



Tweed Regional City Action Plan

Submissions summary and engagement report

February 2022



Acknowledgment of Country

The Department of Planning and Environment acknowledges the Traditional Owners and Custodians of the land, the Bundjalung people, and pays respect to Elders past, present and future.

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1. Introduction

The NSW Government, in collaboration with Tweed Shire Council, has developed the Tweed Regional City Action Plan (RCAP). The plan establishes a vision, objectives and actions to guide the growth of Tweed Regional City. The RCAP was developed to provide a framework to manage and shape the city's future growth so it conforms with the requirements of the *North Coast Regional Plan 2036* (Regional Plan).

Development of the RCAP is a priority action of the Regional Plan, which was released in March 2017 by the Minister for Planning. The Regional Plan outlines an ambitious vision for the North Coast to be the best region in Australia to live, work and play thanks to its spectacular natural environment and vibrant communities, and sets out four specific goals to guide that work.

A key finding of the Regional Plan under *Goal 2 – A thriving, inter-connected economy* is that three quarters of growth in population and a majority of housing across the North Coast over the next 20 years will occur in Port Macquarie, Coffs Harbour, Tweed and Tweed. The RCAP will be an important tool to plan for the changes we expect to see in these cities towards 2036. The success of these cities will go a long way towards achieving the vision and goals of the Regional Plan.

The draft plan identifies a vision, city drivers, objectives, actions and a delivery framework to:

- ensure planning provisions promote employment growth and greater housing diversity;
- promote new job opportunities that complement existing employment nodes around education, health and airport precincts;
- identify infrastructure constraints and public domain improvements that can make areas more attractive for investment; and
- deliver infrastructure and coordinate an agreed staging and sequencing of development.

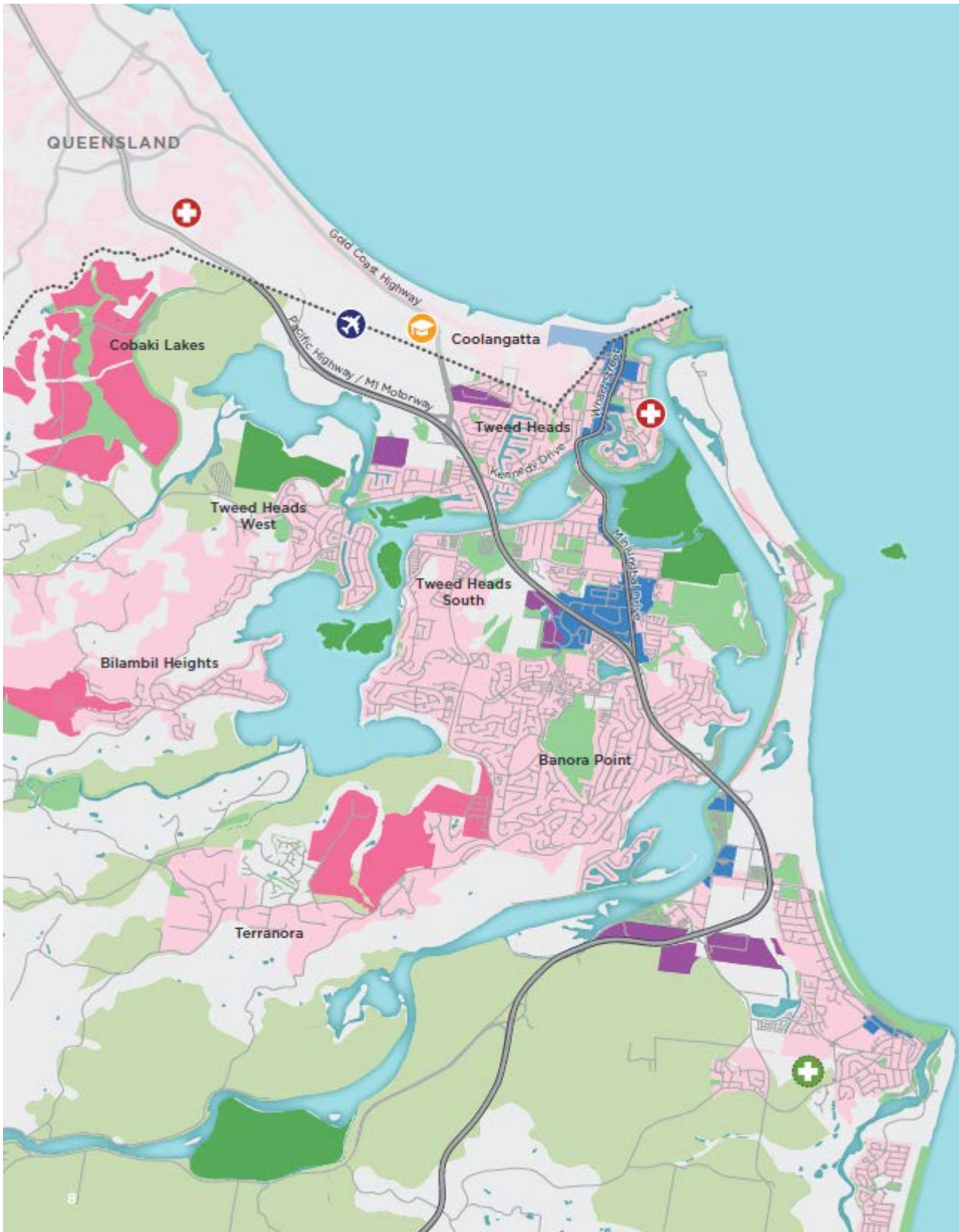
The Tweed RCAP has been prepared in collaboration with Council and reflects a coordinated approach across local and state government planning.

Once finalised, the plan will be implemented through the planning and delivery activities of Council and agencies. This will provide ongoing scope for Council to work directly with their community within the framework set out by the plan.

1.1 Tweed Regional City Action Plan Vision and Map

The Tweed Regional City Action Plan area map (Figure 1) illustrates the area to which the RCAP applies to. The Tweed RCAP boundary is loosely located north of Kingscliff, east of Tweed Heads West and west of Fingal. It includes the suburbs of Tweed Heads, Tweed Heads South and parts of Banora Point and Coolangatta in Queensland.

Figure 1: Tweed Regional City Action Plan area map



2. Engagement

Community and stakeholder engagement of the Tweed RCAP was carried out in October and November 2021. Due to COVID-19, all community engagement activities were conducted via an online platform with the aim to reach the wider Tweed community as well as more in-depth conversations with key stakeholders. Targeted consultation with the Tweed Shire Aboriginal Advisory Committee, Universities (Bond, Griffith and Southern Cross), Tourism organisations (Tweed Tourism Co, Destination Tweed and Gold Coast Airport), the NSW Cross Border Commissioner, City of Gold Coast and the Tweed Chamber of Commerce was also undertaken to inform the development of the plan.

The feedback gathered through the consultation period was used to inform the final Regional City Action Plan.

2.1 Overview of engagement activities

Under the formal public exhibition period, the draft Tweed RCAP was made available on the Department's Planning Portal for public and agency comment between 26 October and 23 November 2021.

Cred Consulting was contracted by the former Department of Planning, Industry and Environment (DPIE) to support the public exhibition of the Draft Tweed Regional City Action Plan. Community and stakeholder engagement activities were delivered the formal public exhibition period. An overview of activities is provided in Table 1. In addition to the formal written submissions, over 130 people were engaged online throughout the consultation period across a range of activities, including online surveys, community online workshops, and stakeholder interviews.

A paid social media campaign was conducted from 26 October to 23 November 2021 to raise awareness of the RCAP and encourage the community to provide their feedback.

Four ads were run on Facebook, targeted to people aged 20 to 65+ living in Tweed Heads, Tweed Heads South, Tweed Heads West, Banora Point, Terranora, Bilambil Heights, Coolangatta, Kirra, and Bilinga. The estimated potential audience size is 41,000 people.

Feedback from commenters was minor, with only a few comments, most expressing disillusionment about the NSW government's progress in the area.

The campaign achieved its core KPI of reaching above 30,000 people and a low \$1.08 per click. However, it didn't achieve its objectives for CPM¹ (likely due to the small target audience) or clickthrough rate (a Traffic-based objective and therefore deprioritised by Facebook compared to main Reach objective).

The campaign reached more women than men (54%), and overall, the most reached age bracket was 25-34 for both genders.

Table 1 - Overview of engagement activities

Type	Dates	Details/location	Participants
Aboriginal Advisory Committee Meeting	22 October 2021	Online	Tweed Shire Council Aboriginal Advisory Committee (7 members)

¹ CPM: Cost Per 1,000 people reached

Type	Dates	Details/location	Participants
Online community survey	26 October to 23 November 2021	Accessing via Planning Portal	75 survey responses
Invited community workshops	10 and 16 November 2021	Online	16 (excluding Council and DPIE staff that attended both workshops)
Invited Government and Agencies workshop	9 November	Online	7 participants, from Transport for NSW, Regional Development Australia – Northern Rivers and DPIE Biodiversity and Conservation
Council staff workshop and Councillor briefing	19 November and 22 November 2021	Online	8 Council staff 4 Councillors
Stakeholder interviews & meetings	9 November to 23 November 2021	Online	5 Interviews (13 Participants) Universities (Bond, Griffith and Southern Cross); City of Gold Coast staff; NSW Cross Border Commissioner; Tweed Chamber of Commerce; Tourism Organisations (Gold Coast Airport, Destination Tweed, Tweed Tourism Co).
Social media campaign	26 October to 23 November 2021	Facebook ads	Reach – 54,844 people Click through rate – 4.69%

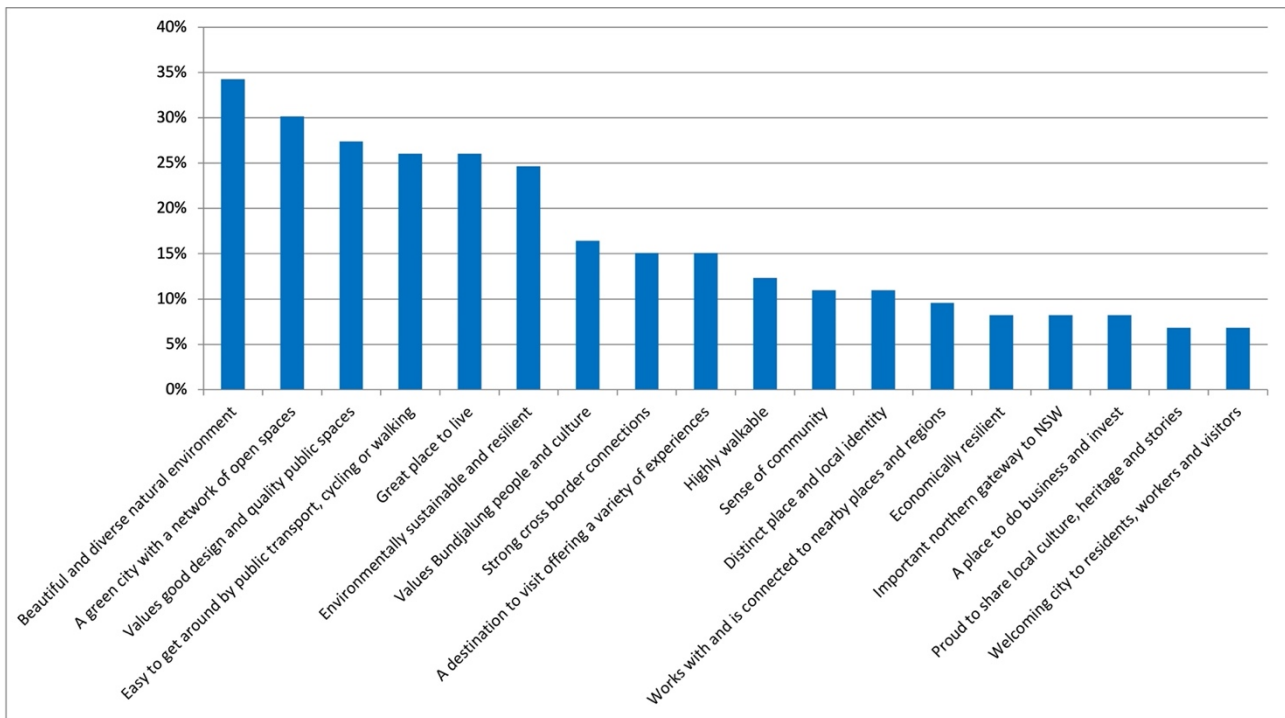
2.2 Summary of survey respondents and workshop participants

2.2.1 RCAP vision: Key findings

Survey respondents were asked about the draft vision. Participants were asked to select from a list of characteristics which ones were the most important to guide the future growth of Tweed and ensure that it reflects the aspiration of the community. Figure 1 demonstrates the characteristics which participants felt best reflected the future vision of Tweed.

Overall, workshop participants and survey respondents were supportive of the draft Tweed vision. However, some felt that it was a little generic because it could easily apply to many other places. The natural environment and in particular the river and beaches are important characteristics of Tweed, and the community expressed a strong desire for the natural environment being intrinsic to the future identity and place character of Tweed. Some respondents felt that strategies to reduce urban sprawl and support well-planned infill development within the city area was important to the overall sustainability and accessibility of the Tweed Regional City.

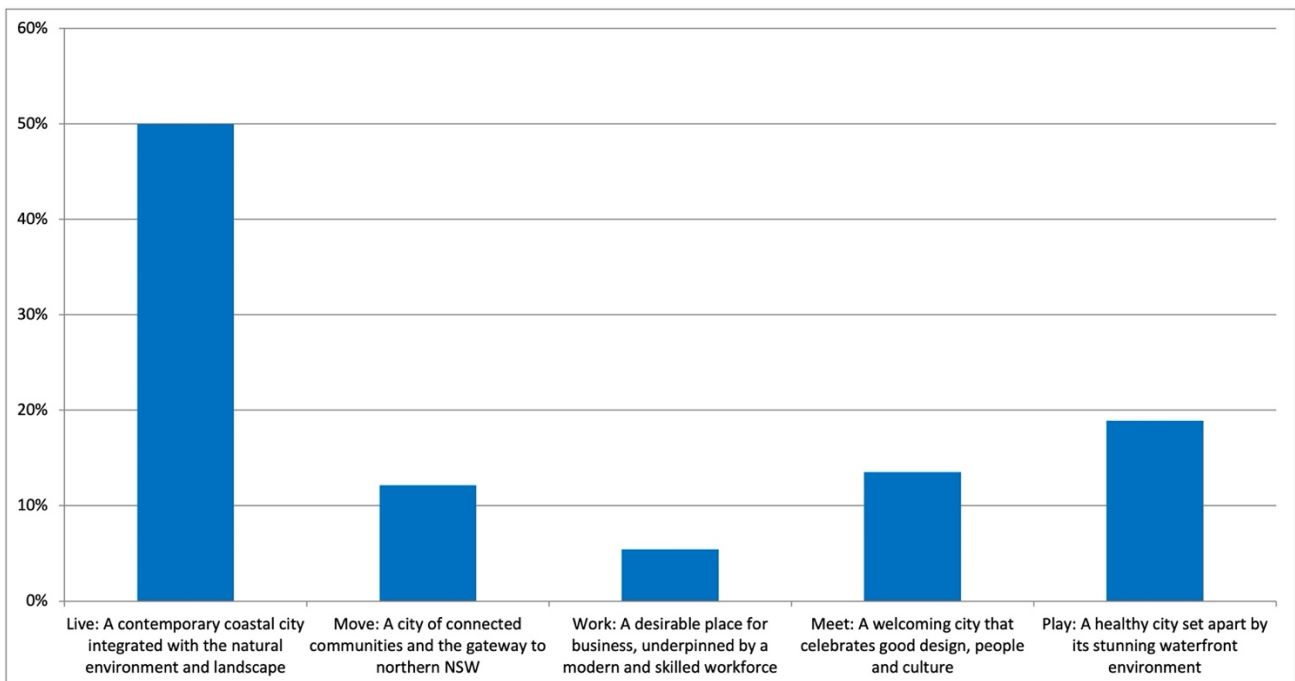
Figure 1: Characteristics that reflect the future vision for Tweed (% of 73 survey responses)



2.2.2 RCAP goals: Key findings

The RCAP has 5 main goals. These are to make Tweed a better place to Live, Move, Work, Meet and Play. Figure 2 demonstrates the prioritisation of the goals by survey respondents.

Figure 2: Prioritising the Draft Regional City Action Plan Goals (% of 74 survey responses)



Live

A contemporary coastal city integrated with the natural environment and landscape

As shown in Figure 4, respondents clearly prioritised the 'Live' goal, encompassing half (50%) of the total responses to the question. Many respondents recognised the need for affordable and diverse housing in Tweed to create a strong sense of community and help to retain and attract young people and families. Participants noted that there is a major issue with the availability of rental housing in the area. The increase of short-term rental accommodation within the wider area was a concern, including its potential impact on housing cost.

Many responses also connected the importance of housing diversity with improving affordability and to limit urban sprawl and impacts to the natural environment. Several respondents further voiced their opinions on providing affordable housing within an easy commute to local centres and workplaces, particularly for key workers.

Creating a green and sustainable city was seen to be a fundamental principle to ensure that future growth does not change the character of Tweed Regional City and the natural assets that are the reason for many to call the Tweed home or to visit.

Move

A city of connected communities and the gateway to northern NSW

Transport and connectivity, including movement throughout, to and from Tweed LGA were important attributes identified by participants. Some participants noted the potential impact that not aligning infrastructure provision with predicated population growth may have on the future of the Tweed. The importance of the connection between workers based in Tweed and the economic hub of South East Queensland communities was also highlighted, particularly the need to facilitate fluid travel between the two areas.

The most common reason for the prioritisation of this Goal was that providing easier cross-border movements is critical for people to access a wider range of services and employment opportunities for both Tweed Regional City and the wider Northern Rivers region.

Some workshop participants mentioned active transport connections and the need for adequate walking and cycling infrastructure between the city centre and common places for travel for residents. These connections were considered important to increasing the ease of movement as well as contributing to the overall health and wellbeing of residents.

Work

A desirable place for business, underpinned by a modern and skilled workforce

Building on the existing employment and economic strengths with the Tweed Regional City was a consistent theme across all discussions with the community and stakeholders. The health and education sectors, as well as agriculture-based industries were considered as key industries to expand and build upon. It was identified that Tweed Shire is strong in creative industries, arts and culture and that this helps to attract more knowledge-based industries and employment which in turn will contribute to building a more diverse economy within the Tweed Shire. Tourism is also an important contributor to the local economy, especially nature-based and cultural tourism.

Multiple stakeholders acknowledged that the draft RCAP identifies Tweed and the Gold Coast as single economic entity and region, which was strongly supported. Given a large proportion of Tweed's population is of retirement age, attracting a younger and more productive population was another common theme with stakeholders. However, factors such as different time zones, regulations and governance bodies were identified as creating challenges to run a business that operates in both jurisdictions, even prior to the border closure caused by COVID-19.

Border closures and limited availability of skilled workers and tradespeople within Tweed Regional City was identified by stakeholders as a key issue facing residents and businesses. While border closures due to COVID-19 are not within the scope of the draft RCAP, understanding these challenges and the cumulative impacts is important to enable effective implementation of the Plan.

Discussions with universities revealed that trends in the digital space will influence the way we live, work and study. With the rapid change in technology and shifting towards more of a study from home model, it is possible that campus life may decline and eventually may not be part of the student experience. Co-locating facilities or creating research and development hubs as opposed to classic research institutes is an opportunity for the Tweed Regional City. It was also suggested that Tweed Regional City could position itself as a supportive destination for emerging industries including digital media and digital business transformation.

Meet

A welcoming city that celebrates good design, people and culture

Generally, the community and stakeholders supported the aspiration of this goal and objectives to deliver on this. There was strong agreement and support about the importance of Aboriginal culture being more prominent in the area and that for Bundjalung people Tweed Regional City is a significant place.

Jack Evans Boat Harbour and Wharf Street were raised as priority areas to better utilise and upgrade for the enjoyment of residents and as a place for visitors. It was acknowledged that Council has been working these areas for some time and that both public and private investment is required. Some community members felt that Tweed Heads lacks a CBD or a natural row of shops. The sentiment was that there need to be something to entice people to stay in Tweed Regional City and places to gather. Participants suggested initiatives to create or reinforce a public domain that is accessible, safe and integrated with the natural environment would encourage people to gather and stay.

In terms of future place identity and urban design, many community members felt that Tweed Regional City should focus on green space and rivers. It was strongly agreed that the natural environment in and surrounding the Tweed Regional City is an asset, and the city should develop in a way that is sustainable and accessible.

Play

A healthy city set apart by its stunning waterfront environment

The open spaces, natural assets and the welcoming community were seen by participants as the focus of this goal. Many respondents identified the natural environment within and around the Tweed Regional City as being the biggest attractor and should be the starting point for future development of activities for both residents and visitors. Some respondents asked for increased diversity of activities and that all kinds of sporting, leisure and recreation activities need to be developed. Overall, most respondents noted that that encouraging healthy activities would have the most benefit for the local community and that these activities could be easily incorporated into the existing parks and reserves.

Comments provided about Objective 16 included that a wider cultural and tourism offer was important and also demonstrated the difference between a town and a larger city. An increase in the cultural and entertainment offerings in the Tweed Regional City was considered as being crucial to delivering on the aspiration of this goal. Discussions with the tourism stakeholder group expressed optimism about the opportunities coming out of COVID-19 and that Tweed Regional City is in an excellent position, with its food offering, greenery, indigenous tourism opportunities, nature and lifestyle, as well as sitting in-between two airports

2.3 Summary of submissions

There were 24 submissions received during the formal exhibition period, 21 submissions were received from individuals/organisations, two government agencies and one submission from Tweed Shire Council.

2.3.1 Government agencies

Two government agency submissions were received: the Biodiversity and Conservation Division and the Place, Design and Public Spaces Division of the Department of Planning and Environment. The submissions provided comments on the draft Tweed RCAP and did not object to the plan. The key recommendations from the submissions were:

1. The plan could highlight the significant coastal ecological values in the study area and the risks that will be exacerbated by climate change, such as the risks of sea level rise, coastal flooding and coastal erosion.
2. The alignment between public space content in the plan and the NSW Public Spaces Charter could be strengthened.

The plan was amended to reflect these recommendations. A full submission summary can be found in Attachment 2 of this report.

2.3.2 Council

Tweed Shire Council participated in the stakeholder workshops and provided a formal submission. Council noted they are supportive of the Tweed Regional City Action Plan. Minor changes and suggestions raised in Council's submission were made in the finalisation of the Plan.

2.3.2 Individuals/organisations

Eleven submissions were received from individuals and ten from businesses/organisations associated with Tweed Regional City.

The following broad themes were raised in the formal submissions during the public exhibition period:

- Tweed Hospital sites
- Zoning
- Mapping
- Housing
- Public space/urban design
- Transport
- QLD-NSW border

3. Key themes – Response

This section discusses and responds to the key themes identified in formal submissions regarding the draft Tweed RCAP that were received by the Department during public exhibition.

Tweed Hospital sites

A key theme of feedback received on the draft Tweed RCAP was regarding the development of the new Tweed Valley Hospital in Cudgen and its impact on the existing hospital in Tweed Heads. Some submissions recommended the study area of the Tweed Regional City was expanded to annex the new site, to acknowledge the important role the hospital will play in the local area and future economic growth. Submissions conveyed a need to ensure transport connections to the new hospital site is strong and the new hospital should not negatively impact the amenity of Kingscliff and the important farmland surrounding Cudgen.

Department response

The Tweed Valley Hospital site in Cudgen not within the study area of the RCAP. The Tweed Valley Hospital however is referenced throughout the RCAP as region-shaping infrastructure including throughout *Objective 12: Develop a shared city centre vision with business and the community*.

Through Collaboration opportunity 9, a shared vision and masterplan will be developed for the existing hospital in Tweed Heads. A range of community health and out-of-hospital services will continue to be provided in Tweed Heads, including at the old hospital site once the new Tweed Valley Hospital opens.

Access to the new hospital is included in Action 5.1 which is to complete the Tweed Place Based Transport Plan which will investigate improved connections to key sites including the new Tweed Valley Hospital.

Infill housing and housing affordability

Submissions supported the provision of more housing in the local area, and that this should be in the form of infill housing over greenfield development.

Department response

Over the next 20 years, 11,600 more homes will be needed to house Tweed's growing population. The Plan supports urban consolidation, particularly through the Live goal (Goal 1) objectives and actions. Council has resolved to undertake a Growth Management and Housing Strategy to recognise and respond to evidence about what types of housing will be needed for future populations and where it is best located.

Council, in collaboration with key State agency stakeholders, will explore opportunities to meet the current and future need for affordable housing in accessible locations in Tweed Heads and Tweed Heads South, as detailed in Collaboration opportunity 1.

The QLD-NSW border

Given the time of the exhibition period, many submissions called for a solution to allow NSW residents to access important amenities/services on the Queensland side of the border, such as Durambah beach and the Gold Coast airport.

Department response

Initiatives including the QLD-NSW Cross Border agreement are already in place to remove regulatory barriers between the States, closer working relationships will forge stronger social and economic ties, support population growth and facilitate more employment opportunities to make the region a more cohesive place. This is particularly demonstrated in the Plan through *Objective*

7: Facilitate seamless connections across the border and Objective 10: Increase cross-border integration and capitalise on competitive advantages.

Urban design

Submissions expressed that urban design improvements should be made across the Regional City, supporting *Objective 14: Cultivate Regional City design excellence*. Submissions raised the disparate appearance of the “Twin Towns” of Coolangatta and Tweed Heads. While submitters were keen to keep a different atmosphere either side of the border, it was felt the plan could more directly address beautification of the Tweed Regional City.

Department response

Actions within the objective have been amended to reflect community aspirations both the protection *and* enhancement of scenic corridors and natural landscape settings.

4. Next steps

The Regional City Action Plan will be implemented through the planning and delivery activities of councils and agencies. Progress will be monitored in conjunction with the wider implementation of the North Coast Regional Plan 2036 through the North Coast Delivery, Coordination and Monitoring Committee.

5. Attachments

[Attachment 1 – Detailed changes made to Tweed RCAP following exhibition](#)

Section	Changes made
Vision	No change
Vision Map	<p>New icon added to show new hospital site.</p> <p>Environmental has been reclassified as Parks and Reserves. Parks and Reserves has been reclassified as Nature Reserves. Important farmland has been reclassified as non-urban. These changes made in Figure 2, 4, 5, 7 and 9.</p>
Delivery Framework	<p>Statistics on amount of land protected as Nature Reserve in Tweed Shire Council added to “Tweed at a Glance”.</p> <p>Collaboration Opportunity 2: Department of Planning and Environment added as a delivery partner</p> <p>Collaboration Opportunities 3 and 4: Slight rewording</p> <p>Collaboration Opportunity 6 reworded to: <i>Council, in collaboration with Transport for NSW and City of Gold Coast Council, will implement a new Pedestrian and Bike Plan, including improvements to the north-south active movement link for pedestrians and cyclists between Coolangatta, Tweed Heads and Tweed Heads South along the Minjungbal and Wharf Street road corridor. These improvements will be based on user and community feedback through preparation of the plan.</i></p> <p>Collaboration Activity 10 renumbered, now Collaboration Activity 11</p> <p>Collaboration Activity 10 added: <i>Council, in collaboration with Department of Planning and Environment, will explore demonstration projects that trial improving walkable access to, and the quality of, local public space. These temporary changes can inform and guide future upgrades to public space in the city centre.</i></p>
Objective 1	<p>Text added to address aircraft noise from the Gold Coast airport and potential impacts on future residents.</p> <p>Text added to specify the need for investigations for increased density to consider constraints.</p>
Objective 2	<p>Wording changed to reflect changes to Housing State Environmental Planning Policy (Housing SEPP)</p> <p>Action 2.2 reworded to <i>Investigate affordable housing and infill opportunities in key activity centres around Tweed Regional City and opportunities for land use transition where constraints can be adequately addressed.</i></p> <p>Text specifically relating to North Coast Housing and Land Monitor replaced with updated information about the monitoring of housing delivery in terms of take up rates, land supply and dwelling production.</p>
Objective 3	<p>Wording added to reference the protected Nature Reserves of ecologically significant estuarine communities in the area.</p> <p>Reference to NSW Government Draft Urban Design Guide added.</p>

Objective 4	Slight wording change in Action 4.2. <i>Triple bottom line becomes environmental, social and economic</i>
Objective 5	Action 5.2 slightly reworded to <i>ensure future land use and any increase in scale is appropriate for the location and appropriately addresses contextual constraints.</i> Duplicate sentence deleted from Action 5.3
Objective 6	Action 6.4 added <i>Plan for public transport that is efficient reliable, safe and convenient for all users.</i>
Objective 7	No change
Objective 8	No change
Objective 9	No change
Objective 10	No change
Objective 11	No change
Objective 12	The word 'future' deleted regarding a vision for the existing Tweed Hospital precinct. Action 12.2 deleted. New Action 12.2 added: <i>Ensure that development of Key Sites within the Tweed City Centre maximise benefits to the community and economy.</i>
Objective 13	Missing word added to Action 13.1
Objective 14	Action 14.2 reworded to: <i>Support high-quality urban form that promotes healthy living opportunities including a walkable urban environment that connects people and places.</i> Additional wording for Action 14.3: From <i>Protect</i> to <i>Protect and enhance</i> Reference to Urban Design Guide for Regional NSW has been replaced with the Draft Design and Place SEPP.
Objective 15	No change
Objective 16	Action 16.2 reworded to: <i>Celebrate the river foreshore including Jack Evans Boat Harbour as a key destination for recreation, tourism and culture</i> Action 16.3 deleted (duplicate of Action 3.3) Text regarding events deleted.
Objective 17	Action 17.2, slight wording change: <i>open space</i> to <i>public space</i> Text added: <i>Other forms of public spaces, including public facilities such as libraries and community centres play also play an important role in building community connection resilience.</i> Text added to reference the NSW Open Space Program

	The definition of Open Spaces amended in break out box: <i>active and passive (including parks, gardens, playgrounds, public beaches, riverbanks and waterfronts, outdoor playing fields and courts, and publicly accessible bushland)</i>
General changes	Departmental names amended to reflect Machinery of Government changes

Attachment 2 – Submission summary

SUBMISSION THEME	SUBMISSION SUMMARY	DEPARTMENT RESPONSE
Tweed Hospital sites	Connectivity from Tweed Heads to the new hospital site can't be at the expense existing amenity Kingscliff amenity including the surrounding State Significant Farmland. Improved public and active transport linkages should be provided to accommodate travel requirements.	In order to address access to the new Tweed Hospital site, the Tweed Place Based Transport Plan will investigate improved connections between the new Tweed Hospital and the wider city. No change to Plan.
	New Tweed Valley Hospital and the Business and Innovation Precinct in Kingscliff should be acknowledged in the plan. Council political agendas may disrupt plan implementation.	The Tweed Valley Hospital is referenced throughout the plan, and the Kingscliff Business and Innovation Precinct is identified as a key economic and employment anchor in the <i>Work</i> goal. No change to Plan.
	In developing a masterplan for the Tweed Hospital site, the main priority should be that the site remains as a public asset for community use. Consultation on the masterplan should be broad.	Noted. A shared vision and masterplan will be developed through Collaboration opportunity 9. A range of community health and out-of-hospital services will continue to be provided in Tweed Heads, including at the old hospital site once the new facility opens. No change to Plan.
	More should be done to plan for the new hospital. Expand area to which the plan applies. Measures for success and timeframes could be clearer. Provides suggested rewrites of actions and objectives. Comments on Tweed Council application of DCP and SEPP 65. Scale of mapping agricultural land leads to misrepresentation.	The new Tweed Valley Hospital and surrounding subject land is outside the Tweed RCAP footprint. Other processes may be more appropriate to consider this in more detail, such as Council's Local Strategic Planning Statement implementation or future review, a Council review of the Kingscliff Locality Plan or the Department's North Coast Regional Plan review.
Zoning	The Plan should rezone land for employment within the Tweed Shire to meet industry demand for land close to the M1. In particular, by rezoning land adjacent to the M1 from Chinderah South General Industrial IN1, a new industrial precinct could be created with benefits for Tweed Shire and the wider region	The Plan does not propose any changes to the Tweed City Centre Local Environmental Plan 2012 or Tweed Local Environmental Plan 2014. Future changes to zoning to meet industrial demand may be identified through the development of local strategies or a review of employment land supply. No change to Plan.

	The Plan should address the e-zones for the Tweed Local Environmental Plan 2014.	Implementation of Conservation Zones is outside the scope of the Regional City Action Plan and will be implemented through Section 9.1 Direction 2.5 and future planning of Council.
Mapping	Some areas which are important environmental and conservation areas mapped as important farmland (land in the N/E corner on the northern side of the Cobaki Broadwater) [page 8, 14, 22, 30, 46], and some areas of recreational zoned land are mapped as environmental.	Maps on pages 8, 14, 22, 30 and 46 amended to now show Parks and Reserves, Nature Reserves, and Non-urban areas. The maps provide a general overview of land use types and are not intended to be used to interpret individual lots.
	Modelled climate hazards such as flooding and storm surge events should be mapped as they relate to urban growth areas	Flooding as a constraint to the provision of housing is addressed through Objective 1: <i>Facilitate housing choice in distinctive, well-connected centres</i> , and site-specific information can be found through Council's website. Additionally, Collaboration opportunity 3 includes the preparation of an updated flood investigation of Tweed Heads South. The outcome of this may be used to inform future urban growth areas. No change to Plan.
	Important farmland is mapped on the vision maps, but areas of ecological importance are not. Significant consideration should be given to biodiversity and ecological fragmentation given proposed development, and these considerations should be transparently shown in the Plan.	Nature reserves have now been annotated in maps on pages 8, 14, 22, 30 and 46. The <i>Tweed at a Glance</i> (page 6) has also been updated to include information about the importance of ecological areas within the Regional City boundary.
Housing	it is not clear how the Plan would influence the preparation of a Local Housing Strategy or vice versa, depending on which plan is finalised first.	Council has resolved to undertake a Growth Management and Housing Strategy, setting a timeframe for completion may be detailed in Council's Delivery Plan and Operational Program and is outside the scope of this plan. The Tweed Regional City Action Plan may be used as an input during the development of a Housing Strategy. No change to Plan.

<p>An action should be added to assess the viability for housing in certain zones in the Tweed LEP. The action should specifically mention the role of the Local Housing Strategy in auditing zone typologies.</p>	<p>The Growth Management Local Housing Strategy may include actions to review the Tweed City Centre Local Environmental Plan 2012 and Tweed Local Environmental Plan 2014. No change to Plan.</p>
<p>Infill development opportunities must be further encouraged. This includes delivery through partnerships with Department of Communities and Justice and community housing providers and incentives offered to private developers. Commitments to scoping Planning Agreement policies and Affordable Housing Contribution Schemes should be made in the Plan.</p>	<p>Urban consolidated is supported through three Actions to support Objective 1: <i>Facilitate housing choice in distinctive, well-connected centres.</i></p> <p>The Department of Communities and Justice is a delivery partner for Collaboration opportunity 1. The plan acknowledges the need for partnerships between all levels of government as well as working with the community housing sector and private developers to increase the availability of affordable housing. The delivery of Collaboration opportunity 1 may lead to the scoping of Planning Agreement Policies and related contribution schemes. This may also be explored during Council's preparation of the Growth Management and Housing Strategy. No change to plan.</p>
<p>The FAQ page references crisis accommodation and a 40% target for new homes to be multi-occupancy dwellings, however crisis accommodation, specific actions for specialist homelessness services and typology targets are not mentioned in the Plan. The Plan should contain the target of 50% new dwellings in the area not being <i>dwelling houses</i> as defined in the Standard Instrument LEP. A target of 5% of all dwellings in the LGA being social housing should be set.</p>	<p>The <i>North Coast Regional Plan 2036</i> includes a regional target of 40% of new housing to be in the form of dual occupancies, apartments, townhouses, villas or dwellings by 2036, which Objective 1 gives effect to. Crisis accommodation can be further accommodated through the provision of more diverse housing typologies.</p> <p>The recommendations of the 2021 Regional Housing Taskforce further address the need to prioritise diverse and affordable housing across the regions. No change to Plan.</p>
<p>Objects to a specific apartment building proposal. Will cause parking problems.</p>	<p>Noted, however specific development applications are outside the scope of this Plan. No change to Plan.</p>
<p>In order to align with all objectives under the <i>Live</i> goal, there should be a cessation of new housing developments in the Tweed City area with freestanding or standalone houses.</p>	<p>Acceptable typologies are directed though the Tweed City Centre Local Environmental Plan 2012 and Tweed Local Environmental Plan 2014 and may be further identified</p>

		through the development of a Growth Management and Housing Strategy. Objective 1 encourages the consolidation of urban development within existing zoned areas, underpinned by detailed constraints investigations. No change to Plan.
	Many of the new dwellings in Tweed Regional City will be affected by aircraft noise. In order to ensure the Gold Coast Airport can continue to operate as critical infrastructure and urban development can occur, the principles established in the National Airports Safeguarding Framework should be adopted and applied.	Supporting text added to Objective 1 to acknowledge that aircraft movements in and around the Gold Coast Airport overlay much of Tweed's urban areas, and that the local planning framework will continue to adopt and apply the National Airports Safeguarding Framework.
Public space	Improve quality of open space and play equipment near Jack Evans reserve. Supports Tweed RCAP.	Addressed through the Jack Evans Boat Harbour Character Place Strategy within Objective 13. No change to Plan.
	Supports increasing quality of public space and regional function to strengthen the city as a regional capital. Also supports improved pedestrian amenity and housing within centres.	Noted. No change to Plan.
	New high-quality public domain on scales from neighbourhood to regional level is important to promote liveability, urban cooling and connection to place.	Noted. No change to plan
	New development should consider connection to nature, including providing wildlife links between new residential areas and existing parks and wetlands, and connecting open spaces and walkways with the creek and river.	Noted. No change to Plan.
	More information could be included in the RCAP to highlight the significant coastal ecological values in the study area and the risks from sea level rise, coastal flooding and inundation and coastal erosion that will be exacerbated by climate change.	Amendments made throughout plan to annotate nature reserves and address climate change risks. Nature reserves have been annotated on Figure 5 and text has been added to Objective 3 to recognise Tweed's ecologically significant estuarine communities.

		<p>Consideration of sea level rise and coastal hazards in Action 4.3 has been extended to include planning for increased density and urban development as well as infrastructure.</p> <p>Infographic added to “Tweed at a glance” section to highlight amount of land protected as Nature Reserves in the Tweed Shire.</p>
Transport	Concerned about bikes on footpaths and having made previous submissions and received no response.	Noted. Council are currently preparing a Pedestrian and Bike Plan which will address shared paths, cycleways and other active transport infrastructure. No change to Plan
	Footpaths and pedestrian spaces need to be designed for inclusive use	Noted. Action 6.1 explicitly references the need to prioritise walking and cycling which is accessible for everyone. No change to Plan.
	A long-term commitment to the provision of active and public transport infrastructure to minimise reliance on cars for short trips is supported. Placemaking is an important consideration when providing active travel infrastructure	Noted. No change to plan
	Tweed City requires dedicated corridors for rail or rail-substitute public transport south from the border at the Gold Coast airport	Noted. This is addressed through the finalisation of the Tweed Multi-modal Corridor study as detailed in Objective 8: <i>Maximise the benefits of regional transport networks to increase community and economic connectivity.</i> No change to Plan.
	Terranora and Bilambil Heights are earmarked to accommodate future residential growth but in the provided mapping these areas are not prioritised for public transport	<p>Under Objective 5, Action 5.3 states: <i>“Increase public transport and active transport patronage by planning for integrated services and facilities to respond to land use change and future growth needs.”</i></p> <p>Public transport routes (either existing or future) are not proposed to be mapped in the Plan. Public transport opportunities will be investigated through the development of the integrated transport and land use plan for the Tweed Local Government Area, to be delivered by Transport for</p>

		NSW as identified in Collaboration Activity 5. No change to Plan.
	Document should refer to Northern Rivers Rail Trail, as the most significant tourism and public infrastructure project in the Tweed Shire. No consultation with the Board of Destination North Coast to date.	The Northern Rivers Rail Trail is identified as a key recreational and tourism opportunity under Objective 6. The Plan notes that the Rail Trail is expected to draw visitation of up to 27,000 once completed. As the rail trail is outside the study area, reference of this project will not be expanded.
Urban design improvements	Suggestions made including: the streets are very tired and needs some love and attention; bus shelters need replacement; Bay Street could be closed and made into a plaza with different restaurants, landscaping and lighting. Some comments outside scope of the Plan e.g. there is a problem with the homeless and mentally ill that need to be addressed.	Noted. Bay Street and other key places with Tweed Regional City are addressed through the Tweed CBD Character Place Strategy within Objective 13. No change to Plan.
	The southern end of Minjungbal Drive should be improved with new streetscapes and garden beds	Relevant site-specific streetscape improvements are addressed in the Minjungbal Drive Character Place Strategy within Objective 13. No change to Plan.
	Good street design is essential to connect the disparate precincts between Tweed CBD and Coolangatta	Noted. No change to plan.
Aboriginal heritage	Connecting with Country is a foundation to achieve better integration of cultural knowledge and aspirations within the public realm	Noted. Addressed through Objective 15 <i>Support Aboriginal cultural awareness, inclusion and place</i> . No change to Plan.
	Country and heritage are not adequately addressed throughout the plan	Noted. Objective 15 specifically addresses Aboriginal culture and heritage. No change to Plan.
Site specific matters	Increased freight and other passenger services at the Gold Coast airport should have no negative impact on the Kingscliff community.	Operational matters such as flight paths at the Gold Coast airport are outside the scope of this plan. Curfew times are governed under the Air Navigation (Gold Coast Airport Curfew) Regulations 2018 and are also outside the scope of this plan. No change to Plan.

	The Tweed Heads Bowls Club site should remain as recreational land	Noted. No change to Plan.
	The Tweed River Estuary is of significant importance to the area and should be better promoted throughout the plan.	Noted. No change to Plan.
	A new Tweed Heads culturally significant art facility should be developed. Gambling and powered recreational activities which negatively impact the environment and amenity should be discouraged.	Gambling and types of recreational activities are outside the scope of a land use plan. The Plan discusses the importance of the Civic Precinct including the Tweed Cultural and Civic Centre. The plan does not propose a new civic or major arts facility. No change to Plan.
	There should be no height limit increases in Tweed Heads and urban development that does occur should meet mandatory sustainability standards. Jack Evans Boat Harbour and the planned Bay Street precinct should not be overshadowed by tall development.	Maximum building heights are set out in the Tweed City Centre Local Environmental Plan 2012. This Plan does not propose any changes to building heights or the established processes to amend building heights. Action 3.2 encourages building design principles that support sustainable outcomes. No change to Plan.
Support or objection to plan	Several objectives are supported. Makes suggestions in relation to five areas: improving council, facilitate housing choice, green and sustainable city, place-based transport, and positioning Tweed as a choice destination for business and investment.	Noted. No change to Plan.
	The Plan sets a positive vision and framework to guide ongoing sustainable development of Tweed. Biggest challenges for Tweed relate to becoming less car reliant and transitioning to a walkable and mixed-use CBD.	Noted. Multiple objectives address approaches to encourage increased rates of public and active transport. No change to Plan.
	The plan is supported and in alignment with the vision to redevelop the Tweed Mall shopping centre	Noted. No change to plan
	Supportive of a number of elements of the plan including increasing green infrastructure and tree canopy; design for	Noted. No change to Plan.

	subtropical climate, net zero emissions and resilience to climate change; supporting active and public transport; supporting Aboriginal cultural awareness; and growing tourism.	
QLD-NSW Border	The Gold Coast airport should be a 'protected zone' which is outside of state control to mitigate impacts caused by border closures through 2020 and 2021.	Noted. QLD/NSW border matters are outside the scope of this plan. No change to plan
	Make small roadway changes to Boundary Street Tweed Heads so that, in the event of future border closures with Queensland, Tweed residents can have vehicle access to Durambah Beach without having to go through a Queensland checkpoint.	Noted. QLD/NSW border matters are outside the scope of this plan. No change to plan
Other	Although there is some alignment between the Tweed Local Strategic Planning Statement and the Plan, the division of responsibilities between local and state government for delivering on strategic plans and outcomes is unclear.	The finalised plan will be implemented through the planning and delivery activities of Council and agencies. Progress will be monitored in conjunction with the wider implementation of the North Coast Regional Plan 2036 through the North Coast Delivery, Coordination and Monitoring Committee. No change to Plan.