

11 March 2016

The General Manager  
Hunter & Central Coast  
Department of Planning and Environment  
PO Box 1226  
NEWCASTLE NSW 2300



**Submission on Hunter Region Plan and draft plan for Growing Hunter City  
Kurri Kurri & Hunter Expressway**

**Introduction:**

The message our Business Chamber wants to express is that the Kurri Kurri district and the Hunter Expressway should be included and clearly recognized in the proposed Hunter City as providing future growth in both housing and employment lands and transport links into Newcastle.

The Kurri Kurri district is located in the centre of the Hunter with easy access to the Hunter Expressway. It has existing infrastructure superior access to existing services and employment opportunities.

The Kurri Kurri district already has new release areas in Heddon Greta, Clifftleigh and Avery's Village with some 1800 homes planned. The Kurri Kurri Smelter site redevelopment once approved will provide further housing land between Kurri Kurri and Maitland and will provide significant employment lands.

We believe that the Kurri Kurri district is important to the region and the Regional Plan and that the Hunter Expressway is an integral part of this region.

**Introduction:**

Our Business Chamber would like to congratulate the NSW Government for releasing the Draft Hunter Regional Growth Plan for consultation and input and think the name "Hunter City" is a terrific concept but it misses the point in a number of areas. Our Business Chamber supports the economic growth in the region and believes that the Kurri Kurri district is an integral part of the future growth strategy.

Kurri Kurri is centrally located and accessible to Newcastle, Maitland and Lake Macquarie as well as the Lower Hunter. The accessibility of the Kurri Kurri district to the broader Hunter region in all directions means it has the potential to become an important part of the Hunter City even more so than Cessnock. Kurri Kurri has one of the most important TAFE campus' in the Hunter, hospitals and education as well as access to future employment lands.



The Kurri Kurri district provides superior level of services and accessibility when compared to other release areas identified in the draft Hunter Regional Plan and should be included as part of the Hunter City.

Secondly the Hunter Expressway (HEX) must be included in the Hunter City as it provides the connection to the Hunter from Newcastle.

Our Business Chamber is of the belief that it is absurd to leave the HEX out of the document as it will be a major economic driver into the future.

#### **Discussion:**

The omission of the Kurri Kurri district from "Hunter City" we find very surprising, given its location to Newcastle and the Hunter Expressway (HEX). The Lower Hunter Regional Strategy of 2006 had Kurri Kurri as a regional growth corridor and relied upon this area to provide for future housing.

Despite some physical constraints with EEC's and flooding there are opportunities around the Kurri Kurri district to strengthen the emphasis on this area for future growth which includes the proposal for the redevelopment of the Hydro site into Industrial, commercial and residential.

Kurri Kurri is recognized as a town centre in the Lower Hunter Regional Strategy 2006.

The travel distance from the Lochinvar residential proposal to the western end of the Newcastle Link Road at Cameron Park is 36 km and the travel time excluding peak periods is 23 minutes while the travel time from Kurri Kurri is 19.4 km and 14 minutes via the HEX and yet the Kurri Kurri district is excluded from the area defined as Hunter City.

The draft Hunter Plan fails to recognize the significant role that the Kurri Kuri district and Hunter Expressway can play in the future of the Hunter.

#### **Summary:**

The key message that our Business Chamber is addressing is that the Kurri Kurri district should be included in the Hunter City and should be more clearly recognized as potentially providing housing and employment land as part of Hunter City.

Clearly the Kurri Kurri district is well located with superior access and attributes to make this contribution relative to other areas that have been included within Hunter City.

The Hunter Expressway is going to have major implications for the Blackhill industrial, Hydro Aluminium redevelopment and HEZ industrial. It also has major implications from residential developments in Heddon Greta, Cliftleigh and Gillieston Heights into the future. Hydro has prepared and submitted Planning Proposals to Cessnock and Maitland City Councils to facilitate a rezoning of the Hydro site.

The Hunter Expressway (HEX) must be included in Hunter City because future decisions of Government will be based on the final report (not Draft) Hunter Regional Plan.

But it does seem completely ill conceived to include the old New England Highway, old infrastructure already built on, and ignore the Hunter Expressway. The Hunter Expressway will completely change the shape of the Hunter. It is the most significant piece of regional infrastructure in the country. It is mentioned only once in the entire plan (page 35 Hunter Regional Plan).

The LHRs 2006 did not significantly mention the proposed Hunter Expressway yet it was funded in 2008 less than two years after the LHRs 2006 was released.

The Hunter Expressway starts in Branxton and is next door to Huntlee the most significant new town development in the Hunter in the last 50 years.

We look forward to working with the Department and Cessnock City Council on the Strategic Plans for the Kurri Kurri district and believe that Kurri Kurri has the opportunity to contribute to the urban structure of the "Hunter City"

Should you require further information you can call Rod Doherty on  
[rod@kurrikurri.com](mailto:rod@kurrikurri.com).

email Rod Doherty at

Yours faithfully



Rod Doherty JP

President

Kurri Kurri District Business Chamber

PO Box 255

KURRI KURRI NSW 2327

Attachments:

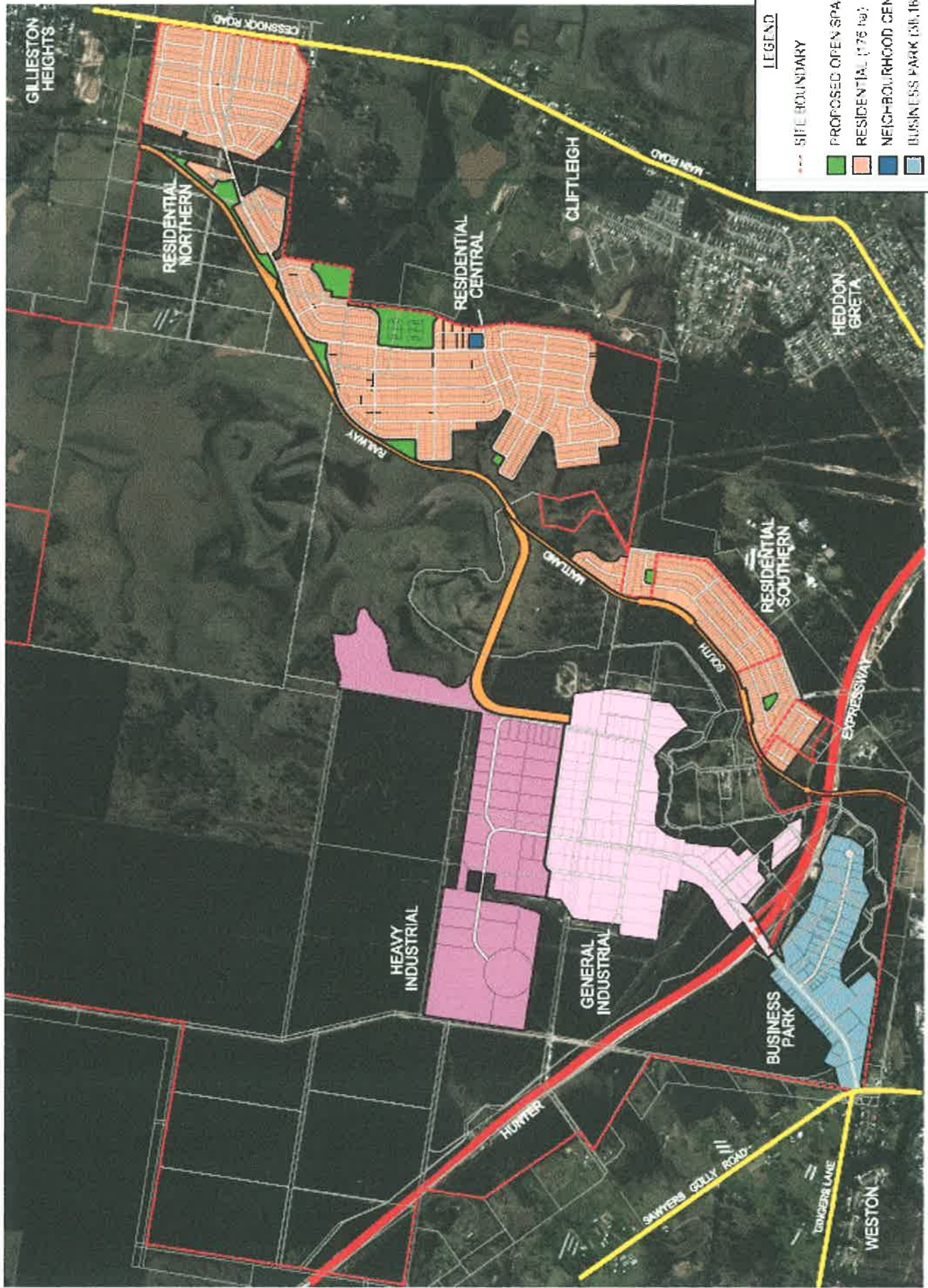
(A) Hydro Kurri Kurri Master Plan

(B) Page 14 Figure four. Defining Hunter City

(C) Page 36 figure 6. Maitland and New England Highway Corridor District

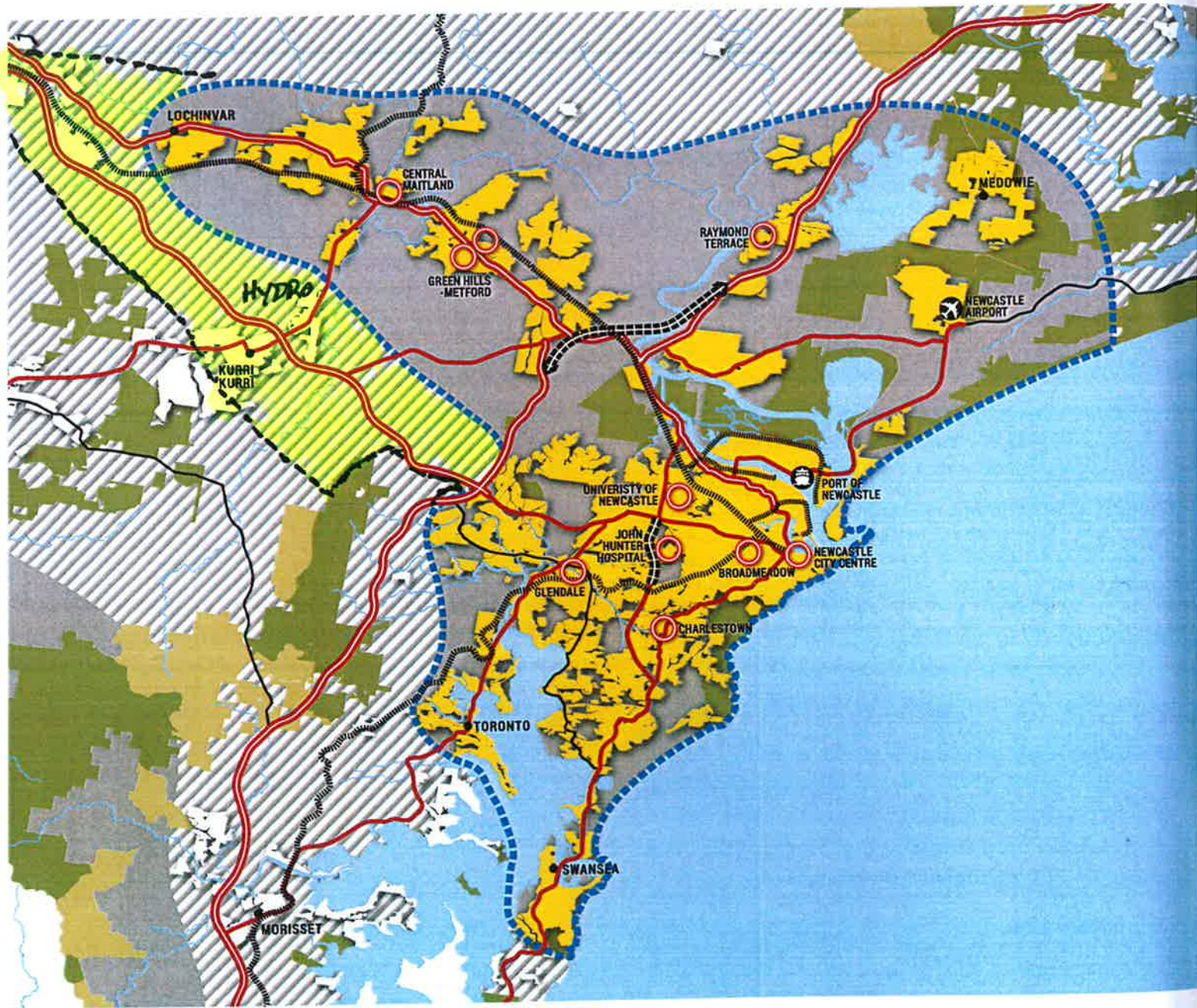
(D) Page 37 figure 10. Inter-Regional Transport connections
















# HYDRO KURRI KURRI MASTERPLAN



LEGEND	
	SITE BOUNDARY
	PROPOSED OPEN SPACES (14.17ha)
	RESIDENTIAL (176 ha)
	NEIGHBOURHOOD CENTRE (5046m <sup>2</sup> )
	BUSINESS PARK (31,16 ha)
	GENERAL INDUSTRIAL (57.23 ha)
	HEAVY INDUSTRIAL (89.88 ha)
	RAIL CONNECTION

FIGURE 4: DEFINING HUNTER CITY



- |  |   |  |
|--|---|--|
|  Strategic Centre                     |  Future Transport Connection |  Urban Area (Indicative)        |
|  Newcastle Airport - Regional Gateway |  Arterial Road               |  Hunter City's Rural Hinterland |
|  Port of Newcastle - Regional Gateway |  Major Road                  |  National Park and Reserve      |
|  Heavy Rail Network                   |  Hunter City Landscape       |  State Forest                   |
|  Inter-Regional Road                  |  Hunter City Urban Area      |  Waterway                       |


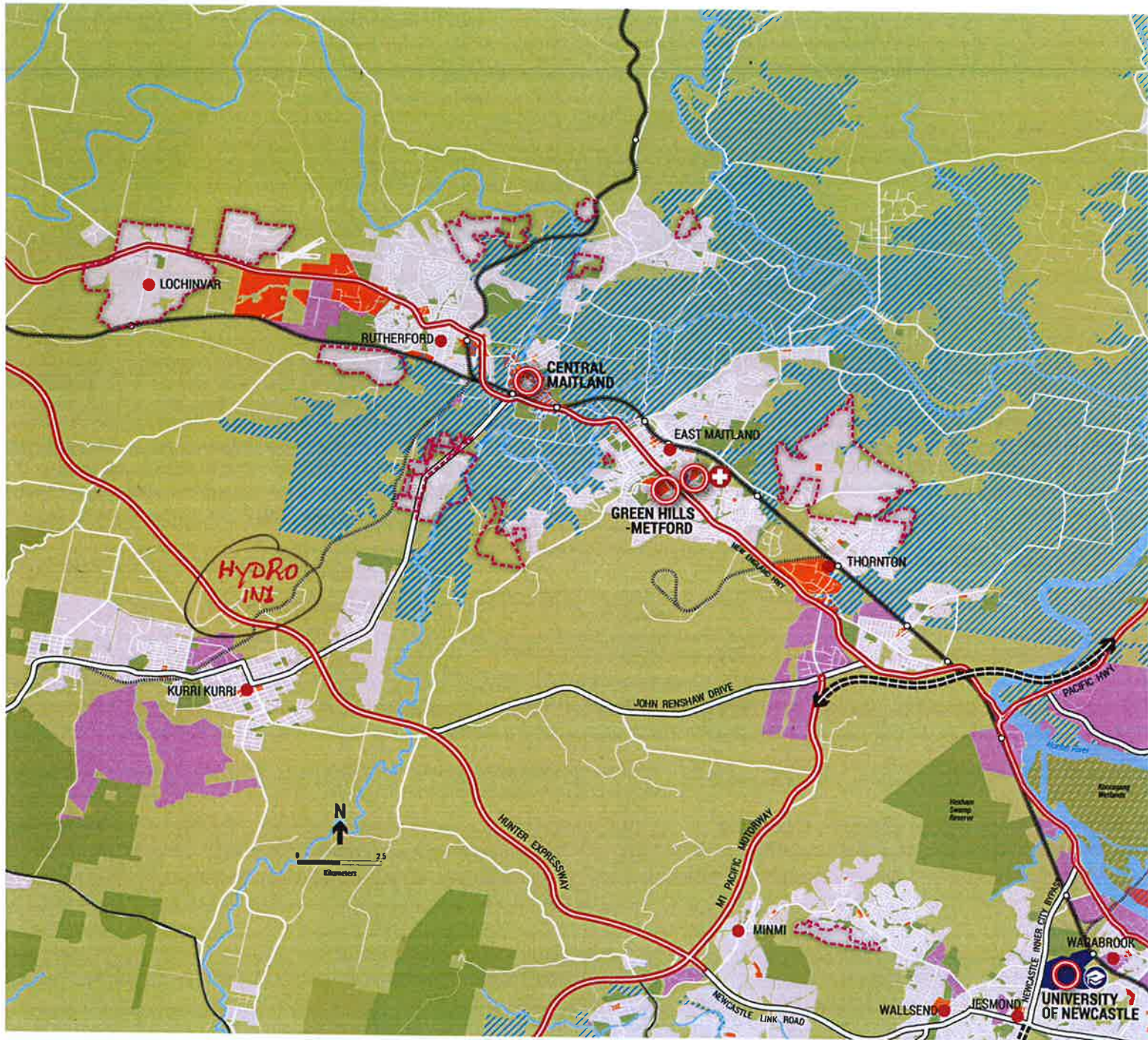
 BOUNDARY ADJUSTMENT

FIGURE 6: MAITLAND-NEW ENGLAND  
HIGHWAY CORRIDOR DISTRICT



	Strategic Centre		Rail Network		Industrial Area		State Forest
	Centre		Inter Regional Road		Regional Gateway		Non-Urban Area
	Urban Release Area		Arterial		Wetlands		Urban Area (indicative)
	Hospital		Motorway Investigation		Flood Plains		Waterway
	University and Tertiary Education		Commercial Area		National Park and Reserve		

FIGURE 10: INTER-REGIONAL  
TRANSPORT CONNECTIONS

No HUNTER EXPRESSWAY (HEX)

