

# NORTH WEST LAKE MACQUARIE CATALYST AREA

Place Strategy

DRAFT





# ACKNOWLEDGEMENT OF COUNTRY

**Lake Macquarie City Council dhumaan Awabakala ngarrakal yalawaa, yalawan, yalawanan.**

Lake Macquarie City Council acknowledges the Awabakal people and Elders past, present and future.

**Dhumaan ngayin ngarrakalu kirraanan barayidin.**

We remember and respect the Ancestors who cared for and nurtured this Country.

**Ngarrakalumba yuludaka bibayilin barayida baaduka.**

It is in their footsteps that we travel these lands and waters.

Wording by the Aboriginal Reference Group and translated by Miromaa Aboriginal Language and Technology Centre.

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# ABOUT THIS PLACE STRATEGY

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





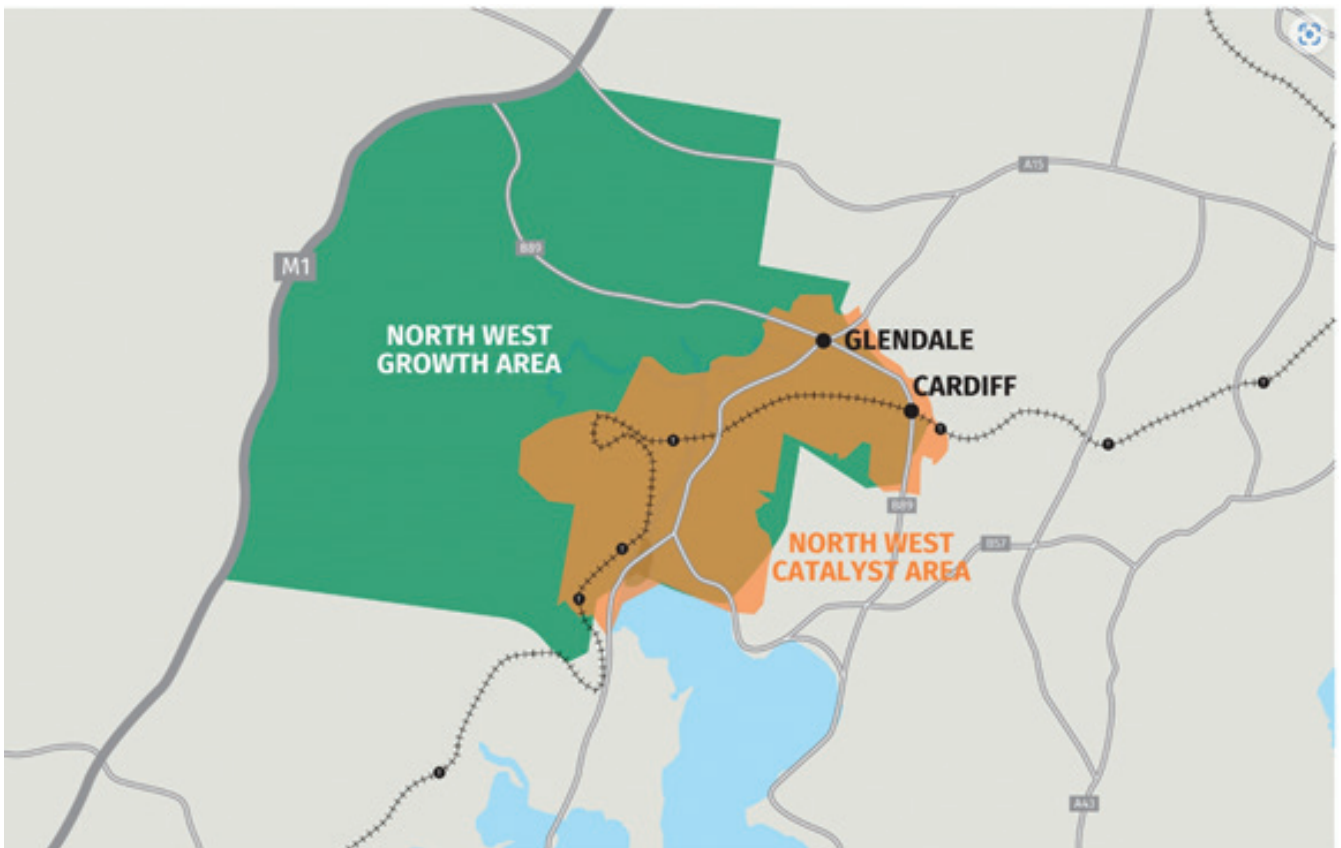


Figure 1: North West Regionally Significant Growth Area and Lake Mac Central

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





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

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

### BENEFITS OF THIS PLACE STRATEGY



Clearly identified development and growth opportunities that support private investment in locations consistent with the vision.



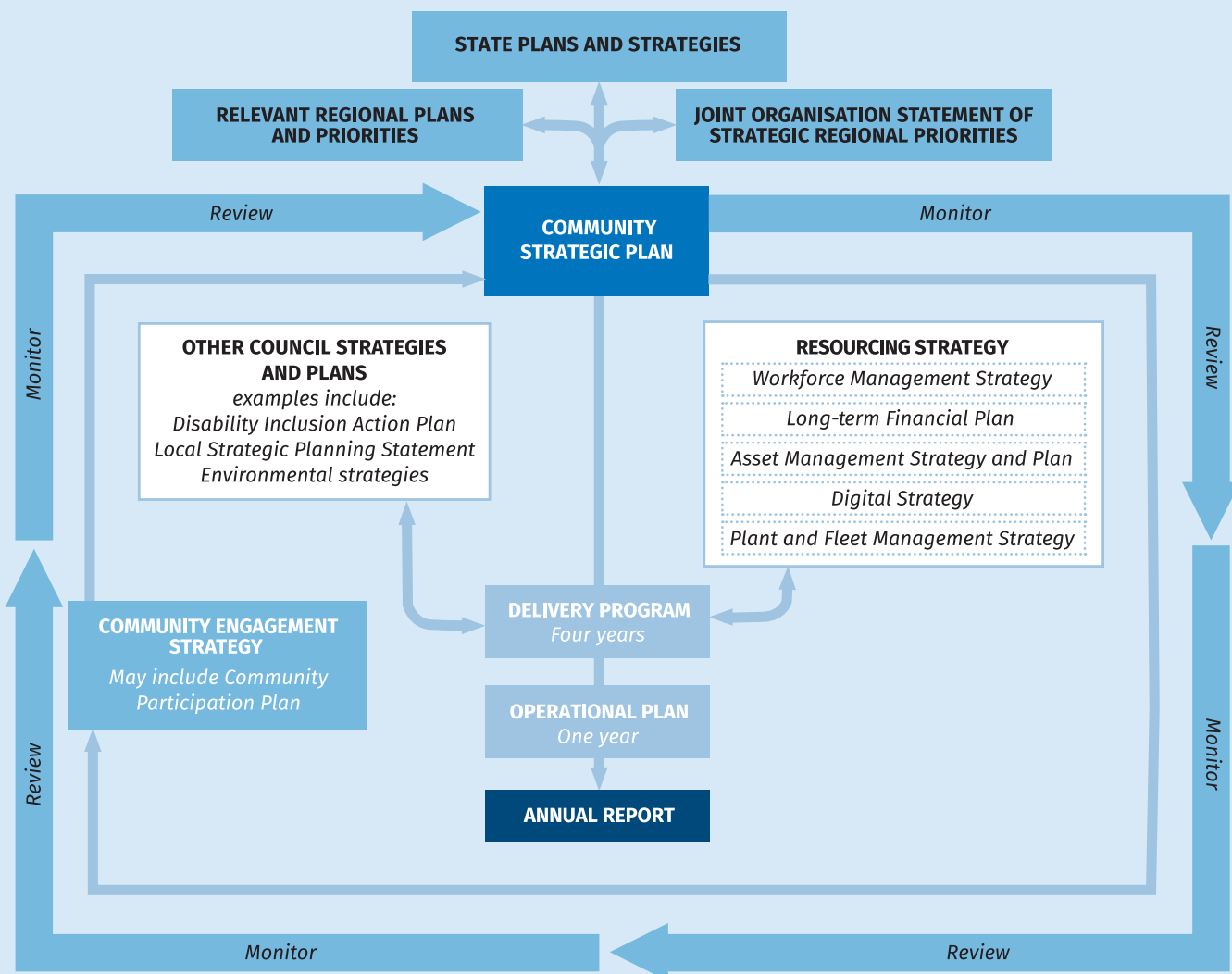
A clear understanding of infrastructure needs and priorities to support government infrastructure planning and funding at the right time.



Potential for expediated planning proposals to rezone land where changes are consistent with the place strategy.



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



**HOW WILL WE DELIVER THE PLACE STRATEGY?**

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

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

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



# DEVELOPING THE CATALYST AREA PLACE STRATEGY



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

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

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

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

## WHAT WE HEARD



### ENVIRONMENT

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



### TRANSPORT

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



### HOUSING AND NEIGHBOURHOODS

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



### INFRASTRUCTURE AND FACILITIES

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



### CENTRES AND JOBS

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



## VISION

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



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

## PRINCIPLES

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



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



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



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



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



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



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

**NORTH WEST CATALYST  
AREA POTENTIAL  
GROWTH**



**13,010**  
EXTRA  
RESIDENTS



**5466**  
EXTRA  
HOMES

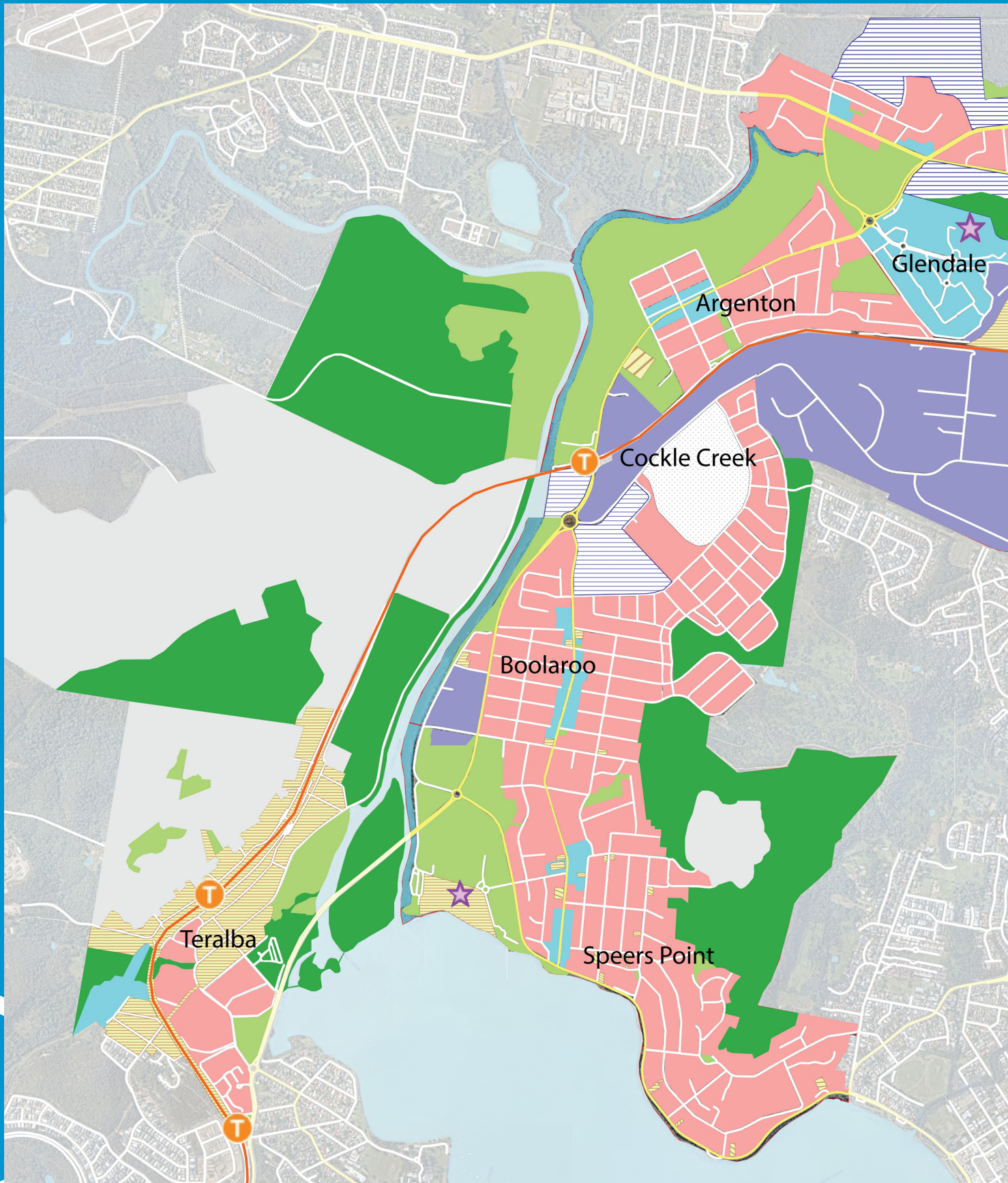


**3045**  
EXTRA JOBS WITH AN  
ECONOMIC OUTPUT OF  
**\$6.3B**

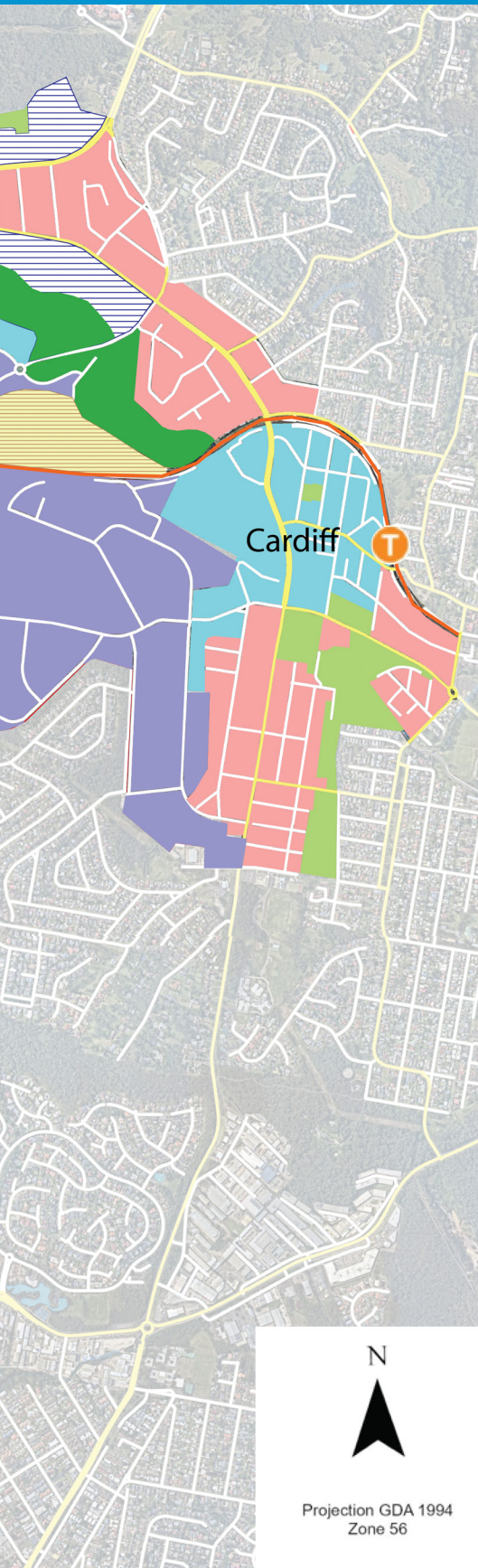

















# STRUCTURE PLAN







## Legend

-  Centre (regional, economic, local)
-  Advanced Manufacturing Employment Area
-  Urban Infill
-  Key Opportunity Sites
-  Deferred Area
-  Heritage Conservation Area / Item
-  Environmental Conservation
-  Recreation
-  Containment Cell
-  Railway station
-  Railway line
-  Major Roads
-  Regional Recreation and Sports Precinct

N  
  
 Projection GDA 1994  
 Zone 56



# PRECINCTS

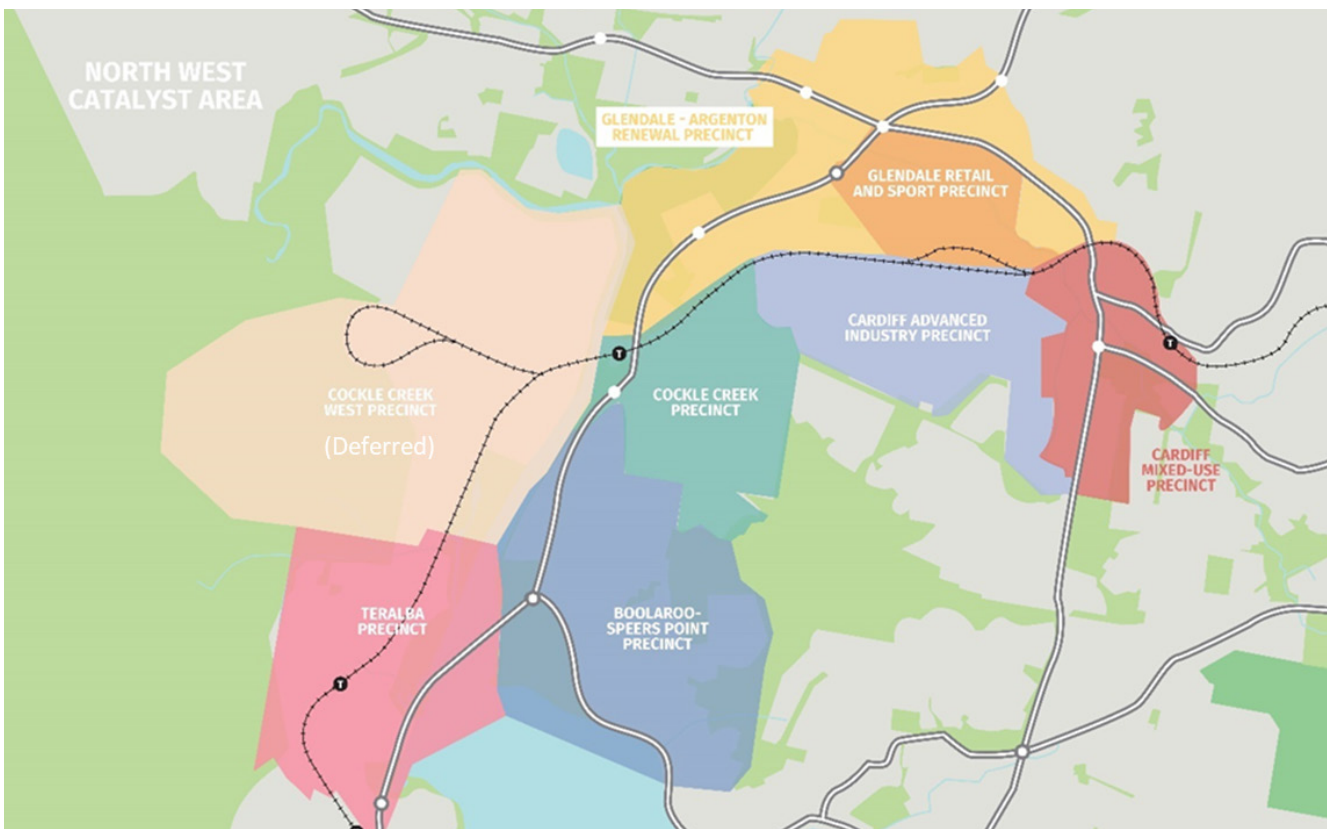


*Eight diverse precincts, each with its own unique character and identity, form the Catalyst Area. This place strategy details a vision and objectives for seven of these precincts (the existing urban areas) to enable growth in a way that supports their unique characteristics.*

A separate place strategy will be developed for the eighth precinct, Cockle Creek West. This will enable the unique challenges and opportunities associated with post-mining land renewal to be investigated and resolved.

*The Catalyst Area precincts are:*

- 1. Boolaroo-Speers Point
- 2. Cardiff Advanced Industry Precinct
- 3. Cardiff Mixed-use Precinct
- 4. Lake Mac Central (Cockle Creek)
- 5. Glendale-Argenton Renewal Precinct
- 6. Glendale Retail and Sport Precinct
- 7. Teralba
- 8. Cockle Creek West (deferred)





# BOOLAROO-SPEERS POINT PRECINCT

## AT A GLANCE:

By 2041, Boolaroo-Speers Point could support:



**7182 people**  
up from 4810



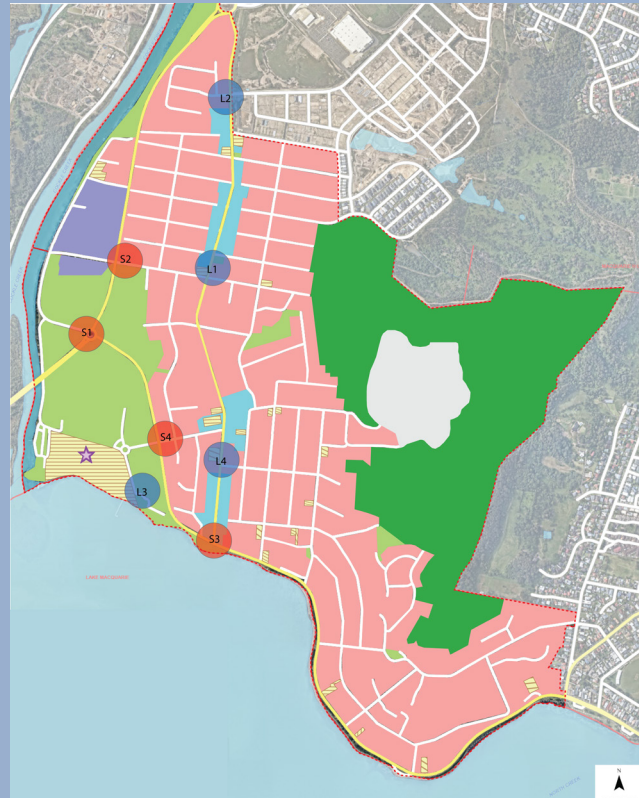
**3136 dwellings**  
up from 2129

## BOOLAROO-SPEERS POINT TODAY

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

## VISION

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



### Legend

- Centre (regional, economic, local)
- Advanced Manufacturing Employment Area
- Urban Infill
- Opportunity Sites
- Deferred Area
- Heritage Conservation Area / Item
- Recreation
- Environmental Conservation
- Railway station
- Railway line
- Major Roads
- Regional Recreation and Sports Precinct



### CONSTRAINTS

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

### OPPORTUNITIES

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



## OBJECTIVES

### 1. Increase dwelling density and diversity with:

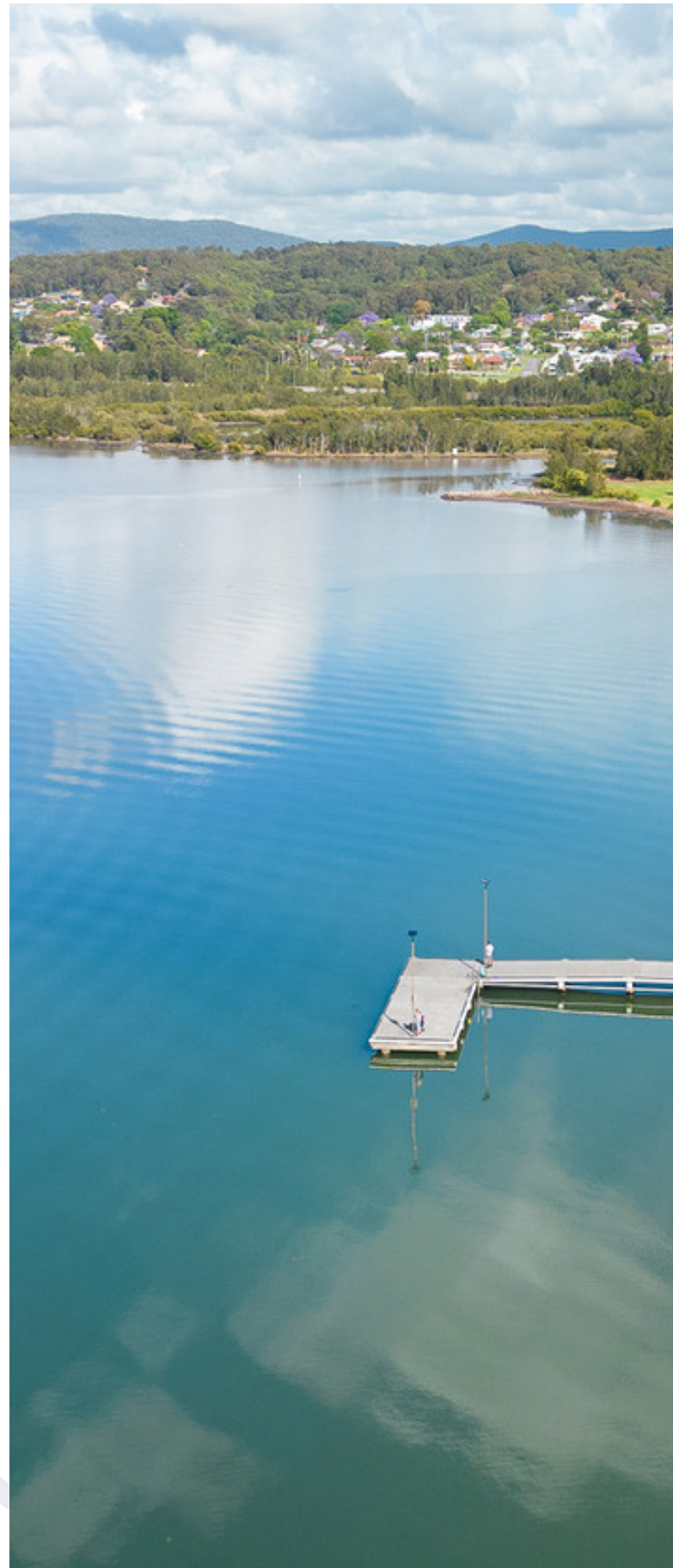
- infill housing, including dual occupancy, manor homes and terrace housing that integrate with the local heritage character.
- redevelopment of brownfield sites to include a mix of housing types and densities including apartment buildings, multi-dwelling and detached housing
- new mid-rise (4-6 storey)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

### 2. Improve connectivity and accessibility with:

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

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

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





#### PRIORITY INFRASTRUCTURE NEEDS

##### State responsibility:

- S1. Intersection upgrade of Five Islands Road, T.C. Frith Avenue and the Esplanade
- S2. Intersection upgrade of T.C. Frith Avenue and Seventh Street
- S3. Intersection upgrade of The Esplanade and Main Road
- S4. Active transport connection to Park Street and Speers Point park

##### Council responsibility

- S5. Shared pathway connecting Boolaroo local centre and Seventh Street
- L2. Intersection upgrade of Main Road and Fotheringham Road
- L3. Speers Point Swim Centre upgrade
- L4. Public art installation



# CARDIFF ADVANCED INDUSTRY PRECINCT

## AT A GLANCE:

By 2041, Cardiff Advanced Industry Precinct could support:



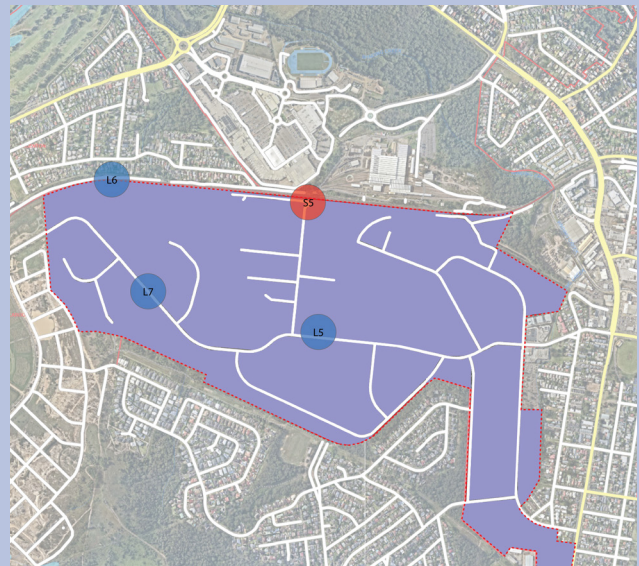
**6000 jobs**

## CARDIFF ADVANCED INDUSTRY PRECINCT TODAY

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

## VISION

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

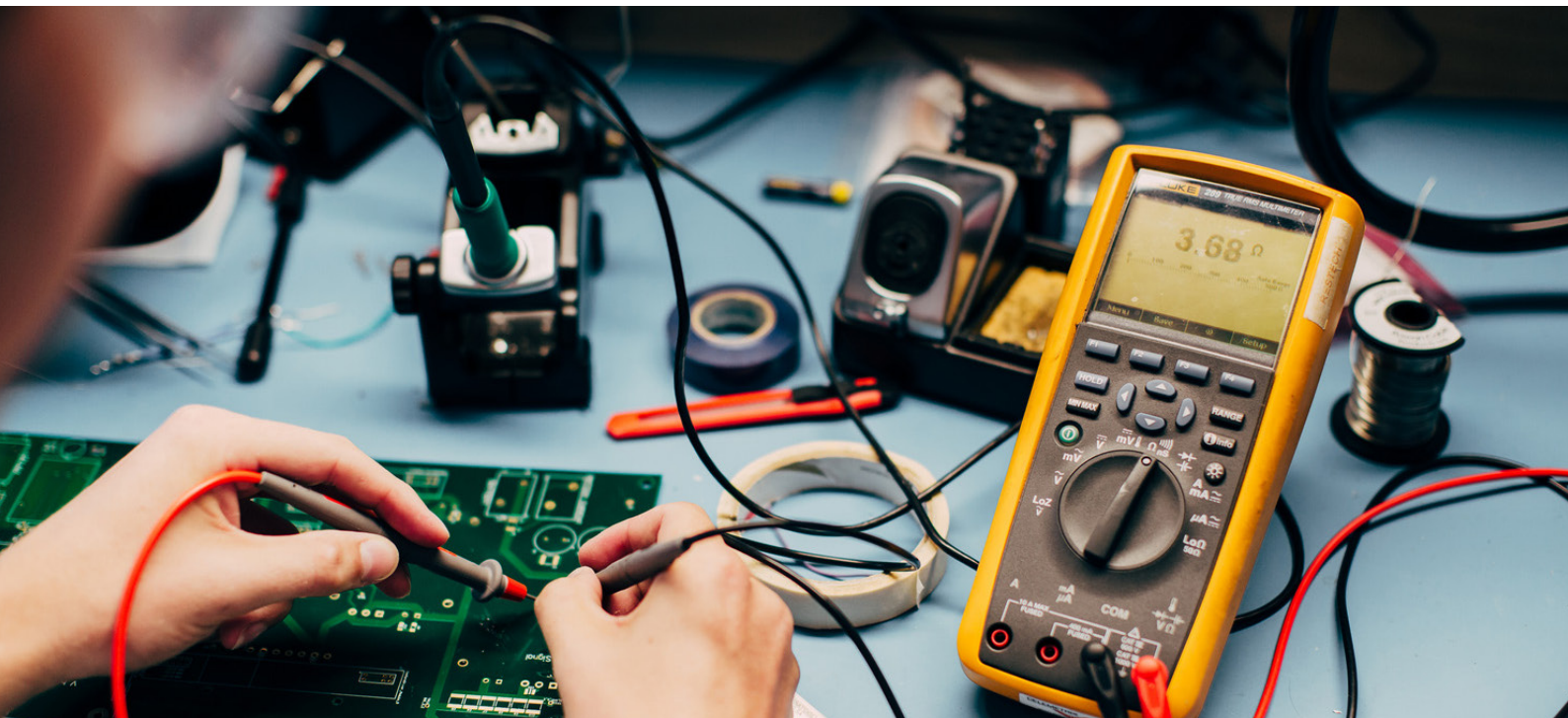


### Legend

Centre (regional, economic, local)	Recreation
Advanced Manufacturing Employment Area	Environmental Conservation
Urban Infill	Railway station
Opportunity Sites	Railway line
Deferred Area	Major Roads
Heritage Conservation Area / Item	Regional Recreation and Sports Precinct

## CONSTRAINTS

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



**OPPORTUNITIES**

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

**OBJECTIVES**

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

**PRIORITY INFRASTRUCTURE NEEDS**

**State responsibility**

- S5. Plan for a new over rail bridge connecting Pennant Street to the Glendale Retail and Sports Precinct.

**Council responsibility**

- L5. Multi-modal corridor strategy for Munibung Road
- L6. Shared path adjoining Northern Railway line
- L7. Street tree planting



# CARDIFF MIXED-USE PRECINCT

## AT A GLANCE:

By 2041, Cardiff Mixed-use Precinct could support:



**7258 people**  
up from 4920



**3074 dwellings**  
up from 2047

## CARDIFF MIXED-USE PRECINCT TODAY

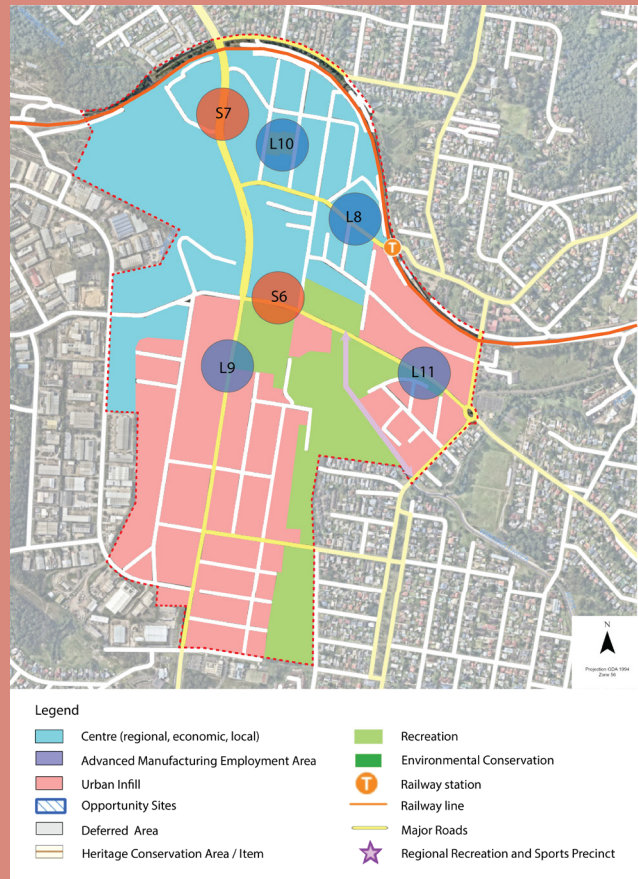
Cardiff mixed use precinct is centred on Cardiff economic centre which provides a range of jobs and services catering to the surrounding mostly low-density residential housing.

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

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

## VISION

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



## CONSTRAINTS

- Flooding impacts key parts of the centre limiting redevelopment opportunities.
- Hilly topography can make walking and cycling challenging, particularly accessing the train station.
- Key state and local roads (Macquarie Road, Myall Road and Main Road) all experience congestion at times.
- Poor active transport connectivity due to topography, lack of dedicated shared pathways and limited crossing opportunities at key roads.
- Lack of central public open space to gather and connect in the town centre.



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

**OPPORTUNITIES**

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

**OBJECTIVES**

1. Increase dwelling density and diversity with:
  - infill housing, including dual occupancy, manor homes and terrace housing, that integrates with the existing low-density residential areas.
  - 4-8 storey new apartments and mixed-use buildings in the Cardiff centre outside of flood-affected areas and within 800m of the railway station.

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

**PRIORITY INFRASTRUCTURE NEEDS**

**State responsibility:**

- S6. Multimodal capacity upgrade Macquarie Road
- S7. Improve the safety and capacity of the Main Road shared path.

**Council responsibility**

- L8. Cardiff Main Walk shared path with signposting to train station
- L9. Shared pathway Pendlebury Road to Macquarie Road
- L10. New town park on Veronica Street
- L11. Multimodal capacity upgrade Myall Road



# LAKE MAC CENTRAL (COCKLE CREEK) PRECINCT

## AT A GLANCE:

By 2041, Lake Mac Central Precinct could support:



**2550 people**  
up from 272



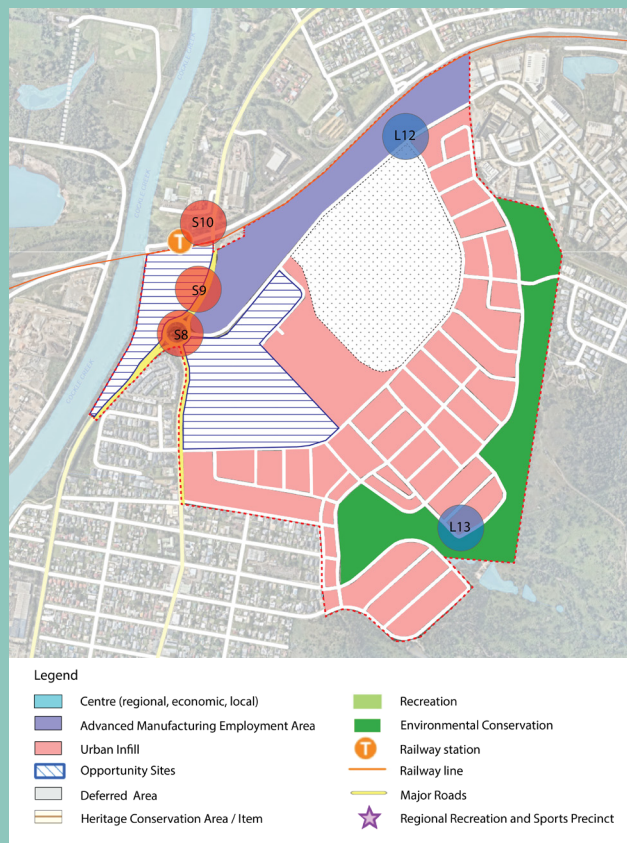
**894 dwellings**  
up from 109

## LAKE MAC CENTRAL PRECINCT TODAY

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

## VISION

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



## CONSTRAINTS

- Historic industrial uses, although remediated, require ongoing monitoring and maintenance of contamination.
- Lack of public open space and recreation facilities.
- Existing key roads (Main Road, T.C. Frith Avenue and Munibung Road) experience significant traffic congestion.
- Active transport networks east to west are fragmented and constrained by high traffic volumes acting as a barrier to Cockle Creek train station.

- Historic mining and industrial uses and the potential costs to rehabilitate contaminated sites, undertake mine grouting or structural upgrades.
- Recently constructed low-density residential subdivision limits potential for increasing dwelling density and diversity throughout the precinct.
- Urban heat impacts associated with historic land uses and limited public green space.

### OPPORTUNITIES

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

### OBJECTIVES

1. Enable the growth of a 'landmark' mixed-use precinct that facilitates:
  - a variety of jobs including retail, tourism and knowledge-based industries
  - a diversity of high-density (8+ storey) housing with a dwelling density up to 50-75 dwellings per hectare
  - high-amenity public spaces
2. Improve connectivity and accessibility with:
  - upgrade of T.C. Frith Avenue, Main Road, Munibung Road and Lake Road intersection
  - upgrade of Fotheringham Road intersection with Blantyre Road and Munibung Road
  - pedestrian and cycling connections to Cockle Creek Station and Munibung Hill
  - upgrade of Cockle Creek Station to a multimodal interchange.

### PRIORITY INFRASTRUCTURE NEEDS

#### State responsibility:

- S8. Upgrade of T.C. Frith Avenue, Main Road, Munibung Road and Lake Road intersection and widening of the Lake Road over rail bridge
- S9. Safe and convenient active transport connections across T.C. Frith Avenue and Lake Road
- S10. Multimodal accessibility upgrade of Cockle Creek Station

#### Council responsibility

- L12. Upgrades to Fotheringham Road intersection with Blantyre Road and Munibung Road
- L13. Shared path connecting Munibung Hill
- L14. New public space, park and playground



# GLENDALE-ARGENTON RENEWAL PRECINCT

## AT A GLANCE:

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



**9903 people**  
up from 5576



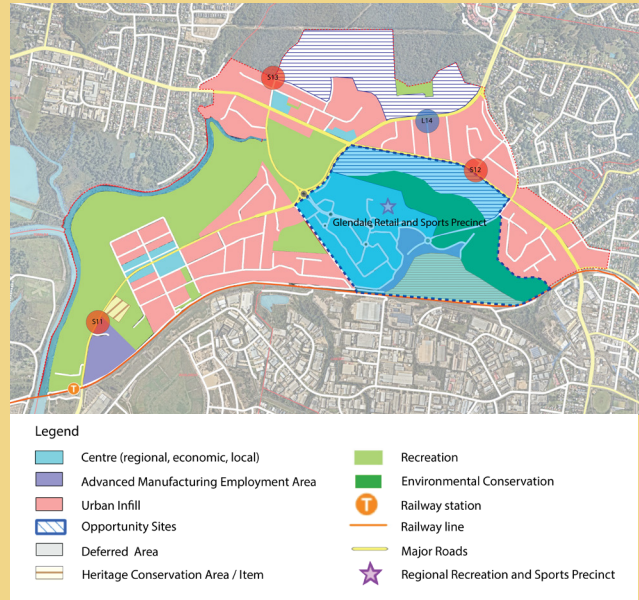
**4307 dwellings**  
up from 2428

## GLENDALE-ARGENTON RENEWAL PRECINCT TODAY

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

## VISION

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



## CONSTRAINTS

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



**OPPORTUNITIES**

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

**OBJECTIVES**

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

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

**PRIORITY INFRASTRUCTURE NEEDS**

**State responsibility:**

- S11. Multi-modal capacity upgrade of Lake Road
- S12. Multi-modal capacity upgrade of Main Road
- S13. Intersection upgrade of Main Road and Frederick Street

**Council responsibility**

- L15. Shared path connections to improve access to local parks



# GLENDALE RETAIL AND SPORT PRECINCT

## AT A GLANCE:

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



**299 people**  
up from nil



**207 dwellings**  
up from nil

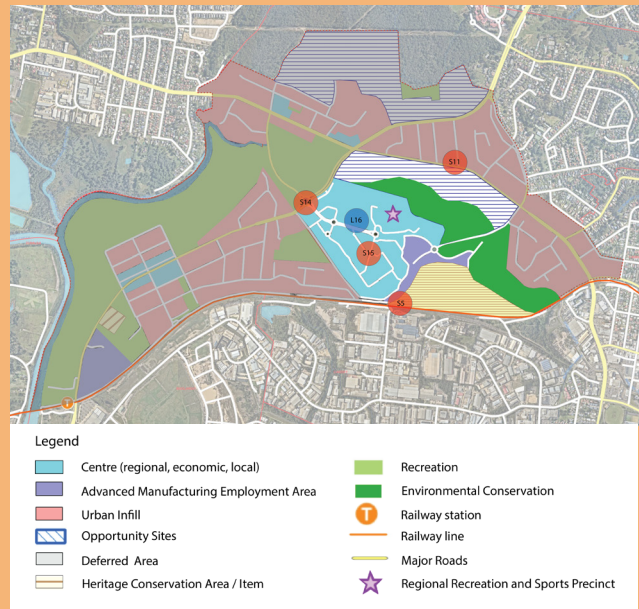
## GLENDALE RETAIL AND SPORT PRECINCT TODAY

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

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

## VISION

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



## CONSTRAINTS

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



### OPPORTUNITIES

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

### OBJECTIVES

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

### PRIORITY INFRASTRUCTURE NEEDS

#### State responsibility:

- S5. Plan for a new overail bridge connecting to Pennant Street
- S12. Multi-modal capacity upgrade of Main Road
- S14. Multimodal instersection upgrade of Stockland Drive, Lake Road and Frederick Street
- S15. Upgrade bus interchange to improve safety, access and bus manoeuvrability

#### Council responsibility

- L16. Active transport connection between the retail centre and the Hunter Sports Centre



# TERALBA PRECINCT

## AT A GLANCE:

By 2041, Teralba Precinct could support:



**2881 people**  
up from 1485



**1148 dwellings**  
up from 587

## TERALBA PRECINCT TODAY

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

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

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



## VISION

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





### CONSTRAINTS

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



## OPPORTUNITIES

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

## OBJECTIVES

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





#### PRIORITY INFRASTRUCTURE NEEDS

##### State responsibility:

- S15. Active transport connection improvements across Five Islands Road from Lake Crescent
- S16. Accessibility upgrade of Teralba and Booragul train stations

##### Council responsibility

- L18. Pitt Street intersection upgrade
- L19. Off-road shared cycleway from Pitt Street to Anzac Parade



