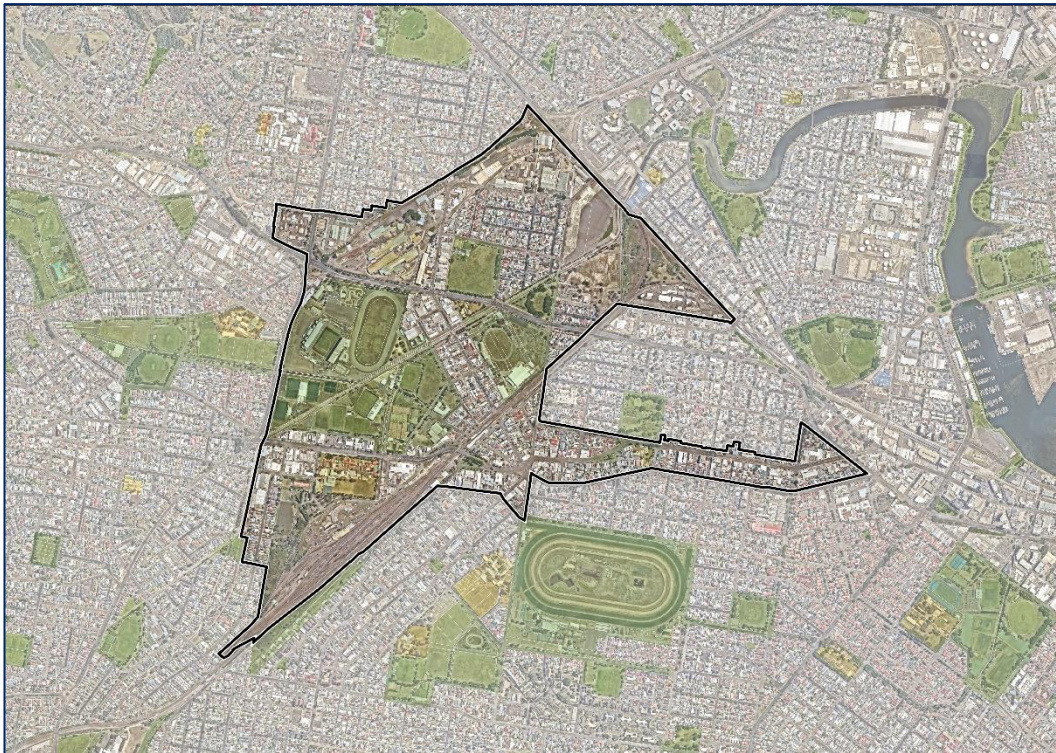


Figure 12 Broadmeadow precinct

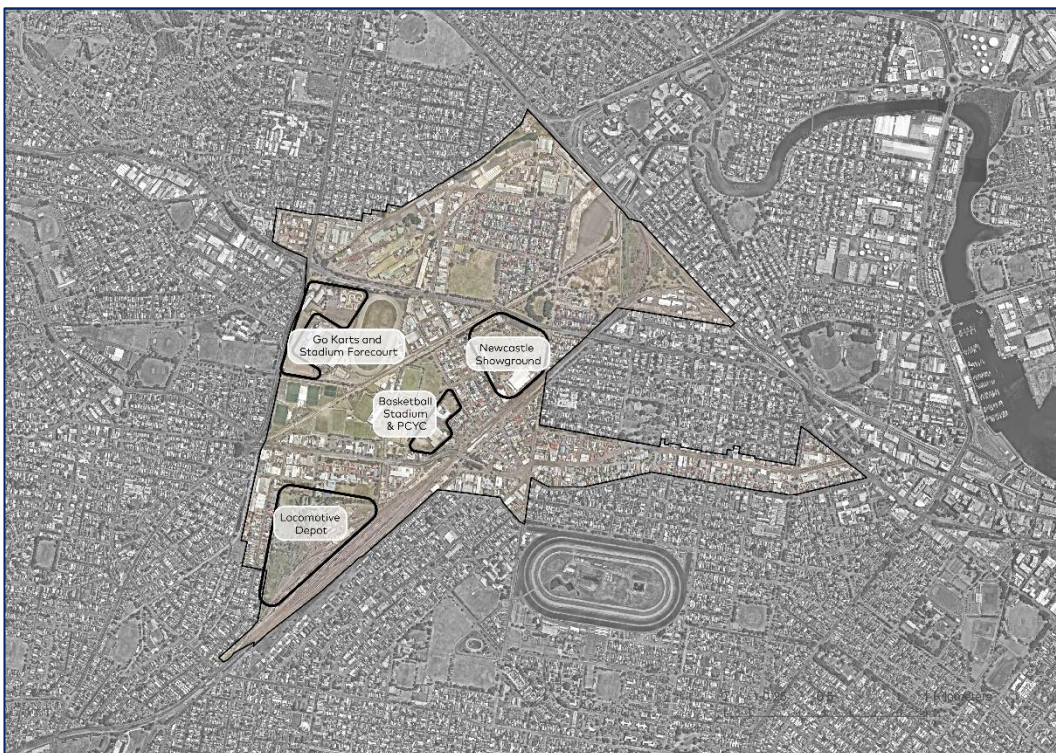


Figure 13 First-move sites to be rezoned



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## 2.3 Format and structure of the proposed amendments

It is proposed to introduce a self-repealing SEPP with associated maps to introduce new development standards and planning controls for the precinct by amending the Newcastle LEP 2012. These amendments will rezone and prescribe new development standards and controls in line with the place strategy to primarily allow for mixed use, residential, open space, community, entertainment, and infrastructure purposes.

The SEPP will be accompanied by maps to support the rezoning:

- Broadmeadow Precinct map;
- Land use zoning map;
- Floor space ratio map;
- Height of buildings map;
- Active Street Frontages map.

**Note:** the NSW Parliamentary Counsel's Office will draft the amendments after the Department has considered submissions received during the exhibition period. This may result in changes to the anticipated amendments outlined in this EIE.

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## 2.4 Permitted or prohibited development

### 2.4.1 Land use table and zones

The sites within the Broadmeadow Precinct will be rezoned to the land use zones shown below. These will be shown on the Land Zoning Map:

- **RE1 Public Recreation** – intended to enable land to be used for public open space or recreational purposes and to provide a range of recreational settings and activities and compatible land uses.
- **MU1 Mixed Use** – intended to provide areas that encourage a diversity of business, light industrial, employment and residential land uses through activated ground levels and public spaces and apartments efficiently co-located.
- **R3 Medium Density Residential** – intended to provide for flexible housing typologies from semi-detached and attached housing with limited forms of residential flat buildings due to the restriction on overall height in the zone.
- **R4 High Density Residential** – intended to provide opportunities for efficient land use in well-connected locations in the south of the precinct with the opportunity to provide for a variety of diverse dwellings. The built form and typology expected is residential flat buildings

which will be guided by rigorous and well-grounded planning controls under *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) and the Department's Apartment Design Guide, which aim to guide quality apartment design.

- **E2 Commercial Centre** – intended to encourage investment in commercial development that generates employment opportunities and economic growth and include elements of small scale retail, hotel accommodation and food and beverage outlets to support the adjacent sport and entertainment land uses. The built form will frame the Turton Road interface near to the stadium and taller buildings closer to the Griffiths Road and Turton Road intersection will become a landmark entry to major sporting facilities.
- **SP1 Special Activities (multipurpose indoor arena/entertainment centre)** – intended to provide areas that encourage specific types of development anticipated for the multipurpose indoor arena and ensure that it will contribute to and drive the economic output of Hunter Park as an intentional and important sport and entertainment area. The land uses permissible in this zone will be shown on the Land Zoning Map relating specifically to the Go karts and stadium forecourt site. The rezoning does not represent a loss in publicly accessible recreation land; rather it provides a nominated site for the future arena, noting that the development of such would deliver broader community benefits, including new public domain.

The land use table for these zones will remain consistent with the Newcastle LEP.

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## 2.5 Principal Development Standards

The SEPP will contain the following principal development standards and will be supported by the following maps under the NLEP 2012.

- Height of buildings Map;
- Floor space ratio Map.

Ensuring the principal development standards are appropriate is important, especially for sites that introduce new residential uses. As part of the precinct planning, the proposed amendments for the Showground and Basketball stadium and PCYC have been specifically tested (proof of concept).

The intent of the proof of concept is to test the recommended controls and demonstrate that one of the many arrangements of development can be designed and delivered in a way that meets the objectives of the place strategy and associated legislation and guidance documents (including the Housing SEPP and the Apartment Design Guide).

The proof of concept tested the height, footprint, depths, building separation and solar access of development at the sites, as well as provided typical floor plans and indicative yields.

This work was carried out for the Showground and Basketball stadium and PCYC sites as they both introduce high density mixed use or residential development at a scale that requires careful consideration.

Proof of concept was not deemed necessary for the Go karts and stadium forecourt and Locomotive depot sites as:

- Go karts and stadium forecourt does not include land for residential development (it does include potential hotel development but these will be able to be appropriately designed to minimise impacts); and
- TAHE, as the site owner and manager, are well progressed with master planning the future development of the Locomotive depot, which is capable of achieving compliance with the vision of the place strategy and relevant legislation and guidance documents through the development assessment process.

The proof of concept is exhibited as part of the Integrated Masterplan Report.

### 2.5.1 Maximum heights of buildings

The purpose of the maximum building height development standard is to control the scale of development. The height controls proposed relate to desired densities in a scale of building that is consistent with the expected pattern of development and the place strategy. Increased building heights have been proposed where greater densities are possible to support development within the proposed local centres and support the realisation of the place strategy's vision.

The maximum height of buildings on land that will be identified in the SEPP is summarised in Table 1 and shown on the Height of Buildings Map.

The height control is expressed in metres and is measured from the existing ground level to the highest point of the building. The term and method of calculating building height is defined in the Dictionary to the *Standard Instrument – Principal Local Environmental Plan 2006* and remains unchanged.



Table 2 maximum height of buildings

Site	Proposed zone	Maximum height of buildings (m)
Locomotive depot (see figure 14)	R3 Medium Density Residential	10m
		16m
Locomotive depot (see figure 14)	MU1 Mixed Use	16m
		42m
		30m
		73m
Basketball stadium and PCYC (see figure 15)	MU1 Mixed Use	90m
Newcastle Showground (see figure 16)	R3 Medium Density Residential	28m
	R4 High Density Residential	64m
Go karts and stadium forecourt (see figure 17)	E2 Commercial Centre	35m
		50m
	SP1 Special Activities	35m

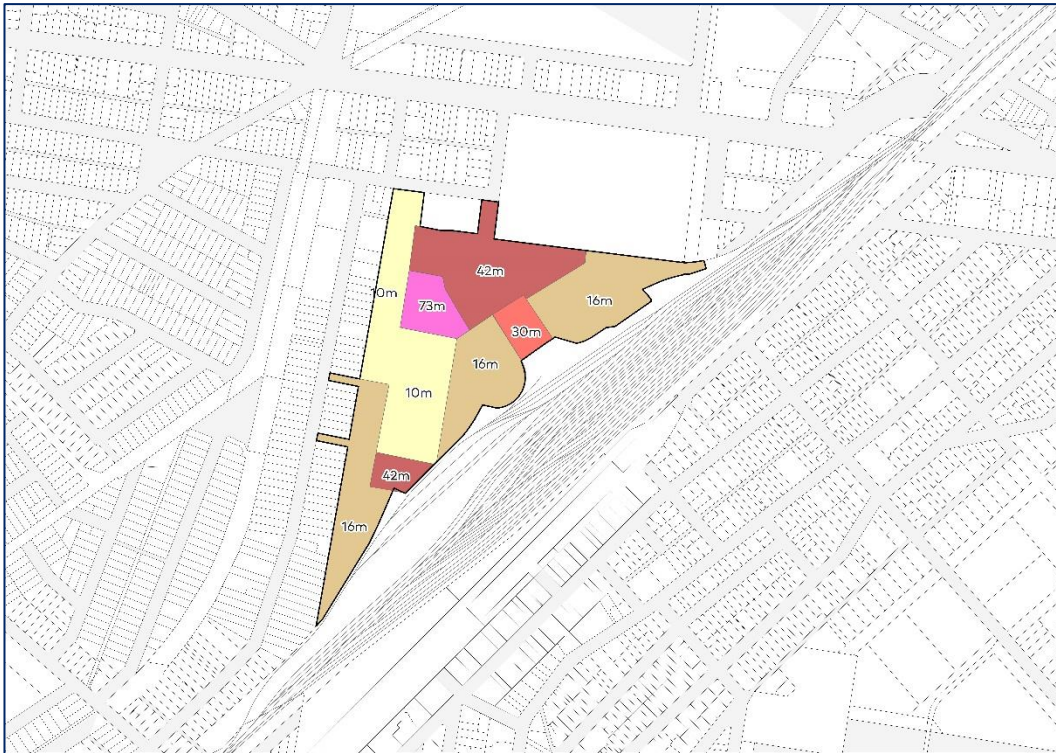


Figure 14 Locomotive depot proposed maximum height of buildings

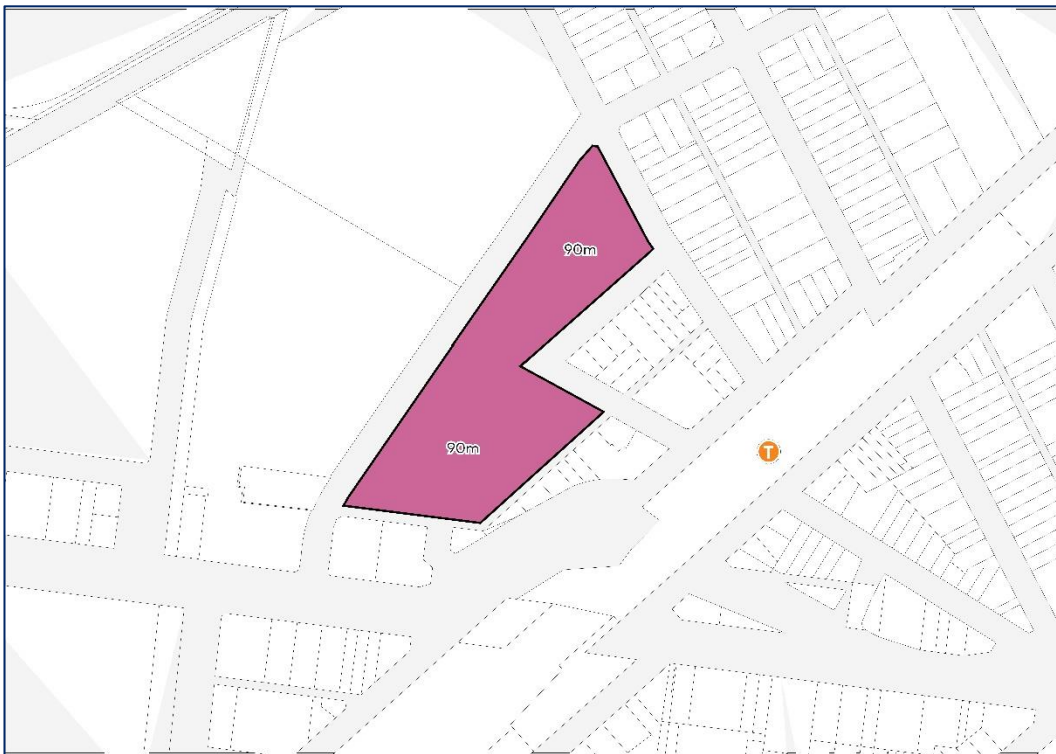


Figure 15 Basketball stadium and PCYC proposed maximum height of buildings

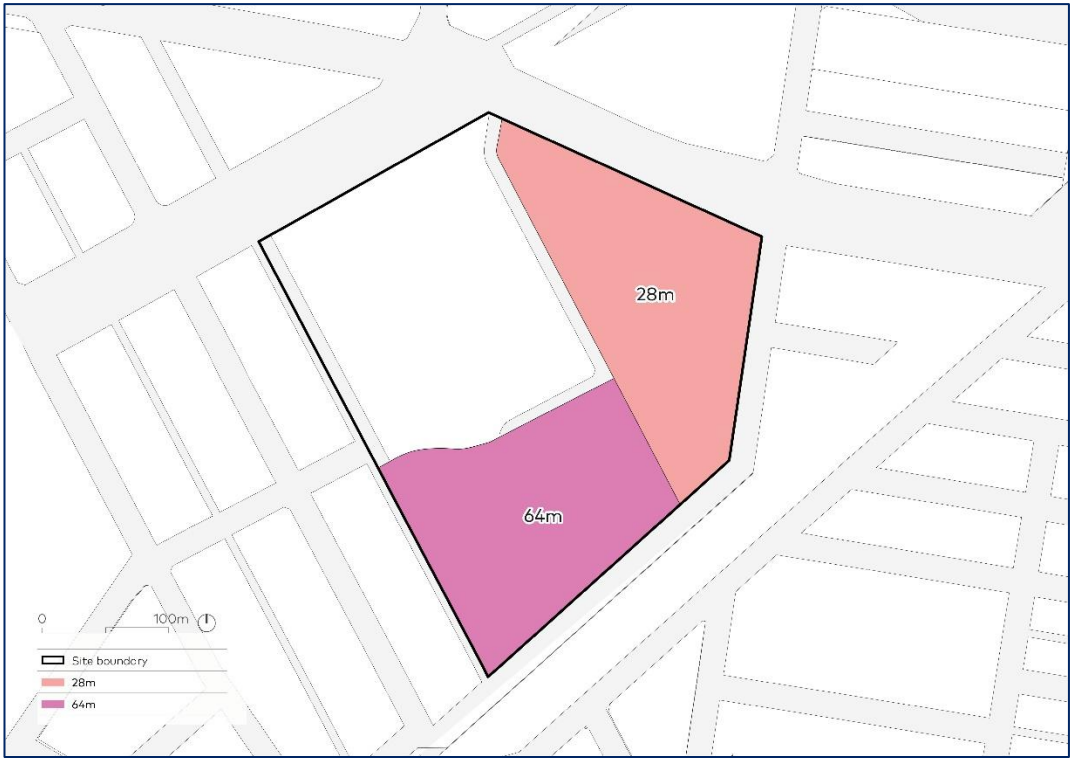


Figure 16 Newcastle Showground proposed maximum height of buildings

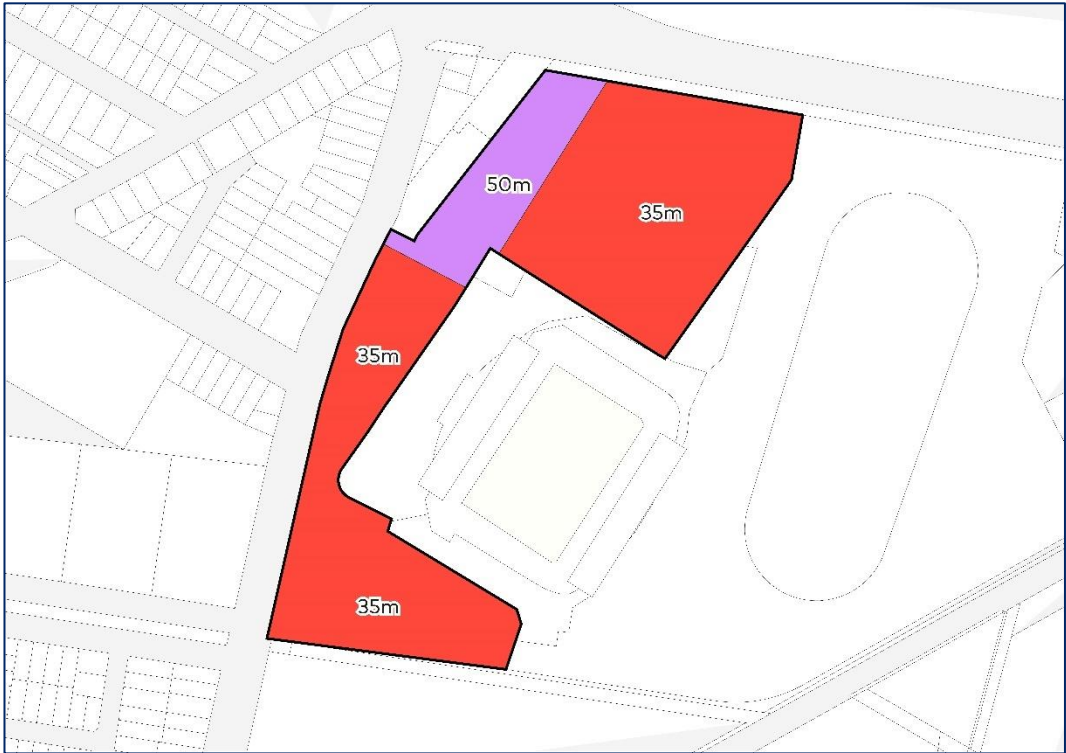


Figure 17 Go kart and stadium forecourt proposed maximum height of buildings

## 2.5.2 Maximum floor space ratios

The SEPP will specify maximum floor space ratios for the first-move sites. Varying floor space ratios are proposed to ensure building density, bulk and scale makes a positive contribution towards the desired built form envisaged by the place strategy.

The maximum floor space ratios for land that will be identified in the SEPP are shown on the Floor Space Ratio Map and are summarised in Table 2.

Table 2 Floor space ratios

Site	Proposed zone	Maximum floor space ratio
Locomotive depot (see figure 18)	R3 Medium Density Residential	0.6:1 0.8:1 1.3:1
	MU1 Mixed Use	0.3:1 1.3:1 1.4:1 1.6:1 2:1 3.3:1 3.7:1
Basketball stadium and PCYC (see figure 19)	MU1 Mixed Use	4:1
Newcastle Showground (see figure 20)	RE1 Public Recreation	-
	R3 Medium Density Residential	2.3:1
	R4 High Density Residential	3.6:1
Go karts and stadium forecourt (see figure 21)	E2 Commercial Centre	2:1 3:1
	SP1 Special Activities	0.5:1



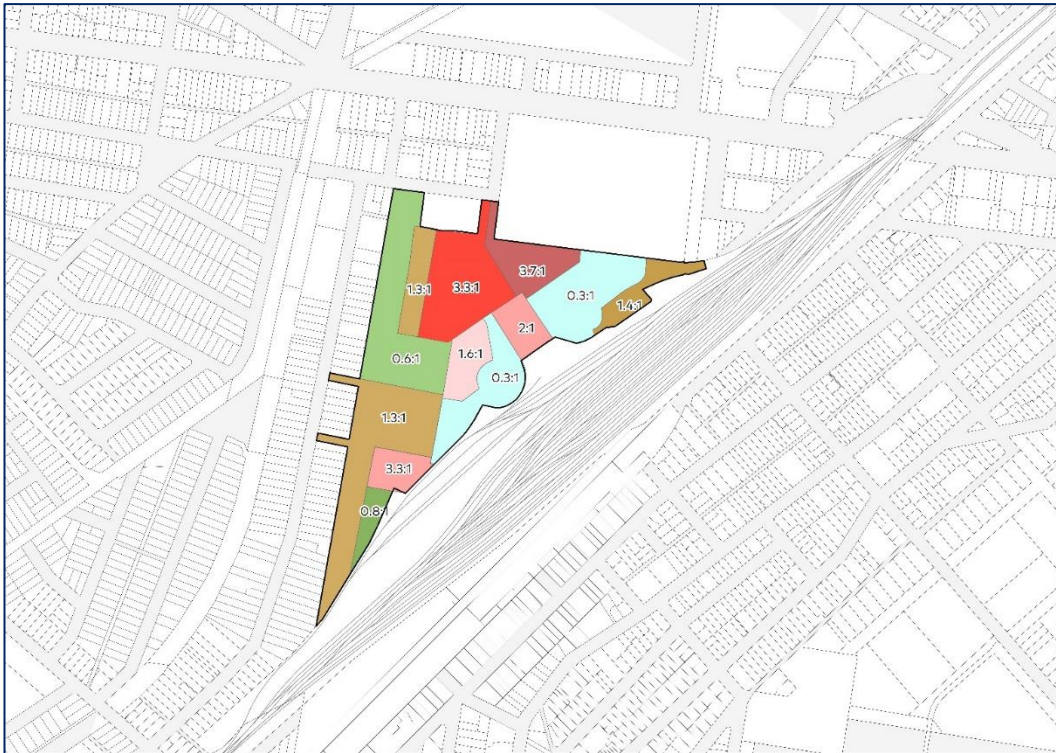


Figure 18 Locomotive depot proposed maximum floor space ratios

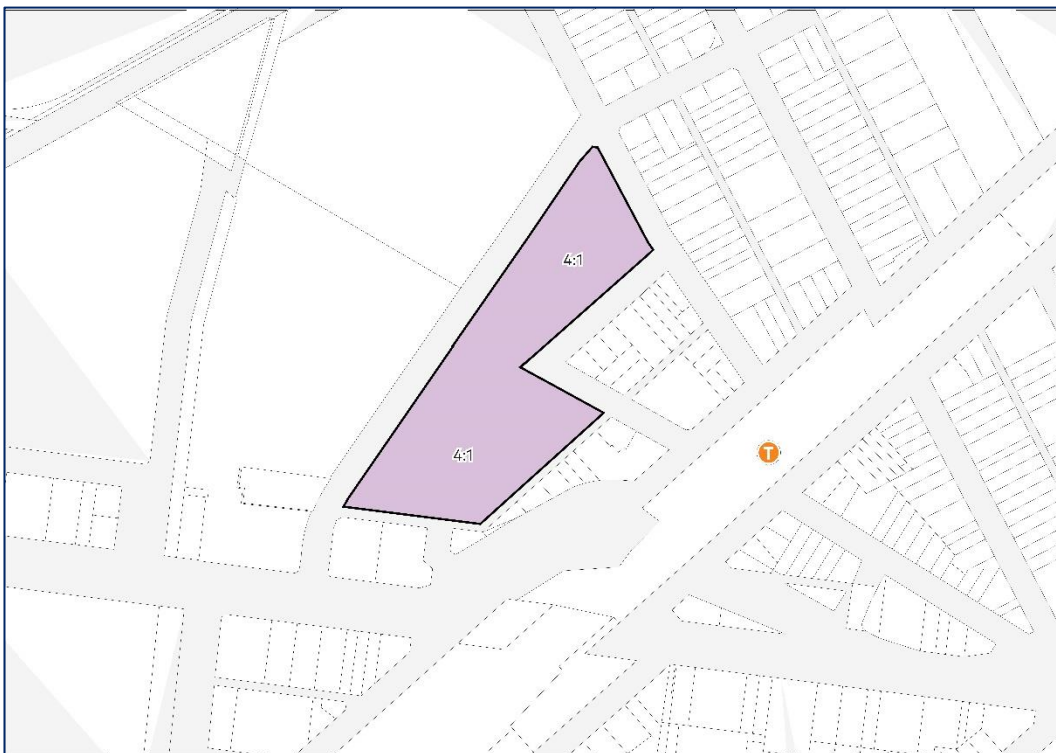


Figure 19 Basketball stadium and PCYC proposed maximum floor space ratios

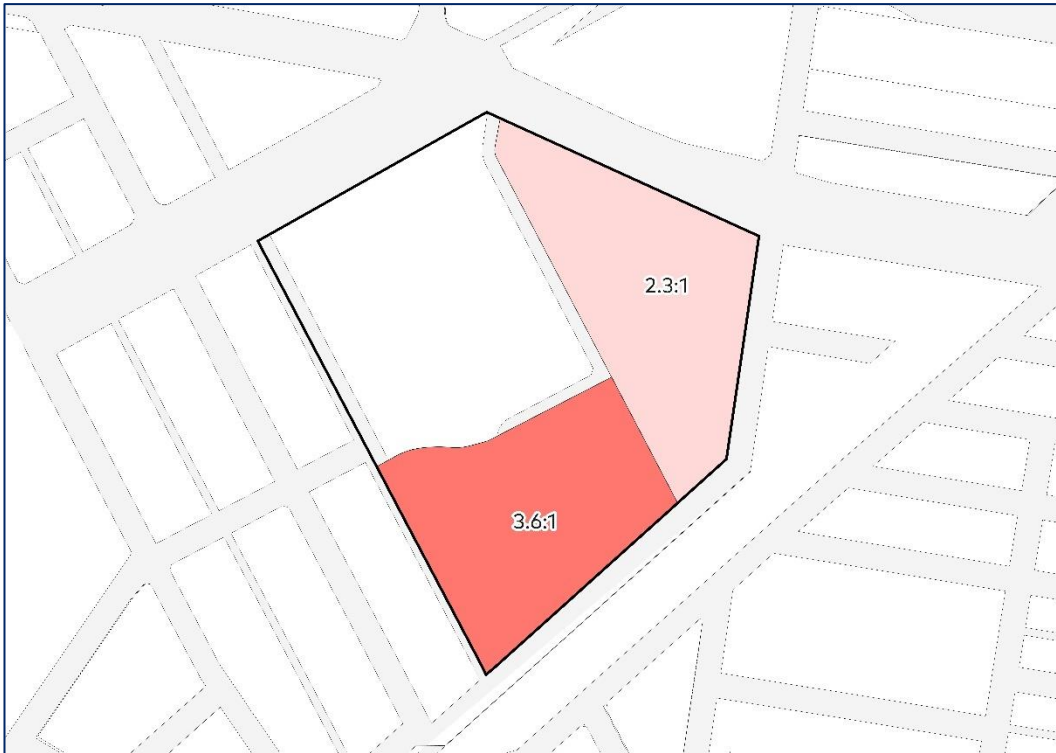


Figure 20 Newcastle Showground proposed maximum floor space ratios

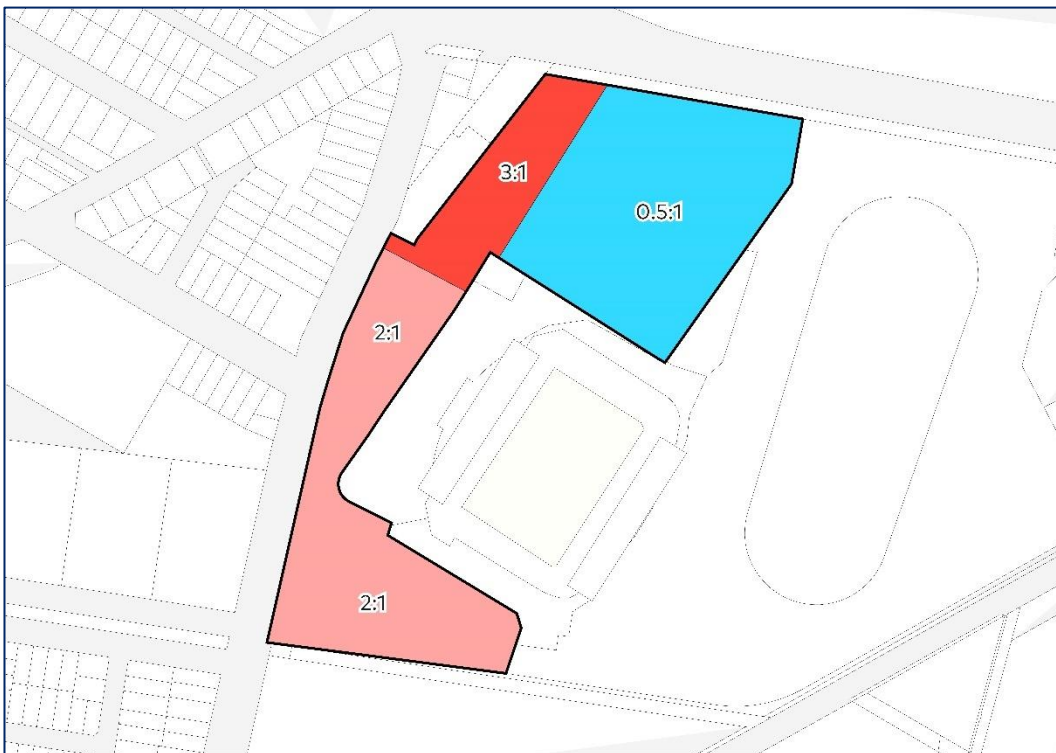


Figure 21 Go kart and stadium forecourt proposed maximum floor space ratios

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## 2.6 Heritage conservation

A total of 39 listed local heritage items and three Heritage Conservation Areas (HCAs) are located within the Broadmeadow Precinct, three (3) of which are items that form part of the first-move rezoning. The heritage items subject to the first-move rezoning are listed below.

- Item ID I45 – *Broadmeadow Locomotive Depot Offices* – 25 Cameron Street (locally significant) [Locomotive depot]
- Item ID L46 – *Broadmeadow Railway Locomotive Depot* – 25 and 35 Cameron Street (State significant) [Locomotive depot]
- Item ID I47 – *Newcastle Showground* – 1A Curley Road (locally significant) [Showground]

There are no changes proposed to existing heritage items or the Newcastle LEP heritage map as a result of this SEPP.

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## 2.7 Unchanged provisions currently in Newcastle LEP 2012

The SEPP does not propose any changes to, or affect the applicability of existing clauses currently held in Newcastle LEP 2012, other than clause 1.9 as outlined in section 2.1.3.

There is no intention to introduce any additional forms of exempt and complying development. Exempt and complying development will continue to be enabled through *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP).

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## 2.8 Additional local provisions

The SEPP will contain additional local provisions for the precinct. The provisions will relate to matters that require specific development controls due to the nature of the precinct, the location of certain developments or based on development types.

### 2.8.1 Minimum non-residential floor space (community facility) at Basketball stadium

A site-specific clause will be included and applicable to the Basketball stadium and PCYC that requires a minimum 5,000sqm of non-residential floor space (across the entire site) to be used for the purposes of a community facility.

## 2.8.2 Active street frontages

A provision will be included and require that identified parts of mixed use and commercial development within the Locomotive depot, the Basketball Stadium and PCYC, and Go karts and stadium forecourt must have active street frontages to ensure appropriate activation of the public realm. Development along these frontages must encourage activation through pedestrian traffic, facilitation of movement and interaction with the public domain.

## 2.8.3 Site-specific development control plans (or concept development applications)

A provision will require that a site-specific development control plan be prepared for each of the sites identified in the SEPP, prior to the granting of any development consent.

Under section 4.23 of the *Environmental Planning and Assessment Act 1979*, a concept development application can appropriately satisfy the obligation for a site-specific development control plan.

## 2.8.4 Design excellence

A provision will introduce the requirement of a competitive design process for buildings that will be more than 30m tall within the precinct. This process will be consistent with the current process required by clause 7.5 in the NLEP 2012 but a new clause will be created to apply to the Broadmeadow Precinct and apply to buildings 30m (rather than 48m in the Newcastle City Centre).

## 2.8.5 Affordable Housing

Affordable housing is essential for social equity and community wellbeing, a diverse labour market, employment growth and economic development, and environmental sustainability. A lack of affordable housing affects the quality of life of families and individuals.

The NSW Government has made commitments to the provision of affordable and universal housing within residential development on Government-owned land.

A provision will require that a minimum amount of all residential floorspace in the first-move sites will be used for the purposes of affordable or universal housing in accordance with NSW Government's policy position on affordable housing on Government-owned land to achieve the objective of providing diverse and affordable housing.

For non-Government owned land, Council's current policy targets of achieving a net 15% affordable housing across the local government area.



## 2.8.6 Water sensitive urban design

To minimise the impacts of urban stormwater, a provision will be introduced that requires development to implement water sensitive urban design principles.

This may include controls to maximise the use of water permeable surfaces, incorporate on-site stormwater detention, minimise and mitigate adverse impacts of stormwater runoff, particularly in relation to impacts on adjoining properties and receiving waters, and minimise impact on public drainage systems.

## 2.8.7 Urban heat

A provision will be introduced that requires development to incorporate measures to reduce urban heat island effect.

This may include maximising green infrastructure, retaining water in the landscape, achieving high degree of passive cooling, use of materials that minimise heat impact, and reducing the reliance on mechanical ventilation/cooling systems.

## 2.8.8 Sustainability

A provision will be introduced that requires development to be consistent with the principles of best practice environmentally sensitive design.

This may include giving consideration to elements such as water and energy demand reduction and recycling, use of renewable energy, ventilation and thermal comfort, heat retention and reflection through appropriate choice of surfaces, reduction in materials consumption, use of sustainable materials and recycling.

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# 2.9 Consequential amendments

## 2.9.1 Map amendments

Consistent with the proposed outcomes described above, the following maps that apply to the Broadmeadow Precinct will be amended or created to support the SEPP:

- Land Zoning Map [amended];
- Broadmeadow Precinct Map [created];
- Height of Buildings Map [amended];
- Floor Space Ratio Map [amended];

- Active street frontages [created].

Copies of these maps supporting the proposed amendments are attached.

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## 2.10 Other amendments

Other amendments will be required to be made to NLEP 2012 to reflect that the Precinct Plan is adopted and where it is located within the NLEP 2012.

Any new terms will be inserted into the Dictionary of NLEP 2012 to identify the Precinct.

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## 2.11 Development contributions

### Housing and Productivity Contribution

The Housing and Productivity Contribution (HPC) came into effect on 1 October 2023 to replace the previous Special Infrastructure Contribution (SIC) and will help fund the delivery of infrastructure in high-growth areas.

The HPC applies to high-growth areas of Greater Sydney, the Illawarra-Shoalhaven, Lower Hunter and Central Coast. As such, the HPC applies to Broadmeadow.

The HPC applies to

- residential development that intensifies land-use where new dwellings are created.
- commercial and retail development where new floorspace is created.
- industrial development where new floorspace is created.

Some types of development may be exempt, including social housing, seniors housing and affordable housing.

### Local Development Contributions

Part 7 Subdivision 3 of the EP&A Act allows for a local council to prepare and implement a contributions plan to capture payments to fund the provision of local infrastructure required by a development. The infrastructure required to support the precinct will be identified through the Strategic Infrastructure and Services Assessments (SISA).

Newcastle's Section 7.11 and Section 7.12 Development Contributions Plans both currently apply to land in Broadmeadow, but these provisions do not anticipate the amount of redevelopment envisaged by the place strategy.

As such, a Discussion Paper has been prepared to identify the best approach for the preparation of a new contributions plan that will apply to the Broadmeadow precinct. This future contributions plan is required to fund the infrastructure necessary to support the envisaged growth.

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## 2.12 Exempt and Complying Development

There is no intention to introduce any additional forms of exempt and complying development. Exempt and complying development will continue to be enabled through *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP).