

North Coast Population Change 1981-1996

The 1996 resident population of each local government area (LGA) in the North Coast is shown in the table below. The residential population for Greater Grafton is also provided. The figures derived from 1981, 1986 and 1991 are also provided for comparison.

The population of the North Coast grew by 40,907 from 1991 to 1996 representing a growth rate of 2.07 per cent per annum. This is a substantial decrease in the population increase for the previous census period from 1986 to

1991 of 56,382 equating to a growth of 3.11% per annum. This is a drop of over 1% in the annual growth rate. All LGAs had a reduction in their annual growth rate, three areas having a negative growth rate.

The largest population increase occurred in the Tweed LGA which also showed the highest annual growth rate of all LGAs in the region. The area grew by 10,922 persons, a growth rate of 3.74% per annum compared to a growth of 9,741 between 1986 and 1991. This is the only LGA to show an increase in the

growth in absolute numbers of persons residing in the local government area. All other LGAs showed a decline in absolute numbers. Hastings Council's population increased by 7,833 (annual growth of 2.98%) during the last census period, down from 8,296 (3.74%) from 1986 to 1991. These areas were followed by Coffs Harbour (6,439 persons and 2.41% per annum), Ballina (4,491, 2.81%) and Byron (3,997, 3.31%). The comparable figures for the 1986 to 1991 census period are for Coffs Harbour (8,764, 3.85%), Ballina (6,165, 4.67%) and Byron (4,570, 4.61%).

North Coast Population Estimates 1981 to 1996

Local Government Area	Population 1981	Population 1986	Annual Growth July 81-June 86 (% p.a.)	Population 1991	Annual Growth July 86-June 91 (% p.a.)	Population 1996	Annual Growth July 91-June 96 (% p.a.)
Ballina	19 400	24 027	4.37	30 192	4.67	34 650	2.79
Bellingen	9 050	10 278	2.58	11 785	2.77	12 485	1.16
Byron	14 850	18 059	3.99	22 629	4.62	26 620	3.30
Casino	10 400	10 808	0.77	11 297	0.89	10 943	-0.63
Coffs Harbour	34 000	42 113	4.37	50 877	3.85	57 283	2.40
Copmanhurst	2 950	3 664	4.43	3 900	1.26	4 034	0.68
Grafton	17 200	16 793	-0.48	17 512	0.84	17 507	-0.01
*(Greater Grafton)	N/A	20 597	N/A	22 934	2.17	23 380	0.39
Hastings	34 300	41 152	3.71	49 448	3.74	57 228	2.97
Kempsey	19 550	22 829	3.15	25 375	2.14	26 468	0.85
Kyogle	9 150	9 457	0.66	10 027	1.18	9 919	-0.22
Lismore	34 550	37 505	1.65	42 219	2.40	43 551	0.62
Maclean	9 650	11 190	3.01	13 627	4.02	15 305	2.35
Nambucca	11 550	14 344	4.43	16 730	3.13	17 639	1.06
Nymboida	2 050	3 065	8.38	3 960	5.26	4 425	2.25
Richmond River	6 900	7 590	1.92	8 972	3.40	9 807	1.80
Tweed	37 100	44 448	3.68	54 189	4.04	65 052	3.72
Ulmarra	3 850	4 756	4.32	5 721	3.76	6 189	1.59
Total	276 500	322 078	3.10	378 460	3.28	419 105	2.06

* The population figures for 'Greater Grafton' comprise the City of Grafton and an area around the city within a radius of approximately 15 kilometres. It includes the satellite dormitory suburbs/villages of Junction Hill in Copmanhurst LGA, Waterview Heights and Courtts Crossing in Nymboida LGA and Ulmarra in Ulmarra LGA. The North Coast region totals do not include the 'Greater Grafton' populations because the LGAs of Grafton, Copmanhurst, Nymboida and Ulmarra are already included in this total.

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Contributions to future issues of this newsletter are invited.

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Protecting Extractive Industries

The North Coast needs secure supplies of extractive resources and minerals at reasonable prices. Roads, schools, houses and commercial and industrial buildings all depend on the supply of these materials.

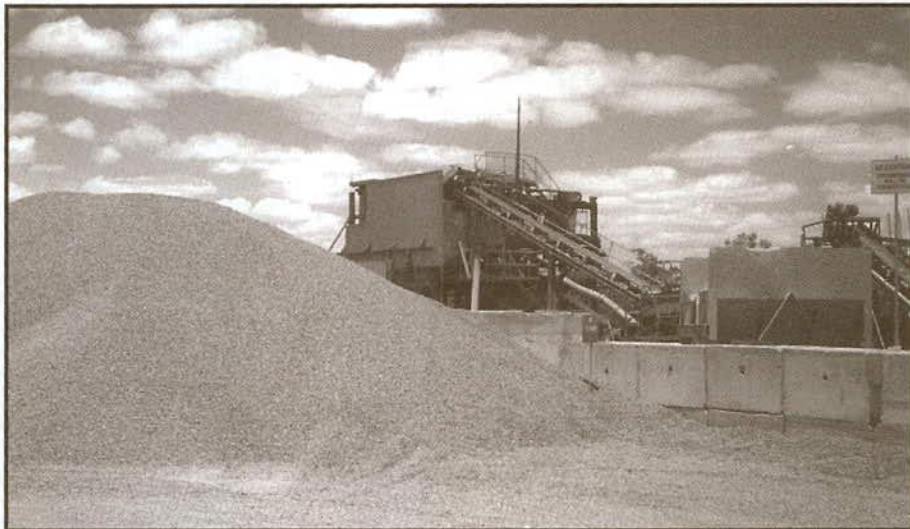
The availability of materials greatly influences construction and maintenance costs in the region, especially major infrastructure projects such as the upgrading of the Pacific Highway.

Protection of the environment is also of great importance to North Coast residents. It is, therefore, essential that the environmental implications of extractive industries be carefully balanced against the demand for the resource.

The North Coast Extractive Industries Standing Committee, in conjunction with the Department of Urban Affairs and Planning, has released a discussion paper titled "Extractive Industries and Minerals on the North Coast".

The Committee has produced this discussion paper to provide the basis for a full examination of mechanisms to reduce conflicts between extractive operations and neighbouring land uses. In particular, the aim is to protect extractive industry sites and haulage routes from the potential conflicts presented by subdivision and housing development.

The recommended actions proposed in this paper are of particular interest to



Gravel stockpiled and ready for sale on the North Coast.

councils as they call for changes in local planning instruments. Landholders are potentially affected and extractive industry operators also have an interest as they are asked to implement a Code of Practice for their operations.

The recommendations aim to :

- protect extractive sites and haulage routes from incompatible surrounding uses
- prevent loss of amenity for nearby residents
- prevent property and environmental damage
- help ensure public safety

- ensure all operations follow best practice methods
- increase awareness of extractive sites and haulage routes
- identify sites of regional, district and local significance
- ensure compliance with conditions of consent and best practice codes
- improve communications between operators, councils and landowners
- reduce the number of appeals to the Land and Environment Court.

The Standing Committee is currently reviewing the discussion paper, including all submissions received before finalising its recommendations.

New England Helps Develop Model Plan

The Department is currently involved in a joint planning initiative with a number of New England councils to formulate a Model Local Environmental Plan (LEP) specifically for the New England Region.

This work stems from the Environmental Planning and Assessment

Amendment Bill 1997, which contains reforms designed to simplify the current development approval process.

The Model Plan is an attempt to provide up-to-date planning provisions for New England councils, including what may be an innovative set of new land use zones and provisions. Once the Model Plan is completed it will be available to the twenty New England councils who will be able to construct their own tailor-made local government area-wide LEP using the relevant zones and provisions from the Model LEP.

A draft Model LEP has been prepared with considerable input from Armidale City and Parry Shire and feedback also from a number of other New England councils.

The exercise is now nearing completion which is timely given the fact that the Environmental Planning and Assessment (Assessment) Bill, containing the Integrated Development Assessment reforms, was passed in the NSW Upper House on 6 December, 1997, and will take effect in mid-year.

Integrated Development Assessment – How It Will Work

The assessment roles of State and local government will be clarified and streamlined under reforms to the Environmental Planning and Assessment Act 1979 to be introduced in 1998. Amendments to the Act aim for a simplified, more flexible planning system.

Development, building and subdivision control will require a single consent under the Environmental Planning and Assessment Act. For example, subdivision of a block of land, construction of a building, and establishment of a restaurant in the building will require only a single application.

Where a proposal requires a development consent and certain other approvals, like a water or pollution licence, a new integrated assessment process will apply. This will ensure that the requirements of State agencies are linked to the development consent.

The existing matters for consideration of a development application will be simplified so that simple, low-impact

proposals will not need to be assessed against the same criteria as high impact proposals. A short list of generic matters will replace the existing section 90, and Best Practice Guidelines will be developed to assist planners and applicants.

The amendments distinguish assessment procedures for State significant matters from those for local matters. State significant developments (currently dealt with by section 101 and SEPP 34) will be identified in an environmental planning instrument or gazetted by the Minister.

Two new categories of development - "exempt", and "complying" will be created. Minor proposals such as water tanks in rural areas or pre-fabricated garden sheds will be exempt from the need for consent or approval, and Part 5 of the Act will not apply. Exempt developments will be identified in an environmental planning instrument. The "complying" category includes developments such as a single dwelling on a single lot, or alterations to a

dwelling. Complying development can be certified as complying with pre-set, measurable standards such as building standards or siting standards, which will be identified in an environmental planning instrument.

Complying developments will not need a formal council consent but can be fully certified as approved, by accredited private sector certifiers. Applicants will have the choice of lodging applications with the council or a certifier.

Accredited certifiers can also issue certificates for compliance with building standards, inspections and engineering standards.

Professional bodies will administer the accreditation process. However, there will be random auditing of certifiers by the Government and cases of professional misconduct will be dealt with by the Administrative Decisions Tribunal.

For more information, the Regulatory Reform Unit of the Department can be contacted on freecall 1800 358 886.

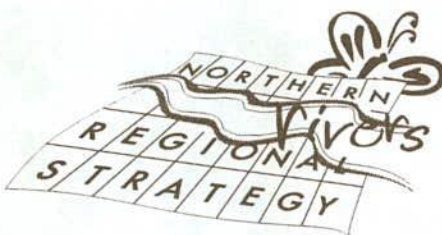
Excellence Recognised

Three Royal Australian Planning Institute (RAPI) awards were won late last year by planning initiatives in which the Department has been involved.

The Department's "Rural Settlement Guidelines" received a National RAPI Award for Planning Excellence in the category of "Rural Planning achievement". It was one of only five major National RAPI Awards won and the only major award won by NSW. Recognition of the Guidelines by RAPI has now occurred at both the State and National level. This adds strong support to the Department's policy that rural residential development should be provided through a planned strategic

approach, consistent with the Guidelines. The NSW Land and Environment Court has also supported the Department in this policy.

At the State level, the Northern Rivers Regional Strategy won two NSW RAPI awards - "Excellence in Community Planning" and "Excellence in Computer Technology for Planning".



The Strategy process has involved a partnership of the Northern Rivers Regional Organisation of Councils (NOROC), the Northern Rivers Economic

Development Organisation (NORED), and the Department. This partnership has enabled the integration of land use planning, economic development and environmental management to manage future growth and development in the region.

The first stage in developing the Strategy has involved a consultation and exhibition period for the "Northern Rivers - Framework for a Sustainable Future". Feedback on the Framework from the community has highlighted that the Strategy is providing a tool for the region to have a say about its future.

The "Rural Settlement Guidelines" and the "Framework for a Sustainable Future" are available from the Department's Grafton office. Information is also available on recent SEPP No 1 Court appeals on the North Coast.



Planning Policy for the Pacific Highway

The Pacific Highway is a road of national importance, which is subject to on-going, very significant, public expenditure. The Pacific Highway funding program, being jointly funded by the State and Commonwealth Governments, will see \$2.2 billion spent on the Highway between the Queensland border and Hexham over the next ten years.

Because of its heavy use, the Highway in the North Coast and Hunter regions has attracted a range of commercial and retail enterprises which seek to benefit from a high exposure to passing traffic.

Many of these are located outside of towns. A continuation of this trend can contribute to a breakdown in the cohesion of existing town centres; in fact it can lead to a shift in the commercial

focus of a town from a central site that is convenient to the people of that town, to a Highway site which is more convenient to travellers from outside the area. The Roads and Traffic Authority is also concerned because ribbon commercial development can lead to a drop in the safety and efficiency of the Highway.

Without proper management, continued commercial development along the Highway could undermine the effectiveness of the considerable investment that is being made to make the Highway more efficient.

As a result, the Department and the Roads and Traffic Authority have jointly prepared a draft policy to manage retail and commercial development along the Highway between Hexham and the Queensland border.

The main philosophy is to physically separate areas having urban functions (such as retailing) from the Highway which has a through-transport function.

The policy also provides for strategically placed Highway service centres to meet the genuine travel related needs of the travelling public. This will become important as more towns are by-passed by the Highway. Uses to be allowed in Highway service centres will be strictly controlled, to focus on petrol and fast food. The centres will not become the focus of new shopping centres.

The Department and the Roads and Traffic Authority are currently finalising consultation with key stakeholders in the new policy, before making recommendations to Government.



The Pacific Highway has traditionally attracted commercial development.

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Captains

B16

Re ABS Data on
Residents in Caravans

Community Profile
on CD Rom at library

PERMANENT CARAVAN RESIDENCE

1981 CENSUS

<u>L.G.A.</u>	<u>No. Caravan Parks</u>	<u>Residents</u>	<u>Usual Residents</u>	<u>% of Pop.</u>
Ballina	12	1,270	713	3.67%
Bellingen	12	481	351	3.87%
Byron	14	1,073	465	3.13%
Casino	1	151	122	1.17%
Coffs Harbour	25	2,731	1,735	5.10%
Copmanhurst	-	1	-	-
Grafton	5	406	236	1.37%
Hastings	31	2,014	1,344	3.91%
Kempsey	15	570	294	1.51%
Kyogle	4	81	47	0.51%
Lismore	6	496	374	1.08%
Maclean	16	1,172	367	3.80%
Nambucca	11	793	392	3.39%
Nymboida	4	147	106	5.17%
Richmond River	4	382	197	2.86%
Greater Taree	17	631	446	1.39%
Tweed	36	4,264	1,848	4.98%
Ulmarra	7	221	126	3.27%
			<u>9,163</u>	<u>2.97%</u>

Pete - the "usual residents" column shows those people who gave their usual place of residence as being the same LGA as the caravan park. It may still be an enumeration.

Note that household size is generally smaller than for normal housing, & this being the case, the proportion of housing stock may be a higher percentage than shown.

Post - '81 surveys in Tweed & Coffs indicate 7-8% of the total population in caravan parks, i.e. they represent 8-10% of housing stock.