

A704752

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General Manager  
Hunter & Central Coast  
Department of Planning and Environment  
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NEWCASTLE NSW 2300

## **SUBMISSION DRAFT HUNTER REGIONAL AND HUNTER CITY PLANS**

Port of Newcastle Operations Pty Limited (PON) is the manager and operator of the Port of Newcastle under a 98 year lease from the NSW Government. This submission is provided in response to the exhibition of the Draft Hunter Regional Plan and the Draft Plan for Growing Hunter City.

As recognised by the Draft Plans, the Port of Newcastle is an international transport gateway and a focus for uses and activities that service the region's export industries. It is pleasing to see the important economic contribution of the port to the Hunter Region and State of New South Wales articulated, and the land use planning challenges and opportunities associated with growing and supporting the port as a strategic gateway, understood. The strategic alignment between the regional land use plans and the Port Development Plan 2015 – 2020 published by PON, is also evident.

The following comments relate to specific aspects of the Draft Plans:

### *(i) Key Transport Corridors*

The need to improve connectivity between the freight routes; production, processing and logistics hubs; and the Port of Newcastle is essential. PON supports strategies and actions that maintain and protect infrastructure corridors and enhance the efficient connection for freight and industry. PON supports actions that reinforce the importance of national freight transport networks such as the Hunter Expressway and the planning and protection of new road and rail corridors to and through the Hunter, including connections to the Port of Newcastle.

In addition to road and rail corridors, the shipping channel is a key transport corridor, critical to the ongoing sustainability and efficiency of the port. The Port of Newcastle is a river port with the channel requiring continuous maintenance dredging, a task that has been continuously required and performed since 1859. Reference to this transport corridor should be included in the Plans and the equivalent strategies to those for road and rail should be applied, for its protection.

### *(ii) Urban Development near the Port*

PON support actions and the development of future planning instruments that seek to balance the amenity needs of residential areas, with the need for the port to grow and

expand operations. Strategies for urban renewal and in-fill housing in Stockton and Inner Newcastle should reference the ongoing operations of the port and the protection of critical transport corridors.

*(iii) Statutory Certainty*

PON supports actions that seek to provide the right regulatory environment to support the growth, diversification and sustainability of transport gateways. In this regard, the SEPP(Three Ports) has been extremely effective in providing a clear delineation of the port and its activities, together with statutory certainty for port development. It is important that the statutory regime provided in the SEPP(Three Ports) remains, and continues to evolve to keep pace with changes in trade, technology and industry, as well as continuing to facilitate opportunities for growth.

PON looks forward to the finalisation of the Hunter Regional Plan and Hunter City Plan. If you require any further information regarding the comments in this submission please contact Rebecca Johnston – Planning Officer on 024908 8219.

Yours faithfully

A handwritten signature in black ink, appearing to read 'M. Dowzer', with a stylized, cursive script.

Michael Dowzer  
**Executive Manager Corporate Services**