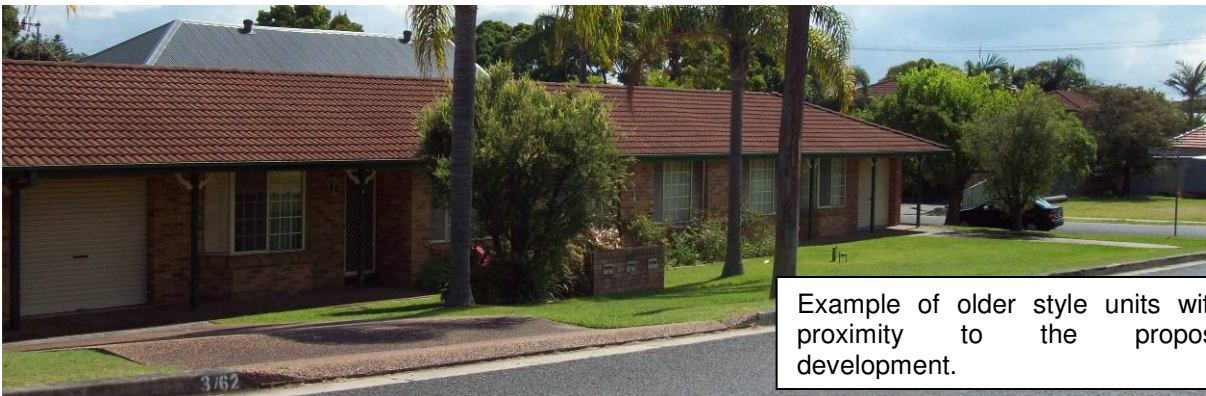




Brunker Road, Adamstown.

Away from the immediate retail and commercial precinct, Adamstown is predominantly a residential area. The residential character is diverse and includes small miner's cottages, federation style dwellings and newer residences. Redevelopment of some residential sites has occurred with townhouses and units. These are usually low to medium density type developments. There are numerous examples of residential dwellings undergoing renovation throughout the Adamstown area.



Example of older style units within proximity to the proposed development.

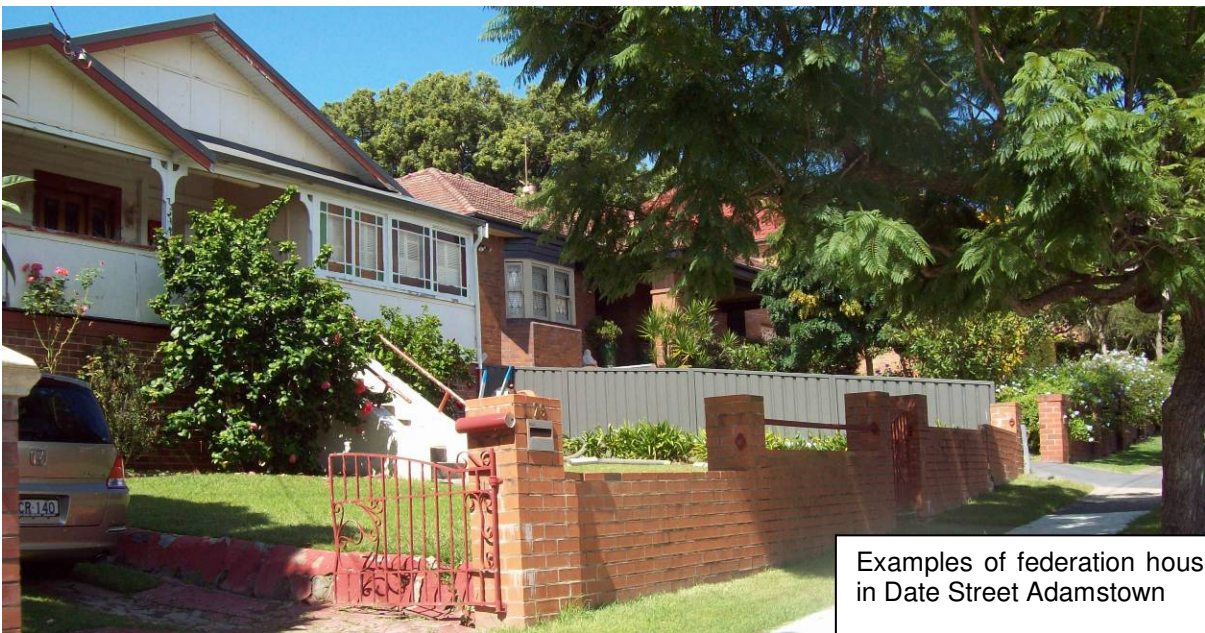


Looking west along Victoria Road from Brunker Road. The development will be located at the rear of the building on the right of the photo.





Russell Street Adamstown.



Examples of federation housing in Date Street Adamstown



Miners cottages located on Date Street Adamstown. The site for the development is directly opposite these dwellings.

### 3.3 Strategic Direction for Adamstown

The Lower Hunter Regional Strategy (LHRS) has identified that there are approximately 3,500 new dwellings approved each year, with 80% of these dwellings located in Newcastle, Lake Macquarie



and Port Stephens. It is expected that this trend will continue and that growth should be concentrated in areas where there is access to major centres.

The principal challenge for the Region is to refocus the current housing trends so that a more sustainable balance between new release and infill development is achieved. To achieve this, the LHRs will facilitate greater opportunities for housing to be provided within the existing urban areas.

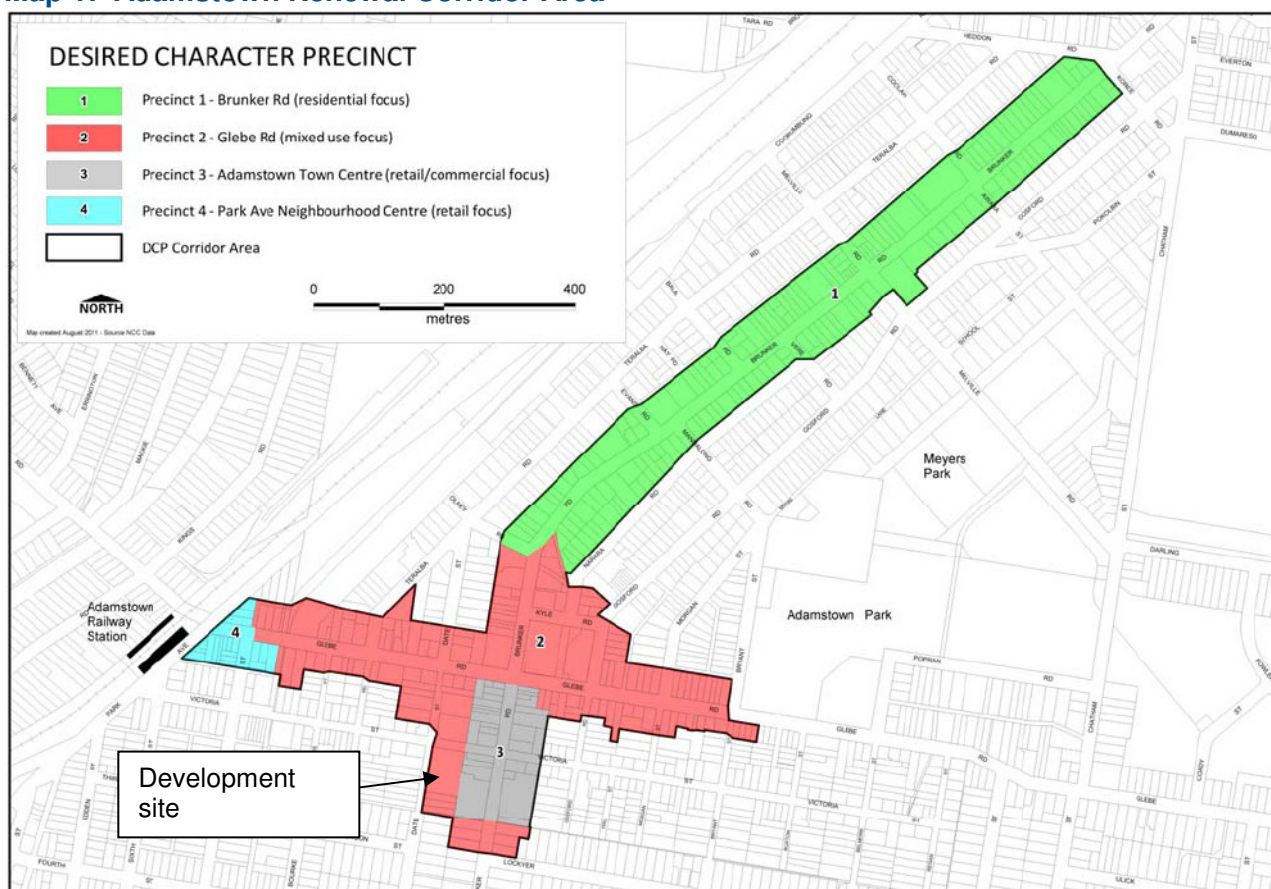
To support the direction of the LHRs, Adamstown has been identified as a 'renewal corridor'. There are five renewal corridors in the LHRs who are situated along strategic transport routes and their purpose is to link strategic centres.

The LHRs states that 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. The five renewal corridors are:

- ☞ Maitland Road (Newcastle West to Mayfield)
- ☞ Tudor Street (Newcastle West to Broadmeadow)
- ☞ Bruner Road (Nine Ways to Adamstown)
- ☞ Main Road, Edgeworth (Glendale to Edgeworth)
- ☞ Pacific Highway (Charlestown to Gateshead).

The Adamstown Renewal Corridor consists of land along Bruner Road, linking the commercial centres of 'Nineways' Broadmeadow and Adamstown, as shown in Map 1 - Adamstown Renewal Corridor area. A segment of Glebe Road, between Adamstown Railway Station to the west and Adamstown sporting fields to the east, is also included in this element.

**Map 1: Adamstown Renewal Corridor Area**



The LHRs identifies the Adamstown Renewal Corridor as presenting an opportunity for economic renewal, and for housing renewal and intensification. The Adamstown Renewal Corridor reinforces

and encourages commercial development in the Adamstown centre, increases residential densities along the corridor to accommodate an additional 700 dwellings, improve the streetscape through development and landscaping, and improve access for residents and visitors.

### **3.3.1 Precincts and Desired Character**

The Adamstown corridor has four distinct character precincts. These have been identified through analysis of current land use and character, and consideration of the envisaged future character.

#### **Precinct 1 - Brunker Road (residential focus) character statement**

Precinct 1 includes land either side of Brunker Road south of 'Nineways' Broadmeadow to Onley Road, Adamstown. The precinct is predominantly residential but also includes a mixture of other uses, resulting in a lack of cohesive street character. Brunker Road follows the ridgeline, hence offering potential views either side of the corridor. The precinct will provide a mixture of high density residential uses and other compatible uses. A cohesive street character is encouraged through consistent built form and landscaping. This precinct has a target of providing 400 additional dwellings. Development of a new commercial area at the intersection of Melville Road and Brunker Road, overlooking Arthur Park, which services the local neighbourhood is supported. Other employment opportunities will continue to be concentrated in the 'mixed use' area between Mandalong and Vere Road, providing a range of compatible uses.

#### **Precinct 2 – Glebe Road (mixed use focus) character statement**

Precinct 2 transverses Glebe Road from Wood Street (near Adamstown Station) to the west and Bryant Street to the east and also partly engulfs the Adamstown commercial centre. The amenity of Glebe Road is affected by the relatively high volumes of through traffic.

This precinct will support Adamstown commercial centre with opportunities for mixed use development, consisting of commercial uses and services along Brunker and Glebe Roads. Increased residential densities are proposed for the remainder of the precinct and at upper levels. This precinct has a target of providing 300 additional dwellings. The eastern extremities of this precinct, adjoining the Adamstown playing fields, will continue to provide neighbourhood level retail and services.

#### **Precinct 3 – Adamstown Town Centre (retail/commercial focus) character statement**

Precinct 3 focuses on the Adamstown 'retail core' along Brunker Road, between Glebe Road and Lockyer Street.

The precinct will reinforce retail and other commercial uses but retain its current urban village character. This precinct has a target of providing 30 additional dwellings. Pedestrian amenity within the precinct should be improved through embellishment of the footpath, further activation of the street edge, and reduction of traffic speeds to 40km/hr along Brunker Road.

#### **Precinct 4 – Park Avenue Neighbourhood Centre (retail focus) character statement**

The area immediately opposite Adamstown Railway Station at the corner of Park Avenue and Glebe Road is identified as Precinct 4. This area includes a number of neighbourhood level retail uses. It also features the excellent access to off-road cycleways, including the start of the Fernleigh Track and the cycleway to Kotara and Broadmeadow. The railway crossing along Glebe Road in this area possesses traffic issues due to the high volumes of vehicles.

The precinct will continue to provide neighbourhood level retail uses and services as well as taking advantage of its position close to the rail and from passing trade. This Precinct has a target of providing 20 additional dwellings.

### **3.3.2 General controls applying to all development to which this section applies**

Despite any other provisions within this plan, development comprising wholly or partly of residential accommodation, shall comply with the provisions set out in the Strategy with respect to the following:

- open space
- views and privacy
- solar access
- fencing and walls
- utilities and services.

The following control applies to development within each Precinct.

- Precinct 1: Provide a range of compatible uses including higher density residential and low intensity employment.
- Precinct 2: Provide a range of compatible uses including higher density residential and employment including commercial, wholesaling, and retailing (other than groceries, clothing, newsagencies, or chemists).
- Precinct 3: Provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- Precinct 4: Provide a range of small-scale retail, business and community uses that serve the needs of people who live and work in the surrounding neighbourhood.

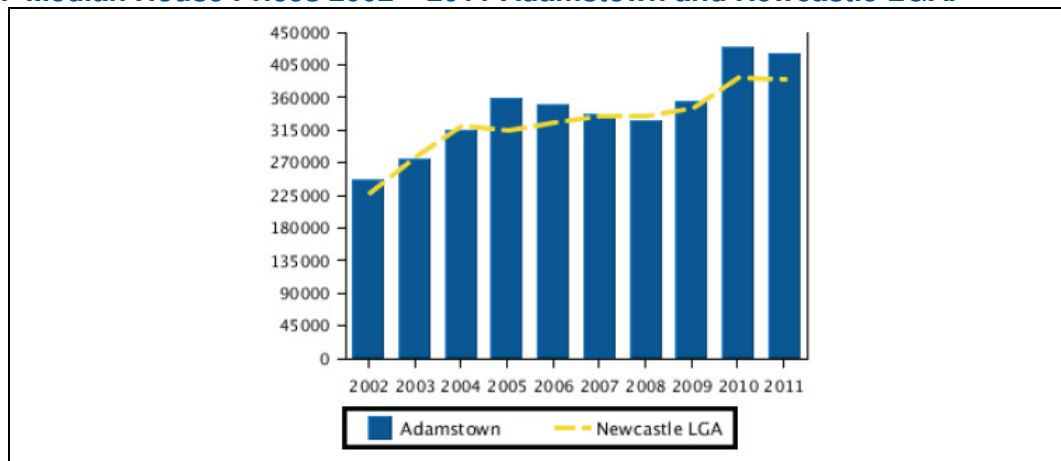
### 3.4 Supply of Residential Housing

The State Government regional plans forecast that sufficient new properties will be built to meet demand via a mix between developments in existing centres and new release greenfield sites. Infill and existing centres will comprise 71% of new housing in the Central Coast, and 41% in Lower Hunter.

While infill development links new residential development to existing services and infrastructure, housing prices (purchase and rental) are largely influenced by the existing market, regardless of the cost to construct. Therefore while stock numbers may reach desired targets, pricing of residential dwellings is determined by market price.

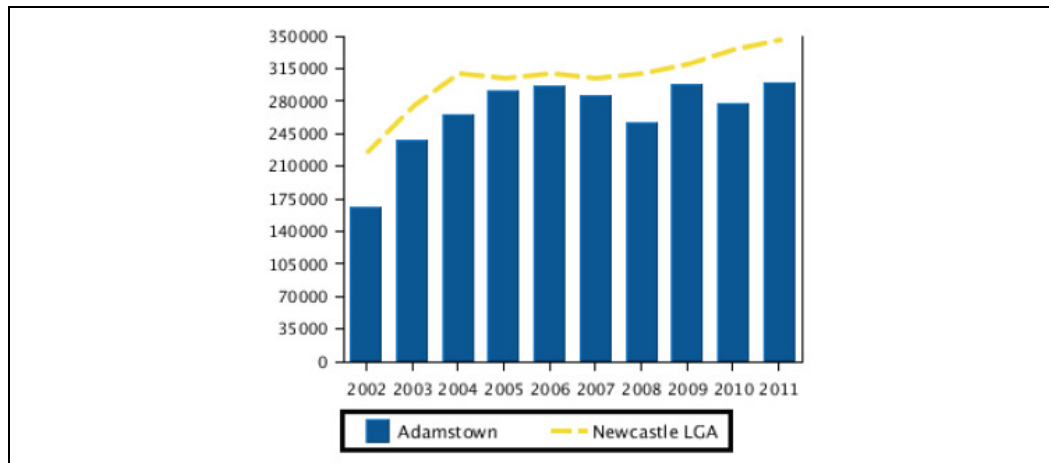
In Adamstown, residential housing prices have increased over the past 10 years with the median price for residential dwellings generally following the LGA median. In recent years prices have slightly exceeded the Newcastle LGA. As at March 2012 the median house price in Adamstown was \$444,125. Unit median prices for strata units have been consistently below the LGA median. Current median prices for strata units are \$350,000. This trend is influenced by the type of units that are available in Adamstown and that there higher concentration of units, at a higher price, closer to the City and along the Honeysuckle foreshore.

**Table 2: Median House Prices 2002 – 2011 Adamstown and Newcastle LGA.**



Source: RP Data; March 2012

**Table 3: Median Strata Unit Prices 2002 – 2011 Adamstown and Newcastle LGA.**



Source: RP Data; March 2012

As previously stated, initial adverting has established an indicative pricing between \$350,000 and \$550,000. Based on these figures, the project will supply stock which is consistent with median pricing trends for the area. It is a project that offers housing within a commercial centre; is consistent with the broad strategic aims of the area and is located away from areas where there are high price points such as water (harbour and ocean) frontage.

Given the unit characteristics, the likely population group will include singles, retirees, empty nesters, new home buyers and investors. The indicative pricing will allow people on moderate incomes to access this market.

### **3.5 Conclusion: Area Characteristics and Strategic Direction**

Residential development is consistent with the strategic aim of both the LHRS and Newcastle City Council's Adamstown Renewal Corridor strategy. The development will be situated on the boundary of Precinct 2 which, according to the strategy, has a target of 300 dwellings.

Residential development in this area is supported due to it being within an identified renewal corridor; is located on a major transport route; is within an established area that is close to a range of services and facilities and will consolidate residential growth within the Newcastle LGA.

Furthermore, the development will generally have a positive impact on trade within the Adamstown commercial centre.

## 4. SOCIAL IMPACTS

### 4.1 Strategic Impacts

The development is within Precinct 2 which, according to the Adamstown Renewal Corridor has a population target of 300 additional dwellings. This development will provide 95 units which equates to 32% of the dwelling target for the Precinct.

The desired aim of the Precinct is to provide a range of compatible uses including higher density residential and employment including commercial, wholesaling, and retailing (other than groceries, clothing, newsagencies, or chemists – presumably because they would compete with existing retail outlets in the area).

With this in mind, the proposal contributes to the strategic aims of the Adamstown Renewal Corridor and supports opportunities for economic renewal and for housing renewal and intensification across the identified precinct footprint. The development will have positive social and economic impacts brought about by an increase in population via:

Research shows that people moving into an area from within the Region (in this case Port Stephens, Maitland, Newcastle) would usually maintain their existing employment, health, education and social networks because of the ease of access / proximity. Demand is usually created by those moving from outside of the Region where this ongoing contact with established networks becomes impossible.

The development will not adversely affect income levels across the community and there will be no impact on the general cost of day to day living arising from this development; nor will there be any competition in trade as a result of the development. In the case of this development, the increased population will add to / reinforce the role of Adamstown as a commercial centre and enhance local shops and services etc.

The development will contribute to the diversity of housing generally across the Adamstown area therefore providing choice to existing or new residents of the area.

The development will provide some (but not all) stock at a price point which is consistent with price trends for the area.

### 4.2 General Population Impacts

The residential character of Adamstown has undergone distinct changes over the past few decades and will continue to change as per the desired aims of the Adamstown Renewal Corridor strategy.

In recent times Adamstown has emerged from a working class suburb to an area which is becoming more affluent and a desirable place to live. Its proximity to Newcastle, major shopping facilities, road, bus and rail transport, schools and beaches has contributed to the changing characteristic.

This trend has been demonstrated between the 2001 and 2006 census periods where there has been a steady increase in population from 4,888 people in 2001 to 5,269 people in 2006. Generally the population characteristics show an increase of families with children however there have been an increase in all age groups except for people aged 65 years and over (refer Table 4 below).

Furthermore, comparisons between the 2001 and 2006 census periods also show that the socio-economic status of the area is changing and has become more affluent. This is demonstrated by



increase in income; housing loan and rental payments and residents are more likely to be employed in professional type roles. Table 5 illustrates these components of change.

**Table 4: Selected Population Characteristics; Adamstown 2001 - 2006**

Population	2001	2006	Change
Total	4888	5269	7.8%
0 – 4	285	343	20.3%
5 – 14	624	669	7.2%
15 – 24	651	696	6.9%
25 – 54	2126	2324	9.3%
55 – 64	386	460	19.2%
65 and Over	801	777	-3.0%
Median Age	35	36	

Source: ABS 2006 Census

**Table 5: Selected Medians; Adamstown 2001 - 2006**

	2001	2006
<b>Median individual income (\$/weekly)</b>	\$300-\$399	435
<b>Median family income (\$/weekly)</b>	\$700-\$799	1,116
<b>Median household income (\$/weekly)</b>	\$500-\$599	823
<b>Median housing loan repayment (\$/monthly)</b>	\$800-\$999	1,300
<b>Median rent (\$/weekly)</b>	\$100-\$149	180

Source: ABS 2006 Census

Consultations undertaken with residents as part of this SIA illustrated that there are a mix of residents who live in the area; ranging from established long term residents, people who have moved into the area for lifestyle reasons and renters.

It is particularly evident that there is an emergence of new people moving into the area. This is illustrated via an increasing population with fewer residents who are home owners but an increased number of purchasers.

Both existing and new residents describe the key features as being access to shops; proximity to major features such as Newcastle CBD, beaches and restaurants; quality and type of housing; village feel etc. The increasing number of people purchasing their own home will reflect a 'new' set of values that residents have of the area. New residents who purchase in this area do so not because it is just a place to live, but they are drawn to the area for lifestyle reasons. These residents will be a dominant voice in understanding the social impacts of the proposed development.

Feedback via consultations indicates that the development will impact on the quality of life of existing residents who reside in the locality of this development.

These residents identify a potential loss of the 'sense of place'. This 'loss' represents an intrinsic loss – ie the connection residents have with the area / place; because residents believe that the aesthetic nature of the area will be adversely affected by the development; as it is not in keeping with the exiting residential character (amenity); the reason why people have moved there and therefore the size and scale of the development will interrupt the lifestyle of residents.



Residents have met on a number of occasions to oppose the development and have made their objections known publically.



Neighbouring properties object to the proposed development.



The themes identified via the consultations are:

- Increased traffic.
- Loss of Privacy to near neighbours.
- Visual impact.
- Density too great for area being developed.
- Development not in keeping with desired character outlined in the Adamstown Renewal Corridor.

The above concerns have been presented in a Cause; Event; Outcome format (refer Table 6) allowing for discussion regarding strategies that could be implemented (or are already in place) to mitigate and / or manage these impacts.

**Table 6: Residents Concerns.**

Cause (ie the development)	Event that will occur	Outcome of the Event
Development of 95 residential units over five floors.	Increased traffic	<ul style="list-style-type: none"> <li>Risk of accident due to traffic flow along narrow road (Date St).</li> <li>Existing narrow road will not cater for increased traffic.</li> <li>Risk of accident due to children playing on nearby streets</li> <li>Removal of existing car park would increase parking and congestion in the area.</li> <li>Existing road is very busy, in particular at peak times.</li> <li>Increased daily traffic will impact on the amenity of the area.</li> </ul>
	Loss of Privacy to near neighbours	<ul style="list-style-type: none"> <li>Building design too high.</li> <li>New boundary neighbour (Date Street) will have loss of privacy due to building design.</li> <li>Loss of neighbouring house will prevent buffer between development and next private property.</li> </ul>
	Visual impact	<ul style="list-style-type: none"> <li>The building is very large when compared with other surrounding land use.</li> <li>Size of building will have impact on the neighbours located along Date Street .</li> </ul>
	Density too great for area being developed	<ul style="list-style-type: none"> <li>Density of units – 32% of the dwelling target identified in the Adamstown Renewal Corridor on one site.</li> </ul>
	Development not in keeping with desired character outlined in the Adamstown Renewal Corridor	<ul style="list-style-type: none"> <li>Building design not sensitive to surrounding buildings such as miner's cottages located on Date Street.</li> <li>Building design (size / scale) seems to exceed the desired character identified in the Adamstown Renewal Corridor Strategy.</li> </ul>

### 4.3 Comments on Social Impacts

The provision of higher density residential dwellings within the Precinct 2 is consistent with the Adamstown Renewal Corridor Strategy. The provision of dwellings in this area will capitalise of transport, commercial and retail opportunities and proximity to key activities and regional centres.

However, on review of the Adamstown Renewal Corridor Strategy resident's state that the size and form of the development appears to be the maximum at which is intended for the Precinct character. This concern is compounded given that the proposal is situated on the boundary of Precinct 2.

The combination of the above, despite if they can be addressed by individual strategies and controls, detract from the sense of place articulated by residents of the area. The manner in which

the identified impacts could be addressed has been discussed with residents and is outlined in Table 7.











**Table 7: Potential Management / Controls to Address Social Impacts Identified by Residents.**

Event that will occur	Possible Management / Control	Response
Increased traffic along Date Street	<ul style="list-style-type: none"> <li>Traffic assessment will be undertaken to determine impact.</li> </ul>	<ul style="list-style-type: none"> <li>Per traffic assessment</li> </ul>
Loss of privacy to near neighbours	<ul style="list-style-type: none"> <li>Building height to be a maximum of 4 stories and the design to be 'stepped back' – reflect the design in the Adamstown Renewal Corridor strategy (refer below). This will reduce the sheer size and bulk of the development.</li> <li>No verandas on southern side of the building to protect the privacy of the southern neighbours.</li> <li>Retain the dwelling located immediately south of the pedestrian pathway linking Brunner Road and Date Street (Lot 28 DP 10602 Date Street) as a buffer between the development and residences.</li> </ul>	<ul style="list-style-type: none"> <li>The building is within the conceptual requirements of the DCP, and is in keeping with its intent.</li> <li>Purchase the additional house for additional car parking and create open air space.</li> </ul>
Visual impact	<ul style="list-style-type: none"> <li>Reduce the size (height) of the building</li> <li>Incorporate more of a 'step back' into the design to reduce appearance of bulk onto Date Street.</li> </ul>	<ul style="list-style-type: none"> <li>Building design has been amended to reflect softening of the southern elevation and landscaped setbacks.</li> <li>Some balconies have been removed on southern side.</li> </ul>
Density too great for area being developed	<ul style="list-style-type: none"> <li>Refer above.</li> </ul>	<ul style="list-style-type: none"> <li>Refer above.</li> </ul>
Development not in keeping with desired character outlined in the Adamstown Renewal Corridor	<ul style="list-style-type: none"> <li>Refer above</li> <li>Building materials could be in keeping with surrounding residential dwellings.</li> </ul>	<ul style="list-style-type: none"> <li>Refer above.</li> </ul>

## 4.4 Further Considerations: Crime and Nuisance Behaviour

### 4.4.1 Overview of Crime Characteristics

An analysis of the occurrence of crime and nuisance behaviour has also been undertaken for Adamstown. It has been found that there are types of crime and nuisance behaviour which may impact on residents living in the development. 'Hot spot' maps showing the location of crime and nuisance behaviour are found in the appendices and indicate the following:

-  Assault – Alcohol Related
-  Assault – Domestic Violence Related
-  Break and Enter - Dwelling
-  Break and Enter – Non Dwelling
-  Graffiti
-  Malicious Damage to Property
-  Motor Vehicle Theft
-  Robbery
-  Steal from Dwelling
-  Steal From Motor Vehicle