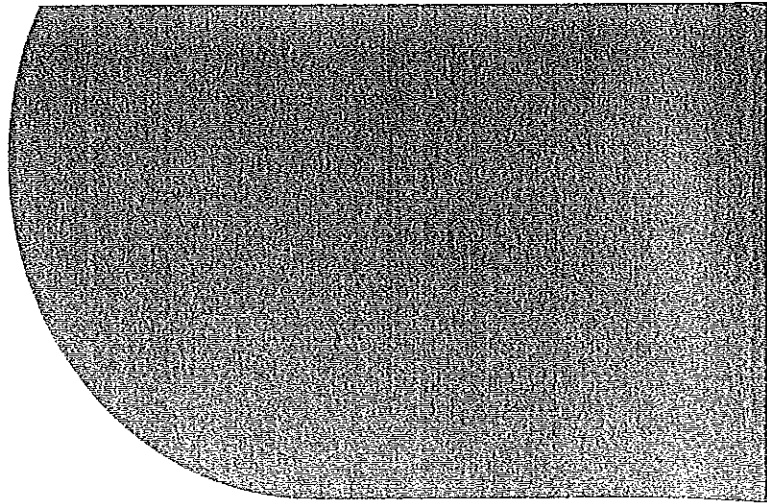




Centres and corridors

BACKGROUND

Strong vibrant centres bring people, housing, jobs and services in close proximity. In so doing, they reduce the need for people to travel, and greatly increase the opportunity to provide viable public transport systems, to the benefit of those who do need to travel.

By promoting stronger centres that play a much greater role in providing jobs and housing, the Strategy is able to reduce the further sprawl of suburban development and create more compact urban areas. Specific benefits of concentrating activities and housing more people in and near our centres include:

- it reinforces the existing hierarchy of centres, promoting Newcastle City Centre as a regional city of national and international importance
- improved access to employment, shopping and other services (including health, community and personal services, education,

leisure, entertainment and cultural facilities)

- better use of existing infrastructure
- increased housing choice, which caters for changing housing needs and affordability through the provision of a diversity of housing stock
- more sustainable transport and healthier communities by giving more people the option of taking public transport, walking or cycling
- greater safety, amenity and sense of community (as a result of more people being present in the centre during the day and at night)
- reduced pressure on established suburban housing areas to provide higher density housing.

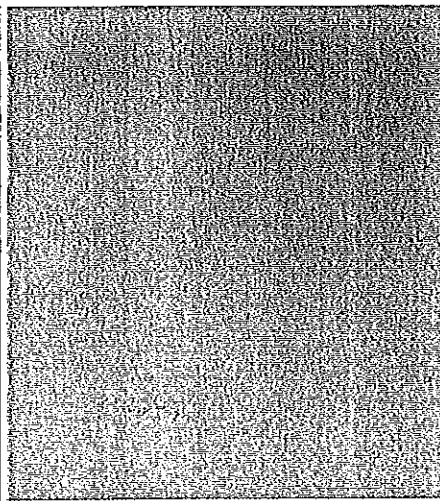
CENTRES HIERARCHY

The Regional Strategy establishes a hierarchy and network of urban centres for the Lower Hunter.

Within that hierarchy, Newcastle City Centre is clearly identified as the regional city. Newcastle City Centre is not only the iconic focus of the Region's settlement and structure but also makes a vital contribution to economic, social, cultural, recreational and housing needs of the Region.

The regional city is supported by major regional centres, specialised centres, and town centres as well as a wide network of smaller neighbourhood centres and villages. By focusing a greater proportion of development within these centres, the Regional Strategy will achieve a more sustainable balance of infill development, as well as encouraging strong, diverse and well connected centres that provide the jobs and commercial space needed to support the Newcastle City Centre.

In recent years the regional economy has been evolving and diversifying so that greater employment opportunities are being created around commercial and tertiary sector growth. While



a significant share of future employment will still be provided in the Region's traditional industry sectors, already the majority of new jobs created are occurring within centres (approximately

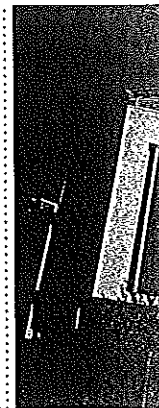
86 per cent of all current jobs are already in these centres).

The centres of the Lower Hunter will continue to grow to become a focus for social and economic

activity at a regional scale. These centres currently range in size and intensity and will need to be the focus for a greater proportion of total jobs and a greater percentage of total housing.

Table 1. Centres hierarchy

Centres hierarchy	Commercial centres servicing the Lower Hunter	Key functions of centre
Regional city	Newcastle City Centre	Services the Region with higher order administration, education, health services, cultural and recreational facilities, higher density commercial and residential. Commercial centre focus with large retail and commercial floor area, including department store/s.
Major regional centre	Charlestown, Glendale (emerging), Morisset (emerging), Maitland, Raymond Terrace, Cessnock	A concentration of business, higher order retailing, employment, professional services and generally including civic functions and facilities. A focal point for subregional road and transport networks and may service a number of districts.
Specialised centre	Port of Newcastle, Airport precinct, University of Newcastle, John Hunter Hospital, Pokolbin vineyard and tourism precincts, Nelson Bay tourism precinct	Centres and concentrations of regionally significant economic activity and employment.
Town centre	Belmont, East Maitland, Jesmond, The Junction, Lambton, Lochinvar (emerging), Mayfield, Mt Hutton, Rutherford, Swansea, Thornton, Toronto, Wallsend, Waratah, Warners Bay	Shopping and business centre for the district, including health and professional services mixed with medium and higher density residential.
Renewal corridor	Hamilton-Islington (Tudor Street) Mayfield-Islington (Maitland Road) Broadmeadow-Adamstown (Brunker Road) Charlestown-Windale (Pacific Highway) Glendale-Cardiff (Main Road)	The renewal corridors are situated along strategic transport routes and link strategic centres. These corridors present opportunities for economic renewal and/or housing renewal and intensification.
Stand-alone shopping centre	Kotara and Greenhills retail and commercial centres	Privately-owned centres located away from other commercial areas, containing many of the attributes of a town but without housing or open space.



The Regional Strategy will continue to build on the economic activity within the larger centres of the Region by creating the capacity for a further 40 000 jobs to be located in the larger centres of the Region. These larger centres include Newcastle City Centre, the major regional centres, the specialised centres and stand-alone shopping centres (as described in Table 1 above). To complement the forecast growth in employment capacity, the Regional Strategy also identifies the capacity for an additional 15 300 dwellings to be located in these larger centres. Dwelling and job projections for these larger centres are shown in Table 2. The State Government will work with local councils and other stakeholders to promote the strategic outcomes sought for these centres.

The hierarchy of centres also includes town centres and other mid- and lower-order centres. These centres are integral to the network of centres within the Region and perform a similar and essential role but on a more local scale. The future services, housing and employment role of those centres is not specifically addressed in the Regional Strategy but will be addressed in the local strategies prepared by the individual councils.

Renewal corridors

The Regional Strategy also identifies five renewal corridors, which link strategic centres and are situated along strategic transport routes. These corridors present opportunities for economic renewal and/or housing renewal and intensification. In total, the five renewal corridors have the capacity to provide for an additional 4000 dwellings as well as supporting the operation of public transport networks linking the larger centres of the Region.

Five renewal corridors

Maitland Road (Newcastle West to Mayfield)

Tudor Street (Newcastle West to Broadmeadow)

Brunker Road (Nine Ways to Adamstown)

Main Road, Edgeworth (Glendale to Edgeworth)

Pacific Highway (Charlestown to Gateshead)

OUTCOMES

The hierarchy of centres clearly defines the role, and supports the functioning of, centres as key job, service and residential locations within the Region. These centres will take an increasing share of new dwellings in the Region as a more

sustainable balance between infill and new release development is achieved.

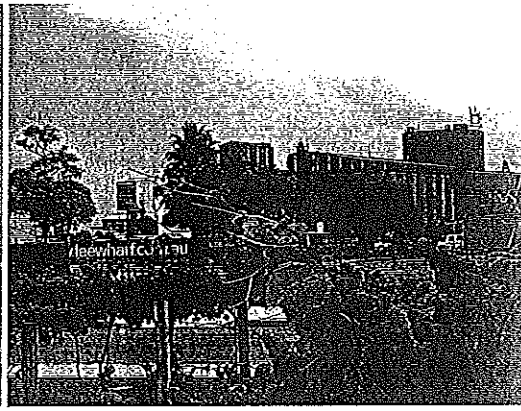
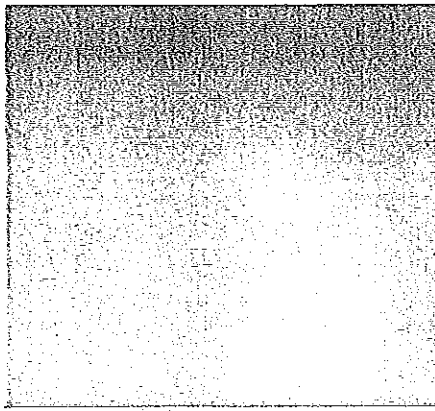
Strong public domain and urban design themes drive the renewal and revitalisation of centres so that they are vibrant places accepted by local communities.

Employment and dwelling projections for Newcastle City Centre, major regional centres and specialised centres are established in consultation with local councils, in conjunction with detailed planning by local councils for centres in their local areas.

Employment and dwelling projections for Newcastle City Centre reflect its role as the regional city for the Lower Hunter and adjoining regions. The revitalisation and transformation of the city centre drives renewed investment and provides opportunities for global style employment as well as a cosmopolitan lifestyle.

Development in-and-around centres takes advantage of increasing public transport rates as well as maximising infrastructure use and liveability.

Town centres are planned by councils to provide employment and housing opportunities that are appropriate to the local area.



A strategic approach to the issue of mine subsidence allows increased development potentials in major regional centres such as Glendale and Cardiff to be achieved.

The network of centres are linked and strengthened through the development of new housing opportunities along identified renewal corridors, which follow strategic public transport corridors.

ACTIONS

- The centres hierarchy, and role and function of the nominated centres will be embodied in the planning of local councils by ensuring that local strategies, local environmental plans and other statutory planning controls:
 - > contain appropriate provisions that reflect the nominated role of particular centres
 - > do not permit retail and commercial offices outside commercial centres other than where consistent with adopted State policies such as 'The Right Place for Business'
 - > facilitate the concentration of activities along transport routes and within and adjacent to centres

- maximise redevelopment and infill opportunities for medium and high density housing within walking distance of centres.
- The Department of Planning will work with local councils to ensure that local strategies, local environmental plans and other statutory planning controls:
 - > adopt the employment and dwelling projections for the centres nominated in Table 2
 - > establish employment and dwelling projections for other lower order centres, consistent with local strategies that address urban consolidation and intensification in urban areas.
- The Department of Planning will work with local councils, where necessary, to ensure that planning for dwelling projections within centres does not impede the ability to achieve employment capacity projections.
- The Department of Planning will work with local councils to facilitate the revitalisation and renewal of these centres through structure planning,

master-planning, urban design and other relevant studies.

- The Department of Planning will work with relevant State agencies (including the Mine Subsidence Board), local councils and other relevant stakeholders to facilitate 'global' investigation into risk assessment from mine workings in nominated intensification areas and develop risk management/mitigation strategies in the affected areas identified.
- The Department will work with Newcastle and Lake Macquarie councils and other key stakeholders to ensure local strategies, local environmental plans and other statutory planning controls recognise and facilitate the renewal of the nominated renewal corridors.

RETAIL PRECINCT - GREENHILLS STAND-ALONE SHOPPING CENTRE AND SURROUNDS

Stand alone centres such as Greenhills have a concentrated retail function, supported by extensive car parking. This is often important given their focus on large supermarket and household good retailers requiring high accessibility by vehicles.

This retail precinct provides a significant concentration of retail uses, with a number of bulky goods and office-based activities. There are also some community services located within or close to the centre. These include the East Maitland Library, the Maitland Church of Christ. The Greenhills Retail Precinct comprises a large stand alone shopping centre, surrounded to the north-west and the east by a mix of bulky goods, retail and commercial development.

VISION

Greenhills will continue to be a regionally significant retail precinct within the Lower Hunter, providing a range of general and bulky good retail options. Future development of Greenhills will ensure that adequate car parking is provided and connections to public transport is maximised. Improved pedestrian links between the stand-alone shopping centre and other retail areas of Greenhills will provide for greater cohesion of this retail precinct.

KEY POLICY OBJECTIVES

Key policy objectives for the Greenhills Retail Precinct include:

- Maintaining the retail function as the dominant activity, to ensure it continues to provide a regionally significant concentration of retail uses, which contributes to Maitland's local economy;
- The future growth of the Greenhills retail precinct consider the impact on activity centres and that it continues to provide a point of difference to Central Maitland to ensure that both can function concurrently and remain viable to the benefit of

the Maitland community and the local economy;

- Maximise public transport connectivity to and from Greenhills with improved pedestrian connections from the core retail areas to bus stops on Mitchell Drive;
- With future growth of the retail precinct, adequate traffic management and car parking levels are provided to ensure easy access to the precinct and reduce traffic congestion within the locality; and
- The cohesiveness of the precinct must be improved to ensure opportunities for redevelopment are not focused in one part of the precinct and customers are able to access all areas of the precinct on foot.

FUTURE OPPORTUNITIES

It is expected that over the life of this strategy, there is potential for significant expansion of the Greenhills retail precinct to accommodate demand from the local Maitland community and the wider regional community. It is critical that growth in this precinct is in proportion and adequately responds to the demands on traffic, public transport, residential areas and to ensure that the viability and vitality of activity centres, particularly Central Maitland is maintained which in turn enhances the performance of the overall network of activity centre and employment clusters.

FIGURE TWENTY-TWO: Health Precinct – Maitland Hospital and Surrounds

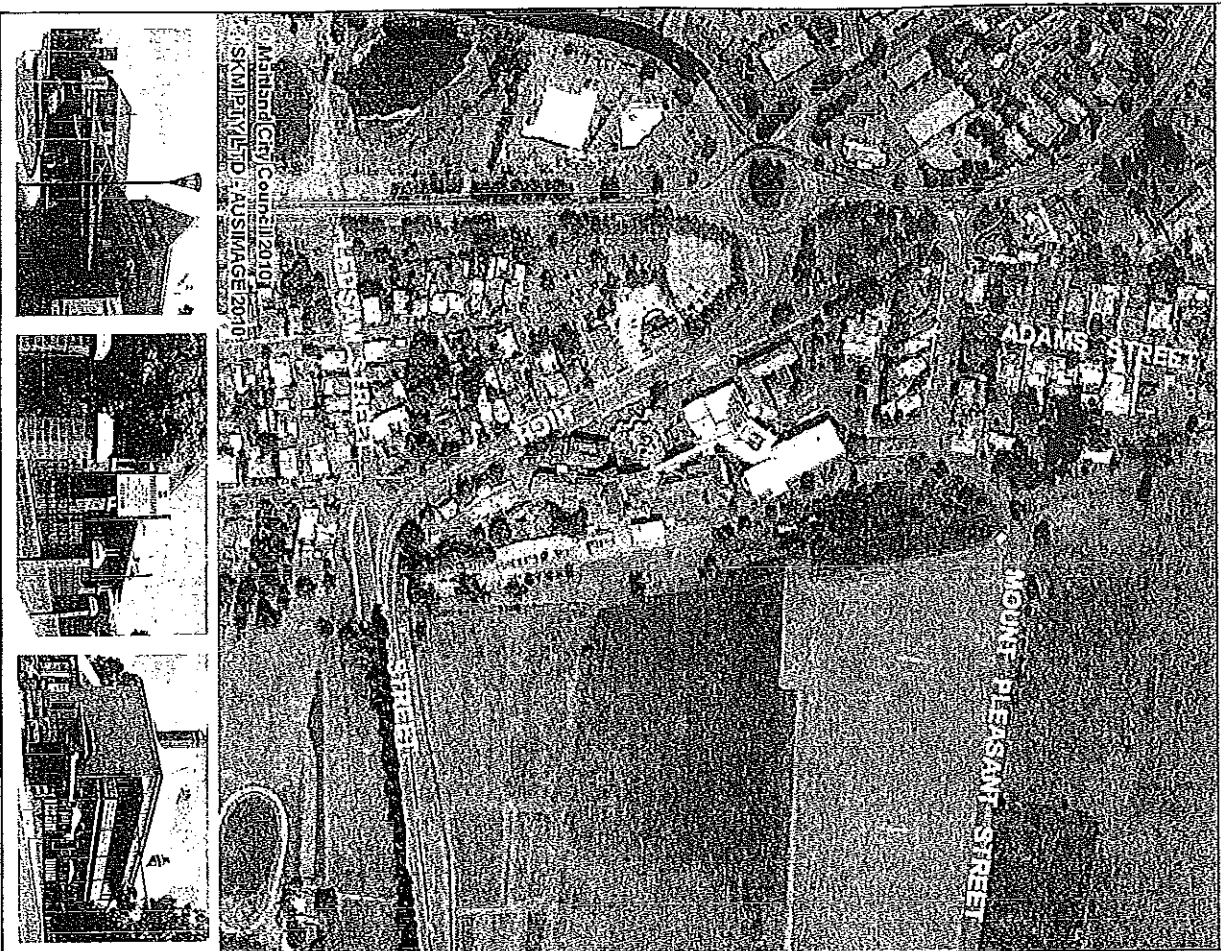
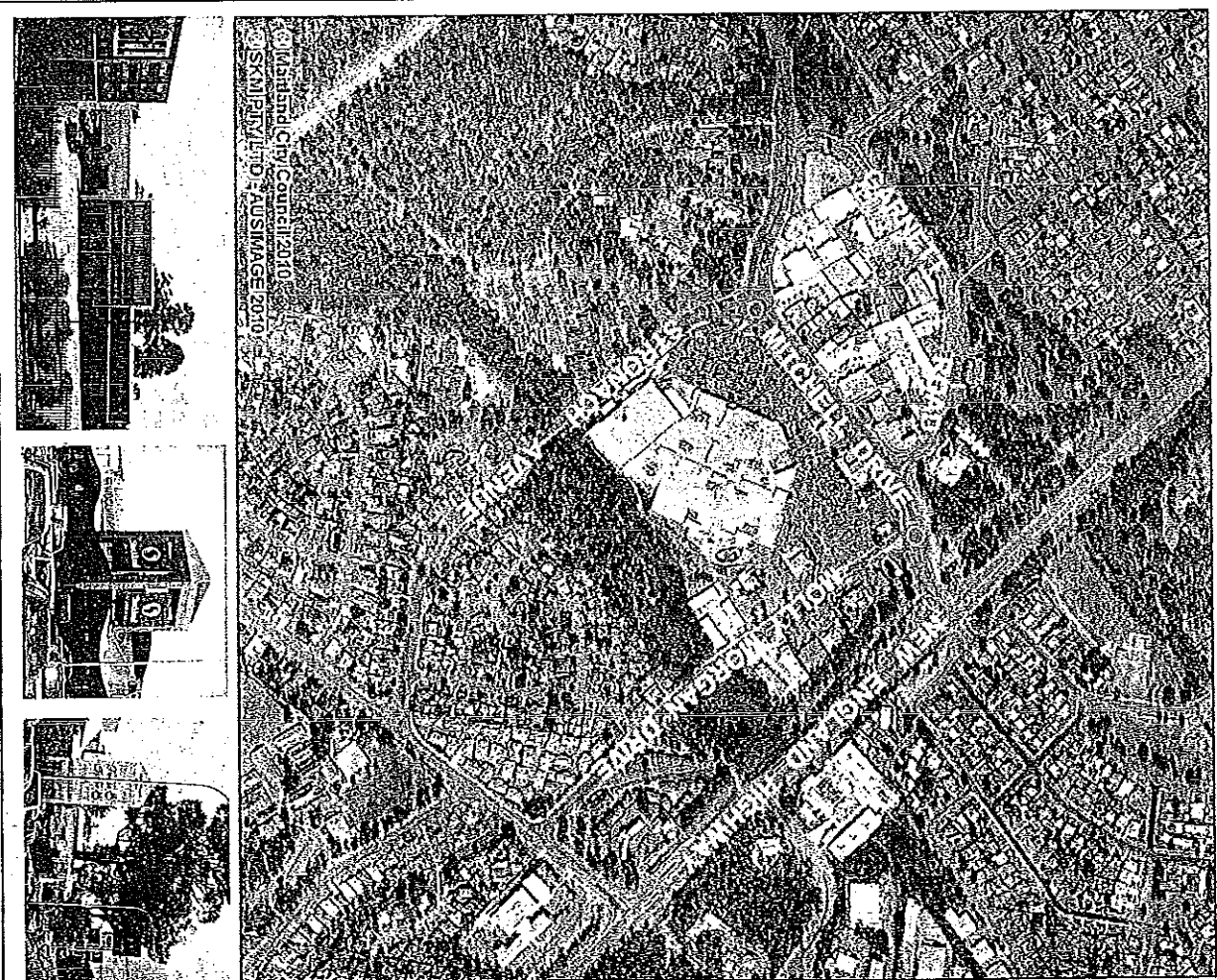


FIGURE TWENTY-THREE: Retail Precinct – Greenhills Stand-Alone Shopping Centre and Surrounds



draft (2010)

MATLAND INTEGRATED LAND USE & TRANSPORT STUDY - CITY WIDE

