

Minutes

Liveable Cities Advisory Committee



Date: Tuesday 6 June 2023	Time: 5.30pm – 7:30pm	Venue: LMRR1, Level 6, City of Newcastle, 12 Stewart Avenue, Newcastle West
Meeting No: 18	Meeting Objective: Liveable Cities Advisory Committee To provide advice and guidance on the development of strategies and identification of challenges and opportunities about urban planning, heritage, safety, affordable housing and healthy and connected urban systems within the Local Government Area (LGA)	

1. WELCOME

1.1 Welcome to Country

I would like to acknowledge that today we are meeting on the land of the Awabakal and Worimi people. I would like to pay my respects to the traditional custodians of the land, elders, past, present and emerging.

1.2 ATTENDANCE AND APOLOGIES

Attendance

Councillor Dr John Mackenzie	Chair
Councillor Dr Elizabeth Adamczyk	City of Newcastle Councillor
Michael Nolan	Home in Place / UDIA
Michelle Bisson	CN Executive Director Planning and Environment
Sparrow Katekar	Community Representative
Kylie Reay-Reilly	CN Executive Assistant
Marcus Jefferies (<i>for Sue Anne Ware</i>)	University of Newcastle
Steve O'Connor	Planning Institute of Australia
Calan Cockburn	Senior Strategic Planner
Shane Cahill	Strategic Planning Section Manager
Councillor Jenny Barrie	City of Newcastle Councillor

Apologies

Lord Mayor Councillor Nuatali Nelmes	City of Newcastle Lord Mayor
Councillor John Church	City of Newcastle Councillor
Wendy Banister	Community Representative
Sue Anne Ware	University of Newcastle
David Moir	Community Representative
Kristi Jorgensen	Department of Regional NSW

1.3 Declaration of Conflicts of Interest

- No declarations raised
- Confirmation of membership continuation
 - David Moir and Wendy Banister leaving – LCAC to recruit new member/s

2. Minutes and Actions

2.1 Minutes from previous meeting endorsed

- Minutes from the LCAC meeting #17 on 7 March 2023 were supported and approved
Kristi Jorgensen and Michael Nolan

[MINUTES - LCAC Meeting - 7 March 2023](#)

2.2 Outstanding Action and Business

- Actions list from previous meeting – see below:

7 March 2023	Calan Cockburn	Distribute the Broadmeadow Brochure to LCAC Committee Members and Guests once finalised	Complete
7 March 2023	Kylie Reay-Reilly	Organise a meeting with CN Executive Director and Advisory Committee Chair to discuss LCAC Advisory Committee operations	Complete
7 March 2023	Kristi Jorgensen	Contact Simon Massey regarding her request for further information on 'Move to Newcastle'	Complete

[LCAC Actions 2022-2023](#)

ITEMS OF BUSINESS

3. Update

3.1 DCP Update

Presentation by Samantha Cross

- Report provided – Exhibition of Draft Development Control Plan 2023

Recommendation

That the Liveable Cities Advisory Committee:

- a) Notes the summary of key changes and priorities table
- b) Endorses exhibition of Draft DCP 2023

Additional recommendation requested by Councillor Mackenzie

- c) LCAC receives a copy of any submissions on DCP from exhibition.

Additional comment raised by Councillor Adamczyk for noting in the report

- That: the DCP working party sits under LCAC and is endorsed by the Liveable Cities Advisory Committee

Discussion points –

- LHA Silver and gold level. CN has looked at benchmarking and best practice – Ku-ring-gai Council was highly recommended to CN by Urban Design Review Panel. Minimum 20% platinum is considered a significant positive progress for this updated DCP.
- Adversity, inclusion, innovation – LCAC would welcome an opportunity to workshop at a later date on how these can be considered. Specifically, around gender responsiveness in budgeting and design, rules on tendering which can have big impacts on whether our spaces are LGBTIQ+ and gender safe.
- Use of Universal Design terminology is encouraged.

ACTION - LCAC receives a copy of any submissions on DCP from exhibition – Sam Cross

4. Workshop

4.1 Broadmeadow Place Strategy

Workshop by Calan Cockburn and Shane Cahill

[DOCUMENTATION - Broadmeadow Place Strategy Workshop Briefing Note](#)

[Attachment A - Broadmeadow Landownership and Precinct Boundary Map](#)

[Attachment B - Place Analysis](#)

[Attachment C - Draft Place Strategy Front Chapters with DPE Comments](#)

[Attachment D - Enquiry By Design Outcomes Report](#)

[Attachment E - Scenarios Report](#)

[Attachment F - Broadmeadow Integrated Place Analysis and Baseline Report](#)

[PRESENTATION - Broadmeadow Workshop](#)

Discussion points –

- Engagement process – achieving diversity and balance across varied demographics. Concerns raised about possible language, cultural and inclusion barriers around the questions within the survey and wording used with parts of the community.
- Technical studies around Flood mitigation. Factoring in climate change issues for planning for the future.
- Scenario 2 being used during workshop to look at medium growth scenario, but all scenarios are open for discussion
- Who are we building this for? What do we need to consider?
- Affordable housing in Broadmeadow
- Open green space in Broadmeadow – is the ratio correct?

WORKSHOP – Broadmeadow Scenario

1. Non-negotiables

(Identify two non-negotiable outcomes for the Broadmeadow precinct)

PLACE-BASED	THEMATIC-BASED
Community Infrastructure / Open Space: <ul style="list-style-type: none">• Increase existing open and community space• Leisure centre and aquatic facility in precinct• Re-build existing entertainment centre and surrounding precinct• Complete upgrades to McDonald Jones Stadium• Government land is largely used for community/public purposes (facilities and / or affordable / social housing)	Safety: <ul style="list-style-type: none">• CPTED, public places and movement corridors (ie train station, shared paths etc) designed for safety
Transport / Connectivity: <ul style="list-style-type: none">• Walking paths / better active transport connections to Hunter Park facilities• Reduce car dependency• Light rail extended to precinct and beyond	Social: <ul style="list-style-type: none">• Inclusion and diversity, precinct considers gender, multicultural, LGBTQIA+, and Aboriginal people in urban design
Built Form: <ul style="list-style-type: none">• Activated pedestrian street between train station and	Climate Change: <ul style="list-style-type: none">• Climate change is considered in every aspect of design

stadium <ul style="list-style-type: none"> High rise / high density residential development restricted to transport corridors 	and built environment (eg: measured to combat Urban Heat and the need to factor in increased potential for flooding due to more extreme weather) <ul style="list-style-type: none"> Natural open space provided
Affordable Housing:	Built Form:
<ul style="list-style-type: none"> Government land leveraged to provide social and affordable housing Residential developments provide a percentage of affordable housing (ie 15-30% affordable housing target is Council's adopted advocacy) Precinct needs to include scenario with greater stretch targets Social and affordable housing is diverse and integrated throughout the precinct 	<ul style="list-style-type: none"> Parklands / open space not fenced Balance built form design outcomes that improve functionality and overall appearance of precinct Pedestrian focused / human scale to create liveable and walkable place (eg. Barcelona superblocs) Place planning to have overarching objective of precinct achieving great placed 'liveability' outcomes and strategy / scenario to have clear alignment with liveability
	Employment Lands:
	<ul style="list-style-type: none"> Retained employment lands for light industrial and logistics

2. Nice-to-haves / Desirables – Achieve if possible

(Identify two desirable outcomes for the Broadmeadow precinct)

Place-based	Thematic-based
Open Space:	Sustainability:
<ul style="list-style-type: none"> Complete re-naturalisation of Styx Creek 	<ul style="list-style-type: none"> Buildings produce their own renewable energy Communal batteries to low and medium rise residential
Transport:	Built Form:
<ul style="list-style-type: none"> Broadmeadow train station relocated to / or new station at Woodville Junction 	<ul style="list-style-type: none"> Promote rooftop uses such as bars
Heritage:	Social:
<ul style="list-style-type: none"> Locomotive depot repurposed as an industrial heritage museum or education facility Locomotive depot adaptively celebrated and includes mixed-use development 	<ul style="list-style-type: none"> Provide a co-located domestic violence, housing, government, community, and health services hub Gender responsive design lens (including providing space for girls in open spaces) Services for older people
	Housing:
	<ul style="list-style-type: none"> Housing diversity for older people

3. Review Scenarios

(Add comments or draw on your map – Prompts: What are the strengths and weaknesses? Do you see any issues? Is the proposed land use rational for the precinct?)

Scenario 1

Strengths	
Weaknesses	<ul style="list-style-type: none"> Target of 30% on Government Land and 5% on Private Land for affordable housing is not enough Land along light rail route / Belford-Tudor Streets retained as is and no additional density to support business case Net loss or increase of open space is not clear
Opportunities	
Threats	<ul style="list-style-type: none"> No increased density along light rail route is a threat to viability of light rail and the success of the Broadmeadow redevelopment

Scenario 2

Strengths	<ul style="list-style-type: none"> Allow for an urban village / town centre close to Broadmeadow train station Provides new primary school
Weaknesses	<ul style="list-style-type: none"> Target of 30% on Government Land and 10% on Private Land for affordable housing is not enough, Council endorsed advocacy outlines 15% for private land Land adjacent light rail route / Belford – Tudor Streets retained as is and no additional density

	<p>to support business case</p> <ul style="list-style-type: none"> • Net loss or increase of open space is not clear • Commuter carparking close to CBD may be better located at other train stations further away • Lack of active transport connections across rail corridor, especially at Hamilton North • Employment / industrial lands reduced • Higher densities to be considered in order to maximise open space • Building heights don't allow for undulation of buildings – should have higher buildings around train station that step down to lower density areas
Opportunities	<ul style="list-style-type: none"> • More active transport connections along the rail corridor • Allow for landmark buildings with increased building heights around the train station to allow for interesting skyline (ie allow for heights up to 12 storeys in some areas) • Higher density around Broadmeadow train station, including eastern side of rail corridor / Nineways, and the light rail corridor for higher density residential development, such as 4-12 storey apartment and shop top development. This would allow for a range of building heights and the stepping down of buildings on the edges to lowered density areas • Adaptively reuse Broadmeadow locomotive depot as a industrial heritage museum and / or education facility • Broadmeadow train station is turned into an interchange • Provide a large community space for indoor / outdoor events and gatherings • Wetland open space is an opportunity for connections to Country and should adjoin Styx Creek • Create an urban town centre either side of Broadmeadow Train Station and improve connectivity over rail corridor • Could provide a landmark / statement piece within the built form of the precinct • Provide commercial areas in walking distance to dwellings • Opportunity to provide social and community infrastructure, Green Square, Sydney, as an example • Create Universal places for all abilities, cultures, ages and economic backgrounds
Threats	<ul style="list-style-type: none"> • No increased density along light rail route is a threat to viability of light rail and overall place project • There is no clear location for the urban town centre, Nineways is the existing centre but this area is proposed to be retained as it. Need to identify preferred location for village / town centre for supermarket and other retail • May not be enough residential land, therefore higher buildings need to be considered (ie 8+ stories)

Scenario 3

Strengths	<ul style="list-style-type: none"> • Minimum housing targets are proposed to be achieved
Weaknesses	<ul style="list-style-type: none"> • Target of 30% on Government Land and 10% on Private Land for affordable housing is not adequate, should be 15% for private land. These targets should be minimum and we should be striving for more. • Land along light rail route / Belford-Tudor Streets retained as is and no additional density to support business case. This is a key risk to the success of the precinct • Net loss or increase of open space is not clear
Opportunities	
Threats	<ul style="list-style-type: none"> • No increased density along light rail route is a threat to viability of light rail and a key risk to the success of the project

4. Group Discussion

(Facilitator will ask for feedback from the group: 1. What are the strengths of the scenario? 2. What are the weaknesses of the scenario? Will our non-negotiables work under this scenario?)

General Feedback

- Connection to Country should be a minimum default – non-negotiable in each scenario.
- The performance of the different scenarios against different liveability indicators is not clear. The scenarios should be tested against liveability indicators to identify the best liveability and place outcomes in each scenario. A liveability criteria matrix could be used e.g. walkability, access to public open space. The attached document titled Liveability Frameworks – Review on Global and Local Frameworks provides overview the liveability indicators that could be used to compare the scenarios. This could also be used to check the outcomes of the scenarios against the Newcastle Community Strategic Plan – Newcastle 2040..The scenarios don't identify which has the best place outcomes or points of difference between the different scenarios.

What makes the scenarios presented place based? The existing qualities we are trying to keep and the new qualities we are trying to create are not clear in the scenarios, making it difficult to comment on place outcomes.

The three scenarios are similar. Compared to each other, the scenarios do not differ enough from each other, and there needs to be some more bold ideas, visionary and stretch possibilities put forward.

- Government owned land needs to include multiple high amenity public spaces. Public spaces need to be provided throughout the precinct and in addition to housing and other uses located on government owned land. Metrics presented in the scenarios report do not clearly identify the relationship between lost and gained public open space.
- The highest yield scenario identifies rates of affordable housing as only 30% (on Government land) and 10% (on private land). We should be striving for more. CN Advocacy outlines 30% affordable housing on Government owned land, and 15% on private land – this should be the minimum scenario. Social housing also needs to be provided in addition to affordable housing.
- Building heights should be increased to allow varying heights around Broadmeadow train station.
- Light rail is a non-negotiable is supported, but the implications of light rail has not been fully addressed in the scenarios. Light rail to its future full extent should be identified within the scenarios. Extending light rail to Broadmeadow must consider where and how it can be extended further in the future. Options to extend to JHH and UoN Callaghan should be included.

The residential densities around the proposed extension of the light rail corridor from Newcastle Interchange to Broadmeadow are going to be crucial to enable a business case to support the funding required to extend the light rail. Learnings from the Kensington to Kingsford Town Centres Rezoning should be applied to Broadmeadow. These areas were rezoned to make light rail viable.

The very significant expenditure of public funds required to extend the light rail is going to be closely scrutinised and the business case needs to be compelling to secure the funds required. If the light rail extension is a “non negotiable”, the residential densities around that corridor need to be increased beyond what is shown in any of the scenarios. This also brings into question the boundary of the study area as the light rail corridor is proposed to travel along the boundary of the study area in the vicinity of Tudor Street. If there is to be increased residential densities adjacent to this light rail corridor then the density of future development outside the study area will also need to be reviewed.

The “non negotiable” extension of the light rail corridor may not eventuate if the business case is not robust and accepted by the NSW Government, who are assumed to provide the funding to bring this essential piece of infrastructure to fruition.

The development of the place strategy and rezoning should include an inclusive urban design lens.

In addition, the following articles are provided for consideration:

Feminist Lens:

<https://makespaceforgirls.co.uk/>

Gender-inclusive park in Yangon, Myanmar: <https://myanmarmix.com/en/articles/in-male-dominated-myanmar-yangon-park-puts-girls-at-centre>

Gender mainstreaming in Urban Design: <https://womenmobilize.org/pubs/gender-mainstreaming-in-urban-planning-and-urban-development/>

Gender Mainstreaming in Urban Design: <https://www.theguardian.com/cities/2019/may/14/city-with-a-female-face-how-modern-vienna-was-shaped-by-women>

Aboriginal Lens:

<https://www.ahuri.edu.au/research/brief/incorporating-indigenous-knowledge-and-perspectives-development-australian-cities>

<https://www.safeinpublicspace.com/content/centering-indigenous-perspectives-in-public-space-indigenous-place-keeping-stewardship-and-land-back>

<https://www.sbs.com.au/nitv/article/indigenous-communities-are-reworking-urban-planning-but-planners-need-to-accept-their-history/d3p2hrqmr>

<https://winya.com.au/open-space/>

Queer Lens:

<https://theconversation.com/the-queer-city-how-to-design-more-inclusive-public-space-161088>

Queering Public Space - report, video and PDF

<https://www.arup.com/perspectives/publications/research/section/queering-public-space>

Sex(u)ality in the City - MCR Blog

<https://www.mrcagney.com/about/blog/sexuality-in-the-city-planning-for-queerer-public-space/>

5. General Business

- With the resignation of Community member of LCAC David Moir received before the meeting, an invitation / recruitment for a new Committee member/s will need to be organised. Call for any recommendations from LCAC? Michelle and Councillor Mackenzie will consider area of expertise needed that would be beneficial for the Committee and approach possible candidates.
- Monthly meetings to workshop Broadmeadow is proposed and agreed by the Committee members, noting that meetings will be organised on a need basis closer to the date.

6. Closing

- i. Councillor Mackenzie thanked everyone for their attendance and contributions.
- ii. Next Meeting – TBA
- iii. Meeting closed at 7.30pm

Chairperson
Councillor Dr John Mackenzie

MEETING ACTIONS SUMMARY TABLE	
ACTION	RESPONSIBLE PERSON
LCAC receives a copy of any submissions on DCP from exhibition.	Sam Cross

Liveable Cities Advisory Committee



OUTSTANDING ACTIONS AS AT 6 June 2023

[LCAC Actions 2022-2023.docx](#)

Meeting Date	Responsible Officer	Agenda Item No and Action	Due Date	Status
6 June 2023	Sam Cross	LCAC receives a copy of any submissions on DCP from exhibition.	August / September 2023	IN PROGRESS
7 March 2023	Calan Cockburn	Distribute the Broadmeadow Brochure to LCAC Committee Members and Guests once finalised.	April 2023	COMPLETED This has been sent and seeking input from the Committee through the survey
7 March 2023	Kristi Jorgensen	Contact Simon Massey for further information on 'Move to Newcastle'	June 2023?	COMPLETED Simon's contact details provided to Kristi
6 September 2022	Michelle Bisson	6.3 – Stewart MacLennan to be contacted to be part of DCP Working Party	October 2022	COMPLETED Stewart McLennan contacted but no response to date – invited to 6 March 2023 DCP working party
7 June 2022	David Clarke	4.1 – David Clarke to distribute information on community and operational land	June – September 2022	COMPLETED Committee discussed at meeting in June and September 2022
7 June 2022	David Clarke	4.4 – Arrange future briefing on maintenance and management of land parcels transferred from HCCDC, with a particular focus on the sea walls	September 2022	COMPLETED
7 June 2022	David Clarke	4.2 – Brief the Committee on Accelerated DA trial results at the next meeting	September 2022	COMPLETED
7 June 2022	David Clarke	4.5 – Michelle to establish the DCP Working Party and provide a timeline for the review, including for different sections	September 2022	COMPLETED

1 March 2022	David Clarke	9.2 – David Clarke to formalize the LCAC as the Broadmeadow Place Strategy Working Party and organize the first meeting	Early 2023	COMPLETED NSW Government has identified Broadmeadow as a Precinct and the Place Strategy commenced – LCAC Committee Members are the Broadmeadow Working Party
1 March 2022	David Clarke / Kylie Reay-Reilly	3.5 – David Clarke Kylie Reay-Reilly to share a summary of the liveable and wellbeing survey with the Committee		COMPLETED Committee survey undertaken – Link to survey provided (internal only) – Liveability and Quality of Life Survey final March 2022.pdf
1 March 2022	David Clarke / Kylie Reay-Reilly	3.6 – David Clarke Kylie Reay-Reilly to list Kelly Arnott on 6 September 2022 Committee meeting agenda to present the dashboard		COMPLETED CSP 2040 endorsed, dashboard finalised – Newcastle 2040 relevant website links provided. Dashboard presentation scheduled for LCAC meeting 6 June 2023
1 March 2022	David Clarke / Kylie Reay-Reilly	7.5 – David Clarke Michelle Bisson, Councillor Mackenzie and Kristi Jorgensen to meet to discuss the format with providing feedback from the committee to CN Officers on big ticket matters		COMPLETED Meeting scheduled for 24 May 2023
1 February 2022	Cr Mackenzie	5.3 – LCAC to hold a joint meeting with the Infrastructure Advisory Committee to explore opportunities for the Blue Green Grid in the Newcastle LGA	TBC	COMPLETED Deferred – Focus area for 2023 is Broadmeadow Place Strategy – can be considered later in the year