

Stockland

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24 March 2016

Ms Monica Gibson
Director, Regions - Hunter and Central Coast
Department of Planning and Environment
PO Box 1226
NEWCASTLE NSW 2300
Via email hunter@planning.nsw.gov.au

Dear Ms Gibson,

RE: Draft Hunter Regional Plan and Hunter City Draft Plan

Stockland is pleased to make this submission in relation to the draft Hunter Regional Plan and the draft Plan for Growing Hunter City, particularly with respect to our shopping centres in the region.

Stockland's retail assets are located at Jesmond, Wallsend, Glendale and East Maitland, with a major redevelopment of Stockland Green Hills now underway, highlighting our confidence in the future of the region.

This \$372 million investment commenced in January 2016 and will be completed in 2018, creating 1,350 jobs during construction and 1,250 permanent full time retail and hospitality jobs. The project will more than double the centre's size and will feature the very first new format David Jones department store for the Hunter.

As a key investor in the Hunter, across both residential and retail development, Stockland has a strong interest in region's long term future. We welcome the release of this plan to guide the region's growth and development.

We note the goals of the draft Hunter Regional Plan are to:

- Grow Australia's next major city
- Grow the largest regional economy in Australia
- Protect and connect natural environments
- Support robust regional communities.

We support these goals and it is primarily their implementation as they relate to the draft Plan for Growing Hunter City that is of particular interest to Stockland.

There are six key Directions identified for "Managing Growth and Change in Hunter City" and three of these are of relevance to Stockland shopping centres:

- Direction 1.1 – Grow and diversify centres across the City
- Direction 1.3 – Enhance City-wide transport
- Direction 1.6 – Coordinate infrastructure to support and deliver growth

The draft plan identifies nine strategic centres in Hunter City:

- Broadmeadow
- Central Maitland
- Charlestown



- Glendale
- Green Hills-Metford
- John Hunter Hospital Campus (New Lambton Heights)
- Newcastle City Centre
- Raymond Terrace
- University of Newcastle Campus (Callaghan)

The principal action in relation to these centres is *"invest in strategic centres to grow jobs and housing and create vibrant hubs of activity"*. The draft plan suggests that investing in and concentrating jobs in these locations and enhancing connections between them will improve access to jobs, shops, services and entertainment and the City's liveability and competitive edge.

At a broad level, the draft plan notes existing commitments to investment in major infrastructure as examples of investment which will improve regional and inter-regional connections to some of these strategic centres. These projects include the Newcastle Inner City Bypass, Lake Macquarie Transport Interchange and Pacific Motorway extension to Raymond Terrace.

More specific actions are included in relation to the five City Districts identified for Hunter City being:

- Inner Newcastle
- Northern Lake Macquarie
- Inner West
- Maitland-New England Highway Corridor
- Northern Gateways

Glendale, Wallsend and Jesmond are located in the Inner West district and Green Hills is within the Maitland-New England Highway Corridor District.

Inner West District

The draft plan acknowledges that major investment is taking place at Glendale, including the Lake Macquarie Transport Interchange which, when complete, will be a major connection between Glendale and Cardiff and important to meeting the future transport needs of the Lower Hunter. The draft plan indicates the Government will work with Council to identify opportunities to leverage investment in transport infrastructure to grow Glendale as a centre.

Stockland welcomes the start of construction on Stage 1 of the Lake Macquarie interchange. This provides an important connection to our Stockland Glendale shopping centre, which has been a key regional hub here in Lake Macquarie for more than 20 years.

We note the draft does not commit to a future Glendale railway station within the 20 year life of the Hunter City plan, *beyond 'monitoring patronage and demand for rail services in the long term'*. Greater certainty around the timing of future rail infrastructure investment would help to encourage the provision of more jobs and services close to home for Hunter City residents.

Maitland-New England Highway Corridor District

Of the nine strategic centres identified in the draft Hunter City plan, two are located within this district (Central Maitland and Green Hills-Metford). However, the draft plan for this district fails



to address the relative roles of these centres and the strategic direction for growth to provide the desired outcome of concentrating jobs and services in strategic centres.

Actions are limited to investigating opportunities for growth in Central Maitland and developing a new health precinct at Metford. The broader opportunities for the Green Hills-Metford strategic centre are not included in the draft plan, which does not reflect the \$372 million investment in Stockland Green Hills' redevelopment and expansion.

The draft plan should address the Metford health precinct within the context of the defined strategic centre of Green Hills-Metford.

Similarly, the draft plan does not acknowledge the important role of the Buchanan Drive connection from the Hunter Expressway to the Green Hills-Metford strategic centre and the importance of this transport link in the long term for the development of this centre.

Improved signage in the short term and upgrading of the road link in the long term would support further private investment to grow the Green Hills-Metford strategic centre. This will be needed to meet the stated goals of the draft plan.

Conclusions

Stockland supports the development of comprehensive long term plans to provide a clear direction for the growth of the Hunter Region, and a particular interest in those areas in the region where Stockland has shopping centre assets and significant investment.

Two aspects of the draft plan could be significantly improved:

- The Inner West District should include a more definitive commitment to the future of transport infrastructure at Glendale beyond the existing commitment to the Lake Macquarie Transport Interchange. We would welcome further direction in the draft plan in relation to stage 2 of the Lake Macquarie Transport Interchange, given its 20 year timeframe.
- The Maitland-New England Highway Corridor District should provide clear acknowledgement of the differences between the strategic centres of Central Maitland and Green Hills-Metford and address the proposed new health precinct at Metford within the context of the strategic centre. The plan should also address the importance of the road link from the Hunter Expressway to the Green Hills-Metford strategic centre, including Buchanan Drive.

Thank you for the opportunity to provide this submission. We would be happy to provide further background particularly in relation to our investment at Stockland Green Hills. If you have any questions in relation to this submission, please contact Ian Adams, Director Paradigm Planning & Development Consultants, on or email paradigm@exemail.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Tim Beattie", with a stylized flourish extending to the right.

Tim Beattie
General Manager, Development & Design
Commercial Property