



Statement of Environmental Effects

Specialised Retail Premises

Prepared by Barr Planning
for Gnoo Gnoo Road Pty Ltd
February 2025





Barr Planning acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present and all Aboriginal and Torres Strait Islander peoples today, through considerate and respectful approaches to our work, and seeking to facilitate a balance between the transformation of land and the preservation of the natural and cultural environment.

'Connection' by Aboriginal Artist, Lauren Freestone

Document Control

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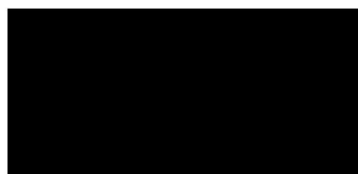
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1 Introduction

1.1 Purpose of this Statement of Environmental Effects

This Statement of Environmental Effects (SEE), has been prepared by Barr Planning on behalf of Gnoo Gnoo Road Pty Ltd. It accompanies a Development Application lodged to Tamworth Regional Council under Section 4.12 of the Environmental Planning and Assessment Act 1979 (the EP&A Act) to erect specialised retail premises on proposed Lots 201 and 202, within the Goonoo Goonoo Precinct.

1.2 Ownership

Ownership of the associated lots is provided in the table below.

Table 1 Ownership Details

Lot	Ownership
Lot 1 DP1304039	Gnoo Gnoo Road Pty Ltd.

1.3 Consent Authority

The proposal comprises local development to be determined by Tamworth Regional Council and referred to Transport for NSW for concurrence.

1.4 Supporting Documentation

The following documentation supports this SEE:

Table 2 Submitted Documentation

Document	Author	Revision	Date
Architectural Plan Set	Leffler Simes Architects	A	04/02/2025
Traffic and Parking Assessment	Ason	01	06/02/2025
Ecological Sustainability Design Report and Section J	EMF Griffiths	B	06/01/2025
Soil and Sediment Control Plan	High-Definition West Pty Ltd	2	12/02/2025
Landscape Plan	Conzept Landscape Architects	A	06/02/2025
Stormwater and Servicing Plan	High-Definition West Pty Ltd	2	12/02/2025
Estimated Development Cost Report	WT Partnership		06/02/2025
Embodied Emissions Report	WT Partnership		06/02/2025
BCA (Tenancy 1 and 2)	STAC Consulting (NSW) Pty Ltd	1	05/02/2025

Document	Author	Revision	Date
BCA (Tenancy 3 and 4)	STAC Consulting (NSW) Pty Ltd	1	05/02/2025
Access (Tenancy 1 and 2)	STAC Consulting (NSW) Pty Ltd	1	05/02/2025
Access (Tenancy 3 and 4)	STAC Consulting (NSW) Pty Ltd	1	05/02/2025
Economic Impact Assessment	GapMaps	Memorandum	07/02/2025
Waste Management Plan	Barr Planning	Final	31/01/2025

These documents have been uploaded as separate documents to the NSW Planning Portal.

2 Site and Context

2.1 The Site

The subject site forms part of Lot 1 in Deposited Plan 1304039, 408 Goonoo Goonoo Road Hillvue within an approved subdivision of the Goonoo Goonoo Precinct. The development will be constructed on proposed Lots 201 and 202 of this subdivision as depicted in Figure 1, located on the northern portion of Lot 1 DP1304039. The surrounding land uses are transitioning with a mix of low-density residential, commercial, and small-lot agricultural uses. A supermarket is approved on proposed Lot 207 directly south of the site.

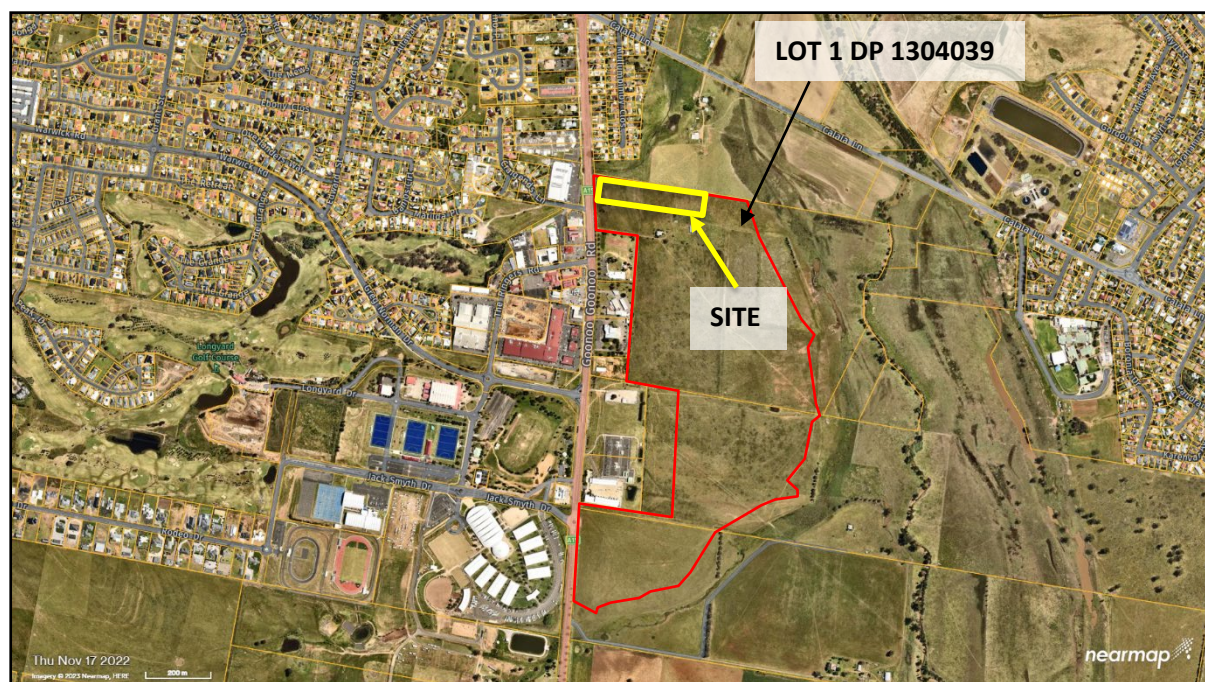


Figure 1 Locality Plan. Source: Adapted from Nearmaps

2.2 Background

The Tamworth Regional Council approved DA2023-0308 on 16 October 2023 for a Torrens Title subdivision to facilitate the future sale and development of land uses permissible within the E3 Productivity Support zone. The consent provides four stages of development:

- Stage 1 provides the construction of 16 lots.
- Stage 2 provides the construction of 11 lots.
- Stage 3 Provides the construction of 8 lots.
- Stage 4 provides the construction of 5 lots.

The modification to this subdivision is currently being assessed by the Council, with no material impact on the proposed development.

3 Proposed Development

3.1 Summary

The development proposes specialised retail premises containing four tenancies over proposed Lots 201 and 202, on part of Lot 1 DP 1304039, 408 Goonoo Goonoo Road.

3.2 Construction works.

The proposal will involve the following construction work:

- Earthworks associated with footing construction, servicing and stormwater.
- Construction of buildings, amenities and service areas.
- Construction of a car park, access, and loading areas.
- Landscaping.

3.2.1 Earthworks and Site Works

Earthworks associated with the 35-lot subdivision (DA2023/0140) are to be completed before the commencement of this development. This includes the local access road, the initial bulk earthworks for the site and the connection of services to each lot. Earthworks have been designed based on the assumed surface levels. The proposed development application finished surface level and cut fill volumes will be approximately 4,000m³ of Cut and 3,000m³ Fill. It is intended to adjust these future lots at the detailed design stage to correlate with the various tenancy levels and disability requirements.

Finished surface grades will generally fall between 0.5% and 1.0% northwards of both Lots 201 and 202 and towards the supplied inter-allotment pits. Surface grades will fall generally at about 0.5% northward towards the boundaries. The developed landform will accommodate building pads, car parking, vehicular access, pedestrian access, retaining walls and landscaping. The finished site grades will be generally 2.0%. Vehicular entry exits will be up to 3-5%.

Barrier kerb will be designed and constructed throughout the site along with kerb ramps to facilitate pedestrian and disabled access.

3.2.2 Soil and Sediment Control

Per the requirements of the Blue Book – Managing Urban Stormwater: Soils and Construction – Volume 1, 4th Edition, Landcom, March 2004. HDW DA-09 Sediment and Erosion Control Plan provides the location of sediment and erosion control measures to be installed during construction until the site is stabilised. HDW DA-10 Sediment and Erosion Control Details outline the facilities to be used and how they are managed during construction.

3.3 Building Design

The development comprises two separate buildings, one on each lot, with the configurations provided in the table below.

Table 3 Building Configuration

Lot	Building	Tenancy	GFA (m ²)
201	West	T1	2,090
201	West	T2	2,000
202	East	T3	1,540
202	East	T4	2,100

The construction of the buildings comprises of the following materials and finishes:

- Prefabricated concrete tilt panel construction, coloured Saud Sand, Seed Pearl and Ironstone.
- Fibre cement cladding coloured white and woodland brown.
- Timber look battens.
- Metal roof sheeting.
- Metal capping coloured Windspray.
- Metal eaves, guttering and downpipes painted black.
- Solid Aluminium cladding painted black.
- Aluminium framed glazing coloured white.

Access Capability Reports were prepared by STACC for both buildings. The reports confirm that the design can achieve the deemed to satisfy provisions of the Building Codes of Australia 2022, and the Disability (Access to Premises – Buildings) Standards 2010, subject to further design detail to be provided as part of the construction certificate.

Building Code of Australia assessments for both buildings were also prepared by STACC, to identify detailed design requirements and performance solutions requiring further consideration within the detailed construction design phase. The items requiring further consideration are summarised below.

Table 4 BCA Performance-Based Solutions

Tenancy	DTS	PBS	Requirement
T1 and T2	D2D5 & D2D6	D1P4 & E2P2	Fire Engineer to review Distances to nearest and alternative exits: <ul style="list-style-type: none"> Distance to the nearest exit – 41m Distance between the alternative exit – 82m.
		F3P1	Penetration of water – Precast and fibre cement panels material compliance.
			Consideration may also need to be given to a Performance Solution for: <ul style="list-style-type: none"> Combustible façade signage (refer to Clause C2D14). Protection of openings to the Back of House roller shutter in Tenancy 1 (refer to Clause C4D5) Fire hydrant booster (refer to Clause E1D2). Increased mounting heights of exit & directional signs (refer to Clause E4D8).
T3 and T4	D2D6	D1P4 & E2P2	Fire Engineer to review Distances to nearest and alternative exits: <ul style="list-style-type: none"> Distance to the nearest exit in Tenancy 3 – 43m Distance between alternative existing in Tenancy 3 – 78m.
			Consideration may also need to be given to a Performance Solution for: <ul style="list-style-type: none"> Combustible façade signage (refer to Clause C2D14). Fire hydrant booster (refer to Clause E1D2). Increased mounting heights of exit & directional signs (refer to Clause E4D8).
		F3P1	Penetration of water – Precast and fibre cement panels material compliance.

The above items will be addressed as part of the detailed design required for the construction certificate application.

3.4 Access, Traffic and Parking

The site's western boundary fronts Goonoo Goonoo Road, a State classified road, at the intersection with Craigends Lane. A new dual-lane roundabout is proposed for this intersection, enabling a left turn southbound, east into the local road within the Goonoo Goonoo Precinct, as detailed in Figure 3 of the Transport Impact Assessment (TIA) prepared by Ason.

Access to the site for light vehicles will be via the local road on the southern frontage, approximately 50 metres east of Goonoo Goonoo Road (western access), before the single-lane roundabout within the Precinct. This enables traffic directly into the site to reduce the potential for queuing east along the local and Goonoo Goonoo Road. The eastern access will be used for delivery and articulated vehicles up to 20m, separating the loading dock areas at the rear of the building and reducing internal vehicular and pedestrian conflicts.

The loading dock area and truck turning circle provide safe access and egress of articulated vehicles within a forward motion. Light vehicles will also have access to enter and exit from this location. The design of the car parking space and manoeuvring areas are consistent for the 99th percentile vehicles per the requirements under AS2890.6:2022 – off-street parking.

The TIA assessed the potential impacts on the local network and traffic volumes associated with specialised retail. Traffic generation calculations considered the assessments by Stantec, undertaken previously for the Goonoo Goonoo Precinct subdivision. The outcomes for specialised retail in this location remain consistent with the assumptions and distribution of traffic adopted within those assessments. A net decrease in traffic movements was identified in the morning peak of 21 and 42 in the afternoon peak compared to the subdivision assessment. Operational outcomes on the local network relative to the Craigends Lane and Jack Smyth Drive intersections remain satisfactory with the proposed development.

Car parking for the specialised retail was calculated based on the Tamworth Regional DCP 2010 rates of 1 space per 45m² of Gross Floor Area, as summarised in the table below.

Table 5 DCP Car Parking Requirements

Tenancy	GFA (m ²)	Lot	Parking Required
T1	2,090	201	46
T2	2,000	201	44
T3	1,540	202	34
T4	2,000	202	44
Spaces required			168

The development provides 244 spaces overall, exceeding the requirements and providing for the expected demand for the development.

3.5 Landscaping

The landscape plans prepared by Conzept Landscape Architects, Sheets 1-9, provide detailed design and species lists for the scheme consistent with the controls of the Tamworth Regional Development Control Plan 2010 Amendment 17 (TRDCP 2010). The layered landscaping softens views of the site from the public domain whilst maintaining sightlines for access and egress and for good natural surveillance in and around the development.

3.6 Stormwater and Drainage

Stormwater drainage will be designed per the Tamworth Regional Council Engineering Guidelines 2023. The minor pit and pipe system will be designed for the 10% AEP event. Major system surface flows will cater for the 1% AEP event. The proposed car park facilities will be shaped to drain overland flows to the centre of the driving paths of the carpark and discharge into an underground piped network. Individual piped networks will be provided for each lot consisting of kerb, concrete v-drains kerb inlet pits with either PVC or concrete pipes. A Gross Pollutant Trap will be provided for each lot noting the two lots discharging water into different systems. All flows from the site will be treated for litter and suspended solids removal.

3.7 Servicing

3.7.1 Sewer

The sewer connection for Lot 201 will be via a new stub off the existing sewer main along Goonoo Goonoo Road in the northwest corner of Lot 201 (known as future Line 8). The stub will be extended along the northern boundary to service tenancies 1 and 2. The sewer connection for Lot 202 will be via a new 150mm diameter main in the north of the site via an easement (known as future Line 13). The main will be extended south towards tenancies 3 and 4 with a new stub added to Line 13 before the end of the line.

3.7.2 Water

Water connections will be made from the road reserve of proposed road MC01 directly into the lot along the access point. Despite both lots forming part of a single development, independent water services will be connected to each lot.

3.8 Operation

The standard hours of operation proposed for the development will be as follows:

- Monday - 7:00 am to 9:00 pm
- Tuesday - 7:00 am to 9:00 pm
- Wednesday - 7:00 am to 9:00 pm
- Thursday - 7:00 am to 9:00 pm
- Friday - 7:00 am to 9:00 pm
- Saturday – 8:00 am to 8:00 pm
- Sunday – 8:30 am to 8:00 pm

3.8.1 Waste Management

Per the requirements of the TDCP 2010, a Waste Management Plan has been prepared by Barr Planning to review and determine the waste generated by the construction and operation of the development. The calculations and collection requirements are summarised in the tables below.

Table 6 Tenancy 1 Waste Calculation

Tenancy 1 (2,092m ²)	Volume per week (m ³)	Number of bins (m ³) Weekly	Number of Bins (m ³) Bi- Weekly
General Waste	11.704	4.5m ³ (2), 3m ³	4.5m ³ , 0.66m ³
Recycling	10.241	4.5m ³ (2), 1.7m ³	4.5m ³ , 0.66m ³
Storage Area (m ²)		15.57	8.12

Table 7 Tenancy 2 Waste Calculation

Tenancy 2 2,000m ²)	Volume per week (m ³)	Number of bins (m ³) Weekly	Number of Bins (m ³) Bi- Weekly
General Waste	11.200	4.5m ³ (2), 3m ³	4.5m ³ , 1.1m ³
Recycling	9.800	4.5m ³ (2), 1.1m ³	4.5m ³ , 0.66m ³
Storage Area (m ²)		16	8.66

Table 8 Tenancy 3 Waste Calculation

Tenancy 3 (1,540m ²)	Volume per week (m ³)	Number of bins (m ³) Weekly	Number of Bins (m ³) Bi- Weekly
General Waste	8.624	4.5m ³ (2), 0.66m ³	4.5m ³
Recycling	7.546	3m ³ (2), 1.7m ³	4.5m ³
Storage Area (m ²)		13.63	5.8

Table 9 Tenancy 4 Waste Calculation

Tenancy 4 (2,000m ²)	Volume per week (m ³)	Number of bins (m ³) Weekly	Number of Bins (m ³) Bi- Weekly
General Waste	11.200	4.5m ³ (2), 3m ³ (1)	4.5m ³ , 1.1m ³
Recycling	9.800	4.5m ³ (2), 1.1m ³ (1)	4.5m ³ , 0.66m ³
Storage Area (m ²)		16	8.66

3.8.2 Security

CPTED is a crime prevention strategy focusing on planning, design, and the structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management based on four main principles – natural surveillance, access control, territorial reinforcement, and space management. In consideration of these principles, the following recommendations are provided for the proposed development:

Table 10 CPTED Risks and Recommendations

Risk	Recommendation
Natural Surveillance	
Limited opportunities for consistent sightlines limit natural surveillance opportunities within the staff car parks.	<ul style="list-style-type: none"> All areas shall be well-lit at night. Installation of close circuit TV (CCTV).
Internal observation	<ul style="list-style-type: none"> All active spaces within the site should include passive sightlines such (e.g. extensive windows, use of open concept spaces, minimise the number of built forms and maintain clear edges). Landscaping should be designed to create clear sightlines. Tree branches should be pruned to a height of 2m above ground level and shrubs should grow no taller than 600mm.
Access Control Risk	Recommendation
The landscaped setback areas along the rear boundary of the site are to be clearly defined as inactive spaces.	<ul style="list-style-type: none"> Landscaping should be maintained to ensure branches do not provide opportunities to climb atop the tenancy roofs. Installation of close circuit TV (CCTV).
Unauthorised access to and within restricted entrances and corridors.	<ul style="list-style-type: none"> Signage should be installed at vehicular entry to the maintenance access points identifying access for authorised personnel only.

Risk	Recommendation
	<ul style="list-style-type: none"> Structures such as bin storage areas should be designed and placed to avoid being used to climb walls and fences. Installation of close circuit TV (CCTV).
Ram raids	<ul style="list-style-type: none"> Planter boxes and/or bollards should be installed at appropriate locations, particularly in proximity to active street frontages and within the car park area.
Territorial Reinforcement Risk	Recommendation
Unauthorised access to restricted spaces.	<ul style="list-style-type: none"> Signage should be installed at vehicular entry to the maintenance areas identifying access for authorised personnel only. Installation of close circuit TV (CCTV).
Way finding	<ul style="list-style-type: none"> Provide clear directional signage for pedestrians and motorists within the car park. Provide clear wayfinding signage to identify individual businesses, premises, etc.
Space Management Risk	Recommendation
Waste management	<ul style="list-style-type: none"> Garbage bins and waste storage receptacles should be regularly emptied to prevent overflowing rubbish.
Graffiti	<ul style="list-style-type: none"> Minimise blank walls where graffiti may occur. A graffiti management regime should be implemented to minimise the potential for cumulative graffiti and vandalism actions. Consider using graffiti-resistant building materials where possible, such as polycarbonate laminates instead of glass, selection of injection moulded seating instead of other materials, and graffiti-resistant paint finishes.
Theft	<ul style="list-style-type: none"> Install signage to assist in universal education to reduce theft from motor vehicles ('avoid leaving valuables unattended').
Lighting repair	<ul style="list-style-type: none"> A management regime should ensure that lighting is repaired promptly after any lighting failures or damage.

Risk	Recommendation
Cleanliness and maintenance	<ul style="list-style-type: none"> ▪ The management regime shall ensure that the site is always clean and tidy. ▪ Upkeep and maintenance of onsite landscaping, outdoor areas, and vegetation on site.

4 Strategic Context

4.1 New England North West Regional Plan 2041

The New England North West Regional Plan (NENWRP) 2041 will guide the NSW Government's land use planning priorities and decisions to 2041. The plan notes that the world is moving into an age where the contribution of knowledge, creativity, innovation, and design skills will directly influence economic competitiveness. It will identify new areas for employment and housing and guide strategy on key issues like renewable energy aiming to create healthy and thriving communities throughout the region, supported by a vibrant and dynamic economy that builds on the region's strengths. New and innovative industries are advantaged by the New England region's natural assets, providing opportunities to expand and diversify the economy.

The proposal is in an identified regional city in the NENWRP. Regional cities cluster economic activity around local industries, providing a source of economic diversity and skilled job opportunities. The proposal is consistent with the NENWRP and supports Objective 1, for coordinated land use planning for future growth, and regional economic development. The proposed development will support and facilitate the site as a commercial precinct, creating a commercial hub capable of improving local retail sales and driving short and long-term employment, business growth, and competition which all combine to strengthen the regional economy.

Employment growth is expected in Tamworth in new industry and business park zones around the Tamworth Airport. The proposal is expected to support Objective 6, which aims to coordinate the supply of employment land by creating employment opportunities in an area identified as a commercial precinct.

4.2 Tamworth Regional Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) 2020 also known as the Tamworth Regional Blueprint 100 is the core strategic planning document for the Council for the next 20 years. The LSPS gives effect to the NENWRP. Planning priority two is to create a prosperous region. The LSPS notes that Tamworth is already prosperous, with the opportunity for Tamworth to grow its existing businesses, attract new ones, and foster an efficient business-friendly environment.

The region has a diverse economy offering a considerable range of opportunities for innovation and growth. Consistency with the LSPS is evident through business growth and new commercial industries

within non-metropolitan areas encouraging relocation to the area driving local short-and long-term employment opportunities.

5 Statutory Assessment

5.1 Environmental Planning and Assessment Act 1979

This report assesses the proposal against the relevant statutory requirements of the EP&A Act, and other legislation, plans and policies applicable. Section 4.15 of the Act outlines the relevant heads of consideration that must be considered when assessing a development proposal.

The following considerations have been made under section 4.15(1)(a):

- Environmental planning instruments, proposed instruments and development control plans that are relevant to the site or development are considered below.
- There are no known planning agreements applicable to the site; and
- The Environmental Planning and Assessment Regulation 2021 (the Regulation) has been considered below.

The remaining matters for consideration under section 4.15(1)(b), (c), (d) and (e) are considered within sections 6, 7, 8 and 9 of this Statement.

5.2 Objects of the Act

The Objects of this Act are as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*

- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

The proposed development supports the objects of the EP&A Act, specifically object (c), (g) and (h).

Regarding objective (c), the proposed development is an orderly and economical land use. The site is zoned E3, and specialised retail premises are permissible with consent.

Regarding objective (g), the proposed development promotes good design and amenities of the built environment by providing landscaping and a well-designed car park.

Regarding objective (h), the proposed development promotes the proper construction and maintenance of buildings, which will be constructed to comply with the relevant Australian Standards and the National Construction Code.

5.3 Environmental Planning and Assessment Regulation 2021

Part 3 of the Environmental Planning and Assessment Regulation 2021 (The Regulation) provides procedural matters relating to the submission of DAs. The application has been prepared, per the requirements of The Regulation.

5.4 State Environmental Planning Policies

State Environmental Planning Policies (SEPPs) are environmental planning instruments administered under the EP&A Act. SEPPs deal with issues considered significant for the State and the people of NSW. In determining the development application, the consent authority will consider these matters under section 4.15(a)(i) of the EP&A Act. The SEPPs relevant to the proposed development, and the land on which the development is situated, are considered below.

5.4.1 State Environmental Planning Policy (Biodiversity and Conservation) 2021

This policy aims to protect and provide conservation measures for biodiversity, vegetation, bushland in urban areas, habitat for Koalas, significant waterways and catchment areas within NSW. The requirements of this policy were addressed as part of the subdivision, with the site to comprise vacant land before the commencement of this development. No further approvals are required as part of this development.

5.4.2 State Environmental Planning Policy (Industry and Employment) 2021

Chapter 3 Advertising and Signage

This policy ensures that signage is compatible with the desired amenity and visual character of the area and provides effective communication and high-quality design and finish. The policy also aims

to regulate signage under part 4 of the Act, provide time-limited consents and display signage along transport corridors whilst ensuring public benefits.

Signage locations and dimensions proposed throughout the development are shown on Signage Details Sheet 1 and Pylon and Signage Details – Sheet 2 by Leffler Simes Architects. The types of signs proposed are:

- Pylon signage (shown Sheet 2, 5, 6 and 7) with illuminated tenant signage panels. The pylon sign measures 9m by 3.8m with an area of 22m² with five-panel inserts.
- External wall signage (Tenancy 1) – ‘Sign A’ 1.5m x 3m, ‘Sign B’ 7.5m x 7.75m, ‘Sign C’ 2m x 2m.
- External wall Signage (Tenancy 2) – ‘Sign A’ 11.05m x 1.75m, ‘Sign B’ 3.795 x 1.8m, ‘Sign C’ 6.515m x 1.175m and ‘Sign D’ three 3.25m x 2.1m signs.
- External wall signage (Tenancy 3) – ‘Sign A’ 9.6m x 3.5m, ‘Sign B’ 3m x 3.6m, ‘Sign C’ 4.905 x 2.955m, ‘Sign D’ 1.345m x 1.6m.

The intent is to have the locations and sizes of the signage approved, based on similar specialised retail developments, noting logos, colours and finishes are not known at this time. These will be subject to each tenancy agreement and confirmed through development or complying development applications associated with the fit-out works for each building. Signage is defined under Clause 3.2 of the Transport and Infrastructure SEPP as follows:

***‘signage** means all signs, notices, devices, representations and advertisements that advertise or promote any goods services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage and includes—*

- (a) building identification signs, and*
 - (b) business identification signs, and*
 - (c) advertisements to which Part 3.3 applies,*
- but does not include traffic signs or traffic control facilities.’*

The signage types above are classified as building identification signage and business identification signage as per the definitions below:

***‘building identification sign** means a sign that identifies or names a building and that may include the name of a building, the street name and number of a building, and a logo or other symbol but does not include general advertising of products, goods, or services.’*

***‘business identification sign** means a sign—*

- (a) that indicates—*
 - (i) the name of the person or business, and*
 - the nature of the business carried on by the person at the premises or place at which the sign is displayed, and*

- (b) that may include the address of the premises or place and a logo or other symbol that identifies the business,
but that does not contain any advertising relating to a person who does not carry on business at the premises or place.’

Under clause 3.11(1) Matters of consideration:

‘A consent authority (other than in a case to which subclause (2) applies) must not grant consent to an application to display an advertisement to which this Chapter applies unless the advertisement or the advertising structure, as the case requires—

- (a) is consistent with the objectives of this Chapter as set out in clause 3.1(1)(a), and
- (b) has been assessed by the consent authority in accordance with the assessment criteria in Schedule 5 and the consent authority is satisfied that the proposal is acceptable in terms of its impacts, and
- (c) satisfies any other relevant requirements of this Chapter.’

The requirements specified in Clause 3.1(1)(a) and Schedule 5 are assessed within the following tables.

Table 11 Assessment of Industry and Employment SEPP, Clause 3.1(1)(a) Aims and Objectives

Criteria	Response
1(a)(i) is compatible with the desired amenity and visual character of an area, and	The proposed signage will be located within the Goonoo Goonoo commercial precinct. The proposal is consistent with the desired amenity and visual character within the locality.
1(a)(ii) provides effective communication in suitable locations, and	The signage effectively communicates the identity of uses located within the development, within a suitable location.
1(a)(iii) is of high-quality design and finish.	The pylon structure is compatible with similar signage within the locality. The remaining signage will consist of wall-mounted aluminium signs, weather resistant and of high-quality finish.

Table 12 Assessment of Industry and Employment SEPP, Schedule 5 Criteria

Criteria	Response
1 Character of the Area	
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Yes. The proposed signage will be located within an existing commercial precinct. The proposed signage is consistent with the intended future character of the area

Criteria	Response
	supporting commercial and industrial activity within the locality and region.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Not applicable. There are no existing themes for outdoor advertising within the locality.
2 Special Area	
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	No. The proposed signage is located within a locality that is transitioning from a rural to a highly modified urban environment. The proposed signage will not detract from the amenity or visual quality of environmentally sensitive areas, heritage areas, natural environments, or residential areas.
3 Views and Vistas	
Does the proposal obscure or compromise important views?	No. The proposed signage does not obscure or compromise any important views.
Does the proposal dominate the skyline and reduce the quality of vistas?	No. The proposed development will not dominate the skyline. It can be comparable with existing signage within the locality and will not reduce the quality of vistas.
Does the proposal respect the viewing rights of other advertisers?	Yes. The proposed development will not obstruct nor is it likely to impact the viewing rights of any other advertisers.
4 Streetscape, setting or landscape	
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	Yes. The proposed signage is located within the development and of an appropriate scale and proportion for the streetscape.
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Yes. The proposed signage will add visual interest to the locality by providing well-placed advertising along the road frontage and LED-illuminated signage within the development contributing to the commercial landscape within the locality.
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not applicable. There is no requirement to modify the existing signage within this context.
Does the proposal screen unsightliness?	Not applicable. There is no existing unsightliness to screen.
5 Site and Building	
Is the proposal compatible with the scale,	Yes. The proposed signage will be contextually

Criteria	Response
proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	responsive and is compatible with the existing signage within the locality. The scale and proportion of the signage are considered appropriate for the locality, like specialised retail developments throughout the State.
Does the proposal respect important features of the site or building or both?	The location of the signage highlights key design features of parts of the building.
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The location of the signage provides a visual break in the solid construction of the building in certain locations.
6 Associated devices and logos with advertising structures	
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Yes. The sign will be internally lit with brightness controlled to adjust to ambient light conditions.
7 Illumination	
Would illumination result in unacceptable glare?	No. The luminance levels of the proposed signage will be controlled to comply with the requirements of the Transport Corridor Outdoor Advertising and Signage Guidelines.
Would illumination affect safety for pedestrians, vehicles or aircraft?	No. The proposed signage will comply with the luminance levels of the Transport Corridor Outdoor Advertising and Signage Guidelines. Adverse impacts on the safety of pedestrians, residents or vehicular traffic are not expected.
Would illumination detract from the amenity of any residence or other form of accommodation?	No. Residences are not likely to be adversely impacted by the lighting of the proposed signage.
Can the intensity of the illumination be adjusted, If necessary?	Yes. The proposed advertisement display can have the capacity for luminance levels to be adjusted as required.
Is the illumination subject to a curfew?	Yes, the proposed advertisement's illumination can be reduced outside operating hours.

‘Sign A’ of Tenancy 1 and ‘Sign A’ of Tenancy 3 have display areas greater than 20m² as such, clauses 3.15 and 3.16 apply to the proposed development as this signage is likely to be visible from Goonoo Goonoo Road, a classified road requiring concurrence from TfNSW.

Clause 3.18 of the SEPP specifies the provisions relating to the location of certain names and logos. The proposed signage can be consistent with the provisions of this clause, with any logos to be

located within the advertisement.

Clause 3.20 of the SEPP specifies provisions related to wall advertisements. The provisions are assessed in the table below:

Table 13 Assessment of Clause 3.20 of Industry and Employment SEPP

Clause	Response
(1) Only one wall advertisement may be displayed per building elevation.	Only one advertising wall sign is proposed for each tenancy on each elevation of the tenancy building.
(2) The consent authority may grant consent to a wall advertisement only if—	
(a) the consent authority is satisfied that the advertisement is integrated with the design of the building on which it is to be displayed, and	The proposed signage is consistent with this provision. It is integrated into the design of the building.
(b) for a building having— (i) an above ground elevation of 200 square metres or more—the advertisement does not exceed 10% of the above ground elevation, and (ii) an above ground elevation of more than 100 square metres but less than 200 square metres—the advertisement does not exceed 20 square metres, and (iii) an above ground elevation of 100 square metres or less—the advertisement does not exceed 20% of the above ground elevation, and	The proposed signage is consistent with this provision with the area of signage proposed not exceeding 20% of the elevation area.
(c) the advertisement does not protrude more than 300 millimetres from the wall, unless occupational health and safety standards require a greater protrusion, and	The proposed signage is consistent with this provision with signage being fixed to the wall.
(d) the advertisement does not protrude above the parapet or eaves, and	The proposed signage is consistent with this provision and does not protrude above the parapet of the eaves.

5.4.3 State Environmental Planning Policy (Resilience and Hazards) 2021

State Environmental Planning Policy (Resilience and Hazards) 2021 specifies provisions related to coastal management, hazardous and offensive development, and remediation of contaminated land.

Chapter 4 Remediation of Land

Chapter 4 of the Resilience and Hazards SEPP seeks to promote the remediation of contaminated land to reduce the risk of harm to human health and the environment across the State. Clause 4.6 of the SEPP provides the considerations when determining a development application:

- (1) *A consent authority must not consent to the carrying out of any development on land unless—*
- (a) *it has considered whether the land is contaminated, and*
 - (b) *if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
 - (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

Preliminary and detailed contamination investigations were completed and approved as part of the subdivision. The suitability of the site was determined as part of the subdivision consent, to facilitate uses permissible with consent within the E3 Productivity Zone. Specialised retail is permissible and therefore suitable per the previous site investigations.

5.4.4 State Environmental Planning Policy (Sustainable Buildings) 2022

The State Environmental Planning Policy (Sustainable Buildings) 2022 encourages the design and delivery of sustainable buildings for residential and non-residential development.

Chapter 3 Standards for non-residential development is relevant to the proposed development. The provisions of the policy are considered within the ESD report prepared by EMF Griffiths. The measures to be implemented as part of the design considerations under clauses 3.2 for the overall specialised retail development are provided below. These should be considered for the proposed use and future fit out of the retail premises.

Table 14 Considerations Under Clause 3.2(1) Development for Non-Residential Development

Consideration	Strategy
(a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,	<ul style="list-style-type: none"> ▪ Choosing building fabric materials for the development such that could be prefabricated off site. When delivered on site, these would just have to be erected and assembled. This helps to reduce material wastage, i.e. construction waste and helps to minimise the amount of energy used when compared to other conventional in-situ materials. All these

Consideration	Strategy
	<p>factors together help to reduce the overall embodied emissions of the building. Moreover, use of such materials would also help to reduce the end-of-life waste as they could potentially be reused in other areas upon deconstruction.</p> <ul style="list-style-type: none"> ▪ The project will establish targets for the reduction of construction waste. The intention of these targets is to divert the waste from landfill and encourage recycling and reuse of materials. The use of locally sourced materials/ procuring salvaged and/or recycled materials is also prioritised. ▪ Since the site had no previously existing buildings, there would be minimal demolition waste generated thus resulting in minimal energy required for removal of building related debris. Waste generated from excavation would be managed responsibly, and relevant contractors will be appointed for their safe disposal.
(b) a reduction in peak demand for electricity, including through the use of energy efficient technology,	<p>Mechanical Services (Detailed Design – Section J).</p> <ul style="list-style-type: none"> ▪ All mechanical equipment (indoor and outdoor AC units, ventilation and exhaust fans) is to be energy efficient, subject to life cycle costing analysis outcomes. ▪ Automated controls to be present to reduce energy consumption with variable speed motors to be provided for ventilation fans, where suited. ▪ Ductwork/pipework systems to be designed to reduce system pressure losses and reduce fan motor power. <p>Electrical Services</p> <ul style="list-style-type: none"> ▪ Robust, long-life LED lighting with automatic lighting control system to reduce energy wastage - lighting control strategies may include implementation of daylight or motion sensors, area dimming, time clocks, or PIDs. ▪ Energy efficient electrical equipment will be specified to reduce building electricity consumption. ▪ The electrical design will also allow for spare spatial provisions and switch board capacity for the future installation of solar batteries, electric vehicle (EV) charging infrastructure and solar PV systems.

Consideration	Strategy
(c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,	<ul style="list-style-type: none"> External lighting will be compliant with relevant Australian Standards to reduce light pollution to neighbouring bodies and the night sky. Building orientation and shading have been considered to ensure solar gain is managed appropriately for heating and cooling. Strategic positioning of glazing to limit the amount of harsh heat entering the building, i.e. limited glazing on the east and west façade. Façade design will consider maximising daylight and views for improved occupant comfort, health and wellbeing while at the same time limit exposure to excessive solar heat gains. The building is being designed to meet the stringent energy efficiency requirements of NCC 2022 Section J. This applies to both building fabric and services, including insulation, glazing, and shading which will be designed to ensure spaces require minimal additional heating and cooling. The building design utilising a combination of lightweight constructions and thermal mass for walls to control the amount of heat gain through opaque parts of the building fabric.
(d) the generation and storage of renewable energy,	<ul style="list-style-type: none"> Where practical, solar hot water systems will be implemented. Spatial provisions for future solar PV system will be implemented to reduce operational greenhouse emissions. The electrical design will also allow for spare spatial provisions and switch board capacity for the future installation of solar batteries, electric vehicle (EV) charging infrastructure and solar PV systems.
(e) the metering and monitoring of energy consumption,	<ul style="list-style-type: none"> Major energy uses are to be sub-metered by end use, and/or function area. Energy and water meter monitoring systems to be installed to provide real-time energy and water consumption readings. Potable water sub-metering to be implemented to reduce wastage through identifying leaks or poor operational performance via an automated monitoring system.

Consideration	Strategy
(f) the minimisation of the consumption of potable water.	<ul style="list-style-type: none"> ▪ Highly water efficient WELS rated fixtures and fittings to be implement. Specification of fittings to be confirmed in the detailed design. ▪ Provision of rainwater tanks for reuse. Water efficient drip irrigation systems will be incorporated along with drought tolerant plant species to further reduce the need for landscape irrigation.

Relative to clause 3.3 and Schedule 3, environmental performance and best practice approaches were considered within the design of the specialised retail development. The approaches provided in Section 4.0 of the EMG Griffiths Report, enable the development to minimise the use of fossil fuels and contribute to achieving the net zero emissions target.

The Embodied Emissions Materials Form identifies the requirements for the development to achieve the standards for the energy use of a 5.5-star NABERS energy rating for ancillary office space within the development and a 3-star NABERS water rating overall.

5.4.5 State Environmental Planning Policy (Transport and Infrastructure) 2021

The State Environmental Planning Policy (Transport and Infrastructure) 2021 specifies provisions related to transport and infrastructure including educational establishments, childcare facilities, major infrastructure corridors and ports. Chapter 2, Infrastructure applies to the proposed development based on the relevant provisions below.

Chapter 2 Infrastructure

The development will be referred to Transport for NSW (TfNSW) for concurrence under Division 17, Section 2.122 Traffic-generating development. Schedule 3 of the policy identifies the development of a relevant size or capacity with direct vehicular or pedestrian access to a classified road or access to a road that connects to a classified road. Access to the proposed development is via a local road with direct access off Goonoo Goonoo Road being a classified road. The development provides 244 car parking spaces and comprises commercial premises with a GFA greater than 2,500 m², triggering concurrence from TfNSW.

Subdivision 2 Development likely to affect an electricity transmission or distribution network, Section 2.48 requires the development to be referred to Transgrid and Essential Energy noting parts of the development are located within an existing transmission easement. These authorities will review the development and consider the potential safety risks associated with the existing infrastructure.

5.5 Tamworth Regional Local Environmental Plan 2010

5.5.1 Zone Objectives and Land Use Table

The subject site is zoned as E3 Productivity Support. The zone objectives are cited below:

- To provide a range of facilities and services, light industries, warehouses and offices.
- To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.
- To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.
- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.
- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.

The development is a compatible, non-competing land use, providing a retail opportunity not available in other commercial centres or employment zones. On this basis, the development is considered consistent with the zone objectives.

E3 Productivity Support is an open zone with specialised retail premises a nominated use under item 3, permissible with consent, within the zone.

5.5.2 Clause 4.4 Floor Space Ratio

Under the TRLEP 2010, the maximum floor space ratio for the site is 1:1. The proposed building has an FSR of 0.33:1 and is consistent with the provisions of this clause.

5.5.3 Clause 5.21 Flood planning

Part of Lot 1 DP 1304039 is mapped as affected by the Flood Planning Area, with the provisions of these clauses addressed as part of the previous consent. The locations of Lot 201 and 202 are not within the affected area and the provisions of this clause do not apply to the development.

5.5.4 Clause 7.1 Earthworks

Section 3.2.1 details the works associated with the development, being consistent with the provisions of this clause.

5.6 Tamworth Development Control Plan 2010

The Tamworth Development Control Plan 2010 Amendment No. 17 (TRDCP) supports the TRLEP 2010. It provides general controls within the LGA to be considered in a development application. The relevant sections of the TRDCP 2010 have been assessed below.

Table 15 Tamworth Development Control Plan 2010 Assessment.

Clause	Provision	Comment
Commercial Development Controls		
Building setbacks	<ul style="list-style-type: none"> No minimum setbacks to street frontage are specified. Side and rear setbacks must meet BCA requirements. 	Buildings are setback greater than 5 metres from the rear and side, consistent with the BCA requirements.
<i>Outdoor Lighting</i>	Demonstrate compliance with AS/NZS 11583.1 Pedestrian Area (Category P) Lighting and AS4282 Control of Obtrusive Effects of Outdoor Lighting.	The ESD report has reviewed the Section J provisions, and lighting for the development will be consistent with this standard and form part of detailed design requirements
Outdoor signage	<p>A single business premises is permitted to have:</p> <ul style="list-style-type: none"> one under awning sign, one top hamper sign, and one fascia sign. 	Indicative wall signage locations and dimensions have been provided for each tenancy refer to Section 5.4.2 of this report.
Design	Building facades shall be articulated by use of colour, arrangement of elements or by varying materials	The design is consistent with this control, the elevations by Leffler Simes Architects showing the building extent, material and colour variations proposed.
	Large expansive blank walls not permitted unless abutting a building on an adjoining allotment.	Variation is requested relative to the northern elevation of the development including the back of house and loading dock areas that face the rear of the site and not viewed within the public domain.
	Plans must show the location of all external infrastructure (including air conditioning units, plant rooms, ducting) and demonstrate how it will be screened from view from a public place or road.	Refer to the elevations by Leffler and Simes Architects.
	Roofing materials should be non-reflective where roof pitch is greater than 17 degrees or not visible from a public road.	The development is consistent with this control.
<i>Post Supported Verandahs and</i>	<i>Posts must be set back 1200 mm from the back of the kerb.</i>	Not applicable.

Clause	Provision	Comment
<i>Balconies and Under Awning Support Posts</i>	New verandahs, balconies and awnings must complement the style, materials and character of the building being altered.	Not applicable.
	Under awning support posts shall be of a single or uniform width from top to bottom and be painted black in colour.	Not applicable.
	All posts must be designed to prevent collapse in the event of a collision.	Not applicable.
	Public liability insurance must be maintained to Council requirements - - Not to interfere with operation of or access to utility infrastructure.	Not applicable.
<i>Utilities and services</i>	Servicing strategy required to demonstrate the availability and feasibility of providing water, sewer and stormwater services appropriate for the scale and nature of development. Evidence of consultation with the Water Supply Authority and Roads Authority is to be provided.	Adequate servicing is provided for the development. Refer to Section 3.7 of this report.
	Buildings and structures are to be located clear of utility infrastructure	Consistent. All buildings and Structures are clear of infrastructure. Refer to Site plan by Leffler Simes and Engineering plans by Highest Definition.
<i>Geology</i>	The design process must give consideration to the potential impact of erosive soils, saline soils, soils of low wet strength, highly reactive soils and steep slopes and document how these constraints are addressed.	The geology of the site was confirmed as part of the subdivision. Footings for the development will be certified by an engineer as part of the construction certificate application.
<i>Landscaping</i>	Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces.	Fourteen covered spaces are provided in the centre car parking area. Landscaping along the perimeter of the parking areas provides shade and softens the views to and from the site.

Clause	Provision	Comment
	Edging to be provided to retain mulch and protect the landscaping from damage from vehicles.	Refer to the Specification and Detail Plan prepared by Concept Landscape Architects. Stainless steel edging between paths turf and garden beds to retain mulch and separate materials.
	Landscaping shall comprise only low maintenance, drought and frost tolerant species.	The species identified within the landscape plan are low maintenance, drought and frost tolerant.
	Development design shall accommodate the retention of any mature trees and vegetation.	Not applicable.
	Where mature trees and vegetation are removed, replacement landscaping should aim to incorporate local indigenous species from 'Australian Plants Suitable for Tamworth Regional Council Areas' list.	Species such as Mugga Ironbark, identified with the list, are included within the landscape schedule.
	Location and grouping of plant types shall be multi-functional providing privacy, security, shading and recreation functions.	Grouping, mix and function have been considered within the design completed by Concept Landscape Architects.
<i>Soil and Erosion Control</i>	Runoff shall be managed to prevent any land degradation including offsite sedimentation	Consistent. Refer to HDW DA-09 and HDW DA-10 and Section 3.2.1 of this report. .
	Reference shall be made to the NSW Governments Managing urban stormwater: soils and construction, Volume 1 (available from Landcom), commonly referred to as "The Blue Book".	Consistent. Refer to HDW DA-09 and HDW DA-10 and Section 3.2.1 of this report
<i>Construction and Operational Waste Management</i>	All DAs for construction of commercial development must be accompanied by a Resource and Waste Management Plan (RWMP).	Consistent. Refer to the waste management plan completed by Barr Planning.
General Development Specifications		
<i>Parking, Traffic and Access Controls (Parking)</i>	Car Parking Requirements: Specialised Retail Premises: 1 space per 45m ² GFA.	Requirement – 168 spaces. Provided – 244 Spaces.

Clause	Provision	Comment
<i>Requirements Schedule)</i>	Parking and traffic requirements will be based on consideration of: <ul style="list-style-type: none"> likely peak usage times; the availability of public transport; likely demand for off street parking generated by the development; existing traffic volumes on the surrounding street network; and efficiency of existing parking provision in the location 	Refer to Section 3.4 of this report.
	Comply with AS2890.1 Parking Facilities Off Street Car Parking and AS2890.6 Parking Facilities Off Street Parking for People with a Disability	Consistent, refer to the swept path diagrams shown on the Leffler Simes Architect Drawing DA020 A and TIA by Ason.
	Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under AS2890.1 Parking Facilities Off Street Parking.	Consistent, refer to the swept path diagrams shown on the Leffler Simes Architect Drawing DA020 A and TIA by Ason.
	The verge for the frontage of the development is to be constructed of hardstand materials to facilitate safe, low-maintenance pedestrian access. Details to accompany the development application.	Consistent, refer to the swept path diagrams shown on the Leffler Simes Architect Drawing DA020 A and TIA by Ason.
	All vehicles must be able to enter and exit the site in a forward direction.	Consistent, refer to the swept path diagrams shown on the Leffler Simes Architect Drawing DA020 A and TIA by Ason.
	Design must demonstrate no conflict between pedestrian, customer vehicles and delivery vehicles.	Consistent, refer to the swept path diagrams shown on the Leffler Simes Architect Drawing DA020 A and TIA by Ason.
	Wearing surfaces for access driveways, parking areas, loading/unloading facilities and associated vehicle manoeuvring areas relative to the design vehicle.	Consistent, refer to the swept path diagrams shown on the Leffler Simes Architect Drawing DA020 A and TIA by Ason.

Clause	Provision	Comment
	Loading bay(s) must be sited to avoid use for other purposes such as customer parking or materials storage and be line marked and signposted.	Consistent, refer to the swept path diagrams shown on the Leffler Simes Architect Drawing DA020 A and TIA by Ason.
	Separate, signposted entrance and exit driveways are required for developments requiring more than 50 parking spaces or where development generates a high turnover of traffic.	Consideration of dual entry and exit is proposed for the western access, noting the access to the roundabout east of the access.
<i>Electric Vehicle Charging</i>	Provision for electric vehicle chargers in accordance with the National Construction Code (Australian Building Codes Board) must be demonstrated and shown on submitted plans (where required). NB: refer to the NSW Electric and Hybrid Vehicle Plan with respect to making buildings 'EV Ready'.	Provision for EV vehicle charging spaces can be made available on the site subject to detailed design.
<i>End of Trip Facilities (bicycle parking and shower facilities)</i>	1 space per 15 car parking spaces	Eighteen bicycle spaces have been allocated to the development. Six located to the northwest of Tenancy 3 within the centre car park, six to the southeast of Tenancy 2 near the entrance, and six to the south of Tenancy 1, near the entrance.
	The location, design and construction of bicycle facilities is to comply with AS2890.3 – Parking facilities – Bicycle parking.	To be confirmed within construction plans.
	Bicycle parking for staff must be located close to building entry/exits and lifts and be given priority over other parking uses to ensure they are well located, designed and used.	The location of bicycle parking is consistent with this control.
	Provisions must be made for suitable facilities including bike rack, storage, shower and changing facilities for staff.	To be confirmed in the detailed design for construction.

5.7 Developer Contributions

5.7.1 State Development Contributions

No State development contributions apply to the proposal.

5.7.2 Local Development Contributions

The Tamworth Regional Council Section 94A (Indirect) Development Contributions Plan applies to the specialised retail premises. This contribution fee is levied based on a percentage of the estimated development cost as provided in the table below.

Table 16 Local Development Contributions.

Estimated Cost of Development	Levy (% of Development Cost)
Under \$100,000	0%
\$100,001 to \$200 000	0.5%
Over \$200,000	1%

Based on the estimated cost of development being \$22,900,000, the levy applicable to the development is estimated to be \$22,900.

6 Likely Impacts of the Development

6.1 Environmental Impacts

This section addresses all the likely impacts of the development in the locality, including impacts arising from the development, and impacts on the development in accordance with Section 4.15(1)(b) of the EP&A Act, not previously addressed within the report.

6.1.1 Pedestrian links and public transport

The site is located on the corner of Goonoo Goonoo Road, a classified road, and the proposed local road within the Precinct. Access will be via the proposed local road, intersecting with Goonoo Goonoo Road. No formed pedestrian pathways currently exist on either side of Goonoo Goonoo Road south of Calala Lane however, shared pathways are identified with the Council's cycleway network mapping.

Pedestrian pathways within the road reserve, are proposed along Goonoo Goonoo and the local road to the full extent of the development. These are linked via ramps and pathways to the three main building entry points. Internally, pedestrian pathways link via dedicated crossing points throughout the parking areas.

Along Goonoo Goonoo Road, an existing north-facing bus stop is located on the western side, north of Craigends Lane. A south-facing bus stop is on the eastern side, out the front of 380 Goonoo Goonoo Road as the most southern stops along Goonoo Goonoo Road, as both routes then loop into the sports

and entertainment precincts, with services running every 45 to 90 minutes. Two bus routes stop at these locations:

- Route 435 between 6.55 am to 6.32 pm Monday to Friday and 8.30 am to 5.52 pm Saturdays.
- Route 436 between 6.50 am and 5.45 pm Monday to Friday and 9.30 am to 5.26 pm Saturdays.

6.1.2 Public Domain

The works and upgrades within the public domain and road reserve form part of the development. Works will provide assets such as pedestrian pathways and links, kerb and stormwater infrastructure and kerb crossings east and west of the proposed roundabout within the local public road. The separation between the public domain and the development is delineated by landscaping, within the development boundary. The proposed development will have positive impacts on the public domain within this locality.

6.1.3 Air and Microclimate

Minor impacts to air and microclimate will occur during the construction phase of the development. The site manager will mitigate these impacts using dust suppression techniques (review of weather conditions, water spray, wrap-around on fencing) to reduce impact on and offsite during construction.

6.1.4 Visual Impact

The visual impact is considered minimal, despite views to and from the site being modified by the development. Expectations have been set for the site based on strategic planning along with development consents issued for the site and within the locality. The development is compatible with existing development and the expectations of the proposed uses within the surrounding locality. The landscaping proposed by the development, softens the visual impacts of such a large development, provides territorial reinforcement and separation between the development and the public domain.

6.1.5 Noise and Vibrations

Minor noise and vibration impacts will occur during the construction phase. Construction activity is to be restricted to standard construction hours occurring between Monday to Friday 7 am to 6 pm Saturday 8 am to 1 pm No work on Sundays or public holidays. These hours are consistent with the NSW Environmental Protection Authority Interim and Draft Construction Noise Guidelines.

Operationally, the hours of operation nominated within Section 3.8 of this report are consistent with the expectations and common operational requirements set for specialised retail uses within the State. It is considered that operationally, the development will have minimal impacts.

6.2 Social Impacts

The use will have a positive social impact by providing opportunities for employment and additional services within a local growth area within the city. The development is within a recognised employment precinct, located off a main road network, close to transport, jobs, and existing services. This will provide the opportunity for business development and enhanced competition, and support the creation of new jobs, in line with the Local Strategic Planning Statement and New England Regional Plan.

6.3 Economic Impacts

Economic impacts were considered in association with the previous work completed by GapMaps for the supermarket site on Lot 207 and a further memorandum dated 7 February 2025. The data within the recent memorandum identified that the specialised or large format retail proposed by this development with a cumulative floor area of 7,630m² is the equivalent of four years of retail growth. The indicative sales in 2024 and assumed in 2027 will be around \$9.6 million for retail within the region. Incrementally, with the same assumed levels, no other centres will likely be impacted by the specialised retail overtime. The development will provide support for up to 83 full-time and part-time jobs.

7 Suitability of the Site

This section addresses the development under section 4.15(1)(c) of the Act. The site is considered suitable for the development for the following reasons:

- The site is located within an identified employment precinct. The proposal is consistent with the LSPS and New England Regional Plan. The proposal will provide specialised retail premises that fulfil an existing need within the region, within an identified commercial precinct.
- The site provides opportunities for business growth and employment in a well-established and connected area.
- The proposal complies with the relevant standards and controls within the TRLEP and TRDCP and is generally well-suited for the proposed development.

8 Submissions

This section addresses the development under section 4.15(1)(d) of the Act. It is understood this development application will be notified.

9 Public Interest

This section addresses the development under section 4.15(1)(e) of the Act. This development has been considered within the public interest. The public interest is protected through the orderly and economic use and development of land. The proposed development creates an outcome that does not jeopardise public interest for the following reasons:

- The proposal is consistent with the E3 Productivity Support zone objectives, meets the relevant standards and controls within the TRLEP and TRDCP and is consistent with the EP&A Act.
- The site is located within an identified employment precinct, where this type of development is encouraged.
- The proposal provides the opportunity for increasing employment and business development in an emerging commercial area, without compromising the integrity of surrounding character and context.

10 Conclusion

This Statement has assessed the development against the requirements of Clause 4.15 of the EP&A Act and found that the development is consistent with the applicable policies and plans and is permissible with consent. The proposed development is recommended for approval.

10.1.1.1 Appendices

10.1.1.2 Appendix A – CPTED Data

CPTED Data Tamworth Regional Council

Community Crime Profile

Information published by the NSW Bureau of Statistics between July 2022 and June 2024 has been gathered to provide a crime profile of the suburb of Hillvue compared to Tamworth Regional LGA.

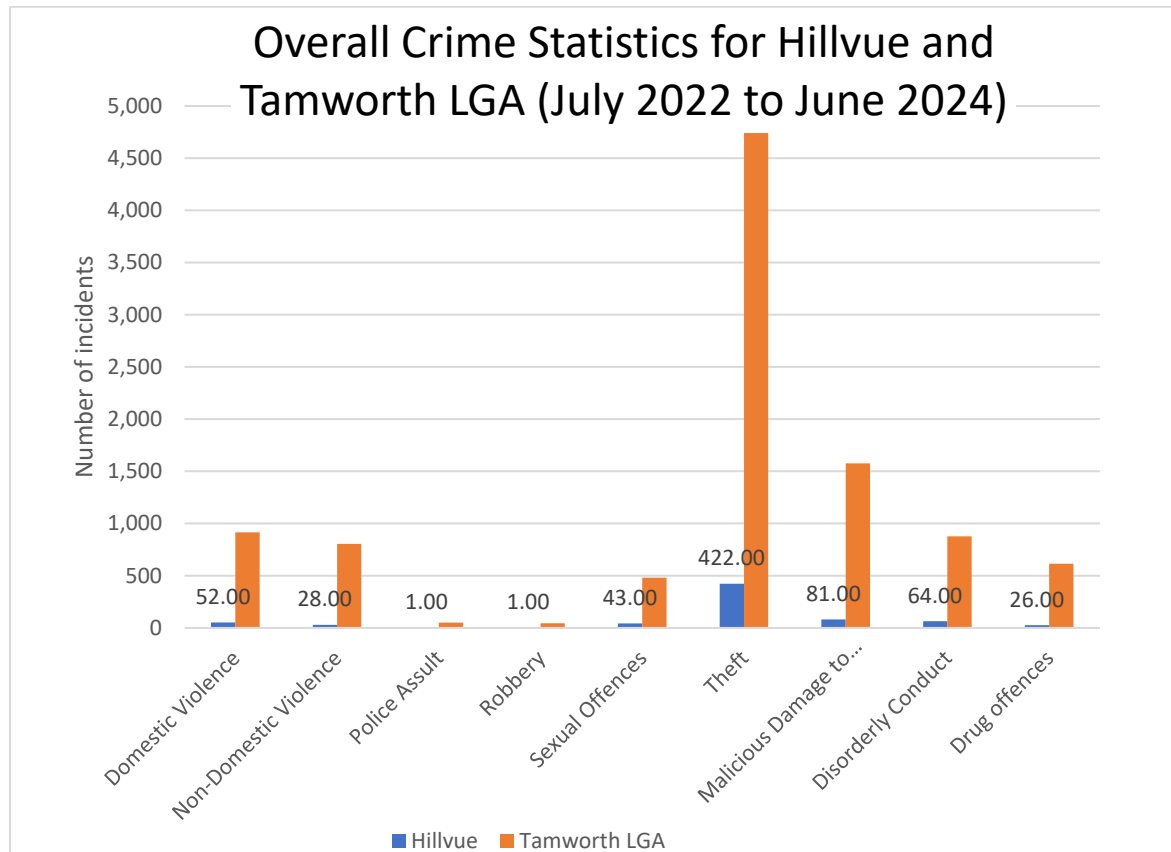


Figure 4 Summary Crime Statistics. Source: NSW BOCSAR (2024)

Hillvue generally reported lower levels, of crime across all major categories when compared with the Tamworth LGA, except within the drug offences category. Theft offences were reported as the highest crime category in Hillvue. The second highest category of reported crime in Hillvue was malicious damage to property. The third highest category of reported crime in Hillvue was disorderly conduct. However, this was substantially lower than recorded levels in the Tamworth LGA. Further assessment and breakdown of the locality's crime statistics are provided below.

It is important to note that the crime figures discussed in this section of the report relate to those crimes that have been recorded by BOCSAR (i.e., Recorded Incidents (RI)), it is not necessarily all crimes committed in the suburb of Hillvue. Reported crime rates are responsive to the readiness or ability of a person to report crime and the nature and level of police activity within a locality. Accordingly, crime data must be interpreted with caution as many factors may influence apparent trends. For example, a police 'blitz' on certain offences may push up recorded crime rates for those

categories of offences. The increase in figures therefore does not necessarily translate to an increase in that type of crime, but rather an increase in convictions for that type of crime.

Theft

Theft offences were the highest reported category of crime in the suburb of Hillvue. Between July 2022 and July 2024, the rate of theft reported was 4,492.3 incidents per 100,000 population. A breakdown of theft incidents is provided in Table 1 below.

Table 2 Breakdown of Theft in Hillvue. Source: NSW BOCSAR (2024)

Theft Category	(Per 100,000 Population)
Break and enter dwelling	793.7
Steal from motor vehicle	2,515.7
Motor vehicle theft	299.5
Fraud	389.3
Steal from dwelling	179.7
Steal from retail store	164.7
Other theft	164.7
Break & enter non-dwelling	89.8
Receiving/handling stolen goods	44.9
Steal from person	15
Stock theft	0
Total	4,492.3

As shown in Table 2, the three highest categories of theft during the reported period from July 2022 to June 2024 were stealing from motor vehicles, break and enter dwellings and fraud.

Malicious Damage to Property

Malicious damage to property was reported as the second-highest crime category during the period. From July 2023 to June 2024, Hillvue reported 673.9 incidents per 100,000 population, slightly higher than the NSW rate of 611.6 incidents per 100,000 but less than the rate of Tamworth LGA, which was 1,208.9 per 100,000.

Disorderly conduct

Disorderly conduct was reported as the third-highest crime category during the reported period. This category of crime relates to incidents involving the breach of trespass, offensive conduct, offensive language and criminal intent. In 2023, Hillvue reported 299.5 incidents per 100,000 population, which was slightly more than the NSW state of 236 per 100,000 and approximately two times less than the Tamworth LGA rate of 630.8 per 100,000.