

SUBMISSION TO TAMWORTH REGIONAL COUNCIL - PLANNING PROPOSAL

Land Situated at Lot 5 in DP 1048585 Burgmanns Lane, South
Tamworth



Prepared For:



Prepared By:



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1 Executive Summary

Harness Racing NSW has embarked on a redevelopment program for a number of existing harness racing tracks in NSW. This redevelopment program will see a number of new tracks being developed in country areas of NSW. Three towns were selected for redevelopment, given existing horse and trainer populations. In addition, these three towns represented strong areas of public participation at race meetings. Strategically, the three towns are Centres of strong population growth.

The three towns are Bathurst, Wagga and Tamworth. Each track will be similar in size (1000m) and facilities and will enable country horses to ‘graduate’ to Metropolitan tracks, particularly Menangle Park. All three tracks will be on new selected sites and not redevelopment of existing facilities. The Vision for developing new track facilities at these Centres is now reaching reality.

The new Bathurst track is currently under construction, having received development approval from Bathurst Regional Council. It is envisaged that this track will be opened in mid-2014.

At Wagga, development consent will shortly be issued to enable this track to commence development in 2014, with a potential completion date in early 2015.

Tamworth is the last of the three tracks to be developed. However, to develop the new site at the corner of Burgmanns Lane and New England Highway, the land must be rezoned to permit the development.

1.1 VISION FOR TAMWORTH

The Tamworth site is a substantial land holding located on the outskirts of town, but close to the existing Australian Equine and Livestock Events Centre (AELEC). There are opportunities to leverage off the AELEC and the site’s location on the New England Highway. The subject site has a substantial frontage to this road of 646m, which allows for value adding to the site for future uses, other than harness racing.

Tamworth is a very strong equine region and therefore the provision of a new facility for harness racing strengthens the equine industry. Harness racing is extremely relevant to local strategies and objectives in meeting equine needs of the region.

Harness Racing NSW made a commitment to Industry participants (trainers and drivers) to develop the site with a new track, grandstand, stable complex and ancillary facilities following purchase of the land. At the same time the development of the land would integrate with surrounding existing development and the future expansion of residential land at Tamworth South. The new track would also meet industry standards to provide improved safety and competitiveness for horses and drivers.

1.2 THE VISION WAS BASED ON A NUMBER OF DESIRED OUTCOMES FOR THE RACING PRECINCT:

- To improve track facilities to new best practice standards;
- Realise the development potential of this strategically significant location and take advantage of the site’s proximity to future growth in Tamworth and the Region.
- To retain the Participants within the New England Region;
- Provide new grandstand and stabling facilities for the public and participants;

- Improve safety for drivers and horses at Tamworth; and
- Realise the potential for some trainers to relocate their existing stables to on-site.

1.3 OVERVIEW

This Report represents the formative phase in the development of a Planning Proposal geared toward the rezoning of the land known as Lot 5 in DP 1048585 Burgmanns Lane, South Tamworth for tourism purposes, but mainly related to the development of a new harness track, as detailed in Section 4 below. The rezoning is to be effected through the preparation of a relevant Local Environmental Plan (LEP) amendment, it being proposed to amend Tamworth Regional Local Environmental Plan 2010 (TRLEP).

1.4 SCOPE OF REPORT

The preparation of a local environmental plan now starts with a Planning Proposal (PP). The PP is a document which explains the objectives, intended effect of, and justification for a rezoning proposal.

This PP has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and relevant Department of Planning and Infrastructure Guidelines including “*A Guide to Preparing Local Environmental Plans*” and “*A Guide to Preparing Planning Proposals*”.

The latter document requires the Planning Proposal to be provided in a number of parts, being:

- Part 1 – A statement of the objectives or intended outcomes of the proposed LEP;
- Part 2 – An explanation of the provisions that are to be included in the proposed LEP;
- Part 3 – The justification for those objectives, outcomes and provisions and the process for their implementation;
- Part 4 – Mapping;
- Part 5 – Details of the community consultation that is to be undertaken on the Planning Proposal; and
- Part 6 – Project Timeline.

The justification for the Planning Proposal can also be understood in the context of recent trends towards growth in the Tamworth Region, particularly in the equine industry. There is also substantial residential growth to occur over the ensuing, as detailed in the South Tamworth Rural Lands Master Plan. This Master Plan states:

“The Tamworth Regional Development Strategy (TRDS) 2008 was developed to provide for the future direction and management of the land uses within the Tamworth Region. The Strategy informed the preparation of the Tamworth Regional Local Environmental Plan (TRLEP) 2010.

The TRDS identified the South Tamworth lands as having potential for the development of equine related industry. This area was identified due to the growing equine industry and construction of the Australian Equine and Livestock Events Centre along Goonoo Goonoo Road.

The South Tamworth Rural Lands were also identified as having future development potential for rural residential, tourism and commercial development. The Master Plan area currently supports a mixture of uses and therefore a framework is required to guide future development and minimise land use conflict.”

The subject site is located within this Master Plan area and has been identified for tourism. The subject PP proposes to rezone the land SP3 – Tourist Zone. Further the Master Plan report states:

“In 2008 Tamworth Regional Council undertook an analysis of the regional economy to form the foundation of a Regional Economic Development Strategy (REDS). During the analysis stage the equine-related development was identified as a key economic driver in the region. Therefore, a more comprehensive analysis of the equine sector was undertaken.

The Equine Industry Socio-Economic Analysis 2010 suggests that there has been substantial growth within the varying sectors of the equine industry.

The AELEC facility has attracted international attention for its design and its facilities, and has hosted a range of events, including state and national titles. Council has planned further staged extensions to AELEC which will ultimately require additional land to service these stages.

Consultation throughout the preparation of the analysis has also revealed an increase in equine-related development organisations proposing to locate adjacent to AELEC. This will contribute toward the future growth of the industry within the region.

The analysis identified the advantage of equine-related development locating within the vicinity of AELEC to provide support services such as equine health clinics, educational facilities and accommodation.

Bridle paths / trails were also recognised as an additional asset to the area and would provide a well managed and safe environment for horse riding enthusiasts while offering connectivity to AELEC and other facilities.”

The development of the subject site is consistent with the above, given the location in the vicinity of AELEC.

1.5 REPORT STRUCTURE

This report, in preparing an outline Planning Proposal (PP), is structured in the following manner:

- Section A - Need for the Planning Proposal.
- Section B - Relationship to strategic planning framework.
- Section C - Environmental, social and economic impact.
- Section D - State and Commonwealth interests.

These Guidelines will be addressed below under the various headings. This report is the initial Planning Proposal report to be submitted to enable Council to formally resolve to proceed with the rezoning of the land in accordance with the requirements of the EP& A Act, 1979.

2 The Subject Land

2.1 LAND DESCRIPTION

The site comprises an allotment known as Lot 5 in DP 1048585 Burgmanns Lane, South Tamworth located in the Tamworth Regional Council Local Government Area.

The land to be rezoned has an area of approximately 41.32ha. The subject property contains a number of structures and a dam.

The property contains scattered vegetation, but would be considered to be largely cleared, as are adjoining lands. The property has a substantial frontage to Burgmanns Lane of 647m and 646m to the New England Highway (Goonoo Goonoo Road). The highest part of the land is located along the New England Highway frontage (419 AHD) and falls to the east at 398 AHD. The fall of the land is not an impediment to constructing a new track and associated facilities as shown on **Annexure A**. Details of the land are shown on the survey plan at **Annexure B**.

The subject property adjoins that is used for rural purposes, which tourist related uses located to the north (caravan park and motel complex). **Figure 1** below shows the subject land. **Figure 2** shows the land in a broader context.

FIGURE 1 - SUBJECT LAND

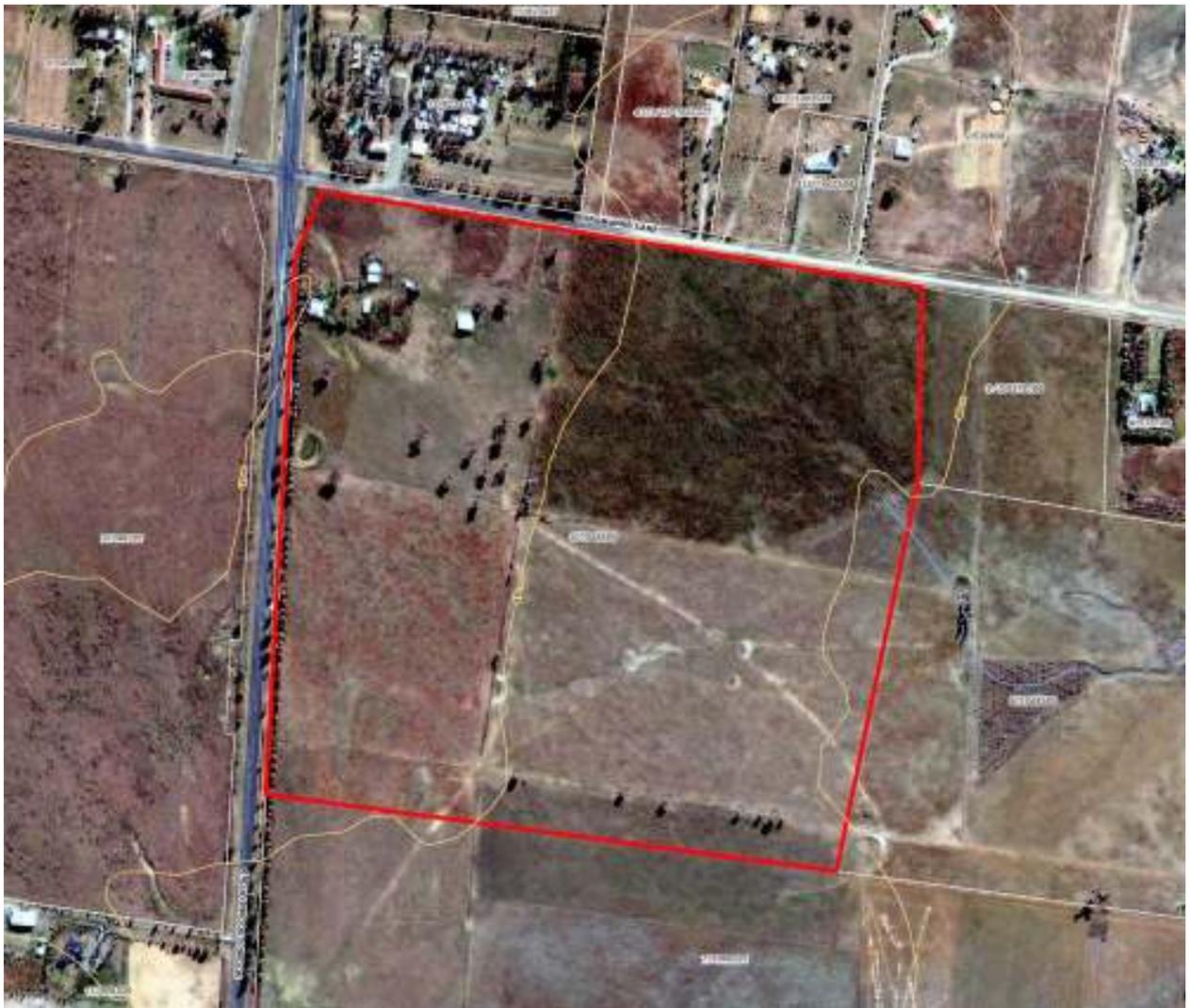
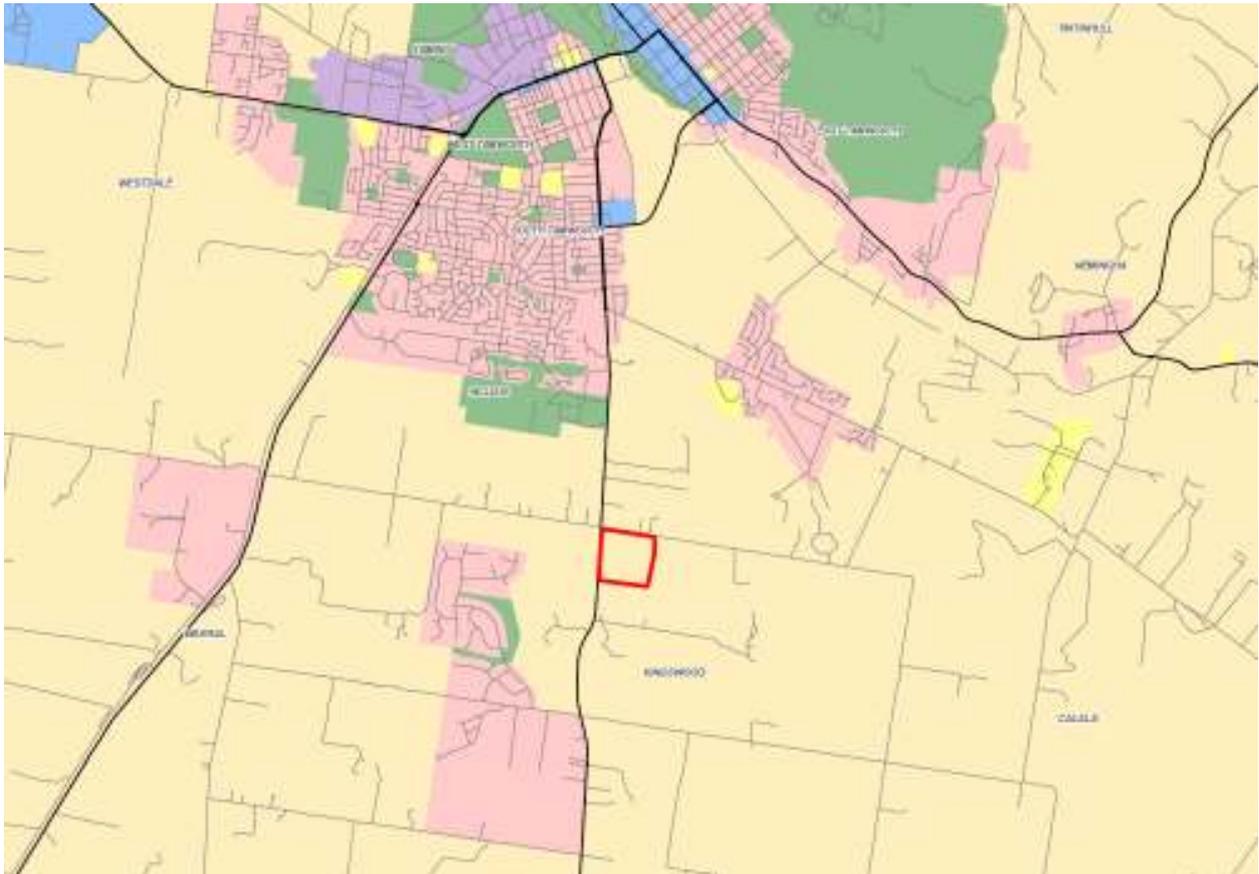
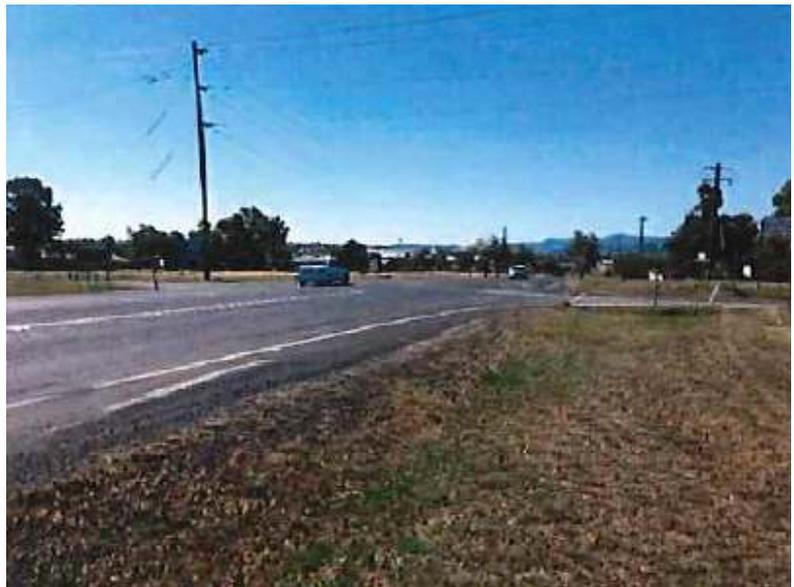


FIGURE 2 - LOCATION OF SUBJECT SITE IN BROADER CONTEXT



Photographs

Photograph 1: Shows the intersection of New England Highway and Burgmanns Lane.



Photograph 2: Shows the view looking east along Burgmanns Lane. The subject site is located to the right of the photograph.



Photograph 3: Shows the northwest portion of the site containing house and sheds.



Photograph 4: Shows the sheds.



Photograph 5: Shows a typical view of the southeast portion of the site.



Photograph 6: Shows a typical view of the northeast portion of the site.



2.2 LANDUSE

The site has previously been used for agricultural purposes in the past and contains infrastructure related to agricultural use including fencing, tracks and accessways, dam, sheds and shelters. A dwelling has also been constructed on the site but has been abandoned for some time.

2.3 CONTEXT

The subject property is located some 7km south of the Tamworth Central Business District. **Figures 1 & 2** above provide a contextual overview of the area and its relationship with properties in the immediate area and to the CBD.

2.4 TERRAIN, GEOLOGY AND HYDROLOGY

The existing site terrain generally slopes from west to east at roughly a 3% grade. There is a slight ridge in the north-western corner which diverts runoff developing in that corner back towards the western boundary and into the swales alongside the New England Highway.

The geology of the subject site consists of the Parry Group of the late Devonian – early Carboniferous period. This group is characterised by mudstone, minor lithic and feldspathic sandstone, conglomerate, oolitic and crinoidal limestone with andesitic sills near the top.

Similarly, the south-western corner of the site directs runoff off the site, towards the adjacent property. The eastern boundary is seen to be the main discharge location for the catchment.

There appears to be three (3) minor flow concentration paths leaving the site across this eastern boundary, but generally the flows are mostly dispersed along the entire length of the boundary. The catchment for the site is entirely encompassed within the property boundary due to the swales along the New England Highway.

Goonoo Goonoo Creek runs to the east of the subject site in a north south direction. There do not appear to be any permanent creeks within the subject site; however there does appear to be a small ephemeral drainage line on the eastern boundary that flows into Goonoo Goonoo Creek to the east. There is a dam located on the western boundary of the site, south of the existing buildings in the north-western corner.

2.5 CONCEPT PROPOSAL

The concept proposal seeks to develop a new harness track facility on the subject site. Currently harness racing is conducted on the Tamworth Showground site located in Showground Road. The current track doesn't meet current industry standards and would need to be upgraded to a 1000m track. The subject site is highly constrained in terms of existing area and buildings. It is also understood that the land has been 'earmarked' for rezoning for industrial/employment purposes. Hence the need to relocate to a site that provides for new facilities, with sufficient area for growth.

The proposed development would include the construction of:

- 1,000 metre harness racing track, located in the eastern portion of the site;
- Clubhouse;
- Marquee;
- Stables; and
- Parade ring.

The proposed development will be accessed from Burgmanns Lane via a roadway through the site. The proposed development would provide 238 standard car parking spaces together with 42 truck and trailer parking spaces, located in the central portion of the site. All parking spaces would be located adjacent to the proposed clubhouse, stables and parade ring.

The proposed development would involve landscaping in and around the trotting track, the parking areas and in and around the clubhouse and parade ring. The Concept Plan is shown on shown on **Annexure A**.

At the broader strategic level, the project will:

- To improve track facilities to new best practice standards;
- Realise the development potential of this strategically significant location and take advantage of the site's proximity to future growth in Tamworth and the Region.
- To retain the Participants within the New England Region;
- Provide new grandstand and stabling facilities for the public and participants;
- Improve safety for drivers and horses at Tamworth; and
- Realise the potential for some trainers to relocate their existing stables to on-site.

2.6 SERVICING ASSESSMENT

This section reviews the availability of critical services to the site. GHD undertook an initial assessment of existing services in the area and the likely demand for augmentation of services (refer to **Annexure D**).

2.6.1 ELECTRICITY

Based on the modest overall demand for the site and the proximity to an 11kV OH supply a pole top or kiosk substation will likely be required to be installed as part of the development. However the site is unlikely to require any additional upgrade to the Authority infrastructure and there appears to be no impediment for connection of a power supply to the proposed facility.

2.6.2 POTABLE WATER

Based on a conservative assumption of the fire flow occurring when there is peak demand in the rest of the Kingswood reservoir system (for instance 20 L/s), a total system demand of 30 L/s through 3 km of DN250 trunk watermain only results in 5 m pressure loss. This would provide a hydraulic grade line (HGL) at the proposed development site of approximately 457 m (reservoir BWL less the headloss). This translates to a service pressure at the connection point of approximately 38 m head and is well above the minimum service pressures listed above.

Therefore, water supply servicing to the site appears feasible from the existing system. The detailed requirements for the site connection and the need for storage tanks will be determined in the development application phase.

2.6.3 SEWER

Either a septic or on-site reuse/irrigation system could be adopted to service the site. A decision on which approach will be accepted by Tamworth Regional Council (TRC) will be made in the development application phase.

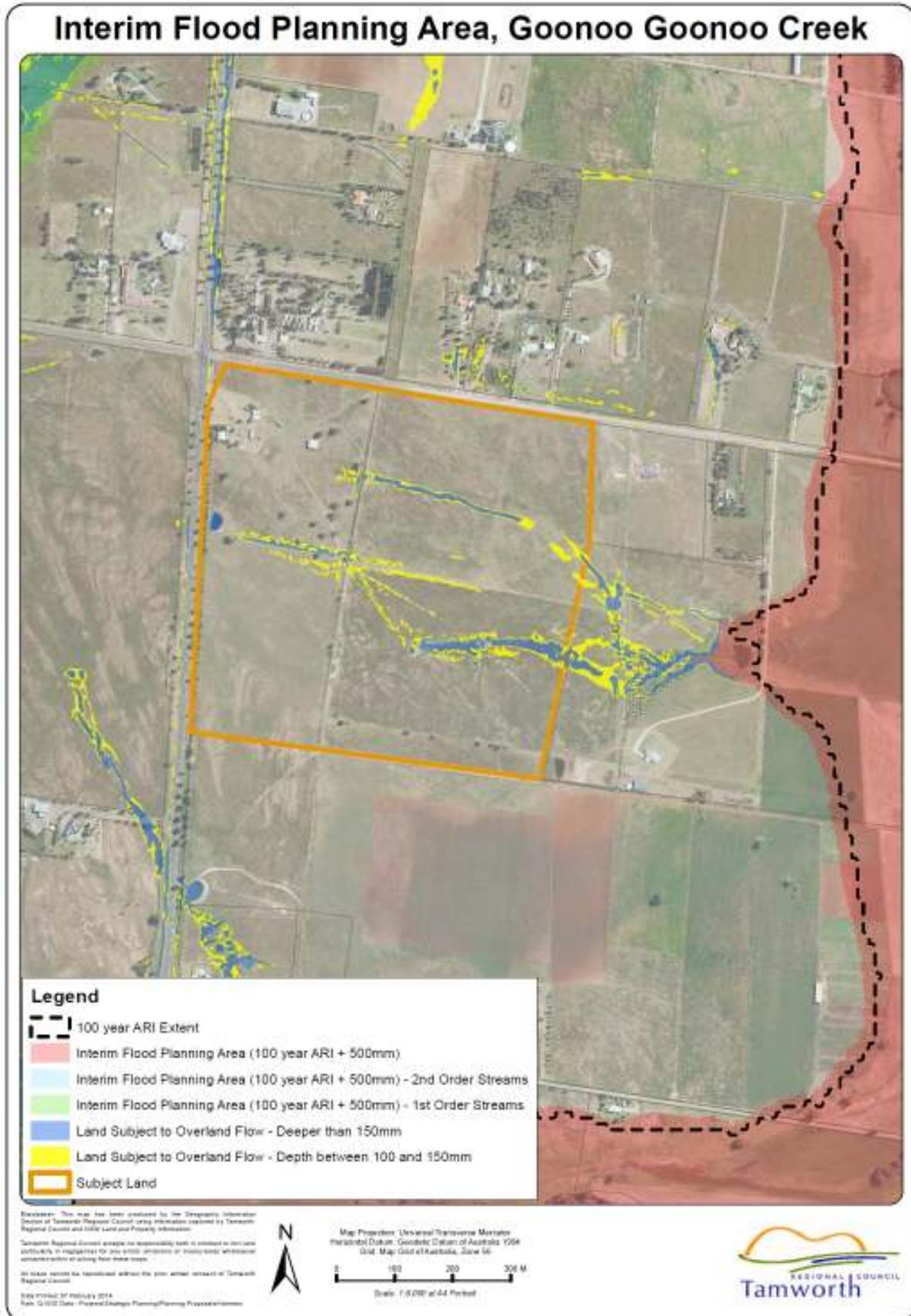
2.6.4 TELECOMMUNICATIONS

Based on the small amount of fixed lines required to service the site there appears to be no impediment for connection of the required communications and data lines for the proposed facility.

2.7 FLOODING

It is apparent from the TUFLOW modelling conducted by Lyall & Associates that the site does not experience flooding due to the Goonoo Goonoo Creek water levels, but rather undergoes minor local flooding in the form of flow concentration of runoff from within its catchment. These flow concentration depths are modelled to be approximately 0.2-0.3m in depth in the 100 year ARI event, as shown in **Figure 3** below. Further details are provided in Section 6.4 and in **Annexure E**.

FIGURE 3 - TUFLOW FLOOD MODELLING



2.8 TRAFFIC ASSESSMENT

An assessment of the likely traffic impacts was undertaken by GHD (refer to **Annexure F**). The following provides the conclusions from the assessment:

This report has assessed the traffic implications of the proposed rezoning of land on the southeastern corner of the intersection of Goonoo Goonoo Road and Burgmanns Lane in South Tamworth, to allow the development of a new harness racing facility.

The main findings of the assessment are as follows:

- Access to the proposed facility would be via Burgmanns Lane.
- A future upgrade to the intersection has been flagged by the Southern Tamworth Rural Lands Master Plan, to accommodate the increase in traffic associated with various developments in the vicinity.
- The proposed new race track is expected to attract some 90 spectator vehicles for regular (small) race meetings, and up to 200 vehicles for large meetings in January. At most meetings there would be some 50 vehicles for officials and competitors. Traffic activity associated with stabling and other on-site ancillary facilities is expected to be light, and mostly occurring away from peak periods on the surrounding road network. As such, this traffic has not been considered in detail.
- Operation of the Goonoo Goonoo Road / Burgmanns Lane intersection has been assessed with the proposed development in operation. No upgrade is required to accommodate the proposed facility.
- The proposed site access on Burgmanns Lane has sufficient sight distance in both directions
- The intersection of Goonoo Goonoo Road and Burgmanns Lane has been assessed as suitable for access by semi-trailers, which would occasionally access the site. However future development in Burgmanns Lane which will increase traffic activity should be accompanied by an upgrade to the intersection to allow heavy vehicles to turn left off Goonoo Goonoo Road without obstructing traffic flow.
- Although sight distance along Goonoo Goonoo Road is restricted by a crest to the south, there are sufficient sight lines for the speeds that most vehicles will be travelling at.
- The preliminary site layout provides sufficient space for car parking in compliance with AS2890.1.

On the basis of this assessment, the proposed rezoning is supported on traffic grounds.

2.9 LAND CONTAMINATION

The subject land has been used for agricultural purposes for a number of years and is therefore could be contaminated. As such, a phase 1 contamination assessment, pursuant to SEPP 55 assessment was undertaken by GHD (refer to **Annexure G**). The following provides the conclusions from the assessment:

Based on the desktop review, historical searches and Site inspection, potential sources of contamination were considered to be associated with the use of hazardous materials in site buildings (including buildings that may have been removed), storage and use of potentially contaminating materials, past pest and weed control or past fertiliser use across the Site and the sheep dip. It is considered that the contamination risk across the Site is generally low, although there is a potential for localised areas of the Site with a higher contamination risk, which includes:

- Present and potential former buildings on site – past use of lead based paint, ACM and fluorescent lights.
- Past weed and pest control - glyphosate herbicide drum, drum of unknown blue liquid. Possible historical use over the Site.
- Sheep dip – past use with hazardous chemicals.
- Past fertiliser use - possible historical fertiliser use over the Site.
- Historical fill or on-site waste disposal.

Based on the above assessment, GHD recommends the following measures be undertaken to address the identified issues:

- Undertake a hazardous buildings and material survey of the structures on the Site if they may be demolished as part of the redevelopment, and detailed inspection (with limited soil sampling) of former building locations.
- Removal of herbicide drums and drum of unknown blue liquid. It is noted that TRC holds a chemical collection program twice yearly to enable safe disposal of chemicals. The program focuses on agricultural and veterinary chemicals.
- Undertake soil sampling within the areas of the herbicide drum and associated soil staining, drum of unknown liquid and in the area of the sheep dip. Assessment of past fertiliser use could be conducted in conjunction with this sampling.
- Undertake soil sampling within the vicinity of the residence to identify the presence of ACM fragments and potential for contamination.
- Detailed inspection and possible soil sampling of areas of historical or recent fill on the site.

Given the size of the site it is not feasible to rule out all areas of potential contamination, given that localised areas such as buried waste could be present but not apparent from site inspection. GHD recommends an unexpected finds protocol be developed for any future development and use of the site, incorporating the results of the investigations recommended above.

2.10 ECOLOGY

The subject site appears to be roughly broken up into four main paddocks. The old homestead appears to be located in the north-western paddock. Native vegetation has been largely cleared from the subject site, which appears to predominantly support grassland and agricultural land used for cropping and grazing. There are scattered paddock trees in the north-western and south-eastern paddocks around a house and associated buildings (north-western paddock) and scattered along the southern boundary of the property (south-eastern paddock).

These paddock trees may contain hollows suitable for use by native fauna species; however a field survey would be required to confirm this. There are limited access roads within the subject site itself. The tracks that are present are unsealed and suitable for farm vehicles. Much of the subject site appears to be cropped at times, and as such, as few tracks except for those needed for harvesting are present. Further details are provided in Section 6.4 and in **Annexure H**.

2.11 HERITAGE

Overall heritage considerations are not likely to have a significant impact on the future development of the land. Notwithstanding a cultural assessment was undertaken by Everick Heritage Consultants and the findings of the assessment are presented below, with details provided in **Annexure I**.

The desktop review identified a generally low to moderate potential for archaeological materials to be within the Project Area prior to European settlement. If they existed, they were likely to be limited to single artefacts and/or scatters of stone artefacts and shell and scarred or modified trees.

Due to the extensive ground disturbance following European settlement, evidence of Aboriginal occupation is now considered unlikely to occur within the Project Area, apart from perhaps a ‘background scatter’ of Aboriginal stone tools.

2.12 BUSHFIRE HAZARD

The proposed development will need to be designed to comply with “Planning for Bushfire Protection” 2006.

It is noted that the highly cleared nature of the site and lack of connectivity to major woodlands or similar lead to a low bushfire hazard risk classification. Some threat of potential grassfires from adjoining lands is, however, present and an appropriate management strategy should accompany advancement of the Planning Proposal.

Additionally, Council (as the Planning Authority) must consult the Rural Fire Service following the receipt of a “Gateway Determination” under Section 56 of the EP&A Act and have regard to any comments received.

2.13 ACCESSIBILITY

The subject property is well serviced by existing road infrastructure with access available from Burgmanns Lane. The Concept Plan proposes direct access to such street. In terms of public transport (buses), existing services in the area are limited.

3 Prevailing Planning

3.1 LOCAL PLANNING CONTROLS

3.1.1 TAMWORTH REGIONAL LOCAL ENVIRONMENTAL PLAN 2010

The subject property is currently zoned namely RU4 – Rural Small Holdings under TRLEP 2010. **Figure 5** below is an extract from the TRLEP 2010 Land Zoning Map. The objectives of the RU4 zone are as follows:

- To enable sustainable primary industry and other compatible land uses.
- To encourage and promote diversity and employment opportunities in relation to primary industry enterprises, particularly those that require smaller lots or that are more intensive in nature.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.

The following uses are permissible in the zone:

Agricultural produce industries; Cellar door premises; Dual occupancies (attached); Dwelling houses; Farm buildings; Intensive plant agriculture; Kiosks; Landscaping material supplies; Light industries; Markets; Plant nurseries; Roadside stalls; Rural workers dwellings; Any other

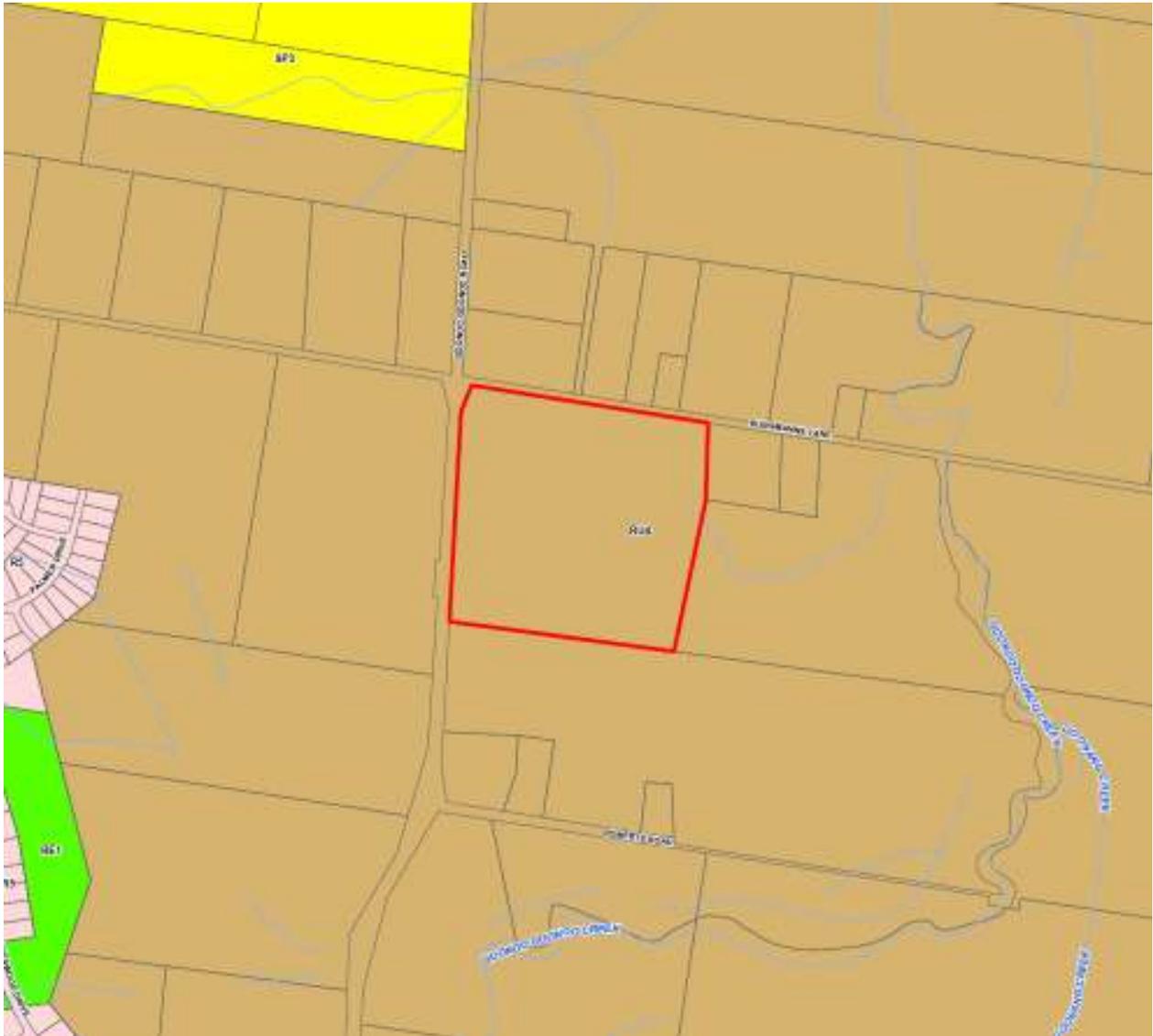
development not specified in item 2 or 4.

The following uses are prohibited:

Amusement centres; Backpackers accommodation; Cemeteries; Child care centres; Commercial premises; Crematoria; Eco-tourist facilities; Entertainment facilities; Exhibition villages; Heavy industrial storage establishments; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Intensive livestock agriculture; Mortuaries; Recreation facilities (major); Registered clubs; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Service stations; Serviced apartments; Sex services premises; Storage premises; Vehicle body repair workshops; Vehicle repair stations; Wharf or boating facilities; Wholesale supplies.

The use would be defined as Recreation Facility (Major) and therefore prohibited. Hence the need to rezone the land to permit such a use.

FIGURE 5 - LAND ZONING MAP FROM TAMWORTH REGIONAL LEP 2010



3.1.2 TAMWORTH REGIONAL DEVELOPMENT CONTROL PLAN 2010

This plan details a series of management principles and landuse specific controls for the diverse rural lands/landscapes comprising Tamworth Regional Council LGA. The plan provides a framework for assessment against the controls for particular landuses.

3.2 LOCAL PLANNING STRATEGIES

3.2.1 SOUTH TAMWORTH RURAL LANDS MASTER PLAN 2012

This Plan applies to land within the South Tamworth area and identifies the subject land holding. It includes a comprehensive suite of objectives, design analysis, principles and key opportunities and constraints. It also provides a Staging Plan for developing lands in the Master Plan. The subject site is identified in Stage 2 (timeframe 5-10 years). Whilst the rezoning and development of the site is outside the Staging Plan, Harness Racing NSW wish to fast track the site to meet its Strategic Plan for growing the Harness Racing Industry in NSW as stated within the executive summary.

It should be noted that TRC fully support the proposal, as it is consistent with the Master Plan.

3.2.2 TAMWORTH REGIONAL DEVELOPMENT STRATEGY 2008

The Tamworth Regional Development Strategy (RDS) was prepared to provide a sound platform for a comprehensive review of the five local environmental plans that applied to the Local Government Area. The RDS was developed to guide the preparation of a new region-wide comprehensive LEP.

The RDS provides Council with a strong strategic framework to manage growth and to provide long term direction for urban and rural areas within the Tamworth region. The strategy assists in co-ordinating future development activities by identifying an orderly and efficient supply of lands in an environmentally acceptable way.

The RDS covers a wide range of social, economic and environmental issues such as:

- principles for achieving a sustainable lifestyle
- strengthening the region and support of existing centres
- meeting cultural and social needs
- meeting future housing needs
- supporting and protecting rural futures
- supporting employment and economic development
- caring for the natural environment
- improving transport and accessibility
- improving infrastructure provision
- specific strategies for towns and villages
- implementation and monitoring of the strategy

The proposal is consistent with a number of these principles.

4 Part 1 – Statement of Objectives or Intended Outcomes of the Planning Proposal

This section of the Planning Proposal sets out the objectives and intended outcomes of the proposed amendment to Tamworth Regional LEP 2010.

This Planning Proposal has the express purpose of facilitating the development of the land for tourist related purposes, being a new harness racing track. The intended outcome of the Planning Proposal is to be incorporated into Tamworth Regional LEP 2010 as outlined below.

Overarching Objective

To facilitate the development of the subject site principally for harness racing purposes on land contiguous with the South Tamworth area in an integrated manner, in accordance with its environmental capacity and capitalising on the ability to augment existing infrastructure and contribute to the equine industry of the New England Region.

Specific Objectives

To amend the land zoning map applicable to the subject land by zoning the land SP3 – Tourist Zone.

Outcomes

In delivering the foregoing objective, it is intended that the following outcomes be realised:

- Elements of the natural landscape will be conserved and enhanced.
- Existing physical and human infrastructure will be utilised and embellished, where necessary.
- A framework will be established for more detailed planning.
- Enhanced training and racing facilities for participants and horses.
- Improved facilities for the general public.

The stated objectives or intended outcomes of the SP3 – Tourist zone are as follows:

- To provide for a variety of tourist-oriented development and related uses.

Response: The rezoning of the land would provide another tourist related dimension to the Region in the form of harness racing on a new site situated close to the AELEC facility.

- To facilitate development that recognises the unique characteristics of the nationally and regionally significant tourist precincts that are the Australian Equine Livestock and Events Centre (AELEC) and the Tamworth Regional Racing Precinct.

Response: This objective is clearly met with the new track to be relocated in the area earmarked for tourist related activities and within the immediate area of AELEC.

5 Part 2 – Explanation of Provisions

The Tamworth Regional Local Environmental Plan 2010 will be amended in the following way:

- Amendment of Tamworth Regional LEP 2010 Land Zoning Map – Tamworth Regional LZN_ 004C and 004D SP3 – Tourist zone.
- Amendment of Tamworth Regional LEP 2010 Lot Size Map – Tamworth Regional LSZ_ 004C and 004D to reflect nil.

It is considered that the proposed amendments are consistent with the prevailing LEP 2010.

It is proposed that the subject site be rezoned SP3 – Tourist Zone. This zoning permits the following landuses:

Animal boarding or training establishments; Tourist and visitor accommodation (this includes backpackers, bed and breakfast, farm stay, hotel or motel, serviced apartment accommodation); Camping grounds and caravan parks; Office premises; Retail premises (including food and drink premises, pubs restaurants or cafes, take away food and drink premises, kiosks, markets); Amusement centres; Entertainment facilities; Function centres; Highway service centres; Registered clubs; Veterinary hospitals; Water supply systems; Helipad; Carparks; Electricity generating works; Passenger transport facilities; Medical Centres; Childcare centres; Community facilities; Information and educational facilities; Respite day care centres; Signage; Boat sheds; Charter & tourism boating facilities; Environmental facilities; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Recreation facilities (major); Water recreation structures.

6 Part 3 – Justification

6.1 INTRODUCTION

This overview establishes the case for the zoning change proposed in the LEP amendment. It should be noted that the level of justification is commensurate with the impact of the rezoning proposal and an acknowledgement of the need for future preparation of the specific studies, if required by the Gateway Determination, noting the studies that have been prepared to inform the PP submission.

6.1.1 STRATEGIC OVERVIEW

Tamworth Regional Council has undertaken the South Tamworth Rural Lands Master Plan to inform the growth scenarios for this area and was adopted in December 2012. The subject exercise is firmly founded upon extensive community consultation workshops across the Region, including a number of community groups. In this regard, the document states:

“During the preparation of the Draft Master Plan a range of key stakeholders were consulted. The community consultation process aimed to provide an overview of the Master Plan process and to seek early stakeholder input into building concepts for the study area.

The key groups identified for consultation involved property owners, government agencies, utility providers and members of Council staff specialising in the provision of services.”

Importantly, the Master Plan identified the subject property for tourist related uses. From the Harness Racing Industry perspective, Harness Racing NSW made a commitment to Industry participants (trainers and drivers) to develop a site with a new track, grandstand, stable complex and ancillary facilities following purchase of suitable land as part of Harness Racing NSW Strategic Plan for NSW. Tamworth is part of this Strategic Plan and the Vision is as follows:

- To improve track facilities to new best practice standards;
- Realise the development potential of this strategically significant location and take advantage of the site’s proximity to future growth in Tamworth and the Region.

- To retain the Participants within the New England Region;
- Provide new grandstand and stabling facilities for the public and participants;
- Improve safety for drivers and horses at Tamworth; and
- Realise the potential for some trainers to relocate their existing stables to on-site.

With the potential rezoning of the current track for industrial purposes, there is a need to relocate to a more suitable site, particularly if the current site is redeveloped for industrial purposes, then there is a potential to lose the harness racing industry in the New England Region without a suitable replacement.

6.2 SECTION A – NEED FOR THE PLANNING PROPOSAL

6.2.1 IS THE PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT

Tamworth Regional Council has prepared a number of strategy documents that inform the future of Tamworth Regional’s growth and were addressed above in Section 3.1.

6.2.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

The current zoning permits rural uses on land that has been identified in the South Tamworth Rural Lands Master Plan for growth in the form of rural residential development and tourist facilities.

It represents the most logical way of achieving the intended objective and outcomes, with there being no readily available and better alternative under the prevailing legislation, as the proposed use is prohibited under the zone.

6.2.3 IS THERE A NET COMMUNITY BENEFIT?

The following **Table 1** addresses the evaluation criteria for conducting a “net community benefit test” assessed under the criteria set out in the Department of Planning and Infrastructure’s Draft Centres Policy (2009), as required by the guidelines for preparing a Planning Proposal.

There is unlikely to be a negative community benefit arising out of these circumstances as pre-community consultation has been undertaken to evaluate the nearby community reaction to the land being rezoned as proposed by this Planning Proposal. The other community benefits have been espoused in a number of sections of this PP.

TABLE 1 – COMMUNITY BENEFIT CRITERIA

Evaluation Criteria	Y/N	Comment
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800m of a transit node)?	Y	The proposed rezoning is considered to be compatible with the Local Strategic Planning Framework, as detailed elsewhere in this Report. Further, the land is located on the New England Highway. Whilst bus services are limited, when the remainder of the area is developed under the Master Plan, services may improve.

Evaluation Criteria	Y/N	Comment
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	N	The subject Site is not identified within a key strategic centre of the Metropolitan Strategy.
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landowners?	N	The proposed rezoning is unlikely to create a precedent within the locality or change the expectations in respect of the land, particularly having regard to the Master Plan document addressed above.
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Y	All other spot rezonings before Council in the Tamworth Regional Local Government Area generally comply with Council's strategic direction.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Y	<p>The site is not zoned to facilitate employment, nor will it result in a loss of employment land. The agricultural employment "loss" is far outweighed by the enhanced employment opportunities.</p> <p>The proposal will create employment through the civil works and construction jobs to install the infrastructure and build the track and facilities therefore delivering an economic benefit to the community, including the ongoing use of the site. The subject land also has the potential to value add employment given the proposed tourist zoning and the uses permissible in this zone, having regard to the extensive frontage to the New England Highway.</p>
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	N	N/A.
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access?	Y	The existing public infrastructure is capable of meeting the needs of the proposal, as detailed in the technical studies.

Evaluation Criteria	Y/N	Comment
Is public transport currently available or is there infrastructure capacity to support future transport?	N	The development and subsequent housing identified in the Master Plan may support future bus services in the area.
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	N	The proposal may increase travel distance for some persons, given the location of the existing track. However, this is considered reasonable in an area that is not well served by bus services.
Are there significant Government investments in infrastructure or services in the area where patronage will be affected by the proposal? If so, what is the expected impact?	N	The proposal does not require significant further investment in public infrastructure. The developer will extend and upgrade infrastructure to service the development at no cost to government and Council.
Will the proposal impact on land that the Government has identified a need to protect (e.g. and with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	N	The site is zoned RU4, which is the same as lands within the area. The land is not identified to be flood prone, although localised flooding may occur through the land in the creekline area, but can be controlled through engineering practices. Such has been assessed and is unlikely to be a significant constraint.
<p>Will the LEP be compatible or complementary with surrounding adjoining land uses? What Is the impact on the amenity in the location and wider community?</p> <p>Will the public domain improve?</p>	Y	<p>The proposal is generally compatible with adjoining land uses. The site is reasonably serviced by existing infrastructure.</p> <p>The public domain will be improved with landscaping of the facility and potential improvement to Burgmanns Lane.</p>
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	N/A	N/A
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	N/A	N/A

Evaluation Criteria	Y/N	Comment
What are the public interest reasons for preparing the draft plan? What Are the implications of not proceeding at that time?	Y	The proposal will provide a new track facility to be compliant with industry standards. The site has been identified for tourist related uses. A draft plan needs to be prepared to provide certainty to participants in the harness racing industry in this Region. Tamworth was chosen due to the strong equine influence in the Region.
Will the public domain improve?	Y	Section 94 Contributions or Voluntary Planning Agreement commitments may be required. The owners are committed into entering into a VPA or making necessary contributions, once the land is rezoned.

Overall, the proposal will provide a net community benefit for the following reasons:

- It constitutes a balanced and appropriate use of land and is in keeping with the emerging growth in the Tamworth LGA. Tamworth has been chosen by Harness racing NSW for its strong equine contribution in the Region.
- The proposal will contribute to Council’s requirement to facilitate tourist related uses in this part of South Tamworth and is consistent with the Master Plan.
- The proposal will not result in any significant adverse environmental impacts.
- The proposal will create a number of jobs in the short-term for construction of civil and building works to benefit the local economy and ongoing jobs in the facility.

This is consistent with a number of Strategies discussed below.

6.3 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

6.3.1 IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS CONTAINED WITHIN THE APPLICABLE REGIONAL OR SUB-REGIONAL STRATEGY?

6.3.2 REGIONAL PLANNING

The Regional planning context has been briefly detailed at 3.3.2 above. The subject precinct, together with other similarly positioned lands, offers prospects of addressing in part the projected demand for tourism in a structured and sustainable manner. The location of the site is consistent with the Master Plan discussed throughout this report.

6.3.3 IS THE PLANNING PROPOSAL CONSISTENT WITH LOCAL COUNCIL’S COMMUNITY STRATEGIC PLAN, OR OTHER LOCAL STRATEGIC PLAN?

The local strategic planning context was summarised at 3.2 above and clearly identifies the growth that will occur in Tamworth in the ensuing years, particularly in South Tamworth.

The subject planning framework has importantly identified opportunities for the development in Tamworth, leveraging off the existing infrastructure and identifies the subject land for tourism.

6.3.4 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

The following State Environmental Planning Policies (SEPPs) applies to the Planning Proposal and are noted below in **Table 2**:

TABLE 2 – APPLICABLE STATE POLICIES

SEPP	Comment
State Environmental Planning Policy No 1 – Development Standards	Not applicable. (As referenced in Tamworth Regional LEP, 2010. Clause 4.6 of LEP makes provision for variations to development standards).
State Environmental Planning Policy No 4 – Development without Consent and Miscellaneous Exempt and Complying Development	Not inconsistent (As referenced in Tamworth Regional LEP, 2010).
State Environmental Planning Policy No 6 – Number of Storeys in a Building	Not inconsistent.
State Environmental Planning Policy No 15 – Rural Landsharing Communities	Not applicable (Tamworth Regional is not included in the land applicable schedule).
State Environmental Planning Policy No 19 – Bushland in Urban Areas	Not applicable (Tamworth Regional is not included in the land applicable schedule).
State Environmental Planning Policy No 21 – Caravan Parks	Applicable (Caravan Parks are permissible under the proposed SP3 zone as currently prevailing in Tamworth Regional LEP, 2010).
State Environmental Planning Policy No 22 – Shops and Commercial Premises	Not applicable.
State Environmental Planning Policy No 26 – Littoral Rainforests	Not applicable.
State Environmental Planning Policy No 29 – Western Sydney Recreational Area	Not applicable.
State Environmental Planning Policy No 30 – Intensive Agriculture	Not applicable.
State Environmental Planning Policy No 32 – Urban Consolidation (Redevelopment of Urban Land)	Not applicable.
State Environmental Planning Policy No 33 – Hazardous and Offensive Development	Not applicable.
State Environmental Planning Policy No 36 – Manufactured Home Estates	Not applicable.
State Environmental Planning Policy No 44 – Koala Habitat Protection	Not applicable.
State Environmental Planning Policy No 50 – Canal Estate Development	Not applicable.

SEPP	Comment
State Environmental Planning Policy No 52 – Farm Dams and Other Works in Land and Water Management Plan areas	Not applicable.
State Environmental Planning Policy No 53 – Metropolitan Residential Development	Not applicable.
State Environmental Planning Policy No 55 – Remediation of Land	Not inconsistent.
State Environmental Planning Policy No 59 – Central Western Sydney Regional Open Space	Not applicable (Land not located in Central Western Sydney).
State Environmental Planning Policy No 60 – Exempt and Complying Development	Limited application.
State Environmental Planning Policy No 62 – Sustainable Aquaculture	Not applicable.
State Environmental Planning Policy No 64 – Advertising and Signage	Not inconsistent.
State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development	Not applicable.
State Environmental Planning Policy No 70 – Affordable Housing (revised schemes)	Not applicable.
State Environmental Planning Policy No 71 – Coastal Protection	Not applicable.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Not inconsistent.
State Environmental Planning Policy (Exempt and Complying Codes) 2008	Not inconsistent.
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Not inconsistent.
State Environmental Planning Policy (Infrastructure) 2007	Not inconsistent.
State Environmental Planning Policy (Major Development) 2005	Not inconsistent.
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	Not inconsistent.
State Environmental Planning Policy (Rural Lands) 2008	Not inconsistent.
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	Not applicable.
State Environmental Planning Policy (Temporary Structures) 2007	Not inconsistent.
State Environmental Planning Policy (Western Sydney Employment Area)	Not applicable.

SEPP	Comment
2009	
State Environmental Planning Policy (Western Sydney Parklands) 2009	Not applicable.
Deemed State Environmental Planning Policy No 20 (SREP 20)	Not applicable.
Deemed State Environmental Planning Policy No. 9 (No.2) (Extractive Industries)	Not applicable.
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	Not applicable.
State Environmental Planning Policy (State and Regional Development) 2011	Not applicable.

6.3.5 IS THE PLANNING CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S 117 DIRECTIONS)?

Table 3 is a compliance table addressing these Directions.

s.117 Direction Title	Applicable	Consistent	Comments
1. Employment & Resources			
1.1 Business and Industrial Zones	N/A		Not applicable
1.2 Rural Zones	Y	No	The proposal will result in the loss of land zoned for rural purposes. However, the Council has identified the land for tourist related uses and the loss of this land will be compensated by future employment on the land.
1.3 Mining, Petroleum Production and Extractive Industries	N/A		N/A
1.4 Oyster Aquaculture	N/A		N/A
1.5. Rural lands	Y	No	The proposal will not meet the subject objectives. It is, however, considered to be justified and is consistent with Regional planning, as identified in the South Tamworth Rural Lands Master Plan.
2. Environment & Heritage			
2.1 Environment Protection Zones	Y	No	The Proposal is however, consistent with the objective in that none of the land is identified to be of high environmental sensitivity.
2.2 Coastal protection	N/A		N/A

s.117 Direction Title	Applicable	Consistent	Comments
2.3 Heritage Conservation	N/A		N/A
2.4 Recreation Vehicle Areas	N/A		N/A
3. Housing Infrastructure & Urban Development			
3.1 Residential Zones	N/A	The objectives of this Direction are to: (a) encourage a variety and choice of housing types to provide for existing and future housing needs; (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services; and (c) to minimise the impact of residential development on the environment and resource lands.	
3.2 Caravan Parks and Manufactured Home Estates	Y		Caravan parks are permissible in the proposed SP3 zone.
3.3 Home Occupations	N/A	The objective of this direction is to encourage the carrying out of low-impact small businesses in dwelling houses.	N/A
3.4 Integrating Land Use & Transport	N	The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts are achieved.	The site is not readily accessible to public bus services. However, this may improve as lands identified for housing in South Tamworth are developed.
3.5 Development near licensed aerodromes	N/A		The site is located outside the ANEF contours and flight path.
3.6 Shooting Ranges	N/A		

s.117 Direction Title	Applicable	Consistent	Comments
4. Hazard & Risk			
4.2 Mine Subsidence and Unstable land	N/A		
4.3 Flood Prone Land	N/A		The land is not identified on Council's Flood Maps as being Flood Prone.
4.4 Planning for Bush Fire Protection	N/A		Not identified.
5. Regional Planning			
5.1 Implementation of Regional Strategies	N/A		
5.2 Sydney Drinking Water Catchments	N/A	N/A	
5.3 Farmland of State and Regional Significant on the NSW Far North Coast	N/A		
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A		
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	N/A		
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	N/A		
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	N/A		
5.8 Second Sydney Airport: Badgerys Creek	N/A		
6. Local Plan Making			
6.1 Approval and Referral Requirements	Y	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of	Consistent with the terms of this direction.

s.117 Direction Title	Applicable	Consistent	Comments
		development.	
6.2 Reserving Land for Public Purposes	N	The objective of this direction is to facilitate the provision of public services and facilities by reserving land for public purposes. 6.2 (4) states a Planning Proposal must not create, alter or reduce existing zonings or reservations of land for public purposes without approval of the relevant public authority and the Director General.	The PP does not propose to create, alter or reduce existing zonings or reservations of land for public purposes.
6.3 Site Specific Provisions	Y		The PP will rezone the site to already existing zones in Tamworth Regional LEP, 2010 that allows the land use without imposing any development standards or requirements in addition to those contained in that zone and amendments to minimum lot size provisions.
7. Metropolitan Planning			
Implementation of the Metropolitan Strategy	N/A	The objective of this direction is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036.	The subject land is not directly subject to the influence of the Metropolitan Strategy.

6.4 SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

6.4.1 IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES, POPULATIONS OR ECOLOGICAL COMMUNITIES, OR THEIR HABITATS, WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

The site does not present elements of an endangered ecological community (vegetation).

6.4.2 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

6.4.2.1 BUSHFIRE HAZARD

The subject site is not bushfire prone.

6.4.2.2 ACID SULPHATE SOIL

The subject site is not known to be subject to acid sulphate soils. However, the buildings and infrastructure can be designed to such a standard, if required.

6.4.2.3 SOIL STABILITY AND SUBSIDENCE

The land does not present elements of any soil instability and is not located in a Mines Subsidence District.

6.4.2.4 WATER QUALITY

The principles of Water Sensitive Urban Design (WSUD) will be incorporated in the development application stage to ensure the quality of receiving waters is improved with a reduction in pollutant loads being the target of the design. Modelling would be undertaken using the MUSIC Model or similar model that assesses water quality.

6.4.2.5 STORMWATER MANAGEMENT

At the development application stage, a detailed stormwater management system will be prepared having regard to the catchment area and the capacity of downstream stormwater infrastructure.

6.4.2.6 FLOODING

A creek traverses the land and this creek system may be subject to flooding, as detailed in the Hydrological assessment.

All the preceding potential impacts are importantly manageable and will inform the final design and development and implementation of management guidelines.

6.4.3 HOW HAS THE PLANNING ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

The proposal has positive social and economic contributions as discussed above in the various Strategies by providing much needed a new harness racing track in the LGA to meet industry standards. Indeed, under the proposed scenario, no adverse social and/or economic impacts are foreshadowed, but rather positive impacts will accrue in this regard due to employment being generated.

6.4.4 SOCIAL AND CULTURAL CONSIDERATIONS

6.4.4.1 HERITAGE IMPACT

The subject site does not adjoin land that has been identified as a heritage item or within a conservation area.

6.4.4.2 ABORIGINAL ARCHAEOLOGY

The subject site has been used for agricultural purposes. It is unlikely that there would be any artefacts located on this part of the land, as addressed in the cultural assessment undertaken by Everick Consultants.

6.5 SECTION D – STATE AND COMMONWEALTH INTERESTS

The “Gateway” determination will identify any consultation required with State or Commonwealth Public Authorities. This may include:

- consultation required under section 34A of the EP&A Act where the Responsible Planning Authority (RPA) is of the opinion that critical habitat or threatened species populations, ecological communities or their habitats will or may be adversely affected by the PP;
- consultation required in accordance with a Ministerial Directions under Section 117 of the EP&A Act: and
- consultation that is required because in the opinion of the Minister (or delegate), a State or Commonwealth public authority will or may be adversely affected by the proposed LEP.

6.5.1 IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

Public infrastructure will be required to be augmented to support the development of the subject land as communicated in this PP. The nature and extent of augmentation will be finally determined having regard to more detailed investigations as part of the continued “evolution” of this PP. As a minimum, the existing reticulated water system in the area will need to be extended. The logistics (physical and economic) of providing such requisite infrastructure are considered to be realisable to service the proposed development, as detailed in the GHD report.

The nature of the land is such that a comprehensive stormwater management plan predicated upon the principles of Water Sensitive Urban Design can be readily designed and implemented as part of the envisaged development scheme.

Reticulated electricity and telecommunications facilities will also be provided as service infrastructure.

6.5.2 WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

Consultation is required with the following public authorities under section 56(2)(d) of the EP&A Act 1979, as amended:

- NSW Office of Environment and Heritage (Environment Branch);
- Department of Primary Industries;
- Department of Trade and Investment;
- Roads and Maritime Services;
- Rural Fire Service.

7 Part 4 – Mapping

Maps will be prepared in accordance with the Standard Technical Requirements for LEP maps.

8 Part 5 – Community Consultation

Community consultation remains an important element of the Plan making process.

The companion document “A Guide to Preparing Local Environmental Plans” outlines community consultation parameters.

The subject provisions in respect of notification and the exhibition materials to support the consultation will be observed.

Before proceeding to public exhibition, the Director General of Planning (or delegate) must approve the form of the Planning Proposal as being consistent with the “Gateway” determination (EP&A Act 57(2)).

It is envisaged that further community consultation would occur through the public exhibition of detailed documents lodged with the development application for the development proposal.

This further consultation will, at a minimum include, advertising in local papers, exhibition material provided at Tamworth Regional Council administration buildings and libraries and Tamworth Regional Council’s webpage and the required written notifications that would ordinarily be required.

Once Council is satisfied with the amended Planning Proposal following determination at the Gateway, it is recommended that it will be publicly exhibited for a period of 28 days.

9 Conclusion

The preceding commentary has clearly established a case for the limited review the planning provisions as they pertain to the subject land.

Council is accordingly requested to take the necessary steps to commence the process of rezoning the subject lands as detailed in this submission at Section 4.

Limited additional environmental and infrastructure investigations will need to be undertaken and broad commitments to infrastructure provision made as the PP is advanced.

Council, as the responsible Planning Authority, is requested to support and forward this PP to the Department of Planning and Infrastructure for progressing through the “Gateway” in an expedient manner.

SINCERELY YOURS,



M J BROWN
DIRECTOR
MICHAEL BROWN PLANNING STRATEGIES

Annexure "A" Concept Plan

Annexure "B"
Survey Plan

Annexure "C"
South Tamworth Rural Lands Master Plan - Staging Plan

Annexure "D" **Servicing Strategy**

Annexure "E"

Hydrologic Assessment

Annexure "F"
Traffic Assessment

Annexure "G"
Phase 1 - Site Contamination Assessment

Annexure "H" Ecology Assessment

Annexure "D"
Due Diligence Cultural Heritage Assessment