

**Ballina Shire**  
**Local Strategic Planning**  
**Statement 2020 – 2040**  
**Living in Paradise - Our**  
**Vision Our Future**

*A Land Use Vision to 2040*

(Exhibition Version 5 – CM19/94388– 9/01/2020)

**ballina**  
shire council

Ballina Shire Council acknowledges that we are here on the land of the Bundjalung people. The Bundjalung are the traditional owners of this land and are part of the oldest surviving continuous culture in the world.

#### Mapping

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**Contents**

**Introduction from our councillors.....6**

**About the plan.....8**

    Document Structure .....10

**Policy context.....11**

**Community Engagement.....13**

**Local Context .....15**

    Our place in our region .....15

    Our Shire .....16

    Our Community.....19

    Our Economy.....20

**Land use planning context.....23**

    Ballina Shire Strategic Planning Framework .....23

    Living in Ballina Shire - Population Growth and Housing.....27

    Living in Ballina Shire – Demand for Employment Space.....32

    Place Based Strategic Plans.....41

    Ballina Major Regional Centre Strategy 2015 – 2035.....41

    Alstonville Strategic Plan 2017 – 2037 .....43

    Wollongbar Strategic Plan 2019 – 2039.....44

    Wardell Strategic Plan 2015 – 2035.....46

    Rural Settlement Character Statements.....47

    Newrybar .....49

    Tintenbar .....50

    Fernleigh.....51

    Meerschaum Vale .....52

    Rous .....53

    Rous Mill.....54

South Ballina.....	55
Empire Vale / Keith Hall .....	56
Patchs Beach.....	57
<b>Climate Change - Confronting the elephant in the room.....</b>	<b>58</b>
<b>Vision.....</b>	<b>62</b>
<b>Our themes and planning priorities.....</b>	<b>65</b>
Planning Priority 1.....	69
Planning Priority 2.....	71
Planning Theme – Prosperous Economy .....	72
Planning Priority 3.....	75
Planning Priority 4.....	77
Planning Priority 5.....	78
Planning Priority 6.....	78
Planning Priority 7.....	81
Planning Theme – Engaged Leadership .....	83
Planning Priority 8.....	85
Planning Priority 9.....	87
Planning Priority 10.....	88
Planning Priority 11.....	90
Planning Theme – Healthy Environment .....	92
Planning Priority 12.....	94
Planning Priority 13.....	95
Planning Priority 14.....	96
<b>Implementation, Monitoring and Reporting .....</b>	<b>98</b>
Implementation .....	98
LEP amendments .....	102
Monitoring and review.....	102
Funding and investment.....	102
Governance arrangements and partnerships .....	103

**References .....104**

Appendix 1 – Ballina Byron Gateway Airport summary of infrastructure works within the BBGA 2030 Master Plan ..... 105

Appendix 2 – Ballina Shire Roads Contribution Plan Location of Major Road Work Proposals..... 106

Appendix 3 – Urban Growth Area Map for Ballina Local Government Area..... 107

Appendix 4 – North Coast Regional Plan 2036 Directions and Ballina Shire Strategic Planning Action Responses ..... 108

Appendix 5 – Shire Snapshots 2019 ..... 117

## Introduction from our councillors

<p>The Ballina Shire is one of the most beautiful places in New South Wales.</p> <p>Our beaches and waterways are spectacular and the hinterland is equally as breathtaking with hidden waterfalls and creeks, and lush pastures that have sustained families for generations.</p> <p>We are however, as much defined by the strength of our community as we are of our natural environment.</p> <p>As a Council it is our role to protect and enhance our beaches, river systems, bush and natural attractions whilst ensuring we foster sustainable economic development that will provide a wide range of employment and business opportunities.</p> <p>We need to ensure we provide and advocate for facilities, services and infrastructure that caters for the needs of all of our residents, from the young to the elderly.</p>	<p><i>Living in Paradise Our Vision Our Future</i> is our Local Strategic Planning Statement (LSPS) that identifies the community's strategic planning priorities for the next 20 years. It will provide the framework for Council's planning goals, strategies and targets.</p> <p>In developing the LSPS, we referred to the things people had previously told us about what they wanted the Ballina Shire to look like in the future, and what issues are important to them.</p> <p>We spoke to community groups and individuals through surveys, information sessions and workshops, and these conversations helped shaped the LSPS.</p> <p>Prior to the LSPS being finalised it will be subject to additional community consultation which will assist Council to determine the final list of planning priorities and associated actions.</p>	<p><i>Living in Paradise Our Vision Our Future</i> is Council's commitment to working in partnership with our residents, community groups and the State and Federal Governments to realise our vision:</p> <p><i>"The Ballina Shire is safe, with a connected community, a healthy environment and a thriving economy"</i></p>
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*“our plan lays the ground work for the Council, our community and other groups, working together, to create a shire that will deliver the best possible future”*

## About the plan

This Local Strategic Planning Statement (LSPS) has been prepared in accordance with clause 3.9 of the Environmental Planning and Assessment Act 1979 (the EP&A Act).

This LSPS plans for the Ballina community's economic, social, environmental and leadership needs from a strategic land use planning perspective in the 20 year period to 2040.

The LSPS sets ongoing, immediate (0 to 2 years), short (3 to 5 years), medium (5 to 10 years) and long-term (10 years +) action timeframes in which to deliver strategic land use planning priorities.

The LSPS provides a Northern Rivers regional context for the Ballina community. It aligns relevant Directions and Actions within the North Coast Regional Plan 2036 with local planning priorities.

The 14 Planning Priorities and 57 Actions contained in this LSPS build on the strategic planning actions already contained within Council's Community Strategic Plan 2017 – 2027 (CSP), and the Delivery Program and Operational Plan 2019 – 2023. Actions which include the review of the Local Environmental Plan in 2020/21 have not been duplicated within the LSPS.

The LSPS also builds on planning work found in Council's other plans, studies, and strategies such as Ballina Local Environmental Plan 2012 (LEP), Ballina Shire Development Control Plan 2012 (DCP), contribution plans and place based strategic plans. The LSPS will be considered when these plans are reviewed and updated to ensure strategic consistency.

The LSPS is proposed to be reviewed in 2022, in the year following the September 2021 local government elections. The review will also consider the integration of the LSPS with the CSP.

The LSPS consists of descriptions, maps, diagrams and figures which provide context and direction for land use decision making in Ballina Shire. The purpose of the LSPS is to:

- **provide a 20-year land use vision for Ballina Shire,**
- **outline the characteristics which make our area special,**
- **identify our shared values to be enhanced or maintained,**
- **direct how future growth and change will be managed,**
- **implement the North Coast Regional Plan 2036 where relevant to our area, and**
- **identify further detailed strategic planning that may be needed.**



Relationship between North Coast Regional Plan 2036, Ballina Shire Community Strategic Plan and Local Strategic Planning Statement



Figure 1 – Ballina Shire Councils strategic planning process

Document Structure



## Policy context

The LSPS gives effect to the North Coast Regional Plan 2036, implementing the directions and actions at a local level. It is informed by other statewide and regional policies including:

- Northern Rivers Regional Economic Development Strategy 2018 – 2022
- NSW DPI Right to Farm Policy
- NSW OEH Climate Change Policy Framework (2016)
- NRJO Strategic Regional Priorities 2019 - 2022
- NSW OEH North Coast Enabling Regional Adaption Report (2019)

The LSPS works with Council's Community Strategic Plan (CSP), which has a similar but broader purpose on how Council will work to meet the community's needs. The themes of the LSPS align with those contained in the CSP. Planning priorities have been developed to address each of the themes.

The LSPS's planning priorities, strategic directions and actions will provide the rationale for decisions about how we will use our land to achieve the community's broader goals.

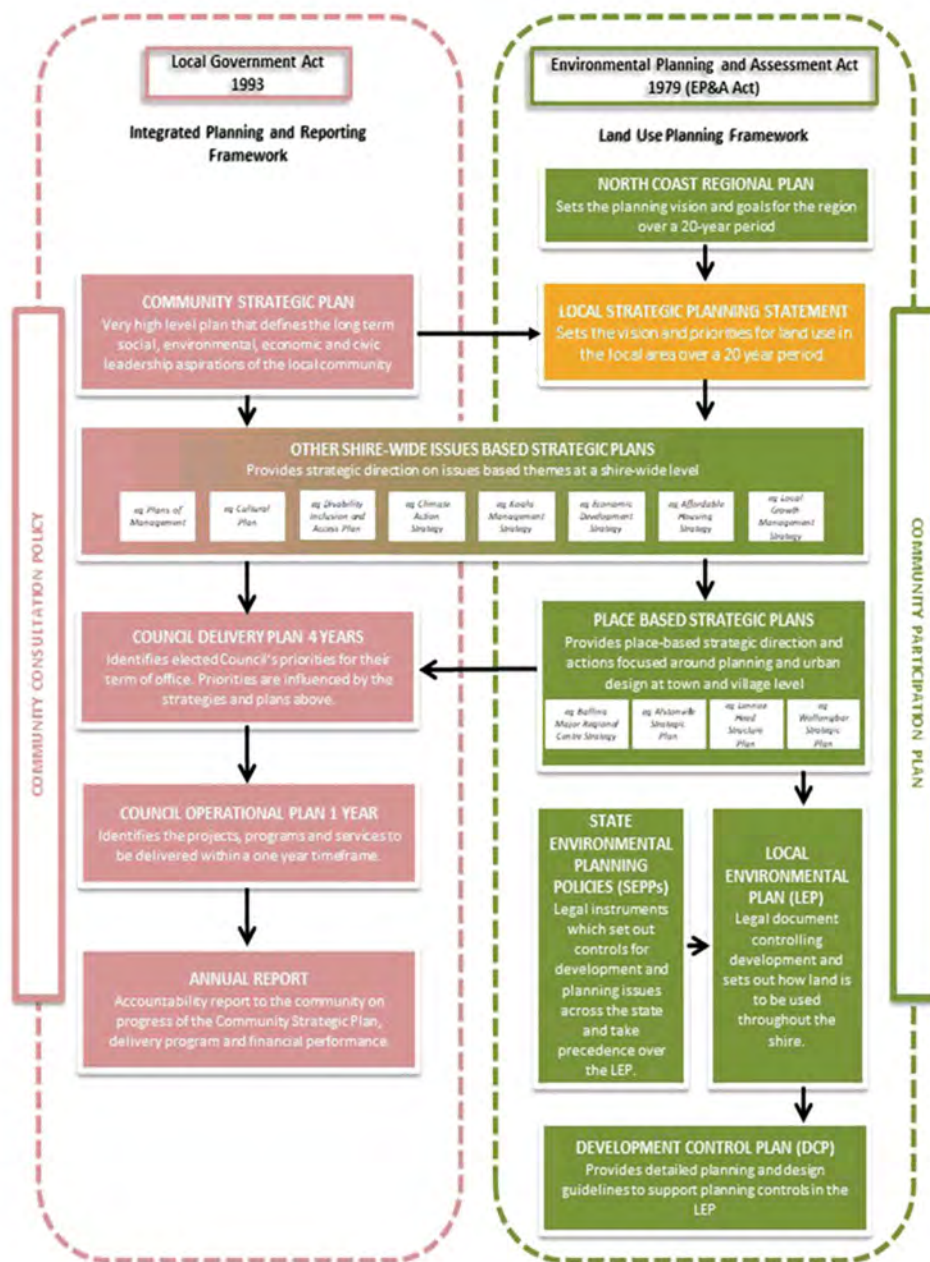


Figure 2 – Local Strategic Planning Statement relationship to wider local government and land use planning framework

## Community Engagement

Council developed the draft LSPS based on community engagement that has previously occurred in association with the Community Strategic Plan (2017) and placed based strategic plans for Ballina (2015), Wardell (2015), Alstonville (2017) and Wollongbar (2019).

Community engagement included the following methods:

- Community meetings and presentations
- Workshops and focus groups
- Pop up shops in shopping centres
- Newspaper articles, radio and television interviews
- Facebook posts
- Letters and emails to residents
- Letter box flyers
- Dedicated web pages
- Community feedback online surveys

Additional community engagement, as well as State government agency consultation, was also undertaken before the LSPS was adopted by Council. The draft LSPS was authorised for public exhibition by Council at its Ordinary meeting on 19 December 2019. The public exhibition period commenced on 22 January 2020 and concluded on 20 March 2020 with 24 submissions being received from individuals and organisations within the community, and State agencies. This resulted in some changes to the planning priorities and actions contained in the exhibited draft of the LSPS.

Following the public exhibition, the LSPS was adopted by Ballina Shire Council at its Ordinary Meeting held on xxxxxxxx.

What people said



## Local Context

### Our place in our region

Ballina Shire is located in the Northern Rivers region of NSW as shown on the location plan contained within Figure 3. It is located 780 km (8.5 hours drive) north of Sydney and 230 km (2 hours drive) south of Brisbane.

### Location Plan

(Ballina Shire outlined in red. Northern Rivers outlined in blue)

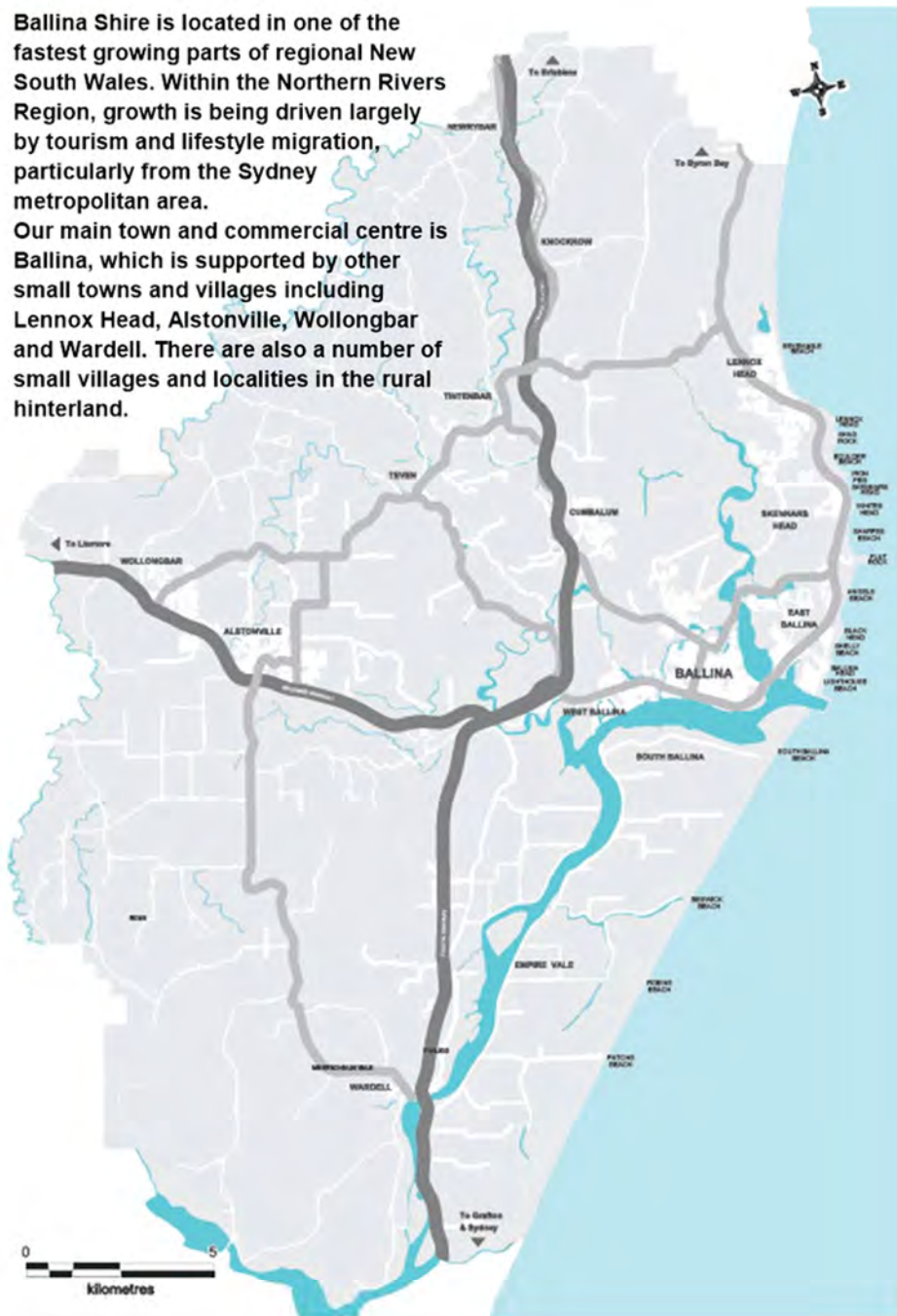


Figure 3 – regional map

**Our Shire**

Ballina Shire is located in one of the fastest growing parts of regional New South Wales. Within the Northern Rivers Region, growth is being driven largely by tourism and lifestyle migration, particularly from the Sydney metropolitan area.

Our main town and commercial centre is Ballina, which is supported by other small towns and villages including Lennox Head, Alstonville, Wollongbar and Wardell. There are also a number of small villages and localities in the rural hinterland.





Ballina Shire's beautiful natural environment of coastline, waterways, rainforests, wetlands, and the amenity of the rural hinterland are the foundation of Ballina Shire's attractiveness as a popular residential and tourist destination. Additionally, the mild subtropical climate, moderate rainfall and productive soils provide the foundation for a diverse and productive agricultural base.

Our coast, the Richmond River and the Alstonville Plateau and escarpment are the standout geographic features in the Shire. Their associated waterways, natural habitats, farming landscape and cultural and heritage values, along with the beaches and ocean, help to define our place and communities.



Ballina Shire Land area  
**485km<sup>2</sup>**



**93%** of land area zoned rural or environmental protection

Ballina Shire is well serviced by high quality infrastructure including the Pacific Motorway and the Bruxner Highway, the Ballina-Byron Gateway Airport, parks and modern sporting facilities such as the Ballina Indoor Sports Centre, and other leading edge urban services such as the NBN and state of the art waste water treatment facilities.

Ballina Shire's urban centres are also well designed, with good connectivity (by roads and pathways) and have abundant open space<sup>1</sup>.

The Pacific Motorway provides a two lane separate motorway linking Ballina with the Gold Coast (1 hour) and Brisbane (2 hours).

South Eastern Queensland has a population of 3.5 million which is forecast to increase to in excess of 5 million by 2040. This provides Ballina Shire with a huge market place on our doorstep.

Ballina Byron Gateway Airport (BBGA) provides direct jet access to Sydney and Melbourne. BBGA passenger numbers have increased by an average 8% per annum from June 2010 to 529,000 in June 2018. If this growth continues then passenger numbers will exceed 1 million by 2030. Infrastructure works valued in excess of \$56 million are planned in the period to 2030 to cater for this growth<sup>2</sup>.



By 2040 Ballina Byron Gateway Airport may be Australia fastest growing regional airport with **international connections**

<sup>1</sup> The 2019 Draft Ballina Sports and Recreation Facilities Plan estimated that there was 2.79ha of sports park open space for every 1,000 people in Ballina Shire. This exceeded the benchmark 1.7ha nominated in the 2008 Open Space Strategy.

<sup>2</sup> Ballina Byron Gateway Airport Master Plan 2030 refer Appendix 1 for cost estimates.

We are proud of country and our strong sense of place. The Shire is rich in highly valued Aboriginal cultural heritage sites as well as iconic sites of environmental and historical significance. The acknowledgement of contemporary Aboriginal identity, history, culture and presence in the community is as important to our Aboriginal community as acknowledging the more distant past.

Our community places a very high cultural value on the natural environment and other outdoor environments, as these features underpin our lifestyle. These include conservation areas, beaches and foreshores, parks, walkways and cycle ways as well as the wharves and jetties enable boating and fishing activities. We aim to foster cultural activity that promotes the heritage, stories and unique features that are the Ballina Shire and make the Shire an attractive place to live and visit.

Our social environment is also seen as a key strength. The general friendliness of our community as well as diverse level of skills and education of our residents are valued by the community.

**Ballina Shire Locational Advantages**

- Beautiful natural and coastal environments.
- Mild subtropical climate.
- The region's 'clean and green' reputation.
- Laid back lifestyle character and community.
- Diverse and productive agricultural base – "Food Bowl Region".
- Creative, resourceful, skilled and diverse workforce.
- Cycle and pedestrian friendly residential estates.
- Proximity to South Eastern Queensland – 1 hour to Gold Coast and 2 hours to Brisbane by car.
- Ballina – Byron Gateway Airport – direct flights to Sydney, Melbourne, and Newcastle.
- Connections to the Bruxner Highway and Pacific Motorway.
- High standard public and private educational facilities including Ballina Coast High School and Wollongbar TAFE and the nearby campus of the Southern Cross University at Lismore.



North Creek arm of the Richmond River (Image Terry Ferguson)

**Our Community**



Ballina Shire's population is forecast to increase by approximately 8,700 persons, or 19.6% growth, at an average annual change of 0.90% between 2020 and 2040.

Our population in 2020 is estimated as 44,400 people. This is expected to increase to about 53,100 by 2040 when over 28% of our residents are expected to be over the age of 65 years.

We are proud of our cultural heritage, with just over three percent of our residents identifying as Aboriginal and Torres Strait Islanders.

There will be 24,600 dwellings in 2040 or an additional 4,400 dwellings compared to 2020. This represents an average annual increase of 220 dwellings in the 20 year period.

Undeveloped residential zoned land is considered sufficient to accommodate planned growth to 2040 with maximum capacity for in excess of 5,000 lots. It is, however, important to progressively examine options for new land supplies (considering the various advantages and disadvantages) so that there is a platform for residential development in the period beyond the current land supply capacity.

No new residential release areas, outside of those areas identified as Investigation Areas – Urban Land in the North Coast Regional Plan 2036 (Refer Appendix 3), have been identified in this LSPS. It is intended that residential land release options beyond 2040 will be considered further as part of the preparation of a housing strategy.

Housing choice opportunities may be created in established areas by permitting various forms of low rise medium density housing such as dual occupancy in the period to 2040.

**Our Economy**



Ballina Shire's role as a live-work destination is underpinned by enhanced road links to South Eastern Queensland through the Pacific Motorway, as well as increasing passenger air services linking the region with major cities, including Sydney and Melbourne, through the Ballina-Byron Gateway Airport.

Ballina Shire's Annual Gross Regional Product was estimated at \$1.95 billion in 2018 and we supported almost 4,500 local businesses, which provided 17,600 local jobs.

Health Care and Social Assistance is the highest gross value added (GVA) industry in Ballina Shire, generating \$203 million GVA in 2017/18 and providing 3,124 jobs.

GVA is a measure of an industry's contribution to the economy measured by subtracting the cost of the inputs into production from gross revenue.

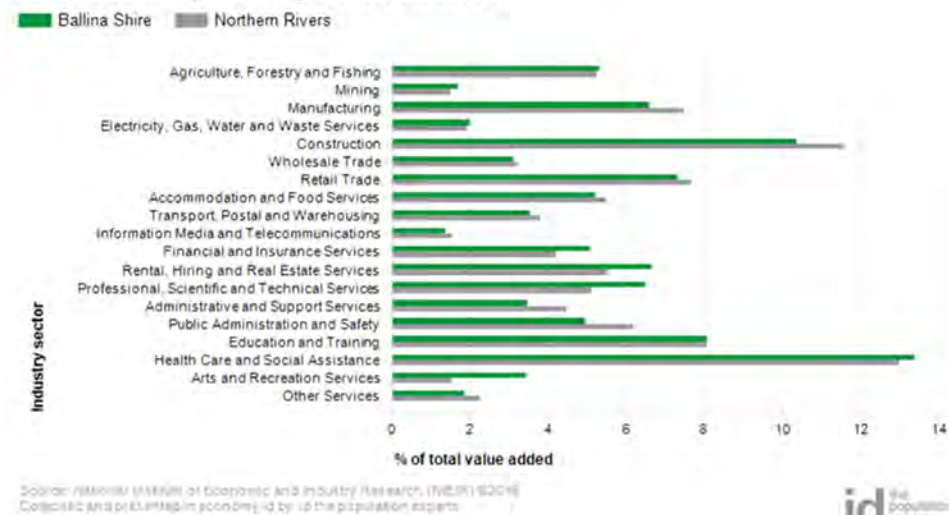
The services sector accounts for the majority of jobs in the Shire, with 17.7 percent of the workforce employed in health care and social assistance jobs and 12 percent employed in the retail sector.

We have a diverse industry base including construction, tourism, agriculture, forestry and fishing and manufacturing.

In the period to 2040, Health Care and Social Assistance is anticipated to experience ongoing growth due to Ballina Shire's ageing demographic profile. Tourism is also expected to increase significantly due to the growth of South Eastern Queensland and active marketing of Ballina as a premier destination within NSW.

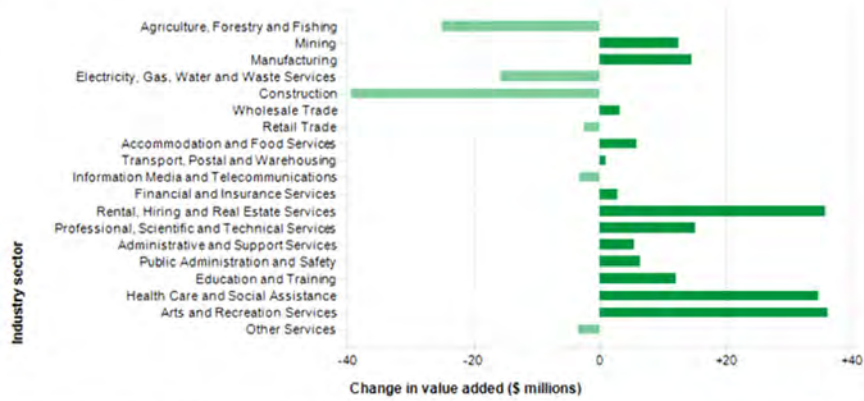
Diagrams below a comparison of the value added per industry sector and the changes that have occurred in the 5 year period between 2012/13 to 2017/18.

**Value added by industry sector 2017/18**



Change in value added by industry sector, 2012/13 to 2017/18

Ballina Shire



Source: National Institute of Economic and Industry Research (NIEIR) ©2018  
 Compiled and presented in economy id by id the population experts



## Land use planning context

### Ballina Shire Strategic Planning Framework

The North Coast Regional Plan 2036 (NCRP2036), prepared by the NSW Department of Planning Industry and Environment, identifies Ballina as a Strategic Centre. It recognises the growing regional importance of Ballina in terms of residential development, transport, tourism, retail, health, financial and professional services.

Strategic planning in Ballina Shire is influenced by a broad range of plans, policies and strategies as illustrated by the strategic planning framework shown on page 24. In 2019, work commenced on enhancing this framework through the preparation of a Shire wide Biodiversity Strategy and a review of the Climate Action Strategy 2012-2020.

Strategic and land use planning within Ballina Shire is already substantially aligned with the Directions and Actions contained within the NCRP 2036. This alignment is detailed in the "Line of Sight" tables included at the beginning of each planning theme and in Appendix 4 which references activities nominated in the 2019/2023 Delivery Program and Operational Plan, actions already completed and actions proposed through the planning priorities detailed in this LSPS, and the Directions contained within the NCRP 2036.

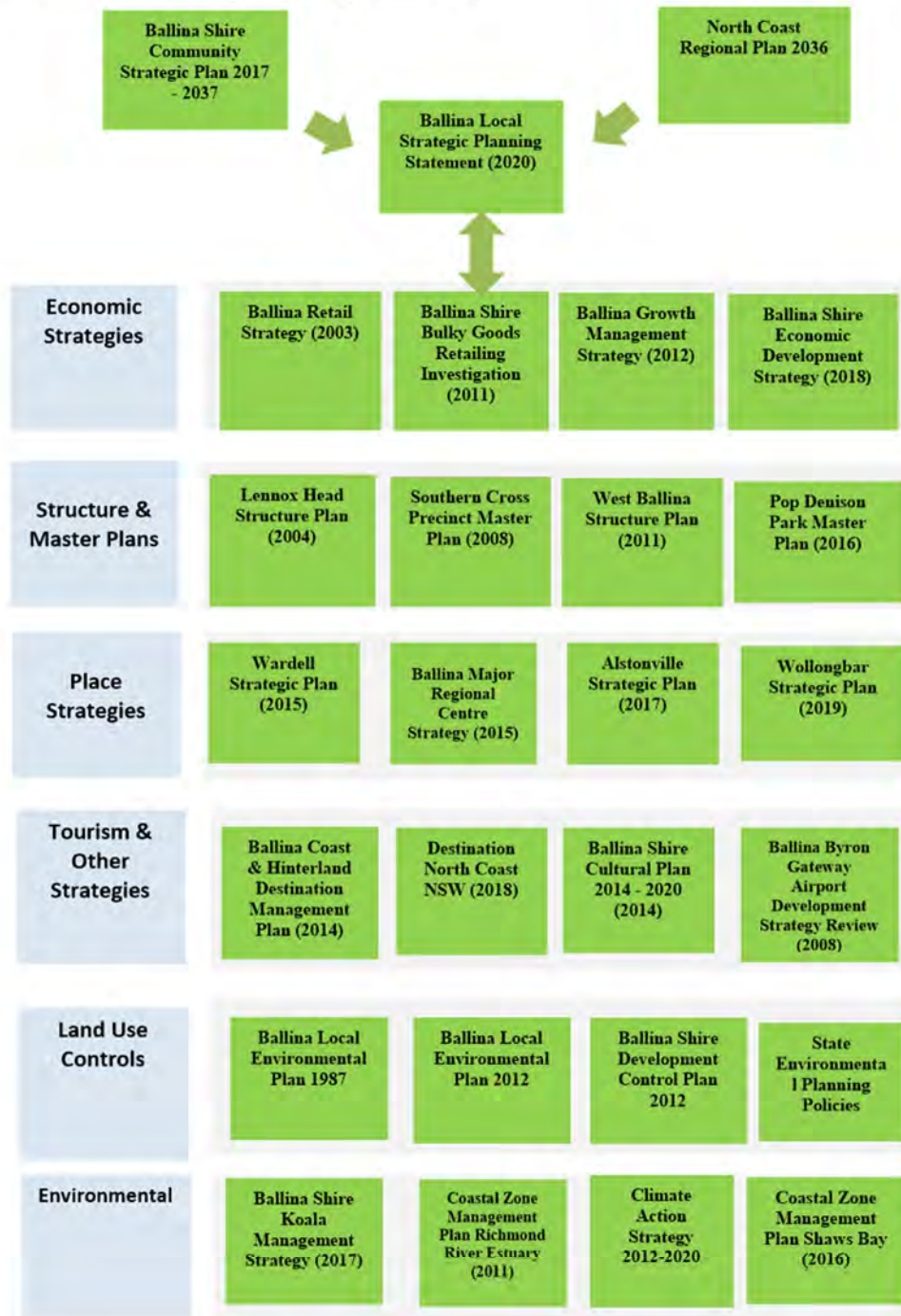
Development of the LSPS was guided by the Ballina Growth Management Strategy (BGMS), which provides the framework for managing population and employment growth in Ballina Shire, with respect to residential, commercial and industrial development opportunities, over the planning period of 2012-2031.

The BGMS sets out local growth management arrangements for each of the shire's urban localities. These outline the desired future character of the particular locality, identify key locality objectives and proposed actions to give effect to those objectives.

The document also identifies 'strategic urban growth areas' (SUGA), in non-urban parts of the shire that appear at a broad strategic level to have potential to accommodate future urban growth. These strategic growth areas will be subject to detailed consideration through the statutory rezoning process prior to the land being available for development. Such considerations will include the analysis of environmental constraints to development, and the capacity of urban and community infrastructure. Infrastructure requirements for strategic growth areas will be outlined in Infrastructure Delivery Plans (IDPs) prepared by the Council, prior to development occurring. The LSPS elaborates on some strategies contained within the Ballina Growth Management Strategy which have yet to be realised.

For the above reason the LSPS concentrates on identifying areas in which additional resources may be directed to bring about further alignment between State based planning directions and local area planning actions, strategies and outcomes.

**Ballina Shire Strategic Planning Framework**





The following extract from the 2018 *Ballina Shire Economic Development Strategy* provides additional context around the role and relevance of some of the documents contained within the strategic planning framework as well as resulting planned outcomes:

*Place based strategies provide the framework for Council's infrastructure delivery programs. These programs have delivered a high standard of infrastructure provision including an integrated and high quality local road network, sustainable water supplies, sewerage capacity and investments in strategic airport infrastructure.*

*The growth in housing demand is largely accommodated, through Council's Local Growth Management Strategy (2012), in major planned land releases in Lennox Head, Cumbalum/Kinvara and Wollongbar. Ballina Shire has sufficient residential land supplies identified to cater for 20-30 years of forecast demand, at current rates of development.*

*Council's long term planning for commercial and industrial development is based upon a retail centre hierarchy for the Shire. The hierarchy establishes the Ballina Town Centre and the Kerr Street Retailing Precinct as the primary retail centres for the Shire, and indicates that these facilities should be protected and consolidated at the top of the retail hierarchy.*

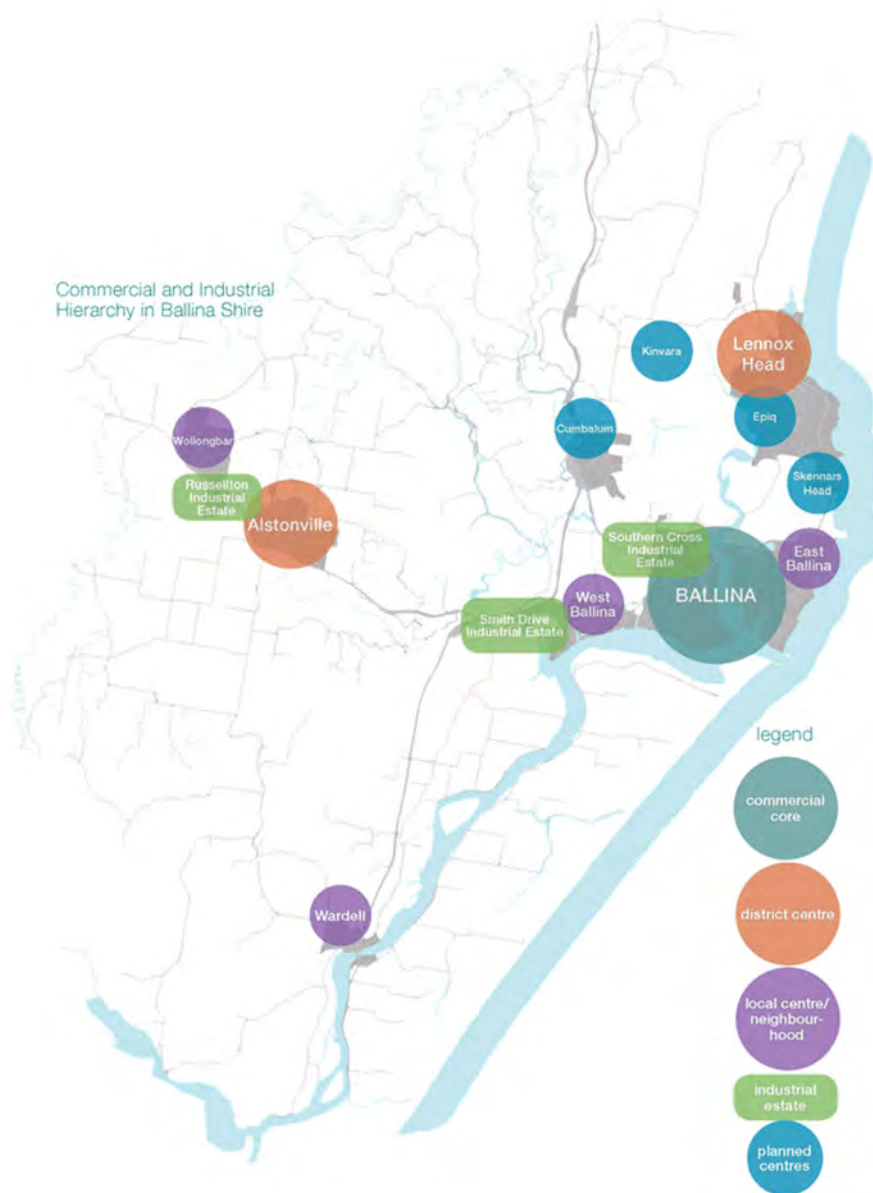
*The current hierarchy is shown in the Commercial and Industrial Hierarchy diagram. Additional retail facilities of a neighbourhood/local scale are planned for the Cumbalum urban release area and Skennars Head expansion area in the future. There is also a light industrial estate planned on the northern side of Lennox Head and a neighbourhood shopping centre (being a second retail area) in the Epiq development at Lennox Head.*

*The commercial hierarchy is also supplemented by a range of quasi-retail activities and bulky goods outlets located within the Southern Cross, Clark Street and Russellton Industrial Estate (Alstonville) areas, as well as dispersed bulky goods activity along the former Pacific Highway, Kerr Street (e.g. Super A-Mart and Good Guys).*

*In addition to the central facilities located in Ballina, surrounding localities also include a variety of smaller scale commercial areas, in East Ballina, West Ballina, Lennox Head and Alstonville, with a smaller neighbourhood shopping centre in Wollongbar. Modest levels of retail services are also provided in the Shire's rural villages such as Wardell, Newrybar and Tintenbar.*

*Within the rural environment, the land use planning system preferences commercial activities that compliment or are compatible with primary production. Commercial uses that conflict with or might in some way constrain agricultural activities are generally discouraged.*

**Commercial and Industrial Hierarchy Ballina Shire 2019**



**Living in Ballina Shire - Population Growth and Housing**

In the period to 2040 the Shire will need to accommodate in excess of 8,700 people who will require an estimated 4,400 additional homes.

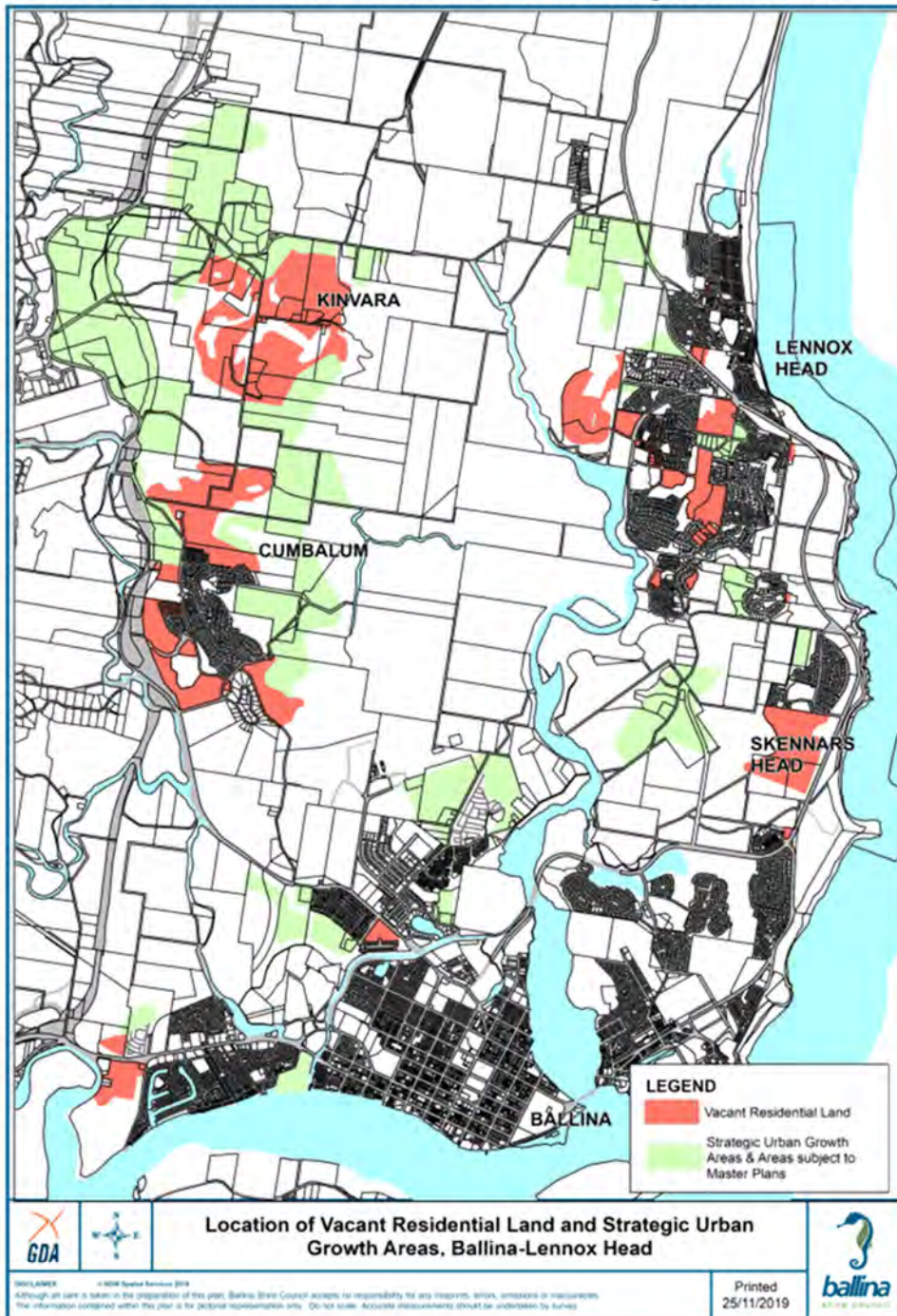
The increase in population and dwellings will be accommodated largely in existing zoned residential release areas located at Cumbalum, Kinvara, Lennox Head, Skennars Head, Ballina Heights, West Ballina and Wollongbar. Initial planning for these areas commenced in the early 2000s. In total these areas occupy approximately 480 hectares and have been estimated to yield between 3,934 and 5,303 residential lots. This number of lots represents approximately 20 years of residential land supply.

A small amount of residential growth will occur through the gradual densification of some areas around our village centres, as detailed in the Wardell (2015), Alstonville (2017) and Wollongbar (2019) strategic plans.

Additional potential for residential lots exists within identified Strategic Urban Growth Areas (SUGA). The Ballina LEP 2012 incorporates SUGA designated areas. Areas designated as a SUGA require further investigation to determine their suitability for urban uses. This investigation occurs through the planning proposal (rezoning) process.

Approximately 118 hectares of undeveloped SUGA designated land, potentially suitable for residential purposes, exists. If all this land is found to be suitable for residential purposes, it has the potential to yield a further 890 – 1,228 residential lots.

Location of Vacant Unsubdivided Residential Land and Strategic Urban Growth Areas



Location of Vacant Unsubdivided Residential Land and Strategic Urban Growth Areas Plateau Villages and Wardell



A significant portion of the SUGA designated land is constraint affected. Constraints such as high biodiversity value, flooding, and bush fire risk have been estimated to impact potential lot yields. For this reason, the potential lot yield per hectare of this land has been reduced below the target 15 lots per hectare referenced in the 2012 Ballina Shire Growth Management Strategy. Estimated yields average between 7.5 and 10.4 lots per hectare. Depending on the location of the SUGA, yields as low as 0 to 4 lots per hectare have been estimated.

An estimate of dwelling / lot yields from infill development (dual – occupancy and multi-unit housing) occurring within established residential areas has been incorporated within the following table.

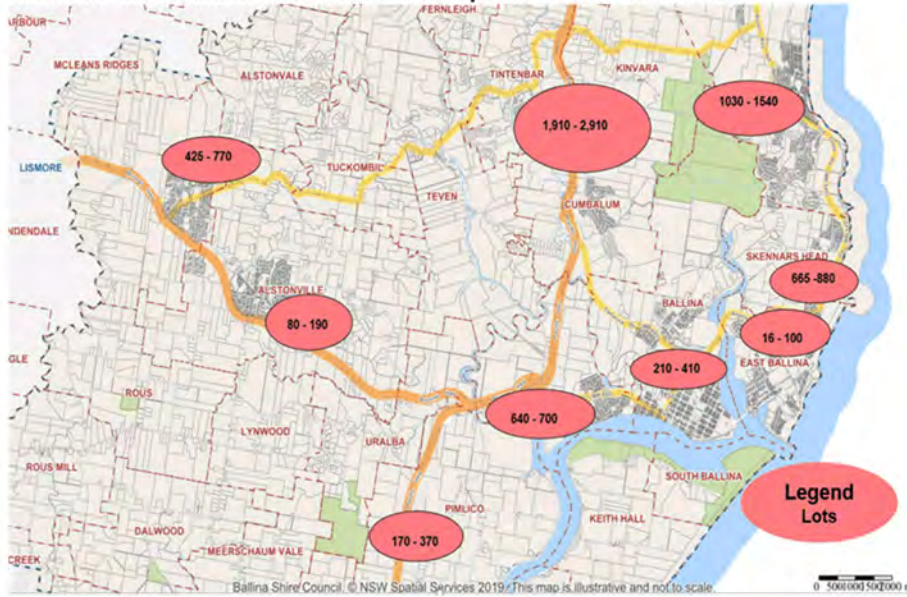
**Ballina Shire Residential Land Supply Estimate July 2019**

Location	Potential Greenfield Residential Zoned Lots	Greenfield Area (ha)	Potential Lots on SUGA Land	SUGA Area (ha)	Potential Infill Lots To 2040	Total Number Potential Lots
Ballina	67	5ha	80	10ha	60 - 260	207 - 407
East Ballina	16	0.6ha	-	-	0 - 84	16 - 100
West Ballina	250	14.25ha	390	11ha	0 - 63	640 - 703
Cumbalum / Kirvara	1907 - 2908	268.8ha	-	-	0 - 63	1907 - 2971
Lennox Head	849 - 979	84ha	52 - 80	20ha	126 - 483	1027 - 1542
Skennars Head	400	44.7ha	244 - 457	61ha	21	665 - 878
Alstonville	20	0.8ha	-	-	63 - 168	83 - 188
Wollongbar	425 - 662	54.4ha	-	-	0 - 105	425 - 767
Wardell	-	-	124 - 221	16ha	42 - 126	166 - 368
<b>Total</b>	<b>3934 - 5303</b>	<b>472.55ha</b>	<b>890 - 1228</b>	<b>118ha</b>	<b>312 - 1373</b>	<b>5,136 - 7,924 lots<sup>1</sup></b>

<sup>1</sup> Excludes 67 Skennars Head Road, Skennars Head, proposed 147 manufactured homes which is the subject of a planning proposal lodged with Council in October 2019.

These figures are based on estimated annual development yields extrapolated over a 20-year period. In many cases they range from a low of 0 which indicates that no current opportunities are considered to exist.

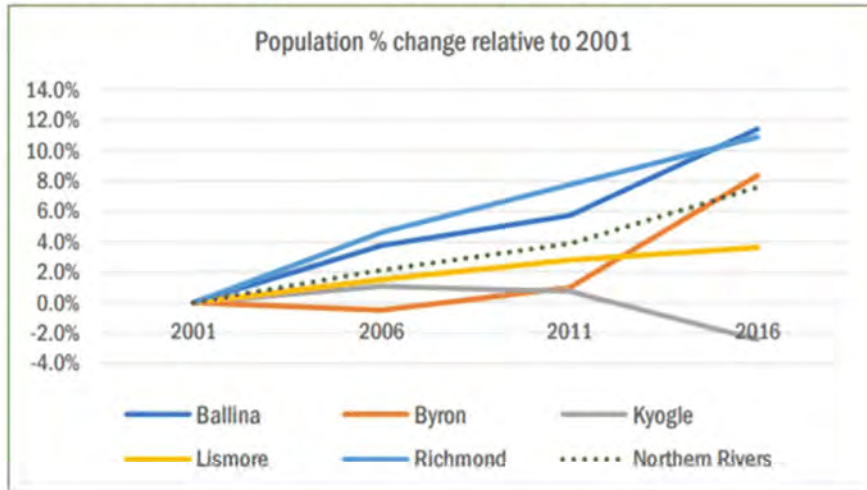
**Location and estimated Lot Yield of Anticipated Residential Growth**



In the period 2001 to 2016, Ballina Shire had the highest rate of population increase in percentage terms (+11.4% or 4,773 people) of the five Northern Rivers local government areas (excluding Tweed Shire).

The diagram below shows graphically how the Ballina Shire population has increased compared to other Northern Rivers councils<sup>3</sup>.

**Northern Rivers Local Government Areas Population Change**



<sup>3</sup> Figure 11 extracted from Northern Rivers Regional Economic Development Strategy 2018 – 2022 p8

In the period to 2040 the population of Ballina Shire is anticipated to increase at an average annual rate of 0.9%.

Apart from minor adjustments to the Shire’s urban growth area boundaries, as shown in the NCRP 2036, no further releases of land for residential purposes are considered required as of December 2019. It is, however, important to progressively examine options for new land supplies so that there is a platform for residential development in the period beyond the current land supply capacity. It is intended that residential land release options beyond 2040 will be considered further as part of the preparation of a housing strategy.

As our population increases, the qualities that make our Shire special, such as our productive farmland and our natural environment, will need to be preserved. The LSPS details some of the strategies required to be developed so as to ensure that this is achieved.

**Living in Ballina Shire – Demand for Employment Space**

The Ballina Commercial Centres and Employment Lands Strategy 2019 (Hill PDA) forecasts demand and supply of commercial and industrial land within Ballina Shire to 2041.

The forecast demand for commercial and industrial space / land includes:

- 48,500m<sup>2</sup> of additional retail space,
- 37,000m<sup>2</sup> of additional office space, and
- Up to 50ha of additional industrial zoned land.

No new land releases have been recommended to deliver the additional retail and office floor space estimated to be required to 2041. This is based on capacity existing within currently zoned business areas.

The bulk of the demand for industrial zoned land to 2041 is likely to be met from the existing and proposed expanded Southern Cross Industrial Estate at Ballina.

Potential industrial sites, subject to further evaluation as to suitability, and located at Lennox Head and Alstonville may also supply additional industrial land demand to 2041.

**Industrial Land Supply**



Hill PDA estimate that there will likely be demand for an additional 50 hectares of zoned industrial land in the period to 2041.

Hill PDA estimated that there was approximately 37ha of unconstrained vacant IN1 General Industrial and B6 Enterprise Corridor zoned land available in 2019. B6 zoned land has been included within the analysis of industrial land supply as this zone also permits light industry with consent.



The table below provides information extracted from the Hill PDA report regarding the location, size and land available for development contained within the Shire's industrial estates.

**Ballina Shire Industrial Land Supply 2019\***

<b>Estate</b>	<b>Total land area</b>	<b>Occupied land area</b>	<b>Vacant land area</b>	<b>Unconstrained vacant land</b>	<b>Comments</b>
Southern Cross, Ballina (IN1)	76ha	55ha	21ha	16ha	5ha vegetation constrained land
Russellton, Alstonville (IN1)	40.8ha	25.5ha	15.3ha	7.6ha	7.7ha slope / vegetation constrained
Smith Drive, West Ballina (IN1)	14ha	7.8ha	6.2ha	6.2ha	Vacant land is flood prone
Clark Street (IN1)	6.4ha	6.4ha	0	0	-
West Ballina (B6)	21.3ha	18.4ha	2.9ha	2.9ha	-
<b>Totals</b>	<b>158.5</b>	<b>113.1ha</b>	<b>45.4ha</b>	<b>32.7ha</b>	

\*Excludes the 6.7ha IN1 zoned Ballina Marina Site at West Ballina which is subject to a Masterplan for non-industrial purposes.

Based on the modelling and analysis undertaken by Hill PDA it is anticipated that there will be a shortfall of approximately 13ha of industrial zoned land by 2041.

Sites that may be potentially suitable for industrial development, but not currently zoned for this purpose, are detailed in the table below. These sites have a combined area of 140.3 hectares. Only the Southern Cross Expansion Area (32ha) at Ballina, and the Russellton Expansion Area (23.2ha) at Alstonville / Wollongbar are considered likely to progress to the rezoning and or evaluation stage within the period 2020 to 2025.

All potential industrial sites are subject to a variety of land constraints, these require close evaluation before determining the lands ultimate suitability for industrial purposes. Hill PDA consider it healthy to plan for surplus zoned land to ensure adequate supply and price competition between sites<sup>4</sup>.

<sup>4</sup> Ballina Commercial Centres and Employment Lands Strategy, Hill PDA, December 2019, p54

**Ballina Shire Potential Industrial Land Supply Sites**

<b>Location</b>	<b>Area</b>	<b>Comments</b>
Southern Cross Industrial Estate expansion proposal	32ha	Land identified as an Investigation Area – Employment Land in North Coast Regional Plan 2036.  Land subject to a planning proposal since 2014. Resolution of constraints such as flooding and ecology have delayed rezoning.
Ballina Racecourse adjacent land	6.2ha	Land identified as an Investigation Area – Employment Land in North Coast Regional Plan 2036.  Approximately half of this area already developed for horse racing related purposes. Remaining vacant land subject to flooding and adjacent to wetland area.
Lennox Head Ross Lane (south – east of caravan park)	21ha	Land identified as an Investigation Area – Employment Land in North Coast Regional Plan 2036 and potential industrial land in Lennox Head Structure Plan  Land subject to flooding.
Russellton Expansion Area	23.2ha	Land identified in Wollongbar Strategic Plan 2039 as an area for further evaluation to enable industrial development.  Land identified as Important Farmland in North Coast Regional Plan 2036.
Clarke Street expansion area – old Council depot site.	5ha	Land identified as an Investigation Area – Employment Land in North Coast Regional Plan 2036.  Land owned by State Government part leased to council for depot purposes.  Land impacted by flooding and contamination constraints
Teven Road transport logistics hub	17.1ha	Freight transport facility and a warehouse or distribution centre is already permitted on this site with development consent as an additional permitted use under the provisions of Ballina LEP 2012.  3.2ha of the site is constrained by a floodway.
West Ballina –south-west of Ferngrove Estate	8.8ha	Land part of area identified as an Investigation Area – Employment Land in North Coast Regional Plan 2036 and designated as employment land (industrial) in the West Ballina Structure Plan (2009).  Impacted by flooding constraints.
Wardell - site located between old Pacific Highway and Pimlico Road	27ha	Land identified as an Investigation Area – Urban Land in North Coast Regional Plan 2036.  Land designated as a Strategic Urban Growth Area in Ballina LEP 2012 and considered for residential suitability in the Wardell Strategic Plan 2035.  Impacted by bushfire and ecological constraints. Part of site occupied by a caravan park.  Significant changes to current strategic planning framework would be required to progress this site.

**Retail & Commercial Space Supply**



By 2041  
**48,500m<sup>2</sup>**  
 Additional retail  
 floor space required



By 2041  
**37,000m<sup>2</sup>**  
 Additional office  
 floor space required

Hill PDA estimate that the total retail space (excluding commercial services such as financial, real estate, travel, medical and other services) within the Shire amounts to 165,727m<sup>2</sup>. By 2041 it is estimated that a demand for 214,220m<sup>2</sup> of retail space will exist, an increase of 48,493m<sup>2</sup>.

The table below provides a breakdown of existing and estimate required retail space across various retail categories.

**Retail Supply and Demand by Category 2019 - 2041<sup>5</sup>**

Category	Supply 2019 m <sup>2</sup>	Demand by 2041 m <sup>2</sup>	Net increase by 2041 m <sup>2</sup>
Supermarket & grocery	22,231	29,740	7,509
Food and beverage	27,779	30,740	2,961
Department store	15,951	22,800	6,849
Retail other	99,727	130,940	31,174
<b>Total Retail</b>	<b>165,727</b>	<b>214,220</b>	<b>48,493</b>

In terms of office space, Hill PDA estimate that an additional 37,000m<sup>2</sup> of office space will be required to meet demand by 2041. It is forecast that office based employment will increase by 1,840 jobs by 2041.

Hill PDA identified demand for an 'innovation hub' to support the region's growing food product manufacturing industry. To support these business development opportunities, this work has also identified demand for co-working facilities. Co-working is a form of office premises that is occupied on a temporary or casual basis configured with open-plan "hot-desks" board room/meeting rooms, internet access and printing and copying facilities. Co-working facilities may also provide networking and workshop space for professional development activities.

*"The majority of vacant land is in Southern Cross Drive Industrial Precinct near the airport including the Southern Cross Industrial Expansion Area. There is potential to develop the site to include secondary industries including food product manufacturing, professional services (with potential for co-working spaces and start up incubators) leveraging from the adjoining airport and road infrastructure.*

*The Sydney Startup Hub Regional Landing Pad has had a significant impact in connecting regional start-ups to the Sydney ecosystem to expand their networks and target business opportunities. There is potential for Ballina Shire to leverage from this*

<sup>5</sup> Ballina Commercial Centres and Employment Lands Strategy, Hill PDA, December 2019, p49

*successful and established platform and develop a "start-up" incubator in the Southern Cross Industrial Expansion Area".*

Hill PDA do not make any recommendations for the release of additional land to meet demand for either retail or office floor space in the period to 2041. Co-working and business incubation facilities could occur at the Southern Cross Industrial Expansion Area. It is considered that capacity exists within zoned business areas to generate the additional floor space that may be required.

The table below provided details of the amount of floor space contained within each of the Shire's designated commercial centres as well as an estimate of vacant floor space and land in 2019.

**Ballina Shire Main Retail and Commercial Precincts Floor Area and Vacancy Data 2019<sup>6</sup>**

(Excludes Lennox Epiq, Skennars Head Aureus and Cumbulam precincts)

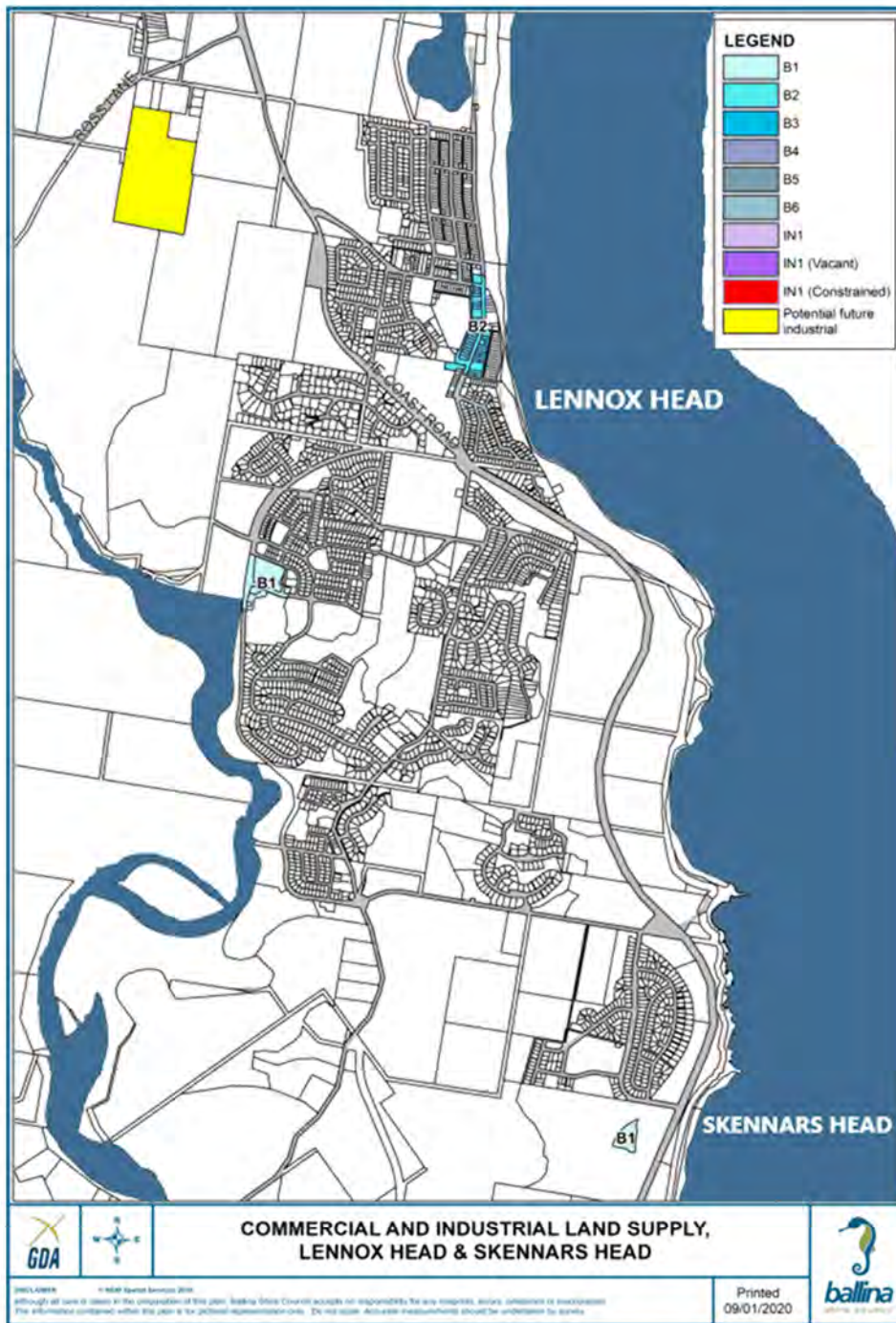
Centre & Zone	Retail m <sup>2</sup>	Commercial m <sup>2</sup>	Tourism Accommodation m <sup>2</sup>	Industrial, Transport, Postal m <sup>2</sup>	Vacant space m <sup>2</sup>	Vacant land m <sup>2</sup>
Alstonville B2*	10,064	10,370	-	235	97	1,378
Ballina Town Centre B3***	41,681	45,201	27,858	711	1,237	2,251
Ballina Town Centre B4	5,582	7,983	7,960	162	-	4,156
East Ballina B1 zone	2,008	736	1,400	211	-	-
Kerr Street B3	39,541	5,300	-	-	1,173	-
Lennox Head B2**	8,450	4,061	6,332	90	138	-
Wollongbar B1	1,953	569	761	98	218	10,662
West Ballina B1	4,710	-	-	318	-	-
West Ballina B6	23,707	1,599	6,608	2,411	7,411	29,472
<b>TOTALS</b>	<b>137,696</b>	<b>75,819</b>	<b>50,919</b>	<b>4,236</b>	<b>10,274</b>	<b>47,919</b>
Wardell B1	Centre consists of 1.1 hectares of B1 Neighbourhood Centre zoned land. The Wardell Strategic Plan contains an action to investigate the appropriateness of applying a B6 Enterprise zone to some currently residential zoned properties within the village having frontage to the Pacific Highway.					

\* Alstonville also contains 2,611m<sup>2</sup> of community floor space\*\* Lennox Head also contains 3,289m<sup>2</sup> of community floor space\*\*\* Ballina Town Centre B3 zone also contains 2,009m<sup>2</sup> of community floor space

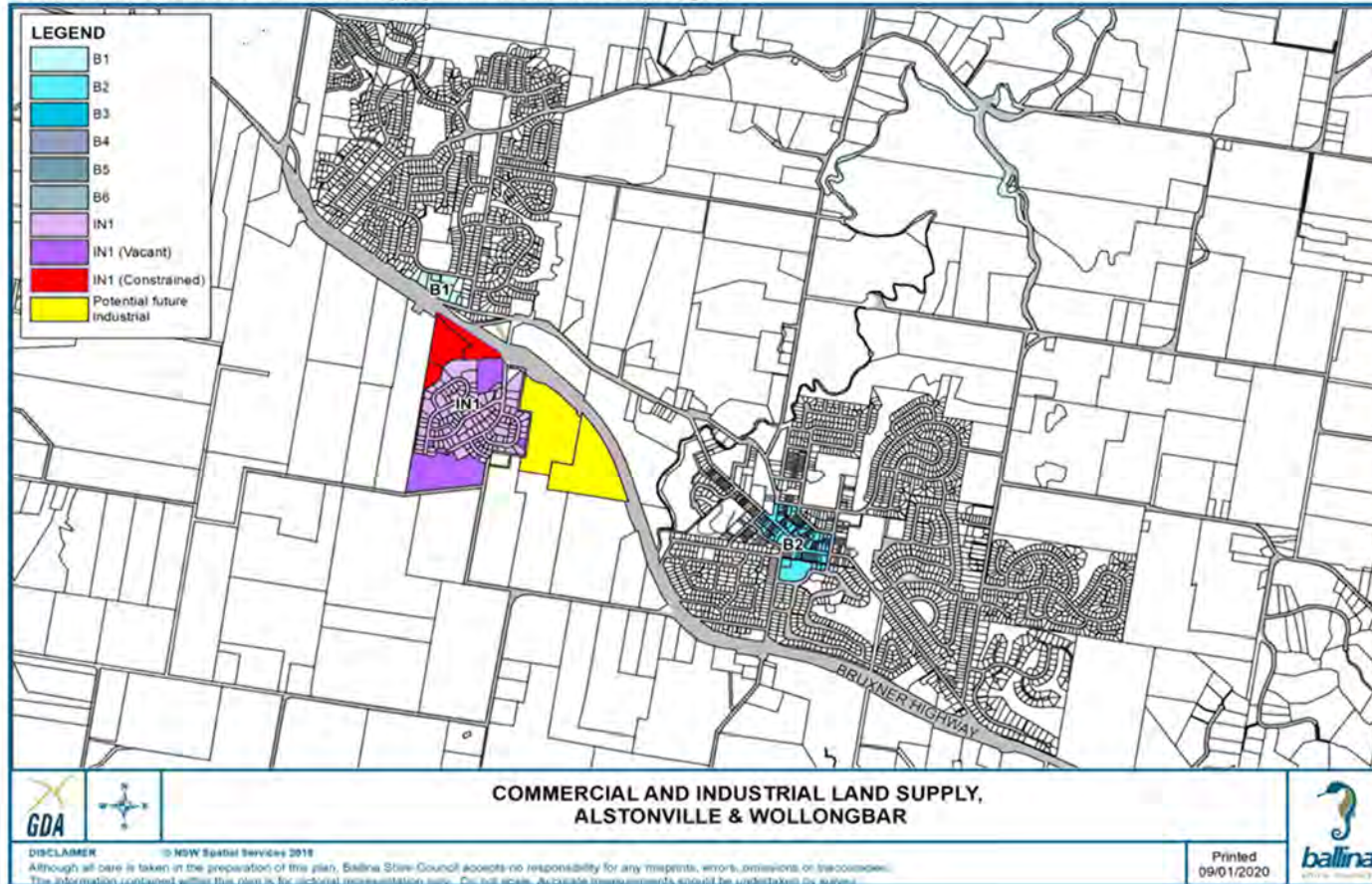
The diagrams below show the location of industrial and commercial land located in Ballina Shire, constrained and vacant industrial land, and those areas proposed for suitability evaluation.

<sup>6</sup> Ballina Commercial Centres and Employment Lands Strategy, Hill PDA, December 2019, pp35 - 42

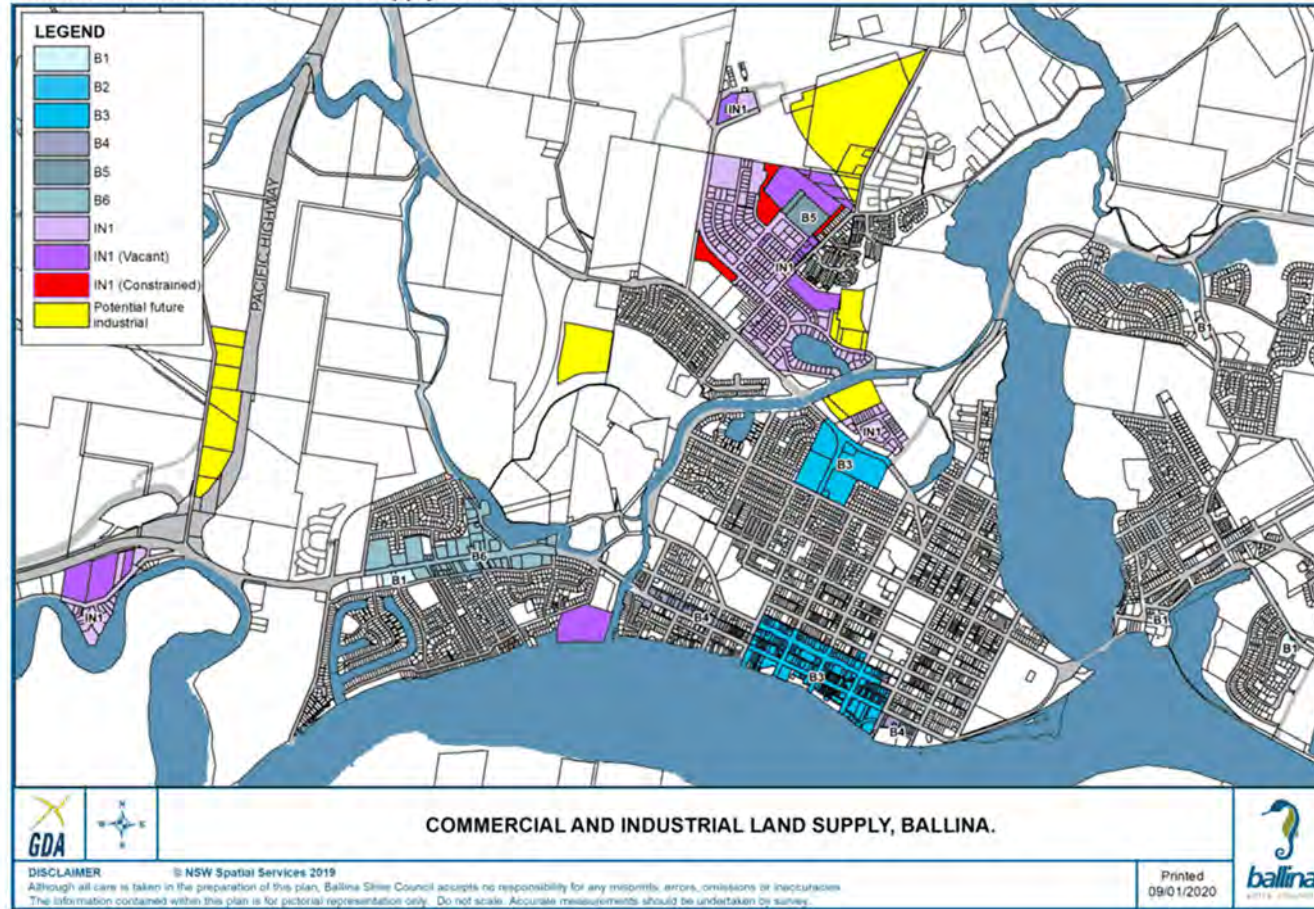
Commercial and Industrial Land Supply Lennox Head & Skennars Head



Commercial and Industrial Land Supply Alstonville and Wollongbar



Commercial and Industrial Land Supply Ballina





**Place Based Strategic Plans**

In 2014 Council commenced a process aimed at reviewing strategic planning work undertaken for the Shire’s towns and villages in the early 2000s. The resultant strategic plans provide a framework for strategic planning decision making over a 20-year period.



Place based strategic plans are monitored annually for progress and specific actions are incorporated within the Delivery Program and Operating Plan.

Each placed based strategic plan is proposed to be reviewed at a maximum of 5 yearly intervals.

Work on the Lennox Head Strategic Plan commenced during 2019. The first stage of this is the Lennox Village Vision project, which aims to deliver a strategic vision for the Lennox Village centre. Additional work is programmed to commence in 2020, which will provide a broader review of the 2004 Lennox Head Structure Plan.

**Ballina Major Regional Centre Strategy 2015 – 2035**

The strategy applies to Ballina, East and West Ballina.

**Location of Area Subject to Ballina Major Regional Centre Strategy**



The strategy was prepared in 2015 to respond to the NSW Government's Far North Coast Regional Strategy 2008 – 2031 that designated Ballina as a Developing Major Regional Centre.

The North Coast Regional Plan 2036 now designates Ballina as the only Strategic Centre on the Far North Coast. Tweed Heads and Lismore are designated as Regional Cities.

The Ballina Major Regional Centre Strategy (BMRCS) contains the strategies that will enable Ballina to consolidate its position as a Strategic Centre on the Far North Coast of NSW.

The BMRCS contains 97 strategic actions. The following strategic actions are considered of most relevance for the LSPS:

*A2.3 Review the demand and supply situation for the recreational needs in the Shire and provide for projected future needs.*

*(Comment: The draft Ballina Shire Sports and Recreation Facility Plan was on public exhibition until 18 December 2019)*

*B3.2 Create a civic centre precinct incorporating features such as town square, Council administration, gallery, library, meeting rooms and performance space in association with the development of cafes, and compatible retail uses.*

*B3.3 Encourage new CBD development to orientate, where possible, to the Richmond River through the introduction of precinct specific development controls and incentives.*

*B3.7 Consolidate existing commercial development opportunities in the CBD rather than relying on lateral expansion.*

*B3.8 Encourage residential development in the CBD to bring more life and activity to Ballina's commercial centre, particularly in the evenings. Also F1.1 Encourage increased residential development in the CBD.*

*(Comment: Ballina LEP 2012 was amended in October 2019 to permit residential flat buildings in the B3 zone in association with ground floor activation.)*

*B4.7 Pursue opportunities for the development of a food value-adding industry cluster in the Southern Cross Industrial Estate.*

*(Comment: A new IN2 Light Industrial zone may be incorporated within Ballina LEP 2012 and applied to part of the proposed Southern Cross Industrial Expansion area located to the south of the Ballina Byron Gateway Airport. This zone is intended to facilitate the establishment of food related industries as well as a broader range of entertainment and tourist style uses.)*

*C3.5 Develop an agreement with Aboriginal community representatives on protocols for promoting the Aboriginal culture of the Ballina Shire.*

*C4.4 Maintain the existing planning framework for controlling the bulk and scale of buildings, whereby taller buildings are limited to the CBD areas and in proximity to open space areas away from the water's edge and coastal reserve, with low density development predominating elsewhere.*

*D2.1 Deliver strategic road network connections between North Ballina and Lennox Head (North Creek Road) and between North Ballina and West Ballina (Western Arterial).*

*D2.2 Undertake an audit of car parking demand and supply within Ballina CBD and ensure sufficient car parking spaces are available to meet growing demand.*

*D2.3 Facilitate the development of a freight transport logistic centre in an appropriate location with accessibility to highway and airport infrastructure.*

*D2.6 Facilitate improvements to infrastructure to facilitate cycling for commuting.*

*D3.2 Identify a preferred site for a large upstream marina facility and / or maritime industry precinct.*

*(Comment: A Master Plan for West Ballina Trawler Harbour site was completed in 2017.)*

*E3.3 Plan for climate change adaption for residential buildings over the short to medium term.*

**Alstonville Strategic Plan 2017 – 2037**

The Alstonville Strategic Plan (ASP) applies to the area shown by the blue outline in the diagram below. This area corresponds with the Alstonville suburb boundaries (SSC) as used by the Australian Bureau of Statistics for the 2016 Census.

The ASP was adopted by Council in December 2017.

**Location of Area Subject to Alstonville Strategic Plan 2017 – 2037**



The strategic planning process for Alstonville found that under existing planning controls the village had a maximum population potential of approximately 6,600 people (5,739 in 2016). The ASP incorporates a range of village consolidation initiatives. These include permitting dual occupancy development on certain R2 zones lots, expanding the R3 zone in close proximity to the commercial centre, and permitting an increase in residential densities for R3 zoned lots depending on proximity to the commercial centre.

The new housing initiatives proposed by the ASP are designed to maintain annual population growth within the range of 0.5 to 0.75% in the period to 2037. Whilst this is below the predicted 0.9% per annum for Ballina Shire, it is envisaged it will appropriately respond to the demand for new housing in Alstonville as well as providing additional housing choice while retaining the village character.

The ASP contains 19 actions, with the following strategic actions considered of significance for the LSPS:

1. *Retention of the inter-urban break between Alstonville and Wollongbar.*
4. *Consider the expansion of heritage provisions within Ballina Shire DCP 2012.*
6. *Initiation of a planning proposal to permit dual occupancy development within the R2 zone upon lots having an area of 900m<sup>2</sup> or more.  
(Comment: Planning proposal prepared and awaiting finalisation November 2019.)*
9. *Amendment of Ballina Shire DCP 2012 to increase densities in the R3 zone based on distance from the Alstonville commercial centre.*
10. *Initiation of a planning proposal to rezone certain R2 Low density zoned land to R3 Medium Density.*
15. *Reviewing of planning controls to ensure farm based tourism initiatives are permitted.  
(Comments: In November 2019 a planning proposal and associated draft DCP were exhibited which provide for the low scale retail sale of manufactured goods produced in approved rural industries located on land within the RU1 Primary Production zone and RU2 Rural Landscape zone. The LEP amendment was subsequently published and made on 1 May 2020).*
19. *Mapping and describing Big Scrub remnant areas within and near Alstonville.*

**Wollongbar Strategic Plan 2019 – 2039**

The Wollongbar Strategic Plan (WSP) applies to the area shown by the blue outline in the diagram below. This area corresponds with the Wollongbar State Suburb boundaries (SSC) as used by the Australian Bureau of Statistics for the 2016 Census.

The WSP was adopted by Council in June 2019.

*Location of Area Subject to Wollongbar Strategic Plan 2019 – 2039*



The strategic planning process for Wollongbar estimated annual population growth between 2016 and 2038 of 2.65% (forecast.id). It is estimated that by 2038 the population of Wollongbar would increase to approximately 5,000 people (2,828 people in 2016.). This would require an additional 850 dwellings to be constructed.

Subject to land zoned for residential purposes within the Wollongbar village area being subdivided there is sufficient land available to accommodate the projected increase in population.

Providing for additional employment land within the Russellton Industrial Estate, to provide additional local job opportunities for the increasing population of Wollongbar and Alstonville, has been identified as an emerging issue. This issue is addressed by the WSP through an action which proposes the evaluation of an additional 23 hectares of rural land which adjoins the industrial estate for industrial suitability.

The WSP contains 13 actions with the following strategic actions of particular significance for the LSPS:

- 1. Maintenance of the rural buffer between Wollongbar and Alstonville.*
- 2. Review community infrastructure proposed in Council's Developer Contribution Plans.*
- 6. Initiate a planning proposal to permit attached dual occupancy development on certain R2 zoned lots.*
- 7. Rezoning of the Wollongbar business area from B1 Neighbourhood Centre to B2 Local Centre.*

8. Evaluate the potential for certain land adjoining the Russellton Industrial Estate to enable industrial development.

9. Consider LEP amendments for 5 Smith Land (R2 to R3) and for 246 to 250 Lismore Road (service station use).

13. Maintain the amount of commercial zoned land in Wollongbar.

**Wardell Strategic Plan 2015 – 2035**

The Wardell Strategic Plan 2015 – 2035 (WSP) was prepared over the land area shown by blue outline in the diagram below. This area corresponds to the Wardell Urban Centre Locality (UCL) boundaries utilised by the Australian Bureau of Statistics for the 2011 Census.

The WSP was adopted by Council in January 2016.

**Location of Area Subject to Wardell Strategic Plan 2015 - 2035**



The WSP contains 29 actions. Of particular significance for the LSPS are the following strategic actions:

*Action 22 - Investigate opportunities to increase the amount of zoned business land within Wardell Village (extension of the B1 Neighbourhood Business zone in Richmond Street Wardell Village between Sinclair and Swamp Street, and along Bridge Drive from Sinclair Street to the Pacific Highway bridge).*

*Action 23 - Consider the desirability, and an appropriate mechanism, for permitting attached dual occupancy development within the R2 zoned, non-flood prone areas of Wardell Village. (Comment: A planning proposal has been prepared which is the subject of ongoing consultation with the NSW Rural Fire Service.)*

*Action 24 - Initiate a planning proposal for the rezoning of SUGA designated properties located within and adjacent to the boundaries of Wardell Village (does not include SUGA area 1 with frontage to Pimlico Road).  
 (Comment: A planning proposal in respect to 1 property, 17 Bath Street, has been finalised. Planning proposals for the remaining SUGA areas have not yet been the subject of an LEP amendment application initiated by landowners.)*

*Action 25 - Investigate the appropriateness of a B6 Enterprise zone for residential zoned properties, with frontage to the Pacific Highway or within 50 metres of the Highway, on the northern side of the Richmond River.  
 (Comment: This action will commence after the Pacific Highway has bypassed Wardell.)*

*Action 28 - Consider a planning proposal for the rezoning of SUGA Area 1 with frontage to Pimlico Road (where the landowner seeks to advance the rezoning).  
 (Landowners have not yet initiated this action.)*

The WSP provides opportunities for the village to grow beyond its current limits. The areas identified as potential village expansion areas were the nominated Strategic Urban Growth Areas (SUGA) as designated within Ballina LEP 2012. Land constraints such as bush fire risk, flooding and ecological factors are the major constraints considered to limit additional residential development within the existing village and the designated SUGA areas.

The North Coast Regional Plan 2036 nominates the delivery of housing at Wardell as a regional priority.

**Rural Settlement Character Statements**

In 2014 Rural Settlement Character Statements (RSCS) were prepared for the rural hamlets and localities in Ballina Shire. The following 10 rural localities were examined to define their locality and features:

Newrybar; Tintenbar; Cabbage Tree Island; Patches Beach; Meerschaum Vale; Rous; Rous Mill; Fernleigh; Empire Vale; Keith Hall and South Ballina.

**Selected Visual Character Elements of Ballina Shire's Rural Hinterland**



Each of these rural communities were invited to attend public meetings and make comments on the issues that were considered to impact the community and the qualities that made these localities special.

The resultant RSCs are designed to be used as a tool to inform future strategic planning of Ballina Shire’s rural hinterland.

Rural residents identified a variety of strategic planning issues that have been summarised in the table below together with the manner in which these issues have been responded to as of December 2019:

**Rural Strategic Planning Issues and Responses**

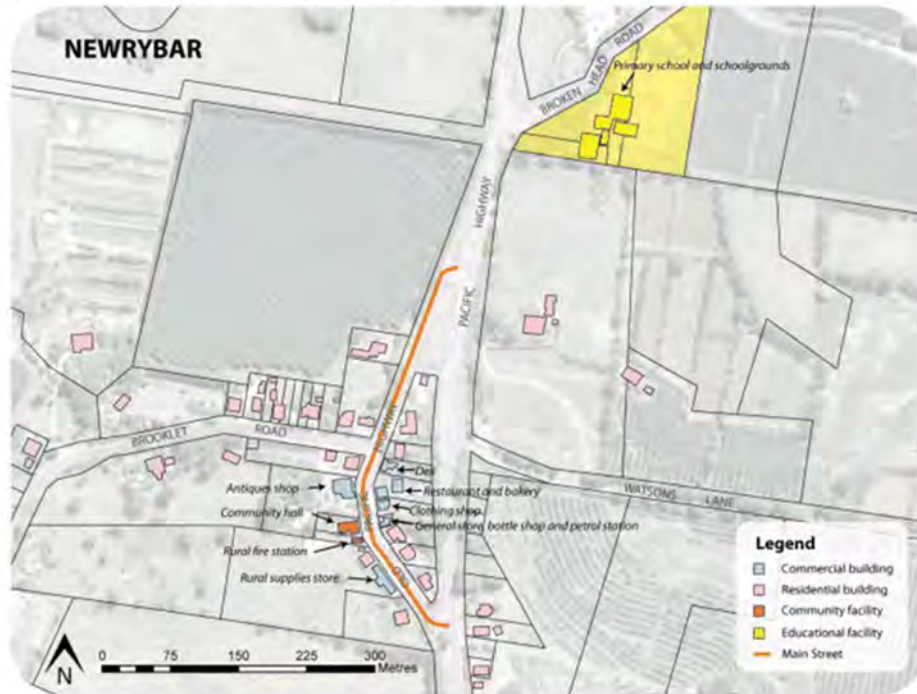
<b>Issue</b>	<b>Response</b>
A need for additional on farm dwelling opportunities.	Ballina LEP 2012 Amendment 34 (December 2017) permits detached dual occupancy within the RU1 and RU2 zone.
Support for farmers markets and roadside stalls.	Ballina LEP 2012 Amendment 37 (July 2018) permits road side stalls as exempt development. Planning Proposal 19/004 exhibited in November 2019 proposes to permit farm gate retail activity by permitting low scale retail sale of manufactured goods produced in approved rural industries within the RU1 and RU2 zone.
Connectivity concerns relating to a need for infrastructure such as shared pathways linking schools with hamlet facilities.	Alstonville (2017) and Wollongbar (2019) Planning and Environmental Studies and associated Strategic Plans all identify a need for better connectivity of community facilities with the places where people live.
Need to protect important and viable agriculture and horticultural activities from the encroachment of rural lifestyle lots.	Planning Priority 10 of this LSPS proposes the protection and enhancement of productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy.

The following section provides a brief locality summary for each of the rural localities within Ballina Shire together with strategic actions of relevance for this LSPS.



**Newrybar**

Newrybar is a small hamlet located on the western side of the old Pacific Highway (Hinterland Way) approximately mid-way between Ballina and Byron Bay.



The hamlet contains a number of buildings which may have local historical value. A restaurant, bakery, deli and an antiques shop are located within the hamlet and assist to establish Newrybar as a tourist destination.

Residents identify Newrybar as a place with a strong sense of community, and they consider the quiet rural atmosphere and historic old-world charm of the locality to be distinguishing features that they want to keep.

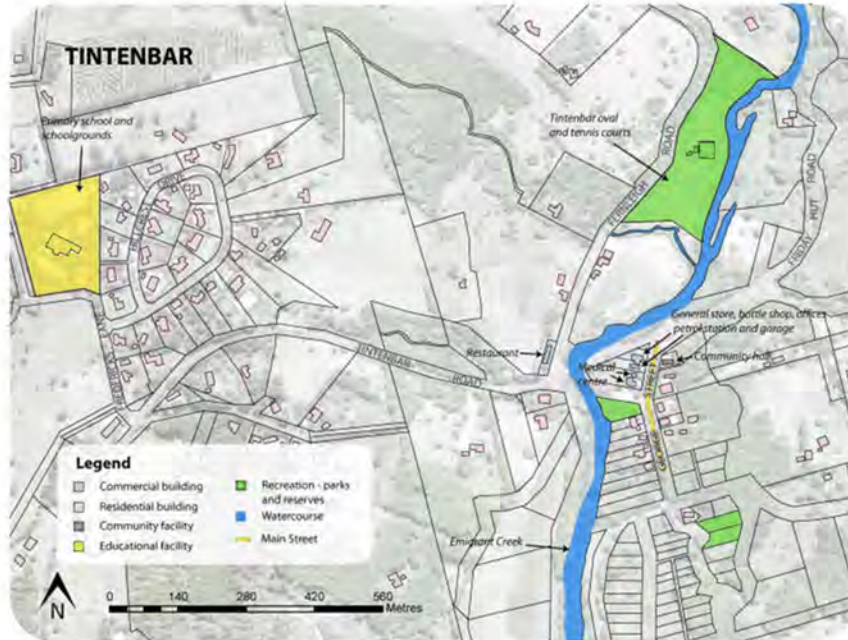
Newrybar in 2019 is coming under increasing pressure for development and expansion to capitalise on its tourist destination status. Issues such as a lack of town water and sewerage facilities are major development constraints as is the 7(c) Environmental Protection Water Catchment zoning applicable to the hamlet and surrounds under the provisions of Ballina LEP 1987.

Potential Strategic Actions identified in the RSCS of relevance for the LSPS:

- Maintain the heritage and low scale character of the village with simple and fair planning controls.
- Provide a shared path connecting the village to the school for safe access for kids.

**Tintenbar**

Tintenbar is a small, historic, rural hamlet characterised by heavily vegetated steep slopes leading down to Emigrant Creek. The hamlet centre is located in George Street near the intersection of Tintenbar Road where a hall, general store and medical centre are located.



Tintenbar – Teven Public School has the largest rural school population (approx. 160 in 2018) within Ballina Shire.

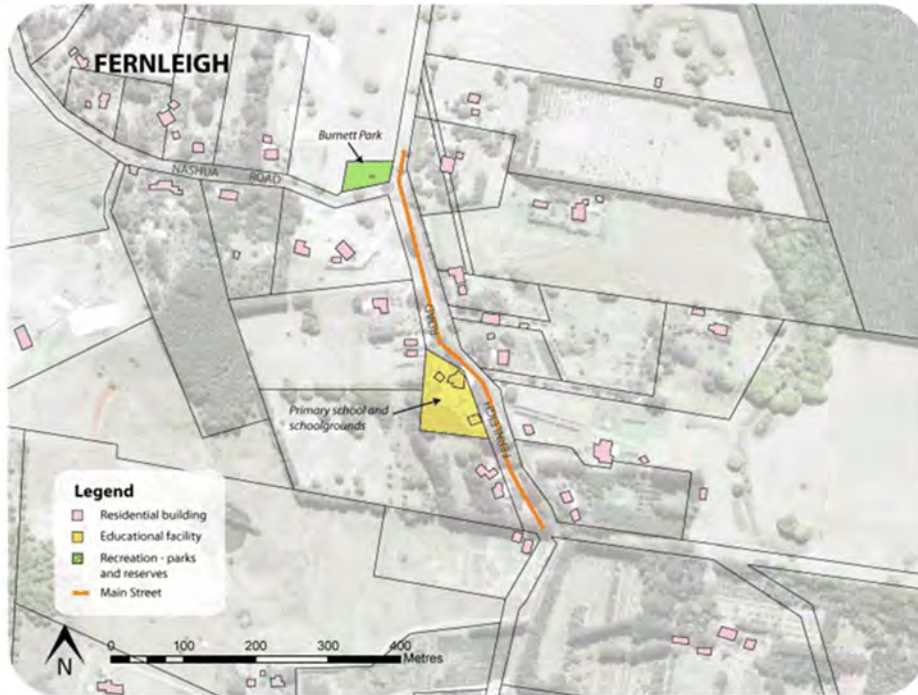
The community of Tintenbar values the quiet rural atmosphere of the hamlet but at the same time wants to ensure that the level of activity within its central precinct is maintained.

Potential Strategic Actions identified in the RSCS of relevance for the LSPS:

- Provide improved rural housing options to retain population.
- Keep the locality low density and low rise to retain its rural charm, but reconsider dwellings on rural lots close to the hamlet centre to support the level of services.
- Consider dwelling entitlements on existing small lots where access and services are appropriate.
- Permit detached rural dual occupancy where services and access are appropriate.
- Consider shared path between George Street and the sports fields.

**Fernleigh**

Fernleigh is a small, rural locality along the Fernleigh Road, half way between Tintenbar and Newrybar. It is characterised by open rolling hills with a sense of elevation and views. The community considers the quiet atmosphere and beautiful undulating rural landscape make Fernleigh a special place.

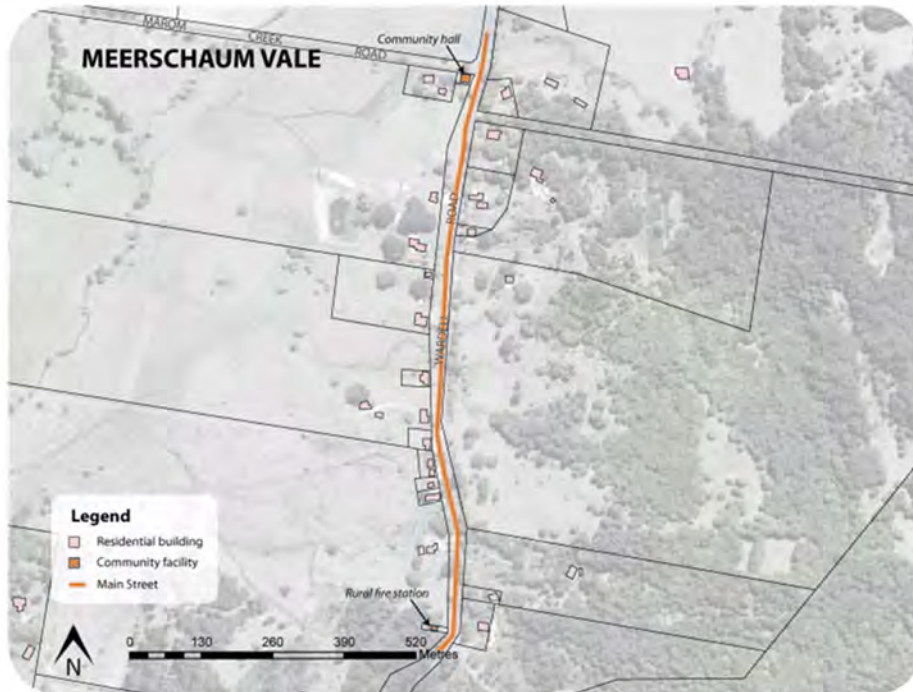


Potential Strategic Actions identified in the RSCS of relevance for the LSPS:

- Consider a shared path along Fernleigh Road to link school with surrounding farms.

**Meerschaum Vale**

Meerschaum Vale is a small rural locality along Wardell Road, characterised by open rolling hills and a broad flat valley that marks the edge of the Tuckean Swamp and the Richmond River floodplain.



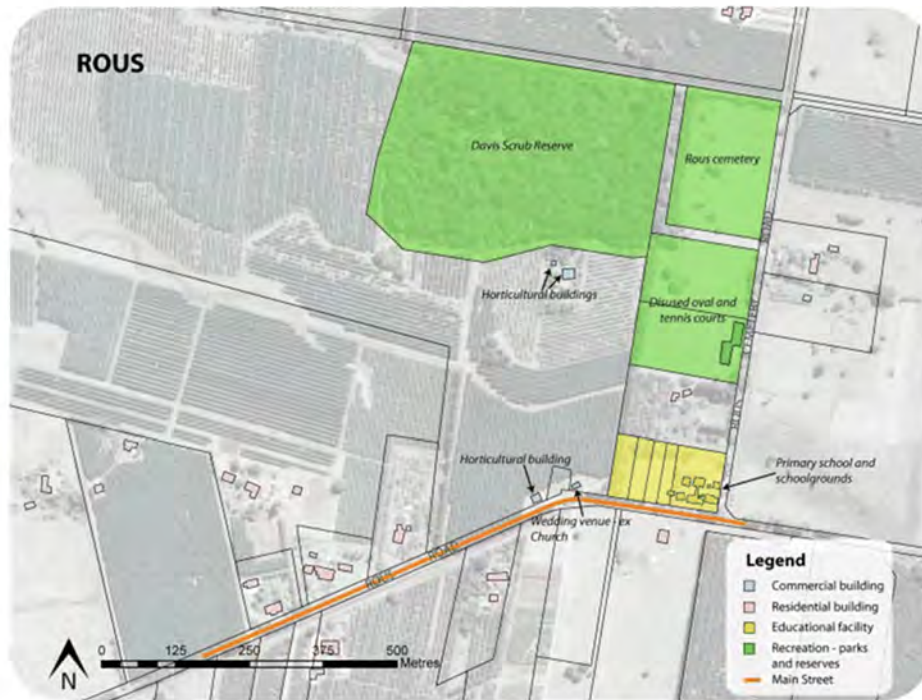
Meerschaum Vale is considered to be a close and caring community that embraces residents of all ages and backgrounds. There is a passion for the natural environment and a passion for the locality to remain small and rural.

Potential Strategic Actions identified in the RSCS of relevance for the LSPS:

- Permit farmers markets on community land and roadside stalls on private land on a merit basis.

**Rous**

Rous is a small, rural locality in the vicinity of Rous Road, characterised by open elevated grazing land, large horticultural areas and pockets of remnant rainforest such as the Davis Scrub Reserve. It is a friendly community that retains an emphasis on commercial agriculture based on the fertile red plateau soils.



Local employment includes wholesale plant nurseries.

Residents of Rous value the low density atmosphere, swimming at Marom Falls, roadside stalls that sell fresh fruit and vegetables, and community gatherings at the school and hall.

Potential Strategic Actions identified in the RSCS of relevance for the LSPS:

- Permit farmers markets on community land and roadside stalls on private land on a merit basis.

**Rous Mill**

Rous Mill is a small rural locality with a genuine village feel. It is located in elevated red soil country on either side of Youngman Creek in the vicinity of Rous Mill Road.



The main community focus is the Rous Mill hall which is located opposite the previous Uniting Church. The Church was sold in 2018 to a local artist.

Rous Mill is a friendly, accepting community that is characterised by dwellings on small village sized lots that reflect its past history as a much larger sugar milling town complete with rail line.

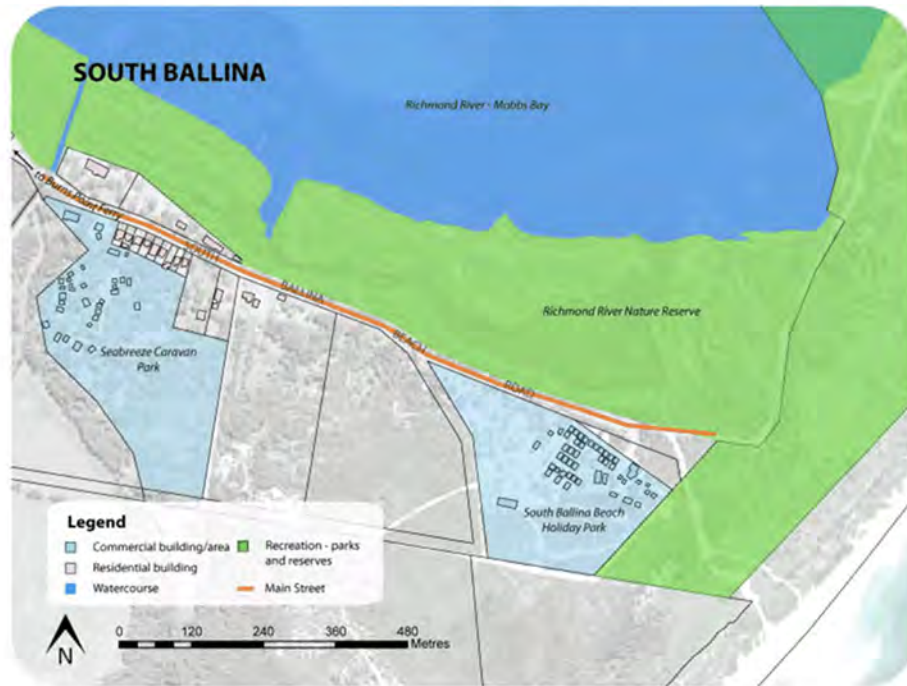
Rous Mill retains an emphasis on commercial agriculture based on fertile red soils and reliable rainfall.

Potential Strategic Actions identified in the RSCS of relevance for the LSPS:

- Consider secondary dwellings on land for families, and affordable housing.
- Permit farmers markets on community land and roadside stalls on private land on a merit basis.
- Protect viable and important agriculture and horticulture from encroachment from lifestyle lots.

**South Ballina**

South Ballina is a small rural locality at the tip of the South Ballina peninsula. South Ballina has a long history of agriculture and tourism. It is located in flat, alluvial, sandy soils. Its land uses include sugar cane farming, a sand quarry, two caravan parks, and areas of native vegetation along the river, mainly in the Richmond River Nature Reserve.



The community places a high value on its ferry service. Residents have indicated that they feel like they are living where the Richmond River meets the sea. Getting the best of both environments including dolphin and whale watching, fishing, surfing and four wheel driving on the beach.

Potential Strategic Actions identified in the RSCS of relevance for the LSPS:

- Protect viable and important agriculture and horticulture from encroachment from lifestyle lots.

**Empire Vale / Keith Hall**

Empire Vale / Keith Hall is a small rural locality at the tip of the South Ballina peninsula. The locality has a strong history of agriculture. It is characterised by large areas of open flat sugar cane land and areas of native vegetation along the Richmond River.



The areas also contains intensive horticultural enterprises with large scale greenhouse hydroponic production of salad vegetables including cucumbers and lettuce.

The area is characterised by dwellings located either on significant cane farms or on small clusters of concessional lots cut from cane farms in the past.

Local residents value the tranquillity of this location as well as the proximity of the river and beach for recreation.

A potential Strategic Action identified in the RSCS of relevance for the LSPS is:

- Protect viable and important agriculture and horticulture from encroachment from lifestyle lots.



**Patches Beach**

Patches Beach is a compact rural locality on the beach at South Ballina. The locality has a history of agriculture and weekender accommodation. It is characterised by large areas of open flat sugar cane land and areas of native vegetation along the beach.



The main community focus is the cluster of 17 houses at the end of Patches Beach Road, immediately adjacent to a beach access track for pedestrians and four wheel drive vehicles.

Residents have indicated that they value the beach access (pedestrian and vehicles) and the opportunities this provides for fishing, surfing and four wheel drive driving as well as horse riding and exercising dogs. The natural environment is important to residents as well as the peace and quiet and the dark night sky with no street lights.

A potential Strategic Actions identified in the RSCS of relevance for the LSPS is:

- Protect viable and important agriculture and horticulture from encroachment from lifestyle lots.

## Climate Change - Confronting the elephant in the room

**“If not us, Who?  
If not now, When?”** (John F Kennedy)

Ballina Shire Council at its Ordinary meeting on 28 November 2019 declared a climate emergency.

### **Ballina Shire Council's Climate Emergency Declaration**

1. That Council declares we are in a state of climate emergency that requires urgent action by all levels of government.
2. That Council notes that at least 71 Local Government areas in Australia have already declared a 'Climate Emergency'.
3. That Council acknowledges Ballina Shire is likely to be substantially affected by climate impacts, particularly sea level rise, bushfires, drought and floods.
4. That Council calls upon the State and Federal Governments to declare a climate emergency, and to back this up with legislated programs to drive emergency action to reduce greenhouse gas emissions and meet the lower of the Paris Agreements or a maximum 1.5 degree warming.
5. That Council writes to all NSW and Federal Government MP's advising them of Council's resolution and urging them to acknowledge a climate emergency and to act with urgency to address the crisis.
6. That Council receives a report on potential impacts on Ballina Shire and adaptations that could be considered.

By 2040 Ballina Shire is likely to be confronting significant challenges associated with climate change.

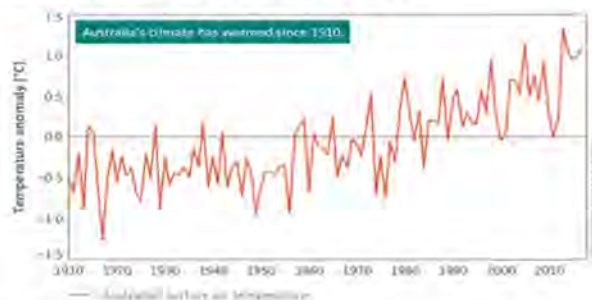
Climate change will potentially impact agricultural systems (affecting crops, evaporation of surface water, and stock), vulnerable groups within regional communities (such as the ill, very young and the elderly), natural ecosystems, regional infrastructure and fire management.<sup>7</sup>

The North Coast Region is projected to continue to warm by 0.7°C in the near future (2020–2039) and about 2°C in the far future (2060–2079), compared to recent years (1990–2009). The number of high temperature days is projected to increase, while a reduction is anticipated in instances of potential frost risk. The local climate is likely to be dryer and hotter and rainfall events are likely to have increased in intensity<sup>8</sup>.

The 2019 UN Emission Gap Report indicates that the world is on track for a 3.2°C temperature increase as there is no sign that greenhouse gas emissions have yet peaked.<sup>9</sup>

In the period 1910 to 2018 Australia's climate has warmed by just over 1°C, leading to an increase in the frequency of extreme heat events<sup>10</sup>

**Anomalies in annual temperature over land in Australia** (Figure extracted from CSIRO and BOM, State of the Climate 2018 Report)



By 2040 flooding events may increase as a consequence of more intense but shorter duration storms. Short duration rain extremes are often associated with flash flooding.<sup>11</sup> Overall there has been a shift towards drier conditions across South Eastern Australia during April to October.<sup>12</sup>

As a result of our changing climate low-lying areas located in Ballina Shire, such as on the Richmond River floodplain, may experience more frequent inundation associated with sea level rise, storm and flood events. This may then impact the value of agricultural production as well as result in increased risk and damage to property.

<sup>7</sup> Office of Environment and Heritage, North Coast Enabling Regional Adaption Report, 2019, p23  
<sup>8</sup> Office of Environment and Heritage, North Coast Climate Change Snapshot, 2014, p2  
<sup>9</sup> UN Environment Program (2019) Emission – Gap Report 2019  
<sup>10</sup> CSIRO and BOM, State of the Climate 2018, p4  
<sup>11</sup> CSIRO and BOM, State of the Climate 2018, p8  
<sup>12</sup> CSIRO and BOM, State of the Climate 2018, p6

Our natural environment will likely be under significant stress and species loss may confront the community as temperatures continue to increase and our climate becomes warmer and drier.

By 2040 the koala population on the North Coast may be regarded as critically endangered. This population is likely to be under severe stress due to habitat loss as a result of bush fire events, land clearing and agricultural activities as well as a hotter drier climate. The 2019 bush fires were estimated as having destroyed half (by mid-November 2019) of the NSW North Coast Koala population.

By 2040 our communities may expect protection from some climate induced impacts. Infrastructure works may be required such as levees, flood control valves within stormwater systems and roads reconstructed at higher levels. Increased provision for water storage via tanks and reservoirs may be required.

By 2040 settlement relocation options or "climigration" may be under consideration by government. Climigration involves the planned relocation of communities impacted by extreme climate change impacts such as flooding<sup>13</sup>. By 2040, sites within the Shire may be under planning consideration as new settlement options.

By 2040 the design of our dwellings may change. They will need to be more resilient to projected impacts of climate change. Changes to planning and building controls may be required so as to regulate a move away from slab on ground construction to elevated homes on piers in the floodplain.

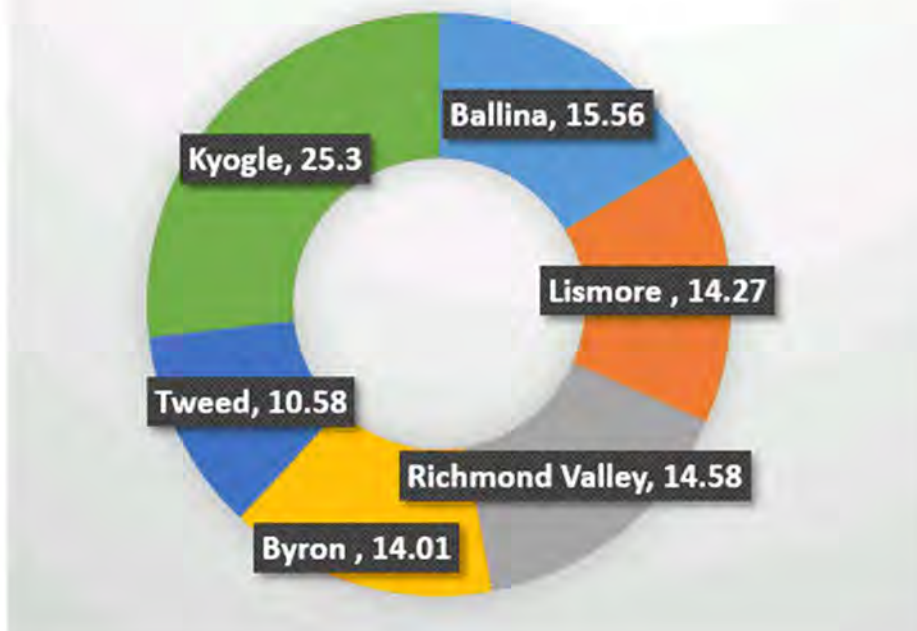
The design of dwellings may become more energy efficient and carbon neutral. Light weight construction materials such as timber, metal, compressed cement sheeting and recycled plastics may become increasingly popular as a building material for new dwellings. Solar panels with battery storage may become the norm.

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<sup>13</sup> Refer ABC news article 'If climate change destroyed your town would you rebuild or relocate?' <https://www.abc.net.au/news/2019-09-16/radical-choice-to-confront-climate-change/11515456>

## Northern Rivers CO2 Emissions 2017

(Tonnes per person per annum)



Northern Rivers carbon dioxide emissions 2017<sup>15</sup>

Additional Ballina Shire specific data is contained in Appendix 5. Electricity (52.4%) and Transport (44.15%) are the main components of Ballina Shire's CO<sub>2</sub> emission profile. Emissions have been increasing since 2005.

By 2040 the tourism industry continues to be one of the most significant employers as will agriculture, health care and the education sectors.

Our beaches and natural areas will continue to be regarded as pristine and in some cases wild places.

By 2040 our communities will however, be more acutely aware that they may face an uncertain future and their lifestyles may be under threat.

<sup>15</sup> Climate snapshot <https://snapshotclimate.com.au/locality/australia/new-south-wales/ballina/>

## Vision

“The Ballina Shire is safe, with a connected community, a healthy environment and a thriving economy”

This vision means that  
in the period to 2040,  
from a strategic land use  
planning perspective,  
we will aim to:

***Develop and implement strategies to maintain  
Ballina Shire as a vibrant, safe and connected  
place***

*Our public spaces and built environment will celebrate local character, and provide ample opportunity for connection to culture, people, place and country. More residential accommodation will be located above ground floor commercial uses within our main commercial centres. Major new road infrastructure will be completed such as the Western Arterial and North Creek Road extension together with new bridges over Fisheries Creek and North Creek (Refer Annexure 2 for map showing location of proposed road works). Our network of shared pathways will be extended to provide links to networks located within Byron Shire and Lismore City, and our footpath networks will be extended in Alstonville and Wollongbar to better link with village centres.*

***Value and preserve our beautiful natural assets including our  
beaches, waterfalls and rural hinterland, through application,  
maintenance and enforcement of regulatory controls***

*Plans of Management and associated capital work programs will be completed for all of Council's major recreation areas. Areas of high environmental value will be recognised in the local environmental plan (LEP) through application of environmental zones and controls. The protection and conservation of biodiversity values for ecosystem health will allow future generations to enjoy Ballina's natural assets.*

*Support job creation through facilitation of tourism opportunities, and by maintaining a supply of employment lands and housing choice options*

*Tourism opportunities such as the Ballina Marina project will continue to be supported. The provision of additional industrial land will be investigated in areas surrounding the Southern Cross and Russellton Industrial Estates, and Ross Lane in Lennox Head. Housing choice options within established residential areas will be improved with more low rise medium density development options, such as dual occupancy, becoming available.*

**Maximise locational and transport advantages arising from access to the Pacific Motorway, the Shire's proximity to south-eastern Queensland, and supporting the continuing expansion of Ballina Byron Gateway Airport and the Southern Cross Industrial Estate.**

*Ballina Byron Gateway Airport will continue to be expanded (Refer Annexure 1 for details) to support increases in passenger numbers. A road transport logistic hub may be established at West Ballina (Teven Road and Paperbark Close). South bound access to the Pacific Motorway may be available at Cumbalum.*











## Our themes and planning priorities

Four related themes make up the community's vision for Ballina Shire; a connected community, a prosperous economy, a healthy environment, and engaged leadership. These are the same themes nominated in the Community Strategic Plan 2017 – 2027.

The four themes will be monitored against identified measures and implemented through 14 planning priorities. A total of 57 actions support the nominated planning priorities.

**Figure 14: Planning themes and priorities**

			
Connected Community	Prosperous Economy	Engaged Leadership	Healthy Environment
<p><b>Planning Priority 1</b></p> <p>Review community infrastructure needs within the Shire's towns, villages and rural localities and incorporate requirements within the Open Space and Community Facilities Developer Contribution Plan.</p> <p><b>Planning Priority 2</b></p> <p>Encourage good urban design which increases chances for social interaction and connectedness.</p>	<p><b>Planning Priority 3</b></p> <p>Stimulate economic activity, and provide improved access to local services and facilities, by reviewing planning controls around major Shire infrastructure such as Ballina Hospital, Ballina Byron Gateway Airport, and education facilities.</p> <p><b>Planning Priority 4</b></p> <p>Encourage activities within the rural hinterland that stimulate economic activity by value adding to farm based production and that promote rural tourism.</p>	<p><b>Planning Priority 8</b></p> <p>Engage with the Northern Rivers Joint Organisation to develop an environmentally sustainable Northern Rivers regional approach to the release of land for housing and industry as well as the location of key industries.</p> <p><b>Planning Priority 9</b></p> <p>Protect the shire's historic heritage.</p>	<p><b>Planning Priority 12</b></p> <p>Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy.</p> <p><b>Planning Priority 13</b></p> <p>Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented.</p>

			
Connected Community	Prosperous Economy	Engaged Leadership	Healthy Environment
	<p>Planning Priority 5</p> <p>Maintain a supply of suitably located employment land, close to population centres at Alstonville – Wollongbar, and Ballina – Lennox Head, so as to foster local employment opportunities and to reduce journey to work travel distances.</p> <p>Planning Priority 6</p> <p>Incorporate housing choice options such as attached dual occupancy when preparing placed based strategic plans.</p> <p>Planning Priority 7</p> <p>Maximise opportunities associated with growth in South Eastern Queensland and the increased connectivity provided by the upgraded Pacific Motorway and digital technology.</p>	<p>Planning Priority 10</p> <p>Ensure that new development is of a high standard in accordance with best practice guidelines applicable to Northern and Regional NSW.</p> <p>Planning Priority 11</p> <p>Ballina Shire Council to provide leadership in mitigating and adapting to climate change.</p>	<p>Planning Priority 14</p> <p>Focus development to areas of least biodiversity sensitivity and least exposure to natural hazards such as flooding and bush fire risk.</p>

Tables showing the “line of sight” that connects the North Coast Regional Plan 2036 with the Community Strategic Plan (CSP) and the Planning Priorities nominated in the LSPS have been included within the following section.

Planning Theme – Connected Community



**Connected Community**

By 2040 ensuring that Ballina Shire residents stay informed and engaged with Council projects and decision making processes will pose new challenges.

By 2040 local printed newspapers may no longer exist. Posted letters may be rare. Council may increasingly communicate with its residents through electronic means. SMS messages, email, and the successors to Facebook and Instagram will likely be used.

By 2040 electronic community notice boards located in commercial areas and population hubs such as senior housing villages may also be used to provide information and obtain feedback.

In the period to 2040 Council may increasingly seek feedback from its residents through on line polling associated with key issues and decisions.

The social impact of Council decision making will also become increasing important as we strive to establish and maintain a more inclusive community.

The need for meeting places and chances for social interaction in everyday life will continue to increase in importance so as to reduce isolation and improve mental and physical health.

Connected Community – Line of Sight

NCRP Direction	DPOP actions	LSPS Planning Priority
15 – Develop healthy, safe, socially engaged and well-connected communities	Alstonville Strategic Plan 2037 Action 12: Examine footpath and shared pathway provision which links key community and commercial facilities	Planning Priority 1
	CSP Theme – Connected Community	Planning Priority 2

**Actions recently completed or in the pipeline**

The 2019 – 2023 Delivery Program and Operational Plan also includes the following activities:

- Improved engagement with the Aboriginal Community,
- Implementation of the Cultural Plan, Public Arts Program, Disability Inclusion Action Plan, Ageing Strategy, and
- Evaluation of actions to become a Dementia Friendly Community.

The Shire’s sports and recreational facilities were reviewed in 2019 and a draft Ballina Shire Sports and Recreation Facility Plan was prepared.



## **Connected Community**

### **Planning Priority 1**

Review community infrastructure needs within the Shire's towns, villages, hamlets and rural localities and incorporate requirements within the Open Space and Community Facilities Developer Contribution Plan.

### **Rationale**

The population of Ballina Shire is growing. We are one of the fastest growing regional communities in NSW and will continue to be so over the next 20 year period. As existing communities expand and new communities are established, we need to ensure that our community infrastructure meets the needs of our people. Community infrastructure needs to be easy to access, safe, and have flexible uses.

In some cases, new community facilities such as community halls, community childcare facilities, and libraries will be required. In other cases, existing community facilities may need to be adapted to meet the needs of our changing communities. Libraries for example, may become meeting places in which we have access to technology, study, do business, as well as borrow resource material.

Community infrastructure also relates to the service organisations, clubs and groups that are located within our population centres. This is called "soft" infrastructure as opposed to buildings, which are referred to as "hard" infrastructure. Council may also have a role to play in fostering the establishment of "soft" infrastructure in our communities.

Planning Priority 1 responds to the community's need for new and sometimes different community infrastructure in the period to 2040. The first step is to examine what we already have and determine if it adequately meets our needs (gap analysis). Then we review existing standards for community infrastructure (benchmarks) and finally we review our developer contribution plans and other strategies.

Benchmarks for the provision of a range of local and regional community facilities, as contained within the Open Space and Community Facilities Developer Contributions Plan 2016, were originally developed for use in the 2008 Contributions Plan. Whilst reviewed in 2016, and found to be still valid, a more detailed review is proposed during 2020 which will also incorporate a gap analysis of existing facilities and interviews with facility users.

### **Measures**

- Gap analysis prepared
- Benchmarks prepared
- Community Facilities Strategy and Contribution Plan updated

Actions to support  
Planning Priority 1

(Proposed  
Operating Plan  
Activities (OPA))

**1.1** Undertake a gap analysis of existing community facilities to establish whether the nature of facility meets community requirements. **(Immediate)**

**1.2** Prepare community facility benchmarks and minimum standards for community facilities in existing and proposed urban areas, and rural localities. **(Immediate)**

**1.3** Review Council's Community Facilities Strategy and prepare a new Community Facilities Strategic Plan. **(Immediate)**

**1.4** Review Council's Open Space and Community Facilities Developer Contributions Plan. **(Immediate)**

**1.5** Continued implementation of Council's Disability Inclusion Action Plan and Ageing Strategy. **(Ongoing)**



## Connected Community

### Planning Priority 2

Encourage good urban design which increases chances for social interaction and connectedness.

#### Rationale

Our commercial centres are changing as more people source goods and services via the internet. The way we work is also changing with more people working from home, telecommuting, or working part time in a number of different jobs.

One outcome of these changes is that our communities will be increasingly looking for meeting places in which to socialise and exchange ideas.

Public spaces that cater for multiple users and a diverse population can facilitate chance encounters between people and foster a greater sense of community. The way our commercial centres, parks and community facilities are designed will need to consider the societal changes that are now occurring and provide appropriate responses.

Infrastructure which encourages active travel needs to be prioritised when designing large trip generating developments, in order to reduce the need for short car trips. Active travel enhances the opportunities for chance encounters between members of the community, contributes towards reduced greenhouse gas emissions and encourages healthier lifestyles.

#### Measures

- Urban areas are connected to one another via infrastructure tailored to encourage active travel modes.
- New development incorporates designs which encourage opportunities for social interaction.
- Public space and street renewal works include good urban design outcomes which encourage people to “linger longer” and interact in the public domain.

Actions to support  
Planning Priority 2

(Proposed Operating  
Plan Activities (OPA))

**2.1** Prepare DCP subdivision, residential and commercial design guidelines which encourage opportunities for social interaction. **(Medium Term)**

**2.2** Include consideration of the draft Urban Design for Regional NSW guidelines when designing new or renewed public spaces and street works. **(Ongoing)**

**2.3** Prepare DCP design guidelines which encourage active travel infrastructure around trip generators such as schools, major retail hubs, hospitals and large developments. **(Ongoing)**

**Planning Theme – Prosperous Economy**



**Actions recently completed or in the pipeline**

The 2019 – 2023 Delivery Program and Operational Plan also includes the following activities:

- Implementation of the Economic Development Strategy,
- Facilitation of a local affordable housing planning and policy framework, and
- Promotion of the Ballina Marina (Trawler Harbour) Master Plan.
- Amendment of LEP to permit Farm Gate Retail Activity on Rural Land



Prosperous Economy – Line of Sight

NCRP Direction	DPOP actions	LSPS Planning Priority
5 – Strengthen communities of interest and cross-regional relationships		Planning Priority 7
6 – Develop successful centres of employment	PE3.1c: Progress availability of land at the Southern Cross Industrial Estate.	Planning Priority 3
8 – Promote the growth of tourism	PE3.1b Progress construction of Airport Boulevard and associated developments.	Planning Priority 5
10 – Facilitate air, rail and public transport infrastructure	PE1.1a Implement regional visitor services strategy.	Planning Priority 4
10 – Facilitate air, rail and public transport infrastructure	PE1.1b Participate in and leverage opportunities to market the Ballina Coast and Hinterland.	
10 – Facilitate air, rail and public transport infrastructure	PE1.1c Implement Destination Management Plan.	
10 – Facilitate air, rail and public transport infrastructure	PE2.2a Implement Ballina – Byron Gateway Airport upgrades.	
10 – Facilitate air, rail and public transport infrastructure	HE3.1k Manage LEP amendment requests.	
10 – Facilitate air, rail and public transport infrastructure	Alstonville Strategic Plan 2037 Action 2: Develop policies that promote a vibrant and productive hinterland	
11 – Protect and enhance productive agricultural lands	PE3.1c Progress availability of land at the Southern Cross Industrial Estate.	Planning Priority 3
11 – Protect and enhance productive agricultural lands	PE.31b Progress construction of Airport Boulevard and associated developments.	
12 – Grow agribusiness across the region	HE3.1i Review LGMS	Planning Priority 4
12 – Grow agribusiness across the region	HE3.1g Review Local Environmental Plan (LEP).	
12 – Grow agribusiness across the region	HE3.1b Implement Place Based Strategic Plans.	
12 – Grow agribusiness across the region	Alstonville Strategic Plan 2037 Action 15: Review planning controls to ensure that farm based tourism initiatives are permitted and development controls such as parking, setbacks and other design standards are supported by the community.	
13 – Sustainably manage natural resources	HE3.1i Review LGMS	Planning Priority 4
13 – Sustainably manage natural resources	HE3.1g Review Local Environmental Plan (LEP).	
22 – Deliver greater housing supply	HE3.1i Review LGMS	Planning Priority 6
23 – Increase housing diversity and choice	HE3.1g Review Local Environmental Plan (LEP).	Planning Priority 6
23 – Increase housing diversity and choice	HE3.1i Review LGMS	
23 – Increase housing diversity and choice	HE3.1b Implement Place Based Strategic Plans.	
25 – Deliver more opportunities for more affordable housing	PE3.2b Release land at Council's Wollongbar Residential Land Holding.	Planning Priority 6
25 – Deliver more opportunities for more affordable housing	HE3.1i Review LGMS	
25 – Deliver more opportunities for more affordable housing	PE3.2d Facilitate local affordable housing planning and policy framework.	



### **Prosperous Economy**

A more moderate climate along the coastal fringe and other lifestyle factors will continue to draw people to Ballina Shire in the period to 2040. Population is forecast to increase by 8,700+ people who will require 4,400+ homes in which to live.

Maintaining a diversity of housing choice and employment opportunities will be key challenges in the period to 2040.

Retailing from main street locations may also significantly change by 2040. Increasingly our commercial areas may become meeting places dominated by service providers (hairdresser, massage, health professionals, and professional services). Café and restaurant uses may also continue to be dominant uses. The vibrancy of these retail areas will be enhanced by increased levels of footpath trading.

More vibrant commercial centres may drive an increase in demand for residential accommodation. In 2019, Council prepared an LEP amendment which permits residential flat buildings in association with ground floor active commercial and other uses within the Ballina CBD. By 2040 similar provisions may apply in other centres.

Leveraging employment opportunities associated with key Shire infrastructure such as the Ballina Byron Gateway Airport, Ballina Hospital, education facilities including Wollongbar TAFE and the new Ballina Coast High School will require detailed precinct planning to be undertaken.

Maintaining a supply of employment (industrial) land is also a priority as a local job creation strategy. Rural land (23ha) adjoining the Russellton Industrial Estate at Alstonville has been identified for further evaluation as to its suitability to support industrial development in the Wollongbar strategic plan 2019 – 2039.

By 2040 place based strategic plans, such as those already prepared for Alstonville, Ballina, Wardell, Wollongbar, and proposed to be prepared for Lennox Head, will have been reviewed a number of times. Reviews will focus on evaluating the outcomes of planning changes made in the early 2020s such as those relating to increasing the diversity of housing choice options.



## **Prosperous Economy**

### **Planning Priority 3**

Stimulate economic activity, and provide improved access to local services and facilities, by reviewing planning controls around major Shire infrastructure such as Ballina Hospital, Ballina Byron Gateway Airport, and education facilities.

#### **Rationale**

As our Shire grows there will be a need for more local jobs. In the period 2002 to 2018 almost 4,000 new jobs were created. Hill PDA estimates that in the period 2016 to 2041 almost 5,000 new jobs will be created<sup>16</sup>. The majority of these jobs (1,855) are predicted to be associated with schools, hospitals and other special purpose uses.

To facilitate the predicted increase in jobs associated with the Shire's education and health facilities, as well as the Ballina Byron Airport and the associated Southern Cross Industrial Estate, it is proposed to review the planning controls that apply to these facilities and nearby areas.

Precinct plans for the Ballina Hospital and nearby residential areas will examine opportunities for expansion, and location of associated facilities such as specialist medical centres as well as social housing opportunities. This may provide opportunities to further develop Ballina Hospital as a district level hospital.

The preparation of precinct plans for our main educational facilities may also identify opportunities for complementary uses such as research and innovation centres and other commercial and community opportunities.

#### **Measures**

- Plans prepared
- Reviews completed
- Plans reviewed

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<sup>16</sup> Ballina Commercial Centres and employment Lands Strategy, Hill PDA October 2019, p53.

Actions to support Planning Priority 3

(Proposed Operating Plan Activities (OPA))

3.1 Prepare a precinct plan for land in proximity to Ballina Hospital, and incorporating St Andrews Village, Ballina Central Shopping Centre, Fox Street Community Preschool, Biala Special School, Super Amart and the Cherry Street Sports Club, being the area bounded by Burnett Street, Cherry Street, Bangalow Road, and Kerr Street. **(Short Term)**

3.2 Implement health precinct plan by preparing associated LEP and DCP amendments to facilitate hospital associated land uses. **(Medium Term)**

3.3 Collaborate with NSW Health on the upgrading of Ballina Hospital to provide District Group 1 level health care facilities and as a national centre of excellence for geriatric health care. **(Medium Term)**

3.4 Prepare a master plan for Southern Cross Industrial Estate Expansion Area which incorporates the airport precinct. **(Immediate)**

Note: The Ballina – Byron Gateway Airport Stage 3 development project (Baggage make-up hall) and the Southern Cross Industrial Precinct development are listed as a candidate project for the development of better connections to external markets and emerging industries and specialisations in the *Northern Rivers Regional Economic Development Strategy 2018 – 2022*.

3.5 Prepare precinct plans for land adjoining Ballina Shire TAFEs and school facilities. **(Long Term)**

3.6 Collaborate with NSW Education on a priority plan and Memorandum of Understanding for the shared/ joint use of educational facilities within the Shire. **(Short Term)**



**Prosperous Economy**

**Planning Priority 4**

Encourage activities within the rural hinterland that stimulate economic activity by value adding to farm based production and that promote rural tourism.

**Rationale**

The North Coast is the 3<sup>rd</sup> biggest tourism region in Australia with tourism contributing \$2.8 billion to the regional economy.<sup>17</sup> In 2018 some 1,039,000 visitors were estimated to have visited Ballina Shire, an increase of nearly 6% on the previous year Visitor numbers have increased by nearly 50% since 2014<sup>18</sup>.

Key tourism products for Ballina Shire include our quaint villages and hamlets.

Leveraging our rural areas so that we create more tourism destinations in the rural hinterland is considered to contribute positively to local economic activity as well as supporting the viability of local agricultural producers and artisans.

This planning priority proposes actions that assist to protect the Shire’s rural hinterland from inappropriate development so as to maximise the economic potential of these areas, while protecting the rural amenity.

**Measures**

- Actions implemented

Actions to support Planning Priority 4  (Proposed Operating Plan Activities (OPA))	4.1 Monitor effectiveness of the roadside stalls as exempt development LEP amendment. <b>(Short Term)</b> 4.2 Prepare an LEP amendment to restrict function centres within rural areas. <b>(Immediate)</b> 4.3 Prepare a land use strategy for agricultural land. <b>(Medium Term)</b> 4.4 Review planning provisions in relation to rural tourism. <b>(Short Term)</b>
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**Prosperous Economy**

<sup>17</sup> North Coast Destination Management Plan 2018 – 2021, Destination NSW, p9  
<sup>18</sup> Tourism Research Australia

**Planning Priority 5**

Maintain a supply of suitably located industrial land close to population centres at Alstonville – Wollongbar, and Ballina – Lennox Head so as to foster local employment opportunities and to reduce journey to work travel distances.

**Rationale**

It is estimated that by 2040 an additional 30 to 50 hectares of zoned and serviced industrial land will be required within Ballina Shire. Such land will provide local employment opportunities for an additional 732 workers<sup>19</sup>.

Providing opportunities for local jobs also assists to reducing the dependency on the car as method to journey to work. In 2016 76% of employed people in Wollongbar travelled to work by car. This was significantly higher than for Ballina Shire (68.5%) and NSW (57.8%) and highlights a shortage of local jobs and the restricted public transport options.

**Measures**

- Vacant serviced employment land available for development near population centres
- Planning for future supply undertaken.

Actions to support Planning Priority 5  (Proposed Operating Plan Activities (OPA))	5.1 Evaluate the suitability of rural land adjoining existing industrial estates for industrial use. <b>(Short Term)</b>  5.2 Incorporate within the Lennox Head placed based strategic plan an evaluation of the employment land area located in Ross Lane and designated within the North Coast Regional Plan 2036. <b>(Immediate)</b>  5.3 Prepare associated LEP and DCP amendments to facilitate industrial rezoning should land adjoining existing industrial estates and Ross Lane, Lennox Head (as designated in the NCRP) prove suitable. <b>(Immediate to Short Term)</b>
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**Prosperous Economy**

**Planning Priority 6**

<sup>19</sup> Draft Ballina Commercial Centres and Employment Strategy, Hill PDA, October 2019, p53

Incorporate diverse housing choice options, including infill development options, when preparing place based strategic plans.

**Rationale**

It is predicted that by 2040 28% of Ballina Shire’s population will be aged 65 or over. This is an increase on the 25% aged 65 and over in 2016 and the 19.3% in the same age category in 2001. In 2001 there were 7,149 people aged 65 and over living in Ballina Shire which is predicted to increase to nearly 15,000 people in 2040.

As our population continues to age, they will also be seeking more choice in the type of housing that they want to live in. The ability to be able to age in place and live in suitable residential accommodation will assume a high level of importance for many of the Shire’s residents. A diversity of housing types helps cater to the housing needs of people at different stages of their lives.

Housing choice has not kept pace with the changes in the demographic profile of Ballina Shires residents. In 2001, 67.25% of the Shire’s occupied private dwellings (10,041 houses) consisted of separate dwellings. By 2016 separate housing had increased to 69.2% (11,223) and other forms of housing had remained relatively static at 4,894 occupied private dwellings compared to 4,836 dwellings in 2001.

This planning priority aims to encourage greater housing choice through the review of housing supply options which considers the balance between greenfield and infill housing supply over time. A diverse range of housing choice options, relative to preferred outcomes in each locality within the shire, will be incorporated within place based strategic plans. Options such as permitting dual occupancy development upon certain R2 zone land, increasing the amount land zoned for R3 Medium Density, and reviewing densities within existing R3 zoned areas will be considered.

Housing supply options beyond 2040 should be examined to ensure a platform exists for additional residential development in the period beyond the current housing supply capacity.

**Measures**

- Housing Choice Options incorporated within plans
- Number of housing choice initiatives implemented

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Actions to support Planning Priority 6 Actions  (Proposed Operating Plan Activities (OPA))	6.1 Monitor and review uptake of housing choice initiatives incorporated within existing place based strategic plans. <b>(Medium Term)</b> 6.2 Incorporate housing choice option strategies within placed based strategic plans. <b>(Short Term)</b>
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6.3 Implement through planning proposals or DCP amendments housing choice initiatives incorporated within place based strategic plans. **(Ongoing)**

6.4 Prepare a Housing Strategy as part of the review of the local growth management strategy. **(Short term)**





### Prosperous Economy

#### Planning Priority 7

Maximise opportunities associated with the growth in South Eastern Queensland and the increased connectivity provided by the upgraded Pacific Motorway and digital technology.

#### Rationale

In 2018 it was estimated that South East Queensland (SEQ) had a population of 3,479,852 residents (forecast.id). SEQ covers 22,900 km<sup>2</sup> and 12 local government areas. This area contains 71% of Queensland's population and by 2041 is expected to be home to nearly 1.9 million extra people.

SEQ is located approximately 1 hour by car from Ballina Shire and provides a large potential market place for our businesses and residents.

The Gold Coast infill development target for new dwellings is 80%. This means that very little greenfield land releases will occur in this part of SEQ. Residents in this area will be looking further south into northern NSW for their greenfield lot requirements.

Cobaki, located in the Tweed, has the potential to supply 5,500 new dwellings once access and infrastructure servicing requirements have been resolved. Land release areas located in Ballina Shire will also come under increasing pressure to supply lots due to the lack of supply in SEQ.

Gold Coast airport is undergoing significant redevelopment works valued in excess of \$500 million in 2019. Once completed in 2021 these works are envisaged to increase annual passenger numbers from 6.5 million in 2018 to in excess of 13 million passengers by 2037.

This includes a doubling of passenger flights per week from 420 to in excess of 800. Gold Coast airport may provide significant job opportunities to Ballina residents. It may also have impacts on the Ballina Byron Gateway airport which will require close monitoring and evaluation.

Given the economic development potential associated with fostering closer economic ties between Ballina Shire and SEQ it is considered important that potential opportunities be monitored and explored.

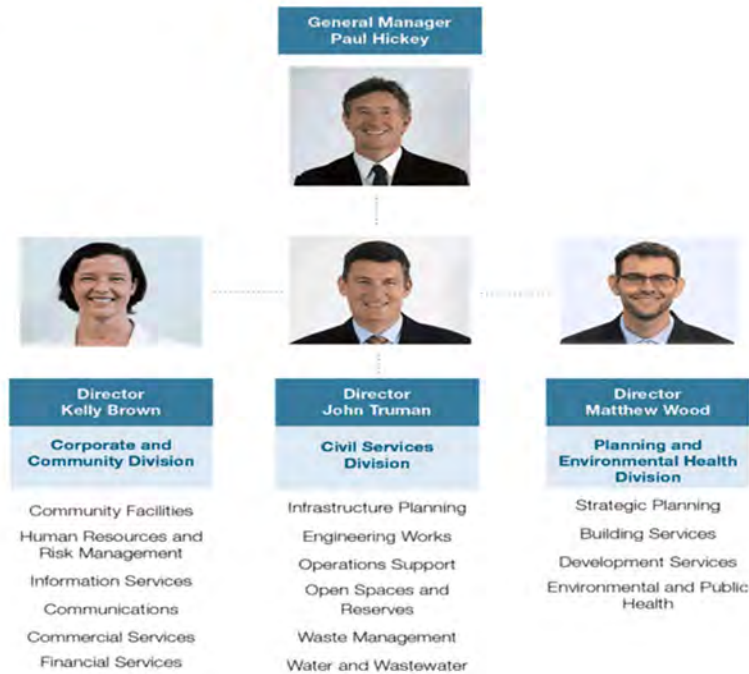
**Measures**

- Opportunities considered
- Investigation undertaken

Actions to support Planning Priority 7  (Potential Operating Plan Activities (OPA))	7.1 Maintain a watching brief for opportunities provided by the increased connectivity to South Eastern Queensland. (Includes potential for a food industry and tourism hub near Ballina Byron Gateway Airport) <b>(Ongoing)</b>  7.2 Maintain a watching brief to monitor the manner in which the Gold Coast Airport impacts on the future development of the Ballina Byron Gateway Airport <b>(Ongoing)</b>  7.3 Maintain a watching brief on opportunities provided by digital technologies and their impact on land use planning strategies. <b>(Ongoing)</b>  7.4 Investigate the application of a B6 Enterprise zone on certain properties fronting the Old Pacific Highway at Wardell. (Action 25 - Wardell Strategic Plan 2015 – 2035). <b>(Short Term)</b>
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**Planning Theme – Engaged Leadership**

**Ballina Shire Council’s Leadership Team**



**Engaged Leadership**

Ensuring that Ballina Shire residents are provided with engaged leadership that develop policies and strategies that address the issues of concern to the community is the focus of this section.

Collaborating with adjoining councils and the Northern Rivers Joint Organisation on issues such as residential and industrial land supply will be increasingly important in the period to 2040.

Collaborating on significant projects will likely create efficiencies; reduce costs and present opportunities to tap into skills and resources not currently available to individual councils.

NCRP Direction	DPOP actions	LSPS Planning Priority
3 – Manage natural hazards and climate change	HE3.1h: Review Development Control Plan (Annual process) HE1.1d: Review Climate Action Strategy HE1.1a: Review Ballina Coastline Management Plan HE3.1b: Implement Floodplain Management Plans HE3.1c: Review the Environmental Action Plan HE3.1i: Review LGMS HE3.1g: Review Local Environmental Plan (LEP)	Planning Priority 11
5 – Strengthen communities of interest and cross-regional relationships		Planning Priority 8
16 – Collaborate and partner with Aboriginal communities	CC2.3: Assist disadvantaged groups within our communities CC2.3f: Undertake initiatives to improve engagement with the Aboriginal Community.	Planning Priority 9
19 – Protect historic heritage	HE3.1h: Review Development Control Plan (DCP). HE3.1b: Implement Place Based Strategic Plans. Alstonville Strategic Plan 2037 Actions 3, 4, 5 and 9: all address heritage issues within Alstonville village. Wardell Strategic Plan 2035 Action 8: historic walking trail establishment.	Planning Priority 9
20 – Maintain the region’s distinct built character	HE3.1h: Review Development Control Plan (DCP). Wardell Strategic Plan 2035 Action 18: Develop a Housing Design Guide for home builders and renovators within the old sections of Wardell Village centred on Richmond Street. Alstonville Strategic Plan 2037 Action 3: Encourage heritage listing of properties with local heritage value within BLEP 2012 Alstonville Strategic Plan 2037 Action 4: Consider expansion of heritage provisions within Ballina Shire Development Control Plan 2012	Planning Priority 10



## **Engaged Leadership**

### **Planning Priority 8**

Engage with the Northern Rivers Joint Organisation (NRJO) to develop an environmentally sustainable Northern Rivers regional approach to the release of land for housing and industry as well as the location of key industries.

### **Rationale**

Council recognises that some issues impacting Ballina Shire also affect the broader region. These issues once identified would benefit from the development of regional strategy responses. This regional strategy should include the Gold Coast located in South East Queensland.

Negotiating a regional approach may also avoid duplication of resources and may assist to preserve our unique North Coast environment.

NRJO has a strong advocacy role for the region and is able to negotiate directly with NSW State and Commonwealth Governments to advocate on regional issues and to unlock associated grant and funding opportunities.

Examples of recently completed NRJO research projects include the following:

- Estimating need and costs of social and affordable housing delivery, March 2019
- From Roots to Routes: A research report into Freight and Supply Chain improvements in the Northern Rivers, April 2019.

NRJO has also developed advocacy briefs related to the following issues:

- Native forestation,
- Northern Rivers Watershed Initiative,
- Removal or redistribution of the Waste Levy
- Development of a Northern rivers Renewable Energy Prospectus
- Creation of a Northern Rivers, United Nations Educational, Scientific, and Cultural Organisation (UNESCO), Biosphere Reserve

### **Measures**

- Collaboration undertaken

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Actions to Support Planning Priority 8  (Proposed Operating Plan Activity (OPA))	8.1 Collaborate with the NRJO to determine the potential to align planning controls relating to land release matters for Northern Rivers coastal councils with those applicable to the Gold Coast. <b>(Ongoing)</b>  8.2 Collaborate with the NRJO on regional and intra-regional housing and employment land delivery and industry development based on an environmentally sustainable growth model. <b>(Ongoing)</b>  8.3 Work with NRJO for the regional planning of water quality initiatives focusing on catchment or sub-catchment level approaches. <b>(Ongoing)</b>
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**Engaged Leadership**

**Planning Priority 9**

Protect the Shire’s historic heritage.

**Rationale**

One way of better ensuring the protection of the Shire’s historic heritage is to incorporate references to best-practice guidelines such as the Australia *ICOMOS Charter for Places of Cultural Significance* and the *NSW Heritage Manual* in council’s DCP.

Understanding the value of the Items of the Environmental Heritage contained within Ballina LEP 2012 and Ballina LEP 1987 can best be achieved through the assessment of the item’s significance. The NSW heritage Manual contains the tools to guide the assessment of heritage items for significance and to guide the heritage assessment procedure.

The *Australia ICOMOS Charter for Places of Cultural Significance* contains best practice standards for managing cultural heritage places in Australia.

Referencing the *NSW Heritage Manual* and the *Australia ICOMOS Charter for Places of Cultural Significance* ensures that Ballina Shire DCP 2012 contains contemporary best practice standards for the assessment and future managements of identified heritage items.

**Measures**

- Documents referenced in DCP

Actions to Support Planning Priority 9  (proposed Operating Plan Activities (OPA))	9.1 Incorporate references to best-practice guidelines such as the <i>Australia ICOMOS Charter for Places of Cultural Significance</i> and the <i>NSW Heritage Manual</i> within Ballina Shire DCP 2012. <b>(Immediate)</b>  9.2 Incorporate heritage actions into place based strategic plans. <b>(Ongoing)</b>  9.3 Review and refresh the Ballina Shire Council Cultural Plan 2014-2020 <b>(Short term)</b>  9.4 Develop a Memorandum of Understanding with Jali Local Aboriginal Land Council <b>(Medium term)</b>
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**Engaged Leadership**

**Planning Priority 10**

Ensure that new development enhances local character and is of a high standard in accordance with best practice design guidelines applicable to Northern and Regional NSW.

**Rationale**

Ballina Shire is increasingly changing and will experience significant growth in the period to 2040. There is a responsibility to ensure new development is guided so that it enhances the local character of the different towns and villages within our shire.

Ensuring that the built environment in our towns and villages is maintained to a high standard may be assisted by formally incorporating references to the *North Coast Urban Design Guidelines (2009)*, and the proposed (draft in December 2019) *Design Guide - Urban Design for Regional NSW* within Ballina Shire DCP 2012.

Auditing some completed development and recently adopted place based strategic plans against the Guidelines may provide opportunities to consider amendments to the DCP or strategic plan when next reviewed.

**Measures**

- New development enhances the local character of the area in which it is built.
- Documents referenced in DCP
- Staff training undertaken
- Community satisfaction level

Actions to support Planning Priority 10	<p><b>10.1</b> Incorporate references to the <i>North Coast Urban Design Guidelines (2009)</i> into Council's DCP, where aligned with Council's strategic planning objectives. <b>(Short term)</b></p>
(Proposed Operating Plan Activities (OPA))	<p><b>10.2</b> Adopt elements of the proposed <i>Urban Design Guide for Regional NSW</i> within Council's DCP once it has been finalised, and where consistent with Council's strategic planning objectives. <b>(Immediate)</b></p> <p><b>10.3</b> Audit shop top housing development completed in Ballina and Lennox Head during 2019 for consistency with the <i>North Coast Urban Design Guidelines (2009)</i>. <b>(Immediate)</b></p> <p><b>10.4</b> Audit place based strategic plans for consistency with the Principles of Consolidated Growth contained within the Settlement Growth Guidelines which form a part of</p>



the North Coast Urban Design Guidelines, and with the draft *Design Guide Urban Design for Regional NSW*.  
**(Immediate)**

**10.5** Undertake training of relevant Council staff in the Guideline provisions of both the *North Coast Urban Design Guidelines (2009)* and the proposed draft *Design Guide Urban Design for Regional NSW*. **(Short Term)**

**10.6** Prepare LEP and DCP provisions to facilitate the development of high quality, well designed urban form that fits local character **(Medium Term)**.

**10.7** Include local character assessment within new and reviewed place based strategic plans **(Medium Term)**.



**Engaged Leadership**

**Planning Priority 11**

Ballina Shire Council will provide leadership in mitigating and adapting to climate change.

**Rational**

Climate related impacts are already being observed in our community, economy and environment. These include threats from natural hazards such as bushfire, heatwaves, coastal erosion and inundation, drought, flooding and storms with high winds. Other seasonal changes will also be exacerbated by climate change. Council will attempt to manage the impact of climate change on its assets and services and attempt to facilitate our communities and individuals to be better prepared and be more resilient to the impacts of climate change and natural hazards.

The *Integrated Regional Vulnerability Assessment: North Coast of New South Wales* (2016) and the *North Coast Enabling Regional Adaption region report* (2019) provide a strong evidence base for identifying adaption pathways and opportunities to minimize climate impacts on local communities

**Measures**

- Strategies prepared and or reviewed
- Provisions incorporated within LEP, DCP and Policies

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Actions to support Planning Priority 11  (Operating Plan Activity (OPA))	<p><b>11.1</b> Review Council's Climate Action Strategy and prepare contemporary responses that manage the impacts of climate change on Council's assets and services. <b>(Immediate)</b></p> <p><b>11.2</b> Review land use planning controls and policy to incorporate best practice climate adaptation and resilience responses, current risk projections and relevant State Government directions. <b>(Medium)</b></p> <p><b>11.3</b> Use and continue to build on local and regional climate knowledge and data to inform strategic land use planning decisions. <b>(Immediate – Ongoing)</b></p> <p><b>11.4</b> Embed a climate emergency response into Council's operations to reduce greenhouse gas emissions. <b>(Immediate)</b></p> <p><b>11.5</b> Collaborate regionally and with the State government to share knowledge and technical solutions for matters</p>
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including renewable energy generation, water efficiency and waste reduction. **(Ongoing)**

**Planning Theme – Healthy Environment**



**Healthy Environment**

Ensuring a balance between competing land uses, the community's need for employment and residential land, and maintaining a healthy environment is likely to be a key strategic planning challenge as the Shire's population increases.

In the period to 2040 the capacity to which local climate change impacts may be mitigated is likely to consume significant resources. The Ballina community is likely to expect that Council has clear positions in respect to issues such as carbon neutrality, species decline, preservation of natural areas, population policy and food production.

Strategies and controls that exist in 2020 will need constant review and adaption to maintain relevance in the period to 2040.

Examining the importance of our Shire's rural areas, for the often competing uses of agricultural production, wildlife habitat and for lifestyle residential accommodation, is proposed to be addressed by undertaking a detailed Agricultural Land Use Strategy in the medium term (by 2030). This study will complement work already underway such as preparation of a Shire wide Biodiversity Strategy, as well as the detailed mapping undertaken to define the extent of potential environmental zones.

Protecting our natural assets will continue to be of critical importance for the Shire. This will include continuing to manage catchments and waterways to protect the ecological and recreational values of the Richmond River.



“If we care  
for country  
it will care  
for us”

NCRP Direction	DPOP actions	LSPS Planning Priority
1 – Deliver environmentally sustainable growth	HE3.1i: Review LGMS	Planning Priority 14
	HE3.1g: Review LEP	
	HE3.1f: Review environmental protection zone framework	
	HE3.1k: Manage LEP amendment requests.	
	HE3.2h: Prepare Biodiversity Strategy	
2 – Enhance biodiversity, coastal and aquatic habitats and water catchments	HE3.1f: Review environmental protection zone framework.	Planning Priority 13
	HE3.1g: Review Local Environmental Plan (LEP).	
	HE3.1k: Manage LEP amendment requests.	
	HE3.2h: Prepare Biodiversity Strategy	
	HE1.2a: Implement Richmond River Coastal Management Plan	
	HE1.2b: Implement Shaws Bay Coastal Management Plan	
	HE1.2c: Implement Lake Ainsworth Coastal Management Plan.	
	HE1.2d: Implement North Creek Coastal Management Plan.	
	HE1.2e: Implement Urban Stormwater Management Plan.	
11 – Protect and enhance productive agricultural lands	HE3.1i: Review LGMS	Planning Priority 12
	HE3.1g: Review Local Environmental Plan (LEP).	
	HE3.1b: Implement Place Based Strategic Plans.	
	Alstonville Strategic Plan 2037 – Action 15: Review planning controls to ensure that farm based tourism initiatives are permitted and development controls such as parking, setbacks and other design standards are supported by the community.	

**Actions recently completed or in the pipeline**

The 2019 – 2023 Delivery Program and Operational Plan also includes the following activities:

- Review of Climate Action Strategy,
- Review of LEP and DCP controls,
- Review Local Growth Management Strategy,
- Review environmental protection zone framework,
- Implementation of place based strategic plans (Alstonville, Wardell and Wollongbar),
- Implementation of the Ballina Major Regional Centre Strategy,
- Preparation of a Biodiversity Strategy, and
- Preparation of management plans for Kingsford Smith Reserve, Cawarra Park and Bicentennial Park



**Healthy Environment**

**Planning Priority 12**

Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy.

**Rational**

The Agricultural, Forestry and Fishing (AFF) sector of Ballina Shire employed 942 people in 2017/18. Employment in this sector has declined by 279 people since 2002/03 whilst the value of production has increased.

In terms of value added to the economy (gross revenue less cost of inputs into production) this sector is one of the three strongest growing sectors in the local economy. It has experienced growth of 68% (\$32.7m) since 2002/03.

Consultation undertaken as part of the 2014 Rural Settlement Character Statement project has revealed conflicting pressures in the rural hinterland between those that wanted greater dwelling opportunities and those that wanted to safeguard the land for agricultural production.

In the period since 2002/03 large scale agricultural production of products such as macadamia nuts, blueberries, and intensive horticultural production of cucumbers and salad vegetables has also occurred in the shire's rural hinterland. Associated with some of this production has been a demand for additional water and in many cases increased use of pesticides.

In the above context reviewing the use of agricultural land and the land use strategies that underpin it is proposed.

**Measures**

- Strategy prepared
- Provisions incorporated within LEP and DCP

Actions to support Planning Priority 12  (Operating Plan Activity (OPA))	<b>12.1 Prepare an Agricultural Land Use Strategy and incorporate relevant provisions within the LEP and / or DCP. (Medium Term)</b>
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Note: Adoption of this priority also recognises that sometimes there are competing priorities which may only be resolved through more detailed strategic planning. The evaluation of State Significant Farmland, adjoining the Russellton Industrial Estate at Alstonville, to support industrial development, is one such example.



## Healthy Environment

### Planning Priority 13

Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented.

#### Rationale

The Far North Coast of NSW is one of the most biodiversity rich regions in Australia. The region is under significant threat from the impacts of climate change and associated natural hazards such as bush fire risk, drought and flooding, along with the impacts of continued vegetation clearing and invasive species.

To enable council to adequately consider the value of our ecosystems and the threats faced from impacts such as climate change it is proposed to prepare a biodiversity strategy and policy. It is also proposed to comprehensively map areas of significant biodiversity value. Mapping will enable decisions to be made as to how these areas may be best managed and or preserved.

#### Measures

- Strategies prepared
- Provisions incorporated within LEP, DCP and Policies

Actions to support Planning Priority 13  (Operating Plan Activity (OPA))	<b>13.1</b> Prepare a Biodiversity Strategy and incorporate relevant provisions within the LEP, DCP and policy. <b>(Immediate)</b>  <b>13.2</b> Prepare biodiversity policy based on the 'avoid, minimise, offset' hierarchy to biodiversity. <b>(Immediate)</b>  <b>13.3</b> Finalise Shire wide Biodiversity Values Mapping. <b>(Immediate)</b>
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Note: The 2019 – 2023 Delivery Program and Operational Plan already contains an activity which relates to the preparation of a Biodiversity Strategy.



## Healthy Environment

### Planning Priority 14

Focus development to areas of least biodiversity sensitivity and least exposure to natural hazards such as flooding and bush fire risk.

#### Rational

Areas designated as Strategic Urban Growth Areas (SUGA) within Ballina LEP 2012 were based on strategic planning undertaken in the early 2000s. Since that time significant additional and more detailed information has become available relating to the lands biodiversity value and its susceptibility to natural hazards.

It is appropriate that the remaining SUGA areas be reviewed based on current information.

Development of a strategy that is aimed at removing SUGAs that have not been the subject of successful LEP Amendment Applications within a defined period is also advocated. Such a strategy once implemented will remove those SUGA sites upon which urban development is marginal, based on factors such as the biodiversity value of the land or its impact from natural hazards.

There is also a need to continually review planning controls as updated information relating to ecological values, flooding risk, bush fire and other natural hazards becomes available. Proposed actions 13.3, 13.4 and 13.5 respond to the ongoing need to review planning controls in light of new information becoming available.

#### Measures

- Strategies prepared and/or reviewed
- Provisions incorporated within LEP, DCP and policies

Actions to support  
Planning Priority 14

(Operating Plan Activity  
(OPA))

**14.1** Through the Local Growth Management Strategy review process, review the location of the Strategic Urban Growth Areas (SUGA) based on the land's assessed capacity to meet environmentally sustainable growth principles and in accordance with the North Coast Settlement Planning Guidelines 2019. Amend Ballina LEP 2012 accordingly. **(Short Term)**

**14.2** Reduce the risk from natural hazards, including the projected effects of climate change, by



identifying, avoiding and managing vulnerable areas and hazards. **(Ongoing)**

**14.3** Incorporate new knowledge on regional climate projections and related cumulative impacts in local plans with a particular focus on areas proposed for new urban development. **(Ongoing)**

**14.4** Review LEP and DCP controls following updates to floodplain, bushfire and coastal management risk mapping. **(Ongoing)**

## Implementation, Monitoring and Reporting<sup>20</sup>

### Implementation

The LSPS communicates the long-term land use strategy for the Ballina Shire LGA over a 20-year planning horizon. To realise this strategy, a series of amendments to other Council plans which provide the delivery framework for Council’s strategic planning will be required. These plans and their functions are described below:



### Implementation Plan

The LSPS will be implemented over the next 20 years. Action timeframes within this document are immediate (0 to 2 years), short term (3 to 5 years), medium term (5 to 10 years) and long term (10 years +).

Planning Priority 1 - Review community infrastructure needs within the Shire's towns, villages and rural localities and incorporate requirements within the Open Space and Community Facilities Developer Contribution Plan.			
Action		Initiative / Strategy	Timing
1.1	Undertake a gap analysis of existing community facilities to establish whether the nature of facility meets community requirements	Initiative	Immediate
1.2	Prepare community facility benchmarks and minimum standards for community facilities in existing and proposed urban areas, and rural localities.	Initiative	Immediate

<sup>20</sup> This chapter has been adapted from the *Example Local Strategic Planning Statement*, Feb 2019, NSW Department of Planning and Environment.

<b>Planning Priority 2 - Encourage good urban design which increases chances for social interaction and connectedness.</b>			
Action		Initiative / Strategy	Timing
2.1	Prepare DCP subdivision, residential and commercial design guidelines which encourage opportunities for social interaction	Initiative	Medium Term
2.2	Include consideration of the draft Urban Design for Regional NSW guidelines when designing new or renewed public spaces and street works.	Initiative	Ongoing
2.3	Prepare DCP design guidelines which encourage active travel infrastructure around trip generators such as schools, major retail hubs, hospitals and large developments	Initiative	Ongoing
<b>Planning Priority 3 - Stimulate economic activity, and provide improved access to local services and facilities, by reviewing planning controls around major Shire infrastructure such as Ballina Hospital, Ballina Byron Gateway Airport, and education facilities.</b>			
Action		Initiative / Strategy	Timing
3.1	Prepare a precinct plan for land in proximity to Ballina Hospital, and incorporating St Andrews Village, Ballina Central Shopping Centre, Fox Street Community Preschool, Biala Special School, Super Amart and the Cherry Street Sports Club, being the area bounded by Burnett Street, Cherry Street, Bangalow Road, and Kerr Street.	Strategy	Short Term
3.2	Implement health precinct plan by preparing associated LEP and DCP amendments to facilitate hospital associated land uses.	Initiative	Medium Term
3.3	Collaborate with NSW Health on the upgrading of Ballina Hospital to provide District Group 1 level health care facilities and as a national centre of excellence for geriatric health care.	Initiative	Medium Term
3.4	Prepare a master plan for Southern Cross Industrial Estate Expansion Area which incorporates the airport precinct.	Strategy	Immediate
3.5	Prepare precinct plans for land adjoining Ballina Shire TAFEs and school facilities.	Strategy	Long term
3.6	Collaborate with NSW Education on a priority plan and Memorandum of Understanding for the shared/ joint use of educational facilities within the Shire.	Initiative	Short term
<b>Planning Priority 4 – Encourage activities within the rural hinterland that stimulate economic activity by value adding to farm based production and that promote rural tourism.</b>			
Action		Initiative / Strategy	Timing
4.1	Monitor effectiveness of the roadside stalls as exempt development LEP amendment.	Initiative	Short term
4.2	Prepare an LEP amendment to restrict function centres within rural areas.	Strategy	Immediate
4.3	Prepare a land use strategy for agricultural land.	Strategy	Medium Term
4.4	Review planning provisions in relation to rural tourism.	Initiative	Short Term
<b>Planning Priority 5 - Maintain a supply of suitably located employment land, close to population centres at Alstonville – Wollongbar, and Ballina – Lennox Head, so as to foster local employment opportunities and to reduce journey to work travel distances.</b>			
Action		Initiative / Strategy	Timing
5.1	Evaluate the suitability of rural land adjoining existing industrial estates for industrial use.	Initiative	Short Term
5.2	Incorporate within the Lennox Head placed based strategic plan an evaluation of the employment land area located in Ross Lane and designated within the North Coast Regional Plan 2036	Strategy	Immediate
5.3	Prepare associated LEP and DCP amendments to facilitate industrial rezoning should land adjoining existing industrial estates and Ross Lane, Lennox Head (as designated in the NCRP) prove suitable.	Strategy	Immediate to Short Term
<b>Planning Priority 6 - Incorporate housing choice options such as attached dual occupancy when preparing placed based strategic plans.</b>			
Action		Initiative / Strategy	Timing

6.1	Monitor and review uptake of housing choice initiatives incorporated within existing place based strategic plans.	Initiative	Medium Term
6.2	Incorporate housing choice option strategies within place based strategic plans.	Initiative	Short Term
6.3	Implement through planning proposals or DCP amendments housing choice initiatives incorporated within place based strategic plans.	Initiative	Ongoing
6.4	Prepare a Housing Strategy as part of the review of the local growth management strategy	Strategy	Short Term

**Planning Priority 7 - Maximise opportunities associated with growth in South Eastern Queensland and the increased connectivity provided by the upgraded Pacific Motorway and digital technology.**

Action		Initiative / Strategy	Timing
7.1	Maintain a watching brief for opportunities provided by the increased connectivity to South Eastern Queensland. (Includes potential for a food industry and tourism hub near Ballina Byron Gateway Airport)	Initiative	Ongoing
7.2	Maintain a watching brief to monitor the manner in which the Gold Coast Airport impacts on the future development of the Ballina Byron Gateway Airport)	Initiative	Ongoing
7.3	Maintain a watching brief on opportunities provided by digital technologies and their impact on land use planning strategies.	Initiative	Ongoing
7.4	Investigate the application of a B6 Enterprise zone on certain properties fronting the Old Pacific Highway at Wardell. (Action 25 - Wardell Strategic Plan 2015 – 2035).	Initiative	Short Term

**Planning Priority 8 - Engage with the Northern Rivers Joint Organisation to develop an environmentally sustainable Northern Rivers regional approach to the release of land for housing and industry as well as the location of key industries.**

Action		Initiative / Strategy	Timing
8.1	Collaborate with the NRJO to determine the potential to align planning controls relating to land release matters for Northern Rivers coastal councils with those applicable to the Gold Coast	Initiative	Ongoing
8.2	Collaborate with the NRJO on regional and intra-regional housing and employment land delivery and industry development based on an environmentally sustainable growth model	Initiative	Ongoing
8.3	Work with NRJO for the regional planning of water quality initiatives focusing on catchment or sub-catchment level approaches.	Initiative	Ongoing

**Planning Priority 9 - Protect the shire's historic heritage.**

Action		Initiative / Strategy	Timing
9.1	Incorporate references to best-practice guidelines such as the <i>Australia ICOMOS Charter for Places of Cultural Significance</i> and the <i>NSW Heritage Manual</i> within Ballina Shire DCP 2012	Strategy	Immediate
9.2	Incorporate heritage actions into place based strategic plans	Strategy	Ongoing
9.3	Review and refresh the Ballina Shire Council Cultural Plan 2014-2020	Strategy	Short Term
9.4	Develop a Memorandum of Understanding with Jali Local Aboriginal Land Council	Initiative	Medium Term

**Planning Priority 10 - Ensure that new development is of a high standard in accordance with best practice guidelines applicable to Northern and Regional NSW.**

Action		Initiative / Strategy	Timing
10.1	Incorporate references to the <i>North Coast Urban Design Guidelines (2009)</i> into Council's DCP, where aligned with Council's strategic planning objectives.	Initiative	Short Term
10.2	Adopt elements of the proposed <i>Urban Design Guide for Regional NSW</i> within Council's DCP once it has been finalised, and where consistent with Council's strategic planning objectives.	Initiative	Immediate
10.3	Audit shop top housing development completed in Ballina and Lennox Head during 2019 for consistency with the <i>North Coast Urban Design Guidelines (2009)</i> .	Initiative	Immediate

10.4	Audit place based strategic plans for consistency with the Principles of Consolidated Growth contained within the Settlement Growth Guidelines which form a part of the North Coast Urban Design Guidelines, and with the draft <i>Design Guide Urban Design for Regional NSW</i> .	Initiative	Immediate
10.5	Undertake training of relevant Council staff in the Guideline provisions of both the <i>North Coast Urban Design Guidelines (2009)</i> and the proposed draft <i>Design Guide Urban Design for Regional NSW</i> .	Initiative	Short Term
10.6	Prepare LEP and DCP provisions to facilitate the development of high quality, well designed urban form that fits local character	Strategy	Medium Term
10.7	Include local character assessment within new and reviewed place based strategic.	Strategy	Medium Term

<b>Planning Priority 11 - Ballina Shire Council to provide leadership in mitigating and adapting to climate change.</b>			
Action		Initiative / Strategy	Timing
11.1	Review Council's Climate Action Strategy and prepare contemporary responses that manage the impacts of climate change on Council's assets and services.	Initiative	Immediate
11.2	Review land use planning controls and policy to incorporate best practice climate adaptation and resilience responses, current risk projections and relevant State Government directions.	Initiative	Medium Term
11.3	Use and continue to build on local and regional climate knowledge and data to inform strategic land use planning decisions.	Initiative	Immediate to Ongoing
11.4	Embed a climate emergency response into Council's operations to reduce greenhouse gas emissions	Initiative	Immediate
11.5	Collaborate regionally and with the State government to share knowledge and technical solutions for matters including renewable energy generation, water efficiency and waste reduction.	Initiative	Ongoing

<b>Planning Priority 12 - Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy.</b>			
Action		Initiative / Strategy	Timing
12.1	Prepare an Agricultural Land Use Strategy and incorporate relevant provisions within the LEP and / or DCP	Strategy	Medium Term

<b>Planning Priority 13 - Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented.</b>			
Action		Initiative / Strategy	Timing
13.1	Prepare a Biodiversity Strategy and incorporate relevant provisions within the LEP, DCP and policy	Strategy	Immediate
13.2	Prepare biodiversity policy based on the 'avoid, minimise, offset' hierarchy to biodiversity	Strategy	Immediate
13.3	Finalise Shire wide Biodiversity Values Mapping	Initiative	Immediate

<b>Planning Priority 14 - Focus development to areas of least biodiversity sensitivity and least exposure to natural hazards such as flooding and bush fire risk.</b>			
Action		Initiative / Strategy	Timing
14.1	Through the Local Growth Management Strategy review process, review the location of the Strategic Urban Growth Areas (SUGA) based on the land's assessed capacity to meet environmentally sustainable growth principles and in accordance with the North Coast Settlement Planning Guidelines 2019. Amend Ballina LEP 2012 accordingly	Strategy	Short Term
14.2	Reduce the risk from natural hazards, including the projected effects of climate change, by identifying, avoiding and managing vulnerable areas and hazards.	Initiative	Ongoing
14.3	Incorporate new knowledge on regional climate projections and related cumulative impacts in local plans with a particular focus on areas proposed for new urban development.	Initiative	Ongoing

14.4	Review LEP and DCP controls following updates to floodplain, bushfire and coastal management risk mapping	Initiative	Ongoing
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**LEP amendments**

Changes to development controls or land use zoning through amendment of the LEP may be required before a development application can be submitted to enable proposed development which aligns with the strategic planning directions in the LSPS.

Amendments to the LEP are subject to planning proposals in accordance with section 3.4 of the EP&A Act 1979. Planning proposals to amend the LEP may either be prepared by Council or by applicants. Alignment to the strategic direction within the LSPS and the strategies that it references will be a significant consideration when determining whether an LEP amendment will proceed. More information on amendments to the LEP can be found in the Department of Planning, Industry and Environment's (DPIE's) *A Guide to Preparing Planning Proposals*.

The Ballina Shire LEP 2012 is due for review in 2020/21. The review of the LEP will also ensure that actions proposed by the LSPS are aligned with relevant LEP provisions.

**Monitoring and review**

Council will monitor, review and report on its LSPS to ensure that its planning priorities are being achieved.

Council will use the existing Integrated Planning and Reporting (IP&R) framework under the Local Government Act 1993 for the purpose of monitoring implementation of the LSPS.

Council will seek to integrate its LSPS with its Community Strategic Plan (CSP) when the CSP is reviewed in 2022 following the September 2021 local government elections.

The provisions of the CSP, including its integrated LSPS provisions, will then be reviewed every four years. The first scheduled review will be in 2026.

**Funding and investment**

The LSPS will play an important role in Council's resourcing strategy, with preparation of strategies and studies required by this plan funded in the 4-year delivery program and annual operational plans.

**Governance arrangements and partnerships**

Existing governance arrangements including collaboration with the Northern Rivers Joint Organisation of Councils will be utilised to support effective approaches to cross boundary issues such as biodiversity, housing and industrial land supply.

The need to work effectively with other councils in the region recognises the wider role that Council's strategic planning and decision-making plays in achieving the objectives of the North Coast Regional Plan 2036. It also recognises the potential impact that strategically important decisions taken by Council regarding critical infrastructure, environmental issues, housing, investment and a range of other topics covered in the LSPS may have on the plans of neighbouring councils.

These valued cross boundary partnerships will also support Council to realise its vision by driving efficiencies in accessing government funding, attracting inward investment and accessing a wider field of expertise.

The LSPS also provides a framework for the coordinated action of many other partners in delivery. Council will continue to work hard to establish effective partnerships with State government agencies and other organisations to support the realisation of the plan.

## References

This LSPS is based on the template *Example Local Strategic Planning Statement 2019* document prepared by the Department of Planning and Environment.

Alstonville Strategic Plan 2017 – 2037	North Coast Destination Management Plan 2018 to 2021
Ballina Commercial Centres and Employment Lands Strategy 2019	North Coast Enabling Regional Adaption Final Report 2019
Ballina Shire Community Strategic Plan 2017 – 2027	North Coast Regional Plan 2036
Ballina Shire Growth Management Strategy 2012	North Coast Settlement Planning Guidelines 2019
Ballina Shire Economic Development Strategy 2019	Northern Rivers Joint Organisation Strategic Regional Priorities 2019 – 2022
Ballina Shire Delivery Program and Operating Plan 2019 – 2023	Northern Rivers Regional Economic Development Strategy 2018 – 2022
Ballina Shire Development Control Plan 2012	Northern Rivers Healthy Communities Action Plan 2019
Biophysical Strategic Agricultural Land (BSAL) <a href="https://www.planning.nsw.gov.au/Policy-and-Legislation/Mining-and-Resources/Safeguarding-our-Agricultural-Land">https://www.planning.nsw.gov.au/Policy-and-Legislation/Mining-and-Resources/Safeguarding-our-Agricultural-Land</a>	Planning for Bushfire Protection 2018 Premiers Priorities <a href="https://www.nsw.gov.au/premiers-priorities">https://www.nsw.gov.au/premiers-priorities</a>
Charter for Public Participation – a guide to assist agencies and promote citizen engagement 2018	State of the Climate 2018 Through the lens: Megatrends shaping our future, 2016
Destination Country and Outback NSW Destination Management Plan 2018 – 2020 <a href="https://www.dnconsw.com.au/resources/">https://www.dnconsw.com.au/resources/</a>	Wardell Strategic Plan 2015 – 2035 Wollongbar Strategic Plan 2019 – 2039
Future Transport Strategy 2056 (Transport for NSW 2018)	UN Environment Program (2019) Emission – Gap Report 2019
Healthy Estuaries for Healthy Oyster Guidelines 2017	
Living and Working in Rural Areas 2007	

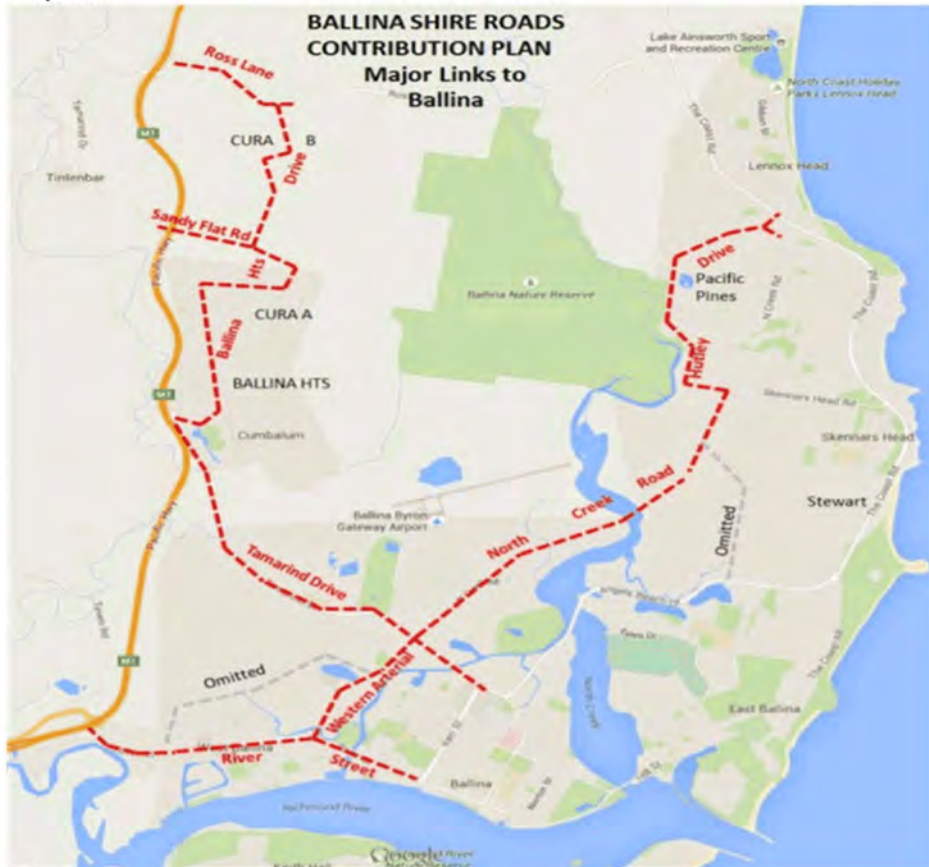


**Appendix 1 – Ballina Byron Gateway Airport summary of infrastructure works within the BBGA 2030 Master Plan**

	<b>Infrastructure Works</b>	<b>Construction Timeframe</b>	<b>Estimated Cost (2019 \$s)</b>	
1	Terminal upgrade (Stage 2) - check-in, café, retail, departure lounge, plaza and carpark	<i>Under construction – complete December 2020</i>	\$7M	
2	Lighting Upgrade – ALER, lighting controls, PAPIs, RTILS and apron lighting	2019 - 2020	\$0.4M	
3	Baggage make-up hall and upgraded office facilities and comms. room	2020 - 2021	\$1.3M	
4	RPT apron expansion (Bay 1), concrete pads (Bays 3 and 4) and TWY D (GA)	2020 – 2021	\$0.9M	
5	Clearing and levelling of GA site for future development (GA precinct)	2020 - 2021	\$1M	
6	Runway upgrade - strengthening, widening, lengthening, AGL and RESAs	2021 – 2025	\$23M	
7	Terminal upgrade (Stage 3) – departure lounges, arrivals hall(s), VIP room(s) and passenger clearance facilities	2021 – 2023	\$5M	
8	Air Traffic Controller (ATC) (CASA/Airservices dependent)	2023 - 2025	Unknown	
9	Upgrade of (commercial) GA apron, taxiway(s) and helipad	2025	\$6M	
10	Parallel Taxiway	Western section	2026	\$3M
		Middle section	2028	\$3M
		Eastern Section	2030	\$6M

*BBGA is the third busiest airport in NSW after Sydney and Newcastle airports based on passenger numbers. Monthly aircraft movements ranged from 313 (June 2019) to 414 (December 2018). To June 2019 passenger numbers grew by 1.4% which made the BBGA the 8th fastest growing airport in Australia.*

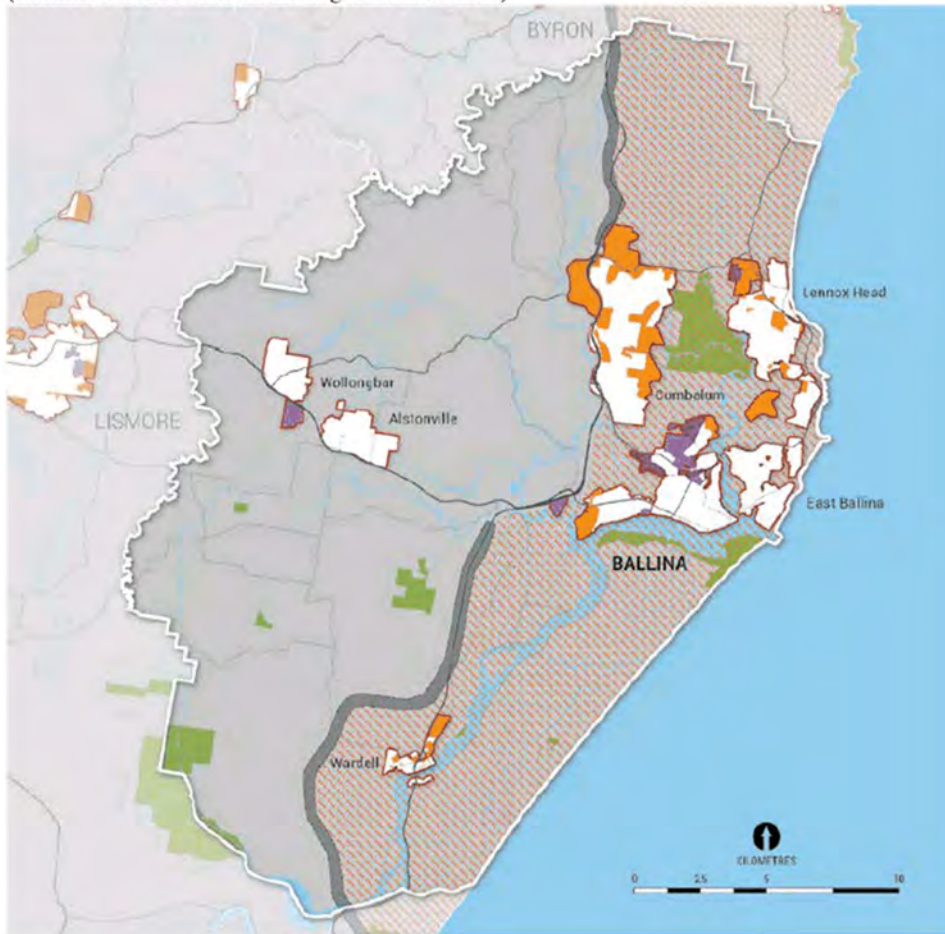
**Appendix 2 – Ballina Shire Roads Contribution Plan Location of Major Road Work Proposals**



*Note:  
The Ballina Shire Roads Contributions Plan Version 4.1*

*This plan came into effect on 8 August 2018. It enables Council to levy s. 7.11 developer contributions for the augmentation works required to the Shire road network to accommodate future traffic growth resulting from development. There is a comprehensive program for works to address the traffic growth to the year 2036 associated with projected growth in population and industrial/commercial development. In total works valued in excess of \$163 million (2018/19) are proposed of which 87% will be required to be funded by developer contributions.*

**Appendix 3 – Urban Growth Area Map for Ballina Local Government Area**  
 (Extracted from North Coast Regional Plan 2036)



- |                                      |                                   |
|--------------------------------------|-----------------------------------|
| Urban Growth Area                    | Railway                           |
| Investigation Area – Urban Land      | Highway                           |
| Investigation Area – Employment Land | Proposed Highway Upgrade Corridor |
| Existing Employment Land             | National Park and Reserve         |
| Coastal Strip                        | Waterway                          |
| LGA Boundary                         |                                   |

Growth areas show the boundaries of urban areas and, as such, identify both existing and proposed urban lands.

Not all land identified within the growth areas can be developed for urban uses. All sites will be subject to more detailed investigations to determine capability and future yield. Land that is subject to significant natural hazards and/or environmental constraints will be excluded from development.

Appendix 4 – North Coast Regional Plan 2036 Directions and Ballina Shire Strategic Planning Action Responses<sup>21</sup>

Direction 1: Deliver environmentally sustainable growth	Direction 2: Enhance biodiversity, coastal and aquatic habitats, and water catchments	Direction 3: Manage natural hazards and climate change	Direction 4: Promote renewable energy opportunities	Direction 5: Strengthen communities of interest and cross-regional relationships
<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1i (Review LGMS).</li> <li>HE3 1g Review Local Environmental Plan (LEP)</li> <li>HE3 1f Review environmental protection zone framework.</li> <li>HE3 1k Manage LEP amendment requests.</li> <li>HE3 2h (Prepare Biodiversity Strategy).</li> </ul> <p><b>LSPS Response</b> Refer LSPS Planning Priority 14, and Actions:</p> <p><i>PP14- Focus development to areas of least biodiversity sensitivity and least exposure to natural hazards such as flooding and bush fire risk</i></p> <p><b>Actions:</b></p> <p>14.1 Through the Local Growth Management Strategy review process, review the location of the Strategic Urban Growth Areas (SUGA) based on the land’s assessed capacity to meet environmentally sustainable growth principles and in accordance with the North Coast Settlement Planning Guidelines 2019. Amend Ballina LEP 2012 accordingly. <b>(Short Term)</b></p> <p>14.2 Reduce the risk from natural hazards, including the projected effects of climate change, by identifying, avoiding and managing vulnerable areas and hazards. <b>(Ongoing)</b></p> <p>14.3 Incorporate new knowledge on regional climate projections and related cumulative impacts in local plans with a particular focus</p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1f Review environmental protection zone framework.</li> <li>HE3 1g Review Local Environmental Plan (LEP).</li> <li>HE3 1k Manage LEP amendment requests.</li> <li>HE3 2h (Prepare Biodiversity Strategy).</li> <li>HE1 2a (Implement Richmond River Coastal Management Plan).</li> <li>HE1 2b (Implement Shaws Bay Coastal Management Plan).</li> <li>HE1 2c Implement Lake Ainsworth Coastal Management Plan.</li> <li>HE1 2d Implement North Creek Coastal Management Plan.</li> <li>HE1 2e Implement Urban Stormwater Management Plan.</li> </ul> <p><b>LSPS Response</b> Refer LSPS Planning Priority 13, and Actions:</p> <p>PP13 - Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented.</p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1h Review Development Control Plan (Annual DCP Review Process).</li> <li>HE1 1d Review Climate Action Strategy.</li> <li>HE1 1a (Implement Ballina Coastline Management Plan).</li> <li>HE1 1b (Implement Floodplain Management Plans).</li> <li>HE1 1c (Review the Environmental Action Plan).</li> <li>HE3 1i (Review LGMS).</li> <li>HE3 1g Review Local Environmental Plan (LEP).</li> </ul> <p><b>LSPS Response</b> Refer LSPS Planning Priority 11, and Actions:</p> <p><i>PP11 - Ballina Shire Council to provide leadership in mitigating and adapting to climate change.</i></p> <p><b>Actions:</b></p> <p>11.1 Review Council’s Climate Action Strategy and prepare contemporary responses that manage the impacts of climate change on Council’s assets and services.</p> <p>11.2 Review land use planning controls and policy to incorporate climate action related risk response requirements.</p> <p>11.3 Use and continue to build on local and regional climate knowledge</p>	<p><b>This Direction is the responsibility of the Office of Environment and Heritage</b></p> <p><b>Note:</b> Council has incorporated solar panels within new building projects and on existing sites whenever opportunities arise. Examples include Alstonville and Ballina Swimming Centres, Ballina Waste Water Treatment Plant, Ballina Library. Total power generating capacity from solar panels as of October 2019 was 579kw.</p> <p>An additional \$900,000 has been allocated for the installation of solar panels during 2019/20 which aims to increase generation capacity to 1mw.</p>	<p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 7 and 8, and Actions:</p> <p><i>PP7. Maximise opportunities associated with the growth in South Eastern Queensland and the increased connectivity provided by the upgraded Pacific Motorway and digital technology.</i></p> <p><b>Actions:</b></p> <p>7.1 Maintain a watching brief for opportunities provided by the increased connectivity to South Eastern Queensland. (Includes potential for a food industry and tourism hub near Ballina Byron Gateway Airport)</p> <p>7.2 Maintain a watching brief to monitor the manner in which the Gold Coast Airport impacts on the future development of the Ballina Byron Gateway Airport)</p> <p>7.3 Maintain a watching brief on opportunities provided by digital technologies and their impact on land use planning strategies.</p> <p>7.4 Investigate the application of a B6 Enterprise zone on certain properties fronting the Old Pacific Highway at Wardell. (Action 25 - Wardell Strategic Plan 2015 – 2035).</p>

<sup>21</sup> References such as HE3.1i refer to activities contained within the 2019/2023 Delivery Program and Operation Plan (DPOP). The DPOP document also contains a timetable for when nominated activities are scheduled to commence. See [Integrated Planning and Reporting](#) for details.

<p>on areas proposed for new urban development. <b>(Ongoing)</b></p> <p>14.4 Review LEP and DCP controls following updates to floodplain, bushfire and coastal management risk mapping. <b>(Ongoing)</b></p>	<p><b>Actions:</b></p> <p>13.1 Prepare a Biodiversity Strategy and incorporate relevant provisions within the LEP, DCP and Policy.</p> <p>13.2 Prepare a Biodiversity Policy based on the avoid, minimise, offset hierarchy to biodiversity.</p> <p>13.3 Finalise Shire wide Biodiversity Values Mapping.</p>	<p>and data to inform strategic land use planning decisions.</p> <p>11.4 Embed a climate emergency response into Council's operations to reduce and greenhouse gas emissions.</p> <p>11.5 Collaborate regionally and with the State government to share knowledge and technical solutions.</p>	<p><i>PPS – Engage with the Northern Rivers Joint Organisation (NRJO) to develop an environmentally sustainable Northern Rivers regional approach to the release of land for housing and industry as well as the location of key industries.</i></p> <p><b>Actions:</b></p> <p>8.1 Collaborate with the NRJO to determine the potential to align planning controls relating to land release matters for Northern Rivers coastal councils with those applicable to the Gold Coast.</p> <p>8.2 Collaborate with the NRJO on regional and intra-regional housing and employment land delivery and industry development based on an environmentally sustainable growth model.</p> <p>8.3 Work with NRJO for the regional planning of water quality initiatives focusing on catchment or sub-catchment level approaches.</p>
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Direction 6: Develop successful centres of employment	Direction 7: Coordinate the growth of regional cities	Direction 8: Promote the growth of tourism	Direction 9: Strengthen regionally significant transport corridors	Direction 10: Facilitate air, rail and public transport infrastructure
<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>PE3 1c Progress availability of land at the Southern Cross Industrial Estate.</li> <li>PE3 1b Progress construction of Airport Boulevard and associated developments.</li> </ul> <p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 3 and 5 and Actions:</p> <p><i>PP3 - Stimulate economic activity, and provide improved access to local services and facilities, by reviewing planning controls around major Shire infrastructure such as Ballina Hospital, Ballina Byron Gateway Airport, and education facilities.</i></p> <p><b>Actions:</b></p> <p>3.1 Prepare a precinct plan for land in proximity to Ballina Hospital, and incorporating St Andrews Village, Ballina Central Shopping Centre, Fox Street Community Preschool, Biala Special School, Super Amart and the Cherry Street Sports Club, being the area bounded by Burnett Street, Cherry Street, Bangalow Road, and Kerr Street prior to the next major hospital expansion project. <b>(Short Term)</b></p> <p>3.2 Implement health precinct plan by preparing associated LEP and DCP amendments to facilitate hospital associated land uses. <b>(Medium Term)</b></p> <p>3.3 Collaborate with NSW Health on the upgrading of Ballina Hospital to provide District Group 1 level health care facilities and</p>	<p><b>This Direction is the responsibility of the Department of Planning, Industry and Environment</b></p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>PE1 1a Implement regional visitor services strategy</li> <li>PE1 1b Participate in and leverage opportunities to market the Ballina Coast and Hinterland</li> <li>PE1 1c Implement Destination Management Plan</li> <li>PE2 2a Implement Ballina – Byron Gateway Airport upgrades.</li> <li>HE3 1k Manage LEP amendment requests.</li> </ul> <p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 4 and Actions:</p> <p><i>PP4- Encourage activities within the rural hinterland that stimulates economic activity by value adding to farm based production and that promote rural tourism</i></p> <p><b>Actions:</b></p> <p>4.1 Monitor effectiveness of the roadside stalls as exempt development LEP amendment. <b>(Short Term)</b></p> <p>4.2 Prepare an LEP amendment to restrict function centres within rural areas. <b>(Immediate)</b></p> <p>4.3 Prepare a land use strategy for agricultural land. <b>(Medium Term)</b></p> <p>4.4 Review planning provisions in relation to rural tourism. <b>(Short Term)</b></p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1g Review Local Environmental Plan (LEP).</li> <li>PE3 1c Progress availability of land at the Southern Cross Industrial Estate</li> <li>PE3 1b Progress construction of Airport Boulevard and associated developments.</li> <li>HE3 1g Review Local Environmental Plan (LEP).</li> <li>HE3 1h Review Development Control Plan (DCP).</li> </ul> <p><b>Note:</b></p> <p>The Teven Road Transport and Logistics Precinct at West Ballina was created in May 2017 (Ballina LEP 2012 Amendment No 32). The precinct is located at the junction of the Bruxner and Pacific Motorway. Development for the purpose of freight transport facility, warehouse or distribution centre is permitted with development consent within this precinct.</p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>PE3 1c Progress availability of land at the Southern Cross Industrial Estate.</li> <li>PE3 1b Progress construction of Airport Boulevard and associated developments.</li> </ul> <p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 3 and Actions:</p> <p><i>PP3- Stimulate economic activity, and provide improved access to local services and facilities, by reviewing planning controls around major Shire infrastructure such as Ballina Hospital, Ballina Byron Gateway Airport, and education facilities.</i></p> <p><b>Actions:</b></p> <p>3.1 Prepare a precinct plan for land in proximity to Ballina Hospital, and incorporating St Andrews Village, Ballina Central Shopping Centre, Fox Street Community Preschool, Biala Special School, Super Amart and the Cherry Street Sports Club, being the area bounded by Burnett Street, Cherry Street, Bangalow Road, and Kerr Street. <b>(Short Term)</b></p> <p>3.2 Implement health precinct plan by preparing associated LEP and DCP amendments to facilitate hospital associated land uses. <b>(Medium Term)</b></p> <p>3.3 Collaborate with NSW Health on the upgrading of Ballina Hospital to provide District Group 1 level health care</p>

<p>as a national centre of excellence for geriatric health care. <b>(Medium Term)</b></p> <p>3.4 Prepare a master plan for Southern Cross Industrial Estate Expansion Area which incorporates the airport precinct. <b>(Immediate)</b></p> <p>3.5 Prepare precinct plans for land adjoining Ballina Shire TAFE and school facilities. <b>(Long Term)</b></p> <p>3.6 Collaborate with NSW Education on a priority plan and Memorandum of Understanding for the shared/ joint use of educational facilities within the Shire. <b>(Short Term)</b></p> <p><i>PP5 - Maintain a supply of suitably located industrial land close to population centres at Alstonville – Wollongbar, and Ballina – Lennox Head so as to foster local employment opportunities and to reduce journey to work travel distances.</i></p> <p><b>Actions:</b></p> <p>5.1 Evaluate the suitability of rural land adjoining existing industrial estates for industrial use. <b>(Short Term)</b></p> <p>5.2 Incorporate within the Lennox Head placed based strategic plan an evaluation of the employment land area located in Ross Lane and designated within the North Coast Regional Plan 2036. <b>(Immediate)</b></p> <p>5.3 Prepare associated LEP and DCP amendments to facilitate industrial rezoning should land adjoining existing industrial estates and Ross Lane, Lennox Head (as designated in the NCRP) prove suitable. <b>(Immediate to Short Term)</b></p>			<p>facilities and as a national centre of excellence for geriatric health care. <b>(Medium Term)</b></p> <p>3.4 Prepare a master plan for Southern Cross Industrial Estate Expansion Area which incorporates the airport precinct. <b>(Immediate)</b></p> <p>3.5 Prepare precinct plans for land adjoining Ballina Shire TAFE and school facilities. <b>(Long Term)</b></p> <p>3.6 Collaborate with NSW Education on a priority plan and Memorandum of Understanding for the shared/ joint use of educational facilities within the Shire. <b>(Short Term)</b></p>
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Direction 11: Protect and enhance productive agricultural lands	Direction 12: Grow agribusiness across the region	Direction 13: Sustainably manage natural resources	Direction 14: Provide great places to live and work	Direction 15: Develop healthy, safe, socially engaged and well-connected communities
<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1i (Review LGMS)</li> <li>HE3 1g Review Local Environmental Plan (LEP)</li> <li>HE3 1b Implement Place Based Strategic Plans</li> <li>Alstonville Strategic Plan 2017 - 2037</li> </ul> <p>Action 15 - Review planning controls to ensure that farm based tourism initiatives are permitted and development controls such as parking, setbacks and other design standards are supported by the community.</p> <p><b>LSPS Response</b></p> <p>Refer to LSPS Planning Priority 4 and 12 and Actions:</p> <p><i>PP4. Encourage activities within the rural hinterland that stimulates economic activity by value adding to farm based production and that promote rural tourism.</i></p> <p><b>Actions:</b></p> <p>4.1 Monitor effectiveness of the roadside stalls as exempt development LEP amendment. <b>(Short Term)</b></p> <p>4.2 Prepare an LEP amendment to restrict function centres within rural areas. <b>(Immediate)</b></p> <p>4.3 Prepare a land use strategy for agricultural land. <b>(Medium Term)</b></p> <p>4.4 Review planning provisions in relation to rural tourism. <b>(Short Term)</b></p> <p><i>PP12. Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy</i></p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1i (Review LGMS)</li> <li>HE3 1g Review Local Environmental Plan (LEP)</li> </ul> <p><b>LSPS Response</b></p> <p>Refer to LSPS Planning Priority 4 and Actions:</p> <p><i>PP4 - Encourage activities within the rural hinterland that stimulates economic activity by value adding to farm based production and that promote rural tourism.</i></p> <p><b>Actions:</b></p> <p>4.1 Monitor effectiveness of the roadside stalls as exempt development LEP amendment. <b>(Short Term)</b></p> <p>4.2 Prepare an LEP amendment to restrict function centres within rural areas. <b>(Immediate)</b></p> <p>4.3 Prepare a land use strategy for agricultural land. <b>(Medium Term)</b></p> <p>4.4 Review planning provisions in relation to rural tourism. <b>(Short Term)</b></p> <p><b>Note:</b> Strategy changes at the CSP level are not required. This issue is able to be considered through the existing programmed review process applicable to LEP 2012 and the Growth Management Strategy.</p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1i (Review LGMS)</li> <li>HE3 1g Review Local Environmental Plan (LEP)</li> </ul> <p><b>LSPS Response</b></p> <p>Refer to LSPS Planning Priority 4 and Actions:</p> <p><i>PP4 - Encourage activities within the rural hinterland that stimulates economic activity by value adding to farm based production and that promote rural tourism.</i></p> <p><b>Actions:</b></p> <p>4.1 Monitor effectiveness of the roadside stalls as exempt development LEP amendment. <b>(Short Term)</b></p> <p>4.2 Prepare an LEP amendment to restrict function centres within rural areas. <b>(Immediate)</b></p> <p>4.3 Prepare a land use strategy for agricultural land. <b>(Medium Term)</b></p> <p>4.4 Review planning provisions in relation to rural tourism. <b>(Short Term)</b></p> <p><b>Notes:</b> This issue is able to be considered through the existing programmed review process applicable to LEP 2012 and the Growth Management Strategy.</p> <p>In respect to mining and extractive industries, it is considered that a response is needed at the State level. The SEPP (Mining, Petroleum Production and Extractive Industries)</p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>E3 1b Implement Place Based Strategic Plans <ul style="list-style-type: none"> <li>Wardell Strategic Plan 2015</li> <li>Alstonville Strategic Plan 2017</li> <li>Wollongbar strategic plan 2019</li> <li>Ballina Major Regional Centre Strategy 2015.</li> </ul> </li> <li>HE3 1d Review Planning Framework for Lennox Head.</li> <li>HE3 1e Review planning framework for the Cumbahum release area.</li> </ul>	<p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 1 and 2 and Actions:</p> <p><i>PP1 - Review community infrastructure needs within the Shire's towns, villages and rural localities and incorporate requirements within the Open Space and Community Facilities Developer Contribution Plan.</i></p> <p><b>Actions:</b></p> <p>1.1 Undertake a gap analysis of existing community facilities to establish whether the nature of facility meets community requirements. <b>(Immediate)</b></p> <p>1.2. Prepare community facility benchmarks and minimum standards for community facilities in existing and proposed urban areas, and rural localities. <b>(Immediate)</b></p> <p>1.3. Review Council's Community Facilities Strategy and prepare a new Community Facilities Strategic Plan. <b>(Immediate)</b></p> <p>1.4. Review Council's Open Space and Community Facilities Developer Contributions Plan. <b>(Immediate)</b></p> <p>1.5. Continued implementation of Council's Disability Inclusion Action Plan and Ageing Strategy. <b>(Ongoing)</b></p> <p><i>PP2 - Encourage urban design which increases chances for social interaction and connectedness.</i></p>



<p><b>Action:</b> 12.1 Prepare an Agricultural Land Use Strategy and incorporate relevant provisions within the LEP and / or DCP. <b>(Medium Term)</b></p>	<p>This issue is considered a State issue. The SEPP (Mining, Petroleum Production and Extractive Industries) 2007 is in need of review. Council has made a detailed submission in relation to this issue to the DPIE in November 2018.</p>	<p>2007 is in need of review. Council has made a detailed submission in relation to this issue to the DPIE in November 2018.</p>		<p><b>Actions:</b> 2.1 Prepare DCP subdivision, residential and commercial design guidelines which encourage opportunities for social interaction. <b>(Medium Term)</b>  2.2 Include consideration of the draft Urban Design for Regional NSW guidelines when designing new or renewed public spaces and street works. <b>(Ongoing)</b>  2.3 Prepare DCP design guidelines which encourage active travel infrastructure around trip generators such as schools, major retail hubs, hospitals and large developments. <b>(Ongoing)</b></p>
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Direction 16: Collaborate and partner with Aboriginal communities	Direction 17: Increase the economic self-determination of Aboriginal communities	Direction 18: Respect and protect the North Coast's Aboriginal heritage	Direction 19: Protect historic heritage	Direction 20: Maintain the region's distinct built character
<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>• CC2 3 Assist disadvantaged groups within our community.</li> <li>• CC2 3f Undertake initiatives to improve engagement with the Aboriginal Community.</li> </ul> <p>Actions completed include:</p> <p>Aboriginal Cultural Heritage Study 2011 and associated GIS mapping. Aboriginal Cultural Heritage. Study undertaken in collaboration with JALI LALC.</p> <p>Aboriginal Heritage Site Cards (65) prepared in 2015 and forwarded to OEH for incorporation into AHIMS. Site cards prepared in collaboration with JALI and local Aboriginal elders.</p> <p>Aboriginal Cultural Ways Interpretive Signage Project and Coastal Pathway Project 2016. Achieved through collaboration and partnering with JALI LALC.</p> <p><b>LSPS response</b></p> <p>Refer LSPS Planning Priority 9 and Actions:</p> <p><i>PP9 - Protect the Shire's historic heritage.</i></p> <p><b>Actions:</b></p> <p>9.1 Incorporate references to best-practice guidelines such as the <i>Australia ICOMOS Charter for Places of Cultural Significance</i> and the <i>NSW Heritage Manual</i> within Ballina Shire DCP 2012. <b>(Immediate)</b></p> <p>9.2 Incorporate heritage actions into place based strategic plans. <b>(Ongoing)</b></p>	<p><b>Response</b></p> <p><b>A response to this Direction is substantially the responsibility of Aboriginal Affairs NSW as indicated in the NCRP 2036.</b></p> <p>The Wardell Strategic Plan 2015 – 2035 incorporates the following actions:</p> <p>3. Investigate the establishment of an Indigenous Cultural and Training facility.</p> <p>4. Investigate opportunities for heath land tourism and education in the Ngunya Jargoona Indigenous Protection Area.</p> <p>11. Investigate the establishment of a tourism guide course at local TAFEs.</p>	<p><b>Response</b></p> <p>Aboriginal Cultural Heritage Study 2011 and associated GIS mapping. Aboriginal Cultural Heritage. Study undertaken in collaboration with JALI.</p> <p>Aboriginal Cultural Heritage Procedure implemented 2014. Implementation included a staff training program.</p> <p>Aboriginal Heritage Site Cards (65) prepared in 2015 and forwarded to OEH for incorporation into AHIMS. Site cards prepared in collaboration with JALI and local Aboriginal elders.</p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>• HE3.1h Review Development Control Plan (DCP).</li> <li>• HE3.1b Implement Place Based Strategic Plans.</li> <li>• Alstonville Strategic Plan 2017 - 2037 Actions 3, 4, 5 and 9 address heritage issues within Alstonville village.</li> <li>• Wardell Strategic Plan Action 8 - historic walking trail establishment.</li> </ul> <p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 9 and Actions:</p> <p><i>PP9 - Protect the Shire's historic heritage.</i></p> <p><b>Actions:</b></p> <p>9.1 Incorporate references to best-practice guidelines such as the <i>Australia ICOMOS Charter for Places of Cultural Significance</i> and the <i>NSW Heritage Manual</i> within Ballina Shire DCP 2012. <b>(Immediate)</b></p> <p>9.2 Incorporate heritage actions into place based strategic plans. <b>(Ongoing)</b></p> <p>9.3 Review and refresh the Ballina Shire Council Cultural Plan 2014-2020 <b>(Short term)</b></p> <p>9.4 Develop a Memorandum of Understanding with Jali Local Aboriginal Land Council <b>(Medium term)</b></p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>• HE3.1h Review Development Control Plan (DCP).</li> <li>• Wardell Strategic Plan Action 18 – <i>Develop a Housing Design Guide for home builders and renovators within the old sections of Wardell Village centred on Richmond Street.</i></li> <li>• Alstonville Strategic Plan Action 3 and 4:</li> </ul> <p>3. <i>Encourage heritage listing of properties with local heritage value within BLEP 2012.</i></p> <p>4. <i>Consider expansion of heritage provisions within Ballina Shire Development Control Plan 2012</i></p> <p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 10 and Actions:</p> <p><i>PP10 - Ensure that new development is of a high standard in accordance with best practice guidelines applicable to Northern and Regional NSW.</i></p> <p><b>Actions:</b></p> <p>10.1 Incorporate references to the <i>North Coast Urban Design Guidelines (2009)</i> into Council's DCP, where aligned with Council's strategic planning objectives. <b>(Short term)</b></p> <p>10.2 Adopt elements of the proposed <i>Urban Design Guide for Regional NSW</i> within Council's DCP once it has been finalised, and where consistent with Council's strategic planning objectives. <b>(Immediate)</b></p> <p>10.3 Audit shop top housing development completed in Ballina and Lennox Head during 2019 for consistency with the <i>North</i></p>

<p>9.3 Review and refresh the Ballina Shire Council Cultural Plan 2014-2020 (Short term)</p> <p>9.4 Develop a Memorandum of Understanding with Jali Local Aboriginal Land Council (Medium term)</p>			<p><i>Coast Urban Design Guidelines (2009)</i> <b>(Immediate)</b></p> <p>10.4 Audit place based strategic plans for consistency with the Principles of Consolidated Growth contained within the Settlement Growth Guidelines which form a part of the North Coast Urban Design Guidelines, and with the draft <i>Design Guide Urban Design for Regional NSW</i>. <b>(Immediate)</b></p> <p>10.5 Undertake training of relevant Council staff in the Guideline provisions of both the <i>North Coast Urban Design Guidelines (2009)</i> and the proposed draft <i>Design Guide Urban Design for Regional NSW</i>. <b>(Short Term)</b></p> <p>10.6 Prepare LEP and DCP provisions to facilitate the development of high quality, well designed urban form that fits local character <b>(Medium Term)</b>.</p> <p>10.7 Include local character assessment within new and reviewed place based strategic plans <b>(Medium Term)</b>.</p>
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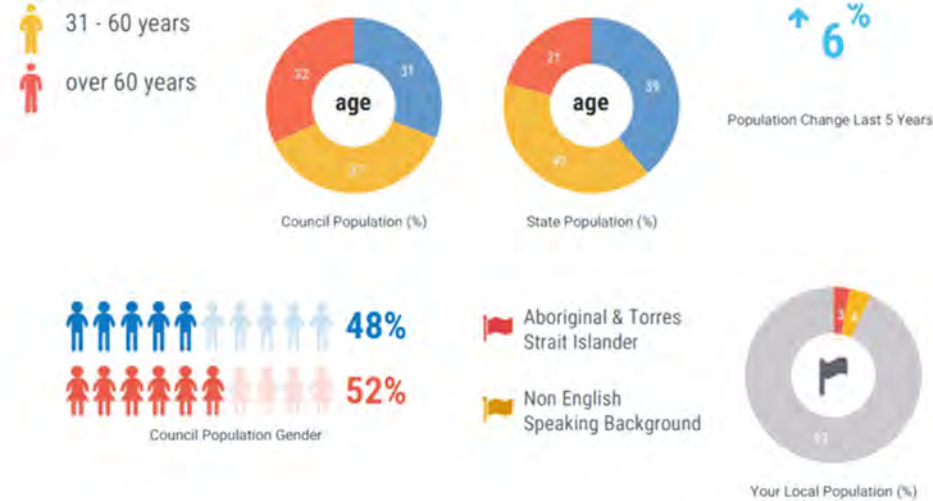
Direction 21: Coordinate local infrastructure delivery	Direction 22: Deliver greater housing supply	Direction 23: Increase housing diversity and choice	Direction 24: Deliver well-planned rural residential housing areas	Direction 25: Deliver more opportunities for affordable housing areas
<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 3j Maintain contemporary Developer Contribution Plan for Open Spaces and Community Facilities.</li> <li>HE3 3b Maintain contemporary Water and Wastewater Developer Contribution Plans.</li> <li>HE3 3c Maintain contemporary Car Parking Developer Contribution Plan.</li> <li>HE3 3d Maintain contemporary Roads Developer Contribution Plan.</li> <li>PE3.2c Monitor infrastructure to support the identified growth areas at Lennox Head, Skennars Head, Wollongbar and Cumbahum.</li> </ul> <p><b>Notes:</b> Infrastructure planning is undertaken in the context of the scheduled review of contribution plans.</p> <p>The Alstonville Sewerage Treatment Plan Master Plan scheduled for completion in 2020 examines the waste water treatment requirements generated by Alstonville and Wollongbar residential areas and expansion proposals.</p> <p>Waste Water treatment Master Plans are also proposed for Lennox Head (2019/20), Wardell (2021/22).</p> <p>Preparation of a Wastewater Network Master Plan is also scheduled for 2019/20.</p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1i (Review LGMS).</li> </ul> <p><b>Note:</b> Ballina Shire has in excess of 20 years residential housing supply as indicated in the LSPS.</p> <p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 6 and Actions:</p> <p><i>PP6 - Incorporate diverse housing choice options, including infill development options, when preparing placed based strategic plans.</i></p> <p><b>Actions</b></p> <p>6.1 Monitor and review uptake of housing choice initiatives incorporated within existing place based strategic plans. <b>(Medium Term)</b></p> <p>6.2 Incorporate housing choice option strategies within placed based strategic plans. <b>(Short Term)</b></p> <p>6.3 Implement through planning proposals or DCP amendments housing choice initiatives incorporated within place based strategic plans. <b>(Ongoing)</b></p> <p>6.4 Prepare a Housing Strategy as part of the review of the local growth management strategy. <b>(Short term)</b></p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>HE3 1g Review Local Environmental Plan (LEP).</li> <li>HE3 1i (Review LGMS).</li> <li>HE3 1b Implement Place Based Strategic Plans.</li> </ul> <p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 6 and Actions:</p> <p><i>PP6 - Incorporate diverse housing choice options, including infill development options, when preparing placed based strategic plans.</i></p> <p><b>Actions</b></p> <p>6.1 Monitor and review uptake of housing choice initiatives incorporated within existing place based strategic plans. <b>(Medium Term)</b></p> <p>6.2 Incorporate housing choice option strategies within placed based strategic plans. <b>(Short Term)</b></p> <p>6.3 Implement through planning proposals or DCP amendments housing choice initiatives incorporated within place based strategic plans. <b>(Ongoing)</b></p> <p>6.4 Prepare a Housing Strategy as part of the review of the local growth management strategy. <b>(Short term)</b></p>	<p><b>Response</b></p> <p><b>Note:</b> There are no proposals to examine the provision of rural residential housing areas. A number of rural residential housing estates already exist in Ballina Shire and were the product of previous planning controls. Minimum lot size controls now prevent further fragmentation of rural lots.</p>	<p><b>DPOP Response</b></p> <ul style="list-style-type: none"> <li>PE3 2b Release land at Council's Wollongbar Residential Land Holding.</li> <li>HE3 1i (Review LGMS)</li> <li>PE3 2d Facilitate local affordable housing planning and policy framework.</li> </ul> <p><b>LSPS Response</b></p> <p>Refer LSPS Planning Priority 6 and Actions:</p> <p><i>PP6 - Incorporate diverse housing choice options, including infill development options, when preparing placed based strategic plans.</i></p> <p><b>Actions</b></p> <p>6.1 Monitor and review uptake of housing choice initiatives incorporated within existing place based strategic plans. <b>(Medium Term)</b></p> <p>6.2 Incorporate housing choice option strategies within placed based strategic plans. <b>(Short Term)</b></p> <p>6.3 Implement through planning proposals or DCP amendments housing choice initiatives incorporated within place based strategic plans. <b>(Ongoing)</b></p> <p>6.4 Prepare a Housing Strategy as part of the review of the local growth management strategy. <b>(Short term)</b></p>

**Appendix 5 – Shire Snapshots 2019**

Diagrams extracted from Measuring Local Government Performance. NSW Office of Local Government, 3 October 2019 see [measuring your council performance](#).

Emission data from Snapshot – community climate tool, developed by Ironbark Sustainability and Beyond Zero Emissions.

**Population**



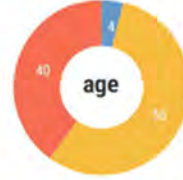
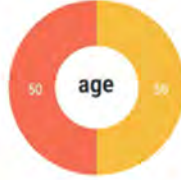
**Economy**

Your Local Economy	Result	Group Avg.
Unemployment Rate (%)	3.5	5.6
Avg Taxable Income (\$)	48,108	51,844
Avg Household Size (No.)	2.3	2.4
Value Of DA's Determined (\$'000)	N/A	N/A
Active Businesses In LGA (No.)	4,244	3,288

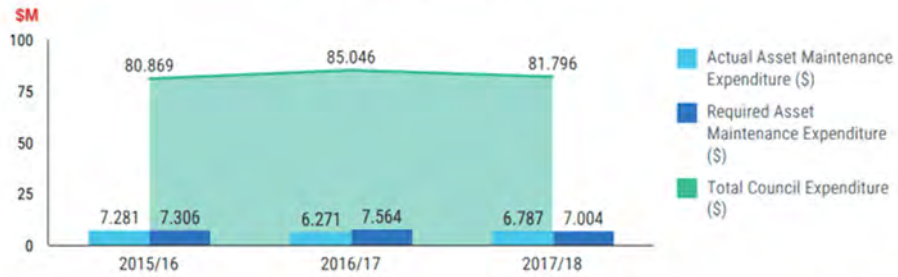
**Community Leadership**

**Demographics of Councillors**

-  under 30 years
-  31 - 59 years
-  over 60 years



**Council's Spending on Assets**



**Council Expenditure on Services (%)**

- Governance & Administration
- Public Order, Safety, Health, Water & Sewer
- Environment (inc. waste)
- Community Services, Education, Housing & Amenities
- Recreation & Cultural
- Roads, Bridges & Footpaths
- Other Services



**State Average Expenditure on Services (%)**

- Governance & Administration
- Public Order, Safety, Health, Water & Sewer
- Environment (inc. waste)
- Community Services, Education, Housing & Amenities
- Recreation & Cultural
- Roads, Bridges & Footpaths
- Other Services



## Ballina

2017 municipal emissions snapshot



Ballina is a regional area that is small in area relative to the state average and has a moderate urban density. It's major emissions source is electricity consumption, due to the community's scale of population and commercial activity. The second largest source of emissions is on road transportation.

The carbon emissions for Ballina have undergone a modest increase since 2005, with a large proportion of this change occurring in the last few years.

Source	Sector	Emissions (t CO <sub>2</sub> e)
Electricity	Residential	156 900
	Commercial	66 300
	Industrial	130 100
Gas	Residential	0
	Commercial	0
	Industrial	0
Transport	On road	168 000
	Domestic air travel	130 600
Waste	Landfill	10 200
	Water	6 700
Agriculture		7 500
Land Use		2 300

Land Use data is not used in the chart nor the displayed total municipal emissions.

## About this report

This report outlines the major sources of carbon emissions for the entire municipality. Due to the approximate nature of the profile, the emission values are represented as rounded numbers.

This report includes the following sources:

- Stationary energy (grid supplied electricity/gas)
- Transport (on-road use and domestic passenger air travel)
- Waste (landfill and wastewater)
- Agriculture (enteric fermentation, manure management, and synthetic fertilizer use)
- Land Use Change (land clearance and reforestation)

It has been developed to be consistent with the Global Protocol of Carbon Emissions reporting (GPC Protocol), the main international standard for cities and local government areas.

The Snapshot provides you with a profile of your municipality's emissions for the inventory year (2017) and gives a breakdown of emissions by sector. This Snapshot of your local government area's greenhouse gas emissions profile is based on portioning state level data sets. Snapshot can be used alongside local data sets where more detail is needed.

There are a number of minor emissions sources that are included as part of a larger total or excluded. The full list of inclusions and exclusions can be found in the Methodology document.

For help using this report to plan CO<sub>2</sub> reductions strategies, please see our [user guide](#).





Theme 1 – Connected Community

<b>Planning Priority 1 - Review community infrastructure needs within the Shire's towns, villages and rural localities and incorporate requirements within the Open Space and Community Facilities Developer Contribution Plan.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
1.1	Undertake a gap analysis of existing community facilities to establish whether the nature of facility meets community requirements	Initiative	Immediate
1.2	Prepare community facility benchmarks and minimum standards for community facilities in existing and proposed urban areas, and rural localities	Initiative	Immediate

<b>Planning Priority 2 - Encourage good urban design which increases chances for social interaction and connectedness.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
2.1	Prepare DCP subdivision, residential and commercial design guidelines which encourage opportunities for social interaction	Initiative	Medium Term
2.2	Include consideration of the draft Urban Design for Regional NSW guidelines when designing new or renewed public spaces and street works.	Initiative	Ongoing
2.3	Prepare DCP design guidelines which encourage active travel infrastructure around trip generators such as schools, major retail hubs, hospitals and large developments.	Initiative	Ongoing

## Theme 2 – Prosperous Economy

<b>Planning Priority 3 - Stimulate economic activity, and provide improved access to local services and facilities, by reviewing planning controls around major Shire infrastructure such as Ballina Hospital, Ballina Byron Gateway Airport, and education facilities.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
3.1	Prepare a precinct plan for land in proximity to Ballina Hospital, and incorporating St Andrews Village, Ballina Central Shopping Centre, Fox Street Community Preschool, Biala Special School, Super Amart and the Cherry Street Sports Club, being the area bounded by Burnett Street, Cherry Street, Bangalow Road, and Kerr Street.	Strategy	Short Term
3.2	Implement health precinct plan by preparing associated LEP and DCP amendments to facilitate hospital associated land uses.	Initiative	Medium Term
3.3	Collaborate with NSW Health on the upgrading of Ballina Hospital to provide District Group 1 level health care facilities and as a national centre of excellence for geriatric health care.	Initiative	Medium Term
3.4	Prepare a master plan for Southern Cross Industrial Estate Expansion Area which incorporates the airport precinct.	Strategy	Immediate
3.5	Prepare precinct plans for land adjoining Ballina Shire TAFEs and school facilities.	Strategy	Long term
3.6	Collaborate with NSW Education on a priority plan and Memorandum of Understanding for the shared/ joint use of educational facilities within the Shire.	Initiative	Short term

<b>Planning Priority 4 – Encourage activities within the rural hinterland that stimulate economic activity by value adding to farm based production and that promote rural tourism.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
4.1	Monitor effectiveness of the roadside stalls as exempt development LEP amendment.	Initiative	Short term
4.2	Prepare an LEP amendment to restrict function centres within rural areas.	Strategy	Immediate
4.3	Prepare a land use strategy for agricultural land.	Strategy	Medium Term
4.4	Review planning provisions in relation to rural tourism.	Initiative	Short Term

<b>Planning Priority 5 - Maintain a supply of suitably located employment land, close to population centres at Alstonville – Wollongbar, and Ballina – Lennox Head, so as to foster local employment opportunities and to reduce journey to work travel distances.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
5.1	Evaluate the suitability of rural land adjoining existing industrial estates for industrial use.	Initiative	Short Term
5.2	Incorporate within the Lennox Head placed based strategic plan an evaluation of the employment land area located in Ross Lane and designated within the North Coast Regional Plan 2036	Strategy	Immediate
5.3	Prepare associated LEP and DCP amendments to facilitate industrial rezoning should land adjoining existing industrial estates and Ross Lane, Lennox Head (as designated in the NCRP) prove suitable.	Strategy	Immediate to Short Term

<b>Planning Priority 6 - Incorporate housing choice options such as attached dual occupancy when preparing placed based strategic plans.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
6.1	Monitor and review uptake of housing choice initiatives incorporated within existing place based strategic plans.	Initiative	Medium Term
6.2	Incorporate housing choice option strategies within placed based strategic plans.	Initiative	Short Term
6.3	Implement through planning proposals or DCP amendments housing choice initiatives incorporated within place based strategic plans.	Initiative	Ongoing
6.4	Prepare a Housing Strategy as part of the review of the local growth management strategy	Strategy	Short Term

<b>Planning Priority 7 - Maximise opportunities associated with growth in South Eastern Queensland and the increased connectivity provided by the upgraded Pacific Motorway and digital technology.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
7.1	Maintain a watching brief for opportunities provided by the increased connectivity to South Eastern Queensland. (Includes potential for a food industry and tourism hub near Ballina Byron Gateway Airport)	Initiative	Ongoing
7.2	Maintain a watching brief to monitor the manner in which the Gold Coast Airport impacts on the future development of the Ballina Byron Gateway Airport)	Initiative	Ongoing
7.3	Maintain a watching brief on opportunities provided by digital technologies and their impact on land use planning strategies.	Initiative	Ongoing
7.4	Investigate the application of a B6 Enterprise zone on certain properties fronting the Old Pacific Highway at Wardell. (Action 25 - Wardell Strategic Plan 2015 – 2035).	Initiative	Short Term

Theme 3 – Engaged Leadership

<b>Planning Priority 8 - Engage with the Northern Rivers Joint Organisation to develop an environmentally sustainable Northern Rivers regional approach to the release of land for housing and industry as well as the location of key industries.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
8.1	Collaborate with the NRJO to determine the potential to align planning controls relating to land release matters for Northern Rivers coastal councils with those applicable to the Gold Coast	Initiative	Ongoing
8.2	Collaborate with the NRJO on regional and intra-regional housing and employment land delivery and industry development based on an environmentally sustainable growth model.	Initiative	Ongoing
8.3	Work with NRJO for the regional planning of water quality initiatives focusing on catchment or sub-catchment level approaches.	Initiative	Ongoing

<b>Planning Priority 9 - Protect the shire's historic heritage.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
9.1	Incorporate references to best-practice guidelines such as the <i>Australia ICOMOS Charter for Places of Cultural Significance</i> and the <i>NSW Heritage Manual</i> within Ballina Shire DCP 2012	Strategy	Immediate
9.2	Incorporate heritage actions into place based strategic plans.	Strategy	Ongoing
9.3	Review and refresh the Ballina Shire Council Cultural Plan 2014-2020	Strategy	Short Term
9.4	Develop a Memorandum of Understanding with Jali Local Aboriginal Land Council	Initiative	Medium Term

<b>Planning Priority 10 - Ensure that new development is of a high standard in accordance with best practice guidelines applicable to Northern and Regional NSW.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
10.1	Incorporate references to the <i>North Coast Urban Design Guidelines (2009)</i> into Council's DCP, where aligned with Council's strategic planning objectives.	Initiative	Short Term
10.2	Adopt elements of the proposed <i>Urban Design Guide for Regional NSW</i> within Council's DCP once it has been finalised, and where consistent with Council's strategic planning objectives.	Initiative	Immediate
10.3	Audit shop top housing development completed in Ballina and Lennox Head during 2019 for consistency with the <i>North Coast Urban Design Guidelines (2009)</i> .	Initiative	Immediate
10.4	Audit place based strategic plans for consistency with the Principles of Consolidated Growth contained within the Settlement Growth Guidelines which form a part of the <i>North Coast Urban Design Guidelines</i> , and with the draft <i>Design Guide Urban Design for Regional NSW</i> .	Initiative	Immediate

10.5	Undertake training of relevant Council staff in the Guideline provisions of both the <i>North Coast Urban Design Guidelines (2009)</i> and the proposed draft <i>Design Guide Urban Design for Regional NSW</i> .	Initiative	Short Term
10.6	Prepare LEP and DCP provisions to facilitate the development of high quality, well designed urban form that fits local character	Strategy	Medium Term
10.7	Include local character assessment within new and reviewed place based strategic.	Strategy	Medium Term

<b>Planning Priority 11 - Ballina Shire Council to provide leadership in mitigating and adapting to climate change.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
11.1	Review Council's Climate Action Strategy and prepare contemporary responses that manage the impacts of climate change on Council's assets and services.	Initiative	Immediate
11.2	Review land use planning controls and policy to incorporate best practice climate adaptation and resilience responses, current risk projections and relevant State Government directions.	Initiative	Medium Term
11.3	Use and continue to build on local and regional climate knowledge and data to inform strategic land use planning decisions.	Initiative	Immediate to Ongoing
11.4	Embed a climate emergency response into Council's operations to reduce greenhouse gas emissions.	Initiative	Immediate
11.5	Collaborate regionally and with the State government to share knowledge and technical solutions for matters including renewable energy generation, water efficiency and waste reduction.	Initiative	Ongoing

## Theme 4 – Healthy Environment

<b>Planning Priority 12 - Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
12.1	Prepare an Agricultural Land Use Strategy and incorporate relevant provisions within the LEP and / or DCP	Strategy	Medium Term

<b>Planning Priority 13 - Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
13.1	Prepare a Biodiversity Strategy and incorporate relevant provisions within the LEP, DCP and policy.	Strategy	Immediate
13.2	Prepare biodiversity policy based on the 'avoid, minimise, offset' hierarchy to biodiversity.	Strategy	Immediate
13.3	Finalise Shire wide Biodiversity Values Mapping.	Initiative	Immediate

<b>Planning Priority 14 - Focus development to areas of least biodiversity sensitivity and least exposure to natural hazards such as flooding and bush fire risk.</b>			
<b>Action</b>		<b>Initiative / Strategy</b>	<b>Timing</b>
14.1	Through the Local Growth Management Strategy review process, review the location of the Strategic Urban Growth Areas (SUGA) based on the land's assessed capacity to meet environmentally sustainable growth principles and in accordance with the North Coast Settlement Planning Guidelines 2019. Amend Ballina LEP 2012 accordingly.	Strategy	Short Term
14.2	Reduce the risk from natural hazards, including the projected effects of climate change, by identifying, avoiding and managing vulnerable areas and hazards.	Initiative	Ongoing
14.3	Incorporate new knowledge on regional climate projections and related cumulative impacts in local plans with a particular focus on areas proposed for new urban development.	Initiative	Ongoing
14.4	Review LEP and DCP controls following updates to floodplain, bushfire and coastal management risk mapping.	Initiative	Ongoing

## Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
1. <i>Susan Meehan</i>	<p>Indicates that Ballina Shire has provided enough zoned land in Lennox and Ballina and suggests that all new residential zoning should occur in Alstonville.</p> <p>Supportive of expansion of Russellton Industrial Estate.</p>	<p>No new residential land has been proposed outside of the SUGAs, which are each pending environmental assessment.</p> <p>The buffers have been examined in detail in terms of the Strategic Plans for Wollongbar and Alstonville (adopted in 2019 and 2017 respectively). Actions within these plans require the buffer to be retained.</p> <p><b>Recommendation: No change to LSPS.</b></p>
2. <i>Kristina Franks</i>	<p>Indicates that Council should support a venue to host live music and offer discounted pricing for community spaces.</p> <p>Indicates that the provision of pedestrian crossings on North Creek Road should support the safe road crossing for school children.</p>	<p>It is intended that through the existing Planning Priority 1 <i>Review community infrastructure needs within the Shire's towns, villages, hamlets and rural localities and incorporate requirements within the Open Space and Community Facilities Developer Contribution Plans</i>, the way in which community facilities are used may be investigated. Pricing strategies and specific program offerings are outside the scope of the LSPS which focuses on land use. Specific pedestrian access issues are considered within the Pedestrian Access and Mobility Plan.</p> <p><b>Recommendation: No change to LSPS.</b></p>
3. <i>Alan Brown</i>	<p>Indicates general support for intent of the LSPS. Indicates that there are concerns regarding the lack of information pertaining to the infrastructure required to support the growth of Ballina.</p>	<p>Growth does require additional services and supportive infrastructure. At the strategic level, considerations relating to the infrastructure required to accommodate urban development are set out in Council's local growth management strategy and is further considered in detail at planning proposal (rezoning) stage, in consultation with relevant external organisations and agencies.</p> <p>In addition, in order to deliver on the growth projected within the LSPS, the associated infrastructure requirements (such as traffic control, street lighting, and garbage as outlined in the submission) will be detailed in future Ballina Shire Council's Delivery Program and Operational Plans, which form part of Council's Integrated Planning and Reporting Framework. For example, one of the current Operational Plan Activities is the Maintenance of contemporary Water and Wastewater Developer Contribution Plans.</p> <p>The region's long-term drinking water needs are planned for by Rous Water, and documented in the Future Water Strategy.</p> <p><b>Recommendation: No change to LSPS.</b></p>

Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
<p>4. Terry and Sue Prendergast</p>	<p>Submission requests that council resolve deferred matters of the LEP relating specifically to property lot(s) 1-2 DP1182136 and requested for council to provide a timeframe on a decision.</p>	<p>With respect to environmental protection zoning in the Shire, Council's resolution of April 2017 on the deferred matters program was as follows:</p> <p><i>That Council addresses the deferred matters under the Ballina Local Environmental Plan 2012 through the following:</i></p> <p>(a) <i>Retention of all deferred areas the subject of an environmental protection zone under the Ballina Local Environmental Plan 1987 as deferred areas (having the effect that the Ballina LEP 1987 will continue to apply).</i></p> <p>(b) <i>Preparation of a planning proposal to integrate all deferred areas that are not subject to existing environmental protection zones under the Ballina Local Environmental Plan 1987 into the Ballina Local Environmental Plan 2012.</i></p> <p>(c) <i>Application of the criteria established under the Northern Councils E Zone Review to the areas to be integrated into the Ballina Local Environmental Plan 2012 under point (b).</i></p> <p>Council's resources are being applied to progressing point (b) of Council's resolution. Given that the subject land (Lots 1 &amp; 2 DP 1182136) is subject to an environmental protection zone under the 1987 LEP (being the 7(i) Urban Buffer zone), there is no change to the zoning of this land proposed under the deferred matters program (as per point (a) of Council's resolution).</p> <p>Review of Ballina Shire's LEP is action HE3.1g of the Delivery Program and Operational Plan.</p> <p><b>Recommendation: No change to LSPS</b></p>




Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
<p>5. Brad Pollard</p>	<p>Submission relating specifically to Lennox Head. Indicates that employment lands should be provided in Lennox Head to support the community wanting to live and work in Lennox Head, making particular mention of the potential Ross Lane employment area.</p> <p>In order to support greater housing diversity, suggests reducing minimum lot size to 200sqm and increasing building heights.</p> <p>Submission also indicates that transport diversity should be facilitated.</p>	<p>Included in Planning Priority 5 <i>Maintain a supply of suitably located industrial land close to population centres at Alstonville – Wollongbar and Ballina – Lennox Head so as to foster local employment opportunities and reduce journey to work travel distances</i> are specific actions which will investigate potential employment lands in Lennox Head. Provided land is found to be appropriate for development, associated LEP and DCP amendments are to be prepared to facilitate the industrial rezoning.</p> <p>The Strategic Urban Growth Area along Ross Lane (as identified in the Ballina LEP 2012) may be subject to further detailed investigation for urban suitability (Action 13.1), subject to the landholder coming forward to seek a planning proposal. Should the land be found suitable the LEP could be amended to facilitate employment uses over the land, supported by appropriate development controls in the DCP.</p> <p>Work on the Lennox Head Strategic Plan is scheduled to commence in the 2020/2021 financial year. This will incorporate a review of the 2004 Lennox Head Structure Plan. It is intended that minimum lot sizes and building heights may be reviewed through this process as is the intention of the current Action 6.2 <i>Incorporate housing choice option strategies within placed based strategies</i>.</p> <p>The consideration of specific lands for future urban development is undertaken in the context of Council's local growth management strategy framework. The local growth management strategy is the appropriate place for Council to detail its strategic framework for managing the demand for housing and commercial development.</p> <p><b>Recommendation: Insert Action 2.3 Prepare DCP design guidelines which encourage active travel infrastructure around trip generators such as schools, major retail hubs, hospitals and large developments.</b></p>

## Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
6. <i>Bob Thornton</i>	<p>Indicates that planning should commence now to allow for the future merging of the Ballina, Byron Bay and Lismore urban areas, including major arterial road construction, construction of a regional sporting complex and a regional hospital. Submission proposes rezoning particular areas of BSC for residential, industrial and recreational uses, to capitalize on land values.</p>	<p>There is no strategic direction to facilitate the merging of the Ballina, Byron Bay and Lismore urban areas. The North Coast Regional Plan outlines planning principles to guide development in the North Coast region:</p> <ul style="list-style-type: none"> <li>- Direct growth to identified urban growth areas</li> <li>- Manage the sensitive coastal strip</li> <li>- Provide great places to live and work in a unique environment.</li> </ul> <p>These principles do not align with the agglomeration of the distinct urban areas identified in the submission. The local growth management strategy is the appropriate place for Council to identify where longer-term growth is to be accommodated, beyond that already identified.</p> <p>By 2040, Ballina Shire will require approximately 4,400 additional homes to accommodate 8,700 additional residents.</p> <p>As documented in the LSPS, BSC has an ample supply of previously identified potential residential land, that fulfills population and dwelling projections to 2040. Based on these projections, it is considered that additional areas of land release are unnecessary to fulfill the forecast demands to 2040. Additionally, all previously identified Strategic Urban Growth Areas are subject to Action 13.1 <i>Review the location of the Strategic Urban Growth Areas (SUGA) identified in Ballina LEP 2012</i> in order to ensure suitability.</p> <p>Planning Priority 3 under the <i>Prosperous Economy</i> theme contains actions to stimulate economic activity and provide improved access to local services and facilities. These include to prepare a precinct plan for land in proximity to Ballina Hospital. There is no strategic impetus to relocate the hospital or construct an additional hospital. It is instead proposed that the hospital is upgraded and a health precinct is facilitated to allow for hospital associated land uses.</p> <p><b>Recommendation: No change to LSPS</b></p>
7. <i>Caroline Paidasch-Murphy</i>	<p>The submission proposes that 33 hectares of council owned land proximal to the Airport of Council should be developed into an entertainment precinct. The submission outlines an indicative masterplan for the development. It includes a skate park, recreational land, open cinema and amphitheater, as well as proposing other land uses including residential.</p> <p>Indicates that the 'X building' could anchor the precinct.</p>	<p>Planning Priority 3 <i>Stimulate economic activity, and provide improved access to local services and facilities such as Ballina Hospital, Ballina Byron Gateway Airport, and education facilities</i> currently includes Action 3.4 <i>Prepare a master plan for Southern Cross Industrial Estate Expansion Area which incorporates the airport precinct</i>. This action will consider the range of uses that would be appropriate to facilitate at an airport location.</p> <p>In addition, Action 7.1 <i>Maintain a watching brief for opportunities provided by the increased connectivity to South Eastern Queensland (Includes potential for a food industry and tourism hub near Ballina Byron Gateway Airport)</i>.</p> <p>It is considered that the preparation of a master plan for the Southern Cross Industrial Estate Expansion Area will explore development potential for the site and no change to the LSPS are required at this time to reflect specific site planning.</p> <p><b>Recommendation: No change to LSPS</b></p>

Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
8. <i>Caroline Paldasch-Murphy</i>	Indicates that Ballina Shire Council could facilitate an experimental 'soil-building program' to improve soil quality and reduce food waste in the Shire, located on land owned by the submitter located in South Ballina.	Noted. It is not appropriate for the consideration of specific development proposals on individual sites in the LSPS. This issue is best considered through the development assessment process.  <b>Recommendation: No change to LSPS</b>
9. <i>Coopers Advisors (on behalf of John Mudge)</i>	<p>Indicates that BSC will have a potential 'mega-legal liability' due to sea level rise relating to the 'mega developments' located at Cumbalum/Kinvara, Lennox Head and Ballina. Also indicates that the infill development proposed in the LSPS is not suitable for BSC due to low uptake.</p> <p>Indicates that the forecasted residential land supply should be reduced with the removal of land impacted by the above, and the shortfall be located at the submitter's land (Lot 18 DP 1046117 and Lot 3 DP 112820, as shown below).</p> <p>Further indicates that this should be included as an action item to amend the LEP within 12 months to allow the required rezoning.</p> <p>Indicates that potential SUGAs in Ward C has been neglected in favour of coastal areas.</p>  <p>Indicates disapproval of the community feedback process and indicates that the exhibition process is an 'administrative tick and flick'.</p>	<p>Plans for developments at Cumbalum/Kinvara and Lennox Head were adopted by BSC in the local growth management strategy 2012. The rezoning of lands within identified SUGAs in Cumbalum/Kinvara, Lennox Head and Skennars Head have taken into account risks associated with coastal processes and flooding (including projected sea-level rise) and have located residential and commercial areas only on lands that are not affected by these hazards (to the extent these hazards have been so defined). The LSPS synthesizes council's adopted strategic plans and as a result the growth management strategies are consistent with other current plans.</p> <p>Actions to support Planning Priority 14 include the review of the location of Strategic Urban Growth Areas (SUGA) identified in Ballina LEP 2012. All SUGAs will be reviewed to determine their development suitability. Specific information regarding development in flood prone areas can be found in the DCP.</p> <p>Housing density and diversity can support critical infrastructure, connect neighbourhoods and help provide greater options for people to age in place. Infill development is a critical component of increasing housing diversity and rezonings have commenced to facilitate this as specified in plans such as the Alstonville Strategic Plan and the Wardell Strategic Plan.</p> <p>The land which the submission intended to house the supposed residential land shortfall is inappropriate for residential development, and it is not consistent with the North Coast Regional Plan or any Ballina Shire Council strategy to rezone. The land is currently zoned RU1 and is mapped as Regionally Significant Farmland and must be protected under Direction 11 of the North Coast Regional Plan. This is seen in the brown colour <i>regional significant farmland</i> overlay on Council's GIS platform.</p> <p>The draft LSPS was prepared and exhibited in accordance with requirements of Section 3.9 of the Environmental Planning and Assessment Act 1979. Following the exhibition period, all community and agency submissions have been considered on merit and included in a report discussed at a council Ordinary Meeting. The LSPS is required to be adopted and visible on the NSW Planning Portal by 1 July 2020. As the exhibition period finished on 20 March 2020, there is considered to be ample time to make any changes to the LSPS based on the submissions received in the exhibition period.</p> <p><b>Recommendation: No change to LSPS</b></p>

Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
<p>10. BBC Consulting Planners (on behalf of Jan Sigley)</p>	<p>Indicates support for the intent of the LSPS and the long-term planning strategy. The submission is specifically regarding Tintenbar and indicates that land owned by Ms. Sigley (approximately 10.7 hectares located at the southern part of the village area) is appropriately located to deliver the strategic actions as stated in the Rural Settlement Character Statements (RSCS).</p>	<p>The consideration of specific lands for future urban development is undertaken in the context of Council's local growth management strategy framework. The local growth management strategy is the appropriate place for Council to detail its strategic framework for managing the demand for housing and commercial development. Additionally, an added action of the LSPS is to develop a Shire-wide housing strategy.</p> <p>Potential Strategic Actions identified in the RSCS of relevance to the LSPS (on page 49 of LSPS):</p> <ul style="list-style-type: none"> <li>• Provide improved rural housing options to retain population.</li> <li>• Keep the locality low density and low rise to retain its rural charm, but reconsider dwellings on rural lots close to the hamlet centre to support the level of services.</li> <li>• Consider dwelling entitlements on existing small lots where access and services are appropriate.</li> <li>• Permit detached rural dual occupancy where services and access are appropriate.</li> <li>• Consider shared path between George Street and the sports fields.</li> </ul> <p>The submission is noted.</p> <p><b>Recommendation: No change to LSPS</b></p>
<p>11. Northern Rivers Land Solutions</p>	<p>Indicates that the submission is on behalf of a number of Newrybar residents. Submission indicates that Newrybar should be considered to be suitable for some small-scale residential expansion in order to improve the viability of businesses within the village and ease development pressure currently felt in the village.</p> <p>Indicates that a future Planning Proposal could be made to rezone parts of Newrybar to a RU5 Village zone which would allow for an appropriate level of expansion within the village.</p> <p>The submission requests that the wording of page 48 relating to Newrybar is amended to allow for consideration of urban expansion in Newrybar in the local growth management strategy. Indicates that a submission will be provided during the development of the draft local growth management strategy.</p>	<p>The information on page 48 relates to direct outcomes from the Regional Settlement Character Statement developed in 2012.</p> <p>The consideration of specific lands for future urban development is undertaken in the context of Council's local growth management strategy framework. The local growth management strategy is the appropriate place for Council to detail its strategic framework for managing the demand for housing and commercial development.</p> <p>Land has not been identified for residential development in Newrybar as there is ample residential land supply within the Shire which has been previously identified. It is not considered a priority in the LSPS to explore the required rezonings to facilitate increased residential development in Newrybar.</p> <p>A submission to the draft local growth management strategy once on exhibition is welcomed.</p> <p><b>Recommendation: No change to LSPS</b></p>

## Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
12 <i>Ballina Environmental Society</i>	<p>Submission indicates that the LSPS could be more explicit in its intent to protect the environment.</p> <p>Indicates that water resource management should be included in the LSPS and the DCP should be amended to include the mandatory provision of rainwater tanks for new dwellings. Also indicates that housing diversity requires strong environmental provisions.</p> <p>Indicates that the DCP should contain more environmental control mechanisms to encourage greater sustainability in new housing stock.</p> <p>The submission indicates that the LSPS should seek to expediate any climate change related actions (including the development of a 'climate action plan'), whilst citing support for the principles contained within the LSPS.</p>	<p>Under Planning Priority 10, <i>Ensure that new development is of a high standard in accordance with best practice guidelines applicable to Northern and Regional NSW</i>, adoption of the Government Architect NSW <i>Urban Design for Regional NSW</i> is specifically referenced and is strengthened through Action 10.1 and 10.2.</p> <p>The <i>Draft Urban Design for Regional NSW Guidelines</i> has a chapter on responding to climate impacts including new and infill housing. It is intended that through the process of adopting relevant state guidelines within the DCP review (under Planning Priority 10 and 11) that many of the submissions concerns will be addressed. Additionally, Action 11.2 <i>Review land use planning controls and policy to incorporate best practice climate adaptation and resilience responses, current risk projections and relevant State Government directions</i> will continue this process.</p> <p>Regarding water management, in order to deliver on the growth projected within the LSPS, the associated infrastructure requirements will be detailed in future Ballina Shire Council's Delivery Program and Operational Plans, which form part of Council's Integrated Planning and Reporting Framework. For example, one of the current Operational Plan Activities is the Maintenance of contemporary Water and Wastewater Developer Contribution Plans.</p> <p>The LSPS contains many actions which are to be immediately commenced to respond to the challenges of climate change, including the development of a biodiversity strategy and a review of Council's Climate Action Strategy. Both of these strategies are due to commence preparation in 2020 and will be available for review on Council's website during the exhibition period.</p> <p><b>Recommendation: No change to LSPS</b></p>

Local Strategic Planning Statement submissions summary

<p>13. <i>Lennox Head Residents' Association (LHRA)</i></p>	<p>Indicates general support for the LSPS.</p> <p>Indicates support for Planning Priority 2 <i>Encourage urban design which increases chances for social interaction and connectedness</i>, noting the importance of providing localized connection within the Shire.</p> <p>Regarding the Rural Settlement Character Statement information on page 46, the submission indicates that the LSPS should seek to prioritise the amenity of rural areas when allowing development, to protect against residential areas becoming 'entertainment precincts'.</p> <p>The submission indicates that current wording in Planning Priority 10 <i>Maximise opportunities associated with the growth of South Eastern Queensland and the increased connectivity provided by the upgraded Pacific Motorway and digital technology</i> is too strong and currently reads that the Priority benefits SEQ more than Ballina Shire Council. It is therefore recommended that the word 'maximise' is replaced with 'utilise' or 'take advantage of'.</p> <p>The submission also indicates titling climate change as 'the elephant in the room' (page 57) infers that BSC is presently ignoring it. The submission indicates support for reaching zero carbon neutrality sooner than 2040 and recommend specific actions be included which outline ways to achieve this, such as the use of vegetation to cool overall temperatures.</p> <p>The submission indicates that water management should be included in the LSPS, particularly regarding sewerage capacity and on-site rain harvesting.</p> <p>Recommends that two planning priorities should be under different themes:</p> <ul style="list-style-type: none"> <li>- Planning Priority 10 from Engaged Leadership to Prosperous Economy</li> <li>- Planning Priority 14 <i>Ballina Shire Council to provide leadership in mitigating and adapting to climate change</i> from Healthy Environment to Engaged Leadership</li> </ul>	<p>Localised connection within the Shire is supported by the inclusion of Action 2.3 which will facilitate active travel infrastructure which will assist in fostering a sense of community in local areas.</p> <p>The LSPS aims to balance rural amenity and future economic activities. Planning priority 4 includes a specific action <i>4.2 Prepare an LEP amendment to restrict function centres within rural areas</i> in order to limit development which would have adverse impacts on existing rural areas.</p> <p>It is understood that managing the impacts of climate change will remain an enduring priority for Council in the years to 2040, particularly when considering Ballina Shire's topographical challenges. It is considered to be important to leave the title <i>"The elephant in the room"</i> to make a clear statement that managing and mitigating climate change impacts requires ongoing and firm commitment. The declaration of a Climate Emergency in 2019 by Council marks the beginning of responding to the changing ways land use decisions will need to be considered into the future. The statement <i>"the elephant in the room"</i> reminds us that there is more work to do.</p> <p>Planning Priority 2 includes an action that requires consideration of the draft Urban Design for Regional NSW guidelines when designing new or renewed public spaces and street works. The draft guidelines specify consideration of measures to enable provision of shade to lessen the urban heat island effect when designing new or renewed components of the public realm.</p> <p>While the concerns regarding water management are acknowledged, they are not deemed to be relevant for inclusion in this 20 year land use visioning strategy, and are instead detailed in Council's Urban Water Management Strategy. This strategy will be updated to align reflect the IWCM under the current Delivery Program. Other relevant information is contained in the Ballina Lennox Head Recycled Water Master Plan (2007) and Rous Water's <a href="#">Future Water Strategy</a>.</p> <p>Moving Planning Priority 10 from Engaged Leadership to Prosperous Economy is supported, as is moving Planning Priority 14 from Healthy Environment to Engaged Leadership. Both changes have been reflected throughout the document.</p> <p><b>Recommendations:</b></p> <ol style="list-style-type: none"> <li>1. <b>Insert Action 2.3 Prepare DCP design guidelines which encourage active travel infrastructure around trip generators such as schools, major retail hubs, hospitals and large developments.</b></li> <li>2. <b>Add additional wording in the rationale for Planning Priority 4 so that the final sentence explicitly references preserving rural amenity, and reads: <i>This planning priority proposes to actions that assist to protect the Shire's rural hinterland from inappropriate development so</i></b></li> </ol>
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Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
		<p><i>as to maximise the economic potential of these areas, while preserving the rural amenity.</i></p> <p><b>3. Move the existing Planning Priority 10 from Engaged Leadership to Prosperous Economy</b></p> <p><b>4. Move Planning Priority 14 from Healthy Environment to Engaged Leadership</b></p>
<p>14. Cancer Council NSW</p>	<p>Encourages council to ensure the value of shade for UV protection and other co-benefits are fully recognized. The submission states that UV radiation causes 95% of melanomas and 99% of non-melanoma skin cancers in Australia.</p>	<p>Planning Priority 2 encourages urban design which increases chances for social interaction and connectedness. Ensuring appropriate shade in the public domain makes them more attractive and facilitates greater use during times of heat and rain. It is acknowledged that our region has a high rate of skin cancers, so it is important to provide appropriate shade.</p> <p>Action 2.2 requires consideration of the draft Urban Design for Regional NSW guidelines when designing new or renewed public spaces and street works. The draft guidelines specify consideration of measures to enable provision of shade to lessen the urban heat island effect when designing new or renewed components of the public realm.</p> <p><b>Recommendation: No change to LSPS</b></p>
<p>15. NSW Rural Fire Service</p>	<p>Indicates that a Planning Priority and associated action should be added to explicitly reference bushfire considerations in the strategic planning context. Recommends that the Priority is added under the Economic Prosperity theme.</p>	<p>Planning Priority 14 <i>Focus development to areas of least biodiversity sensitivity and least exposure to natural hazards such as flooding and bush fire risk</i> contains actions which respond to the ongoing need to review planning controls in order to consider the most up to date information on matters including bush fire risk:</p> <ul style="list-style-type: none"> <li>- Action 14.3 <i>Reduce the risk from natural hazards, including the projected effects of climate change, by identifying, avoiding and managing vulnerable areas and hazards.</i></li> <li>- Action 14.4 <i>Incorporate new knowledge on regional climate projections and related cumulative impacts in local plans with a particular focus on areas proposed for new urban development.</i></li> <li>- Action 14.5 <i>Review LEP and DCP controls following updates to floodplain, bushfire and coastal management risk mapping.</i></li> </ul> <p>It is considered that Planning Priority 14 and associated rationale adequately outlines the strategic planning response to bush fire considerations.</p> <p><b>Recommendation: No change to LSPS</b></p>

Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
<p>16. <i>Northern NSW Local Health District – Health Promotion</i></p>	<p>The submission indicates strong support for Planning Priorities and actions within the LSPS and the focus on land use planning which is supportive of health.</p> <p>The submission indicates that the LSPS would be strengthened by a specific action to improve walking and cycling infrastructure in the Shire, particularly between 'attractors' (high trip generators) such as schools, workplaces and the hospital.</p> <p>Indicates that Planning Priority 2 should include reference to the provision of shade as Ballina Local Government Area has been identified as a 'melanoma hotspot' by the Cancer Institute NSW.</p> <p>The submission would support additional actions which sought to promote access to fresh, healthy food, such as restricting the density and proximity of fast food outlets to vulnerable populations and increasing access to drinking water in public spaces.</p>	<p>Active travel infrastructure provision is relevant to Planning Priorities 2, 5, 10 and 11 and all Planning Themes and is considered to be best placed within Planning Theme 1 – Connected Communities with a dedicated action.</p> <p>Planning Priority 2 encourages urban design which increases chances for social interaction and connectedness. Ensuring appropriate shade in the public domain makes them more attractive and facilitates greater use during times of heat and rain. It is acknowledged that our region has a high rate of skin cancers, so it is important to provide appropriate shade. Action 2.2 requires consideration of the draft Urban Design for Regional NSW guidelines when designing new or renewed public spaces and street works. The draft guidelines specify consideration of measures to enable provision of shade to lessen the urban heat island effect when designing new or renewed components of the public realm.</p> <p>Regarding fast food outlets, there is no mechanism to prohibit such outlets under the <i>Environmental Planning and Assessment Act 1979</i> and as such only related amenity impacts can be addressed through the planning system.</p> <p><b>Recommendations:</b></p> <p><b>1. Insert Action 2.3 Prepare DCP design guidelines which encourage active travel infrastructure around trip generators such as schools, major retail hubs, hospitals and large developments.</b></p>
<p>17. <i>Cancer Institute NSW</i></p>	<p>The submission indicates that there is a role for local policy to play in shade provision and skin cancer prevention. The submission outlines that Australia has the highest rate of melanoma in the world, and that skin cancer is the most common cancer in Australia, with 2 in 3 people diagnosed in their lifetime.</p>	<p>Noted.</p> <p>Planning Priority 2 encourages urban design which increases chances for social interaction and connectedness. Ensuring appropriate shade in the public domain makes them more attractive and facilitates greater use during times of heat and rain. It is acknowledged that our region has a high rate of skin cancers, so it is important to provide appropriate shade. Action 2.2 requires consideration of the draft Urban Design for Regional NSW guidelines when designing new or renewed public spaces and street works. The draft guidelines specify consideration of measures to enable provision of shade to lessen the urban heat island effect when designing new or renewed components of the public realm.</p> <p><b>Recommendation: No change to LSPS.</b></p>



## Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
18. <i>NSW Department of Premier and Cabinet</i>	<p>NSW Department of Premier &amp; Cabinet advise that they are supportive of the LSPS, but suggest that Council provide a greater level of information on Council's heritage and how it is considered during planning, including articulating how consultation with the Aboriginal Community (as identified in the DPOP) is implemented through the LSPS.</p> <p>Indicates further articulation of heritage could be considered as it related to the character of an area and reflect on the history of Ballina.</p>	<p>The LSPS has been amended to insert Action 9.3 to review and refresh the Ballina Shire Cultural plan (2014-2020). It is anticipated that this plan will outline Council's commitment and methodology when consulting with all stakeholders, including the Aboriginal community on matters including those relating to land use.</p> <p>Content has been added in the <i>Our Shire</i> section which articulates the cultural heritage that is valued within the Shire.</p> <p><b>Recommendations:</b></p> <ol style="list-style-type: none"> <li>1. <b>Insert Action 9.3 to review and refresh the Ballina Shire Cultural plan (2014-2020)</b></li> <li>2. <b>Insert content in the <i>Our Shire</i> section which articulates the cultural heritage that is valued within the Shire</b></li> <li>3. <b>Insert Action 9.4 to develop a Memorandum of Understanding with Jali Local Aboriginal Land Council</b></li> </ol>
19. <i>Transport for NSW – Regional Strategy</i>	<p>Indicates that there is good alignment between LSPS and the North Coast Regional Plan. Submission indicates that connectivity of walking and cycling paths should be prioritised around key places such as schools, the hospital, main streets and shopping areas to enable greater access for everyone in the Shire. Also suggests that key trip generators should be supported with end-of-trip facilities</p> <p>The submission supports the facilitation of infill development within the Shire.</p> <p>Indicated that wayfinding should be encouraged.</p>	<p>Active travel infrastructure provision is relevant to Planning Priorities 2, 5, 10 and 11 and all Planning Themes and is considered to be best placed within Planning Theme 1 – Connected Communities with a dedicated action.</p> <p><b>Recommendation: Insert Action 2.3 Prepare DCP design guidelines which encourage active travel infrastructure around trip generators such as schools, major retail hubs, hospitals and large developments.</b></p>
20. <i>NSW Department of Primary Industries – Agriculture</i>	<p>The submission indicates support for the content of the LSPS, particularly of the proposed preparation of the Agricultural Land Use Strategy, as well as the proposed continued engagement with the Northern Rivers Joint Organisation (NRJO) to develop a regional approach to the release of land for housing and industrial purposes, and the locating of key industries.</p>	<p>Noted</p> <p><b>Recommended: No change to LSPS.</b></p>

Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
<p>21. <i>Department of Primary Industries – DPI Fisheries</i></p>	<p>Indicates that the development of an Agricultural Land Use Strategy (relating to Planning Priority 12) should recognize the benefits of best practice environmental management and ensure that adequate provision for implementation are incorporated within LEP and CSP. Indicates that this will assist in minimizing negative impacts to adjacent and downstream key fish habitats. This information should also be considered in relation to Council's leadership in mitigation and adapting to climate change (Planning Priority 11).</p> <p>Indicates that maps of key fish habitat and other resources related to biodiversity developed by DPI Fisheries within the Ballina LGA should be considered during the preparation of the Biodiversity Strategy (Planning Priority 13).</p> <p>Indicates supports for Planning Priority 14. Indicates the Priority could be further strengthened with actions which allow for identification of lands which can be rehabilitated to be areas of high biodiversity value.</p>	<p>Matters raised with respect to agricultural land use impacts on downstream environments will also be considered in the context of the agricultural land use strategy. This submission has been internally forwarded to the Environmental Science team for their consideration of this submission in developing the Biodiversity Strategy.</p> <p>Submission noted.</p> <p><b>Recommendation: No change to LSPS</b></p>

Local Strategic Planning Statement submissions summary

<p>22. NSW Department of Planning, Industry and Environment – Northern Region</p>	<p>Indicates that the LSPS should be amended to include all significant land use planning actions Council wide as actions within the LSPS.</p> <p>Indicates that population projections used in the LSPS are higher than the projections used by DPIE and suggests that the LSPS uses DPIE forecasting.</p> <p>Indicates that the LSPS provides a limited response to Action 23.2 in the Regional Plan, and could consider the preparation of a Housing Strategy, based on DPIE guidance.</p> <p>Indicates that the Russellton Expansion Area should be precluded as an investigation area due to its classification as State Significant Farmland.</p> <p>Indicates that there is no Planning Priority regarding tourism which responds to Direction 8 in the Regional Plan.</p> <p>Recommends that SUGA reviews should be done in line with the North Coast Settlement Planning Guidelines prior to any amendment to a SUGA and subsequent rezoning.</p> <p>Indicates that DPIE would be unable to support the third village concept which is referenced in the context of future planning for climate change management.</p> <p>Indicates that there is currently no Planning Priority in response to the Regional Plan directions regarding Aboriginal Heritage.</p>	<p>Appendix 4 of the LSPS was included specifically to align with current CSP, DPOP and NCRP actions. The Planning Priorities and Actions contained in the LSPS build on the strategic land use planning actions already contained within the CSP and DPOP. To enable a focus on land use planning actions which have not already been documented, existing actions of the DPOP, which includes review of the LEP in 2020/2021, have not been duplicated within the body of the LSPS but have instead been included in Appendix 4 for reference. It is proposed that the LSPS can be amended to include clearer lines of sight between NCRP 2036 directions, CSP themes and LSPS Planning Priorities.</p> <p>Previous versions of the Department’s projections (in particular) appeared to be based on a period of relatively low growth (post the GFC) which did not take into account the availability and distribution of greenfield residential development sites in Ballina Shire and the broader region.</p> <p>In this regard, the period of post-GFC low growth has been replaced by higher rates of residential development, as financial barriers, rezoning processes and development consent issues have been addressed for a number of large residential development projects in the Shire. Further, Ballina Shire has significant greenfield development areas at an advanced stage of the development pipeline, as outlined in the draft LSPS, whereas other LGAs in the region do not.</p> <p>In addition, the coastal location of a number of these release areas (particularly those in Lennox Head and Skennars Head) support a higher level of residential demand relative to other non-coastal LGAs in the region. The profile ID population forecasts involve a multi-component modelling process which takes into account residential development drivers additional to demographic drivers of cohort component modelling and household propensities.</p> <p>Council has also found that the profile ID projections are more accurately tracking actual population and development growth, relative to the Department’s projections. For example, the Department’s projections suggest an average of 190 additional lots will be developed per year in Ballina Shire between 2016 and 2021. However, the average annual number of lots approved so far since 2016 (FY2016/17-FY2018/19) has been 507 lots per year.</p> <p>As part of the local growth management strategy review, BSC are soon to commence preparing a Housing Strategy. This will be added as an action under Planning Priority 6 and is in response to Action 23.3 of the NCRP 2036.</p> <p>Review of the SUGAs (Action 14.1) will occur in the context of the review of the local growth management strategy, which will be done in accordance with the Department’s settlement planning guidelines. The wording of the Action has been amended to reflect this.</p> <p>The land known as the Russellton Expansion Area has been previously identified for further investigation into its suitability for industrial land in the adopted Wollongbar Strategic Plan. It is noted that that the area has some constraints and its investigation into suitability is proposed to remain as a Planning Priority within the LSPS.</p>
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## Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
		<p>Planning Priority 4 directly responds to Action 8.2, as it seeks to "Encourage activities within the rural hinterland that stimulate economic activity by value adding to farm based production and that promote rural tourism". The establishment of a tourism hub near the Airport is also referenced in Action 7.1. It is noted that the relevant actions were an omission from Appendix 4 and have been added to rectify this.</p> <p>The third plateau village is a vague concept suggested as a possible consideration in the 2040s to manage possible 'climigration' in the Shire. There is no strategic intent or action within the LSPS to proceed with planning investigations to establish its feasibility. Reference to the 'third village' is proposed to remain in the LSPS to reference the challenges that BCS will likely be confronting during the life of the plan.</p> <p>It is acknowledged that protecting and promoting Aboriginal cultural heritage through future land use requires additional information and actions in the LSPS. Content to strengthen Planning Priority 9 rationale in terms of Aboriginal heritage and collaboration (Direction 16 of NCRP) has been added. Content in the <i>Our Shire</i> section has also been inserted which articulates the cultural heritage that is valued within the Shire.</p> <p><b>Recommendations:</b></p> <ol style="list-style-type: none"> <li>1. Amend each theme page 'line of sight' to include a clear table of NCRP 2036 directions, CSP themes and LSPS Planning Priorities</li> <li>2. No change to demographic data used</li> <li>3. Add Action 6.4 <i>Prepare a Housing Strategy as part of the review of the local growth management strategy (immediate)</i></li> <li>4. No change to Planning Priority 5</li> <li>5. Add Planning Priority 4 as a response to Direction 8 of the NCRP in Appendix 4</li> <li>6. Add Direction 8 of NCRP to line of sight on Prosperous Economy theme introduction (page 71)</li> <li>7. Add wording to support strategic alignment with regional settlement planning to Action 14.1 so it reads: <i>Review the location of the Strategic Urban Growth Areas (SUGA) identified in Ballina LEP 2012 in accordance with the North Coast Settlement Planning Guidelines</i></li> <li>8. No change to reference of the third plateau village concept on page 59</li> <li>9. Insert Action 9.3 to review and refresh the Ballina Shire Cultural plan (2014-2020)</li> <li>10. Insert content in the <i>Our Shire</i> section which articulates the aboriginal cultural heritage that is valued within the Shire</li> <li>11. Insert Action 9.4 to develop a Memorandum of Understanding with Jali Local Aboriginal Land Council</li> </ol>

## 8.9 Ballina Shire Local Strategic Planning Statement

### Local Strategic Planning Statement submissions summary

Submission No.	Summary of issues	Comments
23. <i>Department of Planning, Industry and Environment – Crown Land</i>	Indicates that "nothing in an LSPS should restrict any action permissible or any future land use objectives as set out in an adopted Plan of Management for Crown Land"	Noted.  <b>Recommendation: No change to LSPS.</b>

Local Strategic Planning Statement submissions summary

<p>24. NSW Department of Planning, Industry and Environment – Biodiversity and Conservation Division (BCD)</p>	<p>Whilst acknowledging constraints about the length of the overall document, the submission indicates that there is a lack of detail and it is unclear how the actions in the LSPS will achieve the desired planning outcomes.</p> <p>Indicates that the LSPS requires further detail on how the Directions of the North Coast Regional Plan (NCRP) will be achieved.</p> <p>Indicates that Planning Priority 12 <i>Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy</i> be expanded to manage all rural lands, not just for current agricultural uses.</p> <p>Indicates that the LSPS should provide actions to identify the rural values which require protection and enhancement (relating to Planning Priority 12).</p> <p>Indicates that Planning Priority 13 <i>Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented</i> requires further actions in order to achieve the priority.</p> <p>Recommends that the following passage be included in the LSPS: <i>The Integrated Regional Vulnerability Assessment: North Coast of New South Wales (2016) and the North Coast Enabling Regional Adaption region report (2019) provide a strong evidence base for identifying adaption pathways and opportunities to minimise climate impacts on local communities.</i></p> <p>Indicates support for Action 14.2.</p> <p>Indicates that the information on page 60 (emissions snapshot) should be replaced with the data found in Appendix 5.</p> <p>Indicates the LSPS should include an Action which outlines priority to collaborate with Aboriginal communities to request and protect Aboriginal culture and heritage.</p> <p>Indicates that Actions relating to the protection of water quality and waterway health should be included in the LSPS.</p> <p>Indicates that specific recommendations contained in an original submission from BCD on the draft LSPS are included within the LSPS.</p>	<p>A summary of all 25 Directions of the NCRP mapped against BSC Strategic Planning responses, through Delivery Program and Operational Plan as well as LSPS is currently found in Appendix 4 (page 101). It is considered appropriate to add text to the body of the document to articulate how the 25 Directions will be achieved through Ballina Shire Council's strategic planning processes.</p> <p>Whilst the need to manage all rural lands is acknowledged, to achieve Direction 13 of the NCRP (Sustainably manage natural resources), Ballina Shire Council anticipates that this will be considered through the existing programmed preparation of a Biodiversity Strategy and the review process applicable to the LEP 2012 and the Growth Management Strategy. Therefore, it is not recommended that this LSPS expands Planning Priority 12 to include the management of all rural lands. It is also anticipated that the existing Actions of Priority 13 <i>Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented</i> will lead on to further work to manage rural lands.</p> <p>Council's CSP contains outcomes which address some of the concerns raised regarding water and waterway management in Outcome HE1.2. As outlined on page 8, Actions contained in Council's CSP, Delivery Program and Operational Program have not been duplicated in the LSPS.</p> <p>The rural values requiring protection and enhancement will be captured through the actions in Planning Priority 13, particularly through the incorporation of relevant provisions within the LEP, DCP and Policy (Action 13.1). In addition, Outcome HE1.3 in Council's CSP relates to the protection and enhancement of our natural environment.</p> <p>In the interests of brevity and in order to provide regional context to the LSPS, the emissions data on Page 60 is proposed to remain and be supported by Appendix 5.</p> <p><b>Recommendations:</b></p> <ol style="list-style-type: none"> <li><b>1. Incorporate Appendix 4 into the body of the LSPS, by providing the relevant information in a table at the start of each Planning Theme.</b></li> <li><b>2. Insert Action 9.3 to review and refresh the Ballina Shire Cultural plan (2014-2020)</b></li> <li><b>3. Insert Action 9.4 to develop a Memorandum of Understanding with Jali Local Aboriginal Land Council</b></li> <li><b>4. The following text has been added to the rationale for Planning Priority 11: <i>The Integrated Regional Vulnerability Assessment: North Coast of New South Wales (2016) and the North Coast Enabling Regional Adaption region report (2019) provide a strong evidence base for identifying adaption pathways and opportunities to minimise climate impacts on local communities.</i></b></li> </ol>
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Local Strategic Planning Statement submissions summary

**Laura Oakley**

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**From:** noreply=ballina.nsw.gov.au@mg.paperform.co on behalf of Ballina Shire Council  
<noreply@ballina.nsw.gov.au>  
**Sent:** Wednesday, 26 February 2020 3:05 PM  
**To:** Sue Meehan External  
**Subject:** Documents on Exhibition - Draft Ballina Shire Local Strategic Planning Statement  
2020 - 2040

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## Feedback for Documents on Exhibition

**Submitted At**

2020-02-26 15:04:42

**Name of exhibited document you want to make comment on.**

Draft Ballina Shire Local Strategic Planning Statement 2020 - 2040

**Your Name**

Susan Meehan

**Phone Number**

431685666

**Your email?**

psmeehan@bigpond.com

**Having read the document, is it easy to read and understand?**

No

**Please provide any suggestions for improvement.**

This is a complex and wordy document and needs very careful reading.

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

I believe Ballina Shire have provided enough zoned land in Lennox and Ballina,  
absolutely NO more please.



Any new zoning should be in Alstonville. The buffer is a complete anomaly and the no growth mindset is killing the businesses of town while the character of Ballina and Lennox is completely altered. Allowing development of new housing estates and expansion of Russellton Industrial Estate would revitalise town with new YOUNG families and affordable housing.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

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**Laura Oakley**

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**From:** Kristina Santos <krissyfranks@icloud.com>  
**Sent:** Monday, 17 February 2020 6:36 PM  
**To:** Ballina Shire Council  
**Subject:** Feedback on 20 year vision for Lennox Head

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

My name is Kristina Franks and I would like to make some requests and suggestions as follows:

Pedestrian crossings on North Creek Road to accomodate School kids crossing to catch the bus or walk.

Venue to host live music for the public.

Free or discounted pricing so the community has access to some community spaces for a variety of uses.

Sent from my iPhone

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**Laura Oakley**

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**From:** noreply=ballina.nsw.gov.au@mg.paperform.co on behalf of Ballina Shire Council  
<noreply@ballina.nsw.gov.au>  
**Sent:** Monday, 6 March 2020 : 5 M  
**To:** a brown 2@bigpond.com  
**Subject:** Documents on Exhibition - Draft Ballina Shire Local Strategic Planning Statement 2020 - 2040

**CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.**

## Feedback for Documents on Exhibition

**Submitted At**

2020-03-16 11:14:55

**Name of exhibited document you want to make comment on.**

Draft Ballina Shire Local Strategic Planning Statement 2020 - 2040

**Your Name**

Alan Brown.

**Phone Number**

0402133834

**Your email?**

a brown12@bigpond.com

**Having read the document, is it easy to read and understand?**

No

**Please provide any suggestions for improvement.**

I have read the document to the best of my ability but found it difficult in part to understand in part. It is very long and may also be difficult for others to comprehend the technical details contained in it. However I did attend the presentation by laus ezingar at the A ard meeting on 10th March last which allowed me to understand

the document is contents a little better and I believe that such a presentation on such an important matter would benefit the community's understanding of it more fully. A better communication between council and the community on this matter would be of interest to many.

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

The only comment I would make on this matter would be to criticise the lack of information as to what infrastructure will be required to accompany the future of Ballina in this 20 year plan. I found that not included was the mention of what will be required to achieve the ultimate result in this plan is ROADS, TRAFFI CONTROL, STREET LIGHTING, SEWERAGE, WATER, GARBAGE with the possibility of other necessary matters which need addressing over a period of 20 years.

I thank you for this opportunity to make this submission.

Alan Brown - Ballina.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

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**Terry and Sue Prendergast**  
1336 Teven Road, Alstonville NSW 2477

Mr Paul Hickey  
The General Manager  
Ballina Shire Council  
PO Box 450 Ballina NSW 2478

**3 January, 2020**

**Reference: Lot(s) 1-2 DP 1182136 and deferred matters associated with Ballina Shire LEP**

Dear Paul,

We seek to understand what actions are occurring to resolve the outstanding matters of the Ballina Shire Council local environment plan with respect to our property lot(s) 1-2 DP 1182136. When does council intend to have these deferred matters resolved?

Our property is located in, what has in the past been known as, the 7(i) zone therefore it is considered as a "deferred matter" and instead remains under the 1987 Ballina local environment plan which was published 33 years ago (four decades have past!).

In 2016, Rob Stokes MP, NSW Minister for Planning made a direction under Section 117(2) of the Environmental Planning and Assessment Act 1979 that is relevant to this query. Our understanding is that this matter was to be resolved by 30 June, 2017 and funds were allocated to allow this to occur.

**Why hasn't this matter been resolved?**

The uncertainty posed by these overdue, deferred matters pose significant operational and financial burdens to landholders like us. Furthermore, there are additional disadvantages associated with land-holdings subject to deferred matters relating to new planning initiatives, and strategies (eg. permitted Detached Secondary Dwellings on rural areas.)

It is not reasonable, and it is not fair to leave these matters unattended, and ultimately unresolved for such a long period of time. Furthermore, It is not reasonable, and it is not fair to apply a planning instrument that is at least 33 years old while this matter remains deferred.

We look forward to correspondence from Ballina Shire Council outlining a response to the following questions:

1. Why do these matters affecting 7(i) remain deferred?
2. What actions underway or planned to expedite the resolution of deferred matters relating to 7(i) zoning?
3. How and when may we be meaningfully consulted about planning options and possible outcomes that will impact landholders?
4. When does Council expect the deferred matters associated with 7(i) finalised?

Regards,

Terry and Sue Prendergast

20 March 2020

Mr Klaus Kerzinger  
Strategic Planner  
Ballina Shire Council  
PO Box 450  
Ballina NSW 2478

Email: [Klaus.Kerzinger@ballina.nsw.gov.au](mailto:Klaus.Kerzinger@ballina.nsw.gov.au)

Dear Klaus,

**RE: Draft Ballina Shire Local Strategic Planning Statement 2020 – 2040**

Thank you for engaging with our community recently with regards to the draft LSPS currently on exhibition.

I am a resident of Lennox Head and a land owner in the Lennox Head town centre. I am also an active committee member of the Lennox Head Chamber of Commerce.

Here are a few aspects of the Draft Strategic Plan that I'd like to provide feedback on:

**Employment Lands for Lennox Head**

Lennox loses most of its working population on weekdays as they commute by car to Byron, Ballina & Lismore to their employment or businesses. It leaves our town centre quiet during the day (unlike Ballina). The imbalance increases the pressure on weekend trade and holiday periods to sustain our family run small businesses. It only takes a climate or weather related event like the recent bushfires to show this.

Future planning should seek to address this imbalance. A suitably sized area dedicated to Employment Lands (aka Industrial Area), such as the one located on Ross Lane, would do this.

Further, Lennox is home to a lot of entrepreneurial people, in particular many highly motivated women (often mothers) creating a second income from their spare room or garage. As their businesses grow they inevitably set up office & networks in other towns like Byron Bay. Current and future businesses of Lennox Head need more land zoned for employment related purposes.

Employment lands, potentially incorporating a live-work component, would satisfy the current and future needs of our entrepreneurs. It would also place less demand on our road network.

**Housing Density**

The last 20 years has seen several large housing-estate style development blocks approved, built or in the pipeline. This urban sprawl approach is unsustainable for many reasons: It impacts natural areas and farmland, places people at increasing distances from where they work, car dependency increases pollution and negatively impacts community health and wellbeing.

Future housing needs should be met by increasing density in our existing residential areas and town centres. Minimum lot sizes in Ballina stand at 1 lot per 200 sqm while in the town of Lennox Head the minimum lot size is 1 lot per 300 sqm.

To achieve a sustainable, healthy and economically successful shire, planning should use all of its tools. Satisfying future housing demand by increasing housing density in the Lennox Village area will improve the economic sustainability of the town centre and local family run businesses.

For this reason, reducing the minimum lot size in the Lennox Village area from 300sqm to 200sqm should be considered.

**Building height**

With few blocks left in Lennox Village for future residential development, a reduction in minimum lot size will only partially meet future housing demand and is likely to make only a modest contribution to improving the economic sustainability of the town centre.

Building height within the commercial boundaries of our town centre should be lifted to provide more opportunities for housing closer to the village and make it a safer place to be at night.

**Transport Diversity**

Ballina Shire Council needs to be doing a lot more to encourage transport diversity in Lennox Head.

As an example, The Hutley Drive North extension land purchase and roundabout project does little to encourage bike and pedestrian connections between the Epiq estate and the town centre. The land looks to have been purchased for the purpose of building a road only with little consideration given to encouraging bike usage or improving pedestrian connectivity.

A shared path and underpass should have been part of the land purchasing decision and the design process. Intrapac built an underpass to connect Aureus with Sharpes Beach. The same should have been done by Ballina Shire Council, assisted by developer contributions.

Lennox town centre has very few opportunities to build additional car parking and therefore all modes of transport (especially biking) need to be part of current and future transport planning for Lennox Head.

Sincerely,

Brad Pollard, Lennox Head

COMMENTS ON BALLINA STRATEGIC PLAN

Council's No 1 priority should be the construction of the Western Arterial Road (WAR). This piece of roadway is critical for the following reasons.

If an accident were to happen in the vicinity of either bridge over the canal, which resulted in traffic being prevented from crossing either bridge, it is a long, long, long way around, whereas, if the WAR were to be construction it would provide a reasonable alternative deviation. This is especially important now that the NSW Fire Brigade has located to the western side of the canal.

The construction of the WAR would also enable the following traffic movements without the need for traffic to enter Ballina Island.

The Southern Cross industrial area to West Ballina, the Bruxner Highway and the Pacific Motorway;

The Ballina airport to West Ballina, the Bruxner Highway and the Pacific Motorway;  
Ballina Heights, Cumberland to West Ballina, the Bruxner Highway and the Pacific Motorway;

With the construction of the North Creek Road bridge over North Creek and a new extension from Hutley Drive along the flood line to Byron Street at Lennox Head. Access would be provided between all points north of Ballina to West Ballina, the Bruxner Highway and the Pacific Motorway;

Far into the future, When Byron Bay, Ballina and Lismore grow into one Conurbation, this road will become the major arterial road for the area. As such it should be designed as a dual carriageway road but initially constructed as a two lane road.

Residential

The following areas should be rezoned to residential as they are too valuable as residential land to remain in their present zoning.

All that the land to the west and north of Compton Drive. This land to be zoned medium density;

All that land between Lighthouse Parade and Cedar Cres. This land to be zoned medium density;

All that land west of Pine Ave and the Coast Road between Manly Street, Links Ave and Angles Beach Drive that is not currently zoned residential with the exception of an environmental zone along the creek;

All that land west of Angels Beach Drive between North Creek and Chickiba Creek;

All that land east of Angels Beach Drive between North Creek and Eyles Drive which will involve filling the existing wetland and lake;

All that land between Owen Street, Bentinick Street and Kingsford Smith Drive. This land to be zoned medium density;

All that land between Angels Beach Drive and the properties fronting Cherry Street. This land to be zoned high density;

All the land between Angels Beach Drive, Tamarind Drive and the Canal. This land to be zoned high density;

That area east of Bayview Street and Short Street and south of Suvla Street. It will be important with this rezoning not to impede upon the views of the existing residents.

The development of these areas for residential purposes would make better use of existing infrastructure facilities as opposed to the extension of those facilities to outlying areas.



These areas provide better residential amenity than the outlying areas, with regard to location and or land better suited for residential construction.

#### Roadways.

Land sufficient to provide for the extension of Kerr Street north of the existing intersection with Tamarind Drive through the above mentioned proposed Residential area to link around to Angels Beach Drive should be zoned roadway. This will facilitate use of the existing traffic lights and provide a much easier route from Kerr Street to Angels Beach Drive thus relieving pressure on the existing Angels Beach Drive, Bangalow Road roundabout.

Land sufficient to provide for the deviation of Kingsford Smith Drive to Tamar Street should be zoned roadway and that part of Kingsford Smith Drives, between that road and River Street should be zoned recreation. The construction of this road will greatly improve the amenity of River Street as a result of fewer cars travelling through the street. It will however require a complete rethink of the parking in Tamar Street.

#### Botanical Garden

Part of the area of the existing Saunders Park should be rezoned to facilitate the establishment of a Botanical Garden and associated tourist uses. This area would exclude Fripp Oval which could be incorporated into the botanical park.

#### Sporting Complex

A major sporting complex should be developed off the WAR, to replace all the existing sporting fields proposed to be rezoned for other purposes. It should be of a size sufficient to be established as the main sporting facility within the Byron Bay, Lismore, Ballina region.

#### Industrial Land

Additional land to the North and West of the existing Southern Cross Industrial Area will be required to be zoned industrial to replace the existing Clark Street industrial area proposed to be rezoned Industrial, as well as provide for future industrial growth.

#### Film and TV precinct.

That land to the north of the proposed new airport access road should be zoned to facilitate film and TV production. Especially when one considers the penchant of so many in this industry to live in this area.

#### Wetlands

Sufficient land west of Angels Beach Drive and north of the Chickiba Creek should be zoned wetland to replace all the wetland proposed to be developed for urban development. Development of this site as a wetland would be limited to the amount of fill required for future urban developments. This site should also be developed in a manner suitable for tourist activities.

#### Shaws Bay

Council to liaise with the local boat clubs to develop Shaws Bay into one of the premiere boating courses in Australia and the land zoned accordingly.

Sufficient land on the eastern side of Shaws Bay at the point between the two bays should be zoned commercial to enable the establishment of a restaurant at this location.

**North Creek**

Sufficient land on either side of North Creek should be zoned recreation to facilitate the construction of a pathway and recreational activities along both sides of the creek extending from the existing path ways to Angels Beach Drive.

**Tourist Zone**

All that land bounded by Pine Ave, Suvla Street and Shelly Beach Road should be zoned 2T Tourist, with a simple planning table which says all things tourist.

**Regional Commercial Area**

An area adjacent to the WAR should be zoned commercial to facilitate the establishment of a regional commercial area. This location is central to the above mentioned conurbation of Byron Bay, Ballina and Lismore, located on what will become the major arterial road for the region. This land will not be required for a considerable amount of time but should be put aside now, so as to preserve it for future use. As the land is flood prone it will be necessary for all commercial buildings to be constructed above a ground level car parking area.

**Regional Hospital**

Sufficient land should be set aside adjacent to that mentioned above for a future Ballina Hospital. Due to its central location this land could be developed as the major hospital for the said conurbation.

# SUGAR BEACH FARM

20 March 2020

Mr Klaus Kerzinger  
Senior Strategic Planner  
Ballina Shire Council  
40 Cherry Street  
Ballina NSW 2040

Dear Mr Kerzinger,

Please see below a short submission for agricultural pursuits, closed-loop farming and market gardens for the South Ballina peninsula.

## **SOUTH BALLINA PENINSULA**

### **“Making South Ballina one of the most sustainable food sources in the Northern Rivers”**

Whilst doing the very intense research on our submission for the new airport precinct, we realised that opportunities for South Ballina needs to be addressed.

My husband, “CM” Murphy, perpetually talks about the golden opportunities in South Ballina but presently many parts of the South Ballina peninsula are held back by traditional farming that has been passed down from generation to generation.

CM, in the late '80s purchased 2,500 acres that had been traditionally farmed for decades to the point of very little top soil, negative soil nutrition and overrun by weeds.

This property was converted into organic in the early '90s and was one of the first broadacre organic farms in Australia. This farm became 4,000 acres of organic land and became a beacon for other Australian farmers looking for alternative farming practises. CM was regularly asked to speak at farming and agricultural conferences and interviewed many times within the Ag Trade media.

From a run-down sheep station, using sustainable farming practices, this property called Bethungra Park, became a leading producer of one of the first free-range organic meat chickens and one of the highest quality lamb producers in Australia, along with organic grains. Black Mountain Organic Lamb was exported to the best restaurants in Japan. Utilising the newly sprouted Fox Studios Farmers' Markets, the Murphy family's market stall of lamb and chicken was a massive hit.

South Ballina's sandy soils is not a hindrance in CM's eyes to creating extraordinary food opportunities. Soil can be made through correct sustainable and compostable procedures to create viable, commercial farming activities.

Presently, the Murphy family own 120 acres on the South Ballina peninsula and are currently experimenting with different plants and herbs, poultry and natives to investigate how to fully successfully operate with the ever-changing climate that the Northern Rivers is presented with. Of course there will be hurdles to jump and roads to cross - in all sectors of agriculture the same hurdles exist. South Ballina has the opportunity to harvest the valuable high rainfall of the area while utilising the mild winters and our many sunny days.

There are young producers, locally, state-wide and nationally wanting to be involved in the revival of the growing need for natural food production. Never in Australia's history has food become such a crying issue. The current novel coronavirus has highlighted to the world along with the citizens of the Ballina Shire that good quality, nutritious food can no longer be taken for granted.

There's been many civilizations who have used all food scraps to build nutritious soils. One can only wonder how many tonnes of food waste is buried under common landfill. Imagine Ballina Council taking the exciting, extraordinary step to put in place a program where food waste does not become a part of the common landfill but becomes a part of a nutritious soil-building program.

This will not happen overnight but can happen, should happen and must happen. The Murphy family will be instigating a program in the very near future of opening its farm gates to offer young farmer/producers some land and mentoring to get them going.

We would greatly and sincerely appreciate an extended time for a greater submission for the South Ballina peninsula.

With many thanks for this opportunity,

Caroline Paidasch-Murphy  
on behalf of the Murphys.



18 March 2020

Mr Klaus Kerzinger  
Strategic Planner  
Ballina Shire Council  
40 Cherry Street  
Ballina NSW 2478

CC: Cr David Wright  
Cr Phillip Meehan  
Cr Nathan Willis  
Cr Stephen McCarthy  
Cr Sharon Cadwallader  
Cr Jeff Johnson  
Cr Keith Williams  
Cr Ben Smith  
Cr Eoin Johnston  
Cr Sharon Parry

Dear Mr Kerzinger,

I've spent over a month reading surveys, feasibility studies and statistics to prepare for this submission. There are a lot of facts and figures. These are important but my favourite way of sourcing information is on the ground, talking to shop owners, service people and the general public of the Shire and surrounding areas.

This submission is for them. I could research how to write a proper marketing proposal and pay someone a lot of money to tidy it up for me to present to you, but I dismissed that idea last Sunday and decided to write from the heart instead - and in a language we all understand.

When my husband, Chris CM Murphy, was allocated some land opposite the airport, he envisioned what most of us now know as the X building. An X shaped building to house an Arts and Innovation hub of selected businesses. It's a forward-thinking idea for the amazing creative industries we have in the Northern Rivers and those city-folk who wish to have an office up here. He is a salt-of-the-earth man, a global thinker and knows his stuff. He is also a visionary and an idealist and it's sometimes hard to keep up with him but I have on The Precinct, and took it on.

I present to you the original submission I showed you a month ago, along with the architecturally designed submission by local architect Josefina de Bono. We have all worked so closely together on this for a few years.

Please find attached the original submission presented to you, the Chairman's Letter, the presentation of The Precinct and my attachment of Benefits to the some of the highlighted Precinct's considerations.

I recently watched an episode of the geniusly written, political satire "Yes, Prime Minister" and Humphrey said "Governments rarely spend money on people's pleasure." We hope you consider some of the ideas in this Precinct design for the possibility of excitement, entertainment and engagement for the people's pleasure.

Many thanks for this opportunity. I hope we can create some magic together.

Best wishes

Caroline Paidasch-Murphy

PO Box 323  
Ballina NSW 2478

**DESTINATION NSW : NSW NORTH COAST VISITOR PROFILE**

Year ending September 2019

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**Visitors to the region:**

36% regional NSW  
29% Queensland  
26% Sydney

OUR QUESTIONS:

Are these "regional NSW visitors" part of the amazing stronghold of aged care workers we have in the Shire? Our region's largest employer is the Health Care and Social Assistance (2017/18) with 3,124 jobs.

Are the Queenslanders who come to the Shire the 4WD drivers who use the stretch of South Ballina beach to Evans Head for their speeding?

Are the Sydney visitors flying in to Ballina/Byron Bay Gateway Airport only here to go somewhere else for their holidays?

**Travel parties:**

30% adult couples  
24% friends or relatives travelling together  
23% unaccompanied traveller

**Age of domestic overnight visitors:**

21% 15-29 years  
18% 60-69 years  
18% 30-39 years

*Where is the 39-60 year age group? Where are they?*

**Purpose of holiday:**

48% holiday  
36% visiting friends and relatives  
11% business

There were **8.1 million** domestic day-trippers to the North Coast who spent **\$888 million**. Average spend per visitor was **\$109**.

People from the hinterland, inland towns and “regional NSW” won’t be coming to Ballina Shire for the nightlife and restaurant scene. They will come for K-Mart, Harvey Norman, Telstra, supermarket purchases, utilities and medical/healers. Sometimes, just a change of scene and a mall-shop to be amongst other people for the benefits of human interaction. They might come for our superb, fresh seafood and stock up at Dan Murphy’s. They would also come for daytime experiences of fishing, bicycle riding along the waterfronts, surfing, a day at the beach, the markets, really good coffee (we have some top baristas), a business meeting, a meeting with their lawyer or solicitor, team sport events, maybe a live band at Cherry Street Bowlo or an event at Ballina RSL.

### **POPULATION**

As at 2020, an estimated 44,000 people live in Ballina Shire.

The median age is 45 years.

17.9% are children aged 0-14 years  
21.5 % are people aged 65 years and over.

The service age groups reflect typical life-stages including a high demand for childcare centres and for aged care.

As at 2016, there were 3,071 12-17 year old secondary schoolers, and 3,581 of 25-34 year olds in the Young Workforce. (Source: [profile.id.com.au](http://profile.id.com.au))

### **OUR QUESTIONS:**

Do Secondary Schoolers find it easy to find part-time jobs? Stimulating jobs?

Do the Young Workforce all have jobs or is this just an arching statistic?

With this research and the questions presented, please see our presentation for “The Precinct” to create vibrant jobs and a stimulating environment.



## **THE PRECINCT : AN OVERVIEW**

### **Where is it?**

The Council-owned land of 33 hectares, opposite the Ballina/Byron Gateway Airport where Council are looking for ideas on what to do with this area.

### **What is the vision for The Precinct (in brief)?**

Our vision for The Precinct is a designated zone of activity and interaction that brings all ages of the community together and foster a vibrant hub of possibilities and good times to entertain and engage all walks of life supporting local character, active lifestyles and providing people with a greater sense of wellbeing, belonging and pride.

Please see attached our presentation and diagram of our design. As an outline of our design, we have included (in no particular order):

1. a covered skate park
2. recreational lake with a sports and recreation deck, boat rental dock
3. kids playground
4. family clubhouse
5. open cinema and ampitheatre
6. meditation temple (non-denominational)
7. boutique hotel
8. "nature nation" space for native flora and fauna education
9. an agricultural and farming innovation park
10. a covered and permanent Organic Farmer's Market
11. X Building arts hub
12. wetland conservation park and lake
13. new modern hospital
14. residential areas
15. community gardens
16. elders (as in older people) areas; Rock and Roll Heaven
17. fire station
18. electric car charging stations, bike stations
19. cycling and pedestrian walkway circuits

**SOME HIGHLIGHTS OF THE PRECINCT AND THEIR BENEFITS:**

1. COVERED SKATE PARK

Skateboarding is a huge part of growing up, especially in the Northern Rivers. Just ask Truckstop Sk8 - go in there and see how many dads take in their kids. We can't stop skaters because of bad weather or lack of innovative bowls, or get someone to drive them across the border (Gold Coast has over 30 skate parks) or risk their lives with their arsenal of moves illegally on bridges. Give them a cool space. A safe place. We've got a 16 year old champ from Grafton, Gabe Harrison. We've got so much talent in the region. Australia has the world number one junior male and female skaters but zero federal funding and only recently a pathway program for infrastructure and elite athletes. We'd like to put Ballina on the map for a competition circuit (because there isn't one yet) and a covered bowl, accessible all year round.

5. OPEN CINEMA AND AMPHITHEATRE

Here we aim for the opposite of the covered skate park. We love to go to our local covered cinema in rainy weather but what about those sultry Ballina sunsets that are extended well into Autumn and starting in Spring? We don't have an open-air cinema in Ballina and we'd like to propose one.

The idea of sitting under the stars watching a movie sounds romantic doesn't it? The amphitheatre can be used for opera recitals, symphonies, a string quartet, slam poets, bands, ad infinitum.

7. BOUTIQUE HOTEL

There is space and a place for a 5-star, 3-level high boutique hotel in Ballina. Byron has Elements, Cabarita Beach has Halcyon House - chicly designed, low impact hotels where you can meet for an elegant drink, a fine meal and sleep off your jetlag or late night cocktails.

We propose a designated, high-standard designer hotel with a hatted restaurant and full bar, which will be conveniently located near the airport for interstate/ international business meetings or events that will keep our customer and economic dollar in Ballina.

It's all in the chic interior design, state-of-the art technology, comfort and the stylish uniforms. A place where staff feel a sense of pride to work and want to do and look their best.

If our tourism is set to increase as all the statistics say (eg. Destination NSW, Ballina Shire Council), then we have room for a high-class hotel.

It will also appeal to the locals with it's later opening hours, where they can dress up to the nines and go for a stroll around the lake after dinner.

Destination North Coast NSW supports the NSW Government's goal of doubling overnight visitory expenditure by the year 2020. That's this year.



## SITE ANALYSIS

Located just in front of Ballina Airport, offering not only a spectacular bird view experience of the site but also being a main Gateway to all of the Northern Rivers. Marking its value for being a point of Accessibility and Connectivity, not only of the area but also Nationally and Internationally.

Reevaluating the Wetlands as an important ecosystem, transforming them into a Landmark for the local people. A place with the big Potential of becoming an Environmental Classroom for the community, a place where they can enjoy and learn about nature.

## 00

### DESIGN CONCEPT & PROGRAM DISTRIBUTION

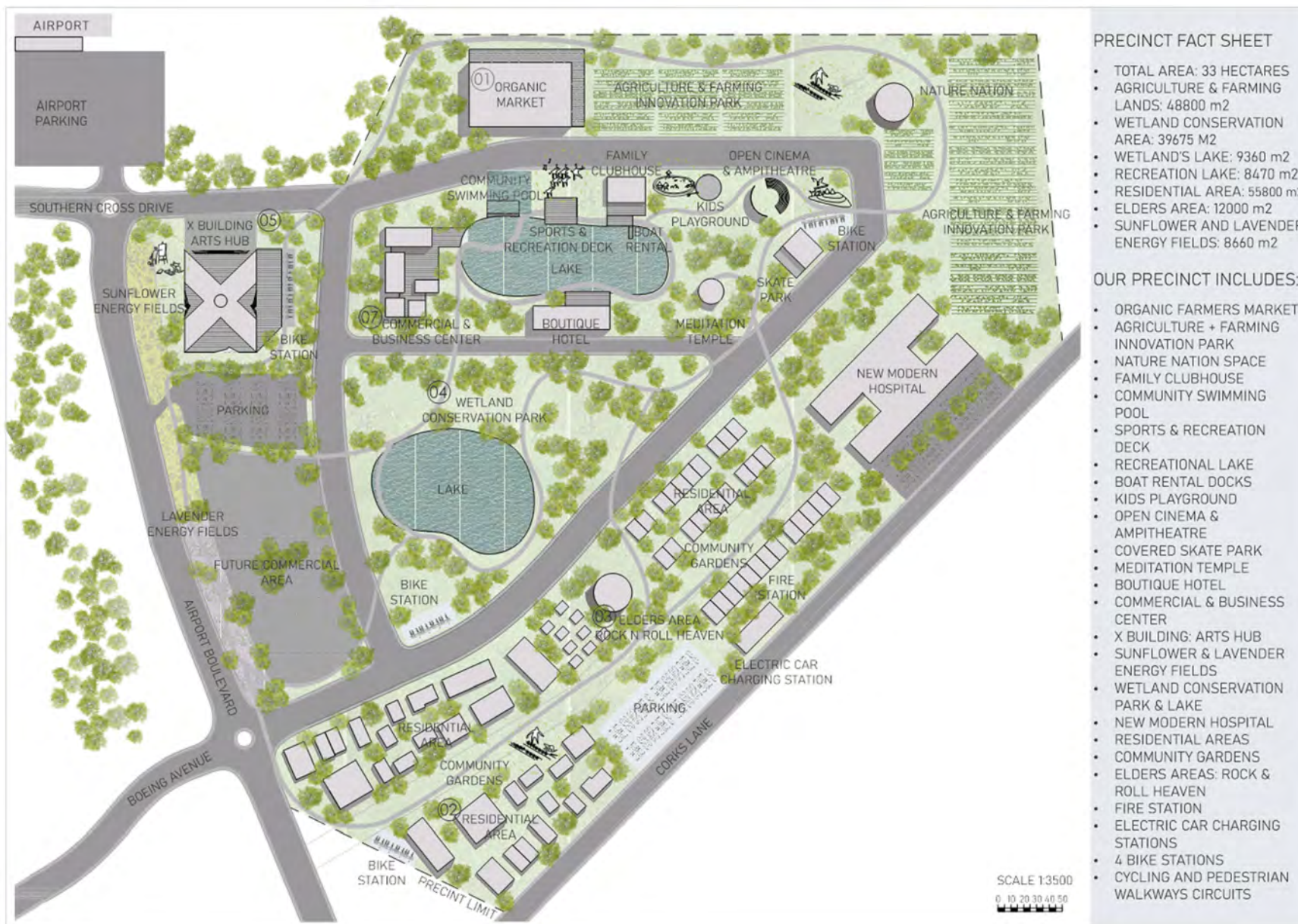
We vision the precinct as a new distinct gateway to the Northern rivers, a new urban fabric interconnected with the existing city, which will bring new neighborhoods to flourish, becoming one of the most valuable spots in the area. Transforming and rejuvenating the existing desolated and segregated area, inspiring growth, movement connection with the surroundings, innovative thinking, creative work and healthy living.

Developing multiple programmatic zones to ensure the masterplan achieves an interconnected flow throughout, creating value along it's entirety. Green public spaces act as the connective tissue bringing life and activity into the multiple areas of the proposal .

The design engages with the sites characteristic as a wetland respecting the native environment and transforming it into a landmark for local community.

Sustainability is one of the main foundations of the project and will be approached in a holistic way, on one side regarding ecology and efficient use of resources, but also embracing a long term vision which includes the economic and social aspects of sustainability.

Our vision works at multiple levels, having clean energy production fields, growing food for the residents and local organic market, programs for integrating and claiming the role of elders in society, restoration of native flora and fauna, education programs, a place where work, living and recreation can coexist.





# 01

## FARMING INNOVATION & SUSTAINABILITY

Creating a hub for farming innovation, a showroom for agricultural and food production experimentation. With the vision of restoring and replenishing the natural resources of our planet, its clean water, air, soil and energy serving as a continuous sustainable source of economic growth and regeneration, working towards a positive and abundant future.

Introducing areas for the community to actively participate in process of agriculture, gathering the community together. By bringing food production close to urban life, we aim to create a space where people, knowledge and ideas meet.

Holding an organic market with fresh vegetables grown onsite, having a 0 footprint on transport and packaging. A space where agricultural businesses can collaborate, grow and prosper, serving as a benchmark and reference for the world.

Generating spaces for workshops, educating the community on a sustainable, healthy way of living.



01





## 02 RESIDENTIAL AREA

The project responds to a growing demand for increased life quality. We aim to create an alternative for the many families looking to relocate outside of major cities, maintaining the possibility of a professional environment and combining it with a healthy lifestyle, natural surroundings and community feeling.

The district enables its residents to live in a more sustainable way, with more self-sufficiency while offering the same services and amenities as life in the city. Weaving leisure, work and living together and introducing the concept of 'walk to work'. An eco-village to set an example.

Green areas in the center of the blocks, shared among the residents, with veggie gardens, cycling and walking paths and safe playgrounds for kids reinforcing the community values and allowing organic food production fully integrated between the buildings and directly outside your door.



02



## 03 ELDERS ROCK & ROLL HEAVEN

Creating a space for elders to age in health, dignity, company and fun. The center is designed to have a neighborhood structure, providing different options, cottages for those who can still enjoy some independency and a central building with good quality rooms, walking paths and gardens between the cottages creating a atmosphere that highlights values of community and family.

Located next to the residential area, continuing the urban fabric with the central green gardens extending to this area, acting as the connective tissue that reintegrates them into society. The walking and cycling paths continue through this area bringing new visitors of all ages to mix with the elders.

A central social hub to be shared among the residents, welcoming visitors, with an events space, event kitchen, fitness area, a true community center where seniors can relax, catch up with friends and neighbors, play pool and dominoes, and even have a dance. Different workshops will be held with cooking, exercise and wellness classes, arts and crafts, and other activities. Game nights, pool tournaments, monthly birthday celebrations, and evening live music to keep them entertained throughout the week.

Elders will be encouraged to hold workshop as well, where they can share they knowledge and experience with local kids, placing them as a valuable part of society.



03



## 04 WETLAND CONSERVATION PARK

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Maintaining the existing ecosystem untouched in the central part of the district, we aim to raise awareness in the community about the importance of Wetlands, transforming them in a Landmark for the citizens, providing a range of education and leisure experiences.

Having the lake as the main feature, surrounded by timber walkways meant for recreation, sports and birdwatching. Docks providing boat hiring services give the freedom to explore the lake and enjoy the scenery. A family club and events venue is located by the lake, offering breathtaking views of the water mirror. The lake is also the central structure of the ecosystem, holding the displaced water of the constructed areas within the district.

Timber paths supported above the wetland allow the visitor to transit through it, having a low impact on the place, as a compromise with the land and its biodiversity. The place will become a live environmental school for the community and in exchange the visitors help with the reforestation of native plants while learning the importance of its structure.



04



## 05 ARTS HUB - X BUILDING

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Being the seed which inspired the project, the X Building is located in front of the airport, a gateway to a unique lifestyle for creatives to share, learn & dream.

As the epicenter of the Northern Rivers, this area is home to many creative minds, film makers, musicians, designers, artists, technology start ups and conservationists. The X Building will be an incubator for local talent to work side by side with global artists and industry innovators.

The outdoor cinema and ampitheatre provides a high impact audio visual experience combined with the breathtaking background views of the X building, this space will be available for shows and performances being one of the most unique venues in the area.



05





06

## SUSTAINABILITY & TRANSPORT

Environment and sustainability are the masterplan's main foundation. All proposals are to be evaluated for their environmental impact, every aspect of design is considered with sustainable engineering, enabling growth and modern development opportunities.

Green spaces connect and integrate all areas within the district, inviting the visitors to relax and enjoy the scenery. Keeping a sustainable compromise with nature, using native flora, giving home to local fauna. Respecting the sanctuary of the wetland using it as a live classroom for the community.

Water will be harvested forming the central lake, with timber paths along its perimeter giving an opportunity for active sports, quiet strolls, relaxing sunbathing, landscape viewing and picture taking.

Reducing the use of the car inside the district is one of our major concerns. Our transport system offers the possibility to access every point within the district without the use of a car. A network of walkways will be implemented, creating beautiful routes which will guide the walkers and cyclists to discover and experience different spaces, engaging with nature. Walking or cycling to work becomes a beautiful journey, encouraging conscious citizens to integrate and balance work & leisure.

Cyclists and pedestrians can stroll through the 'Sunflower energy fields', where sunflowers and solar panels face one another, displaying our symbiotic relationship with nature, aiming to raise the awareness of the visitors.

Aiming to produce more energy than what the district needs to function, sending excess energy to the community solar grid. Our vision is to create a zero waste and carbon neutral environment to ensure a sustainable future for the next generation.



06



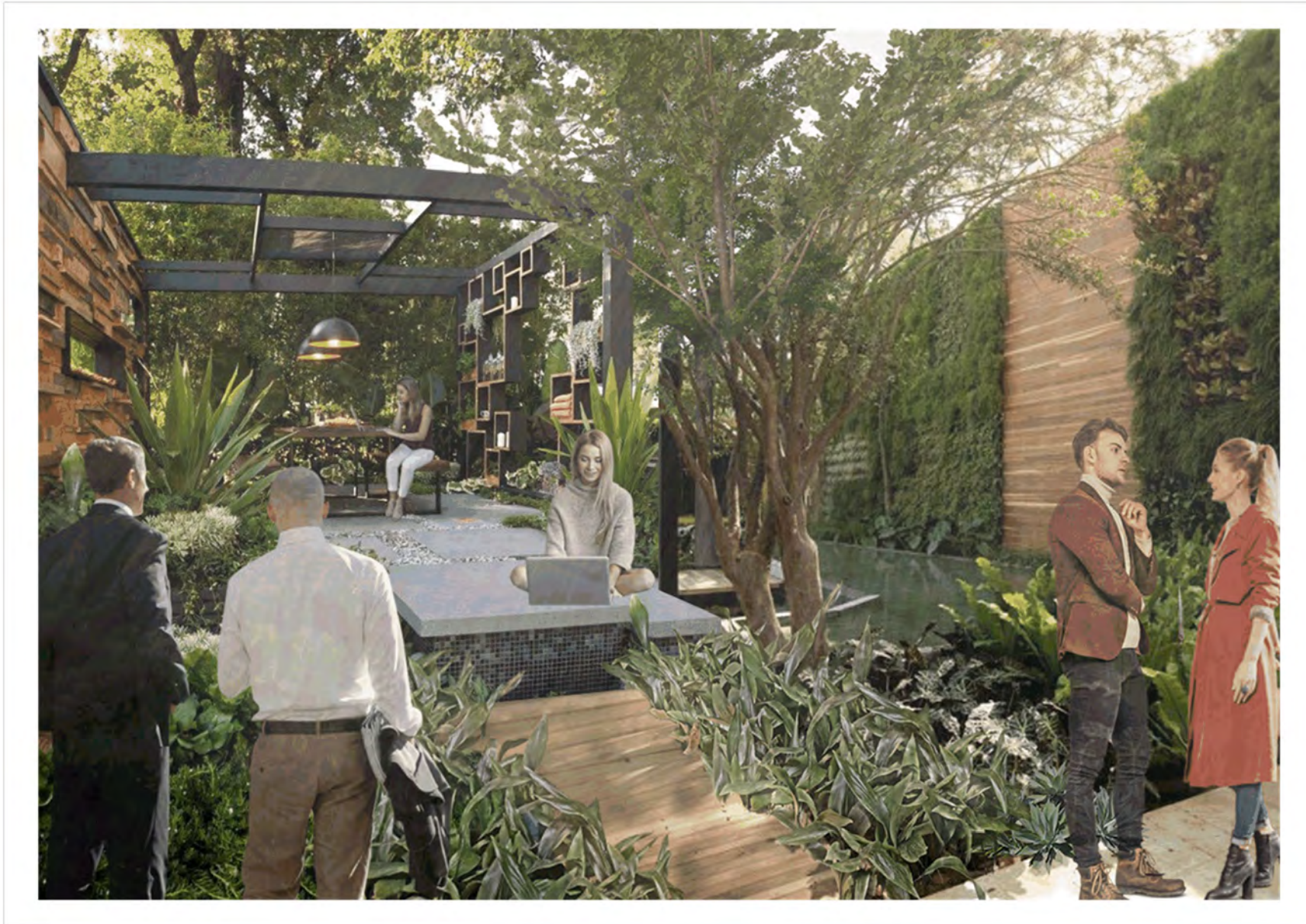
## 07 COMMERCIAL & BUSINESS CENTER

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Designing a distinctive commercial and business center, highlighting the values of healthy living and increased life quality. Offering a diversity of spaces, both indoors and outdoors creating a lively hub and offering a unique experience.

Including a 3 level boutique hotel, complementing its location next to the airport, the district will be a desirable tourist destination as a vibrant, creative place where things happen.

A neighborhood where leisure, work and living coexist, reinforcing the flow and values of the Ballina–Byron community



## Coopers Advisors (Lawyers)

Dated: 18<sup>th</sup> March 2020

Ballina Shire Council (BSC)  
40 Cherry Street Ballina NSW 2478,  
PO Box 450,  
BALLINA NSW 2478

Dear Sir/Madam,

RE: SUBMISSION - BALLINA SHIRE COUNCIL (BSC) (DRAFT) LOCAL STRATEGIC PLANNING STATEMENT (2020 TO 2040) (LSPS)

We act for our client Mr John Mudge and are pleased to provide the following submission in respect of the **(Draft) Ballina Shire Council (BSC) Local Strategic Planning Statement (2020 to 2040) (LSPS)**<sup>1</sup>.

### Executive Summary

In drafting and finalising the (LSPS), (BSC) Council has substantial and important responsibilities in regard to complying with section 3.9, **Environmental Planning and Assessment Act (1979) (EPAA)**, including (BSC) Councillors of (each Ward) participating in the preparation of the provisions of the (BSC) (LSPS). Under Section 8A, **Local Government Act 1993 (LGA), Guiding Principles** to be followed by Council in respect of the (LSPS), includes, but is not limited to, considering the long term and cumulative effects of their **actions on future generations** and **the principles of ecologically sustainable development**.

In keeping with the foregoing, (BSC) needs to take into account that:

1. (BSC) will have a potential mega-legal liability (i.e. the "Real" Elephant in the Room) as a result of **climate change** causing imminent flooding and sea level rises for the mega developments at **Cumbalum/Kinvara, Lennox Head and Ballina** etc.;
2. In keeping with **best practice strategic planning**, and as a precautionary measure, new (residential, commercial and industrial) subdivisions should **not** be located on land whose elevation above sea level is **(less than) (30 meters)**;
3. The Infill Development (Dual – Occupancy and Multi-Unit Housing) (ID) proposed solution, has inherent problems, resulting in (ID) not being suitable for or in demand by residents of Ballina Shire (low take-up rate);
4. The United Protestant Association (UPA) Land (Lot 1 DP 1149478) is dedicated solely to Aged Care and Independent Seniors Living accommodation etc. (Non-Residential);

If (BSC), is a reasonable person, who takes sufficient precautionary measures in accordance with the (EPAA) and (LGA), it would readily conclude that the foregoing items (1-4) should be excluded from/reduce the **"Ballina Shire Residential Land Supply Estimate (2020 to 2040) Years (dated July 2019)" ("the BSC Estimates"**), as referred to at page 30 of the (LSPS).

<sup>1</sup> <https://ballina.nsw.gov.au/documents-on-exhibition--179>

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[1106 Botany Road, Botany NSW 2019](mailto:robert@coopersadvisors.com)  
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Taking into account the foregoing exclusions/reductions, the ([attached](#)) ([Appendix B](#)) [Table \("Shortfall Estimate"\)](#) for the ([BSC Estimates](#)) indicates that (BSC) will have a ([Shortfall](#)) of [\(3271 to 3753 \(Residential Lots\)\)](#), for Ballina Shire Residential Land Supply Estimate - (2020-2040) Years.

It is [recommended](#) that the ([Shortfall](#)) be reduced by (BSC) (amending) the (LSPS) to include an action item for (BSC) being, within twelve (12) months, (BSC) will amend the ([BSC Local Environmental Plan \(2012\) \(LEP\)](#)) (i.e. lodge a [Planning Proposal](#)):

- I. to rezone 12 Gilmore Close [Wollongbar](#) NSW 2477 (Lot 18 DP 1046117) & (Lot 3 DP 1128207) (120 acres) (48.56 ha), from (RU1) (Primary Production) to Residential (R1, R2, R3), which will deliver 400+ (Residential lots). Please see ([attached](#)) ([Appendix C](#)); (and)
- II. to create a third village at [McLeans Ridges](#) (staged development) which will deliver 3,000+ (Residential lots). Please see ([attached](#)) ([Appendix D](#)).

The foregoing initiatives will solve the ([Shortfall](#)) of [3271 to 3753 \(Residential Lots\)](#) by creating [3,400+ \(Residential lots\)](#) in the ([climate-change-safe-havens of Wollongbar and McLeans Ridges](#)), which are well-away from and at a safe elevation from, the perils of future climate change impacting the likes of [Cumbalum/Kinvara](#), [Lennox Head](#) and [Ballina](#) etc..

 - END EXECUTIVE SUMMARY - 

#### [1. The Requirements of Section 3.9, \*Environmental Planning and Assessment Act \(1979\)\* \(EPAA\) "Local strategic planning statements of councils"](#)

It's important to mention that in respect of any ([Draft](#)) ([LSPS](#)) [statement](#) created by (BSC), section 3.9 (EPAA) requires that the (LSPS) must include or identify the basis for strategic planning in the area, having regard to (economic, social and [environmental matters](#)).

Also, as (BSC) is divided into [Wards \(i.e. A, B, C\)](#), the (BSC) (LSPS) may deal separately with each Ward. In that case, the (BSC) [Councillors of each Ward](#) are to be given a reasonable opportunity to [participate in the preparation of the provisions of the \(BSC\) \(LSPS\)](#) that deal with the each Ward within (BSC) and those provisions are required to be endorsed by the (BSC) Councillors as being [consistent with the strategic plans](#) applicable to Wards (A, B, C), including, but not limited to, the (BSC):

- [Community Strategic Plan \(2017 to 2027\)](#);
- [Alstonville Strategic Plan \(2017 to 2037\)](#); and
- [Wollongbar-Strategic-Plan \(2019 to 2039\)](#);

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## 2. The Requirements of Section 8A, Local Government Act 1993 (LGA) "Guiding Principles for Councils"

It's also important to mention that in respect of any **(Draft) (LSPS) statement** created by (BSC), section 8A (LGA) requires that in (BSC) preparing the (LSPS), that Councils should:

- act fairly, ethically and without bias in the interests of the local community;
- recognise diverse local community needs and interests;
- consider social justice principles;
- consider the **long term and cumulative effects of actions on future generations**;
- consider the principles of **ecologically sustainable development**;
- ensure their decision-making should be transparent and decision-makers are to be accountable for decisions and omissions.

## 3. Climate Change (Imminent Flooding and Sea Level Rises) for Cumbalum/Kinvara, Lennox Head and Ballina – The (BSC) Mega-Legal Liability (The "Real" Elephant in the Room)

We refer to the Byron Echo of (19<sup>th</sup> February 2020) and the article "**Greens [Byron Bay] councillors push high growth agenda**" and the comments contained within by the (Honourable) Ms Tamara Smith, Member for Ballina, (NSW Greens) etc.

Ms Smith correctly mentions that Byron Bay Council is "*ignoring due process*". The Echo article goes on to state that the foregoing clearly demonstrates "*sloppy governance, hypocrisy and reckless development at all costs*" and continues to result in "*dramatic rise in property prices, unfettered Airbnb and extreme housing stress for residents*".

Ms Smith and the NSW Greens are also correct to call out and shame proclaimed Green Party members who don't action party policy in respect of addressing climate change and global warming, that is, those elected hypocrites who preach their Green ideology, but merely "*talk-the-talk-and-not-walk-the-walk*".

It is noted with disappointment that in the **(LSPS)**, the major area chosen by (BSC) for **residential development** is, once again, our precious pristine coast, including massive areas of coastal residential mega-development for **Cumbalum/Kinvara**, and **Lennox Head** etc. Also, notably, once again, (BSC) has neglected **Strategic Urban Growth Areas (SUGA)** for C Ward, in particular, **Wollongbar** and **McLeans Ridges** etc.

The (BSC) website states that "*comments received will be used to consider further refinement of the draft LSPS*" which indicates that the (LSPS) is all but set-in-stone, so accordingly (BSC) requesting community feedback is just an administrative tick-and-flick which ignores due process, notwithstanding how many credible community submissions are lodged by concerned citizens. In respect of the so-called (BSC) democratic model, there is a major misconception that justified community input will result in a beneficial change to the (BSC) (LSPS) and thus an end to the mega-developments for **Cumbalum/Kinvara**, and **Lennox Head** etc. (Nothing could be further from the truth).

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On a related issue, you would be well aware that the *Intergovernmental Panel on Climate Change (IPCC) Special Report (Sept 2019)*<sup>2</sup> states that:

*“Sea level will continue to rise for centuries. It could reach around 30-60 cm by 2100 even if greenhouse gas emissions are sharply reduced and global warming is limited to well below 2°C, but around 60-110 cm if greenhouse gas emissions continue to increase strongly. Sea level rise will increase the frequency of extreme sea level events, which occur for example during high tides and intense storms. Indications are that with any degree of additional warming, events that occurred once per century in the past will **occur every year by mid-century [2050]** in many regions, increasing risks for many low-lying coastal cities, towns and small islands.”*

A reasonable person would readily conclude that the foregoing is providing (BSC) with a **crystal-clear-unequivocal-warning** that extreme rainfall events and extreme high sea-level events will occur more frequently in the future, increasing the risks of flooding and erosion in the Ballina shire coastal areas.

Also, it's important for (BSC) to remind themselves that:

- **Cumbalum** is at a minimum elevation above sea level of **(only (+) 1.28 metres)**<sup>3</sup>;
- **Lennox Head** is at a minimum elevation (below) sea level of **(-) 1.27 metres**<sup>4</sup>, that is **(below-sea level)**; and
- **Ballina Township** is minimum elevation above sea level of **(only (+) 1.3 to 7.0 metres)**<sup>5</sup>.

In keeping with **best practice strategic planning**, and as a precautionary measure, new (residential, commercial and industrial) subdivisions should **not** be located on land whose elevation above sea level is **(less than) (30 meters)**. The **(attached) (Appendix A) Coast Adapt Inundation (Flooding) Map** clearly shows the impact that Climate Change will have on the coastal areas located within Ballina Shire Council (circa 2050 year).<sup>6</sup>

Local Government (NSW) and (BSC) are well aware of the major risks posed by climate change, in particular more torrential rainfall, rising sea levels and extreme high sea-level events for the Ballina coasts.<sup>7</sup> Notwithstanding their ideological awareness of the dangers of climate change, (BSC), under the (LSPS), will continue to approve massive coastal areas for residential development and (SUGA) for **Cumbalum/Kinvara** and **Lennox Head** etc.

If, more than likely, in the not-too-distant future, the residents of **Cumbalum/Kinvara**, **Lennox Head** and **Ballina** become an **easy victim of climate change** by way of flooding etc., will (BSC) and/or the (NSW) government compensate these home owners for their billion dollar loss?

<sup>2</sup> <https://www.ipcc.ch/2019/09/25/srocc-press-release/>

<sup>3</sup> [www.bonzle.com/c/a?a=p&p=18068&d=faq&cmd=sp&c=1&x=153%2E52834&y=-28%2E82623&w=40000&mpsec=0](http://www.bonzle.com/c/a?a=p&p=18068&d=faq&cmd=sp&c=1&x=153%2E52834&y=-28%2E82623&w=40000&mpsec=0)

<sup>4</sup> [www.bonzle.com/c/a?a=p&p=25540&d=faq&cmd=sp&c=1&x=153%2E60696&y=-28%2E8081&w=40000&mpsec=0](http://www.bonzle.com/c/a?a=p&p=25540&d=faq&cmd=sp&c=1&x=153%2E60696&y=-28%2E8081&w=40000&mpsec=0)

<sup>5</sup> <http://www.bonzle.com/c/a?a=p&p=383&d=faq&s=Ballina&pg=1&m=0&cmd=sp&c=1&x=153%2E56541&y=%2D28%2E86414&w=40000&mpsec=0>

<sup>6</sup> <https://coastadapt.com.au/sites/default/files/inundation-aps/street/HIGH2050/inundation BALLINA HIGH2050 HAT 1.61.pdf>

<sup>7</sup> <https://www.lgnsw.org.au/policy/climate-change>, <https://ballina.nsw.gov.au/floodplain-management--158>

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Given the foregoing considerations, the figures for lots shown in the Table at page 30 of (LSPS), titled "**Ballina Shire Residential Land Supply Estimate (2020 to 2040) Years (dated July 2019)**" ("**the BSC Estimates**"), should be reduced. Accordingly, please see (attached) (**Appendix B (Shortfall Estimate)**) for (**the BSC Estimates**).

#### 4. Ecological Sustainable Residential Development – Wollongbar and McLeans Ridges

**Wollongbar** is at an elevation above sea level of **(+ 176.00 metres)**<sup>8</sup> and **McLeans Ridges** is at an elevation above sea level of **(+ 156.00 metres)**<sup>9</sup>. These are (**safe haven**) villages away from the perils of future climate change impacting **Cumbalum/Kinvara, Lennox Head** and **Ballina**. Wouldn't it be a clever move by (BSC) and the NSW government, to grow these (**safe haven**) villages and create other new (**safe haven**) villages away from the coast, rather than grow the (**high-risk-climate-change-impacted**) coastal villages of **Cumbalum/Kinvara, Lennox Head** and **Ballina**?

Let's face it, the **day of reckoning** of the **inconvenient truth of climate change** is already upon us. So the billion dollar question is what will (BSC) and the (NSW) government do about it? Don't answer that question right now, but keep in mind the popular quote being "*The Only Thing Necessary for the Triumph of Evil, is that Good People Do Nothing*".

If (BSC) do the right thing and support future residential development for **Wollongbar and McLeans Ridges**, a good idea would be to have these developments comply with the **coveted 6-Star Green-Star-Communities-rating** for residential master-planned projects, as specified by the **Green Building Council of Australia**.<sup>10</sup> Accordingly, and in keeping with best-practice NSW government policy, future residential development will be assessed against best practice benchmarks for governance and innovation, design excellence, environmental sustainability, economic prosperity and liveability etc.

#### 5. Ballina Shire Council (BSC) Risk of Legal Liability in the Face of Climate Change

If (BSC) does not heed the climate change warning to cease the mega-developments on the coast, it will face substantial risk of legal liability, including, but not limited to in respect of:

1. Legal claims by rate payers, including Tort Based Claims (i.e. Nuisance and Negligence);
2. Claim for approving development when the risk of harm was foreseeable by (BSC) and the NSW Government; when previously advised to (BSC) by rate payers and inconsistent with and contrary to (BSCs) **Climate Emergency Declaration** made at (BSC's) Ordinary meeting on 28 November 2019 (i.e. (BSC) talked-the-talk, but didn't walk-the-walk);
3. Claim for failure to include protective standards in planning schemes;
4. Claim for failure to maintain or build expensive infrastructure of conduct coastal mitigation works;
5. Claim for compensation for failing to provide information;

<sup>8</sup> [www.bonzie.com/c/a?a=p&p=379&d=faq&cmd=sp&c=1&x=153%2E41478&y=-28%2E82506&w=40000&mpsec=0](http://www.bonzie.com/c/a?a=p&p=379&d=faq&cmd=sp&c=1&x=153%2E41478&y=-28%2E82506&w=40000&mpsec=0)

<sup>9</sup> <http://www.bonzie.com/c/a?a=p&p=18008&d=faq&cmd=sp&c=1&x=153.38417&y=%2D28.79715&w=40000&mpsec=0>

<sup>10</sup> <https://new.gbca.org.au/green-star/>

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6. Claim for compensation for providing incorrect information or false, misleading or deceptive information/conduct.

#### **6. The Suitability of and Demand for (Infill Development) (Dual – Occupancy and Multi-Unit Housing) for Ballina Shire**

Because of a shortage of land, Infill Development (ID) is primarily used in the cities and the sprawling suburbia surrounding the cities as a potential solution. It has never had a high take-up rate in Ballina Shire or the surrounding Regions where there are copious amounts of land for potential residential development and the public see no need for or value in (ID).

(ID) requires building within established communities and can thus disrupt and disturb the lives of the people already living in the community. Any kind of construction leads to a lot of dirt, air and sound pollution. Construction work and traffic can block lanes and driveways. It can damage the plants and trees in the neighborhood. Also, (ID) causes privacy violations. Historically, there have been numerous complaints by residents about privacy infringement due to infill construction.

Some other common problems with (ID) are:

- lack of demand for infill housing products;
- does not result in “affordable housing”;
- high construction costs above three storeys;
- extent of revenue required to make development feasible given land values and construction costs;
- unrealistic land value expectations;
- height and density restrictions;
- developer contributions to infrastructure both cost and uncertainty;
- cost and availability of finance;
- fragmented ownership;
- owners refusing to sell;
- contamination;
- land speculation;
- duration and uncertainty of approval process;
- complexity of approval process;
- community opposition at strategic and development approval stages;
- extent of environmental approvals;
- infrastructure cost and capacity;
- uncertainty when dealing with infrastructure providers;
- required loan to value ratios (LVRs);
- lack of funds available, particularly to smaller developers;
- banks’ risk mitigation strategies;

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Given the foregoing considerations, the figures for lots shown in the Table at page 30 of (LSPS), titled “**Ballina Shire Residential Land Supply Estimate (2020 to 2040) Years (dated July 2019)**” (“**the BSC Estimates**”), should be reduced. Accordingly, please see (**attached**) (**Appendix B**) (**Shortfall Estimate**) for (**the BSC Estimates**).

**7. United Protestant Association (UPA) Land (Lot 1 DP 1149478) dedicated solely to Aged Care and independent seniors living accommodation etc (Non-Residential)**

It is also relevant to mention that at (page 47, para 4.2) of the Ballina Shire Council (BSC) **Final of the Wollongbar Planning and Environmental Study (May 2018)**, issued in respect of the Wollongbar (2038) (Draft) Strategic Plan, that (BSC) confirms that it held discussions with (UPA) in February 2018,

(UPA) advised that it intends to undertake a **strategic exercise** for its Wollongbar land holdings, (i.e. for Lot 1 DP 1149478 – 344 Lots (approx.)), later during 2018. (UPA) further advised (BSC) that whilst conventional **residential lots** have not yet been ruled out, (UPA) advised (BSC) that the focus, more than likely, would be on utilising UPA land for a variety of housing uses such as **aged care**, **independent seniors living accommodation** and various community and social housing options etc.

It is understood that (UPA) have not deviated over the past 15 years from focusing on devoting their land for (**aged care, independent seniors living accommodation**) etc. This means that the (**BSC Estimates**) in the (LSPS) for “**residential lots**” for Wollongbar, are overstated by (UPA) land being devoted to housing (for **aged care, independent seniors living accommodation – “i.e. non-residential lots”**). (UPA) land will thus not be devoted to **plain vanilla (family) residential lots**. Accordingly, the Wollongbar (UPA) lots referred to in the (**BSC Estimates**) need to be reduced by the (344) (UPA) **non-residential lots**.

Given the foregoing considerations, the figures for lots shown in the Table at page 30 of (LSPS), titled “**Ballina Shire Residential Land Supply Estimate (2020 to 2040) Years (dated July 2019)**” (“**the BSC Estimates**”), should be reduced by the (344) (UPA) Lots. Accordingly, please see (**attached**) (**Appendix B**) (**Shortfall Estimate**) for (**the BSC Estimates**).

**8. Recommendation for Reducing the (Shortfall) of (3271 to 3753 (Residential Lots)), for Ballina Shire Residential Land Supply Estimate - (2020-2040) Years**

The (**attached**) (**Appendix B**) (**Shortfall Estimate**) conservatively estimates that (BSC) will have a **Shortfall** in Estimated Lots Required (2020 to 2040 Years) of from **3271 to 3753 (Residential Lots)**.

It is **recommended** that the (**Shortfall**) be reduced by (BSC) (amending) the (LSPS) to include an action item for (BSC), within twelve (12) months, to amend the (**BSC Local Environmental Plan (2012) (LEP)**) (i.e. lodge a **Planning Proposal**):

- i. to rezone 12 Gilmore Close Wollongbar NSW 2477 (Lot 18 DP 1046117) & (Lot 3 DP 1128207) (120 acres) (48.56 ha), from (RU1) (Primary Production) to Residential (R1, R2, R3), which will deliver 400+ (Residential lots). Please see (**attached**) (**Appendix C**);

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- II. to create a third village at McLeans Ridges (staged development) which will deliver 3,000+ (Residential lots). Please see [\(attached\) \(Appendix D\)](#).

The foregoing initiatives will solve the **(Shortfall) of 3271 to 3753 (Residential Lots)** by creating **3,400+ (Residential lots)** in the **(climate-change-safe-havens of Wollongbar and McLeans Ridges)**, which are well-away from and at a safe elevation from, the perils of future climate change impacting the likes of **Cumbalum/Kinvara, Lennox Head and Ballina** etc..

Thank you for your consideration of our Submission and we look forward to a favorable reply at your earliest convenience.

Yours Sincerely,

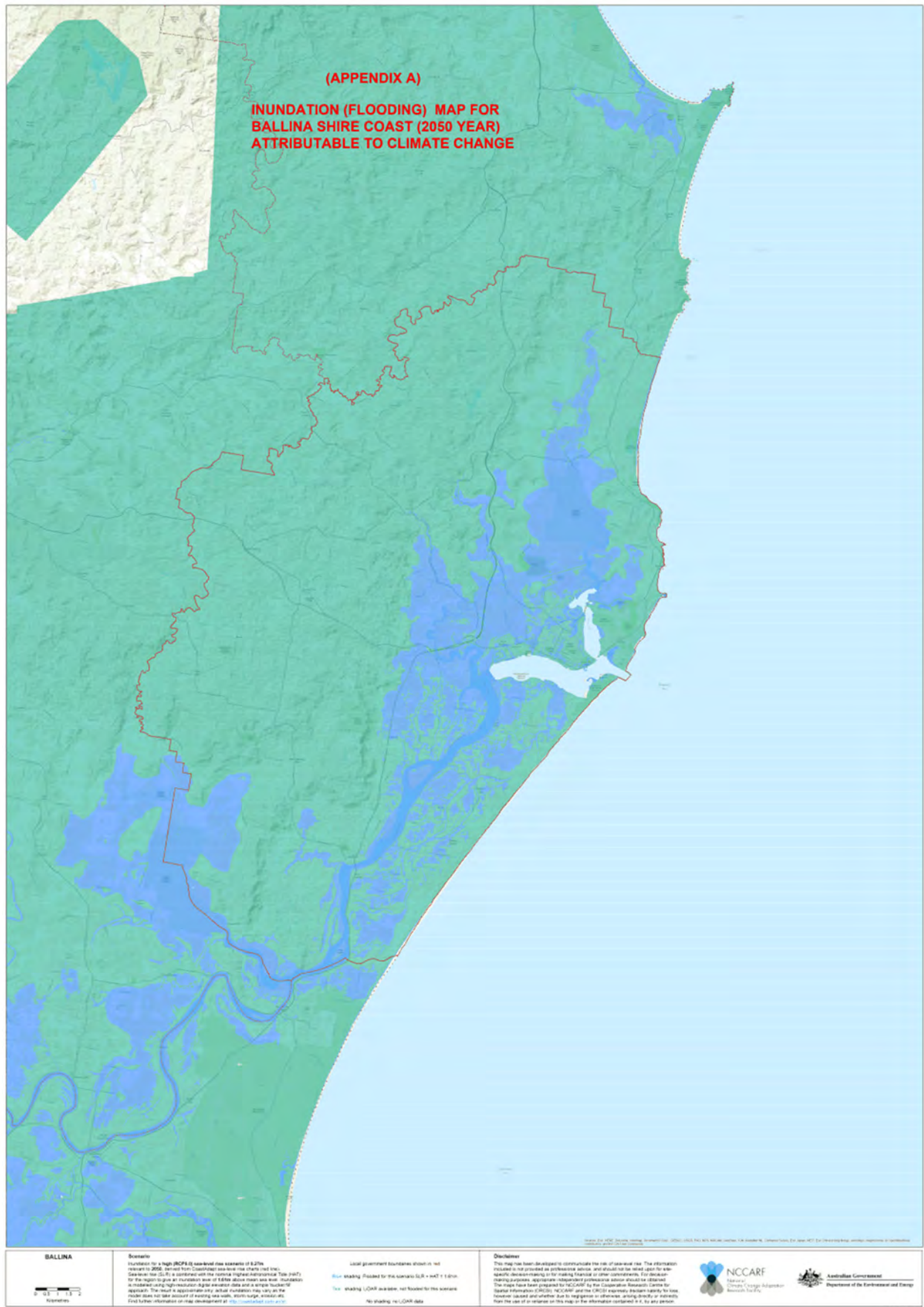
*Robert Shacklady*

Robert Shacklady (Solicitor)

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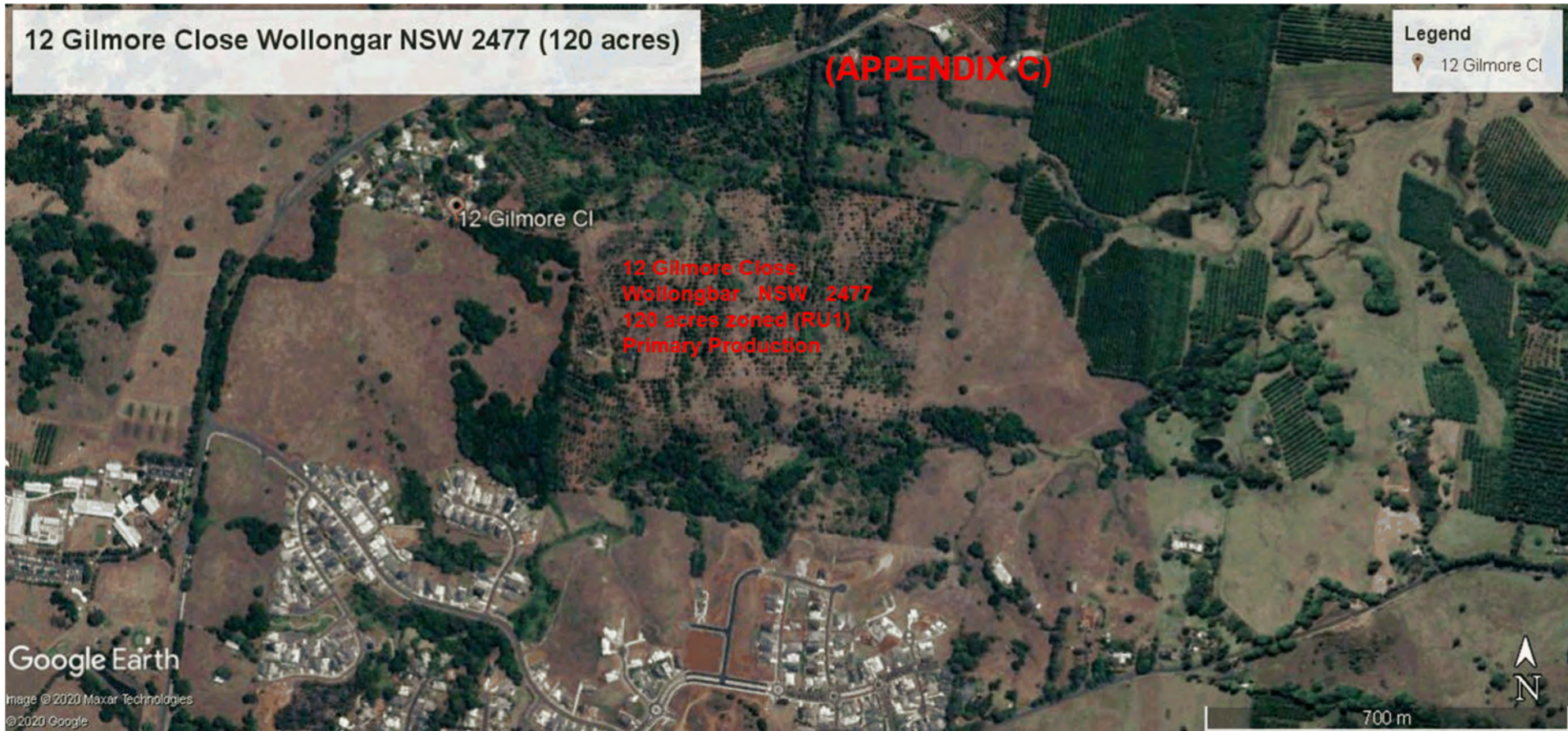


(APPENDIX B)

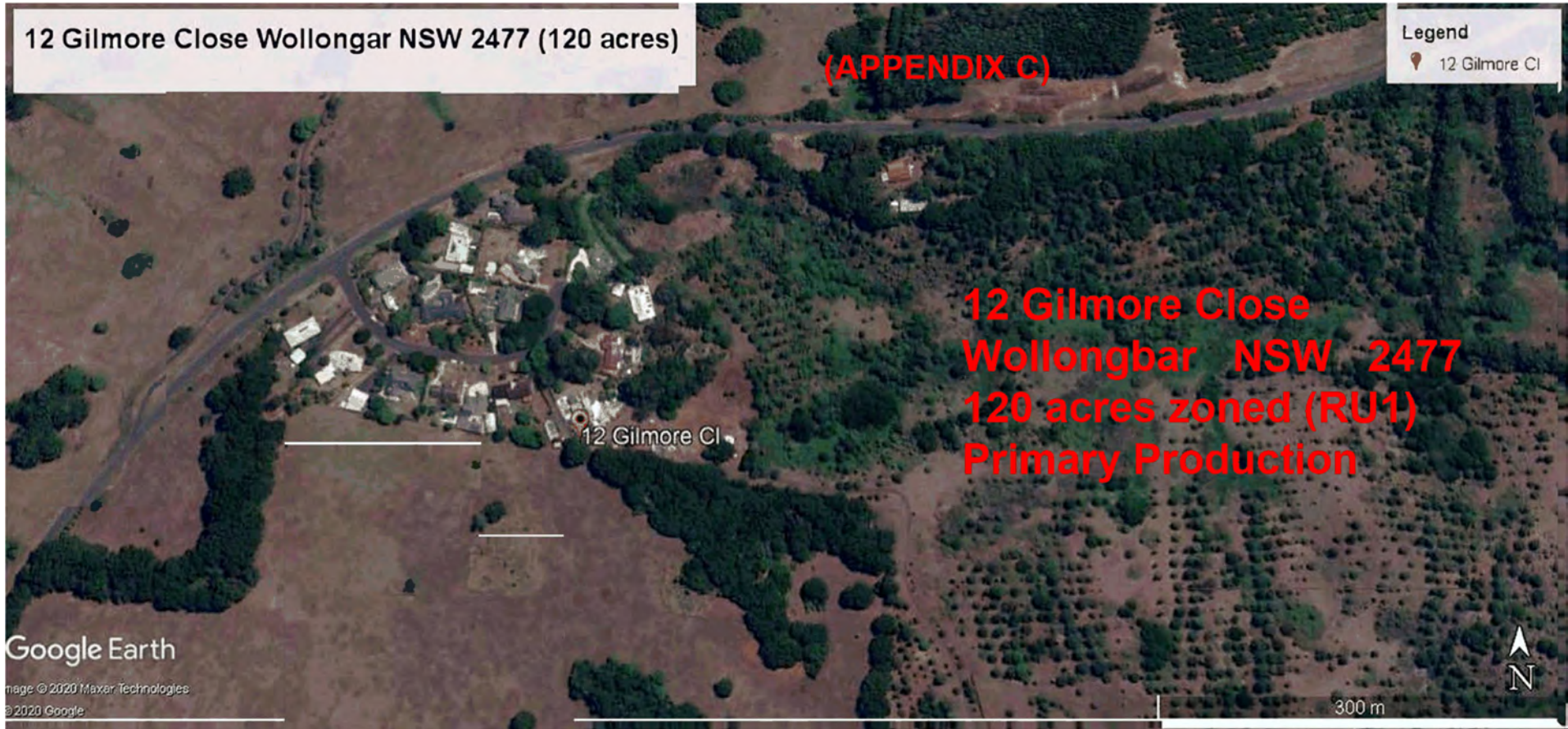
(Shortfall Estimate) for Ballina Shire Residential Land Supply Estimate - (2020-2040) Years

Location	Potential Greenfield Vacant Residential (Lots) (GVRL)	(GVRL) Area (ha)	Strategic Urban Growth Area (SUGA) (Lots)	(SUGA) Area (ha)	Potential Infill Lots to 2040	Total Number Potential Lots	Lots Reduced because of High Risk of Climate Change (Rising Sea Levels & Floods etc.)	Lots Reduced by 80% because of Low Take-Up Rate (Infill Development) (Dual Occupancy & Multi Unit Housing)	Lots Reduced by (UPA) Land dedicated solely to Aged Care (Non-Residential) (Lot 1 DP 1149478)	Total Reductions	(Balance) Total Number Potential Lots (Available 2020 to 2040 Years)	(BSC) Estimated Additional Lots Required (2020 to 2040 Years)	Shortfall in (BSC) Estimated Lots Required (2020 to 2040 Years)
Ballina	67	5ha	80	10ha	60 - 260	207 - 407	207 - 407			207 - 407	0		
East Ballina	16	0.6ha	-	-	0 - 84	16 - 100	16 - 100			16 - 100	0		
West Ballina	250	14.25ha	390	11ha	0 - 63	640 - 703	640 - 703			640 - 703	0		
Cumalum / Kinvara	1907 - 2908	268.8ha	-	-	0 - 63	1907 - 2971	1908 - 2971			1908 - 2971	0		
Lennox Head	849 - 979	84ha	52 - 80	20ha	126 - 483	1027 - 1542	1028 - 1542			1028 - 1542	0		
Skennars Head	400	44.7ha	244 - 457	61ha	21	665 - 878	666 - 878			666 - 878	0		
Alstonville	20	0.8ha	-	-	63 - 168	83 - 188		50 - 134		50 - 134	33 - 38		
Wollongbar	425 - 662	54.4ha	-	-	-	425 - 767			344	344	81 - 423		
Wardell			124 - 221	16ha	42 - 126	166 - 368		34 - 100		34 - 100	133 - 268		
<b>Total</b>	<b>3934 - 5303</b>	<b>472.55ha</b>	<b>890 - 1228</b>	<b>118ha</b>	<b>312 - 1373</b>	<b>5,136 - 7,924</b>	<b>4465 - 6601</b>	<b>84 - 234</b>	<b>344</b>	<b>4893 - 7179</b>	<b>247 - 729</b>	<b>4000</b>	<b>1771 - 1751</b>
	<b>Lots</b>		<b>Lots</b>		<b>Lots</b>	<b>Lots</b>	<b>Lots</b>	<b>Lots</b>	<b>Lots</b>	<b>Lots</b>	<b>Lots</b>	<b>Lots</b>	<b>Shortfall Lots</b>

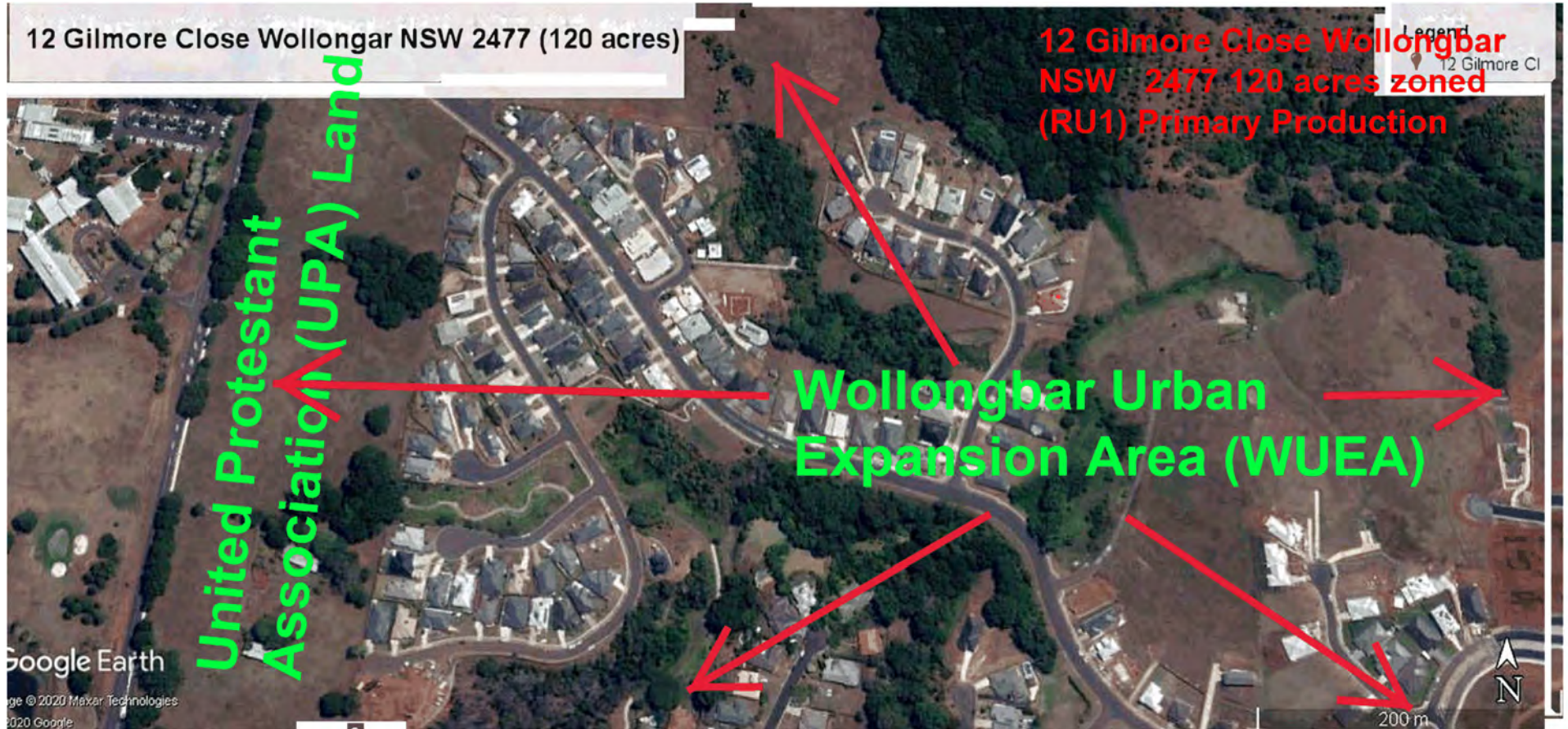


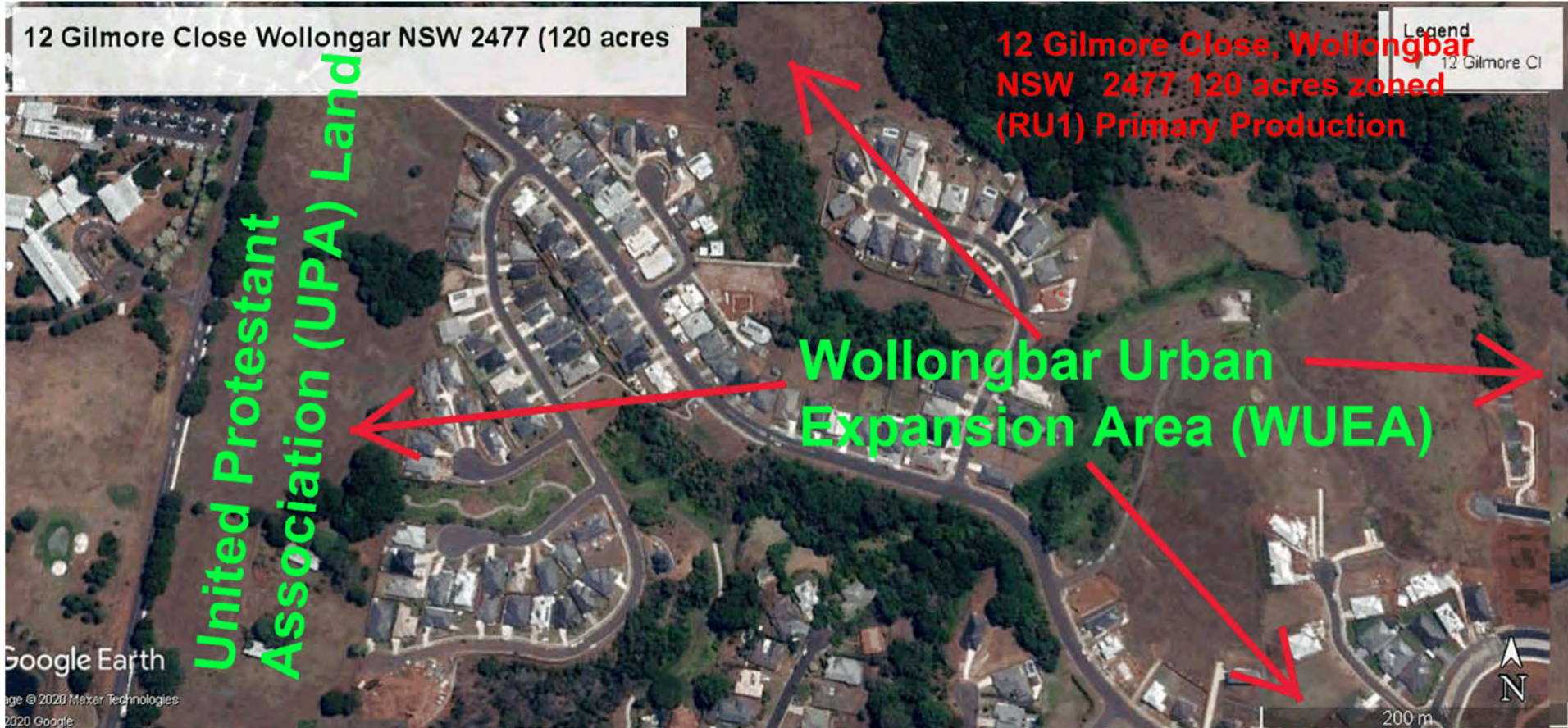




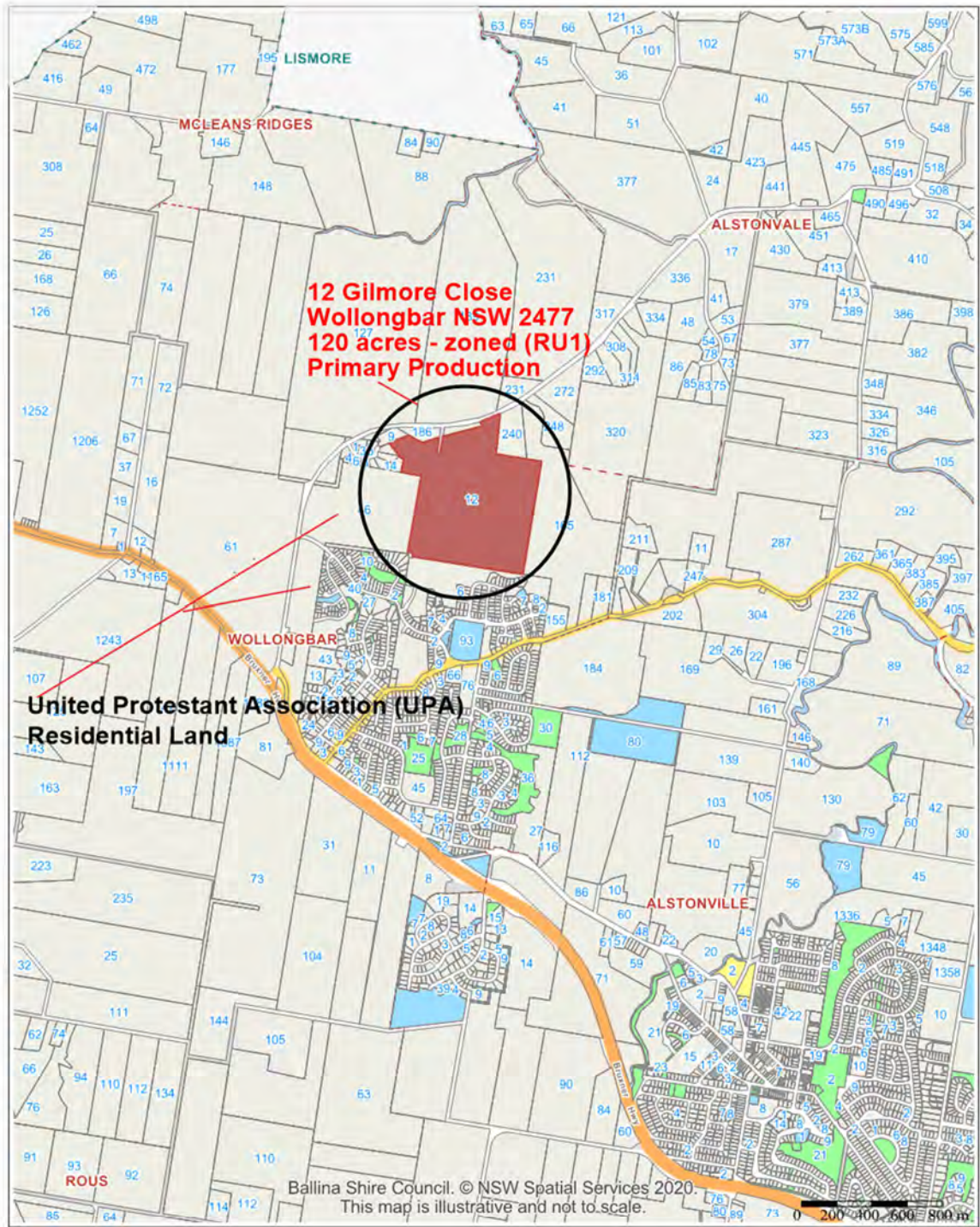












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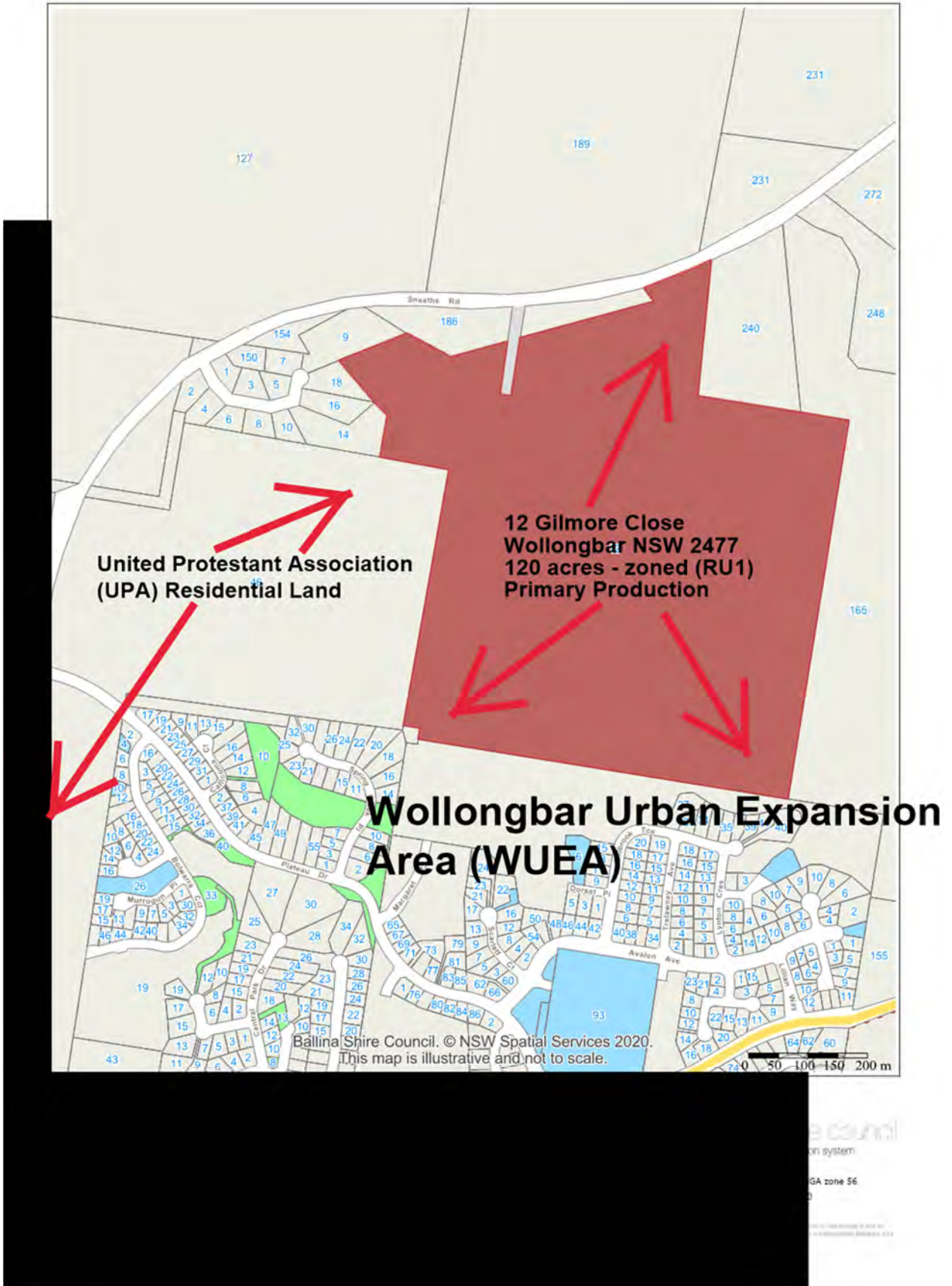
PO Box 450  
BALLINA NSW 2478

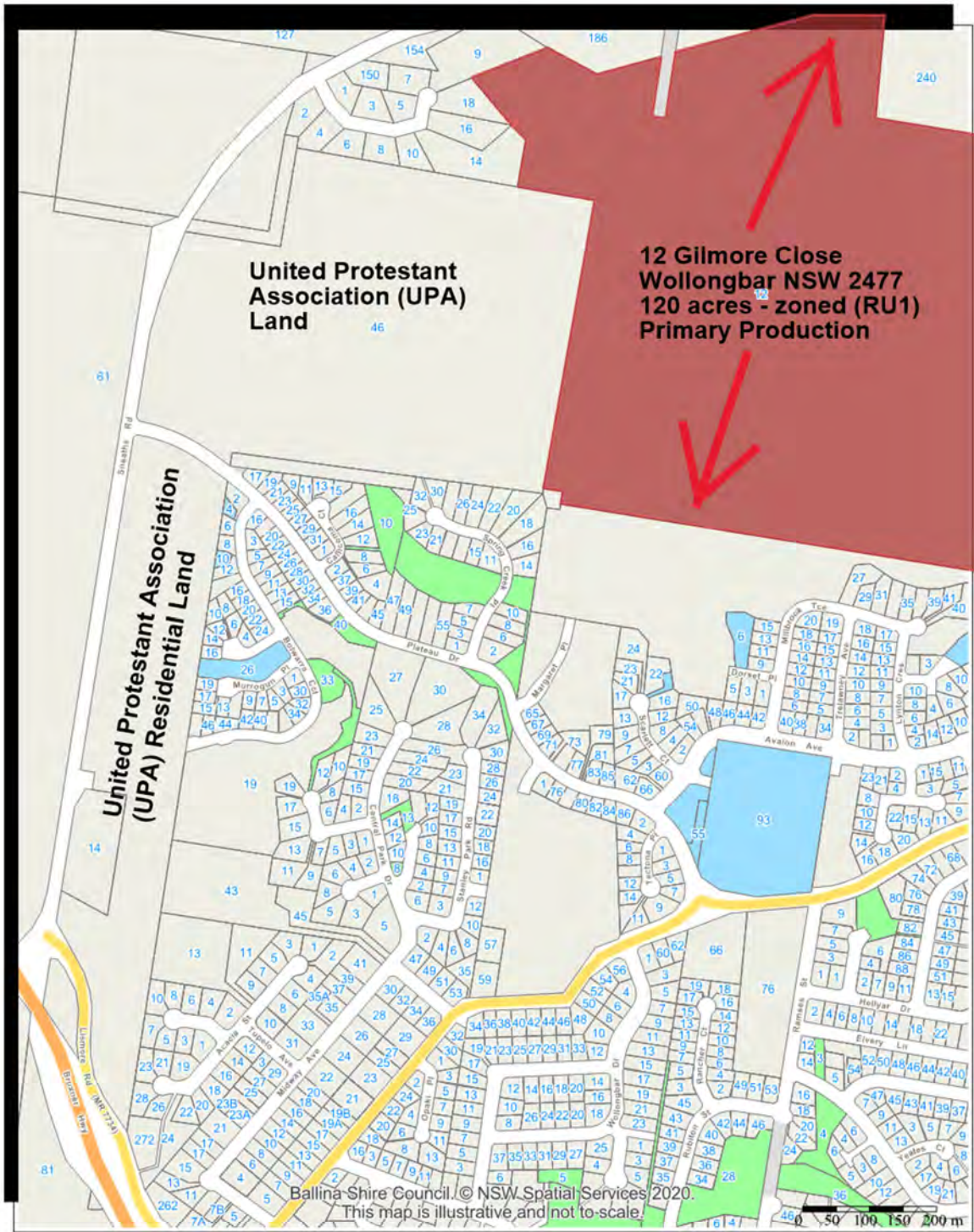
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geographical information system

Projection: GDA94 / MGA zone 56  
Date: 20/02/2020





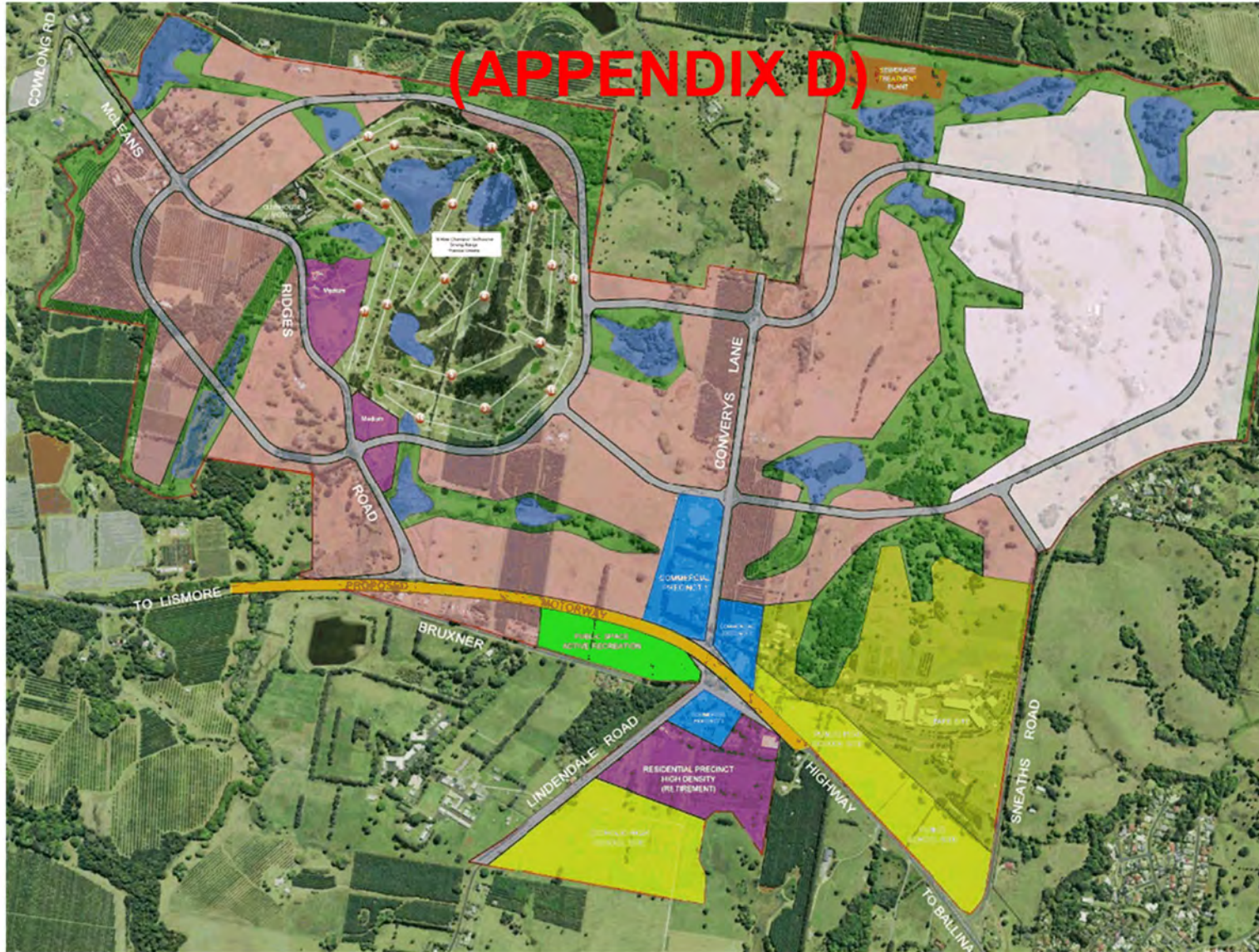
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Projection: GDA94 / MGA zone 56  
 Date: 20/02/2020







20 March 2020

DB\2024

The General Manager  
Ballina Shire Council  
PO Box 450  
BALLINA NSW 2478

**Attention: Mr Klaus Kerzinger**

Dear Sir,

**re Submission to draft Ballina Shire Local Strategic Planning Statement (LSPS)**

This submission is prepared on behalf of Ms Jan Sigley, the owner of land at Tintenbar, in response to the exhibition of the draft Ballina Shire Local Strategic Planning Statement (LSPS) and Council's request for comments.

Ms Sigley supports the planning intent of the draft Local Strategic Planning Statement (LSPS) and its long term land use planning strategy for Ballina Shire. The draft LSPS contains planning priorities and actions that respond to the challenges and opportunities that the shire will face in the period to 2040.

#### **Tintenbar Village**

As reflected in the LSPS, Tintenbar is a small, historic, rural hamlet adjacent to Emigrant Creek and 500 metres from Tamarind Drive (the old Pacific Highway). Tintenbar is central to the coastal village of Lennox Head and the towns of Alstonville and Ballina and in the vicinity of new release area of Cumbalum and adjoining urban land investigations areas. The village centre is located in George Street near the intersection of Tintenbar Road. George Street connects to Old Bangalow Road, part of the original Pacific Highway running along Emigrant Creek until about 1939.

The village is the centre for a number of surrounding rural residential estates including Norfolk Park Estate, Oatley Park Estate, and Phoenix Park Estate.

The village of Tintenbar was proclaimed a Village in the 1887 with subdivision occurring in the late 1880s and early 1900s.

The Sigley land is located in the southern part of the village area and was subdivided into residential lots in the early 1900s at the time the village was being established (refer to attached

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EMAIL: [bbc.administration@bbcplanners.com.au](mailto:bbc.administration@bbcplanners.com.au) ~ WEB SITE: [www.bbcplanners.com.au](http://www.bbcplanners.com.au)

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figure). It has strong historic associations with the original proclaimed village and comprises 45 lots of varying sized with a total area of approximately 10.7 hectares.

**Points of submission**

As stated above, this submission supports Council's strategic planning initiatives reflected in the LSPS including the strategic directions for Tintenbar.

As stated in the LSPS, the community of Tintenbar values the quiet rural atmosphere of the hamlet but at the same time wants to ensure that the level of activity within its central precinct is maintained. Potential strategic actions for Tintenbar relevant to the LSPS:

- Provide improved rural housing options to retain population.
- Keep the locality low density and low rise to retain its rural charm, but reconsider dwellings on rural lots close to the hamlet centre to support the level of services.
- Consider dwelling entitlements on existing small lots where access and services are appropriate.
- Permit detached rural dual occupancy where services and access are appropriate.
- Consider shared path between George Street and the sports fields.

These actions are supported. The Sigley land can play an important role in implementing the priorities actions and strategies of the LSPS for Tintenbar with the low density residential development of the land aligning with the strategic direction within the LSPS.

Land in Tintenbar Village is suitable for additional village settlement in that:

- It is close to schools and local retail facilities, community hall, recreation areas and local open space and medical centre and can support and contribute to the enhancement of community infrastructure and health and wellbeing;
- It can provide additional dwelling opportunities whilst protecting any productive agricultural land;
- The village has discrete boundaries informed by the historic subdivision pattern providing a basis for a connected community;
- It can provide additional housing/location choice in the way expected population growth can be handled;
- Has a locational and transport advantages with good access to the old Pacific Highway;
- Limited number of owners facilitating the preparation of a development plan for the area;



- Development can occur in a manner that preserves the natural amenities of the rural hinterland and protects areas of biodiversity significance

The LSPS includes an implementation plan and Ms Sigley looks forward to working with Council to advance strategic planning for Tintenbar and implement the LSPS.

Yours faithfully  
**BBC Consulting Planners**

A handwritten signature in blue ink, appearing to read 'Dan Brindle', is written over a light blue rectangular background.

**Dan Brindle**  
**Director**



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**Job No. 14073**

19 March 2020

The General Manager  
Ballina Shire Council  
PO Box 450  
BALLINA NSW 2478

Dear Sir,

**Re: Submission – Consideration of Newrybar Village in Local Strategic Planning Statement and Local Growth Management Strategy.**

Northern Rivers Land Solutions (NRLS) has been engaged by a number of property owners to provide a submission regarding the draft Ballina Shire Local Strategic Planning Statement which is on exhibition until 20 March 2020. This submission outlines the reasons for considering Newrybar for a small level of urban expansion.

**Overview of village including history**

Newrybar is a small village located in the northern portion of Ballina Shire which contains a number of vibrant local business, a small number of dwellings and a number of buildings that may have some heritage significance. The village is located on the Old Pacific Highway and is conveniently located between Ballina and Byron Bay, with good local road links to Bangalow and Broken Head.

Newrybar has a strong community vibe and is fast becoming a tourist destination due to a number of successful local businesses.

**Population statistics and need for additional housing**

The Department of Planning, Industry and Environments' population projections show that the Ballina Shire is set to grow from 43,000 to 47,100 by the year 2041.

Newrybar is not identified as one of the growth areas within the Ballina Shire under the North Coast Regional Plan and is not identified within any Ballina Council Structure Plans.

The village is coming under increasing pressure for development due to its status as a tourist destination. It is considered that with careful consideration and the provision of additional infrastructure, Newrybar is capable of some small-scale expansion which will improve the viability of businesses within the village and reduce the potential for adverse impact of the Emigrant Creek water catchment.

**Infrastructure**

Newrybar is already serviced with a water supply, however any future development will require the construction of a Sewer Treatment Plant (STP). Public transport is currently provided to Newrybar in the form of a public bus service. There is currently limited land available for open



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space within Newrybar, however it is proposed that this would be addressed as part of any future Planning Proposal. Telecommunications are already provided to each of the lots and stormwater would also be able to be treated as part of the STP.

A future STP could potentially be privately funded and operated under licence. It would be at no cost to State and Local Government and would be physically and economically feasible.

A local primary school is located in the north-east of the village, east of the Hinterland Way.

**Heritage**

Newrybar has been occupied for some time and accordingly, any Aboriginal heritage is likely to be already disturbed. This will be further addressed in any future planning proposal.

The village has a number of buildings of local heritage significance and a heritage assessment is likely to be included in a future planning proposal.

**Land-use conflict**

The land surrounding the village is predominantly used for macadamia farming which has the potential to have land use conflicts, particularly in regards to noise and chemical spray drift. It is likely that these impacts can be adequately in any future subdivision design. A Land Use Conflict Risk Assessment (LUCRA) will need to be prepared prior to the inclusion of the village in any new or amended land use strategy and would be provided as part of any Planning Proposal to rezone the land in the future.

**Local Environmental Plan - Zoning**

Newrybar Village is currently zoned 7 (c) Environmental Protection Water Catchment under the Ballina Local Environmental Plan 1987 due to its location in the upper catchment of the Emigrant Creek Reservoir. It is considered a Deferred Matter for the purposes of the Ballina LEP 2012. It is envisioned that any future development within the village will require rezoning to a more appropriate zone, such as RU5 Village, which would expand the range of land uses permitted and allow for an appropriate level of expansion in the village.

**North Coast Regional Plan**

The North Coast Regional Plan 2036 is applicable to the subject site. The Plan:

*“sets regional planning priorities and provides guidance and direction for regional and local planning decisions. It identifies where to focus new housing and jobs to deliver social and economic benefits”.*

The goals of the North Coast Regional Plan 2036 are listed as follows –

- *“The most stunning environment in NSW*
- *A thriving, interconnected economy*
- *Vibrant and engaged communities*
- *Great housing choice and lifestyle options”*



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The Plan identifies the North Coast Region attracts a range of different people due to the range of different *communities it encompasses*.

*“This is a region where a myriad of lifestyles – rural, coastal, bohemian, cosmopolitan – and opportunities are available. This diversity and opportunity continues to make the North Coast one of the great places to live, work and visit.”*

Newrybar is not identified on Figure 13: Urban growth area map for Ballina Local Government Area Growth in the North Coast Regional Plan 2036. Despite this, it is ideally placed within the rural hinterland and in proximity to both Byron Bay and Ballina, to provide for a small amount of additional growth within the existing village boundaries. The inclusion of Newrybar in the future Local Growth Management Strategy would increase the villages’ existing ability to provide for tourism and visitor accommodation, whilst preventing fragmentation of the surrounding viable agricultural land. The North Coast Regional Plan 2036 states the following –

*“Facilitate tourism and visitor accommodation and supporting land uses in coastal and rural hinterland locations through local growth management strategies and local environmental plans.”*

The North Coast Regional Plan 2036 identifies the importance of hinterland communities, such as Newrybar and establishes that good design of these communities will support the regions’ continuing growth –

*“The North Coast’s tapestry of coastal and hinterland communities are central to the region’s identity. As the region grows over the next twenty years, well designed communities will support local character, active lifestyles and provide residents with a greater sense of wellbeing and belonging.”*

Although Newrybar is not identified as an urban growth area in the North Coast Regional Plan 2036, incorporating it as capable of some level of urban expansion will encourage the use of excess land within the village which could be better utilised to provide additional housing.

*“The NSW Government and councils will manage the growth of new land releases in the coastal strip by directing development to the mapped urban growth areas (see the Local Government Narratives). This will distribute housing across the region and strengthen the growth of hinterland communities, where there is capacity for additional rural and urban housing. It will also help to avoid pressure on the sensitive coastal environment.”*

Despite Newrybar not being located within an Urban Growth Area, the North Coast Regional Plan makes provision for variations as follows –

*“There may be a need to vary the urban growth areas as new information becomes available or to correct anomalies. Any variations must be in*



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*accordance with the Urban Growth Area Variation Principles (Appendix A) and will need to be considered and justified through a strategic planning or rezoning process."*

The variation principles contained within Appendix A of the Regional Plan are capable of being used to qualify the village for future expansion.

**Conclusion**

NRLS requests that the wording of page 48 of the LSPS relating to the village of Newrybar be amended to allow for the consideration of urban expansion in Newrybar in the soon to be prepared Local Growth Management Strategy subject to the adequate provision of services, namely sewer infrastructure. A further, more detailed submission will be provided in relation to the draft Local Growth Management Strategy which Council has advised will be prepared in the near future.

Please feel free to contact us if you require any further information.

Kind Regards,

A handwritten signature in black ink, appearing to read 'Tony Hart'.

Tony Hart,  
**General Manager**  
**Northern Rivers Land Solutions**



**Ballina Environment Society (BES) Submission on Ballina  
Shire Local Strategic Planning Statement 2020 -2040**

**A Land Vision to 2040**

Table of Contents

1. Introduction	Pg 1
2. Objective	Pg 1
3. Intended Outcome	Pg 1
4. Context	Pg 1
5. Methodology	Pg 1
6. Commentary and Observations	Pg 2
7. Proposed Actions Emanating from this Submission	Pg 5
8. Conclusion	Pg 6

Contact Person: Graham Shaw, on behalf of BES Executive

Contact Details: [graham\\_shaw@directgroup.com.au](mailto:graham_shaw@directgroup.com.au)

Mob: 0414320005

Pg 1

**BES Response to Ballina Shire Local  
Strategic Planning Statement 2020-2040**

**A Land Use Vision to 2040**

1. Introduction:

The purpose of this submission is to consider the strategic planning proposals for land use over the next 20 years within the context of broad environmental circumstances and conditions

2. Objective

The core objective is to emphasise areas of environmental omission and deficiencies in the planning approach for land use over the next 20 years

3. Intended Outcome

That Council is aware of potential additional needs in land use contingent on environmental factors and particularly climate change

4. Context

The comments in this submission are offered in the absence of the Council's policy response to its recently adopted Climate Emergency pronouncement and finalisation of The Coastal Management Plan

5. Methodology

Commentary and observations will conform to the four Main Themes of the Council Report:

- a. Connected Community
- b. Prosperous Economy
- c. Engaged Leadership
- d. Healthy Environment

6. Commentary and Observationsa. Connected Community

Population growth across the Shire is forecast to grow at a compound of .9% per annum. The increase of around 10,000 residents will require increased provision and readiness of both hard and soft infrastructure. Of particular concern are the following:

- Water Resource Management: The report is silent on development of water resource management, co-ordination of council with Rous on developing increased water potentials and specific water use control systems. Further grey water reticulation needs to be extended into broader areas in the shire. The DCP needs to be changed so that all new dwellings have rain water tanks
- Urban Design: While the report specifies design for social interaction it omits reference to softening urban design for environmental needs. Treatments such as soft reflective materials, restricted use of concrete, greening urban and commercial structures and usage of alternative light materials need to be given significantly additional emphasis in the report. Moreover in urban design, little attention is given to increased green space and shaded parkland in the report. Street trees, community gardens, and edible landscape should be incorporated into all new developments and into the impending Lennox Village Vision. As climate temperatures increase and longer periods of drought are prevalent this will be essential

b. Prosperous Economy

While BES supports a diversity of housing, increased provision of low cost housing, development of additional employment land adjacent to population centres and expanded eco-tourism and rural economy, it is conscious of the following:

- Diversity of housing requires strong environmental influences and control mechanisms to be integrated to the LEP & DCP. Factors such as water harvesting, greening,

lighter material usage, natural cooling aspects and energy usage need to be maximised and included in building controls. Solar should be the predominant energy provider by 2040 and Council should urgently promote this expansion

- By 2040 employment land should be as close as possible to population centres and public transport needs to be extensively electric generated. However employment land should not be permitted in environmentally compromised and threatened areas and agricultural land should be protected
- While BES supports controlled rural economic development through eco-tourism, it recognises the need for environmental protection controls so that:
  - the Shire's 'clean, green' image is maintained and enhanced, our beaches remain pristine and are improved and our water ways are cleaned up and refreshed.
  - **93%** of land area remains rural or environmentally protected

c. Engaged Leadership

BES appeals to Leadership to undertake the following with urgency:

- Publish and action the key environmental policy in response to the Climate Emergency Statement recently adopted
- Protect and enhance Land Classifications/ Land Use Zones so that they reflect the new climate constraints
- Development controls in flood prone areas should be amended to allow innovative and less impacting methods of construction rather than the 'fill above the flood level' approach currently mandated
- Prevent coastal/land adjacent to the ocean from further re-zoning to urban development
- Protect and enhance building controls in DCPs so that they conform to new climate constraints and develop the BASIX requirements to add more sustainability measures for new builds

- Ensure the shire is carbon emission neutral by 2040 or earlier

d. Healthy Environment

BES contends that the majority of the observations incorporated in the commentary to this stage are apposite and related and Healthy Environment is not a subsection or category but should be regarded as a whole of community issue as its treatment is a Shire wide determinant of positive social, economic and emotional well-being.

- BES supports:
  - the North Coast Regional Plan (NRCP) directive of enhancing biodiversity, coastal and aquatic habitats and water catchment areas and the protection and enhancement of productive agricultural land
  - the Community Strategic Plan (CSP) theme of blending our built environment with our natural environment
  - Focusing of development in areas of least biodiversity.
  - The impact of climagratoration on coastal settlements and the contingent need for increased plateau land
  - Informed and energetic Leadership in mitigating and adapting to climate change

Notwithstanding the above BES is concerned regarding Council's apparent slowness in adopting clear plans and actions to confront and allay the effects of climate change. BES accepts the principles and rhetoric contained in the report but contends that specific remediating strategies and actions are slow in being established and activated. Thus, it appears our Shire and its environment lack sufficient care and protection. Council needs to urgently attend to this predicament and offer substantial resources to respond energetically to the environmental demands of our changing times.

After all environmental health is a function of our shire's economic and community well-being. It's our greatest challenge and BES exhorts Council's urgent and determined response

7. Proposed Actions Emanating from this Submission

BES requests Council to seriously consider the following core actions

- Recycled water reticulation to be delivered to all new subdivisions and that Council investigate further provision to existing areas
- DCP to be amended to require water tanks and re-use system on all new builds
- DCP to be amended to require solar panels on all new builds
- Council investigate and where possible initiate financial assistance programmes and ease approval requirements for installation of water tanks, water re-use systems and solar panels on all existing dwellings
- Street trees, community gardens and edible landscape to be incorporated into all new developments and to upgrading of current built environment
- Council develop a programme of Street Landscaping (native and edible) for existing areas
- Development controls in flood prone areas to be amended to allow innovative and less impacting methods of construction rather than the 'fill above the flood level' approach currently mandated
- Council to urgently develop a 'Climate Action Plan' to include measures to address climate change across all Council operations and responsibilities
- Council to develop a 'Sustainable Transport Strategy' which includes actions for the Shire across all areas of transport, including use of electric vehicles in Council's fleet, construction of public electric charging

Pg 6

points, review of public transport needs and provision, ride sharing programmes and completion and extension of a shared pathway network.

- Review Council's Waste Management programme to reduce use of packaging, encourage re-use and recycling and appropriate disposal as a last resort

#### 8. Conclusion

The objective of this submission is to enable BES to emphasise and highlight areas of environmental omission and deficiency in the strategic planning statement.

It is clear that a number of principles in the Statement are supportive of Shire environmental development and progress. However expressions of intent now demand urgent and energetic action as proposed above. This determined effort will require inspirational council leadership and the application of substantial resources over the next 20 years.

There is no doubt that managing climate change and environmental balance is the existential challenge of our time. It can no longer afford to be presented as the elephant in the room.

BES exhorts Council to urgently and energetically address the Shire's environmental needs.

19/03/20



## **Connected Community**

### **Planning Priority 2**

*Encourage urban design which increases chances for social interaction and connectedness.*

1. Ways of social connection are changing and there is a need for *localised casual congregation* of people to counter social isolation of changing employment and technology
2. There are plenty of economy-of-scale community facilities such as large playgrounds, community centres and parks however this does not encourage *localised connection*. Providing *localised connection* need not be expensive to implement.
3. Commercial centres, parks and community centres need to have small informal hubs included where people can *casually congregate* away from prescribed activities. Downtown Ballina is well detailed from a commercial perspective however there appears to be limited opportunity for casual social connection.
4. Epic is a good example of casual social connection potential. It is walkable (including from outside the development), has amenity facilities and the figs are a natural congregation point.
5. Aureus and Skennars need to develop their own community identity.
6. Lennox Village considerations for LVV.
  - 6.1 Re -working the hard space between the library, Community Centre and CWA Hall into a people friendly place eg shade, meandering path, gardens & seating.
  - 6.2 An idea to draw people together is free wifi- used successfully in European towns.
7. Buildings need to be designed for lifetime use providing choice and flexibility in supporting people socially.





## **Prosperous Economy**

### **Planning Priority 4**

*Encourage activities within the rural hinterland that stimulates economic activity by value adding to farm based production that promote rural tourism.*

Ref Rural Settlement Character Statements P.46

1. There is the issue of rural lifestyle lots owners applying for DA to change the land from agriculture & horticultural activities (working farm) to entertainment precincts (events) the potential consequence being neighbouring residents dealing with increased noise and traffic.

Then, when these DAs are rejected by Council, the owners possibly going to JRPP then court.

2. This LSPS needs to be much stronger in its prioritising the amenity of rural settlements and surrounds so they are not living in an entertainment precinct.
3. There is a conflict within the last paragraph of the Rationale on P.75 *"to protect the Shire's rural hinterland from inappropriate development so as to maximise the economic potential of this areas."*

Whereby, entertainment tourism could maximise the economic potential of the rural hinterland.

## **Engaged Leadership** **Prosperous Economy**

### **Planning Priority 10**

*Maximise opportunities associated with the growth of South Eastern Queensland and the increased connectivity provided by the upgraded Pacific Motorway and digital technology.*

1. LHRA recommends that *Planning Priority 10* belongs in Prosperous Economy (PE), similarly to other PE priorities this is looking at generating prosperity for the Shire.
2. Although this priority was further discussed and elaborated upon at the March 2020 B Ward Meeting, LHRA members who attended still perceive it as being more SE QLD/Gold Coast culture and less beneficial to FNC NSW.
3. LHRA requests that "maximise" is replaced with "utilise" or "take advantage of." The reasoning being that "utilise" or "take advantage of" infers more beneficial to our Shire than vice versa. "Maximise" is the strongest verb used in the document and jumps out at the reader implying that this priority will drive all others



**Healthy Environment** ➡ **Engaged Leadership**

**Planning Priority 14**

*Ballina Shire Council provide leadership in mitigating and adapting to climate change,*

1. LHRA recommends the moving of Planning Priority 14 to **Engaged Leadership**, whereby Council takes leadership on this priority then the economy, employment, building design, community, transport etc can respond. Giving the community confidence that this will be a strong focus. Also, by swapping the placement of this with Priority 10, a better balance is achieved between the economic focus of Council and its focus on Climate Change
2. Again the B Ward meeting discussion re-inforced LHRA's view as meeting discussion indicated that leadership on climate change was already occurring.

**Healthy Environment**

1. "Elephant in the room" title infers that we are ignoring this reality- None of us are ignoring.
2. LHRA is supportive of reaching zero carbon neutrality much earlier than 2040.
3. Request the inclusion of capturing climate change ideas at individual, local, state & federal government level.....

*Ideas:*

- ✓ Housing design must meet energy efficient Council compliances.
- ✓ Transport oxymoron. There are good roads (and airport) however if we are taking climate change seriously a car dependent community is an oxymoron. Propose Council shire advocate to State for public transport and prepare for, such as bus set downs incorporated in new developments and retro-road works.
- ✓ The use of vegetation to cool overall temperatures. Western Sydney is greening the region to reduce overall temperatures of hard surfaces whilst Adelaide is strategically using its valuable water supply to improve greening. For example- Adelaide airport is cooling runways with watering vegetation which in turn means aircraft will not use as much fuel to take off in comparison to a hot runway.



## **Other land use matters**

(Or matters LHRA identified but don't know which theme to allocate to.)

### **Physical connectivity**

1. There are lots of good initiatives occurring such as good roads for vehicles, airports and pavements for pedestrians and cyclists, however there is no public transport planning.
2. Connectivity between strip developments have pedestrian lanes but residents driving between them means going out on increasingly busy main arterials then going back into the next enclave. In Lennox Head's case, Hutley Drive South may alleviate some of these issues for the western side of North Creek Road but not the eastern side.
3. Critical arterial connectivity for Lennox Head is the need for North Creek extension and a reliable Ross Lane.

### **Water Management**

1. Sewerage capacity- do not want to end up like Mullumbimby which has reached capacity.
2. Reticulated water shortfall 2018 Rocky Ck Dam was at 110% capacity and by late 2019 it had reduced to 60% capacity. This is an indication of severe water supply issues.
3. On site rain harvesting
  - ✓ Pool ownership to include rain harvesting within the lot.
  - ✓ Currently there is one size rain tank fits all for new homes however tanks capacity needs to align with the size of house eg. 5000 litre tank per bedroom.
  - ✓ Is there compliance to rain harvest on industrial sites?



16 March 2020

The General Manager  
Ballina Shire Council  
PO Box 450  
Ballina NSW 2478

Dear Ballina Shire Council,

**Re: Feedback on the Draft Local Strategic Planning Statement**

Thank you for the opportunity to provide feedback on the Draft LSPS.

Cancer Council NSW is committed to reducing the impact of cancer on individuals and the community, and to lessening the burden for people affected by cancer. We are community funded and community focused. We believe health is central to urban planning in order to create environments that promote cancer-smart behaviours and reduce exposure to known cancer risks such as solar ultraviolet (UV) radiation.

Cancer Council NSW is a key partner in the implementation of the *NSW Skin Cancer Prevention Strategy (2017)* which defines a comprehensive approach to reducing overexposure to (UV) and ultimately the incidence of skin cancer in NSW. The Strategy is a multidisciplinary initiative lead by Cancer Institute NSW which is an agency of NSW Health.

As part of the delivery of the Strategy, the Shade Working Group is committed to increasing shade across NSW for skin cancer prevention by influencing the planning system and advocating for shade in the local community. Member organisations of the Shade Working Group include: Cancer Institute NSW, Cancer Council NSW, University of New South Wales City Future Research Centre, and a strategic and social impact planner consultant. This submission is being provided by Cancer Council NSW, which also is Chair of the *NSW Skin Cancer Prevention Strategy Shade Working Group*.

**Skin cancer in Australia**

Australia has the highest levels of UV radiation and the highest incidence rates of skin cancer worldwide, where two out of every three people are likely to be diagnosed with skin cancer by the age of 70. UV radiation causes 95% of melanomas and 99% of non-melanoma skin cancers in Australia. This means skin cancer is highly preventable.

In comparison to another important preventable social issue, nearly twice as many people die from melanoma than they do on our roads in NSW. 354 people died on our roads in 2018; while 624 people died of skin cancer in 2016<sup>1</sup>. We wear a seatbelt every time we get in the car, and we should think about UV radiation in the same way.

<sup>1</sup> Cancer incidence and mortality projections 2011 to 2021. Cancer Institute NSW, Sydney, May 2011. Centre for Road Safety, Transport for NSW <https://roadsafety.transport.nsw.gov.au/downloads/road-toll-progress-2018.pdf>



Council can play an important role in reducing the risk of skin cancer of its residents through planning and designing shade. Good quality shade can reduce UV exposure by up to 75 per cent. Further information including the co-benefits of shade are attached. They are also accessible via Cancer Council NSW's [website](#), along with the *Cancer Council NSW Guidelines to Shade* and example case studies of well-designed shade.

**Response to the Draft LSPS**

Cancer Council NSW strongly encourages Council to ensure the value of shade for UV radiation protection and other co-benefits are fully recognised in the vision for the LGA.

We have suggestions to support you with this. Example text developed to include in your LSPS which supports shade as a planning priority for the LGA is attached and also accessible via Cancer Council NSW's [website](#). We recommend that council look to include all or part of this text in relevant Themes or Planning Priorities from the Draft LSPS.

Thank you again for the opportunity to provide comment on your Draft LSPS. If you would like any further support, please feel free to contact me via [Elizabeth.king@nswcc.org.au](mailto:Elizabeth.king@nswcc.org.au) or ph: (02) 9334 1760.

Yours sincerely,

Elizabeth King  
Chair, NSW Skin Cancer Prevention Strategy Shade Working Group  
Skin Cancer Prevention Manager  
Cancer Council NSW

CANCER 2018

Cancer Council NSW  
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Byron Bay • Charlestown • Coffs Harbour • Erina Fair • Orange • Parramatta • Singleton • Tamworth • Wagga Wagga • Wollongong • Woolloomooloo



**NSW RURAL FIRE SERVICE**

Ballina Shire Council  
PO Box 450  
BALLINA NSW 2478

Your reference: LSPS (CM2130)  
Our reference: SPI20200115000003

**ATTENTION:** Klaus Kerzinger

Date: Thursday 26 March 2020

Dear Sir/Madam,

**Strategic Planning Instrument**

**Other - Exhibition**

Exhibition of Draft Ballina Shire Local Strategic Planning Statement (LSPS)

I refer to your correspondence dated 13/01/2020 inviting the NSW Rural Fire Service (NSW RFS) to comment on the above Strategic Planning document.

The NSW RFS has considered the information submitted and provides the following comments.

- The document is a requirement of the current state planning guidelines
- The generic LSPS template does not include matters relating to bush fire planning;
- The draft Ballina LSPA does not reference bush fire considerations in the strategic planning context.

As such, the NSW RFS recommends the LSPS should include the following goal and action under the heading – Economic Prosperity

*Goal -The strategic planning phase of development is particularly important in contributing to the creation of safer and sustainable communities. (National Disaster Resilience Strategy, COAG 2011).*

*Action - Comprehensive consideration of bush fire hazards and risks in the strategic context, will reduce the social and economic costs of bush fire events on the community. Key strategic documents including future land use investigations (planning proposals) shall consider current bush fire guidelines in future land use allocations.*

For any queries regarding this correspondence, please contact Alan Bawden on 1300 NSW RFS.

Yours sincerely,

Timothy Carroll  
**Manager Planning & Environment Services**  
Planning and Environment Services

1

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19 March 2020

Klaus Kerzinger  
Strategic Planner  
Ballina Shire Council  
40 Cherry Street  
Ballina NSW 2478

### Draft Ballina Local Strategic Planning Statement submission

Dear Klaus,

The Northern NSW Local Health District (NNSW LHD) Health Promotion unit welcomes the opportunity to comment on the draft Ballina Local Strategic Planning Statement ("BLSPS"). We acknowledge the effort that has gone into drafting the BLSPS and its complex interaction with other strategic plans and planning instruments.

We make this submission using an evidence based approach based on NSW Health's *Healthy Urban Development Checklist* (HUDC).<sup>1</sup> The *North Coast Regional Plan 2016-2036* includes Direction 15 to "Develop healthy, safe, socially engaged and well-connected Communities".<sup>2</sup> Our response is also informed by other healthy built environment best-practice guides including:

- Healthy Planning Expert Working Group's healthy planning action resources<sup>3</sup>
- Government Architect NSW's *Better Placed*,<sup>4</sup> *Greener Places*<sup>5</sup> and *Urban Design for Regional NSW*<sup>6</sup>
- (the former) Premier's Council of Active Living's *Planning and Design Guidelines*<sup>7</sup>
- Heart Foundation's *Healthy Active by Design*<sup>8</sup>
- University of NSW's *Healthy Built Environment Indicators*<sup>9</sup>

### Health context

By way of background, evidence shows that people have **high overweight and obesity rates** (57.3% of NNSW adults and 24% of NSW children are overweight or obese<sup>10</sup>), and **poor intake of fruit and vegetables** (in 2018, 58.7% and 89.2% of NNSW adults did not eat enough fruit and vegetables respectively<sup>11</sup>). Less than half (42.7%) of NNSW adults and almost three quarters (72.9%) of NNSW children had **inadequate physical activity levels**. Health professionals recognise the importance of the built environment in directly affecting people's health and the central role that planners play in providing environments which support healthy behaviour.<sup>12</sup>

<sup>1</sup> <http://www.health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check-list.aspx>

<sup>2</sup> <https://www.planning.nsw.gov.au/Plans-for-your-area/Regional-Plans/North-Coast/North-Coast-Regional-Plan/Vibrant-and-engaged-communities>

<sup>3</sup> <https://www.activelivingnsw.com.au/resources/>

<sup>4</sup> <http://www.governmentarchitect.nsw.gov.au/html/integrated-design-policy>

<sup>5</sup> <https://www.governmentarchitect.nsw.gov.au/policies/greener-places>

<sup>6</sup> <https://www.planning.nsw.gov.au/media/Files/DPE/Guidelines/draft-urban-design-guide-for-regional-nsw-2016-10-02.pdf>

<sup>7</sup> [http://www.pcal.nsw.gov.au/planning\\_and\\_design\\_guidelines](http://www.pcal.nsw.gov.au/planning_and_design_guidelines)

<sup>8</sup> <http://www.healthyactivebydesign.com/>

<sup>9</sup> <https://cityfutures.be.unsw.edu.au/research/city-wellbeing/>

<sup>10</sup> <http://www.healthstats.nsw.gov.au/>

<sup>11</sup> <http://www.healthstats.nsw.gov.au/>

<sup>12</sup> Thompson S, McCue P. The CHESSE Principles for Health Environments: A holistic and strategic game plan for inter-sectoral policy and action, Sydney: NSW Premier's Council on Active Living, 2008 [http://www.pcal.nsw.gov.au/\\_data/assets/file/0003/27851/chesse.pdf](http://www.pcal.nsw.gov.au/_data/assets/file/0003/27851/chesse.pdf) in <http://www.health.nsw.gov.au/urbanhealth/Publications/healthy-urban-dev-check.pdf> p 8 [hardcopy page numbers]

**Increase access to healthy food, decrease access to unhealthy foods**

The built environment has a direct influence on access to healthy food.<sup>13</sup> Access to convenient, fresh food outlets near where people live is a major contributor to health and wellbeing, along with food affordability and having the skills and resources to prepare good food.<sup>14</sup> 'Healthy food' includes diets which avoid processed foods, and are high in fresh fruit and vegetables, nuts and legumes, with lower consumption of animal products.<sup>15</sup>

The food supply is generally dominated by energy dense, nutrient poor (EDNP) foods that are prolific, relatively cheap and available 24 hours a day.<sup>16</sup> A high prevalence of fast food outlets near schools and workplaces has been shown to negatively impact on people's food choices.<sup>17</sup> Increased exposure to fast food restaurants, along with the intensive marketing of such foods, has been shown to negatively influence children's eating habits.<sup>18</sup>

Promoting healthier diets can be influenced through strategic planning. Ballina's LSPS would benefit by having additional actions which:

- restrict the density and proximity of energy dense nutrient poor (EDNP) aka '**fast food**' outlets, particularly to vulnerable populations
- restrict the density and proximity of **alcohol outlets** (pubs, clubs & retail outlets), particularly to vulnerable populations
- **increase access to drinking water** through the provision of bubblers/taps in public places, sporting venues and community facilities, and limit/discourage the consumption of sugar sweetened beverages (SSBs)
- support and encourage **community food centres** (aka 'food hubs') which promote local produce and take a social justice approach to food<sup>19</sup>. Action 10.1 relating to the "potential for a food industry and tourism hub near Ballina Byron Gateway Airport" (p 86) is of interest and we have provided input previously that such a food hub could have public health benefits if its focus includes food education, local food storage and distribution, and avenues for social enterprises.

We acknowledge that council already has enabling policies relating to **farmers' markets and roadside stalls** (p 47) and encourage planning policies which seek to promote greater access to fresh local produce, particularly for vulnerable populations. See further comments regarding local food production later in our submission.

**Connected Community**

We support **planning priority 1**: "Review community infrastructure needs within the Shire's towns, villages, hamlets and rural localities and incorporate requirements within the Open Space and Community Facilities Developer Contribution Plan". We commend council for recognising the importance of 'soft' infrastructure and its importance in creating community connectedness. In this regard, social infrastructure planning and provision contributes to the development of healthy and sustainable communities by ensuring that population growth is supported by a network of facilities and services that are accessible, affordable and responsive to local community needs.<sup>20</sup> In this way, social infrastructure has been described

<sup>13</sup> NSW Health, *Healthy Urban Development Checklist 2009*, p 46

<sup>14</sup> <http://ocidial.wa.gov.au/council/meetings/BusinessPapers/lawara%20Regional%20Food%20Strategy.pdf>, p 9

<sup>15</sup> <https://www.eatforhealth.gov.au/guidelines/australian-guide/healthy-eating>

<https://www.who.int/news-room/fact-sheets/detail/the-healthy-diet>

[https://eatforum.org/content/uploads/2019/01/EAT-Lancet\\_Commission\\_Summary\\_Report.pdf](https://eatforum.org/content/uploads/2019/01/EAT-Lancet_Commission_Summary_Report.pdf)

<http://council.wollongong.nsw.gov.au/council-meetings/BusinessPapers/lawara%20Regional%20Food%20Strategy.pdf>, p 10

<sup>16</sup> <https://theconversation.com/this-is-why-child-obesity-rates-have-soared-85638>

<sup>17</sup> Gebel K, King L, Bauman A, Vita P, Gill T, Rigby A et al. Creating healthy environments: A review of links between the physical environment, physical activity and obesity. Sydney, NSW Department of Health and NSW Centre for Overweight and Obesity, 2005.

[http://www.cdc.health.usyd.edu.au/pdf/2005\\_creating\\_healthy\\_environments.pdf](http://www.cdc.health.usyd.edu.au/pdf/2005_creating_healthy_environments.pdf) cited in NSW Health, *Healthy Urban Development Checklist 2009*, p 46

<http://www.health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check.aspx>

<sup>18</sup> Mikkelsen L, Chahmi S. The Links Between the Neighbourhood Food Environment and Childhood Nutrition. Oakland, California: Prevention Institute, 2007

[www.preventioninstitute.org/pdf/foodenv11\\_07.pdf](http://www.preventioninstitute.org/pdf/foodenv11_07.pdf) cited in NSW Health, *Healthy Urban Development Checklist 2009*, p 47

<http://www.health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check.aspx>

<sup>19</sup> See for example: <https://foodnada.ca/en/Home>, <https://www.thefoodcentre.com.au/>

<sup>20</sup> <http://www.health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check.aspx>, p 111



as the 'glue' "that can bring together and strengthen local communities".<sup>21</sup> The actions listed under this priority are therefore supported.

In undertaking a gaps analysis and reviewing the Open Space and Community Facilities Developer Contribution Plan council should endeavour to uphold the four principles of equity; early engagement; interdependence; and building partnerships as outlined in NSW Health's *Healthy Urban Development Checklist*.<sup>22</sup> Of particular importance is the principle of equity, which means that access to all aspects of a community (including health, safety, open space, transport and economic development) is fair to all residents regardless of socioeconomic status, cultural background, gender, age or ability.<sup>23</sup> It would benefit the community if the plans and strategies being prepared under this priority also addressed equitable distribution and quality of community facilities for different demographics of the community, particularly vulnerable populations. In light of the predicted population growth for Ballina (pp 31-32) and the significant greenfield land release areas (pp 27-28), it is particularly important that social infrastructure is appropriately planned and budgeted for to ensure inequities are reduced.

We strongly support **planning priority 2** to: "Encourage urban design which increases chances for social interaction and connectedness" (p 64). This is particularly important in light of the future impacts technology and an aging population may have in exacerbating social isolation (acknowledged on p 67). It is important that this planning priority is translated into Development Control Plans to achieve the intended development outcomes. We strongly encourage council to draw on existing guides and materials such as the Government Architect NSW's *Greener Places*<sup>24</sup> and *Urban Design for Regional NSW* guide<sup>25</sup> to assist with this. For example, the *Urban Design for Regional NSW* guide includes the following priorities which encourage social interaction and connectedness: (pp 32-33)

3. Revitalising main streets and town centres
4. Improving connectivity, walkability, and cycling
6. Increasing options for diverse and healthy living

In this regard the LSPS would benefit from a specific action which explicitly seeks to improve walking and cycling infrastructure in the Ballina shire, particularly between 'attractors' such as schools, workplaces and major infrastructure such as the hospital. Good urban design should also include shade provision, particularly to reduce the incidence of skin cancers. The Ballina local government area and the Northern NSW Local Health District have higher than the state average incidents of melanoma and has been identified as a melanoma hotspot by the Cancer Institute NSW.<sup>26</sup> *Greener Places* details a multitude of various 'green infrastructure' which are supportive of community connectedness and shade provision, such as tree lined streets, parks and gardens, sports fields, nature reserves, urban farms, town squares etc.<sup>27</sup> Fundamentally, well designed public places and events which bring the community together are important for social interaction and encouraging community wellbeing.

### Quality employment

**Planning priority 3** is supported: "Stimulate economic activity, and provide improved access to local services and facilities, by reviewing planning controls around major Shire

<sup>21</sup> London Thames Gateway Social Infrastructure Framework. 'The Case for Social Infrastructure Planning' London 2008. *Healthy Urban Development Unit 2008*. <http://www.health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check.aspx>, p 111

<sup>22</sup> <http://www.health.nsw.gov.au/urbanhealth/Publications/healthy-urban-dev-check.pdf>, pp 13-18 (hardcopy page numbers)

<sup>23</sup> International City/County Management Association. *Active Living and Social Equity: Creating healthy communities for all residents. A guide for local governments*. Washington: International City/County Management Association, 2005. <http://www.icma.org/upload>

<sup>24</sup> <http://www.health.nsw.gov.au/urbanhealth/Publications/healthy-urban-dev-check.pdf>, p 13.

<sup>25</sup> <https://www.governmentarchitect.nsw.gov.au/policies/greener-places>

<sup>26</sup> <https://www.planning.nsw.gov.au/media/Files/DPE/Guidelines/draft-urban-design-guide-for-regional-nsw-2018-10-02.pdf>

<sup>27</sup> <https://www.cancer.nsw.gov.au/how-we-help/cancer-prevention/skin-cancer-prevention/melanoma-hotspots-nsw>

<sup>28</sup> <https://www.governmentarchitect.nsw.gov.au/policies/greener-places>, p 12

infrastructure such as Ballina Hospital, Ballina Byron Gateway Airport, and education facilities.”

Economic activity is important for stimulating employment and education opportunities which are key determinants of health. Educated people with higher incomes generally have greater opportunities for health-oriented activities and can afford healthier foods. Economic growth can improve people’s lives so long as the economic growth is equitable and improves opportunities particularly for those who are most vulnerable. Building on Ballina’s existing assets makes sense presently, although the rapidly changing nature of work and the impact of technology on employment means the workplace of the future will likely be very different. We also suggest caution in reviewing planning controls relating to existing major infrastructure such as the airport or hospital where such changes may negatively impact residents. Early engagement with nearby residents and the community is important to ensure that they are involved in the decision making in order to reduce conflict and negative impacts.

#### **Encourage active travel and community wellbeing**

We support **planning priority 5** – “Maintain a supply of suitably located employment land, close to population centres at Alstonville – Wollongbar, and Ballina – Lennox Head, so as to foster local employment opportunities and to reduce journey to work travel distances.” (pp 65, 76) Reliance on private vehicles for transport can have negative effects on our mental health and sense of community. Reducing the kilometres travelled by private vehicle and encouraging more active forms of transport (including public transport use) is an important objective for healthy urban development and environmental sustainability.<sup>28</sup> Therefore, a key focus for designing future transport systems and infrastructure which support health is to increase active transport modes (walking, cycling, commuter buses) and decrease sedentary behaviours (such as door-to-door private car use). In this regard, planning for work hubs within or near neighbourhoods (eg. technology-ready office spaces that can be leased short term and encourage collaboration) can support active travel and social interaction. For example, such spaces could be used by large government employers such as health and education to decentralise their workforce thereby allowing employees to work in closer proximity to where they live for all or part of their work week. This is particularly relevant to Ballina residents who often commute to Lismore and Tweed for employment.

Evidence suggests that prolonged periods of sitting includes time spent in cars and can be associated with increased cardiovascular disease risk and poorer mental health.<sup>29</sup> An American study found that each additional hour spent in a car per day was associated with a 6% increase in the likelihood of obesity. Conversely, each additional kilometre walked per day was associated with a 4.8% reduction in the likelihood of obesity.<sup>30</sup> Having workplaces closer to where people live and connected by walking and cycling paths will encourage more active forms of transport and lead to improved health. In this regard, urban and peri-urban agriculture should be supported through strategic planning because it encourages both healthy eating and active living in close proximity to neighbourhoods.

As discussed previously in relation to planning priority 2, a specific action relating to walking and cycling should be included so as to encourage active modes of transport.

<sup>28</sup> <http://www.health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check.aspx>, p 73

<sup>29</sup> Billie Giles-Corti, Anne Vernez-Moudon, Rodrigo Reis, Gavin Turrell, Andrew L. Dannenberg, Hannah Badland, Sarah Foster, Melanie Lowe, James F Sallis, Mark Stevenson, Neville Owen, ‘City planning and population health: a global challenge’ Published online September 23, 2016 [http://dx.doi.org/10.1016/S0140-6736\(16\)00066-6](http://dx.doi.org/10.1016/S0140-6736(16)00066-6) p 6

<sup>30</sup> Frank LD1, Andresen MA, Schmid TL. ‘Obesity relationships with community design, physical activity, and time spent in cars’ Am J Prev Med. 2004 Aug;27(2):87-96 <https://www.ncbi.nlm.nih.gov/pubmed/15261894>

### Housing to meet the needs of people

**Planning priority 6** is supported: "Incorporate diverse housing choice options, including infill development options, when preparing placed based strategic plans." This is important in light of changing population demographics, particularly for an ageing population who require smaller houses and supported living arrangements. New land releases should be aimed at meeting this need while incorporating best design practices that encourage healthy eating and active living. Housing affordability also needs to be addressed to ensure social inequalities are not further exacerbated. Fundamentally, new housing needs to be part of a broader place plan that integrates healthy eating and active travel initiatives to facilitate community wellbeing. Social housing projects should pay particular attention to social infrastructure requirements as well as opportunities for employment and recreation in close proximity.

We strongly support **planning priority 9**: "Ensure that new development is of a high standard in accordance with best practice guidelines applicable to Northern and Regional NSW." We particularly support the principles outlined in the Design Guidelines contained in sections 10, 11 and 12 of the *North coast urban design guidelines*,<sup>31</sup> as they reflect principles which encourage community health and wellbeing.

### Protect agricultural land and encourage local food production

We strongly support **planning priority 11** to: "Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy." (p 89) The *NSW Healthy Eating and Active Living Strategy: Preventing overweight and obesity in New South Wales 2013-2018*<sup>32</sup> includes an action for the "NSW Department of Planning and Infrastructure to use land use/zoning to retain, and where possible increase, opportunities for agricultural and horticultural uses to keep fresh foods available locally." This action should therefore be included in any Agricultural Land Use Strategy developed by council.

Protecting and increasing sustainable agricultural production in close proximity to population centres means an increased opportunity for fresh food production and consumption, reduced transport costs and a more diverse food production network resilient to potential shocks.

However, we also recognise the potential conflict between this planning priority and **planning priority 4**: "Encourage activities within the rural hinterland that stimulates economic activity by value adding to farm based production and that promote rural tourism." (p 75) The type, scale and frequency of such on-farm activities (particularly rural tourism) needs to be carefully considered, as such activities have the potential to conflict with existing agricultural uses and/or sterilise agricultural lands from future production. Alternatively, less intensive on-farm tourism such as walking or cycling trails which connect farms with neighbourhoods could improve healthy eating and active living opportunities. Further, planning mechanisms that incentivise ecologically sustainable small lot farmers to provide local neighbourhoods with healthy produce should also be investigated.

This inherent conflict is acknowledged in the BLSPS (pp 32, 47, 88-89) and requires careful balancing: "As our population increases, the qualities that make our Shire special, such as our productive farmland and our natural environment, will need to be preserved." (p 32) It is of particular relevance in light of the potential future land release areas (eg. Kinvara, Cumbalum, Wollongbar) located on or adjacent to existing RU1 agricultural lands (pp 28, 29). We acknowledge that **planning priority 13** seeks to review the existing mapped Strategic Urban Growth Areas (SUGA) and strongly recommend the preservation of

<sup>31</sup> [https://www.planning.nsw.gov.au/Plans-for-your-area/Regional-Plans/North-Coast/Resources?\\_ga=106-111](https://www.planning.nsw.gov.au/Plans-for-your-area/Regional-Plans/North-Coast/Resources?_ga=106-111)  
<sup>32</sup> <http://www.health.nsw.gov.au/health/Publications/nswhealthy-eating-strategy.pdf>, p 31

agricultural land for local food production. Council should use this opportunity to integrate small-scale and ecologically sustainable forms of urban agriculture into its future land use planning. Having neighbourhoods in close proximity to agricultural lots means greater opportunities for community participation in food growing, cooking education, value-adding and social enterprises. Small scale food growing should be seen as an employment opportunity which both promotes healthy eating and active living in close proximity to existing and future neighbourhoods.

#### A healthy environment supports healthy communities

**Planning priority 12** is strongly supported because a healthy environment is strongly linked to community health and wellbeing.<sup>33</sup> An environment devoid of Nature may have a negative effect on health.<sup>34</sup> Exposure to biodiversity from the air, water, soils, vegetation, wildlife and landscape, and all the microbes associated with them (the sort retained in uncleared bushland and wetlands) enhances our immunity and is thought to be a key health benefit of nature.<sup>35</sup> Particularly for children, outdoor play has been linked to improved gut health, mental wellbeing and immunity.<sup>36</sup> By preparing a Biodiversity Strategy and mapping biodiversity throughout the shire, council will be better equipped to protect and enhance biodiversity with co-benefits for population health.

#### Mitigate climate change and urban heat island impacts

**Planning priority 14** relating to mitigating and adapting to climate is strongly supported. Direct and indirect effects of climate change on health are widespread and significant. The direct effects of climate change on health include more heart attacks, strokes, accidents, heat exhaustion and death (from heatwaves) and more injuries, deaths and post-traumatic stress (from extreme weather events, such as flooding and cyclones), smoke-induced asthma attacks and burns (from increased bushfires).<sup>37</sup> Some population groups are particularly vulnerable to extreme events. Older people, those with infirmities and pre-existing medical conditions and children are particularly vulnerable to heatwaves.<sup>38</sup> Indirect effects of climate change on health include exacerbation of respiratory illnesses, heart and lung diseases (due to more exposure to some air pollutants and airborne allergens), an increase in foodborne infections and the spread of mosquito transmitted diseases (from increased rainfall and temperature) and mental health problems (from drought especially in rural areas).<sup>39</sup>

The actions outlined under **planning priority 14** should be an overarching consideration when actioning other planning priorities, particularly land use planning for predicted population growth and social infrastructure requirements. Future housing areas should particularly consider climate change induced weather events such as flooding, sea level rise, drought, bushfires and environmental pathogens, such as mosquito transmitted diseases. In this regard we strongly support **planning priority 13** because it recognises the risks natural hazards and climate change pose to future housing.

<sup>33</sup> <http://theconversation.com/how-urban-bushland-improves-our-health-and-why-planners-need-to-listen-72876>

<https://theconversation.com/green-for-wellbeing-science-tells-us-how-to-design-urban-spaces-that-heal-us-82437>

<sup>34</sup> <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2780412/> Bjørn Grinde & Grete Grindal Pati, *Int J Environ Res Public Health* 2009 Sep; 6(9): 2332–2343. Published online 2009 Aug 31. doi: 10.3390/ijerph6092332

<sup>35</sup> <http://theconversation.com/how-urban-bushland-improves-our-health-and-why-planners-need-to-listen-72876>

<sup>36</sup> <http://mobile.abc.net.au/news/2018-08-27/nature-play-important-for-physical-and-mental-health/7791458?pfmrediresm>

<sup>37</sup> World Health Organisation, *Protecting Health from Climate Change: Connecting Science, Policy and People*. Geneva: World Health Organisation; 2009 cited in NSW Health, *Healthy Built Environment Checklist: A guide for considering health in development policies, plans and proposals*, Second edition, September 2019, p 86 (unpublished)

<sup>38</sup> Khajaj, B., Lloyd, G., Sheppard, V. and Dear, K. The health impacts of heat waves in five regions of New South Wales, Australia: a case-only analysis, *International Archives of Occupational and Environmental Health* 2010; 83: 833–842 cited in NSW Health, *Healthy Built Environment Checklist: A guide for considering health in development policies, plans and proposals*, Second edition, September 2019, p 86 (unpublished)

<sup>39</sup> Capon, A. G., Synnott, E. S. and Holliday, S. Urbanism, climate change and health: systems approaches to governance, *NSW Public Health Bulletin* 2009; 20(1–2): 24–28 cited in NSW Health, *Healthy Built Environment Checklist: A guide for considering health in development policies, plans and proposals*, Second edition, September 2019, p 86 (unpublished)

New housing should be built to a high standard in order to mitigate these impacts, and allow communities to remain resilient in times of crisis or natural disasters. **Planning priority 9** goes some way towards addressing this, and we strongly support the adoption of the Government Architect NSW's *Urban Design for Regional NSW*.<sup>40</sup> Of particular relevance is objective 4 which encourages healthy and liveable neighbourhoods.<sup>41</sup>

#### **Healthy and liveable neighbourhoods**

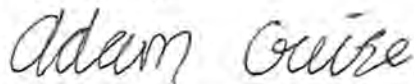
A well-designed neighbourhood should support the health and lifestyle of people of all ages. Incorporating the right balance of housing types, open space and services assists achieving good levels of liveability. This means using urban design to create places that encourage physical activity as well as passive recreation, such as tree-lined streets, beautiful parks and homes with access to private and communal open space to enjoy a summer dinner, relax outdoors or have a vegetable garden.

In this way planning policies that encourage resilience and self-reliance should be encouraged, through energy self-sufficiency, home water storage and treatment, localised food production, and walkable neighbourhoods to limit car dependence. Community workshops which encourage public participation and emergency preparedness should also be part of council's climate actions.

The urban heat island effect and impacts of heat on vulnerable populations is particularly important in this context. In reviewing council's "land use planning controls and policy to incorporate climate action related risk response requirements" (Action 14.2), council should specifically include actions which seek to reduce heat stress and increase shade cover. Good urban design includes shade provision, particularly to reduce the incidence of skin cancers.<sup>42</sup> The Ballina local government area and the Northern NSW Local Health District have higher than the state average incidents of melanoma and has been identified as a melanoma hotspot by the Cancer Institute NSW.<sup>43</sup> Guides developed by the Government Architect NSW (*Greener Places*<sup>44</sup>), Healthy Planning Expert Working Group (*Urban Cooling with Green Infrastructure*<sup>45</sup>) and Cancer Institute of NSW<sup>46</sup> provide tools and mechanisms for addressing heat and shade. There are also periodic grant opportunities to fund climate resilience projects<sup>47</sup> and shade infrastructure.<sup>48</sup>

We thank you for the opportunity to make this submission and look forward to council's consideration of the issues raised.

Yours sincerely,



Adam Guise  
Health Promotion Officer – Healthy Environments



<sup>40</sup> <https://www.planning.nsw.gov.au/media/Files/DPE/Guidelines/draft-urban-design-guide-for-regional-nsw-2018-10-02.pdf>

<sup>41</sup> <https://www.planning.nsw.gov.au/media/Files/DPE/Guidelines/draft-urban-design-guide-for-regional-nsw-2018-10-02.pdf> p 23

<sup>42</sup> See: <https://www.cancer.nsw.gov.au/shade-and-uv>

<sup>43</sup> <https://www.cancer.nsw.gov.au/how-we-help/cancer-prevention/skin-cancer-prevention/melanoma-hotspots-nsw>

<sup>44</sup> <https://www.governmentarchitect.nsw.gov.au/policies/greener-places>

<sup>45</sup> <https://www.activelivingnsw.com.au/assets/Uploads/AR1-UrbanCooling-GreenInfrastructure3.pdf>

<sup>46</sup> <https://www.cancer.nsw.gov.au/getattachment/how-we-help/cancer-prevention/skin-cancer-prevention/reduce-your-risk/five-ways-to-protect-your-skin/shade-and-uv-protector/Shade-provision-Suggested-text-for-inclusion-in-Local-Strategic-Planning-Statements-PDF?lang=en-AU>

<sup>47</sup> For example, see: <https://www.lgns.wa.gov.au/policy/increasing-resilience-climate-change>

<sup>48</sup> For example, see: <https://www.cancer.org.au/shade-for-schools/>



Cancer  
Institute

Working together to lessen  
the impact of cancer

Paul Hickey  
General Manager  
Ballina Shire Council  
PO Box 450  
BALLINA NSW 2478

Dear Mr Hickey,

**Re: Submission to Draft Ballina Shire Local Strategic Planning Statement 2020 – 2040**

Thank you for the opportunity to provide feedback on Council's *Draft Ballina Shire Local Strategic Planning Statement 2020 – 2040* (LSPS).

The Cancer Institute NSW (the Institute) is a state government agency responsible for the delivery of the *NSW Cancer Plan* to reduce the incidence of cancer in NSW and the *NSW Skin Cancer Prevention Strategy*. The Institute works closely with key stakeholders with health and built environment expertise to reduce the incidence of skin cancer by improving access to adequate shade in NSW. The Institute also promotes healthy lifestyle behaviours, including physical activity, which reduce the risk of certain cancers.

The Institute is committed to supporting your Council to reduce skin cancer in your LGA and has prepared the following submission that will:

1. Outline the importance of well-designed shade for the prevention of skin cancer
2. Explain the role of local policy in shade provision and skin cancer protection
3. Offer specific suggestions regarding your draft LSPS
4. Provide further information and contacts to assist your LGA in planning for good quality shade.

#### **1. Skin cancer and shade**

Skin cancer is the most common cancer in Australia. At least 95 per cent of melanoma skin cancer and 99 per cent of non-melanoma skin cancers are caused by overexposure to ultra-violet radiation (UVR) from the sun.<sup>1</sup> UVR is a carcinogen, and two in three Australians are expected to develop skin cancer before the age of 70.<sup>2</sup> In Ballina LGA, the incidence rate of melanoma between 2011 and 2015 was 101.9 per 100,000 population, which was higher than the NSW average rate.<sup>3</sup>

Across NSW, UVR levels are high enough to damage unprotected skin for at least 10 months of the year.<sup>1</sup> Unlike temperature, UVR can't be seen or felt and damage to unprotected skin can still occur on cool or overcast days.

The good news is that skin cancer is highly preventable. In addition to personal protective behaviours ([Slip Slop Slap Seek Slide](#)), there is evidence that well-designed and correctly positioned shade, from both natural vegetation and built structures, can reduce exposure to UVR by up to 75 per cent.<sup>4</sup>

The provision of good quality shade is integral to assisting the community in reducing its exposure to UVR. However, quality shade needs to be planned and provided with careful thought if it is to be effective. This is where your Council can play an important role through the planning and design of good quality shade.

## **2. The role of local policy in shade provision and skin cancer prevention**

Local planning provisions have a key place in ensuring the practical planning and delivery of shade, as does other policy that encourages the retention and addition of shade in a range of settings. As such, the Institute urges Council to 'step up' its priority for natural and built shade by:

1. **recognising shade** as a key planning, design and health issue for your LGA
2. **recognising the range of co-benefits** of shade in addition to protection from UVR ie comfort, shelter, aesthetics, biodiversity, reduction of the urban heat island effect, less evaporation, climate resilience, cooling of surrounding areas, improvements in health and wellbeing etc.
3. **preparing policy** to specify high quality design principles for shade in new private developments (for example by updating Development Control Plans for residential and commercial development)
4. **preparing policy** (eg Engineering Guidelines) to ensure the provision of adequately budgeted and well-designed shade in public spaces and as part of public infrastructure eg in playgrounds, recreation areas, commercial and activity centres, bus stops, along footpaths and streets etc.

*[Shade: A planning and design priority that prevents skin cancer, 2019](#) provides a summary of the benefits of shade, and its importance in the planning process.*

*[Guidelines to Shade - A practical guide for shade development in New South Wales, 2013](#) provides practical design details and guidance for Council and can be referenced in Council policies and engineering guidelines etc. It is also a useful reference for engineering and facilities staff involved in the design and installation of shade structures.*

## **3. Specific suggestions regarding Council's draft LSPS**

The Institute recognises the LSPS as the key strategic land use planning document for your LGA for the following 20 years, and hence considers it vital to include within it specific references to shade provision.

The attached [example LSPS text relating to shade provision](#) provides detailed suggestions to assist you in finalising your LSPS. The example text outlines:

- Why shade (both natural and built) is important
- The co-benefits of well-designed shade and green spaces
- What is well-designed shade?

- Detailed LSPS actions relating to review of DCPs, consideration of shade in specific types of DAs and public infrastructure assessment, and commitment to shade provision in Council projects and infrastructure provision.

#### 4. Summary

The Institute's key message is that the provision of well-designed, appropriately located and properly budgeted built and natural shade is integral to assisting the community in reducing its over-exposure to UVR, and hence in reducing the risk of skin cancer in the community.

Local planning strategies/guidelines and DCP provisions have a key place in ensuring the practical planning and delivery of shade, as does policy that encourages the retention and addition of shade in a range of settings. Council's draft LSPS is critical to setting the agenda for the development of such policy in the future, and the Institute has been pleased to provide practical suggestions on how this can be done.

#### 5. Further information and assistance

Resources regarding how to design good quality shade for UVR protection, tools for performing shade audits, and shade case studies are provided in the *Additional Information* section below.

We can provide assistance in developing local government policy and strategy relating to shade, and can refer you to technical documents for the planning and construction of shade. A consultant Registered Planner, Jan Fallding RPIA, has been engaged by the Institute to offer further support to regional Councils.

Further information and assistance can be obtained from the Institute:

Nikki Woolley or Nicola Groskops, Skin Cancer Prevention & Healthy Lifestyles  
Email: [CINSW-SkinCancerPrevention@health.nsw.gov.au](mailto:CINSW-SkinCancerPrevention@health.nsw.gov.au) or Phone: 8374 3661

Thank you for the opportunity to comment on Council's draft LSPS. Please keep the Institute informed as to the progress of the LSPS and any further relevant planning policy related to shade.

Yours sincerely,



Ms Sarah McGill  
Director of Cancer Screening & Prevention, Cancer Institute NSW

19 March 2020  
Copy: Northern NSW Local Health District



### References

1. Armstrong BK, Kricger A. 1993. *How much melanoma is caused by sun exposure?* Melanoma Research 3(6):395-401.
2. Australian Institute of Health and Welfare 2016. *Skin cancer in Australia. Cat. no. CAN 96. Canberra: AIHW*
3. Cancer Institute NSW Statistics Portal [https://www.cancer.nsw.gov.au/data-research/access-our-data/cancer-statistics-nsw#//](https://www.cancer.nsw.gov.au/data-research/access-our-data/cancer-statistics-nsw#/)
4. Parsons, P., Neale, R., Wolski, P. & Green, A. 1998, *The shady side of solar protection*, Medical Journal of Australia, 168: 327-330.

### Additional information

- i. Cancer Council NSW, 2013: [\*Guidelines to Shade - A practical guide for shade development in New South Wales\*](#)
- ii. Cancer Institute NSW, 2017: [\*NSW Skin Cancer Prevention Strategy\*](#)
- iii. Cancer Institute NSW, 2019: [\*Shade: A planning and design priority that prevents skin cancer\*](#) (also attached to this submission)
- iv. Cancer Institute NSW, 2019: [\*Sun protection behaviours in NSW, 2017\*](#)
- v. Cancer Institute NSW, undated: [\*How schools, councils, community groups and sporting organisations created shade: 10 Case Studies\*](#)
- vi. Fallding, J for NSW Skin Cancer Prevention Strategy Shade Working Group, 2019: [\*Shade Provision: Suggested text for inclusion in Local Strategic Planning Statements\*](#) (also attached to this submission)
- vii. [cancer.nsw.gov.au/shade-and-uv](http://cancer.nsw.gov.au/shade-and-uv)
- viii. [cancercouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection](http://cancercouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection)
- ix. [healthstats.nsw.gov.au](http://healthstats.nsw.gov.au)



**Shade provision:  
Suggested text for inclusion in Local Strategic Planning Statements\***

**INTRODUCTION**

The text below is example text that could be used by NSW councils in the preparation of their Local Strategic Planning Statements (LSPSs), required to be produced by each council under the Environmental Planning & Assessment Act.<sup>1</sup>

The text specifically relates to the provision of well-designed shade, from the perspective of the NSW Skin Cancer Prevention Shade Working Group, under the [NSW Skin Cancer Prevention Strategy](#).<sup>2</sup>

The text will need to be considered in context with the remainder of the LSPS, particularly its structure, and its inclusion of other items relating to healthy built environments.

The text is designed to be placed under the following headings within the LSPS – headings as provided by the NSW Department of Planning's [Example LSPS, February 2019](#).<sup>3</sup>

- Theme
- Planning Priority
- Rationale
- Council will
- Actions

Example text is provided in *italics* below.

**EXAMPLE TEXT**

**Theme**

Note that the NSW Department of Planning's [Example LSPS, February 2019](#) does not contain an explicit theme relating directly to the design of healthy built environments. The themes provided in the Example LSPS are only suggestions for councils, and the themes most relevant to healthy built environments in that document are 'Thriving Places to Live and Grow' and 'A Sustainable Environment'.

It is suggested that an alternate theme could be:  
*'Providing Healthy Places to Live, Work and Visit'*.

**Planning priority**

A suggested planning priority that could be placed under one of the above themes is:  
*'Design and provide places and spaces that are healthy to live in, to work in and to visit'*.

This generic planning priority should then incorporate other aspects of the healthy built environment, as explained in the following 'rationale' section.

**Rationale**

There may be many items included in this section that relate generally to healthy built environments. The following 'rationale' text relates specifically to the provision of shade, written from the perspective of providing well-designed shade for protection from ultraviolet radiation (UV).

\* **Shade provision: suggested text for inclusion in Local Strategic Planning Statements**

Prepared by Jan Fallding, Registered Planner, June 2019, on behalf of the NSW Skin Cancer Prevention Strategy Shade Working Group, operating within the auspices of the NSW Skin Cancer Prevention Strategy,<sup>2</sup> led by Cancer Institute NSW.

**Why is shade important?**

Australia has the highest rate of melanoma in the world.<sup>4</sup> Skin cancer is the most common cancer in Australia, with 2 in 3 people diagnosed in their lifetime.<sup>5</sup> UV causes 95% of melanomas and 99% of non-melanoma skin cancers,<sup>6</sup> making it a highly preventable cancer.

The incidence rate of melanoma in the [insert name] LGA is [insert age-standardised incidence rate] per 100,000. The NSW average melanoma incidence rate is 51.0 per 100,000.<sup>7</sup> Go to [Cancer Institute NSW Statistics Portal](#) to find melanoma age-standardised incidence rates by LGA.

Well-designed and correctly positioned shade, both natural and built, can reduce UV exposure by up to 75%.<sup>8</sup>

Shade offers a number of benefits for people and the environment and has an increasingly important role to play in mitigating the effects of climate change and reducing heat in urban areas.

**The co-benefits of well-designed shade and green spaces include:***Health benefits:*<sup>9, 10</sup>

- Reduced UV exposure and the prevention of skin cancer.
- Improved thermal comfort in times of heat. Evidence shows that trees can reduce temperatures by 8°C.
- Enhanced childhood development.
- Increased recreation and physical activity, and a reduction in obesity and risk of chronic disease.
- Faster healing times and pain tolerance for hospital patients in a room with a view of trees.
- Improvements in mental health and wellbeing, including stress reduction and relaxation, greater happiness, lower rates of anger and depression and improved mental function and concentration.
- Noise reduction.

*Environmental benefits:*<sup>9, 10</sup>

- Reduced build-up of heat in urban areas and consequent 'heat island' effects
- Reduced air pollution.
- Reduced water evaporation, soil erosion, and storm water run-off.
- Reduced atmospheric carbon.
- Increased animal habitat and maintenance of biodiversity.

*Social and economic benefits:*<sup>9, 10</sup>

- Increased social connectivity and sense of community by providing pleasant and aesthetically pleasing places for people to meet, socialise, exercise and rest.
- Reduced neighbourhood aggression, violence and crime.
- Street trees can help define or preserve the culture and history of a place.
- Improved thermal efficiency of buildings through shading and energy savings of up to 12-15%.
- Increased land and property values. Just one tree can increase the value of a property by approximately \$5,000.
- Opportunity to reduce socioeconomic and health inequities, which have been shown to be smaller in green areas.

**\* Shade provision: suggested text for inclusion in Local Strategic Planning Statements**

Prepared by Jan Fallding, Registered Planner, June 2019, on behalf of the NSW Skin Cancer Prevention Strategy Shade Working Group, operating within the auspices of the NSW Skin Cancer Prevention Strategy,<sup>2</sup> led by Cancer Institute NSW.

*It is likely that [insert name] LGA will experience more frequent, longer and more extreme periods of uncomfortable summertime heat and heat wave events in the future. The provision of quality shade throughout the LGA will be one of the most cost-effective ways to address this situation in the long term, and has the co-benefit of protecting us from UV exposure.*

*Natural and built shade can be easily included in planning processes for developments, particularly in urban areas. Well-designed shade, effectively planned and correctly positioned, can also alleviate concerns about needing to remove or modify trees to address engineering, wiring or maintenance issues.*

#### **What is well-designed shade?**

*Well-designed shade uses a combination of natural and built shade to provide protection from UV radiation where it is needed, at the right time of day and at the right time of year.*

*The latest [Guidelines to Shade](#) from Cancer Council NSW<sup>1</sup> is a practical tool to aid LGA's in the design of quality shade.*

*In a playground setting, the [Everyone Can Play Guideline](#) from the NSW Department of Planning and Environment<sup>2</sup> provides a set of design principals and best practice recommendations to develop inclusive playspaces which provide well-designed shade for the comfort and protection of children and carers.*

*Good design is NSW Government policy, as described in [Better Placed](#) from the Government Architect NSW<sup>3</sup>, which outlines an integrated design policy for the built environment in NSW.*

#### **Council will**

Suggested text for this section is:

1. *Consider the provision of well-designed shade, both natural and built, in the provision of all public infrastructure, from large developments such as major recreation facilities, public buildings and town centre upgrades, to the smallest public domain improvements such as bus shelters.*
2. *Encourage the provision of well-designed shade in all private developments, particularly recreation facilities and those that adjoin public places, such as commercial developments.*
3. *Consider the co-benefits of shade in all decisions about infrastructure provision and maintenance.*

#### **Actions**

Suggested text for this section is:

1. *Council's [insert relevant name] Development Control Plan will be reviewed to:*
  - a) *incorporate design considerations regarding the provision of well-designed shade, with reference to the latest shade guidelines<sup>9</sup>;*
  - b) *require well-designed shade in any private buildings or developments that adjoin public places that are likely to have significant visitation (e.g. high pedestrian traffic or people visiting or pausing in public spaces);*
  - c) *require the provision of well-designed shade in recreation facilities;*
  - d) *require the provision of well-designed shade in the design of any public infrastructure;*
  - e) *require the consideration of the benefits of shade in any application to remove trees or vegetation currently providing significant shade and communicate to residents the benefits of shade; and*

<sup>9</sup> **Shade provision: suggested text for inclusion in Local Strategic Planning Statements**

Prepared by Jan Fallding, Registered Planner, June 2019, on behalf of the NSW Skin Cancer Prevention Strategy Shade Working Group, operating within the auspices of the NSW Skin Cancer Prevention Strategy,<sup>2</sup> led by Cancer Institute NSW.

- f) encourage the provision of well-chosen and well-placed street trees in residential or public domain developments.
2. Council's Engineering Design specifications [insert relevant document name] will be updated to include specifications for the provision of well-designed shade.
3. Council will prioritise well-designed shade in its provision of new and upgraded public infrastructure and spaces.
4. Council will consider retrofitting current public infrastructure and spaces to include well-designed shade.

## REFERENCES

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2. NSW Skin Cancer Prevention Strategy, Cancer Institute NSW. Sydney, 2017. Available from: <https://www.cancer.nsw.gov.au/nsw-skin-cancer-strategy>
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4. International Agency for Research on Cancer. Estimated number of new cases in 2018, melanoma of skin, both sexes, all ages [Internet]. Global Cancer Observatory, Cancer Today 2018 [20 June 2019]. Available from: [https://gco.iarc.fr/today/online-analysis-table?v=2018&mode=population&mode\\_population=countries&population=900&populations=554&key=asr&sex=0&cancer=16&type=0&statistic=5&prevalence=0&population\\_group=18&ages\\_group%5B%5D=0&ages\\_group%5B%5D=17&nb\\_items=5&group\\_cancer=1&include\\_nmssc=1&include\\_nmssc\\_other=0#collapse-group-0-5](https://gco.iarc.fr/today/online-analysis-table?v=2018&mode=population&mode_population=countries&population=900&populations=554&key=asr&sex=0&cancer=16&type=0&statistic=5&prevalence=0&population_group=18&ages_group%5B%5D=0&ages_group%5B%5D=17&nb_items=5&group_cancer=1&include_nmssc=1&include_nmssc_other=0#collapse-group-0-5)
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9. Davern, M., Farrar, A., Kendal, D., and Giles-Corti, B. 2016. *Quality Green Space Supporting Health, Wellbeing and Biodiversity: A Literature Review*. Report prepared for the Heart Foundation, SA Health, Department of Environment, Water and Natural Resources, Office for Recreation and Sport, and Local Government Association (SA). University of Melbourne: Victoria. Available from: [http://www.healthyactivebydesign.com.au/images/uploads/Green\\_Spaces\\_Evidence\\_Review\\_-\\_FINAL\\_website.pdf](http://www.healthyactivebydesign.com.au/images/uploads/Green_Spaces_Evidence_Review_-_FINAL_website.pdf)
10. *Five million trees for Greater Sydney. Local Government Grant Program*. Department of Planning and Environment, Sydney, 2018. Available from: <https://www.planning.nsw.gov.au/-/media/Files/DPE/Guidelines/Policy-and-legislation/Open-Space-and-Parklands/five-million-trees-for-greater-sydney-guidelines-2018-11-07.pdf>

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**\* Shade provision: suggested text for inclusion in Local Strategic Planning Statements**

Prepared by Jan Fallding, Registered Planner, June 2019, on behalf of the NSW Skin Cancer Prevention Strategy Shade Working Group, operating within the auspices of the NSW Skin Cancer Prevention Strategy,<sup>2</sup> led by Cancer Institute NSW.

11. *Guidelines to Shade*, Cancer Council NSW. Sydney, 2013. Available from: [https://www.cancerCouncil.com.au/wp-content/uploads/2011/04/Guidelines\\_to\\_shade\\_WEB2.pdf](https://www.cancerCouncil.com.au/wp-content/uploads/2011/04/Guidelines_to_shade_WEB2.pdf)
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#### OTHER RESOURCES

- <https://www.sunsmart.com.au/communities/local-government> - a range of resources to assist councils in providing well-designed shade. Based on Victorian examples, but can be easily adapted to NSW.
- <https://www.cancer.nsw.gov.au/shade-and-uv> - Shade case study examples by Cancer Institute NSW
- [http://www.lowcarbonlivingcrc.com.au/sites/all/files/publications\\_file\\_attachments/rp2024\\_guide\\_to\\_urban\\_cooling\\_strategies\\_2017\\_web.pdf](http://www.lowcarbonlivingcrc.com.au/sites/all/files/publications_file_attachments/rp2024_guide_to_urban_cooling_strategies_2017_web.pdf) Osmond, P., and Sharifi, E., 2017: *Guide to Urban Cooling Strategies*. Low Carbon Living CRC.

#### CONTACT DETAILS / MORE INFORMATION

- NSW Shade Working Group email: [CINSW-SkinCancerPrevention@health.nsw.gov.au](mailto:CINSW-SkinCancerPrevention@health.nsw.gov.au)
- Cancer Council NSW website: [www.cancerCouncil.com.au/cancer-prevention/sun-protection/](http://www.cancerCouncil.com.au/cancer-prevention/sun-protection/)
- Cancer Institute NSW website: [www.cancer.nsw.gov.au/shade-and-uv](http://www.cancer.nsw.gov.au/shade-and-uv)

This information is based on available evidence at the time of review.  
It can be copied for distribution.  
Latest update: July 2019

For further information contact the NSW Shade Working Group via email [CINSW-SkinCancerPrevention@health.nsw.gov.au](mailto:CINSW-SkinCancerPrevention@health.nsw.gov.au) or go to <https://www.cancerCouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection/>

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<sup>2</sup> **Shade provision: suggested text for inclusion in Local Strategic Planning Statements**  
Prepared by Jan Falding, Registered Planner, June 2019, on behalf of the NSW Skin Cancer Prevention Strategy Shade Working Group, operating within the auspices of the NSW Skin Cancer Prevention Strategy,<sup>3</sup> led by Cancer Institute NSW.



Our ref: DOC20/38887

Mr Jeremy Gray  
Director, Northern Region  
Department of Planning, Industry and Environment  
GPO Box 39, Sydney 2001  
[jeremy.gray@planning.nsw.gov.au](mailto:jeremy.gray@planning.nsw.gov.au)

CC: Mr Paul Hickey  
General Manager  
Ballina Shire Council  
[council@ballina.nsw.gov.au](mailto:council@ballina.nsw.gov.au)

**Draft Ballina Local Strategic Planning Statement**

Dear Mr Gray

We are writing to provide comment on Ballina Shire Council's draft Local Strategic Planning Statement.

Heritage, culture, history and tradition are fundamental aspects of the identity of a place, and can include Aboriginal, non-Aboriginal, natural, archaeological, movable, maritime and intangible cultural heritage. These aspects define the local character of a place and help create and maintain a sense of meaning for communities.

Local Strategic Planning Statements (LSPS) provide an important opportunity for communities to describe the local character of their places, and what makes them distinctive and different from other places. Through the LSPS, Heritage NSW encourages both Council and the Department of Planning, Industry and Environment (the Department) to consider how known and potential heritage places and values contribute to the local character and sense of place for their community.

We have prepared some general guidance for councils to consider in the preparation of their LSPS, this is provided at **Attachment 1**.

Heritage NSW supports the following initiatives in Ballina Shire Council's LSPS:

- making the protection of the Ballina Shire's historic heritage a planning priority
- expansion of heritage provisions within Council's Development Control Plan, including references to best-practice guidelines such as the Australia ICOMOS Charter for Places of Cultural Significance and the NSW Heritage Manual
- incorporating heritage actions into place based strategic plans, and
- maintaining the heritage and low scale character of the village with simple and fair planning.

While these initiatives are positive, we do believe that there is an opportunity to provide a greater level of information on Council's heritage and how it is considered during planning.

Areas we suggest that Council and the Department consider when finalising the LSPS are:

- clearly articulating how the consultation with the Aboriginal community which is identified in Council's Delivery Program and Operation Plan is being implemented through the LSPS

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- considering how Aboriginal cultural heritage and cultural landscapes can be protected in LEPs
- considering the linkages between culture, heritage and tourism, and the opportunities culture and heritage bring for economic growth
- further articulating heritage as it relates to the character of an area, including potentially identifying clusters of places and items which contribute to the significant character of the place,
- reflecting on the significant maritime heritage of the river town and remnants of that evidenced through historic shipwrecks, wharves, jetties, shipbuilding sites and infrastructure; and
- considering the linkages between actions and priorities, for example the ways in which heritage and culture contribute to attractive and liveable places, as well as local employment and community wellbeing.

This would help better align Council's local strategic planning with the *North Coast Regional Plan*, specifically:

- Direction 16 – Collaborate and partner with Aboriginal communities
- Direction 18 – Respect and protect the North Coast's Aboriginal heritage
- Direction 19 – Protect historic heritage, and
- Direction 20 – Maintain the region's distinct built character.

Our records show that, in addition to items of local heritage significance listed under Ballina Shire Council's LEP, the local government area contains:

- 2 State Heritage Register items
- 1 Aboriginal Place, and
- 278 Recorded Aboriginal Sites.

Care must be taken to avoid impacts on these items, places and sites, and consideration needs to be given as to how to mitigate any impacts where they are unavoidable. We can provide specific information and more detailed advice on these State heritage items and Aboriginal places and sites if required.

Heritage NSW has several publications which may be of assistance when addressing the heritage objectives of the LSPS. These objectives should be incorporated with environmental, social and economic considerations to achieve high quality strategic planning outcomes. These publications are available online at [environment.nsw.gov.au/Heritage/publications/index.htm](http://environment.nsw.gov.au/Heritage/publications/index.htm).

Additionally, Government Architect NSW's (GANSW) recent publication *Design Guide for Heritage* may be of use, this can be found at [governmentarchitect.nsw.gov.au/guidance/heritage](http://governmentarchitect.nsw.gov.au/guidance/heritage). GANSW is also undertaking a project to explore opportunities and approaches for *Designing with Country*, more information on this can be found at [governmentarchitect.nsw.gov.au/projects/designing-with-country](http://governmentarchitect.nsw.gov.au/projects/designing-with-country).

If you have any questions regarding this matter please contact James Sellwood, Senior Heritage Programs Officer, Statewide Programs at Heritage NSW, Department of Premier and Cabinet by phone on 02 9274 6354 or via email at [james.sellwood@environment.nsw.gov.au](mailto:james.sellwood@environment.nsw.gov.au).

Yours sincerely



Per **Pauline McKenzie**  
Executive Director  
Heritage NSW

10 February 2020



**Attachment 1**

---

**Heritage in Local Strategic Planning Statements**

Heritage NSW encourages councils to take a strategic approach to developing and implementing the priorities, policy positions and actions in its Local Strategic Planning Statement (LSPS). To ensure that the LSPS provides strong strategic guidance with regards to both Aboriginal and Historic heritage, we recommend that it should consider the following:

**Character Statements**

Character Statements which recognise heritage and culture as a fundamental aspect of the identity of the place.

**Planning Priorities**

Planning Priorities which:

- identify Aboriginal cultural heritage and Historic heritage values and opportunities to protect and celebrate those values
- recognise the contribution which Aboriginal cultural heritage and Historic heritage make to the sense of place and belonging of a local area
- support the protection and celebration of heritage sites and values
- identify and celebrate the diversity and heritage of the many cultural groups in the community, and
- recognise that Aboriginal and Historic heritage and diversity are a cultural asset and potential driver of tourism and economic growth and the opportunities that this can provide.

**Actions**

Actions which:

- capture the identification, appropriate protection, interpretation and promotion of Aboriginal cultural heritage and Historic heritage
- require meaningful and ongoing consultation with the Aboriginal community to identify important values and potential issues regarding cultural heritage and connection to land
- require meaningful, ongoing and representative community engagement which captures the diversity of the local community
- require consultation with State Government agencies in relation to both Aboriginal cultural heritage and Historic heritage
- support the ongoing identification and documentation of heritage places and context early, to assist more detailed planning actions to avoid or mitigate impact on heritage items and places
- where possible, strategically identify key heritage places and clusters
- support heritage asset revitalisation and adaptive reuse
- provide guidance for sensitive heritage areas subject to major infrastructure or development
- identify funding and resourcing for Aboriginal and Historic heritage priorities
- allow for the development of plans and strategies which interpret, celebrate and promote Aboriginal and non-Aboriginal identity, culture and heritage, and
- develop strategies and programs to tell the story of a local area, and the diversity of its history and culture.

**Laura Oakley**

---

**From:** Regional Strategy <regionalstrategy@transport.nsw.gov.au>  
**Sent:** Friday, 21 February 2020 10:02 AM  
**To:** Klaus Kerzinger  
**Cc:** Jeremy.Gray@planning.nsw.gov.au  
**Subject:** TfNSW comments on Draft Ballina Shire Local Strategic Planning Statement (LSPS)  
**Attachments:** LSPS and FT2056 Regional NSW FINAL.PDF

**CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.**

Dear Klaus,

**Exhibition of Draft Ballina Shire Local Strategic Planning Statement (LSPS)**

Thank you for your correspondence dated 13 January 2020 requesting Transport for NSW (TfNSW) to provide comments on the Draft Ballina Shire Local Strategic Planning Statement.

TfNSW is guided by our long term transport strategy *Future Transport 2056*. The [Regional NSW Services and Infrastructure Plan](#) is a supporting plan to Future Transport sets a 40 year vision for transport in regional NSW to support liveable communities and productive economies. *Future Transport* identifies Ballina as an important strategic centre of the North Coast for employment, housing and tourism. A full list of initiatives from *Future Transport* is broken down by local government area in the attached PDF.

TfNSW will begin preparing the North Coast Future Transport Plan, a supporting plan as part of *Future Transport 2056* later this year. This plan will identify initiatives and investigations to support walking, cycling, public transport, road and freight connectivity over a 20 year timeframe. Our vision for the North Coast will align and support the Department of Planning, Industry and Environment's vision as identified in the North Coast Regional Plan 2036 including:

- The most stunning environment in NSW
- A thriving, interconnected economy
- Vibrant and engaged communities
- Great housing choice and lifestyle options.

We can see that Ballina's vision, themes and priorities identified in the LSPS are similar to this vision for the broader North Coast. In order to help you achieve your vision, we've provided some considerations from an integrated transport perspective.

**Connected community**

We agree that community infrastructure and urban design can increase chances for social interaction, connectedness and healthier communities. Transport (including walking and cycling) is also a facilitator of social interaction, connectedness and healthier communities. Other ways to enhance connected communities through urban design and transport include:

- Ensuring connectivity of walking and cycling paths to allow access for everyone in the Shire, including youth, parents with prams, elderly, disabled and those unable to drive. Connectivity should be prioritised to ensure access key places like to schools, hospital, main streets, shopping centres etc.

- Through the development assessment process, require higher trip generators like schools, hospitals, shopping centres, airport as well as higher density development to include end of trip facilities to make walking and cycling convenient for employees and customers. This includes bike racks, storage, lockers and showers etc.
- Ensure developers provide walking connections within development precincts like hospitals, industrial estates, airport etc. to ensure employees are able to move within the precinct without the need to drive. By providing food services and places within these precincts for social interaction also contributes to less vehicle trips to access food, recreation and better connectedness.
- Way finding signage throughout key places and at key transport locations (airport, bus stops etc) make it easier for people to easily change between transport modes from plane or bus to bus/taxi/walk/bike etc. It can also encourage visitors to continue to walk through streets if they know how far locations are rather than driving to navigate their way.

**Prosperous economy**

Future Transport 2056 changed the way we view our street and road corridors. The movement and place framework identifies that our network of roads and streets are a major part of the system of public space that helps connect our places. Public space is where people can socialise and add vitality to their neighbourhoods, and streets and roads have an important role in that vitality. Your proposal to use streets and footpaths for retail trade is reflective of creating vibrant streets for people to interact and spend time.

We support the need for diverse housing options, including infill development. Higher density development within urban centres provides the opportunity to walk and cycle and can reduce the need for car trips. For those unable to drive, higher densities in urban centres provide better access to health, education, employment, shopping and social interaction. Studies also show that by rebalancing the focus from moving cars through streets to increasing pedestrian movements making them places where people want to dwell and spend time, there can be a positive impact on shop owners and the local economy more broadly.

**Engaged leadership (connection to Queensland)**

We understand the strong link and need to travel between the North Coast and South East Queensland. The North Coast Regional Transport Plan will also consider cross border connectivity along with improved transport connectivity for the North Coast over the 20 year timeframe.

We will be in contact as we start to develop the North Coast Regional Transport Plan.

Please don't hesitate to contact me for further information if you wish to discuss further.

Yours sincerely,

**SENSITIVE - NSW Government**

Ben Debiliak  
Director, Regional Strategy  
Transport Planning  
Customer Strategy and Technology  
Transport for NSW

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# Local Strategic Planning in Regional NSW & Future Transport 2056

## Introduction

Future Transport 2056 sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, guiding transport investment over the longer term.

## The Regional NSW Services & Infrastructure Plan

Future Transport 2056 is supported by a range of supporting plans, including the *Regional NSW Services and Infrastructure Plan*. This Plan sets the customer outcomes for Regional and Outer Metropolitan NSW for the movement of people and freight to meet customer needs and deliver responsive, innovative services.

The Plan articulates hundreds of initiatives for investigation in the short (0-10 years), medium (10-20 years) and long term (20+ years) to meet customer needs now and into the future, and to support the delivery of responsive, innovative services and infrastructure (see Attachment A).



- 1 Hunter
- 2 Stewarts-Shoalhaven
- 3 Central Coast
- 4 South East and Tablelands
- 5 North Coast
- 6 Central West and Orana
- 7 Divisoria Murray
- 8 New England North West
- 9 Far West

## Future Transport Regional and Place Plans

A number of supporting detailed issues-based or place-based planning documents are being developed to implement Future Transport 2056 across NSW.

A supporting plan is being developed for each of NSW's nine planning regions building on the high-level content in the *Regional NSW Services & Infrastructure Plan*.

The nine regions identified by the Department of Planning and Industry and Environment in the Regional Plans are supported by key regional cities and centres.

The regional cities will have a supporting place-based plan developed in partnership with councils. Place Plans may also be delivered for a number of smaller centres in regional NSW or led by councils with the support of Transport for NSW.

## Key messages

The key messages from Future Transport 2056 for Regional NSW are:

- Ten regional specific Customer Outcomes
- Movement and Place framework
- Hub and Spoke network

## Customer outcomes

Future Transport 2056's transport vision for the next 40 years is articulated through six customer outcomes.

These outcomes guide investment, policy and reform and service provision and provide a framework for network planning and investment. They are aimed at harnessing rapid change and innovation to support a modern, innovative transport system.

The customer outcomes are:



The ten customer outcomes for regional NSW are:

Customer Outcome	Regional NSW Customer Outcomes
Customer Focused	<ul style="list-style-type: none"> <li>1. Efficient and responsive customer goals</li> <li>2. Increase the number of people using public transport</li> <li>3. Increase the number of people using public transport</li> </ul>
Successful Places	<ul style="list-style-type: none"> <li>4. The development of regional centres and places that are vibrant, safe and secure</li> <li>5. The development of a vibrant, safe and secure regional centre</li> <li>6. The development of a vibrant, safe and secure regional centre</li> </ul>
Growing the Economy	<ul style="list-style-type: none"> <li>7. Growing people and places in the growing city</li> <li>8. Growing people and places in the growing city</li> <li>9. Growing people and places in the growing city</li> </ul>
Safety and Performance	<ul style="list-style-type: none"> <li>10. Safety, efficiency and service delivery goals</li> <li>11. Safety, efficiency and service delivery goals</li> <li>12. Safety, efficiency and service delivery goals</li> </ul>
Accessible Services	<ul style="list-style-type: none"> <li>13. Accessible for all customers</li> <li>14. Accessible for all customers</li> <li>15. Accessible for all customers</li> </ul>
Sustainability	<ul style="list-style-type: none"> <li>16. Make the best use of available resources</li> <li>17. Make the best use of available resources</li> <li>18. Make the best use of available resources</li> </ul>

**Movement and Place**

Movement and Place is a framework for planning great places. The Movement and Place Framework recognises that streets have different movement functions as well as place functions.



- The Movement and Place framework seeks to achieve two main outcomes:
1. road space allocation that enhances the efficiency of movement to support Great and Successful Places.
  2. street environments that support streets as destinations that people want to spend time in.

Together these outcomes should be the focus of strategic planning, design, management, operation and performance measurement of streets. The Movement and Place Framework assists in guiding the development of Place Plans to achieve a shared vision across stakeholders

**Hub and Spoke**

The most effective way of providing better transport to more customers in regional NSW is through the development of a 'hub and spoke' network model radiating out from regional centres rather than a network just focused on Sydney.



This will capitalise on the role that regional centres and cities play as hubs for employment and services such as retail, health, education and cultural activities for their surrounding catchment areas. It also acknowledges the importance of national and state significant transport links (spokes) that pass through regions.

Whilst connectivity to Sydney remains important, safe and efficient links to regional cities in adjacent regions is considered just as important.

The hub and spoke network will be developed with stakeholders in inform the Regional Future Transport Plans.

**Supporting local planning**

The Local Strategic Planning Statement offers the opportunity for Councils to consider what this means for both identified regional hubs where employment and services are often concentrated and how better connections (spokes) to these hubs can support smaller centres and towns. Example statements are shown below. Transport for NSW can also offer a range of resources to help with council's planning work. Examples include:

- Data – The Open Data Hub provides transport data including Opal data, freight data, Household Travel Survey information and on demand trial data. Visit: <https://opendata.transport.nsw.gov.au/>
- Discuss and/or meet to apply the Movement and Place Framework to a local context and introduce the Government Architect NSW Toolkit and other resources <https://www.governmentarchitect.nsw.gov.au/>
- Support the development of Place Plans through explaining Movement and Place and running workshops
- Provide advice on draft LSPPs to include integrated transport and land use advice
- Assist with finding appropriate TfNSW contacts for your community transport, bus servicing related questions etc.

**Examples of LSPS responses are:**

- Council will work with TfNSW and other key stakeholders on implementing the Movement and Place Framework through the development of a Place Plan, integrated transport and land use plan, for key centres and/or the LGA.
- Council will work with TfNSW in the development and implementation of travel demand management policies and actions.
- Council will work with TfNSW to understand catchment areas for key centres and attractors (such as retail, hospitals, airports, universities etc) to develop a hub and spoke transport network.
- Council will work with TfNSW to promote active transport, including opportunities to develop an active transport network
- Council will work with TfNSW in developing car parking guidelines to support the development and vibrancy of centres and encourage a more sustainable mode share.
- Council will avoid the encroachment of incompatible land uses on major transport corridors within the LGA
- Council to secure corridor protection for future transport alignments when routes are identified by TfNSW.
- When preparing LSPS responses, Council should be specific to their council area and provide time frames.

**Contact**

For further information or assistance, please contact [regionalstrategy@transport.nsw.gov.au](mailto:regionalstrategy@transport.nsw.gov.au)

**Attachment A:**

*Regional NSW Services and Infrastructure Plan initiatives by local government area*

**Attachment B:**

*Regional NSW Services and Infrastructure Plan statewide initiatives*

Attachment A: Initiatives by local government area	
LGA	Initiatives
<p><b>Key</b></p> <ul style="list-style-type: none"> <li> Committed 0-10 years</li> <li> Initiatives for investigation 0-10 years</li> <li> Initiatives for investigation 10-20 years</li> <li> Visionary initiatives 20+ years</li> </ul> <p>All initiatives for investigation are subject to business case development.</p>	
<b>Hunter</b>	
Cessnock	<ul style="list-style-type: none"> <li>• Hunter Pinch Points</li> <li>• Greater Newcastle Place Plans</li> <li>• Hunter Regional Transport Plan</li> <li>• Bus headstart for Greater Newcastle</li> <li>• Greater Newcastle Rapid Bus Package</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Outer Metro Roads Program</li> <li>• Cessnock to Newcastle rail services via Kurri Kurri</li> </ul>
Dungog	<ul style="list-style-type: none"> <li>• Hunter Pinch Points</li> <li>• Hunter Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> </ul>
Lake Macquarie	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Hunter Pinch Points</li> <li>• Sydney-Central Coast-Newcastle Faster Rail Improvement</li> <li>• Greater Newcastle Place Plans</li> <li>• Hunter Regional Transport Plan</li> <li>• Bus headstart for Greater Newcastle</li> <li>• Greater Newcastle Rapid Bus Package</li> <li>• Outer Metro Roads Program</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• New suburban type rail service for Greater Newcastle</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Maitland	<ul style="list-style-type: none"> <li>• Hunter Pinch Points</li> <li>• Greater Newcastle Place Plans</li> <li>• Bus headstart for Greater Newcastle</li> <li>• Greater Newcastle Rapid Bus Package</li> <li>• Maitland Place Plan</li> <li>• Hunter Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Main Northern Line - improvements to address pinch points</li> <li>• Electrification of the Hunter Line to Telarah</li> <li>• Cessnock to Newcastle rail services via Kurri Kurri</li> </ul>
Mid-Coast	<ul style="list-style-type: none"> <li>• Hunter Pinch Points</li> <li>• Taree Northern Gateway upgrades and roundabout</li> </ul>

	<ul style="list-style-type: none"> <li>• The Lakes Way Corridor Improvements</li> <li>• Cedar Party Creek Bridge, Wingham</li> <li>• Hunter Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Muswellbrook	<ul style="list-style-type: none"> <li>• New England Highway, Muswellbrook Bypass (Planning)</li> <li>• Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>• Hunter Pinch Points</li> <li>• Golden Highway improvements (continuation)</li> <li>• Hunter Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> <li>• Main Northern Line - improvements to address pinch points</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Duplication of New England Highway Muswellbrook to Scone</li> </ul>
Newcastle	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Nelson Bay Road improvements – Fern Bay to Williamtown</li> <li>• Newcastle Cruise Terminal</li> <li>• Hunter Pinch Points</li> <li>• Newcastle Inner City Bypass, Rankin Park to Jesmond</li> <li>• M1, Hexham, Raymond Terrace upgrades</li> <li>• Lower Hunter Freight Corridor Protection</li> <li>• Improvements to Newcastle Port</li> <li>• Bus headstart for Greater Newcastle</li> <li>• Greater Newcastle Rapid Bus Package</li> <li>• Newcastle Light Rail network extension</li> <li>• M1, Hexham, Raymond Terrace upgrades</li> <li>• Greater Newcastle Place Plans</li> <li>• Hunter Regional Transport Plan</li> <li>• Sydney-Central Coast-Newcastle Faster Rail Improvement</li> <li>• Outer Metro Roads Program</li> <li>• Newcastle Ferry Network extension</li> <li>• Lower Hunter Freight Corridor</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Electrification of the Hunter Line to Telarah</li> <li>• New suburban type rail service for Greater Newcastle</li> <li>• Cessnock to Newcastle rail services via Kurri Kurri</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Port Stephens	<ul style="list-style-type: none"> <li>• Nelson Bay Road improvements – Fern Bay to Williamtown</li> <li>• Nelson Bay Road improvements - Williamtown to Bobs Farm</li> <li>• M1, Hexham, Raymond Terrace upgrades</li> <li>• Hunter Pinch Points</li> <li>• Greater Newcastle Place Plans</li> <li>• Hunter Regional Transport Plan</li> <li>• Bus headstart for Greater Newcastle</li> <li>• Greater Newcastle Rapid Bus Package</li> <li>• M1, Hexham, Raymond Terrace upgrades</li> <li>• Fingal Bay Link Road construction</li> <li>• Williamtown Special Activation Precinct</li> <li>• Outer Metro Roads Program</li> <li>• Tomago Road Improvements – Pacific Highway to Williamtown</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• New rail alignment of North Coast Line between Newcastle and</li> </ul>



	<ul style="list-style-type: none"> <li>Stroud Road - investigation corridor</li> <li>Higher Speed Connections (east coast)</li> </ul>
Singleton	<ul style="list-style-type: none"> <li>New England Highway, Gowrie Gates, Widen Rail Underpass</li> <li>New England Highway, Belford to Golden Highway Upgrade</li> <li>New England Highway, Singleton Bypass (Planning)</li> <li>Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>Hunter Pinch Points</li> <li>New Singleton rail services</li> <li>Golden Highway improvements (continuation)</li> <li>Hunter Regional Transport Plan</li> <li>Outer Metro Roads Program</li> <li>Main Northern Line - improvements to address pinch points</li> <li>Dubbo to Newcastle rail connection</li> </ul>
Upper Hunter Shire	<ul style="list-style-type: none"> <li>New England Highway, Scone Bypass (State and Federal Funded)</li> <li>Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>Hunter Pinch Points</li> <li>Golden Highway improvements (continuation)</li> <li>Hunter Regional Transport Plan</li> <li>Outer Metro Roads Program</li> <li>Main Northern Line - improvements to address pinch points</li> <li>Dubbo to Newcastle rail connection</li> <li>Duplication of New England Highway Muswellbrook to Scone</li> </ul>
<b>Central Coast</b>	
Central Coast	<ul style="list-style-type: none"> <li>Regional growth buses</li> <li>Warnervale Link Road, Albert Drive to Pacific Highway (planning)</li> <li>Pacific Highway, Wyong Town Centre (planning)</li> <li>Pacific Motorway Widening and Reconstruction, Wyong Road to Doyalson Link Road (State and Federal funded)</li> <li>Empire Bay Drive, The Scenic Road and Cochrone Street Intersection upgrade</li> <li>Kangy Angy Train Maintenance Facility for New Intercity Fleet Pacific Highway, Parsons Road to Ourimbah Street (Planning)</li> <li>Manns Road, Central Coast Highway to Narara Creek Road (Planning)</li> <li>Pacific Motorway Widening, Kariong Interchange to Somersby Interchange (State to Federal Funded)</li> <li>New Intercity Fleet</li> <li>Sydney-Central Coast-Newcastle Faster Rail Improvement</li> <li>Bus Headstart for Central Coast</li> <li>Central Coast Rapid Bus package</li> <li>Central Coast Place Plans</li> <li>M1 Motorway improvements (Hawkesbury River – Mt White)</li> <li>Gosford Place Plan</li> <li>Central Coast Regional Transport Plan</li> <li>Outer Metro Roads Program</li> <li>M1-Newcastle SMART Motorway</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> <li>Outer Sydney Orbital from Great Western Highway to Central Coast</li> </ul>

Illawarra-Shoalhaven	
Kiama	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Rail passing loop between Gerringong and Berry</li> <li>• More Trains More Services (Stage 2)</li> <li>• <b>Illawarra-Shoalhaven Regional Transport Plan</b></li> <li>• <b>Electrification of intercity to Bomaderry/Nowra</b></li> <li>• <b>Outer Metro Roads Program</b></li> </ul>
Shellharbour	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Albion Park Rail Bypass (Planning and Preconstruction)</li> <li>• More Trains More Services (Stage 2)</li> <li>• <b>Shellharbour Place Plan</b></li> <li>• <b>Illawarra-Shoalhaven Regional Transport Plan</b></li> <li>• <b>Illawarra Hwy/Macquarie Pass improvements</b></li> <li>• <b>Outer Metro Roads Program</b></li> </ul>
Shoalhaven	<ul style="list-style-type: none"> <li>• Regional growth buses</li> <li>• Rail passing loop between Gerringong and Berry</li> <li>• Nowra Bridge over Shoalhaven River (Planning) (State and Federal Funded) subject to final business case and Federal funding</li> <li>• MR92 Nerriga Road improvements</li> <li>• Berry to Bomaderry Upgrade</li> <li>• More Trains More Services (Stage 2)</li> <li>• Princes Highway Upgrade Program (between Jervis Bay Road and Sussex Inlet Road)</li> <li>• Princes Highway Upgrade Program (planning of Milton and Ulladulla Bypass)</li> <li>• Princes Highway Upgrade Program (planning for upgrades from Burrill Lake to Batemans Bay)</li> <li>• Princes Highway Nowra Bridge replacement</li> <li>• <b>Duplication of Princes Highway (Jervis Bay Road Intersection to Moruya)</b></li> <li>• <b>Nowra Place Plan</b></li> <li>• <b>Illawarra-Shoalhaven Regional Transport Plan</b></li> <li>• <b>Electrification of intercity to Bomaderry/Nowra</b></li> <li>• <b>Outer Metro Roads Program</b></li> </ul>
Wollongong	<ul style="list-style-type: none"> <li>• <b>Illawarra Growth Buses</b></li> <li>• New Intercity Fleet (Multi-region)</li> <li>• Princes Motorway Improvements, Bulli Tops to Picton Road (Planning) (State and Federal Funded)</li> <li>• Princes Motorway, Interchange at Base of Mount Ousley (Planning)</li> <li>• Sydney-Wollongong Faster Rail Improvement</li> <li>• Wollongong Rapid Bus package</li> <li>• Wollongong Place Plan</li> <li>• <b>Illawarra-Shoalhaven Regional Transport Plan</b></li> <li>• Bus headstart for Wollongong</li> <li>• Bus priority measures on Appin Road</li> <li>• Picton Rd/Appin Rd Improvements</li> <li>• Moss Vale to Unanderra and Coniston Junction rail improvements</li> <li>• <b>M1 Princes SMART Motorway</b></li> <li>• <b>Completion of Maldon to Dombarton railway line</b></li> <li>• <b>Outer Metro Roads Program</b></li> <li>• <b>Illawarra Escarpment long term solution</b></li> <li>• <b>Outer Sydney Orbital from Hume Motorway to Illawarra</b></li> </ul>

North Coast	
Ballina	<ul style="list-style-type: none"> <li>• Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded)</li> <li>• Bruxner Highway upgrades at Alstonville</li> <li>• <a href="#">Bruxner Highway Improvements (Ballina-Casino)</a></li> <li>• <a href="#">North Coast Regional Transport Plan</a></li> </ul>
Bellingen	<ul style="list-style-type: none"> <li>• Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded)</li> <li>• Upgrade Waterfall Way through Dorrigo and Bellingen</li> <li>• <a href="#">Waterfall Way corridor improvements</a></li> <li>• <a href="#">North Coast Regional Transport Plan</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Byron	<ul style="list-style-type: none"> <li>• <a href="#">Upgrade of Bangalow Road between Bangalow and Lismore</a></li> <li>• <a href="#">North Coast Regional Transport Plan</a></li> </ul>
Clarence Valley	<ul style="list-style-type: none"> <li>• Woolgoolga to Ballina Pacific Highway Upgrade (State and Federal Funded)</li> <li>• Summerland Way, Additional Clarence River Crossing (Grafton Bridge)</li> <li>• Regional growth buses - planning</li> <li>• <a href="#">Waterfall Way corridor improvements</a></li> <li>• <a href="#">Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery)</a></li> <li>• <a href="#">North Coast Regional Transport Plan</a></li> <li>• <a href="#">Summerland Way Improvements (Grafton-QLD border)</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">North Coast cruise infrastructure development</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Coffs Harbour	<ul style="list-style-type: none"> <li>• Woolgoolga to Ballina (State and Federal Funded)</li> <li>• Coffs Harbour Recreational Boa Ramp</li> <li>• Regional growth buses</li> <li>• <a href="#">Coffs Harbour Place Plan</a></li> <li>• <a href="#">Coffs Harbour Bypass</a></li> <li>• <a href="#">North Coast Regional Transport Plan</a></li> <li>• <a href="#">North Coast cruise infrastructure development</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Kempsey	<ul style="list-style-type: none"> <li>• <a href="#">North Coast Regional Transport Plan</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Kyogle	<ul style="list-style-type: none"> <li>• <a href="#">North Coast Regional Transport Plan</a></li> <li>• <a href="#">Summerland Way Improvements (Grafton-QLD border)</a></li> <li>• <a href="#">Bruxner Highway Improvements (Casino-Tenterfield)</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Lismore	<ul style="list-style-type: none"> <li>• <a href="#">Bruxner Highway upgrades in Lismore</a></li> <li>• Regional growth buses</li> <li>• <a href="#">Upgrade of Bangalow Road between Bangalow and Lismore</a></li> <li>• <a href="#">Bruxner Highway Improvements (Ballina-Casino)</a></li> <li>• <a href="#">Lismore Place Plan</a></li> <li>• <a href="#">North Coast Regional Transport Plan</a></li> </ul>
Nambucca	<ul style="list-style-type: none"> <li>• <a href="#">Warrell Creek to Nambucca Heads Pacific Highway upgrade (State and Federal Funded) (open to traffic in 2017)</a></li> <li>• <a href="#">North Coast Regional Transport Plan</a></li> </ul>

	<ul style="list-style-type: none"> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Port Macquarie-Hastings	<ul style="list-style-type: none"> <li>• Regional growth buses - planning</li> <li>• Ocean Drive duplication, Port Macquarie</li> <li>• Port Macquarie Place Plan</li> <li>• North Coast Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Richmond Valley	<ul style="list-style-type: none"> <li>• Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded)</li> <li>• Bruxner Highway Improvements (Ballina-Casino)</li> <li>• North Coast Regional Transport Plan</li> <li>• Summerland Way Improvements (Grafton-QLD border)</li> <li>• Bruxner Highway Improvements (Casino-Tenterfield)</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Tweed	<ul style="list-style-type: none"> <li>• Regional growth buses</li> <li>• Tweed Light Rail</li> <li>• Tweed Transport Network Plan (encompassing the potential for light rail extension from Gold Coast Airport to Tweed Heads)</li> <li>• Tweed Heads and Gold Coast Place Plan</li> <li>• North Coast Regional Transport Plan</li> </ul>
<b>South East and Tablelands</b>	
Bega Valley Shire	<ul style="list-style-type: none"> <li>• Eden cruise facilities development</li> <li>• Snowy Mountains Highway improvements (including Brown Mountain)</li> <li>• South East and Tablelands Regional Transport Plan</li> <li>• Duplication of Princes Highway (Moruya to Bega Bridge)</li> <li>• Duplication of Princes Highway (Bega to Victoria)</li> </ul>
Eurobodalla	<ul style="list-style-type: none"> <li>• Batemans Bay Bridge (planning)</li> <li>• Kings Highway, Replacement Clyde River Bridge</li> <li>• Princes Highway Upgrade Program – Moruya Bypass</li> <li>• Princes Highway Upgrade Program (planning for upgrades from Burrill Lake to Batemans Bay)</li> <li>• Kings Highway improvements</li> <li>• Duplication of Princes Highway (Jervis Bay Road Intersection to Moruya)</li> <li>• South East and Tablelands Regional Transport Plan</li> <li>• Duplication of Princes Highway (Moruya to Bega Bridge)</li> </ul>
Goulburn Mulwaree	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Sydney-Canberra Faster Rail Improvement</li> <li>• Hume Highway Improvements</li> <li>• South East and Tablelands Regional Transport Plan</li> <li>• Preservation for Higher Speed Connections</li> <li>• Electrification of intercity to Goulburn</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Hilltops	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Lachlan Valley Way improvements</li> <li>• Hume Highway Improvements</li> <li>• South East and Tablelands Regional Transport Plan</li> </ul>

	<ul style="list-style-type: none"> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Queanbeyan-Palerang Regional	<ul style="list-style-type: none"> <li>• Queanbeyan Bypass (Ellerton Drive Extension) (State, Federal and Local Government Funded)</li> <li>• MR92 Nerriga Road improvements</li> <li>• Regional growth buses</li> <li>• Kings Highway improvements</li> <li>• Dunns Creek Road corridor acquisition and design</li> <li>• Sydney-Canberra Faster Rail Improvement</li> <li>• Investigate extension of light rail from Canberra to Queanbeyan</li> <li>• Queanbeyan Place Plan</li> <li>• South East and Tablelands Regional Transport Plan</li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Snowy Monaro Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Kosciuszko Road Overtaking Lanes and Safety Improvements</li> <li>• Monaro Highway Overtaking Lanes and Safety Improvements</li> <li>• Monaro Highway improvements</li> <li>• Sealing Bobeyan Road, Bolaro</li> <li>• <a href="#">Snowy Mountains Highway improvements (including Brown Mountain)</a></li> <li>• <a href="#">South East and Tablelands Regional Transport Plan</a></li> </ul>
Upper Lachlan Shire	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• <a href="#">Hume Highway Improvements</a></li> <li>• <a href="#">South East and Tablelands Regional Transport Plan</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Wingecarribee	<ul style="list-style-type: none"> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Moss Vale to Unanderra and Coniston Junction rail improvements</li> <li>• Sydney-Canberra Faster Rail Improvement</li> <li>• Hume Highway Improvements</li> <li>• <a href="#">South East and Tablelands Regional Transport Plan</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Illawarra Hwy/Macquarie Pass improvements</a></li> <li>• <a href="#">M31 Hume SMART motorway</a></li> <li>• <a href="#">Electrification of intercity to Goulburn</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Yass Valley	<ul style="list-style-type: none"> <li>• Barton Highway Improvements (State and Federal Funded)</li> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Lachlan Valley Way improvements</li> <li>• Hume Highway Improvements</li> <li>• <a href="#">South East and Tablelands Regional Transport Plan</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">Completion of Barton Highway duplication</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Riverina Murray	
Albury	<ul style="list-style-type: none"> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Regional growth buses</li> </ul>

	<ul style="list-style-type: none"> <li>• Hume Highway Improvements</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Murray River Bridges Program</li> <li>• Albury Wodonga Place Plan</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Berrigan	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Bland	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway flood-proof</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Carrathool	<ul style="list-style-type: none"> <li>• Cobb Highway Seal Extension</li> <li>• Kidman Way improvements</li> <li>• Cobb Highway sealing missing links</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Coolamon	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Cootamundra-Gundagai Regional	<ul style="list-style-type: none"> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Hume Highway Improvements</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Edward River	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Cobb Highway Seal Extension</li> <li>• Cobb Highway sealing missing links</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Federation	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Greater Hume Shire	<ul style="list-style-type: none"> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Hume Highway Improvements</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Griffith	<ul style="list-style-type: none"> <li>• Regional growth buses</li> <li>• Kidman Way improvements</li> <li>• Griffith Place Plan</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>

Hay	<ul style="list-style-type: none"> <li>• Cobb Highway Seal Extension</li> <li>• Hay, Main Street upgrade (resurfacing)</li> <li>• Cobb Highway sealing missing links</li> <li>• Sturt Highway improvements</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Juneee	<ul style="list-style-type: none"> <li>• Cobb Highway Seal Extension</li> <li>• Inland Rail (Federal Funded)</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Leeton	<ul style="list-style-type: none"> <li>• Sturt Highway improvements</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Lockhart	<ul style="list-style-type: none"> <li>• Inland Rail (Federal Funded)</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Murray River	<ul style="list-style-type: none"> <li>• Cobb Highway, New Bridge at Echuca - Moama</li> <li>• Cobb Highway Seal Extension</li> <li>• Cobb Highway sealing missing links</li> <li>• Sturt Highway improvements</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Murrumbidgee	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Kidman Way improvements</li> <li>• Sturt Highway improvements</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Narrandera	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Sturt Highway improvements</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Snowy Valleys	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Gocup Road Upgrade</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Temora	<ul style="list-style-type: none"> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Wagga Wagga	<ul style="list-style-type: none"> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Regional growth buses</li> <li>• Inland Rail Intermodal Facility investigations</li> <li>• Hume Highway Improvements</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Sturt Highway improvements</li> <li>• Wagga Wagga Place Plan</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> </ul>

	<ul style="list-style-type: none"> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
<b>New England North West</b>	
Armidale Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Regional growth buses - planning</li> <li>• Waterfall Way corridor improvements</li> <li>• New England Highway Improvements (Armidale to border)</li> <li>• New England Highway Improvements (Willow Tree to Armidale)</li> <li>• Armidale Place Plan</li> <li>• New England North West Regional Transport Plan</li> <li>• Main Northern Line - improvements to address pinch points</li> </ul>
Glen Innes Severn	<ul style="list-style-type: none"> <li>• New England Highway Improvements (Armidale to border)</li> <li>• Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery)</li> <li>• New England North West Regional Transport Plan</li> <li>• Gwydir Highway Improvements (Inland)</li> </ul>
Gunnedah	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Oxley Highway, Gunnedah Bridge over Rail</li> <li>• Kamilaroi Highway Improvements</li> <li>• New England North West Regional Transport Plan</li> </ul>
Gwydir	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Inland Rail (Federal Funded)</li> <li>• New England North West Regional Transport Plan</li> <li>• Gwydir Highway Improvements (Inland)</li> <li>• Support the delivery of Inland Rail</li> </ul>
Inverell	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Inland Rail (Federal Funded)</li> <li>• New England North West Regional Transport Plan</li> <li>• Gwydir Highway Improvements (Inland)</li> <li>• Support the delivery of Inland Rail</li> </ul>
Liverpool Plains	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• New England Highway Improvements (Willow Tree to Armidale)</li> <li>• Kamilaroi Highway Improvements</li> <li>• New England North West Regional Transport Plan</li> <li>• Main Northern Line - improvements to address pinch points</li> </ul>
Moree Plains	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Newell Highway, Mungle Back Creek to Boggabilla Heavy Duty Pavement (State and Federal Funded)</li> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Heavy Vehicle Pavement Upgrades - Narrabri-Moree, North of Moree (Planning)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Gwydir Highway washpool causeway</li> <li>• Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery)</li> <li>• Inland Rail Intermodal Facility investigations</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• New England North West Regional Transport Plan</li> <li>• Gwydir Highway Improvements (Inland)</li> <li>• Support the delivery of Inland Rail</li> </ul>
Narrabri	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Heavy Vehicle Pavement Upgrades - Narrabri-Moree, North of Moree (Planning)</li> </ul>



	<ul style="list-style-type: none"> <li>• Inland Rail (Federal Funded)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Kamilaroi Highway Improvements</li> <li>• New England North West Regional Transport Plan</li> <li>• Support the delivery of Inland Rail</li> </ul>
Tamworth Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Barraba Branch Line</li> <li>• Tamworth Rail Freight Centre</li> <li>• Upgrade of Goonoo Goonoo Road</li> <li>• New England Highway duplication from Calala Lane to Jack Smyth Road, Tamworth</li> <li>• Regional growth buses - planning</li> <li>• Oxley Highway Improvements</li> <li>• New England Highway Improvements (Willow Tree to Armidale)</li> <li>• Tamworth Place Plan</li> <li>• New England North West Regional Transport Plan</li> <li>• Main Northern Line - improvements to address pinch points</li> </ul>
Tenterfield	<ul style="list-style-type: none"> <li>• New England Highway, Bolivia Hill Upgrade (State and Federal Funded)</li> <li>• New England Highway Improvements (Armidale to border)</li> <li>• New England North West Regional Transport Plan</li> </ul>
Uralla	<ul style="list-style-type: none"> <li>• New England Highway Improvements (Willow Tree to Armidale)</li> <li>• New England North West Regional Transport Plan</li> <li>• Main Northern Line - improvements to address pinch points</li> </ul>
Walcha	<ul style="list-style-type: none"> <li>• New England North West Regional Transport Plan</li> <li>• Main Northern Line - improvements to address pinch points</li> </ul>
<b>Central West and Orana</b>	
Bathurst Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Upgrades to Main West Line</li> <li>• Regional growth buses</li> <li>• Main Road 54 (Goulburn to Bathurst) Initial Sealing</li> <li>• Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes</li> <li>• Bathurst Place Plan</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Electrification of intercity to Bathurst</li> <li>• Mitchell Highway improvements</li> </ul>
Blayney	<ul style="list-style-type: none"> <li>• Upgrades to Main West Line</li> <li>• Extending Bathurst commuter rail to Orange</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> </ul>
Bogan	<ul style="list-style-type: none"> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Mitchell Highway improvements</li> </ul>
Cabonne	<ul style="list-style-type: none"> <li>• Upgrades to Main West Line</li> <li>• Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes</li> <li>• Henry Parkes Way improvements</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Mitchell Highway improvements</li> </ul>

Coonamble	<ul style="list-style-type: none"> <li>• Inland Rail (Federal Funded)</li> <li>• Upgrade roads in the Coonamble and Warrumbungle area</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Cowra	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Lachlan Valley Way improvements</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> </ul>
Dubbo Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Newell Highway, New Dubbo Bridge (Planning)</li> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>• Regional Rail Maintenance Facility (Dubbo subject to planning approval)</li> <li>• Regional growth buses</li> <li>• Mitchell Highway overtaking lanes- Dubbo to Narromine</li> <li>• Golden Highway improvements (continuation)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Dubbo Place Plan</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Mitchell Highway improvements</li> </ul>
Forbes	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Upgrades to Main West Line</li> <li>• Inland Rail (Federal Funded)</li> <li>• Newell Highway flood-proof</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Gilgandra	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Lachlan	<ul style="list-style-type: none"> <li>• Henry Parkes Way improvements</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> </ul>
Lithgow	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Upgrades to Main West Line</li> <li>• New Bathurst Bullet service</li> <li>• Bells Line of Road improvements</li> <li>• Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Electrification of intercity to Bathurst</li> <li>• Castlereagh Highway Improvements (Mudgee-Lithgow)</li> </ul>
Mid-Western Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Central West and Orana Regional Transport Plan</li> </ul>

	<ul style="list-style-type: none"> <li>• Connecting the Central West and Orana Program</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Castlereagh Highway Improvements (Mudgee-Lithgow)</li> </ul>
Narromine	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Mitchell Highway overtaking lanes – Dubbo to Narromine</li> <li>• Inland Rail Intermodal Facility investigations</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> <li>• Mitchell Highway improvements</li> </ul>
Oberon	<ul style="list-style-type: none"> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> </ul>
Orange	<ul style="list-style-type: none"> <li>• Upgrades to Main West Line</li> <li>• Regional growth buses</li> <li>• Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes</li> <li>• Extending Bathurst commuter rail to Orange</li> <li>• Orange Place Plan</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Mitchell Highway improvements</li> </ul>
Parkes	<ul style="list-style-type: none"> <li>• Newell Highway, Parkes Bypass (Planning)</li> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Upgrades to Main West Line</li> <li>• Inland Rail (Federal Funded)</li> <li>• Henry Parkes Way improvements</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Warren	<ul style="list-style-type: none"> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Mitchell Highway improvements</li> </ul>
Warrumbungle Shire	<ul style="list-style-type: none"> <li>• Newell Highway, Improvements through Coonabarabran (Planning)</li> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Golden Highway improvements (continuation)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Upgrade roads in the Coonamble and Warrumbungle area</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Support the delivery of Inland Rail</li> </ul>
Weddin	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Newell Highway flood-proof</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Central West and Orana Regional Transport Plan</li> </ul>

	<ul style="list-style-type: none"> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
<b>Far West</b>	
Balranald	<ul style="list-style-type: none"> <li>• Sturt Highway improvements</li> <li>• Murray River Bridges Program</li> <li>• The Wool Track sealing (Balranald - Ivanhoe - Cobar)</li> <li>• Far West Regional Transport Plan</li> </ul>
Bourke	<ul style="list-style-type: none"> <li>• Kamilaroi Highway Improvements</li> <li>• Kidman Way improvements</li> <li>• Far West Regional Transport Plan</li> <li>• Mitchell Highway improvements</li> </ul>
Brewarrina	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Kamilaroi Highway Improvements</li> <li>• Far West Regional Transport Plan</li> </ul>
Broken Hill	<ul style="list-style-type: none"> <li>• Silver City Highway Seal Extension</li> <li>• Silver City Highway sealing missing links</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Broken Hill Place Plan</li> <li>• Far West Regional Transport Plan</li> </ul>
Central Darling	<ul style="list-style-type: none"> <li>• Cobb Highway Seal Extension</li> <li>• Cobb Highway sealing missing links</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• The Wool Track sealing (Balranald - Ivanhoe - Cobar)</li> <li>• Far West Regional Transport Plan</li> </ul>
Cobar	<ul style="list-style-type: none"> <li>• Kidman Way improvements</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• The Wool Track sealing (Balranald - Ivanhoe - Cobar)</li> <li>• Far West Regional Transport Plan</li> </ul>
Unincorporated Area	<ul style="list-style-type: none"> <li>• Silver City Highway Seal Extension</li> <li>• Silver City Highway sealing missing links</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Far West Regional Transport Plan</li> </ul>
Walgett	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Kamilaroi Highway Improvements</li> <li>• Far West Regional Transport Plan</li> </ul>
Wentworth	<ul style="list-style-type: none"> <li>• Silver City Highway Seal Extension</li> <li>• Silver City Highway sealing missing links</li> <li>• Sturt Highway improvements</li> <li>• Murray River Bridges Program</li> <li>• Far West Regional Transport Plan</li> </ul>

**Attachment B:**

**Regional NSW Services and Infrastructure Plan statewide initiatives**

<b>Statewide Policy and Planning Initiatives</b>				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
<b>ALL MODES</b>				
Regional Transport Plans		●	○	○
Place plans		●	○	○
Access Prioritisation Plan		●	○	○
Regional Parking Guidelines		●	○	○
Transport Corridor Planning	●		○	○
<b>ROAD</b>				
Road Classification Review	●			
Road network management system		●	○	○
Fleet leasing policy		●	○	○
Fuel vouchers policy		●	○	○
Car share package		●	○	○
Town bypasses, identification of future need		●	○	○
Implementation of traffic incident and information services		●	○	○
<b>PUBLIC TRANSPORT - BOOKING AND TICKETING</b>				
Regional Booking System		●		
Mobility as a Service (MaaS)		●		
Next generation ticketing		●		
Fare alignment		●		
Cross border public transport pricing and regulation MoUs		●		
<b>RAIL</b>				
Rail Network Optimisation Program		●	○	○
Regional Rail Fleet Project	●			
<b>BUS</b>				
Country Passenger Infrastructure Grants Scheme	●		○	○
<b>ON DEMAND</b>				
School Bus and Community Transport Model development		●		
<b>PUBLIC TRANSPORT - OTHER</b>				
First stop Transport	●		○	○
<b>MARITIME</b>				
Maritime Safety Program		●	○	○
<b>ACTIVE TRANSPORT</b>				
Assisted Mobility Device Strategy		●	○	○
<b>ASSET MANAGEMENT</b>				
'Whole of life' Approach Plan		●	○	○
<b>TECHNOLOGY</b>				
CAV, electric vehicle and Intelligent Transport System trials		●		
CAV Readiness Program		●	○	
Electric Vehicle Policy		●	○	○
<b>DATA</b>				
Data collection improvements for Regional NSW	●		○	○

○ For further investigation if initiative is successful and/or required

Statewide Infrastructure Initiatives				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
<b>ALL MODES</b>				
Continuation of port efficiency, access and integration initiatives		●	○	○
Deliver Place Plans		●	○	○
Deliver Access Prioritisation Plan		●	○	○
Deliver Transport Corridor Planning	●		○	○
<b>ROAD</b>				
Resilience Package		●	○	○
Towards Zero Infrastructure Program		●	○	○
Local Government Road Safety Program	●	◌	○	○
Sealing Country Roads Program		●	○	○
Bridges for the Bush Program	●	◌	○	○
Slopes and Culverts Condition Program		●	○	○
Fixing Country Roads	●	◌	○	○
Heavy vehicle rest areas	●	◌	○	○
Last Mile Productivity Program		●		
Deliver Road Network Management System		●	○	○
Safer Roads Program	●		○	○
Regional Road Freight Corridor Fund	●	◌	○	○
Saving Lives on Country Roads Program	●	◌	○	○
Implementation of Traffic Incident and Information Services		●	○	○
Deliver Town Bypasses		●	○	○
<b>AVIATION</b>				
Regional Airports Program	●			
<b>RAIL</b>				
Deliver New Intercity Fleet	●			
Fixing Country Rail	●	◌	○	○
Rail Network Optimisation Program		●	○	○
Deliver Regional Rail Fleet Project	●			
<b>INTERCHANGES</b>				
Transport Access Program	●		○	○
Deliver Inland Port		●		
<b>MARITIME</b>				
Deliver NSW Boating Now Program	●			
Deliver Maritime Safety Program		●	○	○
<b>ACTIVE TRANSPORT</b>				
Deliver Walking and Cycling Program		●	○	○
<b>TECHNOLOGY</b>				
Intelligent Transport Systems		●	○	○
Deliver CAV Readiness Program		●	○	
Deliver Electric Vehicle Policy		●	○	○
Deliver Regional Booking System		●		

○ For further investigation if initiative is successful and/or required  
◌ Continuation of initiative, investigation of program funding

Statewide Service Initiatives				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
<b>ALL MODES</b>				
Deliver the Regional Passenger Transport Strategic Framework and Delivery Model	●		○	○
Deliver Hub and Spoke Model	●		○	○
<b>AVIATION</b>				
Increase availability of regional slots at Sydney's airports during peak hours	●		○	○
<b>RAIL</b>				
Rail Network Optimisation Program		●	○	○
Deliver Regional Rail Fleet Project	●			
<b>ON DEMAND</b>				
Demand responsive transport services	●		○	○
<b>ACTIVE TRANSPORT</b>				
Active Transport Sharing Scheme		●	○	○
<b>TECHNOLOGY</b>				
Aerial technology use		●	○	○

○ For further investigation if initiative is successful and/or required



**Department of  
Primary Industries**

OUT20/3127

General Manager  
Ballina Shire Council  
PO Box 450  
Ballina NSW 2478

Attention: Klaus Kerzinger  
[klaus.kerzinger@ballina.nsw.gov.au](mailto:klaus.kerzinger@ballina.nsw.gov.au)

Dear Sir

**Draft Ballina Shire Local Strategic Planning Statement 2020-2040**

Thank you for the opportunity to provide comment on the *Draft Ballina Shire Local Strategic Planning Statement 2020-2040* (LSPS), as per your letter dated 13 January 2020. The NSW Department of Primary Industries (NSW DPI) Agriculture provides advice to consent authorities about the protection and growth of agricultural industries and the resources upon which these industries depend to provide economic growth.

The Draft Ballina Shire LSPS provides a comprehensive analysis of and alignment with existing state, regional and local strategic plans and policies that relate to the strategic land use planning needs and community vision for the shire.

The contribution that agriculture and the rural landscape provides to the economy and community values are well recognised within the draft LSPS. Agriculture, including agricultural resources, is genuinely considered throughout the document and a number of planning priorities and actions relate specifically to the protection and enhancement of productive agricultural lands and opportunities for value-add industries that support agriculture.

The preparation of an agricultural land use strategy is strongly supported. DPI Agriculture would welcome the opportunity to provide input into the development of this strategy in the future including any subsequent DCP or LEP amendments. We also seek involvement in the progress of other relevant actions where agricultural resources or related industries may be impacted. We thank Ballina Shire Council for the opportunity we have been provided to comment on a number of local strategic plans and LEP/DCP amendments that have been developed and/or progressed to date.

Ballina shire appears well placed to accommodate anticipated population growth to 2040 within existing urban growth areas identified within the North Coast Regional Plan. It is encouraging to note the intended continued engagement with the Northern Rivers Joint Organisation to develop a regional approach to the release of land for housing and industrial purposes as well as the location of key industries. This is an important action that should assist with the protection of important farmland and related industries across the northern rivers and is supported by our Department.


NSW Department of Primary Industries - Agriculture  
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8.9 **Ballina Shire Local Strategic Planning Statement**

Should you wish to discuss this matter further, please contact Agricultural Land Use Planning Officer, Selina Stillman, on 0412 424 397.

Yours sincerely



20/3/20

Tamara Prentice  
**Manager – Agricultural Land Use Planning**



Department of  
Primary Industries

OUR REF: C20/17

3 April 2020

The General Manager  
Ballina Shire Council  
PO Box 450  
BALLINA NSW 2478  
Via email: [council@ballina.nsw.gov.au](mailto:council@ballina.nsw.gov.au)

Attention: Mr Klaus Kerzinger

Dear Mr Kerzinger

**Re: Draft Ballina Shire Council Local Strategic Planning Statement**

Thank you for the providing DPI Fisheries, a division of NSW Department of Primary Industries, the opportunity to provide comment on the draft Ballina Shire Council Local Strategic Planning Statement (LSPS).

DPI Fisheries has reviewed the draft LSPS in light of the provisions of the *Fisheries Management Act 1994* (FM Act) (namely the aquatic habitat protection and threatened species conservation provisions in part 7 and 7A of the FM Act, respectively) and the Department's *Policy and Guidelines for Fish Habitat Conservation and Management (Update 2013)* (DPI Fisheries P&G) ([http://www.dpi.nsw.gov.au/\\_data/assets/pdf\\_file/0005/634694/Policy-and-guidelines-for-fish-habitat.pdf](http://www.dpi.nsw.gov.au/_data/assets/pdf_file/0005/634694/Policy-and-guidelines-for-fish-habitat.pdf)) and offers the following comments on the planning priorities within the LSPS:

**Planning Priority 11: Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy.**

It will be important to ensure that the Agricultural Land Use Strategy to be developed under this priority recognises the environmental benefits of implementing best management agricultural practices and that adequate provisions for their uptake/implementation are included within the LEP and DCPs. Implementation of best management practice with respect to agricultural activities assists with ensuring impacts to adjacent and downstream key fish habitats, such as those associated with sediment, pesticide and fertiliser run-off and disturbance of acid sulfate soils, are avoided and minimised.

Division of Primary Industries, DPI Fisheries  
1243 Bruxner Highway, WOLLONGBAR NSW 2477  
Ph: 02 6626 1375 ABN: 72 189 919 072 [www.dpi.nsw.gov.au](http://www.dpi.nsw.gov.au)

1 of 3



## Department of Primary Industries

### **Planning Priority 12: Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented.**

The Ballina Shire LGA contains important sensitive key fish habitat and is an important location for commercial and recreational fishing. Key fish habitats are those habitats that are most important for protection and conservation to sustain fish populations and should be identified as having high biodiversity values. Maps of key fish habitat within the Ballina LGA can be viewed here: <https://www.dpi.nsw.gov.au/fishing/habitat/publications/pubs/key-fish-habitat-maps>. Ballina Shire Council can utilise this mapping layer in preparing planning documents, including the planned Biodiversity Strategy and Biodiversity Values Mapping, and associated actions to protect these sensitive waterways and riparian zones for aquatic biodiversity (*Note: revised key fish habitat mapping will be released by DPI Fisheries in the near future*).

Key fish habitats, particularly freshwater waterways, also provide important biodiversity corridors throughout the region which facilitate the natural movement of other wildlife away from areas of more intense development. The LSPS, or the future Biodiversity Strategy (and Biodiversity Values Mapping), should recognise that freshwater rivers, creeks and streams are important wildlife corridors similar to linear strips of terrestrial vegetation that sustain high biodiversity values and ensure that protection strategies are developed and implemented.

Development of the Biodiversity Strategy, including the Biodiversity Values Mapping, should also recognise the threatened species and ecological communities in the region. This should include species listed under the FM Act that occur within the Ballina Shire LGA. Maps showing the distribution of FM Act listed threatened fish species found within the Ballina Shire LGA, which can assist with developing planning controls that protect these species, can be found here: <https://www.dpi.nsw.gov.au/fishing/species-protection/threatened-species-distributions-in-nsw/freshwater-threatened-species-distribution-maps>. These threatened species include Southern Purple Spotted Gudgeon (*Mogurnda adspersa*).

The development of a Biodiversity Policy that incorporates an *avoid, minimise, offset* hierarchy is applauded. It should be noted that DPI Fisheries has a long standing policy position on avoiding, minimising and offsetting impacts to key fish habitats and these policy positions should be recognised within the Biodiversity Policy. Details of these policy positions can be found within the DPI Fisheries P&G (*Note: a revised DPI Fisheries offset policy will be released by DPI Fisheries in the near future*).

### **Planning Priority 13: Focus development to areas of least biodiversity sensitivity and least exposure to natural hazards such as flooding and bush fire risk.**

The focus on locating development, including Sustainable Urban Growth Areas (SUGA), within areas of least biodiversity sensitivity is supported. In addition to identifying areas of current high biodiversity sensitivity in order to avoid development in these areas, actions within this priority should also aim to identify those areas that could be rehabilitated to once again become areas of high biodiversity sensitivity such as those areas identified and enhanced in accordance with the NRCP 2036 *Direction 2: Enhance biodiversity, coastal and aquatic habitats, and water catchments*.

Division of Primary Industries, DPI Fisheries  
1243 Bruxner Highway, WOLLONGBAR NSW 2477  
Ph: 02 6626 1375 ABN: 72 189 919 072 [www.dpi.nsw.gov.au](http://www.dpi.nsw.gov.au)



This planning priority should also consider providing adequate buffers between development and actual and potential high biodiversity sensitivity areas. The DPI Fisheries P&G includes specific information on buffers between development and key fish habitat. These recommended buffer distances should be the minimum buffers that are incorporated into any planned development and SUGA. In addition, it will be necessary to ensure that new developments and SUGAs are required to implement best practice erosion and sediment control and stormwater management measures including the principles of water sensitive urban design, to reduce impacts to waterways from the quality, volume and erosive force of stormwater flows.

**Planning Priority 14: Ballina Shire Council to provide leadership in mitigating and adapting to climate change.**

In adapting to climate change, it will be necessary to identify areas that will become areas of key fish habitat as a result of sea level rise. This will be particularly important for tidal areas within the Richmond River and its tributaries. Sea level rise will result in upslope migration of marine vegetation such as salt marsh and mangroves, and areas that will facilitate this upslope migration will need to be protected from development and other pressures to ensure that this process can occur unimpeded.

If you have any questions regarding these comments, please contact me on 02 6626 1375 or [jonathan.yantsch@dpi.nsw.gov.au](mailto:jonathan.yantsch@dpi.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jonathan Yantsch', written over a horizontal line.

Jonathan Yantsch  
**Senior Fisheries Manager, Coastal Systems (North Coast)**  
Authorised delegate of the Minister for Primary Industries

Division of Primary Industries, DPI Fisheries  
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3 of 3



**Planning,  
Industry &  
Environment**

IRF20/1244

Paul Hickey  
General Manager  
Ballina Shire Council  
PO Box 450  
Ballina NSW 2478

Dear Mr Hickey

**Ballina Shire Council Draft Local Strategic Planning Statement**

I am writing in response to Ballina Shire Council's public exhibition of its Local Strategic Planning Statement (LSPS), which has been prepared to meet the requirements of Division 3.1 of the *Environmental Planning and Assessment Act 1979*.

I would like to commend Council for the work undertaken to date in the development of the draft LSPS and for the collaborative approach that you have taken. The draft LSPS acknowledges the opportunities and challenges facing the Ballina local government area and has identified a range of land use planning actions in coming years.

The draft LSPS has been reviewed by the Department's Local and Regional Planning - Northern Region team and specific comments in relation to the draft LSPS are included in the attached schedule.

The aim is that the LSPS will be a key resource to guide the implementation of strategic and statutory planning at the local level, including the assessment of planning proposals.

Please ensure that the content and actions in the final LSPS are consistent with State planning, including the *North Coast Regional Plan 2036*, State Environmental Planning Policies and section 9.1 Ministerial Directions.

I look forward to working with Council as part of the NSW government's commitment to a strategic-led planning framework.

Should you have any enquiries about this matter, I have arranged for Mr Peter Cameron to assist you. Mr Cameron can be contacted on 6588 5518.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Gray'.

20.3.2020

**Jeremy Gray**  
Director, Northern Region  
Local and Regional Planning

### **Schedule**

#### **Community Strategic Plan actions**

It is noted on page 8 of the draft LSPS that CSP actions have not been duplicated within the LSPS, including HE3.1i the proposed review of the Ballina Growth Management Strategy; HE3.1g Review of the Ballina Local Environmental Plan; and HE3.1f Review of the environmental protection zone framework, which are important actions from a land use planning perspective.

The aim of the LSPS is to provide a stand-alone summary of Council's land use planning, for the information of the community and State agencies and for display on the NSW Planning Portal. It is recommended that Council amend the draft LSPS to include all significant land use planning actions as actions in the LSPS, with an indication of the proposed timing of those actions.

#### **Social**

The population projections in the draft LSPS from i.d. consulting (December 2017), are significantly higher than the latest population projections issued by the Department in December 2019. If Council intends to retain the i.d. forecast figures in the final LSPS, it will be important that the population projections are updated in the short term to provide an up-to-date basis for actions arising from the LSPS. Alternatively, Council may wish to use the latest DPIE forecast from December 2019 and subsequent updates, as the basis for the LSPS and actions arising. <https://www.planning.nsw.gov.au/Research-and-Demography/Population-projections/Projections>

Council may wish to include the high series population projection in the LSPS as an aspirational target, noting any key initiatives in the Ballina Shire such as land supply, that will influence growth in the coming 20 years.

Please also note that the new projections indicate a higher percentage of people aged over 60 than shown in the draft LSPS and a significant increase in demand for 1 and 2 bedroom dwellings in the coming 20 years. This could have a significant bearing on the conclusions and proposed actions in the LSPS.

The LSPS currently provides a limited response to Action 23.2 in the Regional Plan, which is: *'Develop local growth management strategies to respond to changing housing needs, including household and demographic changes, and support initiatives to increase ageing in place'*. Council could consider the preparation of a Housing Strategy, based on the Department's Local Housing Strategy Guideline 2018, during the review of the Ballina Local Growth Management Strategy.

#### **Economic matters**

The population projections are also relevant to the forecast demand for commercial and industrial space in the LSPS and the Ballina Commercial Centres and Employment Lands Strategy (Hill PDA; 2019).

The 'Russellton Expansion Area' (Actions 5.1 and 5.3) is outside the Urban Growth Area in the North Coast Regional Plan and is not identified for investigation in Council's endorsed Local Growth Management Strategy. The land is mapped as State Significant Farmland and industrial development would appear to be contrary to:

1. Section 9.1 Direction 5.3: Farmland of State and Regional Significance on the NSW Far North Coast,
2. The Important Farmland Variation Criteria; Schedule B of the North Coast Regional Plan, and



3. The Northern Rivers Farmland Protection Project - Final Recommendations report, February 2005.

These documents have a clear presumption against urban development on State Significant Farmland, as does the Urban Growth Area Variation Principles in the North Coast Regional Plan.

The Russellton Expansion Area should therefore not be included as an investigation area in the LSPS unless Council can establish that flexibility is necessary, in accordance with the North Coast Settlement Planning Guidelines 2019 (p.19). As the land in question is entirely mapped as State Significant Farmland, it may be difficult to establish that flexibility is necessary and appropriate in this case.

The Teven Road land could be shown as 'Potential Freight and Distribution' on the map on p.39, to avoid any misconception that the site is being considered for general industrial development.

There is currently no Planning Priority in the draft LSPS in relation to tourism in response to Direction 8 in the Regional Plan. However, it is noted that Council has DPOP action PE1.1c - the implementation of the Destination Management Plan and Action 15 in the Alstonville Strategic Plan - Review planning controls to ensure that farm-based tourism initiatives are permitted. Such actions could form part of a response to Direction 8.

#### **Environmental**

Council's proposed review of the Strategic Urban Growth Areas (SUGA) is supported as a key action in the LSPS. The rationale for this action in the LSPS should note that the review will be undertaken in accordance with the North Coast Settlement Planning Guidelines (2019) and, where applicable, the Urban Growth Area Variation Principles in the North Coast Regional Plan 2017, prior to any amendment to the Urban Growth Area (UGA) mapping in the North Coast Regional Plan and rezoning.

The third Village Concept mentioned in the Draft LSPS is proposed on State and Regionally Significant Farmland at Wollongbar and it would appear unlikely that the Department can support a major urban expansion in this location. As recommended in the Department's endorsement of the Ballina Growth Management Strategy 2012, Council should liaise with the Department prior to commencing investigations into the Third Village Concept to ensure that the investigations are consistent with state and regional planning. In the interim, the reference to potential planning investigations for the third plateau village in the LSPS should be removed.

The review of zones for areas of high environmental value, as proposed on p.62, and DPOP action HE3.1f - Review Environmental Protection Framework, will need to be consistent with Far North Coast E-zone review.

Note: The actions under Priority 12 should be numbered as 12.1 – 12.3 rather than 11.1 – 11.3.

#### **Rural**

The LSPS includes some specific comments in the Rural Settlement Character Statements with relevance to rural land uses. This includes 'Potential Strategic Actions' to support for farmers markets and roadside stalls (p.47, 51 and 53); the reconsideration of dwellings on small rural lots and where close to the Tintenbar hamlet centre (p.49); and the consideration

of secondary dwellings on land for families and affordable housing at Rous Mill (p.53). It is unclear what status the 'Potential Strategic Actions' have and how such statements in the LSPS would be considered if planning proposals for such uses were received.

It is recommended that Council consider such changes strategically during the preparation of the Agricultural Land Use Strategy, as proposed in Action 11.1 of the LSPS to inform the consideration of planning proposals for such uses.

#### **Heritage**

There is no planning priority in response to the Regional Plan Directions 16, 17 and 18 regarding Aboriginal Heritage.

Council could expand Planning Priority 8 to include mention of Aboriginal Heritage and consider including LSPS actions, such as the implementation of the Aboriginal Cultural Heritage Study 2011 and Action C3.5 from the Ballina Major Regional Centre Strategy - *Develop an agreement with Aboriginal community representatives or protocols for promoting the Aboriginal culture of the Ballina Shire.*

It is unclear what is intended in *Action 8.2 Incorporate heritage actions into place based strategic plans* and the proposed timeframes for delivery.

Items 3. and 4. from the Alstonville Strategic Plan also relate to heritage but no corresponding LSPS actions are proposed.





Planning,  
Industry &  
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The General Manager  
Ballina Shire Council  
PO Box 450  
Ballina NSW 2478

Att: Klaus Kerzinger

Dear Mr Kerzinger

Thank you for the opportunity to provide comments on the Department of Planning, Industry and Environment – Crown Land's (the department) requirements for the preparation of Local Strategic Planning Statements (LSPS).

Crown land comprises some of the most iconic and diverse spaces in NSW that are reserved for a multitude of purposes including recreational activities, environmental protection, tourism and community and cultural purposes. Protecting and enhancing Crown land is essential for business, tourism, recreation, community well-being and the biodiversity of the state.

Future land use visions set out in Local Strategic Planning Statements should reflect the special social, environmental and economic characteristics of Crown land.

The department's requirements to inform LSPS as they relate to Crown land are set out below:

**Objects of the Crown Land Management Act and the principles of Crown land management must be considered in Local Strategic Planning Statements**

When preparing local, centre, and neighbourhood strategies within their local area that incorporate Crown land, councils must recognise the management framework for Crown land under the *Crown Land Management Act 2016 (CLM Act)* and consider the objects of the CLM Act, including the principles of Crown land management provided by the Act.

**Local Strategic Planning Statements must be consistent with reserve and dedication purposes**

Any detailed plans, planning controls and policies pertaining to future uses of areas of Crown land must take into consideration and be consistent with the purposes for which the land is reserved or dedicated under the CLMA Act.

Consideration should be given to encouraging public use and enjoyment, and multiple uses of Crown land where appropriate, and ensuring that planning controls

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do not restrict the use of the reserved Crown land for the purposes for which it has been reserved or dedicated.

This is also essential to ensure compliance by council and the State with the Commonwealth native title legislation and the NSW *Aboriginal Land Rights Act 1983*.

**Local Strategic Planning Statements must be consistent with plans of management**

Planning priorities in Local Strategic Planning Statements must also align with any plans of management for reserved and dedicated Crown land.

The CLM Act introduced significant changes to the model for the management of reserved Crown land for which Councils are appointed to have care, control and management.

Council Crown land managers are now authorised to manager Crown land as if it were 'public land' under the *Local Government Act 1993 (LG Act)*, generally as community land. Accordingly, Council Crown land managers must prepare plans of management for Crown reserves for which they are appointed to manage as community land.

These plans of management must be in place by 1 July 2021 and a number of guidance materials have been prepared to assist Councils in this regards.

These materials can be found on the NSW Office of Local Government website at [www.olg.nsw.gov.au/content/council-crown-land-managers-resources](http://www.olg.nsw.gov.au/content/council-crown-land-managers-resources).

Plans of management under the LG Act set out strategic, community focused land-use and operational management objectives for Crown land. Communities are able to influence the development and adoption of these plans through community consultation requirements under the provisions of the CLM Act and LG Act.

Plans of management may also be prepared and adopted for reserved Crown land managed by non-council Crown land managers under separate provisions of the CLM Act.

Plans of management for both Council and non-council managed Crown land are useful instruments to support broader local planning priorities. Plans of management can set a framework for optimising opportunities for community use and enjoyment of public land for recreational and social activities, protecting environmental values, and providing for cultural and economic activities such as museums, galleries, tourism and public facilities such as kiosks.

Local Strategic Planning Statements must be consistent with any adopted plan of management for Crown land. Nothing in a Local Strategic Planning Statement should restrict any action permissible or any future land use objectives that are set out in an adopted plan of management for Crown land.

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If you have any more questions, please contact Mr Derek Van Leest, Group Leader Property Management, North Coast NSW at the department's Grafton Office on 6642 9236.

Yours sincerely

A handwritten signature in black ink, appearing to read "Silas".

Silas Sutherland  
Area Manager North Coast  
DPIE – Crown Lands  
19/02/2019

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Industry &  
Environment

Our Ref: DOC20/32201-1  
Your Ref: LSPS (CM2130)

General Manager  
Ballina Shire Council  
PO Box 450  
Ballina NSW 2450

Attention: Mr Klaus Kerzinger

Dear Mr Hickey

**RE: Exhibition of Draft Ballina Shire Local Strategic Planning Statement**

Thank you for your letter dated 13 January 2020 about the exhibition of the Draft Ballina Shire Local Strategic Planning Statement (Draft LSPS) seeking comments from the Biodiversity and Conservation Division (BCD) of the Environment, Energy and Science Group in the NSW Department of Planning, Industry and Environment. I appreciate the opportunity to provide input.

The BCD was formerly part of the Office of Environment and Heritage, but now forms part of a Group that has responsibilities relating to biodiversity (including threatened species and ecological communities, or their habitats), Aboriginal cultural heritage, National Parks and Wildlife Service estate, climate change, sustainability, flooding, coastal and estuary matters.

We have undertaken a comprehensive review of the Draft LSPS and its associated strategies and plans. While we recognise there are restrictions on the length of LSPSs, generally, the Draft LSPS lacks detail on how Ballina Shire Council (BSC) will satisfy the Directions of the NCRP through the delivery of the LSPS. Further to this, there is a lack of detail for how BSC will implement the actions that form part of the Draft LSPS. As such, we consider that without such detail, it is unlikely the LSPS will achieve the desired planning outcomes.

These issues are discussed in detail in **Attachment 1** to this letter.

In summary, the BCD recommends that:

1. Additional actions should be included in Planning Priority 11 to ensure a considered and balanced approach to managing all rural lands, not just those areas that are used for agricultural purposes. There are a wide range of rural land uses that provide essential environmental services and thereby contribute to the maintenance of a healthy environment. These should be addressed in the LSPS.
2. The LSPS should identify actions for identifying those rural values that require protection and enhancement. In addition, the LSPS should identify mechanisms for protecting those values such as (but not limited to) application of appropriate zoning, refinement of the land use table to ensure incompatible development is not permissible and/or application of overlays

3. It is our view that the proposed biodiversity actions, of themselves, will not achieve the intended outcome of Planning Priority 12. Therefore, to ensure the biodiversity values are identified and protected, additional actions should be included within the LSPS, as set out in Attachment 1 to this letter.
4. The intention to remove Strategic Urban Growth Areas that have not been the subject of successful LEP Amendment Applications within a defined period should be retained in the LSPS.
5. The additional floodplain actions listed on Page 4 of Attachment 1 of the BCDs previous correspondence to the council dated 25 October 2019 should be included in the Draft LSPS.
6. The following statement should be included in the LSPS:  
  
*'The Integrated Regional Vulnerability Assessment: North Coast of New South Wales (2016) and the North Coast Enabling Regional Adaptation region report (2019) provide a strong evidence base for identifying adaptation pathways and opportunities to minimise climate change impacts on local communities.'*
7. The Northern Rivers CO<sub>2</sub> emissions image on page 60 should be replaced with the Ballina emissions snapshot in Appendix 5 of the draft LSPS.
8. Three additional actions should be incorporated in the LSPS with respect to climate change, as set out in Attachment 1 to this letter.
9. The LSPS should include an additional Planning Priority under the theme 'Connected Community' that states 'Collaborate with Aboriginal communities to respect and protect Aboriginal culture and heritage'.
10. The actions listed on Page 3 of Attachment 1 of the BCDs previous correspondence to the council dated 25 October 2019 should be included in the LSPS under the new planning priority recommended in 9 above.
11. The actions relating to the protection of water quality and waterway health, as listed on Page 5 of Attachment 1 of the BCDs previous correspondence to council dated 25 October 2019, should be included in the Draft LSPS.

If you have any questions about this advice, please do not hesitate to contact Ms Nicky Owner, Senior Conservation Planning Officer, at [nicky.owner@environment.nsw.gov.au](mailto:nicky.owner@environment.nsw.gov.au) or 6659 8254.

Yours sincerely



26 March 2020

**DIMITRI YOUNG**  
**Senior Team Leader Planning, North East Branch**  
**Biodiversity and Conservation**

Enclosure: Attachment 1 – Detailed BCD Comments – Ballina Shire Draft LSPS

cc: Ms Renee Trezise, Planning and Assessment Group

**Attachment 1: Detailed BCD Comments – Ballina Shire Draft LSPS**

Introduction

The Biodiversity and Conservation Division (BCD) understands the Ballina Shire Council (BSC) has prepared a Draft Local Strategic Planning Statement (Draft LSPS) that identifies the strategic land use planning priorities for the Ballina Shire for the next 20 years. Once finalised the LSPS will provide the framework for the council's land use planning goals, strategies and targets in the period to 2040.

The purpose of the Draft LSPS is to:

- Provide a 20-year land use vision for the Ballina Shire,
- Outline the characteristics which make the Ballina Shire special,
- Identify the shared values to be enhanced or maintained,
- Direct how future growth and change will be managed,
- Implement the North Coast Regional Plan 2036 where relevant to the Ballina Shire, and
- Identify where further detailed strategic planning may be needed.

The Draft LSPS concentrates on identifying areas in which additional resources may be directed to bring about further alignment between State-based planning directions and local area planning actions, strategies and outcomes.

Four main planning themes are included in the Draft LSPS:

Theme 1 - Connected Community  
Theme 2 - Prosperous Economy  
Theme 3 - Engaged Leadership  
Theme 4 - Healthy Environment

The Draft LSPS contains 14 planning priorities and 51 actions that respond to the challenges and opportunities that the Ballina hire will face in the period to 2040.

Theme 4 – Healthy Environment

One of the planning themes with primary relevance to the statutory interests of the BCD is 'Healthy Environment', which includes four planning priorities. The Planning Priorities and their associated actions are discussed below.

*Planning Priority 11 – Protect and enhance productive agricultural lands through the development of a Ballina Shire Agricultural Land Use Strategy.*

One LSPS action has been drafted for Planning Priority 11.

*BCD Recommendations:*

1. Planning Priority 11 should:
  - a. Include additional actions to ensure a considered and balanced approach to managing all rural lands, not just those areas that are used for agricultural purposes. There are a wide range of rural land uses that provide essential environmental services, such as water catchment areas and landscapes with forested vegetation, thereby contributing to the maintenance of a healthy environment, and these should be addressed.
  - b. Outline actions for identifying the rural values that require protection and enhancement.
  - c. Identify mechanisms for protecting those rural values including, but not limited to, application of appropriate zoning, refinement of the land use table to ensure incompatible development is not permissible, and/or application of overlays.

*Planning Priority 12 – Ensure that the biodiversity values of the Shire are identified and where required protection strategies are implemented.*

Three actions have been identified within the Draft LSPS relevant to this Planning Priority (numbered 11.1 – 11.3 on page 102 of the Draft LSPS). However, our review of these actions suggests they will not in themselves achieve the intended outcome of Planning Priority 12.

*BCD Recommendations:*

2. To ensure that biodiversity values are adequately identified and protected, the following actions should be included within Planning Priority 12:
  - a. The Shire-wide Biodiversity Values Mapping will:
    - i. identify and verify of areas of High Environmental Value (HEV).
    - ii. map vegetation across the whole of the Ballina Local Government Area (LGA) using the Bionet Vegetation Classification mapping methodology, identifying vegetation to 'Plant Community Type' (PCT) level.
    - iii. identify PCTs that form part of any Threatened Ecological Community (TEC), as listed in accordance with the provisions of the *Biodiversity Conservation Act 2016*.
    - iv. identify important biodiversity corridors.
  - b. areas of confirmed HEV will be assigned an appropriate environmental protection zone, E2 – Environmental Conservation or E3 – Environmental Management depending on the HEV values present.
  - c. areas of land with confirmed TECs listed as 'potential Serious and Irreversible Impact' entities in the *Guidance to assist a decision -maker to determine a serious and irreversible impact*, will be rezoned E2 - Environmental Conservation.
  - d. local provisions will be included in the Local Environmental Plan (LEP), along with associated map overlays and Development Control Plan provisions for:
    - i. confirmed HEV lands where zoning to E2 or E3 is not possible;
    - ii. land identified as an important biodiversity corridor.
  - e. A Comprehensive Koala Plan of Management will be prepared for the whole LGA and include relevant controls within the LEP and DCP to ensure appropriate zoning of areas of core koala habitat to E2 and to ensure incompatible development does not occur within areas of important koala habitat.
  - f. Development will be focused to areas of least biodiversity sensitivity and the 'avoid, minimise, offset' hierarchy implemented for biodiversity and areas of HEV.
  - g. Biodiversity stewardship site agreements, funded or unfunded conservation agreements, or wildlife refuges via the Biodiversity Conservation Trust, will be promoted as voluntary mechanisms to enhance areas of confirmed HEV and important biodiversity corridors on private land.
  - h. Biodiversity certification of new urban release areas will be promoted, when suitable.
  - i. Areas of conservation concern in the local context will be identified and nominated by the council to the Environment Agency Head, for inclusion on the Biodiversity Values map.

Attachment 1: Detailed BCD Comments – Ballina Shire Draft LSPS

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*Planning Priority 13 – Focus development to areas of least biodiversity sensitivity and least exposure to natural hazards such as flooding and bush fire risk.*

Five actions have been identified as part of Planning Priority 13 (13.1 -13.5).

We support the intention to remove Strategic Urban Growth Areas that have not been the subject of successful LEP Amendment Applications within a defined period.

*BCD Recommendations:*

3. The additional floodplain actions listed on Page 4 of Attachment 1 of the BCDs previous correspondence to the Ballina Shire Council dated 25 October 2019 should be included in the Draft LSPS.

*Planning Priority 14 – Ballina Shire Council to provide leadership in mitigating and adapting to climate change.*

Five actions have been identified as part of Planning Priority 14 (14.1 -14.5).

*BCD Recommendations:*

4. The following statement should be included in the LSPS:  
  
*'The Integrated Regional Vulnerability Assessment: North Coast of New South Wales (2016) and the North Coast Enabling Regional Adaptation region report (2019) provide a strong evidence base for identifying adaptation pathways and opportunities to minimise climate change impacts on local communities.'*
5. The Northern Rivers CO<sub>2</sub> emissions image on page 60 should be replaced with the Ballina emissions snapshot in Appendix 5 of the draft LSPS.
6. The following additional actions should be included in Planning Priority 14 with respect to climate change:
  - a. A range of urban design and land use planning strategies will be implemented to increase the resilience of settlements and communities to climate change, specifically to increasing temperatures and runoff in urban settings, as outlined in the *Technical Guidelines for Urban Green Cover in NSW*.
  - b. Consider The impacts of climate change on biodiversity, such as ecosystem change and species shift, will be considered through the LEP, DCP and Policy.
  - c. Assess LGA-wide carbon emissions will be assessed and a plan to reduce emissions will be developed and implemented in consultation with the community.

#### Aboriginal Cultural Heritage

It is disappointing that the Draft LSPS does not specifically include actions to fulfil the NCRPs Direction 18 – *Respect and protect the North Coast's Aboriginal Heritage*.

We recognise that the council has undertaken a significant volume of work to better understand the Aboriginal cultural heritage values of the Shire. However, it is important that the council prepares and implements relevant LSPS actions to ensure Aboriginal cultural heritage values are respected and protected via the land use planning system.



*BCD Recommendations:*

7. The LSPS should include an additional Planning Priority under the theme 'Connected Community' that states 'Collaborate with Aboriginal communities to respect and protect Aboriginal culture and heritage'.
8. The actions listed on Page 3 of Attachment 1 of the BCDs previous correspondence to the council dated 25 October 2019 should be included in the Draft LSPS under the new planning priority recommended above.

Water quality and waterway health

Only one action is included within the Draft LSPS relating to water quality. Action 7.3 of the Draft LSPS states '*Work with NRJO for the regional planning of water quality initiatives focusing on catchment or sub-catchment level approaches*'.

*BCD Recommendation:*

9. In addition to the above action, the actions relating to the protection of water quality and waterway health, as listed on Page 5 of Attachment 1 of the BCDs previous correspondence to the council dated 25 October 2019, should be included in the Draft LSPS.