

## Attachment 2-Submissions

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## Megan Trotter

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**From:** George Curtis <George.Curtis@planning.nsw.gov.au>  
**Sent:** Friday, 3 July 2020 4:56 PM  
**To:** Submissions  
**Subject:** Submission on draft Goulburn Mulwaree Local Strategic Planning Statement  
**Attachments:** HNSW Response - Goulburn Mulwaree LSPS(2).pdf; HPE CM: FW: Goulburn-Mulwaree Draft LSPS - TfNSW Comments; BCD Response for Goulburn LSPS - sent 1 July 2020.pdf

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**From:** George Curtis  
**Sent:** Friday, 3 July 2020 4:51 PM  
**To:** Kate Wooll (kate.wooll@goulburn.nsw.gov.au)  
**Cc:** Graham Towers ; Sarah Lees  
**Subject:** draft Goulburn Mulwaree Local Strategic Planning Statement

Dear Kate,

Thank you for the opportunity to comment on Council's draft LSPS. We have reviewed the draft from a local planning perspective and for alignment against the South East and Tablelands Regional Plan. We have also discussed the draft with Transport for NSW, Heritage NSW and the Department's Biodiversity and Conservation and Resilience Planning Divisions.

I would like to take the opportunity to congratulate Council for the quality of its LSPS. To assist Council in the further development of the draft, we have the following comments for your consideration.

Reference	Comment
<b>Section 3.9 of the Environmental Planning and Assessment Act 1979</b>	The Draft LSPS appears to be generally consistent with the legislative requirements.
<b>South East and Tablelands Regional Plan</b>	The Draft LSPS is generally consistent with the South East and Tablelands Regional Plan.
<b>Matters of State and Regional Significance</b>	Council's draft LSPS does not appear to be inconsistent with matters of State or regional significance
<b>The Department's LSPS Guideline</b>	Council's draft LSPS does not appear to be inconsistent with the Department's Guideline. Council could consider including a map which presents an overview of where the planning priorities lie within the LGA and include where strategic planning work and potential change may occur (pp 7, 14-15 of the Guideline).

The following detailed comments are also provided:

### Section 1 Introduction and purpose

- page 1 – Should read "South East and Tablelands Regional Plan 2036"

### Section 5 Goulburn Mulwaree Demographics

- pp 7-10 – the graphics need to be realigned to fit the page.
- the 35-59 year demographic appears to be missing from the graphic on p. 10.

### Section 6 Goulburn Mulwaree Strategic Context

- The section heading should read "strategic".

- Suggest adding local government services to second paragraph.
- The Regional Plan map provided on pp 13-14 is difficult to read. Suggest combining the two halves into one and present in landscape format.
- Suggest including words in this section that link with the Regional Plan Map. There could also be reference provided to the Regional Plan narrative for Goulburn Mulwaree.

### Section 7 Planning Priorities

- Priorities and actions could be numbered for easier reference.
- Priority - Primary Industry p.30 – clarify meaning of “Identify and protect extractive resources and associated haulage routes; note in the DCP as areas where residential development/access is to be avoided”.
- Priority – Sustainability p.36 – Planning Principle 1 - consider including reference to also improving industry and business energy and water efficiency.
- Priority - Hazards p.37 – consider including current bushfire and flood prone land maps.
- P.38 - Consider including as a planning principle that local hazard risk assessments inform land use planning decisions so as not to increase the population at risk and the demand on Emergency Services personnel and volunteers.

### Attachment 1 – Policy Map

- Infrastructure - Provide the relevant Regional Plan directions in the 3<sup>rd</sup> column.

### Photos

- It would be useful to include place names for photos in the draft LSPS.

Please see attached comment provided by Transport for NSW, Heritage NSW and the Department’s Biodiversity and Conservation Division for your consideration. We particularly support the suggestions by TfNSW to include a map showing major freight corridors to assist their protection during land use planning decisions as well as the suggestion to include an action or plan to develop Goulburn as an inland transport hub to connect the region to local and global markets. The latter would be consistent with the local narrative for the LGA provided in the South East and Tablelands Regional Plan.

Should you wish to discuss the above comments please do not hesitate to contact me.

Regards

**George Curtis**

**Senior Planner, Southern Region**

(Mon, Wed-Friday)

Local and Regional Planning | Department of Planning, Industry and Environment

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*The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.*

## Megan Trotter

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**From:** Sarah Lees <sarah.lees@planning.nsw.gov.au>  
**Sent:** Tuesday, 30 June 2020 10:01 AM  
**To:** Graham Towers; George Curtis  
**Subject:** HPE CM: FW: Goulburn-Mulwaree Draft LSPS - TfNSW Comments  
**Attachments:** LSPS and FT2056 v11a.pdf

**Importance:** High

fyi

**Sarah Lees**  
**Director, Southern Region**

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**From:** Mark Hannan  
**Sent:** Monday, 29 June 2020 6:20 PM  
**To:** Sarah Lees  
**Cc:** Thomas Navascues  
**Subject:** Goulburn-Mulwaree Draft LSPS - TfNSW Comments  
**Importance:** High

Good Evening Sarah

Transport for NSW (TfNSW) welcomes the opportunity to provide comment on the Draft Local Strategic Planning Statement (LSPS) for Goulburn-Mulwaree.

The comments provided by TfNSW below are to be considered for inclusion in the final version of the LSPS for Goulburn-Mulwaree. TfNSW does not however require the LSPS to be revised or amended to accommodate our comments should Council choose to do so. Rather the comments provide the basis for future collaboration with Goulburn-Mulwaree Council on strategic planning matters, as well as to work with Council on strategic planning matters that have potential interaction or implications to the classified road network.



- Transport for NSW is guided by our long-term transport strategy [Future Transport 2056](#) – *Future Transport 2056* acknowledges the significant role transport plays in delivering movement and place outcomes that support the character of places and communities, and repositions the planning focus towards integrated, multi-modal solutions rather than considering different transport modes in isolation
- For Regional NSW, *Future Transport 2056* is supplemented by the [Regional NSW Services and Infrastructure Plan](#) which identifies initiatives for the short (0-10 years), medium (10-20 years) and long term (20+ years). These initiatives have been identified to meet customer needs now and into the future, and support delivery of responsive, innovative services and infrastructure. A full list of initiatives from *Future Transport 2056* is broken down by Local Government Area (LGA) in the attached PDF
- The Strategy is further enhanced by more focussed, issues-based supporting plans, such as the [NSW Road Safety Plan 2021](#), the NSW [Freight and Ports Plan 2018-2023](#), and the [Heavy Vehicle Access Policy Framework](#) which help to further embed *Future Transport 2056* across NSW
- Page 5, Goulburn-Mulwaree Demographics – updated DPIE population projection for Goulburn-Mulwaree shows the LGA population forecast to increase by 3,250 people between 2016 (30,250) and 2041 (33,500). Recommend population projections be updated to reflect the updated DPIE projection (see <https://www.planning.nsw.gov.au/-/media/Files/DPE/Factsheets-and-faqs/Research-and-demography/Population-projections/2019-Goulburn-Mulwaree.pdf>)
- Page 17, Planning Priority 1, Planning Principles, 1<sup>st</sup> Dot Point – TfNSW recommends Council consider expanding this Planning Principle to include protection of freight corridors given they are essential to the transportation of goods and services. This amendment would ensure consistency with Action 11.3 of DPIE’s *South East and Tablelands Regional Plan 2036* (Action 11.3 – Limit inappropriate adjoining development and direct access points along strategic transport links including the Hume, Federal, Illawarra, Barton and Kings Highways)
- Page 17, Planning Priority 1, Planning Principles – TfNSW recommends the inclusion of an additional principle that facilitates Council to work with the NSW Government to identify appropriate strategies and controls to manage access to development on the Hume and Federal Highways. This will include identifying opportunities to strengthen local road connections to properties which front the Hume and Federal Highways in a consolidated manner as well as considering opportunities to remove existing minor connections to reduce the ongoing maintenance burden on the LGA
- Page 18, Planning Priority 1 (Actions – Council General) – “Advocate for State to improve public transport timetables for bus and rail to Sydney and Canberra” – TfNSW would be keen to work collaboratively with Council to address this Action
- Page 19, Planning Priority 2, 5<sup>th</sup> Paragraph – “Encouraging additional residential development within the CBD will assist to revitalise the centre, make better use of existing infrastructure and provide a greater range of dwelling types which are less reliant on private transport” – TfNSW strongly supports Council’s ambition to encourage additional residential development within the CBD to better position housing within walking and cycling distance of key essential services like shops, medical centres, schools and recreational facilities
- Page 21, Planning Priority 2, Planning Principles, 3<sup>rd</sup> Dot Point – TfNSW supports Council proposing to undertake place-based planning within the towns and villages of Goulburn-Mulwaree and recommends utilising the ‘Movement and Place’ Framework to better balance the movement of people and goods with the amenity and quality of places within the the towns and villages. Further information on the Framework, including the recently-released *Practitioner’s Guide to Movement and Place*, is available at <https://www.governmentarchitect.nsw.gov.au/guidance/movement-and-place>
- Page 22, Planning Priority 2, Actions – Council General, 1<sup>st</sup> Dot Point – TfNSW supports Council initiatives to promote Goulburn-Mulwaree as a destination and recommend that Council consider application of the [NSW Tourism and Transport Plan, a key supporting plan of the Future Transport 2056, to understand how](#) transport services and infrastructure can support and enhance existing tourism as well as create new economic development opportunities
- Page 22, Planning Priority 2, Actions – Council General, 3<sup>rd</sup> Dot Point – TfNSW recommends Council consider the application of the Government Architect NSW-developed *Draft Urban Design for Regional NSW* Guide and the ‘Movement and Place’ Framework to help inform and maintain character in towns and places
- Page 19-22, Planning Priority 2 – TfNSW recommends that the LSPS also consider local freight access to, from and within the Goulburn CBD. Efficient movement of freight requires a strategy that integrates it with the

efficient movement of people, especially in and around the town centre whilst protecting urban amenity and freight access

- Page 24, Planning Priority 3, Planning Principles, 5<sup>th</sup> Dot Point – TfNSW recommends that for any new residential development proposed on the periphery of existing towns and villages, consideration should be given to whether future residents can access essential services like retail, employment, education and medical services by walking, cycling and public transport to avoid total reliance on private vehicle transport
- Page 24, Planning Priority 3, Actions – Council General, 1<sup>st</sup> Dot Point – TfNSW supports Council’s commitment to investigate funding opportunities for a Rail Trail between Goulburn and Crookwell and we would be keen to work collaboratively with Council on this initiative
- Page 25-27, Planning Priority 4 – TfNSW recommends that the LSPS also consider the need to avoid the siting of residential development close to the existing or future freight network. New or infill developments will need to mitigate against noise and air emissions, as well as vibrations from the freight network if this cannot be avoided
- Page 29-30, Planning Priority 5 – TfNSW recommends that the LSPS also consider opportunities to co-locate related primary industry activities to maximise infrastructure utilisation and decrease supply chain costs. This consideration would ensure consistency with Action 5.3 of DPIE’s *South East and Tablelands Regional Plan 2036* (Action 5.3 – Encourage co-location of related value-added agricultural industries to maximise infrastructure, decrease supply chain costs, increase economies of scale and attract further investment)
- Page 30, Planning Priority 5, Actions – “Identify and protect extractive resources and associated haulage routes” – TfNSW recommends expanding this action to seek to protect all freight routes from encroachment by incompatible land uses, not just those associated with extractive resources
- Page 30, Planning Priority 5, Actions – “Identify and upgrade key livestock and freight routes into and out of the LGA” – TfNSW recommends expanding this action to seek to protect all supply chains, not just those associated with the transportation of livestock. Consideration also be given to elevating the status of this action from a medium-term priority to a short-term priority
- Page 31, Planning Priority 6 – TfNSW recommends that the LSPS should identify existing and future industrial zoned land. Council needs to have an adequate supply of industrial land if it wants to take advantage of businesses looking to relocate from Greater Sydney
- Page 32-34, Planning Priority 6 – TfNSW recommends the inclusion of an additional action or plan to develop Goulburn as an inland transport hub to connect the region to local and global markets. Consideration should also be given in the LSPS on how to best leverage access to the Global Gateway of Canberra, as well as the growth opportunities being generated from Greater Sydney
- Page 34, Planning Priority 6 – TfNSW recommends the inclusion of an additional action that seeks to protect industrial land uses from encroachment by sensitive land uses
- Page 36, Planning Priority 7 – TfNSW recommends the inclusion of an additional action that seeks Council alignment with the NSW Government’s *Net Zero Plan Stage 1: 2020-2030* which commits NSW to a 35% cut in emissions by 2030 compared to 2005 levels (see <https://www.environment.nsw.gov.au/topics/climate-change/net-zero-plan>). The Plan provides the foundation for NSW’s action on climate change and over-arching goal to reach net zero emissions by 2050
- Page 36, Planning Priority 7 – TfNSW recommends Council consider the inclusion of an additional action that proposes development of a *Future Fleet Strategy* for the Goulburn-Mulwaree LGA to guide Council on how best to approach a future fleet that will comprise electric and hydrogen-powered vehicles, as well as connected and autonomous vehicles. TfNSW would be keen to work collaboratively with Council to develop a *Future Fleet Strategy*
- Page 40, Planning Priority 9, Actions – “Review Goulburn Main Street Study” – TfNSW recommends Council consider the application of the Government Architect NSW-developed *Draft Urban Design for Regional NSW* Guide and the ‘Movement and Place’ Framework to help inform the review of the *Goulburn Main Street Study*

#### *General Comments – Road Safety*

TfNSW encourages Council to consider how the following road safety issues can be considered in the LSPS and other strategic planning documents:

- Ensuring that areas with identified high risk of run-off-road and fatigue related crashes on the high speed and regional road network consider key treatments as per the Saving Lives on Country Roads initiative of the *NSW Road Safety Plan 2021*
- Ensuring that walking and cycling connections are prioritised and supported by safe facilities aligned with Safe System principles as per the Liveable and Safe Urban Communities initiatives of the *NSW Road Safety Plan 2021*. Austroads Research Report (AP-R611-20) '[Integrating Safe System with Movement and Place for Vulnerable Road Users](#)' can assist council practitioners with applying Safe System thinking to a Movement and Place context: There is also a webinar to support this Report at <https://austroads.com.au/webinars-and-events/webinar-integrating-safe-system-with-movement-and-place-for-vulnerable-road-users>
- Austroads has published a Research Report to guide Local Government on developing and implementing road safety management frameworks according to Safe System principles. The Report (and recording of associated webinar) can be downloaded on the Austroads website free at <https://austroads.com.au/latest-news/targeted-road-safety-guidance-for-local-government>

#### *General Comments – Freight*

- TfNSW recommends the LSPS should demonstrate alignment with the NSW Freight and Ports Plan 2018-2023 (<https://future.transport.nsw.gov.au/plans/nsw-freight-and-ports-plan-2018-2023>) and NSW Heavy Vehicle Access Policy Framework (<https://www.transport.nsw.gov.au/operations/freight-hub/heavy-vehicle-access-policy-framework>)
- TfNSW recommends the LSPS should include a map that highlights any significant freight corridors within the Goulburn-Mulwaree LGA (including key National, State, Regional and local roads, and railways), as well as any major freight generators within the LGA such as Goulburn Intermodal Terminal, Boral Marulan South and Peppertree Quarry, Holcim Lynwood Quarry, Woodlawn Bioreactor and Woodlawn Zinc and Copper Mine – this will allow for greater clarity and consistency in land use planning and decision-making
- TfNSW recommends the LSPS should identify any constraints on the freight network and any proposed upgrades
- TfNSW recommends that the LSPS should consider the need to protect essential rail infrastructure, such as Goulburn Yard, Goulburn Maintenance Facility and Goulburn Intermodal Terminal, from encroachment by sensitive land uses to support their ongoing use. Freight rail yard noises tend to be frequent and of longer duration and typically includes idling locomotives, shunting, brake squeal, wagons bunching, loading and unloading, air release from compressors, train horns, continuous noise from processing and maintenance activities, intermittent bangs and clunks
- TfNSW recommends Council consider the inclusion of an additional action that seeks to work collaboratively with TfNSW to establish the need for, and location of, additional heavy vehicle rest areas along major freight road corridors

#### *General Comments – Place-making*

- Council should consider how TfNSW-owned land in the Goulburn-Mulwaree LGA can support the place-making outcomes, enhance transport outcomes and contribute to the economic development, employment and housing opportunities identified in the Draft LSPS including through the preparation of the strategies and the LEP review process

Should Council wish to discuss any of the recommendations made by TfNSW further, please do not hesitate to contact Mark Hannan, A/Director Regional Strategy, at [mark.hannan@transport.nsw.gov.au](mailto:mark.hannan@transport.nsw.gov.au).

Kind regards

Mark Hannan  
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## Introduction

Future Transport 2056 sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, guiding transport investment. For regional NSW, the focus is on improving local connections and place with:

- Ten regionally-specific Customer Outcomes
- Movement and Place framework
- Hub and Spoke network.

Future Transport 2056 is supported by a range of supporting plans, including the *Regional NSW Services and Infrastructure Plan*, the *NSW Freight and Ports Plan 2018-2023* and *Road Safety Plan 2021*. Future Transport includes the ambitious long term goal for the safety of the network of a trauma-free transport network.

## Customer outcomes

Future Transport 2056's transport vision for the next 40 years is articulated through six customer outcomes. These outcomes guide investment, policy, reform and service provision, as well as provide a framework for network planning and investment. They are aimed at harnessing rapid change and innovation to support a modern, innovative transport system.

## Regional NSW Services & Infrastructure Plan

This Plan sets the customer outcomes for Regional and Outer Metropolitan NSW for the movement of people and freight to meet customer needs and deliver responsive, innovative services.

The Plan articulates hundreds of initiatives for investigation in the short (0-10 years), medium (10-20 years) and long term (20+ years) to meet customer needs (see Attachment A).

The *Regional NSW Services & Infrastructure Plan* expands the six Future Transport outcomes into the following ten customer outcomes specifically adapted for regional NSW:

## Regional NSW Customer Outcomes

Future Transport Statewide outcomes	Regional NSW transport customer outcomes
<b>Customer Focused</b> 	<b>Convenient and responsive to customer needs</b> <ol style="list-style-type: none"> <li>1. Flexible services are an integral part of the transport system helping to deliver reliability</li> <li>2. A transport system that adapts to and embraces new technology</li> </ol>
<b>Successful Places</b> 	<b>Sustaining and enhancing the liveability of our places</b> <ol style="list-style-type: none"> <li>3. The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places</li> <li>4. Supporting centres with appropriate transport services and infrastructure</li> </ol>
<b>Growing the Economy</b> 	<b>Connecting people and places in the growing city</b> <ol style="list-style-type: none"> <li>5. Changes in land use, population and demand, including seasonal changes, are served by the transport system</li> <li>6. Economic development is enabled by regional transport services and infrastructure</li> </ol>
<b>Safety and Performance</b> 	<b>Safely, efficiently and reliably moving people and goods</b> <ol style="list-style-type: none"> <li>7. A safe transport system for every customer with zero deaths or serious injuries on the network by 2056</li> <li>8. A transport system that is resilient to significant weather events including floods, fog and bush fires</li> </ol>
<b>Accessible Services</b> 	<b>Accessible for all customers</b> <ol style="list-style-type: none"> <li>9. Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres</li> </ol>
<b>Sustainability</b> 	<b>Makes the best use of available resources and assets</b> <ol style="list-style-type: none"> <li>10. Customers enjoy improved connectivity, integrated services and better use of capacity</li> </ol>

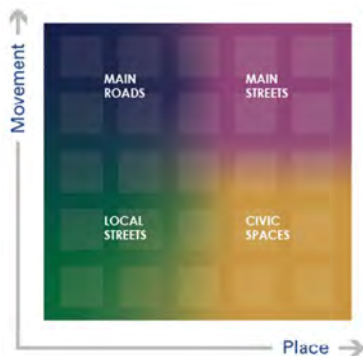


## Movement and Place

The 'Movement and Place' Framework acknowledges that the needs and expectations of customers change as the road function changes, and aims to better balance these functions.

The Framework adopts the position that the NSW road network services the following two primary functions:

- Movement for people and goods; and
- Places for people.



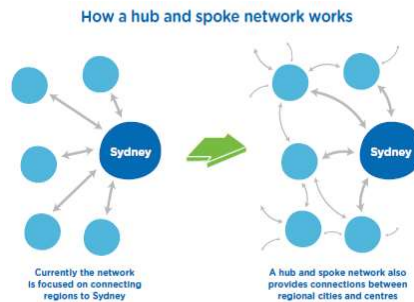
The Framework seeks to achieve two main outcomes:

1. road space allocation that enhances the safety and efficiency of movement to support Great and Successful Places; and
2. street environments that support streets as destinations that people want to spend time in.

Together these outcomes should be the focus of strategic planning, design, management, operation and performance measurement of streets.

## Hub and Spoke

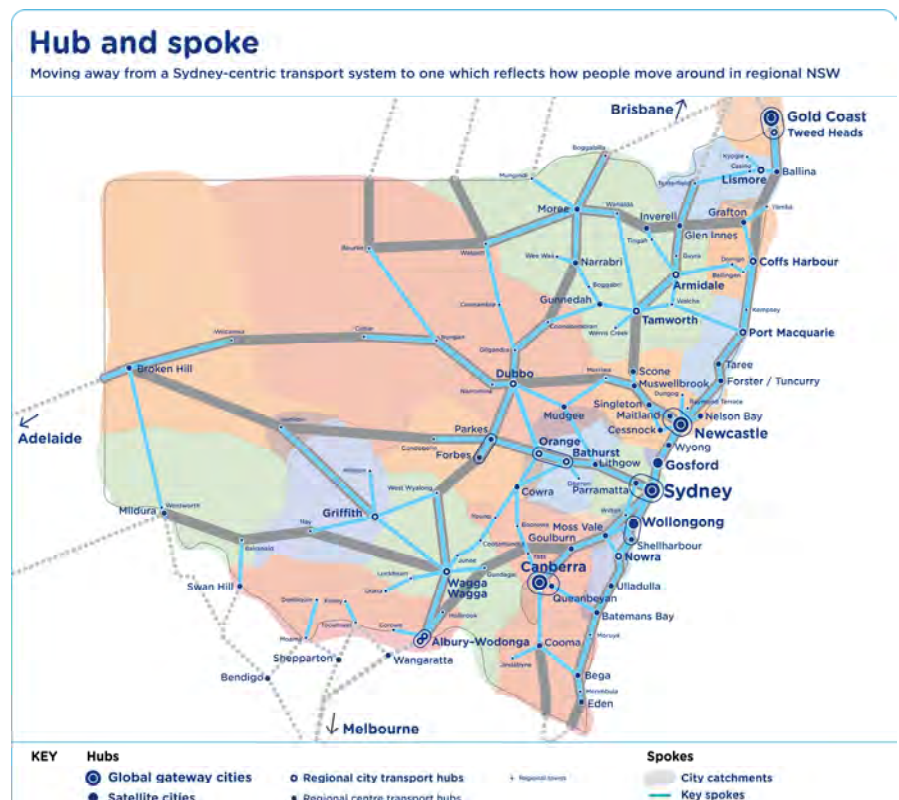
The most effective way of providing better transport to more customers in regional NSW is through the development of a 'hub and spoke' network model radiating out from regional centres rather than a network just focused on Sydney.



This will capitalise on the role that regional centres and cities play as hubs for employment and services such as retail, health, education and cultural activities for their surrounding catchment areas. It also acknowledges the importance of national and state significant transport links (spokes) that pass through regions.

Whilst connectivity to Sydney remains important, safe and efficient links to regional cities in adjacent regions is considered just as important.

The 'hub and spoke' network will be developed collaboratively with key stakeholders to inform preparation of Regional Transport Plans and Place-based Transport Plans.



## NSW Freight and Ports Plan 2018-2023

This Plan sets the NSW Government's priorities for the sector over the next five years to support the growing freight task. The Plan includes 117 initiatives focused on achieving five key objectives:

- Economic growth
- Efficiency, connectivity and access
- Capacity
- Safety
- Sustainability

The Plan identifies key issues that NSW Government agencies, the Australian Government and local councils need to consider and incorporate into land use and infrastructure planning.

## Road Safety Plan 2021

While the rural population makes up only one third of the NSW population, two thirds of all fatalities occur on country roads, and more than 70 per cent of fatal crashes on country roads involve country residents.

The Road Safety Plan 2021 features targeted and proven initiatives that will help NSW progress towards reducing road fatalities and serious injuries by at least 30 per cent (from 2008-2010 levels) by 2021 and zero road trauma by 2056.



The Plan adopts the Safe System approach which recognises that people do make mistakes and aims to ensure that when a crash occurs, the energy levels transmitted are below what would cause a fatal or serious injury.

The approach is underpinned by the following principles:

- The human body has physical limits to withstanding the impact of a crash
- People sometimes make mistakes – but this shouldn't cost anyone their life
- Roads, roadsides, travel speeds and vehicles need to be designed to help avoid a crash or reduce the impact of a crash if it happens
- Road safety is a shared responsibility. We all need to make decisions with safety in mind, from the design of our roads and vehicles, investments, laws and education, to each road user acting safely every day.

The Plan has six priority areas to drive the reduction:

- Saving Lives on Country Roads

- Liveable and Safe Urban Communities
- Using the Roads Safely
- Building a Safer Community Culture
- New and Proven Vehicle Technology
- Building a Safe Future  
Everyone plays a role in delivering the Road Safety Plan 2021 actions and goals. As part of Local Strategic Planning, Local Government can consider how they will improve road safety in their local government area.

## Regional Transport Plans and Place Plans

A number of detailed issues-based and place-based transport planning strategies are being developed to support the implementation of Future Transport 2056 across NSW.

Regional Transport Plans are being developed for each of Regional NSW's nine planning regions building on the high-level content in the *Regional NSW Services & Infrastructure Plan* and initiatives identified through the LSPS process.

The nine regions, identified by the Department of Planning, Industry and Environment (DPIE) in their Regional Plans, are supported by key regional cities and centres.

The regional cities will have a supporting Place-based Transport Plan developed in partnership with Local Government. Place Plans may also be delivered for a number of smaller centres in regional NSW or led by Local Government with the support of Transport for NSW.

## Supporting local planning

The Local Strategic Planning Statement (LSPS) offers Local Government an opportunity to consider what this means for both identified regional hubs where employment and services are often concentrated and how better connections (spokes) to these hubs can support neighbouring smaller centres and towns. Example statements are shown below.

Transport for NSW can also offer a range of resources to help Council's inform their respective LSPS. Examples include:

- Data – The Open Data Hub provides transport data including Opal data, freight data, Household Travel Survey information and on demand trial data. Visit: <https://opendata.transport.nsw.gov.au/> The Transport for NSW Centre for Road Safety Provides crash data to local government to support their understanding of and responses to local road safety issues. Visit: <https://roadsafety.transport.nsw.gov.au/statistics/index.html>
- Discuss and/or meet to apply the Movement and Place Framework to a local context and introduce the Government Architect NSW

Toolkit and other resources <https://www.governmentarchitect.nsw.gov.au/>

- Support the development of Place-based Transport Plans
- Provide advice on Draft LSPS to include integrated transport and land use advice
- Assist with finding appropriate TfNSW contacts for your community transport, bus servicing related questions etc.

## Local planning for Freight

The LSPS also offers Local Government an opportunity to plan for current and future freight and logistics requirements within their Local Government Area (LGA) by:

- Identifying existing freight corridors and networks (particularly regional and local) and significant freight land uses (such as intermodal terminals and grain receival sites that have developed as a result of significant private investment)
- Considering future freight requirements, including new land uses, expansion or increased intensity of existing corridors and land uses and ensuring efficient connections

- Balancing the needs of the freight industry and their customers with local communities by ensuring non-freight land uses are designed and constructed with appropriate mitigation measures to deal with issues such as noise and traffic impacts, including buffer zones.

Further guidance on planning for freight is available in the [NSW Freight and Ports Plan 2018-2023](#) (p.66-69).

## Local planning for road safety

The LSPS offers Local Government an opportunity to consider road safety impacts and needs.

To help Councils consider road safety as part of their overall planning, Transport for NSW has partnered with the Institute of Public Works Engineering Australia NSW (IPWEA) to update 'A Guide to Developing Council Road Safety Strategic Plans' (Guide). It is designed to assist Councils to develop road safety strategic plans and integrate them into the IPRF. The Guide is based on 'best practice' methodology developed through systematic investigation, consultation and feedback on the experiences of a number of NSW Councils.



### Examples of LSPS actions are:

- Council will work with TfNSW and other key stakeholders on implementing the Movement and Place Framework through the development of a Place Plan, integrated transport and land use plan, for key centres and/or the LGA.
- Council will work with TfNSW in the development and implementation of travel demand management policies and actions.
- Council will work with TfNSW to understand catchment areas for key centres and attractors (such as retail, hospitals, airports, universities etc) to develop a hub and spoke transport network.
- Council will work with TfNSW to promote active transport, including opportunities to develop an active transport network.
- Council will work with TfNSW to adopt the Safe System approach when addressing identified areas of high crash risk on the local road network or key crash trends within their LGA.
- Council will work with TfNSW in developing car parking guidelines to support the development and vibrancy of centres and encourage a more sustainable mode share.
- Council will avoid the encroachment of incompatible land uses on major transport corridors within the LGA.
- Council will work with TfNSW to identify current and future freight and logistics requirements.
- Council to secure corridor protection for future transport alignments when routes are identified by TfNSW.

When preparing LSPS actions, be specific to the Local Government Area (LGA) and provide relevant timeframes.

### Contact





For further information or assistance, please contact [regionalstrategy@transport.nsw.gov.au](mailto:regionalstrategy@transport.nsw.gov.au)

### Attachment A:

*Regional NSW Services and Infrastructure Plan* initiatives by Local Government Area

### Attachment B:

*Regional NSW Services and Infrastructure Plan* statewide initiatives

<b>Attachment A:</b>	
<b>Initiatives by Local Government Area</b>	
<b>LGA</b>	<b>Initiatives</b>
	<p><b>Key</b></p> <ul style="list-style-type: none"> <li> Committed 0-10 years</li> <li> Initiatives for investigation 0-10 years</li> <li> Initiatives for investigation 10-20 years</li> <li> Visionary initiatives 20+ years</li> </ul> <p>All initiatives for investigation are subject to business case development.</p>
<b>Hunter</b>	
Cessnock	<ul style="list-style-type: none"> <li>• <a href="#">Hunter Pinch Points</a></li> <li>• <a href="#">Greater Newcastle Place Plans</a></li> <li>• <a href="#">Hunter Regional Transport Plan</a></li> <li>• <a href="#">Bus headstart for Greater Newcastle</a></li> <li>• <a href="#">Greater Newcastle Rapid Bus Package</a></li> <li>• <a href="#">Dubbo to Newcastle rail connection</a></li> <li>• <a href="#">Outer Metro Roads Program</a></li> <li>• <a href="#">Cessnock to Newcastle rail services via Kurri Kurri</a></li> </ul>
Dungog	<ul style="list-style-type: none"> <li>• <a href="#">Hunter Pinch Points</a></li> <li>• <a href="#">Hunter Regional Transport Plan</a></li> <li>• <a href="#">Outer Metro Roads Program</a></li> </ul>
Lake Macquarie	<ul style="list-style-type: none"> <li>• <a href="#">New Intercity Fleet (Multi-region)</a></li> <li>• <a href="#">Hunter Pinch Points</a></li> <li>• <a href="#">Sydney-Central Coast-Newcastle Faster Rail Improvement</a></li> <li>• <a href="#">Greater Newcastle Place Plans</a></li> <li>• <a href="#">Hunter Regional Transport Plan</a></li> <li>• <a href="#">Bus headstart for Greater Newcastle</a></li> <li>• <a href="#">Greater Newcastle Rapid Bus Package</a></li> <li>• <a href="#">Outer Metro Roads Program</a></li> <li>• <a href="#">Corridor Preservation for Higher Speed Connections</a></li> <li>• <a href="#">New suburban type rail service for Greater Newcastle</a></li> <li>• <a href="#">Higher Speed Connections (east coast)</a></li> </ul>
Maitland	<ul style="list-style-type: none"> <li>• <a href="#">Hunter Pinch Points</a></li> <li>• <a href="#">Greater Newcastle Place Plans</a></li> <li>• <a href="#">Bus headstart for Greater Newcastle</a></li> <li>• <a href="#">Greater Newcastle Rapid Bus Package</a></li> <li>• <a href="#">Maitland Place Plan</a></li> <li>• <a href="#">Hunter Regional Transport Plan</a></li> <li>• <a href="#">Outer Metro Roads Program</a></li> <li>• <a href="#">Dubbo to Newcastle rail connection</a></li> <li>• <a href="#">Main Northern Line - improvements to address pinch points</a></li> <li>• <a href="#">Electrification of the Hunter Line to Telarah</a></li> <li>• <a href="#">Cessnock to Newcastle rail services via Kurri Kurri</a></li> </ul>
Mid-Coast	<ul style="list-style-type: none"> <li>• <a href="#">Hunter Pinch Points</a></li> <li>• <a href="#">Taree Northern Gateway upgrades and roundabout</a></li> <li>• <a href="#">The Lakes Way Corridor Improvements</a></li> <li>• <a href="#">Cedar Party Creek Bridge, Wingham</a></li> </ul>

	<ul style="list-style-type: none"> <li>• Hunter Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Muswellbrook	<ul style="list-style-type: none"> <li>• New England Highway, Muswellbrook Bypass (Planning)</li> <li>• Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>• Hunter Pinch Points</li> <li>• Golden Highway improvements (continuation)</li> <li>• Hunter Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> <li>• Main Northern Line - improvements to address pinch points</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Duplication of New England Highway Muswellbrook to Scone</li> </ul>
Newcastle	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Nelson Bay Road improvements – Fern Bay to Williamtown</li> <li>• Newcastle Cruise Terminal</li> <li>• Hunter Pinch Points</li> <li>• Newcastle Inner City Bypass, Rankin Park to Jesmond</li> <li>• M1, Hexham, Raymond Terrace upgrades</li> <li>• Lower Hunter Freight Corridor Protection</li> <li>• Improvements to Newcastle Port</li> <li>• Bus headstart for Greater Newcastle</li> <li>• Greater Newcastle Rapid Bus Package</li> <li>• Newcastle Light Rail network extension</li> <li>• M1, Hexham, Raymond Terrace upgrades</li> <li>• Greater Newcastle Place Plans</li> <li>• Hunter Regional Transport Plan</li> <li>• Sydney-Central Coast-Newcastle Faster Rail Improvement</li> <li>• Outer Metro Roads Program</li> <li>• Newcastle Ferry Network extension</li> <li>• Lower Hunter Freight Corridor</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Electrification of the Hunter Line to Telarah</li> <li>• New suburban type rail service for Greater Newcastle</li> <li>• Cessnock to Newcastle rail services via Kurri Kurri</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Port Stephens	<ul style="list-style-type: none"> <li>• Nelson Bay Road improvements – Fern Bay to Williamtown</li> <li>• Nelson Bay Road improvements - Williamtown to Bobs Farm</li> <li>• M1, Hexham, Raymond Terrace upgrades</li> <li>• Hunter Pinch Points</li> <li>• Greater Newcastle Place Plans</li> <li>• Hunter Regional Transport Plan</li> <li>• Bus headstart for Greater Newcastle</li> <li>• Greater Newcastle Rapid Bus Package</li> <li>• M1, Hexham, Raymond Terrace upgrades</li> <li>• Fingal Bay Link Road construction</li> <li>• Williamtown Special Activation Precinct</li> <li>• Outer Metro Roads Program</li> <li>• Tomago Road Improvements - Pacific Highway to Williamtown</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• New rail alignment of North Coast Line between Newcastle and Stroud Road - investigation corridor</li> <li>• Higher Speed Connections (east coast)</li> </ul>

Singleton	<ul style="list-style-type: none"> <li>• New England Highway, Gowrie Gates, Widen Rail Underpass</li> <li>• New England Highway, Belford to Golden Highway Upgrade</li> <li>• New England Highway, Singleton Bypass (Planning)</li> <li>• Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>• Hunter Pinch Points</li> <li>• New Singleton rail services</li> <li>• Golden Highway improvements (continuation)</li> <li>• Hunter Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> <li>• Main Northern Line - improvements to address pinch points</li> <li>• Dubbo to Newcastle rail connection</li> </ul>
Upper Hunter Shire	<ul style="list-style-type: none"> <li>• New England Highway, Scone Bypass (State and Federal Funded)</li> <li>• Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>• Hunter Pinch Points</li> <li>• Golden Highway improvements (continuation)</li> <li>• Hunter Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> <li>• Main Northern Line - improvements to address pinch points</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Duplication of New England Highway Muswellbrook to Scone</li> </ul>
Central Coast	
Central Coast	<ul style="list-style-type: none"> <li>• Regional growth buses</li> <li>• Warnervale Link Road, Albert Drive to Pacific Highway (planning)</li> <li>• Pacific Highway, Wyong Town Centre (planning)</li> <li>• Pacific Motorway Widening and Reconstruction, Wyong Road to Doyalson Link Road (State and Federal funded)</li> <li>• Empire Bay Drive, The Scenic Road and Cochrore Street Intersection upgrade</li> <li>• Kangy Angy Train Maintenance Facility for New Intercity Fleet Pacific Highway, Parsons Road to Ourimbah Street (Planning)</li> <li>• Manns Road, Central Coast Highway to Narara Creek Road (Planning)</li> <li>• Pacific Motorway Widening, Kariong Interchange to Somersby Interchange (State to Federal Funded)</li> <li>• New Intercity Fleet</li> <li>• Sydney-Central Coast-Newcastle Faster Rail Improvement</li> <li>• Bus Headstart for Central Coast</li> <li>• Central Coast Rapid Bus package</li> <li>• Central Coast Place Plans</li> <li>• M1 Motorway improvements (Hawkesbury River – Mt White)</li> <li>• Gosford Place Plan</li> <li>• Central Coast Regional Transport Plan</li> <li>• Outer Metro Roads Program</li> <li>• M1-Newcastle SMART Motorway</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Higher Speed Connections (east coast)</li> <li>• Outer Sydney Orbital from Great Western Highway to Central Coast</li> </ul>

Illawarra-Shoalhaven	
Kiama	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Rail passing loop between Gerringong and Berry</li> <li>• More Trains More Services (Stage 2)</li> <li>• Illawarra-Shoalhaven Regional Transport Plan</li> <li>• Electrification of intercity to Bomaderry/Nowra</li> <li>• Outer Metro Roads Program</li> </ul>
Shellharbour	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Albion Park Rail Bypass (Planning and Preconstruction)</li> <li>• More Trains More Services (Stage 2)</li> <li>• Shellharbour Place Plan</li> <li>• Illawarra-Shoalhaven Regional Transport Plan</li> <li>• Illawarra Hwy/Macquarie Pass improvements</li> <li>• Outer Metro Roads Program</li> </ul>
Shoalhaven	<ul style="list-style-type: none"> <li>• Regional growth buses</li> <li>• Rail passing loop between Gerringong and Berry</li> <li>• Nowra Bridge over Shoalhaven River (Planning) (State and Federal Funded) subject to final business case and Federal funding</li> <li>• MR92 Nerriga Road improvements</li> <li>• Berry to Bomaderry Upgrade</li> <li>• More Trains More Services (Stage 2)</li> <li>• Princes Highway Upgrade Program (between Jervis Bay Road and Sussex Inlet Road)</li> <li>• Princes Highway Upgrade Program (planning of Milton and Ulladulla Bypass)</li> <li>• Princes Highway Upgrade Program (planning for upgrades from Burrill Lake to Batemans Bay)</li> <li>• Princes Highway Nowra Bridge replacement</li> <li>• Duplication of Princes Highway (Jervis Bay Road Intersection to Moruya)</li> <li>• Nowra Place Plan</li> <li>• Illawarra-Shoalhaven Regional Transport Plan</li> <li>• Electrification of intercity to Bomaderry/Nowra</li> <li>• Outer Metro Roads Program</li> </ul>
Wollongong	<ul style="list-style-type: none"> <li>• Illawarra Growth Buses</li> <li>• New Intercity Fleet (Multi-region)</li> <li>• Princes Motorway Improvements, Bulli Tops to Picton Road (Planning) (State and Federal Funded)</li> <li>• Princes Motorway, Interchange at Base of Mount Ousley (Planning)</li> <li>• Sydney-Wollongong Faster Rail Improvement</li> <li>• Wollongong Rapid Bus package</li> <li>• Wollongong Place Plan</li> <li>• Illawarra-Shoalhaven Regional Transport Plan</li> <li>• Bus headstart for Wollongong</li> <li>• Bus priority measures on Appin Road</li> <li>• Picton Rd/Appin Rd Improvements</li> <li>• Moss Vale to Unanderra and Coniston Junction rail improvements</li> <li>• M1 Princes SMART Motorway</li> <li>• Completion of Maldon to Dombarton railway line</li> <li>• Outer Metro Roads Program</li> <li>• Illawarra Escarpment long term solution</li> <li>• Outer Sydney Orbital from Hume Motorway to Illawarra</li> </ul>

North Coast	
Ballina	<ul style="list-style-type: none"> <li>Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded)</li> <li>Bruxner Highway upgrades at Alstonville</li> <li>Bruxner Highway Improvements (Ballina-Casino)</li> <li>North Coast Regional Transport Plan</li> </ul>
Bellingen	<ul style="list-style-type: none"> <li>Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded)</li> <li>Upgrade Waterfall Way through Dorrigo and Bellingen</li> <li>Waterfall Way corridor improvements</li> <li>North Coast Regional Transport Plan</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Byron	<ul style="list-style-type: none"> <li>Upgrade of Bangalow Road between Bangalow and Lismore</li> <li>North Coast Regional Transport Plan</li> </ul>
Clarence Valley	<ul style="list-style-type: none"> <li>Woolgoolga to Ballina Pacific Highway Upgrade (State and Federal Funded)</li> <li>Summerland Way, Additional Clarence River Crossing (Grafton Bridge)</li> <li>Regional growth buses - planning</li> <li>Waterfall Way corridor improvements</li> <li>Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery)</li> <li>North Coast Regional Transport Plan</li> <li>Summerland Way Improvements (Grafton-QLD border)</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>North Coast cruise infrastructure development</li> <li>Higher Speed Connections (east coast)</li> </ul>
Coffs Harbour	<ul style="list-style-type: none"> <li>Woolgoolga to Ballina (State and Federal Funded)</li> <li>Coffs Harbour Recreational Boa Ramp</li> <li>Regional growth buses</li> <li>Coffs Harbour Place Plan</li> <li>Coffs Harbour Bypass</li> <li>North Coast Regional Transport Plan</li> <li>North Coast cruise infrastructure development</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Kempsey	<ul style="list-style-type: none"> <li>North Coast Regional Transport Plan</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Kyogle	<ul style="list-style-type: none"> <li>North Coast Regional Transport Plan</li> <li>Summerland Way Improvements (Grafton-QLD border)</li> <li>Bruxner Highway Improvements (Casino-Tenterfield)</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Lismore	<ul style="list-style-type: none"> <li>Bruxner Highway upgrades in Lismore</li> <li>Regional growth buses</li> <li>Upgrade of Bangalow Road between Bangalow and Lismore</li> <li>Bruxner Highway Improvements (Ballina-Casino)</li> <li>Lismore Place Plan</li> <li>North Coast Regional Transport Plan</li> </ul>
Nambucca	<ul style="list-style-type: none"> <li>Warrell Creek to Nambucca Heads Pacific Highway upgrade (State and Federal Funded) (open to traffic in 2017)</li> <li>North Coast Regional Transport Plan</li> </ul>



	<ul style="list-style-type: none"> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Port Macquarie-Hastings	<ul style="list-style-type: none"> <li>Regional growth buses - planning</li> <li>Ocean Drive duplication, Port Macquarie</li> <li>Port Macquarie Place Plan</li> <li>North Coast Regional Transport Plan</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Richmond Valley	<ul style="list-style-type: none"> <li>Woolgoolga to Ballina Pacific Highway upgrade (State and Federal Funded)</li> <li>Bruxner Highway Improvements (Ballina-Casino)</li> <li>North Coast Regional Transport Plan</li> <li>Summerland Way Improvements (Grafton-QLD border)</li> <li>Bruxner Highway Improvements (Casino-Tenterfield)</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Tweed	<ul style="list-style-type: none"> <li>Regional growth buses</li> <li>Tweed Light Rail</li> <li>Tweed Transport Network Plan (encompassing the potential for light rail extension from Gold Coast Airport to Tweed Heads)</li> <li>Tweed Heads and Gold Coast Place Plan</li> <li>North Coast Regional Transport Plan</li> </ul>
South East and Tablelands	
Bega Valley Shire	<ul style="list-style-type: none"> <li>Eden cruise facilities development</li> <li>Snowy Mountains Highway improvements (including Brown Mountain)</li> <li>South East and Tablelands Regional Transport Plan</li> <li>Duplication of Princes Highway (Moruya to Bega Bridge)</li> <li>Duplication of Princes Highway (Bega to Victoria)</li> </ul>
Eurobodalla	<ul style="list-style-type: none"> <li>Batemans Bay Bridge (planning)</li> <li>Kings Highway, Replacement Clyde River Bridge</li> <li>Princes Highway Upgrade Program – Moruya Bypass</li> <li>Princes Highway Upgrade Program (planning for upgrades from Burrill Lake to Batemans Bay)</li> <li>Kings Highway improvements</li> <li>Duplication of Princes Highway (Jervis Bay Road Intersection to Moruya)</li> <li>South East and Tablelands Regional Transport Plan</li> <li>Duplication of Princes Highway (Moruya to Bega Bridge)</li> </ul>
Goulburn Mulwaree	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>Sydney-Canberra Faster Rail Improvement</li> <li>Hume Highway Improvements</li> <li>South East and Tablelands Regional Transport Plan</li> <li>Preservation for Higher Speed Connections</li> <li>Electrification of intercity to Goulburn</li> <li>Higher Speed Connections (east coast)</li> </ul>
Hilltops	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>Lachlan Valley Way improvements</li> <li>Hume Highway Improvements</li> <li>South East and Tablelands Regional Transport Plan</li> </ul>

	<ul style="list-style-type: none"> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Queanbeyan-Palerang Regional	<ul style="list-style-type: none"> <li>Queanbeyan Bypass (Ellerton Drive Extension) (State, Federal and Local Government Funded)</li> <li>MR92 Nerriga Road improvements</li> <li>Regional growth buses</li> <li>Kings Highway improvements</li> <li>Dunns Creek Road corridor acquisition and design</li> <li>Sydney-Canberra Faster Rail Improvement</li> <li>Investigate extension of light rail from Canberra to Queanbeyan</li> <li>Queanbeyan Place Plan</li> <li>South East and Tablelands Regional Transport Plan</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Snowy Monaro Regional	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Kosciuszko Road Overtaking Lanes and Safety Improvements</li> <li>Monaro Highway Overtaking Lanes and Safety Improvements</li> <li>Monaro Highway improvements</li> <li>Sealing Bobeyan Road, Bolaro</li> <li>Snowy Mountains Highway improvements (including Brown Mountain)</li> <li>South East and Tablelands Regional Transport Plan</li> </ul>
Upper Lachlan Shire	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>Hume Highway Improvements</li> <li>South East and Tablelands Regional Transport Plan</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Higher Speed Connections (east coast)</li> </ul>
Wingecarribee	<ul style="list-style-type: none"> <li>Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>Moss Vale to Unanderra and Coniston Junction rail improvements</li> <li>Sydney-Canberra Faster Rail Improvement</li> <li>Hume Highway Improvements</li> <li>South East and Tablelands Regional Transport Plan</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Illawarra Hwy/Macquarie Pass improvements</li> <li>M31 Hume SMART motorway</li> <li>Electrification of intercity to Goulburn</li> <li>Higher Speed Connections (east coast)</li> </ul>
Yass Valley	<ul style="list-style-type: none"> <li>Barton Highway Improvements (State and Federal Funded)</li> <li>Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>Lachlan Valley Way improvements</li> <li>Hume Highway Improvements</li> <li>South East and Tablelands Regional Transport Plan</li> <li>Corridor Preservation for Higher Speed Connections</li> <li>Completion of Barton Highway duplication</li> <li>Higher Speed Connections (east coast)</li> </ul>
Riverina Murray	
Albury	<ul style="list-style-type: none"> <li>Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>Inland Rail (Federal Funded)</li> <li>Regional growth buses</li> </ul>



	<ul style="list-style-type: none"> <li>• Hume Highway Improvements</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Murray River Bridges Program</li> <li>• Albury Wodonga Place Plan</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Berrigan	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Bland	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway flood-proof</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Carrathool	<ul style="list-style-type: none"> <li>• Cobb Highway Seal Extension</li> <li>• Kidman Way improvements</li> <li>• Cobb Highway sealing missing links</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Coolamon	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Cootamundra-Gundagai Regional	<ul style="list-style-type: none"> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Hume Highway Improvements</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Edward River	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Cobb Highway Seal Extension</li> <li>• Cobb Highway sealing missing links</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Federation	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Greater Hume Shire	<ul style="list-style-type: none"> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Hume Highway Improvements</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Griffith	<ul style="list-style-type: none"> <li>• Regional growth buses</li> <li>• Kidman Way improvements</li> <li>• Griffith Place Plan</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>

Hay	<ul style="list-style-type: none"> <li>• Cobb Highway Seal Extension</li> <li>• Hay, Main Street upgrade (resurfacing)</li> <li>• Cobb Highway sealing missing links</li> <li>• Sturt Highway improvements</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Junee	<ul style="list-style-type: none"> <li>• Cobb Highway Seal Extension</li> <li>• Inland Rail (Federal Funded)</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Leeton	<ul style="list-style-type: none"> <li>• Sturt Highway improvements</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Lockhart	<ul style="list-style-type: none"> <li>• Inland Rail (Federal Funded)</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> <li>• Support the delivery of Inland Rail</li> <li>• Higher Speed Connections (east coast)</li> </ul>
Murray River	<ul style="list-style-type: none"> <li>• Cobb Highway, New Bridge at Echuca - Moama</li> <li>• Cobb Highway Seal Extension</li> <li>• Cobb Highway sealing missing links</li> <li>• Sturt Highway improvements</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Murrumbidgee	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Kidman Way improvements</li> <li>• Sturt Highway improvements</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Narrandera	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Sturt Highway improvements</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Snowy Valleys	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Gocup Road Upgrade</li> <li>• Murray River Bridges Program</li> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Temora	<ul style="list-style-type: none"> <li>• Riverina Murray Regional Transport Plan</li> </ul>
Wagga Wagga	<ul style="list-style-type: none"> <li>• Hume Highway Heavy Duty Pavement (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Regional growth buses</li> <li>• Inland Rail Intermodal Facility investigations</li> <li>• Hume Highway Improvements</li> <li>• Main South Freight Rail Capacity Enhancements in collaboration with ARTC</li> <li>• Sturt Highway improvements</li> <li>• Wagga Wagga Place Plan</li> <li>• Riverina Murray Regional Transport Plan</li> <li>• Corridor Preservation for Higher Speed Connections</li> </ul>

	<ul style="list-style-type: none"> <li>Support the delivery of Inland Rail</li> <li>Higher Speed Connections (east coast)</li> </ul>
New England North West	
Armidale Regional	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Regional growth buses - planning</li> <li>Waterfall Way corridor improvements</li> <li>New England Highway Improvements (Armidale to border)</li> <li>New England Highway Improvements (Willow Tree to Armidale)</li> <li>Armidale Place Plan</li> <li>New England North West Regional Transport Plan</li> <li>Main Northern Line - improvements to address pinch points</li> </ul>
Glen Innes Severn	<ul style="list-style-type: none"> <li>New England Highway Improvements (Armidale to border)</li> <li>Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery)</li> <li>New England North West Regional Transport Plan</li> <li>Gwydir Highway Improvements (Inland)</li> </ul>
Gunnedah	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Oxley Highway, Gunnedah Bridge over Rail</li> <li>Kamilaroi Highway Improvements</li> <li>New England North West Regional Transport Plan</li> </ul>
Gwydir	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Inland Rail (Federal Funded)</li> <li>New England North West Regional Transport Plan</li> <li>Gwydir Highway Improvements (Inland)</li> <li>Support the delivery of Inland Rail</li> </ul>
Inverell	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Inland Rail (Federal Funded)</li> <li>New England North West Regional Transport Plan</li> <li>Gwydir Highway Improvements (Inland)</li> <li>Support the delivery of Inland Rail</li> </ul>
Liverpool Plains	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>New England Highway Improvements (Willow Tree to Armidale)</li> <li>Kamilaroi Highway Improvements</li> <li>New England North West Regional Transport Plan</li> <li>Main Northern Line - improvements to address pinch points</li> </ul>
Moree Plains	<ul style="list-style-type: none"> <li>Public Transport for isolated communities</li> <li>Newell Highway, Mungle Back Creek to Boggabilla Heavy Duty Pavement (State and Federal Funded)</li> <li>Newell Highway Overtaking Lanes (Multi-region)</li> <li>Newell Highway Heavy Vehicle Pavement Upgrades - Narrabri-Moree, North of Moree (Planning)</li> <li>Inland Rail (Federal Funded)</li> <li>Gwydir Highway washpool causeway</li> <li>Gwydir Highway Improvements (between Grafton and Glen Innes, Jackadgery)</li> <li>Inland Rail Intermodal Facility investigations</li> <li>Newell Highway Improvements (in addition to those committed)</li> <li>New England North West Regional Transport Plan</li> <li>Gwydir Highway Improvements (Inland)</li> <li>Support the delivery of Inland Rail</li> </ul>
Narrabri	<ul style="list-style-type: none"> <li>Newell Highway Overtaking Lanes (Multi-region)</li> <li>Newell Highway Heavy Vehicle Pavement Upgrades - Narrabri-Moree, North of Moree (Planning)</li> </ul>

	<ul style="list-style-type: none"> <li>• Inland Rail (Federal Funded)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Kamilaroi Highway Improvements</li> <li>• New England North West Regional Transport Plan</li> <li>• Support the delivery of Inland Rail</li> </ul>
Tamworth Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Barraba Branch Line</li> <li>• Tamworth Rail Freight Centre</li> <li>• Upgrade of Goonoo Goonoo Road</li> <li>• New England Highway duplication from Calala Lane to Jack Smyth Road, Tamworth</li> <li>• Regional growth buses - planning</li> <li>• Oxley Highway Improvements</li> <li>• New England Highway Improvements (Willow Tree to Armidale)</li> <li>• Tamworth Place Plan</li> <li>• New England North West Regional Transport Plan</li> <li>• Main Northern Line - improvements to address pinch points</li> </ul>
Tenterfield	<ul style="list-style-type: none"> <li>• New England Highway, Bolivia Hill Upgrade (State and Federal Funded)</li> <li>• New England Highway Improvements (Armidale to border)</li> <li>• New England North West Regional Transport Plan</li> </ul>
Uralla	<ul style="list-style-type: none"> <li>• New England Highway Improvements (Willow Tree to Armidale)</li> <li>• New England North West Regional Transport Plan</li> <li>• Main Northern Line - improvements to address pinch points</li> </ul>
Walcha	<ul style="list-style-type: none"> <li>• New England North West Regional Transport Plan</li> <li>• Main Northern Line - improvements to address pinch points</li> </ul>
Central West and Orana	
Bathurst Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Upgrades to Main West Line</li> <li>• Regional growth buses</li> <li>• Main Road 54 (Goulburn to Bathurst) Initial Sealing</li> <li>• Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes</li> <li>• Bathurst Place Plan</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Electrification of intercity to Bathurst</li> <li>• Mitchell Highway improvements</li> </ul>
Blayney	<ul style="list-style-type: none"> <li>• Upgrades to Main West Line</li> <li>• Extending Bathurst commuter rail to Orange</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> </ul>
Bogan	<ul style="list-style-type: none"> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Mitchell Highway improvements</li> </ul>
Cabonne	<ul style="list-style-type: none"> <li>• Upgrades to Main West Line</li> <li>• Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes</li> <li>• Henry Parkes Way improvements</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Mitchell Highway improvements</li> </ul>

Coonamble	<ul style="list-style-type: none"> <li>• Inland Rail (Federal Funded)</li> <li>• Upgrade roads in the Coonamble and Warrumbungle area</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Cowra	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Lachlan Valley Way improvements</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> </ul>
Dubbo Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Newell Highway, New Dubbo Bridge (Planning)</li> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>• Regional Rail Maintenance Facility (Dubbo subject to planning approval)</li> <li>• Regional growth buses</li> <li>• Mitchell Highway overtaking lakes- Dubbo to Narromine</li> <li>• Golden Highway improvements (continuation)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Dubbo Place Plan</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Mitchell Highway improvements</li> </ul>
Forbes	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Upgrades to Main West Line</li> <li>• Inland Rail (Federal Funded)</li> <li>• Newell Highway flood-proof</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Gilgandra	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Lachlan	<ul style="list-style-type: none"> <li>• Henry Parkes Way improvements</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> </ul>
Lithgow	<ul style="list-style-type: none"> <li>• New Intercity Fleet (Multi-region)</li> <li>• Upgrades to Main West Line</li> <li>• New Bathurst Bullet service</li> <li>• Bells Line of Road improvements</li> <li>• Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Electrification of intercity to Bathurst</li> <li>• Castlereagh Highway Improvements (Mudgee-Lithgow)</li> </ul>
Mid-Western Regional	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Central West and Orana Regional Transport Plan</li> </ul>

	<ul style="list-style-type: none"> <li>• Connecting the Central West and Orana Program</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Castlereagh Highway Improvements (Mudgee-Lithgow)</li> </ul>
Narromine	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Mitchell Highway overtaking lanes – Dubbo to Narromine</li> <li>• Inland Rail Intermodal Facility investigations</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> <li>• Mitchell Highway improvements</li> </ul>
Oberon	<ul style="list-style-type: none"> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> </ul>
Orange	<ul style="list-style-type: none"> <li>• Upgrades to Main West Line</li> <li>• Regional growth buses</li> <li>• Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes</li> <li>• Extending Bathurst commuter rail to Orange</li> <li>• Orange Place Plan</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Mitchell Highway improvements</li> </ul>
Parkes	<ul style="list-style-type: none"> <li>• Newell Highway, Parkes Bypass (Planning)</li> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Upgrades to Main West Line</li> <li>• Inland Rail (Federal Funded)</li> <li>• Henry Parkes Way improvements</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Warren	<ul style="list-style-type: none"> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Mitchell Highway improvements</li> </ul>
Warrumbungle Shire	<ul style="list-style-type: none"> <li>• Newell Highway, Improvements through Coonabarabran (Planning)</li> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Golden Highway Safety and Productivity Works (State and Federal Funded)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Golden Highway improvements (continuation)</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Upgrade roads in the Coonamble and Warrumbungle area</li> <li>• Central West and Orana Regional Transport Plan</li> <li>• Connecting the Central West and Orana Program</li> <li>• Dubbo to Newcastle rail connection</li> <li>• Support the delivery of Inland Rail</li> </ul>
Weddin	<ul style="list-style-type: none"> <li>• Newell Highway Overtaking Lanes (Multi-region)</li> <li>• Inland Rail (Federal Funded)</li> <li>• Newell Highway flood-proof</li> <li>• Newell Highway Improvements (in addition to those committed)</li> <li>• Central West and Orana Regional Transport Plan</li> </ul>



	<ul style="list-style-type: none"> <li>• Connecting the Central West and Orana Program</li> <li>• Support the delivery of Inland Rail</li> </ul>
Far West	
Balranald	<ul style="list-style-type: none"> <li>• Sturt Highway improvements</li> <li>• Murray River Bridges Program</li> <li>• The Wool Track sealing (Balranald - Ivanhoe -Cobar)</li> <li>• Far West Regional Transport Plan</li> </ul>
Bourke	<ul style="list-style-type: none"> <li>• Kamilaroi Highway Improvements</li> <li>• Kidman Way improvements</li> <li>• Far West Regional Transport Plan</li> <li>• Mitchell Highway improvements</li> </ul>
Brewarrina	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Kamilaroi Highway Improvements</li> <li>• Far West Regional Transport Plan</li> </ul>
Broken Hill	<ul style="list-style-type: none"> <li>• Silver City Highway Seal Extension</li> <li>• Silver City Highway sealing missing links</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Broken Hill Place Plan</li> <li>• Far West Regional Transport Plan</li> </ul>
Central Darling	<ul style="list-style-type: none"> <li>• Cobb Highway Seal Extension</li> <li>• Cobb Highway sealing missing links</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• The Wool Track sealing (Balranald - Ivanhoe -Cobar)</li> <li>• Far West Regional Transport Plan</li> </ul>
Cobar	<ul style="list-style-type: none"> <li>• Kidman Way improvements</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• The Wool Track sealing (Balranald - Ivanhoe -Cobar)</li> <li>• Far West Regional Transport Plan</li> </ul>
Unincorporated Area	<ul style="list-style-type: none"> <li>• Silver City Highway Seal Extension</li> <li>• Silver City Highway sealing missing links</li> <li>• Barrier Highway improvements (Dubbo-Broken Hill)</li> <li>• Far West Regional Transport Plan</li> </ul>
Walgett	<ul style="list-style-type: none"> <li>• Public Transport for isolated communities</li> <li>• Kamilaroi Highway Improvements</li> <li>• Far West Regional Transport Plan</li> </ul>
Wentworth	<ul style="list-style-type: none"> <li>• Silver City Highway Seal Extension</li> <li>• Silver City Highway sealing missing links</li> <li>• Sturt Highway improvements</li> <li>• Murray River Bridges Program</li> <li>• Far West Regional Transport Plan</li> </ul>

Attachment B:

Regional NSW Services and Infrastructure Plan Statewide initiatives

Statewide Policy and Planning Initiatives				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
<b>ALL MODES</b>				
Regional Transport Plans		●	○	○
Place plans		●	○	○
Access Prioritisation Plan		●	○	○
Regional Parking Guidelines		●	○	○
Transport Corridor Planning	●		○	○
<b>ROAD</b>				
Road Classification Review	●			
Road network management system		●	○	○
Fleet leasing policy		●	○	○
Fuel vouchers policy		●	○	○
Car share package		●	○	○
Town bypasses, identification of future need		●	○	○
Implementation of traffic incident and information services		●	○	○
<b>PUBLIC TRANSPORT - BOOKING AND TICKETING</b>				
Regional Booking System		●		
Mobility as a Service (MaaS)		●		
Next generation ticketing		●		
Fare alignment		●		
Cross border public transport pricing and regulation MoUs		●		
<b>RAIL</b>				
Rail Network Optimisation Program		●	○	○
Regional Rail Fleet Project	●			
<b>BUS</b>				
Country Passenger Infrastructure Grants Scheme	●		○	○
<b>ON DEMAND</b>				
School Bus and Community Transport Model development		●		
<b>PUBLIC TRANSPORT - OTHER</b>				
First stop Transport	●		○	○
<b>MARITIME</b>				
Maritime Safety Program		●	○	○
<b>ACTIVE TRANSPORT</b>				
Assisted Mobility Device Strategy		●	○	○
<b>ASSET MANAGEMENT</b>				
'Whole of life' Approach Plan		●	○	○
<b>TECHNOLOGY</b>				
CAV, electric vehicle and Intelligent Transport System trials		●		
CAV Readiness Program		●	○	
Electric Vehicle Policy		●	○	○
<b>DATA</b>				
Data collection improvements for Regional NSW	●		○	○

○ For further investigation if initiative is successful and/or required



Statewide Infrastructure Initiatives				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
<b>ALL MODES</b>				
Continuation of port efficiency, access and integration initiatives		●	○	○
Deliver Place Plans		●	○	○
Deliver Access Prioritisation Plan		●	○	○
Deliver Transport Corridor Planning	●		○	○
<b>ROAD</b>				
Resilience Package		●	○	○
Towards Zero Infrastructure Program		●	○	○
Local Government Road Safety Program	●	◐	○	○
Sealing Country Roads Program		●	○	○
Bridges for the Bush Program	●	◐	○	○
Slopes and Culverts Condition Program		●	○	○
Fixing Country Roads	●	◐	○	○
Heavy vehicle rest areas	●	◐	○	○
Last Mile Productivity Program		●		
Deliver Road Network Management System		●	○	○
Safer Roads Program	●		○	○
Regional Road Freight Corridor Fund	●	◐	○	○
Saving Lives on Country Roads Program	●	◐	○	○
Implementation of Traffic Incident and Information Services		●	○	○
Deliver Town Bypasses		●	○	○
<b>AVIATION</b>				
Regional Airports Program	●			
<b>RAIL</b>				
Deliver New Intercity Fleet	●			
Fixing Country Rail	●	◐	○	○
Rail Network Optimisation Program		●	○	○
Deliver Regional Rail Fleet Project	●			
<b>INTERCHANGES</b>				
Transport Access Program	●		○	○
Deliver Inland Port		●		
<b>MARITIME</b>				
Deliver NSW Boating Now Program	●			
Deliver Maritime Safety Program		●	○	○
<b>ACTIVE TRANSPORT</b>				
Deliver Walking and Cycling Program		●	○	○
<b>TECHNOLOGY</b>				
Intelligent Transport Systems		●	○	○
Deliver CAV Readiness Program		●	○	
Deliver Electric Vehicle Policy		●	○	○
Deliver Regional Booking System		●		

- For further investigation if initiative is successful and/or required
- ◐ Continuation of initiative, investigation of program funding

Statewide Service Initiatives				
	0-10 years committed	0-10 years for investigation	10-20 years for investigation	20+ years visionary
<b>ALL MODES</b>				
Deliver the Regional Passenger Transport Strategic Framework and Delivery Model	●		○	○
Deliver Hub and Spoke Model	●		○	○
<b>AVIATION</b>				
Increase availability of regional slots at Sydney's airports during peak hours	●		○	○
<b>RAIL</b>				
Rail Network Optimisation Program		●	○	○
Deliver Regional Rail Fleet Project	●			
<b>ON DEMAND</b>				
Demand responsive transport services	●		○	○
<b>ACTIVE TRANSPORT</b>				
Active Transport Sharing Scheme		●	○	○
<b>TECHNOLOGY</b>				
Aerial technology use		●	○	○

○ For further investigation if initiative is successful and/or required

Ms Sarah Lees  
Director, Southern Region  
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CC: Mr Warwick Bennett  
General Manager  
Goulburn Mulwaree Council  
[council@goulburn.nsw.gov.au](mailto:council@goulburn.nsw.gov.au)

## Draft Goulburn Mulwaree Local Strategic Planning Statement

Dear Ms Lees

We write to comment on Goulburn Mulwaree Council's draft Local Strategic Planning Statement.

Heritage, culture, history and tradition are fundamental aspects of the identity of a place, and can include Aboriginal, non-Aboriginal, natural, archaeological, movable, maritime and intangible cultural heritage. These aspects define the local character of a place and help create and maintain a sense of meaning for communities.

Local Strategic Planning Statements (LSPS) provide an important opportunity for communities to describe the local character of their places, and what makes them distinctive and different from other places. Through the LSPS, Heritage NSW encourages both Council and the Department of Planning, Industry and Environment (the Department) to consider how known and potential heritage places and values contribute to the local character and sense of place for their community.

We have prepared some general guidance for councils to consider in the preparation of their LSPS, this is provided at **Attachment 1**.

Heritage NSW supports many of the initiatives in Goulburn Mulwaree Council's LSPS, including:

- consultation with the local Aboriginal community in preparation of studies and assessments
- preparation of an updated Heritage Strategy
- reviewing Council's Local Environmental Plan (LEP) and Development Control Plan (DCP) to ensure incentives to encourage adaptive reuse of heritage items
- preparation of a Cultural Heritage Landscape Strategy
- undertaking an inventory and maintenance program for Council owned heritage assets to assist with grant applications for maintenance
- continuing to maintain a Local Heritage Grant Scheme and Main Street Heritage Grants
- working with landowners to identify appropriate adaptive reuse opportunities for heritage sites, particularly large significant sites which are currently vacant, and
- continuing to participate in the Local Heritage Advisor Program with Heritage NSW.

While these initiatives are positive, we consider that there are opportunities to provide a greater level of information on Council's heritage and how it is considered during planning. The greatest opportunity here is a stronger focus on and consideration of both Aboriginal and non-Aboriginal heritage in the LSPS, and Council's LEP and DCP.

Areas we suggest that Council and the Department consider when finalising the LSPS are:

- if the relevant Aboriginal communities and/or groups have not already been consulted about the content of the LSPS, this should be done prior to the LSPS being finalised
- we note that Council has identified preparation of a Cultural Heritage Landscape Strategy. It is unclear whether this is an Aboriginal Cultural Heritage (ACH) Landscape Strategy or refers to broader cultural heritage. The Strategy should be prepared as a matter of priority and used to inform amendments to Council's LEP to protect both Aboriginal and non-Aboriginal cultural landscapes
- considering the linkages between culture, heritage and tourism, and the opportunities culture and heritage bring for economic growth
- further articulating heritage as it relates to local character, including potentially identifying clusters of places and items which contribute to the significant character of the place, and
- considering the linkages between actions and priorities, e.g. the ways in which heritage and culture contribute to attractive and liveable places, local employment and community wellbeing.

This would help better align Council's local strategic planning with the *South East and Tablelands Regional Plan*, specifically Direction 23 – Protect the regions heritage.

Our records show that, in addition to the items of local heritage significance which are listed under *Goulburn Mulwaree LEP 2009*, the local government area contains:

- 28 State Heritage Register items, and
- 995 Recorded Aboriginal Sites.

Care must be taken to avoid impacts on these items and sites, and consideration needs to be given as to how to mitigate any impacts where they are unavoidable. We can provide specific information and more detailed advice on the State heritage items and Aboriginal sites if required.

Heritage NSW has several publications which may be of assistance when addressing the heritage objectives of the LSPS. These objectives should be incorporated with environmental, social and economic considerations to achieve high quality strategic planning outcomes. These publications are available online at [environment.nsw.gov.au/Heritage/publications/index.htm](http://environment.nsw.gov.au/Heritage/publications/index.htm).

Additionally, Government Architect NSW's (GANSW) recent publication *Design Guide for Heritage* may be of use, this can be found at [governmentarchitect.nsw.gov.au/guidance/heritage](http://governmentarchitect.nsw.gov.au/guidance/heritage). GANSW is also undertaking a project to explore opportunities and approaches for *Designing with Country*, more information on this can be found at [governmentarchitect.nsw.gov.au/projects/designing-with-country](http://governmentarchitect.nsw.gov.au/projects/designing-with-country).

If you have any questions regarding this matter please contact James Sellwood, Senior Heritage Programs Officer, Statewide Programs at Heritage NSW, Department of Premier and Cabinet by phone on 02 9274 6354 or via email at [james.sellwood@environment.nsw.gov.au](mailto:james.sellwood@environment.nsw.gov.au).

Yours sincerely



**Rochelle Johnston**  
**Manager, Statewide Programs**  
Per **Pauline McKenzie**  
**Executive Director**  
**Heritage NSW**

As delegate of the Heritage Council of NSW  
30 June 2020



### Heritage in Local Strategic Planning Statements

Heritage NSW encourages councils to take a strategic approach to developing and implementing the priorities, policy positions and actions in its Local Strategic Planning Statement (LSPS). To ensure that the LSPS provides strong strategic guidance with regards to both Aboriginal and Historic heritage, we recommend that it should consider the following:

#### Character Statements

Character Statements which recognise heritage and culture as a fundamental aspect of the identity of the place.

#### Planning Priorities

Planning Priorities which:

- identify Aboriginal cultural heritage and Historic heritage values and opportunities to protect and celebrate those values
- recognise the contribution which Aboriginal cultural heritage and Historic heritage make to the sense of place and belonging of a local area
- support the protection and celebration of heritage sites and values
- identify and celebrate the diversity and heritage of the many cultural groups in the community, and
- recognise that Aboriginal and Historic heritage and diversity are a cultural asset and potential driver of tourism and economic growth and the opportunities that this can provide.

#### Actions

Actions which:

- capture the identification, appropriate protection, interpretation and promotion of Aboriginal cultural heritage and Historic heritage
- require meaningful and ongoing consultation with the Aboriginal community to identify important values and potential issues regarding cultural heritage and connection to land
- require meaningful, ongoing and representative community engagement which captures the diversity of the local community
- require consultation with State Government agencies in relation to both Aboriginal cultural heritage and Historic heritage
- support the ongoing identification and documentation of heritage places and context early, to assist more detailed planning actions to avoid or mitigate impact on heritage items and places
- where possible, strategically identify key heritage places and clusters
- support heritage asset revitalisation and adaptive reuse
- provide guidance for sensitive heritage areas subject to major infrastructure or development
- identify funding and resourcing for Aboriginal and Historic heritage priorities
- allow for the development of plans and strategies which interpret, celebrate and promote Aboriginal and non-Aboriginal identity, culture and heritage, and
- develop strategies and programs to tell the story of a local area, and the diversity of its history and culture.

#### **Naming of Public Authorities**

Following the 2019 Machinery of Government changes, the names of many public authorities have changed. The Office of Environment and Heritage (Heritage Division) is now Heritage NSW. Council's should update their LSPS to reflect these new public authority names.



Sarah Lees  
Southern Region  
Local and Regional Planning

Our ref: DOC20/444248-2

Your ref: Goulburn LSPS

Attention: Graham Towers  
[Graham.towers@planning.nsw.gov.au](mailto:Graham.towers@planning.nsw.gov.au)

Dear Sarah

**Subject: Draft Goulburn Local Strategic Planning Statement**

I refer to your request for Environment, Energy and Science, within the Department to review and provide comments on the draft Goulburn Local Strategic Planning Statement (LSPS).

Overall, the LSPS has aligned well with the principles and directions set out in the South East and Tablelands Regional Plan for matters relating to floodplain risk management, climate change, Aboriginal cultural heritage and biodiversity. Our detailed comments and some suggested changes are provided in Attachment 1.

Please contact Lyndal Walters on 02 6229 7157 if you would like to discuss our suggestions.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Michael Saxon'.

1/7/2020

**MICHAEL SAXON**  
**Director**  
**South East, Biodiversity and Conservation**

Enc: Attachment 1- Detailed comments on the Goulburn Local Strategic Planning Statement

**Attachment 1 - comments on the Goulburn Local Strategic Planning Statement**

Minor changes – Abbreviations - DPIE is Department of Planning Industry and Environment, not Department of Planning Industry & Development.

**Biodiversity**

We strongly support Council’s proposed action to update the mapping in the Biodiversity Strategy. This will assist Council in addressing the *South East and Tablelands Regional Plan 2036* (the Regional Plan), in particular Directions 14, 15, and 28.

Areas of validated High Environmental Value land should be protected by environmental zoning. This is supported by Action 14.2 of the Regional Plan which requires that areas of validated high environmental value lands are protected in local environmental plans.

The Biodiversity Strategy should be informed by the most up to date validated mapping and encompass all areas of high environmental value land.

Once developed, the Biodiversity Strategy can then be used to develop the Plans of management for natural areas, including parks and areas of cultural significance. It should be used to further inform the remaining strategies that council is developing including the Urban and Fringe Housing Strategy, Villages Strategy, Agriculture and Resource Lands Strategy. The biodiversity strategy would also be useful for any land use zonings changes and updating the Local Environmental Plan (LEP) in due course.

We have provided detailed advice on how Council can address the Regional Plan directions in our comments in Table 1 below.

**Table 1 – Detailed comments on biodiversity related Priorities and Actions in the Eurobodalla Local Strategic Planning Statement**

<b>Planning Priority</b>	<b>Planning Principle</b>	<b>Action</b>	<b>BCD comment</b>
Infrastructure		Upgrade Hume Highway access to North Goulburn and South Marulan Medium – Long (industry and economy)	The Biodiversity Strategy should be used to inform these Actions.
		Upgrade the East-West haulage route from Nerriga to Goulburn. Medium (as per above)	
		Planning decisions at all levels made to protect essential infrastructure such as water/waste sewerage facilities from encroachment from other land uses.	

Planning Priority	Planning Principle	Action	BCD comment
Community Facilities, Open space and Recreation		Continue to investigate funding opportunities for the Goulburn to Crookwell Rail Trail.	Rail corridors can be valuable biodiversity corridors and areas of high environmental value land. The Biodiversity Strategy should address these areas.
Housing		Adopt, implement and monitor an Urban and Fringe Housing Strategy Short term	<p>We have previously provided input into this strategy and reiterate our overall position that it is important that the strategy identifies early in the planning process, the important high environmental value areas to be avoided in subsequent re-zoning processes. There are some patches of validated moderate/good condition box woodland and Natural temperate grassland Endangered Ecological communities which should be protected through the LEP amendment process.</p> <p>This will ensure that this Action meets Direction 14 of the Regional Plan which requires that important environmental assets are protected.</p>
		Prepare a Villages Strategy, to identify what, if any capacity the relevant villages have for further growth. Medium term	The updated Biodiversity Strategy could be used to inform this Action. This would provide information on areas of suitable growth, whilst avoiding high value environmental land in accordance with Direction 14 of the Regional Plan.
Primary Industry		Prepare an Agriculture and Resource Lands Strategy Short term	<p>We note that the preamble states that “a review of the extent of the RU6 Transition zone is therefore considered a priority”</p> <p>The LSPS states that challenges for land use include identification and management of natural resources.</p> <p>The updated Biodiversity Strategy should be used inform the development of the Agriculture and Lands Strategy. This Strategy should also include provisions for the protection of Travelling Stock Reserves (TSRs) as required in Action 14.6 of the Regional Plan. TSRs can form biodiversity corridors which contain significant areas of endangered ecological communities and provide habitat for threatened species. Alternatively, TSRs could be included in the Biodiversity Strategy.</p>



Planning Priority	Planning Principle	Action	BCD comment
Natural Environment	Preserve and maintain natural environments		We support this principle which reflects Direction 14 of the Regional Plan.
	Identify and enhance biodiversity connections		We support this principle which reflects Direction 15 of the Regional Plan.
	Maintain a balance between growth, development and environmental protection		The Biodiversity Strategy can inform this principle and the supporting actions. The tools in the <i>Biodiversity Conservation Act 2016</i> may also be of use for some of the Actions .
		Review land use zonings for Environmental zones in the Local Environmental Plan. Medium	Direction 14 provides guidance on the protection of validated high environmental value land. In particular that they are protected in local environmental plans. In addition, Ministerial Direction 2.1 provides guidance on environment protection zones. Council will need to consider these during the review of these land use zonings.
		Identify opportunities to link natural areas and habitat corridors through appropriate zoning Medium	BCD can assist Council with undertaking strategic, landscape scale assessments of biodiversity and areas of high environmental value in accordance with Direction 14, Action 14.5 of the Regional Plan.  The Regional Plan has mapping available for state and regional biodiversity corridors and high environmental value land.
		Review and update the Goulburn Mulwaree Biodiversity Strategy 2007 to include more detailed vegetation mapping. Short - Medium	We support Goulburn Mulwaree Councils intention to review and update the 2007 Biodiversity Strategy to include more detailed mapping.  Council should note that the <i>South East and Tablelands Regional Plan 2036</i> requires through Goal 2, Direction 14 that all areas of validated high environmental value (HEV) land should be protected in local planning instruments.  Therefore, in addition to updating the mapping, Council should consider the following to ensure that the Biodiversity Strategy identifies and defines the following actions; <ul style="list-style-type: none"> <li>Identify biodiversity priority areas in LGA.</li> </ul>

Planning Priority	Planning Principle	Action	BCD comment
			<ul style="list-style-type: none"> <li>• Identifying islands/patches of contiguous vegetation and where the key habitat linkages and connections are between this vegetation.</li> <li>• Identify threats to biodiversity.</li> <li>• Define Actions to protect priority areas and reduce threats.</li> <li>• Provide strategic direction and information to guide investment on private and public lands.</li> </ul> <p>The Biodiversity Strategy could also include Travelling Stock Routes (TSRs) within the Goulburn Mulwaree LGA.</p> <p>There are several TSRs in the LGA that have high conservation value. Travelling stock reserves can form biodiversity corridors and can contain significant areas of endangered ecological communities such as Box-gum woodland and provide habitat for threatened species such as koalas. This would address Direction 14, Action 14.6 of the Regional Plan which requires TSRs are protected in local strategies.</p> <p>Council should also be aware of the new Ministerial Direction which requires councils preparing planning proposals to identify areas of core koala habitat and zone the land Environmental Protection or include provisions that control the development of the land to consider impact on koalas and their habitat. This should be considered in the development of any biodiversity framework/strategies and subsequent LEPs.</p>
		<p>Update Council's Development Control Plan (DCP) provisions for vegetation management to reflect changes to legislation. Short term</p>	<p>We can provide support and advice to council as required.</p>
		<p>Update Plans of Management for natural areas, parks</p>	<p>The updated Biodiversity Strategy can inform this Action. We can provide support to council for landscape scale assessments of biodiversity and areas of</p>

Planning Priority	Planning Principle	Action	BCD comment
		and areas of cultural significance. Short term	high environmental value as set out in Direction 14 of the Regional Plan.
		Investigate potential for large biodiversity offset sites on Council owned land to support future development in the LGA and/or region.	<p>There are now a broad range of proposals which can access biodiversity certification under the <i>Biodiversity Conservation Act 2016</i> (BC Act). It is available in both urban and rural settings, and both planning authorities (such as local government), and individuals can seek biodiversity certification.</p> <p>Two types of biodiversity certification are available:</p> <ul style="list-style-type: none"> <li>• <b>Standard</b> - available to both landholders and planning authorities</li> <li>• <b>Strategic</b> - available only to planning authorities, to support significant regional development and planning processes.</li> </ul> <p>The updated Biodiversity Strategy should be used to inform Council of suitable areas for these offset sites.</p> <p>There are areas of high environmental value in the Goulburn Mulwaree LGA, including state significant biodiversity corridors as detailed in the Regional Plan.</p> <p>Direction 15: Enhance Biodiversity Connections, requires that local strategies protect and enhance the function and resilience of biodiversity corridors, that the location and boundaries of regional biodiversity corridors are confirmed and validated, and that offsets from approved developments are focused to regional biodiversity corridors where possible.</p> <p>BCD can support council by providing the latest spatial data for mapped high environmental value land. Up to date mapping, as well as validation rules for validating this mapping can be found at <a href="http://www.seed.nsw.gov.au/">http://www.seed.nsw.gov.au/</a>.</p>
		Update the Goulburn Mulwaree Rural Living Handbook	The updated Biodiversity Strategy can inform the update of this handbook. We are also able to provide detailed advice to council as required.

## Aboriginal cultural heritage values

We strongly support the planning principles and actions set out for Heritage (pages 39 and 40). We note the challenge of promoting heritage as an opportunity rather than a constraint to development and commend Council for maintaining planning provisions to protect and conserve heritage items and conservation areas. We support the action to ensure consultation is undertaken with the Aboriginal community during the preparation of any studies and assessments.

We support the principle to preserve Aboriginal heritage and culture at both the strategic and development assessment stages of planning. This complements the actions outlined in Direction 23 of the *South-East and Tablelands Regional Plan 2036*. Early assessment and consultation provide both up front measures to avoid or mitigate impacts to cultural values and greater certainty for stakeholders in any development assessment process.

We recommend any review of the LEP and DCP provisions also provides an opportunity to review the 2012 *Goulburn Mulwaree LGA Aboriginal Heritage Study*. The principle to undertake a Cultural Heritage Landscape Strategy could be used to map and list sensitive values as heritage conservation areas during any review of the LEP. We can support Council's priorities and actions related to Aboriginal cultural heritage values through assistance with data sharing and technical advice.

In relation to Aboriginal Places and State Heritage Listings please note these matters are now regulated by Heritage NSW within the Department of Premier and Cabinet. If you wish to follow up on these matters, please make contact via email at: [heritagemailbox@environment.nsw.gov.au](mailto:heritagemailbox@environment.nsw.gov.au).

## Climate change

The Climate Resilience and Net Zero Emissions Branch supports the inclusion of climate change resilience and emissions reduction actions in the following Planning Priorities for Goulburn Mulwaree Council's LSPS:

- Infrastructure
- City Town and Village Centres
- Community facilities, Open space and Recreation
- Housing
- Primary Industry
- Sustainability
- Natural Hazards
- Natural Environment

The Branch recommends that Goulburn Mulwaree Council also consider the following suggested changes and actions within their Local Strategic Planning Statement:

*Climate change information p35 and p38* There are some slight errors in the stating of your climate change projections. Please replace the following sections:

p35 Your text: Temperature is the most reliable indicator of climate change, and across the South East and Tablelands Region all of the models agree that average, maximum and minimum temperatures are increasing.

Our comment: the models don't comment on past and current temperatures but provide projections for the future. A good reference for observed climate change in Australia is <http://www.bom.gov.au/state-of-the-climate/australias-changing-climate.shtml>.

Alternatively change your statement to: Across the South East and Tablelands Region average, maximum and minimum temperatures are expected to increase in the near (2020-2039) and far (2060-2079) future.

p38 Your text: Whilst rainfall is expected to decrease over time, the intensity of rain fall is expected to increase which has the potential to affect flooding.

Suggested change: Projections for the region's annual average rainfall span both drying and wetting scenarios for the near and far future. However, all models agree that spring rainfall will decrease. Rainfall changes are also associated with changes in the extremes, which could affect the severity of flood and drought.

The Branch recommends that Goulburn Mulwaree Council consider the following additional actions within their Local Strategic Planning Statement:

*Planning Statement: City Town and Village Centres p19*

Consider including the following actions:

- Consider and implement a range of urban design and land use planning strategies to create healthy built environments utilising the [Urban Design for Regional NSW](#) guidance from Government Architect NSW. To minimise heat in local government areas consider action in [Minimising the Impacts of Extreme Heat: A guide for Local Government](#).

*Planning Statement: Natural hazards p37*

Consider including the following actions:

- Consider updated climate change information and monitor and report to the community on progress against climate resilience and net zero goals.
- Help communities and businesses to understand and respond to climate related risks and opportunities by providing climate information, building capacity and unlocking financial mechanisms to help fund emission reductions and climate adaptation. (Action 17.4, South East and Tablelands Regional Plan).

*Planning Statement: Natural Environment p41*

Consider including the following action:

- Protect, enhance and increase natural and green spaces by considering ecosystem change and species shift from climate change, and applying ecosystem adaptation into strategic planning and land protection.
- Locate, design, construct and manage new developments to minimise impacts on water catchments, including downstream impacts and groundwater sources. (Action 18.1 South East and Tablelands Regional Plan)

*Planning Statement: Sustainability p35*

Consider including the following actions:

- Assess community carbon emissions and develop and implement a plan to reduce emissions in consultation with the community. Consider including the Goulburn Mulwaree emissions profile available at <https://snapshotclimate.com.au/locality/australia/new-south-wales/goulburn-mulwaree/>

#### *Planning Statement: Primary Industry*

Consider including the following actions noted in the South East and Tablelands Regional Plan under *Direction 6: Position the region as a hub of renewable energy excellence*; such as:

- Encourage the co-location of renewable energy projects to maximise infrastructure, including corridors with access to the electricity network (Action 6.3)
- Promote best practice community engagement and maximise community benefits from renewable energy projects (Action 6.4)
- Promote appropriate smaller-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies. (Action 6.5)

Consider referring to climate change data and assess the impact on tourism and agriculture via increased temperatures, number of hot days, fewer cold nights, changes to rainfall leading to more extreme floods and droughts, and changes to fire weather. Use the , 'Large regional towns', 'Agricultural service centres', 'Extensive grazing', 'Agricultural service centres', 'Potable water supply', 'Off-reserve conservation', 'Public land management' and 'Emergency management' transition models outlined in the *Enabling Adaptation in the South East report (2017)* to generate further actions to increase climate readiness.

#### *Further resources*

More detailed information of these actions and the support available to council is outlined in the Attachments

- 'DPIE LSPS Advice – CLIMATE CHANGE – South east and Tablelands Region'.

Please email [netzero@environment.nsw.gov.au](mailto:netzero@environment.nsw.gov.au) to request a copy of the DPIE publication:

- *Net Zero Emissions Guidance for NSW Councils – helping councils plan for a low emissions future*

Further information about the NSW Net Zero Plan is available at:

<https://www.environment.nsw.gov.au/topics/climate-change/net-zero-plan>

Further information is also available at <https://climatechange.environment.nsw.gov.au/Adapting-to-climate-change/Local-government/Adaptation-planning>

[Melinda.Hillery@environment.nsw.gov.au](mailto:Melinda.Hillery@environment.nsw.gov.au) and [Glenda.Stowell@environment.nsw.gov.au](mailto:Glenda.Stowell@environment.nsw.gov.au)



## CLIMATE CHANGE - South East and Tablelands Region

### Regional Plan context

The [South East and Tablelands Regional Plan](#) recognises the importance of mitigating and adapting to climate change and increasing the region's resilience in response to drivers of change and its capacity to adapt specifically relating to the following Directions:

Direction 6: Position the region as a hub of renewable energy excellence

- 6.1 Identify opportunities for renewable energy industries
- 6.2 Develop analytical tools to map large-scale renewable energy potential
- 6.3 Encourage the co-location of renewable energy projects to maximise infrastructure including corridors with access to the electricity network
- 6.4 Promote best practice community engagement and maximise community benefits from renewable energy projects
- 6.5 Promote appropriate smaller-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies

Direction 17: Mitigate and adapt to climate change

- 17.1 - Enhance government service delivery and implement local initiatives to address climate change impacts on local communities.
- 17.2 - Collaborate with the ACT Government to reduce emissions and adopt adaptation strategies.
- 17.3 - Support councils to assess and respond to impacts and opportunities associated with a changing climate.
- 17.4 - Help communities and businesses to understand and respond to climate related risks and opportunities by providing climate information, building capacity and unlocking financial mechanisms to help fund emission reductions and climate adaptation.

The [Enabling Adaptation in the South East \(EASE\) 2017](#) report aligns with a number of other regional plan directions which are relevant when looking to build regional resilience to climate change, these are:

Direction 3: Develop the Snowy Mountains into Australia's premier year-round alpine destination

Direction 5: Promote agricultural innovation, sustainability and value-add opportunities

Direction 8: Protect important agricultural land

Direction 9: Grow tourism in the region

Direction 14: Protect important environmental assets

Direction 15 Enhance biodiversity connections

Direction 16: Protect the coast and increase resilience to natural hazards (see Coasts and Floods advice specifically on this area)

Direction 18: Secure water resources

	<p>Direction 20: Enhance access to goods and services by improving transport connections</p> <p>Direction 21: Increase access to health and education services</p> <p>Direction 26: Coordinate infrastructure and water supply in a cross-border setting</p>
<p><b>NSW Government legislation and industry guidance</b></p>	<p>In accordance with the NSW Government's <a href="#">NSW Climate Change Policy Framework (2016)</a>, NSW has a target of net zero emissions by 2050 and planning for greater resilience to a changing climate.</p> <p>The <a href="#">Integrated Regional Vulnerability Assessment: South East New South Wales Pilot Study (2012)</a> and the <a href="#">Enabling Adaptation in the South East (EASE) (2017)</a> reports provide a strong evidence base for identifying adaptation pathways and opportunities to minimise climate change impacts on local communities.</p> <p><a href="#">Enabling Adaptation in the South East (EASE) (2017)</a></p> <p>The South East and Tablelands is made up of many component parts (or systems) that all contribute to how the region currently functions (business-as-usual) and its trajectory of future development. For persistent and disruptive drivers such as climate change, more fundamental and transformative change may be required to adapt regional systems.</p> <p>For the South East and Tablelands, twelve regional systems were identified as particularly vulnerable and in need of change to ensure effective ongoing government service planning and delivery:</p> <ul style="list-style-type: none"> <li>• Potable water supply</li> <li>• Public land management</li> <li>• Off reserve conservation</li> <li>• Coastal ecosystem management</li> <li>• Extensive grazing</li> <li>• Irrigated dairying</li> <li>• Emergency management</li> <li>• Agricultural service centres</li> <li>• Large regional towns</li> <li>• Coastal development</li> <li>• Alpine tourism</li> <li>• Coastal tourism</li> </ul>
<p><b>LSPS commitments</b></p>	<p><b>Mitigate and adapt to climate change</b></p>
<p><b>Data to consider</b></p>	<p><b><u>Climate Change projections - NSW and ACT Regional Climate Model (NARCIIM)</u></b></p> <p>For your local government area, you can obtain climate change projection data available through the <a href="#">Climate Data Portal</a>.</p> <p>The NSW Government has developed Climate Change Snapshots for all state planning regions. The snapshots provide details of the:</p> <ul style="list-style-type: none"> <li>• likely changes in climate (temperature and rainfall) by 2030 and 2070</li> <li>• likely changes to Severe Fire Weather by 2030 and 2070</li> <li>• likely changes to Hot days (maximum temperatures &gt;35°C)</li> </ul>

- likely changes to Cold nights (minimum temperatures  $<2^{\circ}\text{C}$ ).

[South East and Tablelands Climate Change](#) data can be downloaded in pdfs and zip files full of information on the climate change projections.

### **Council Climate Change Risk Assessments, Adaptation Plans and Strategies**

The majority of councils across NSW have completed a climate change risk assessment (>90%) with many also having prepared an adaptation plan or strategy. These assessments, plans and strategies may identify priorities and actions that are suitable for inclusion in the LSPS.

### **Increasing Resilience to Climate Change**

NSW Government Increasing Resilience to Climate Change grants program funds the implementation of Council led projects to address identified climate risks. The delivery of these projects may be relevant in the context of the LSPS and should be considered when identifying potential actions for inclusion in the LSPS.

### **Enabling Adaptation in the South East (EASE) report: Transition Pathway consideration for LSPS strategic actions**

Change models for each of the twelve regional systems identified for the South East and Tablelands have been developed to describe:

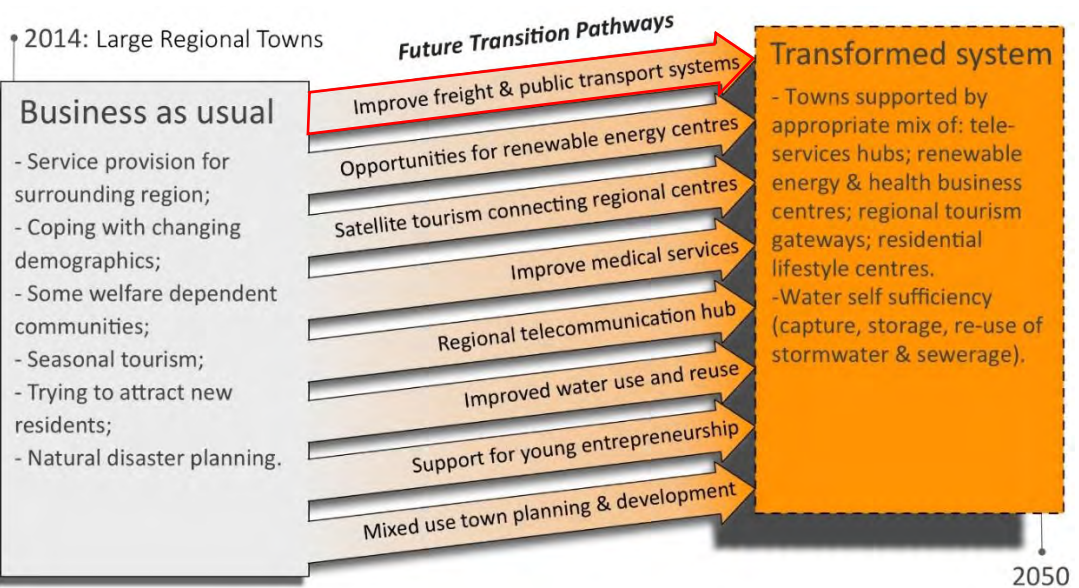
1. the regional system (or set its boundaries)
2. the most important drivers acting on the system, which currently may not be climate related; however, the impacts of non-climate drivers will likely be amplified by climate change
3. business-as-usual (BAU) (or the way the system currently operates)
4. a series of transition pathways that emerge from business-as-usual in response to the need for change
5. a desirable future system, transformed by progress along the transition pathways.

Transition pathways identify new practices/changes/trends that may serve as an alternative to BAU that are emerging now or in the near future. These pathways could emerge from changes in the economy, society, the environment, technological development or politics. A transition pathway can be used as a data source to develop specific local strategic action embedded in a LSPS.

Transition pathways can be found in the report along the arrow of a system model which connects from business as usual to the transformed system. The example below is from the Large Regional Towns model.

A specific example of a transition pathway from this model is:

*“improve freight and public transport services”*



### **Carbon emissions in the Local Government Area (LGA)**

The NSW Government has a target of net zero emissions by 2050. Net zero emissions by 2050 is essential to meeting the objectives of the 2015 Paris Climate Agreement to limit the increase in global temperature to below 2°C by the end of the century.

Net zero by 2030 is the target required to limit global temperature increases to 1.5°C.

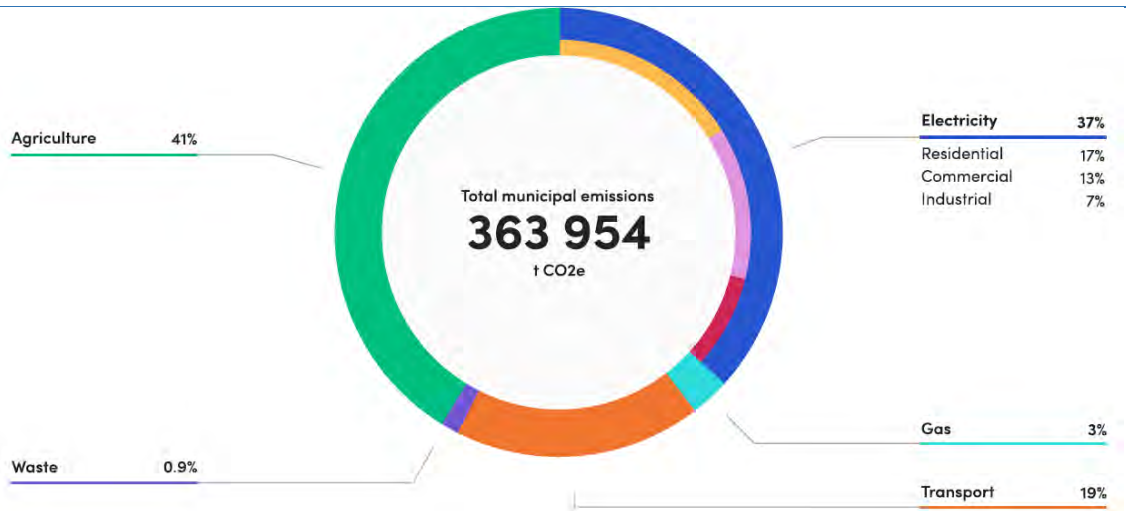
Local councils are establishing their own emissions reduction targets at both an operational and at an LGA wide level.

The NSW Climate Change Framework sets out the following policy directions:

- Create investment certainty to manage transition
- Boost energy productivity
- Take up opportunities for new industries
- Reduce risks to public and private assets
- Reduce impacts on health and wellbeing
- Manage impacts on natural resources, ecosystems and communities

In 2015/16 NSW emissions were 130 million tonnes CO<sub>2</sub>e (carbon dioxide equivalent), with stationary energy (which generates heat and electricity) the largest contributing sector. NSW emissions represent 24% of Australia's total emissions.

The Department of Planning, Industry and Environment aims to ensure all regional NSW councils have access to an LGA wide emissions profile to provide councils with the information and tools to enable local emissions reduction pathways to be implemented. Workshops will be run in late October/November this year. Below is an example:



Emissions profiles provide an opportunity to identify local action toward emissions reduction and abatement. Emissions profiles allow council to set targets and establish relevant emissions reductions pathways.

From a planning perspective, local government can encourage new developments to identify emissions generated during project development and construction, as well as ongoing future emissions and abatement strategies.

Some councils in Greater Sydney have already taken the opportunity to embed net zero emissions strategy actions into council's planning instruments including Local Strategic Planning Statement (LSPS), LEP and DCP through improved building design and net zero commercial building targets. This includes actions for passive heating/cooling, ground source heat exchange, solar installation and water sensitive design.

**Additional resources** through Adapt NSW

[A Guide to Climate Change Risk Assessment](#)

[Integrated Regional Vulnerability Assessments](#)

[Regional Climate Data](#)

[Adaptation Planning for Local Government checklist](#)

[Minimising the impact of extreme heat: A guide for local government](#)

[Increasing Resilience to Climate Change Grants program](#)

[Building Resilience to Climate Change Grants program](#)

[Leading land-use case studies by local government](#)

Data, reports and resources for [Urban Heat](#) and [Green Cover](#) including the Baseline Assessment, available through NSW Government's [SEED portal](#)

[The NSW Adaptation Research Hub](#)

[NSW Local Government Climate Change Survey \(2018\)](#)

[NSW Local Government progress and needs in adapting to climate change Survey \(2015\)](#)





Key contacts	Melinda Hillery	<a href="mailto:Melinda.Hillery@environment.nsw.gov.au">Melinda.Hillery@environment.nsw.gov.au</a>
	Kylie Walker	<a href="mailto:Kylie.Walker@environment.nsw.gov.au">Kylie.Walker@environment.nsw.gov.au</a>
	Climate Resilience and Net Zero Emissions Branch	
	Environment Energy and Science	

### Planning Priority: Mitigate and adapt to climate change

#### Rationale for adapting to climate change

The *Enabling Adaptation in the South East (EASE) (2017)* report prepared by the Department of Planning, Industry and Environment provides an evidence base for the likely vulnerability to the impacts of projected climate change for the South East and Tablelands region. The report identifies opportunities to respond to climate change and enhance government service delivery and planning. It can be used to identify actions that Council can undertake to build local resilience and long-term liveability to ensure future prosperity.

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

#### Recommended LSPS Actions

#### Support available

Consider the regional systems transition model as outlined in the *Enabling Adaptation in the South East (EASE) (2017)* report when developing operational policy, undertaking strategic planning, delivering council programs and assessing future infrastructure needs.

*General planning/policy advice*

Assess and manage the impacts of climate change (such as heat, floods, storms and drought) on Council's assets and services. Enable communities and individuals to be better prepared and more resilient.

*General planning/policy advice*

Protect, enhance and increase natural and green spaces by considering ecosystem change and species shift from climate change, and applying ecosystem adaptation into strategic planning and land protection.

*General planning/policy advice*

Assess LGA wide carbon emissions and develop and implement a plan to reduce emissions in consultation with the community.

*General planning/policy advice*

Continue to consider updated climate change information and monitor and report to the community on progress against climate resilience and net zero goals.

*General planning/policy advice*



Consider and implement a range of urban design and land use planning strategies to minimise heat in local government areas described in *Minimising the Impacts of Extreme Heat: A guide for Local Government*.

*General planning/policy advice*

## Floodplain risk management

The South East and Tablelands Regional Plan (SETRP) recognises the importance of building greater resilience to natural hazards which is reflected in council's draft Local Strategic Planning Statement (LSPS). The draft LSPS recognises that existing challenges for the region such as flood hazards which is expected to be exacerbated by climate change while still recognising the contemporary risks that this hazard presents to the local area. To strengthen the actions within the LSPS that relate to natural hazards and strategic links to the SETRP we recommend that additional actions and commitments be included in the LSPS.

### *Floodplain Risk Management Comments*

The LSPS has ten planning priorities including the Natural Hazards Priority which aligns with Direction 16 – Protect the coast and increase resilience to natural hazards of the SETRP. Planning Priority ten includes actions that relate to floodplain management. We commend council for their commitment to managing flood risk and the LSPS acknowledgment of the continual improvement nature of flood risk management.

To support Council to deliver their flood risk management responsibilities by implementing the requirements of the NSW Flood Prone Land Policy, the following actions should be considered for addition to or in place of some of the actions proposed for Planning Priority ten:

- Review best available flood information and identify gaps and/or limitations. Undertake priority studies and develop flood risk management plans to address identified gaps and/or limitations;
- Review and update planning instruments (LEPs and DCPs) and certificates to enable effective consideration of flood risk, including consideration of climate change;
- Consideration of flood related constraints in areas identified for development, including areas identified in the LSPS

We note that DPIE-Planning have recently placed the Draft Flood Prone Land Package on exhibition until the 25th June 2020. The package provides advice to councils on considering flooding in land use planning and includes a revised planning circular, a revised local planning direction regarding flooding, revised Local Environmental Plan (LEP) flood clauses and a new guideline on Considering Flooding in Land Use Planning. We look forward to working with council & DPIE-Planning to incorporate necessary flood planning changes for the LGA into the LSPS, LEP & Development Control Plan(s).

We encourage Council to continue to work directly with their DPIE – Biodiversity and Conservation Division (Floodplain) representative to advance flood risk management actions in the Goulburn Mulwaree LSPS and associated projects being prepared through the Floodplain Management Program.



OUT20/8275

Mr Warwick Bennett  
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Attention: Kate Wooll

Dear Mr Bennett

### **Goulburn Mulwaree Shire Council draft local strategic planning statement 2020**

Thank you for the opportunity to comment on the Goulburn Mulwaree Shire Council draft Local Strategic Planning Statement (LSPS). NSW DPI aims to build stronger primary industries; one component of our work focuses on enhancing the productive and sustainable use of NSW's agricultural resources.

We commend Council for recognizing that Goulburn Mulwaree Shire Council has productive rural land that is important to the economy of the shire and that it is recognised in the maintenance and protection of agriculture and rural zoned lands.

Components of the draft LSPS specifically supported include:

- the recognition of and support for agriculture, its contribution to the economy of the Shire, growth potential and infrastructure support;
- the development of an Agricultural and Resource Lands Strategy to address overlapping resource requirements for the mining and agricultural industries.
- managing the interface between industrial, rural and urban land as well as the encroachment of residential land into rural areas (including rural residential land use) through Councils draft Urban and Fringe Housing Strategy vision.
- the review of the transition zone lands (RU6) to consider the range of permissible land uses that are currently restrictive for agriculture. NSW DPI would be interested in providing input into that review.

Goulburn Mulwaree's LSPS position on agricultural and rural land uses has aligned with the South East and Tablelands Regional Plan 2036 and specifically Direction 5 - Promoting agricultural innovation, sustainability and value add opportunities, Direction 8 - Protecting important agricultural land and Direction 28 - Managing rural lifestyles.

While the LSPS supports agriculture industry development and growth, there are some regional location advantages and opportunities identified within the document that could further facilitate agricultural business development and innovation in the Shire, specifically:

- Key regional advantages identified in the LSPS (p34) could also apply to agricultural businesses being pushed out from Sydney due to rapid urbanisation. High value industries such as poultry and intensive horticulture could be attracted to the shire.
- The region has significant experience and reputation in the wool and meat industry. As outlined in the LSPS (p34), it also has good proximity to the proposed second airport in

western Sydney and Canberra international airport (for national and international market access) presenting opportunities to develop high end or niche agricultural products, such as garments, fashion design, meat products and processing as potential growth sectors. Specific actions to support those niche agricultural industries in the Shire could present further opportunities for growth.

- The opportunity to use recycled water and waste, such as composting, as identified in actions on p36, could potentially support intensive horticulture, nurseries or other agricultural industries. Linking waste recycling with agriculture could present diverse and innovative agricultural product opportunities.

NSW DPI supports the value adding potential of agri-tourism through the proposed development of tourism in rural areas to enable farmers to diversify their income. However, care needs to be taken that this does not lead to inflated capital costs preventing primary production expansion, or land use conflict preventing the establishment or extension of existing intensive production businesses. An action aimed at achieving the balance between promoting agri-tourism while maintaining the productive potential of agricultural land might assist.

Goulburn Mulwaree currently is advantaged by high quality natural assets, large tracts of agricultural land, close proximity to markets and good infrastructure that strongly supports agriculture and the Goulburn Mulwaree Shire economy. Diversification and innovation in agricultural product development and processing present further opportunities to maintain that agricultural advantage and further grow the Shire economy. DPI would be happy to assist with any planning for innovative and diversified agriculture and are able to provide insights from other Councils around the state. Should you require clarification on the information contained in this response, or to reach out for assistance as offered, please contact Wendy Goodburn on 0402 069 605.

Yours sincerely



17/7/20

**Tamara Prentice**  
**Manager Agricultural Land Use Planning**



3 July 2020

Contact: *Stuart Little*  
Telephone: *02 9865 2449*  
Our ref: *D2020/64705*

General Manager  
Goulburn Mulwaree Council,  
Locked Bag 22  
Goulburn NSW 2580

Dear Sir/ Madam,

**RE: Draft Local Strategic Planning Statement for Goulburn Mulwaree (LSPS)**

I refer to the exhibition of the Draft Local Strategic Planning Statement (LSPS) for Goulburn Mulwaree, which sets out the 20-year vision for the Goulburn Mulwaree Local Government Area (LGA). We note that the LSPS seeks to identify and respond to key issues and opportunities for managing urban, rural and natural environments.

WaterNSW has an interest in the LSPS as 94% of the LGA occurs with the Sydney Drinking Water Catchment (SDWC). WaterNSW has responsibilities for protecting water quality in the SDWC through planning instruments such as section 9.1 Direction 5.2 Sydney Drinking Water Catchment and State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011 (the SEPP). The latter requires all new development in the SDWC to have a neutral or beneficial effect (NorBE) on water quality. WaterNSW also owns a number of properties in the south of the LGA.

WaterNSW is generally supportive of the LSPS, as it incorporates consideration of the SDWC and includes a number of actions that will help protect water quality over the long term. Our submission has been prepared taking into account the roles and responsibilities of WaterNSW as raised above, and elaborates further on the water-related initiatives proffered in the LSPS. There are also opportunities for the water-related initiatives of the LSPS to be informed by the *Shaping Goulburn Mulwaree's Water Sensitive Future* (September 2019) report which was sponsored by WaterNSW in partnership with Council.

Detailed comments are provided in Attachment 1 and a supporting map in Attachment 2. To assist Council incorporate suggested changes to the LSPS, we have structured our comments in keeping with the current structure of the LSPS. As the LSPS will lead to a review of the Goulburn-Mulwaree Local Environmental Plan 2009, we have also taken the opportunity to make a number of suggestions regarding how water-related provisions of the LEP might be enhanced to align with the initiatives of the LSPS and our comments raised herewith.

If you have any questions regarding the issues raised in this letter, please contact Stuart Little at [stuart.little@watnsw.com.au](mailto:stuart.little@watnsw.com.au).

Yours sincerely

A handwritten signature in black ink that reads "Clay Preshaw".

**CLAY PRESHAW**  
**Manager Catchment Protection**

## **ATTACHMENT 1 – DETAIL**

The below comments are made on specific Chapters and Planning Priorities of the LSPS. WaterNSW has no comment on those Chapters or Planning Priorities not specifically mentioned.

### **Chapter 2 – Consultation**

The LSPS could include reference to the community consultation undertaken regarding the ‘Shaping a Water Sensitive Goulburn’ initiative. This was led by WaterNSW, but with Council as a partnering agency.

### **Planning Priority 1 – Infrastructure**

#### *Sewerage Infrastructure*

Both Goulburn and Marulan are serviced by water and sewer (page 16). The LSPS indicates that an upgrade to Goulburn’s Waste Water Treatment Plant (WWTP) has recently been completed while an upgrade is planned for Marulan. The LSPS may benefit by mentioning that Council is currently exploring effluent reuse option as a possible second phase of work.

- The LSPS includes a Planning Principle (page 17) which seeks to ‘ensure planning decisions protect important infrastructure assets including water, haulage routes, waste and sewerage management facilities from encroachment by more sensitive or unsuitable uses’. WaterNSW supports the intent of this Planning Principle and notes that there is an associated action to manage potential land-use conflicts. However, this provision only applies to existing infrastructure. It does not necessarily secure the incorporation of new infrastructure and services into new development and does not necessarily take into account the location of new infrastructure with respect to environmental values and constraints. The LSPS would benefit by including two additional Planning Principles.
  - Ensure that new development and planning decisions provide adequate infrastructure (water, sewerage, stormwater management) to accommodate new development.  
  
This could be supported by the inclusion of an Essential Services clause within the LEP (discussed later).
  - Ensure planning decisions for new infrastructure take into account environmental values and constraints.

Corresponding actions could also be provided for these two Planning Principles:

- Review LEP provisions to ensure adequate provisions are made for Essential Services for new development.
- Planning decisions at all levels for new infrastructure take into account environmental constraints and values to minimise adverse environmental impacts.

#### *Stormwater*

- The LSPS (page 16) notes that Stormwater strategies for Goulburn and Marulan are outdated and require review and potential upgrading. However, we note there is no corresponding action to address this issue. WaterNSW suggests adding the following action to the LSPS:
  - Update relevant stormwater management strategies and policies for the Shire.

### **Planning Priority 2 – City, Town and Village Centres**

This section of the LSPS may benefit by suggesting the development of an overall urban renewal strategy. This could be based on urban design principles and the Planning Principles listed in the LSPS, but also incorporating water sensitive urban design (WSUD), green spaces, urban plantings, (tree canopy cover), heritage and town character in combination. This could be included as an additional action in the LSPS:

- Develop an urban renewal strategy based on urban planning principles, WSUD, green spaces, and town character.

### **Planning Priority 3 – Planning Priority Community facilities, Open Space and Recreation**

WaterNSW notes that the LSPS indicates that Council will continue to provide a series of pathways to link areas of open space. Reference is made to the Riverside Walk and other opportunities to link other facilities including the wetlands, heritage sites, cultural and civic areas.

- WaterNSW sees an opportunity for community education at these sites regarding importance of waterway and riparian protection for water quality and biodiversity outcomes. To this end, the LSPS could include an additional action:
  - Explore opportunities to integrate environmental education with recreation opportunities along the Riverside walk and other environmental areas accessed by the community.

### **Planning Priority 4 – Housing**

The LSPS identifies that one of the ‘Challenges for Land Use’ is ‘aging infrastructure such as drainage’ (page 26). This challenge is relevant to Planning Priority 2 Infrastructure and Action 3 (page 38) that seeks to identify shortfalls in infrastructure for urban drainage. It is also relevant to the proposed updates to the Stormwater management and strategies for Goulburn and Marulan, and urban renewal requirements. This issue should also be considered within the scope and discussions surrounding the proposed Integrated Water Management Study (see later).

We note and support the Action ‘Adopt, implement and monitor an Urban and Fringe Housing Strategy’. WaterNSW has been made previous representations on the Strategy (Our Ref: D2019/147541). WaterNSW asks to be kept updated on the finalisation of the Strategy.

We note that one of the Actions for Housing is ‘Prepare a Villages Strategy, to identify what if any capacity the relevant villages have for further growth’. WaterNSW is supportive of this initiative and would like to be consulted in the development of any ‘Villages Strategy’ to ensure water quality considerations are given due account.

### **Planning Priority 5 – Primary Industry**

*Sustainable Agriculture.*

- The LSPS would benefit by promoting sustainable agriculture within the Primary Industry Priority. This would provide a stronger basis for long-term production and reduce potential risks to land degradation and water quality. We believe that the Planning Principles on page 30 would benefit by expanding dot point 1 to include the concept of balancing environmental values as well as the interests of the community. We also believe that the Planning Principles should include:
  - Promote sustainable agricultural programs and projects.
- WaterNSW has a Rural Landscape Program with South East Local Land Services (SE LLS) which promotes sustainable grazing, gully erosion remediation and riparian land protection through grants and training programs. The partnership with SE LLS is also supporting improvements to dairy waste management for dairy farms across the Shire. Council may wish to add an action under the Primary Industry Priority that seeks to:
  - Identify opportunities and work with relevant government agencies to promote sustainable agriculture.
- WaterNSW notes and supports the LSPS’s Actions 1 and 2 on page 30 requiring preparation of an ‘Agriculture and Resource Lands Strategy’ and to ‘identify potential agricultural resource lands and appropriate buffers in the LEP and update DCP provisions to protect resource land’. WaterNSW asks to be consulted in both these initiatives. WaterNSW also considers that the proposed Agriculture and Resource Lands Strategy should embrace the concept of ‘sustainable agriculture’.

### *Soil and Landscape Constraints*

The Primary Industry Priority section would benefit by including a paragraph recognising that the LGA has some significant soil and landscape constraints in certain areas, including soil sodicity, erodibility, salinity, and the susceptibility to gully erosion.

- Agricultural production needs to be viewed in terms of managing land within its capability. To this end, the 'Challenges for Land Use' at the base of page 29, would benefit by listing an additional point:
  - Managing agricultural land having regard to soil and landscape constraints including sodicity, soil, erodibility, salinity and susceptibility to gully erosion.

### *Transition Zones*

- The LSPS (page 29) notes that about 9,500ha of the LGA is zoned RU6 Transition. The LSPS proposes a review of the extent of the RU6 Transition zone as a priority (page 29). WaterNSW is supporting of such a review, however, we note that this does not currently translate into a specific action of the LSPS (page 30). WaterNSW suggests that there should be an additional action included in the LSPS:
  - Review the RU6 Transition zone areas of the LEP to secure land use zoning classifications more reflective of land capability and suitability for rural or residential uses.

### **Planning Priority 6 – Industry and Economy**

- The LSPS (page 34) proposes an action to 'review and update the Employment Lands Strategy 2016'. WaterNSW asks to be consulted in any review of this Strategy as it can strategically influence where industrial lands are located with respect to waterways and flood-prone areas.

### **Planning Priority 7 – Sustainability**

The Sustainability Priority touches on the importance of street trees and green corridors for urban cooling, green grids along the Mulwaree and Wollondilly Rivers, and water reuse for open space areas. Similar sentiments are expressed in the Planning Principles for this section.

- Council may wish to include discussion of the 'blue grid' (waterway connections such as Wollondilly and Mulwaree Rivers and their tributaries) as distinguished from the green grid.
- This section would benefit by more explicitly referring to improving stormwater management and the use of WSUD for urban cooling, water reuse, liveability outcomes, water quality protection and to mitigate flash flooding. WSUD potentially brings together many of the stated issues under one umbrella. Improving the use and uptake of WSUD could be incorporated as a Planning Principle to this section.
- Further to the above we suggest that an additional action could be added to the LSPS:
  - Increase the uptake of WSUD principles including stormwater capture, treatment, and recycling, in new and existing developments and urban designs.

This action would support Action 18.4 of the Regional Plan to 'Incorporate water sensitive urban design into development that is likely to impact water catchments, water quality and flows'. It would also help inform updates of the stormwater management strategies and policies including for Goulburn and Marulan, and help drive the adoption of WSUD in new LEP and DCP provisions.

- We note and support the proposed action to 'Review energy, water and waste provisions in planning provisions'. This action could be made more directive by explicitly stating 'LEP and DCP provisions' rather than generically referring to 'planning provisions'.

Any review of the water-related provisions would benefit by an objective of improving water efficiency, water quality and environmental outcomes. WaterNSW makes a number of

suggestions at the end of this submission regarding how the water-related provisions of the LEP might be enhanced.

- WaterNSW notes that the LSPS includes as Action 2 on page 36: 'Expand Council's Climate Change Adaption Risk Management Plan to sit under a broader Climate Change Policy to include recommendations for amended planning provisions, to facilitate resilience in building/housing stock to climate extremes, with subdivisions to include measures for urban cooling "connecting to the Green Grid"'. WaterNSW is supportive of this Action and notes that this could link well with stormwater management and WSUD initiatives as described above. We ask that WaterNSW be consulted in the revision to the Climate Change Adaption Risk Management Plan.

### **Planning Priority 8 – Natural Hazards**

With regard to flooding considerations, reference could be made to how stormwater also contributes to overland flow and localised flooding. This would help reinforce the need for better stormwater management as an assisting measure to reduce flooding impacts.

- The Planning Principles for this section could be expanded to include:
  - Community awareness regarding emergency responses and plans for natural hazard emergencies
- WaterNSW supports proposed Action 1 (page 38) that seeks to maintain an updated Floodplain Risk Management Study and Plan for Goulburn City. WaterNSW also notes that there is a proposed action to 'update planning provisions for flooding both within identified flood study areas and generic provisions for areas without flood studies' (page 38). WaterNSW would like to be consulted in this initiative. We would also like to discuss further with Council how flood risk is addressed by current planning provisions and how improved flood risk management and planning may help avert exacerbated water quality impacts during flood events.
- Action 3 (page 38) seeks to identify shortfalls in infrastructure for urban drainage where affected by local flooding. WaterNSW suggests that the timeframe for this Action be listed as 'Short' in order to help inform other related stormwater management actions including for the Integrated Water Management Study. Other proposed actions to improve stormwater management and incorporate WSUD in future and existing urban designs, as identified above, will also assist to reduce local flooding impacts.

### **Planning Priority 10 – Natural Environment**

#### *Sydney Drinking Water Catchment*

WaterNSW notes and supports the recognition of the SDWC within the LSPS on pages 4 and 41. We make the following comments with respect to the information on page 41:

- The LSPS recognises that 'Goulburn Mulwaree is located within the upper Warragamba water catchment and forms a part of the Sydney drinking water catchment'. We suggest this sentence be reworded to state: 'The Goulburn Mulwaree LGA occurs within the Warragamba and Shoalhaven water catchments which form part of the Sydney Drinking Water catchment'. This is because the eastern part of LGA, including the localities of Oallen and Bungonia, are located within the forms part of the Shoalhaven water catchment.
- We strongly support the statement made regarding that 'development within the catchment is required to have a neutral or net beneficial impact on water quality'. However this sentence should be reworded to read as 'neutral or beneficial effect on water quality as required under State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011'.



- We support the statement that ‘Strategic land use planning provides an opportunity to identify sensitive areas, particularly water courses to ensure appropriate planning provisions are in place to enable the health of waterways to be improved’.

#### *Other Environmental Matters*

- The vision for this ‘Natural Environment’ Priority section is ‘Protection and enhancement of the quality of native environments and systems’. We ask Council to consider exchanging the word ‘native’ for ‘natural’ as this would include landscapes such as waterways and lakes..
- We support the LSPS in recognising that urban development and the use of on-site effluent management systems in rural residential dwellings also pose a threat to water quality..

#### *Waterways and Riparian Protection*

- The LSPS (page 41) notes that further clearing for agriculture, gully erosion and rural residential development in agricultural areas is a main threat to remnant vegetation and ecosystem functioning. It also notes that sheep and cattle grazing are one of the major contributors to waterway degradation.

As mentioned earlier, WaterNSW has a partnership with SE LLS to promote sustainable grazing, keep stock out of waterways and to remediate gully erosion. WaterNSW also has a partnership arrangement with Australian River Restoration Centre (ARRC) to assist landholders in protecting waterways and riparian areas from grazing impacts. To this end, the LSPS could include an additional action:

- Explore opportunities and work with government agencies to help protect waterways and riparian land from adverse environmental impacts.
- WaterNSW notes that one of the key challenges for land use is waterways management. The Planning Principles for this section include ‘Protect waterways and catchments’, ‘preserve and maintain natural environments’ and to ‘maintain a balance between growth, development and environmental protection’. We also note Action 3 on page 42 proposes to ‘review LEP provisions relating to the management of watercourses’. We strongly support these provisions

#### *Integrated Water Management Strategy (IWMS)*

WaterNSW notes and strongly supports the 4<sup>th</sup> Action of this section (page 42):

- ‘Develop an Integrated Water Management Strategy (IWMS) in partnership with Water NSW for Goulburn Mulwaree to inform LEP and DCP provisions and Council capital works projects’.

#### *Plans and Handbooks*

The ‘Actions – Council General’ section (page 42) identifies several separate initiatives including revisions to a number of planning-related documents. WaterNSW would like to be consulted in the updates of the following documents:

- The Goulburn Mulwaree Rural Living Handbook
- Goulburn Mulwaree Waterways Plan 2014.

#### **Other**

- The LSPS would benefit by including a collated list of all actions at the beginning or end of the document.
- It is unclear what the map on page 4 is depicting. It would benefit by a title, key and description.
- It would be helpful if the Priorities and Actions were numbered for ease of referencing.

## **Local Environmental Plan (LEP) Review.**

As the LSPS will inform future amendments to the Goulburn-Mulwaree LEP and DCP (page 1), we provide additional comments here on how the water-related provisions of Council's LEP might be improved to give effect to the LSPS.

### *LEP Aims*

We strongly support the existing of aims of the Goulburn-Mulwaree LEP which seek to 'protect and enhance watercourses, riparian habitats, wetlands and water quality within the Goulburn Mulwaree and Sydney drinking water catchments so as to enable the achievement of the water quality objectives'.

We also note the aims seek to only allow development if it ... 'minimises risks to important elements of the physical environment, including water quality'. The aims could also make reference to managing the urban water cycle, WSUD and addressing stormwater management. This would help give greater effect to the provisions and actions of the LSPS with regard to water-related issues including the IWMS. For reference, the Leichhardt LEP 2013 and Manly LEP 2013 have innovative LEP aims regarding the urban water cycle, stormwater management and WSUD.

### *Riparian land and watercourses*

The Goulburn-Mulwaree LEP is one of the few LEPs that does not contain explicit local provisions for protecting riparian land and watercourses. We note that one of the actions of the LSPS is to develop such a clause with associated maps. LEPs such as Upper Lachlan, Wingecarribee and Wollondilly adopt a Natural Resources Sensitivity – Water clause with a more hydrological and geomorphological (e.g. considering flow paths and flow regimes) focus.

Other Councils, such as Blue Mountains, Eurobodalla and Palerang, emphasise ecological and habitat considerations. All usually have water quality considerations. We believe that a clause for protecting riparian land and watercourses should include water quality, hydrological, geomorphological and ecological considerations in the objectives and heads of consideration.

Different Councils adopt different ways of mapping riparian land and water courses with a variety of buffer distances being assigned. We believe that riparian and watercourse mapping should adopt a hierarchical classification system for water courses, where buffer distances increase according to the Strahler Stream order. Consideration could be given to the mapping undertaken in neighbouring Wingecarribee Shire which applies 10 m, 30 m and 50 m buffer distances. A 100 m buffer distance may be appropriate for major rivers such as Wollondilly and Mulwaree Rivers.

### *Wetlands*

WaterNSW also believes that wetlands should also be afforded specific protection under the LEP for both water quality and ecological values. Wetland protection could be integrated into the mapping and provisions of the riparian land and watercourses clause or through a separated dedicated clause for wetlands.

### *Stormwater management*

The LEP could also benefit by including dedicated clauses for Stormwater Management and Essential Services. The inclusion of a dedicated Stormwater Management clause in the LEP would support LSPS actions and statements seeking to improve stormwater management and water reuse. A number of Council LEPs have such a clause (e.g. Blue Mountains, Eurobodalla, Ku-ring-gai, Leichhardt, Lithgow, and Sutherland).

To optimise application of such a clause, we envisage that the clause could apply to the entire LGA and aim to protect downstream properties and environments, including bushland and waterways from adverse stormwater impacts arising from development. It could encompass various heads of consideration including WSUD, maximising water permeable surfaces, promoting on-site stormwater retention for re-use, integrating stormwater management measures into the landscape and making provision for ongoing management and maintenance of stormwater systems once emplaced.

Council could refer to the Blue Mountains LEP 2015 (cl 6.9) and Ku-ring-gai LEP 2015 (cl 6.5) for guidance. The provision of a dedicated stormwater management clause would help give effect to stormwater and WSUD issues raised in the LSPS.

#### *Essential services*

Many LEPs have a dedicated Essential Services clause in their local provisions. This helps ensure that new development makes adequate provision for water, sewerage and stormwater drainage (or on-site conservation). The Blue Mountains, Oberon and Palerang LEPs contain relevant Essential Services clauses that could be used for guidance. Provision of both an Essential Services and a Stormwater clause would support the LSPS's focus and actions for the IWMS, WSUD, sewer and stormwater infrastructure and management.

#### *Drinking water catchments*

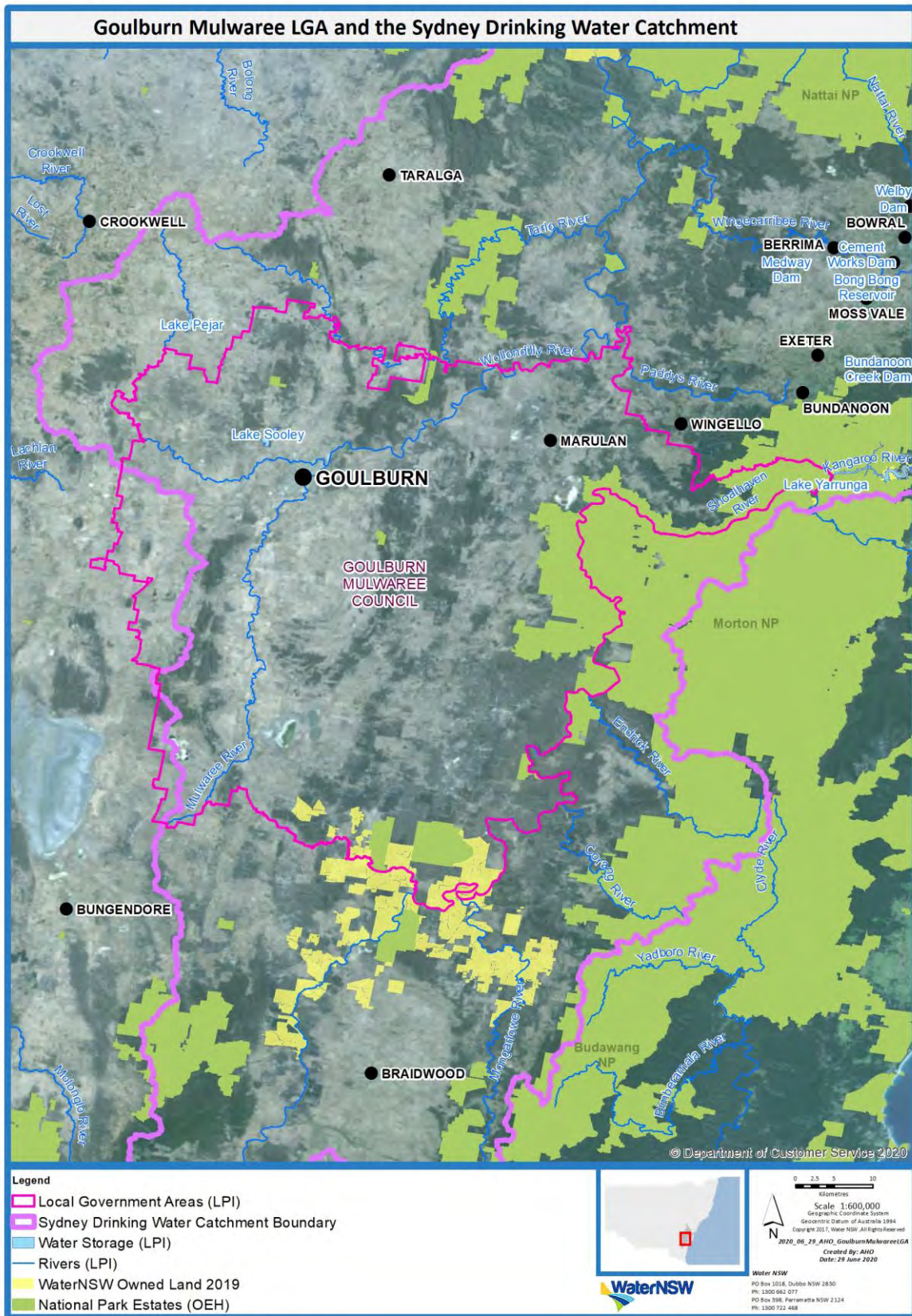
Council may wish to consider adopting a dedicated clause for Drinking Water catchments such as that used in the Palerang LEP 2014. This clause could apply not only to the SDWC but also the catchments of Goulburn's Water supply.

The Palerang LEP clause aims to protect drinking water catchments and maintain water quality. It includes consideration of matters such as the distance between developments and waterways, on-site use, storage and disposal of any chemicals on land, and the treatment, storage and disposal of wastewater and solid waste generated or used by the development.

Such a clause may particularly assist in the protection of the catchment of Sooley dam and give it added protection from adverse developmental impacts. Council may also wish to liaise with neighbouring Upper Lachlan Council to see if a similar provision might be incorporated into its LEP to help protect Pejar Dam and its surrounding catchment given its important role in Goulburn's water supply.

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**ATTACHMENT 2 – MAP**



**Map 1. Goulburn-Mulwaree Local Government Area and the Sydney Drinking Water Catchment**



## NSW RURAL FIRE SERVICE

Goulburn Mulwaree Council  
Locked Bag 22  
GOULBURN NSW 2580

Your reference: Draft LSPS  
Our reference: SPI20200611000111

**ATTENTION:** Megan Trotter

Date: Thursday 23 July 2020

Dear Sir/Madam,

### Strategic Planning Instrument

#### Other

Goulburn Mulwaree Draft Local Strategic Planning Statement

I refer to your correspondence dated 05/06/2020 inviting the NSW Rural Fire Service (NSW RFS) to comment on the above Strategic Planning document.

The NSW RFS has considered the information submitted and subsequently raise no concerns or issues in relation to bush fire.

For any queries regarding this correspondence, please contact Alan Bawden on 1300 NSW RFS.

Yours sincerely,

Timothy Carroll  
**Manager Planning & Environment Services**  
**Planning and Environment Services**

#### Postal address

NSW Rural Fire Service  
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T (02) 8741 5555  
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[www.rfs.nsw.gov.au](http://www.rfs.nsw.gov.au)



## Megan Trotter

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**From:** Nicola Groskops (Cancer Institute NSW) <Nicola.Groskops@health.nsw.gov.au>  
**Sent:** Friday, 13 March 2020 5:16 PM  
**To:** Council  
**Subject:** Attn Planning: Cancer Institute NSW advice re text for drafting LSPS  
**Categories:** Paul, IT Check

Warwick Bennett  
General Manager  
Goulburn Mulwaree Council  
Locked Bag 22  
GOULBURN NSW 2580

Dear Mr Bennett,

### **Re: Information to assist Council in the preparation of draft Local Strategic Planning Statement**

The Cancer Institute NSW (the Institute) is a state government agency responsible for the delivery of the [NSW Cancer Plan](#) to reduce the incidence of cancer in NSW and the [NSW Skin Cancer Prevention Strategy](#). The Institute works closely with key stakeholders with health and built environment expertise to reduce the incidence of skin cancer by improving access to adequate shade in NSW. The Institute also promotes healthy lifestyle behaviours, including physical activity, which reduce the risk of certain cancers.

The Institute is aware that your Council is in the process of preparing a draft Local Strategic Planning Statement (LSPS), and would like to offer information to assist in this process.

*If this letter reaches Council while the draft LSPS is on exhibition, please consider this letter as a formal submission to the draft LSPS.*

This letter:

1. Outlines the importance of well-designed shade for the prevention of skin cancer
2. Explains the role of local policy in shade provision and skin cancer protection
3. Offers specific suggestions for your draft LSPS
4. Provides further information and contacts to assist your LGA in planning for good quality shade.

#### **1. Skin cancer and shade**

Skin cancer is the most common cancer in Australia. At least 95 per cent of melanoma skin cancer and 99 per cent of non-melanoma skin cancers are caused by overexposure to ultra-violet radiation (UVR) from the sun.<sup>1</sup> UVR is a carcinogen, and two in three Australians are expected to develop skin cancer before the age of 70.<sup>2</sup> In Goulburn Mulwaree Council LGA, the incidence rate of melanoma between 2011 and 2015 was 46.1 per 100,000 population (the NSW average melanoma incidence rate was 51 per 100,000).<sup>3</sup>

Across NSW, UVR levels are high enough to damage unprotected skin for at least 10 months of the year.<sup>1</sup> Unlike temperature, UVR can't be seen or felt and damage to unprotected skin can still occur on cool or overcast days.



The good news is that skin cancer is highly preventable. In addition to personal protective behaviours ([Slip Slop Slap Seek Slide](#)), there is evidence that well-designed and correctly positioned shade, from both natural vegetation and built structures, can reduce exposure to UVR by up to 75 per cent.<sup>4</sup>

The provision of good quality shade is integral to assisting the community in reducing its exposure to UVR. However, quality shade needs to be planned and provided with careful thought if it is to be effective. This is where your Council can play an important role through the planning and design of good quality shade.

## **2. The role of local policy in shade provision and skin cancer prevention**

Local planning provisions have a key place in ensuring the practical planning and delivery of shade, as does other policy that encourages the retention and addition of shade in a range of settings. As such, the Institute urges Council to 'step up' its priority for natural and built shade by:

1. **recognising shade** as a key planning, design and health issue for your LGA
2. **recognising the range of co-benefits** of shade in addition to protection from UVR ie comfort, shelter, aesthetics, biodiversity, reduction of the urban heat island effect, less evaporation, climate resilience, cooling of surrounding areas, improvements in health and wellbeing etc.
3. **preparing policy** to specify high quality design principles for shade in new private developments (for example by updating Development Control Plans for residential and commercial development)
4. **preparing policy** (eg Engineering Guidelines) to ensure the provision of adequately budgeted and well-designed shade in public spaces and as part of public infrastructure eg in playgrounds, recreation areas, commercial and activity centres, bus stops, along footpaths and streets etc.

[Shade: A planning and design priority that prevents skin cancer, 2019](#) provides a summary of the benefits of shade, and its importance in the planning process.

[Guidelines to Shade - A practical guide for shade development in New South Wales, 2013](#) provides practical design details and guidance for Council and can be referenced in Council policies and engineering guidelines. It is also a useful reference for engineering and facilities staff involved in the design and installation of shade structures.

## **3. Specific suggestions regarding Council's draft LSPS**

The Institute recognises the LSPS as the key strategic land use planning document for your LGA for the following 20 years, and hence considers it vital to include within it specific references to shade provision.

This [example LSPS text relating to shade provision](#) provides detailed suggestions to assist you in finalising your LSPS. The example text outlines:

- Why shade (both natural and built) is important
- The co-benefits of well-designed shade and green spaces
- What is well-designed shade?
- Detailed LSPS actions relating to review of DCPs, consideration of shade in specific types of DAs and public infrastructure assessment, and commitment to shade provision in Council projects and infrastructure provision.

## **4. Summary**

The Institute's key message is that the provision of well-designed, appropriately located and properly budgeted built and natural shade is integral to assisting the community in reducing its over-exposure to UVR, and hence in reducing the risk of skin cancer in the community.

Local planning strategies/guidelines and DCP provisions have a key place in ensuring the practical planning and delivery of shade, as does policy that encourages the retention and addition of shade in a range of settings. Council's draft LSPS is critical to setting the agenda for the development of such policy in the future, and the Institute has been pleased to provide practical suggestions on how this can be done.

## **5. Further information and assistance**

Resources regarding how to design good quality shade for UVR protection, tools for performing shade audits, and shade case studies are provided in the *Additional Information* section below.

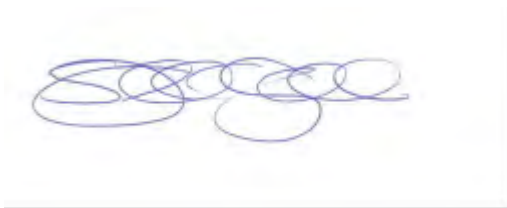
We can provide assistance in developing local government policy and strategy relating to shade, and can refer you to technical documents for the planning and construction of shade. A consultant Registered Planner, Jan Fallding RPIA, has been engaged by the Institute to offer further support to regional Councils.

Further information and assistance can be obtained from the Institute:

Nikki Woolley or Nicola Groskops, Skin Cancer Prevention & Healthy Lifestyles  
Email: [CINSW-SkinCancerPrevention@health.nsw.gov.au](mailto:CINSW-SkinCancerPrevention@health.nsw.gov.au) or Phone: 8374 3661

We have been pleased to provide the above information for the development of your LSPS. Please keep the Institute informed as to the progress of the LSPS and any further relevant planning policy related to shade.

Yours sincerely,



Ms Sarah McGill  
Director of Cancer Screening & Prevention, Cancer Institute NSW

13 March 2020

Copy: Southern NSW Local Health District

## References

1. Armstrong BK, Kricger A. 1993. *How much melanoma is caused by sun exposure?* Melanoma Research 3(6):395-401.
2. Australian Institute of Health and Welfare 2016. *Skin cancer in Australia. Cat. no. CAN 96. Canberra: AIHW*
3. Cancer Institute NSW Statistics Portal [https://www.cancer.nsw.gov.au/data-research/access-our-data/cancer-statistics-nsw#//](https://www.cancer.nsw.gov.au/data-research/access-our-data/cancer-statistics-nsw#/)
4. Parsons, P., Neale, R., Wolski, P. & Green, A. 1998, *The shady side of solar protection*, Medical Journal of Australia, 168: 327-330.

## Additional information

- i. Cancer Council NSW, 2013: [Guidelines to Shade - A practical guide for shade development in New South Wales](#)
- ii. Cancer Institute NSW, 2017: [NSW Skin Cancer Prevention Strategy](#)
- iii. Cancer Institute NSW, 2019: [Shade: A planning and design priority that prevents skin cancer](#) (also attached to this submission)
- iv. Cancer Institute NSW, 2019: [Sun protection behaviours in NSW, 2017](#)
- v. Cancer Institute NSW, undated: [How schools, councils, community groups and sporting organisations created shade: 10 Case Studies](#)
- vi. Fallding, J for NSW Skin Cancer Prevention Strategy Shade Working Group, 2019: [Shade Provision: Suggested text for inclusion in Local Strategic Planning Statements](#) (also attached to this submission)
- vii. [cancer.nsw.gov.au/shade-and-uv](http://cancer.nsw.gov.au/shade-and-uv)
- viii. [cancercouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection](http://cancercouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection)
- ix. [healthstats.nsw.gov.au](http://healthstats.nsw.gov.au)

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Views expressed in this message are those of the individual sender, and are not necessarily the views of NSW Health or any of its entities.

## Megan Trotter

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**From:** Nicola Groskops (Cancer Institute NSW) <Nicola.Groskops@health.nsw.gov.au>  
**Sent:** Monday, 29 June 2020 5:16 PM  
**To:** Submissions  
**Subject:** Cancer Institute NSW submission to Draft LSPS

Mr Warwick Bennett, General Manager  
Goulburn Mulwaree Council  
Locked Bag 22  
GOULBURN NSW 2580

Dear Sir/Madam,

### **Re: Submission to Draft Goulburn Mulwaree Local Strategic Planning Statement**

Thank you for the opportunity to provide feedback on Council's *Draft Local Strategic Planning Statement* (LSPS).

The Cancer Institute NSW (the Institute) is a state government agency responsible for the delivery of the [NSW Cancer Plan](#) to reduce the incidence of cancer in NSW and the [NSW Skin Cancer Prevention Strategy](#). The Institute works closely with key stakeholders with health and built environment expertise to reduce the incidence of skin cancer by improving access to adequate shade in NSW. The Institute also promotes healthy lifestyle behaviours, including physical activity, which reduce the risk of certain cancers.

The Institute is committed to supporting your Council to reduce skin cancer in your LGA and has prepared the following submission that will:

1. Outline the importance of well-designed shade for the prevention of skin cancer
2. Explain the role of local policy in shade provision and skin cancer protection
3. Offer specific suggestions regarding your draft LSPS
4. Provide further information and contacts to assist your LGA in planning for good quality shade.

### **1. Skin cancer and shade**

Skin cancer is the most common cancer in Australia. At least 95 per cent of melanoma skin cancer and 99 per cent of non-melanoma skin cancers are caused by overexposure to ultra-violet radiation (UVR) from the sun.<sup>1</sup> UVR is a carcinogen, and two in three Australians are expected to develop skin cancer before the age of 70.<sup>2</sup> In Goulburn Mulwaree Council LGA, the age-standardised incidence rate of melanoma between 2012 and 2016 was 50.9 per 100,000 population. The NSW average rate was 51.7 per 100,000 population.<sup>3</sup>

Across NSW, UVR levels are high enough to damage unprotected skin for at least 10 months of the year.<sup>1</sup> Unlike temperature, UVR can't be seen or felt and damage to unprotected skin can still occur on cool or overcast days.

The good news is that skin cancer is highly preventable. In addition to personal protective behaviours ([Slip Slop Slap Seek Slide](#)), there is evidence that well-designed and correctly positioned shade, from both natural vegetation and built structures, can reduce exposure to UVR by up to 75 per cent.<sup>4</sup>

The provision of good quality shade is integral to assisting the community in reducing its exposure to UVR. However, quality shade needs to be planned and provided with careful thought if it is to be

effective. This is where your Council can play an important role through the planning and design of good quality shade.

## 2. The role of local policy in shade provision and skin cancer prevention

Local planning provisions have a key place in ensuring the practical planning and delivery of shade, as does other policy that encourages the retention and addition of shade in a range of settings. As such, the Institute urges Council to 'step up' its priority for natural and built shade by:

1. **recognising shade** as a key planning, design and health issue for your LGA
2. **recognising the range of co-benefits** of shade in addition to protection from UVR ie comfort, shelter, aesthetics, biodiversity, reduction of the urban heat island effect, less evaporation, climate resilience, cooling of surrounding areas, improvements in health and wellbeing etc.
3. **preparing policy** to specify high quality design principles for shade in new private developments (for example by updating Development Control Plans for residential and commercial development)
4. **preparing policy** (eg Engineering Guidelines) to ensure the provision of adequately budgeted and well-designed shade in public spaces and as part of public infrastructure eg in playgrounds, recreation areas, commercial and activity centres, bus stops, along footpaths and streets etc.

[Shade: A planning and design priority that prevents skin cancer, 2019](#) provides a summary of the benefits of shade, and its importance in the planning process.

[Guidelines to Shade - A practical guide for shade development in New South Wales, 2013](#) provides practical design details and guidance for Council and can be referenced in Council policies and engineering guidelines etc. It is also a useful reference for engineering and facilities staff involved in the design and installation of shade structures.

## 3. Specific suggestions regarding Council's draft LSPS

The Institute recognises the LSPS as the key strategic land use planning document for your LGA for the following 20 years, and hence considers it vital to include within it specific references to shade provision.

The [example LSPS text relating to shade provision](#) (click hyperlink to be taken to document) provides detailed suggestions to assist you in finalising your LSPS. The example text outlines:

- Why shade (both natural and built) is important
- The co-benefits of well-designed shade and green spaces
- What is well-designed shade?
- Detailed LSPS actions relating to review of DCPs, consideration of shade in specific types of DAs and public infrastructure assessment, and commitment to shade provision in Council projects and infrastructure provision.

The Institute also suggests that in the LSPS section relating to natural hazards, that Council add a specific Priority:

*"Recognise ultra-violet (UV) radiation from the sun as a natural hazard in the LGA and respond to the mitigation of this hazard".*

Accompanying Actions to this Priority could be:

- *"Plan and budget for well-designed and correctly positioned shade, from both natural vegetation and built structures, throughout public areas in the LGA.*
- *Update the Development Control Plan to require the provision of well-designed and correctly positioned natural and built shade in relevant commercial, recreational and public building developments, or in developments adjoining public spaces.*
- *Prepare a Shade and UV Protection Strategy / Policy."*

Council could also place the following background information in the LSPS to support this Priority and Actions:

*"Ultra-violet (UV) radiation is a type of natural hazard. At least 95 per cent of melanoma skin cancer and 99 per cent of non-melanoma skin cancers are caused by overexposure to UV radiation from the sun. Well-designed and correctly positioned shade, from both natural vegetation and built structures, can reduce exposure to UV radiation by up to 75 per cent. Council can assist in the provision of shade throughout its public and open spaces, and can require its provision in relevant private developments."*

Other councils have already included this issue in their LSPSs – for examples see Blue Mountains, Northern Beaches and Burwood final LSPSs.

The [Guidelines to Shade](#) and [example LSPS text](#) referenced above will assist in the implementation of the suggested Actions. The Institute would be pleased to assist Council in the development of a Shade and UV Protection Strategy/Policy.

#### **4. Summary**

The Institute's key message is that the provision of well-designed, appropriately located and properly budgeted built and natural shade is integral to assisting the community in reducing its over-exposure to UVR, and hence in reducing the risk of skin cancer in the community.

Local planning strategies/guidelines and DCP provisions have a key place in ensuring the practical planning and delivery of shade, as does policy that encourages the retention and addition of shade in a range of settings. Council's draft LSPS is critical to setting the agenda for the development of such policy in the future, and the Institute has been pleased to provide practical suggestions on how this can be done.

#### **5. Further information and assistance**

Resources regarding how to design good quality shade for UVR protection, tools for performing shade audits, and shade case studies are provided in the *Additional Information* section below.

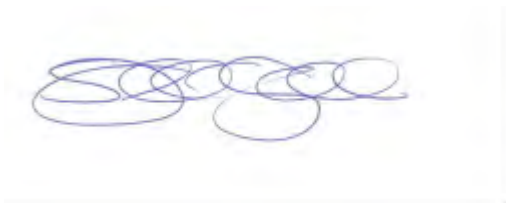
We can provide assistance in developing local government policy and strategy relating to shade, and can refer you to technical documents for the planning and construction of shade. A consultant Registered Planner, Jan Fallding RPIA, has been engaged by the Institute to offer further support to regional Councils.

Further information and assistance can be obtained from the Institute:

Nikki Woolley or Nicola Groskops, Skin Cancer Prevention & Healthy Lifestyles  
Email: [CINSW-SkinCancerPrevention@health.nsw.gov.au](mailto:CINSW-SkinCancerPrevention@health.nsw.gov.au) or Phone: 8374 3661

Thank you for the opportunity to comment on Council's draft LSPS. Please keep the Institute informed as to the progress of the LSPS and any further relevant planning policy related to shade.

Yours sincerely,



Ms Sarah McGill  
Director of Cancer Screening & Prevention, Cancer Institute NSW

18 May 2020  
Copy: Southern NSW Local Health District



## References

1. Armstrong BK, Kricger A. 1993. *How much melanoma is caused by sun exposure?* Melanoma Research 3(6):395-401.
2. Australian Institute of Health and Welfare 2016. *Skin cancer in Australia. Cat. no. CAN 96. Canberra: AIHW*
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- v. Cancer Institute NSW, undated: [How schools, councils, community groups and sporting organisations created shade: 10 Case Studies](#)
- vi. Fallding, J for NSW Skin Cancer Prevention Strategy Shade Working Group, 2019: [Shade Provision: Suggested text for inclusion in Local Strategic Planning Statements](#) (also attached to this submission)
- vii. [cancer.nsw.gov.au/shade-and-uv](https://cancer.nsw.gov.au/shade-and-uv)
- viii. [cancercouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection](https://cancercouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection)
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**Goulburn Heritage Group**

14 June, 2020

General Manager  
Goulburn Mulwaree Council  
Locked Bag 22  
Goulburn 2580

**SCANNED**

Dear Mr Bennett,

**re:**

**Draft - Local Strategic Planning Statement  
Draft - Urban and Fringe Housing Strategy**

Goulburn Heritage Group members acknowledge both these residential papers and look forward to supporting Goulburn Mulwaree Council's final guidelines for increasing the density of housing close to Goulburn's CBD.

Council's own objectives are to increase public housing for residents and to encourage this city's range of studio and one-bedroom dwellings - ideally of course within attractive and easy walking distances of the commercial centre.

We fully support and endorse these long awaited local housing solutions.

Members would like to point out that there appear to be, at the moment, several vacant sites ideally suited to meeting Council's above objectives immediately. We suggest that redevelopment in these areas should have a more urgent priority than drafting long term plans to extend the suburban fringes.

An inner city housing strategy - including apartment possibilities and built heritage conservation - seems to be an increasingly important requirement.

Yours sincerely  
Goulburn Heritage Group



Cc: Mayor Bob Kirk  
Scott Martin  
Kate Wooll.

Goulburn Mulwaree Council  
Date Received: 16/6/2020  
Signature: 

# Shelter NSW Submission

## Draft Goulburn Mulwaree Local Strategic Planning Statement



### Introduction

Shelter NSW appreciates the opportunity to comment on the Draft Goulburn Mulwaree Local Strategic Planning Statement (LSPS) (May 2020). We congratulate Council on the high standard of its draft plan, and we support many of the proposed Actions outlined which aim to deliver both housing choice and affordability.

From Shelter NSW's perspective, we see the LSPS process as an opportunity to promote dialogue about ways to deliver better housing outcomes for all NSW residents. Having reviewed the Draft Goulburn Mulwaree LSPS, Shelter NSW has provided comments/recommendations and practical policy suggestions that we feel might support or strengthen many of the housing-related outcomes Actions in your strategy.

Our submission also provides an overview of Shelter NSW's role as a state peak body in the housing policy and advocacy space, and a summary of the key messages we heard during our recent consultation sessions across NSW about what communities see as a desirable housing system. From this, we worked with communities to develop a new vision for a future housing platform.

### About Shelter NSW

Shelter NSW is the state peak body for housing policy advocacy. Established in 1975, we represent broad interests across the housing system rather than those of a specific industry or sector. Our diverse network of partners includes organisations and individuals that share our vision of a secure home for all. We pursue this vision through critical engagement with policy and by providing thought leadership.

As an independent, non-profit organisation, we advocate for systemic housing policy reform and provide advice on policy and legislation. In doing so, we research the causes of inequity within the NSW housing system and promote solutions that ensure better housing outcomes for households on lower-incomes. We then leverage this expertise to engage and



collaborate with the sector to work towards an economically, socially, and environmentally sustainable housing system.

### Key messages from Shelter NSW wide visioning sessions

In 2019, Shelter NSW held seven workshops across regional NSW and Greater Sydney to develop a shared vision for a better housing system. Close to 200 community members spoke at these sessions about the problems they see as facing the housing system and the actions they want to see to address them. Here is a summary of their insights that are relevant to all levels of Government.

#### 1. Make plans that emphasise housing as a home, not just an investment

The concept of 'home' should be at the core of the housing policy. It underpins health, social connections and participation in work and society. However, speculative investment in housing and the standard model of development are not delivering housing that people need or can afford. The Government needs to talk with communities about these problems and discuss solutions. Following engagement, they should make a plan for the specific region that addresses the issues they can control and works with other levels of Government on ones they cannot.

#### 2. Build places and communities, not just houses and towers

New housing should be located close to jobs and services and improve the quality of existing neighbourhoods. Well-connected and well-designed homes make it easy for people to get around and transition between various stages of life. However, developers seem to be delivering either car-dependent sprawl or low-quality density. Both result in different kinds of congestion and unpleasant environments. Government authorities can help achieve this through planning, support for innovative designs and investment in infrastructure.

#### 3. Provide diverse housing that everyone can afford, not just high-income earners

The housing system should be as diverse as the community to give people the options they need. This system would support ageing households with the opportunity to downsize, and young people with the possibilities to become independent. Women can then leave abusive relationships, and First Nations people can live on Country. Students can then focus on their education, and key workers can live in their communities. Most importantly, people experiencing or at risk of homelessness can find a secure home. To provide these options, governments need to invest in social and affordable housing as well as create more diversity in the housing market.

#### 4. Make renting a genuine alternative to ownership, not just a transition phase

Tenants should be able to expect security and a high level of service when they rent their home. This protection is especially true now that homeownership is in decline. However, the possibility of no-grounds evictions makes it hard for tenants to put down roots or request repairs. Equally, social housing has become seen as a temporary safety net which is



increasingly rationed and run-down. Governments need to ensure rental housing is both secure and high quality. It can do so by amending laws and policies that support long-term renters and providers of suitable housing options.

#### 5. Use housing policy to address climate change, not exacerbate it

Our built environment should help us transition to a zero-carbon economy. Housing design and construction techniques can reduce our energy consumption and extraction of new resources. So too can planning and subdivision protect our homes from natural hazards and limit our reliance on cars and lifts. Trees can cool our streets and infrastructure can make them walkable. All of this improves our health and saves us money. Governments need to use all of these tools to prevent and avoid the worst effects of climate change which we are just starting to see and feel.

### Shelter NSW Comments on the Draft Goulburn Mulwaree Council Local Strategic Planning Statement

Freestanding dwellings dominate the existing housing stock in most major regional centres across NSW, with a significant percentage of dwellings occupied by ‘empty nesters’, many of whom have reached retirement age. This situation is evident in the population and housing characteristics of Goulburn Mulwaree Local Government Area (LGA) with around 25% of the Goulburn Mulwaree population aged 60 years and older, and over 25% lone person households (ABS Census 2016). These statistics reflect the growing disconnect between housing supply, which continues to deliver stand-alone 3, 4, and 5-bedroom dwelling, and population demographics. As indicated by Council in its LSPS, this mismatch between the housing needs of an ageing population and younger residents who require different forms of housing has created a challenge for councils on how to address this issue.

In its LSPS, Council also indicated that the LGA has a high percentage of low-income households and they need more affordable and public housing. Council acknowledges that the waiting times for public housing are between 2 to 10 years depending on bedroom types, with the longest waiting times being for one- and two-bedroom dwellings.

The Aboriginal and Torres Strait Islander population make up 4.0% of residents in the Goulburn Mulwaree LGA, and this community often has particular housing-related issues. One is limited access to affordable rental supply, and another is overcrowding which can have specific longer-term impacts regarding social and educational outcomes.

As evident from the data and issues outlined in this section, the Goulburn Mulwaree LGA has a mismatch between housing supply and the needs of different population groups across the LGA. For the foreseeable future, addressing these problems will be a significant task for the Council. Delivering new dwellings that provide more choice and new public



housing dwellings are two critical solutions to mitigate the adverse effect associated with the current disconnect between population characteristics and housing need.

The following Table outlines the proposed strategic actions in the Draft Goulburn Mulwaree Draft LSPS related to sustainability, housing choice and affordability. It provides feedback from Shelter NSW on ways to support or strengthen some of the proposed Actions outlined in the LSPS. In situations where Shelter NSW suggestions go beyond the direct control of Council, we are happy to collaborate with the Council in any future advocacy-based actions.

<b>Shelter NSW Comments on Housing Related Issues in the Goulburn Mulwaree Council Draft Local Strategic Planning Statement</b>
<p>The following recommendations are based on the capacity of the General Residential (R1) Zones and Medium Density Residential (R3) Zone to provide more housing choice in regional areas dominated by detached dwellings. It aims to support the delivery of sustainable regional communities into the future and to ensure that new residential developments are based on clustering dwelling patterns. This situation will provide better sustainability outcomes through consolidated vegetation, reduced bushfire impacts and delivery of better water management practices.</p> <p>In addition to the sustainability benefits associated with the recommendation, they will help the delivery of different housing options in town centres, better support the economic base of a small town and address the needs of both younger and older single residents to live in smaller dwellings connected to town centres.</p>
<p><b>Council Proposed Actions - City, Town and Village Centres</b></p> <ul style="list-style-type: none"> <li>• Review LEP and DCP provisions including height, FSR and car parking controls to facilitate urban renewal of the Goulburn CBD</li> <li>• Prepare a Night Time Economy Strategy for Goulburn CBD</li> <li>• Review Council’s Development Control Plan, to include character precincts to emphasize individual character areas</li> </ul>
<p>Shelter NSW suggests the following as part of the proposed Actions outlined above.</p> <ol style="list-style-type: none"> <li>1. That Council’s review of its LEP and DCP address ways to increase housing choice and affordability through the use of planning tools.</li> <li>2. That Council considers increasing housing density and diversity in its town centres by mandating a mix of dwelling types and a proportion of bedroom</li> </ol>





types in new development. The aim would be to support the delivery of homes that meet the need of single person households and help older residents to age in place.

3. That in locations connected to town centres, education, medical facilities and transport hubs, Council replace existing Low-Density Residential (R2), Large Lot Residential (R5) and Village (RU5) zones with General Residential (R1).
4. That, as part of any CBD or 'town centres' master plan, Council considers ways to deliver housing diversity in a variety of forms such as the introduction of more medium-density (R3) zones.
5. That Council includes incentives in its DCP such as height bonuses to encourage the delivery of diverse dwelling types and mandate bedroom mix.
6. That Council undertakes a review to identify areas suitable for seniors housing and assesses opportunities to support their development.
7. That Council organise a workshop with local developers and builders on ways to deliver more diverse housing opportunities.
8. To ensure that any new or infill development enhances the existing build form in regional town centres, Council should include a local character assessment requirement in its DCP.

### Council Proposed Actions – Housing

- Adopt, implement and monitor an Urban and Fringe Housing Strategy
- Review planning provisions to improve aged, social and affordable housing supply
- Prepare a Villages Strategy, to identify what if any capacity the relevant villages have for further growth
- Monitor the take up of shop top housing, and housing supply/demand in the CBD

Shelter NSW suggests that Council consider the following as part of the proposed Actions outlined above.

1. That, in implementing any proposed Urban and Fringe Housing Strategy, new residential release not be dominated by Low-Density large lot zones. Instead, consideration is given to the use of General Residential (R1) zones as this will provide additional housing choice options, better sustainability and bushfires management outcomes.
2. That Council, as part of its proposed planning provisions review, considers measures to support older residents to age in place, through amendments to



the planning controls to support the delivery of age-specific housing options in town centres.

3. That, in review its planning provisions to improve aged, social and affordable housing supply, Council works in partnership with Community Housing Providers and the Department of Communities and Justice to facilitate the delivery of new affordable and social housing options within the LGA.
4. That Council defines affordable housing as an essential infrastructure (including public and community housing) in any future infrastructure or planning policy (Note: this definition is from the Australian Infrastructure Audit 2019).

#### **Council Proposed Actions - Heritage**

- Ensure consultation in the preparation of studies and assessments with the Aboriginal community

Shelter NSW suggests that Council consider the following as part of the proposed Actions outlined above.

As indicated by Council, it is committed to consulting with local Aboriginal community members in the preparation of studies and assessment processes. Shelter NSW would like to see a commitment by Council to work with Aboriginal Land Councils on the development of a strategic plan for their landholders, aimed at supporting the delivery of additional housing opportunities for their members. This process could focus on the delivery of a strategic plan for Aboriginal landholders, with the primary aim being to support the delivery of additional housing opportunities and appropriate design outcomes on Aboriginal-owned land. This work can be based on the Aboriginal Land Framework (introduced by the NSW Planning System in 2019).

Proposed Actions:

1. to work cooperatively with LALC to rezone land so that it can be used for additional social housing,
2. to explore ways to support secondary dwelling/granny flat accommodation on existing Aboriginal/social housing lots,
3. to support ways of encouraging the construction of additional Aboriginal social housing stock, so that the underutilisation of existing housing and essential service can be addressed.

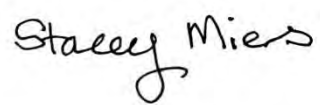


## Thank you

Shelter NSW appreciates the opportunity to comment on Goulburn Mulwaree Council's Draft Local Strategic Planning Strategy. We hope that the comments and insights we have provided bring some value to Councils strategic planning work in the housing policy space.

We are also happy to engage with Council on the issues raised in our submission. If you wish to discuss our submission in more detail, please contact Stacey Miers on 0410 633 272 or by email at [stacey@shelternsw.org.au](mailto:stacey@shelternsw.org.au).

Sincerely Yours,



Principle Policy Officer Shelter NSW  
Stacey Miers

Sincerely Yours,



Chief Executive Officer Shelter NSW  
John Engeler



29 June 2020

Mr Warwick Bennett  
General Manager  
Goulburn Mulwaree Council  
Locked Bag 22  
GOULBURN NSW 2580

Dear Goulburn Mulwaree Council,

**Re: Feedback on the Draft Local Strategic Planning Statement (LSPS)**

Thank you for the opportunity to provide feedback on the Draft LSPS.

Cancer Council NSW is committed to reducing the impact of cancer on individuals and the community, and to lessening the burden for people affected by cancer. We are community funded and community focused. We believe health is central to urban planning in order to create environments that promote cancer-smart behaviours and reduce exposure to known cancer risks such as solar ultraviolet (UV) radiation.

Cancer Council NSW is a key partner in the implementation of the *NSW Skin Cancer Prevention Strategy (2017)* which defines a comprehensive approach to reducing overexposure to (UV) and ultimately the incidence of skin cancer in NSW. The Strategy is a multidisciplinary initiative lead by Cancer Institute NSW which is an agency of NSW Health.

As part of the delivery of the Strategy, the Shade Working Group is committed to increasing shade across NSW for skin cancer prevention by influencing the planning system and advocating for shade in the local community. Member organisations of the Shade Working Group include: Cancer Institute NSW, Cancer Council NSW, University of New South Wales City Future Research Centre, and a strategic and social impact planner consultant. This submission is being provided by Cancer Council NSW, which also is Chair of the *NSW Skin Cancer Prevention Strategy Shade Working Group*.

**Skin cancer in Australia**

Australia has the highest levels of UV radiation and the highest incidence rates of skin cancer worldwide, where two out of every three people are likely to be diagnosed with skin cancer by the age of 70. UV radiation causes 95% of melanomas and 99% of non-melanoma skin cancers in Australia. This means skin cancer is highly preventable.

In comparison to another important preventable social issue, nearly twice as many people die from melanoma than they do on our roads in NSW. 354 people died on our roads in 2018; while 638 people died of skin cancer in the same year<sup>1</sup>. We wear a

seatbelt every time we get in the car, and we should think about UV radiation in the same way.

Council can play an important role in reducing the risk of skin cancer of its residents through planning and designing shade. Good quality shade can reduce UV exposure by up to 75 per cent. Further information including the co-benefits of shade, are attached. They are also accessible via Cancer Council NSW's [website](#), along with the *Cancer Council NSW Guidelines to Shade* and example case studies of well-designed shade.

### **Response to the Draft LSPS**

Cancer Council NSW strongly encourages Council to ensure the value of shade for UV radiation protection and other co-benefits are fully recognised in the vision for the LGA.

We have suggestions to support you with this, and attached to this letter is example text developed to include in your LSPS which supports shade as a planning priority for the LGA. We recommend that council look to include all or part of this text in relevant Themes or Planning Priorities from the Draft LSPS. This text can also be accessed via Cancer Council NSW's [website](#).

Thank you again for the opportunity to provide comment on your Draft LSPS. If you would like any further support, please feel free to contact me via [Elizabeth.king@nswcc.org.au](mailto:Elizabeth.king@nswcc.org.au) or ph: (02) 9334 1760.

Yours sincerely,



Elizabeth King  
Chair, NSW Skin Cancer Prevention Strategy Shade Working Group  
Skin Cancer Prevention Manager  
Cancer Council NSW

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<sup>1</sup> Cancer incidence and mortality projections 2011 to 2021. Cancer Institute NSW, Sydney, May 2011. Centre for Road Safety, Transport for NSW <https://roadsafety.transport.nsw.gov.au/downloads/road-toll-progress-2018.pdf>



# Shade. A planning and design priority that helps prevent skin cancer.

## Shade protects us from harmful ultraviolet radiation (UV)

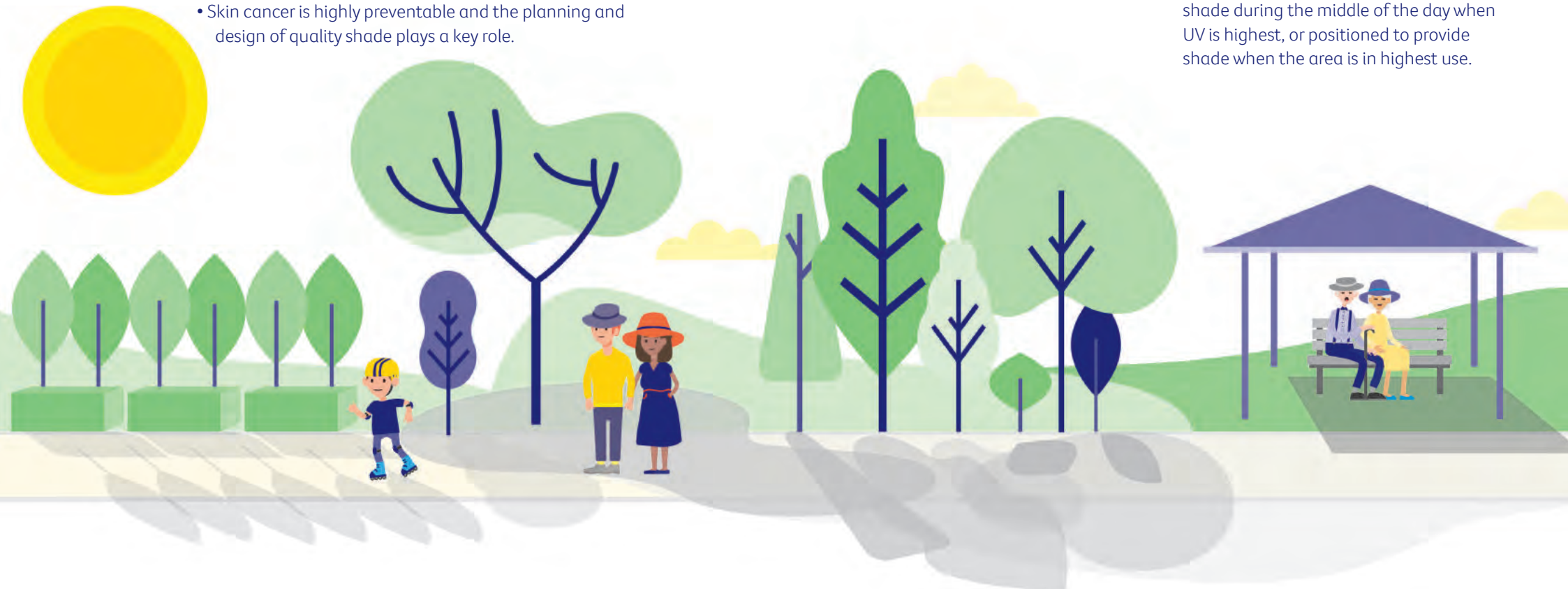
- UV from the sun causes at least 95% of all skin cancers in Australia.
- Skin cancer is the most common cancer in Australia - 2 in 3 people will be diagnosed.
- Skin cancer is highly preventable and the planning and design of quality shade plays a key role.

## Quality shade can reduce UV exposure by up to 75%

### What is quality shade?

**Natural shade:** trees with a canopy that is dense and close to the ground.

**Built shade:** stand-alone, portable or add-on structures positioned to provide shade during the middle of the day when UV is highest, or positioned to provide shade when the area is in highest use.



**A combination of natural and built shade provides the best UV protection.**



# Benefits of quality shade and green spaces.

## Health benefits

- Reduces UV exposure and helps prevent skin cancer
- Improves thermal comfort in times of heat
- Increases recreation and physical activity
- Reduces obesity and risk of chronic disease
- Improves mental health and wellbeing

## Environmental benefits

- Reduces build-up of heat in urban areas
- Reduces air pollution
- Reduces water evaporation, soil erosion and storm water run-off
- Reduces atmospheric carbon
- Maintains animal habitat and biodiversity

## Social and economic benefits

- Improves social and community connection
- Reduces neighbourhood crime
- Better placemaking
- Reduces socioeconomic and health inequities
- Increases land and property value
- Reduces energy usage and costs



## How to plan and design quality shade.

Professional resources are available to support you in planning good shade.

- [Cancer Council NSW Guidelines to Shade](#) including a shade audit tool.
- [Cancer Institute NSW Shade Case Studies](#); and
- Support for local governments to prioritise shade in their planning policies.

For more information and access to the online resources:

- Contact the NSW Shade Working Group via email: [CINSW-SkinCancerPrevention@health.nsw.gov.au](mailto:CINSW-SkinCancerPrevention@health.nsw.gov.au)
- Visit [cancercouncil.com.au/shade](http://cancercouncil.com.au/shade) and [cancer.nsw.gov.au/shade-and-uv](http://cancer.nsw.gov.au/shade-and-uv)



## Shade provision: Suggested text for inclusion in Local Strategic Planning Statements\*

### INTRODUCTION

The text below is example text that could be used by NSW councils in the preparation of their Local Strategic Planning Statements (LSPSs), required to be produced by each council under the Environmental Planning & Assessment Act.<sup>1</sup>

The text specifically relates to the provision of well-designed shade, from the perspective of the NSW Skin Cancer Prevention Shade Working Group, under the [NSW Skin Cancer Prevention Strategy](#).<sup>2</sup>

The text will need to be considered in context with the remainder of the LSPS, particularly its structure, and its inclusion of other items relating to healthy built environments.

The text is designed to be placed under the following headings within the LSPS – headings as provided by the NSW Department of Planning's [Example LSPS, February 2019](#):<sup>3</sup>

- Theme
- Planning Priority
- Rationale
- Council will
- Actions

Example text is provided in *italics* below.

### EXAMPLE TEXT

#### **Theme**

Note that the NSW Department of Planning's [Example LSPS, February 2019](#) does not contain an explicit theme relating directly to the design of healthy built environments. The themes provided in the Example LSPS are only suggestions for councils, and the themes most relevant to healthy built environments in that document are 'Thriving Places to Live and Grow' and 'A Sustainable Environment'.

It is suggested that an alternate theme could be:  
*'Providing Healthy Places to Live, Work and Visit'*.

#### **Planning priority**

A suggested planning priority that could be placed under one of the above themes is:  
*'Design and provide places and spaces that are healthy to live in, to work in and to visit'*.

This generic planning priority should then incorporate other aspects of the healthy built environment, as explained in the following 'rationale' section.

#### **Rationale**

There may be many items included in this section that relate generally to healthy built environments. The following 'rationale' text relates specifically to the provision of shade, written from the perspective of providing well-designed shade for protection from ultraviolet radiation (UV).

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#### **\* Shade provision: suggested text for inclusion in Local Strategic Planning Statements**

Prepared by Jan Fallding, Registered Planner, June 2019, on behalf of the NSW Skin Cancer Prevention Strategy Shade Working Group, operating within the auspices of the NSW Skin Cancer Prevention Strategy,<sup>2</sup> led by Cancer Institute NSW.

.....  
**Cancer Institute NSW**

### **Why is shade important?**

Australia has the highest rate of melanoma in the world.<sup>4</sup> Skin cancer is the most common cancer in Australia, with 2 in 3 people diagnosed in their lifetime.<sup>5</sup> UV causes 95% of melanomas and 99% of non-melanoma skin cancers,<sup>6</sup> making it a highly preventable cancer.

The incidence rate of melanoma in the [insert name] LGA is [insert age-standardised incidence rate] per 100,000. The NSW average melanoma incidence rate is 51.0 per 100,000.<sup>7</sup> Go to [Cancer Institute NSW Statistics Portal](#) to find melanoma age-standardised incidence rates by LGA.

Well-designed and correctly positioned shade, both natural and built, can reduce UV exposure by up to 75%.<sup>8</sup>

Shade offers a number of benefits for people and the environment and has an increasingly important role to play in mitigating the effects of climate change and reducing heat in urban areas.

### **The co-benefits of well-designed shade and green spaces include:**

Health benefits:<sup>9, 10</sup>

- Reduced UV exposure and the prevention of skin cancer.
- Improved thermal comfort in times of heat. Evidence shows that trees can reduce temperatures by 8°C.
- Enhanced childhood development.
- Increased recreation and physical activity, and a reduction in obesity and risk of chronic disease.
- Faster healing times and pain tolerance for hospital patients in a room with a view of trees.
- Improvements in mental health and wellbeing, including stress reduction and relaxation, greater happiness, lower rates of anger and depression and improved mental function and concentration.
- Noise reduction.

Environmental benefits:<sup>9, 10</sup>

- Reduced build-up of heat in urban areas and consequent 'heat island' effects.
- Reduced air pollution.
- Reduced water evaporation, soil erosion, and storm water run-off.
- Reduced atmospheric carbon.
- Increased animal habitat and maintenance of biodiversity.

Social and economic benefits:<sup>9, 10</sup>

- Increased social connectivity and sense of community by providing pleasant and aesthetically pleasing places for people to meet, socialise, exercise and rest.
- Reduced neighbourhood aggression, violence and crime.
- Street trees can help define or preserve the culture and history of a place.
- Improved thermal efficiency of buildings through shading and energy savings of up to 12-15%.
- Increased land and property values. Just one tree can increase the value of a property by approximately \$5,000.
- Opportunity to reduce socioeconomic and health inequities, which have been shown to be smaller in green areas.

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*It is likely that [insert name] LGA will experience more frequent, longer and more extreme periods of uncomfortable summertime heat and heat wave events in the future. The provision of quality shade throughout the LGA will be one of the most cost-effective ways to address this situation in the long term, and has the co-benefit of protecting us from UV exposure.*

*Natural and built shade can be easily included in planning processes for developments, particularly in urban areas. Well-designed shade, effectively planned and correctly positioned, can also alleviate concerns about needing to remove or modify trees to address engineering, wiring or maintenance issues.*

### **What is well-designed shade?**

*Well-designed shade uses a combination of natural and built shade to provide protection from UV radiation where it is needed, at the right time of day and at the right time of year.*

*The latest [Guidelines to Shade](#) from Cancer Council NSW<sup>11</sup> is a practical tool to aid LGA's in the design of quality shade.*

*In a playground setting, the [Everyone Can Play Guideline](#) from the NSW Department of Planning and Environment<sup>12</sup> provides a set of design principals and best practice recommendations to develop inclusive playspaces which provide well-designed shade for the comfort and protection of children and carers.*

*Good design is NSW Government policy, as described in [Better Placed](#) from the Government Architect NSW<sup>13</sup>, which outlines an integrated design policy for the built environment in NSW.*

### **Council will**

Suggested text for this section is:

- 1. Consider the provision of well-designed shade, both natural and built, in the provision of all public infrastructure, from large developments such as major recreation facilities, public buildings and town centre upgrades, to the smallest public domain improvements such as bus shelters.*
- 2. Encourage the provision of well-designed shade in all private developments, particularly recreation facilities and those that adjoin public places, such as commercial developments.*
- 3. Consider the co-benefits of shade in all decisions about infrastructure provision and maintenance.*

### **Actions**

Suggested text for this section is:

- 1. Council's [insert relevant name] Development Control Plan will be reviewed to:*
  - a) incorporate design considerations regarding the provision of well-designed shade, with reference to the latest shade guidelines.<sup>9</sup>;*
  - b) require well-designed shade in any private buildings or developments that adjoin public places that are likely to have significant visitation (e.g. high pedestrian traffic or people visiting or pausing in public spaces);*
  - c) require the provision of well-designed shade in recreation facilities;*
  - d) require the provision of well-designed shade in the design of any public infrastructure;*
  - e) require the consideration of the benefits of shade in any application to remove trees or vegetation currently providing significant shade and communicate to residents the benefits of shade; and*

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- f) *encourage the provision of well-chosen and well-placed street trees in residential or public domain developments.*
2. *Council's Engineering Design specifications [insert relevant document name] will be updated to include specifications for the provision of well-designed shade.*
  3. *Council will prioritise well-designed shade in its provision of new and upgraded public infrastructure and spaces.*
  4. *Council will consider retrofitting current public infrastructure and spaces to include well-designed shade.*

## REFERENCES

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<https://www.planning.nsw.gov.au/Policy-and-Legislation/Environmental-Planning-and-Assessment-Act-updated/Guide-to-the-updated-Environmental-Planning-and-Assessment-Act-1979/Part-3-Strategic-planning/Key-documents-and-FAQs>
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## OTHER RESOURCES

- <https://www.sunsmart.com.au/communities/local-government> - a range of resources to assist councils in providing well-designed shade. Based on Victorian examples, but can be easily adapted to NSW.
- <https://www.cancer.nsw.gov.au/shade-and-uv> - Shade case study examples by Cancer Institute NSW
- [http://www.lowcarbonlivingcrc.com.au/sites/all/files/publications\\_file\\_attachments/rp2024\\_guide\\_to\\_urban\\_cooling\\_strategies\\_2017\\_web.pdf](http://www.lowcarbonlivingcrc.com.au/sites/all/files/publications_file_attachments/rp2024_guide_to_urban_cooling_strategies_2017_web.pdf) Osmond, P., and Sharifi, E., 2017: *Guide to Urban Cooling Strategies*. Low Carbon Living CRC.

## CONTACT DETAILS / MORE INFORMATION

- NSW Shade Working Group email: [CINSW-SkinCancerPrevention@health.nsw.gov.au](mailto:CINSW-SkinCancerPrevention@health.nsw.gov.au)
- Cancer Council NSW website: [www.cancercouncil.com.au/cancer-prevention/sun-protection/](http://www.cancercouncil.com.au/cancer-prevention/sun-protection/)
- Cancer Institute NSW website: [www.cancer.nsw.gov.au/shade-and-uv](http://www.cancer.nsw.gov.au/shade-and-uv)

This information is based on available evidence at the time of review.  
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For further information contact the NSW Shade Working Group via email [CINSW-SkinCancerPrevention@health.nsw.gov.au](mailto:CINSW-SkinCancerPrevention@health.nsw.gov.au) or go to <https://www.cancercouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection/>

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