



NSW GOVERNMENT
Department of Planning

2006-31

FAR NORTH COAST REGIONAL STRATEGY



This is the Far North Coast Regional Strategy. It applies to the six local government areas of Ballina, Byron, Kyogle, Lismore, Richmond Valley and Tweed, and is one of a number of regional strategies that have been prepared by the NSW Department of Planning. The Regional Strategy consolidates and builds on previous planning work, including the Northern Rivers Regional Strategy and local council settlement strategies. In developing policies and actions to address the Region's future growth, the Strategy has also recognised the potential impacts on the Region from the rapid growth of South East Queensland.

The purpose of the Regional Strategy is to manage the Region's expected high growth rate in a sustainable manner. The Regional Strategy will protect the unique environmental assets, cultural values and natural resources of the Region while ensuring that future planning maintains the character of the Region and provides for economic opportunities. In addition, future growth will be managed by preventing the spread of coastal development and encouraging the development of non-coastal centres — ensuring adequate land is available and appropriately located to sustainably accommodate the projected housing, employment and environmental needs of the Region's population over the next 25 years.

The Regional Strategy, which incorporates the specific regional infrastructure requirements identified in the State Infrastructure Strategy 2006–07 to 2015–16, will continue to inform future infrastructure investment priorities for the Far North Coast. Infrastructure planning will take into account the broad planning framework identified in the Regional Strategy, to ensure that future population growth is supported by required services and associated infrastructure.

The key elements of the Strategy are represented on the overall Regional Strategy map, supported by a series of more detailed maps.

The Regional Strategy represents the agreed NSW government position on the future of the Far North Coast. It will be the overriding strategic planning document for the Region, and has been prepared to complement and inform other relevant State and local planning instruments. It is supported by a number of other documents including the Settlement Planning Guidelines, the North Coast Urban Design Guidelines and the Regional Industry and Economic Plan. The Far North Coast Regional Strategy applies to the period 2006–31 and will be reviewed every five years.

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CONTENTS	
INTRODUCTION	INSIDE COVER
FOREWORD	1
THE FAR NORTH COAST – A REGION OF VILLAGES	3
REGIONAL CHALLENGES	5
A VISION FOR THE FUTURE	9
ENVIRONMENT AND NATURAL RESOURCES	15
CULTURAL HERITAGE	19
NATURAL HAZARDS	21
SETTLEMENT AND HOUSING	25
SETTLEMENT CHARACTER AND DESIGN	31
ECONOMIC DEVELOPMENT AND EMPLOYMENT GROWTH	35
WATER AND ENERGY RESOURCES	39
REGIONAL TRANSPORT	41
IMPLEMENTATION	43
MONITORING AND REVIEW	44
APPENDICES	
1. Sustainability criteria	45
2. Extractive and mineral resources	47
3. Major infrastructure projects	47
MAPS	
Far North Coast Regional Strategy	12-13
Natural resources	14
Biodiversity	16
Natural hazards	22
Housing	26
Employment land	34
Town and Village Growth Boundary (sheets 1-6)	48



Foreword

The Far North Coast of New South Wales is one of the State's most attractive places to live and holiday. It boasts a stunning coastline, more than 20 national parks, vibrant town centres, character-filled villages and a hinterland area, which includes both significant farmland and valuable bushland. It is the most biologically diverse region in the State.

The Region is also facing major demographic changes, due to a high population growth rate and a median age expected to rise from 39 to 51 years by 2031.

In March 2006, the draft Far North Coast Regional Strategy was placed on public exhibition. More than 110 submissions were received, including responses from local councils and environment, property and community groups. The NSW Government has taken these comments into account in improving and finalising this document.

The Strategy will now guide the Region's land use over the next 25 years. In particular, it will ensure that future development caters for the housing and employment needs of an extra 60 400 people, while protecting the Region's highly valuable natural and cultural resources. The Strategy plans for 51 000 new homes and 32 500 additional jobs.

The Strategy's crucial role in creating long-term planning certainty cannot be underestimated. It recognises the need to protect the region's coastline from excessive population pressure, provide affordable and appropriately-located housing, and diversify and grow the Region's economic base.

The final Strategy includes regional infrastructure projects outlined in the State Infrastructure Strategy (SIS), which was released in May 2006. The Regional Strategy, and the SIS, will be updated over time.

In conjunction with a proposed regional conservation plan, the Strategy provides for a balanced approach to development and conservation. In short, it aims to protect what is great about the Far North Coast while allowing for ongoing growth and prosperity.

The Hon. Frank Sartor MP
Minister for Planning
Minister for Redfern Waterloo
Minister for Science and
Medical Research
Minister Assisting the Minister
for Health (Cancer)





1

The Region's diversity of lifestyle, in combination with its wide range of economic and social opportunities, is evident in its variety of local cultures and individual communities. These communities, influenced by the Region's strong rural heritage and the richness of its natural environment, provide the foundation and potential to further develop as a 'region of villages'.

The Far North Coast 'A region of villages'

The Far North Coast Region covers an area of 10 293 square kilometres. The Region extends from the Queensland border in the north, south along the coast to Evans Head and west to Woodenbong and Tabulam. It is the traditional lands of the Bundjalung Aboriginal Nation.

The current population is more than 228 000 and since 2001 has been increasing by an average of 2500 people each year. The community lives in the three major regional centres of Tweed Heads, Lismore and Ballina; the five towns of Murwillumbah, Casino, Mullumbimby, Byron Bay and Kyogle; 36 rural and coastal villages; 110 small villages and numerous rural communities.

Around half of the Region's population live in coastal or non-coastal villages, smaller communities, hamlets and rural areas. It is a highly valued place to live, a place for lifestyle change and retirement.

The Far North Coast is the most biologically diverse region in NSW and the third most in Australia. The Region's 21 national parks (several of which are World Heritage listed) help to protect this biodiversity as well as to preserve its many scenic icons such as Mount Warning and its caldera, and Cape Byron. In addition, the many public reserves (over 1200) that comprise the State's crown reserve system add to this network of public lands and contribute to the protection of biodiversity and provision of open space.

The character of the Region has evolved in response to the environmental and associated economic development influences over the last 150 years. From the early timber industry and agricultural beginnings to the more recent alternative lifestyle and sea-changers, the environment has always been a major influence on the communities and economy of the Region.



the far north coast a region of villages

This is clearly seen in the combination of environmental features and recreational experiences that provides the Region with an opportunity to further develop as a widely recognised domestic and international tourism destination.

Since the high population growth of the 1980s, coastal areas of the Region have continued to grow at a moderate rate, while growth in the hinterland areas has been low or static. The largest population increases have been in the coastal local government areas of Tweed, Byron and Ballina. Due to its proximity to the high growth area of South East Queensland, the urban coastal areas of the Tweed Shire have demonstrated the strongest growth in the Region over the past decade.

The Regional Strategy plans for an overall population of 289 000 by 2031. This represents an additional 60 400 people or a 26% increase for the period 2006–31. The Region's population is also ageing, with the proportion aged 65 years or more expected to more than double by 2031, while the proportion of young people is projected to decline to 14%, leaving just 54% of the population in the working age group.

The key drivers of growth in the Far North Coast Region include:

- in-migration from the Sydney Greater Metropolitan Region and other areas of NSW
- population flow from South East Queensland

- greater accessibility due to the upgrading of the Pacific Highway.

The increased accessibility to South East Queensland due to improved transport routes may result in an increased number of people moving to the Far North Coast for a new lifestyle, more affordable housing and business or employment opportunities.

A **village** in the Far North Coast means a place that:

- is a relatively small 'stand alone' settlement (generally walkable) or may comprise the outlying suburbs of larger centres
- has developed its own distinctive image because of a historical and/or geographical location
- has a strong relationship with its surrounding environment
- generally has a small vibrant mixed use commercial, retail and residential precinct at its centre surrounded by small-scale residential development
- has a strong sense of community.

THE FAR NORTH COAST AT 2031

The Far North Coast at 2031 is expected to be characterised by a series of contained centres, a coastal area protected from inappropriate development, and growing towns and villages across the Region. A connected network of towns and villages will provide a choice of well designed housing and associated lifestyles.

Lismore and Tweed Heads will continue to be the major regional centres, with Ballina also emerging as a major centre. Coastal towns such as Byron Bay, known as a national and international tourist destination, will have retained their village character while still providing a gateway to many regional assets and attractions. Other towns and villages such as Casino, Kyogle, Uki and Bangalow will be recognised as places offering an alternate lifestyle.

More people will be living in and adjacent to centres, close to jobs, shops, services and leisure and recreational facilities. It is planned that the transport network will be improved, particularly in urban centres, and increased and varied employment opportunities will be available.

Areas of high environmental and landscape value such as Mount Warning and its caldera and the Coastal Area (which covers land east of the Pacific Highway and the urban areas, coastal estuary and lakes of Tweed Heads) as well as key natural resources will be protected for future generations.



Regional challenges

For the Far North Coast to retain its creative and vibrant culture and rich natural assets, careful management of its future growth and relationship with South East Queensland is required. The Region faces the following key environmental, population and housing, and economic challenges.

ENVIRONMENT

The Far North Coast is recognised for its significant environmental values. This can be attributed to its wide variation in climate, altitude, landform and geology, which supports a diversity of flora and fauna. Future population growth, particularly in coastal areas, will put further pressure on these fragile environments. Proper consideration and improved management of these areas of high biodiversity and scenic amenity is vital if the Region's highly valued environmental assets and cultural heritage are to be protected for future generations.

The Region is rich in natural resources such as timber, groundwater, extractive resources and productive soils. These resources are an important part of the regional economy and require careful management. Protection of productive farmland from development pressures is one such natural resource imperative. It is critical to keep farmland intact in suitable locations to ensure a viable agriculture industry for the future.

Some areas in the Region are subject to natural hazards such as acid sulfate soils, flooding, and coastal inundation and recession. The potential impacts associated with these hazards on regional development needs careful consideration.

The environmental challenges of the Region are to:

- improve protection and enhancement of environmental assets (including wetlands, littoral rainforest, koala habitat,

and estuaries), biodiversity and landscape values

- improve understanding of Aboriginal and European cultural heritage values and the incorporation of this information within land use planning and natural resource management processes
- ensure sustainable management of, and access to, natural resources, and protection of rural landscapes from increased settlement
- ensure better understanding and management of natural hazards, including flooding, coastal erosion and inundation (including the impacts of climate change on these), land instability, bushfire and acid sulfate soils.



POPULATION AND HOUSING

The Regional Strategy is based on a projected regional population increase of 60 400 from 2006 to 2031 as derived by the Department of Planning's Transport and Population Data Centre.

A continuation of current trends would result in the greatest future population growth pressure occurring around the major regional centres of Tweed Heads and Ballina and within the other coastal settlements east of the Pacific Highway. In order to support and maintain the development of non-coastal settlements it is therefore necessary to reduce the coastal population growth pressure.

The make-up of the Region's population is also changing. Over the next 25 years the median age of the population is projected to increase from 39 years to 51 years due to more than doubling of the population aged 65+ years and a declining proportion of young people (aged between 0 and 14 years). This will increase the demand for seniors living housing as well as for local services and amenities such as public transport, health care and recreational facilities.

Together with the general decrease in the size of households, this change in the Region's age structure and workforce will have implications for the types of dwellings likely to be required in the future. There will be a greater demand for diversity in housing form to match the

requirements of changing household structures, particularly an increase in one and two person households.

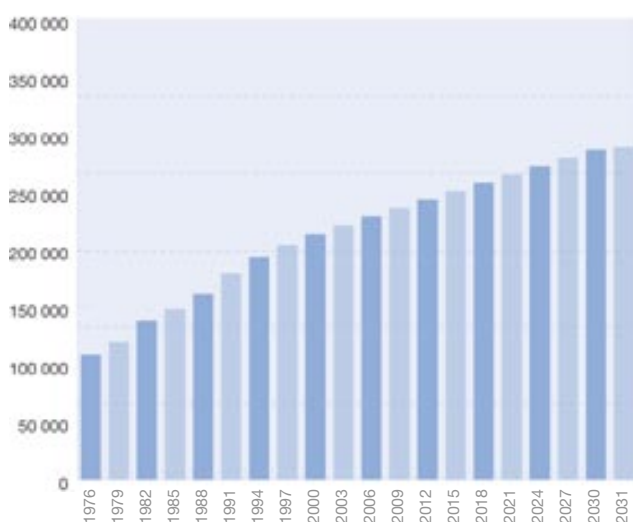
By 2031, an additional 51 000 dwellings will be required to house this growing and changing population.

The population and housing challenges are to:

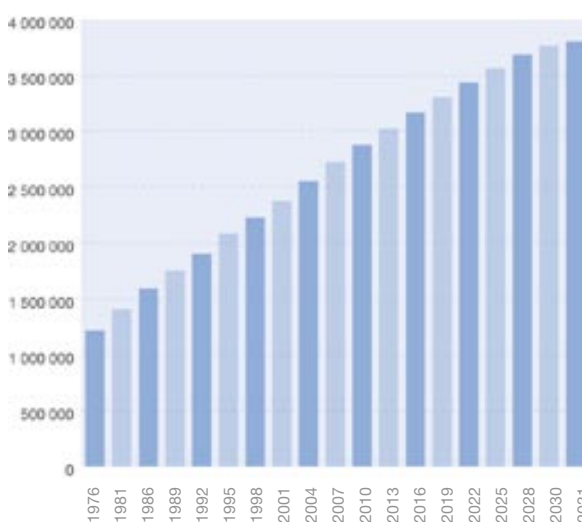
- manage the expected population growth in a way that retains village character, enhances a sense of community, limits the spread of urban development, and minimises damage to environmental values and rural production
- support the development of non-coastal centres

Historic and projected populations

Far North Coast 1976 to 2031



South East Queensland 1976 to 2031





- provide a framework for the planning of new infrastructure and facilities for the growing and ageing population
- provide choice in housing form and affordability in appropriate locations that responds to changing demographics and the associated reduction in household occupancy rates
- ensure that new development reflects and enhances the character of the settlement in which it is located and is based on best practice urban design principles.

ECONOMY

Rapid population growth and a growing number of tourists visiting the Region has resulted in a change from an economy dominated by agriculture to one now dominated by service sector industries (84%), and manufacturing and construction (12%).

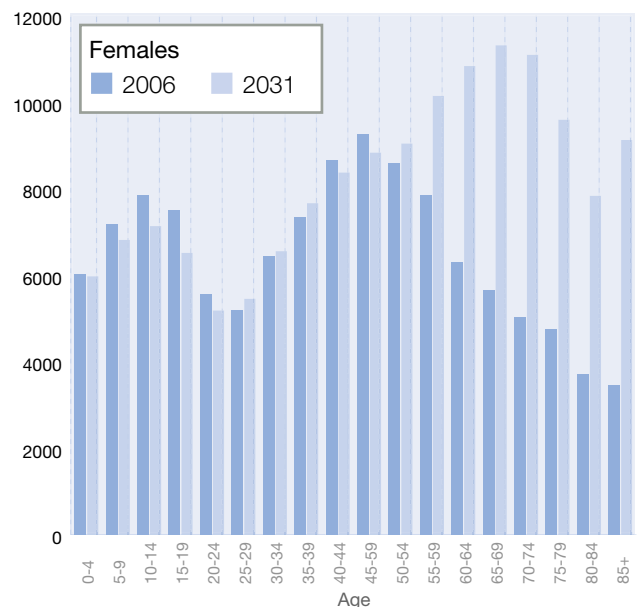
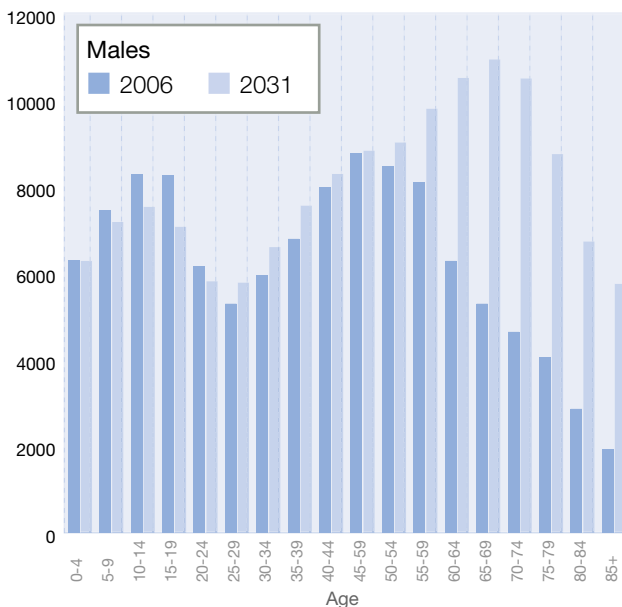
Employment opportunities are greatest in the retail, hospitality and tourism, education and health sectors with employment also in agriculture, forestry and fishing. There is currently an under-representation of jobs in property and business services and finance and insurance.

It is estimated that at least 32 500 new jobs will be required as a result of the projected population growth. In order to create sufficient

opportunities for the growth in employment there is a need to strengthen economic activity and associated employment in existing industry sectors as well as encouraging diversification into new and emerging opportunities. The Regional Industry and Economic Plan (2005) prepared by the Northern Rivers Regional Development Board has identified tourism, education, creative industries, horticulture, health, aquaculture, residential development and construction, forestry, meat and dairy, and transport as key industry sectors with growth opportunities. The Regional Industry and Economic Plan compliments the Outcomes and Actions of the Regional Strategy.

Economic growth must be balanced with conserving the Region's natural

Age structure for the Far North Coast, 2006-31



2

regional challenges

environment and heritage assets and preserving the character of the villages and the lifestyle for residents. A commitment to sustainability, productivity, creativity and innovation is fundamental to the Region's economic future, particularly in order to foster tourism opportunities.

The economic challenges are to:

- ensure sufficient employment lands are available in appropriate locations to accommodate growth in

existing and emerging industries and businesses

- ensure that the planning system facilitates the development of these lands
- ensure future employment lands are located to take advantage of the transport network offered by upgrades to the Pacific Highway and other major roads in the Region
- utilise the Region's reputation to build on the key industry sectors while protecting the

natural resources on which these industries depend

- support and strengthen the Region's economic base by implementing the specific strategies and actions identified in the Regional Industry and Economic Plan for the Northern Rivers (NRRDB 2005).

SOUTH EAST QUEENSLAND

The South East Queensland Regional Plan 2005–2026 (2005) is the Queensland Government's plan for sustainable growth for the Queensland region that stretches north from the NSW border to Noosa and west to Toowoomba.

By 2031, based on current trends, the population of the NSW Far North Coast Region will have grown by 60 400 people. Over the same period, South East Queensland is projected to grow by 1.1 million people (about 22% of Australia's population growth). Of this growth, it is expected that about 300 000 more people will reside in the directly adjoining areas of the Gold Coast and Beaudesert in addition to the 530 000 people who currently live there.

This projected growth for South East Queensland will have a significant influence on the Far North Coast. Due to the proximity of the Region

to this high growth area, the regional economy is closely linked to that of South East Queensland.

Current data indicates that a large number of Far North Coast Region residents (especially from Tweed Shire) rely on South East Queensland for employment and services. Conversely, the Region is increasingly used by South East Queensland residents for recreational activities, daytrips and short stays. This has a significant and growing impact in terms of both the provision and use of State and local infrastructure, particularly in the coastal areas of Tweed and Byron shires.

The proposed further upgrades to the Pacific Highway will improve cross-border accessibility, providing opportunities for the regional economy. The Queensland Government has recognised that South East Queensland has

some immediate and short- to medium-term shortages of industrial land. This presents an economic opportunity for the Region as investors and businesses looking for affordable land with good access to local, national and international markets may capitalise on the capacity of the Far North Coast to accommodate this potential growth.

Rising land prices and increased congestion in South East Queensland could also see people moving from areas such as the Gold Coast to the NSW Far North Coast for the lifestyle, and more affordable housing and business locations.

Although this additional business (including tourism) may mean a stronger regional economy, unless effectively managed it will also put additional pressure on biodiversity values and adversely impact on the Region's character.



3

A vision for the future

A healthy, prosperous and sustainable future for the diverse communities of the Far North Coast Region

HEALTHY AND PROSPEROUS:

People and the natural environments are physically healthy, and there is a high level of mutual trust, cooperation and support within communities.

SUSTAINABLE FUTURE:

Recognising the links between our economy, environment and quality-of-life—now and in the future. Ecologically sustainable development and economically and socially sustainable development are synonymous. For a sustainable future, this Strategy strives for a balance between economic, environmental and social goals.

DIVERSE COMMUNITIES:

The people of the Region are not a homogenous group. Communities may be defined by physical boundaries (such as river valleys) or by characteristics (such as lifestyle).



3

a vision for the future



THE COASTAL AREA

The Regional Strategy identifies a 'Coastal Area' that generally comprises land east of the Pacific Highway alignment 2006 and the urban areas of Tweed Heads (see Far North Coast Regional Strategy Map). This area, which includes areas of high biodiversity (e.g. significant vegetation, estuaries, coastal wetlands and lakes) and important natural resources (e.g. coastal aquifers and high value farmland), has been subject to the greatest growth pressures. Much of this area is also subject to natural hazards including flooding, coastal inundation, erosion and recession.

If current trends were to continue, around 75% of the Region's future additional housing would be located within this Coastal

Area, leading to further pressure on existing infrastructure services, farmland and sensitive coastal environments.

The Regional Strategy will reduce the proportion of additional dwellings in the Coastal Area to 60% by limiting future development to within the mapped Town and Village Growth Boundaries. This will ensure a more even spread of population across the Region and assist in strengthening the growth of non-coastal towns and centres.

This action will also ease development pressure on some of the State's most prized environmental assets, including the coastal estuaries and lakes within the Tweed, Brunswick, Richmond and Evans catchments.

The Regional Strategy will result in the establishment of 'green breaks' between coastal settlements to effectively protect important coastal biodiversity and to help strengthen the 'region of villages' concept. One of these green breaks will be the strip of coastal vegetation and heathland that stretches from Broken Head to Lennox Head. Similarly, this approach will also help protect the Cudgen Plateau, which is identified as State significant farmland, the littoral rainforests at Bogangar and Wooyung, paperbark swamps around Brunswick Heads, and old growth forest near Billinudgel and Round Mountain.



THE STRATEGY AT A GLANCE

The Regional Strategy is an initiative of the NSW Government to guide sustainable growth across the Far North Coast Region. The aims of the Strategy are to:

- Identify and protect important environmental assets, landscape and cultural values and natural resources.
- Limit development in places constrained by coastal processes, flooding, wetlands, important farmland, and landscapes of high scenic, cultural and conservation value.
- Cater for the extra 60 400 people expected to be living in the Region over the next 25 years—a population increase of 26%.
- Allocate 35% of future housing to the three major regional centres—Tweed Heads, Lismore and Ballina—and reinforce their role as employment and service centres.
- Protect the coast from overdevelopment by identifying a Coastal Area (generally east of the Pacific Highway and including Tweed Heads urban areas — as shown on the Strategy Map) which limits the spread of urban development by reducing additional future housing within this area from around 75% (based on current trends) to around 60%.
- Ensure the 51 000 new homes expected to be built by 2031 are provided in a variety of suitable locations, and offer a choice in form and affordability.
- Provide appropriately located rural residential opportunities around existing settlements (excluding the Coastal Area unless part of an approved rural residential release strategy).
- Encourage growth of non coastal towns and villages by identifying potential lands for new housing and industry to boost local economies without compromising environmental values or quality of life.
- Ensure the provision of adequate land for new business and industry that is well linked to transport and services, takes advantage of the opportunities arising from the upgrading of the Pacific Highway and which will support the creation of the projected additional 32 500 jobs needed in the Region.
- Contain areas for potential future development to within the Town and Village Growth Boundary. (See detailed map Sheets 1–6.)
- Require that any development proposals for greenfield sites west of the Coastal Area and outside of the Town and Village Growth Boundary be subject to satisfying the Sustainability Criteria (see Appendix 1)

Where development or rezoning increases the need for State infrastructure, the Minister for Planning may require a contribution towards the provision of such infrastructure.



TOWN AND VILLAGE GROWTH BOUNDARY

Includes all land zoned and developed for urban purposes and future urban land release areas. Land within this boundary is for housing, business, infrastructure, community facilities, urban open space and environmental uses to meet the future regional population.

Not all land identified can be developed for urban uses. All sites will be subject to more detailed investigations to determine capability and future yield



EXISTING URBAN AREA



EXISTING RURAL RESIDENTIAL AREA



PROPOSED FUTURE URBAN RELEASE

Locations identified for future greenfields land release. These areas will be developed to function as new communities with service provision to match the future population of the area.



EMPLOYMENT LANDS

Provides for various employment related activities such as factories, warehouses, manufacturing and transport logistics. Identifies additional future lands to meet regional employment needs.



COASTAL AREA

Recognises the significance of the Region's coastal area in terms of environmental values, regional lifestyle and economic impacts associated with tourism and urban development. Limits future land release to land identified within the *Town and Village Growth Boundaries*.



MARINE PARK



WORLD HERITAGE AREA



STATE FOREST



NATIONAL PARK, NATURE RESERVES AND CONSERVATION AREAS



ENVIRONMENTAL ASSETS AND RURAL LAND

Identifies areas with environmental, landscape, natural resource and agricultural production values. This area will be protected from further urban settlement with existing land use rights maintained.



RAIL LINE





- 60,400 more people
- 51,000 new homes
- 32,500 new jobs
- 25 year plan
- 3 major regional centres
- 2 major towns

MAJOR REGIONAL CENTRE
TWEED HEADS
 The revitalisation of Tweed Heads CBD will become the focus for the Tweed urban area enabling it to provide a high level of services, employment and housing to complement those provided in the adjoining South East Queensland Region. Tweed Heads will also continue to develop as a major centre for tourism and the provision of retail services and community facilities.

LISMORE
 The majority of the growth will occur in and around Lismore. Lismore will continue as a regional hub for creative industry and cultural activities, education, health, employment and retail.

DEVELOPING MAJOR REGIONAL CENTRE
BALLINA
 As a major regional centre, Ballina will be supported by new land releases in Lennox Head and Cumbalum. Employment, retail and tourism are important functions of the centre.

MAJOR TOWN **TOWN**
 Major towns and towns provide a level of services and employment to support the surrounding catchments of villages and rural settlement.

VILLAGE - COASTAL

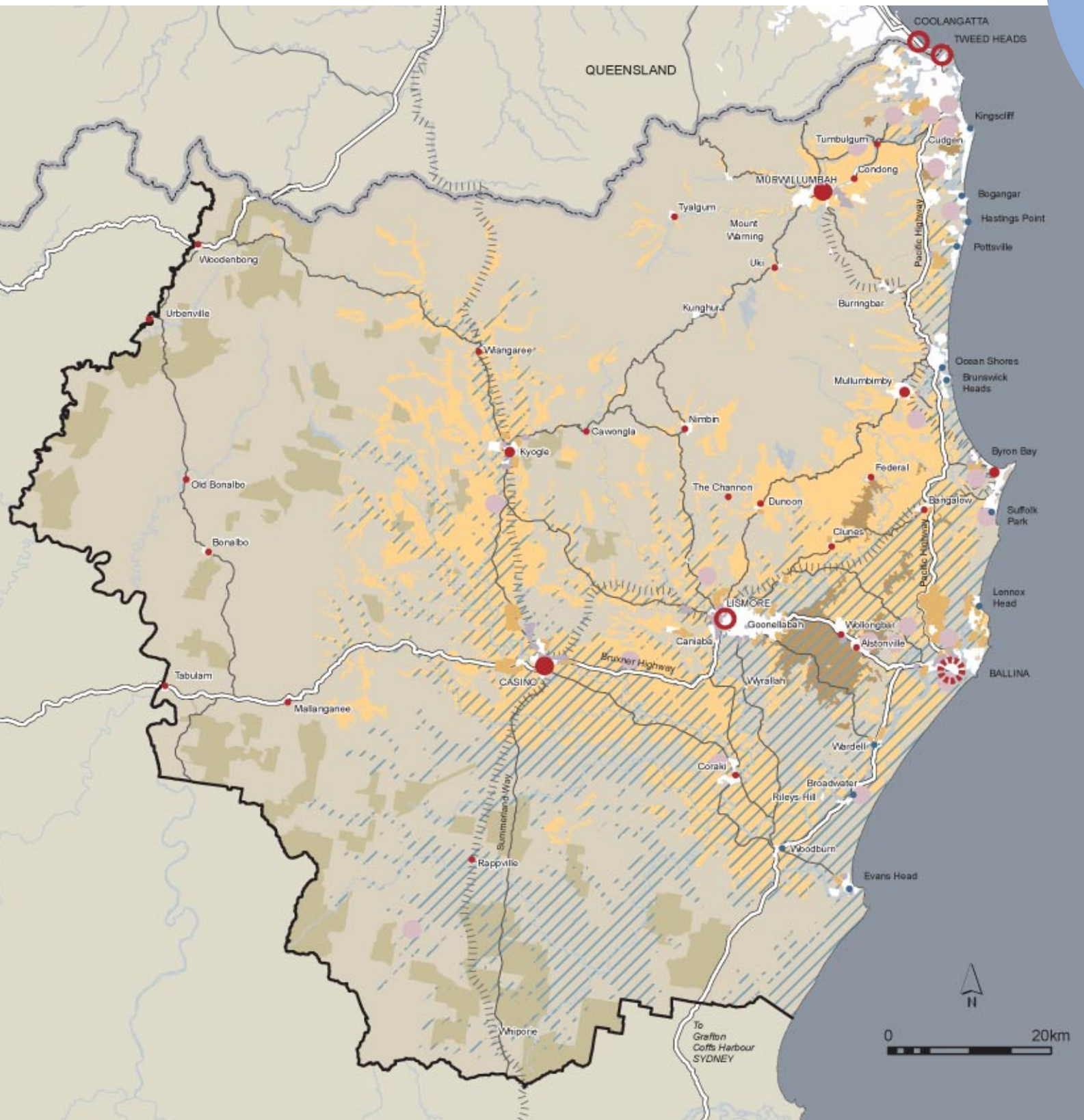
VILLAGE - INLAND

SOUTHPORT/GOLD COAST
 The Region adjoins the fast growing South East Queensland Urban Area. Southport/ Gold Coast operates as a Regional City providing key employment opportunities and high level services to its catchments.

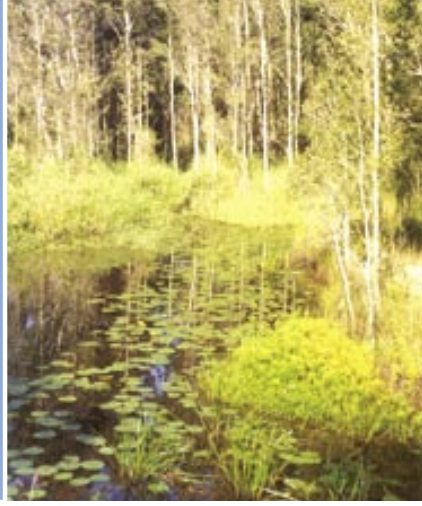
STATE BOUNDARY
 Note: for more information please see the detailed maps.

FAR NORTH COAST REGIONAL STRATEGY MAP

NATURAL RESOURCES MAP



- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none"> Major Regional Centre Developing Major Regional Centre Major Town Town Village - Inland Village - Coastal | <ul style="list-style-type: none"> Region Boundary State Boundary Highway Main Roads Rail Line Rivers and Creeks | <ul style="list-style-type: none"> Regionally Significant Extractive Resource Significant Groundwater State Significant Farmland Regionally Significant Farmland State Forests | <ul style="list-style-type: none"> Existing Urban Footprint Proposed Future Urban Release Employment Lands Environmental Assets & Rural Land, and National Parks |
|--|--|--|--|



Environment and natural resources

BACKGROUND

The combination of highly fertile basaltic soils, a climate that varies from humid sub-tropical to warm temperate and relatively high rainfall forms the foundation for the Region's significant environmental values. These values are not only a defining feature of the Region, they are also important to its economy.

The Brunswick, Richmond and Tweed catchments of the Far North Coast Region provide the basis on which its environmental values are built. The wetlands, rivers, floodplains and estuaries of the Region are important at both the regional and international level. They are vital to a wide variety of species, including many threatened plants and animals as well as migratory birds recognised by international agreements.

The scenic quality of the diverse landscapes of the Region is also highly valued. Iconic landforms

such as the Mount Warning caldera and Cape Byron provide a backdrop to much of the Region.

The Region is also rich in natural resources that have supported the development of a variety of rural industries over many years. The rural landscapes shaped by these industries, which are also highly valued by the community, contribute much to the 'feel' of the Region.

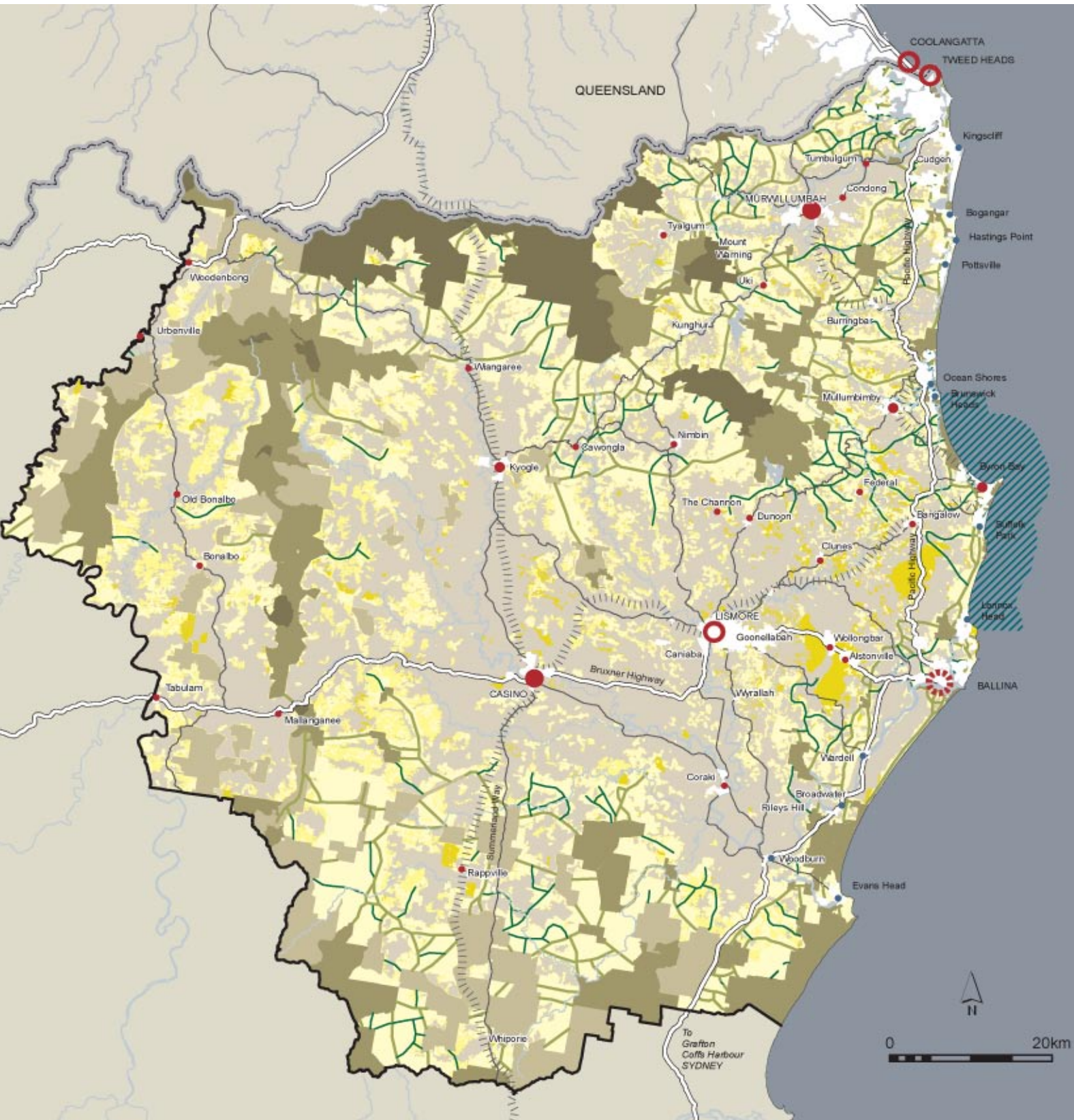
Protection of these areas of high biodiversity value and productive natural resources from development pressures is a major outcome of the Strategy. In building on this essential outcome, the Northern Rivers Catchment Management Authority has developed a Catchment Action Plan that includes regional investment priorities for funding of community projects and government programs to rehabilitate and enhance environmental values and natural

resources. Ensuring land use planning objectives address the objectives of the Catchment Action Plan and those of other natural resource management plans, such as Water Sharing Plans and Estuary Management Plans, is important in achieving long term environmental sustainability.

Those parts of the Region with environmental, landscape and agricultural production values are shown as 'Environmental Assets and Rural Land' on the Regional Strategy Map. These areas are protected from urban development other than appropriately planned rural residential development. This land classification comprises land with one or more of the following attributes or values:

- existing national park, state forest or crown public reserve
- State or regional environmental and/or biodiversity conservation significance

BIODIVERSITY MAP



- | | | | |
|---|--|---|--|
| <ul style="list-style-type: none"> ○ Major Regional Centre ⊗ Developing Major Regional Centre ● Major Town ● Town ● Village - Inland ● Village - Coastal | <ul style="list-style-type: none"> Region Boundary State Boundary Highway Main Roads Rail Line Rivers and Creeks | <p>Biodiversity Areas</p> <ul style="list-style-type: none"> State Significance Regional Significance Local Significance State Forests National Parks World Heritage Areas | <ul style="list-style-type: none"> Cape Byron Marine Park Existing Urban Footprint <p>Fauna Corridors</p> <ul style="list-style-type: none"> Regional Corridor Sub-Regional Corridor |
|---|--|---|--|



- strategic or regionally significant interurban break or corridor
- natural resource, including State or regionally significant farmland, regionally significant extractive resources, private forestry plantations, water catchment, water storage and groundwater resource.

All land classified as Environmental Assets and Rural Land maintains its existing land use rights. This will ensure the continuation of current activities, including agricultural production, access to natural resources, water storage, tourism, outdoor recreation and nature conservation.

OUTCOMES

The Strategy recognises the importance of the Region's natural environment and natural resources to its economy and character, as well as to its scenic and cultural values. The Strategy will ensure local environmental plans protect these areas from future urban and rural residential development.

The Strategy supports the maintenance and enhancement of the Region's biodiversity. Urban development will be directed away from areas considered important for conservation. Where development, including new land release, may impact on biodiversity,

it will be designed to minimise impacts or provide offsets by protecting and enhancing the long term viability of priority vegetation and habitat corridors, as well as rehabilitating degraded priority areas. Infill redevelopment will be encouraged and controlled to ensure additional pressure on the environment is minimised.

The values and functions of riparian (river) corridors, coastal wetlands, lakes, estuaries and fishery habitats will also be protected.

While future rural residential development will be located in the Environmental Asset and Rural Land area, it will be appropriately planned and developed in accordance with agreed council strategies. This will ensure that the Region's biodiversity values and natural resources, including groundwater/surface water resources, farmland and extractive resources, will be protected through the provision of appropriate buffers when development occurs near these resources. In addition, limits on the growth, due to rural residential subdivision, of basic landholder rights to extract water for stock and domestic purposes will further protect water resources and improve security for licensed water users.

Rural subdivision will not be permitted to fragment valuable farmland and reduce its productive potential.

Land with high environmental or natural resource values will be protected enabling the effective management of this land in a manner consistent with the Regional Strategy and the Northern Rivers Catchment Management Authority's Catchment Action Plan.

Town water supply catchments and significant aquifers will be protected by ensuring that only compatible uses occur in these catchments. Adverse impacts on water quality will be reduced. The values and functions of riparian corridors and coastal wetlands will be protected.

ACTIONS

- Local environmental plans will protect and zone land with State or regional environmental, agricultural, vegetation, habitat, waterway, wetland or coastline values.
- Local environmental plans will not zone land within the Environmental Assets and Rural Land area to permit urban purposes, other than rural residential development. Existing and future rural residential development will

4

environment and natural resources

be located in this area, but not where it conflicts or coincides with the attributes or values listed above.

- Local environmental plans will identify and zone land of landscape value (including scenic and cultural landscapes) to protect those values.
- Local environmental plans will protect land identified as having extractive resources of regional significance (see Appendix 2).
- New development adjoining or adjacent to farmland, extractive resources, waterways, wetlands, and areas of high biodiversity value will incorporate buffers to avoid land use conflict.
- The Department of Primary Industries and the Department of Planning will assist local government with the development of appropriate subdivision standards for rural zones.
- Local environmental plans will:
 - > include minimum subdivision standards for rural and environment protection zones
 - > include provisions to limit dwellings in the rural and environmental zones
 - > not include provisions to permit concessional allotments.
- Local environmental plans will include provisions to encourage habitat and corridor establishment in future zoning of Environmental Assets and Rural Land area.
- Local environmental plans will include provisions to limit the creation of additional water rights on land fronting watercourses.
- Local environmental plans will not rezone land within town water supply catchments and significant groundwater areas if this has the potential to reduce the quality and quantity of these assets.
- Rezoning of land for future development within the catchments of coastal lakes (as defined in Schedule 1 of State Environmental Planning Policy No. 71 – Coastal Protection) will consider the recommendation of any Coastal Lake Sustainability Assessment which has been prepared.
- Subdivision and dwelling standard provisions in local environmental plans will reflect the objectives of the relevant zone and the Regional Strategy.
- A Regional Conservation Plan prepared by the Department of Environment and Conservation will guide local councils in implementing conservation outcomes.





5

Cultural heritage

BACKGROUND

At the time of first European contact, about thirteen clans lived within the boundaries of the Bundjalung Nation. The Bundjalung Nation encompasses all of the Far North Coast Region and extends from the Clarence River in the south to the Logan River in the north and to the foothills of the Great Dividing Range in the west. Many areas and landscape features of important cultural significance that are now known by European names had already been named by Aboriginal people long before European arrival, e.g. Mount Warning was known as Wollumbin, which means 'cloud catcher'.

Significant evidence of the original ownership and occupation of the land by the Bundjalung People has survived, often with the physical and landscape modifications due to later European occupation. The first Europeans to settle in

the Region were cedar-getters. The subsequent establishment of grazing and cropping areas was directly associated with the landscape, soil and vegetation attributes that existed at that time.

The evidence of early pastoral and agricultural uses is also gradually being changed or lost to new activities such as specialised horticulture, alternative lifestyle and development that caters for the needs of more recent settlers, retirees and tourists.

The heritage values of the Far North Coast Region reflect the geographic, historic and social influences that have shaped its settlement and development. The resource rich areas of the Region, such as its estuaries, river valleys and coast, have had a significant influence on Aboriginal settlement. Coastal land, estuaries and marine resources were, and still are, of major economic, spiritual and

cultural importance to Aboriginal communities.

The identification, recording and protection of cultural heritage are important for current and future generations.

Much of the heritage significance of this Region is not acknowledged in existing planning instruments and an objective of this Strategy is to achieve a more complete protection for these places. This will allow their significance to be respected and conserved within the context of the Region's ongoing development.

OUTCOMES

The importance of the historic cultural landscapes of the Region and their contribution to the Far North Coast's unique sense of place are recognised and protected throughout the planning process.

5

cultural heritage



All places, precincts, landscapes and buildings of historic, scientific, cultural, social, archaeological, architectural and aesthetic significance to the Region are identified and protected in planning instruments.

Future development proposals are compatible with the underlying heritage values of the location.

The sympathetic conservation of heritage assets is encouraged through detailed design requirements in appropriate planning documents and strategies.

ACTIONS

- Councils are to ensure that Aboriginal cultural and community values are considered in the future planning and management of their local government area.
- Councils and the Department of Planning will review the scope and quality of the existing statutory lists of heritage items and ensure that all places of significance are included in the heritage schedules of local environmental plans.
- The cultural heritage values of major regional centres and major towns that are to be the focus of urban renewal projects will be reviewed, with the aim of protecting cultural heritage.





Natural hazards

BACKGROUND

Parts of the Region are subject to natural hazards and processes that can pose risks to life and property, including:

- flooding
- coastal hazards involving beach erosion, shoreline recession, coastal inundation, and slope and cliff instability
- bushfire hazard
- disturbance of acid sulfate soils
- landslip
- climate change impacts and the potential increased risks associated with sea level rise, flooding and coastal hazards.

These susceptible areas are often also subject to some of the Region's greatest development pressures.

Existing and future development within the Region faces varying degrees of risk from natural hazards. The potential for these risks to increase under climate change (including sea level rise) must be considered in any assessment of new developments within Town and Village Growth Boundaries.

In February 2006, the Council of Australian Governments announced its Plan for Collaborative Action on Climate Change. The Council of Australian Governments' Climate Change Group is now currently preparing the National Climate Change Adaptation Framework.

Adaptation is a way of preparing for a changing climate to manage the risks and maximise opportunities. Long term climate change is likely to present new challenges that will demand careful analysis and innovative solutions.

The *Coastal Protection Act 1979* now requires that councils prepare Coastal Zone Management Plans using the NSW Government's Coastal Zone Management Manual. These management plans should form the basis for the consideration of impacts on proposed rezoning, new land releases, and on existing development in areas subjected to coastal hazards. The Regional Strategy requires that, in the absence of a gazetted Coastal Zone Management Plan, councils consider the impact for any future development in coastal locations of the relevant issues as identified in the Manual.

The Floodplain Development Manual (NSW Government 2005), which covers the management of flood liable land (in accordance with section 733 of the *Local Government Act 1993*) defines the Government's Flood Prone Land

NATURAL HAZARDS MAP



- Major Regional Centre
- Developing Major Regional Centre
- Major Town
- Town
- Village - Inland
- Village - Coastal

- Region Boundary
- State Boundary
- Highway
- Main Roads
- Rail Line
- Rivers and Creeks

- Land potentially subject to Inundation
- Areas of known Major Coastal Erosion
- Existing Urban Footprint

6

natural hazards



Policy. The primary aim of the policy is to reduce the impact of flooding on landowners and property.

The Far North Coast Region has experienced many severe floods. The Regional Strategy requires that councils incorporate processes and planning provisions in their local environmental plans consistent with the Government's Floodplain Development Manual.

Similarly, the management of acid sulfate soils must be undertaken in accordance with Government policy.

OUTCOMES

The Strategy seeks to ensure future urban development is not located in areas of high risk from natural hazards including sea level rise, coastal recession, rising water tables and flooding.

Development in areas subject to these natural hazards is to be assessed according to the strict criteria specified in both the Floodplain Development Manual and Coastal Zone Management Manual.

The Department of Planning will support the capacity of local councils and the catchment management authority to plan for climate change.

ACTIONS

- In order to manage the risks associated with climate change, councils will undertake investigations of lands with the potential to be affected by sea level rise and inundation to ensure that risks to public and private assets are minimised.

- Local environmental plans will make provision for adequate setbacks in areas at risk from coastal erosion and/or ocean-based inundation in accordance with Coastal Zone Management Plans. Until these plans are made by the Minister for Natural Resources, councils cannot zone land or approve new development or redevelopment in potential hazard areas, unless assessed within a risk assessment framework adopted by the council.
- Local environmental plans will zone waterways to reflect their environmental, recreational or cultural values.
- Local environmental plans will zone areas subject to high hazard to reflect the capabilities of the land.

6

natural hazards



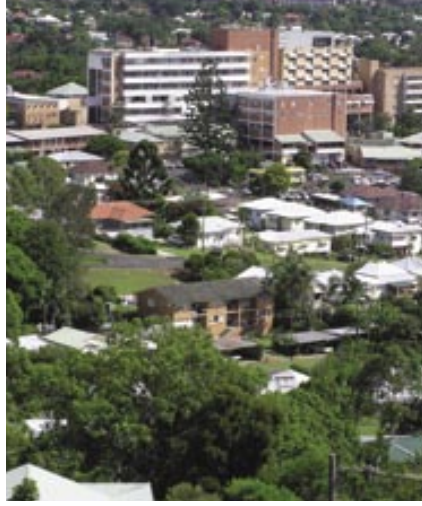
IMPLEMENTATION OF EXISTING NATURAL RESOURCE POLICIES, PLANS AND GUIDELINES

Substantial work has been undertaken in the Far North Coast Region by agencies, councils and the community in developing natural resource management policies, plans and guidelines. Councils should ensure that their local growth management strategies, local environmental plans and development control plans maximise achievement of the principles and implementation of the recommendations in these policies and plans, in particular:

- NSW Coastal Policy and State Environmental Planning Policy No. 71 — Coastal Protection
- NSW Government's Water Quality River Flow Objectives (1999)
- Northern Rivers Catchment Action Plan
- Local stormwater management plans
- Floodplain risk management

plans prepared in accordance with the Floodplain Development Manual (NSW Government 2005)

- Management of flood liable land under the Floodplain Development Manual and in accordance with section 733 of the *Local Government Act 1993*
- Coastal zone management plans
- Existing coastline and estuary management plans
- Soil landscape mapping (Department of Natural Resources)
- Planning for Bushfire Protection (NSW Rural Fire Service and PlanningNSW 2001)
- Planning Guidelines for Acid Sulfate Soils (NSW Government 1998)



Settlement and housing

BACKGROUND

The Far North Coast Region is built on a network of towns and villages. Currently urban centres contain around half of the Region's population, and provide key services and facilities. These centres are linked by the Region's transport corridors and infrastructure networks. The Region is characterised by mainly detached housing (71%) with less reliance on multi-unit dwellings (22%) and other forms of accommodation (7%).

Regional centres

Tweed Heads and Lismore are the two current major regional centres for the Region. Ballina will develop as the third major regional centre, recognising the importance of its airport and its role as a river and coastal lifestyle centre. The major regional centres, which will contain 35% of the Region's additional housing, will be reinforced as the major service and population centres.

Towns

The major towns of Murwillumbah and Casino, and towns of Mullumbimby, Byron Bay and Kyogle support the major regional centres. These communities provide a focus for some future urban development within their service catchments.

Villages

Surrounding the larger centres are a number of villages such as Uki, Pottsville, Brunswick Heads, Bangalow, Nimbin, Clunes, Alstonville, Wardell, Bonalbo, Woodenbong, Coraki and Evans Head, ranging in size and the types of facilities and services provided. These provide highly valued diverse lifestyles and a sense of community, reinforcing the Far North Coast as a 'region of villages'.

Dwelling projections

The Region is faced with smaller households and an ageing population. In combination with population growth, decreasing

occupancy rates will increase the need for more dwellings. It is estimated that approximately 51 000 new dwellings will be needed to house an additional 60 400 people over the next 25 years. A 7% buffer is built into the proposed dwelling targets to address future estimated vacancy rates and tourism needs.

Housing types vary throughout the Region, with most multi-unit dwellings found in coastal areas, particularly in the major regional centres of Tweed Heads and Ballina. Decreasing occupancy rates and changing demand from traditional single detached housing to multi-unit dwelling types means that the provision of a variety of housing forms is needed in appropriate locations.

The Strategy reinforces and promotes increased housing choice by directing future urban growth to appropriate locations across the Region. Higher density living is to be encouraged around the town centres and areas of major employment.

HOUSING MAP



- | | | |
|--|--|--|
| <ul style="list-style-type: none"> Major Regional Centre Developing Major Regional Centre Major Town Town Village - Inland Village - Coastal | <ul style="list-style-type: none"> Region Boundary State Boundary Highway Main Roads Rail Line Rivers and Creeks | <ul style="list-style-type: none"> Existing Urban Footprint Proposed Future Urban Release Existing Rural Residential |
|--|--|--|



OUTCOMES

Settlement pattern

The Regional Strategy identifies and promotes a settlement pattern that protects environmental values and natural resources while utilising and developing the existing network of major urban centres, reinforcing village character, and requiring efficient use of existing services and major transport routes. A defined hierarchy of centres achieving appropriate densities will provide a range of housing giving choice in form and affordability. Sufficient land will be made available for employment purposes and community facilities.

The regional settlement pattern will accommodate future growth while providing quality places to live. Local councils will be assisted in achieving this outcome by detailed character and design standards in the North Coast Urban Design Guidelines to be released as part of the Settlement Planning Guidelines.

Land will not be zoned for future urban investigation as it may create speculative land values and unreasonable long term aspirations for future higher uses that may not be appropriate due to physical constraints and/or infrastructure capabilities.

To accommodate the additional 60 400 people anticipated to be living in the Region by 2031 the Regional Strategy has set individual dwelling targets for each local government area (see Table 1).

The Strategy aims to achieve a more appropriate mix for future housing that reflects the Region's changing housing needs (i.e. 60% single dwellings and 40% multi-unit for the 51 000 proposed dwellings within the Town and Village Growth Boundaries by 2031).

A Local Growth Management Strategy will be prepared by each council to outline how it will meet these targets through the preparation of their future local environmental plans. Settlement

Planning Guidelines will guide councils when undertaking this work. The Department of Planning will assist councils in determining the housing mix for each council area.

Town and Village Growth Boundaries

The Strategy plans to efficiently use land allocated for urban development without sacrificing the identity of the area. For some towns and villages this will result in infill development, with greater housing choice and affordability. For other areas it may result in the creation of new villages or extensions to existing ones.

The areas within the Town and Village Growth Boundaries (see map series at back of document) identify the land required to meet the Region's urban housing and employment needs until 2031 (not including future rural residential development). These areas will accommodate a range of urban

TABLE 1: LOCAL GOVERNMENT AREA DWELLING TARGETS (FOR AN ADDITIONAL 60 400 PERSONS)

LGA	Existing dwellings (2006)	Additional new dwellings to 2031
Ballina	16 720	8 400
Byron	13 090	2 600
Kyogle	4 110	3 000
Lismore	17 640	8 000
Richmond Valley	8 710	9 900
Tweed	34 650	19 100
Totals	94 920	51 000



uses including housing, tourism, industry, business, infrastructure, community facilities and urban open spaces.

Not all land identified within the Town and Village Growth Boundary can be developed for urban uses. The rezoning of land or the development of existing zoned land within the Town and Village Growth Boundary for urban, commercial or industrial uses will be subject to more detailed investigations to determine its capability and future yield. Land that is subject to significant natural hazards and/or environmental constraints will be excluded from development. Other land may be required for open space, drainage, maintenance of interurban breaks or environmental uses/buffers and will be protected for these purposes.

Open space may be located outside the Town and Village Growth Boundary where suitable land is not available within the mapped areas. In determining where future open space may be located outside the Town and Village Growth Boundary, areas of high environmental or natural resource value must be avoided.

Where demonstrated by a local environmental study that a minor adjustment to the Town and Village Growth Boundary is necessary so that new development is consistent with it, some minor variations of the boundary may be considered.

In determining the extent of any variation, consideration will be given to the efficient use of infrastructure/services, avoidance of significant environmental constraints and natural resources, and reinforcement of the regional settlement hierarchy. Any minor variation will be determined through a joint analysis undertaken between the local council and the Department of Planning.

Coastal Area

The Regional Strategy limits future land release for urban or rural residential development within the Coastal Area to protect fragile and vulnerable areas and ecosystems. By catering for additional housing in other parts of the Region, this policy will help sustain and invigorate non coastal centres.

In the Coastal Area, only land within a Town and Village Growth Boundary may be released for urban purposes. This will ensure that the high coastal environmental values that attract people to the Region are protected while still providing housing opportunities. Sixty per cent of the Region's future dwelling needs will be provided within this area.

Non-coastal area

To reinforce the function and role of non-coastal settlements, future land releases should first be directed

to land identified within the Town and Village Growth Boundary. Any future development proposals on greenfield sites in the non-coastal area located outside of the Town and Village Growth Boundaries are subject to satisfying the Sustainability Criteria (Appendix 1).

Rural residential development

Rural residential development will continue as a housing choice for people in the Region. In the future such development will be located close to existing centres, avoiding areas of significant environmental and landscape value, and significant natural resources (including high quality agricultural land). An adequate level of services will be provided to meet the community's needs.

In order to limit urban growth along the coast and ensure efficiencies in land utilisation and infrastructure provision, no further rezoning for rural residential development (other than land in an approved land release strategy) will be permitted in the Coastal Area.

For land in the non-coastal area, rural residential land release will occur in accordance with existing local rural residential strategies or in a review negotiated between councils and the Department of Planning, consistent with the Regional Strategy.



ACTIONS

Settlement and housing

- Local environmental plans, local growth management strategies and other statutory planning controls will align with the Regional Strategy's settlement network (as shown on the Housing Map) to contain the spread of urban development, efficiently utilise existing services and infrastructure, and protect areas of high conservation value.
- Tweed Heads, Lismore and Ballina will be promoted and supported as major regional centres of population and service provision for the Region.
- Councils will review the building height limits within the central business areas, major employment areas and major tourism areas of Tweed, Ballina and Lismore local government areas.
- Local environmental plans will ensure that all new development reinforces existing urban and rural centres, towns and villages.
- New development must be located in a manner that prevents ribbon or strip development along major roads and does not impact on the safety and efficiency of arterial roads.
- A land release staging program will be developed to ensure the orderly release of new housing.
- Where development or a rezoning increases the need for State infrastructure, the Minister for Planning may require a contribution towards the provision of such infrastructure.
- Councils will plan for a range of housing types of appropriate densities, location and suitability that are capable of adapting and responding to the ageing of the population.
- Local government will consider a range of affordable housing strategies, including forms of low cost housing, suitable zonings and development controls to improve housing choice, and specific schemes. These strategies must be consistent with relevant State policies.
- Existing land use rights will not be diminished by the Regional Strategy.
- Local environmental plans generally should locate major health and educational facilities in urban areas.

SETTLEMENT PLANNING GUIDELINES

Implementation of the Regional Strategy will be supported by Settlement Planning Guidelines prepared by the Department of Planning to assist councils in preparing a Local Growth Management Strategy. These guidelines will include:

- additional detail on environmental criteria and its application
- planning principles for residential, rural residential, commercial, industrial and tourism lands
- urban design principles for maintenance of local character and consideration of the North Coast climate
- a framework for a new Far North Coast Housing and Land Monitor.

The Settlement Planning Guidelines will also provide further detail for councils, developers and the community on the information needed and processes to be undertaken in planning for the Region's growth.

7

settlement and housing

- New caravan parks and manufactured home estates, where there is any potential for permanent accommodation to occur, should be located generally in urban areas.
- Local environmental plans cannot use the Transition Zone in the Standard Instrument (Local Environmental Plans) Order 2006 to identify land for future urban investigation purposes.
- Local environmental plans will maintain interurban breaks between existing and new settlements.

Town and Village Growth Boundary

- The Town and Village Growth Boundary is defined by the Town and Village Growth Boundary Map (see sheets 1 to 6 at back of document).
- No land in the Coastal Area will be released other than land identified within the Town and Village Growth Boundary or within an approved rural residential release strategy.

- Councils will prepare a Local Growth Management Strategy prior to zoning further land for urban, commercial and industrial uses in accordance with the Settlement Planning Guidelines.
- Councils will demonstrate through the Local Growth Management Strategy how dwelling targets (Table 1) for each local government area will be met in local environmental plans.
- Planning for urban land must be integrated with the supply of relevant infrastructure and transport provision.
- Any development proposed for greenfield sites in the non-coastal area that is located outside of the Town and Village Growth Boundary will be subject to satisfying the Sustainability Criteria (Appendix 1).

Rural residential development

- Future rural residential land will only be released in accordance with a Local Growth Management Strategy agreed to by council and the Department of Planning, and consistent with the Settlement Planning Guidelines.
- No new rural residential development will be permitted within the Coastal Area, other than development already zoned or within an approved rural residential release strategy.
- Planning for rural residential land must be integrated with the supply of relevant infrastructure and transport provision.





Settlement character and design

BACKGROUND

The Region's towns and villages have developed in response to its unique natural and cultural environment. The design and character of these settlements, which provide for housing, employment and recreational opportunities and a range of associated services and facilities, influence how individuals and communities interact and contribute to the places' identity.

Providing guidelines to maintain this character while ensuring appropriate design standards are applied will result in high quality development that is responsive to the Region's climate, natural features, landscape and character.

As the Region continues to grow, it will be necessary for the character of the area to evolve to reflect other demands such as the need for jobs, better services and the need to provide a range of housing types appropriate to the location.

This evolution should not be at the expense of the underlying coastal values of the Region, and should help to define and enhance those values by offering greater opportunities to preserve and protect important environmental and scenic landscapes. Increased densities within key centres and towns will help to achieve these goals.

With a careful design approach there is the potential for councils to consider higher densities and review their height limits in the major regional centres. Some key advantages of having a taller building precinct in the main business area of a major regional centre are:

- reinforcing public perception of where the main business centre is relative to other neighbourhood business centres
- reinforcing investor perception of a centre's status relative

to other settlement in the Region, thereby attracting further investment. This in turn increases the level of services and consolidates the centre's regional status

- the potential for residential accommodation above commercial space, which can bring a higher level of vibrancy to the centre
- a greater number of people and business in the most active parts of a centre without consuming additional land
- achievement of significant economies-of-scale in the provision of basic services such as roads, drainage, water supply and sewerage.

OUTCOMES

New development will include a range of well designed housing, within easy access to services and facilities, preferably in walking

8

Settlement character and design



distance. This will result in better places to live and attractive, adaptable and self-reliant settlements that foster a strong sense of community.

The built form of new development will reflect the existing positive design and character, streetscape and landscape setting of the settlement and be based on Neighbourhood Planning Principles. Building heights, which will be established to reflect the future form and function of the settlement, will manage visual impacts in urban and coastal areas.

A network of open space within and between settlements will cater for recreation, nature conservation and social interaction.

Conservation of the environmental heritage of the Region will be promoted, including historic townscapes and places of heritage significance.

ACTIONS

- Councils should prepare desired character statements for their localities that include provisions (through a development control plan) to ensure that new development enhances the desired character.
- New buildings should be designed to maximise adaptability to meet changing demographic needs and alternative future uses.
- New development should be designed to respond to the subtropical climate of the Region through best practice in water and energy efficient design, and use of landscaping and building materials.
- New development should be designed to reflect and enhance the natural, cultural, visual and built character and values of the local and regional landscape.
- New and changing urban areas should provide access to natural features such as coastal foreshore and riparian land in a manner that is consistent with the maintenance of their ecological values.

NEIGHBOURHOOD PLANNING PRINCIPLES

- A range of land uses to provide the right mix of houses, jobs, open space, recreational space and green space.
- Easy access (including public transport where viable) to major town centres with a full range of shops, recreational facilities and services along with smaller village centres and neighbourhood shops.
- Jobs available locally and regionally, reducing the demand for transport services.
- Streets and suburbs planned so that residents can walk to shops for their daily needs.
- A wide range of housing choices to provide for different needs and different incomes. Traditional houses on their own block will be available along with smaller, lower maintenance homes, units and terraces for older people and young singles or couples.
- Conservation lands in and around the development sites, to help protect biodiversity and provide open space for recreation.



- New and changing settlement areas should incorporate open space that is accessible to the public, which provides opportunities for recreation, nature conservation, social interaction, and for visual enhancement and amenity.
- Village centres are to be multi-functional, mixed-use (including residential) areas catering for diverse community needs.
- Local environmental plans will set building heights in urban areas that reflect the landscape character, function and hierarchy of the future settlement and visual and cultural amenity of its location.
- Local environmental plans for areas subject to the NSW Coastal Policy (NSW Government 1997) will incorporate provisions to achieve the outcomes of the Coastal Policy in respect to overshadowing. Generally, development on urban land in

Tweed Heads, Kingscliff, Byron Bay and Ballina will not result in the beach or adjoining open space being overshadowed before 3.00 p.m. midwinter (standard time) or 6.30 p.m. midsummer (daylight savings time). For other beaches or waterfront open space in the Region, development will not result in overshadowing before 4.00 p.m. midwinter or 7.00 p.m. midsummer (daylight saving time).

- Local environmental plans and development control plans (and subsequent land release development) will be consistent with the Settlement Planning Guidelines, and the Government's *Coastal Design Guidelines for NSW (2003)* as applicable.



EMPLOYMENT LAND MAP



- Major Regional Centre
- Developing Major Regional Centre
- Major Town
- Town
- Village - Inland
- Village - Coastal

- Region Boundary
- State Boundary
- Highway
- Main Roads
- Rail Line
- Rivers and Creeks

- Employment Lands
- Existing Urban Footprint



Economic development and employment growth

BACKGROUND

The Far North Coast Region has undergone substantial economic change. The rapid increase and change in the Region's population has driven a change in the type and needs of the Region's businesses and industries. Many of the issues affecting the economic development of the Region are driven by trends and influences that originate from outside the Region.

The planned consolidation of employment centres within the South East Queensland Regional Strategy will have implications for the economic growth of the Far North Coast Region. Accordingly, there is a need to strengthen economic activity and associated employment in existing industry sectors as well as encourage diversification into new and emerging opportunities to take advantage of the Region's

relationship with South East Queensland.

The Far North Coast Region is an important domestic and international tourist destination. The Region's diverse attractions include its beaches, rural scenery, river valleys, villages, World Heritage areas, local arts and crafts, and festival events. The iconic centre of Byron Bay provides an international gateway to the Region's many tourism assets and attractions. About 20% of 'visitor nights' spent in the Region are by international tourists. Ballina's regional airport acts as a major entry point for tourism destinations throughout the Region, and this role will be encouraged and supported.

The Northern Rivers Tropical NSW Tourism precinct, which includes the Far North Coast Region, received 4.6 million visitors and \$1.128 billion worth of expenditure in 2005. It is

estimated that the tourism industry employs 7000 people.

The opportunity exists for a widening of the tourism sector to promote both traditional tourism as well as products that provide experiences derived from the Region's natural, cultural and economic resources and attractions (ecotourism).

While tourism creates significant economic and employment benefits for the Region, its impacts need to be carefully managed. The Strategy aims to protect the Region's coastal and hinterland assets, which make it both a popular tourism destination and a desirable place to live. Future urban settlement patterns will be designed to retain their existing tourism appeal and reinforce regional character.

With the strong tourism and population-driven employment base (retail and services sectors)



in the Coastal Area, the availability of affordable land in this area is becoming increasingly limited, and what is available is increasingly being utilised for bulky goods retailing. As such, land available for industries that generate export jobs is decreasing in the Coastal Area.

The Region's western areas, however, have the capacity to provide land to support industrial development, especially for those with an export focus. Casino and Kyogle are located on major transport routes with access to inter-state road and rail networks.

In addition, the identification of substantial coal seam gas reserves within this part of the Region provides the opportunity to develop a new regional energy source with potentially significant employment and economic development outcomes. A number of companies are already active in exploring, testing and developing these resources, with the largest independently certified gas field in NSW identified.

The emergence of a local energy industry presents the opportunity

to develop into an extensive industry providing gas supplies to local industry, and local power generation which will increase the reliability of local supply.

The projected population increase of 60 400 from 2006 to 2031 has the potential to lead to 32 500 new jobs. Around 23 500 of these new jobs will be linked to service and construction industries, with the remainder export-driven employment. This anticipated employment growth translates to a need for about 156 hectares of additional industrial land and about 76 hectares of additional commercial land (a total of 232 hectares).

OUTCOMES

Economic development and employment growth will be facilitated by identifying suitable business and investment opportunities and providing employment lands to support these opportunities.

The Regional Strategy promotes a clear hierarchy of commercial centres consistent in scale and

centrally located within each community. Major commercial development will be located within large centres. Other commercial development, which relates to the scale of the adjoining urban areas, will be located within the boundaries of towns and villages, utilising existing commercial centres where possible, and integrated with the initial planning of new release areas.

Councils should plan for future industrial needs within existing urban areas and take into account economic markets, South East Queensland pressures for employment lands, lifestyle opportunities, and transport improvements within and from the Region. Certain industries will need to be located away from existing urban centres due to their type, scale and nature. Councils will address this need through their Local Growth Management Strategies.

The economic value of the natural resources and natural environments of the Far North Coast Region will be recognised as an employment generator due



to their importance to tourism and primary industries including agriculture, forestry and fishing.

Large scale tourism facilities may be located in the prime tourism development areas of Tweed Heads–Kingscliff, Byron Bay and Ballina. Opportunities for smaller scale tourism, including environmental based tourism, outside of these prime tourism development areas will be provided.

The Regional Strategy supports the utilisation of existing vacant commercial and industrial land, where appropriate to the proposed use, prior to the release of further lands. The Pacific Highway corridor is an exception, requiring well located highway service centres (with limited defined uses).

ACTIONS

- The Department of Planning will work with local councils to ensure that sufficient employment land is identified to meet the requirements of the regional economy.

- Local environmental plans (and other relevant planning provisions) will facilitate employment growth in regional and major town centres, appropriate home-based employment, and local jobs in towns, villages and neighbourhood centres.
- Local environmental plans will ensure that sufficient lands which are zoned employment and currently vacant are protected to accommodate the new jobs required for each local government area until 2031.
- Use of existing vacant industrial land should be considered prior to the release of any major new industrial areas.
- The development potential of commercial centres is to be explored by councils and identified in local strategies, local environmental plans and development control plans. Councils will identify opportunities for bulky goods style retailing in appropriate locations in commercial centres and restrict this form

of retailing in employment and industrial zones as set out in the Government policy 'Right Place for Business'.

- Planning for commercial and industrial land uses must be integrated with the supply of relevant infrastructure and transport.
- Highway service centres may be located beside the Pacific Highway at Chinderah and Ballina.
- Councils will monitor the supply and take-up of employment land through the continued update of the Far North Coast Housing and Land Monitor.

Tourism

- In planning for tourism needs, councils will have regard to the North Coast Regional Tourism Plan 2004–2007 (or latest version) and Northern Rivers Regional Tourism Plan 2003–2006 (or latest version).

9

Economic development and employment growth

- Local environmental plans will locate large scale tourism development in prime tourism development areas unless other proposed locations are consistent with an approved Local Growth Management Strategy.
- Local environmental plans will ensure that appropriate land is available to provide for a range of tourism experiences and forms of tourist accommodation, including ecotourism and the support of 'bed and breakfast' enterprises within residential and rural areas.
- Local environmental plans will permit no more than small scale tourism development in rural or environment protection zones.
- Local environmental plans will prevent permanent residential accommodation in tourism development, except where it is:
 - > ancillary to existing tourism development, or
 - > part of an area otherwise identified for urban expansion in an approved Local Growth Management Strategy.

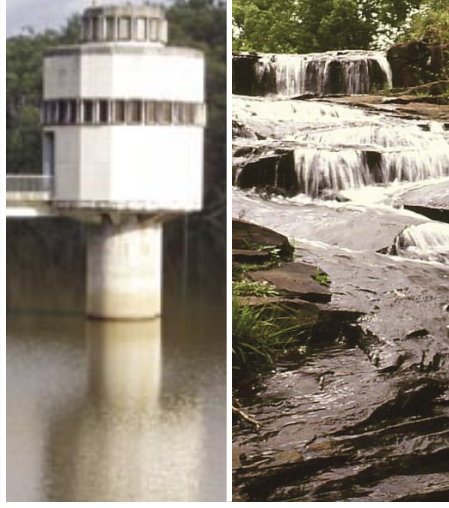


REGIONAL INDUSTRY AND ECONOMIC PLAN

The Regional Industry and Economic Plan for the Northern Rivers prepared by the Northern Rivers Regional Development Board will provide guidance and

support for the development of a sustainable and robust regional economy, which capitalises on existing and emerging opportunities that are specific to

the Northern Rivers. The Regional Strategy requires that councils identify sufficient new commercial and industrial land to match the needs of the growing economy.



Water and energy resources

BACKGROUND

The Far North Coast is supplied with water from numerous sources administered through various authorities. Tweed Shire Council administers water from the Clarrie Hall Dam on the Tweed River. Rous Water supplies the majority of the towns and villages in and around Lismore, Ballina, Byron and the lower Richmond Valley via Rocky Creek Dam, Emigrant Creek Dam and groundwater from the Alstonville Plateau. A supplementary source is now provided by extractions from high flow periods in the Wilson River. Kyogle and Casino have separate water schemes supplied from the Richmond River. Wardell is supplied from Marom Creek, Nimbin from Mulgum Creek, with Mullumbimby supplied from Wilson's Creek, which is within the Brunswick River catchment.

All councils in the Region are developing Integrated Water Cycle Management Plans. These plans

aim to reduce water extraction from rivers and groundwater through demand management strategies, recycling effluent for reuse and managing stormwater runoff. These measures, in addition to other council and community initiatives, will lead to improvements in water quality throughout the Region's waterways, especially within the town water supply catchments. Dual use reticulation systems are now being incorporated in to some new residential release areas. In addition, all new houses must comply with the targets set by BASIX for reducing water and energy consumption in NSW.

These demand management and reuse options along with the new Wilson River source indicates there will be sufficient water to meet population forecasts in the medium term. There is a need, however, given the lead time for major infrastructure planning and approval, to consider long term supply adequacy and security

in light of regional population projections. State government agencies, in conjunction with local water supply authorities, will review future supply options to ensure long term regional water efficiencies and improved drought security. In addition, the Department of Natural Resources will be determining environmental flow and water access rules for both surface and groundwater though the macro water-sharing process.

Energy generation is undertaken by private companies and State-owned corporations. Transgrid, which is owned by the NSW Government, operates the high voltage transmission network while the supply of energy to customers is the responsibility of Country Energy. The identification of substantial coal seam gas reserves provides the opportunity for the development of a local energy industry, and local power generation.

10

water and energy resources

OUTCOMES

The Regional Strategy seeks to maintain and improve existing ground and surface water quality levels, especially within town water supply catchments. The development controls applicable to new urban releases within these catchments will require careful preparation to guarantee a continuing acceptable drinking water supply.

Best practice initiatives relating to efficient use, demand management and recycling of water, which benefit the water supply and its sources, are encouraged.

The Regional Strategy acknowledges the importance of access to water and energy infrastructure in supporting settlement and employment in the Region. Local environmental plans will play an important role in securing regional infrastructure such as gas pipelines, water mains and electricity transmission lines by reserving identified corridors.

The Regional Strategy aligns with the work of the Department of Natural Resources and councils to ensure a secure safe and adequate regional water supply through:

- the determination of environmental flow allocations for all unregulated rivers within the Region

- the specification of per capita reduction targets in town water use and strategies to achieve this
- improved water cycle management to increase reuse of effluent and reduce the impact of sewerage and stormwater.

ACTIONS

- Councils are to complete Integrated Water Cycle Management Plans.
- Local environmental plans will recognise and protect the regional water supply system through appropriate planning provisions.
- In preparing local environmental plans councils will liaise with water and energy providers and make provision for any regional gas, water and electricity infrastructure corridors that may be required.
- All future development is to apply water sensitive urban design principles, including the use of dual use reticulation systems in releases of adequate scale, and meet storm water management targets that support the environmental values of the catchments.

- The Department of Natural Resources, Department of Energy Utilities and Sustainability and local water authorities will prepare a Regional Water Plan to ensure long term regional water efficiencies and improved drought security.
- Suitable locally generated and/or renewable energy projects such as wind, solar, bio-waste and wave power will be supported.





Regional transport

BACKGROUND

The Region is currently serviced by a transport network comprised of road, rail and air infrastructure, facilities and services. The extensive road network includes:

- two major north–south corridors, the Pacific Highway and Summerland Way
- an east–west link, the Bruxner Highway.

There is an estimated 380 million trips made by residents and visitors, and around 20 million tonnes of freight moved within and through the Region each year. The road network is especially important with approximately 75% of all journeys within the Region by car.

A major initiative of the State and Commonwealth governments is the upgrading of the Pacific

Highway to dual carriageway standard. The improvements to the road corridor will provide greater transport efficiency and safety for residents, and for intra- and interstate movements. The Pacific Highway extends for 140 kilometres through the Region, of which 56 kilometres has been upgraded to dual carriageway and 20 kilometres approved or under construction. The remaining roadway is currently being project-planned for future upgrade.

The main Sydney–Brisbane rail corridor passes through the western part of the Region linking the Far North Coast to the east coast passenger and freight rail network, the capital cities and major shipping ports. The Australian Rail Track Corporation, as lessee of the rail network from the NSW Government, is currently upgrading the track and

signalling on the North Coast Line between Maitland and the Queensland border. This work will involve concrete re-sleepering, the lengthening and/or upgrading of 11 passing loops and various smaller upgrade projects. The aim of this investment is to assist in reducing travel times for intermodal freight trains by 3.5 hours and thereby to increase the amount of freight transported by rail on the North Coast line from the present 19% to 30%. An upgraded efficient rail freight link north to the Port of Brisbane or south to Sydney will be of increasing value to the economic development of the Region.

The South East Queensland Regional Plan 2005–2026 has identified the future extension of the Gold Coast rail link to Coolangatta airport by 2026 and the planned investigation of significant employment lands and

housing at Bromelton—which has direct links to the Summerland Way and North Coast rail line—as major infrastructure initiatives. The Far North Coast Regional Strategy, as part of its regular review, will progressively identify and link transport needs with the projected population growth of both the Region and adjoining South East Queensland in order to achieve optimal transport planning and coordination for residents and businesses.

A rail corridor also exists between Casino and Murwillumbah, which was replaced by bus services in 2004. This service links with the existing regional bus network, which together with local school buses service the Region's major towns and settlements.

Air services are provided by three airports. Coolangatta (Queensland) operates some international flights, while both it and Ballina primarily operate domestic jet services. Lismore provides a commuter flight service to Sydney.

OUTCOMES

The Pacific Highway will continue to be the primary inter/intra-region road corridor and the efficiency and safety of this corridor will accordingly be protected.

The identification of local transport hubs will assist in linking the Region's major urban centres with each other and with destinations/origins outside the Region.

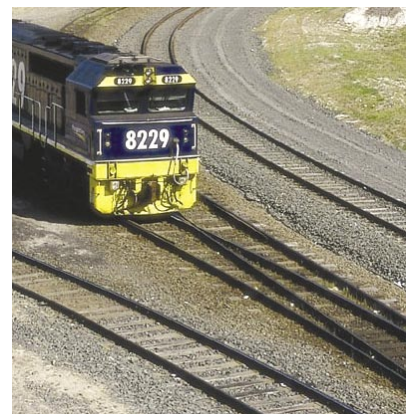
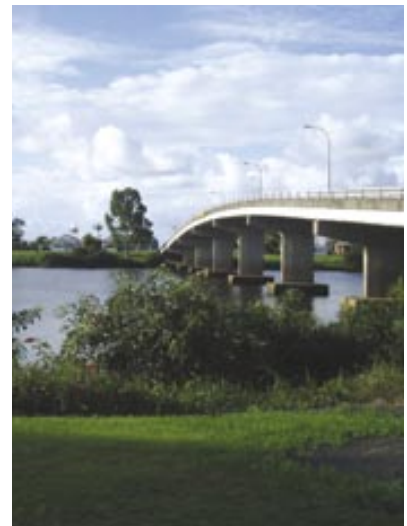
Through its settlement planning

and urban design actions, the Strategy will improve connectivity and accessibility within urban areas.

The development of improved transport linkages with South East Queensland will be considered during the ongoing review of the Strategy.

ACTIONS

- Planning and construction of the Pacific Highway upgrade program through the Region will be continued.
- Local environmental plans will provide for passenger interchanges in all major regional centres, major towns and towns. These interchanges will be well connected to pedestrian and cycle ways.
- Land use and transport planning must be integrated to minimise the need to travel, and to encourage energy and resource efficiency.
- Local environmental plans are to recognise and protect the regional transport network through appropriate planning provisions.
- The Casino to Murwillumbah rail corridor will be protected.
- As the Gold Coast rail extension is planned, investigation will be undertaken to determine whether demand warrants extension of the route into NSW.





12

Implementation

This Regional Strategy will be implemented primarily through local environmental plans, development control plans, the State Infrastructure Strategy and funds collected as development contributions.

The State Infrastructure Strategy 2006–07 to 2015–16 identifies infrastructure projects in the short- to medium-term that (among other things) support population growth and demographic change in the Far North Coast. A list of projects from this Strategy is contained in Appendix 3.

The Regional Strategy sets out the agreed position of the NSW Government on the future of the Far North Coast Region. The Regional Strategy is recognised by the State Infrastructure Strategy as a long term planning strategy to be used by State agencies and public trading enterprises to understand

the future infrastructure needs of the Region.

LOCAL ENVIRONMENTAL PLANS

The Regional Strategy provides the framework and context for future local statutory planning controls. All six local councils on the Far North Coast are required to prepare a new local environmental plan by 2009, as part of the NSW Government's state-wide planning reforms.

The local plans will guide future development, and must be consistent with the outcomes and actions of the Far North Coast Regional Strategy.

Section 117 of the *Environmental Planning and Assessment Act 1979* allows the Minister for Planning to direct the content of a local environmental plan. This is likely to be the mechanism by

which local environmental plans will be required to be consistent with the Regional Strategy.

CONTRIBUTIONS

Where development or rezoning increases the need for State infrastructure, the Minister for Planning may require a contribution towards the provision of such infrastructure.

Funds collected from contributions from major developments will be used for regional infrastructure, consistent with the State Infrastructure Strategy, and approved biodiversity outcomes.

Funds collected by councils through section 94 contributions plans and levies will be used to fund local infrastructure and achieve any local biodiversity outcomes.

Monitoring and review

Progress on the actions established in the Regional Strategy will be monitored annually. The delivery and take-up of new housing and employment lands will also be monitored annually as part of the North Coast Housing and Land Monitor.

The Far North Coast Regional Strategy will also be comprehensively reviewed every five years, so that it can adjust to any demographic and economic changes. This will assist local councils with five-yearly review of their local environmental plans, required under recent reforms to the NSW planning system.

The Department of Planning will also monitor the South East Queensland Regional Plan 2005–2026 and any impact on the Regional Strategy, particularly relating to population projections and major infrastructure. The NSW and Queensland governments have formed a partnership to share information and promote consistent sustainable planning strategies.



Appendix 1.

sustainability criteria

(excluding coastal area)



The following Sustainability Criteria allow Government to take a strong position in relation to matters of urban settlement in the Far North Coast, confident in the knowledge that innovative development proposals can still be considered even though they may be outside of the regional strategy process. The Sustainability Criteria represent a clear, transparent list of matters

that any new proposal will be assessed against.

In order that a development proposal can be considered against the Sustainability Criteria it will be necessary to demonstrate to the local council, as well as the State Government, that the proposal satisfies the Sustainability Criteria. As with all rezoning

proposals the Department of Planning requires a thorough assessment of the merits of the proposal by the LEP Review Panel, as well as requiring public consultation through the statutory processes as set out in the *Environmental Planning and Assessment Act 1979*.

Threshold Sustainability Criteria for any proposed development site outside designated areas in regional strategies	Measurable explanation of criteria
<p>1. Infrastructure Provision</p> <p>Mechanisms in place to ensure utilities, transport, open space and communication are provided in a timely and efficient way</p>	<ul style="list-style-type: none"> • Development is consistent with the outcomes of Far North Coast Regional Strategy, any subregional strategy, regional infrastructure plan and relevant section 117 direction/s. • The provision of infrastructure (utilities, transport, open space, and communications) is costed and economically feasible based on Government methodology for determining infrastructure development contributions. • Preparedness to enter into development agreement
<p>2. Access</p> <p>Accessible transport options for efficient and sustainable travel between homes, jobs, services and recreation to be existing or provided</p>	<ul style="list-style-type: none"> • Accessibility of the area by public transport and/or appropriate road access in terms of: <ul style="list-style-type: none"> > Location/land use – to existing networks and related activity centres. > Network – the area’s potential to be serviced by economically efficient transport services. > Catchment – the area’s ability to contain, or form part of the larger urban area which contains adequate transport services. Capacity for land use/ transport patterns to make a positive contribution to achievement of travel and vehicle use goals. • No net negative impact on performance of existing subregional road, bus, rail, ferry and freight network.
<p>3. Housing Diversity</p> <p>Provide a range of housing choices to ensure a broad population can be housed</p>	<ul style="list-style-type: none"> • Contributes to the geographic market spread of housing supply, including any government targets established for aged, disabled or affordable housing.



<p>4. Employment Lands</p> <p>Provide regional/local employment opportunities to support the Far North Coast's expanding role in the wider regional and NSW economies</p>	<ul style="list-style-type: none"> • Maintain or improve the existing level of sub-regional employment self-containment. • Meets subregional employment projections. • Employment-related land is provided in appropriately zoned areas
<p>5. Avoidance of Risk</p> <p>Land use conflicts, and risk to human health and life, avoided</p>	<ul style="list-style-type: none"> • No residential development within 1:100 floodplain. • Avoidance of physically constrained land, e.g. <ul style="list-style-type: none"> > High slope. > Highly erodible. • Avoidance of land use conflicts with adjacent existing or future land use as planned under relevant subregional or regional strategy. • Where relevant available safe evacuation route (flood and bushfire).
<p>6. Natural Resources</p> <p>Natural resource limits not exceeded/ environmental footprint minimised</p>	<ul style="list-style-type: none"> • Demand for water within infrastructure capacity to supply water and does not place unacceptable pressure on environmental flows. • Demonstrates most efficient/suitable use of land <ul style="list-style-type: none"> > Avoids identified significant agricultural land > Avoids productive resource lands – extractive industries, coal, gas and other mining, and quarrying. • Demand for energy does not place unacceptable pressure on infrastructure capacity to supply energy-requires demonstration of efficient and sustainable supply solution.
<p>7. Environmental Protection</p> <p>Protect and enhance biodiversity, air quality, heritage, and waterway health</p>	<ul style="list-style-type: none"> • Consistent with government-approved Regional Conservation Plan (if available). • Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity (as mapped and agreed by DEC). This includes regionally significant vegetation communities, critical habitat, threatened species, populations, ecological communities and their habitats. • Maintain or improve existing environmental condition for air quality. • Maintain or improve existing environmental condition for water quality: <ul style="list-style-type: none"> > Consistent with community water quality objectives for recreational water use and river health (DEC and CMA). > Consistent with catchment and stormwater management planning (CMA and council). • Protects areas of Aboriginal cultural heritage value (as agreed by DEC).
<p>8. Quality and Equity in Services</p> <p>Quality health, education, legal, recreational, cultural and community development and other government services are accessible</p>	<ul style="list-style-type: none"> • Available and accessible services. <ul style="list-style-type: none"> > Do adequate services exist? > Are they at capacity or is some capacity available? > Has Government planned and budgeted for further service provision? > Developer funding for required service upgrade/access is available.

Appendix 2.

extractive and mineral resources

A2

No.	Identification	Local government area
1	Dodds Island Shoal	Tweed
2	CSR Terranora quarry	Tweed
3	Chinderah Road	Tweed
4	Bakers sand quarry	Tweed
5	Carlills quarry	Kyogle
6	Leela quarry	Byron
7	Batsons Suffolk Park quarry	Byron
8	Blakebrook quarry	Lismore
9	Boral Teven quarry	Ballina
10	Airport pit	Ballina
11	Tuckombil quarry	Ballina
12	CSR Teven quarry (Fox's)	Ballina
13	Clovass quarry	Richmond Valley
14	Petersons quarry	Richmond Valley

Appendix 3.

major infrastructure projects

A3

State Infrastructure Strategy 2005–06 to 2015–16 projects in the Far North Coast Regional Strategy area

Human Services

Health

Ballina Hospital Rehabilitation Unit redevelopment
Byron Bay Ambulance Station*
Lismore Base Hospital redevelopment*
Lismore Hospital Stage 1 Mental Health
Tweed Heads Breast Screening – new facilities
Tweed Heads Hospital Clinical Education and Research Institute

Education

Banora Point Public School new hall/ gymnasium
Class size reduction program – installation of new primary classroom building (MDR style) Bangalow
Class size reduction program – installation of new primary classroom building (MDR style) Bogangar
Class size reduction program – installation of new primary classroom building (MDR style) Byron Bay
Class size reduction program – installation of new primary classroom building (MDR style) Casino
Lismore TAFE – Refurbishment of Learner Support Centre
Mullumbimby High School – upgrade stage

Ageing, Disability and Home Care

Group homes for new clients Lismore
Group homes for new clients Tweed Heads
Upgrade group homes Ballina
Upgrade group homes Casino
Upgrade group homes Lismore

Justice

Attorney General's

Court upgrade Lismore

Police

Lismore Police Station

Transport

Rail

Country Regional Network – XPT upgrade

Roads

Bridge repainting Pacific Highway, Richmond River, Wardell
Bridge replacement Kyogle Road, Tweed River, Byangum
Bruxner Highway, Alstonville Bypass (State and federal funding)
Bus facility improvements Alstonville
Bus facility improvements Tweed Heads
Cycleway development Lismore
Cycleway development Mullumbimby
Intersection improvements Ballina
Intersection improvements Tweed Heads
Pacific Highway, Ballina bypass, dual carriageways (State and Federal funding)
Pacific Highway, Banora Point deviation including Sexton Hill (State and federal funding)
Pacific Highway, Brunswick Heads to Yelgun, dual carriageways (State and federal funding)
Pacific Highway, Tintenbar to Ewingsdale (State and Federal funding)
Pacific Highway, Woodburn to Ballina (State and Federal funding)
Pacific Highway, Illuka Road to Woodburn (State and Federal funding)

Electricity

Distribution

Ballina major upgrade and expansion of the existing Ballina zone substation
Casino zone substation – upgrade works

Condong – build switching station for generation of Sugar Mill
Construction of new zone substation Lismore
Lismore 132/66 to Casino – reconstruct existing 66kv to 850C construction
Lismore 132/66KV substation – replace three transformers
New zone substation at Cobaki
New zone substation to supply Lennox head area, currently supplied by Ballina zone substation
New zone substation to supply South Tweed Heads area, currently supplied by Banora and Tweed Heads zone substation
Tweed conversion: Cudgen – install 2 66/33/11kv 70/40/30 MVA transformers
Tweed conversion: Cudgen – reconstruct the 33/11kv substation to 66/33/11kv
Tweed conversion: Terranora – install new 110kv underground cable to second tower
Tweed conversion: Terranora – convert existing 33kv to 66kv

Generation

Construction of cogeneration plant Broadwater
Construction of cogeneration plant Condong

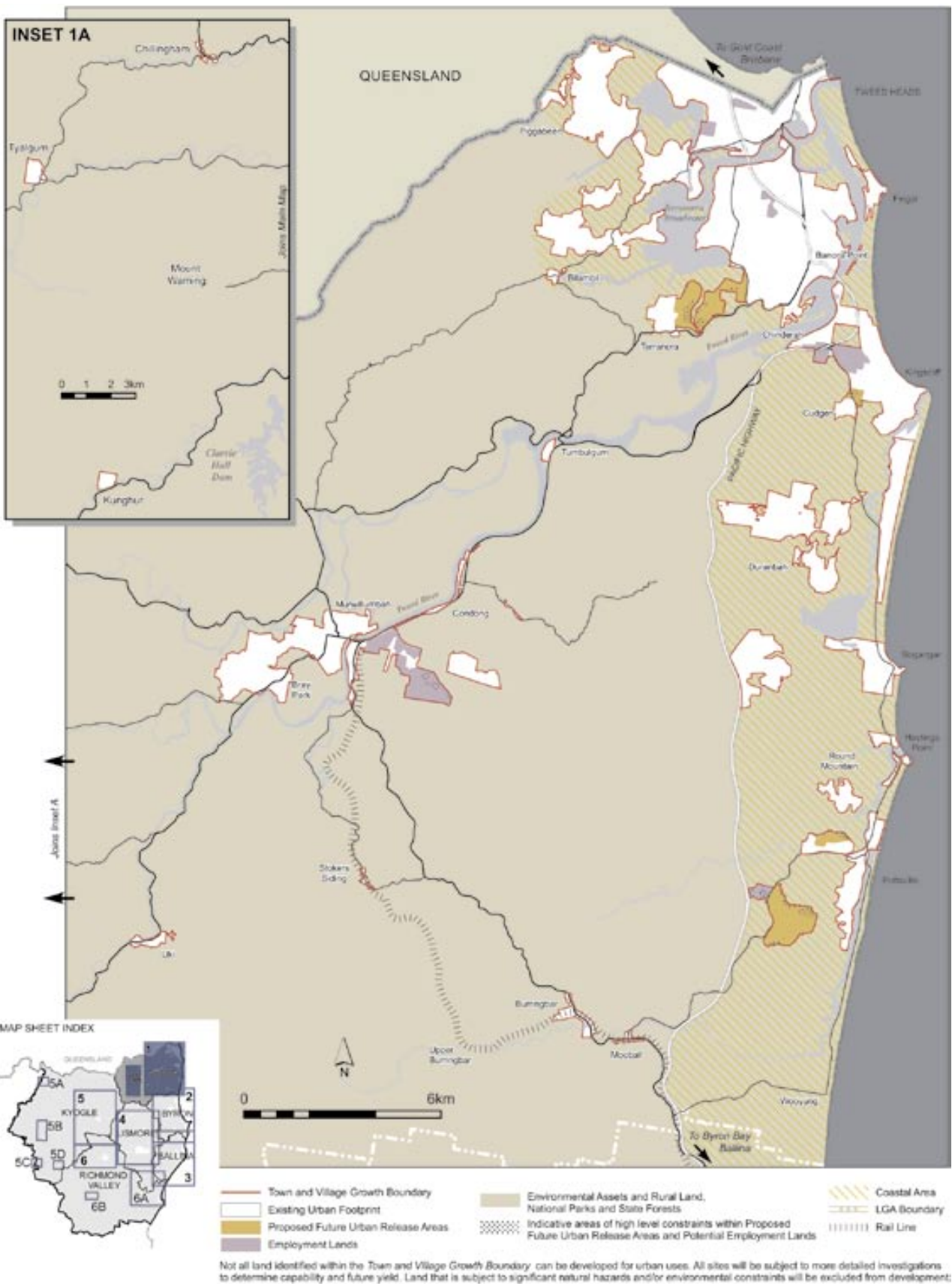
Water

Country Water Program

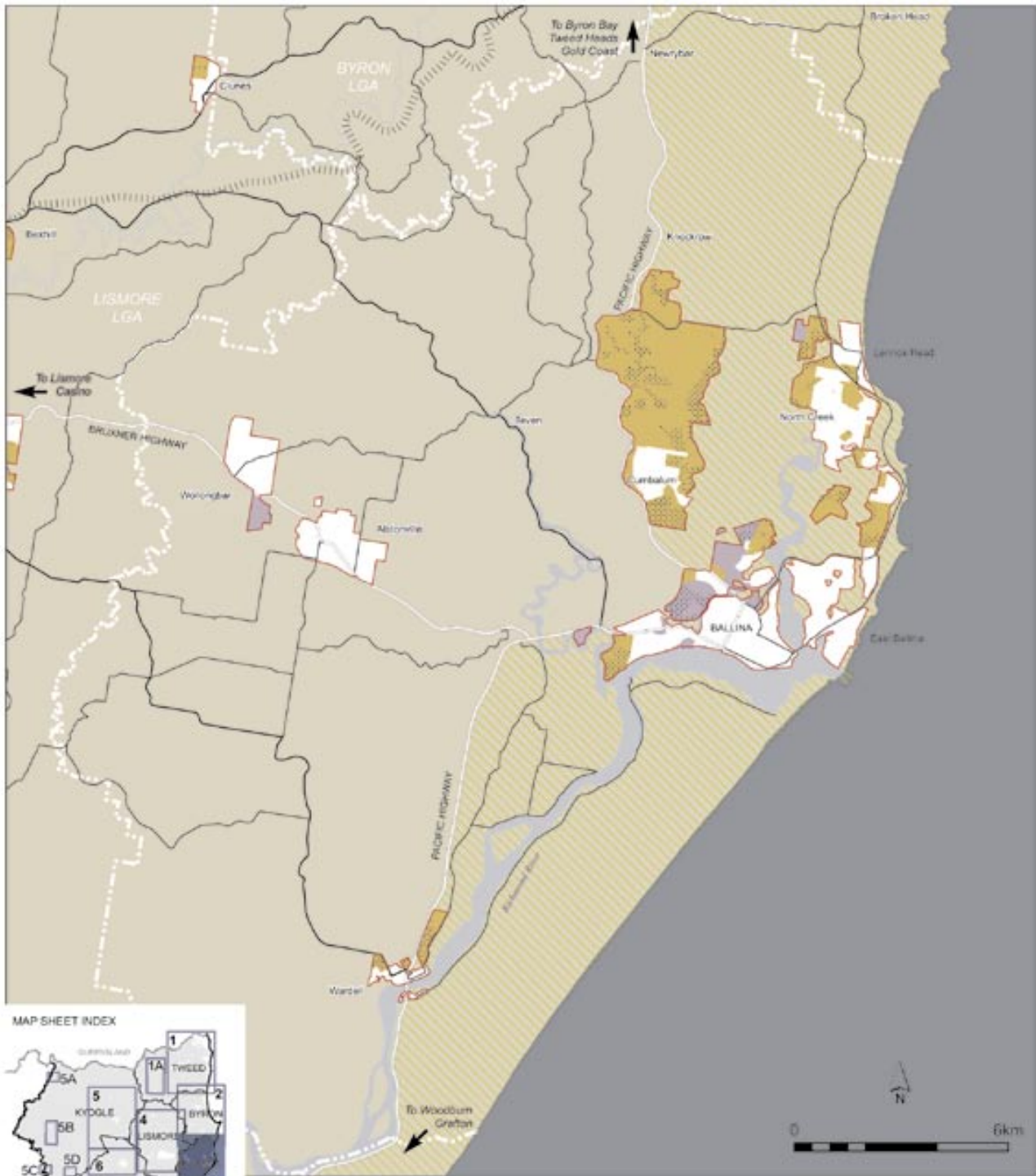
Bonalbo water supply – emergency drought relief work
Bonalbo water supply – treatment works*
Brunswick area sewerage upgrade*
Coraki sewerage augmentation

Note. * These projects are not approved but form part of the \$110 billion strategy 2015-16

TOWN AND VILLAGE GROWTH BOUNDARY MAP SHEET 1 - TWEED



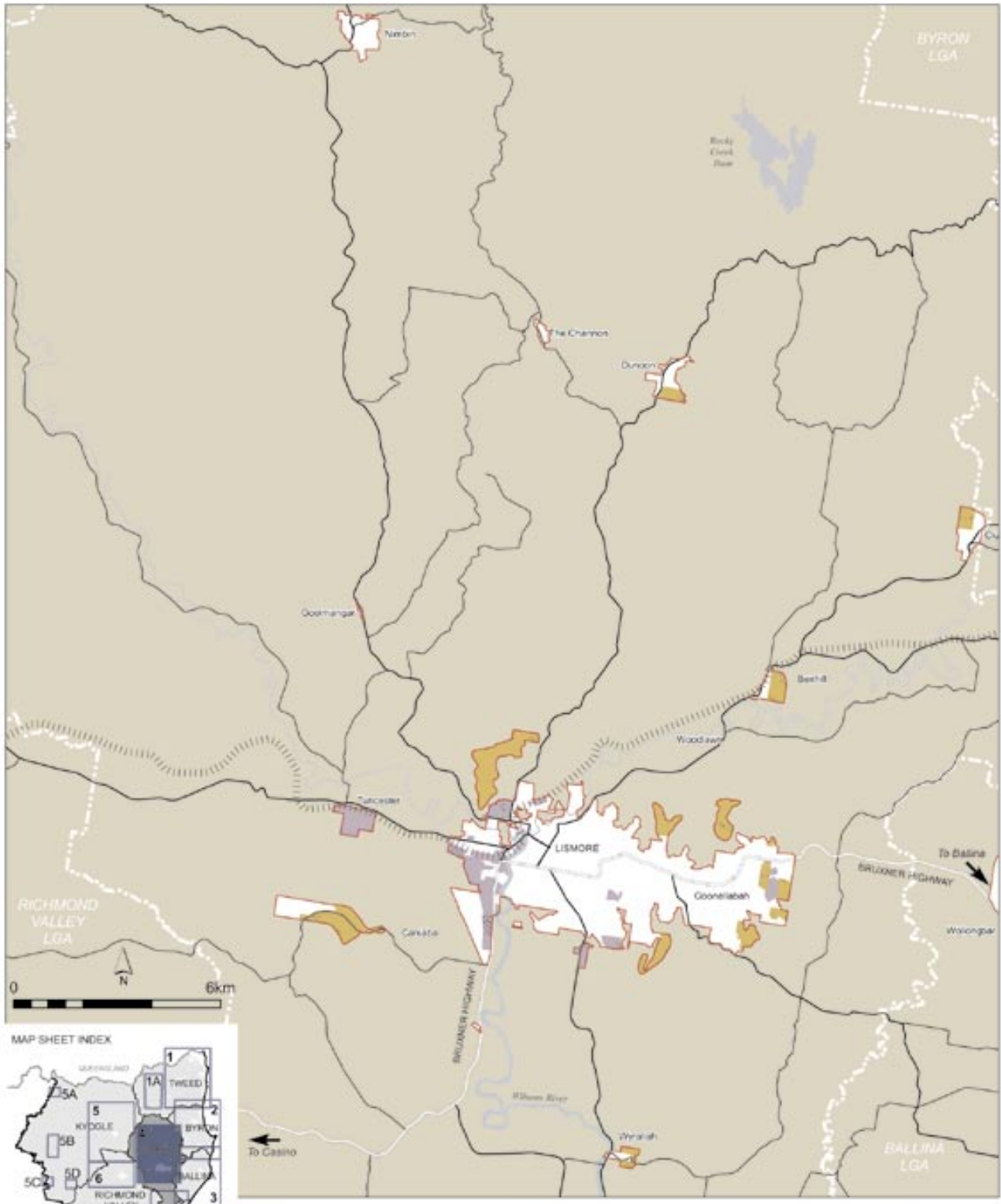
TOWN AND VILLAGE GROWTH BOUNDARY MAP SHEET 3 - BALLINA



- Town and Village Growth Boundary
- Existing Urban Footprint
- Proposed Future Urban Release Areas
- Employment Lands
- Environmental Assets and Rural Land, National Parks and State Forests
- Indicative areas of high level constraints within Proposed Future Urban Release Areas and Potential Employment Lands
- Coastal Area
- LGA Boundary
- Rail Line

Not all land identified within the Town and Village Growth Boundary, 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.

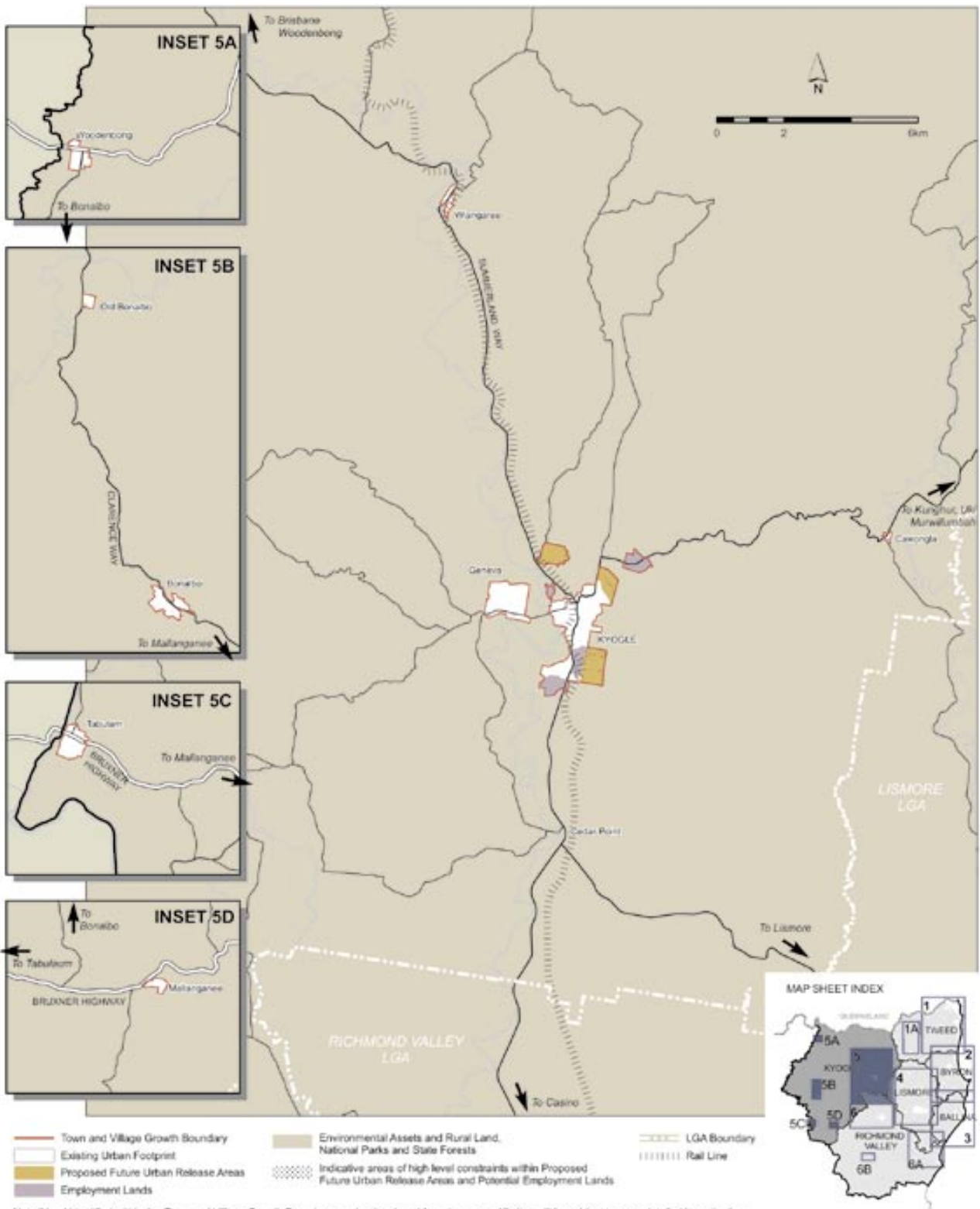
TOWN AND VILLAGE GROWTH BOUNDARY MAP SHEET 4 - LISMORE



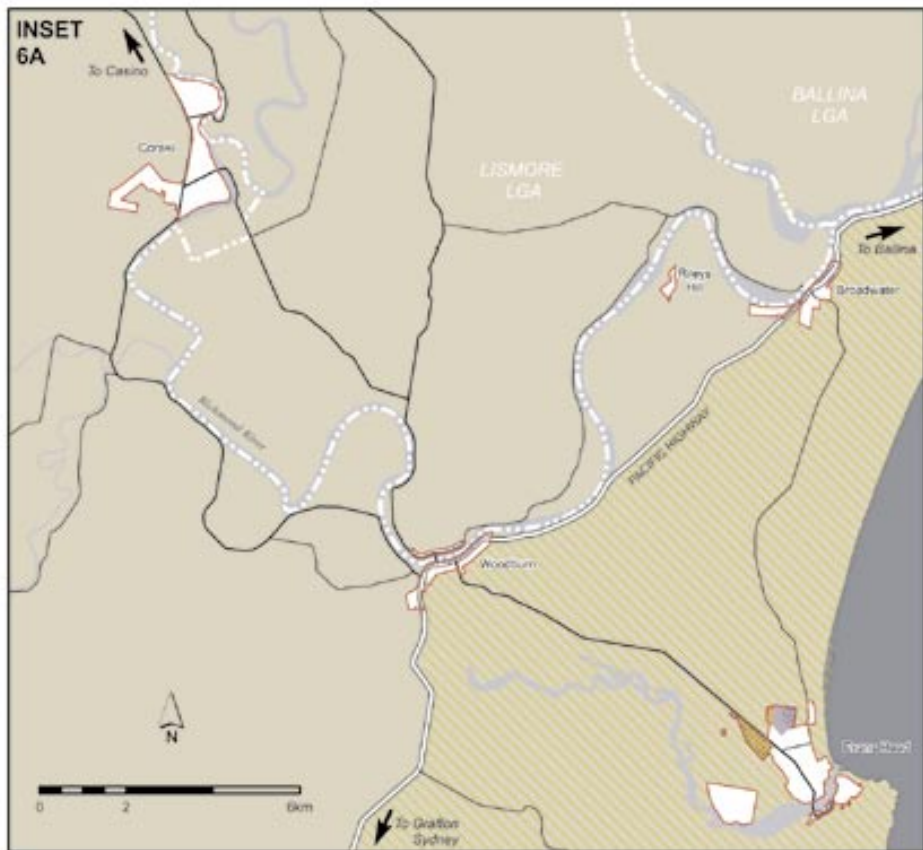
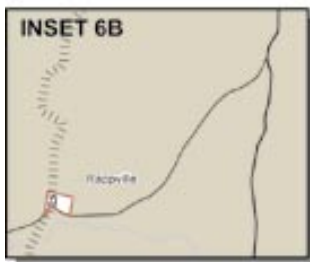
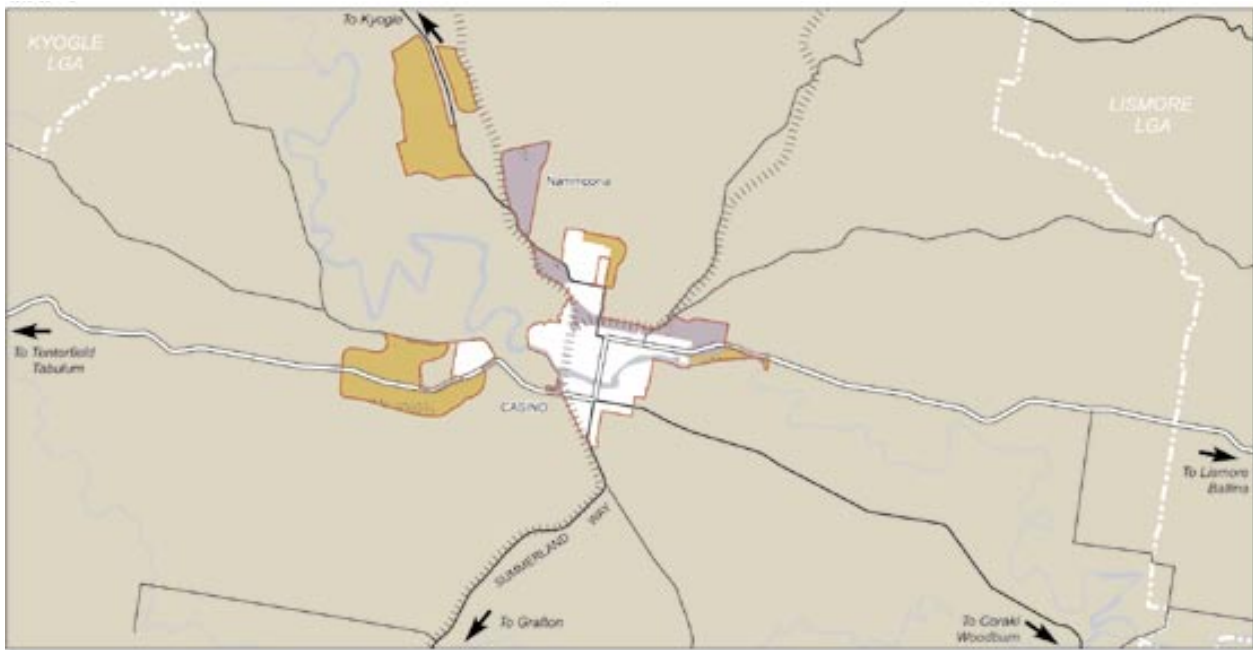
- Town and Village Growth Boundary
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TOWN AND VILLAGE GROWTH BOUNDARY MAP SHEET 5 - KYOGLE



TOWN AND VILLAGE GROWTH BOUNDARY MAP SHEET 6 - RICHMOND VALLEY



- Town and Village Growth Boundary
- Existing Urban Footprint
- Proposed Future Urban Release Areas
- Employment Lands
- Environmental Assets and Rural Land, National Parks and State Forests
- Indicative areas of high level constraints within Proposed Future Urban Release Areas and Potential Employment Lands
- Coastal Area
- LGA Boundary
- Rail Line

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Further information

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