



# **Local Strategic Planning Statement (LSPS)**

## **Submissions**

The Chief Executive Officer  
Snowy Valleys Council  
PO Box 61  
TUMBARUMBA NSW 2653

Re: **SUBMISSION – DRAFT STRATEGIC PLANNING STATEMENT**

I refer to the above and provide a submission in response to the public exhibition of the Draft Snowy Valleys Strategic Planning Statement (**SPS**).

As a general comment it is disappointing to see that this most important planning document has been prepared in the absence of any meaningful or significant public consultation. While it is appreciated that we are caught in exceptional times due to the Covid-19 restrictions, none the less the development of a new comprehensive Local Environmental Plan (**LEP**), which is to be informed by the SPS is deserving of an appropriate amount of specific consultation with the community that clearly identifies the intended purpose of the SPS, with regard to its relevance to the development of a new LEP.

It is noted that the SPS has been developed in consideration of other Council plans, in particular the Community Social Plan (**CSP**), which was the subject of consultation and while there will be issues within that plan that may run in parallel to issues specific to land use planning, the CSP is not in essence a land use planning document and therefore should not be relied upon too heavily to deliver an effective environmental and land use plan.

The SPS also calls up the Snowy Valleys Advocacy Plan, which was never the subject of community consultation and as such was met with an amount of resentment across the entire Snowy Valleys area. This plan should not be regarded in any way as a building block for a new LEP as it contains numerous unfunded pie in the sky proposals, some of which e.g. a Tumbarumba bypass and replacement of the Jacksons Bridge, have already been discounted as not feasible by the relevant government agencies.

Another big ticket item in this plan is the construction of the Brindabella Road. While this project has been debated over a number of years, it appears that due to the lack of community consultation not all of the consequences of this project have been considered. While this project may have a beneficial result on certain activities within the tourism sector, to provide a road giving a 50 minute travel time to Canberra, as stated in the SPS, would almost certainly have a devastating impact on small business, most particularly in Tumut. There is ample evidence available across Australia that will show the decline in rural communities once they are within a close catchment of larger centres, let alone the National Capital.

A major focus within the SPS for future development is in relation to bicycle tourism. While not having any specific in depth knowledge or participation in this area I can see that it potentially will have a lot of value in creating tourist activity and subsequent business and work opportunities within the area. The SPS Monitoring and Reporting tables indicate a desire to facilitate investigation and investment

into a rail trail link from Rosewood to Ladysmith. It would be recommended that this should be amended to investigate the link to Tarcutta, with a trail to Humula being the first stage. This would be far more achievable in terms of cost and community acceptance, with an eventual link to Tarcutta providing an access to the Hume Highway. Chasing a link to Ladysmith with the subsequent cost and associated problems will most likely result in nothing ever happening.

The Monitoring and Reporting tables should be re-considered in terms of the timeframes for many of the actions, particularly those that are earmarked for completion prior to the end of 2020, as most of these will probably not be achieved.

Reading the SPS it would appear that the only part of the SVC area capable of supporting industrial development is Tumut. If this is the mindset then it is likely the development of a land use plan will merely replicate this and stifle potential development in other areas.

There needs to be substantial consideration given to the types of development that may be achieved across the entire LGA, with particular focus on smaller niche type developments supporting tourism and other home industries. It will be a mistake to think that the timber industry will be providing the main impetus for industrial / commercial development into the future.

Prior to the disaster of the recent bushfires and the resultant loss of thousands of hectares of plantation timber, it had been estimated that there was a shortfall of 40,000 hectares of plantation timber to support the local industry. This shortfall has been culminating over the past 20 years and will continue into the future as there has been little to no new areas of plantation established, with the only plantings being second rotation. Again recent announcement of the number of seedlings to be planted to replace burnt plantation areas, while a positive, has a delay of 25 to 30 years before quality sawlogs can be harvested.

From a land use planning perspective it is difficult to provide meaningful feedback on the SPS as it predominantly only contains motherhood statements, however the development of a new LEP will need to be more focused on what is important for the various communities across the entire SVC area and not be hijacked by the bureaucrats of the Planning Department, who, consequently to my knowledge, do not reside in the SVC area and will not be impacted by the provisions of any new land use planning scheme.

There are a number of inaccuracies within the SPS, in fact far too many to address, however for example at Page 35 under the Natural Environment there is mainly only consideration of the Tumut River and associated tributaries and impoundments. While this section does refer to the Burra Creek, which is the predominant water supply for the Tumbarumba Township, it incorrectly refers to it being part of the Murrumbidgee catchment. Just for clarity, approximately 80% of the former Tumbarumba area is within the Murray catchment, including the Burra Creek, the SPS makes no mention here of the Murray River and its various tributaries and impoundments, which unfortunately demonstrates the lack of understanding of the area being considered.

These matters do lead to a reduction in credibility of the document and hopefully will not lead to a corresponding reduction in credibility of any future planning provisions for the area.

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**From:** Info  
**Sent:** Thursday, 28 May 2020 5:07 PM  
**To:**  
**Cc:**  
**Subject:** FW: 20200526 - Feedback Form - Draft Local Strategic Planning Statement -

**From:** Your Voice Snowy Valleys Council [mailto:tumutadmin@snowyvalleys.nsw.gov.au]  
**Sent:** Tuesday, 26 May 2020 10:49 PM  
**To:** Info; Policies  
**Subject:** 20200526 - Feedback Form - Draft Local Strategic Planning Statement -

Anonymous User just submitted the survey 'Feedback Form - Draft Local Strategic Planning Statement'

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**Full Name**

**Email**

**Postcode**

2720

**What is your feedback?**

I wish to express my isappointment in the council giving in to the rail trail lobby in the Draft Local Strategic Planning Document. You claim to be trying to build a sustainable future, but by closing down our rail corridors you are forcing us to use to most fuel inefficient mode of transport possible. It would be far better for this regions future if you included rail transport in your long term strategic planning.

**You can also choose to upload a pre-prepared submission document here (optional)**

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Enquiries Senior Strategic Land Use Planner  
Our Ref Submission Snowy Valleys Council Draft Local Strategic Planning  
Statement  
Cooma  
Your Ref Local Strategic Planning Statement :Spatial Land Use Concepts

21 May 2020

Chief Executive Officer  
76 Capper St  
Tumut, NSW 2720  
[info@svc.nsw.gov.au](mailto:info@svc.nsw.gov.au)

Dear

#### **Draft Local Strategic Planning Statement Exhibition**

Thank you for your letter dated 22 April inviting Snowy Monaro Regional Council (SMRC) to provide comments on the Snowy Valleys Council Draft Local Strategic Planning Statement. We appreciate the considerable time and effort that goes into preparing such a document. Our Strategic Planning team has reviewed the draft document and wishes to provide the following comments.

The document is easily digested and neatly presented. The addition of the Riverina Murray Regional Plan (RMRP) Directions to each Planning Priority enables a clear understanding of the relationship between the RMRP and the LSPS.

SMRC supports the direction proposed by SVC in protecting and enhancing the natural environment, especially in a changing climate. A pristine and protected environment provides a drawcard for visitors, which both SVC and SMRC are hoping to attract and share. A biodiversity study could be warranted to understand the natural values of the LGA better. This could then provide a basis for more targeted zoning of land to protect environmental values, further supported by the development of a Rural Lands Strategy.

SMRC also supports SVC looking for opportunities to enhance and diversify the local economy. SMRC has embedded a similar thread within the LSPS to encourage value –add agriculture, sustainable tourism, including agri-tourism and other appropriate ancillary uses such as cellar doors, artisan food, and drink industries and tourist accommodation. This consistency across the two neighbouring LGAs could provide some tremendous regional benefits, attracting visitors for a more extended period for a variety of reasons, year-round. Consideration in the future could be to establish a cross LGA touring route which supports these businesses.

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## SNOWY MONARO REGIONAL COUNCIL

Population projections prepared by the NSW Government indicate a decline in population from 14,600 people to 13,400 by 2036 for the Snowy Valleys Council area. Similarly, SMRC population is projected to decline by approximately 3000 people over the same period. However, as these projections do not consider any large infrastructure projects (such as Snowy 2.0) or other mitigating factors, it may also be prudent to find that population decline may not be the only outcome.

Consideration could also be given to leveraging off the Snowy Mountains Special Activation Precincts and the Wagga Wagga Special Activation Precincts, each within proximity to the Snowy Valleys Council area. Good access to the Hume Highway, Sydney to Melbourne Rail, and Canberra International Airport all enhance the strategic location of the SVC area.

Although not mentioned in Towns and Villages – Planning Priority 2, it might be useful to provide some commentary or consideration of housing choices for seasonal workers, which the area receives over the year, picking apples, blueberries, and grapes. If these industries are to grow and expand within the region, consideration should be given to how they will be housed.

The document may benefit from making some of the actions more clearly achievable, rather than advocating and encouraging. An example of this could be,


*'Encourage seniors housing and medium density development in the form of townhouses, villas, and dual occupancies adjacent to the commercial areas of Tumut and Tumbarumba and services and facilities such as educational, community and health facilities'.*

A clearer, achievable action might include identifying suitable sites that can benefit from the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 or the Low Rise Medium Density Code contained within the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Overall, SMRC is supportive of Snowy Valleys inaugural LSPS.

Should you have any queries regarding these comments please contact Council's Senior Strategic Land Use Planner Department on (02) 6455 1907 or via email [Alexanda.Adkins@snowymonaro.nsw.gov.au](mailto:Alexanda.Adkins@snowymonaro.nsw.gov.au).

Yours faithfully



Alex Adkins

**Senior Strategic Land Use Planner**



Our ref: DOC20/327417  
Senders ref: Draft Snowy Valleys LSPS

Planner  
Southern Region  
PO Box 5475  
WOLLONGONG NSW 2500

19 May 2020

Dear

**Subject: Draft Snowy Valleys Local Strategic Planning Statement (LSPS)**

Thank you for notifying us of the exhibited draft Snowy Valleys Local Strategic Planning Statement (LSPS) on 28 April 2020 and the invitation to provide comment.

The Biodiversity and Conservation Division of the Department of Planning, Industry and Environment (the Department) currently has statutory responsibilities relating to biodiversity (including threatened species, populations, ecological communities, or their habitats), Aboriginal cultural heritage (ACH) and flooding. The Climate Resilience and Net Zero Emissions Branch has also provided comment.

We consider the LSPS to provide an important opportunity for Council to effectively exercise its responsibilities relating to these themes over the next 20 years.

We recommend that a comprehensive strategy be developed which addresses the issues relevant to biodiversity, ACH, flooding and climate change risks as outlined in the Riverina Murray Regional Plan 2036, specifically Directions 15, 16, 28 and 29. We consider Directions 15 and 29 to be fundamental to Council better exercising its statutory duties to protect biodiversity and ACH respectively.

We also recommend an implementation section of the Snowy Valleys LSPS, consistent with the Department's *LSPS Guidelines for Councils* document. The Biodiversity and Conservation Division and the Climate Resilience and Net Zero Emissions Branch can assist Council to develop an implementation strategy and actions, through data sharing and the provision of technical advice.

Further details are provided in **Attachment A**. A series of technical guidance materials are also provided for your reference at **Attachments B** through **E**.

If you have any questions about this advice, please contact Marcus Wright, Senior Conservation Planning Officer via [rog.southwest@environment.nsw.gov.au](mailto:rog.southwest@environment.nsw.gov.au) or 6983 4917.

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Yours sincerely



Andrew Fisher

**Senior Team Leader Planning**

**South West Branch**

**Biodiversity and Conservation Division**

**Department of Planning, Industry and Environment**

ATTACHMENT A	Detailed comments – Snowy Valleys LSPS
ATTACHMENT B	Aboriginal Cultural Heritage – Riverina Murray'
ATTACHMENT C	'Biodiversity – Riverina Murray'
ATTACHMENT D	'Natural Hazards – Riverina Murray Region'
ATTACHMENT E	'Climate Change – Riverina Murray Region'.



**ATTACHMENT A Detailed Comments – Snowy Valleys LSPS****Aboriginal cultural heritage**

In the Snowy Valleys Council Draft LSPS, some actions for Aboriginal cultural heritage are included in 'Towns and Villages: Planning Priority 1', 'Growth through Innovation: Planning Priority 2' and 'Our Infrastructure: Planning Priority 3'.

We welcome the strong theme through the draft LSPS of recognising and supporting Aboriginal people and their cultural heritage in the Snowy Valleys LGA.

Actions for cultural heritage are currently part of three different planning priorities. We encourage Council to further expand and develop a priority which addresses cultural heritage, including Aboriginal cultural heritage, at the strategic planning level. The aim would be to protect, conserve and manage Aboriginal cultural heritage in accordance with Direction 29 of the Riverina Murray Regional Plan. We can support associated actions through assistance with technical advice and data sharing.

Actions which can contribute to achieving this goal and direction include, but are not limited to:

- Investigate and assess potential impacts on Aboriginal cultural heritage values for priority development precincts at the strategic planning stage (e.g. rezoning) in partnership with the local Aboriginal community
- Embed processes for seeking input from the local Aboriginal community into planning and evaluation of future land use changes such as rezoning
- Undertake a study of Aboriginal cultural heritage values for the local government area in partnership with the local Aboriginal community
- Prepare an Aboriginal heritage assessment for priority development precincts in partnership with the local Aboriginal community
- Avoid and minimise impacts to Aboriginal cultural heritage values from development in the Snowy Valleys LGA
- Undertake an oral history/anthropology study across the Snowy Valleys LGA in partnership with the Aboriginal community
- Incorporate Aboriginal language reflecting Aboriginal cultural heritage values in place names of new developments and precincts
- Avoid naming places after historical figures connected to persecution of Aboriginal people
- Work with Local Aboriginal Land Councils to identify and group land holdings according to broad attributes and economic opportunities (e.g. development, biodiversity value, tourism opportunities)
- Prepare an Aboriginal Heritage Strategy for the local government area in partnership with the local Aboriginal community
- Identify areas for further Aboriginal cultural heritage value investigation across the Snowy Valleys LGA in partnership with the local Aboriginal community
- Create opportunities for the community and visitors to connect with Aboriginal cultural heritage values in the landscape for example through interpretive signage and other interactive technologies developed in partnership with the local Aboriginal community.

More detailed information of these actions and the support available to council is outlined in the Attachment 'Aboriginal Cultural Heritage – Riverina Murray Region'.

For Aboriginal Place listings and all matters in relation to the State Heritage Register and the *Heritage Act 1977* please note these matters are now administered by Heritage NSW, Community

Engagement within the Department of Premier and Cabinet. If you wish to follow up on these matters, please make contact via email at: [heritage@heritage.nsw.gov.au](mailto:heritage@heritage.nsw.gov.au)

### **Biodiversity**

We commend Council for the actions implicit to 'Our Natural Environment; Planning Priority 1' relating to the protection of trees in the Snowy Valleys LGA. We recommend expanding the scope of 'Our Natural Environment; Planning Priority 1' in line with Direction 15 of the Riverina Murray Regional Plan 2036 to protect and manage the environmental assets of the Snowy Valleys LGA, including remnants of native vegetation on all land. Doing so is likely to greatly enhance Council's capacity to exercise its duty to implement Part 7 of the *Biodiversity Conservation Act 2016*.

For example, the many significant areas of natural vegetation in the Snowy Valleys LGA serve as important nodes of core habitat for threatened species and represent a range of endangered ecosystems. We encourage Council to consider ways to improve the ecosystem function of these reserves by improving connectivity to other patches of habitat, and to plan land use that limits processes which cause harm to threatened species.

Many important patches of threatened species habitat exist outside of these reserves. Patches of native vegetation on roadsides, rail reserves, riparian corridors, Travelling Stock Reserves and remnants on private land present a significant opportunity for Council to contribute to the conservation of threatened species across the Riverina Murray in line with Direction 15 of the Riverina Murray Strategic Plan 2036.

We remind Council of their duty to apply Part 7 of the *Biodiversity Conservation Act 2016* to all development applications that involve the removal of native vegetation including Asset Protection Zones, ancillary works and infrastructure. This duty applies on any land and extends to all clearing associated with activities under Part 5 of the *Environmental Planning and Assessment Act 1979*.

Council has identified two Actions that relate to the protection of trees. Council is already the regulator of vegetation clearing on all land to which the *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017* (the Veg SEPP). Under the Veg SEPP, Council has the power to achieve significant protection of all flora and threatened species habitats in those lands. In Snowy Valleys LGA, that is all land not zoned RU1, RU3, RU4, or E1.

Council's power to regulate clearing on Veg SEPP land relies on the Tumut and Tumbarumba Development Control Plans (DCPs) respectively. Council's powers are not limited to Council-managed public space, property and reserves. Council has the power to develop and implement regulations that protect any tree, including those that provide habitat to threatened species, on all Veg SEPP land. Council's power is currently limited because the Tumut and Tumbarumba DCPs lack provisions to protect vegetation and threatened species habitats. Council's ability to achieve 'Our Natural Environment; Planning Priority 1' will increase if Council amends the DCPs to better control the removal of vegetation on land regulated by the Veg SEPP.

The DCP also provides a mechanism to control the removal of vegetation on any land. Tree Preservation Orders have that effect.

We recommend that Council seek to better align the two DCPs to give more consistent effect as regulator of clearing vegetation on Veg SEPP land across the Snowy Valleys LGA. Doing so will not only give the community more certainty, it will also ensure that Council is more effective in achieving the Priorities of the LSPS.

By not adopting cl.5.9(9) of the standard instrument LEP, both the Tumut and Tumbarumba LEPs currently permit Routine Agricultural Management Activities (RAMAs) on R5 land, and on E3 land in Tumbarumba. The availability of RAMAs in the Snowy Valleys LGA is likely to undermine Council's intent to protect environmental assets on those zones.

We remind Council that RAMAs are always subordinate to development consent and have a very limited application in the Snowy Valleys LGA. RAMAs only authorise clearing that is ancillary to an activity that is permitted without consent on R5 and E3 land. For example, RAMAs do not authorise clearing ancillary to building roads, farm buildings, dairies or water supply systems anywhere in the Snowy Valleys LGA, because those activities are permitted with consent.

Actions which may further contribute to achieving the Strategic Agendas associated with the Broad Category dealing with the Natural Environment include, but are not limited to:

Map and characterise the environmental values

- Validate High Environmental Value (HEV) mapped areas in the Snowy Valleys LGA, including vegetation likely to provide habitat for Koalas and other threatened species
- Validate HEV mapped areas identified as a priority based on local development pressures in Snowy Valleys LGA
- Identify protected areas in Snowy Valleys LGA (e.g. NPWS Estate, Crown Reserves, conservation covenants etc) and avoid land use intensification adjacent to protected areas
- Review zonings and development controls to ensure adjacent land uses are compatible with conservation
- Biodiversity audit of Council-managed public land to identify opportunities for enhancement of biodiversity values
- Identify offset areas and protect their values in perpetuity by developing a portfolio of sites with the potential to offset development either in the Biodiversity Offset Scheme or under biodiversity certification.

Protect high environmental value assets in Snowy Valleys LGA through local plans

- Make and implement a biodiversity strategy for the Snowy Valleys LGA
- Make and implement an LGA wide pest and weed management strategy
- Protect HEV areas from incompatible land uses
- Make a development control plan consistent with the *State Environmental Planning Policy (Vegetation in Non-rural Areas) 2017* to regulate high conservation vegetation in the Snowy Valleys LGA.

Specify measures to minimise impacts from development in areas of high environmental value and consider offsets and other mitigation mechanisms for unavoidable impacts

- Promote biodiversity certification for new urban release areas and spot re-zonings
- Encourage enhancement of areas of HEV on private land
- Encourage restoration of degraded vegetation within identified biodiversity corridors on private land
- Focus land use intensification in areas of land that meet the definition of Category 1 – Exempt Land under the *Local Land Services Act 2013*.

Protect Travelling Stock Reserves in local land use strategies

- Protect and manage Travelling Stock Routes

More detailed information of these actions and the support available to Council is outlined in **Attachment C** 'Biodiversity – Riverina Murray'.

**Natural hazards - Flooding**

We recommended that appropriate actions for managing flood risk are incorporated into the Snowy Valleys LSPS. We acknowledge that flood related planning and development controls will be required in Council's LEP and DCP.

Council has completed a floodplain risk management study and plan (FRMS&P) for Adelong following the devastating floods of 2010 and 2012. No other urban centres in the Snowy Valleys LGA are currently covered by a FRMS&P, including Tumut, Batlow, Brungle, Jingellic, Khancoban, Rosewood, Talbingo, Tooma and Tumbarumba.

Council is encouraged to apply for funding to complete flood studies and FRMS&Ps for these urban centres where flooding, riverine or Major Overland Flow, is a concern. Tumut is of particular concern due to the high level of flood risk and the relatively high development pressure being experienced in the town. The development of a FRMS&P for Tumut will guide new development areas to ensure it is commensurate with the flood risks.

With regard to 'Towns and Villages - Planning Priorities 2 and 3';

The Department strongly recommends that the best available flood information is used in these investigations for both new residential and industrial development and where necessary do studies to improve flood information or examine flood impacts to ensure that:

- Any development in these areas are compatible with the flood behaviour, flood hazard and flood emergency management
- The development of these areas does not impact on flood behaviour, flood risk and emergency management risk to the detriment of the existing community.

The appropriate method for assessing the flood risks of new development areas is through the Floodplain Management Process with the development of a detailed flood study followed by a FRMS&P with the aim of ensuring that new development is commensurate with the flood risks.

With regard to 'Our Natural Environment- Planning Priorities 1, 2 and 3';

The Department supports the consideration of natural hazards such as flooding in the planning for future population growth. This is one of the primary objectives of the NSW Flood Prone Land Policy and the risks due to flooding needs to be strategically assessed within the Floodplain Risk Management Process for the development of appropriate flood related land use planning actions.

The Snowy Valleys LSPS should include an action that recognises the need to review and update flood related planning controls through its LEP and DCP using newly developed flood information.

More detailed information of these actions and the support available to Council is outlined in 'Natural Hazards – Riverina Murray Region'.

We encourage Council to continue to work directly with the Biodiversity and Conservation Division to advance flood risk management actions in the Snowy Valleys LSPS and associated plans being prepared through the Floodplain Management Program.

More detailed information of these actions and the support available to council is outlined in the **Attachment D** 'Natural Hazards – Riverina Murray Region'.

#### **Natural hazards - Climate change**

The Climate Resilience and Net Zero Emissions Branch recognises the inclusion of climate change and commitment to reducing emissions in the 'Our Challenges' and 'Our Vision sections', and in various Planning Priorities of the Snowy Valleys Council's LSPS.

With regard to 'Towns and Villages; Planning Priority 3' we recommend that Council;

- 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*

- Promote high-quality open spaces that support physical activity, including walking and cycling networks, in the design of new communities (Action 28.2 Riverina Murray Regional Plan and noted under Our Infrastructure Planning Priority 2)
- Incorporate water sensitive urban design in new development (Action 28.4 Riverina Murray Regional Plan and Our Natural Environment Planning Priority 1).

With regard to 'Growth through Innovation Planning Priority 1 and 2', we recommend that Council;

- Consider referring to climate change data and assess the impact on agriculture and tourism via increased temperatures, number of hot days and changes to rainfall leading to more extreme floods and droughts. Use the 'Mixed farming', 'Energy', 'Small communities', 'River-based Tourism' and 'Land management' transition models outlined in the [Western Enabling Regional Adaptation Riverina Murray report \(2017\)](#) to generate further actions to increase climate readiness
- Refer to the neighbouring [Enabling Adaptation in the South East \(EASE\) report](#) for the 'Agricultural service centres', 'Emergency management', 'Alpine tourism', 'Off-reserve conservation' and 'Extensive grazing' transition models
- Build drought resilience in rural communities by providing targeted support to primary producers and communities to improve preparedness and improve decision-making (Action 23.4 Riverina Murray Regional Plan).

With regard to 'Growth through Innovation; Planning Priority 2', 'Our Natural Environment; Planning Priority 2' and 'Our Infrastructure; Planning Priority 3', we recommend that Council;

- Consider including actions in the Murray Riverina Regional Plan under Direction 11: Promote diversification of energy supplies through renewable energy generation, such as:
  - Encourage renewable energy projects by identifying locations with renewable energy potential and ready access to connect with the electricity network (11.1)
  - Promote best practice community engagement and maximise community benefits from all utility scale renewable energy projects (11.2)
  - Promote appropriate smaller-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies (11.3).

With regard to 'Our Natural Environment; Planning Priority 1', we recommend that Council include a goal to 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.

With regard to 'Our Natural Environment; Planning Priority 2', we recommend that Council;

- Assess LGA-wide carbon emissions and develop and implement a plan to reduce emissions in consultation with the community. Note: Snowy Valley's community emissions profile is available from: <https://snapshotclimate.com.au/locality/australia/new-south-wales/snowy-valleys/>
- Continue to consider updated climate change information and monitor and report to the community on progress against climate resilience and net zero goals.

With regard to 'Our Natural Environment; Planning Priority 3', we recommend that Council 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](#).

More detailed information of these actions and the support available to council is outlined in the **Attachment E** 'Climate Change— Riverina Murray Region'.

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



ABORIGINAL CULTURAL HERITAGE – Riverina Murray Region	
<b>Regional Plan context</b>	<p>The <i>Riverina Murray Regional Plan 2036</i> recognises the region's rich Aboriginal cultural heritage is highly valued by the community.</p> <p><b>Goal 1: A growing and diverse economy</b> focuses on priority growth sectors, including tourism, to diversify the economy.</p> <p><b>Direction 8: Enhance the economic self-determination of Aboriginal communities</b> identifies an opportunity to review the landholdings of Local Aboriginal Land Councils to see how they can best be planned, managed and developed for the benefit of the local Aboriginal community.</p> <p><b>Actions</b></p> <p>8.1 Work with the Local Aboriginal Land Councils to conduct a strategic assessment of their landholdings to identify priority sites with economic development potential for further investigation.</p> <p>8.2 Identify priority sites that can create a pipeline of potential projects that the Local Aboriginal Land Councils may wish to consider.</p> <p><b>Goal 4: Strong, connected and healthy communities</b> recognises that heritage is irreplaceable and should be appreciated, valued and protected for the benefit of current and future generations.</p> <p><b>Direction 29: Protect the region's Aboriginal and historic heritage assets</b> by engaging with Aboriginal people during strategic planning; undertaking Aboriginal cultural heritage assessments to inform local land use strategies and identify heritage management mechanisms; and provide resources for heritage advice to inform planning processes.</p> <p><b>Actions</b></p> <p>29.1 Undertake and implement heritage studies, including regional Aboriginal cultural heritage studies, to inform local land use strategies.</p> <p>29.2 Consult with Aboriginal people and the broader community to identify heritage values at the strategic planning stage.</p> <p>29.3 Increase heritage protection and revitalise main streets and town centres, through community education and development incentives in local plans.</p> <p>29.4 Recognise and conserve heritage assets that have community significance in local plans.</p> <p>29.5 Provide resources for heritage advice to inform planning processes.</p>
<b>NSW Government legislation and policy context</b>	<p><a href="#"><u>National Parks and Wildlife Act 1974</u></a> The primary act that protects and conserves Aboriginal heritage in NSW.</p> <p><a href="#"><u>National Parks and Wildlife Regulation 2009</u></a> Contains regulations dealing with Aboriginal cultural heritage in NSW.</p> <p><a href="#"><u>Reform of NSW Aboriginal cultural heritage legislation</u></a> The NSW Government has proposed a new system for managing and conserving Aboriginal cultural heritage. It will be supported by a new legal framework that respects and conserves Aboriginal cultural heritage in NSW.</p> <p><a href="#"><u>Heritage Act 1977</u></a> Aboriginal heritage may be subject to the provisions of the Heritage Act if the item is listed on the State Heritage Register or subject to an interim heritage order.</p> <p><a href="#"><u>OCHRE (Opportunity, Choice, Healing, Responsibility and Empowerment)</u></a></p>

	<p>The NSW Government's plan for Aboriginal communities.</p> <p><b><u>Local Aboriginal Land Councils</u></b> Information relating to boundaries and contacts for Local Aboriginal Land Councils can be obtained from the NSW Aboriginal Land Council at: <a href="http://alc.org.au/land-councils/lalc-boundaries--contact-details.aspx">http://alc.org.au/land-councils/lalc-boundaries--contact-details.aspx</a></p> <p><b><u>Guidelines for developments adjoining land managed by NPWS</u></b> Considerations for consent authorities when determining development applications on land adjoining the NPWS Estate.</p> <p><b><u>Working to protect Aboriginal cultural heritage</u></b> The 5 principles in this statement were developed to guide the inclusion of the rights and interests of Aboriginal people in our environmental management and conservation activities work.</p> <p><b><u>Aboriginal cultural heritage consultation requirements for proponents 2010</u></b> These requirements apply to applications for Aboriginal Heritage Impact Permits (AHIPs). They may also be used as guidance for undertaking consultation as part of a cultural heritage assessment.</p>
<b>LSPS commitments</b>	<p>To address actions relevant to the protection of Aboriginal cultural heritage in the <i>Riverina Murray Regional Plan 2036</i> the LSPS should include commitments to:</p> <ul style="list-style-type: none"> <li>• Support Aboriginal communities to increase their economic independence</li> <li>• Appreciate, value and protect Aboriginal cultural heritage</li> <li>• Avoid impacts to Aboriginal cultural heritage</li> <li>• Ensure Aboriginal people are engaged during the planning process</li> <li>• Develop heritage studies with the local Aboriginal community</li> <li>• Adopt appropriate measures in planning strategies and local plans to protect Aboriginal heritage, and</li> <li>• Recognise the contribution of cultural heritage values to the character and landscape of the region.</li> </ul> <p>To support Council to deliver on these commitments, Appendix A of this document includes:</p> <ul style="list-style-type: none"> <li>• Recommended actions specific to your LGA</li> <li>• Potential measures of success for recommended actions</li> <li>• Support available from Environment, Energy and Science to deliver LSPS commitments and actions</li> </ul>
<b>Data to consider</b>	<p><b>Aboriginal Heritage Information Management System (AHIMS)</b> Information about the types of information you can obtain from AHIMS can be found at: <a href="https://www.environment.nsw.gov.au/topics/aboriginal-cultural-heritage/protect-and-manage/aboriginal-heritage-information-management-system">https://www.environment.nsw.gov.au/topics/aboriginal-cultural-heritage/protect-and-manage/aboriginal-heritage-information-management-system</a></p> <p><b>Declared Aboriginal Places</b> A map of declared Aboriginal Places is available at <a href="https://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx">https://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx</a>. For each Aboriginal place you will find information describing the place and a summary of why it is important to Aboriginal people.</p> <p><b>State Heritage Inventory</b> The State Heritage Inventory is a database of heritage items in NSW which includes declared Aboriginal Places, items listed on the State Heritage Register, listed Interim Heritage Orders, items on State Agency Heritage Registers, and items listed of local heritage significance in a Local Environmental Plan. You can</p>

	<p>search the State Heritage Inventory at <a href="https://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx">https://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx</a></p> <p><b>Aboriginal Sites Decision Support Tool (ASDST)</b> The Aboriginal sites decision support tool (ASDST) has been developed to support the assessment of Aboriginal sites in NSW at the landscape-scale. You can access the ASDST through the <b>Sharing and Enabling Environmental Data (SEED) Portal</b> at <a href="https://datasets.seed.nsw.gov.au/dataset?q=Aboriginal%20Sites%20Decisions%20Support%20Tool&amp;sort=score%20desc%2C%20metadata_modified%20desc">https://datasets.seed.nsw.gov.au/dataset?q=Aboriginal%20Sites%20Decisions%20Support%20Tool&amp;sort=score%20desc%2C%20metadata_modified%20desc</a></p> <p>For further information and support in interpreting the ASDST products, please contact: <a href="mailto:asds.tool@environment.nsw.gov.au">asds.tool@environment.nsw.gov.au</a></p>	
<b>Key contacts</b>	Senior Team Leader South West Planning team Biodiversity and Conservation Division Environment, Energy and Science	02 6022 0623



<b>APPENDIX A – Actions, implementation and support for Councils in the Riverina Murray Regional Planning Area</b>	
<b>Suggested LSPS Planning Priority – Recognise and respect Aboriginal Cultural Heritage values</b>	
<b>Recommended LSPS Actions</b>	
<b>Undertake a study of Aboriginal cultural heritage values for the local government area in partnership with the local Aboriginal community</b>  <b>Measure of success</b> Study completed and endorsed by the local Aboriginal community and Council	<b>Support Available</b> <ul style="list-style-type: none"> <li>Connecting Council to the local Aboriginal community</li> </ul>
	<b>Links to Regional Plan</b> <ul style="list-style-type: none"> <li>Goal 4, Direction 29, Actions 29.1, 29.2</li> </ul>
<b>Prepare an Aboriginal heritage assessment for priority development precincts in partnership with the local Aboriginal community</b>  <b>Measure of success</b> <ul style="list-style-type: none"> <li>Precinct Aboriginal heritage assessments completed and endorsed by the local Aboriginal community and Council</li> </ul>	<b>Support Available</b> <ul style="list-style-type: none"> <li>Connecting Council to the local Aboriginal community</li> <li>Advice on best practice assessment at precinct level to integrate with regulatory framework</li> </ul>
	<b>Links to Regional Plan</b> <ul style="list-style-type: none"> <li>Goal 4, Direction 29, Actions 29.1, 29.2</li> </ul>
<b>Avoid and minimise impacts to Aboriginal cultural heritage values from development in the LGA</b>  <b>Measure of success</b> <ul style="list-style-type: none"> <li>Areas of known or predicted Aboriginal cultural heritage significance in the LGA mapped with permission from Aboriginal community</li> </ul> <b>Implementation</b> <u>Local Environmental Plan</u> <ul style="list-style-type: none"> <li>Include areas in heritage overlay or heritage schedules</li> <li>Re-zone mapped areas to conservation zones</li> <li>Local provision requiring mapped areas to be avoided</li> <li>Local provision that mapped areas trigger formal consultation process for planning proposals</li> </ul> <u>Development Control Plan</u> <ul style="list-style-type: none"> <li>Require development controls for new adjacent development so that impacts do not compromise mapped cultural heritage values</li> <li>Require buffers to mapped areas for adjacent development</li> </ul>	<b>Support Available</b> <ul style="list-style-type: none"> <li>Advice on best practice engagement with Aboriginal community</li> <li>Advice on best practice assessment to integrate with regulatory framework</li> </ul>
	<b>Links to Regional Plan</b> <ul style="list-style-type: none"> <li>Goal 4, Direction 29, Actions 29.1, 29.2, 29.3</li> </ul>
<b>Embed processes for seeking input from the local Aboriginal community into planning and evaluation of future land use changes</b>  <b>Measure of success</b> <ul style="list-style-type: none"> <li>Communication strategy to ensure accessible opportunities to provide meaningful input and build relationships with the local Aboriginal community</li> <li>Published engagement process for planning matters</li> <li>Establishment of advisory panel for planning matters</li> </ul>	<b>Support Available</b> <ul style="list-style-type: none"> <li>Advice on regulatory framework with respect to consultation</li> <li>Advice on best practice engagement with Aboriginal community</li> </ul>
	<b>Links to Regional Plan</b> <ul style="list-style-type: none"> <li>Goal 4, Direction 29, Action 29.2</li> </ul>

<b>Incorporate Aboriginal language reflecting Aboriginal cultural heritage values in place names of new developments and precincts</b>	<b>Support Available</b> <ul style="list-style-type: none"><li>· Connecting Council to the local Aboriginal community</li></ul>
<b>Measure of success</b> Names of new places use Aboriginal language that reflect landscape features and cultural values	<b>Links to Regional Plan</b> <ul style="list-style-type: none"><li>· Goal 4, Direction 29, Action 29.4</li></ul>

BIODIVERSITY – Riverina Murray	
<b>Regional Plan context</b>	<p>The Riverina Murray Plan recognises the importance of protecting the regions rich and diverse environmental values, which includes several major river systems.</p> <p><b>A healthy environment with pristine waterways (Goal 2)</b> will be achieved not only focussing on protecting, but actively managing and restoring environmental values and connections, and contributing to healthy, engaged communities.</p> <p><b>Manage land uses along key river corridors (Direction 14)</b> by managing land use along key river corridors and directing settlement and urban land use away from riverbank areas through collaboration and improved policy approaches.</p> <p><b>Actions</b></p> <p>14.1 - Prepare and implement a waterfront management strategy for the Murray River.</p> <p>14.2 - Retain riverfront setback provisions in local plans and limit ribbon development along the Murray River.</p> <p>14.3 - Consider and assess the potential impacts of new development on biodiversity along river corridors, including the Murray and Murrumbidgee Rivers, and manage offsets.</p> <p><b>Protect and manage the region's many environmental assets (Direction 15)</b> by strengthening existing protections and utilising mapping and other data to inform strategic land use planning.</p> <p><b>Actions</b></p> <p>15.1 - Protect high environmental value assets through local plans.</p> <p>15.2 - Minimise potential impacts arising from development in areas of high environmental value and consider offsets or other mitigation mechanisms for unavoidable impacts.</p> <p>15.3 - Improve the quality of, and access to, information relating to high environmental values.</p> <p>15.4 - Protect Travelling Stock Reserves in local land use strategies.</p>
<b>NSW Government legislation and policy context</b>	<p><a href="#"><u><b>Biodiversity Conservation Act 2016</b></u></a> Protects threatened species, establishes a method for assessing biodiversity impacts, regulates serious and irreversible impacts, requires offsets for unavoidable impacts on biodiversity (in credits) and enables conservation agreements on private land (including biodiversity stewardship agreements that generate credits).</p> <p><a href="#"><u><b>Local Land Services Act 2013</b></u></a> Regulates vegetation clearing that is not associated with a planning approval on rural zoned land (RU1-4, RU6).</p> <p><a href="#"><u><b>State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017</b></u></a> Regulates vegetation clearing that is not associated with a planning approval on urban zoned land (as defined in the SEPP).</p> <p><a href="#"><u><b>State Environmental Planning Policy No. 44 (Koala Habitat Protection)</b></u></a> Regulates the management of koala habitat in selected LGAs.</p> <p><a href="#"><u><b>NSW Koala Strategy</b></u></a> Sets out the first phase of actions to achieve our long-term goal to stabilise and then increase koala numbers in New South Wales.</p> <p><a href="#"><u><b>State Environmental Planning Policy (Coastal Management) 2018</b></u></a></p>

	<p>Maps four coastal management areas (as defined by the <i>Coastal Management Act 2016</i>) which sets out specific assessment criteria that consent authorities must apply when assessing development proposals within each of these areas.</p> <p><u><a href="#">Guidance to assist decision makers determine serious and irreversible impacts</a></u> Identifies entities at risk of a serious and irreversible impact from development or vegetation clearing. Serious and irreversible impacts cannot be approved in some circumstances.</p> <p><u><a href="#">Guidelines for developments adjoining land managed by OEH</a></u> Considerations for consent authorities when determining development applications on land adjoining the NPWS Estate.</p>
<b>LSPS commitments</b>	<p>To address actions relevant to biodiversity in the <i>Riverina Murray Regional Plan 2036</i> the LSPS should include commitments to:</p> <ul style="list-style-type: none"> <li>• Secure the future of Koalas in the LGA</li> <li>• Protect valuable terrestrial and aquatic biodiversity in the LGA from the impacts of development and adjacent land uses</li> <li>• Protect and enhance local and regional biodiversity connectivity</li> <li>• Protect and enhance urban vegetation</li> </ul> <p>To support Council to deliver on these commitments, Appendix A of this document includes:</p> <ul style="list-style-type: none"> <li>• Recommended actions</li> <li>• Potential measures of success for recommended actions</li> <li>• Support available from Environment, Energy and Science to deliver LSPS commitments and actions</li> </ul>
<b>Data to consider</b>	<p><b>Biodiversity Values Map</b> Identifies land with high biodiversity value that is particularly sensitive to impacts from development and clearing for the purpose of regulating the biodiversity impacts of development and vegetation clearing <a href="https://datasets.seed.nsw.gov.au/dataset/biodiversity-values-map">https://datasets.seed.nsw.gov.au/dataset/biodiversity-values-map</a> <a href="https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=BOSETMap">https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=BOSETMap</a></p> <p><b>Native Vegetation Regulation Map Category 2 – vulnerable regulated land</b> RAMSAR wetland, land under a private land conservation agreement, Forestry Agreement or Private Native Forestry Property Vegetation Plan, is an offset under a property vegetation plan or other approval, contains critically endangered ecological communities or plants, is considered to be core Koala Habitat under an approved Koala Plan of Management; is subject to a remedial action or was mapped as old-growth forest or rainforest under the Comprehensive Regional Assessment undertaken for the Regional Forest Agreements <a href="https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=NVRMap">https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=NVRMap</a></p> <p><b>Native Vegetation Regulation Map Category 2 – sensitive regulated land</b> Riparian land, steep and erodible land and other sensitive lands including salinity affected <a href="https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=NVRMap">https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=NVRMap</a></p> <p><b>NSW Woody Vegetation Extent &amp; Foliage Projection Cover 2011</b></p>

	<p><a href="https://datasets.seed.nsw.gov.au/dataset/nsw-woody-vegetation-extent-fpc-20119bb42">https://datasets.seed.nsw.gov.au/dataset/nsw-woody-vegetation-extent-fpc-20119bb42</a></p> <p><b>BioBanking sites</b> Available on request from <a href="mailto:data.broker@environment.nsw.gov.au">data.broker@environment.nsw.gov.au</a></p> <p><b>NPWS Estate</b> <a href="https://datasets.seed.nsw.gov.au/dataset/nsw-national-parks-and-wildlife-service-npws-estate3f9e7">https://datasets.seed.nsw.gov.au/dataset/nsw-national-parks-and-wildlife-service-npws-estate3f9e7</a></p> <p><b>Conservation Value of NSW Travelling Stock Reserves 2017</b> Best available spatial data categorising conservation value of NSW Travelling Stock Reserves <a href="https://datasets.seed.nsw.gov.au/dataset/travelling-stock-reserves">https://datasets.seed.nsw.gov.au/dataset/travelling-stock-reserves</a></p> <p><b>BioNet Atlas</b> Database and maps of species sightings accessed through Bionet Web services <a href="https://data.bionet.nsw.gov.au/biosvcapp/odata">https://data.bionet.nsw.gov.au/biosvcapp/odata</a></p> <p><b>NSW BioNet Threatened Biodiversity Profile Data Collection</b> Threatened species data including habitat and vegetation associations, serious and irreversible impacts and level of biodiversity concern accessed through Bionet Web services <a href="https://data.bionet.nsw.gov.au/biosvcapp/odata">https://data.bionet.nsw.gov.au/biosvcapp/odata</a></p> <p><b>NSW Koala Baseline Likelihood Map 2016</b> Distribution of the likelihood of koala occurrence across NSW based on data held in the Atlas of NSW Wildlife. The proportion ('p' column) of koalas ('Koala' column) recorded relative to a suite of arboreal mammals is presented in a 10 kilometre grid across NSW. <a href="https://datasets.seed.nsw.gov.au/dataset/10km-nsw-koala-baseline-likelihood-map-2016">https://datasets.seed.nsw.gov.au/dataset/10km-nsw-koala-baseline-likelihood-map-2016</a></p> <p><b>NSW Interim Biogeographic Regions of Australia - Version 7</b> Map of IBRA regions and sub-regions, relevant to application of the Biodiversity Assessment Method and Biodiversity Offset Scheme credit conditions <a href="http://www.environment.gov.au/land/nrs/science/ibra/australias-bioregions-maps">http://www.environment.gov.au/land/nrs/science/ibra/australias-bioregions-maps</a></p> <p><b>PlantNET</b> Database of Flora of NSW <a href="http://plantnet.rbgsyd.nsw.gov.au/">http://plantnet.rbgsyd.nsw.gov.au/</a></p> <p><b>Directory of Important Wetlands in Australia</b> Database of information on nationally important wetlands <a href="https://www.environment.gov.au/water/wetlands/australian-wetlands-database/directory-important-wetlands">https://www.environment.gov.au/water/wetlands/australian-wetlands-database/directory-important-wetlands</a></p> <p><b>Geological Sites of NSW</b> Database of significant geological sites in New South Wales <a href="http://www.geomaps.com.au/">http://www.geomaps.com.au/</a></p> <p><b>Six Maps</b> Maps of cadastral and topographic information, satellite data and aerial photography for New South Wales <a href="https://maps.six.nsw.gov.au/">https://maps.six.nsw.gov.au/</a></p>		
<b>Key contacts</b>	<table border="1"> <tr> <td data-bbox="443 1680 917 1789">Senior Team Leader, Planning Biodiversity and Conservation Division Environment, Energy and Science</td> <td data-bbox="917 1680 1355 1789"></td> </tr> </table>	Senior Team Leader, Planning Biodiversity and Conservation Division Environment, Energy and Science	
Senior Team Leader, Planning Biodiversity and Conservation Division Environment, Energy and Science			

APPENDIX A – BCD Recommended Actions, implementation and support for Councils in the Riverina Murray Regional Planning Area	
Suggested LSPS Planning Priority – Protect Areas of High Environmental Value	
Recommended LSPS Actions	Support available
<p><b>Develop a biodiversity strategy for the LGA</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Adopted biodiversity strategy by [date]</li> </ul>	<p><b>Support:</b></p> <ul style="list-style-type: none"> <li>Providing and interpreting relevant datasets</li> <li>Providing relevant guidance material</li> <li>Providing recommendations for key outcomes of the biodiversity strategy in the LGA</li> </ul>
<p><b>Promote biodiversity certification for new urban release areas and spot re-zonings</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Communication plan for promotion of biodiversity certification at planning proposal stage</li> <li>No. of bio-certifications conferred in LGA</li> <li>Area of land biodiversity certified in LGA</li> <li>Policy on strategic (Council initiated) biodiversity certification</li> </ul> <p><b>Co-benefits</b></p> <ul style="list-style-type: none"> <li>Improves certainty for development and streamlines biodiversity assessment and approval processes for council</li> </ul>	<p><b>Data:</b></p> <ul style="list-style-type: none"> <li>Biodiversity Value Map (BMAT/SEED)</li> <li>Category 2 – Vulnerable regulated land (NVR map viewer)</li> <li>Category 2 – Sensitive regulated land (NVR map viewer)</li> <li>NSW Land Use layer (SEED)</li> <li>Woody Vegetation Extent mapping (SEED)</li> </ul> <p><b>Guidance:</b></p> <ul style="list-style-type: none"> <li>Bulletin - Effects of biodiversity certification</li> </ul> <p><b>Support:</b></p> <ul style="list-style-type: none"> <li>Recommendations on growth areas suitable for biodiversity certification</li> </ul>
<p><b>Focus land use intensification in areas of land that meet the definition of Category 1 – Exempt Land under the LLS Act</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Areas identified for future growth avoid areas of remnant woody vegetation</li> <li>Tracking the amount of native vegetation clearing approved for subdivisions and developments</li> <li>Tracking the number of biodiversity credits required for new developments</li> </ul> <p><b>Implementation</b></p> <ul style="list-style-type: none"> <li>Review minimum lot sizes applicable to areas of remnant woody vegetation to minimise</li> </ul> <p><b>Relevant Data</b></p>	<p><b>Data:</b></p> <ul style="list-style-type: none"> <li>Category 2 – Vulnerable regulated land (NVR map viewer)</li> <li>Category 2 – Sensitive regulated land (NVR map viewer)</li> <li>NSW Land Use layer (SEED)</li> <li>Woody Vegetation Extent mapping (SEED)</li> </ul> <p><b>Guidance:</b></p> <ul style="list-style-type: none"> <li>The Native vegetation regulatory map: method statement</li> </ul>



<ul style="list-style-type: none"> <li>Category 2 – Vulnerable regulated land (NVR map viewer)</li> <li>Category 2 – Sensitive regulated land (NVR map viewer)</li> <li>NSW Land Use layer (SEED)</li> <li>Woody Vegetation Extent mapping (SEED)</li> </ul> <p><b>Co-benefits</b></p> <ul style="list-style-type: none"> <li>improves certainty for development and reduces costs of development</li> </ul>	
<p><b>Encourage enhancement of areas of High Environmental Value on private land</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Communication plan to educate public on conservation outcomes and financial opportunities on private land available through stewardship agreements</li> <li>Local register of vegetation types highly impacted by development</li> <li>Area of HEV on private land under stewardship agreements</li> </ul> <p><b>Co-benefits</b></p> <ul style="list-style-type: none"> <li>financial benefit for land owner</li> </ul>	
<p><b>Encourage restoration of degraded vegetation within identified biodiversity corridors on private land</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Communication to public on conservation outcomes and financial opportunities on private land available through stewardship agreements</li> <li>Area of degraded land restored within identified corridors</li> </ul> <p><b>Co-benefits</b></p> <ul style="list-style-type: none"> <li>financial benefit for land owner</li> </ul>	
<p><b>Develop an LGA wide pest and weed management strategy</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Adopted pest and weed management strategy by [date]</li> </ul>	<p><b>Support:</b></p> <ul style="list-style-type: none"> <li>Providing and interpreting relevant data sets</li> <li>Providing advice on best practice control methods</li> <li>Providing recommendations for key outcomes of the pest and weed strategy for the LGA</li> </ul>
<p><b>Biodiversity audit of council managed public land to identify opportunities for enhancement of biodiversity values</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Report on local biodiversity conservation opportunities by [date]</li> <li>Develop and implement a local biodiversity offset framework with a focus on Council owned assets</li> </ul> <p><b>Co-benefits</b></p> <ul style="list-style-type: none"> <li>funding stream for management of public land</li> </ul>	
<p><b>Validate HEV mapped areas in the LGA</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Percentage area of HEV validated</li> </ul>	<p><b>Data:</b></p> <ul style="list-style-type: none"> <li>Updated HEV data</li> <li>Biodiversity Value Map (BMAT/SEED)</li> <li>SOS site polygons</li> </ul> <p><b>Guidance:</b></p> <ul style="list-style-type: none"> <li>Validation process</li> </ul> <p><b>Support:</b></p> <ul style="list-style-type: none"> <li>Ground truthing (some regions only)</li> <li>Review of draft HEV mapping</li> </ul>
<p><b>Validate HEV mapped areas identified as a priority based on local development pressures</b></p>	<p><b>Data:</b></p> <ul style="list-style-type: none"> <li>Updated HEV data</li> </ul>

<p><b>Measure of success</b></p> <p>HEV validated in priority areas</p>	<ul style="list-style-type: none"> <li>· Biodiversity Value Map (BMAT/SEED)</li> <li>· SOS site polygons</li> </ul> <p><b>Guidance:</b></p> <ul style="list-style-type: none"> <li>· Validation process</li> </ul> <p><b>Support:</b></p> <ul style="list-style-type: none"> <li>· Advice on priority areas</li> <li>· Ground truthing (some regions only)</li> <li>· Review of draft HEV mapping</li> </ul>
<p><b>Protect HEV areas from incompatible land uses</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>· Percentage areas of HEV in Environmental zonings</li> <li>· Percentage areas of HEV in significant biodiversity overlay</li> <li>· Percentage of HEV in LGA over time</li> <li>· Local provision in LEP</li> <li>· Existing environmental protections maintained in LEP and DCPs</li> </ul> <p><b>Implementation LEP</b></p> <ul style="list-style-type: none"> <li>· Re-zone areas of HEV to Environmental zonings</li> <li>· Including HEV in significant biodiversity overlay</li> <li>· Local provision requiring additional heads of consideration for development in significant biodiversity overlay</li> </ul> <p><b>Implementation DCP</b></p> <ul style="list-style-type: none"> <li>· Require development controls (e.g. asset protection zones, erosion and sediment control, stormwater flows etc) for new adjacent development that do not encroach on the HEV area</li> <li>· Management of companion animals and stock for new development adjacent to HEV areas</li> </ul>	<p><b>Support:</b></p> <ul style="list-style-type: none"> <li>· Advice on regulatory framework to design appropriate protections</li> </ul>
<p><b>Protect and manage Travelling Stock Routes</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>· Establish relevant partnerships (with LALCs/other councils) to protect and manage TSRs and explore opportunities for these areas</li> <li>· Develop and implement a policy relating to regulation of vegetation clearing within TSRs covering Council operations, neighbours and infrastructure providers</li> </ul> <p><b>Implementation LEP</b></p> <ul style="list-style-type: none"> <li>· Include TSRs in significant biodiversity overlay</li> <li>· Local provision requiring additional heads of consideration for development impacting on TSR</li> </ul> <p><b>Implementation DCP</b></p> <ul style="list-style-type: none"> <li>· Update DCP consistent with the Vegetation SEPP to prescribe TSRs as regulated vegetation (where relevant zones apply)</li> <li>· Require compensatory planting of trees approved for removal from TSRs (same species)</li> <li>· Require asset protection zones to be established outside of TSR</li> </ul> <p><b>Co-benefits</b></p> <ul style="list-style-type: none"> <li>· may be Aboriginal cultural heritage values and opportunities associated with TSRs</li> <li>· may be historic heritage values associated with TSRs</li> <li>· may continue to function as TSR?</li> </ul>	<p><b>Data:</b></p> <ul style="list-style-type: none"> <li>· TSR cadastre data</li> </ul> <p><b>Support:</b></p> <ul style="list-style-type: none"> <li>· Advice on regulatory framework to design appropriate protections</li> </ul>
<p><b>Update development control plan/s consistent with the State Environmental Planning Policy (Vegetation in Non-rural Areas) 2017 to regulate high conservation vegetation in the LGA</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>· Mapping change in high conservation value vegetation in urban areas</li> </ul>	<p><b>Data:</b></p> <ul style="list-style-type: none"> <li>· Biodiversity values map</li> </ul> <p><b>Guidance:</b></p> <ul style="list-style-type: none"> <li>· Practice note: Regulating vegetation with a DCP</li> </ul> <p><b>Support:</b></p>



	<ul style="list-style-type: none"> <li>Advice on high conservation value vegetation</li> <li>Advice on regulatory framework to design appropriate protections</li> </ul>
<p><b>(for SEPP 44 Councils) Prepare a comprehensive Koala plan of management</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>CKPOM adopted by [date]</li> </ul>	<ul style="list-style-type: none"> <li>Providing and interpreting relevant data sets</li> <li>Providing recommendations for key outcomes of the CKPOM</li> <li>Providing advice on best practice monitoring</li> </ul>
<p><b>(for SEPP 44 Councils) Identify core koala habitat and key corridors</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Map of core koala habitat and key corridors</li> <li>Mapping changes to Koala habitat areas and connectivity (link to corridor mapping)</li> </ul> <p><b>Implementation LEP</b></p> <ul style="list-style-type: none"> <li>Include core habitat and key corridors in significant biodiversity overlay</li> <li>Local provision requiring additional heads of consideration for development impacting on core habitat and key corridors</li> </ul> <p><b>Implementation DCP</b></p> <ul style="list-style-type: none"> <li>Update development control plan/s consistent with the State Environmental Planning Policy (Vegetation in Non-rural Areas) 2017 to regulate removal of critical tree species</li> <li>Require development controls (e.g. Minimum set-backs, asset protection zones etc) for new development adjacent to core habitat and key corridors</li> <li>Management of companion animals for new development adjacent to core habitat and key corridors</li> </ul>	<p><b>Guidance:</b></p> <ul style="list-style-type: none"> <li>Practice note: Regulating vegetation with a DCP</li> </ul> <p><b>Support:</b></p> <ul style="list-style-type: none"> <li>Advice on key vegetation types and tree species</li> <li>Provide advice on which vegetation types/species are suitable to plant in the local area</li> </ul>
<p><b>Identify protected areas (e.g. NPWS Estate, Crown Reserves, conservation covenants etc), Avoid identifying areas for land use intensification adjacent to protected areas and Review zonings and development controls to ensure adjacent land uses are compatible</b></p> <p><b>Measure of success</b></p> <ul style="list-style-type: none"> <li>Areas identified for future growth do not adjoin protected areas</li> <li>Tracking no. of new lots created within [xm] of protected areas</li> <li>Area of non-rural zonings within [xm] of protected areas</li> <li>Area of native vegetation clearing approved by Council within [xm] of protected areas</li> </ul> <p><b>Implementation LEP</b></p> <ul style="list-style-type: none"> <li>Including all NPWS Estate within the E1 zone</li> <li>Considering E2 zonings for Crown Reserves presently managed primarily for conservation and any areas subject to conservation covenants, Biobanking Agreements or Biodiversity Stewardship Agreements</li> <li>Avoiding zonings permitting development intensification (eg intensive ag, intensive horticulture, residential, industrial) adjacent to protected areas</li> <li>Ensuring appropriately large minimum lot sizes for land adjoining protected areas</li> </ul>	<p><b>Data:</b></p> <ul style="list-style-type: none"> <li>NPWS Estate shapefiles</li> <li>Biobanking/stewardship agreement shapefiles</li> <li>Crown reserves shapefiles</li> </ul> <p><b>Guidance:</b></p> <ul style="list-style-type: none"> <li>OEH Guidelines for Developments Adjoining OEH Estate (standards and buffers for development will be relevant)</li> </ul>

<ul style="list-style-type: none"><li>Local provision requiring additional heads of consideration relating to ecological integrity, values and function of the protected area for development occurring within a [xm]</li></ul> <p><b>Implementation DCP</b></p> <ul style="list-style-type: none"><li>Require development controls (e.g. Minimum set-backs, asset protection zones, effluent and waste control, erosion and sediment control, stormwater/hydrology flows etc) for new adjacent development that do not encroach on the corridor area</li><li>Require the establishment of buffers between protected areas and specific land uses (size will vary depending on the nature of the adjoining development and the level of management control required to prevent or minimise adverse impacts)</li><li>Management of companion animals, stock and invasive species for new development adjacent to protected areas</li></ul>	
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NATURAL HAZARDS – Riverina Murray Region	
<b>Regional Plan context</b>	<p>The Riverina Murray Regional Plan recognises the importance of building greater resilience to natural hazards.</p> <p>The Plan recognises that climate change is likely to increase the intensity and frequency of natural hazard events such as flooding. Councils will be required to consider the projected impacts of climate change on natural hazards, while still recognising the contemporary risks that these hazards present to their local area.</p> <p><b>Increase resilience to natural hazards and climate change (Direction 16)</b> through the development and implementation of floodplain risk management plans and by ensuring that planning for new urban release areas considers the impact of climate change on natural hazards.</p> <p><b>Actions</b></p> <p>16.1 - Locate developments, including new urban release areas, away from areas of known high biodiversity value, high bushfire and flooding hazards, contaminated land, and designated waterways, to reduce the community's exposure to natural hazards.</p> <p>16.5 - Implement the requirements of the <i>NSW Floodplain Development Manual</i> by updating flood studies and floodplain risk management plans.</p> <p>16.6 - Incorporate the best available hazard information in local plans, consistent with, current flood studies, flood planning levels, modelling and floodplain risk management plans.</p> <p>16.7 - Update and share current information on environmental assets and natural hazards with councils to inform planning decisions.</p>
<b>NSW Government legislation and industry guidance</b>	<p><b>Flooding</b></p> <p><u><a href="#">Local Government Act (1993)</a></u> Councils are provided limited indemnity for decisions made related to flooding in good faith in accordance with the principles of the Floodplain Development Manual (s733).</p> <p><u><a href="#">NSW Flood Prone Land Policy</a></u> The NSW Flood Prone Land Policy provides primary objective</p> <p><u><a href="#">Floodplain Management Program</a></u> Your local flood risk management contact can provide advice on the guidance to use and on the technical and financial support available through the Floodplain Management Program.</p> <p><u><a href="#">NSW Floodplain Development Manual</a></u> Guides councils in developing and implementing local floodplain risk management plans and provides guidance on the floodplain risk management process in accordance with the <i>Flood Prone Land Policy</i>.</p> <p><u><a href="#">Floodplain Risk Management Guidelines</a></u> Developed to complement the floodplain development manual, by providing extra support to councils in preparing and implementing floodplain risk management plans.</p> <p><u><a href="#">Environmental Planning and Assessment Act and Regulation</a></u> Requires consideration of impacts of the development on the natural and built environment in decision making and suitability of the site for development. Notification of flood related development controls on planning certificates.</p>

	<p><b><u>Australian Institute of Disaster Resilience</u></b>          ADR Handbook 7 Managing the floodplain: best practice in flood risk management in Australia and related guidance may also assist in preparing and implementing floodplain risk management plans.</p> <p><b><u>Australian Rainfall and Runoff</u></b>          National guideline document and supporting data and software that can be used for the estimation of flood design to inform policy decisions and projects, including emergency management and flood management plans <a href="http://arr.ga.gov.au/arr-guideline">http://arr.ga.gov.au/arr-guideline</a></p>	
<b>LSPS commitments</b>	<p>To address actions relevant to <b>flooding</b> in the <i>Riverina Murray Regional Plan 2036</i> the LSPS should include commitments to:</p> <ul style="list-style-type: none"> <li>• Understanding best available flood information and any gaps or limitations</li> <li>• Ensure LEPs and DCPs enable effective consideration of flood risk (where mapped or not) including consideration of climate change and consistent with any Council floodplain risk management plan</li> <li>• Consideration of flood constraints in areas identified for development, including areas identified in the LSPS</li> </ul> <p>To support Council to deliver on these commitments, Appendix A of this document includes:</p> <ul style="list-style-type: none"> <li>• Recommended actions specific to your LGA</li> <li>• Potential measures of success for recommended actions</li> <li>• Support available from Environment, Energy and Science to deliver LSPS commitments and actions</li> </ul>	
<b>Data to consider</b>	<p>Note: Local councils are the primary source of flood data for their service areas.</p> <p>Councils are responsible for managing flood risk in their LGA and informing the public of this risk. They are responsible for sourcing the best available information and should consult with relevant agencies to support this role.</p> <p>The NSW Flood Data Portal – may include some more recent relevant studies council completed under the NSW Floodplain Management Program but does not contain all relevant data <a href="https://flooddata.ses.nsw.gov.au/">https://flooddata.ses.nsw.gov.au/</a></p> <p><b>Six Maps</b>          Maps of cadastral and topographic information, satellite data and aerial photography for New South Wales <a href="https://maps.six.nsw.gov.au/">https://maps.six.nsw.gov.au/</a></p>	
<b>Key contacts</b>	South West Planning team Biodiversity and Conservation Division Environment, Energy and Science	<a href="mailto:rog.southwest@environment.nsw.gov.au">rog.southwest@environment.nsw.gov.au</a>

APPENDIX A – Actions, implementation and support for councils	
Flooding	
Recommended LSPS Actions	
<p><b>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</b></p> <p><b>Implementation</b></p> <ul style="list-style-type: none"> <li>- Collate and review the best available flood information in consideration of any flood mitigation measures in place to reduce flood risks.</li> <li>- Identify studies and data required to address gaps and/or limitations and improve knowledge and management of flood risk, including the impacts of climate change;</li> <li>- Undertake priority studies and management plans to address gaps in knowledge or management of flood risk and fulfil flood risk management responsibilities in accordance with the NSW Flood Prone Land Policy;</li> <li>- Update best available information (including flood mapping) to incorporate any new information including changes in flood behaviour due to management actions or other development or activities.</li> </ul>	<p><b>Support Available</b></p> <ul style="list-style-type: none"> <li>· For technical support on flood risk management contact your Regional Representative Steve Manwaring (<a href="mailto:steve.manwaring@environment.nsw.gov.au">steve.manwaring@environment.nsw.gov.au</a>) on 02 6229 7170.</li> <li>· The NSW Floodplain Management Program provides financial support to local councils to help them manage flood risk in their communities. Further information on the grant funding opportunities is available at: <a href="https://www.environment.nsw.gov.au/topics/water/floodplains">https://www.environment.nsw.gov.au/topics/water/floodplains</a> or contact your Regional Representative.</li> </ul> <p><b>Links to regional plans</b></p> <ul style="list-style-type: none"> <li>· Direction 16, Actions 16.5, 16.6</li> </ul>
<p><b>Review and update planning instruments (LEPs and DCPs) and certificates to enable effective consideration of flood risk, including consideration of climate change</b></p> <p><b>Implementation</b></p>	<p><b>Support Available</b></p> <ul style="list-style-type: none"> <li>· For technical support on flood risk management contact your Regional Representative Steve Manwaring (<a href="mailto:steve.manwaring@environment.nsw.gov.au">steve.manwaring@environment.nsw.gov.au</a>) on 02 6229 7170.</li> </ul>

<ul style="list-style-type: none"> <li>- Review and update LEPs and DCPs to limit the impacts of development on flood risk and emergency management risks to the broader community.</li> <li>- Review and update LEPs and DCPs in consideration of flood and emergency management constraints to manage development so that it is compatible with flood behaviour, hazard and flood emergency management.</li> <li>- Review councils' section 10.7 certificate to ensure notations incorporate best available flood information and accurately reflect flood-related development controls.</li> </ul>	<p><b>Links to regional plan</b></p> <ul style="list-style-type: none"> <li>· Direction 16, Actions 16.1, 16.5, 16.6</li> <li>·</li> </ul>
<p><b>Consideration of flood related constraints in areas identified for development, including areas identified in the LSPS</b></p> <p><b>Implementation</b></p> <ul style="list-style-type: none"> <li>- Consider the best available flood information and where necessary do studies to improve flood information or examine flood impacts to ensure that:             <ul style="list-style-type: none"> <li>○ Any development in these areas are compatible with the flood behaviour, flood hazard and flood emergency management;</li> <li>○ The development of these areas does not impact on flood behaviour, flood risk and emergency management risk to the detriment of the existing community.</li> </ul> </li> </ul>	<p><b>Support Available</b></p> <ul style="list-style-type: none"> <li>· For technical support on flood risk management contact your Regional Representative Steve Manwaring (<a href="mailto:steve.manwaring@environment.nsw.gov.au">steve.manwaring@environment.nsw.gov.au</a>) on 02 6229 7170.</li> <li>· The NSW Floodplain Management Program provides financial support to local councils to help them manage flood risk in their communities. Further information on the grant funding opportunities is available at: <a href="https://www.environment.nsw.gov.au/topics/water/floodplains">https://www.environment.nsw.gov.au/topics/water/floodplains</a> or contact your Regional Representative.</li> </ul> <p><b>Links to regional plan</b></p> <ul style="list-style-type: none"> <li>· Direction 16, Actions 16.1, 16.5, 16.6</li> </ul>



## CLIMATE CHANGE – Riverina Murray Region

### Regional Plan context

The Riverina Murray 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 11: Promote the diversification of energy supplies through renewable energy generation

- 11.1 Encourage renewable energy projects by identifying locations with renewable energy potential and ready access to connect with the electricity network
- 11.2 Promote best practice community engagement and maximise community benefits from all utility scale renewable energy projects
- 11.3 Promote appropriate smaller-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies

Direction 16: Increase resilience to natural hazards and climate change

- 16.1 Locate development, including new urban release areas, away from areas of known high biodiversity value, high bushfire and flooding hazards, contaminated land, and designated waterways, to reduce the community's exposure to natural hazards.
- 16.2 Incorporate the findings of the Riverina Murray Enabling Regional Adaptation Project to inform future land use and planning decisions
- 16.3 Adopt a whole-of-government approach to information exchange on climate change adaptation and preparedness
- 16.4 Respond to climate-related risks by applying and communicating fine-scale climate information to support decision-making.
- 16.5 Implement the requirements of the *NSW Floodplain Development Manual* by updating flood studies and floodplain risk management plans.
- 16.6 Incorporate the best available hazard information in local plans, consistent with, current flood studies, flood planning levels, modelling and floodplain risk management plans

The [\*Western Enabling Regional Adaptation Riverina Murray region report \(2017\)\*](#) aligns with a number of other regional plan directions which are relevant when looking to build regional resilience to climate change, these are:

Direction 2: Promote and grow the agribusiness sector

Direction 3: Expand advanced and value-added manufacturing

Direction 6: Promote the expansion of education and training opportunities

Direction 7: Promote tourism opportunities

Direction 8: Enhance the economic self-determination of Aboriginal communities

Direction 10: Sustainably manage water for economic opportunities

Direction 13: Manage and conserve water resources for the environment

Direction 14: Manage land uses along key river corridors

Direction 15: Protect and manage the region's many environmental assets

Direction 18: Enhance road and rail freight links

Direction 20: Identify and protect future transport corridors

Direction 23: Build resilience in towns and villages

	Direction 28: Deliver healthy built environments and improved urban design
<b>NSW Government legislation and industry guidance</b>	<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: Riverina Murray (2014)</a> and the <a href="#">Western Enabling Regional Adaptation Riverina Murray region report (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="#">Western Enabling Regional Adaptation Riverina Murray region report (2017)</a></p> <p>The Riverina Murray region 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 Riverina Murray region, seven 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>• Land management</li> <li>• Riverine ecosystems</li> <li>• Irrigated agriculture</li> <li>• Mixed farming</li> <li>• Energy</li> <li>• Small communities</li> <li>• River-based tourism</li> </ul>
<b>LSPS commitments</b>	<b>Mitigate and adapt to climate change</b>
<b>Data to consider</b>	<p><b><u>Climate Change projections - NSW and ACT Regional Climate Model (NARClIM)</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> <li>• likely changes to Cold nights (minimum temperatures &lt;2°C).</li> </ul> <p><a href="#">Riverina Murray Climate Change</a> data can be downloaded in pdfs and zip files full of information on the climate change projections.</p> <p><b>Council Climate Change Risk Assessments, Adaptation Plans and Strategies</b></p> <p>The majority of councils across NSW have completed a climate change risk assessment (&gt;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.</p> <p><b>Increasing Resilience to Climate Change</b></p> <p>NSW Government Increasing Resilience to Climate Change grants program funds the implementation of Council led projects to address identified climate risks. The delivery</p>



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.

### **Western Enabling Regional Adaptation Riverina Murray region report (2017) - Transition Pathway consideration for LSPS strategic actions**

Change models for each of the seven regional systems identified for the Riverina Murray have been developed to describe:

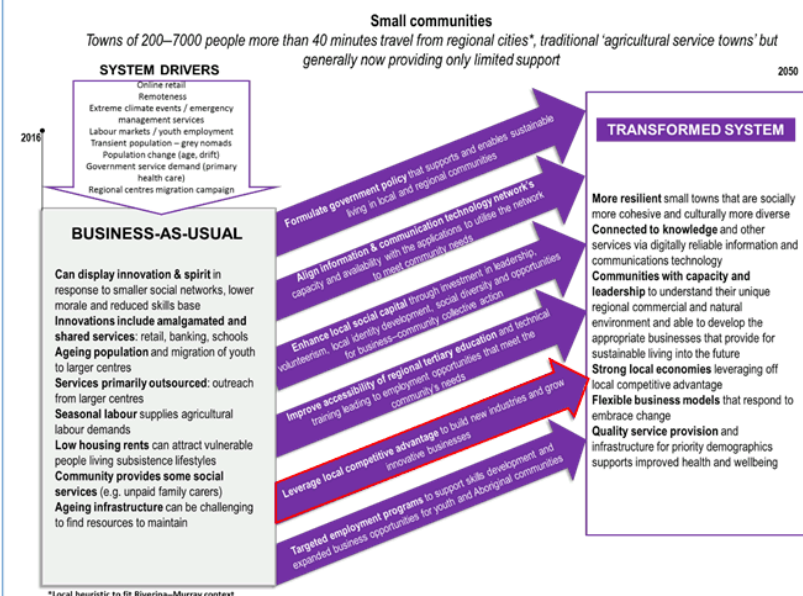
1. the regional system (or set its boundaries)
2. the most important drivers acting on the system, which currently may not be climate related; however, the impacts of non-climate drivers will likely be amplified by climate change
3. business-as-usual (BAU) (or the way the system currently operates)
4. 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 Small communities model which is defined as *"towns of 200-7000 people more than 40 minutes travel from regional cities, traditional agricultural service towns but generally now providing only limited support"*.

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

*"Leverage local competitive advantage to build new industries and grow innovative business"*



### **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.

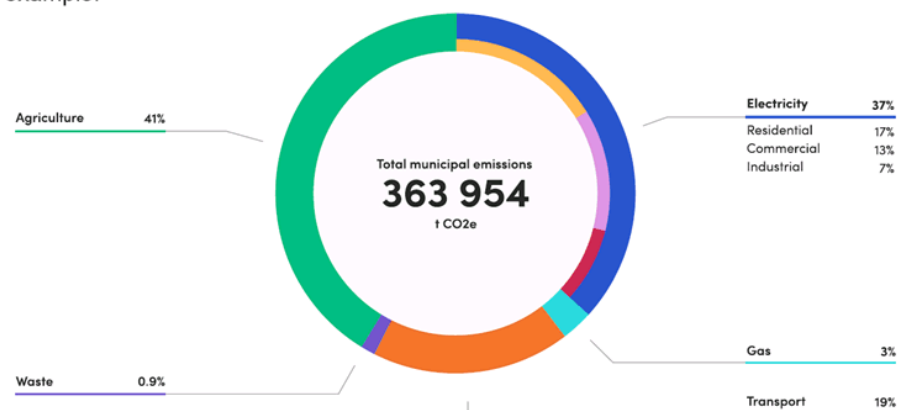
Local councils are establishing their own emissions reduction targets at both an operational and at an LGA wide level.

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.

	<p><b>Additional resources</b> through Adapt NSW</p> <p><a href="#">A Guide to Climate Change Risk Assessment</a></p> <p><a href="#">Integrated Regional Vulnerability Assessments</a></p> <p><a href="#">Regional Climate Data</a></p> <p><a href="#">Adaptation Planning for Local Government checklist</a></p> <p><a href="#">Minimising the impact of extreme heat: A guide for local government</a></p> <p><a href="#">Increasing Resilience to Climate Change Grants program</a></p> <p><a href="#">Building Resilience to Climate Change Grants program</a></p> <p><a href="#">Leading land-use case studies by local government</a></p> <p>Data, reports and resources for <a href="#">Urban Heat</a> and <a href="#">Green Cover</a> including the Baseline Assessment, available through NSW Government's <a href="#">SEED portal</a></p> <p><a href="#">The NSW Adaptation Research Hub</a></p> <p><a href="#">NSW Local Government Climate Change Survey (2018)</a></p> <p><a href="#">NSW Local Government progress and needs in adapting to climate change Survey (2015)</a></p>	
Key contacts	<p>Climate Resilience and Net Zero Emissions Branch</p> <p>Environment Energy and Science</p>	

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

#### Rationale for adapting to climate change

The *Western Enabling Regional Adaptation Riverina Murray region report (2017)* 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 Riverina Murray 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, 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 <i>Western Enabling Regional Adaptation Riverina Murray region report (2017)</i> 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 <i>Minimising the Impacts of Extreme Heat: A guide for Local Government</i> .	General planning/policy advice

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**From:**  
**Sent:** Friday, 15 May 2020 2:06 PM  
**To:**  
**Subject:** Snowy Valleys Regional Council draft Local Strategic Planning Statement

Hi

I refer to your email of 28 April 2020 seeking feedback on the Snowy Valleys Regional Council Draft Local Strategic Planning Statement (LSPS). In response the Environment Protection Authority (EPA) has the following comments to make.

The EPA supports a strategic approach to planning within the NSW Planning system and understands the LSPS is a bridging point between state, regional and district plans, and the local environmental plan and development control plans.

We note the commitment made by Council to undertake an industrial land demand and supply study, and to further explore a large scale industrial estate in the Tumut area.

The EPA recommends that if new industrial areas are created, or existing areas expanded, Council ensure that there is an appropriate buffer between the new or expanded industrial areas and any surrounding sensitive receivers or other incompatible land uses. Similarly, encroachment from new residential developments towards existing industrial areas should be avoided.

It is extremely difficult to retrofit controls to industrial facilities and agricultural activities once sensitive land uses are allowed to creep in close proximity. Adequate separation between incompatible land uses established at the land use planning stage reduces the potential for adverse impacts and conflicts.

If you have any further enquiries about this matter please contact me.

Thanks

Manager Regional Operations – Regulatory Operations  
NSW Environment Protection Authority  
☎ 02 6969 0700



Report pollution and environmental incidents 131 555 (NSW only) or +61 2 9995 5555



Please send all official electronic correspondence to [riverina.farwest@epa.nsw.gov.au](mailto:riverina.farwest@epa.nsw.gov.au)



Our ref: DOC20/325256

Director, Southern Region  
Department of Planning, Industry and Environment

CC: Mr Matthew Hyde  
Chief Executive Officer  
Snowy Valleys Council  
[info@svc.nsw.gov.au](mailto:info@svc.nsw.gov.au)

### Draft Snowy Valleys Local Strategic Planning Statement

Dear

We write to provide comment on Snowy Valleys 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 as **Attachment 1**.

Heritage NSW supports the following initiatives in Snowy Valleys Council's LSPS:

- maintaining heritage listings in Council's Local Environmental Plan (LEP) to facilitate the conservation of heritage
- reviewing heritage listings in Council's LEP at least every three years commencing in 2022, and
- reviewing Council's Development Control Plan (DCP) with a view to introduce detailed place-based development guidelines considering the NSW Government's *Local Character and Place Guideline*.

Level 6, 10 Valentine Ave Parramatta NSW 2150 ■ Locked Bag 5020 Parramatta NSW 2124  
P: 02 9873 8500 ■ E: [heritagemailbox@environment.nsw.gov.au](mailto:heritagemailbox@environment.nsw.gov.au)



While these initiatives are positive, there is very little detail about the Council's heritage in the LSPS. 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 the inclusion of further actions relating to both Aboriginal and non-Aboriginal heritage in the LSPS.

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
- preparation of an Aboriginal Cultural Heritage Study to inform amendments to Council's Local Environmental Plan (LEP) to protect Aboriginal cultural heritage and cultural landscapes
- consultation with the Aboriginal community about their cultural heritage and connection to Country
- 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.
- we note that Council plans to review its DCP in line with the NSW Government's *Local Character and Place Guideline*. In this, Council should give consideration to how to further describe 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/or its cultural landscapes, and
- considering the linkages between culture, heritage and tourism, and the opportunities culture and heritage bring for economic growth.

This would help better align Council's local strategic planning with the *Riverina Murray Regional Plan*, specifically Direction 29 – Protect the region's Aboriginal and historic heritage.

Our records show that, in addition to the items of local heritage significance which are listed under *Tumbarumba LEP 2010* and *Tumut LEP 2012*, the Snowy Valleys local government area contains:

- the National Heritage listed 'Snowy Mountains Scheme' and 'Australian Alps National Parks and Reserves'
- five State Heritage Register items
- three Aboriginal Places, being 'Brungle Cemetery', 'Hannibal Hamilton Grave' and 'Mudjarn', and
- 889 Recorded Aboriginal Sites.

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

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

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

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

Yours sincerely



**Rochelle Johnston**  
**Manager, Statewide Programs**  
Per **Pauline McKenzie**  
**Executive Director**  
**Heritage NSW**  
As delegate of the Heritage Council of NSW

21 May 2020



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**Attachment 1****Heritage in Local Strategic Planning Statements**

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

**Character Statements**

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

**Planning Priorities**

Planning Priorities which:

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

**Actions**

Actions which:

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

**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.



## Department of Primary Industries

FE20/398 C20/260

21 May 2020

The General Manager  
Snowy Valleys Council  
76 Capper Street  
TUMUT, NSW, 2720

Dear Sir/Madam,

***Re: Draft Snowy Valley Council's Local Strategic Planning Statement***

Incorporating ecological sustainability principles within the statement and featuring and rehabilitating waterways in the area are essential to ensure the conservation of fish and fish habitat. Planning instruments and associated strategies or planning statements need to identify and proactively protect waterways from inappropriate development. To achieve this protection, it is essential that waterways/watercourses, recognised sensitive aquatic habitats and other key fish habitats such as threatened species habitat mapping are included within land use mapping. The incorporation of maps identifying *key fish habitats* (including riparian buffers) in planning instruments and a set of development controls and restrictions should provide significant gains in the protection of sensitive habitats and consequent maintenance of fisheries productivity.

DPI Fisheries has reviewed the draft Local Strategic Planning Statement in light of the provisions of the *Fisheries Management Act 1994* and the departments *Policy and Guidelines for Fish Habitat Conservation and Management (Update 2013)* and offers the following comments for the planning priorities within the LSPS;

***Planning Priority: Our Natural Environment***

Many species of fish and other aquatic animals are migratory within freshwater habitats. The *Local Strategic Planning Statement* should recognise that freshwater rivers, creeks and streams are just as much "wildlife corridors" as are linear strips of terrestrial vegetation and in conjunction with riparian buffer zones sustain high biodiversity. The main threats to fish movement along these corridors are dams, weirs, vehicular crossings and urban development.

*Key Fish Habitat* maps which have been prepared by DPI Fisheries are maps of environmentally sensitive areas for which Snowy Valley Council can utilise the mapping layers to highlight the sensitivity of waterways and riparian zones for aquatic biodiversity. The aim of these maps is to highlight those habitats that are of most importance for protection and conservation to sustain fish populations.

FISHERIES AQUATIC ENVIRONMENT BRANCH  
5/620 Macaulay Street  
ALBURY NSW 2640

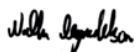
[www.dpi.nsw.gov.au](http://www.dpi.nsw.gov.au)  
Tel: 02 6051 7766

In addition, *Fish Communities and Threatened Species Distributions of NSW* report <https://www.dpi.nsw.gov.au/fishing/threatened-species/legislation-and-approvals/habitat/your-catchment/condition-of-fish-communities-in-nsw> contains more detailed mapping data of the condition of fish communities within the LGA. Threatened species, populations and communities listed under the *Fisheries Management Act 1994* which are known or expected to occur within the Snowy Valley LGA and are available at: <http://www.dpi.nsw.gov.au/fishing/species-protection/threatened-species-distributions-in-nsw> contains the following including;

- The Southern Pygmy Perch, *Nannoperca australis*, listed under schedule 4 as an endangered species.
- The Macquarie Perch, *Macquaria australasica*, listed under schedule 4 as an endangered species.
- The Trout Cod, *Maccullochella macquarensis*, listed under schedule 4 as an endangered species.
- The Endangered Aquatic Ecological Community in the Lower Murray River is also listed under schedule 4 of the *Fisheries Management Act 1994* and includes the Tumut River below Blowering Dam.

If you have any queries do not hesitate to call me on .

Yours sincerely



Nathan Reynoldson  
Fisheries Manager (Albury)  
Aquatic Environment  
Department of Primary Industries - Fisheries

FISHERIES AQUATIC ENVIRONMENT BRANCH  
5/620 Macaulay Street  
ALBURY NSW 2640

[www.dpi.nsw.gov.au](http://www.dpi.nsw.gov.au)  
Tel: 02 6051 7766

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**From:**  
**Sent:** Friday, 22 May 2020 10:23 AM  
**To:**  
**Subject:** FW: Snowy Valleys Draft LSPS - TfNSW Comments  
**Attachments:** LSPS and FT2056 v11a.pdf  
**Importance:** High

FYI

**Team Leader, Southern Region**

Local and Regional Planning | Department of Planning, Industry and Environment  
T 247 1821 |  
84 Crown St, Wollongong NSW 2500 | PO box 5475, Wollongong NSW 2520  
[www.dpie.nsw.gov.au](http://www.dpie.nsw.gov.au)



**Planning,  
Industry &  
Environment**

*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.*

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**Sent:** Friday, 22 May 2020 10:18 AM  
**To:**  
**Subject:** FW: Snowy Valleys Draft LSPS - TfNSW Comments  
**Importance:** High

FYI

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

Local and Regional Planning | Department of Planning, Industry and Environment  
T 02 4247 1810 | M 0488 499 309 | E [sarah.lees@planning.nsw.gov.au](mailto:sarah.lees@planning.nsw.gov.au)  
84 Crown St, Wollongong NSW 2500 | PO box 5475, Wollongong NSW 2520  
[www.dpie.nsw.gov.au](http://www.dpie.nsw.gov.au)



**Planning,  
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**Our Vision:** Together, we create thriving environments, communities and economies.

*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.*

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**From:**  
**Sent:** Thursday, 21 May 2020 5:11 PM  
**To:**  
**Cc:**  
**Subject:** Snowy Valleys Draft LSPS - TfNSW Comments  
**Importance:** High

Good Afternoon

Transport for NSW (TfNSW) welcomes the opportunity to provide comment on the Draft Local Strategic Planning Statement (LSPS) for Snowy Valleys Council.

The comments provided by TfNSW are to be considered for inclusion in the final version of the LSPS for Snowy Valleys. 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 Snowy Valleys 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 22 – updated DPIE population projection for Snowy Valleys shows the LGA population forecast to drop by 2,450 people between 2016 (14,600) and 2041 (12,150). 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-Snowy-Valleys.pdf>)
- Page 26 – Towns & Villages – Planning Priority 1 – to ensure transport connectivity across the Snowy Valleys LGA adapts to the demographic challenges of an ageing population, TfNSW recommends Council consider the preparation of an LGA-wide Transport Strategy to identify how the existing transport network can better respond to these challenges and ensure accessibility between villages, towns and regional centres is maintained for all constituents both now and into the future. TfNSW would be keen to work collaboratively with Council to develop a Transport Strategy for Snowy Valleys LGA
- Page 29 – Towns & Villages – Planning Priority 3 – In addition to the Government Architect NSW-developed *Draft Urban Design for Regional NSW* Guide to help inform and maintain character in Snowy Valleys towns and places, TfNSW also recommends Council consider application of the 'Movement and Place' Framework which provides a cohesive approach to balancing the movement of people and goods with the amenity and quality of places, contributing to the attractiveness, sustainability and success of our cities and towns. Further information on the Framework is available at <https://www.governmentarchitect.nsw.gov.au/guidance/movement-and-place>
- Page 29 – Towns & Villages – Planning Priority 3 – TfNSW recommends new residential development adjacent to important freight corridors should be avoided to prevent encroachment by incompatible land uses. In addition, developments must take into account current and future freight movements and allow the corridors to operate at maximum efficiency
- Page 29 – Towns & Villages – Planning Priority 3 – TfNSW recommends Council consider local freight access during development of the proposed Master Plans for Adelong, Batlow, Tumbarumba and Tumut. 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 29 – Towns & Villages – Planning Priority 3 – TfNSW recommends Council should consider protection of the wider agricultural supply chain from encroachment, as well as productive agricultural lands. This recommendation is consistent with Action 2.3 of DPIE's *Riverina Murray Regional Plan 2036* (Action 2.3 – Facilitate investment in the agricultural supply chain by protecting assets, including freight and logistics facilities, from land use conflict arising from the encroachment of incompatible land uses)
- Page 31 – Growth Through Innovation – Planning Priority 1 – TfNSW supports Council initiatives to encourage sustainable tourism across the Snowy Valleys LGA 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 31 – Growth Through Innovation – Planning Priority 1 – TfNSW supports Council's proposal to investigate the development of rail trails across the Snowy Valleys LGA and would be keen to work collaboratively with Council on this project
- Page 33 – Growth Through Innovation – Planning Priority 2 – Rather than committing to the upgrade of Brindabella Road, TfNSW recommends Council reword the action to "Investigate the feasibility of upgrading Brindabella Road" to establish whether the project represents value for money; would deliver the anticipated travel time savings; and can be achieved from a constructability perspective
- Page 33 – Growth Through Innovation – Planning Priority 2 – TfNSW supports Council's action to undertake an Industrial Land Demand and Supply Study and would be keen to participate in its development given the potential impact to the State Road Network
- Page 33 – Growth Through Innovation – Planning Priority 2 – TfNSW recommends Council consider the inclusion of an additional action to specifically protect freight facilities and industrial land from encroachment. This recommendation is consistent with Actions 4.3 and 17.3 of DPIE's *Riverina Murray Regional Plan 2036* (Action 4.3 – Protect industrial land from potential land use conflicts arising from inappropriate and incompatible surrounding land uses; Action 17.3 – Protect freight and logistics facilities from the encroachment of inappropriate land uses)
- Page 33 – Growth Through Innovation – Planning Priority 2 – TfNSW recommends Council consider the inclusion of an additional action that requires all new industrial land be located with good connections to the freight network. This recommendation is consistent with Action 4.1 of DPIE's *Riverina Murray Regional Plan 2036* (Action 4.1 – Encourage the sustainable development of industrial land to maximise the use of infrastructure and connectivity to the existing freight network)
- Page 37 – Our Natural Environment – Planning Priority 2 – TfNSW supports Council's aspirational objective to achieve net-zero carbon emissions by 2050 and recommend 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 39 – Our Natural Environment – Planning Priority 2 – TfNSW recommends Council consider the inclusion of an additional action that proposes development of a *Future Fleet Strategy* for Snowy Valleys 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 41 – Our Infrastructure – Planning Priority 1 – TfNSW recommends Council consider the preparation of an LGA-wide Freight Strategy, in collaboration with TfNSW, to identify how Snowy Valleys can prioritise development of the existing freight network to maximise economic growth and freight connectivity across the LGA
- Page 41 – Our Infrastructure – Planning Priority 1 – TfNSW recommends Council consider the inclusion of an additional action that seeks to protect the road freight network from encroachment by sensitive land uses
- Page 41 – Our Infrastructure – Planning Priority 1 – TfNSW recommends Council consider the inclusion of an additional action that seeks to work collaboratively with Transport for NSW to establish the need (and location) for additional heavy vehicle rest areas across the Snowy Valleys LGA
- Page 41 – Our Infrastructure – Planning Priority 1 – TfNSW recommends Council include a map to show which key freight and haulage routes within the LGA require upgrades and highlight what the specific constraints are. This recommendation is consistent with Action 18.4 of DPIE's *Riverina Murray Regional Plan 2036* (Action 18.4 – Identify, coordinate and prioritise the delivery of local and regional road projects that help support the regional freight network)
- Page 42 – Our Infrastructure – Planning Priority 2 – TfNSW supports Council's action to prepare a *Bike and Pedestrian Access Plan* for Snowy Valleys and we would be keen to work collaboratively with Council to both develop and implement the Plan
- Page 42 – Our Infrastructure – Planning Priority 2 – to reduce reliance on private vehicle transport, TfNSW also recommends Council consider the use of on-demand transport services to improve connectivity between

villages, towns and regional centres – further information on on-demand transport is available at <https://transportnsw.info/travel-info/ways-to-get-around/on-demand>

- Page 57 – Map – TfNSW recommends Council consider updating the map to include industrial areas and any other major freight generators that are not 'Mills', and note that the rail corridors shown are non-operational rail corridors
- Page 57 – Map – Does 'Haulage Road' on the map identify routes important to only the timber/forestry industry or are they general freight routes? For instance, there is a significant amount of freight generated at the Visy mill. However the two routes towards the Hume and Harefield Rail Terminal (via Gocup and Adelong Roads) are not identified as a haulage roads

#### *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 – Place-making*

- Council should consider how TfNSW-owned land in the Snowy Valleys LGA can support the place-making outcomes, enhance transport outcomes and contribute to the economic development, employment and housing opportunities identified in the LSPS including through the preparation of Master Plans for Commercial Centres and the LEP review process

Should Council wish to discuss any of the recommendations made by TfNSW further, please do not hesitate to contact  
A/Director Regional Strategy

Kind regards

A/Director Regional Strategy  
Customer Strategy & Technology  
Transport for NSW

L26, 477 Pitt Street SYDNEY NSW 2000



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## Local Strategic Planning in Regional NSW & Future Transport 2056

### Introduction

Future Transport 2056 sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, guiding transport investment. 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> 1. Flexible services are an integral part of the transport system helping to deliver reliability 2. A transport system that adapts to and embraces new technology
<b>Successful Places</b> 	<b>Sustaining and enhancing the liveability of our places</b> 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 4. Supporting centres with appropriate transport services and infrastructure
<b>Growing the Economy</b> 	<b>Connecting people and places in the growing city</b> 5. Changes in land use, population and demand, including seasonal changes, are served by the transport system 6. Economic development is enabled by regional transport services and infrastructure
<b>Safety and Performance</b> 	<b>Safely, efficiently and reliably moving people and goods</b> 7. A safe transport system for every customer with zero deaths or serious injuries on the network by 2056 8. A transport system that is resilient to significant weather events including floods, fog and bush fires
<b>Accessible Services</b> 	<b>Accessible for all customers</b> 9. Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres
<b>Sustainability</b> 	<b>Makes the best use of available resources and assets</b> 10. Customers enjoy improved connectivity, integrated services and better use of capacity

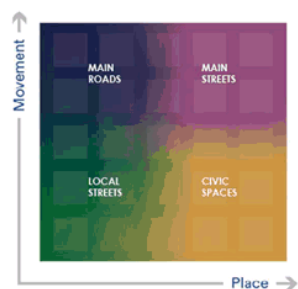
## Local Strategic Planning in Regional NSW Future Transport 2056

### 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.



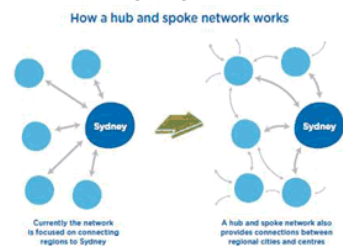
The Framework seeks to achieve two main outcomes:

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.



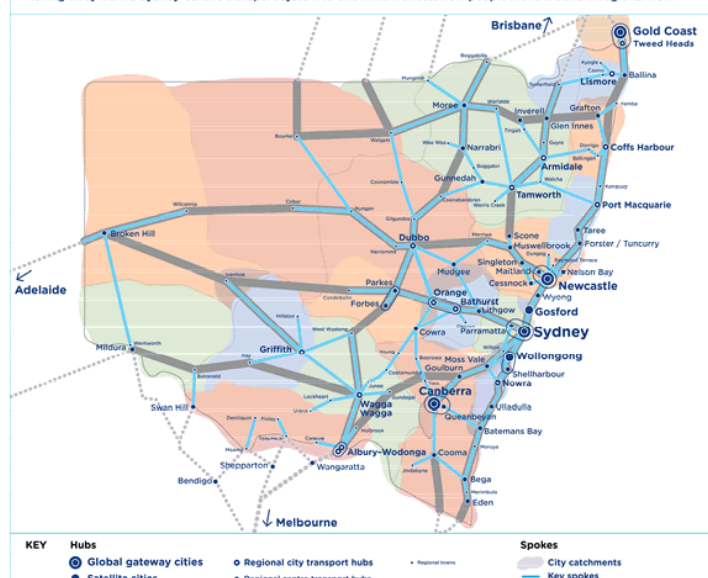
This will capitalise on the role that regional centres and cities play as hubs for employment and services such as retail, health, education and cultural activities for their surrounding catchment areas. It also acknowledges the importance of national and state significant transport links (spokes) that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

### Hub and spoke

Moving away from a Sydney-centric transport system to one which reflects how people move around in regional NSW



## Local Strategic Planning in Regional NSW Future Transport 2056

### 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.

## Local Strategic Planning in Regional NSW

### Future Transport 2056

#### 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 Councils 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.



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#### 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

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

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	<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>



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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 Cochrane 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>

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

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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 Boat 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>

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

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	<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>

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	<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>



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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>

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

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

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

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	<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>

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



Local Strategic Planning in Regional NSW  
Future Transport 2056

**Attachment B:**

**Regional NSW Services and Infrastructure Plan Statewide initiatives**

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

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

Local Strategic Planning in Regional NSW  
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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

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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



**Planning,  
Industry &  
Environment**

IRD20/22202

Mr Matthew Hyde  
Chief Executive Officer  
Snowy Valleys Regional Council  
76 Capper Street  
TUMUT NSW 2720  
info@svc.nsw.gov.au

Dear Mr Hyde

I would like to take the opportunity to congratulate you and your team for completing your draft Local Strategic Planning Statement (LSPS) for public exhibition.

The Department has reviewed the exhibited draft LSPS and acknowledges the significant work undertaken to date, and particularly given the difficult circumstances that drought, devastating summer bushfires and the impact of the Covid 19 pandemic have placed upon the people of the Snowy Valleys area.

Council's draft LSPS responsibly acknowledges the challenges facing the Snowy Valleys local government area and identifies key planning priorities to respond to issues including but not limited to a forecast population decline, an aging population, local educational and employment opportunities, reliable and infrastructure, natural hazards and protection of the environment.

The LSPS importantly identifies the linkages between Council and State Government strategic planning, including the Southern Tablelands Region Economic Development Strategy and priorities from the South East and Tablelands Regional Plan (SETRP).

Since the Department reviewed and commented on an earlier draft of Council's LSPS in November 2019, it is noted that Council has made a number of amendments to the LSPS to address these matters. We continue to encourage you to reconsider the inclusion of planning priority actions that are not necessarily deliverable through a land use planning response.

I have attached feedback and comments we have received from the following agencies for your consideration:

DPIE Biodiversity and Conservation Division (BCD)  
NSW Environmental Protection Authority (EPA)  
Heritage NSW  
DPI Fisheries  
Transport for NSW (TfNSW)

Level 1, 188 Macquarie Street, Dubbo NSW 2830 | PO Box 58 Dubbo NSW 2830 | [planning.nsw.gov.au](http://planning.nsw.gov.au)

I look forward to receiving Council's final LSPS and once again, congratulations to you and your team for reaching this important milestone.

Should you wish to discuss our suggestions in more detail, please do not hesitate to call myself on 5852 6802 or Nathan Foster on 4247 1825.

Kind regards



26/05/2020

**Damien Pfeiffer**  
**Director, Western Region**  
**Local and Regional Planning**

Encl:

Attachment A -

- (a) DPIE Biodiversity and Conservation Division (BCD)
- (b) Aboriginal Heritage
- (c) Biodiversity
- (d) Natural Hazards
- (e) Climate Change

Attachment B - NSW Environmental Protection Authority (EPA)

Attachment C - Heritage NSW

Attachment D - DPI Fisheries

Attachment E -

- (a) Transport for NSW (TfNSW)
- (b) TfNSW Future Transport 2056



Department of  
Primary Industries

OUT20/6066

Matthew Hyde  
Chief Executive Officer  
Snowy Valleys Council  
PO Box 61  
Tumbarumba, NSW 2653

[info@svc.nsw.gov.au](mailto:info@svc.nsw.gov.au)

Dear Matthew

**Snowy Valleys Council Envisage 2040 Local Strategic Planning Statement**

Thank you for the opportunity to comment on the draft Snowy Valleys Local Strategic Planning Statement (LSPS). NSW DPI is charged with building stronger primary industries, with one component of our work focusing on enhancing the productive and sustainable use of NSW's agricultural resources.

NSW DPI supports the aim of the draft LSPS in encouraging growth and economic vitality in agricultural industries. Specifically, we note the intention to prepare a comprehensive Rural Lands Strategy Study to guide the zoning of land and lot sizes outside residential zones. The action summary on page 48 indicates that this will be undertaken in advance of the amalgamation of the current Tumut and Tumbarumba Local Environmental Plans. DPI supports this sequencing to ensure the amalgamated Snowy Valleys Local Environmental Plan then reflects appropriate land use objectives, lot sizes and zonings for ongoing agricultural production.

If you would like assistance or advice in undertaking the Rural Lands Strategy Study I have arranged for Mrs Lilian Parker to be available to assist. Mrs Parker can be contacted on 02 6938 1906 or [lilian.parker@dpi.nsw.gov.au](mailto:lilian.parker@dpi.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink that reads 'T Prentice'.

26/5/20

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

NSW Department of Primary Industries - Agriculture  
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**Kelleher, Jenny**

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**Subject:** FW: Snowy Valleys LSPS Resilience Planning Comments

**From:**

**Sent:** Wednesday, 27 May 2020 12:28 PM

**To:**

**Cc:**

**Subject:** Snowy Valleys LSPS Resilience Planning Comments

Hi

Below are the comments from the Resilience Planning team on the **Snowy Valleys LSPS**.

Regarding resilient places, the Snowy Valleys LSPS does not provide sufficient resilient/recovery actions, and would benefit from the following notes:

- The LSPS would benefit from the inclusion of climate projections, hazard mapping, scientific studies and, where data is absent, a history of events - this will help inform actions and decision-making.
- Actions to review bushfire prone land maps and flood study management plans are recommended.
- Actions that focus on resilience and recovery before and after a natural hazard event would help promote resilience-building within the LGA.
- Considerations to managing future risk (climate and growth) so as to not to increase the population at risk and the demand on Emergency Services personnel and volunteers are recommended.
- The first action under *Our Natural Environment* Priority 3 could include establishing hazard planning and disaster resilience (including infrastructure resilience) principles as primary considerations in all development proposals. The development of a planning principle that local/regional hazard risk assessments inform land use planning decisions could be included.
- A review of development controls to encourage adaptable and resilient buildings could be included in the first action under *Our Natural Environment* Priority 3.
- The *Our Natural Environment* Priority 3 description notes the aspirations of the NSW Government are to achieve net-zero emissions by 2050 – there should be an action addressing this in the LSPS.
- This Priority description also mentions Council establishing a “framework to manage climate risk and increase resilience” - this could be incorporated into the third action under this priority.
- Actions under priorities should be numbered for easier reference.
- The LSPS should include more long term and ongoing actions for resilience building into the future to ensure that resilience is managed and sustained.

If you need any clarification on the above comments, feel free to let me know. Happy to discuss further.

Thanks!

Rachel

**Rachel Beard**

**Graduate**

Resilience Planning | Green and Resilient Places

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