

## RE: HUNTER REGIONAL PLAN 2041


### INTRODUCTION

The Hunter Regional Plan 2041 (HRP) was placed on exhibition last year and on 7 December 2022 was adopted. Given the HRP has now been adopted, it is appropriate to specifically address how the Planning Proposal achieves the Objectives within this plan.

The following document has been structured to address the HRP's key themes as well as directly addressing each Objective and Strategy in accordance with the "How to use Part 2 'Objectives'" through a compliance table which provides a risk assessment against each objective (refer **Attachment A**). Only those strategies applicable to Planning Proposals have been addressed, noting that those applicable to local strategic plans are to be considered by Council in their future planning.


### How to use Part 2 'Objectives'

#### Actions




Actions describe initiatives led by the department, with new actions identified during the next review.

#### Strategies



##### Local strategic plans




##### Planning proposals

Rather than dictate additional actions for councils, the strategies identify policy positions and directions implemented through local planning (or reviews of local planning) or planning proposals.


Each strategy sets out the preferred pathway to achieve the relevant objective of the regional plan. If a local strategic plan or planning proposal is not consistent with a strategy, alternative approaches will be considered. Performance outcomes listed with each objective provide the assessment framework that determines whether an alternative approach achieves the objectives and vision of the regional plan.

#### Assessment pathways for local strategic plans and planning proposals




##### No risk

**Consistent with strategies**  
Complies with the strategy to achieve the objective.



##### Low risk

**Consistent with performance outcomes**  
Proposes an alternative to the strategy to achieve the objective.



##### High risk

**Not supported**  
Proposes an alternative to the strategy that does not achieve the objective.

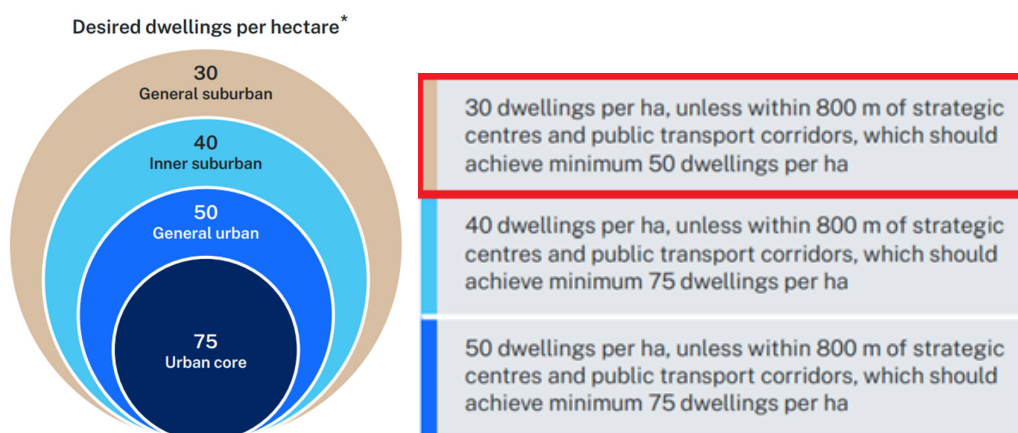
The subject document will give Council and the Department of Planning and Environment (DPE) assurance that the Planning Proposal will assist New South Wales and the Greater Newcastle region in alleviating the current housing shortage crisis whilst continuing to respect the biological sensitivities of the site.

## KEY THEMES

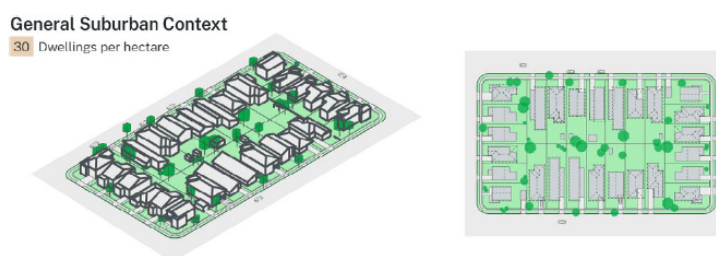
### Optimum Density

'Optimum density' is a newly introduced term referring to the ideal number of dwellings per hectare. The intention is to ensure development is delivered efficiently with regards to supporting infrastructure, open space and amenity, housing diversity and affordability, and allows for reduced car dependency.

The HRP identifies these optimum densities as being:



Whilst the HRP tasks Council's with identifying what is considered general suburban, inner suburban, general urban, and urban core, it has been assumed that noting the nature of the site and its surrounding setting, that it falls within the **general suburban** category where the following figure applies:



Excluding roads, the retained proposed C2 zone, stormwater management areas, parking and area for community facilities, the net developable area of the site is approximately 2 hectares. The site is able to accommodate between 60-65 lifestyle living sites or the equivalent of 30-32.5 dwellings per hectare, in accordance with the desired density.

### Housing Diversity and Affordability

Diverse housing types are identified as a way to facilitate housing which suits various individuals' needs as well as contributing to housing affordability by providing the right type of housing.

Caravan parks are not generally considered "affordable housing", pursuant to EP&A Act definitions, owing to the fact that they cannot support a mortgage. They do; however, contribute to housing affordability through providing housing options at a lower price point than other housing that benefits from the same level of access to recreation and community facilities.

Further, the provision of additional housing through increasing supply of smaller sites, encourages people to downsize from their family home which frees up larger homes more suited to families. This increase in housing supply has a direct result in lowering the cost of both the proposed caravan park sites but also existing larger homes.

Finally, caravan parks such as those offered by the proponent, provide a sense of community and increased ability to age in place making them an attractive housing choice for older residents.

### **Infrastructure Before Growth**

The HRP introduces an 'infrastructure-first and place-based delivery framework'. This framework will help to integrate future land use and infrastructure investment early in the planning process to ensure coordination and collaboration across development fronts and infrastructure sectors.

The subject site is in an ideal position to take advantage of existing infrastructure in this regard, as follows:

- Traffic and Roads: The site is surrounded by roads, requiring only the extension of minor internal accessways. No road upgrades are required to accommodate the development with this being confirmed through consultation with Transport for New South Wales (TfNSW).
- Servicing: Public utility services including telecommunications, electricity, water and sewer will be available to service the future development on the site, requiring only connections to existing infrastructure.

Noting the above it is evident that the planning proposal is well positioned in terms of critical infrastructure.

### **15-Minute Neighbourhoods**

The HRP introduces the concept of '15-minute neighbourhoods' to support mixed, multi-model, inclusive and vibrant communities.

The premise is rather than cities, towns, villages and communities being separate zones for living, working, education, recreation and entertainment, they can be mixed neighbourhoods where people can generally access most everyday needs within a 15-minute walk or cycle from where they live with mixed use, access, and a density of human activity to support neighbourhood uses and services.

Different scenarios for the attainment of a 15-minute neighbourhood are provided below. In the subject case, noting the site's general suburban context, it is necessary to ensure that

all dwellings are within a walk or cycle to daily needs; public transport to weekly needs; and public transport to infrequent and specialised needs.

Context		Neighbourhood scale Homes are within a 15-minute:	Strategic centre scale Homes are within a 30-minute:
Urban	Urban core	• walk or bike to most daily and weekly needs	• public transport to infrequent and specialised needs
	General urban	• walk or bike to many daily needs • public transport to daily and weekly needs	• public transport to infrequent and specialised needs
Suburban	Inner suburban	• walk or bike to many daily needs • public transport to daily and weekly needs	• public transport to infrequent and specialised needs
	General suburban	• walk, bike or public transport to some daily and weekly needs	• public transport to infrequent and specialised needs
Rural	Villages	• walk, bike or drive to some daily and weekly needs	• drive to infrequent and specialised needs
	Rural residential	• drive to most daily and weekly needs	• drive to infrequent and specialised needs
	True rural	• 30-minute drive to most daily and weekly needs	• drive to infrequent and specialised needs

The planning proposal will accommodate additional housing opportunities within a site with access to onsite community facilities. The ability to build the additional sites will allow Hometown Australia to not only improve the existing facilities in the west but also provide additional facilities in the east. This will ensure that all sites are within an accessible 400m walk to community facilities.

In addition to the above, multiple bus services, both public and provided by Hometown, allow for 15 minute access to numerous nearby centres. This is discussed in greater detail below.

### Prioritising infill development over greenfield development

To minimise biodiversity impacts and take advantage of existing infrastructure, the HRP encourages a higher proportion of planning proposals to be located within infill areas. In the Port Stephens area, this proportion equates to 80%. Noting the subject site currently accommodates two (2) dwellings, its development for the proposed purpose is considered infill and can take advantage of the sites relatively cleared nature and access to all existing services and infrastructure.

## CONCLUSION

The Hunter Regional Plan 2041 is the State government's primary strategic document for the Region which will shape future growth across the Hunter. The above document and supporting compliance table demonstrates how the Planning Proposal comprehensively achieves all strategies, and/or performance criteria.

Should you wish to discuss any matters within the Hunter Regional Plan 2041 further, please do not hesitate to contact Stephanie Van Dissel on 0412 574 565.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'S. Van Dissel'.

Stephanie Van Dissel  
Senior Town Planner  
**ADW Johnson Pty Ltd**

**Attachment A: HRP 2041 Compliance Table**

## HUNTER REGIONAL PLAN 2041

### OBJECTIVE 1: DIVERSIFY THE HUNTER'S MINING, ENERGY AND INDUSTRIAL CAPACITY

#### Alternative land uses for former mine and power station sites



Planning proposals

##### Strategy 1.1

Planning proposals for mine or power station sites identified as regionally significant growth areas will be supported by a place strategy which demonstrates how the proposal will:

- maximise employment generation or will attract visitors to the region
- make use of voids and/or site infrastructure such as rail loops, hard stand areas, power, water and road access
- support the growth of adjoining industrial areas or settlement areas
- enhance corridors within the landscape such as biodiversity corridors or disused infrastructure corridors
- complement areas with special amenity value such as critical industry clusters, open space, villages and residential areas
- have considered the existing and likely future uses of adjoining land and avoid land use conflict
- align with any specific guidance in the district planning priorities section of this plan.

N/A – The planning proposal is not over a mine or power station sites identified as a regionally significant growth area.



Planning proposals

##### Strategy 1.4

Planning proposals for new employment lands will demonstrate they:

- are located in areas which will not result in land use conflict
- can be adequately serviced and any biodiversity impacts are manageable
- respond to the employment land needs identified for that local government area.

N/A - The planning proposal does not include new employment land.

## OBJECTIVE 3: CREATE A 15 MINUTE REGION MADE UP OF MIXED, MULTI-MODAL, INCLUSIVE AND VIBRANT LOCAL COMMUNITIES

### Green Infrastructure for a 15-Minute Neighbourhood



#### Planning proposals

#### Strategy 3.1

Planning proposals that propose a residential, local centre or commercial centre zone will not prohibit the following land uses within urban core, general urban, inner suburban and general suburban contexts:

- business premises
- restaurants or cafes
- take-away food and drink premises
- neighbourhood shops and supermarkets
- educational establishments
- early education and care facilities
- health services facilities
- markets
- community facilities
- recreation areas

N/A – The planning proposal does not include residential, local centre or commercial centre zones.



#### Planning proposals

#### Strategy 3.2

Planning proposals will incorporate:

- a small neighbourhood centre if the proposed residential yield exceeds 1,500 dwellings or
- a large neighbourhood centre if the proposed residential yield exceeds 4,000 dwellings.







The neighbourhood centre will:

- support a floor area informed by a local retail demand analysis
- have enough developable area to accommodate the uses over one level with at grade parking to reduce costs
- be located to maximise its convenience for the vast majority of residents of which it serves
- be located in a high profile location (i.e. main arterial road or precinct with strong pedestrian traffic)
- be supported by a walkable catchment and pedestrian friendly environment.

N/A – The planning proposal is not of a size to warrant the provision of a neighbourhood centre.

## OBJECTIVE 4: AN INTER-CONNECTED AND GLOBALLY-FOCUSED HUNTER WITHOUT CAR DEPENDENT COMMUNITIES

### Global Gateways and National Security

 Planning proposals <b>Strategy 4.10</b> Planning proposals will: <ul style="list-style-type: none"><li>align with the growth of defence, aeronautics, aerospace, freight and logistics capacity at Williamstown and the Port of Newcastle, taking into consideration the Port of Newcastle Port Master Plan 2040;</li><li>maximise opportunities to increase capacity to manage freight through the ports/airports and provide access to new markets; and</li><li>protect ports and airports via assessment of the impacts of development on the port/airport to avoid land limiting their future growth.</li></ul>	The subject site is approximately 18 kilometres east of the Williamstown airport and as such will not limit the future growth of this asset.	No risk: Consistent with strategies 
 Planning proposals <b>Strategy 4.11</b> Planning proposals must not undermine the long-term capacity of inter-regional connections to meet future freight and logistics movements.	The proposal will not undermine the long-term capacity of inter-regional connections.	No risk: Consistent with strategies 
 Planning proposals <b>Strategy 4.13</b> Planning proposals will not allow incompatible land uses that could affect the long-term growth of defence-related assets, key strategic links and training areas.	The subject site is approximately 18 kilometres east of the Williamstown airport and as such will not limit the future growth of defence-related assets.	No risk: Consistent with strategies 



## OBJECTIVE 5: PLAN FOR 'NIMBLE NEIGHBOURHOODS', DIVERSE HOUSING AND SEQUENCED DEVELOPMENT

### Housing Supply

#### Low to Mid Rise Housing Diversity



Planning proposals

##### Strategy 5.3

Planning proposals will not prohibit the following housing typologies within residential zones that apply to urban core, general urban, inner suburban and general suburban contexts:

- attached dwellings
- boarding houses
- dual occupancies
- group homes
- multi dwelling housing
- secondary dwellings
- semi-detached dwellings.

N/A – The planning proposal does not include residential zones.

## OBJECTIVE 6: CONSERVE HERITAGE, LANDSCAPES, ENVIRONMENTALLY SENSITIVE AREAS, WATERWAYS AND DRINKING WATER CATCHMENTS

### Biodiversity Corridors



Planning proposals






##### Strategy 6.3




Planning proposals will ensure the biodiversity network is protected within an appropriate conservation zone unless an alternate zone is justified following application of the avoid, minimise, offset hierarchy.

Whilst the subject site is not located within any biodiversity corridors, it nonetheless retains a vegetation connection to provide a north/south corridor through the site which corresponds to a fauna crossing along Nelson Bay Road and Trotter Road. This land will be allocated a C2 Environmental Conservation Zone.

No risk:  
**Consistent  
with  
strategies**



 <p>Planning proposals</p> <p><b>Strategy 6.4</b></p> <p><i>Planning proposals should promote enterprises, housing and other uses that complement the biodiversity, scenic and water quality outcomes of biodiversity corridors. Particularly, where they can help safeguard and care for natural areas on privately owned land.</i></p>	<p>The planning proposal will retain a vegetation connection to provide a north/south corridor through the site which corresponds to a fauna crossing along Nelson Bay Road and Trotter Road.</p>	<p>No risk: Consistent with strategies</p> 
<b>The Blue Grid</b>		
 <p>Planning proposals</p> <p><b>Strategy 6.11</b></p> <p><i>Planning proposals will demonstrate that development within a drinking water catchment or sensitive receiving water catchment will achieve a neutral or beneficial effect on water quality.</i></p>	<p>A stormwater strategy has been prepared which concludes that future development stemming from the planning proposal will not adversely impact the hydrological integrity of coastal wetlands or the quality of drinking water catchments.</p>	<p>No risk: Consistent with strategies</p> 
<b>OBJECTIVE 7: REACH NET ZERO AND INCREASE RESILIENCE AND SUSTAINABLE INFRASTRUCTURE</b>		
<b>Air Quality</b>		
 <p>Planning proposals</p> <p><b>Strategy 7.5</b></p> <p><i>Planning proposals will protect sensitive land uses from sources of air pollution, such as major roads, railway lines and designated freight routes, using appropriate planning and development controls and design solutions to prevent and mitigate exposure and detrimental impacts on human health and wellbeing.</i></p>	<p>N/A – The planning proposal does not propose a use which would have an impact on air quality, nor are there any surrounding land uses which would impact upon the planning proposal.</p>	

Resilience and Climate Change	
OBJECTIVE 8: PLAN FOR BUSINESSES AND SERVICES AT THE HEART OF HEALTHY, PROSPEROUS AND INNOVATIVE COMMUNITIES	
Centres and Main Streets	
 <p>Planning proposals</p> <p><b>Strategy 8.2</b></p> <p><i>Planning proposals will accommodate new commercial activity in existing centres and main streets unless it forms part of a proposed new community or is an activity that supports a 15-minute neighbourhood.</i></p>	<p>N/A – The planning proposal does not propose any centres/main streets.</p>
Night-Time Economy	
 <p>Planning proposals</p> <p><b>Strategy 8.6</b></p> <p><i>Planning proposals to facilitate tourism activities will:</i></p> <ul style="list-style-type: none"> <li><i>demonstrate that the scale and type of tourism land use proposed can be supported by the transport network and complements the landscape setting</i></li> <li><i>be compatible with the characteristics of the site and existing and likely future land uses in the vicinity of the site</i></li> <li><i>demonstrate that the tourism land use would support the function of nearby tourism gateways or nodes</i></li> <li><i>be supported by an assessment prepared in accordance with the Department of Primary Industries' Land Use Conflict Risk Assessment Guide if the use is proposed on or in the vicinity of rural zoned lands.</i></li> </ul>	<p>N/A – The planning proposal does not propose any tourism activities.</p>
OBJECTIVE 9: SUSTAIN AND BALANCE PRODUCTIVE RURAL LANDSCAPES	
Resources	
 <p>Planning proposals</p> <p><b>Strategy 9.1</b></p> <p><i>Planning proposals will consider the location of mineral and energy resources, mines and quarries and ensure sensitive land uses would not encroach on those</i></p>	<p>N/A – The planning proposal is not located within proximity to any mineral and energy resources, mines and quarries.</p>

<p>operations. A noise study may be required to demonstrate impacts on the operations can be avoided or mitigated.</p>	
<b>Rural Towns and Villages</b>	
<div data-bbox="205 329 279 386"></div> <p>Planning proposals</p> <p><b>Strategy 9.6</b></p> <p><i>Planning proposals to expand rural town and village growth boundaries will be supported by an assessment prepared in accordance with the Department of Primary Industries' Land Use Conflict Risk Assessment Guide to limit or avoid conflicts between residential uses and agricultural activities.</i></p>	<p>N/A – The planning proposal does not propose to expand a rural town or village.</p>
<b>Equine and Viticulture</b>	
<div data-bbox="205 664 279 721"></div> <p>Planning proposals</p> <p><b>Strategy 9.4</b></p> <p><i>Planning proposals for lands within or near critical industry cluster land will demonstrate they are compatible with equine and viticultural activities and:</i></p> <ul style="list-style-type: none"> <li>• complements scenic values, visual amenity and local character</li> <li>• provides suitable separation distances for sensitive uses, like tourist accommodation, having regard to spray, noise, and lighting considerations</li> <li>• considers existing and likely future agricultural and rural uses of adjoining lands and the cumulative impact of similar proposals on the locality.</li> </ul>	<p>N/A – The planning proposal is not within or near critical industry cluster land.</p>