



HYDRO KURRI KURRI PLANNING PROPOSAL

INTRODUCTION

Rezoning overview

A major rezoning proposal seeks to develop land within vicinity of the Kurri Kurri and Hart Road interchanges on the Hunter Expressway. The proposed development involves the re-establishment of employment at the former Hydro Aluminium smelter, capitalising on the established electricity transmission infrastructure and direct access to a major freight network.

The creation of new jobs accompanies planned future housing opportunities in proximity to the employment precinct. Residential use proposed on the surrounding land will enhance transport connectivity between the Strategic Centres of Kurri Kurri and Maitland.

Relationship with supporting documentation

The rezoning is regarded as a Joint Planning Proposal between Cessnock and Maitland Councils given the proposal spans across the two (2) Local Government Areas. This means that Cessnock City Council's Planning Proposal for the Hydro rezoning ('Hydro Kurri Kurri' reference 18/2015/2/1) should be read in conjunction Maitland City Council's with the adjoining Planning Proposal by Maitland Council ('Hydro Gilleston Heights Western Precinct' reference RZ 14/002).

The two (2) Planning Proposals closely relate to various draft strategies and a biodiversity conservation agreement. These documents will be separately exhibited by the respective organisation (refer to Figure 1 below).

A coordinated approach between Cessnock and Maitland Councils, the Department of Planning, Industry and Environment (DPIE), the Biodiversity Conservation Division of DPIE and Transport for NSW has been adopted to align the exhibition of the related documentation.

OVERVIEW OF SUPPORTING DOCUMENTATION

- **Hunter Expressway Strategy**

A draft Hunter Expressway Strategy has been developed to make the most of this accessibility and help deliver the vision in the *Hunter Regional Plan 2036* and the *Greater Newcastle Metropolitan Plan 2036*, for the Hunter to be the leading regional economy in Australia with a vibrant metropolitan city at its heart.

The strategy's focus is to enable land use and infrastructure to be carefully planned to deliver maximum benefits for the Hunter, while protecting the operation and capacity of the interchanges. It aims to achieve this by responsive planning, strategic decision making and coordinated land use and transport management to protect the operation of Hunter Expressway and its role in Australia's and NSW's freight network.

Development at interchanges will be considered through a strategic process that enables traffic, heavy vehicle access, environmental and other issues to be resolved early.

- Interchange growth areas will be mapped;
- Councils will use the interchange growth areas to define the land available to investigate for release as they prepare and update their local strategies (Local Strategic Planning Statements, urban growth management strategies); and
- The local strategies will need to be agreed between councils and the Department of Planning, Industry and Environment and Transport for NSW before any rezoning can take place.

- **Cessnock Road Corridor Strategy (MR195)**

Transport for NSW is developing a Cessnock Road Corridor Strategy (MR195) which is intended to be placed on exhibition in 2021.

The study investigates opportunities to improve road capacity on the Main Road 195 (MR195) corridor between the Mitchell Avenue/Victoria Street at Kurri Kurri and the New England Highway. Transport demand along this corridor is expected to increase significantly due to land use changes predicted over the next 20+ years.

A key planning issue for TfNSW relates to the potential impacts of future development on the MR195 existing road infrastructure. The scope of this study is to carry out traffic modelling support services to assist TfNSW in the Master Planning of the MR195 corridor.

- **Biodiversity Conservation Assessment Report**

A draft Biodiversity Conservation Assessment Report (BCAR) seeking bio-certification of the development footprint has been prepared by the proponent of the Hydro rezoning.

The report proposes bio-certification of 300 hectares with the remaining land being assessed under a State Significant Development (SSD) approval associated with the remediation of the former Hydro smelter site.

The proponent intends to submit the BCAR to the Biodiversity Conservation Division (BCD) of the Department of Planning Industry and Environment (DPIE) for consideration in early 2021. The BCAR will identify the potential environmental impacts associated with conferring biodiversity certification for the development footprint within the Cessnock and Maitland Local Government Areas (LGAs).

This report describes the biodiversity values at the site, with emphasis on identification of native Plant Community Types (PCTs) and threatened ecological communities (TECs), populations, species and their habitats. It assesses the impact of the proposal, identifies measures to avoid and minimise impacts and describes and quantifies the biodiversity credits required to offset the residual impacts of the proposal on biodiversity values according to the Biodiversity Assessment Methodology (BAM) established under THE Biodiversity Conservation Act 2016.

- **Hydro Gilleston Heights (Western Precinct) Planning Proposal**

This planning proposal seeks to rezone the former Hydro Aluminium Smelter and buffer lands east of the South Maitland Railway to permit residential development.

Maitland Council intends to exhibit the Planning Proposal at the same time as Cessnock Council's Hydro Kurri Kurri Planning Proposal.

Relationship between related exhibition materials

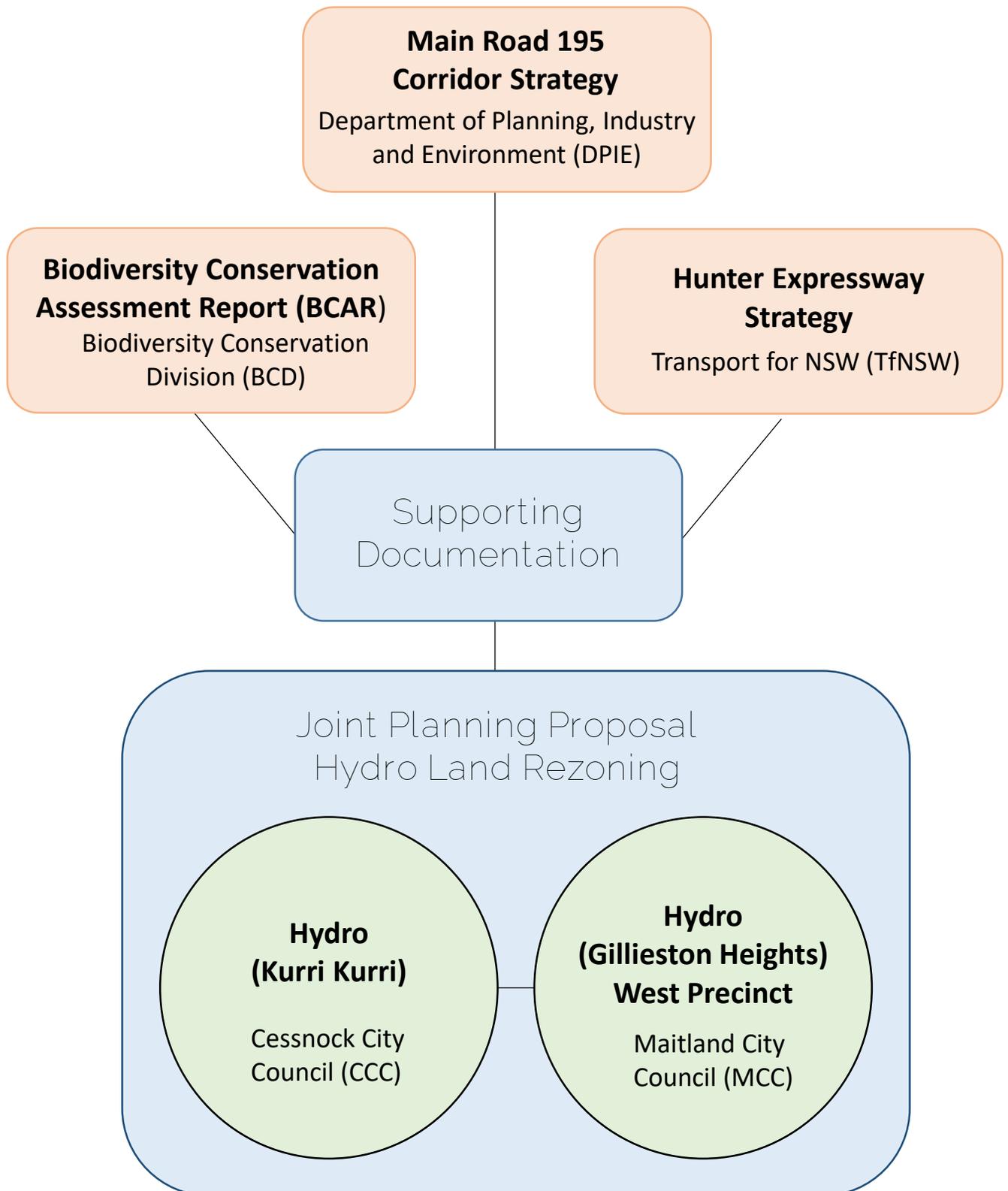


Figure 1: Diagram showing the connection between the Joint Planning Proposal, supporting strategies and the BCAR which will be separately exhibited by the respective organisation.