

20 February 2018

Director, Hunter Region
Department of Planning and Environment
PO Box 1226
Newcastle NSW 2300

Re: Draft Greater Newcastle Metropolitan Plan

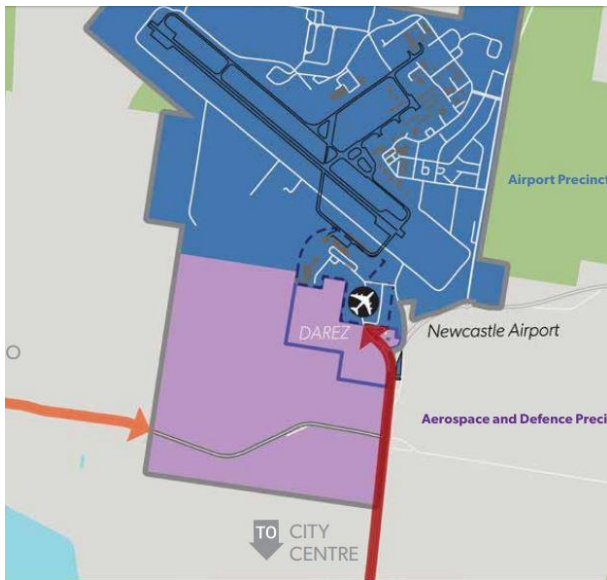
We refer to the draft *Greater Newcastle Metropolitan Plan*, and make this submission in support of the plan and its objectives.

1. About us.

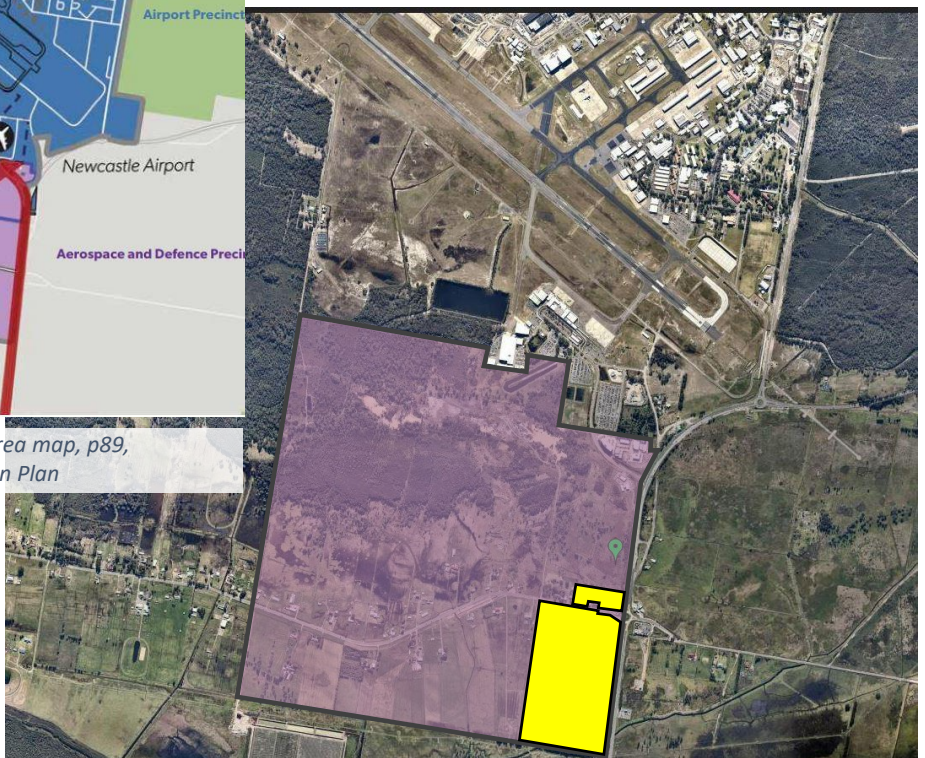
Newcastle Airport Business Park Pty Limited is a private entity, and is the owner of a 32Ha key strategic landholding at Williamstown, within the 'Aerospace and Defence Precinct' identified in the draft plan (p89).

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Extract from Williamstown Catalyst Area map, p89,
Draft Greater Newcastle Metropolitan Plan



Overlay of 'Aerospace and Defence Precinct' with aerial image, showing **NABP holdings**

2. Planning context.

Land use planning for the Williamstown Defence and Aerospace precinct aligns with related planning strategies, including:

NSW Dept. Planning and Environment Hunter Regional Plan 2036, specifically;

- *'Direction 7: Develop advanced manufacturing, defence and aerospace hubs' in the Hunter Regional Plan', and*
- *'Action 7.1 Facilitate development opportunities on land surrounding Newcastle Airport at Williamstown to cluster emerging high-technology industry, defence and aerospace activities.'*

Port Stephens Council 'Port Stephens Planning Strategy 2011', specifically;

- **6. Strategic Direction** *'There is also an **Eastern Growth Corridor** encompassing Medowie, Williamtown, Newcastle Airport and Fullerton Cove/Fern Bay. ...the potential for additional growth in the medium to long term in the Eastern Growth Corridor area will be re-evaluated following review of the Lower Hunter Regional Strategy and completion of the Raymond Terrace/Heatherbrae Growth Strategy.'* P64

[The 'medium to long term' in the context of this strategy is now – 2018.]**

- *'Additional area around the Business Park may be required in the future. The extent of additional land required will be determined through strategy development and review of the original DAREZ Strategy.'* P78

3. Our submission to the draft Plan.

3.1. Timetable

The core opportunities from the Defence and Aerospace sectors exist in 2018 – 2020. For NSW and the Hunter to capitalise on these economic opportunities, practical measures to enable land uses in the precinct must take place in the short term. To realise the employment creation and economic productivity envisaged in this Plan, there **MUST** be a **timetable for the delivery of key actions**, including;

- Analysis & **practical understanding of working with main constraints**, including stormwater and PFAS.

*Is PFAS manageable in terms of development of the land? How is PFAS mobilisation being mitigated during the significant civil works on RAAF Base Williamtown? If existing drains in the precinct (e.g. Dawson's Drain) cannot be reopened immediately – what land uses **can** be undertaken in the short term?*

- **Decision making** regarding **what land use activities can be undertaken in the short term**, on specific parcels within the identified precinct, given the practical understanding of the main constraints.

3.2. Recognition of the need to respond to economic demand from multiple market segments.

The key drivers of activity in the identified precinct are;

- The **consumer market** that exists as a function of both (a) the massive 'movement economy' around the airport, of 14 million + vehicle movements per year, and (b) the regular passing traffic along Nelson Bay Road, Cabbage Tree Road, and from the M1 motorway / Tomago Road.

This market exists NOW, and is under serviced in the precinct identified.

There is no suitably zoned land to accommodate demand, or to create employment. There are 13 - 14 million vehicle movements at the intersection of Nelson Bay Road and Cabbage Tree Road every year. This is a substantial consumer market, and a market that is captured around the majority of airports in Australia and internationally. This market will drive investment in service industries (food, fuel, convenience shopping, large format retail or service businesses) around the 'off airport' part of the identified precinct.

The consumer market is largely independent of the Defence and Aerospace activity anticipated, but services and facilities that meet demand in this market also form a vital element of the response to the demand from the Defence and Aerospace segments. Major employers in the Defence and Aerospace segments need to gain and retain highly skilled workers, who require nearby services and facilities that do not currently exist. Such service industries cannot survive only from the patronage of the employees of the current DAREZ zoned land. The service industries must be located on the public roads in order to attract the 'passing trade'.

An example of this situation is at the Steel River Industrial Estate in Newcastle. Over 60 hectares of Steel River has been developed but the only service industries in the Estate are situated on the highly exposed & visible Industrial Drive. Such service industries include a service station/convenience store and a child care centre. These services are heavily patronised by the those who work at Steel River, but these services rely more heavily on the 'passing trade' of the general public in order for them to be commercially viable.

In order to make services industries conveniently available for those who work at DAREZ, the services must be located where they can attract the patronage of the general public. Such location is critical to their commercial viability.

- The **Defence and Aerospace** market segments.

Demand in these segments exists **now** (2018 – 2020), and is under serviced in the precinct. Land use planning must be undertaken and completed in the short term if employment and economic activity from these segments is to be realised at Williamstown, and not forgone or lost to other locations such as South Australia or Queensland.

3.3. Refinement of language in the draft Plan to recognise the essential requirement to accommodate supporting, ancillary and complementary land uses around the Defence and Aerospace facilities.

We respectfully propose the following amendments to language used in the Draft Plan :

WILLIAMTOWN

Desired role in Greater Newcastle

- Global gateway providing domestic and international connectivity
- RAAF Base and civilian airport
- Emerging defence and aerospace hub, with supporting ancilliary commercial, retail, and light industrial employment generating land uses.

Targets
2036
(Additional)

3,000

Jobs

N/A

Dwellings

Airport Precinct

Port Stephens City Council will align local plans to avoid or minimise the development of new residential areas in locations currently or potentially affected by aircraft noise that will restrict domestic and defence airport operations, and future international airport operations.

Aerospace, Defence, & Supporting Employment Precinct

Port Stephens Council, in consultation with the RAAF, Newcastle Airport Corporation, and landowners within the Aerospace, Defence and Supporting Employment precinct, will align local plans to:

- provide for high-tech land uses, defence and aerospace related industries, and supporting + complementary employment generating land uses in the expanded Aerospace, Defence, and Supporting Employment Zone, including the maintenance and further development of the Joint Strike Fighter fleet
- proactively manage environmental constraints (including remediation), and expedite the staged release of land in a market responsive manner, to facilitate the timely expansion of DAREZ and associated complementary employment generating land uses within the Precinct.
- enable supporting, ancilliary, and catalyst land uses, in order to realise the employment potential of the precinct, and to deliver the social and economic dividends realised in airport precincts around Australia and internationally.

Proposed revision to page 88 of Draft Greater Newcastle Metropolitan Plan (suggested changes highlighted)

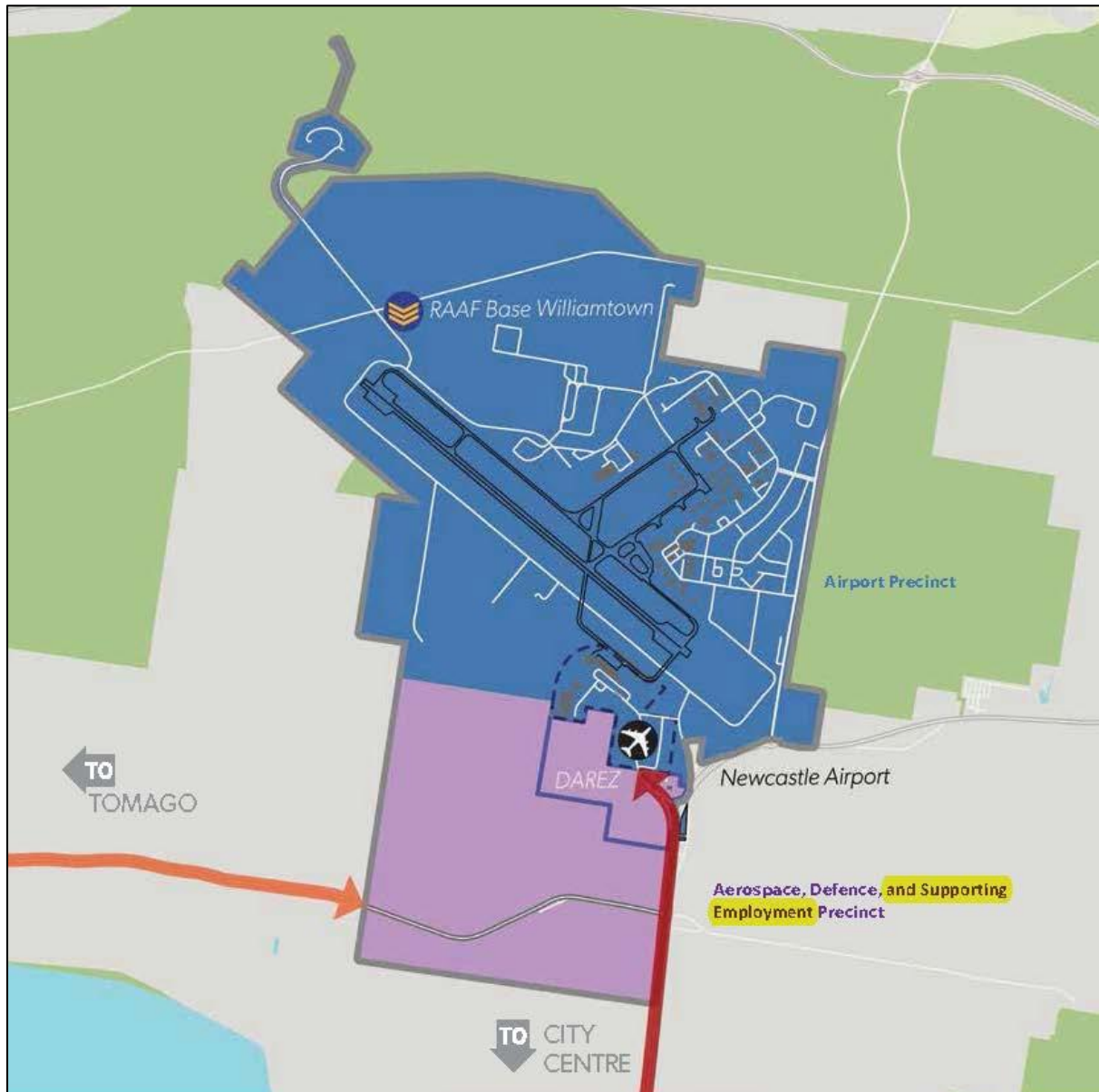


Figure 20: Catalyst Area
Williamtown
2017

	Catalyst Area Boundary		State Road
	RAAF Base		Regional Road
	Newcastle Airport		Local Road
	Improved Transport Connections to Newcastle City Centre		Environmental
	Increase Connection to National Freight Network & Global Gateway		Open Space
	Future Connectivity		Waterway

Proposed revision to page 89 of Draft Greater Newcastle Metropolitan Plan (suggested changes highlighted)

3.4. Examples of 'supporting, ancillary, or complementary facilities and services' around Australian airports.

HERVEY BAY



WAGGA



“ECONOMIC POTENTIAL.

Wagga Wagga Airport serves as a transportation, business and tourism gateway to the Riverina Region. The airport is a critical asset that helps drive community growth, vitality, enthusiasm and economic health. An airport which significantly expands high-value aviation services, skilled employment and high wage opportunities further increases the standard of living and amenity of people in the region, as well as relative economic performance and resilience to recessions. New aeronautical activities need to be developed alongside non-aeronautical services because the long term sustainability of the whole system depends on its diversity of revenue streams and growth of diverse operations.” From **Wagga Wagga Airport Master Plan 2010**, page xv

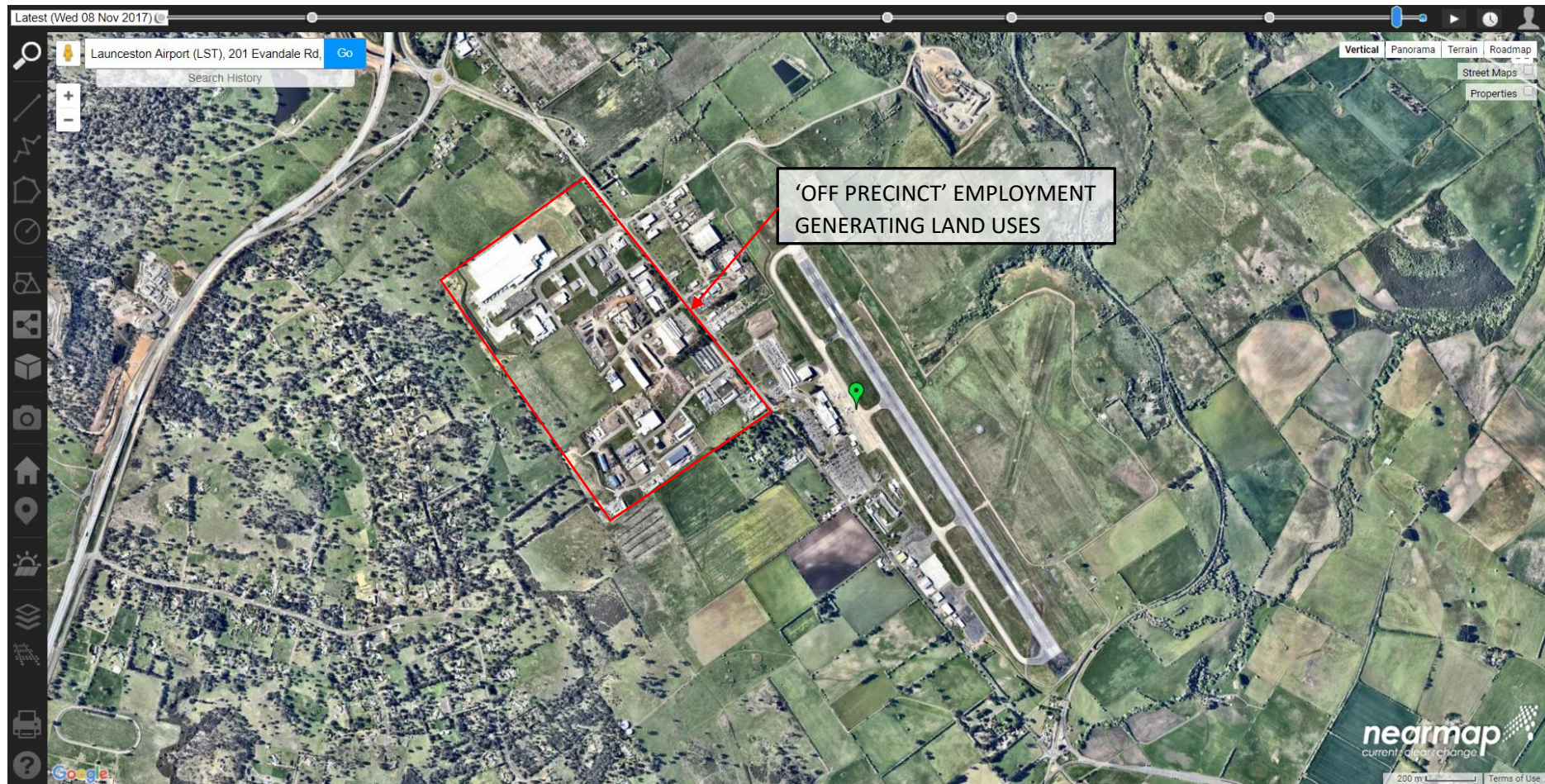
MAROOCHYDORE



BALLINA BYRON GATEWAY AIRPORT



LAUNCESTON



NEWCASTLE AIRPORT

