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RPS Australia East Pty Ltd ABN 44 140 292 762
A member of the RPS Group Plc

Date: 28/02/2018
Our Ref: PR 139371
Via: Email

Attn: Monica Gibson
Director, Hunter Region
Department of Planning and Environment
PO Box 1226
Newcastle NSW 2300

Dear Monica,

Draft Greater Newcastle Metropolitan Plan: Submission

RPS acts on behalf of Raphael Shin Enterprises Pty Ltd (RSE), owner of various properties adjacent to Hamilton train station and Hamilton town centre in preparing this submission to the Draft Greater Newcastle Metropolitan Plan 2036 (Draft GNMP)

It is noted that Outcome 3 – Delivering Housing Close to Jobs and Services provides dwelling projections, refer to page 58, to meet the Draft GNMP's target of achieving 60% of new housing through infill and 40% of new housing on green field sites across the whole of the GNMP area. It is obvious that the projection for Newcastle City is not achievable without considerable uplifts in existing zoning, height of buildings and floor space ratios in the designated Urban Renewal Corridors (including Stage 1 / Stage 2) and Catalyst Areas within the Newcastle City local government area. It is clear that adjoining areas should be included in the Urban Renewal Corridors map, Figure 7, pages 52-53. This ensures priority is given by Newcastle City Council and the Department in achieving the projected infill housing target is given and the target at an earlier stage.

It is also noted that land around Hamilton Railway Station whilst being within a walkable catchment is not within the Urban Renewal Corridor (Stage 1). This is an anomaly which should be rectified in the GNMP. Land within the Hamilton sector offers a wide range of attributes and benefits including:

- At convergence of Priority Multimodal Corridors (Adamstown and Kotara, John Hunter Hospital, Callaghan, Jesmond, Wallsend, and Mayfield West) it is strategically located on the Broadmeadow-Newcastle Interchange Rail link and the Maitland-Newcastle Interchange Rail link;
- Good access for all modes of transport to Newcastle CBD and west outlying Hunter region centres;
- Is compatible and adjacent to a planned upgrade of Beaumont Street, Hamilton; and
- Is closely located and walkable to the Hunter Sports and Entertainment Precinct.

It is therefore requested that the Urban Renewal Corridor – Stage 1 mapping (Figure 7 contained on pages 52-53) be amended so as to be consistent with **Figure 1**.

In reviewing the Draft GNMP, RPS has also noted implications for land west of Hamilton, for example Waratah, Adamstown and the Hunter Sports and Entertainment Precinct. Observations, illustrated in **Figure 2**, include:

- Potential for transit-oriented development about Waratah and Adamstown Railway Stations given their walkable catchments; and
- Opportunity for increased in-fill for the Hunter Sports and Entertainment Precinct, the including the former Gasworks Precinct, Griffiths Road, Waratah and north of Waratah and Mayfield West.

It is suggested that the Final GNMP should be a flexible document with respect to locations suited to in-fill housing. The GNMP should not be used as a tool to reject proposals outside of the Stage 1 and Stage 2 Urban Renewal Corridors, particularly those with significant area (minimum 1ha or greater) or display other strategic merits.

Suggested Changes and Conclusion

We suggest that the Final GNMP, Figure 7 on pages 52-53, be expanded to areas identified in **Figure 1**. The GNMP should consider large sites outside the current Stage 1 Urban Renewal Corridor area, based on merits, for uplifts in zoning, height and floor space ratios.

More important we request consideration of additional areas to the Urban Renewal Corridor (Stage 1 and Stage 2) as per **Figure 2**.

We trust this information will be fully addressed. Should you require further details or clarification, please do not hesitate to contact the writer by telephone.

Yours sincerely

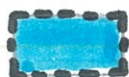
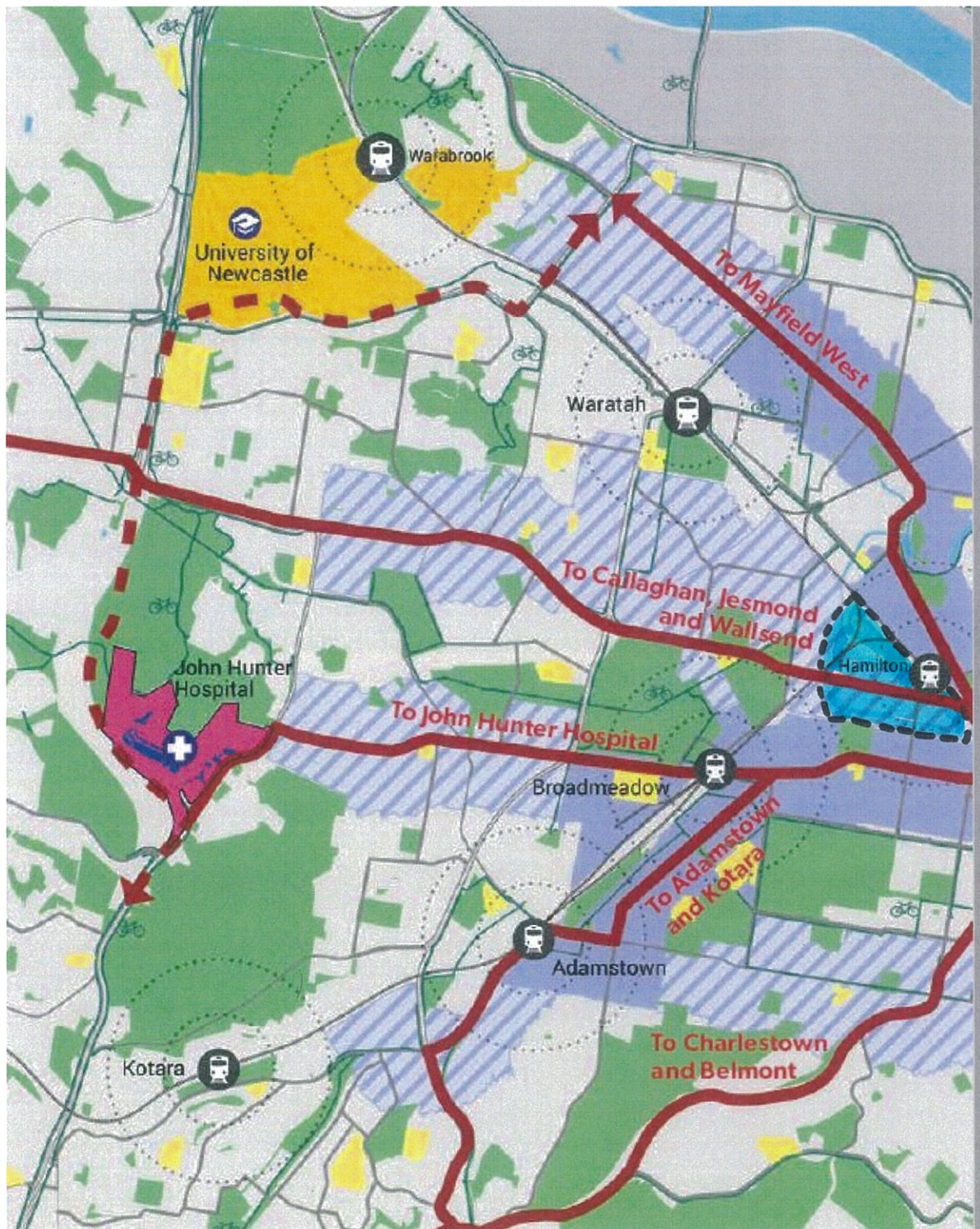


Rob Dwyer
RPS



Attachments: Figures 1 and 2

Figure 1 – Suggested changes to Figure 7 of the Urban Renewal Corridors Map (Figure7) for the Hamilton Railway Station Catchment



Areas considered suitable (eg Hamilton) for Urban Renewal Corridor – Stage 1

Figure 2 – Identification of other changes to Figure 7 of the Urban Renewal Corridors Map – around Waratah and Broadmeadow

