



Transport Oriented Development

Consultation report

August 2026

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Executive summary

Between 14 May and 12 June 2026, City of Newcastle (CN) sought community feedback on planning for the four Transport Oriented Development (TOD) precincts nominated by the NSW Government: Newcastle Interchange, Hamilton Station, Adamstown Station and Kotara Station.

The NSW Government introduced new housing reforms, including the TOD Program, to increase housing near key transport hubs. Under the TOD Program, new planning rules apply to precincts within 400 metres of selected stations.

Each precinct is unique, so we're taking a place-based approach to plan for growth that reflects local character, infrastructure and community needs. This lets us adapt the state-wide planning controls to the specific opportunities and challenges of each precinct, while still delivering housing.

This place-based approach focuses on directing growth to the most suitable locations, while protecting heritage and avoiding areas with constraints like flooding and other environmental risks. It aims to ensure growth in these precincts supports better neighbourhoods, with improved public spaces, transport connections and more housing choice.

We analysed where growth is likely to be suitable in the four precincts, and where infrastructure capacity or flooding, heritage, or environmental factors or similar shape what's possible.

The community feedback will inform the draft Urban Design Framework (UDF) and Structure Plans for each precinct. This report details the feedback received, identifies key themes, priorities and questions. CN will use this feedback, as well as technical information to refine the UDF and inform the development of Structure Plans before they are placed on public exhibition.

What we heard

We heard from 376 people through the online survey, 141 through the quick poll, and received 747 map contributions and 8 detailed written submissions from stakeholders and community members. Across all four precincts, respondents valued living close to public transport, shops and services, and many engaged constructively with how growth could be shaped locally. At the same time, people told us that what makes each precinct valuable to them is different, and that growth should build on what already works well locally.

In Adamstown, this means addressing traffic and parking around the level crossing so the local village economy can grow. In Hamilton, it means pairing growth with improved safety and continuing to celebrate the area's multicultural character. In Kotara, it means directing growth toward the Westfield and station precinct while protecting green space and the surrounding low-density streets. And around the Newcastle Interchange, it means expanding transport connections while safeguarding heritage and local character of areas like Wickham.

Common themes across the four precincts included a desire for more housing diversity and choice, stronger walking and cycling connections, better public transport, more green space, and improved safety and public amenity. This feedback gives us a strong foundation for shaping a UDF for each precinct that reflects what local communities value most.

Next steps

The project team will review all feedback to identify key themes, priorities and questions for each precinct. This, together with technical studies on matters such as traffic, flooding and infrastructure capacity, will inform a draft UDF for each precinct to be exhibited, for a further opportunity for the community to comment before they are finalised.

1. Background

The NSW Government has introduced new housing policies that aim to increase the number of homes close to public transport, shops and services. Through the Transport-Oriented Development (TOD) Program and the Low and Mid-Rise Housing (LMR) Policy, new planning provisions apply to land either within 400 or up to 800 metres of selected stations and centres across Greater Sydney and regional NSW.

Within the Newcastle local government area (LGA), four locations have been nominated as TOD precincts: Newcastle Interchange, Hamilton Station, Adamstown Station and Kotara Station. These areas were identified for future growth due to their access to public transport and their strategic role in the broader network of centres across the LGA.

In response, the City of Newcastle (CN) is exploring opportunities and preparing structure plans to guide growth in line with the NSW Government's TOD program objectives, while reflecting local conditions and community priorities. CN supports the intent of TODs to provide more housing and increased density close to transport hubs. Through this work, CN is considering how planning controls can be improved to manage land traits such as flooding, heritage and local character, without reducing development potential.

This approach aims to deliver growth that contributes to high-quality public spaces, improved connections and a broader range of housing choices. This work is supported by Architectus and is partially funded by the NSW Government's Regional Housing Strategic Planning Fund (Round 3).

A series of concept structure plans have been developed to share early ideas and support constructive discussion with the community and stakeholders. These concepts are based on preliminary analysis of opportunities and constraints, including how State policies may apply at a local level to shape development. Insights from the community and stakeholders are critical and will help refine these ideas, ensuring that the draft structure plans and UDF reflect local knowledge, conditions and the priorities of people who live, work and spend time in these precincts.

NSW Government funding

In May 2025, CN was successful in obtaining grant funding under the 'Regional Housing Strategic Planning Fund 2024 – Round 3' to support the delivery of precinct-based UDF for the identified TOD precincts.

Under the funding agreement, CN is required to undertake early community engagement and provide an engagement report detailing the outcomes of the engagement, including how community feedback has been considered and incorporated into the TOD UDF.

2. Engagement objectives

Community engagement was undertaken between May and June 2026 to educate the community about growth, housing and planning processes, and to gather place-based insights to inform the development of the draft urban design frameworks for each of the four TOD precincts.

The purpose of the engagement was to:

- Improve community understanding of growth, housing and planning processes through clear, accessible and consistent communication.
- Communicate the findings of technical studies, including flooding, heritage and traffic investigations, in plain and accessible language.
- Build understanding of the project, including the need to plan for growth and how a place-based approach can respond to local conditions, including local opportunities, constraints and emerging planning directions.
- Engage the community, key stakeholders and user groups early in the process so they have a genuine opportunity to shape the development, assessment and refinement of the draft structure plans and urban design frameworks.
- Empower the community and stakeholders with the knowledge required to contribute meaningfully to decision-making.
- Capture place-based insights to inform the development of draft structure plans and the urban design framework.
- Strengthen confidence that CN is taking a considered, evidence-based approach that balances housing requirements with local needs.
- Develop an understanding of community values, uses and limitations in each of the four TOD precincts.

The engagement approach was guided by best practice Engagement Institute (formerly IAP2) principles and City of Newcastle's commitment to meaningful community participation, as outlined in the [Community Engagement Strategy](#).

3. Communication and promotion

During the engagement period a communications campaign was implemented to raise awareness of the TOD Program and promote the opportunity for community members to provide place-based insights and feedback on each of the four identified precincts.

Summary of promotional activity and reach

Key communications activities are summarised below, and key pieces of communications collateral are available in **Appendix I**.

Channel	Description	Reach
 Have Your Say webpage	A dedicated project page was created on CN's Have Your Say landing page. The page provided information about the Transport Oriented Development (TOD) program and encouraged participation via the various feedback options.	5,818 page visits
 Flyers and signage	Unique flyers and signage were developed for each of the four TOD locations (Adamstown, Hamilton, Kotara and Newcastle Interchange). 3 signs were installed in and around the train stations at the four locations (12 signs in total). Flyers were distributed to properties located in the four TOD precinct areas. Flyers were also distributed at the community pop-up events.	6,600 flyers 12 signs
 Social media	Organic and paid social media campaigns ran from 14 May to 9 June 2026. The posts provided key project information and encouraged the audience to visit the Have Your Say page to find out more and have their say.	166,539 Impressions (number of times posts were displayed to users) 1,204 Post engagements (shares, reactions, saves, comments etc.) 2,133 clicks
 Newsletters	Articles were included in the Newcastle Connect, Development eNews and City Economy Update newsletters during the engagement period.	11,538 recipients 5,938 opens
	A media release issued on 14 May 2026 generated significant coverage across multiple outlets, including television news, digital and print publications, and strong radio coverage.	115 media contacts notified

Media coverage		
 Pop up stalls	Pop-up stalls were held at the following locations: • Newcastle Interchange on Tuesday 26 May 2026 • Hamilton Station on Wednesday 27 May 2026 • Adamstown Station on Thursday 28 May 2026 • Kotara Station on Thursday 28 May 2026	4 pop up stalls 30 individual engagements

4. Engagement activities

The community was invited to provide feedback on the four TOD precincts (Adamstown, Hamilton, Kotara, and Newcastle Interchange) via an online survey, a quick poll, and four interactive maps between 14 May and 12 June 2026.

In total, 376 people provided feedback via the online survey, 141 people participated in the quick poll and 747 pins were added across the four maps. CN also received 8 detailed written submissions from key stakeholders and interested community members.

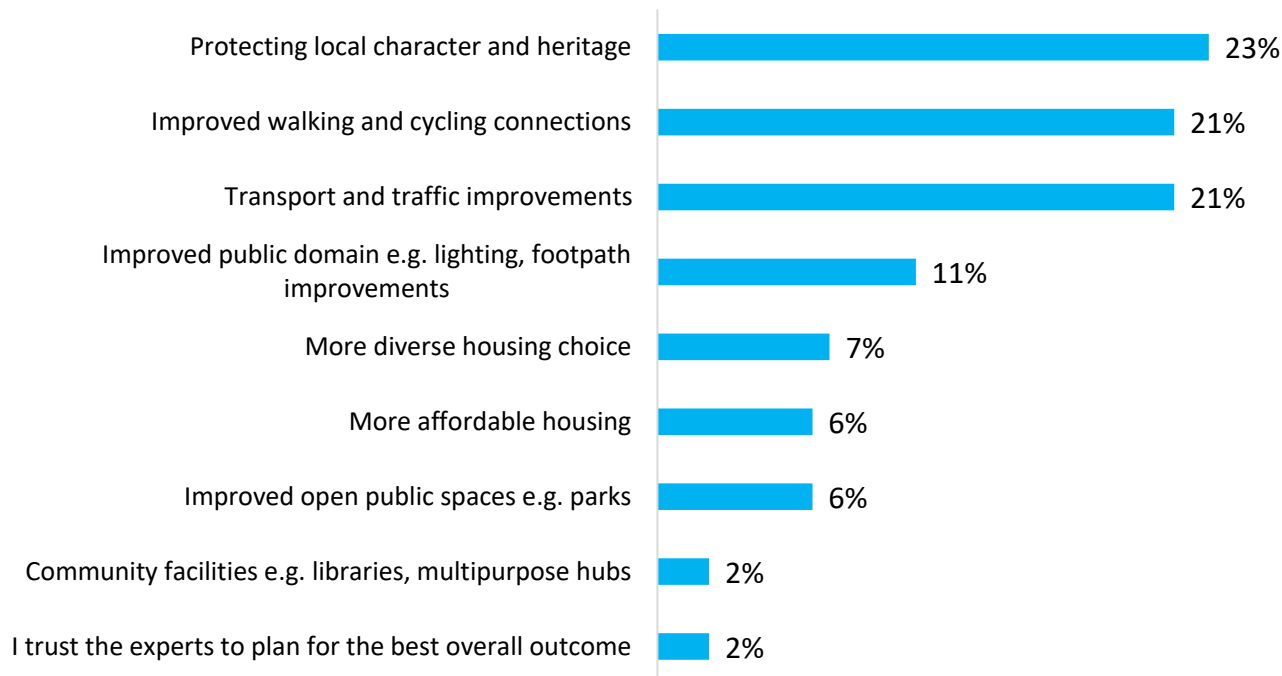
The information in this report is based on data collected from community members who chose to provide feedback, and therefore, should not be interpreted as the views of the broader community.

This report provides an insight of the key themes. While the project team has reviewed all feedback, it is not possible to include all details within this report.

5. Quick poll

A brief community poll was conducted as a low barrier entry point to participation in the consultation process (see **Appendix II**). The poll was designed to provide the community with a concise and accessible way to indicate their top priority for future growth of their local area.

Results of the quick poll, in response to the question: ***‘What should be the top priority as your local area grows?’*** are presented below:



Total responses: 141

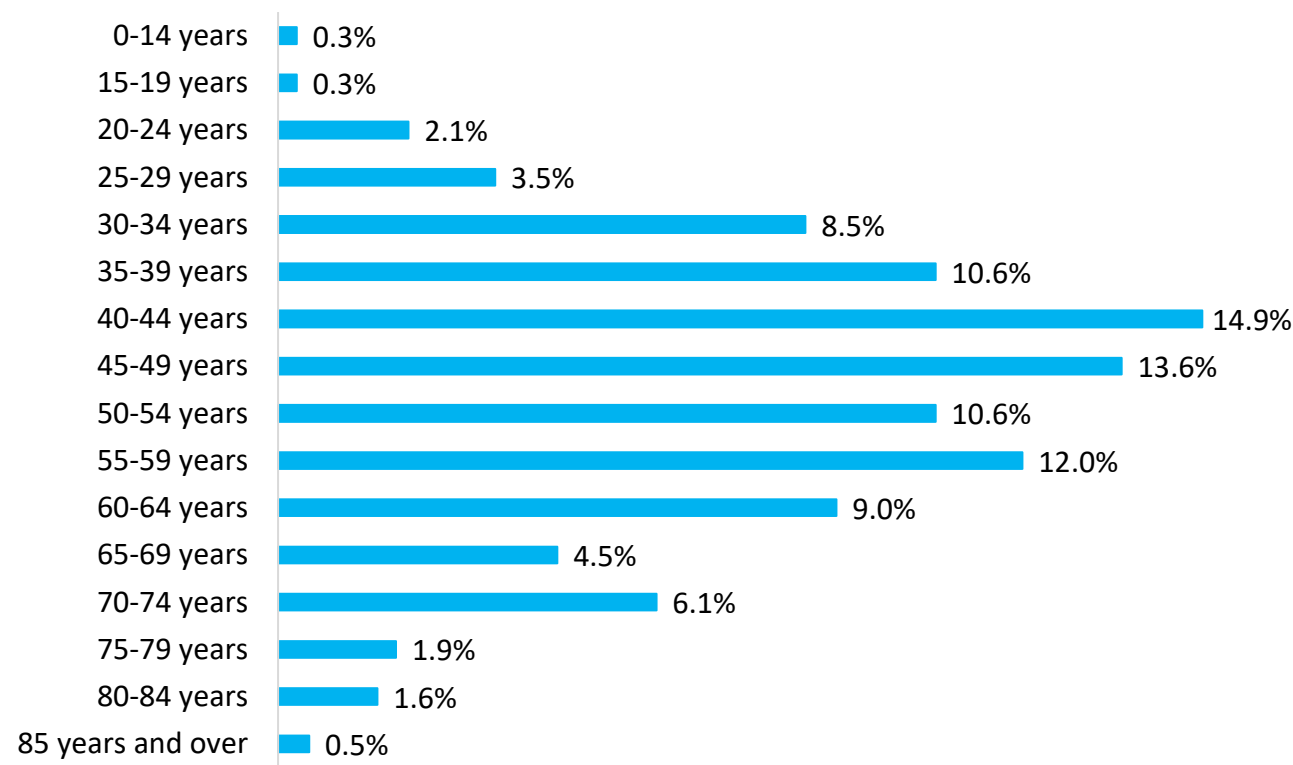
6. Online survey

A total of 376 responses were received during the consultation period across the four TOD precincts. Analysing these responses supports a clearer understanding of community values, needs, and priorities in these precincts and helps ensure that future structure plans and urban design frameworks reflect community expectations.

Who we heard from

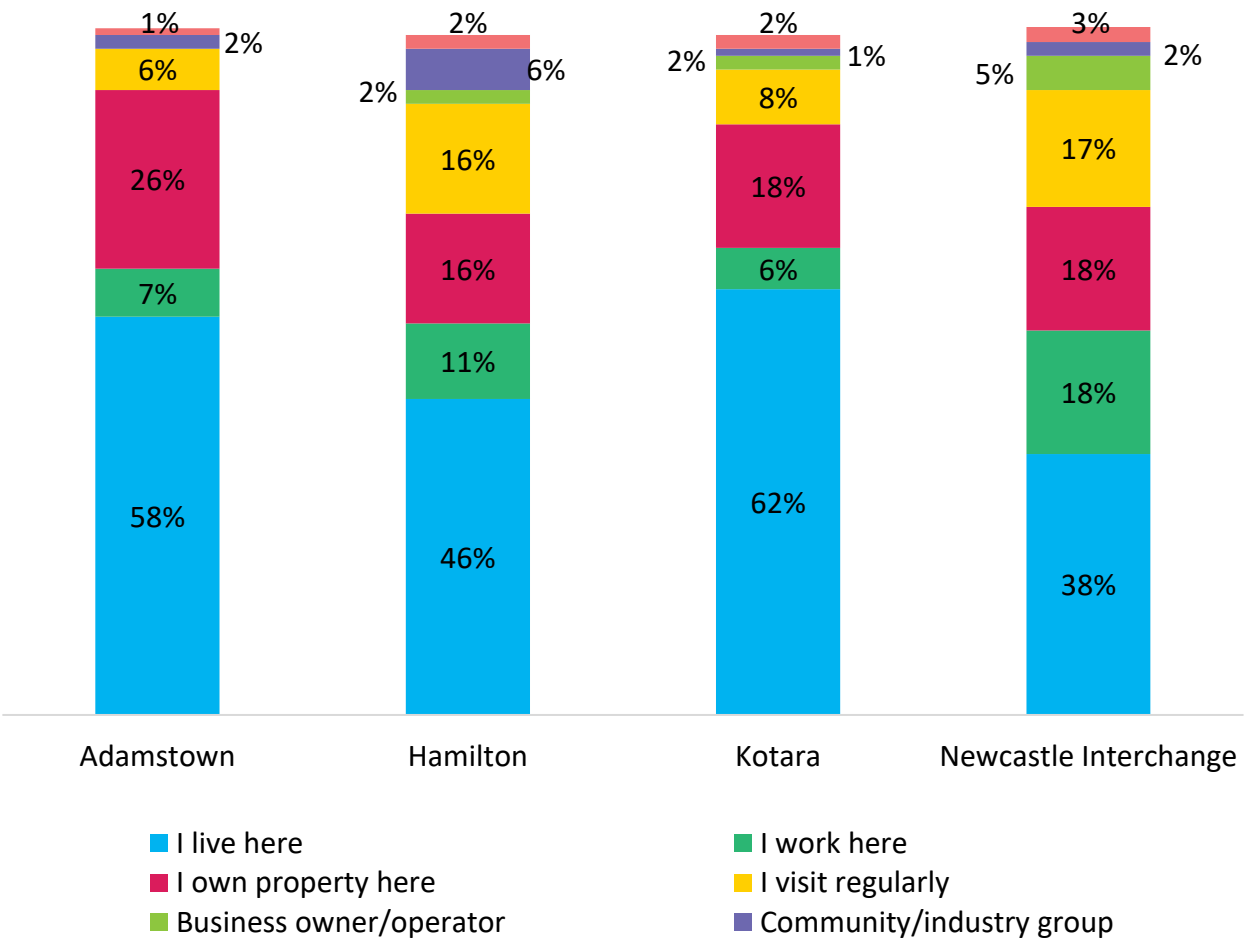
To ensure a comprehensive and inclusive consultation process, we encouraged participation from a diverse range of participants. This section provides an overview of the demographic insights shared by respondents to the online survey (see **Appendix III**).

Q. What is your age?



Total respondents: 376

Q. What is motivating you to provide feedback on this precinct? (select all that apply)



Total responses: Adamstown = 146; Hamilton = 122; Kotara = 190; Newcastle Interchange = 148

What we heard

The following section outlines the results of the survey questions included in the *Transport Oriented Development Early Engagement Survey*. The survey was developed to better understand how the community experiences each of the four precincts, including what they love about the precincts, the key issues of concern, and community preferences for growth, housing and planning.

Open text responses

The Have Your Say survey included multiple open text questions allowing submitters to qualify their position on growth, housing development and planning in each precinct through comments, suggestions or examples. Responses have been grouped by themes and are shown below.

Q. What do you love about the precinct?

Note - Respondents could raise multiple themes per response; percentages reflect the share of total coded mentions and don't sum to 100%.

Key themes	Adamstown	Hamilton	Kotara	Newcastle Interchange
Public space and amenities	20%	5%	11%	7%
Public transport connectivity, frequency and reliability	2%	4%	4%	19%
Parks, green space and trees	6%	5%	23%	5%
Active transport: Walkability, cycling connectivity, pedestrian safety	4%	9%	6%	17%
Local shopping precinct and small businesses	23%	24%	16%	14%
Local convenience and proximity	22%	12%	16%	19%
Local character	12%	22%	14%	16%
Community identity and diversity	11%	19%	11%	3%
Total coded mentions	169	148	249	126

Adamstown

'Local shopping precinct and small businesses' (23%), 'local convenience and proximity' (22%) and 'public space and amenities' (20%) dominated this area. Comments consistently centred on Brunker Road as a walkable strip of local shops and cafés, and the Fernleigh Track as a loved connector for walking and cycling to the station and Westfield. This positive view of the precinct was often balanced by concerns about traffic on Brunker, Glebe and Date streets, limited parking and the impact of recent apartment development on the area's village feel. These comments showed a strong preference for lower-rise housing and less support for high-rise development.

Hamilton

'Local shopping precinct and small businesses' (24%) was Hamilton's most-coded theme, however 'local character' (22%) and 'community identity and diversity' (19%) stood out as distinctly higher than in any other precinct. Comments repeatedly described Beaumont Street's multicultural, working-class heritage and its mix of housing (miners' cottages, federation homes) as core to the area's identity. These comments placed greater importance on protecting heritage and local character.

Kotara

'Parks, green space and trees' (23%) was Kotara's dominant theme by a wide margin. Trees, bushland, Blackbutt Reserve and low-density "quiet family" character were commonly cited, often

paired with explicit calls to "protect" the area from higher-density development. Kotara respondents placed a strong emphasis on open space and transport and traffic improvements, and showed the least support for apartment development.

Newcastle Interchange

'Public transport connectivity, frequency and reliability' (19%) and 'active transport: walkability, cycling connectivity, pedestrian safety' (17%) were uniquely high here. Respondents valued the connection between light rail and heavy rail, as well as walking and cycling routes around the Honeysuckle foreshore. There was also interest in retaining the character of Wickham, particularly its existing low-rise and heritage areas and the Wickham Masterplan. Newcastle Interchange respondents were generally more supportive of increased density. While there is support for growth around the Interchange, this does not necessarily extend to all parts of the precinct, with respondents also highlighting areas where existing character should be retained.

See Section 8 for a summary of each key theme and representative comments.

Q. Is there anything that you think could be changed or tweaked to make it even better?

Respondents could raise multiple themes per response; percentages reflect the share of total coded mentions and don't sum to 100%.

Key themes	Adamstown	Hamilton	Kotara	Newcastle Interchange
Improved public transport connectivity, frequency and reliability	5%	3%	7%	11%
Public space and amenity improvements	16%	20%	16%	14%
Improved active transport: Walkability, cycling connectivity, pedestrian safety	16%	17%	28%	21%
Parking and traffic management	27%	15%	19%	21%
Main street revitalisation	7%	0%	2%	6%
More parks, green space and trees	16%	8%	7%	11%
Safety and crime prevention	3%	19%	4%	8%
Infrastructure and maintenance	11%	12%	4%	6%
Other	0%	5%	13%	1%
Total coded mentions	153	146	257	150

Adamstown

'Parking and traffic management' (27%) was the strongest theme in Adamstown. The level crossing at Glebe Road, Adamstown was raised frequently, with respondents describing significant congestion and suggesting options such as an overpass, underpass or changes to traffic light sequencing.

There were also concerns that medium-density development is placing additional pressure on roads and parking. Some respondents linked new townhouse and unit development with increased competition for street parking and difficulties for larger vehicles, including garbage trucks.

'Public space and amenity improvements' (16%) and 'more parks, green space and trees' (16%) responses included suggestions to improve Bruncker Road and the train station area, including more trees and shade, outdoor dining and improvements to shopfronts. Overall, the feedback highlights a desire to retain Adamstown's village feel while addressing traffic, parking and infrastructure pressures as the area continues to grow.

Hamilton

'Public space and amenity improvements' (20%) was Hamilton's most prominent theme, however 'safety and crime prevention' (19%) stood out as the highest of any precinct on this theme by a wide margin. Respondents frequently raised concerns about antisocial behaviour, drug use and feeling unsafe around Hamilton Station and Beaumont Street. Suggestions included more CCTV and police presence, as well as better support for people experiencing homelessness and addiction.

'Improved active transport: Walkability, cycling connectivity, pedestrian safety' accounted for 17% of coded mentions and focused on improvements such as better footpaths, lighting and tree canopy. These suggestions were often linked to making streets more welcoming and improving perceptions of safety.

The feedback shows that while respondents value Hamilton's character and diversity, safety is a significant concern for many and is seen as an important area for improvement.

Kotara

'Improved active transport: Walkability, cycling connectivity, pedestrian safety' (28%) was the strongest theme in Kotara. The most common concerns were gaps in the footpath network and access to Kotara Station. Respondents identified several streets, including Grinsell, Grayson, Joslin and Park Avenue, where there are limited or no footpaths, making it difficult or unsafe to walk.

A frequently raised suggestion was to relocate Kotara Station closer to Westfield and the Homemakers Centre (7%), while a further 6% called for improved accessibility at the existing station (e.g. lifts, better lighting, parking).

'Parking and traffic management' (19%) responses focused largely on congestion around Park Avenue and concerns about unsafe intersections. General infrastructure and maintenance issues, including potholes, drainage and streetscape improvements, were raised less frequently.

Newcastle Interchange

'Parking and traffic management' (21%) and 'improved active transport: Walkability, cycling connectivity, pedestrian safety' (21%) were the main themes for Newcastle Interchange. Respondents raised concerns about the availability of commuter and visitor parking, as well as antisocial behaviour, drug use and poor lighting around the interchange, particularly at night.

'Improved public transport connectivity, frequency and reliability' (11%) was also a notable theme, with suggestions including extending the light rail network and improving connections between buses and the interchange.

There was also strong feedback about building heights and the future of Wickham. Several responses supported retaining the Wickham Masterplan and existing height limits, particularly around heritage areas. Overall, the feedback suggests that while there is support for growth around the Interchange, respondents also want existing character and heritage areas to be protected and improvements to parking, transport and safety.

See Section 8 for a summary of each key theme and representative comments.

Q. What is your big idea for how this precinct can grow?

Respondents could raise multiple themes per response; percentages reflect the share of total coded mentions and don't sum to 100%.

Key themes	Adamstown	Hamilton	Kotara	Newcastle Interchange
Infrastructure and maintenance	6%	6%	4%	5%
Public space and amenities	2%	10%	8%	5%
Parks, green space and trees	14%	10%	12%	10%
Safety and crime prevention	3%	7%	6%	11%
Arts, culture and identity	2%	4%	0.5%	1%
Local character	1%	5%	4%	4%
Housing diversity and density	11%	13%	7%	10%
Main street revitalisation	19%	12%	8%	12%
Public transport connectivity, frequency and reliability	4%	3%	13%	15%
Parking and traffic management	16%	9%	16%	12%
Active transport: Walkability, cycling connectivity and pedestrian safety	15%	14%	17%	12%
Other	1%	7%	4%	5%
Total coded mentions	217	143	269	155

Adamstown

'Main street revitalisation' (19%) was the strongest theme in Adamstown. Much of the feedback focused on revitalising Brunner Road, with suggestions for more cafés, restaurants and boutique shops, as well as streetscape improvements like Darby Street or New Lambton.

'Parking and traffic management' (16%) and 'active transport' (15%) responses frequently returned to the Adamstown level crossing. Suggestions included an overpass, underpass or other grade-separated solution to reduce congestion and improve movement through the area. For many respondents, addressing the crossing was seen as important to supporting further growth.

'Parks, green space and trees' (14%) was also prominent, with calls for more street trees, shade and green space to be built into any future development rather than traded off against it.

Views on 'housing diversity and density' (11%) were mixed. Some respondents supported medium-density development, particularly around the station, while others opposed further high-rise development due to existing traffic and parking pressures. Overall, the feedback indicates support for some growth, alongside a strong preference for improving transport infrastructure and maintaining Adamstown's village character.

Hamilton

'Active transport' (14%) was the strongest theme for Hamilton, with suggestions including wider footpaths, better cycling connections and pedestrianising parts of Beaumont Street to create a more accessible and welcoming town centre.

Views on 'housing diversity and density' (13%) were divided. Some respondents supported taller buildings close to Hamilton Station, including on Donald Street and Fern Street, while others felt that Hamilton's narrow streets and heritage character were not suited to high-rise development. Some suggested limiting new development to around three or four storeys or focusing on medium-density housing.

'Main street revitalisation' (12%) responses focused on reinvigorating Beaumont Street as a destination (more diverse shops, dining and evening activity), while 'public space and amenities' and 'parks, green space and trees' (10% each) called for improvements to local parks and streetscape greenery.

'Safety and crime prevention' (7%) was also raised, with suggestions including CCTV, increased policing and better support services for people experiencing homelessness or drug and alcohol issues.

Overall, the feedback reflects a balance between supporting growth around the station and protecting Hamilton's existing character.

Kotara

'Active transport' (17%) and 'parking and traffic management' (16%) were the leading themes in Kotara. The most frequently suggested idea was relocating Kotara Station closer to Westfield and the Homemakers Centre. Respondents often saw improved station access as an opportunity to support development around public transport while limiting impacts on surrounding low-density residential streets.

'Public transport connectivity, frequency and reliability' (13%) also featured strongly, with requests for more frequent services to support better use of the station and any future investment in the area.

'Parks, green space and trees' (12%) was the next most common theme, reflecting the strong value respondents placed on Kotara's green space and quieter residential character throughout this engagement.

There were also clear differences in views about growth. Some respondents supported development linked to improved public transport, while others felt Kotara did not need to grow and suggested directing development to other areas such as Broadmeadow or Charlestown. Respondents consistently placed a strong value on Kotara's green space and quieter residential character.

Newcastle Interchange

'Public transport connectivity, frequency and reliability' (15%) was the strongest theme for Newcastle Interchange. Suggestions included extending light rail to areas such as Wallsend, the airport, Beaumont Street and the stadium, as well as new ferry connections and restoring heavy rail services.

'Main street revitalisation', 'parking and traffic management' and 'active transport' were equally prominent (12% each). Main street revitalisation responses focused on activating Hunter Street and the Honeysuckle/Wickham retail strips with more diverse shops and dining. Parking responses frequently raised the loss of the former commuter car park, with some linking parking availability directly to public transport use. Active transport responses called for safer, better-connected walking and cycling routes around the harbour foreshore and interchange itself.

'Safety and crime prevention' (11%) was also notable, with respondents raising antisocial behaviour and poor lighting around the interchange, particularly at night. 'Park, green space and trees' and 'housing diversity and density' (10% each) rounded out the leading themes – the latter reflecting divided views, with some respondents supporting taller buildings to match the number of cranes already visible, and others calling for growth to be directed away from Wickham's heritage areas specifically.

See Section 8 for a summary of each key theme and representative comments.

Q. Do you have any questions? Is there something we should further investigate?

Respondents raised a broad range of questions about how the proposed TOD changes would be implemented and managed, with many seeking further investigation into the capacity of existing infrastructure and services to support additional growth. Key areas raised included:

- **Traffic, congestion and road infrastructure:** Concerns about the capacity and safety of existing roads, particularly Park Avenue, as well as railway crossings, intersections and local streets. Respondents called for traffic assessments and consideration of how additional development would affect congestion and road safety.
- **Parking:** Questions about how parking would be managed for new residents, commuters and existing residents, including parking around train stations and potential resident parking schemes.
- **Public and active transport:** Respondents sought greater clarity around improvements to train and bus services, light rail expansion, station accessibility and connections to key destinations such as Westfield, Broadmeadow and the airport.
- **Infrastructure and community services:** Questions were raised about whether schools, healthcare, libraries, drainage, sewerage, utilities, parks and other community infrastructure would have sufficient capacity to accommodate population growth.

- Flooding, bushfire and other environmental risks: Respondents asked for further investigation of flooding, stormwater drainage, bushfire risk, mine subsidence and other site-specific constraints before additional development occurs.
- Protection of green space and biodiversity: Protecting Blackbutt Reserve, existing bushland, trees, parks, green corridors and wildlife was a recurring request, alongside questions about maintaining canopy cover as density increases.
- Safety and antisocial behaviour: Respondents asked how increased development would be accompanied by improved safety, particularly around stations and interchanges, with concerns about graffiti, antisocial behaviour, crime and personal safety at night.
- Housing, density and local character: Some respondents sought clarification about proposed building heights, density, the treatment of existing homes and the potential impacts of higher-density development on neighbourhood character, heritage and existing residents.
- Accessibility and inclusion: Questions were raised about accessibility for people with disability and older people, including station access, lifts, footpaths and the ability to use public transport.
- Community facilities and social needs: Some respondents asked how the planning process would respond to homelessness, social housing, community facilities and the needs of vulnerable residents as the population grows.
- Planning process and accountability: Respondents also sought greater clarity about the scope of the TOD plans, proposed developments, project timing, how community feedback would influence decisions, and how existing plans and heritage considerations would be incorporated.

Q. Where in this precinct do you think new housing or mixed-use development is most appropriate and why?

Respondents identified a range of potential locations for new housing and mixed-use development across the four precincts. While some respondents supported additional housing close to transport, shops and other services, others considered their precinct to be at or near capacity and did not support further development.

The following summarises the locations and key considerations raised by respondents.

Adamstown

Respondents who supported additional housing generally preferred locations close to Adamstown Station and along major roads and existing commercial areas, rather than established residential streets.

- Around Adamstown Station: The station and surrounding area were frequently identified as an appropriate location, reflecting its access to public transport. Some respondents supported higher-density development immediately around the station.
- Brunker Road and Glebe Road: These corridors were commonly identified as suitable for medium-density or mixed-use development, including shop-top housing and apartments

above commercial uses. Several respondents saw an opportunity to strengthen the existing shopping and café areas along these roads.

- Existing commercial and underutilised sites: Respondents suggested redeveloping vacant, derelict or underutilised commercial and light-industrial sites rather than established residential areas. Some identified vacant properties and existing shops along Brunner Road, Glebe Road and surrounding streets as opportunities.
- Park Avenue: Some respondents considered the Park Avenue side of the precinct appropriate, particularly given its larger sites and proximity to the station and services. Others specifically raised concerns about the existing congestion and parking pressure on Park Avenue.
- Rail corridor and industrial land: Underutilised land adjacent to the railway and existing industrial areas was suggested as an opportunity for larger-scale development.
- Broadmeadow/wider areas: Some respondents suggested directing higher-density development outside established parts of Adamstown, including towards Broadmeadow or other areas with greater development capacity.
- Protecting established residential areas and green space: A strong counterview was that there is little suitable land remaining in Adamstown without affecting parks, schools, bushland or established residential neighbourhoods. Some respondents did not support additional housing at all.

Hamilton

Hamilton respondents most commonly identified areas around Hamilton Station, Beaumont Street and existing commercial or underutilised land as appropriate locations for new housing and mixed-use development.

- Hamilton Station: Development close to the station was one of the clearest preferences, with respondents identifying the benefits of proximity to public transport. Several respondents supported concentrating additional density along major transport corridors and away from smaller residential streets.
- Beaumont Street: Respondents identified opportunities for shop-top housing and mixed-use development along Beaumont Street, particularly where it could reinforce the existing village and commercial character.
- Islington: Some respondents suggested Islington and areas around the station as appropriate for gradual increases in density, particularly through mixed-use development.
- Northern/western parts of the precinct: Some respondents considered areas north of Glebe Road or towards Broadmeadow more suitable for larger-scale development than established residential areas.
- Protecting heritage and village character: Other respondents strongly preferred lower-scale development and raised concerns about high-rise development changing Hamilton's established character.

Kotara

Kotara generated some of the most location-specific responses, with Westfield/HomeCo, Kotara Station, Park Avenue and areas close to existing commercial and transport infrastructure frequently identified.

- **Westfield Kotara and Homemaker Centre:** These areas were frequently identified as the most appropriate location for additional housing or mixed-use development because they already contain significant retail, services and transport connections. Some respondents suggested apartments or mixed-use development above existing retail centres.
- **Around Kotara Station:** A number of respondents identified land around the station as appropriate for higher-density housing, particularly where it could support public transport use.
- **Park Avenue:** The Park Avenue corridor and the southern side of the station were identified by some respondents as having greater capacity for development because of wider roads and proximity to existing services. Others, however, considered Park Avenue already too congested to accommodate further growth.
- **Kotara Place, Gregory Parade and Grinsell Street:** Some respondents identified these areas as having potential for townhouses or medium-density housing, while others strongly opposed additional development in these streets due to existing parking and traffic constraints.
- **Orchardtown Road:** Some respondents suggested low-rise housing and townhouses around the Orchardtown Road precinct.
- **Existing brownfield/underutilised sites:** Respondents supported using existing developed or underutilised land, including industrial sites and vacant commercial areas, rather than removing green space.
- **Potential station relocation:** Several responses proposed investigating whether Kotara Station could be relocated closer to Westfield to create a more effective transport and mixed-use hub.
- **Protecting green space and established residential areas:** A significant counterview was that Kotara has already experienced substantial development and that further growth would place too much pressure on roads, parking, parks and the existing suburban character.

Newcastle Interchange

For Newcastle Interchange, respondents generally supported locating additional development close to the Interchange, along major roads and in existing or underutilised urban areas, although there were also concerns about further development in the CBD and surrounding neighbourhoods.

- **Immediately around the Interchange:** The area surrounding the station and transport interchange was frequently identified as the logical location for higher-density housing because of its access to trains, light rail and buses.
- **West End/Wickham:** Respondents identified underutilised and previously industrial land in Wickham and the West End as opportunities for additional housing and mixed-use development.
- **Rail corridor:** Some respondents suggested development along or above the railway corridor, including opportunities to make better use of underutilised land.

- **Maitland Road and major corridors:** Maitland Road and other major roads were identified as suitable locations for apartments and mixed-use development, particularly where development could be separated from established low-rise residential streets.
- **Existing commercial and vacant sites:** Some respondents preferred redevelopment of vacant or derelict buildings and existing commercial areas rather than development of new greenfield sites.
- **Wood Street and surrounding areas:** Some respondents identified Wood Street and underutilised land around existing commercial/industrial uses as suitable locations.
- **Marketown and its surrounds:** The Marketown area was identified by some respondents as an opportunity for mixed-use development, although traffic impacts and the scale of potential development were concerns.
- **Wickham Village and existing residential areas:** Some respondents preferred lower-scale development that protects the existing village character, particularly around Union Street and established residential streets.
- **Higher-density development in the city centre:** Some respondents supported directing larger-scale development towards areas such as Honeysuckle, Newcastle West and the existing city centre rather than introducing high-rise development into established lower-scale neighbourhoods.

Q. Are there specific streets, routes, or locations that should be prioritised for walking and cycling improvements, and why?

Adamstown

Respondents prioritised Glebe Road, Brunner Road, Adamstown Station, Fernleigh Track and Fletcher Street, with calls for safer crossings, dedicated cycling infrastructure, improved lighting and better connections between the station, schools, shops and existing cycleways.

Missing and uneven footpaths were also a recurring concern, particularly on residential streets.

Hamilton

Beaumont Street, Hamilton Station, Donald Street, Maitland Road and Glebe Road were key priorities. Respondents called for safer pedestrian crossings, wider and better-maintained footpaths, improved lighting and dedicated cycling connections, particularly between Hamilton, Wickham, the Interchange and surrounding suburbs.

Kotara

Park Avenue and Kotara Station were the strongest recurring priorities, with respondents highlighting missing or uneven footpaths, unsafe crossings, poor lighting and limited cycling infrastructure.

Better connections to Westfield, Homemaker Centre, Blackbutt Reserve, Fernleigh Track and surrounding residential areas were also frequently requested.

Newcastle Interchange

Respondents prioritised Stewart Avenue, Hannell Street, Hunter Street, King Street and connections through Honeysuckle and Wickham, identifying busy roads, poor crossings, uneven footpaths and inadequate lighting as key barriers. Stronger connections between the Interchange, foreshore, Honeysuckle, Wickham and surrounding cycle networks were also requested.

Q. Where do you think new or improved public spaces would benefit this precinct most?

Across all four precincts, the strongest themes were upgrading existing parks, protecting green space as housing density increases, improving walking and cycling connections, providing better facilities for families and young people, and creating safer, more inviting places for people to gather.

There was also strong interest in greening streets and underutilised spaces, improving public amenities such as toilets and shade, and providing dedicated dog-friendly areas.

Adamstown

- Upgrade existing parks and playgrounds: Strong focus on Adamstown Park, Lugar Park, Nesbitt Park, O'Connell Park, Aldyth Street Reserve and West Park.
- More facilities for families and young people: Suggestions included larger playgrounds, toilets, shade, seating, sports facilities, basketball areas and improved amenities.
- More green space with increased housing: Respondents consistently highlighted the need to protect and add green space alongside higher-density development.
- Improve Adamstown village: Brunker Road and the Adamstown shopping precinct were frequently identified for more greenery, seating, pedestrian-friendly spaces and public plazas.
- Better connections: Requests for walking and cycling links between parks, the station, shops and surrounding neighbourhoods, including along the rail corridor.
- Dog-friendly spaces: Several respondents called for a fenced off-leash dog park and better facilities for dogs.
- Naturalise creek corridors: There was interest in transforming concrete drainage channels into greener, more attractive waterways with walking and cycling paths.

Hamilton

- Gregson and Islington parks: These were the most frequently mentioned spaces, with requests for larger playgrounds, toilets, shade, fencing, wet-weather protection, lighting and ongoing maintenance.
- Hamilton Station and Awaba Park: Respondents identified the station surrounds as underutilised and in need of activation, better maintenance, safety improvements and more inviting public space.
- Beaumont Street: Strong support for creating a more vibrant, pedestrian-friendly corridor through greenery, seating, outdoor dining, events and potentially closing or repurposing sections of the street.
- More small-scale public spaces: Suggestions included pocket parks, plazas and green spaces integrated into new developments and underutilised sites.
- Better walking and cycling connections: Particularly between Beaumont Street, Gregson Park, the station and surrounding neighbourhoods.
- Safety and maintenance: Improving lighting, cleanliness, toilets and passive surveillance was a recurring concern.

Kotara

- Kotara Park and station surrounds: These were the dominant areas identified for improvement, with requests for better access, lighting, pathways, toilets, playgrounds and recreational facilities.
- Protect existing green space: Many respondents strongly supported retaining Kotara Park and other open spaces rather than using them for additional housing.
- More facilities for families and young people: Suggestions included upgraded playgrounds, sports facilities, running/walking tracks and informal recreation areas.
- Fenced dog park: A particularly strong recurring request, with respondents noting the lack of secure off-leash facilities in the area.
- Better connections to Westfield and Blackbutt: Improved pedestrian and cycling links, particularly around Kotara Station and towards Blackbutt Reserve, were frequently suggested.
- Greener station precinct: Respondents saw potential to transform the station surrounds into a more attractive, connected destination with landscaping, seating and community facilities.

Newcastle Interchange

- Wickham Park: The strongest recurring focus, with calls for the masterplan, improved recreation facilities, safety, lighting, drainage, landscaping and better activation.
- Honeysuckle and waterfront: Respondents wanted more parks, playgrounds, green space and public gathering areas along the waterfront rather than further high-density development.
- Better connections: Strong support for walking and cycling links between the Interchange, Wickham Park, Honeysuckle, West End and surrounding destinations.
- More green space in Newcastle West: Respondents noted the limited amount of accessible green space around the Interchange and suggested pocket parks and plazas on underutilised or vacant sites.
- Activation and community use: Suggestions included outdoor dining, cafés, markets, events and more active public spaces to encourage people to stay and spend time in the area.
- Safety and amenity: Improved lighting, maintenance, cleanliness and passive surveillance were recurring priorities.

Single and multiple select responses

The following section outlines the results of single and multiple select survey questions regarding built form, modes of transport, active transport preferences, public domain improvements, and growth priorities.

Q. With housing targets set by the NSW Government, what building types and heights do you think fit best in different parts of this precinct? (select all that apply)

Housing types	Adamstown	Hamilton	Kotara	Newcastle Interchange
Micro-lots (small lot housing)	39	23	64	17
Terraces and townhouses	17	16	34	31
Low-rise apartments (3-4 storeys)	47	46	52	36
Mid-rise apartments (5-8 storeys)	17	25	18	41
High-rise apartments (9+ storeys)	3	10	11	25
Mixed-use (ground floor retail)	37	41	42	51
Creative/light industrial	19	20	18	24
Total selections	179	181	239	225

Overall, low-rise apartments (3 - 4 storeys) were the most popular choice (181 selections), followed by mixed-use with ground-floor retail (171) and micro-lots (143). High-rise had the lowest total support of any typology (49), and was the least-selected option in Adamstown, Hamilton and Kotara. In Newcastle Interchange, micro-lots were the least popular typology.

Preferences varied by precinct:

- Adamstown and Kotara lean toward lower-density forms such as micro-lots and low-rise apartments.
- Newcastle Interchange showed the strongest appetite for density such as mixed-use, mid-rise and high-rise developments.
- Hamilton sits in between, favouring low-rise apartments and mixed-use, with moderate support for mid-rise.

Q. How do you primarily travel around this precinct? (select all that apply)

Travel options	Adamstown	Hamilton	Kotara	Newcastle Interchange
Car	16	10	16	14
Bus	3	6	3	6
Train	5	9	6	7

Travel options	Adamstown	Hamilton	Kotara	Newcastle Interchange
Light rail	0	3	0	11
On foot	17	19	13	20
Bicycle/e-bike	4	4	1	8
Other	0	1	0	2
Total responses	45	52	39	68

Car use and walking were the two leading modes across the precincts, with the balance shifting from place to place:

- Kotara was the only precinct where car (16) outnumbered walking (13). It also had the highest car use overall and the lowest active transport use of the four precincts.
- Newcastle Interchange had the most balanced mix across all modes, reflecting its transport-hub role.
- Adamstown, Hamilton, and Newcastle Interchange all had walking as the top mode of transport, with Hamilton showing the lowest car use (10) and the highest train use of any precinct.

Q. What changes would make it more enjoyable, easier and safer for you to move around this precinct on foot, by bike or public transport?

Options	Adamstown	Hamilton	Kotara	Newcastle Interchange
Better lighting	2	3	0	1
Bike parking and storage	3	1	1	1
Improved connections	1	3	3	8
More street trees and shade	6	2	4	3
Planting	0	0	0	1
Traffic reduction	4	4	5	3
Wider footpaths	2	5	5	4

Other	2	5	0	3
Respondent sizes	20	23	18	24

Respondent sizes are small (85 total) and responses were fairly evenly spread across options.

Standouts:

- Newcastle Interchange: "improved connections" is the clear top priority.
- Adamstown: prioritises street trees and shade.
- Kotara and Hamilton: wider footpaths and traffic reduction feature more prominently.

Q. What types of public space are most needed in this precinct? (select all that apply)

Options	Adamstown	Hamilton	Kotara	Newcastle Interchange
Upgraded or enhanced parks (improved facilities, seating, shade, lighting)	48	45	83	46
Creek corridors or green links (walking, nature, play and relaxation)	42	18	53	44
Dog-friendly spaces	31	14	45	16
Local/neighbourhood playspaces (everyday play close to home)	33	18	49	35
District or destination playspaces (larger, highly used playspaces)	1	2	4	17
Plazas or civic gathering spaces (open grass, kick-about areas)	31	23	38	42
Other	4	7	13	4
Total responses	190	127	285	204

Upgraded/enhanced parks were identified as the top need overall, followed by creek corridors/green links and local play spaces and plazas/civic space closely follow.

- Kotara showed the strongest demand for parks and creek corridors, consistent with it being a larger, greener precinct.
- Newcastle Interchange was distinct in wanting district/destination playspaces and has strong demand for upgraded parks and plazas/civic gathering space.
- Dog-friendly spaces were notably more wanted in Kotara and Adamstown.

Q. Please select your top three priorities for when growth occurs.

Options	Adamstown	Hamilton	Kotara	Newcastle Interchange
Community facilities e.g. libraries, multipurpose hubs	12	10	11	2
Improved open public spaces e.g. parks	19	13	43	29
Protecting local character and heritage	19	26	34	12
Improved walking and cycling connections	22	22	45	22
Transport and traffic improvements	30	23	55	22
Improved public domain e.g. lighting, footpath improvements	23	19	40	21
More diverse housing choice	2	10	9	7
Total selections	127	123	237	115

Priorities for when growth occurs differed across each of the precincts.

- Adamstown strongly emphasised transport and traffic as a priority.
- Kotara generated the most responses overall and strongly emphasised transport/traffic and walking/cycling.
- Hamilton stands out for valuing heritage and local character protection.
- Newcastle Interchange prioritised open public space.

7. Interactive maps

To complement the survey, four interactive maps were provided, one for each TOD precinct, giving community members an opportunity to provide feedback directly on the places and features that matter to them (see **Appendix IV**).

Participants could use the 'Add Marker' function to identify specific locations and provide comments under four categories:

- Love – places, features or characteristics they value
- Change – things they would like to see improved or tweaked
- Idea – ideas for future housing, public spaces and connections
- Question – questions or matters they wanted investigated further

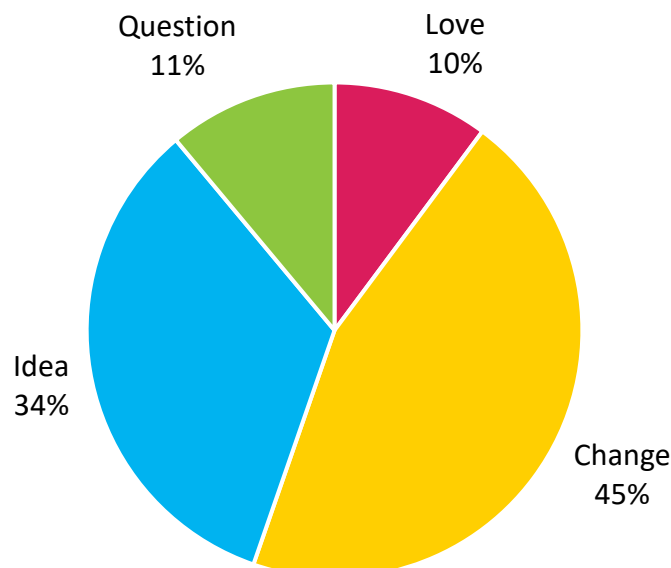
The interactive maps provided a place-based layer of feedback, helping to identify specific locations and opportunities within each precinct. Participants could also view other community members' comments and build on the conversation.

The following section provides a breakdown of the feedback by pin category, key themes and locations identified across the four precincts.

Adamstown

Respondents placed 226 pins on the Adamstown map, categorised as Love, Change, Idea or Question. Change dominated (45%), followed by Idea (34%), Question (11%) and Love (10%) - consistent with the pattern seen throughout Adamstown's written feedback, where residents used this precinct largely to flag specific, located concerns.

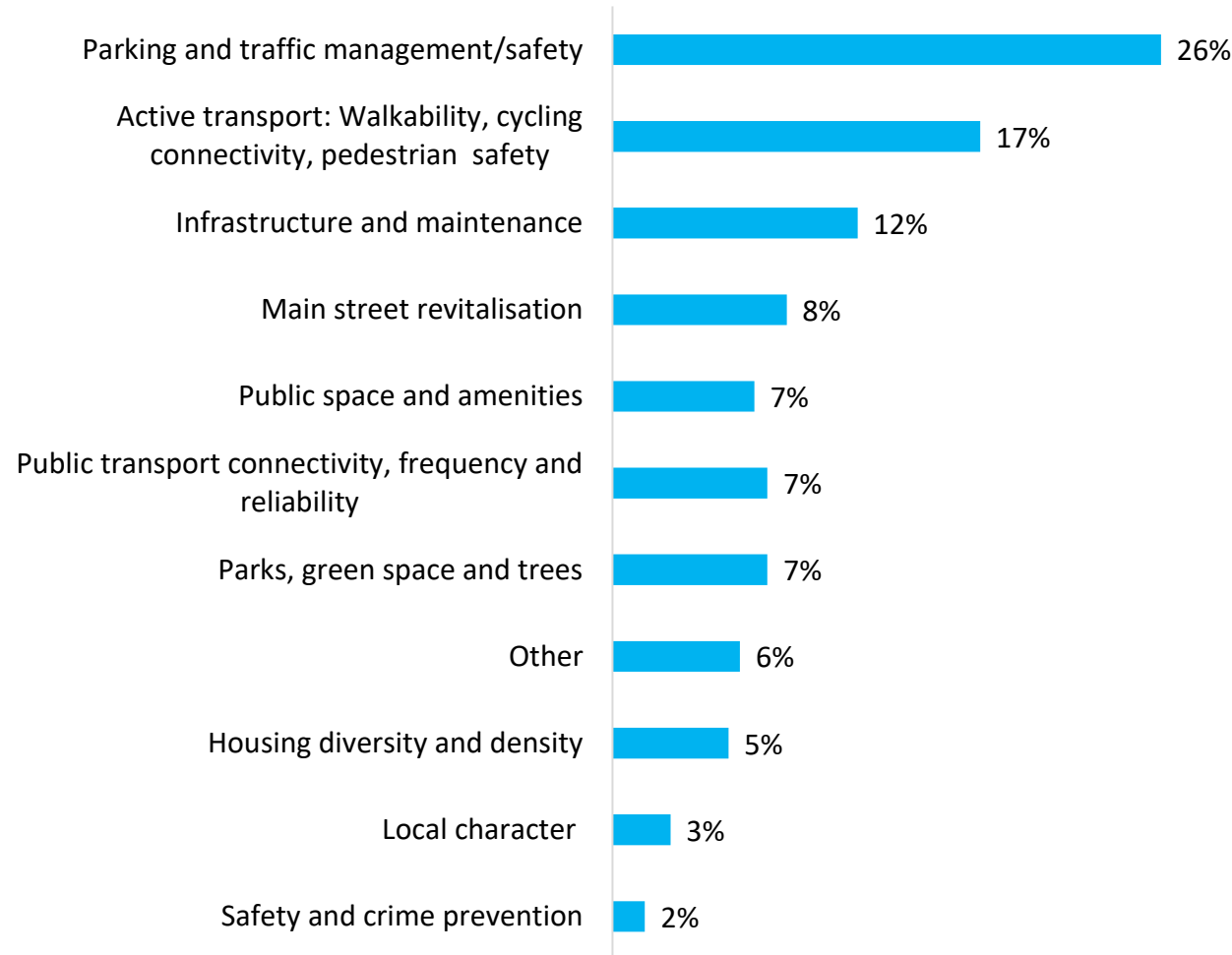
Adamstown precinct map - pins by category



Total pins: 226

'Parking and traffic management' was the single largest theme across all pins (26%), followed by 'active transport' (17%) and 'infrastructure and maintenance' (12%). This tracks closely with the open-text findings reported earlier.

Adamstown precinct map - key themes



Total mentions: 329



The level crossing precinct (Glebe Road and St James Road, 47 pins combined) is almost entirely Change and Question pins. This is the clearest spatial evidence that the level crossing is the precinct's single biggest sticking point.

The Bailey Street / Park Avenue corridor (38 pins), at the entrance to the Fernleigh Track, is a second, previously less visible hotspot, with a cluster of specific requests for zebra crossings, a stop sign and better sightlines at this one intersection.

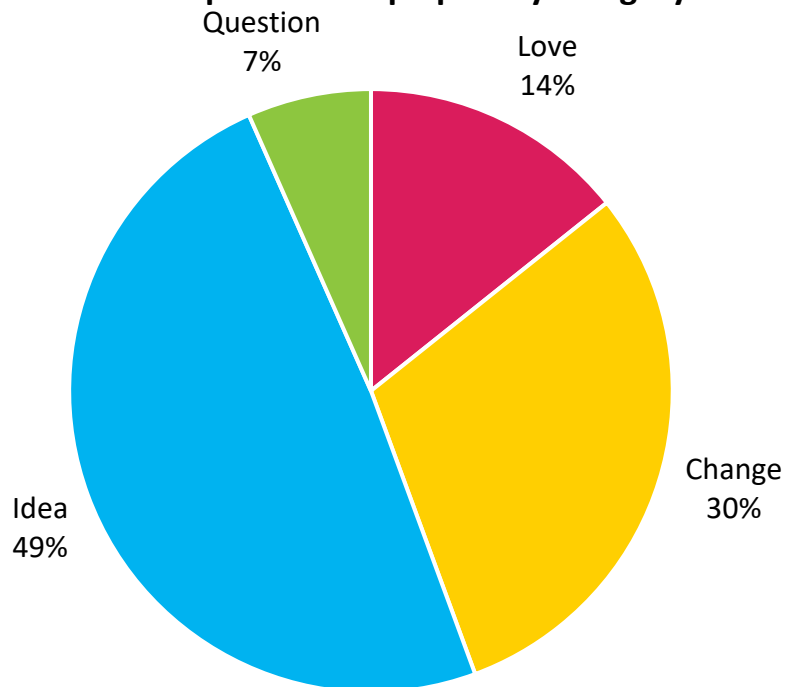
Brunker Road (38 pins) was the highest-volume location and the most evenly spread across categories. While still dominated by Change pins, it also received the most Love and Idea pins of any street, reflecting its dual role as the precinct's identity anchor and its main target for reinvestment.

The map data reinforces the priorities identified in the written responses, with added spatial precision.

Hamilton

A total of 196 pins were placed across the Hamilton precinct. Of these, 49% were categorised as Ideas, 30% as Changes, 14% as Loves and 7% as Questions. In Hamilton, participants used the mapping tool primarily to suggest improvements and opportunities, rather than solely identify issues.

Hamilton precinct map - pins by category

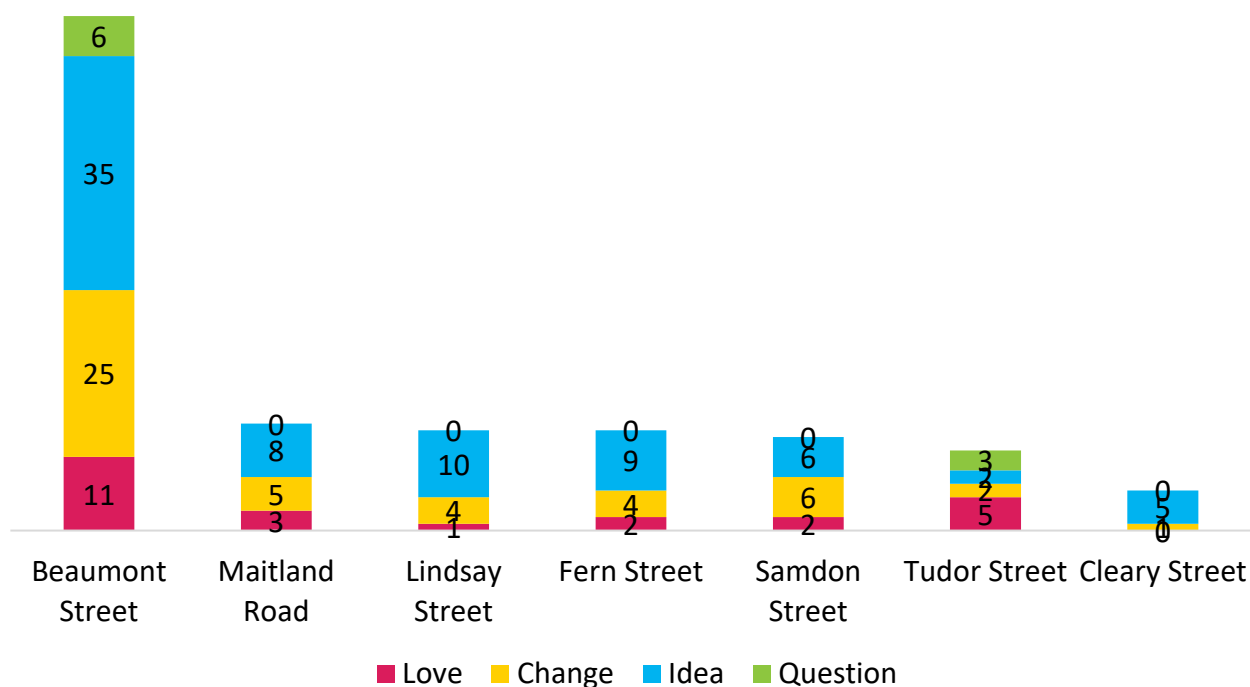


Total pins: 196

'Parking and traffic management' was the most frequent theme, accounting for 15% of pins. This was followed by 'public space and amenities' (13%) and 'infrastructure and maintenance' (12%).

Total mentions: 346

Hamilton precinct map - pins by location



Beaumont Street was the most frequently referenced location, accounting for 77 of the 196 pins (39%). It was the only street to attract a substantial number of pins across all four categories. Beaumont Street received 11 Love, 25 Change, 35 Idea, and 6 Question pins, highlighting a strong combination of community attachment and demand for improvement.

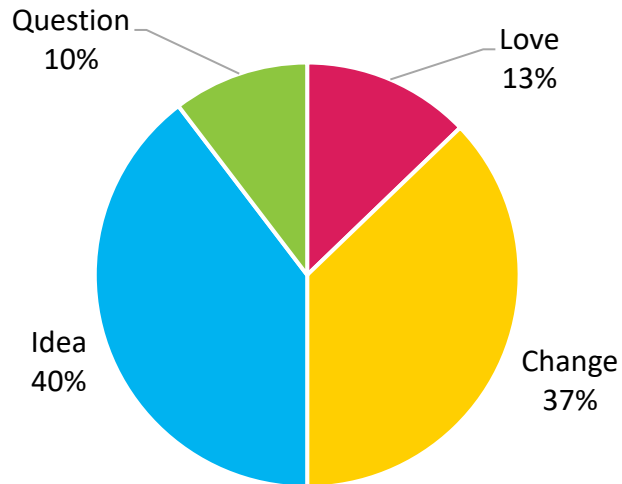
Love pins were concentrated around the Islington end of Beaumont Street and Maitland Road. Participants highlighted the area's vintage shops, live music venues, multicultural character and pedestrian activity as important elements of the neighbourhood's identity. This feedback demonstrates the value residents place on the area's distinctive character and sense of community.

Overall, the mapping shows an attachment to Beaumont Street and its character exists alongside a clear and spatially concentrated desire to address safety, amenity and infrastructure issues as the precinct grows.

Kotara

A total of 164 pins were placed across the Kotara precinct. Of these, 40% were categorised as Ideas, 37% as Changes, 13% as Loves and 10% as Questions.

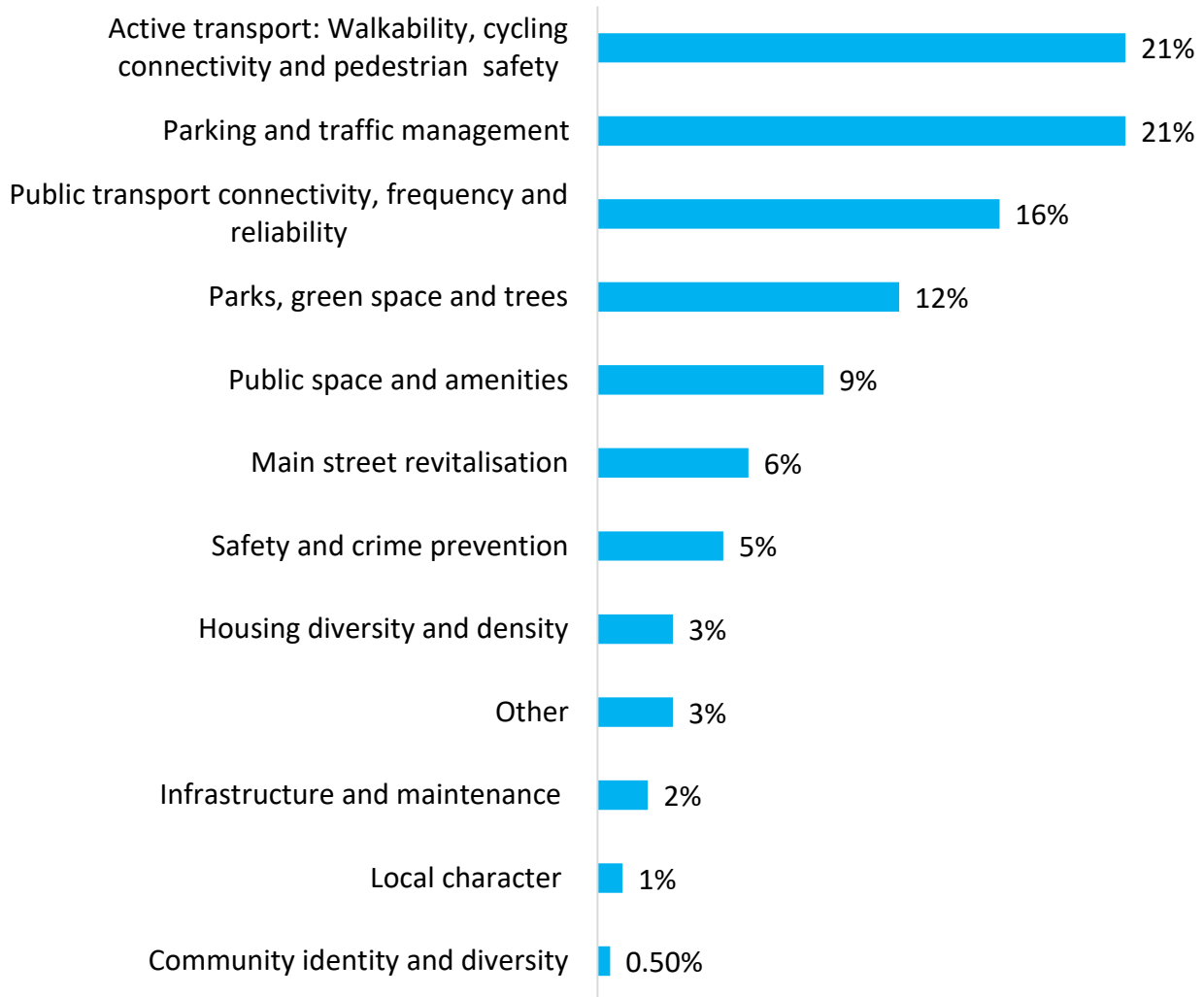
Kotara precinct map - pins by category



Total pins: 164

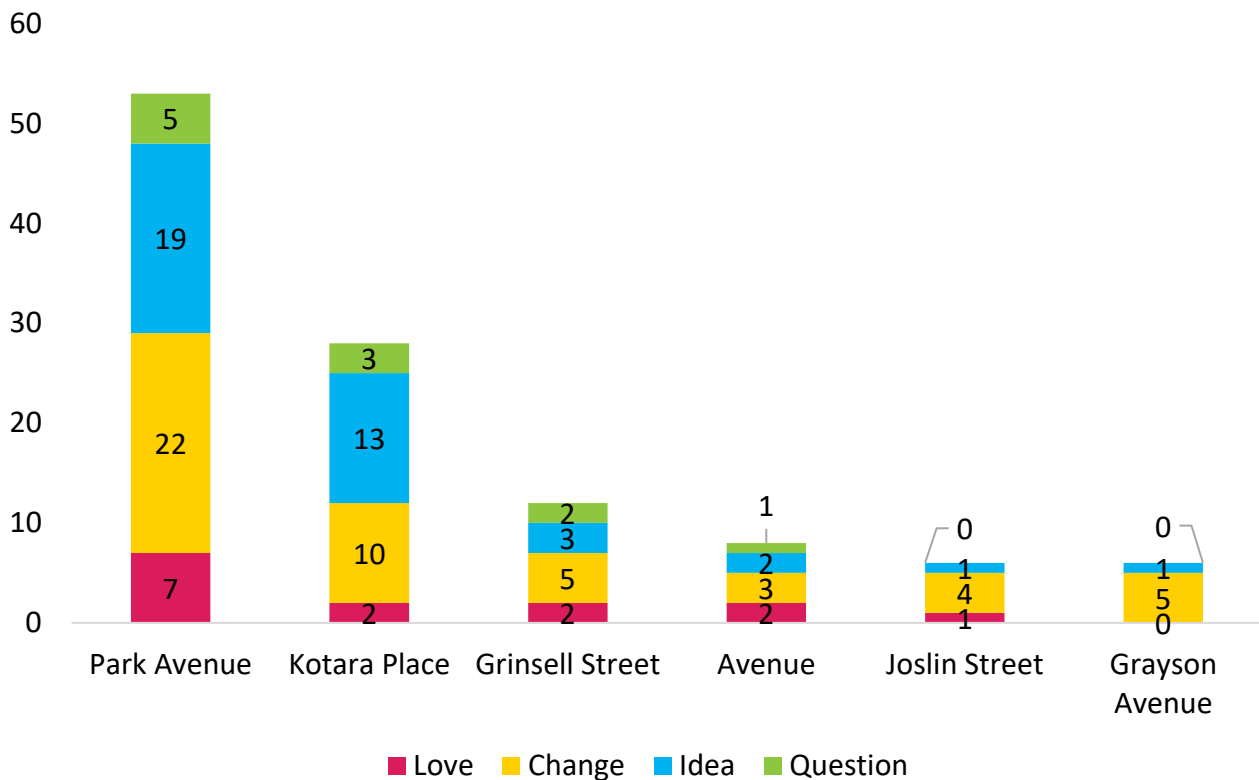
'Active transport' (21%) and 'parking and traffic management' (21%) were the most frequent themes, followed by public transport connectivity (16%).

Kotara precinct map - key themes



Total mentions: 247

Kotara precinct map - pins by location



Park Avenue was the most frequently referenced location, accounting for 32% of pins. Feedback along Park Avenue frequently identified concerns relating to intersection safety, pedestrian access, vehicle speeds, sightlines and reported near-misses.

Park Avenue also attracted 7 Love pins, with participants identifying the area's natural environment and community spaces as valued features. This included references to the creek corridor, sports fields, playgrounds and existing vegetation.

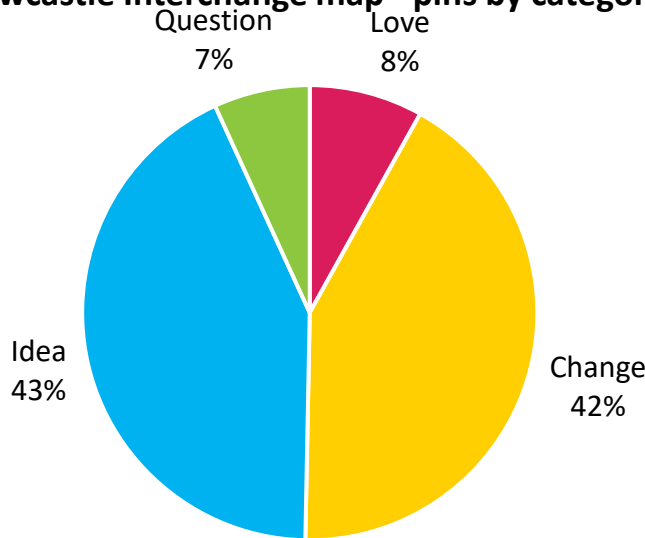
Kotara Place, including the station precinct, was the second major cluster, with 28 pins (17%). A recurring theme was the potential relocation of Kotara Station, with several participants identifying the Homemaker Centre and Westfield area as a potential location for a more centrally positioned transport and shopping hub.

Overall, the mapping results provide a more detailed spatial picture of two key issues identified through the broader consultation.

Newcastle Interchange

A total of 161 pins were placed across the Newcastle Interchange precinct. Of these, 43% were categorised as Ideas, 42% as Changes, 8% as Loves and 7% as Questions. The relatively even split between Ideas and Changes indicates that participants used the mapping tool both to identify areas for improvement and to suggest potential opportunities. Love and Question pins represented a smaller proportion of responses compared with the other precincts.

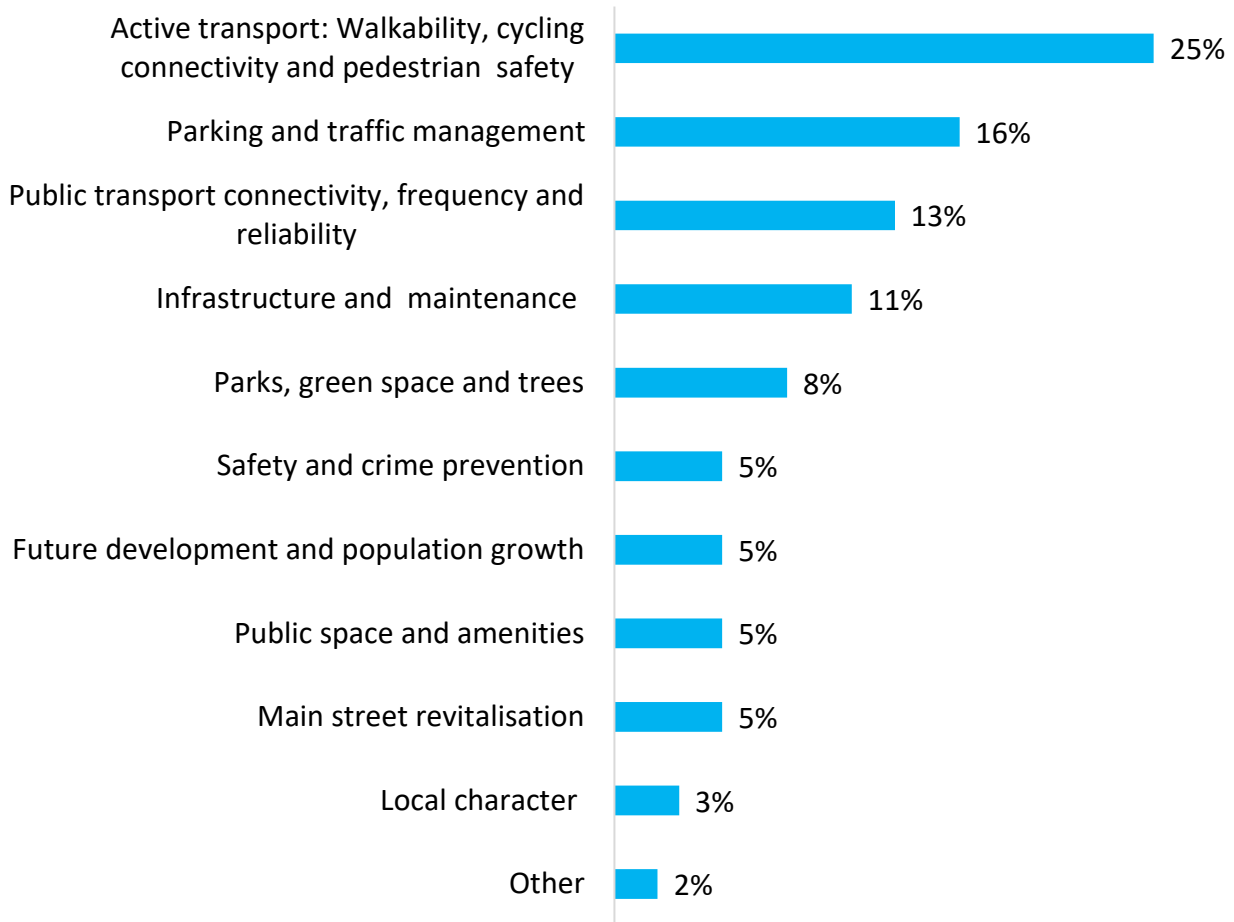
Newcastle Interchange map - pins by category



Total pins: 161

'Active transport' was the most frequent theme, accounting for 25% of pins, followed by 'parking and traffic management' (16%) and 'public transport: connectivity, frequency and reliability' (13%).

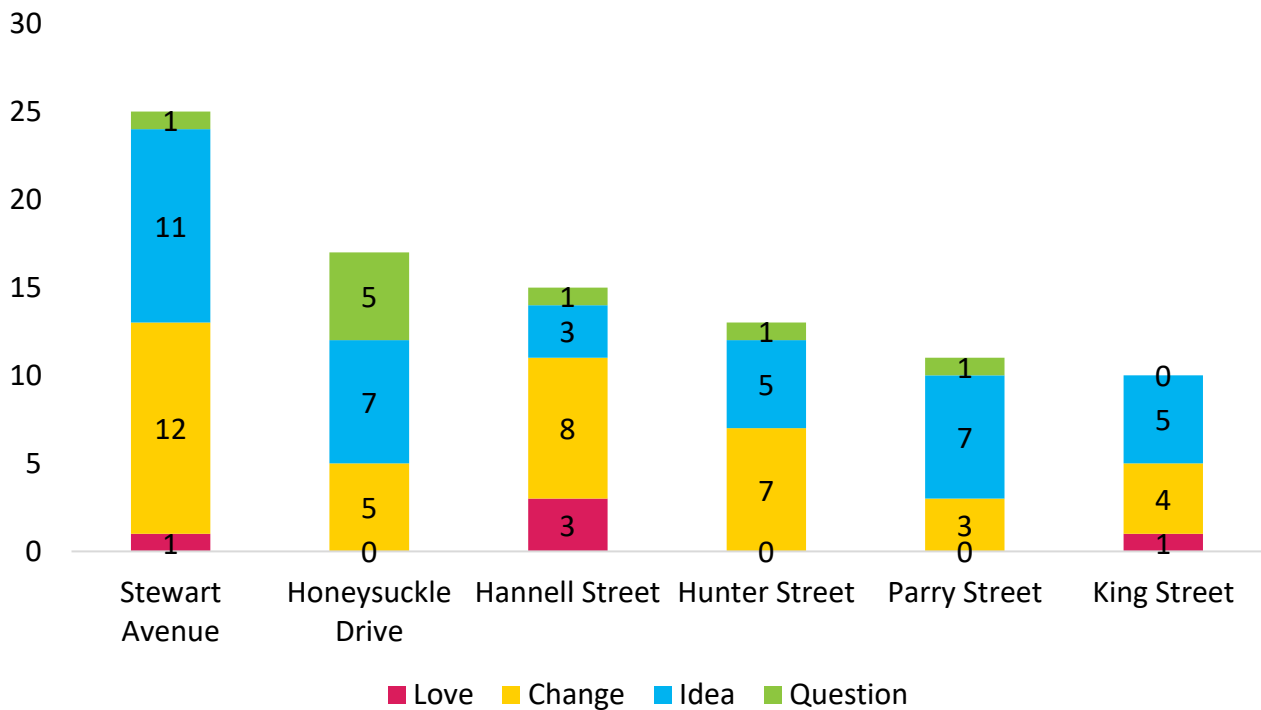
Newcastle Interchange map - key themes



Total mentions: 237

Stewart Avenue was the most frequently referenced location, accounting for 16% of the pins. Feedback focused on the experience of walking and cycling along the corridor, as well as parking and access to the interchange. Participants raised concerns about the adequacy and safety of cycling infrastructure, with some suggesting improvements to dedicated cycling facilities.

Newcastle Interchange precinct map - pins by location



Honeysuckle Drive was the second most frequently referenced location, with 17 pins. Five of the 11 Question pins associated with this location raised questions about affordable and social housing requirements for the Honeysuckle HQ development, including whether housing diversity requirements should apply to the site. Other feedback related to building heights and the relationship between new development and the existing character of Honeysuckle.

Hannell Street attracted 15 pins and included both positive feedback and concerns relating to safety, particularly after dark.

Overall, the mapping results provide further spatial detail on issues identified through the broader consultation.

8. Sample comments

The following sample comments illustrate the key themes raised by the community through the survey and interactive map. Comments have been selected to reflect the range of views, ideas and priorities expressed across the feedback and provide a representative snapshot of community sentiment.

Q. ‘What do you love about the precinct?’ and LOVE pins on the interactive map

Adamstown

Public space and amenities

Participants valued Adamstown’s range of accessible public spaces, recreation facilities and local amenities, particularly the Fernleigh Track, parks, playgrounds and sporting facilities. The Fernleigh Track was frequently described as a key community asset, supporting recreation, active transport and connection to surrounding areas. Participants also valued the convenience of having shops, cafes, health and community services, public transport and recreational facilities within easy reach.

“Love this dog park [Adamstown Dog Off-Leash Area] and the community positive it brings. The recent installation of gardens is a plus as they will mature and bring more habitat and diversity to an otherwise blank space. More trees and plantings should be encouraged.”

“Adamstown has a nice village feel. It has lots of conveniences within easy reach; its own post office, Foodworks, library etc. It’s a very family-friendly area... with plenty of open space offered at Adamstown Park, the family-friendly Adamstown Bowlo and 3 playgrounds within a 7–20 minute walk from my house.”

Public transport connectivity, frequency and reliability

Participants valued Adamstown’s convenient access to public transport and connections to surrounding areas, particularly the local train station and access to Sydney via rail. The precinct’s proximity to the CBD, Kotara, Broadmeadow and other key destinations was also seen as a strength, with some participants noting the ability to combine public transport with walking and cycling.

“Proximity to the start of the Fernleigh Track, a local train station to get to Sydney easily (or use Broadmeadow Station due to its greater frequency of services), a decent high-street with good potential for improvement, ability to cycle to the city...”

“Fernleigh Track, proximity to get to the CBD via Glebe Rd, proximity to everything including train to Sydney. Brunker Rd Shops have a lot of potential to expand. Great location to everything Newcastle has to offer.”

Parks, green space and trees

Participants valued Adamstown’s parks, green spaces, established vegetation and access to natural areas, with the Fernleigh Track consistently identified as an important community asset. These spaces were appreciated for providing opportunities for recreation, walking and cycling, as

well as offering areas of respite from the surrounding built-up and traffic-heavy environment. Participants also highlighted the importance of protecting existing green space and bushland as the precinct grows, particularly for maintaining Adamstown's character and access to nature.

"Fernleigh track is a wonderful asset and refuge from the busy streets around Adamstown station. The other shared paths are also great and make the area walkable. The open space areas are important as the precinct is busy with traffic."

"The closeness to bushland and Fernleigh track should be preserved. Hearing bell birds and whip birds so close to the city is pretty special!!"

Active transport: Walkability, cycling connectivity and pedestrian safety

Participants valued Adamstown's walkability and cycling connections, particularly the Fernleigh Track and shared pathways linking the precinct with the train station, Westfield and surrounding areas. The ability to walk or cycle to local shops, cafes, parks and other services was seen as contributing to the precinct's convenience and liveability.

"Fernleigh track access for exercise and commute, updates to Adamstown gates traffic lights to make it far safer for cyclists, good cafes, good people, easy access to shops and train."

"The new traffic lights and bike lane is great for cyclists! So much safer, and I'm happy waiting at lights knowing that it will allow me to cross safely on my way to and from work. Thank you"

Local shopping precinct and small businesses

Participants valued Adamstown's local shopping precincts, cafes, pubs and small businesses, particularly the Brunner Road shopping strip. The mix of independent and locally owned businesses was seen as contributing to the area's village feel, community character and everyday convenience, with participants appreciating the ability to access shops, dining, services and other amenities close to home.

"Adamstown has a great community and a nice village feel around the shops on Brunner Road with lots of great potential to be more of a destination for people to come."

"I love the fact that Adamstown has a small, community feeling to it - neighbours have lived in the same house for generations... the locally owned shops along Brunner Road (the toy shop having been in Adamstown for ~30 years)."

Local convenience and proximity

Participants valued Adamstown's central location and convenient access to everyday services and destinations. The ability to access shops, cafes, schools, health services, public transport, parks and recreational facilities within a short distance was frequently identified as a key strength. Participants also appreciated being close to the CBD, beaches, major shopping centres and other parts of Newcastle, while retaining a quieter suburban and neighbourhood feel.

“Adamstown is close to everything - beach, harbour, city, Westfield, transport. Local shops, cafes and services are good. Community and neighbours are nice.”

“I love that Adamstown is so central and close walks to major shopping centres. It’s close enough to the beach and to the city. It’s right in the middle and very central.”

Local character

Participants valued Adamstown’s distinctive village and neighbourhood character, including its lower-density residential areas, older homes, heritage buildings, established streetscapes and strong sense of community. The mix of long-term residents, locally owned businesses and community spaces was seen as contributing to the suburb’s identity. Participants also highlighted the importance of retaining these characteristics as the precinct changes and develops, particularly the scale and character of residential streets.

“I love the fact that Adamstown has a small, community feeling to it - neighbours have lived in the same house for generations... There are many great examples of the heritage of the area such as the current Vet building, houses from the early 20th century, roads with original stone guttering etc.”

“Love the heritage aspect of the vet surgery and other older buildings along this strip [Brunker Rd].”

Community identity and diversity

Participants valued Adamstown’s strong sense of community and family-oriented identity, with the precinct described as welcoming, established and socially connected. Participants highlighted the mix of families, older residents and newer residents, as well as the role of local shops, cafes, community spaces and events in bringing people together.

“It’s a pretty classic suburb... mix of families and older people. Relatively quiet with some beautiful green spaces.”

“There is a lovely community feel to Adamstown which is what attracted us to buying in the area.”

Hamilton

Public space and amenities

Participants valued Hamilton’s wide range of accessible amenities and community facilities, including parks, shops, dining and entertainment venues, libraries, schools, health services and public transport.

“One of the best things about this area is the access to local shops, restaurants and pubs, parks and amenities.”

"I am a regular user of the area from Islington Park to Wickham Park, inclusive of restaurants, shops, and public amenity. This area is filled with character, and interesting entertainment for my family (wife, three children), and myself."

Public transport connectivity, frequency and reliability

Participants valued Hamilton's strong public transport connections, particularly the train station and access to services connecting the precinct with Sydney, Newcastle and the wider region. Public transport was seen as an important part of Hamilton's overall accessibility, supporting connections to employment, education, services, dining and entertainment. Participants also appreciated the ability to combine public transport with walking and cycling, contributing to the precinct's broader connectivity.

"It's a great community, transport and connectivity is easy."

"The train station provides great access to the wider region, while also anchoring Hamilton to its heritage as a working suburb."

Parks, green space and trees

Participants valued Hamilton's access to parks, green spaces, trees and connected walking and cycling paths, particularly around Islington Park, Throsby Creek and the routes linking the precinct to the city, river and beach. These spaces were appreciated for providing opportunities for recreation and active transport, while also contributing to the amenity and character of the precinct. The combination of green spaces and low-scale urban development was also seen as complementing Hamilton's distinctive urban and cosmopolitan character.

"Hamilton has a great diversity of building types. It's working class roots are real and on display. There are many interesting and creative businesses that flourish here. There are several beautiful green spaces that anchor this place to Newcastle. Paths that link to the rivers, harbour, and beach begin here, including bike paths along Throsby Creek, and cycle paths directly into the city."

"We are so very lucky to have this park [Gregson Park Playground] that brings us all together. Can't wait to see the masterplan continue on with its improvements."

Active transport: Walkability, cycling connectivity and pedestrian safety

Participants valued Hamilton's walkable and well-connected environment, with convenient access to shops, cafes, supermarkets, parks, public transport and other everyday services. Cycling and shared paths linking the precinct to the beach, river and city were also identified as important assets.

"I love that it is level, well connected to transport, and close to the Newcastle CBD. I love the proximity of supermarkets, services, food, shops, library, parks etc. that make Hamilton walkable and convenient to live in."

"Islington has developed as a suburb with character. It is a rare village in the city. People walk the streets, know their neighbours and ride bikes. It makes it a beautiful place live. This community feel should be protected."

Local shopping precinct and small businesses

Participants valued Beaumont Street and the surrounding local shopping areas as vibrant, diverse and community-focused centres, with a strong presence of independent shops, cafes, restaurants, pubs and other small businesses. The variety of retail and hospitality offerings was seen as contributing to Hamilton's village feel, multicultural character and sense of place. Participants also highlighted the character of the traditional shopfronts and the importance of retaining the diversity and independent nature of local businesses as the area evolves.

"I love the vibrancy of Beaumont St. It's a mix of everyone and everything. I love that this one shopping strip can facilitate your groceries, bars, clothes, antiques and health services - so many of which are independent stores. I really don't want it to be gentrified and lose that diversity in the process of its development."

"This little area is so gorgeous on both sides of Maitland Road, and part of the way up Beaumont St - all the second hand stores - Vinnies, Love Your Sister, and the others. The antique and collectable shops. The old theatre. The cafes and vegetarian takeaway. Please preserve this."

Local convenience and proximity

Participants valued Hamilton's central location and convenient access to a wide range of everyday services and destinations.

"I love that Hamilton has a village feel, that I can attend health services there (dental, eyes) and have a choice of restaurants, bookshops and small shops to visit. All close to where I live."

*"Close proximity to public transport, bus, rail for local and intercity connections.
Close locality to TAFE, education and training facilities.
Primary School for local children.
Local Doctors and Dentist.
Local food shopping, eateries"*

Local character

Participants valued Hamilton's distinctive local character, shaped by its heritage buildings, workers' cottages, established residential areas, village-style streets and vibrant high streets. The precinct was described as eclectic, authentic and diverse, with the mix of older and newer buildings, businesses and residents contributing to its identity. Participants particularly valued the heritage and low-density character of Islington and Hamilton, as well as the social and community life centred around Beaumont Street.

"The Hamilton Station Hotel and its live music. Suspension/Slingtown coffee. The sense of community. The vintage shops and op shops. Islington is the Newtown of Newcastle and its

diversity and inclusivity ought to be protected. Any development needs to protect the character and culture of the area."

"I love the low density housing - it is almost like a little historical village with the miners' cottages and federation homes. In decades to come it WILL be a glimpse of Newcastle's wonderful history."

Community identity and diversity

Participants highlighted Hamilton and Islington's strong sense of community, multicultural identity and inclusiveness as key strengths. They valued the mix of people, generations, cultures, housing types and independent businesses that contribute to the area's distinctive character. Beaumont Street was seen as an important social hub, with participants wanting to protect its authentic, diverse and community-focused feel as the area grows and changes.

"Having lived or being associated with Hamilton since 1998, I value the eclectic sense of community in and around Beaumont St. The young families, the old Greek and Italian men who drink coffees each day in the cafes, the disadvantaged, the uni students and the elderly who have lived in the area for decades."

"The Islington end of Beaumont Street and the tight knit community of residents and regulars of this area have grown a great vibe over the last 20 years. It's quirkiness and park life are a huge part of our kids' upbringing. This tiny village in the city must be nurtured as it grows."

Kotara

Public space and amenities

Participants highlighted Kotara's parks, green spaces, sporting facilities and natural areas as important contributors to the suburb's liveability. Participants also highlighted the value of community facilities such as tennis courts, sporting fields and local parks.

"The area has good accessibility to transport, green spacing and well used-community facilities such as tennis court and sporting space."

"The Kotara Scout Hall has been a cherished part of this community for generations. As the largest Scout group in the Hunter and Coastal Region, we serve 50-60 young people aged 5-17 across Joeys, Cubs, Scouts, and Venturers, along with their families and volunteer leaders. Our hall, outdoor space, and surrounding bushland are used weekly for Scouting programs, bush skills, outdoor cooking, and games are central to what Scouting is all about, as well as by a range of other community groups including indoor bowls, dog training, martial arts, and sewing. We love this space and what it means for local young people. Please protect it as the precinct grows."

Public transport connectivity, frequency and reliability

Participants valued Kotara's access to both bus and rail services, particularly the ability to connect with employment, shopping, health services and other parts of Newcastle. The station's proximity and connections to the wider transport network were seen as important strengths.

"I chose to buy in this location because of the access to bus routes and the train line and proximity to Westfields and Charlestown Square."

"Great to have all the bus stops along Grinsell Street. Consider additional seating (shelters?)"

Parks, green space and trees

Participants strongly valued Kotara's leafy character, established trees, bushland, parks and natural areas, describing these spaces as central to the suburb's identity and liveability. Green spaces were appreciated for recreation, children's play, walking and cycling, connecting with nature, supporting wildlife and providing relief from surrounding shopping and built-up areas. There was a clear desire to protect existing trees, parks, bushland and open space from overdevelopment, with several participants emphasising the importance of maintaining Kotara's distinctive "forest" and family-friendly feel.

"Newcastle's only Train Station with immediate access to parks and green spaces, and (what should be a 500m walk to) Blackbutt. I think this should be preserved and expanded as a unique feature."

"I was lucky enough to grow up in Kotara when kids still played in the bush, caught tadpoles in the creek and rode our bikes around streets that only had the occasional car go by. I love that Kotara still has stands and reserves of trees and bushland. The air and climate are noticeably different from suburbs with fewer parks and trees."

Active transport: Walkability, cycling connectivity and pedestrian safety

Participants valued Kotara's walking and cycling connections, particularly the Fernleigh Track, shared pathways, cycleways and quiet residential streets. These connections make it easier to access local shops, parks, Westfield and surrounding neighbourhoods, while also supporting recreation and active lifestyles. Participants also valued safe, family-friendly streets where children can walk and ride, although some noted that increasing development and traffic could affect pedestrian and cyclist safety.

"I love how two major cycleway connections converge here on a major shopping district. At the same time it has family friendly streets with lots of houses parks and trees."

"I love the green spaces in the area. Being able to walk along the Fernleigh Track from my house to the shops, or take my dog to Hudson Park in the afternoon, is a wonderful part of living here."

Local shopping precinct and small businesses

Participants valued Kotara's mix of local and major shopping options, particularly Joslin Street shops, Westfield and the Homemaker Centre. The local shops were often described as contributing

to a strong suburban and community feel, while the broader retail precinct provides convenient access to everyday services, dining and entertainment.

"I love the feel of Joslin street shops so that we still have our own suburb feel on top of Westfield."

"I live in Kotara near the Joslin street shops. The community vibe here is special and the Joslin street shops provide an important social hub in the area."

Local convenience and proximity

Participants consistently highlighted Kotara's central location and easy access to shops, services, transport, employment, recreation and major centres. Many valued being close to Westfield, Charlestown, Blackbutt Reserve and Newcastle while still maintaining a quiet, family-oriented suburban feel. The ability to access everyday needs within a short walk or drive was a strong part of Kotara's appeal.

"It is very central within Newcastle - everything is about 15min away (the lake, the beach, honeysuckle etc) and close to both major shopping centres."

"Close to major services like Westfield, JHH, Blackbutt Reserve, but not heavily developed. Still has a relatively quiet suburban feel. Easy suburb to access via roads or rail for some people."

Local character

Participants valued Kotara's quiet, low-rise and family-oriented character, with established homes, generous blocks, leafy streets and a strong sense of community. Many described this suburban lifestyle as increasingly rare and emphasised the importance of maintaining the area's low-density feel, green setting and safe neighbourhood environment as the precinct grows.

"We chose to build our lives in this neighbourhood because of its unique, low-rise, family-focused character - something that is becoming increasingly rare. This is a place where children still enjoy the simple freedom of playing at each other's homes after school, where neighbours connect over the fence, and where the streets are calm and safe, free from the pressures and noise of high-density living."

"I love the low density of the houses and the small local shops on Joslin Street. I like that the streets near us aren't crowded and my children feel safe walking or riding their bikes on them. I like that there is a lot of bushland around."

Community identity and diversity

Participants described Kotara as a welcoming, family-oriented and connected community, with strong neighbourly relationships and a mix of families, young people and long-term residents. The suburb's parks, local shops, sporting facilities and green spaces were seen as important places that bring people together and reinforce its community identity.

"The community. The people make this place so special, welcoming and they make me feel a part of the community."

“Kotara is a gem of a suburb. I believe it is Newcastle’s best kept secret. It’s a highly desirable, family oriented suburb.”

Newcastle Interchange

Public space and amenities

Participants valued the range of public spaces, recreational facilities, cultural venues and everyday amenities available around the Newcastle Interchange precinct. Walkable access to parks, the foreshore, libraries, entertainment, shops and transport was seen as a major strength.

“I love the variety of businesses that provide entertainment and food, as well as the public spaces and facilities that shape our local heritage and character. For example, the Civic Theatre, Tower Cinemas, Newcastle Museum, Art Gallery, Newcastle Library, and Civic Park.”

“I love that there is a lot of cafes, beautiful harbour, and beaches.”

Public transport connectivity, frequency and reliability

Participants valued Newcastle Interchange and the wider precinct for its connectivity between trains, buses and light rail, providing convenient access to the CBD, foreshore, Newcastle Beach and destinations beyond Newcastle. The light rail was particularly praised for its frequency, convenience and ability to support car-free travel.

“Newcastle Interchange is a lively place to get to and from work with the options of Tram, Train and Bus.”

“I’m thrilled by the seamless connection between interchange and Newcastle Beach via light rail, offering a convenient experience for both locals and visitors.”

Parks, green space and trees

Participants valued the green and open spaces throughout the precinct, particularly the foreshore and harbourfront, existing parks around the interchange and tree-lined residential streets. These spaces were seen as important for walking, cycling, recreation and maintaining local character. There was also a desire to retain and protect existing greenery and open space as the area develops.

“I love the wider walkways and space, including green space along the Honeysuckle drive. I also love the existing green space and park in the interchange precinct.”

“Open Green space and access to walking/cycling facilities along the harbour front.”

Active transport: Walkability, cycling connectivity and pedestrian safety

Participants valued the walkability and cycling connections throughout the precinct, particularly along the Honeysuckle and harbourfront foreshore. Being able to walk or cycle to the CBD,

beaches, shops, services and public transport was seen as a major lifestyle benefit, with several participants highlighting the ability to live car-free or use their car less often.

"I absolutely love the walking and cycling path along the foreshore in Honeysuckle - it's my favourite thing about living in Newcastle, hands down."

"The street grid here (-32.92065791, 151.7578257) is really great, provides really good permeability for people walking/cycling with small block sizes while making it difficult for cars/through traffic to use the area. More new developments should be like this."

Local shopping precinct and small businesses

Participants valued the precinct's mix of independent shops, cafes, restaurants, bars and local businesses, which contribute to its vibrancy, convenience and sense of place.

"I adore the access to small bars and live music... I love the cafes for work and pleasure."

"This is a cottage community with quaint streets and pop-up cafes. There is a strong community vibe and it remains a quiet oasis on the edge of the city."

Local convenience and proximity

Participants highly valued the central location and accessibility of the precinct. The concentration of amenities within a short distance was seen as a major contributor to the area's liveability and convenience.

"I am a 10-minute walk from virtually everything I need - shopping, cafes, parks, gyms, hotels, and transport via light rail to the East End of the City, or via heavy rail to Lake Macquarie and beyond to Sydney."

"As a gateway stop the interchange is very close in proximity to the Harbour, the new CBD, Marketown and the Sports Precinct."

Local character

Participants valued Wickham's village character, heritage, low-rise built form and mix of old and new buildings. The area's industrial history, cottage streets, heritage features, small businesses, street gardens and established trees were seen as important elements of its identity.

"The village character of Wickham. Small shops and ground-floor street activation. Sandstone kerbs and brick paving. Street gardens and trees."

"I love that there is a lot of cafes, beautiful harbour, and beaches. But we need to protect the original character of Newcastle and not just become like every other place. Artistic, industrial and working class city."

Community identity and diversity

Participants valued Wickham's diverse, connected and community-oriented identity, with a mix of people, housing and uses creating a vibrant neighbourhood.

"The community is a great mix of young and old, family and single workers and people from diverse backgrounds."

"Mix of residential types (single dwelling, terraces, high rise, etc..), different demographics in one suburb (families, young couples, retirees), cafes, and access to public transport."

Q.' Is there anything that you think could be changed or tweaked to make it even better?' and 'What is your big idea for how this precinct can grow?' as well as the CHANGE and IDEA pins

NOTE: The key themes identified for Q. *What is your big idea for how this precinct can grow? (Idea pins)* are broadly consistent with those identified for the previous question, Q. *Is there anything that you think could be changed or tweaked to make it even better? (Change pins)*.

To avoid repetition, these two questions/pins have therefore been amalgamated into a single section in the report, with the thematic summary and representative comments drawing from responses to both questions.

The *Big idea* question and pins also identified several additional themes. These are presented separately below.

Adamstown

Improved public transport connectivity, frequency and reliability

Participants called for more frequent and reliable train and bus services, better connections between Adamstown and surrounding suburbs, and improved access to Adamstown Station. There is also strong interest in future light rail and better integration with cycling and pedestrian networks. Several comments stressed that transport infrastructure should keep pace with, or precede, increased housing density.

"Adamstown MUST be a standard stop on all trains. It is close enough into town to be required and will massively boost public transport use. Currently, despite living nearby, we don't take the train as it can be hours between return trips. For example, if head into Town for dinner and a show, we will drive due to infrequency of trains."

"Can we please start investing in rock solid public transport and get people out of their cars. Novocastrians are wedded to driving but that isn't helped by a skeleton public transport system and very poor cycling infrastructure."

Public space and amenity improvements

Participants want to revitalise Adamstown's public spaces and town centre, with a focus on improving Brunker Road, Adamstown Station and local parks. Common suggestions include better

lighting, seating, shade, greenery, cleanliness, footpaths and public toilets, alongside more vibrant outdoor dining and community spaces. There is also demand for improved recreational facilities, including upgrades to the dog park and new pump track or skatepark facilities.

“Dora Street West dog park needs water more seating and fenced off area separate big dogs from small dogs.”

“I feel like a pump track or skatepark would be a great addition, we have a lot of parks for young kids but bike tracks, pump tracks and skateparks would be the perfect addition given we are in an area with high bike activity.”

Improved active transport: walkability, cycling connectivity and pedestrian safety

Participants called for a more connected and safer walking and cycling network, particularly around Adamstown Station, Brunner Road and the Fernleigh Track. Key priorities include continuous footpaths, safer pedestrian crossings, improved cycling links, safer intersections and better connections to local parks and shops. Traffic congestion and the railway crossing are also seen as barriers to safe active transport, particularly for children and families.

“Adding more footpaths: for example, there’s no footpath opposite the train station to link to Fernleigh track, just uneven grass. Widening the footpath on Glebe Road for a clear pedestrian pathway to Brunner road shops.”

“The cycling infrastructure could be improved linking Adamstown to the city and to other areas such as the University and Kotara. A cycleway along the existing rail corridor linking Adamstown to Hamilton, Islington and beyond to Waratah/Warabrook or into the city would be a game changer.”

Parking and traffic management

Participants highlighted significant traffic congestion and parking pressure, particularly around the Adamstown railway crossing, Glebe Road and Brunner Road. The level crossing and traffic light sequencing were seen as major causes of delays, while increased development is placing further pressure on narrow streets and available parking. Participants called for better traffic signal coordination, improved parking management, safer pedestrian access and an overpass or underpass at the railway crossing.

“As a local resident it has been incredibly frustrating to see the recent changes to the Adamstown rail crossing make it much worse than it was before. It's incredibly difficult for residents in Adamstown Heights to access their homes when travelling east along Glebe Rd; safety has been compromised in the narrow streets in Adamstown which have now become default thoroughfares for traffic since Wood St has been cut off. A 30-minute wait at a suburban rail crossing is unacceptable when good urban design talks about the 10-minute city. A contingent problem is the lack of cycleways in the city to make it more bike-friendly, particularly for young riders.”

“The other big issue for locals is traffic flow. The intersection of Glebe, Fellowes and Chatham rd is very dangerous and becomes congested. Glebe rd becomes very congested, particularly when trains block the traffic during peak hour and at the 7 eleven service station bottle neck (there is only one lane each way there). Locals from east of Brunner rd find it difficult/unsafe to turn right

onto Brunner rd anywhere due to heavy traffic and no lights allowing for a right turn heading towards the nine ways. The traffic issues will only worsen with increased new apartments in the area and no new traffic infrastructure.”

Main street revitalisation

Participants called for Brunner Road to be refreshed and revitalised, with a more attractive, pedestrian-friendly streetscape and greater opportunities for outdoor dining and gathering. Suggestions included greening, improved footpaths and street furniture, better maintenance, more diverse shops and restaurants, and stronger connections between the different parts of the shopping strip.

“Brunner Road shops/cafes need some help to attract more people a bit of character to the sidewalk and area. It’s a place that could become like some other village style streets within Newcastle where people want to eat and drink and enjoy. The small sidewalk etc can be a bit of a challenge with this I realise. There is a lot of potential and it’s above my pay grade and creativity to suggest what it needs but some creative thought could make the streetscape and usability 5 times better. (Adamstown sadly lacks any decent pubs and there are zero small bars with nice areas to sit as well unfortunately).”

“The Brunner Rd high-street needs a revitalisation – more trees and wider pedestrian footpaths, on-street dining – move most car parking to the large parking area between Brunner Rd and Date St.”

More parks, green space and trees

Participants called for more trees, shade and greenery across the precinct, along with improvements to existing parks and open spaces. Key suggestions included more inviting parks, shaded play areas, native planting, better landscaping around the station and Brunner Road, and improved green connections and recreational spaces. There was also support for upgrading the existing off-leash dog area and providing a dedicated enclosed dog park.

“There could be more trees at Adamstown Park and the park in general is very big but not very inviting or pleasant to walk around, could do with more trees and walkways.”

“Absolutely. Can we at least put some plants around this ugly station precinct — my god. ... just ugly flat expanses of concrete and bitumen - not a plant in sight - so very poor, very disappointed.”

Safety and crime prevention

Participants raised concerns about feeling unsafe in the precinct, particularly around Adamstown Station and the shopping area at night. Suggestions focused on better lighting, night-time security, public amenities and improved activation of the station precinct to create a stronger sense of safety and reduce antisocial behaviour.

“I wouldn’t walk around at night in Adamstown or use the train at night. Lots of break-ins and cars getting stolen in the area.”

“More lighting around the station would be good. We don’t wanna end up with antisocial problems that are in Hamilton.”

Infrastructure and maintenance

Participants highlighted the need for better maintenance and upgrades to basic infrastructure, including drainage, roads, parking arrangements and footpaths. Concerns focused on flooding and drainage capacity, particularly as development increases.

“The drain water mitigation needs to be addressed seriously. The drains flowing into Styx Creek need to be deepened to allow for the masses of water flowing into them.”

“The main street needs a refresh... Additionally the road drainage needs review. The footpaths are also non-existent.”

Hamilton

Improved public transport connectivity, frequency and reliability

Participants called for improved public transport connections to reduce reliance on cars.

“While the light rail is due to be extended through Tudor Street, increasing public transport from Mayfield/Tighes Hill/Islington to Wickham will encourage a reduction in vehicles close to the city and more people to walk/cycle/light rail.”

“Adding free parking to train stations. Most train stations don’t have parking. When I lived in east Lake Macquarie I didn’t use the train as it was inaccessible for parking and drove to places I now use trains for. I also use bus to go to Newcastle if I am not driving as it’s cheaper and more direct like the train used to be ie. you don’t have to change transport in the short distance such as train, light rail. Another railway crossing or turn Clyde Street Islington into a bridge to reduce congestion.”

Public space and amenity improvements

Participants called for better-maintained, greener and more welcoming public spaces, particularly around Beaumont Street and Hamilton Station. Key suggestions included more trees and shade, improved lighting, seating and street furniture, cleaner footpaths and streets, better-maintained parks and upgraded streetscapes. There was also strong support for creating more space for outdoor dining and pedestrian activity, alongside improved safety and accessibility.

“Council should provide better foot paths and care for the foot paths; Open space is not cared for enough; Islington Park is not dog off leash but all dogs there are off leash, that should be patrolled as it is unfair for non-dog owners.”

“Improve park and infrastructure next to station, improve safety with better lighting and landscaping.”

Improved active transport: walkability, cycling connectivity and pedestrian safety

Participants identified gaps in walking and cycling networks and unsafe pedestrian crossings as key issues. Feedback called for better-connected footpaths and cycleways, more pedestrian crossings, improved station access, safer cycling routes and traffic-calming measures. There was also support for reallocating road space from cars to walking and cycling, particularly along Beaumont Street and around Hamilton Station.

“Currently there is incredibly poor cycling accessibility along Beaumont St, with no bike paths and few bike racks. The footpaths don't support a shared path as they are too busy, so some space currently given to cars should be re-used for bikes, promoting healthy active transport.”

“Increase pedestrian amenity along Hudson St - with crossings, refuge islands, street furniture, significant street trees, and rain gardens. Use road design to reduce traffic speed and increase 'high street' energy. Increase the sense of destination rather than as a thoroughfare.”

Parking and traffic management

Participants raised concerns about traffic congestion, parking availability and the impact of the railway crossing, particularly around Beaumont Street, Hamilton Station and key intersections. Suggestions included better traffic flow, additional station parking, reduced car traffic on Beaumont Street, traffic calming and grade separation of the railway crossing. Some residents also supported reallocating on-street parking to improve pedestrian space and outdoor dining.

“Definitely the station should be sunk below ground – the train lights routinely stop traffic creating long bottlenecks which will only get worse with more development.”

“Encourage through traffic to go around Main Street (past the parking solution) and keep Main Street driving for those who intend to use it between Donald Street and Tudor Street.”

Main street revitalisation

Participants called for Beaumont Street to be revitalised into a cleaner, greener and more vibrant main street. Suggestions included improved streetscaping, more trees and shade, better cleaning and maintenance, outdoor dining, seating, lighting and more diverse businesses and cultural uses. There was also support for reducing traffic and parking in parts of Beaumont Street to create more space for pedestrians and street activity.

“Would love to see Beaumont Street improved visually. The footpaths, planter boxes, lights, streetscape is all very outdated and needing an upgrade and shown some love. Something similar to the upgrades that were done to Young Street in Carrington or similar would be great.”

“Footpath surfacing on Beaumont Street should be upgraded from bricks to stone, include more street trees, alfresco dining options, potential reduction of one parking lane to increase road activation ... and street gardens. Upgrade street lighting and building facades.”

More parks, green space and trees

Participants called for more trees, shade and greenery throughout Hamilton, alongside better maintenance and activation of existing parks and open spaces.

“Hamilton requires a lot more shade. There are some pockets that are beautifully shaded, for example near Islington Park or Gregson Park. This level of canopy and pedestrian amenity should be spread throughout Hamilton...”

“The whole area around the station needs an overhaul. It is just dead space, not utilised at present. The green space prettied up and could be turned into a link for the tram line.”

Safety and crime prevention

Participants expressed strong concerns about safety, antisocial behaviour and crime, particularly around Hamilton Station and Beaumont Street. Feedback called for more visible police patrols, CCTV, improved lighting, safer streets and better management of graffiti and neglected spaces. There was also support for coordinated services to assist people experiencing homelessness and substance-related issues, alongside efforts to make the precinct feel more welcoming and family-friendly.

“Creative options for preventing illegal dumping, which is an issue all along Graham Road.”

“More police presence and feeling of safety. I don’t feel safe walking along Beaumont at times due to influenced people hanging around station, the clock tower area, commonwealth atm area and the IGA. Constantly being asked for money or yelled at when walking.”

Infrastructure and maintenance

Participants highlighted the need for better maintenance of Hamilton’s streets, footpaths and drainage infrastructure. Key concerns included poor drainage and flooding after rain, deteriorating footpaths, weeds and rubbish, and tired streetscapes.

“Improving the water drainage on Beaumont St and streets that intersect with Beaumont St. Currently, people walk off Beaumont to avoid the water and the foul smell after rain. The drainage has not been updated to meet the size of the modern roads.”

“Fix the water pooling outside the Gallipoli club and other places.”

Other

A smaller number of responses raised issues that fell outside the main themes. These included calls for better support and long-term housing solutions for people experiencing homelessness, and more affordable and secure rental options.

“More affordable accommodation, long-term solutions for homelessness.”

“Capacity for people doing it tough around the community to access services and support.”

Kotara

Improved public transport connectivity, frequency and reliability

Participants identified public transport as a key barrier to making Kotara a successful TOD precinct. Feedback focused on more frequent and reliable train and bus services, better connections between the station and surrounding destinations, and improving the station's role as a transport hub.

"Public transport needs to be significantly improved for TOD to work. Frequency of train services and bus services needs to be increased, and the bus destinations extended."

"The train services currently running from Kotara station are too infrequent to justify adding more housing. We are walking distance to the station but never use it due to the lack of services available into town."

Public space and amenity improvements

Participants highlighted opportunities to improve Kotara's public spaces, parks and community amenities, with a strong focus on making the precinct more accessible, family-friendly and connected. Feedback included requests for better-maintained parks, upgraded playgrounds, public toilets, community facilities and more shade and greenery.

"A fully fenced dog park! Nature parks, pockets, and reserves should be better maintained and cleared of weeds e.g. along Styx Creek in Kotara South would make a beautiful water attraction if maintained properly."

"The playgrounds and recreational facilities in this area are in urgent need of significant renewal. Given the large number of young families, nearby primary schools and the area's role as a major shopping and community hub, the current facilities do not adequately meet community needs. I would strongly support a major upgrade, taking inspiration from successful parks such as Thomas H. Halton Park, Gregson Park, Federal Park and Speers Point Park. The area would benefit from a modern destination playground featuring quality play equipment, shade, seating, landscaping, nature play elements and a pump track, creating a much-needed community asset that encourages outdoor recreation and family use."

Improved active transport

Participants highlighted the need for better-connected and safer walking and cycling infrastructure across Kotara. Residents identified gaps in footpaths, particularly around schools, Park Avenue, Grinsell Street and connections to local shops and parks, with some people currently required to walk on roads. There were also calls for safer pedestrian crossings, traffic calming, improved lighting and better cycling connections.

"Need a walking track to quickly get to Westfield up near Orchardtown Road/top of Grinsell Street. Also needs better paths, it's not the best place to easily walk with a pram without walking on the road."

“Create a shared bike path ... that connects to the Homemakers path.”

Parking and traffic management

Participants highlighted traffic congestion, limited parking and road safety as key concerns, particularly along Park Avenue and around Kotara Station and Westfield. There was strong support for improved traffic management, safer intersections, reduced on-street parking, more commuter and off-street parking, and better footpaths and pedestrian connections.

“Something has to be done about Park Avenue. There are constantly accidents along the road. It is almost impossible to turn right out of the side streets.”

“Better traffic planning and management. Park Ave is congested and narrow... It is very dangerous turning onto Park Ave from the side streets.”

Main street revitalisation

Participants want a more vibrant and welcoming town centre, with more cafés, restaurants, bars, small businesses and community spaces. There was strong interest in revitalising the Homemaker Centre and Joslin Street, improving connections to Kotara Station, and creating greener, more attractive public spaces that encourage people to spend time locally.

“Create more of an entertainment precinct in the home maker centre - it is such a wasted space after 5pm. Opening it up to include nighttime activities, restaurants etc would bring much needed nightlife to the area.”

“Joslin St shops the entire buildings need to go with elevated restaurants on top with views on the east side, apartments above and shops underneath. Would love some nice restaurants and bars there.”

More parks, green space and trees

Participants supported protecting and expanding green space, with calls for more trees, shade, better-maintained parks and improved access to natural areas. There was also interest in enhancing existing parks with playgrounds, community gardens, shared paths and recreational facilities.

“More trees around the Westfield and Homemakers Centre precinct would make a big difference. During summer, all the concrete can make the area feel incredibly hot and uncomfortable for pedestrians.”

“I would like to see every development in Kotara be required to include trees and shrubbery... Use of native species with known resilience to heat-waves could be used to ensure their survival.”

Safety and crime prevention

Participants highlighted poor lighting, antisocial behaviour and a lack of passive safety measures, particularly around Kotara Station and local parks. Key suggestions included improved lighting,

CCTV, clearer pedestrian routes, safer crossings, better visibility and greater activation of public spaces.

“The parking and lighting in and around the station is insufficient and has a scary and antisocial vibe.”

“There is often antisocial behaviour and trash/vandalism in Hudson Park in the evening... Better lighting and other measures could help keep the safe for everyone.”

Infrastructure and maintenance

Participants highlighted the need for better-maintained and more accessible infrastructure, including footpaths, roads, drainage, cycling connections and public facilities.

“Streets such as Grinsell St are falling apart and are a dangerous patchwork of potholes and displaced tar.”

“The drainage and waterways throughout the Kotara Precinct are badly managed and often flood.”

Other

A smaller number of responses raised issues that fell outside the main themes. Several respondents suggested moving the station closer to the Homemaker Centre/Westfield, while others supported a high-frequency shuttle service to Newcastle Interchange. Improved station accessibility, including lifts, shelter, lighting and safer connections to buses, walking and cycling routes, was also raised.

“Need Kotara East station serving shopping area and make it a major stop. Station needs to have roof along platforms to protect passengers from bad weather like rains and harsh sun. Better accessibility, bike storage facility, big bus stop for multiple routes especially to Newcastle and Charlestown, and a multi-level car park for park and ride.”

“Kotara train station needs to be moved to the back of the Homemaker centre. Currently too far for a lot of commuters to walk, or a regular free shuttle with the homemaker centre and Westfield as stops.”

“Kotara station needs accessible elevator, improved lighting, more shelter, more security and parking so people can rely on train into Newcastle to work. I don't feel safe returning home from work in darkness at 6pm in winter. Then walk to where I park near the tennis.”

Newcastle Interchange

Improved public transport connectivity, frequency and reliability

Participants called for more frequent, reliable and better-connected public transport, including expanded light rail, improved bus services and better integration between trains, buses and light

rail. There was also demand for better shelters, connections and accessibility at transport interchanges.

“Bus schedules need to be better!! One bus per hour that comes into Carrington, which often is delayed or cancelled, which frequently means I miss the train I was meant to catch. Also makes it harder to utilise the tram to get into town as I either have to spend \$20 on an uber, walk when it’s dark, hope a bus shows up or drive which can’t work because there’s no parking available at the interchange.”

“The public transport in Newcastle is dismal at best. Between late and cancelled services it is incredibly difficult to experience the city without a car...Put pressure on the transport providers to have more regular, reliable (IE they don’t cancel it) services. Just Google if you lived in a street in Fletcher beyond Aldi how many services you have to take - and what time you have to leave to get to the city by 8.30am to work. It’s ridiculous!!”

Public space and amenity improvements

Participants called for cleaner, greener and more pedestrian-friendly public spaces, with better footpaths, lighting, seating, trees, outdoor dining and community activities. There was also strong interest in improving the area’s overall appearance and creating more spaces for recreation, socialising and local events.

“Wickham has little to no sense of place; most streets have broken footpaths, poor lighting, concrete and asphalt surfaces and narrow streets are dominated by cars.”

“Make sure there is good mixed use open space, skate park, basketball court, variable elevation parkland with natural/messy play areas.”

Improved active transport: walkability, cycling connectivity and pedestrian safety

Participants called for better-connected, safer and more accessible walking and cycling infrastructure. Key priorities included continuous footpaths and cycleways, safer crossings, improved lighting, reduced traffic speeds and better connections between the interchange, harbour, shops and surrounding neighbourhoods.

“Cycle infrastructure is disjointed... Cycle paths do not link up. TOD is not just access to the station, it’s access to all local walkable and cyclable destinations.”

“The connections between the Throsby Creek / Honeysuckle active transport area and Newcastle Interchange are currently really bad - they should be completely integrated and pleasant.”

Parking and traffic management

Participants raised limited parking, traffic congestion and pressure on local roads as major concerns, particularly around the Interchange and Wickham. Feedback called for more commuter and visitor parking, better traffic flow, and planning that considers the impact of new development on existing roads and parking.

"It desperately needs parking. All major train station hubs have ample parking (eg Gosford, Hornsby, Sutherland, Hurstville etc) so you get use public transport. Newcastle. Is the exception to this. To highlight this I live close to Hamilton Station and Newcastle interchange yet don't use either. I will drive further to Broadmeadow as there is parking (it is still vastly insufficient - especially considering the planned growth of that precinct)."

"There needs to be a multi-level car park to accommodate workers in this area as well as people wanting to travel into the city to leave there car and explore the city by the light rail or take a train to Sydney."

Main street revitalisation

Participants a desire to reinvigorate Hunter Street and the surrounding Wickham precinct as a cleaner, more active and people-focused destination, rather than an area dominated by traffic, vacant shops and office uses. Respondents called for more diverse local businesses, cafés, restaurants, bars, entertainment and events, alongside better public spaces and streets that encourage people to stay and spend time.

"Hunter Street is still struggling to get good businesses in there. There's still so many empty shops. But no one wants to put retail where there is a lack of parking. I think because of lack of infrastructure, parking and incentive. Also it can't just all be offices. It makes it very sterile and not very Newcastle at all."

"Ensure restaurants and cafes can have seating on the streets to allow a local community feeling. Support small businesses in the area. Make sure there is entertainment nearby, including live music."

More parks, green space and trees

Participants support increasing the amount, quality and accessibility of green space across the precinct, particularly as the area experiences further development and higher density. Respondents see trees, parks and landscaped streets as important to creating a more liveable, comfortable and attractive urban environment, providing shade, cooling and places for people to relax.

"I know the plan is to double the tree of knowledge park, but this is like our botanical gardens of Sydney where visitors workers and residents will come to relax. For the thousands of new residents moving to the city and workers can it be made even bigger."

"More street trees and gardens. Active plazas and things to do... Street furniture, water fountains. Replace some of the car parks with trees and outdoor dining."

Safety and crime prevention

Feedback indicates a strong desire for greater safety and a stronger sense of security around the Newcastle Interchange and surrounding streets, particularly at night. Respondents raised concerns

about antisocial behaviour, drug use, graffiti, violence and youth behaviour, with some describing the area as uncomfortable or unsafe for pedestrians and residents.

“Tighten security, crime and violence in this location is high. More police and CCT cameras.”

“My daughter lives in an apartment close to the station & is woken up nearly every Fri & Sat nights with fights/screaming from people at the station spilling out on the Street. It’s become a drug dealing area with ice addicts hanging around in the Streets nearby & no one feels safe around there anymore.”

Infrastructure and maintenance

Participants highlighted the need to improve the condition, cleanliness and functionality of Wickham’s existing infrastructure, with respondents describing parts of the precinct as rundown, poorly maintained and dominated by hard surfaces.

“The Newcastle Interchange area is extremely dirty and unkept... the council needs to ensure that The interchange area is maintained to the same standard as other parts of the city with regular street cleaning and graffiti removal as well as footpath repair and additional greenspaces added for residents and workers to relax.”

“Yes better footpaths and roads and clean gutters, more green space. Yes a better park and green space near interchange. Footpaths repaired, gutters cleaned.”

Other

Participants expressed a desire for future harbour development to provide cultural, social and community uses, rather than focusing predominantly on residential and commercial development.

“Also please make sure the last harbour development is cultural and social not just retail and residential.”

Q. What is your big idea for how this precinct can grow? and Idea pins (additional key themes)

Adamstown

Arts, culture and identity

Feedback suggests there is an opportunity to strengthen Adamstown’s local identity and sense of place through arts, culture, creative spaces and a more distinctive local character. Respondents want the precinct to feel welcoming and vibrant, with opportunities for people to gather, enjoy live music, experience public art and support a diverse range of local businesses.

“Support the growth of arts and live music (not just pop music), more murals.”

“Adamstown is a very trendy suburb and I think there is lots of potential to really capitalise and build on this...”

Housing diversity and density

Feedback reflects mixed views on housing growth and density, with many respondents supporting additional housing in Adamstown but wanting it to be carefully located, appropriately scaled and matched by infrastructure and services. There is a clear preference for low- to medium-rise housing, townhouses and mixed-use development, particularly around the station and established centres, rather than widespread high-rise development in residential streets.

"I'm ok with more housing density. Lots amalgamation has produced better built form than individual gun barrel lot developments. Maybe incentivise lot amalgamation, especially along Kings Road where the lots are deep with narrow frontages."

"I'm all for higher density housing, as long as services are scaled to match - cycleways ... parks and street verge trees for families in higher density to access green space."

Hamilton

Arts, culture and identity

Feedback highlighted a desire to strengthen Hamilton's creative, multicultural and distinctive local identity, while building on its existing character and history. Respondents valued Hamilton's artistic and diverse atmosphere but felt parts of the precinct had lost some of their vibrancy.

"Multicultural, artistic, Newy inner city vibe. It already has these attributes, but with a grungier tone. It would be nice to see street activations and community events that support the local area and bring in people from outside to a more vibrant precinct and not one where they'll worry that they'll be robbed."

"It should remain a hub for creatives with a slight industrial feel. It would be great to see it as a live music venue (mini amphitheatre) market, food venue with toilets available."

Community & Aesthetic Activism Photocatalytic Murals: Giant public artworks painted with smog-eating titanium dioxide to clean the air.

Community-Led Paint Projects: Locals design the murals to foster neighbourhood pride and ownership.

Interactive Art Installations: Audio or light sculptures that engage pedestrians and increase foot traffic."

Housing diversity and density

Feedback reflected mixed views on housing growth, with broad support for additional housing in locations close to public transport, but differing views on the appropriate scale and form of development. Many respondents supported medium-density and some higher-density housing around Hamilton Station and key transport corridors, while others were concerned that taller development could undermine Hamilton's heritage character, village feel and liveability.

“This is an inner city suburb and the housing typologies should reflect this, by offering more diversity in housing types. Specifically - more apartments should be built in this and all suburbs in inner Newcastle. There should be a relaxing of the requirement that apartments include parking. “

“Community minded developments. Developers should be required to focus on social connection (within the development and surrounding the development), there should be housing equity where there is spread of housing types, the developments should be environmentally sustainable... Nothing worse than prefab concrete high rises going up that are solely focused on return on investment for the developer. “

Kotara

Arts, culture and identity

Feedback highlighted a desire for Kotara to develop a stronger local identity and sense of community, rather than being defined primarily by its major shopping centres.

“I’d love to see Kotara become a more culturally rich place. While Westfield and the Homemakers Centre are convenient, they tend to dominate the area and have a similar feel to shopping precincts anywhere else in Australia. I’d love to see more local cafes, restaurants, bakeries and small businesses, as well as arts and cultural spaces, that give Kotara its own unique vibe - like the atmosphere you find in places like Hamilton and Islington. “

Housing diversity and density

Feedback broadly supported more diverse and well-located housing, particularly around Kotara Station, Westfield and existing commercial areas, where residents saw opportunities for medium-density development close to transport, shops and services. However, there was also a strong preference for housing that encourages social connection and integrates with the existing character of Kotara, rather than creating isolated or overly dense developments.

“Big idea is to renew older housing/ building stock with thoughtful medium density residential development. Replace single older dwellings on large sites with single- or two-story duplexes, small residential developments, supported by a small amount of compatible business development (e.g. a cafe/ coffee cart near Kotara station would be great). There is a precedent on Grinsell Street - the old church site was redeveloped 5 years ago with medium density development which works really well. Increased housing density must be supported by green space and other social infrastructure to create amenity for this increased population. “

“I’d also love to see more shared community spaces, such as community gardens, that bring people together and encourage sustainability and social connection. As the area grows, I think it’s important that new housing continues to foster a sense of community. Greater housing diversity is needed, but developments should be designed in a way that encourages openness, walkability and interaction between neighbours, rather than creating disconnected, inward-looking spaces. “

Newcastle Interchange

Arts, culture and identity

Feedback highlighted the importance of creating a distinctive and vibrant identity, rather than continuing to deliver generic mixed-use developments.

“Stop approving generic “apartment building with commercial space”. Most commercial spaces in Honeysuckle/Westend are sitting vacant as it is. Instead dedicate a nightlife precinct where venues can be open without complaint and infrastructure can be dedicated to the cause instead of attempting to accommodate multiple use cases and failing at them all.”

Housing diversity and density

Feedback showed mixed views on increasing housing density, with many respondents supporting additional housing and greater diversity, particularly where it is well located and supported by transport, parks and community infrastructure. There was strong support for medium-density and family-friendly housing, as well as social and affordable housing options. However, many respondents expressed concern about high-rise development, building heights and the potential loss of Newcastle’s existing character, particularly in Wickham and Honeysuckle.

“More high-quality developments like townhouses to suit growing families (like 6 Wickham Street), stop dumping cheap high-rise in Wickham for investor-grade stock housing! We need high-quality developments that encourage people to stay permanently.”

“Housing must be diverse and this includes both social and affordable options. Pedestrian led design and active transport options eg bike parks and paths.”

9. Written feedback

CN received eight pieces of detailed, written feedback on the Newcastle Interchange and Hamilton Station TOD precincts from landowners, consultants, industry professionals, an advocacy body and a community member. A summary of the feedback received is presented below:

– 18 Gordon Avenue, Hamilton:

- Requests the site be added to the Hamilton Station Precinct structure plan as a strategic opportunity site, despite sitting outside the mapped boundary.
- Seeks site-specific controls of 17.5m/4 storeys height and 1.5:1 FSR, matching the SEPP (Housing) outer-area benchmark, arguing the site's flood affectation and location in the Hamilton HCA are manageable constraints (as evidenced by an existing 3-storey consent on the land).

– 659–669 Hunter Street, Newcastle West:

- Objects to the site's exclusion from TOD mapping, noting it is zoned E2 the same as neighbouring included sites and already carries higher LEP height/FSR (60m/6:1) than land mapped to its north.

- Seeks a substantial height uplift (proposing up to ~150m) to offset view loss and solar impacts from the neighbouring approved SSD at 700 Hunter Street, to help fund restoration of the on-site heritage-listed Theatre Royal.

Individual community member (Submission 1) – Swan Street, Hamilton (traffic/active transport):

- Requests a precinct-wide Local Area Traffic Management and active-transport study for the residential pocket west of Beaumont Street, prioritising a modal filter/traffic calming at the Swan Street–Donald Street junction to end cut-through traffic.
- Also proposes a pedestrian crossing assessment at Swan/Donald, a safety fix at Swan/Cleary (sightline daylighting), a Swan–Hudson Street walking/cycling link, and water-sensitive urban design build-outs to ease local nuisance flooding.

Individual community member (Submission 2) – Hamilton liveability vision (companion submission):

- Broader vision for Beaumont Street as a people-first high street (Darby Street model: footpath widening, parklets, trial car-free events) supported by CPTED-based safety measures (pedestrian-scale lighting audit, passive surveillance, layered "safe not floodlit" planting).
- Calls for a connected green/blue network (canopy targets, rewilding, WSUD as standard), for growth to be matched with public-realm investment (not deferred), and for Hamilton's active transport links to be planned as part of the wider TOD/Broadmeadow network, delivered via reversible trials first.

– 33–35 Hudson Street, Hamilton:

- Supports its own inclusion in the TOD uplift mapping (noting its MU1 zoning exclusion from LMR was likely a technical anomaly) and seeks a height of 24–30m to deliver a seniors' independent-living development.
- Objects to the mapped mid-block through-site link crossing its land, arguing it would compromise parking/turning efficiency and deliver pedestrians onto an unsafe crossing point on Donald Street; requests the link be relocated or acquired separately by Council.

(10–12 Grey Street & 9 Bishopsgate Street, Wickham), with Site 2 SP62715 noted for completeness:

- Requests both sites be brought into Chapter 5 TOD coverage, arguing their exclusion under the MU1 Mixed Use zone is a legacy anomaly rather than a deliberate planning outcome, given both sites sit within 200m of the Interchange and are unconstrained by mine subsidence.
- Points to a stark disparity in current development standards against the opposite side of the street (1.5:1 FSR/10m height vs 4:1/24m), and to the site's aging housing stock, an unresolved Council fire-safety order, and a majority stakeholder (Home in Place, ~50% ownership) open to sale, as evidence that incentive-based redevelopment is both timely and achievable.

– Hamilton Station & Newcastle Interchange precincts:

- Presented as design-led observations building on the Draft Structure Plans rather than a formal objection, drawing on the firm's dual role as both industry professionals and residents/users of the precincts.

- Raises "think bigger" prompts around transport integration (light rail to Islington/Broadmeadow/Mayfield, future ferry stops, airport links) and questions whether the Interchange is optimally sited relative to alternatives such as Woodville Junction; also proposes a pedestrianised "West Village" (closing Hunter Street to transit traffic, plazas, stronger green/blue connections) and cites Harold Park/Zetland as built-form precedents for mixed-density, landscaped outcomes.

██████████ – TOD Urban Design Frameworks (Interchange, Hamilton, Adamstown, Kotara):

- Broadly supports the strategic direction and place-based approach across all four precincts, welcoming the emphasis on walkability, active transport and public domain improvements, but stresses that urban design quality alone won't guarantee improved housing outcomes for lower-income households.
- Calls for a City-wide Affordable Housing Contribution Scheme capturing a much higher share of TOD land-value uplift than the current 2%, with affordable housing defined by household income (capped at 30% of income) and delivered in perpetuity by registered Community Housing Providers; flags the Interchange precinct specifically as one of the most strategically significant sites for housing growth in the city.

10. Next steps

The project team will continue to work through the feedback summarised in this report in detail, alongside technical studies on matters such as traffic, flooding, heritage and infrastructure capacity, to prepare a draft UDF for each of the four precincts.

The themes and questions raised through this engagement, including those outlined in Section 6, will directly inform how each draft UDF addresses local priorities such as transport connections, public space, housing choice and safety.

Once complete, the draft UDFs will be placed on public exhibition, giving the community and stakeholders a further opportunity to review and provide feedback before the frameworks are finalised.

Appendix

Appendix I – Promotional materials

Have Your Say webpage

Onsite signage



How should Adamstown grow?



Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.

The NSW Government has introduced new housing reforms, including the Transport Oriented Development (TOD) Program, to increase housing near key transport hubs like Adamstown Station.

We are taking a place-based approach to plan for growth. This allows us to adapt the state-wide planning controls to reflect this area's local character, infrastructure and community needs while still delivering housing.

We are in the early stages of planning for this project and are seeking your feedback now to help shape the next phase.

The Transport Oriented Development project is an initiative funded by the NSW Government and City of Newcastle through the NSW Regional Housing Strategic Planning Fund.



Have your say by visiting
haveyoursay.newcastle.nsw.gov.au before **12 June 2026**.

Funded by







How should Hamilton grow?



Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.

The NSW Government has introduced new housing reforms, including the Transport Oriented Development (TOD) Program, to increase housing near key transport hubs like Hamilton Station.

We are taking a place-based approach to plan for growth. This allows us to adapt the state-wide planning controls to reflect this area's local character, infrastructure and community needs while still delivering housing.

We are in the early stages of planning for this project and are seeking your feedback now to help shape the next phase.

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Have your say by visiting
haveyoursay.newcastle.nsw.gov.au before 12 June 2026.





How should Kotara grow?



Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.

The NSW Government has introduced new housing reforms, including the Transport Oriented Development (TOD) Program, to increase housing near key transport hubs like Kotara Station.

We are taking a place-based approach to plan for growth. This allows us to adapt the state-wide planning controls to reflect this area's local character, infrastructure and community needs while still delivering housing.

We are in the early stages of planning for this project and are seeking your feedback now to help shape the next phase.

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haveyoursay.newcastle.nsw.gov.au before 12 June 2026.

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City of
Newcastle



How should Newcastle Interchange grow?



Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.

The NSW Government has introduced new housing reforms, including the Transport Oriented Development (TOD) Program, to increase housing near key transport hubs like Newcastle Interchange.

We are taking a place-based approach to plan for growth. This allows us to adapt the state-wide planning controls to reflect this area's local character, infrastructure and community needs while still delivering housing.

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haveyoursay.newcastle.nsw.gov.au before 12 June 2026.

Funded by



City of
Newcastle

Flyers



How should Adamstown grow?

Have your say

 **City of Newcastle**



Planning for growth in Adamstown.

Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.

The NSW Government has introduced new housing reforms, including the Transport Oriented Development (TOD) Program, to increase housing near key transport hubs like Adamstown Station.

We are taking a place-based approach to plan for growth. This allows us to adapt the state-wide planning controls to reflect this area's local character, infrastructure and community needs while still delivering housing.

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Funded by



Have your say by visiting **haveyoursay.newcastle.nsw.gov.au** before **12 June 2026**.





How should Hamilton grow?

Have your say

 City of Newcastle



Planning for growth in Hamilton.

Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.

The NSW Government has introduced new housing reforms, including the Transport Oriented Development (TOD) Program, to increase housing near key transport hubs like Hamilton Station.

We are taking a place-based approach to plan for growth. This allows us to adapt the state-wide planning controls to reflect this area's local character, infrastructure and community needs while still delivering housing.

We are in the early stages of planning for this project and are seeking your feedback now to help shape the next phase.

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Funded by



Have your say by visiting haveyoursay.newcastle.nsw.gov.au before 12 June 2026.





How should Kotara grow?

Have your say

 **City of Newcastle**



Planning for growth in Kotara.

Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.

The NSW Government has introduced new housing reforms, including the Transport Oriented Development (TOD) Program, to increase housing near key transport hubs like Kotara Station.

We are taking a place-based approach to plan for growth. This allows us to adapt the state-wide planning controls to reflect this area's local character, infrastructure and community needs while still delivering housing.

We are in the early stages of planning for this project and are seeking your feedback now to help shape the next phase.

The Transport Oriented Development project is an initiative funded by the NSW Government and City of Newcastle through the NSW Regional Housing Strategic Planning Fund.

Funded by



Have your say by visiting **haveyoursay.newcastle.nsw.gov.au** before **12 June 2026**.





How should Newcastle Interchange grow?

Have your say




Planning for growth around Newcastle Interchange.

Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.

The NSW Government has introduced new housing reforms, including the Transport Oriented Development (TOD) Program, to increase housing near key transport hubs like Newcastle Interchange.

We are taking a place-based approach to plan for growth. This allows us to adapt the state-wide planning controls to reflect this area's local character, infrastructure and community needs while still delivering housing.

We are in the early stages of planning for this project and are seeking your feedback now to help shape the next phase.

The Transport Oriented Development project is an initiative funded by the NSW Government and City of Newcastle through the NSW Regional Housing Strategic Planning Fund.

Funded by



Have your say by visiting **haveyoursay.newcastle.nsw.gov.au** before **12 June 2026**.



Media release



Novocastrian knowledge needed to localise State housing reforms

14 May 2026

[Listen](#)

[Share](#)

City of Newcastle will use community feedback to help plan for more housing near train stations at Hamilton, Adamstown, Kotara and the Newcastle Interchange.

The four areas have been selected by the NSW Government to be part of the Transport Oriented Development (TOD) Program, which is designed to enable greater residential density near key transport hubs.

Executive Director Planning and Environment Michelle Bisson said City of Newcastle wants to hear what residents love about their suburb and what changes could help accommodate the growth in housing.

"We support the intent of the NSW Government reforms to provide more housing and increased density close to transport," Ms Bisson said.

"However, a one-size-fits-all approach does not consider factors such as heritage or environmental constraints, so we're designing a place-based approach to each precinct.

"We want the community to tell us what they love about their local area and what they believe should be prioritised in the future to accommodate more housing.

"That could include improved open public spaces, walking and cycling connections, transport and traffic upgrades, more lighting or the diversity of housing choices."

Under the National Housing Accord, the NSW Government has committed to delivering 377,000 new homes across the state between 2024 and 2029, with a target of 11,100 new homes for the Newcastle Local Government Area during that period.

To help facilitate these targets, the NSW Government has introduced a range of planning reforms including the TOD program, which permit more dense housing, including apartments and shop-top housing, by changing development standards such as building heights and floor space ratios.

Minister for Planning and Public Spaces Paul Scully said "we're backing regional communities with the planning they need to deliver more homes, sooner."

"Revitalising the areas around these four stations will allow the delivery of more new homes in some of the most well-connected areas of the city, located within just 15 minutes of the Newcastle Interchange."

"This investment is about making sure councils have the tools to unlock land, coordinate infrastructure and support growing communities."

Councils can create their own planning controls for TOD precincts, taking into consideration the distinct characteristics and needs of each location, as long as the planning controls still allow for the Government's dwelling targets.

Using input from residents, City of Newcastle will produce an urban design framework for each of the four transport hubs, establishing the overall vision, objectives and actions that will provide guidance to property developers.

"The urban design frameworks will outline for property developers and owners what the area should look and feel like, and how things such as land use, streets, public spaces and buildings should work together, taking into consideration hazards such as flooding, bushfire, contamination and high-pressure gas pipelines," Ms Bisson said.

"The framework will respect the unique local character of each precinct, while still delivering the outcomes that meet the needs of current and future people who live, work and enjoy these areas."

The development of the urban design frameworks is being delivered with support from a NSW Government grant through the Regional Housing Strategic Planning Fund.

Community members can find out more or make a submission via the [Have Your Say page](#) until 5pm on Friday 12 June 2026.

Social media

14 May 2026



City of Newcastle

May 14 · 🌐

What do you love about your local area? What's your big idea for its future?

Have your say to help shape planning for growth in the areas around:

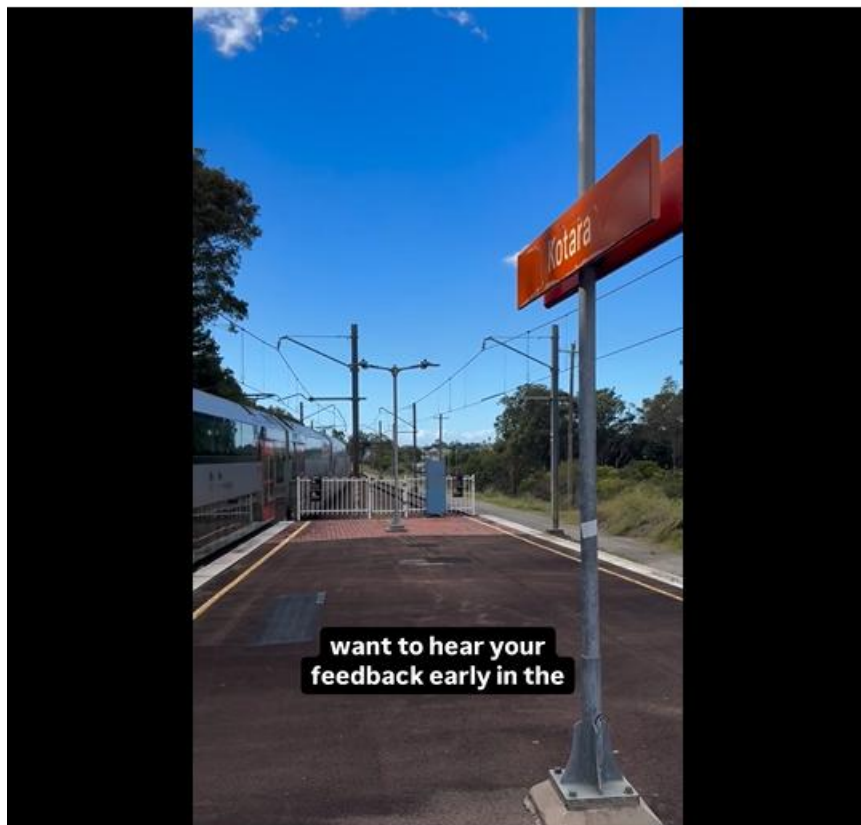
- 🏠 Newcastle Interchange
- 🏠 Hamilton Station
- 🏠 Adamstown Station
- 🏠 Kotara Station

You can:

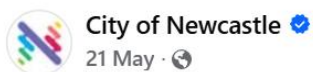
- 📍 Add comments to the interactive maps
- 🗳️ Vote in the quick poll
- 📝 Complete the short survey

Check out the Have Your Say page before Friday 12 June to learn more and help shape the future of your local area.

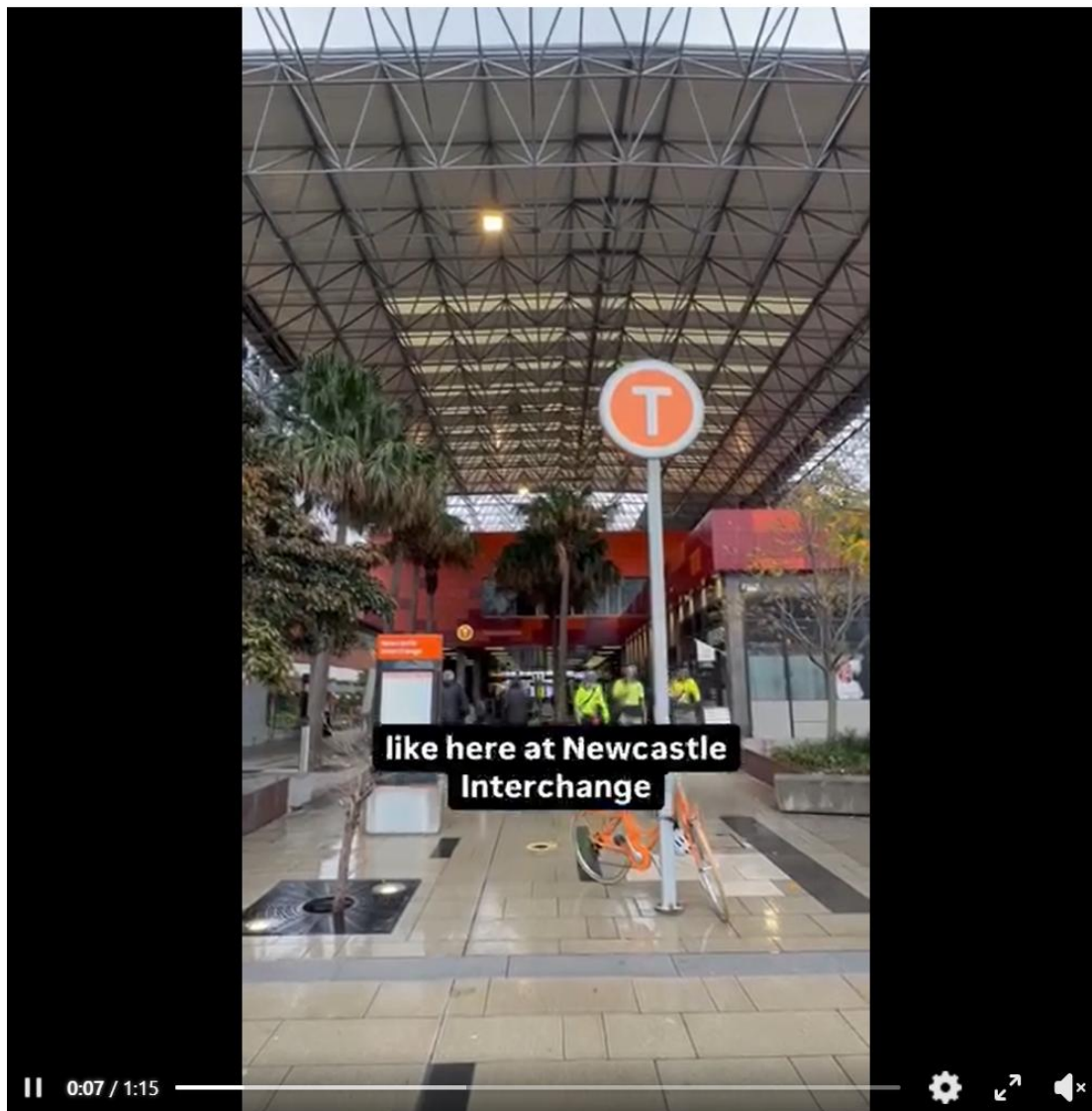
<https://haveyoursay.newcastle.nsw.gov.au/TOD> See less



21 May 2026



Newcastle is growing. We need more homes in the right locations, close to transport, jobs and services.... [See more](#)



9 June 2026



City of Newcastle 
June 9 · 

...

What are people saying about your local area? 🗣️

Over the last few weeks, hundreds of people have been helping us plan for growth around Newcastle Interchange, Hamilton Station, Adamstown Station, and Kotara Station.

Take a look at what others love about these areas and their big ideas for the future. Then join the conversation.

Have your say before Friday 12 June 2026.

 Link in comments below 📌 **See less**



What are people saying about your local area?



Over the last few weeks we've been asking *"how should your local area grow"*

1,000

responses have been received so far



Your comment
I love how this laneway provides access between Hunter and King Street, while also providing a green space to relax.

Renae | 15 May 2026
👍 1005 🗨️ 111

And have your say

Closes Friday 12 June 2026

Check out what others are saying

14 May 2026



How should your local area grow?

We're planning for growth near four key areas: Newcastle Interchange, Hamilton Station, Adamstown Station, and Kotara Station.

NSW Government housing reforms, including the Transport Oriented Development (TOD) program, aim to increase housing near these key transport hubs. We're taking a place-based approach to ensure this growth reflect the local character, infrastructure, and community needs of these areas, while still delivering housing.

We're at an early stage and your feedback will help shape what happens next.

Have your say via our interactive maps, quick poll or short survey before **Monday 12 June 2026**.

HAVE YOUR SAY

Come and chat to us!

We'll be out and about over the coming weeks - drop by to share your thoughts on the [2026/27 Budget](#) (feedback closes 28 May), [Disability Inclusion Action Plan](#) and the [Transport Oriented Design \(TOD\)](#).

- Nobbys Beach – 15 May, 7am – 9.30am
- Village in the City, Jesmond – 22 May, 4pm – 7pm
- Newcastle Interchange – 26 May, 9am – 11am
- 12 Stewart Avenue (City Administration Centre) – 26 May, 1pm – 3pm
- Hamilton Station – 27 May, 9am – 11am
- Adamstown Station – 28 May, 9am – 11am
- Kotara Station – 28 May, 12pm – 2pm
- Multicultural Expo in the Carriage Sheds at Foreshore Park – 3 June, 10am – 2pm
- Westfield, Kotara (near Boost Juice) – 5 June, 10am – 2pm

Can't make it? Share your feedback [online](#).

28 May 2026

Closing soon: still time to have your say

Join the conversation so we can achieve a liveable, inclusive and sustainable Newcastle together:

Our Budget: What do you think about what we're planning for 2026/27? Closes today.

Transport Oriented Development: How we're planning for growth. Closes 12 June.

Disability Inclusion Action Plan: Access and inclusion in our city. Closes 15 June.

HAVE YOUR SAY

11 June 2026



Last chance to have your say: Transport Oriented Development

If you live, work, or play near Newcastle Interchange, Hamilton, Adamstown or Kotara Stations we want to hear from you.

Have your say to help ensure they grow in a way that meets the needs of current and future communities. Feedback closes 12 June.

Get involved and tell us what you think

HAVE YOUR SAY

Appendix II – Quick poll

Participate via our quick poll

What should be the top priority as your local area grows?

Planning for growth involves trade-offs. Tell us what matters most to you. Want to share more detail? Add your ideas to the precinct maps or complete the survey.

- ☐ More diverse housing choice
- ☐ More affordable housing
- ☐ Protecting local character and heritage
- ☐ Improved open public spaces e.g. parks
- ☐ Improved walking and cycling connections
- ☐ Transport and traffic improvements
- ☐ Improved public domain e.g. lighting, footpath improvements
- ☐ Community facilities e.g. libraries, multipurpose hubs
- ☐ I trust the experts to plan for the best overall outcome

Submit

Appendix III – Survey

Survey

About you

Step 1 of 6

1. First Name Required

2. Last Name Required

3. Email: Required

4. Phone: Required

5. Age Group Required

6. Which precinct are you wanting to provide feedback on? Required

- ☐ Newcastle Interchange
- ☐ Hamilton Station
- ☐ Adamstown Station
- ☐ Kotara Station

If you'd like to provide feedback on multiple precincts, please complete a new survey for each.

7. What is motivating you to provide feedback on this precinct? (select all that apply) Required

- ☐ I live here
- ☐ I work here
- ☐ I study here
- ☐ I visit regularly
- ☐ I own property here
- ☐ I'm considering moving to this area
- ☐ Business owner/operator
- ☐ Community/industry group
- ☐ Other (please specify)

The Precinct**Step 2 of 6****8. What do you love about this precinct and why?**

Think about the places, services or character that you value. What should be protected as the area grows?

e.g. I love the local feel along Brunker Road and mix of shops and cafes.

9. Is there anything that you think could be changed or tweaked to make it even better?

e.g. adding more trees and shade along Station Street could make the walk from the station even better.

10. What is your big idea for how this precinct can grow?

What kind of place would you like this precinct to become? What character and experiences should it offer for people who live, work and visit?

e.g. it would be great to see more diverse housing options, shops and cycling connections near the station.

11. Do you have any questions? Is there something we should further investigate?

e.g. how will new development manage bushfire risk and protect areas like Blackbutt?

Vision and growth**Step 3 of 6****12. Where in this precinct do you think new housing or mixed-use development is most appropriate and why?**

Note: Housing targets are set by the NSW Government. This question focuses on identifying the most suitable streets, blocks, or areas for growth.

13. With housing targets set by the NSW Government, what building types and heights do you think fit best in different parts of this precinct? (select all that apply)

- ☐ Micro-lots (small lot housing)
- ☐ Terraces and townhouses
- ☐ Low-rise apartments (3-4 storeys)
- ☐ Mid-rise apartments (5-8 storeys)
- ☐ High-rise apartments (9+ storeys)
- ☐ Mixed-use (ground floor retail)
- ☐ Creative/light industrial

Movement

Step 4 of 6

14. How do you primarily travel around this precinct? (select all that apply) Required

- ☐ On foot
- ☐ Bicycle/e-bike
- ☐ Train
- ☐ Bus
- ☐ Light rail
- ☐ Car
- ☐ Other (please specify)

15. What changes would make it more enjoyable, easier and safer for you to move around this precinct on foot, by bike or public transport?

- ☐ More street trees and shade
- ☐ Better lighting
- ☐ Wider footpaths
- ☐ Bike parking and storage
- ☐ Improved connections
- ☐ Planting
- ☐ Traffic reduction
- ☐ Other (please specify)

16. Are there specific streets, routes, or locations that should be prioritised for walking and cycling improvements, and why?

Tell us about any barriers, missing links, or places that feel unsafe or uncomfortable.

Public benefits

Step 5 of 6

17. What types of public space are most needed in this precinct? (select all that apply)

- ☐ Local/neighbourhood playspaces (everyday play close to home)
- ☐ District or destination playspaces (larger, highly used play spaces)
- ☐ Upgraded or enhanced parks (improved facilities, seating, shade, lighting)
- ☐ Plazas or civic gathering spaces (open grass, kick-about areas)
- ☐ Creek corridors or green links (walking, nature, play and relaxation)
- ☐ Dog-friendly spaces
- ☐ Other (please specify)

18. Where do you think new or improved public spaces would benefit this precinct most?

Anything else?

Step 6 of 6

19. Please select your top three priorities for when growth occurs.

 Rank 3 items

More diverse housing choice  More affordable housing  Protecting local character and heritage  Improved open public spaces e.g. parks  Improved walking and cycling connections  Transport and traffic improvements  Improved public domain e.g. lighting, footpath improvements  Community facilities e.g. libraries, multipurpose hubs 	↓ Drag items here to rank them
--	--

20. Is there anything else about this precinct not covered above that you would like to share with the team?

21. Would you like to be notified about future engagement opportunities related to this planning process? Required

☐ Yes

☐ No

Your feedback will be reviewed and used to inform planning decisions for the Transport Oriented Development precincts in Newcastle.

A summary of feedback received will be published as part of the next phase of work.

Previous

Next

Save and Continue Later

Appendix IV – Interactive maps

Adamstown

Closed

🕒 Closed on 12/06/2026 at 11:59 pm

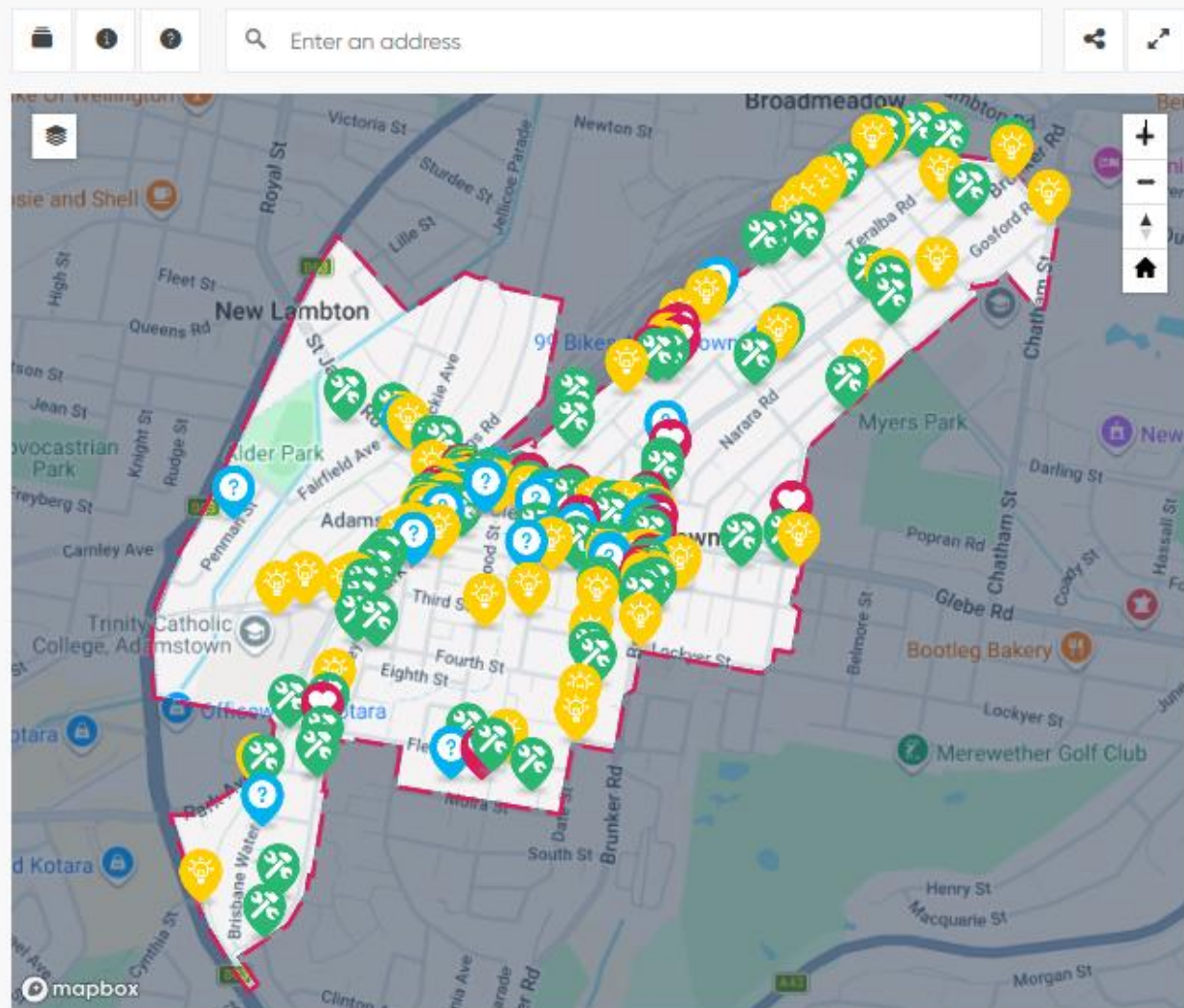
What do you love about the **Adamstown Station** precinct? What is your big idea for how it can grow and change? Got a question that you've always wanted to ask about the area?

Use the 'Add Marker' button at the bottom-right of the map to add your comment. Feedback categories include:

- **Love** – places or things about the Adamstown Station precinct that you love and why you love them e.g. *I love the local feel along Brunker Road and mix of shops and cafes.*
- **Change** – something you think could be changed or tweaked to make it even better e.g. *it can be hard to move between different parts of Adamstown, so improving connections between the station, shops and nearby streets would be good.*
- **Idea** – your big idea for housing growth, public spaces, and connections in the precinct e.g. *it would be great to see more diverse housing options, shops and cycling connections near the station.*
- **Question** – a question you have or a matter for further investigation e.g. *how will development impact flooding around Styx Creek?*

Note – you can see other people's feedback and they can see yours. If you want to submit your feedback privately, please use the survey.

226 contributions



Hamilton

Closed

🕒 Closed on 12/06/2026 at 11:59 pm

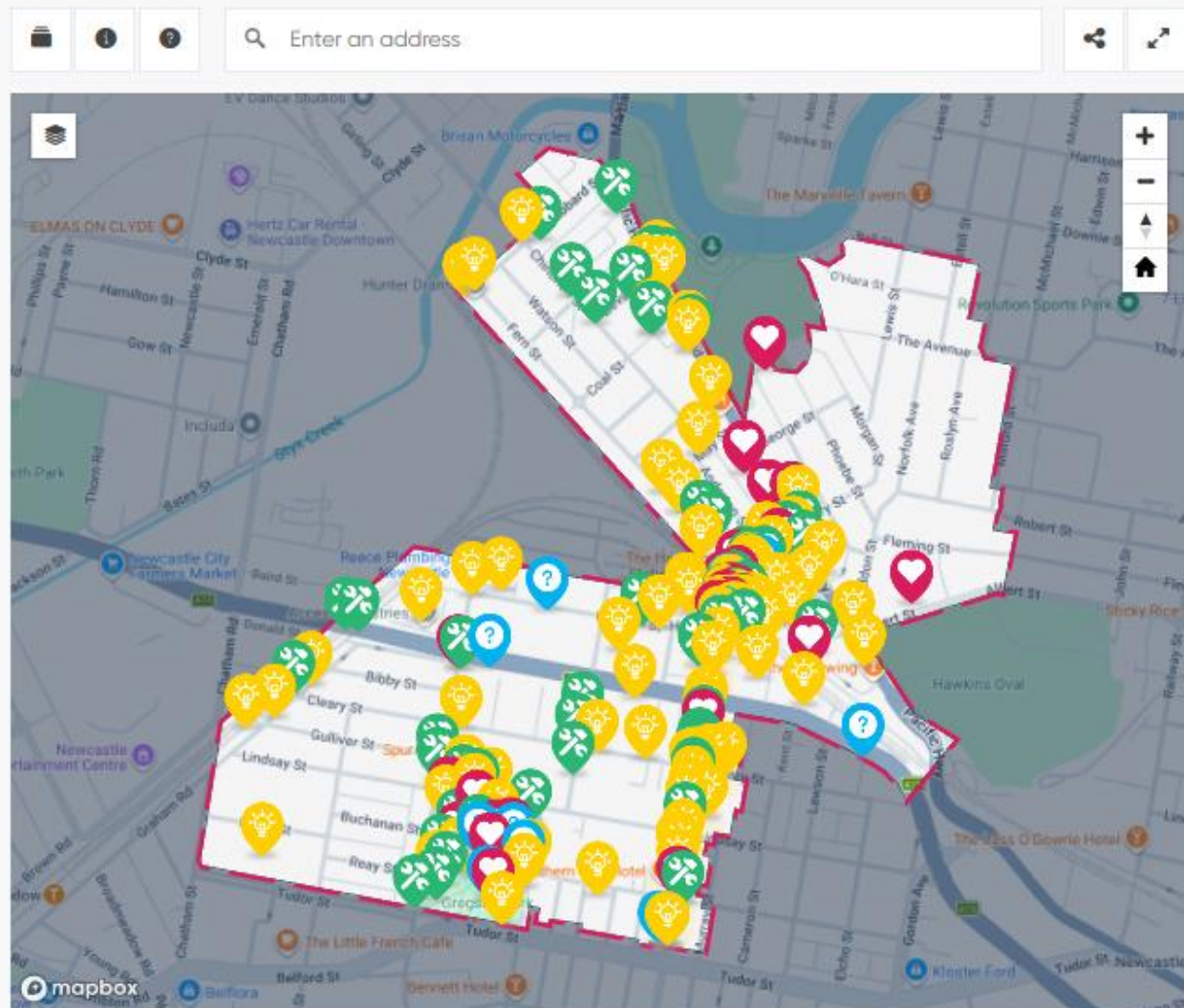
What do you love about the **Hamilton Station** precinct? What is your big idea for how it can grow and change? Got a question that you've always wanted to ask about the area?

Use the 'Add Marker' button at the bottom-right of the map to add your comment. Feedback categories include:

- **Love** – places or things about the Hamilton Station precinct that you love and why you love them e.g. *I love the mix of cafes, shops and nightlife along Beaumont Street and how easy it is to walk between them.*
- **Change** – something you think could be changed or tweaked to make it even better e.g. *Donald Street feels busy, so improved crossings could make it easier to navigate.*
- **Idea** – your big idea for housing growth, public spaces, and connections in the precinct e.g. *it would be great to see more diverse housing options, shops and cycling connections near the station.*
- **Question** – a question you have or a matter for further investigation e.g. *How will new development along Beaumont Street respect the area's heritage?*

Note – you can see other people's feedback and they can see yours. If you want to submit your feedback privately, please use the survey.

195 contributions



Kotara

Closed  Closed on 12/06/2026 at 11:59 pm

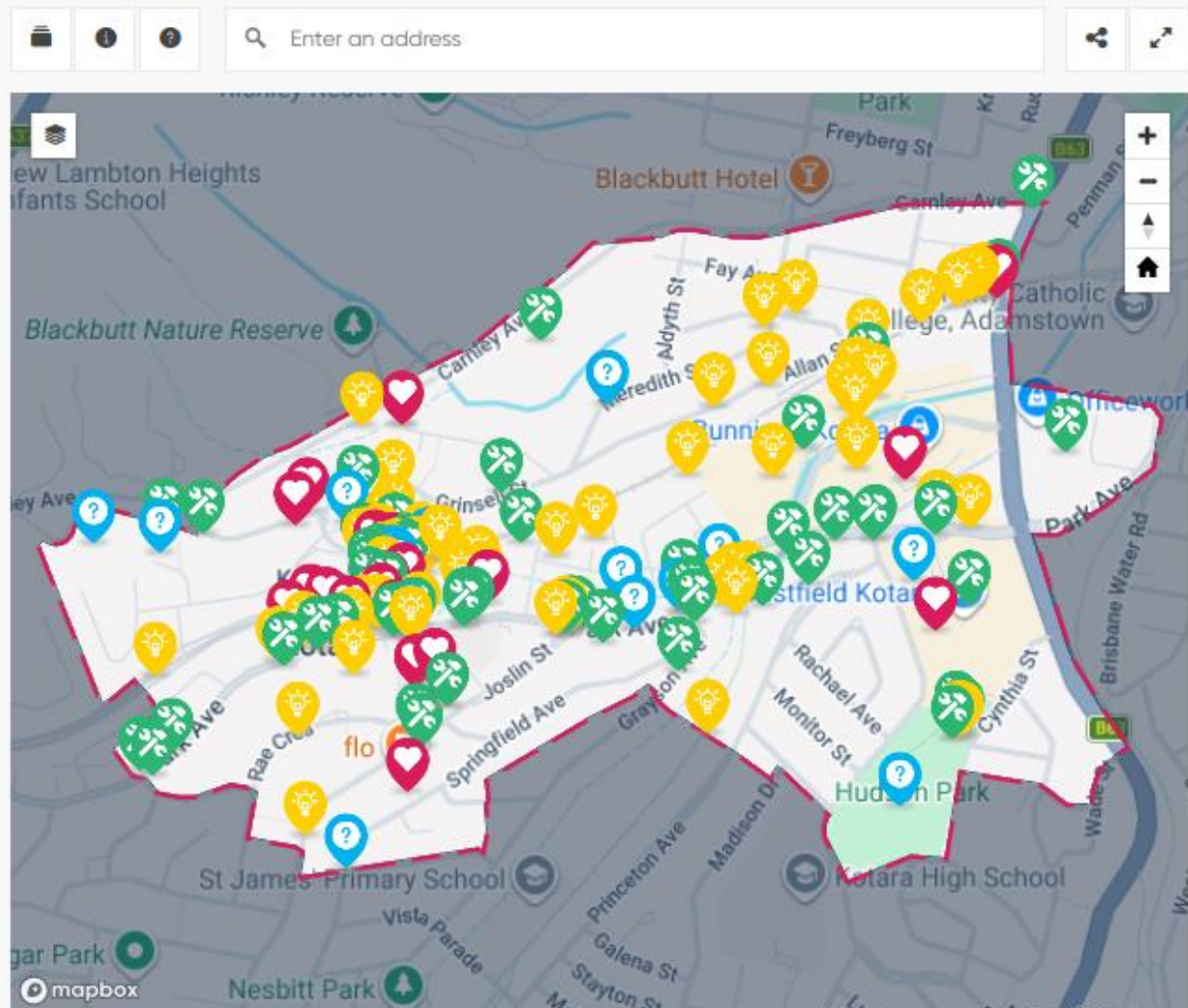
What do you love about the **Kotara Station** precinct? What is your big idea for how it can grow and change? Got a question that you've always wanted to ask about the area?

Use the 'Add Marker' button at the bottom-right of the map to add your comment. Feedback categories include:

- **Love** – places or things about the Kotara Station precinct that you love and why you love them e.g. *I love having lots of shops and services in one place with Westfield and the homemaker centre.*
- **Change** – something you think could be changed or tweaked to make it even better e.g. *it's not easy to walk from the station to Westfield, so improving the connection would be great.*
- **Idea** – your big idea for housing growth, public spaces, and connections in the precinct e.g. *it would be great to see more diverse housing options, shops and cycling connections near the station.*
- **Question** – a question you have or a matter for further investigation e.g. *how will new development manage bushfire risk and protect areas like Blackbutt?*

Note – you can see other people's feedback and they can see yours. If you want to submit your feedback privately, please use the survey.

164 contributions



Newcastle Interchange

Closed

🕒 Closed on 12/06/2026 at 11:59 pm

What do you love about the **Newcastle Interchange** precinct? What is your big idea for how it can grow and change? Got a question that you've always wanted to ask about the area?

Use the 'Add Marker' button at the bottom-right of the map to add your comment. Feedback categories include:

- **Love** - places or things about the Newcastle Interchange precinct that you love and why you love them e.g. *I love how easy it is to get around with trains, light rail and buses all in one place.*
- **Change** - something you think could be changed or tweaked to make it even better e.g. *adding more trees and shade along Station Street could make the walk from the station even better.*
- **Idea** - your big idea for housing growth, public spaces, and connections in the precinct e.g. *it would be great to see more diverse housing options, shops and cycling connections near the station.*
- **Question** - a question you have or a matter for further investigation e.g. *How will new development in Wickham fit in with the existing neighbourhood?*

Note – you can see other people's feedback and they can see yours. If you want to submit your feedback privately, please use the survey.

161 contributions

