



Draft Heddon Greta – Clittleigh Corridor Structure Plan

PLANNING FOR OUR PEOPLE
OUR PLACE OUR FUTURE

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Acknowledgement of Country

Cessnock City Council acknowledges that within its Local Government Area boundaries are the Traditional Lands of the Wonnarua people, the Awabakal people and the Darkinjung people.

We acknowledge these Aboriginal peoples as the traditional custodians of the land on which our offices and operations are located, and pay our respects to Elders past and present.

We also acknowledge all other Aboriginal and Torres Strait Islander people who now live within the Cessnock Local Government Area.

Introduction

HEDDON GRETA – CLIFBLEIGH URBAN CORRIDOR

The Heddon Greta – Clifbleigh Urban Corridor (the Corridor) lies within a broader corridor between the strategic centres of Kurri Kurri (within the Cessnock Local Government Area (LGA) and Maitland within the Maitland LGA.

The Corridor extends from the edge of Kurri Kurri (Lang Street), east across the Hunter Expressway (HEX), incorporating the Main Road (MR195)/HEX Interchange and surrounding land, to the east and north along MR195, across Testers Hollow, concluding at the Cessnock/Maitland LGA boundary. The Corridor includes the suburbs of Heddon Greta, Clifbleigh, and portions of the suburbs of Loxford (west of Heddon Greta and Clifbleigh) and Buchanan, west of the Wallis Creek floodplain. Most land within the Corridor is located within the Kurri Kurri to Maitland Corridor Contribution Plan (CP) area.

The Corridor is approximately 1,420ha in area.

The Corridor does not include the HEX Interchanges of Hart Road nor Buchanan. Further, it does not extend to the inclusion of the proposed employment lands within the Hydro Planning Proposal (PP).

Opportunities to expand the Corridor to further extend to adjoining lands (such as the employment lands of Hydro, Sawyers Gully, Buchanan etc.) exist for future revisions to the plan.

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Legend:

-  Local Government Area
-  Suburb
-  Study Area

Scale:

1:30000 @ A4



Figure 1: Heddon Greta - Cliftleigh Urban Corridor Study Area

Background & Context

BACKGROUND

The Heddon Greta – Clifftleigh Corridor has experienced substantial population growth in the last decade.

The HEX opened in mid-2014, and provides an east-west connection between Newcastle and the Lower Hunter. The HEX was designed to accommodate long-term development and growth in the Hunter Region in the coming decades (TfNSW 2019)¹ with the primary purpose being to facilitate the movement of freight. It is also heavily utilised by commuters.

The opening of the HEX stimulated growth along the Heddon-Greta – Clifftleigh Corridor. It provides ready and fast connections to key employment nodes, including coal mines and supporting industry in the Upper Hunter, as well as large employment precincts in Thornton and Beresfield, with further connections to Newcastle and surrounding suburbs.

Within the Cessnock LGA, there have been three Urban Release Areas (URAs) that have contributed to housing supply and population growth in the locality:

- Clifftleigh
- Heddon Greta
- Avery's Village

There has also been extensive growth to the north of the Corridor within the Maitland LGA, including the URAs of:

- Gillieston Heights North; and
- Gillieston Heights Stages 1 and 2.

The nature of development however has been somewhat ad-hoc, and has not been delivered in a coordinated manner. This has meant that the supply and delivery of supporting infrastructure and services have not necessarily been provided where and when required.

There is no cross LGA boundary plan that supports a coordinated approach to development or infrastructure delivery.

Other land in the Corridor is currently being investigated for development purposes. The Hydro Aluminium site west of the Corridor (and located within both the Maitland and Cessnock LGA), is currently undergoing the rezoning process. The current proposal has an extensive area of residential land proposed in both LGAs.

¹ TfNSW, 2019, *The Hunter Expressway*, <https://roads-waterways.transport.nsw.gov.au/projects/the-hunter-expressway/index.html>, accessed 11 November 2021

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STRATEGIC PLANNING CONTEXT

Regional and local strategic planning strategies provide guidance and principles for the Heddon Greta – Cliftleigh Corridor as summarised below.

State Government Planning Framework

Hunter Regional Plan 2036 (2016)

The Hunter Regional Plan 2036 (HRP 2036) includes the Heddon Greta – Cliftleigh Corridor within the Greater Newcastle Metropolitan Area. The Corridor links Kurri Kurri to Maitland, through Heddon Greta, Cliftleigh and Gillieston Heights. The HRP 2036 nominates the corridor as a growth area and as a connection to be strengthened.

Local Government priorities within the HRP in relation to the Corridor include:

- Leveraging the proximity of the Corridor to the HEX and existing significant industrial land; and
- Delivering existing URAs at Cliftleigh and Averys Village.

Greater Newcastle Metropolitan Plan (2018)

The Greater Newcastle Metropolitan Plan (GNMP) identifies Heddon Greta as having infill housing opportunities, coupled with nominating Cliftleigh as a Housing Release Area.

The GNMP also requires all Lower Hunter councils to contribute to an overall 60% infill target for delivery of new housing.

It nominates the Corridor (and wider connection between Kurri Kurri and Central Maitland) for the delivery of “Faster Transport Connections” or Improved Future Connectivity.

Local Government priorities within the GNMP in relation to the Corridor include:

- Protection of land around the HEX for employment growth
- Work with Maitland City Council and infrastructure providers to coordinate housing and infrastructure development occurring between Maitland and Kurri Kurri including the upgrade of Cessnock Road to support growth in Cessnock and Kurri Kurri
- A rapid transport connection from Cessnock and Kurri Kurri to Maitland and the metro core will become more important; investigate potential park and ride facilities near the HEX.

The Plan also recognises the need to improve blue/green grid connection within the locality.

The plan proposes a Special Infrastructure Contribution (SIC).

Greater Newcastle Future Transport Plan 2056 (2018)

The Greater Newcastle Future Transport Plan 2056 identifies the Corridor as a secondary feeder corridor to the New England Highway and the HEX, and recognises the need for strengthened connections between the strategic centres of Kurri Kurri and Central Maitland (and Cessnock).

Higher speed connections between these strategic centres are nominated, in addition to the extension of regional cycleways along the existing corridor, and John Renshaw Drive.

Draft Hunter Expressway Strategy (2020)

The Draft HEX Strategy identifies the corridor and surrounding land as an Interchange Growth Area, extending from Sawyers Gully to Buchanan, being a logical extension to the Kurri Kurri Strategic Centre and Heddon Greta.

The plan requires local strategies to be prepared and agreed between Council and NSW government to identify and establish future land uses within the Growth Area, prior to rezoning occurring.

The intent of the Growth Areas is have an employment focus, reinforced by directing additional housing outside interchange growth areas which would:

- enable the creation of a regionally significant area creating critical mass and trading hub, and
- renewal of Hydro site and links to Kurri Kurri TAFE and URAs within Kurri Kurri corridor.

Draft Hunter Regional Plan 2041 (2021)

The Draft Hunter Regional Plan identifies land within the Corridor as an “Interchange Growth Area” to accommodate long-term urban growth.

The plan identifies that the Kurri Kurri and Loxford Interchanges have the potential to operate as one Interchange Growth Area.

The intent is that Councils will use Interchange Growth Areas to define the land available to investigate for release within local strategies. Detailed assessment will be required and land capability may identify the unsuitability of some areas for more intensive development. Other uses compatible with the Hunter Expressway Principles and that respond to constraints may be considered after this detailed local planning has occurred.

The Plan states that “no further rezoning for residential or rural residential development, other than land in a current proposal or future endorsed local strategy, will be permitted to commence in the interchange growth areas”, beyond those proposals with existing Gateway Determinations.

The plan goes further to state that the “development of bulky goods, ‘big box’ superstores and factory outlet style retailing are to be located outside of the Interchange Growth Areas” and that “opportunities provided by the Hunter Expressway will require land for certain categories of development, namely intermodal, freight and logistics”.

Local Government (Cessnock) Planning Framework

Community Strategic Plan (2017)

The Community Strategic Plan (CSP) seeks to identify the community's main priorities and aspirations for the future (over a 10 year planning horizon) and to identify strategies for achieving these goals.

Key Objectives of the CSP that relate to the Corridor include:

- Objective 1.2: Strengthening community culture;
- Objective 1.3: Promoting safe communities;
- Objective 3.1: Protecting and enhancing the natural environment and rural character of the area;
- Objective 3.2: Better utilisation of existing open space;
- Objective 4.1: Better transport links; and
- Objective 4.2: Improving the road network.

Local Strategic Planning Statement (2020)

The Local Strategic Planning Statement (LSPS) establishes the guiding Planning Priorities for land use planning over a 20 year planning horizon within the LGA.

The LSPS seeks to implement the actions of the HRP and GNMP that are relevant to this, and the Council's own priorities as set out in the CSP and other adopted strategies and actions.

The LSPS includes actions directly relevant to the Corridor, including inter alia the preparation of "a corridor plan for the Cliftleigh - Heddon Greta Corridor to ensure the area is adequately serviced and new growth is integrated with the existing residential area".

Urban Growth Management Plan (2021)

The Urban Growth Management Plan (UGMP) complements the Planning Priorities established by the LSPS. It establishes guiding principles for the maintenance of a 10 – 15 year supply of zoned land for future urban development, for residential, commercial and employment purposes, including its sequencing for delivery.

The pipeline for residential land supply caters for the release of three lifestyle categories to cater for a variety of people, providing a greater diversity of housing stock. At present, there is adequate supply of land in the Corridor, and future investigation areas have been identified for consideration once supply in the category dips below 15 years.

Whilst there is adequate industrial land, the UGMP provides "in principle" support for additional employment lands in proximity to the Hunter Expressway and near the major interchange at Main Road (subject to merit tests in terms of traffic impacts, environmental impacts, noise separation, visual impacts and buffers and need).

Cessnock Housing Strategy (2021)

Cessnock Housing Strategy identifies Council's role in supporting the delivery of housing to meet the needs of a diverse community. Most greenfield development primarily delivers land for detached dwellings.

The Housing Strategy seeks to support the principles of the GNMP to promote the supply of new housing within existing urban areas, through infill development. Infill development tends to be more diverse and include secondary dwellings, dual occupancies and medium density development.

Cessnock LGA Traffic and Transport Strategy (2018)

The Cessnock LGA Traffic and Transport Strategy is a comprehensive integrated transport masterplan for the LGA to guide decision making for a 25 year planning horizon.

The Strategy highlights requirements for new or improved road infrastructure and provides guidance on the provision for new or improved public transport and active transport facilities.

The Strategy recommends implementation of upgrades to MR195 in the form of four lanes (two lanes in each direction) between the HEX and Cliftleigh URA prior to 2031. Additionally, it also recommends a Weston Bypass which would connect to the Hart Road/HEX Interchange.

PROJECT OBJECTIVES

The objectives of the Heddon Greta – Cliftleigh Urban Corridor project are to:

- identify the infrastructure and servicing needs of existing and future potential population in the Corridor;
- identify any gaps in infrastructure and servicing supply;
- identify whether any planned improvements of commitments under Planning Agreements will address these gaps;
- identify infill development capacity within the established areas;
- identify any land within the Corridor / general locality which may be suitable as an investigation areas for a future URA, and incorporation of any future potential population of such land within the above considerations;
- develop and implement a project plan, with a supporting funding and implementation strategy, to delivery any missing infrastructure and/or services; and
- identify public domain improvements within the study area.

²ABS 2016 QuickStats for Heddon Greta and Cliftleigh, 2021, https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11888, https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC10932, accessed 18 February 2022. Statistics are an average of the values for both Heddon Greta and Cliftleigh

³In 2016, there was a very high proportion (70%) of dwellings being rented in Cliftleigh

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Existing Conditions

DEMOGRAPHY

A summary of key demographic information relating to the population within the Corridor is outlined below.



Total Population

6,766



Indigenous Population

8%



Median Age

29



Average Weekly Household Income

\$1,661



Average Weekly Rent

\$365



Average Monthly Mortgage

\$1,563

² ABS 2016 QuickStats for Heddon Greta and Cliftleigh, 2021, https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11888, https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC10932, accessed 18 February 2022. Statistics are an average of the values for both Heddon Greta and Cliftleigh

³ In 2016, there was a very high proportion (70%) of dwellings being rented in Cliftleigh



Household Types

47% couples with children



Housing Tenure

**45% rented
30% mortgaged**



Average No. People Per Dwelling

3.15



Journey to Work

80% by car



Employment Status

55% employed full-time



Average No. Bedrooms Per Dwelling

3.7



Dwelling Types

96% separate (detached) dwellings

DEVELOPMENT AND LAND USES

Land uses within the Corridor are a mix of urban (residential and commercial), infrastructure, conservation and recreation purposes.

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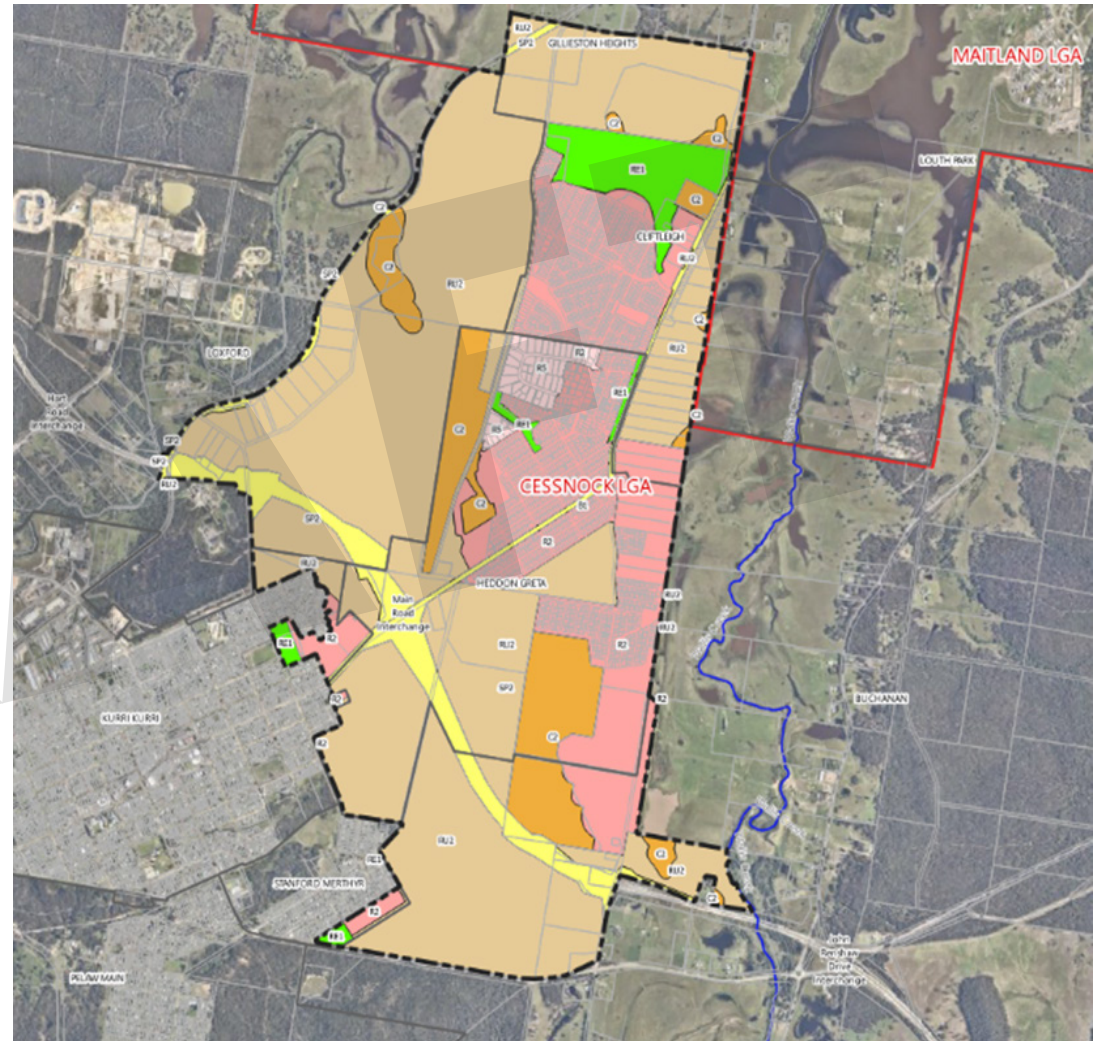


Figure 2: Current Land Zoning within the Study Area

Residential

The MR195 acts to bisect the Corridor between the east and west. In both localities, subdivision is grid-like comprising lots of regular shapes.

Most urban land adjoining the MR195 corridor and URAs are zoned R2 low density residential. The objectives of this zone are:

- To provide for the housing needs of the community within a low density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

Land zoned R2 has a Minimum Lot Size (MLS) of 450m². There are no development standards for maximum Height of Buildings (HOB) nor Floor Space Ratio (FSR).

Residential allotments within the R2 Low Density Residential zone range from around 450m² to 2,000m². The average lot size is approximately 650m². Residential density within the R2 Low Density Residential zone is approximately 8.9 dwellings/ha.

Dwelling constructions range from weatherboard/fibro cottages of the 1960's and 70's to contemporary brick and tile/colourbond project homes.

Small areas of land within the Corridor around Forbes and Errol Crescents are zoned R5 Large Lot Residential.

The R5 zone objectives are:

- To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.
- To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.
- To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.

Land zoned R5 within the Corridor has a MLS of 2,000m². There are no development standards for HOB nor FSR.

Residential allotments within the R5 Large Lot Residential zone range from around 1,800m² to 7,700m². The average lot size is approximately 4,000m². Residential density within the R5 Large Lot Residential zone is approximately 2.3 dwellings/ha².

Dwellings within the R5 Large Lot Residential zone are predominantly large contemporary project homes with large front setbacks.

Most dwellings in both the R2 and R5 zoned lands are detached single dwellings, however, there is evidence that dual occupancy development has and is occurring within the Corridor. Higher density urban forms (such as multi dwelling housing or residential flat buildings) are not permissible within either zone.

Based on the average lot size, there is additional potential for infill development to occur through the supply of dual occupancies. However, given that most land is developed, this will require demolition of existing dwellings.



Plate 1: (top to bottom) Dwelling examples within the R2 and R5 zone

Commercial

One parcel of land within the Corridor is zoned B1 Local Centre which supports local businesses, including a bakery, two takeaway food and drink premises, a beauty premises and a liquor shop.

Other commercial activity exists within the Corridor, however the zoning for these premises is generally R2 Low Density Residential. Other commercial activity within the Corridor includes:

- a pub and takeaway food and drink premises located on opposite corners of MR195 and Young Street
- Service stations located on the corner of MR195 and Earp Street, Heddon Greta and MR195 Cliftleigh, and a Service Centre, located at the southern end of the corridor, which supports a service station and takeaway food and drink premises;
- A medical centre (health consulting rooms), located on the corner of MR195 and Stanford Street. A medical centre on 85 MR195 has also been granted development consent in November 2019.

Outside of the Corridor, commercial premises including supermarkets, grocery stores, takeaway food and drink premises, child-care facilities, medical centres etc. are located to the south in the township of Kurri Kurri. A recently established commercial centre in Gillieston Heights within the Maitland LGA supports similar types of commercial activity to the north of the Corridor.



Plate 2: B1 Local Centre Businesses on MR 195



Plate 3: (left to right) Takeaway Food and Drink Premises and Pub located on MR 195 & Young Street



Plate 4: Service Stations & Service Centre on MR195



Plate 5: Medical Centre on MR 195

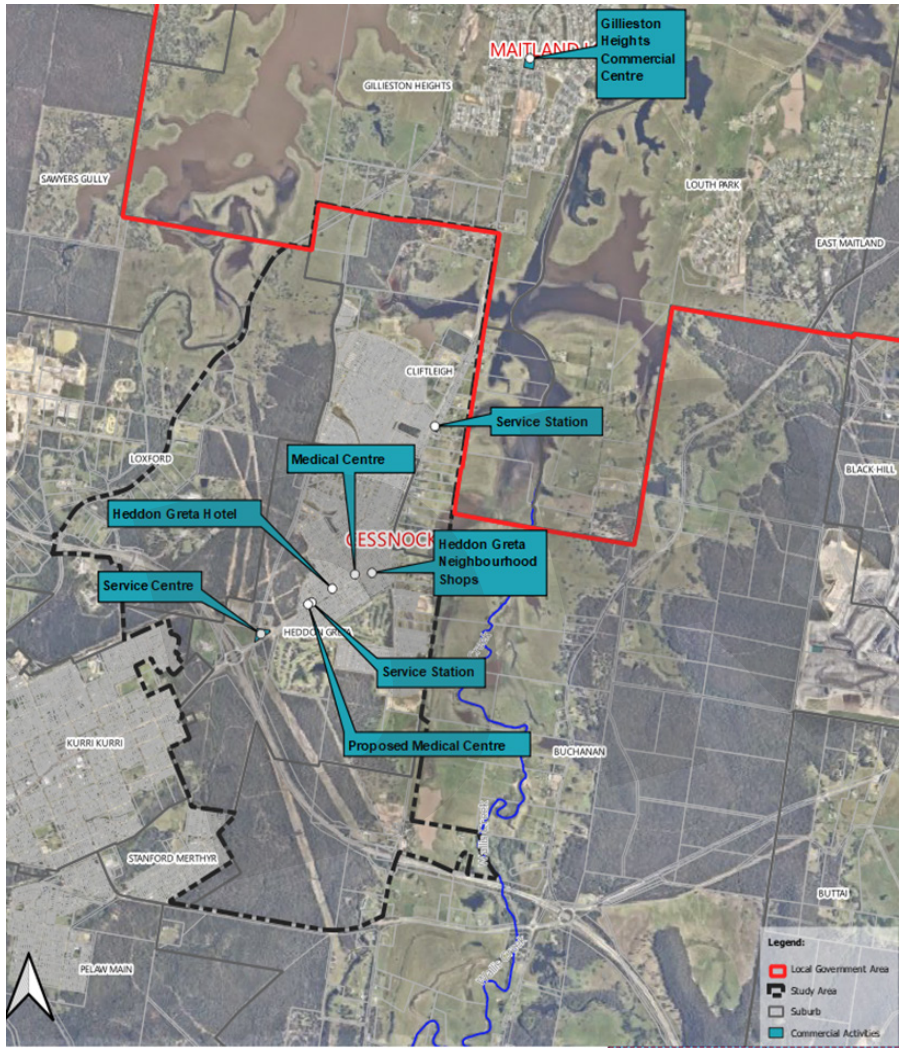


Figure 3: Locations for Commercial Activity/Premises

Open Space, Public Domain & Community Facilities

Pockets of recreation land exist within the corridor and include both formal open space facilities (e.g. Testers Hollow), but also include riparian corridors, road reserves and flood affected land.

Land zoned RE1 does not have a MLS, nor HOB or FSR development standards.

Some local parks (such as Hedleigh Park) are zoned R2 Low Density Residential Development. The Kurri Kurri Golf Course is zoned RU2 Rural Landscape.

Public domain improvements within the Corridor outside of areas of open space and recreation are limited.



Plate 8: Testers Hollow, Cliftleigh



Regional Level Facilities

There are no regional level facilities located within the Corridor. The regional facilities located within the broader Kurri Kurri Planning Area cater for the supply requirements for this level of facility.

District Level Facilities

A District level playing field and playground is located at Cliftleigh Meadows - Testers Hollow.

The Roy Jordan Oval, located within the Gillieston Heights URA (West Precinct) ⁶ off Fanning Street is a District Level facility, which supports a range of different sports, including baseball and cricket. A co-located playground with play equipment is also provided at this site.

There are currently no Council community centres within the Corridor.

Plate 9: Hedleigh Park

⁶ *Maitland Development Control Plan 2011, Part F Urban Release Areas, Gillieston Heights*, <https://www.maitland.nsw.gov.au/file/91241/download?token=H2QFuM-J>, accessed 17 February 2022

Local Level Facilities

Local open space within the Corridor include Hilltop Park, Cliftleigh (passive recreation), Hedleigh Park, Heddon Greta, and a two local parks within the Averys Village URA. The Madeline Street reserve was also dedicated for the purposes of local open space.

Some dedicated open space land is not fit for purpose, as it has other constraints or functions, such as flooding (e.g. Playing Fields at Cliftleigh Meadows – Testers Hollow) or drainage/riparian corridors (e.g. Madeline Street Reserve). Additionally, the southern portion of Hedleigh Park is currently being utilised as a compound for equipment and machinery during construction works associated with the Averys Village URA.

Local open space is also located at Gillieston Heights, which serves the need of the local residents within the URAs of the Maitland LGA.

An inventory of the embellishments of existing open space areas within the Corridor is provided in Table 1.

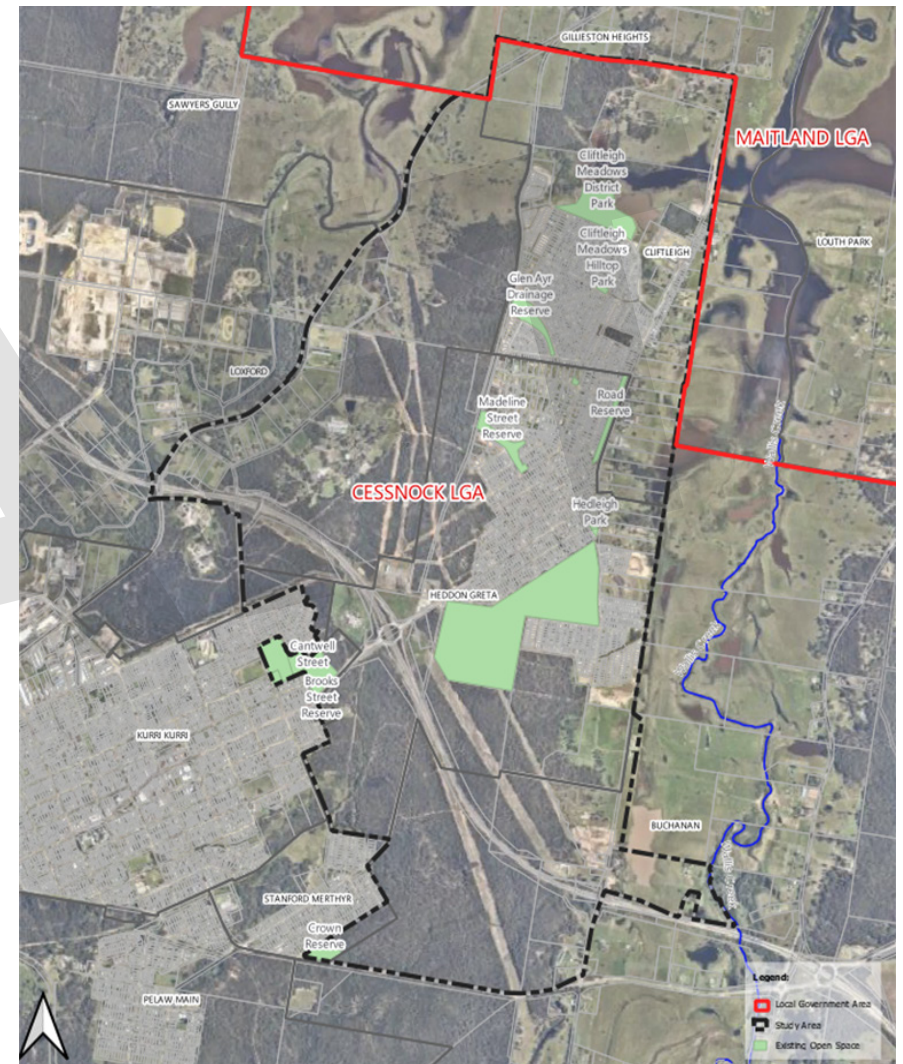


Figure 4: Existing Open Space Areas

Site	Suburb	Hierarchy	Improvements
Cliftleigh Meadows District Park	Cliftleigh	District Park	<ul style="list-style-type: none"> Walking loop Football goals Play equipment Sheltered picnic areas/tables Fixed outdoor gym equipment
Glen Ayr Drainage Reserve	Cliftleigh	Drainage Reserve	<ul style="list-style-type: none"> Sheltered picnic table
Cliftleigh Hilltop Park	Cliftleigh	Local Park	<ul style="list-style-type: none"> BBQ Sandstone seating Informal kick-about space
Forbes Crescent Drainage Reserve	Heddon Greta	Drainage Reserve	<ul style="list-style-type: none"> Nil
Hedleigh Park	Heddon Greta	Local Park	<ul style="list-style-type: none"> Bench seat Playground Sheltered picnic bench and table
Madeline Street Reserve	Heddon Greta	Passive Local Open Space	<ul style="list-style-type: none"> Nil
Kurri Kurri Golf Course	Heddon Greta	Private	<ul style="list-style-type: none"> Golf Course Club House
Main Road Reserve	Heddon Greta	Road Reserve	<ul style="list-style-type: none"> Nil
Birralee Park	Kurri Kurri	District Sportsground	<ul style="list-style-type: none"> Amenities buildings Bench seating Fencing Irrigation Public toilet Tiered seating 1 grass athletics track 3 soccer fields
Crown Land Reserve	Stanford Merthyr	Vegetation	<ul style="list-style-type: none"> Nil

Table 1: Corridor Open Space Embellishments⁷

⁷ Cessnock City Council recreation and Open Space Strategic Plan, 2019

Private Recreation

Local open space within the Corridor include Hilltop Park, Cliftleigh (passive recreation), Hedleigh Park, Heddon Greta, and a two local parks within the Averys Village URA. The Madeline Street reserve was also dedicated for the purposes of local open space.

Some dedicated open space land is not fit for purpose, as it has other constraints or functions, such as flooding (e.g. Playing Fields at Cliftleigh Meadows – Testers Hollow) or drainage/riparian corridors (e.g. Madeline Street Reserve). Additionally, the southern portion of Hedleigh Park is currently being utilised as a compound for equipment and machinery during construction works associated with the Averys Village URA.

Local open space is also located at Gillieston Heights, which serves the need of the local residents within the URAs of the Maitland LGA.

An inventory of the embellishments of existing open space areas within the Corridor is provided in Table 1.

Private open space, in the form of Kurri Kurri Golf Club is located in Heddon Greta between the Averys Village URA and MR195.

Conservation

There are limited areas of conservation zoned land within the study area, however, much of the vegetated land within the corridor comprises high biodiversity value.

Land zoned for conservation (C2 Environmental Conservation) within the corridor has a MLS of 80ha. There are no development standards for maximum HOB nor FSR.

Rural

Much of the remaining land within the corridor is zoned RU2 Rural Landscape. The objectives of this zone are:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To maintain the rural landscape character of the land.
- To provide for a range of compatible land uses, including extensive agriculture.
- To enable other forms of development that are associated with rural activity and require an isolated location or support tourism and recreation.
- To ensure that the type and intensity of development is appropriate in relation to the rural capability and suitability of the land, the preservation of the agricultural, mineral and extractive production potential of the land, the rural environment (including scenic resources) and the costs of providing services and amenities.
- To maintain and enhance the scenic character of the land.
- To ensure that development does not create unreasonable or uneconomic demands for the provision or extension of services.
- To minimise the visual impact of vegetation clearing in order to be consistent with the rural character of the locality.
- To minimise disturbance to the landscape from development through clearing, earthworks, access roads and construction of buildings.
- To ensure development does not intrude into the skyline when viewed from a road or other public place.

Land zoned RU2 within the Corridor has a MLS of 40ha. There are no development standards for maximum HOB nor (FSR).

Land uses within this zone include Kurri Kurri TAFE, rural-residential development (detached single dwellings) and the Heddon Greta Golf course. Land within this zone is heavily vegetated in some locations.



Plate 6: Heddon Greta Golf Course and Rural Residential Development (zoned RU2)



Plate 7: Kurri Kurri TAFE

Heritage

Heritage items within the Corridor relate to operation of the former Ayrfield No. 1 Colliery and the South Maitland Railway Corridor which served many other coal mining operations within the LGA.

Urban Release Areas

URAs are areas which have been rezoned for urban development purposes using the prescribed format of the Standard Instrument (Local Environmental Plans Order 2006 (SILEP). URAs are often supported by site specific development controls (Development Control Plans – DCPs) and Planning Agreements (PAs) or new Contribution Plans (CPs) between the Proponent and State and/or Local Governments to ensure the supply and/or provision of public infrastructure to support the incoming population of the release area.

There are three areas URAs within the Corridor:

- Cliftleigh
- Heddon Greta
- Avery's Village

Table 2 summarises the area of zoned residential land, number of residential lots with development and subdivision consent, the average dwelling density and remaining residentially zoned land for each of the above URAs.



Figure 5: Heritage Items within the Corridor

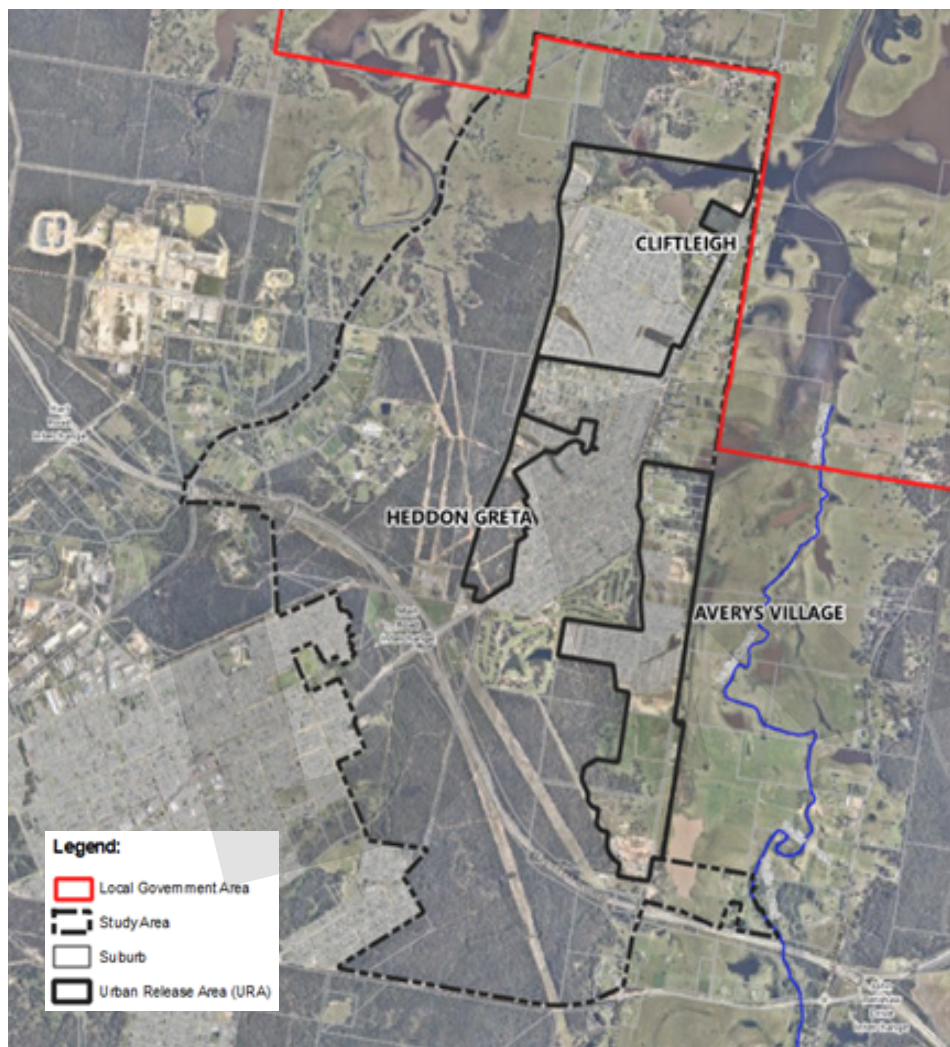


Table 2: Summary of URA residential lot yields, density & remaining available land ⁸

URA	Zoned Residential Land (ha)	Residential Lots with Development Consent	Residential Lots with Subdivision Consent	Average Density (dwellings / ha)	Remaining Zoned Residential Zoned Land (ha)
Heddon Greta (R2)	20.5	50	42	7.5	15.2
Heddon Greta (R5)	3.5	5	5	3.2	0
Cliftleigh	95	1,022	961	11.9	4.4
Averys Village	176.4	803	349	9.7	30.6
TOTALS / AVERAGES	295.4	1,880	1,357	8.1	50.2

Figure 6: Urban Release Areas within the Corridor

⁸ As at 4 February 2022

⁹ Zone boundaries in certain instances do not correlate with cadastral boundaries. Densities have been calculated based on the area of land the subdivision occupies, as opposed to zone boundaries.

¹⁰ Density has been calculated by dividing number of lots created by area of residentially zoned land occupied, including half roads and areas required for servicing infrastructure etc.

Cliftleigh

The Cliftleigh URA is located at the northern end of the Corridor, west of MR195, and east of the South Maitland Railway Corridor. It comprises an area of approximately 141.8ha.

The site was rezoned from a rural zone (former Zone No 1 (a) (Rural "A" Zone under Cessnock Local Environmental Plan, 1989 – CLEP 1989) and came into effect in November 2008. The rezoning was supported by a one-off payment to the (then) Office of Environment and Heritage (OEH) towards the development of a conservation management plan for the Kurri Sand Swamp Woodland Threatened Ecological Community (TEC), which was located on the land.

The rezoning enabled development of the land for residential and open space purposes, in addition to listing relics of the former Ayrfield No 1 Colliery at Cliftleigh as items of the environmental heritage.

Approximately 95ha of the URA is zoned R2 Low Density Residential, with a further 46ha zoned RE1 Public Open Space – most of which is Testers Hollow.

Residential lot yield estimates at the time of rezoning were in the order of 977 lots.

To date, development consent to create 1,022 residential lots has been granted¹¹. Subdivision Certificates (SC) have not yet been granted for all lots (refer to Table 2 for the breakdown of residential lots yields, average densities and remaining residentially zoned land for all existing URAs).

¹¹ This figure does not include any additional lots created by further subdivision of the land, post granting of the initial consent, i.e. it does not include additional lots created by dual occupancy developments.

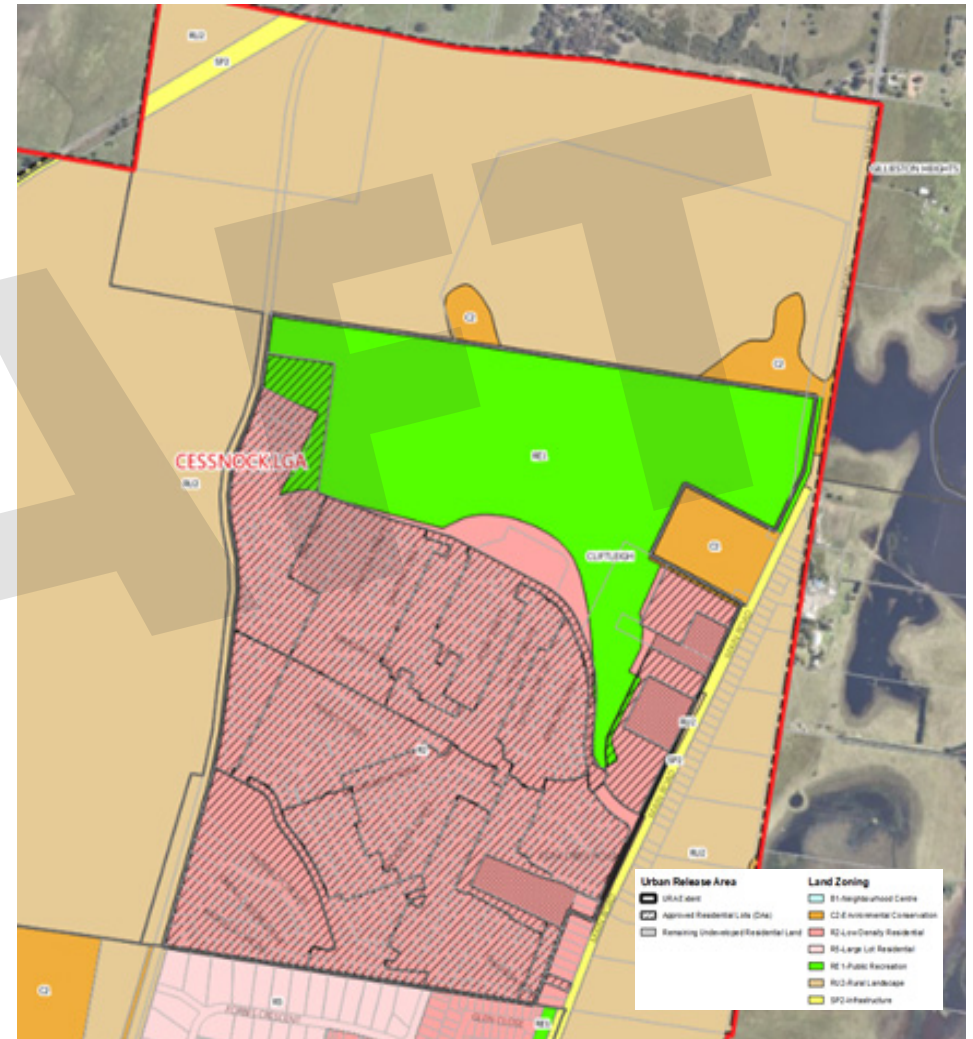


Figure 7: Cliftleigh URA

Subdivision pattern within this URA is generally grid-like, however does incorporate curved road alignments to respond to topographical and drainage features, which does result in some irregular shaped allotments.

Residential allotments within this URA range from 450m² to approximately 2,500m². The average lot size is approximately 570m².

The URA is subject to a PA. This requires the payment of contributions for the city wide infrastructure (including library services, Kurri Kurri Aquatic Centre, Performing Arts Centre, cycleways etc.) and infrastructure, including dedication and embellishment of land for local and district open space reconstruction of local roads and pedestrian and shared pathways. The extent of works/land dedication required for each URA is detailed in Appendix 1.

The URA has not been subject to Special (state) Infrastructure Contributions (SIC).



Plate 10: Cliftleigh Subdivision Example



Plate 11: Testers Hollow District Open Space

Heddon Greta

The Heddon Greta URA is located in Heddon Greta at the southern end of the Corridor, west of MR195 and east of the South Maitland Railway Corridor. It comprises an area of approximately 32.6ha.

The site was rezoned from a rural zone (former Rural (1) – Rural “A” zone under Cessnock Local Environmental Plan 1989) and came into effect in December 2011. Land west of the South Maitland Railway Corridor (approximately 28.2ha) was concurrently rezoned to a conservation zone (now C2 Environmental Conservation)

Residential lots yields at the time of rezoning were estimated at approximately 130 lots.

Approximately 23.4ha of the URA is zoned for residential purposes (including 19.9ha zoned R2 Low Density Residential, and 3.5ha zoned R5 Large Lot Residential). Remaining land within the URA is zoned C2 Environmental Conservation (2.8ha) and RU2 Rural Landscape (4.4ha).

Residential subdivision within the R2 Low Density zoned land of this URA comprises generally regular shaped allotments, of areas approximately between 432m² and 1,300m². The average lot size is approximately 830m²

To date, development consent to create 55 residential lots has been granted¹². Subdivision Certificates (SC) have not yet been granted for all lots (refer to Table 2 for the breakdown of residential lots yields, average densities and remaining residentially zoned land for all existing URAs).

¹² This figure does not include any additional lots created by further subdivision of the land, post granting of the initial consent, i.e. it does not include additional lots created by dual occupancy developments.

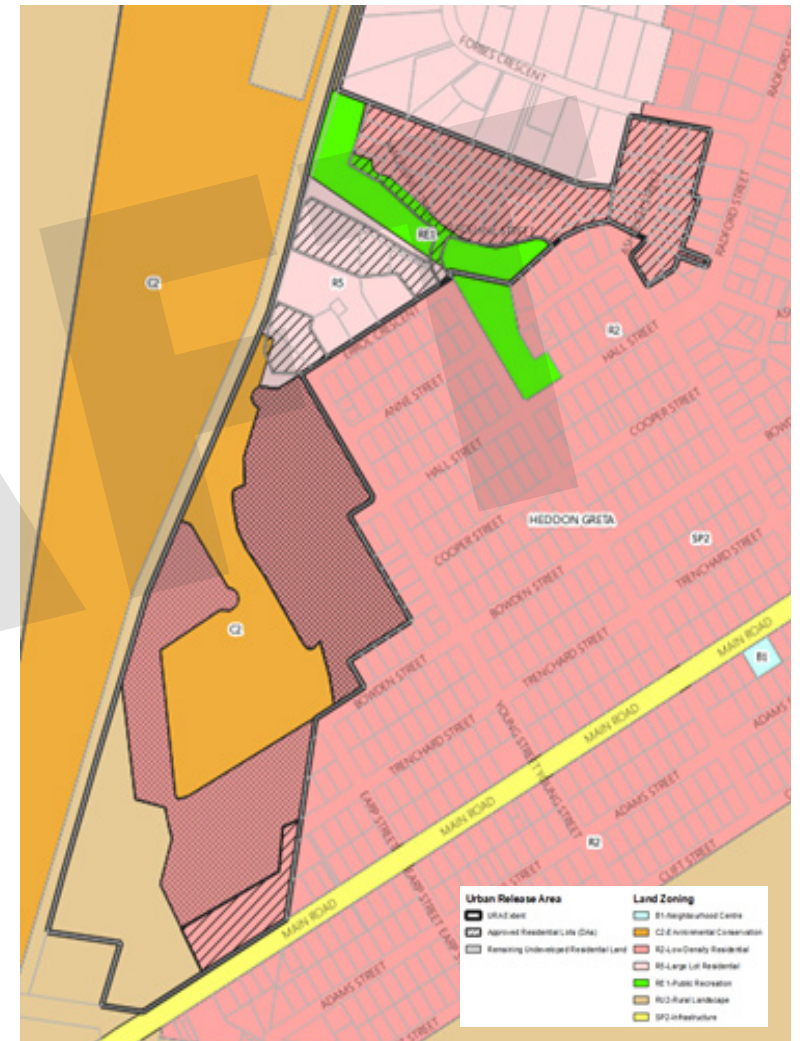


Figure 7: Heddon Greta URA

Within the R5 Large Lot Residential zoned land of this URA, allotments comprise areas of between approximately 2,000m² and 8,200m², with an average lot size of approximately 3,700m².

The URA is subject to a PA. This requires the transfer of approximately 5,000m² of land to Council for a local playground on the release of the Construction Certificate (CC) for the 50th lot. Land located south of Madeline Street, zoned RE1 Public Open Space has been transferred for this purpose, though provides a drainage function and remains unembellished.

The PA also requires the payment of contributions for the city wide infrastructure (including library services, Kurri Kurri Aquatic Centre, Performing Arts Centre) and local infrastructure, including reconstruction of local roads and pedestrian and shared pathways.

The extent of works/land dedication required for each URA is detailed in Appendix 1.

SIC levies have also been applied against development of the URA in accordance with PAs with the State Government



Plate 12: Heddon Greta Subdivision example



Plate 13: Madeline Street Reserve

Averys Village

Averys Village is located on the eastern boundary of the Corridor (adjoining the Wallis Creek floodplain), east of MR195 and north of the HEX. It comprises an area of approximately 118.5ha.

The site was rezoned from RU2 Rural Landscape to R2 Low Density Residential and came into effect in October 2013.

At the time of rezoning, land west of the URA (approximately 57.3ha) was concurrently zoned for conservation (C2 Environmental Conservation). This land is required to be transferred to the Minister for the Environment to become part of the National Parks and Wildlife (NPWS) Estate in accordance with a PA executed prior to the rezoning coming into effect. In addition a contribution for environmental purposes was also required. At present, it remains in private ownership.

Residential lots yields at the time of rezoning were estimated at approximately 960 lots.

To date, development consent to create 803 residential lots has been granted¹³. Subdivision Certificates (SC) have not yet been granted for all lots (refer to Table 2 for the breakdown of residential lots yields, average densities and remaining residentially zoned land for all existing URAs).

Residential subdivision within this URA is generally grid-like and comprises regular shaped allotments, ranging from approximately 300m² to 3,000m² in area, and an average size of approximately 610m².

¹³ This figure does not include any additional lots created by further subdivision of the land, post granting of the initial consent, i.e. it does not include additional lots created by dual occupancy developments.

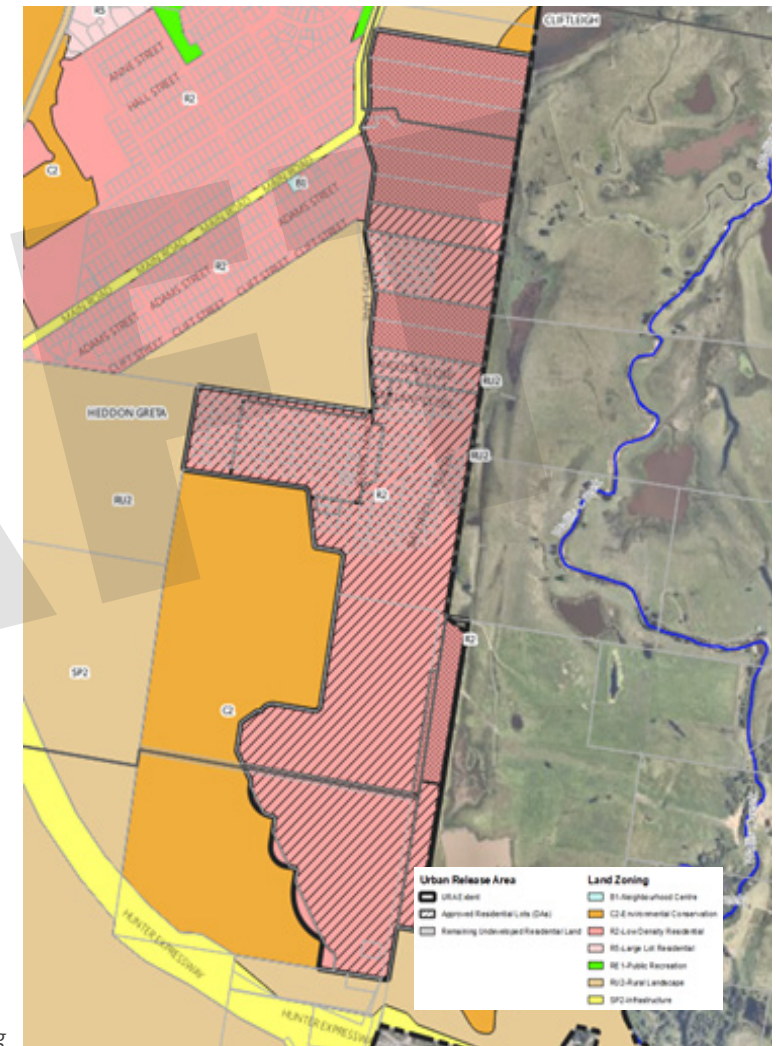


Figure 9: Averys Village URA & current zoning

In lieu of a PA, a site specific Section 94 (now Section 7.11) CP was prepared to ensure the provision of infrastructure to service the needs of the additional population.

The CP required the payment of contributions for city wide infrastructure including the Cessnock Performing Arts Centre, Kurri Kurri Aquatic Centre, a local child care centre and a local multi-purpose community space, and contributions towards sportsfields. Dedication of land within the subdivision for open space purposes is also required by the plan, however embellishment thereof is to be funded by Development Contributions.

Local infrastructure funded by the plan includes the upgrade of the intersection of MR195 and Heddon Street to traffic signals, construction of Averys Lane to John Renshaw Drive (and intersection upgrade), provision of off-road cycleways as well as reconstruction of kerb and drainage on multiple existing roads.

The contents of this CP have since been incorporated into the City Wide Infrastructure Contributions Plan, 2020. Many of the applicable works have been and are subject to Works In Kind (WIK) agreements between the Developer and Council.

The extent of works/land dedication required for each URA is detailed in Appendix 1.

SIC levies have also been applied against development of the URA in accordance with PAs with the State Government.



Plate 14: Averys Village Subdivision example

Planning Proposals

Two Planning Proposals (PPs) are currently under assessment within the Corridor. These include the Hydro PP and a PP south of the Averys Village URA.



Averys Lane South

The Averys Lane South proposal would connect and utilise the road and service infrastructure delivered for the Averys Village URA, subject to augmentation where required. Access would be provided from Averys Lane to both MR195 (via Heddon Street) and John Renshaw Drive.

Whilst the current land owner seeks only a two lot subdivision, it has been determined that there is strategic merit in enabling low density residential development on the site (only in the area between Averys Lane and the Wallis Creek floodplain), given its proximity to the Averys Village URA.

The estimated residential lot yield from the Averys Lane south proposal is approximately 18 – 20 lots.

At present, this proposal is subject to a “resubmit” Gateway Determination which requires additional investigations to be undertaken, assessed and if satisfactory, resubmitted to the Department of Planning and Environment (DP&E) prior to the proposal progressing further.

Investigations for site specific impacts/matters relating to noise, traffic, biodiversity and servicing have been undertaken and are currently being assessed. The outcomes of the assessment of these studies may influence the progression of the proposal

Figure 10: Averys South Planning Proposal and Proposed Zoning

Hydro

The Hydro proposal extends across both the Maitland and Cessnock LGAs. Only the areas proposed for residential development are included within the Corridor. The estimated residential lot yield from the Hydro Proposal is approximately 1,435 lots.

Additionally, the proposal seeks to rezone land for employment purposes in and around the former Hydro Aluminium Smelter, in addition to being the location for a gas fired power plant approved by the State Government in December 2021. This land is presently located outside the nominated Corridor area, but may be subject to inclusion through future revisions to the plan.

Traffic studies (undertaken by Transport for NSW (TfNSW) indicate that residential traffic will predominantly utilise MR195 for access to the HEX and Maitland, whilst the employment lands traffic will utilise the Hart Road/HEX Interchange. Given the impact this will have on the state road network, in particular the HEX/MR195 Interchange, it would be a reasonable requirement for an internal link road be established between the employment lands and the residential lands to alleviate the pressure on the MR195/HEX Interchange.

Current plans also propose for residential traffic from the Hydro site to enter MR195 from via William Tester Drive, and via a new signalised intersection on MR195 within the Maitland LGA.

The proposal identifies the delivery of approximately 5ha of open space for the purposes of District Playing fields and a multi-purpose centre (with land acquisition and construction to be funded by Development Contributions).

Extensive service (water & sewerage) infrastructure, including internal roads will also be required to be delivered.

Investigations are ongoing in an effort to resolve outstanding matters including but not limited to biodiversity, traffic, odour buffers and flooding before the rezoning can proceed.

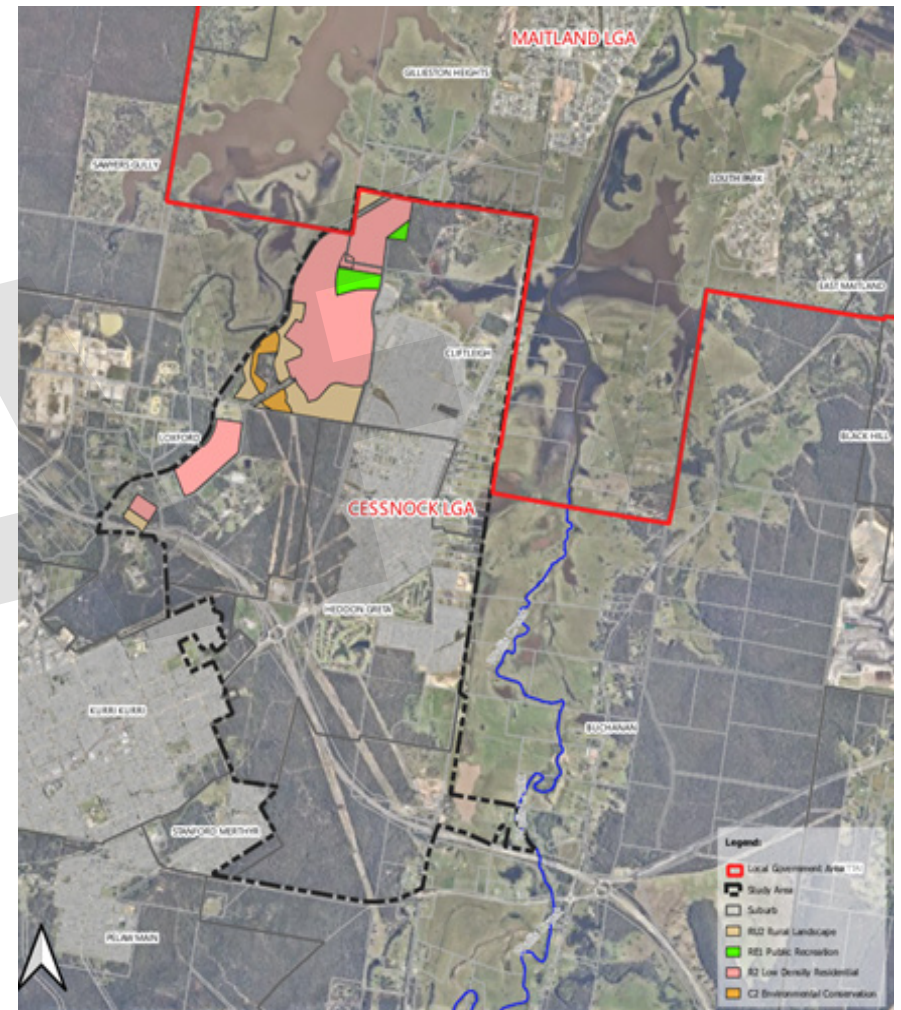


Figure 11: Hydro Planning Proposal and Proposed Zoning

CONSTRAINTS

Flooding

Averys Village is located on the eastern boundary of the Corridor (adjoining the Wallis Creek floodplain), east of MR195 and north of the HEX. It comprises an area of approximately 118.5ha.

The site was rezoned from RU2 Rural Landscape to R2 Low Density Residential and came into effect in October 2013.

At the time of rezoning, land west of the URA (approximately 57.3ha) was concurrently zoned for conservation (C2 Environmental Conservation). This land is required to be transferred to the Minister for the Environment to become part of the National Parks and Wildlife (NPWS) Estate in accordance with a PA executed prior to the rezoning coming into effect. In addition a contribution for environmental purposes was also required. At present, it remains in private ownership.

Residential lots yields at the time of rezoning were estimated at approximately 960 lots.

To date, development consent to create 803 residential lots has been granted¹³. Subdivision Certificates (SC) have not yet been granted for all lots (refer to Table 2 for the breakdown of residential lots yields, average densities and remaining residentially zoned land for all existing URAs).

Residential subdivision within this URA is generally grid-like and comprises regular shaped allotments, ranging from approximately 300m² to 3,000m² in area, and an average size of approximately 610m².

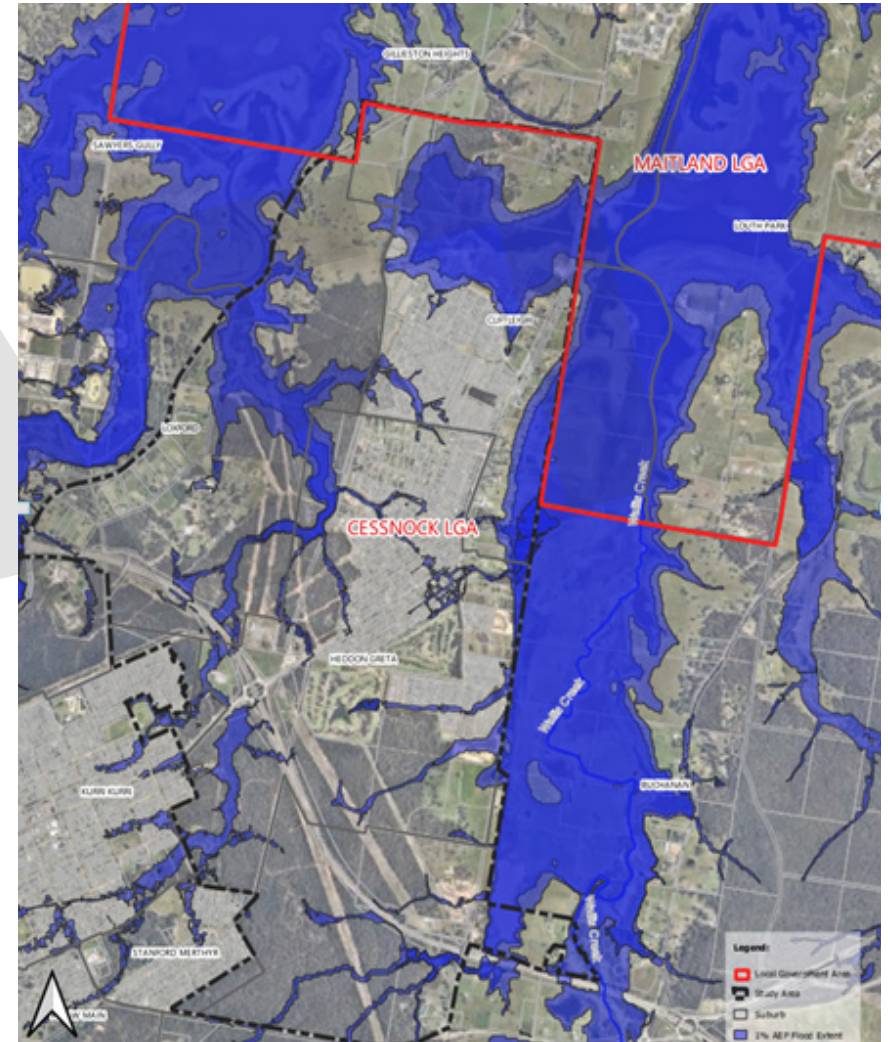


Figure 12: Flood Prone Land Surrounding/Within the Corridor



Plate 15: Stormwater Management Infrastructure Example

Vegetation

Much of the undeveloped land within the Corridor (excluding floodplains) is heavily vegetated. Much of this vegetation comprises high biodiversity value and is sensitive to impacts from development and clearing.

This vegetation includes Threatened Ecological Communities (TECs). TECs represented include Kurri Sand Swamp Woodland, Central Hunter Ironbark-Spotted Gum – Grey Box Forest, Lower Hunter Spotted Gum – Ironbark Forest, Lower Hunter Red Gum – Paperbark Forest and the Lower Hunter Lowland Ironbark-Paperbark Forest.

Much of the land that comprises these TECs is also mapped on the NSW Biodiversity Values Map. This includes riparian corridors within the urban development footprint,

as well as some land zoned for development (zoned R2 Low Density Residential), such as undeveloped land within the Heddon Greta and Averys Village URAs.

Development of land to which this map applies automatically triggers a requirement for a Development Application to be supported by a Biodiversity Development Assessment Report (BDAR). Such a report must demonstrate how impact to the vegetation is proposed to be avoided in the first instance, then mitigated or managed.

Within the urban footprint of the corridor, vegetation cover is sparse. Within Heddon Greta, approximately 14% of the urban zone comprises canopy cover (most of which is located in the undeveloped area of R2 Low Density Residential land within the Heddon Greta URA), whilst approximately only 7% of the urban zone in Clifleigh comprises canopy cover.

Limited urban canopy cover creates a “heat island” effect meaning that it is often hotter than areas comprising higher levels of vegetation cover. This can affect the rates of morbidity and mortality of a population, particularly in areas with a higher proportion of elderly people.

Increased vegetation cover has beneficial effects, resulting in generally cooler temperatures, which reduces demand on artificial cooling (i.e. air conditioning), but also has visual amenity benefits, as well as providing refuges for animals, and people during hot weather events.

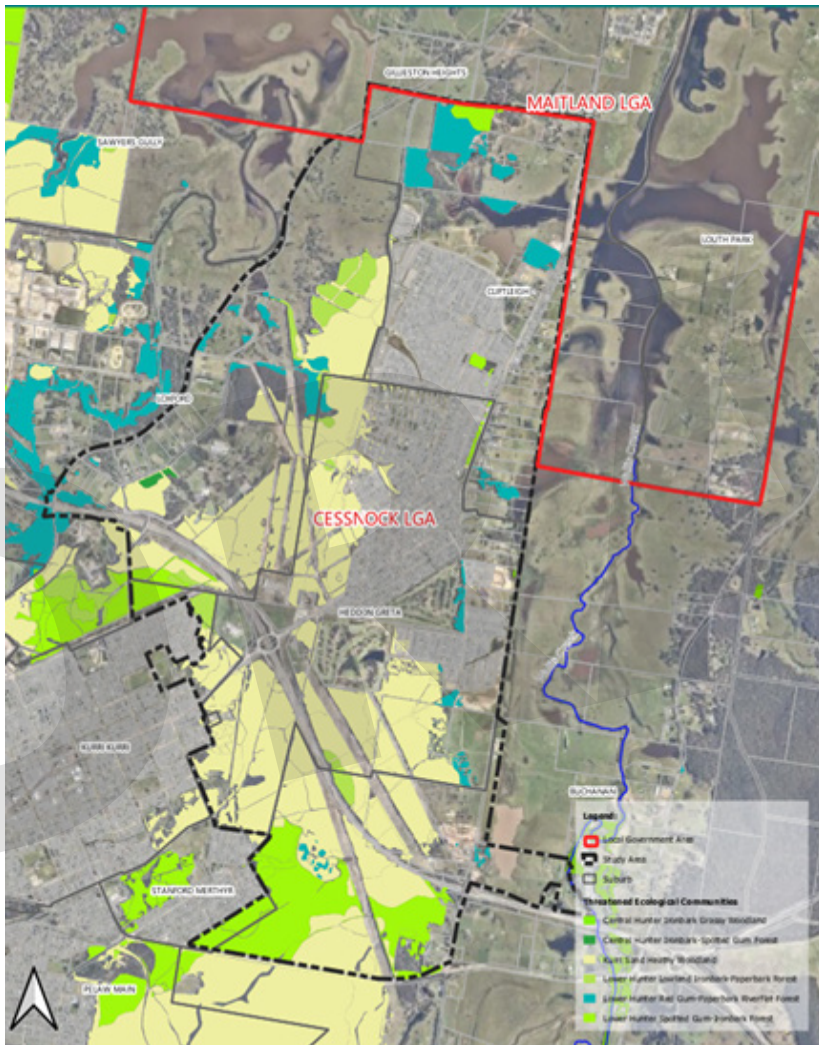
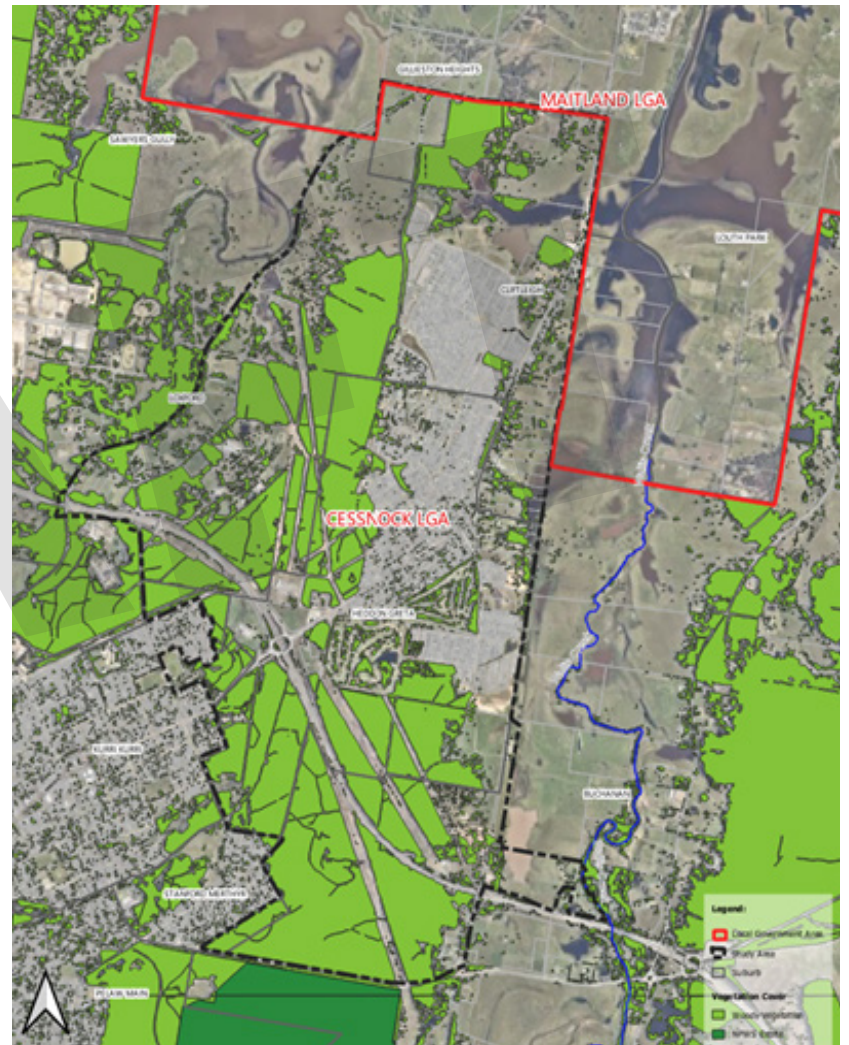
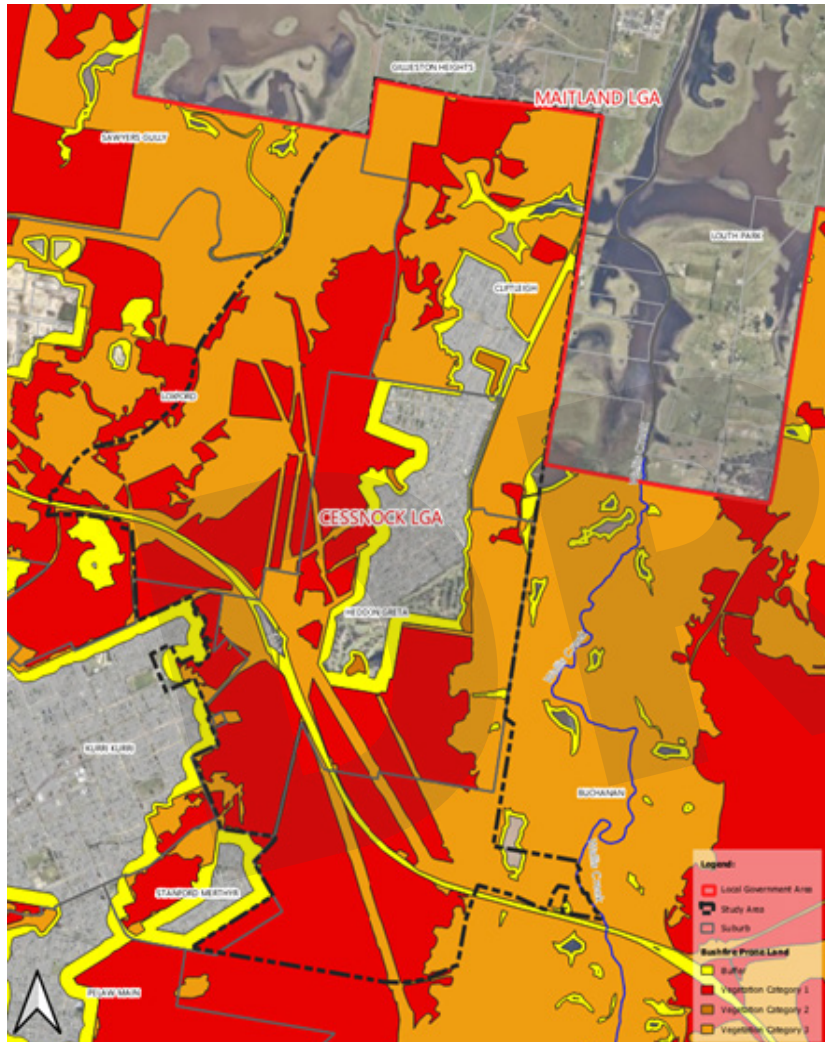


Figure 13 (Left): Mapped TECs within the Corridor

Figure 14 (Right): Canopy Cover within the Corridor





Bushfire

The central core of the urban corridor is not mapped as being subject to bushfire risk, however the developed areas on the outer edge of subdivisions are a buffer area to bushfire prone vegetation.

Category 1, 2 and 3 bushfire prone vegetation surrounds existing developed areas¹⁵ as well as undeveloped areas zoned for residential development, i.e. within the Heddon Greta URA.

Development within buffer and mapped vegetation areas requires additional levels of protection to minimise the risk of bushfire and ember attack, such as the construction of perimeter roads at the outer extents of subdivisions, as well as fixture treatments to individual dwellings, such as metal fly screens etc. Mitigation and management treatments are prescribed by Planning for Bushfire Protection (PBP) 2019.

¹⁵ Bushfire Prone Vegetation Mapping is currently being revised and which will remove some land from being subject to bushfire risk as a result of recent vegetation removal.

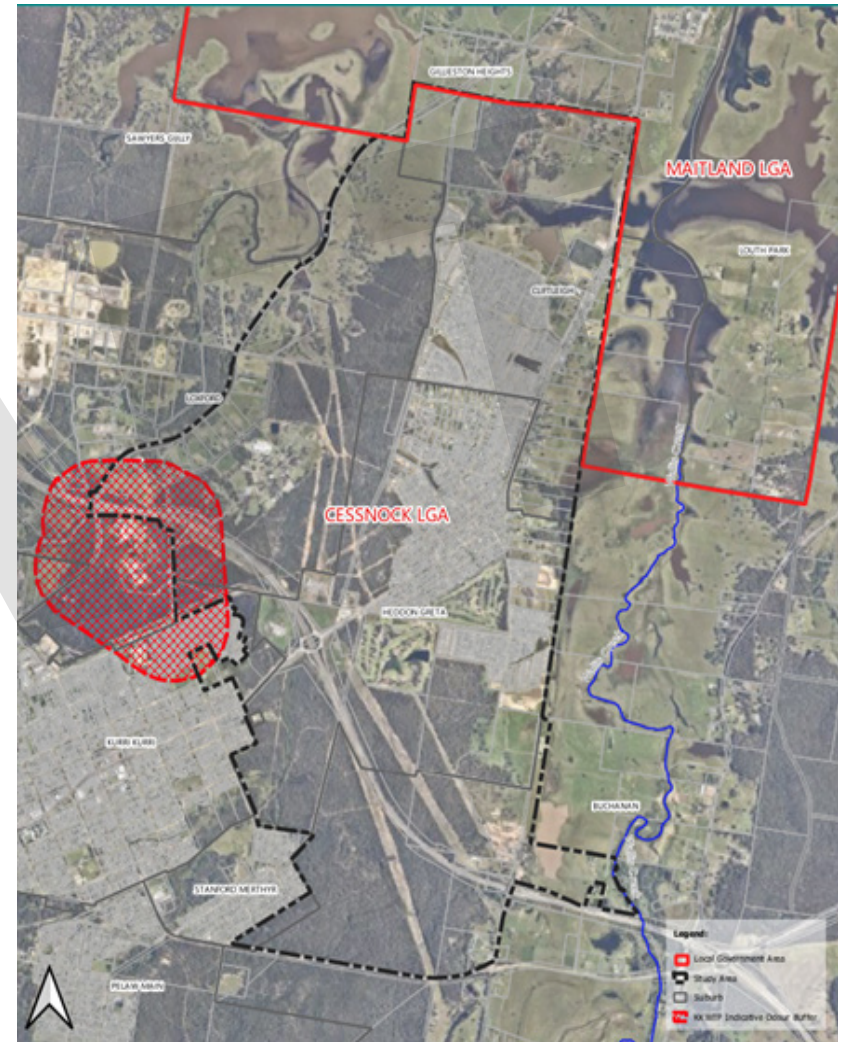
Figure 15: Bushfire Prone Land Vegetation Mapping

Odour

Whilst located outside the Corridor, the potential or indicative odour buffers from the Kurri Kurri Wastewater Treatment Plan (being approximately 400m from the operational areas of wastewater treatment plant) intrude into the Corridor.

DRA

Figure 16: Indicative Kurri Treatment Plan Odour Contours



Noise

Located on the southern boundary of the Corridor, the HEX is a source of noise which can impact the amenity of adjoining development. An indicative noise buffer is outlined below, however additional, site specific monitoring and modelling may further define the actual area affected by the HEX operation. Additional treatments and mitigation measures are required for some dwellings located in close proximity to the HEX to ameliorate the noise impacts.

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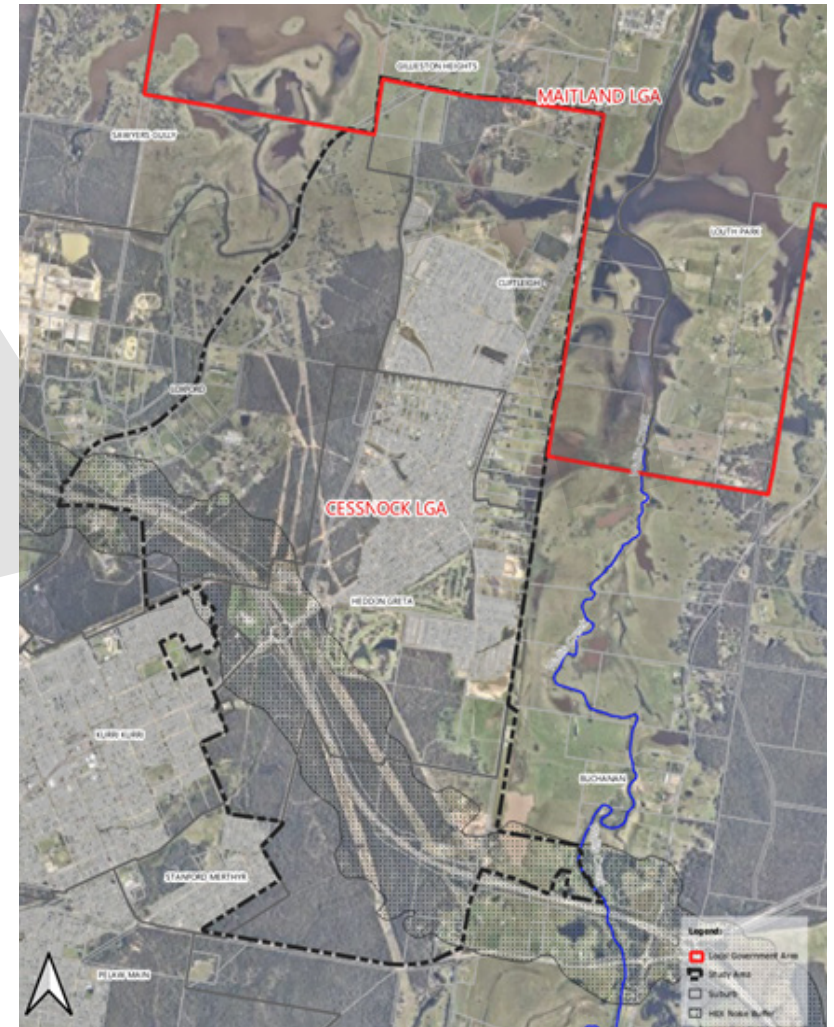


Figure 17: Indicative Noise Affectation Area from the HEX

CONNECTIVITY

The road network within the Corridor comprises the HEX, MR195 (Cessnock Road) and a series of local connector roads and local streets.

Road access to the Corridor from the south (Kurri Kurri) is via Lang Street across/through the HEX Interchange, or from the eastern or northern exits ramps on the HEX. Access from the north is via Cessnock Road from Gillieston Heights within the Maitland LGA.

Four-way T-intersections with full turning movements (with MR195) controlled by give-way signs operate at Earp Street, Young Street and Stanford Street. The Heddon Street/MR195 intersection currently operates with restricted left-in/left-out movements whilst construction works to install traffic signals are being undertaken.

T-Junctions with left and right turning movements controlled by give-way signs exist with MR195 and Trenchard Street, Averys Lane and Traders Way.

Traffic signals on the William Tester Drive/MR195 intersection permit left and right turning movements to the north and south.

Many existing dwellings have direct access and driveways located along the extent of MR195. In some instances, this access is restricted to left-in/left-out movements, particularly in the northern extent of the corridor.

Local streets are generally orientated in a grid-like pattern, providing high levels of permeability. However the MR195 acts as a barrier to movement between the east and west of the Corridor, given its high traffic volume, which includes heavy freight. Access to key attractors within the corridor (including commercial premises and open space facilities) are affected by this barrier.

Footpaths (paths less than 2,500mm in width) and cycleways/shared paths (greater than 2,500mm in width) are provided in fragmented sections along the MR195 corridor.

Footpaths exist on some roads within the Cliftleigh URA. Shared Pathways are located along the primary/collector roads. Pedestrian movement on many roads within the subdivision is reliant on the road pavement or grassed verges.

Footpaths are provided on most local streets within Averys Village. There are no footpaths or shared pathways within the Heddon Greta URA or older subdivisions within the Corridor.

An informal car park is located adjacent to MR195/Stanford Road opposite the service centre located on southern end of MR195, utilised by commuters and car poolers. An informal car park is also located on the corner of Earp Street/MR195 opposite the Heddon Greta Hotel.

Bus stops are located along the length of the MR195, on both the eastern and western sides of the road.

Bus services operate between Cessnock and Maitland (Route 164)¹⁶, including Maitland Train Station and Greenhills Shopping Centre generally at hourly intervals from 5:50am during the weekdays and similarly on weekends and public holidays commencing at 7:35am. Bus connections are available to Newcastle via John Renshaw Drive, however require transit to bus stops in Kurri Kurri (Rotary Park)¹⁷.

¹⁶ Transport for NSW Timetable, Route 164, 166, 171 & 172, https://www.rovercoaches.com.au/client_images/2199050.pdf, accessed 14 February 2022

¹⁷ Transport for NSW Timetable, Route 160 & 163, https://www.rovercoaches.com.au/client_images/2199048.pdf, accessed 14 February 2022



Figure 18: Connectivity within the Corridor

SERVICING

Water and Sewer

The existing urban areas of the corridor are serviced by a network of water supply and sewerage management infrastructure.

This network is gradually expanding within the URAs. It is generally a requirement of development consent for the provision of essential services prior to the registration of subdivision.

The Corridor falls within the Hunter Water Kurri Kurri Wastewater Treatment Catchment, operated and managed by Hunter Water. The treatment works are located west of the HEX, on McLeod Road.

The plant services the populations of the towns/villages of Abermain, Weston, Kurri Kurri, Stanford Merthyr, Pelaw Main, Heddon Greta and Cliftleigh. Its current operational capacity is for a population of 21,500 people¹⁸.

An odour buffer exists around the treatment plant, within which, residential development is unsuitable.

There are a few localities within the Corridor which rely on On-Site Sewage Management Systems (OSSMs) to manage and disposal of wastewater and sewage. These areas include the large lot residential area of Cliftleigh East (located east of MR195), and land south of the Averys Village URA.

Water supply is also provided by Hunter Water from the Chichester Dam. Supply is made available to the locality from via a reservoir, located in Buttai, supported by a pumping station located at the northern end of Averys Lane.

¹⁸ Kurri Kurri Wastewater Treatment Works, 2022, <https://www.hunterwater.com.au/our-water/wastewater-systems/wastewater-treatment-plants/kurri-kurri-wwtw>, accessed 24 February 2022

Stormwater and Drainage

Formal stormwater management infrastructure is limited within the existing areas of Heddon Greta. Most infrastructure including detention/retention basins are provided within the newer subdivision areas around Forbes Crescent and within the Heddon Greta URA. More formal stormwater management infrastructure in the forms of kerb and guttering and retention/detention basins are located throughout the URAs of Cliftleigh and Averys Village.

Internet and NBN¹⁹

Fixed line NBN connectivity is available within the existing urban areas of the Corridor, including the Heddon Greta URA. Portions of the Cliftleigh and Averys Village URA also have access to the NBN network. The fixed line network is being expanded and will be available to the rest of the Averys Village and Cliftleigh URA.

Areas outside of the urban area have access to the fixed wireless network. This includes land subject to current planning proposals, and land located west of MR 195.

Gas and Electricity

The Corridor is located within the Ausgrid distribution area²¹ for electricity supply, and within the coverage area of the Jemena NSW supply²².

Street Lighting

Street lighting is provided at regular intervals throughout the Corridor extent.

¹⁹ NBNSCo Service Availability, 2022, <https://www.nbnco.com.au/learn/rollout-map?lat=-32.7881714&lng=151.5182627&addressString=William%20Tester%20Drive,%20Cliftleigh%20NSW,%20Australia&addressCategory=HOME&zoom=16>, accessed 18 February 2022

²⁰ NBNSCo, Network Rollout Map, 2022, <https://www.nbnco.com.au/learn/rollout-map?lat=-32.7881714&lng=151.5182627&addressString=William%20Tester%20Drive,%20Cliftleigh%20NSW,%20Australia&addressCategory=HOME&zoom=16>, accessed 24 February 2022

²¹ Ausgrid Network Area Check, 2020, <https://www.ausgrid.com.au/Connections/Network-area-check>, accessed 18 February 2022

²² Jemena Gas Networks (NSW) Ltd Service and access information for JGN's gas network, map, June 2021, https://jemena.com.au/documents/gas/jgn-service-and-access-information/jgn-report_pipeline-services-and-usage_19072019_ma.aspx, accessed 18 February 2022

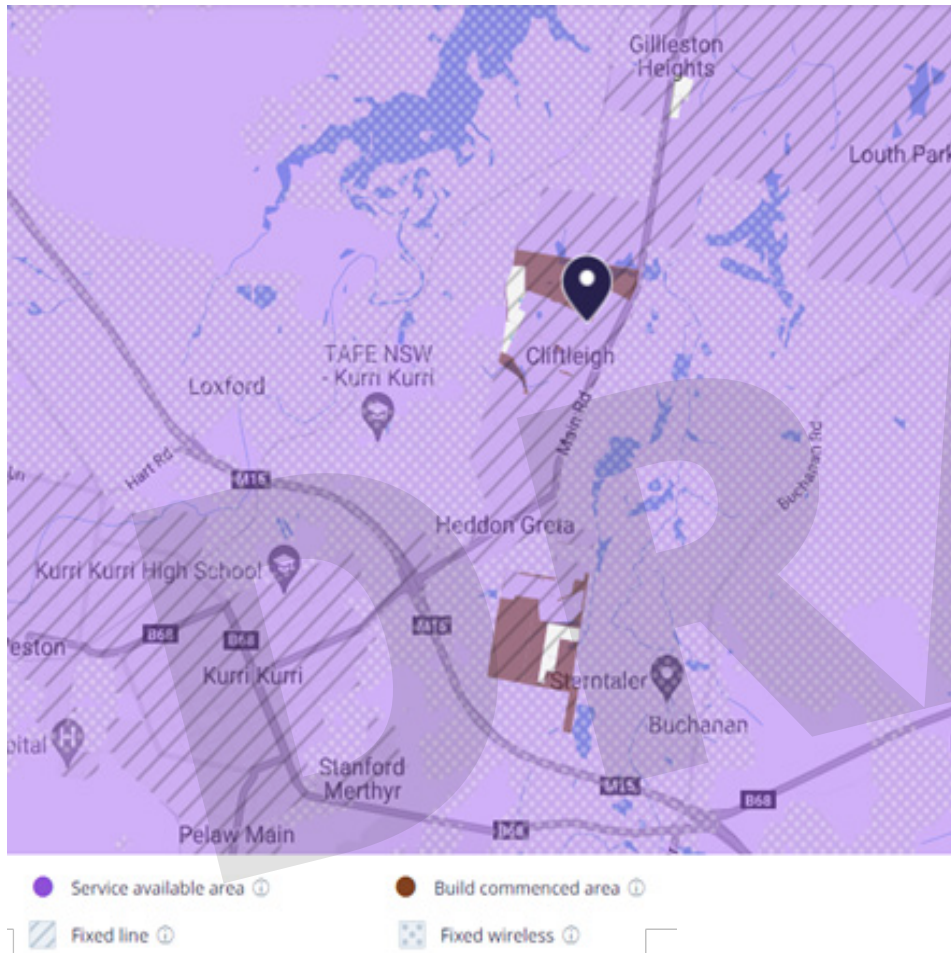


Figure 19: NBN Network Availability ²⁰

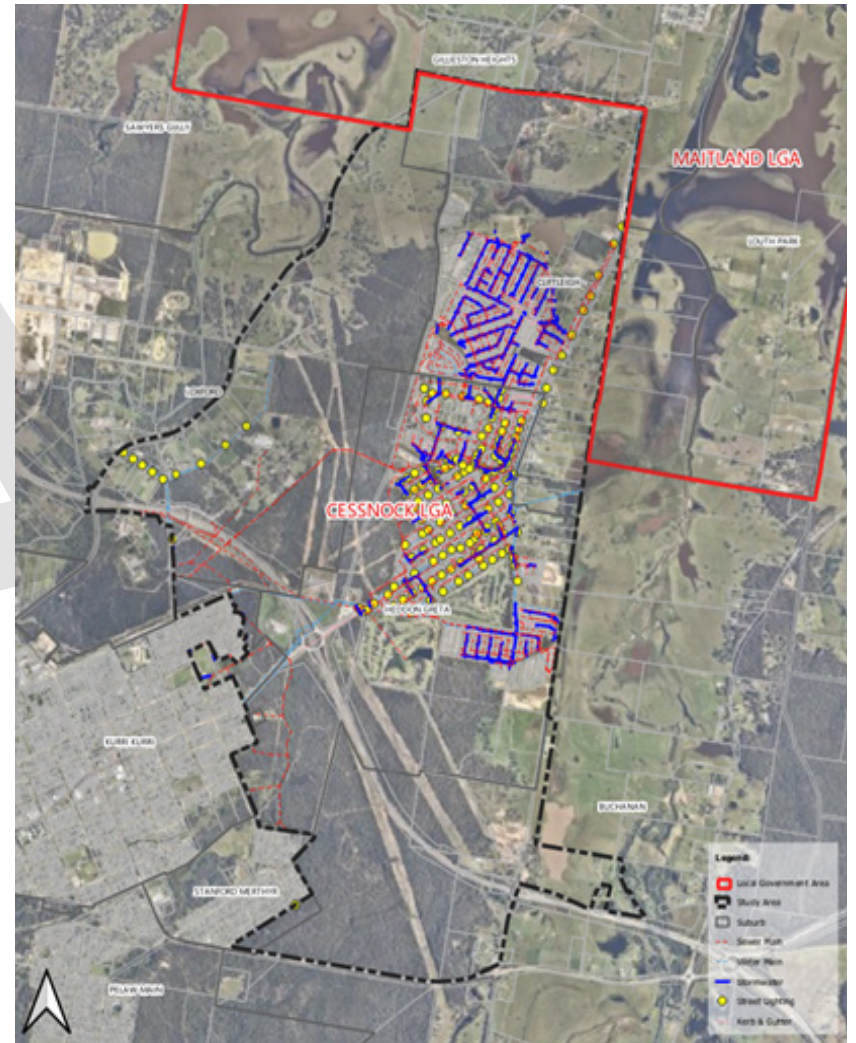


Figure 20: Servicing Infrastructure within the Corridor

Opportunities & Options

OPEN SPACE & COMMUNITY FACILITIES

The area of land required for open space is calculated on a rate per person, as well as by proximity, based on the standards prescribed by the Recreation and Open Space Strategic Plan (ROSSP) 2019.

Table 3: Open Space and Recreation Provision Standards by Hierarchy²³

Tier	Recreation Parks	Sportsgrounds
Local	0.5ha/1,000 people	N/A
District	0.6ha/1,000 people	0.9ha/1,000 people
Regional	0.2ha/1,000 people	0.6ha/1,000 people
Total	1.3ha/1,000 people	1.5ha/1,000 people

Table 4: Open Space and Recreation Catchments by Hierarchy²³

Tier	Park	Sportsground
Local	500m	N/A
District	5km	5km
Regional	15km	15km

²³ Cessnock City Council Recreation and Open Space Strategic Plan 2019

²⁴ Cessnock City Council Population Forecast, September 2021, <https://forecast.id.com.au/cessnock/about-forecast-areas?WebID=190>, accessed 23 February 2022

Based on the current and projected population with the Corridor, the following demands are generated

Table 5: Current & Predicted Demand - Open Space (Parks)²⁴

Tier	Population	Required (ha)	Current (2020)		Surplus / Deficit (ha)
			Supply		
			Site	Area	
Local	5838	2.92	Hedliegh Park	0.39	-1.49
			Hilltop Park (Passive)	0.33	
			Cruden Circuit	0.49	
			Buchanan Ridge	0.23	
District	5838	3.5	Testers Hollow	3.80	.3
TOTAL	5838	6.42	N/A	5.23	-1.19

Tier	Population	Required (ha)	FUTURE (2041)		Surplus / Deficit (ha)
			Supply		
			Site	Area	
Local	13,004	6.50	Hedliegh Park	0.24	-4.82
			Hilltop Park (Passive)	0.33	
			Cruden Circuit	0.49	
			Buchanan Ridge	0.23	
			Main North Road	0.40	
District	13,004	7.80	Testers Hollow	1.33	-6.48
TOTAL	13,004	14.30	N/A	3.01	-11.30

Regional Level Sportsground

The planned extension of Weston Bears Park and the retention of Varty Park will enable the establishment of two additional sporting fields. Combined, these facilities will provide the necessary level of infrastructure required for regional level sports facilities within the Kurri Kurri Planning Area.

District Level Sportsgrounds, Recreation Space & Community Facilities

Whilst a District Level playing field is located at Cliftleigh Meadows - Testers Hollow, and the locality is not ideal and is subject to flooding. Consequentially, access and

utilisation is affected. As such, there is a deficit of one district level playing field within the Corridor under future population conditions.

The Hydro proposal identifies the provision of 5ha of land for the purposes of a district level playing facility. This land will also be the site of a new multipurpose centre, which addresses this current gap within the Planning Area. The construction of the multi-purpose centre is to be funded from Development Contributions.

Council's Contribution Plan also proposes the implementation/construction of an Off Leash Dog Exercise Area and Skate Park within the Cliftleigh Meadows district open space recreation area.

In the event the Hydro proposal does not proceed, an alternative location would be required to be identified for the playing facility, in addition to a multipurpose centre. Opportunities for partnerships Kurri Kurri TAFE should be explored.

Table 6: Current & Predicted Demand - Sportsgrounds

Tier	Current (2020)				
	Population	Required (ha)	Supply		Surplus / Deficit (ha)
			Site	Area	
District	5838	5.25	Testers Hollow	2.40	-2.85
TOTAL	5838	5.25	N/A	2.40	-2.85

Tier	FUTURE (2041)				
	Population	Required (ha)	Supply		Surplus / Deficit (ha)
			Site	Area	
District	13004	7.80	Hydro	5.00	-2.80
			Testers Hollow	2.40	-5.40
TOTAL		7.80	N/A	7.40	-0.40

²⁵ Excluding the Madeline Street Reserve which is unsuitable for active play/open space purposes

Local Facilities

There is a deficit of local open space within the Corridor of approximately 4.8ha.

The gaps in supply are at the southern end of the Corridor²⁵, and centrally within the Corridor, between Forbes Crescent and MR195.

An area of Local open space is proposed to be provided within the Hydro development footprint to cater for the direct needs of the residential population in this locality.

There are no outstanding requirements under existing Planning Agreements and Contribution Plans for the Heddon Greta and Averys Village URAs for the supply and embellishment of land for local open space.

Opportunities exist for Council to negotiate additional land for local open space purposes should the developer of the Heddon Greta URA pursue further subdivision of the remaining residentially zoned land within the URA.

However, remaining land zoned for development in Heddon Greta URA is constrained by vegetation with high biodiversity value. Further development of this URA, and potential for supply of land for additional local open space, will be contingent on the resolution of biodiversity issues. As a private landholding, Council does not have much influence in the timing for the resolution of this matter. Additionally, the developer has effectively met the land transfer obligations required by the PA, despite the usability/suitability of the land transfer.

Remaining options to reduce the deficit of local open space would rely on land being purchased from the open market.

The retrospective supply of land for open space for existing deficits is difficult to achieve, particularly when the land required needs to be free of constraints and fit for

purpose. Generally, such land is already zoned for development purposes, therefore cost can be a prohibitive factor in making new areas of open space available.

Vacant residential land within Averys Village, comprising an area of approximately 600m² has a current market value of approximately \$410,000²⁶. To supply 4.8ha of land for open space purposes, land costs would be in the order of \$32.8 million, plus expenses and embellishment.

In addition, the purchase of land in a single location would not meet the locational criteria of the ROSSP, i.e. for local open space land to be located within a 500m radius of all dwellings.

Further investigation of the feasibility to purchase developed land within the Forbes Crescent locality might be worthwhile investigation, as land in this locality will address the supply gap. However, dwelling sales in this locality could be in the order of \$1m - \$1.5m per lot, plus costs, demolition and embellishment.

In lieu of the ability to purchase additional land for local open space, an emphasis on strengthening connections to areas of existing local open space areas, and promoting embellishment of existing public owned land should be prioritised.

²⁶ Domain, Stage 5B Averys Rise Heddon Greta, <https://www.domain.com.au/stage-5b-averys-rise-heddon-greta-nsw-2321-2017596586>, accessed 16 February 2022.

Opportunities include:

- Construction of shared pathways within the western and eastern Heddon Greta existing urban footprint, with connectivity to MR195 and local spaces west of the MR195 in the north of the Corridor;
- Investigate opportunities for the embellishment of existing local open space (e.g. play equipment or similar, bicycle parking infrastructure etc.)
- Additional planting of vegetation to increase canopy cover in open space areas;
- Refurbishment/make good of Hedleigh Park to re-instate an informal kick around space;
- Establishment of a shared pathway route along the South Maitland Railway corridor, with linkages and connections to similar pathways within the Maitland LGA and to the broader LGA by connection to the proposed Richmond Vale Trail network
- Creation of nature/walking trails along riparian corridors and the Wallis Creek floodplain; and
- Establishing seating and tree plantings within stormwater detention/retention areas to provide opportunities for passive recreation (including Forbes Crescent, Cliftleigh and Averys Village URAs); and
- Identify opportunities to create or strengthen the green grid connections within the corridor.

Any new residential investigation area brought online, such as the Main Road North Investigation Area, would generate the need for additional local open space. In the event the Main Road North Investigation Area were to proceed, local open space as per the area and locational requirements of the ROSSP would be required to be supplied within the development footprint. Embellishment thereof would also be required. This space would cater primarily by the population within that development site.



CONNECTIVITY

A number of upgrades have been recommended to both the state and local road network through investigations undertaken by TfNSW and Council, in addition to conditions of development consent granted for development within the Corridor. These include infrastructure to support alternative transportation.

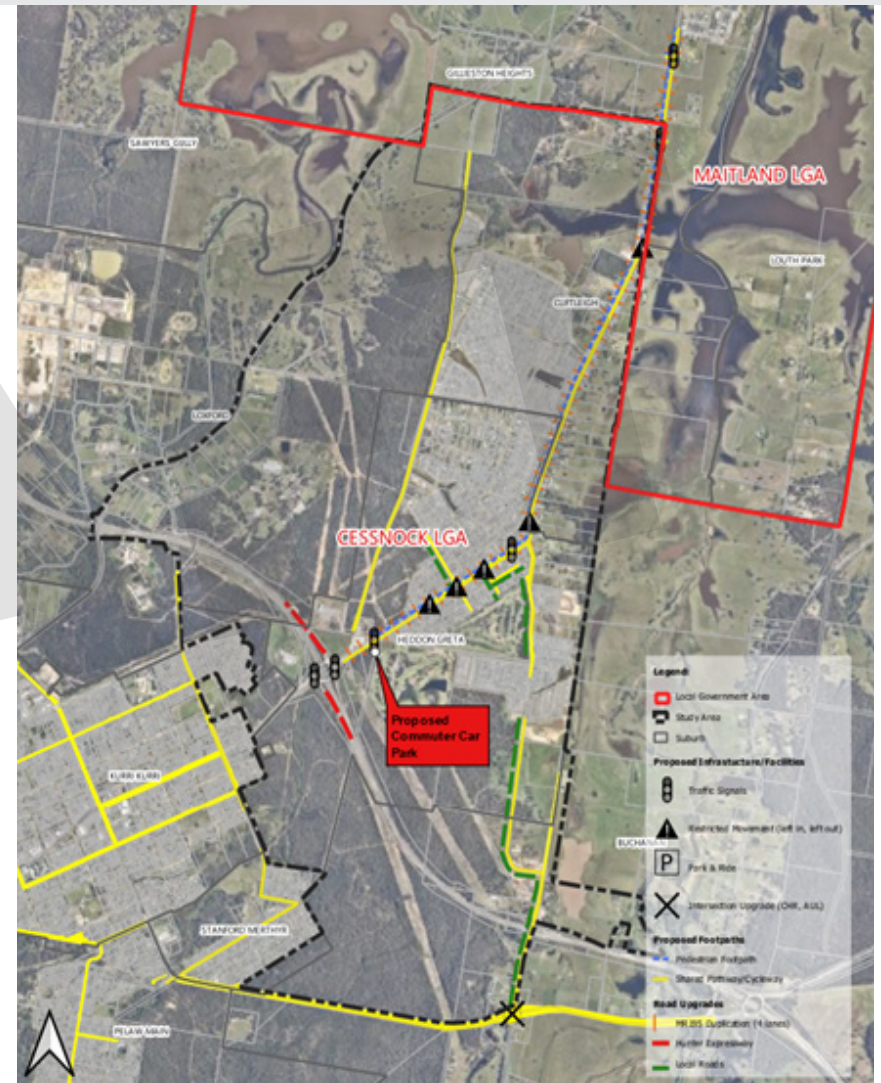
The timing for the delivery of the identified upgrades to the state road network is contingent upon a number of factors, including certainty of the final development yield (both residential and employment) from the Hydro PP.

Further, additional modelling is likely required for the MR195/Cessnock Road as a result of early land releases and some changes to development assumptions. This may alter the extent of proposed works, and the timing for delivery.

Notwithstanding the above, it is definitive that the MR195 Corridor within the Heddon Greta – Cliftleigh Corridor will require duplication. TfNSW are currently working on an Integrated Plan and Strategic Business Case to further plan/program for the upgrade of MR195.

Many upgrades to the local road network are being undertaken in accordance with conditions of development consent, and or WIK Agreements between Council and Developers. Others are funded by the City Wide Infrastructure Contribution Plan. The extent to which WIKs are being undertaken is outlined in Appendix 1.

Figure 23: Proposed Connectivity/Road Improvements



HEX (Main Road Interchange)

- Extension of the two lane interchange approach from Lang Street, and the eastern (Newcastle) and western (Branxton) exit ramps from the HEX;
- Additional left turn slip lane from the western exit ramp and acceleration lane on MR195
- Signal control of Main Road Interchange, located on the Lang Street approach and eastern exit ramp from the HEX (from Newcastle), and coupled with line marking to permit double lane right turns into Lang Street.

HEX (Hart Road Interchange)

- New priority controlled access and exit ramps to/from Hart Road/HEX; and
- Retention of existing single lane bridge (Hart Road) over HEX.

The Cessnock City Council Traffic and Transport Strategy, 2018 (currently under review) proposes a connection with the Hart Road Interchange for a bypass of Weston. This has not been taken into consideration by the modelling undertaken by TfNSW for the Hart Road Interchange.

MR195

The following proposed changes are identified to occur within the Cessnock LGA (listed by locality from the Cessnock LGA Boundary southward to the HEX):

- Construction of a shared pathway for the length of the MR195 on the southern side;
- Construction of a footpath for the length of the MR195 on the northern side;
- New two lane road, one lane in each direction with two metre shoulders, around

900 metres long between Gillieston Heights and Cliftleigh built alongside the existing Cessnock Road to improve flood immunity (Testers Hollow);

- (No change to intersection geometry at MR195/Averys Lane);
- (No change to signalised intersection at MR195/William Tester Drive);
- Seagull intersection at MR195/Traders Way. Ban on right turning movements (as per current conditions);
- Left-in/Left-out at MR195/Trenchard Street;
- Signalised intersection at MR195/Heddon Street with right turning lane on both north and south approaches and pedestrian crossing (under construction – Heddon Street is currently left-in/left-out while construction is being completed);
- Left-in/Left-out at MR195/Stanford Street;
- Left-in/Left-out at MR195/Young Street;
- Left-in/Left-out at MR195/Earp Street;
- Signalised intersection at MR195/Stanford Road with right turning lane on both north and south approaches and pedestrian crossing; and
- Formalised Commuter Car Park at MR195/Stanford Road (south of MR195)

The following proposed upgrades are identified within the Maitland LGA (in close proximity to the Corridor extent - listed by locality from the Cessnock LGA boundary northward towards Maitland):

- New two lane road, one lane in each direction with two metre shoulders, around 900 metres long between Gillieston Heights and Cliftleigh built alongside the existing Cessnock Road (Testers Hollow);
- New signalised T-Junction with Cessnock Road/Gillieston Heights South URA with left turn lane from northern approach and right turn lane from the southern approach; and
- New signalised T-Junction with Cessnock Road/Hydro Access with dual right turn lanes from the northern approach and left turn lane from the southern approach.

Hydro

- New link from Hart Road to MR195/Cessnock Road

John Renshaw Drive

- Upgrade of John Renshaw Drive/Averys Lane intersection to cater for a channelised right hand turn movement from the western approach, and auxiliary left hand acceleration lane from Averys Lane.

Averys Lane

- Extension of Averys Lane to connect through Averys Village URA to John Renshaw Drive;
- Provision of eight bus stops within the URA;
- Reconstruct Averys Lane from Clift Street to Subdivision to a 9m wide carriageway;
- Installation of traffic calming device at Averys Lane northern connection to subdivision;
- Reconstruct Averys Lane to John Renshaw Drive to rural standards from southern end of subdivision;
- Construct a single lane roundabout at Averys Lane southern connection to subdivision;
- New off-road shared path along Averys Lane within the Averys Village URA;

Other Local Roads

- Upgrade Heddon Street from Main Road to Clift Street to a 9m wide carriageway;
- Reconstruction of Young Street (400m) including pavement rehabilitation and kerb and guttering;
- New off-road path along Main Road (Heddon Greta) - Heddon Street to Earp Street;
- Adams St - Heddon St to Stanford St - reconstruct road with kerb and drainage;
- Stanford St - Main Rd to Clift St - reconstruct road with kerb and drainage;

South Maitland Railway Corridor

The South Maitland Railway Corridor provides an excellent opportunity to provide greater levels of connectivity within the Corridor but also within the broader Planning Area and LGA.

It provide opportunities to link the Corridor to the Richmond Vale Trail which will provide connectivity to other LGAs.

The South Maitland Railway Corridor also has opportunity as a second road connection in addition to MR195. This should be supported by opportunities to encourage active transport within/adjoining any future road reserve.

Further opportunities to improve connectivity within the corridor include:

- Improve pedestrian connectivity within the existing urban areas of Heddon Greta through the strategic location of pedestrian/shared pathways.
- Further consideration of opportunities for laneway or service roads for access to private dwellings along this stretch of MR195 should be given during the design phase for the duplication.

Public Domain

Many public domain improvement opportunities will be closely aligned with the proposed upgrades to the state and local road networks, as well as the opportunities relating to the provision and embellishment of open space.

It will be important for Council to continue to work with TfNSW to identify opportunities for improvement to the public domain along and promote the principles of Movement and Place adjoining the MR195 corridor. Opportunities for further discussion with TfNSW include:

- Establishment of natural features and planting along the corridor to soften hard infrastructure, including potential opportunities for vegetation which provides canopy cover;
- Provision of bicycle parking facilities at the proposed Commuter Car Park, and in localities close to businesses;
- Alternative pavement treatments to shared pathways and/or footpaths, particularly in areas proximate to local businesses;
- Ensuring there are adequate opportunities and refuges for pedestrian crossings of the corridor in safe locations; and
- Introduction of fencing or barriers at strategic locations to restrict pedestrian movement across the corridor in dangerous or unsafe locations.

SERVICING

Access to service infrastructure within the Corridor is generally available and provided prior to the release of residential allotments within URAs.

However, there are opportunities to improve drainage within the existing urban areas of the Corridor. Works are planned in this regard for Clift Street in Heddon Greta. Further opportunities to improve the quality of wastewater entering riparian corridors exists and should be subject to further investigation.

Subject to further consultation with Hunter Water, investigations should be undertaken to enable the connection of large lot residential areas to the reticulated sewerage network.

INVESTIGATIONS AREAS

There are a number of locations and areas within the Corridor that warrant further investigation. Not all areas would be suitable for future urban development, but some areas require a review of current zoning. In some cases, the zoning is inconsistent or anomalous given the existing uses or functions of the land.

Main Road North

This area is located on the northern end of the Corridor, and located north of Testers Hollow. It includes Lots 21 and 22 DP 1181574 and Lot 2 DP 1249763, being 504, 528 and 532 Main Road, Cliftleigh. Small portions of Lots 21 and 22 are located within the Maitland LGA.

Parts of the site are constrained and not be suitable for development.

The western portion of the site is constrained by TECs, including Lower Hunter Red Gum-Paperbark Riverflat Forest and Lower Hunter Spotted Gum-Ironbark Forest. The southern portion of the site is constrained by flooding and is unsuitable for development. Additionally, the western boundary of Lot 22 adjoins the South Maitland Railway Corridor.

The remaining area equates to approximately 25ha and may be suitable for investigation for a future URA..

Access

Direct access to and/or from the site off MR195 will not be supported. The site will be reliant on future connections proposed to be established to MR195 by the Hydro Proposal, and the internal road network thereof.

Servicing

Whilst water is connected to the site, sewerage infrastructure is not. Confirmation from Hunter Water would be required to identify available capacity and augmentation or upgrade requirements to service residential development; in addition to a capacity and capability analysis for water supply.

An analysis of existing connections and opportunities for augmentation or extension for gas, electricity, internet/NBN is also required.

Biodiversity

Biodiversity Certification of the site in accordance with the provisions of the Biodiversity Conservation (BC) Act, 2016 be undertaken concurrently within any proposed rezoning.

Flooding

Modelling of flood events and impacts pre and post development, up to and including the 1% AEP and Probable Maximum Flood (PMF) event, plus a range of flood events/ scenarios which consider climate change.

Figure 24: Main Road North Investigation Area



Traffic Impact

Analysis of current, background and future growth, including consideration, resolution and mitigation impacts associated within the development on existing and proposed road, pedestrian and alternative transport infrastructure.

Open Space and Community Facilities

Analysis of the existing open space and community facilities within the Kurri Kurri Planning Areas (and the relevant Planning Area within the Maitland LGA), including resolution and supply of additional open space and community infrastructure.

At minimum, it would be expected that one area of functional and usable open space for the purposes of a local play space be provided within the development footprint in accordance with the standards of the ROSSP. Further, it would be expected that connectivity to other development within the locality through a series of shared cycleways be provided, as well as providing opportunities for passive recreation.

Additional contributions to LGA wide facilities is also likely to be required.

Opportunities for a shared pathway route along the South Maitland Railway Corridor, with linkages and connections to similar pathways within the Maitland LGA and Richmond Vale Railway routes should also be investigated.

Heritage

Assessments of cultural and other heritage items should be undertaken using contemporary assessment and engagement methodologies. In particular, assessments should identify and make recommendations for the management and future use of the South Maitland Railway Corridor.

Noise

Assessment of noise impacts from the operation of MR195 should be assessed to determine any necessary treatments or setbacks required for residential development to attenuate traffic noise.

Bushfire

Identification and analysis of existing bushfire prone vegetation, with development within the future subdivision not exceeding Bushfire Attack Level (BAL) 29, and all Asset Protection Zones (APZs) located within any residentially zoned land. A perimeter road is likely to be required.

Recommendation

It is recommended that this site be included within UGMP as a future investigation. A Proponent-led Planning Proposal would be required to rezone the land.

Given the constraints of the site, any proposal to rezone the land would need to be supported by investigative studies which addressed the following matters (at minimum). Additionally, consultation with relevant stakeholders, including but not limited to DP&E, Maitland City Council, Rural Fire Service (RFS), Hunter Water and Heritage NSW would be required to be undertaken.

Main Road East

Main Road East is a triangular area within located in the north of the Corridor, between MR195, the Wallis Creek floodplain and the Averys Village URA.

This area is zoned RU2 Rural Landscape and comprises two distinct areas or development characters.

The first comprises predominantly low density residential development along the frontage of MR195. The second comprises large lot residential development. The small lots are in the order of approximately 930m², whilst the larger are an average of approximately 2.4ha.

The service station in Cliftleigh on MR195 is the approximate point for differentiation between the two residential characters. Development in both areas are predominantly single dwellings.

Both localities have direct access to/from MR 195, however, this is restricted to left-in, left-out turning movements for the smaller lot residential area. Whilst right hand turn movements are generally available in the large lot residential area, the volume and speed of traffic, as well as poor sight lines, make this movement unsafe.

Analysis from TfNSW indicates that duplication of MR195 will be required. This will affect the large lot residential development area (as MR195 north of the service station already comprises four lanes), and some land acquisition for this purpose may be required. Further consideration of opportunities for laneway or service roads for access to private dwellings along this stretch of MR195 should be given during the design phase for the duplication, supported by an urban design plan.

Figure 25: Main Road East Investigation Area



Much of the rear of the large lot residential properties is affected by flooding during the 1% (and smaller) AEP events. Section 9.1 Ministerial Directions prohibit the rezoning of flood affected land for residential purposes. Therefore, a more appropriate zone, reflective of the characteristics of the land should be applied to this area.

Through the comprehensive review of residential zonings and provisions of CLEP 2011, consideration should be given to rezoning the area to a more suitable urban zone, reflective of the existing residential character. An R2 Low Density Residential zone should be considered for the northern area of this locality, whilst a split R5 Large Lot Residential zone/Conservation zone or a C4 Environmental Living zone should be considered for the southern area. This should be considered concurrently with the range of permissible land uses and minimum lot sizes within each zone to avoid further unplanned subdivision and land fragmentation.

Additionally, any rezoning should have regard for any proposed rezoning proposed by the implementation of Council's Environmental Zoning Framework.

Subject to further consultation with Hunter Water, investigations should be undertaken to enable the connection of large lot residential areas to the reticulated sewerage network.

Heddon Greta Hotel & Car Park

There are opportunities to further investigate the function of the Heddon Greta Hotel and the unformed car park, located on the corner of Young Street and MR195.

Small scale food and drink premises (cafes) may be suitable in this location, and provide an opportunity for this type of activity on the western side of the road corridor. This should be considered with opportunities to improve public domain to promote an active street frontage (such as paving, pedestrian crossings, plantings etc.) on this site and the Heddon Greta Hotel.



Figure 26: Heddon Greta Hotel & Car Park Investigation Area

Kurri Kurri TAFE & Surrounds

Kurri TAFE is located in a bushland setting between Bowditch Avenue and the tributaries of Swamp Creek. Access is via McLeod Road across the HEX from Northcote Street, Kurri Kurri. It is currently zoned RU2 Rural Landscape.

The TAFE is an Educational Establishment providing vocational training opportunities across a broad range of sectors, including plant and machinery, hospitality, horticulture, turf management, viticulture and animal welfare (veterinary nursing)²⁷.

The TAFE grounds include an administrative centre, auditorium, student accommodation, nursery, classrooms and industrial buildings. The grounds also provide areas for active learning opportunities for viticulture and turf management.

Despite its location in a bushland setting, and being a permissible use within the RU2 Rural Landscape zone, the range of land uses and activities undertaken within the grounds are not necessarily compatible with the objectives of the zone, particularly when considered in the context of the RU2 zone application across the wider LGA.

Through the comprehensive review of rural and/or special purpose zonings and provisions of CLEP 2011, investigation of an alternate zoning which retains opportunities for continued operation and growth of the TAFE operations, (such as an SP2 Special Purpose Zone), should be considered. This should also have regard for any proposed rezoning proposed by the implementation of Council's Environmental Zoning Framework.

Subject to the finalisation of the District Level playing field and community facilities, further opportunities exist for exploring partnerships with TAFE in this regard.

²⁷ TAFE NSW, Kurri Kurri, <https://www.tafensw.edu.au/locations/hunter-central-coast/kurri-kurri>, accessed 16 February 2022.

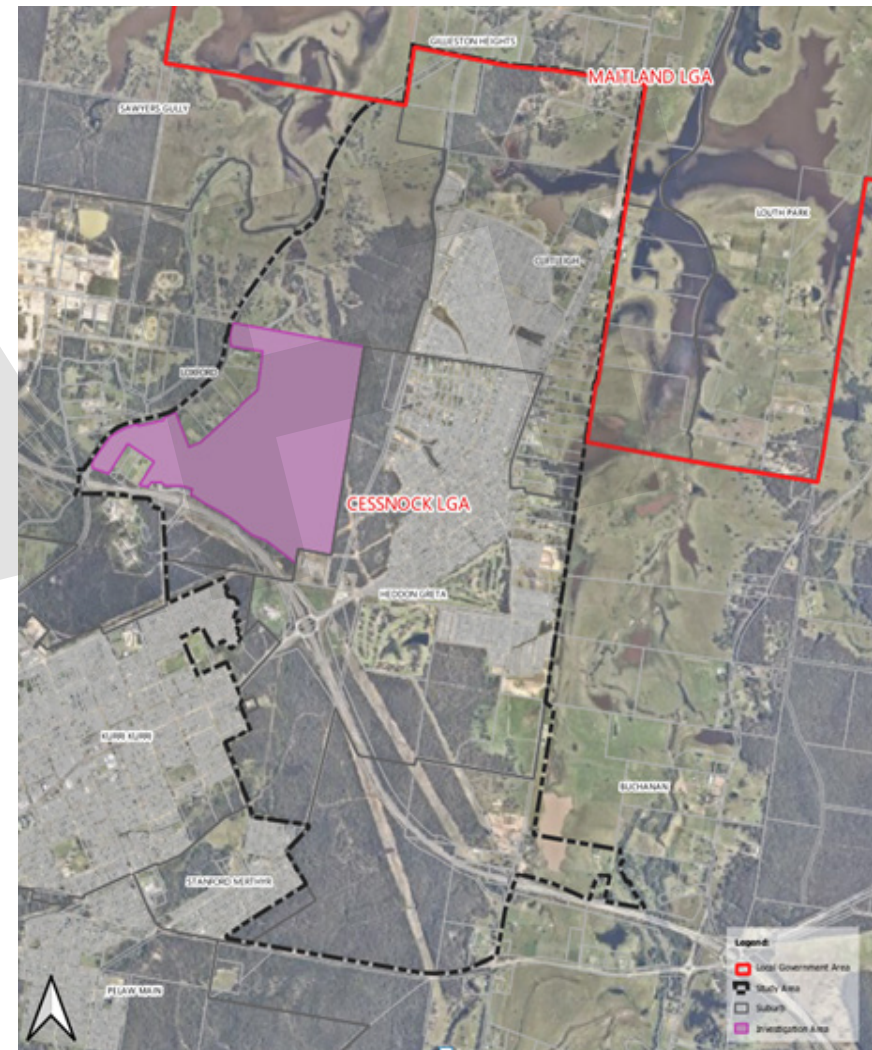


Figure 27: Kurri TAFE & Surrounds Investigation Area

Averys Lane South Extension

The Averys Lane South Extension investigation area is located south of the Averys Village URA, north of the HEX and west of Averys Lane. It also adjoins the land subject to the Averys Lane South Planning Proposal.

It comprises four parcels of land and is zoned RU2 Rural Landscape.

There is an opportunity to consider a rezoning of this site to enable low density residential development, in conjunction with the Averys Lane South Proposal, should it proceed. Landowner discussions and additional investigations and relating to noise and servicing are likely to be required if this occurs. Such a proposal should also consider the application and land reservation requirements and Special Purpose zonings in the locality, in consultation with TfNSW.

In addition to the zones of sites identified above, there are a number of other sites within the Corridor that are zoned anomalously.

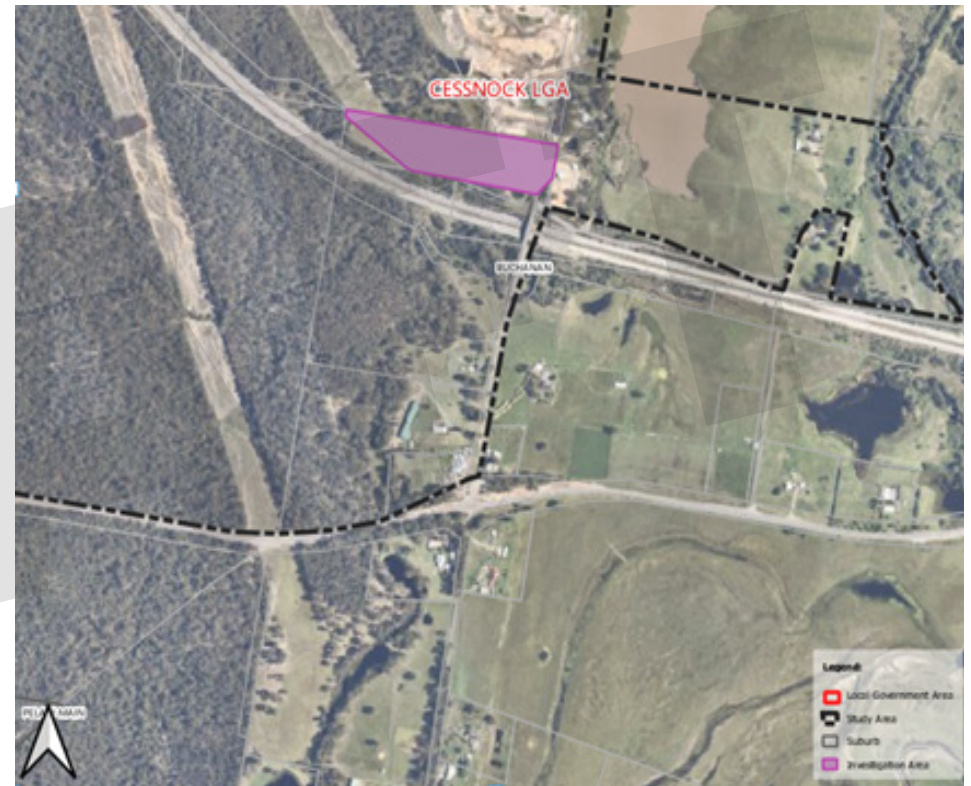


Figure 28: Averys Lane South Extension Investigation Area

Anomalous Zonings

In addition to the zones of sites identified above, there are a number of other sites within the Corridor that are zoned anomalously. These sites have been identified through the Comprehensive review of CLEP 2011 for rural and recreational zones, and this project and include the following sites/recommendations.

Site	Current Zone	Proposed Zone
Testers Hollow Floodplain, Clifftleigh	RE1 Public Open Space	C3 Environmental Management
Madeline Street Riparian Corridor, Heddon Greta	RE1 Public Open Space	C3 Environmental Management
Crown Land (between Stanford Merthyr and John Renshaw Drive)	RE1 Public Open Space	C2 Environmental Conservation
Kurri Kurri Golf Course, Heddon Greta	RU2 Rural Landscape	RE2 Private Open Space
Hedleigh Park, Heddon Greta	R2 Low Density Residential	RE1 Public Open Space
Hilltop Park, Clifftleigh	R2 Low Density Residential	RE1 Public Open Space
MR195 Road Reserve, Trenchard Street to Clifftleigh URA	RE1 Public Open Space	R2 Low Density Residential
Averys Village Road Reserve, between Kurri Kurri Golf Course and Averys Village URA	RU2 Rural Landscape	R2 Low Density Residential

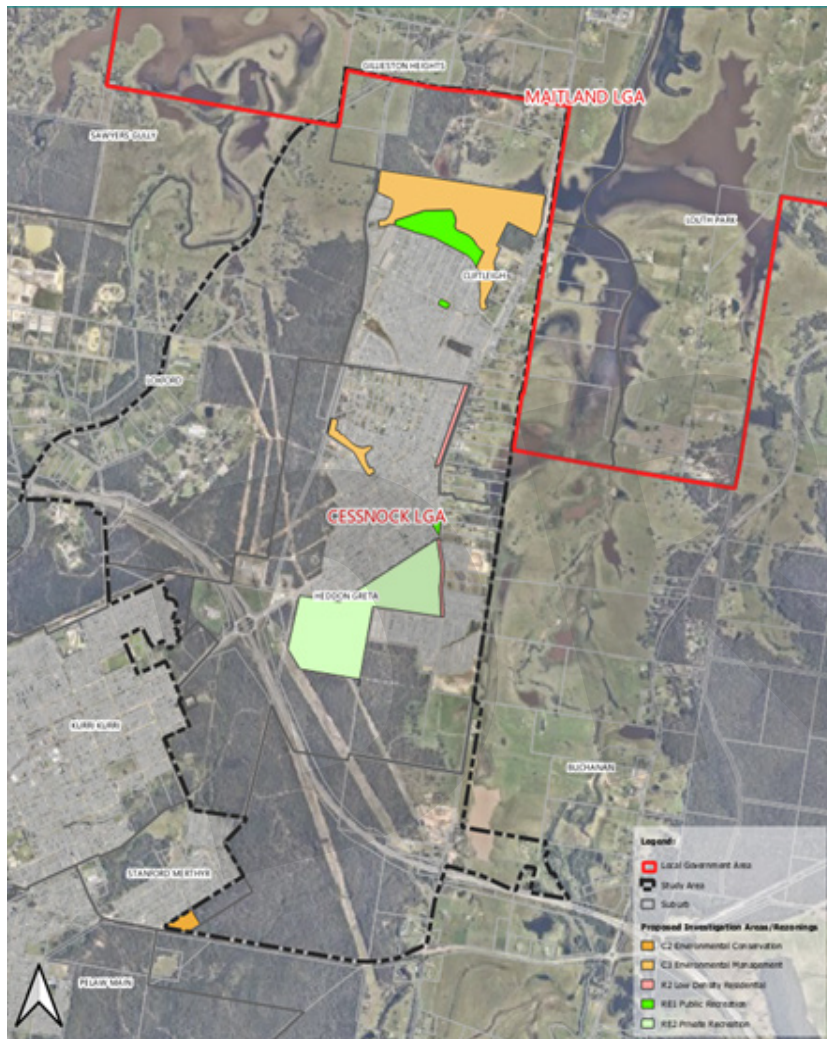


Figure 29: Anomalous Site Zoning Recommendations

Recommendations

Category	Work/Item/Proposal
District Open Space and Community Facilities	In the event the Hydro proposal does not proceed, investigate opportunities for partnerships Kurri Kurri TAFE for this infrastructure.
Local Open Space	If opportunity arises, investigate the purchase of land in/around Forbes Crescent for a future local park.
	Construction of shared pathways within the western and eastern Heddon Greta existing urban footprint, with connectivity to MR195 and local spaces west of the MR195 in the north of the Corridor.
	Investigate opportunities for the embellishment of existing local open space (e.g. play equipment or similar, bicycle parking infrastructure etc.)
	Provision of bicycle parking infrastructure within local parks.
	Establishment of natural features and additional planting along the corridor to soften hard infrastructure, including potential opportunities for vegetation which provides canopy cover.
	Refurbishment/make good of Hedleigh Park to re-instate an informal kick around space.
	Investigate opportunities for the establishment of a shared pathway route (and potential second collector road) along the South Maitland Railway corridor, with linkages and connections to similar pathways within the Maitland LGA and Richmond Vale Railway line.
	Creation of nature/walking trails along riparian corridors and the Wallis Creek floodplain.
Connectivity	Investigate opportunities to provide seating and tree plantings within stormwater detention/retention areas to provide opportunities for passive recreation (e.g. Forbes Crescent, Cliffleigh and Averys Village URAs) and improve stormwater management.
	Improve pedestrian connectivity within the existing urban areas of Heddon Greta through the strategic location of pedestrian/shared pathways.
	Further consideration of opportunities for laneway or service roads for access to private dwellings along this stretch of MR195 should be given during the design phase for the duplication, supported by an urban design plan.
	Investigate opportunities for the establishment of a shared pathway route (and potential second collector road) along the South Maitland Railway corridor, with linkages and connections to similar pathways within the Maitland LGA and Richmond Vale Railway line.
	Identify opportunities to create or strengthen the green grid connections within the corridor.

Category	Work/Item/Proposal
Public Domain / Movement and Place	Establishment of natural features and additional planting along the corridor to soften hard infrastructure, including potential opportunities for vegetation which provides canopy cover
	Provision of bicycle parking facilities at the proposed Commuter Car Park, and in localities close to businesses.
	Alternative pavement treatments to shared pathways and/or footpaths, particularly in areas proximate to local businesses.
	Ensuring there are adequate opportunities and refuges for pedestrian crossings of the corridor in safe locations.
	Introduction of fencing or barriers at strategic locations to restrict pedestrian movement across the corridor in dangerous or unsafe locations.
Servicing	Investigate opportunities for the establishment of a shared pathway route (and potential second collector road) along the South Maitland Railway corridor, with linkages and connections to similar pathways within the Maitland LGA and Richmond Vale Railway line.
	Undertake investigations to determine the capability/feasibility of connecting existing large lot residential areas to the reticulated sewerage network.
Investigation Areas	Main Road North - During the next review of the UGMP, identify the Main Road North Investigation Area described by this plan as a URA for future investigation.
	Investigate opportunities for the establishment of a shared pathway route (and potential second collector road) along the South Maitland Railway corridor, with linkages and connections to similar pathways within the Maitland LGA and Richmond Vale Railway line.
	Main Road East - Through the comprehensive review of residential zonings and provisions of CLEP 2011, consideration be given to rezoning the area to a more suitable urban zone, reflective of the existing residential character.
	Further consideration of opportunities for laneway or service roads for access to private dwellings along this stretch of MR195 should be given during the design phase for the duplication, supported by an urban design plan.
	Undertake investigations to determine the capability/feasibility of connecting existing large lot residential areas to the reticulated sewerage network.
	Heddon Greta Hotel & Car Park - Consider opportunities to permit small scale food and drink premises (cafes) on the corner of Young Street and MR195 in consultation with landowners and TfNSW. This should be considered with opportunities to improve public domain (such as paving, pedestrian crossings, plantings etc.) on this site and the Heddon Greta Hotel.

Category	Work/Item/Proposal																											
Investigation Areas (cont.)	Averys Lane South Extension - Subject to progression of the Averys Lane South Planning Proposal, and in consultation with landowners, consider a rezoning of this site to enable low density residential development																											
	Anomalous Zoned Land - Implement the following proposed changes to anomalously zoned land:																											
	<table border="1"> <thead> <tr> <th data-bbox="474 612 1234 655">Site</th> <th data-bbox="1234 612 1559 655">Current Zone</th> <th data-bbox="1559 612 2051 655">Proposed Zone</th> </tr> </thead> <tbody> <tr> <td data-bbox="474 655 1234 707">Testers Hollow Floodplain, Cliftleigh</td> <td data-bbox="1234 655 1559 707">RE1 Public Open Space</td> <td data-bbox="1559 655 2051 707">C3 Environmental Management</td> </tr> <tr> <td data-bbox="474 707 1234 758">Madeline Street Riparian Corridor, Heddon Greta</td> <td data-bbox="1234 707 1559 758">RE1 Public Open Space</td> <td data-bbox="1559 707 2051 758">C3 Environmental Management</td> </tr> <tr> <td data-bbox="474 758 1234 809">Crown Land (between Stanford Merthyr and John Renshaw Drive)</td> <td data-bbox="1234 758 1559 809">RE1 Public Open Space</td> <td data-bbox="1559 758 2051 809">C2 Environmental Conservation</td> </tr> <tr> <td data-bbox="474 809 1234 860">Kurri Kurri Golf Course, Heddon Greta</td> <td data-bbox="1234 809 1559 860">RU2 Rural Landscape</td> <td data-bbox="1559 809 2051 860">RE2 Private Open Space</td> </tr> <tr> <td data-bbox="474 860 1234 911">Hedleigh Park, Heddon Greta</td> <td data-bbox="1234 860 1559 911">R2 Low Density Residential</td> <td data-bbox="1559 860 2051 911">RE1 Public Open Space</td> </tr> <tr> <td data-bbox="474 911 1234 962">Hilltop Park, Cliftleigh</td> <td data-bbox="1234 911 1559 962">R2 Low Density Residential</td> <td data-bbox="1559 911 2051 962">RE1 Public Open Space</td> </tr> <tr> <td data-bbox="474 962 1234 1013">MR195 Road Reserve, Trenchard Street to Cliftleigh URA</td> <td data-bbox="1234 962 1559 1013">RE1 Public Open Space</td> <td data-bbox="1559 962 2051 1013">R2 Low Density Residential</td> </tr> <tr> <td data-bbox="474 1013 1234 1064">Averys Village Road Reserve (between Kurri Kurri Golf Course and Averys Village URA)</td> <td data-bbox="1234 1013 1559 1064">RU2 Rural Landscape</td> <td data-bbox="1559 1013 2051 1064">R2 Low Density Residential</td> </tr> </tbody> </table>	Site	Current Zone	Proposed Zone	Testers Hollow Floodplain, Cliftleigh	RE1 Public Open Space	C3 Environmental Management	Madeline Street Riparian Corridor, Heddon Greta	RE1 Public Open Space	C3 Environmental Management	Crown Land (between Stanford Merthyr and John Renshaw Drive)	RE1 Public Open Space	C2 Environmental Conservation	Kurri Kurri Golf Course, Heddon Greta	RU2 Rural Landscape	RE2 Private Open Space	Hedleigh Park, Heddon Greta	R2 Low Density Residential	RE1 Public Open Space	Hilltop Park, Cliftleigh	R2 Low Density Residential	RE1 Public Open Space	MR195 Road Reserve, Trenchard Street to Cliftleigh URA	RE1 Public Open Space	R2 Low Density Residential	Averys Village Road Reserve (between Kurri Kurri Golf Course and Averys Village URA)	RU2 Rural Landscape	R2 Low Density Residential
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Planning Agreement Requirements

URA	City Wide Contributions				Local Contributions		Land Acquisition / Dedication	Open Space Embellishment	Pedestrian / Shared Pathways	Bus Stops	Road / Drainage / Environmental Works
	Kurri Indoor Sports Facilities	Kurri Aquatic Centre	Performing Arts Centre	Library	Child Care Centre	Multi-purpose centre					
Heddon Greta ²⁸	•	•	•	•	N/A	N/A	5,000m ² for local playground	Embellishment of local playground	Financial contribution towards pedestrian pathway on MR95 from Trenchard to Earp Street	Financial Contribution to external bus stop	Reconstruction of Young Street (400m) including pavement rehabilitation and kerb and guttering
								Construction of 0.9km of pedestrian / cycle pathway on Young Street			

²⁸ Contributions for DA/8/2015/106/1 were levied incorrectly against the City Wide Infrastructure Contribution Plan and did not reflect the contributions agreed to within the PA.

URA	City Wide Contributions				Local Contributions		Land Acquisition / Dedication	Open Space Embellishment	Pedestrian / Shared Pathways	Bus Stops	Road / Drainage / Environmental Works
	Kurri Indoor Sports Facilities	Kurri Aquatic Centre	Performing Arts Centre	Library	Child Care Centre	Multi-purpose centre					
Averys Village							Dedication of land zoned C2 land to Minister for Environment for inclusion within NPWS Estate	N/A	<p>Pedestrian path along Averys Lane and Heddon Street</p> <p>Pedestrian path along MR195 between Heddon and Stanford Streets</p> <p>Off-road path along Averys Land from/ within the URA to Main Road</p>	Provision of 8 bus stops within the subdivision	<p>Staged construction of MR195 intersection upgrade, including land acquisition, service relocation, pedestrian refuges and installation of signals</p> <p>Upgrade Heddon Street from Main Road to Clift Street to a 9m wide carriageway</p> <p>Reconstruct Averys Lane from Clift Street to Subdivision to a 9m wide carriageway</p> <p>Installation of traffic calming device at Averys Lane northern connection to subdivision</p> <p>Reconstruct Averys Lane to John Renshaw Drive to rural standards from southern end of subdivision</p> <p>Construct a single lane roundabout at Averys Lane southern connection to subdivision ²⁹</p>

²⁹ Provision/Design may alter subject to further refinement of Development Applications

URA	City Wide Contributions				Local Contributions		Land Acquisition / Dedication	Open Space Embellishment	Pedestrian / Shared Pathways	Bus Stops	Road / Drainage / Environmental Works
	Kurri Indoor Sports Facilities	Kurri Aquatic Centre	Performing Arts Centre	Library	Child Care Centre	Multi-purpose centre					
Cliftleigh							46.84 ha Testers Hollow Open Space		Financial contribution towards external cycleway		Testers Hollow Wetland Construction, rehabilitation works and Maintenance (5 years)
							1,000m ² Open Space at William Tester Drive		Financial contribution to cycle link to Kurri Kurri		Financial contribution to pedestrian refuges
							22.6ha District Recreation Facilities	Embellishment of kick-about space			Financial contribution to rationalizing MR195 access
							3.9ha Hilltop local park	Embellishment of Hilltop Park			Financial contribution to Roads / Streetscape / Parking
							1.124ha open space adjacent to existing open space and recreational facility on William Tester Drive				



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