

Appendix 1.

sustainability criteria

(excluding coastal area)



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

that any new proposal will be assessed against.

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

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

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



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