
Tumut and Industry

The Future for Industrial Land Development.
A Planning Directions Study for Tumut Shire
Council, NSW Australia

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1.0 Synopsis/executive summary

This report examines the question about need for industrial land in the town of Tumut, NSW. The report considers previous studies on this subject in light of current industrial development, in particular a significant pulp and paper mill presently being constructed near Tumut.

The report considers the current land uses, zone provisions, and sites recommended by previous study, together with additional potential land.

The report recommends several matters for Tumut Shire Council to consider in the future provision of industrial land, and the future development of the towns of Tumut and Adelong.

Recommendations are included in a table at the end of the report.

2.0 Background

2.1 Why this report?

Tumut Shire Council (TSC) has identified that there are potential issues with the future provision of land for industry, in the town of Tumut. This has been an evolving issue and has more recently been elevated as a potential difficulty because of the development of the extensive pulp and paper mill (Visy Pulp and Paper) a few kilometres to the west of Tumut.

This report was commissioned by TSC to provide clear direction, based on previous studies of industrial land needs.

2.2 What this report is and is not

This report is a planning assessment of various options before TSC, based on previous identification through studies commissioned for or conducted by TSC, and subsequent research. It is neither a formal Environmental Impact Assessment (EIA) nor an Environmental Impact Statement (EIS), nor is it intended to replicate or substitute for an EIA or EIS.

This report was not commissioned to reinvent the study areas, but to look in detail at the areas identified through previous studies (in particular a 1998 study by Synectics Pty Ltd of Canberra, ACT) and to recommend a path for future industrial development. If as a result of this current study additional land is considered, this would be beneficial, however the purpose is not to start from a position of "no knowledge" and review the whole needs analysis again.

3.0 Current Position

3.1 Why is more land needed/what is the identified need?

Council holds the view that there are two issues for the town of Tumut in respect to industrial land.

Firstly, there is a perceived shortfall of available industrial land for the town. Secondly, the current development of the Visy Mill (Stage 1 to be commissioned in April 2001) will cause additional industrial demand on the town. These additional demands are likely to be in the area of support industries to Visy, such as transport related services, and general service industries.

In regard to the issue of demand for additional land, there is concern that if there is not sufficient appropriate land in the existing industrial areas, new industry will not be guided to appropriate locations. This would likely result in Council having to "make decisions on the run" rather than being "plan driven". In this context, being plan driven means being able to assist, guide and work with new industry so that it is able to look for sites in areas that Council has researched as appropriate locations for expansion. This removes the need (except in the most rarest of cases) for industry to have to look elsewhere (rezone land) and to deal with possible Council and local opposition.

3.2 Is more land needed?

Before considering where new industry should be located, it is important to systematically quantify what currently exists and whether there is a shortfall, or if the shortfall is just perception. In other words, a shortfall of land may or may not currently exist.

If it can be proven that additional land is in fact needed, care needs to be taken to ensure that long term provision mechanisms are put in place.

Therefore, in order to gain more information to consider properly the likely short term and long term demands, this study has taken the approach of

- Step 1. Establishing by informal but direct survey whether industry views there to be a shortage of land
- Step 2. Surveying whether industry wishes to relocate (perhaps to one of the 4 areas identified in the 1998 Synectics report, or to an altogether different area)
- Step 3. Clarifying the likely industry that may be drawn to the area because of the Visy Mill.

- Step 4. Surveying base data information to establish the current usage of industrial land, and from this calculating how much existing industrial land is still to be developed.

Steps 1 & 2

In order to clarify potential present, and possible future demands for industrial land, the views of industry were sought. A survey of several major industrial land users was conducted (refer to Appendix 2). The purpose of the survey was to ask two key questions namely

- "Does your industry/company have sufficient land for your current and anticipated production/growth?" and
- "If your company needed to move for whatever reason, where would you prefer to locate (out of the 4 areas identified in the Synectics report or any other preferred location you could identify)?"

The response to the first question was mixed, depending on the particular industry surveyed. As a general rule, those located in dedicated industrial zones (on the northern and western sides of Tumut) were very satisfied with the area of land they presently occupied. Those located on sites that are surrounded by residential or retail/commercial uses had keen desire to move to a larger site. The issues for this second group of industries were twofold - insufficient land to develop, and noise impacts affecting adjoining occupants, therefore limiting the use of land.

Consultation with businesses servicing the industrial sector (eg real estate) had similar conclusions. Real estate representatives from Tumut, Adelong and Gundagai stated that there is little if any demand, and despite many industries bypassing real estate to go straight to land owners, all indications from "having their ears to the ground" were that no significant change is occurring in the industrial market. The comments made supported the view that the market has been similar for many years, and the Visy development has not shifted demand to date. This latter comment is reflective of the advice from Visy which is detailed below.

Additional consultation was held with industry that was attempting to locate in Tumut. The Economic Development Officer was able to identify only one specific industry that had made direct approaches for industrial land development since the Visy development had commenced. This was "Country Car-wash" from Young that proposed a dual development of a car and truck-wash facility. This company had difficulty in finding land that suited its

purposes, namely space to be able to separate the heavy vehicle wash facility from the light vehicles, and in an area that had proximity to town in order to gain commercial market. The end result has been that the company proposes to develop a car wash only (Development Application currently before TSC) and consider the truck wash at a later stage. This is the only identified industry seeking advice and support in locating to Tumut.

Step 3

Visy personnel indicated that there are three types of industry that may develop as a result of the Mill.

Firstly, minor mechanical maintenance work that can be serviced on site or off site. In this respect Visy will have minor workshop facilities on site which contractors may utilize for the repair of minor machinery breakdown. Visy personnel advise that this would be in the order of electrical repairs, minor mobile equipment repairs (eg forklifts) and the like. Therefore these types of service industries will be accommodated on site to ensure smooth functioning of the Mill.

Secondly, there would be industrial activity that would be able to locate off site, for more significant repairs or manufacturing. The manufacture of piping, steel fabrication, shafts, brackets, mounting plates and the like would be needed. This is likely to be accounted for by one or two new industries and the rest being provided by existing industries expanding their market involvement. All in all, advice was that no large-scale gaps exist in the Tumut Industrial market in satisfying these needs of Visy.

Thirdly, the company needs to periodically resurface the large rollers used in the manufacturing process. The similar processing mill at Albury also requires this large-scale maintenance task. Presently the (Albury) rollers are sent to Melbourne or Sydney for resurfacing. Visy personnel expressed interest in attracting a large-scale specialist to work with both mills. The outlay costs would be considerable, and location in Tumut would depend on many factors for any proponent. Nevertheless, Visy would be interested if such an industry was located in the Riverina area generally, as this would provide cost savings. There is no direct guarantee that the significant economic outlay for this activity could make it viable for such a service industry to locate in the region, let alone in Tumut.

In terms of waste products, there is little that will not be re-processed on site to serve another use for Visy, or become another product in Visy's line of

manufacture. Any waste that will be leaving the site will be genuine waste, and will be leaving the site by transport. This volume will be very minimal.

The conclusion from the feedback from Visy therefore is that there will be

- some provision of service support on site
- a very minor number of industries that may establish as a direct result of the Mill
- some expansion of output from existing industry in light of specialist tasks required
- no significant wastes, because almost all waste product will be used for other manufacturing purposes (on site) with only genuine waste leaving the site.
- Limited possibility that a major service industry may locate in the region to service rollers

Step 4

To clarify current or actual industrial land use in Tumut, a land use survey was undertaken in September 2000. The results of this are shown in Map Series 2 in Appendix 1. The land use survey reveals that

- There is 146 hectares of land zoned industrial in the industrial cluster on the northern and western sides of Tumut. (There are one or two pockets of site specific land elsewhere in town, but no other tracts of land zoned for this purpose.)
- 62% of this land is developed and used (including vacant industrial buildings)
- 7% of this land is vacant land but used for industrial activity (eg storage of materials such as timber or landscaping supplies, heavy vehicles and the like)
- 5% of this land is housing
- 26% of this land is vacant and unused land

Therefore, some 69% is directly used for industrial purposes, and 31% (or approx 45 ha) is available for further development/redevelopment. In the latter figure, the 5% occupied for housing could be targeted through development incentives for redevelopment to reduce land use conflict, and to make more complete use of land dedicated for industry. Similar incentives could be considered for vacant land.

It should be noted that one parcel of the vacant/undeveloped land, is currently subject to re-subdivision. This is the land adjacent to the railway station, and excluding the railway line itself, accounts for approx 3.5 ha. This subdivision is in the process of being finalised, with the land being put to the market in the near future. The State Rail property group Rail Estate projects that the land will be released to the market by mid 2001 although this will depend on the current political and industry negotiations about the re-opening of the rail-line. In summary, if the rail-line is re-opened then Rail Estate will review its selling strategy, and will aim to sell to industries that would have demand for rail transport.

The approved configuration of this "Railway Industrial" land is shown as "dotted" property boundaries in the maps in Map Series 1 and 2 in Appendix 1 to this report.

Further land is also in "partial consideration" for industrial development. This is land owned by Boyle between Adelong Road and Boundary Road, just west of the golf course. This land is proposed for subdivision for residential purposes on the eastern side of the ridge (facing to Boundary Rd) and industrial purposes on the western side of the ridge. This proposal would be subject to a rezoning process and at this stage is only in the broad discussion stage. There are some topographic constraints as some areas of this land are relatively steep, and services (such as road construction in Boundary Rd) would need extension.

3.3 What have previous studies concluded?

The only recent detailed study of industrial needs for Tumut was the 1998 Synectics report. In summary, this recommended significant additional land be provided. Through a "scoping" exercise it sought to identify the most appropriate/suitable options for expansion, and in rough terms identified potential areas of some 200-500 hectares in several areas around Tumut.

In a more general study of planning needs, the Tumut Shire Rural Local Environmental Study and Urban Strategy (1988) generally recommended that the strategic direction for industrial expansion be along the Gilmore Valley "spine". This was based on strategic thought for co-location of industry, minimizing inappropriate servicing costs, and aesthetic/visual considerations in terms of "gateway" appearances to the town. These are all valid planning considerations, and ones that are matters of relevance today.

Suffice to say that previous study identified that the broad location of industry should be along the Snowy Mountains Highway (Adelong Rd) area

between Tumut and the Gilmore Mill, and the more recent study indicates that there is a need for some additional land.

It must be considered that there is no concrete evidence to suggest that there is a significant shortfall of land available to industry, however this only takes into account the current demands and does not provide long term reservation of land for this purpose. On balance it appears that there is no significant shortage, however strategic planning suggests that additional land be made available, and if possible this should be as close to existing industry as possible.

3.4 Current planning controls

It is important not only to ask questions about how much land is zoned for industrial purposes, but also to ask "what can industry do anyway given the current planning provisions?"

We now know that there are some 146 hectares of land zoned for industrial use and development, and that 31% of this is not currently developed. This land is almost exclusively found on the northern and western sides of Tumut.

However, despite there being dedicated industrial zones, the zones are in effect industrial by name only.

The zones surrounding the existing industrial zone are by-and-large either rural or residential. The residential zones limit non-residential types of land uses. That is, very little that is not residential in nature can be considered in these zones. The 1(a) Rural zone however is vastly different. In effect this zone allows several broad industrial uses and developments to occur, subject to development consent from TSC. (Appendix 6 details the developments/uses that may be considered by Council in a number of zones.) Therefore the boundary of the industrial zone is really only a boundary when a residential zone bounds it.

In short, if industry moves further away from the residential areas/zones there is potential for an endless supply of industrial land.

Expressed in other words, industrial creep may occur with industrial developments "spilling" from the industrial zone to the adjoining rural zone with very little difficulty. It would be a very brave council that refused a development application from industry, where the land it sought to develop was on rural land adjacent to a current industrial activity. A question then to ask is "where will the industrial zone end?"

It is important here to consider whether TSC wishes to be plan driven so that it sets the scene for where industrial development should take place, or whether it prefers to respond to demand as it arises. If this is the direction TSC wishes to take, then a tightening up of the types of developments and uses that may occur in the 1(a) Rural zone must occur. This is discussed later in this report.

There is also very little in the form of policy direction for TSC for industrial development. There is a review of some of the industrial factors in the 1988 Urban and Rural Strategy, and there is the Industrial Development Code of 1991. However there is no over-arching policy direction and this gives Council, the community and developers little guidance and strategic direction.

Finally, in addition to the potential ongoing development of industrial activities in the 1(a) Rural zone, there are impacts for the township of Adelong. These impacts are also discussed later in this report.

3.5 What land has been identified?

The Synectics report and recommendations identified 4 key or preferred areas from a selection of a large number of areas. These 4 key or preferred areas are described as follows.

The numbering of the areas of land is reflected in the maps that support this report. That is, Area 1 described here is shown as Area 1 on the general identification map (Study Map 1 in Appendix 1).

As stated previously, the brief for this current planning report is to look at, and make recommendations on the "preferred" land identified in the Synectics report, rather than to "reinvent the wheel" by looking at a whole fresh range of options. However the brief also includes the ability for additional land to be considered if the consultant considers that other land may have been overlooked, or needs further consideration.

What follows is a broad description of the 4 preferred areas identified in the Synectics report.

3.5.1 Area 1

This is land on the northern side of Tumut, on the Gocup (Gundagai) Rd. The land is adjacent to the main road, and is currently agricultural land ranging from gently undulating to steep, higher and rocky land. It is lightly vegetated, and is generally in larger land parcels as can be seen from the detailed maps.

The land slopes generally to the south and west, and is generally bounded by two more prominent drainage lines (Gilmore Creek and the Tumut River).

The area has existing but unformed road reserves off Gocup Rd from which an internal road network could be developed.

3.5.2 Area 2

This is land immediately adjoining the existing industrial development on Adelong Road (Snowy Mountains Highway) and Rifle Range Road. It consists of private land, as well as crown land used for the long existing rifle range.

The land has mixed uses, from rifle range purposes to rural living and agricultural pursuits (presumably in conjunction with other land). It ranges from gently undulating to steep, higher and rocky land. It too is lightly vegetated, and the land parcels range considerably in size.

The land slopes generally to the north, and has a prominent drainage line flowing through the centre of the rifle range. This drainage issue affects land in addition to the rifle range, particularly the properties to the north (including road reservations). The land is generally a north-south valley bounded by prominent ridgelines.

This area has existing local road networks off Adelong Rd from which an internal road network could be developed.

3.5.3 Area 3

This is land in the vicinity of what is commonly referred to as the Gilmore Mill. It includes land on both sides of Adelong Rd (Snowy Mountains Highway), but the majority of the land identified is on the eastern side of the Highway. This is private land adjoining the state forest (some of which is understood to be currently in the process of being converted to National Park).

The land is mostly open grassland, and is used for grazing purposes and for industrial tipping in a small area. (Approvals exist for additional tipping activity and the approvals would enable tipping for many years - in the order of 100

years). The majority of the land is gently undulating although some areas are steeper. It is for the most part open grassland with some light to moderate vegetation cover at various points.

The land slopes generally to the west and is drained by a drainage line roughly flowing east to west and located approximately mid way from the southern boundary of the land. As described above, the highway effectively separates a large portion of land on the eastern side of the highway from a smaller and more elongated portion on the western side of the highway.

This area has existing roads off Adelong Rd from which an internal road network could be developed.

3.5.4 Area 4

This land is in the area immediately near the Visy Pulp and Paper Mill development. The land identified by the Synectics report is extensive and is found on the northern and southern sides of Adelong Rd (Snowy Mountains Highway).

The land is largely open grassland, used for grazing purposes in the main. It is predominantly gently undulating and has very light vegetation cover.

Because of the large area of land identified in this area, it has no single or dominant land slope direction. At the eastern end the land drains to Sandy Creek and then to Gilmore Creek, but the balance of the land has no other strong physical characteristics. As is the case for Area 3, the land is located on both sides of the Highway.

The area has some existing roads off Adelong Rd from which an internal road network could be developed.

3.6 How much land?

There are approximately 45 hectares of zoned industrial land available for further industrial development. This does not take in to account the potential for land that is not industrial (1(a) Rural zone) to be developed.

It is not appropriate to wait for the existing zoned industrial land to be developed before additional land is made available. This would restrict potential developers to land that may not suit their needs, thereby restricting opportunities. Secondly, over time it may have an inappropriate affect on land prices as land choice would become limited.

However 45 hectares is a considerable amount of land. As previously mentioned some of this land is already developed (e.g. with housing) and some is vacant and has limited services (e.g. in Sturt Close where mains sewer does not exist). In addition, some of this land is restricted by having steeper slope.

Therefore, if additional land that is capable of being serviced is provided, this would serve industry well. Leaving aside the issue that industry may readily consider locating in the 1(a) Rural zone under the present provisions, it is considered that an additional 50 hectares (approximately) would provide an overall "pool" of nearly 100 hectares able to be developed for industry. This would mean the total broad-acre industrial land in Tumut would occupy some 200 hectares. It is suggested that this level of provision would adequately cater for the foreseeable short and longer-term needs for Tumut.

This additional land could be provided in two forms

1. land immediately available for development,
2. land that may be reserved for future industry, should demand require it.

4.0 Planning Methodology

Planning for future industrial land provision needs to consider the following:

4.1 The decision needs to be based on sound planning practice including:

- co-location of development to maximise the use of existing infrastructure/assets (good access to full services)
- the land is capable of being developed with minimal disturbance to the environment, and is not an inappropriate use of land that ought to be kept for more productive uses
- adequate consideration has been given to traffic impacts
- access is able to be provided without risk to surrounding traffic movements
- the proposal does not create undue risks in terms of fire, flooding, subsidence or inundation risks
- visual/aesthetic features of the locality are not unduly affected
- the proposal can maximise good design characteristics to ensure amenity is not disturbed, and design is appropriate to the locality
- consideration of community aspirations for future development including archaeological values of the area
- consultation with government and non government agencies, as appropriate

4.2 Additional issues

Consideration should be given to appropriate guidelines for development of industrial localities such as guidelines to provide full servicing, and minimising site disturbance (eg slope preferably less than 10%).

5.0 Planning Assessment of the 4 identified options

The table on the following pages assesses the 4 sites against the planning considerations.

5.1 Additional considerations - service availability

Water and sewer extension costs have been estimated for each of the areas (see Appendix 7).

Gas is presently being extended to Tumut, to initially provide industrial supply to Visy, and then be extended for domestic and industrial supply to the whole town. Great Southern Energy advises that extension to Areas 1, 2 and 3 would be readily achievable at no significant expense.

Telstra services could be extended to any of the sites, while rail (if it proceeds under the current proposals has not been separately assessed). No new road construction projects are proposed affecting the areas of land under study.

Planning consideration	Area 1 - Gocup Rd	Area 2 - Rifle Range Road	Area 3 - Gilmore Mill	Area 4 - Gadara/Visy
co-location of development to maximise use of existing infrastructure/assets (good access to community provided services)	This area is not located immediately adjacent to existing industry, despite it being relatively close. Closest industry is on the southern side of Gilmore Creek in the location of the RTA and TSC Works Depots	This area is immediately adjoining existing industry	This area immediately adjoins a major industry, although this is only one (large) industrial development. Sewerage disposal services are a considerable distance	This area is a considerable distance from existing services and industry with the exception of the Visy plant which has exclusive access to water supply and road access. It also has its own waste disposal system in construction
the land is capable of being developed with minimal disturbance to the environment, and is not an inappropriate use of land that ought to be kept for more productive uses	Significant areas of this land has slope less than 10%. Alternative use at present is agricultural. The land has good agricultural qualities for cropping and grazing, with land capabilities as identified in the 1988 Rural and Urban Strategy and the Environmentally Sensitive Areas mapping project of 2000	Land slope is good in some areas, however there are major drainage issues affecting significant areas of the more level land. The locality has a considerable mix of uses, some being very incompatible (eg rifle range adjoining two rural residential properties). Further industrial expansion here is likely to add complication to these incompatibilities	Good areas are achievable in terms of land slope. The land is used for light grazing, and parts have approvals for long term waste disposal given pockets of appropriate clay deposits for safe storage of non putrescible waste.	Good areas are achievable in terms of land slope. Alternative use at present is agricultural. The land has good agricultural qualities for grazing, with land capabilities as identified in the 1988 Rural and Urban Strategy and the Environmentally Sensitive Areas mapping project of 2000
Adequate consideration has been given to traffic impacts	Internally traffic could be managed well due to the ability to develop internal road networks. However, considerable care would be needed in designing intersection works with the highway because the area is outside the Tumut restricted speed zone and there are no existing road intersections here except for driveways to farms.	Traffic could be managed well due to the ability to develop internal road networks off existing roads, although care would be needed in modifying the intersection of Adelong Rd and Rifle Range Rd	Traffic could be managed well due to ability to develop internal road networks off existing roads. Care would be needed in designing intersection works with the highway at Killarney Rd	Traffic could be managed well due to ability to develop internal road networks off existing roads. Care would be needed in designing any intersection works with the highway given the locality is outside the Tumut restricted speed zone

access is able to be provided without risk to surrounding traffic movements	Similar to above	Similar to above	Similar to above	Similar to above	Similar to above
the proposal does not create undue risks in terms of fire, flooding, subsidence or inundation risks	The area is identified in parts of the TSC "Environmentally Sensitive Areas" mapping project due to possible flooding, general proximity to rivers, and visual impact. It is in a medium fire risk area	The area is identified in parts of the TSC "Environmentally Sensitive Areas" mapping project due to land slope and visual impact. It is in a high fire risk area	The area is identified in parts of the TSC "Environmentally Sensitive Areas" mapping project due to visual impact and being adjacent to state forest. It adjoins a high fire risk area	The area is identified in parts of the TSC "Environmentally Sensitive Areas" mapping project due to it being on alluvial soils. It is in a medium fire risk area	
visual/aesthetic features of the locality are not unduly affected	The area is in a critical "gateway" to Tumut. If developed for industry, visual impacts would be significantly different to the current pasture/farming purposes	The area is well removed from visual impacts due to it being "tucked away" behind the existing industry and topography	The area is in a part at a "gateway" to Tumut, although at this location this is significantly affected by the Gilmore Mill. That is, the Mill development "announces" to the traveller the arrival at Tumut as they enter the Gilmore Valley. Any additional industrial activity would add to an existing disturbed "entrance"	The area is in a critical "gateway" to Tumut. If developed for industry, visual impacts would be significantly different to the current pasture/farming purposes	
the proposal can maximise good design characteristics to ensure amenity is not disturbed, and design is appropriate to the locality	Similar unfavourable comments as above	Similar favourable comments as above	Similar comments of "moderate acceptability" as above	Similar unfavourable comments as above	

<p>Consideration of community aspirations for future development, including archaeological values of the area</p>	<p>The area does not fit well with the previous studies under the Rural and Urban Strategy of 1988 because of being removed from industrial development. In terms of archaeological significance it has potential to contain sites of significance (eg burial grounds) for the indigenous community which would need further detailed inspection by a sites officer before any construction development occurred</p>	<p>There is Crown Land involved (Rifle Range), however the land fits well with the Rural and Urban Strategy. In terms of archaeological significance this has not been separately inspected due to the severe drainage constraints of this locality</p>	<p>The area fits with the intent of co-location and this aspect of the intent of the Rural and Urban Strategy. In terms of archaeological significance it has potential to contain sites of significance for the indigenous community (eg burial grounds) which would need further detailed inspection by a sites officer before any construction development occurred</p>	<p>The area does not fit well with the previous studies under the Rural and Urban Strategy of 1988 because of it is so removed from industrial development. In terms of archaeological significance it has potential to contain sites of significance for the indigenous community (eg burial grounds) which would need further detailed inspection by a sites officer before any construction development occurred</p>
<p>established guidelines for development of industrial localities such as guidelines to provide full servicing, and minimising site disturbance.</p>	<p>The area would meet guidelines in terms of site slope, and disturbance, however would not meet servicing recommendations, visual impacts, and co-location preferences</p>	<p>The area would not meet guidelines in terms of site slope, disturbance, however would meet servicing recommendations, visual impacts, and co-location preferences. The significant drainage concerns of the site cannot be under-estimated</p>	<p>The area could meet guidelines in terms of site slope, disturbance, and co-location preferences however would be short on servicing recommendations and possibly on visual impacts</p>	<p>The area would meet guidelines in terms of site slope, and disturbance, however would be well short of servicing recommendations, visual impacts, and co-location preferences</p>
<p>Conclusions</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> • good land slope • good internal road potential <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> • not co-located • service extension required • better quality agricultural land • potentially significant traffic intersection works required • high visual impact • further archaeological assessment required <p>NOT RECOMMENDED</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> • co-location with industry • services easily extended • good road networks • visually well located <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> • major drainage difficulties • site slope constraints in parts • incompatible land uses at present and industry would add to this dilemma • hire fire risk area <p>NOT RECOMMENDED</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> • good land slope • adjoins existing major industry • traffic management <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> • waste disposal - not close to services • potentially visually exposed to highway traffic (moderated by existing industry) • further archaeological assessment required <p>RECOMMENDED</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> • good land slope • good internal road potential <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> • not co-located • considerable extension of services required • good quality agricultural land • high visual impact • further archaeological assessment required <p>NOT RECOMMENDED</p>

6.0 Other issues arising from the assessment process

6.1 Additional study areas

Resulting from the meetings of the TSC Industrial Working Party, suggestion was made for the consideration of land in the vicinity of the airport. This rated low on the "scoping" exercise undertaken by Synectics, however consideration has been given to it due to the matter being raised again.

In addition, as a result of site analysis, detailed site inspection and consideration of industry comments, the land in the vicinity of the Pioneer Cemetery (to the west and south west of the TSC Works Depot) was identified as possible land to meet the criteria for suitable further industrial expansion. Accordingly, a planning assessment, based on the same criteria applied to Areas 1 to 4 has been applied to these 2 additional areas.

The land locations are described as follows, and identified on Study Map 1 (Appendix 1) as Areas 5 and 6. More detailed maps are contained in Map Series 4 in Appendix 1.

The table on the following pages assesses these 2 additional areas against the planning considerations.

Area 5

This land is on the north-eastern side of Tumut, in close proximity to Tumut Airport. It is low, flat land accessed by several local and regional roads.

Area 6

This is on the north-western side of the railway line (as it passes the current Weyerhaeuser site). Portions of the land are low lying, while significant amounts are at similar levels to the railway and surrounding industrial zoned land. The land that is assessed is the higher land immediately adjoining the railway line, generally above the 266 AHD.

Planning Consideration	Area 5 - Near Airport	Area 6 - Adjacent Pioneer Cemetery
co-location of development to maximise use of existing infrastructure/assets (good access to full services)	This area is a reasonable distance to existing industry although it is on a major traffic route for heavy vehicles involved in timber harvesting. Sewerage disposal services are a considerable distance away.	This area immediately adjoins industrial land and development
the land is capable of being developed with minimal disturbance to the environment, and is not an inappropriate use of land that ought to be kept for more productive uses	The entire area has slope of less than 10% as it is effectively flat land, although there are some areas of swamp or wetland. Alternative use is for the developing orchard industry in this locality with the soils being ideal for this purpose. The land is identified in the 1988 Rural and Urban Strategy and the Environmentally Sensitive Areas mapping project as land of very good capability for agriculture (including intensive horticulture)	The higher areas of land (above 266 AHD) achieve slope less than 10%. Alternative land use is for grazing.
adequate consideration has been given to traffic impacts	Traffic could be managed well due to ability to develop internal road networks off existing roads. Care would be needed in designing intersection works with regional roads. Care would be needed in the design of access to any of the sites to ensure minimal disturbance to traffic movements in this unrestricted speed area.	Traffic could be managed well by being fed into existing road infrastructure. Care with intersection works to the east of the TSC depot would be required.
access is able to be provided without risk to surrounding traffic movements	Similar to above	Similar to above
the proposal does not create undue risks in terms of fire, flooding, subsidence or inundation risks	The area is identified in parts of the TSC "Environmentally Sensitive Areas" mapping project due to it being on alluvial soils and possibly flood prone. It is in a low fire risk area	The area is identified in parts of the TSC "Environmentally Sensitive Areas" mapping project due to it being on alluvial soils. It is in a medium fire risk area
visual/aesthetic features of the locality are not unduly affected	The area is in a "gateway" to Tumut, being the eastern approach to town. Visual impact would be significant due to exposure because of flat terrain, and the contrast with rural uses and hobby farm living	The area enjoys the benefits of being adjacent to existing industry. Being located on the northern side of the railway is removes it from being direct visible from most public vantage points
the proposal can maximise good design characteristics to ensure amenity is not disturbed, and design is appropriate to the locality	Similar unfavourable comments as above, plus the development of buildings may impact the Obstacle Limitation Surface (OLS) for the airport, although this land is mostly outside the area of the land recently adopted by TSC for the "airport uses" zone. (The purpose of the OLS	Similar favourable comments as above

consideration of community aspirations for future development, including archaeological values of the area	is to ensure new building work does not jeopardise the operation of the airport. The area does not fit well with the previous studies under the Rural and Urban Strategy of 1988 due to being removed from other industry. In terms of archaeological significance it has low likelihood of having sites of significance due to the flat terrain and swampy nature of the land	The area fits well with the previous studies under the Rural and Urban Strategy of 1988 due to co-location with industry. In terms of archaeological significance it has some potential for sites of significance only at the western end (behind Weyerhaeuser's new storage area), but this is likely to be outside the area shown on the maps (because the higher land only is suggested), however further inspection by a sites officer before any construction commences should occur. The balance of the land identified on the maps suggests no issues for the indigenous community.
established guidelines for development of industrial localities such as guidelines to provide full servicing, and minimising site disturbance.	The area would meet guidelines in terms of site slope, and disturbance, however would be well short of servicing recommendations, visual impacts, and co-location preferences. Drainage difficulties would be likely.	The area would meet guidelines in terms of site slope and disturbance, servicing recommendations, visual impacts, and co-location preferences
Conclusions	<p><u>Advantages</u></p> <ul style="list-style-type: none"> • good land slope • good internal road layout potential <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> • not co-located • service extension required (but at the cheaper end of the scale) • high quality agricultural land (orchard uses) • high visual impact • potential issues with the OLS <p>NOT RECOMMENDED</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> • good land slope • adjoins existing industry • minor cost issues for services to be extended • traffic management • visually well located <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> • further archaeological assessment required for the small western end of the site <p>RECOMMENDED</p>

6.2 Adelong

The long-term potential additional industrial development in Tumut in response to the Visy Mill development has the capacity to impact on the town of Adelong.

Adelong is several kilometres to the west of the Visy Mill, on the only direct route from Visy to the Hume Highway (if transport is going west to Wagga or south to Albury and Melbourne). The town of some 900 people has a Village zone, which allows TSC to consider a wide range of development types.

The table to Appendix 6 details the range of developments that Council may consider. The potential development types are wide ranging. Given the potential (albeit small) for some industry to prefer to be located closer to westbound traffic, careful consideration needs to be given to the generous zone provisions as they apply to Adelong.

It is noted that there are practical limitations for industry because of limited capacity of services, however certain industry may not have a large call on all services and may still be attracted to this town in the future.

Given the heritage significance of the town, and the small level of industrial activity, TSC has the opportunity to be able to modify the planning controls to guide any future industrial development to areas of Adelong that are more suited for this purpose. In effect, Council has the opportunity to offer Adelong residents and land owners an increased guarantee that certain areas of the town may be considered for industrial activity, while other areas are retained for residential purposes. It would not be wise to leave this issue without it being fully considered.

This issue should be the subject of separate planning study due to the need to investigate the most suitable areas, consult with the community, and to consider the most appropriate planning options to achieve a plan driven outcome.

7.0 Conclusions and Future Direction/Recommendations

There is scope for Tumut Shire Council to take industrial land provision down several paths at once.

Immediate provision of land could be made, effectively making available "fresh land" for consideration, while still enabling the existing zoned land to be available. At the same time, additional land could be designated for longer-term provision. Alternatively one area of land could be made available and stage released.

In addition, this review indicates that some changes to the current zone provisions needs to be made so that future industrial development locates in serviced zoned land, rather than in unplanned and inappropriate locations. In addition, encouragement could be offered for the development of existing undeveloped houses and vacant industrial land in the industrial zones. Finally, some consideration needs to be taken for potential impacts on the next immediate community - Adelong.

The following points are therefore addressed, leading to specific recommendations that are on the following pages.

- It is apparent that there is a growing shortage of zoned industrial land, albeit not at a critical stage to date.
- There is no overall policy framework that guides council in its future provision of land/guidance for the community, developers and industry
- Short-term provision of land could be made, to add to the existing 45ha of available land. The site that best meets the planning assessment criteria is that land shown as Area 6 on the Study Map in Appendix 1. This would add approximately 21 hectares of land for further industrial development
- Longer-term provision of land could be made in the form of "Reserved Industrial Land". The land that best matches the planning assessment criteria is Area 3. This would add approximately 50 hectares to future provision, whilst allowing the current land use activity to continue.
- The generous zone allowances of the 1(a) Rural Zone should be reviewed to give credibility to the Industrial Zones, to ensure that service provision is undertaken with accountability. This would ensure that industrial land is fully serviced, and that sound planning decision making has regard for traffic, aesthetic, and environmental factors.
- Land that is zoned for industrial purposes is maximised for that use.

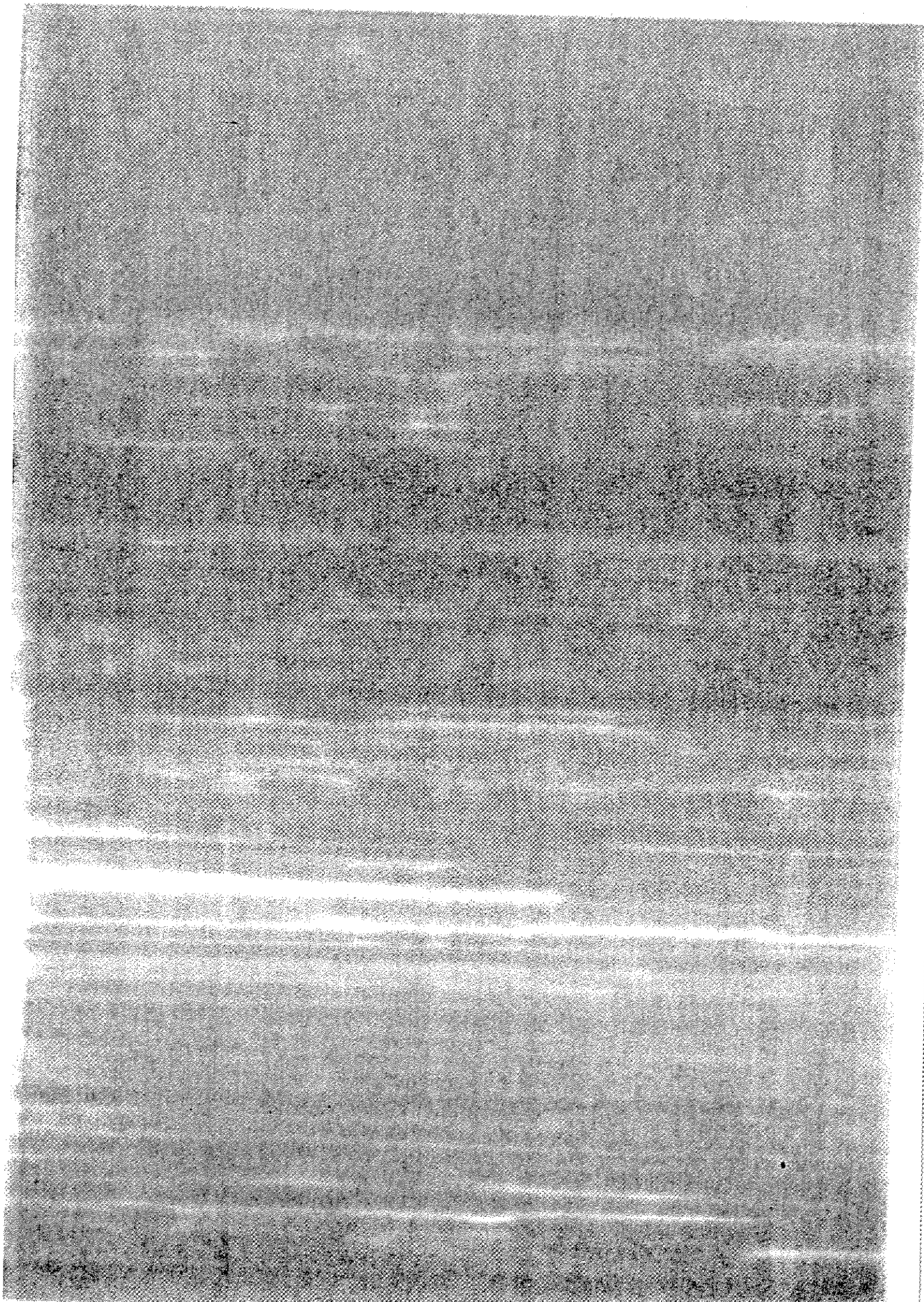
- The issues affecting the town of Adelong are thoroughly considered

The issues around the future needs for industrial lands in Tumut are multi-faceted. The recommendations arising from this study are summarised in the following table.

Recommendations

Issue or matter needing attention	Recommended Planning change	Action to take (how does Council start?)	Specific tasks that flow from decision
1 There is no specific direction for industrial growth in Tumut	Adopt a policy to give overall guidance to Council and the community about planned future industrial development	Adopt a policy - a draft is suggested at Appendix 5 to this report	Put Policy to Council, then advertise for public comment, then adopt following submissions (with any considered changes)
2 There is an immediate need for additional land in the industrial zones in Tumut	Provide additional land where this is readily serviced and causes the least servicing, visual impacts, traffic and adjoining uses issues. The site that best suits these requirements is that land detailed in the Map 2 of Map Series 4 in Appendix 1	Following the adoption of the Industrial Policy, rezone the land (detailed in Map 2 of Map Series 4 - Appendix 1) to Zone 4(a) (General Industrial Zone)	Prepare the necessary documentation under the EPA Act 1979 for the rezoning of this land
3 There is a longer term need to provide for potential future industrial expansion for Tumut	Designate land that is best suited to future industrial development, land that has realistic cost impacts, minimal servicing difficulties, minimal visual impacts, limited traffic impacts, and little or no impacts on adjoining land. The land that best suits these requirements is detailed in the Map 3.3 of Map Series 3 in Appendix 1	Following the adoption of the Industrial Policy, and separate to the process in Item 2 above, rezone the land identified in Map 3.3 of Map Series 3 in Appendix 1 as future industrial, with provisions along the lines of the suggested wording provisions detailed in the text section of Appendix 8	Prepare the necessary documentation under the EPA Act 1979 for the rezoning of this land
4 The 1(a) Rural Zone land may be developed for many industrial purposes subject to a Development Application without rezoning to Industrial. The zone provisions minimise the effectiveness of the Industrial zones	Remove the "over- generous provisions" from the 1(a) Rural Zone, and contain the zone to rural purposes.	Following the adoption of the Industrial Policy, and separate to the process in Item 2 above, remove the provisions in the 1(a) Rural zone that allow <ul style="list-style-type: none"> • Road transport terminals • Transport Terminals • Extractive or Hazardous Industries 	Prepare the necessary documentation under the EPA Act 1979 for the amendment of the LEP in regard to this zone

			<ul style="list-style-type: none"> Industries Junk yards, and Liquid fuel depots <p>from being matters permissible subject to development approval and place them in the prohibited uses list</p>	
5	<p>Adelong is able to be developed for mixed uses (industrial and residential). Anecdotal evidence suggests that the community is not in agreement about the suitability of the potential future disturbance this may cause. Undesirable future development outcomes and recommend limiting this ability to certain appropriate portions of the town</p>	<p>Conduct a town meeting to detail the implications of this, explaining how this mixed development may occur. Suggest strategic planning direction by developing either an Industrial Development Control Plan (DCP) for Adelong, or creating a second Village Zone for the town steering industry to more desired locations in Adelong</p>	<ul style="list-style-type: none"> Council study the areas of Adelong to identify areas that may be more suitable to mixed uses Council develop a draft additional village zone or DCP to steer industrial activity types toward this area Council consult with the community before finalising the proposal 	<ul style="list-style-type: none"> Conduct the planning study Prepare the documentation Consult with the community Prepare appropriate documentation under the EPA Act 1979 for the rezoning or DCP
6	<p>Under-utilised Industrial Land in Tumut (especially houses in the Industrial Zones, and vacant industrial land) could be developed</p>	<p>Encourage existing housing and vacant land in the Industrial Zones to be developed</p>	<p>Council consider offering rate relief for a period (eg 3 years) if existing houses are demolished and industrial buildings developed</p>	<p>Council to consider best options to achieve a development outcome. Council would need to ensure incentives were legally binding to maximise potential for redevelopment/development.</p>



Tumut and Industry

- Appendices to main report -

The Future for Industrial Land Development.
A Planning Directions Study for Tumut Shire
Council, NSW Australia

December 2000

Community Development Initiatives Pty Ltd
8 Albert Street
WAGGA WAGGA NSW 2650

02 6931 8699
0428 400 456
email: cdiaust@dragnet.com.au

Appendix 1 - Maps

The maps require the following explanations.

Study Map 1

This map identifies the Study Areas 1 to 4 (which are the highest rating from the Synectics Recommendations Report, April 1998). It also indicates an additional area (Area 5) which was raised by the Industrial Working Party as requiring reconsideration, and Area 6 which was identified through the study process.

Study Map 2

This is identical to Study Map 1, with the inclusion of contour detail.

Map Series 1

This series has a series of maps numbered "Map Series 1.0 to 1.7" which show the existing Industrial zoned land in Tumut, and the area of land in each parcel.

Map 1.0 is an overview of the Tumut Industrial area, and Maps 1.1 to 1.7 show the area in more detail.

Map Series 2

This series has a series of maps numbered "Map Series 2.0 to 2.7" which is a Land Use Survey indicating the use of the land parcels shown in Map Series 1.

Map 2.0 is an overview of the Tumut Industrial area, and Maps 2.1 to 2.7 show the area in more detail.

Map Series 3

This series plots areas of land in the order of 50 hectares that is within each of the 5 study areas, where that land has a land slope of less than 10%.

On Map 3.4 the area also includes a 400 metre separation distance (buffer) from the Snowy Mountains Highway.

Map Series 4

There are two maps in this series.

Map 1 shows the land contours on land to the north-west of the railway line (in the area between Weyerheuser and the Council Depot).

Map 2 shows an approximation of the 266 AHD contour line to create a proposed zone boundary.

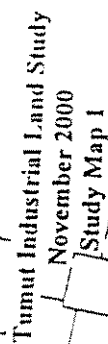
Map Series 5

There are 2 maps in this series.

Map 1 shows the location of the gas supply main (currently being constructed by Great Southern Energy) in proximity to the Visy Mill.

Map 2 shows the location of the gas supply main (currently being constructed by Great Southern Energy) in relation to the entry to Tumut.

Study Maps



Prepared by S. Ridley & Mapping & Archive Industrial and survey study map



Tumut Industrial Land Study
November 2000
Study Map 2



Legend

- Sealed road
- Unsealed road
- River or creek
- Railway
- Industrial study area
- Very mill site

NORTH

Kilometers

The industrial information included here has been
prepared by the Tumut Regional Council's Department
of Planning and Development. The Council is not
responsible for any errors or omissions.

Map Series 1

Map Series 2

Tumut Industrial Land Study
November 2000
Map Series 2
2.0 Overview



Legend

- Developed
- Housing
- Vacant
- Vacant - storage

Proposed subdivision

Land parcel has multiple land use types. Approximate split only.

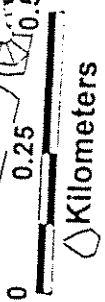
Area (ha)
146.447

Use	Percentage	Total area
Developed	01	
Housing	27	
Vacant	5	
Vacant - storage	7	

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ed by S. Ridley & Mapping & Land Use Planning Industrial land survey map series 2 overview

NORTH



Land use survey accurate to 19 September, 2000

Tumut Industrial Land Study
November 2000
Map Series 2
2.1 Adelong, Yarra & Gocup Rds



GOCUP RD (M3713)

YARRA RD

ADELONG RD

DALHERTY ST

0 0.05 0.1
Kilometers

NORTH

Land use survey accurate to 19 September, 2000

- Legend**
- Developed
 - Housing
 - Vacant
 - Vacant - storage
 - Proposed subdivision
 - Land parcel has multiple land use types. Approximate split only

The cadastral information included here has been supplied by the Surveyor General's Department. Care has been taken to ensure the accuracy of this information, however Tumut Shire Council accepts no responsibility for any errors or omissions.

Yarra & Adelong Roads, Tumut Shire Council, November 2000



Tumut Industrial Land Study
November 2000
Map Series 2
2.2 Capper to Simpson

ADOLPHUS RD

CAPPER ST

NORTH

0 0.02 0.04

Kilometers

Land use survey accurate to 19 September, 2000

Legend

Developed

Housing

Vacant

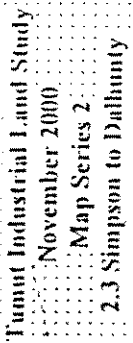
Vacant - storage

Proposed subdivision

Land parcel has multiple land use types. Approximate split only.

Additional information included here has been provided by the Surveyor General's Department. It has been taken to ensure the accuracy of this map. However, Tumut Shire Council accepts no responsibility for any errors or omissions.

by S. Ridgway, Tumut Shire Council, industrial land survey map series 2 map 2





Tumut Industrial Land Study
November 2000
Map Series 2
2.4 Dalhanty to Boundary

ADOLONG RD

DALHANTY ST

BOUNDARY RD

LANEWAY

VINER ST

Legend

- Developed
- Housing
- Vacant
- Vacant - storage

Land parcel has multiple land use types. Approximate split only

We certify that the information included here has been supplied by the Surveyor General's Department. It has been taken to ensure the accuracy of this information. However, the Surveyor General's Department is not responsible for any errors or omissions.

NORTH

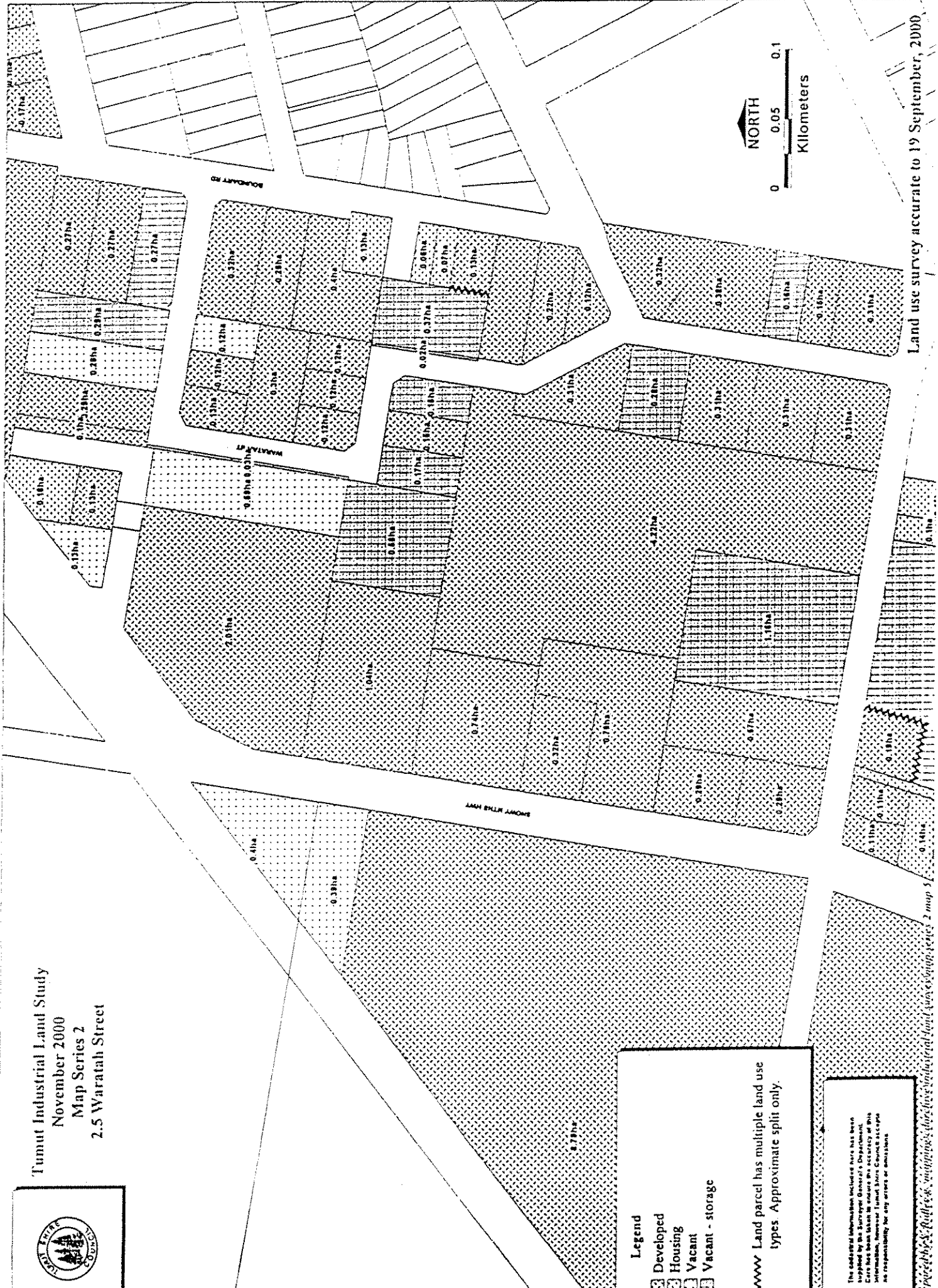
0 0.02 0.04

Kilometers

Land use survey accurate to 19 September, 2000



Tumut Industrial Land Study
November 2000
Map Series 2
2.5 Waratah Street

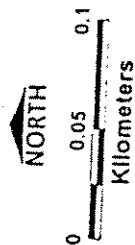
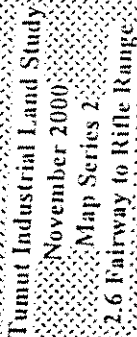


Legend

- Developed
- Housing
- Vacant
- Vacant - storage

www Land parcel has multiple land use types. Approximate split only.

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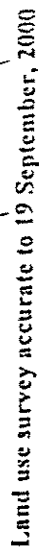
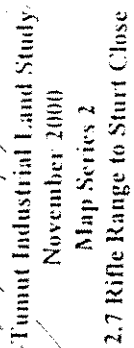
Land use survey accurate to 19 September, 2000

2 Developed
3 Housing
4 Vacant
5 Vacant - slc

www Land parcel has multiple land use types. Approximate split only

The statistical information included here has been supplied by the Surveyor General's Department. It has been taken to ensure the accuracy of this information. However, the Surveyor General's Department is not responsible for any errors or omissions.

Prepared by S. Ridley & Mapping & Ordnance Survey Map Series 2 Mon 6

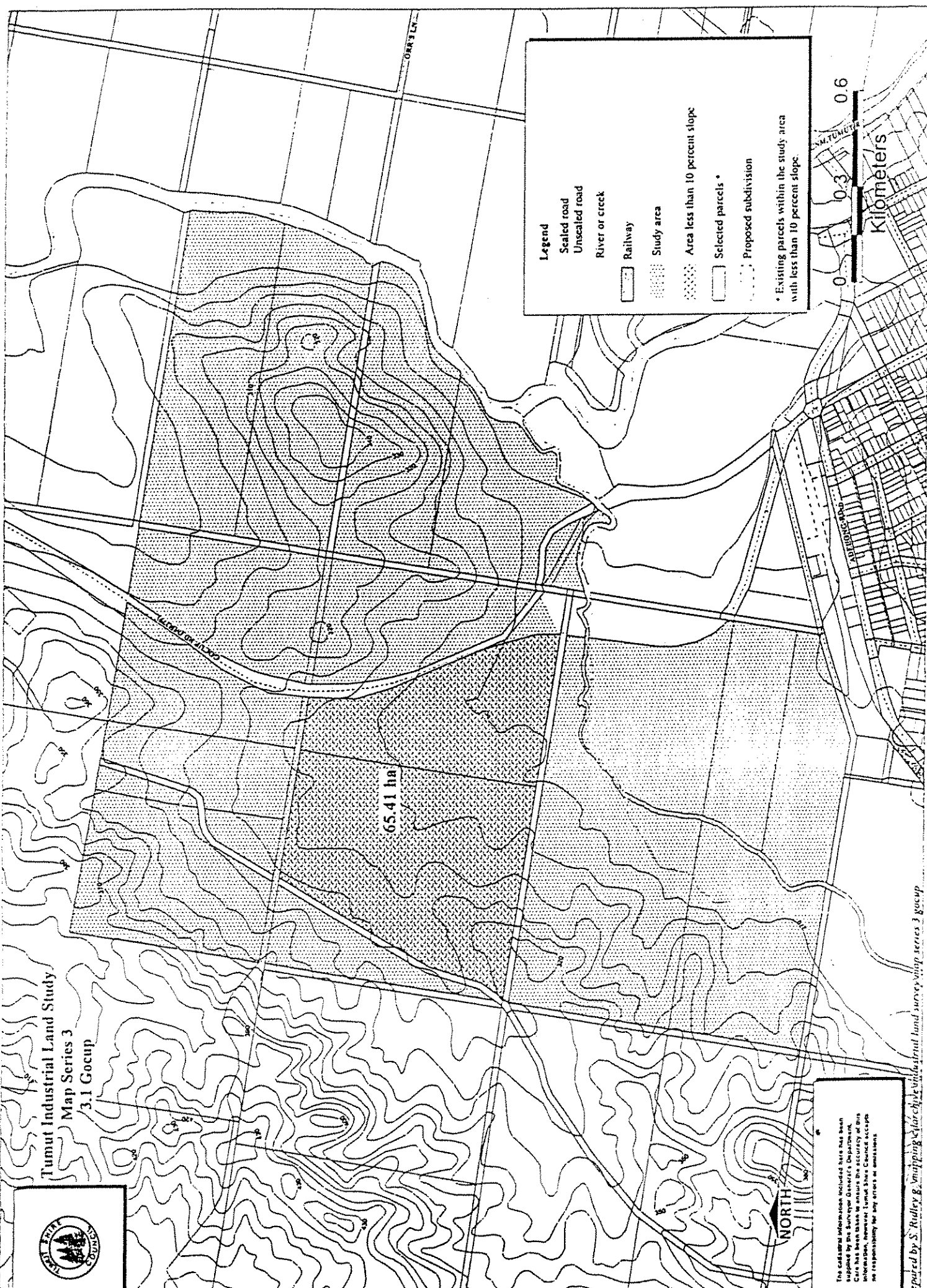


The collected information included here has been supplied by the Surveyor General's Department. Care has been taken to ensure the accuracy of this information, however, I must state Council accepts no responsibility for any errors or omissions.

measured by S. Ridley R. Whipple & Church's Industrial Land Survey map series 2 map 7

Map Series 3

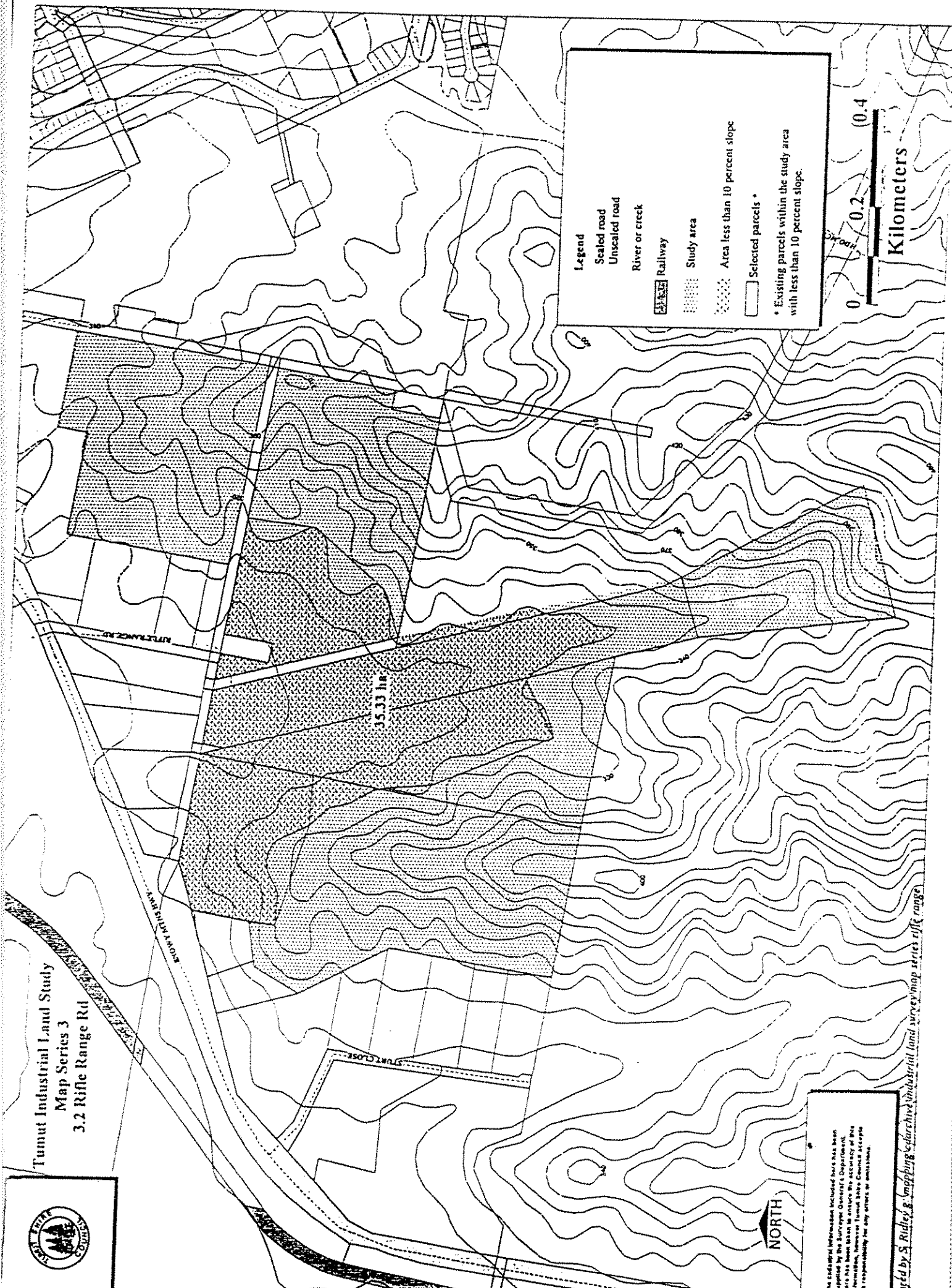
Tumut Industrial Land Study
Map Series 3
3.1 Gocup



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 State of New South Wales, and is not to be used
 for any other purpose without the written
 permission of the Surveyor General. The
 Surveyor General's Department is not
 responsible for any errors or omissions.



Tumut Industrial Land Study
Map Series 3
3.2 Rifle Range Rd



Legend

- Sealed road
- Unsealed road
- River or creek
- Railway
- Study area
- Area less than 10 percent slope
- Selected parcels *

* Existing parcels within the study area with less than 10 percent slope.



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Prepared by S. Ridley, g. mapping & archival land survey map series rifle range

Tumut Industrial Land Study
Map Series 3
3.3 Snowy Mtns Hwy



NORTH

Legend

- Sealed road
- Unsealed road
- River or creek
- Railway
- Study area
- Area less than 10 percent slope
- Selected parcels *

* Existing parcels within the study area with less than 10 percent slope.

0 0.4 0.8

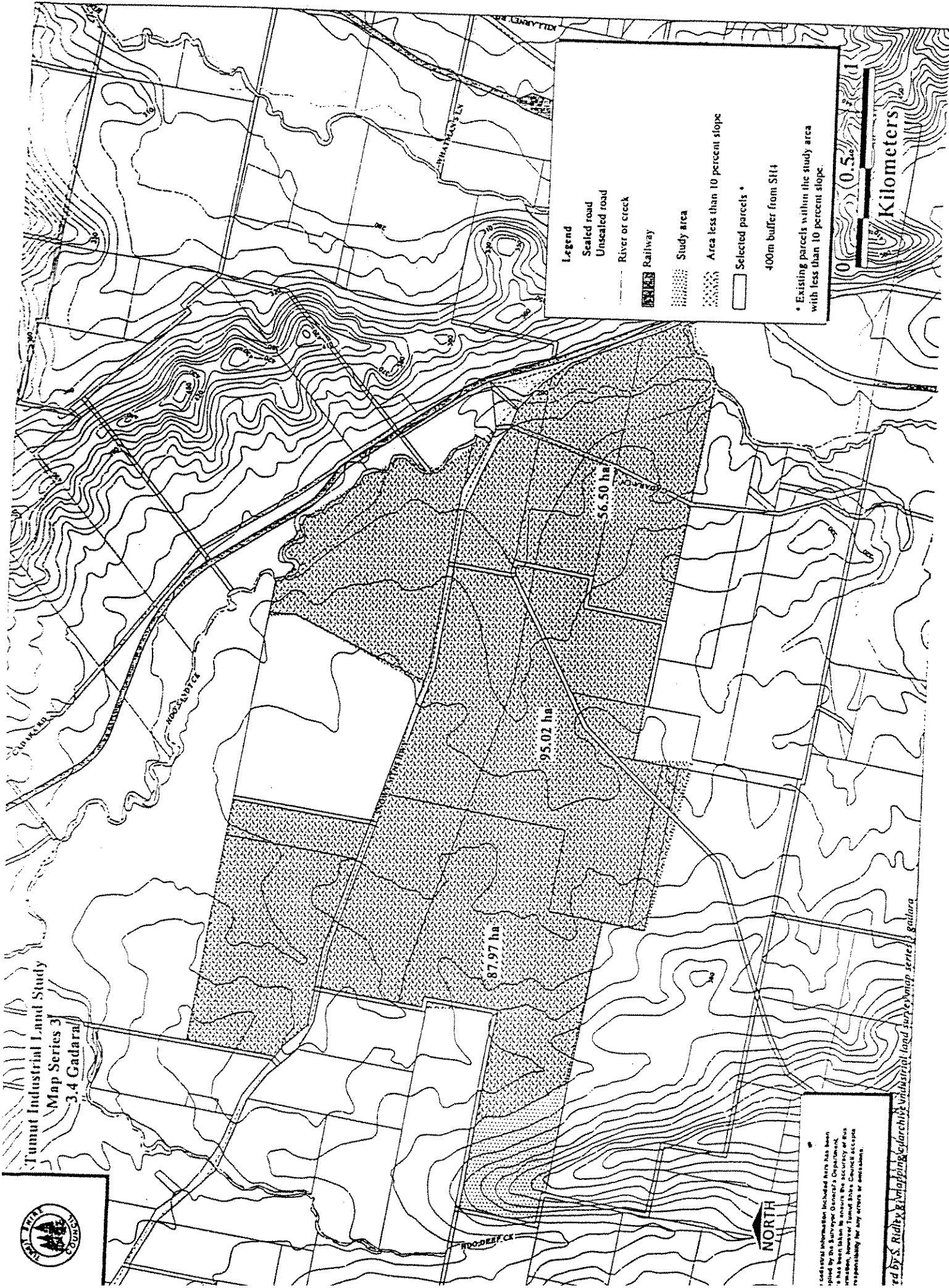
Kilometers

The cadastral information included here has been prepared by S. Kilday's Mapping & Surveying Ltd. It is not to be used for any other purpose without the written consent of S. Kilday's Mapping & Surveying Ltd. The accuracy of this information, however, is not guaranteed and the company accepts no responsibility for any errors or omissions.

prepared by S. Kilday's Mapping & Surveying Ltd. for the Snowy Mountains Highway Authority



Tumut Industrial Land Study
Map Series 3
3.4 Gadarah



Legend

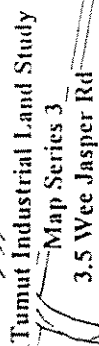
- Sealed road
- Unsealed road
- River or creek
- Railway
- Study area
- Area less than 10 percent slope
- Selected parcels *
- 400m buffer from SH4

* Existing parcels within the study area with less than 10 percent slope.

0 0.5 1
Kilometers

Additional information included here has been provided by the Surveyor General's Department, Western Australia, to ensure the accuracy of this information. The Surveyor General's Department accepts responsibility for any errors or omissions.

Prepared by S. Ridgely & Mapping & Land Use Planning, Tumut Industrial Land Study, Map Series 3.4 Gadarah



Map Series 4

Tumut Industrial Land Study
November 2000
Map Series 4
Map 4.1



The cadastral information included here has been supplied by the Surveyor General's Department. Care has been taken to ensure the accuracy of this information, however Tumut Shire Council accepts no responsibility for any errors or omissions.

Prepared by S. Ridgway, November 2000. Tumut Industrial Land Study, Map Series 4, Map 4.1

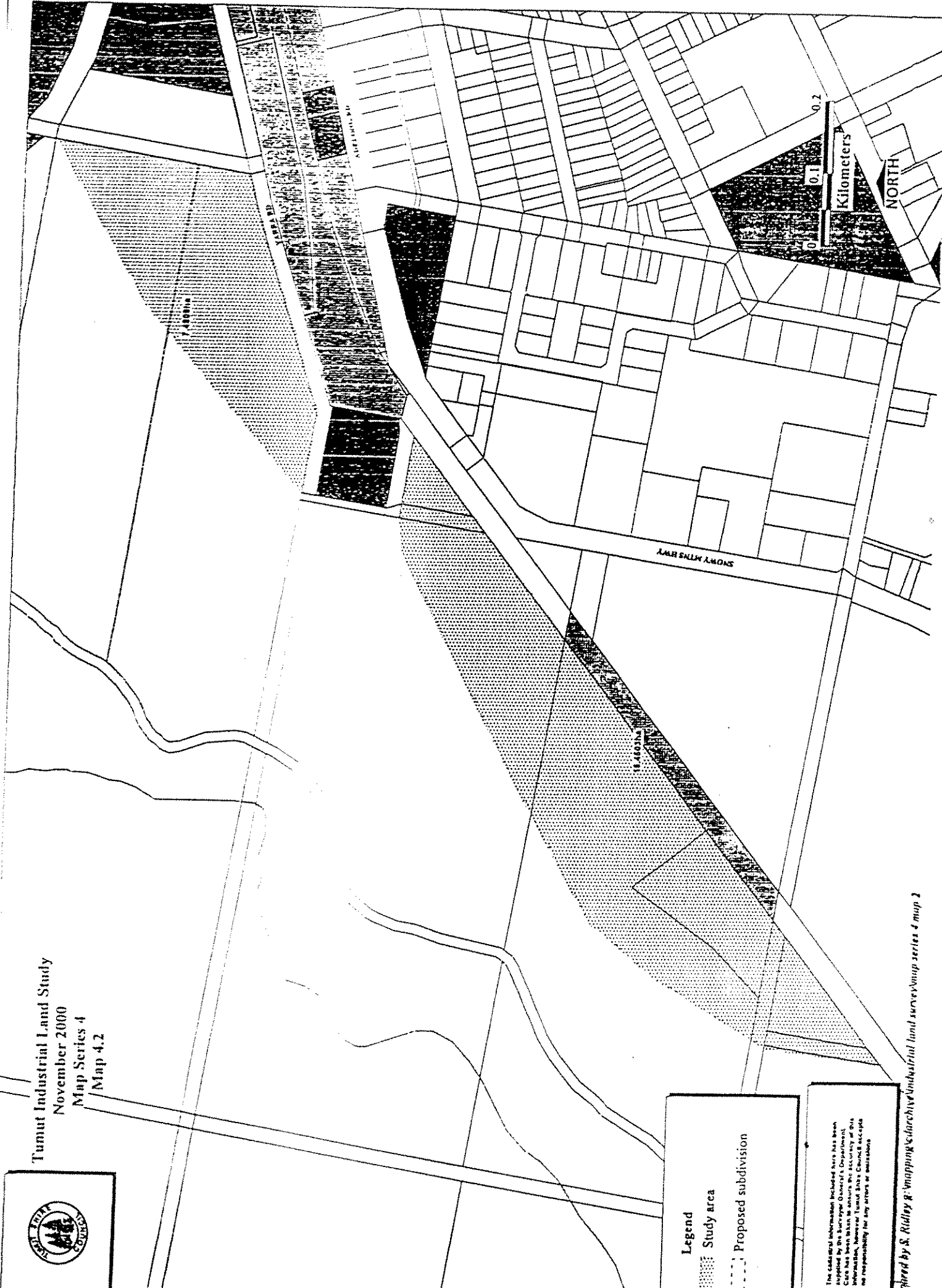
Kilometers

NORTH

0 0.1 0.2



Tumut Industrial Land Study
November 2000
Map Series 4
Map 4.2



Legend

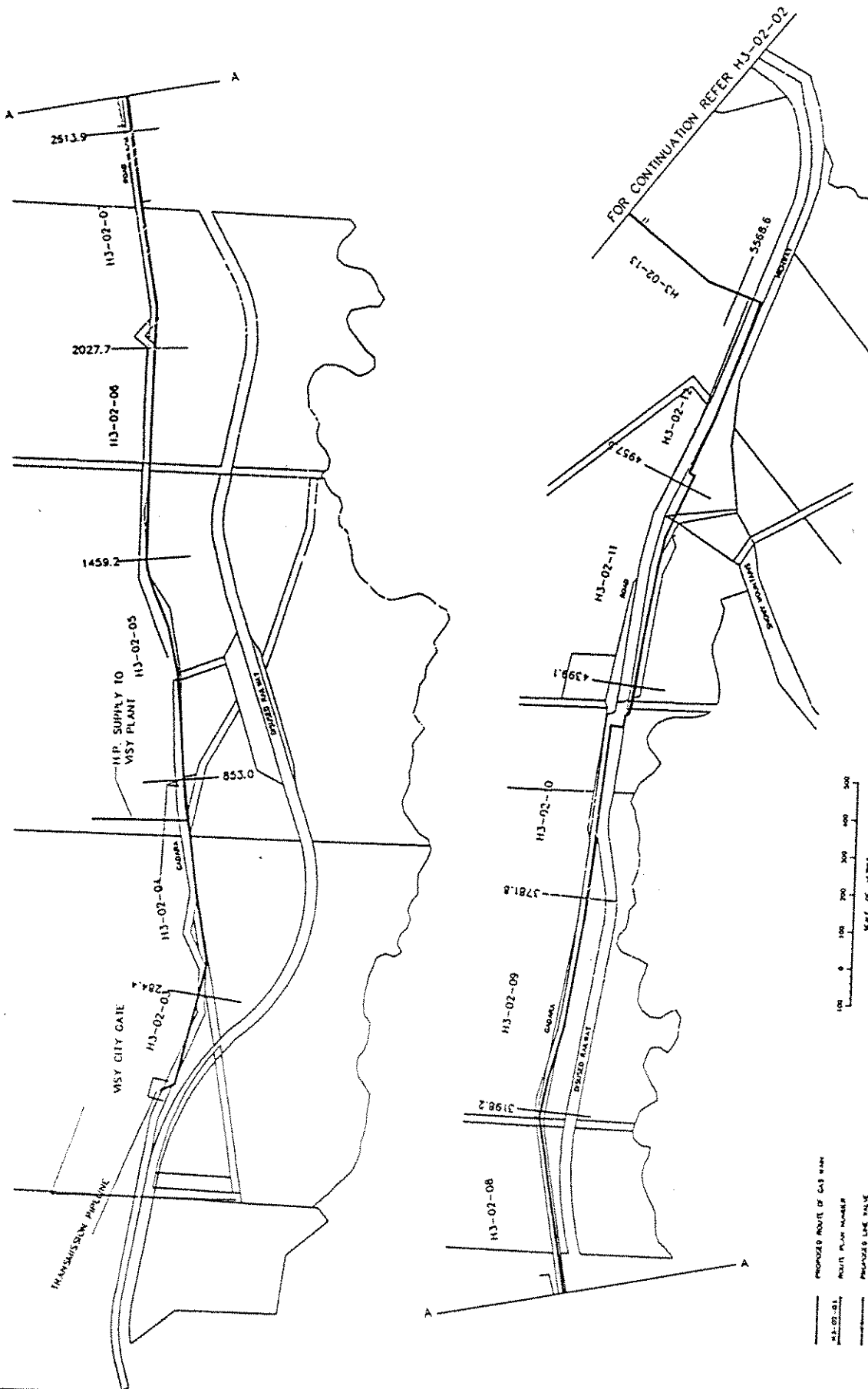
Study area

Proposed subdivision

The cadastral information included here has been supplied by the Surveyor General's Department. Care has been taken to ensure the accuracy of this information, however Tumut Shire Council accepts no responsibility for any errors or omissions.

Map Series 5

MAP 1



PROPOSED ROUTE OF GAS MAIN
 H3-02-01
 ROUTE PLAN NUMBER
 PROPOSED LINE TYPE

SCALE OF FEET
 0 100 200 300 400 500

DRAWING FILE NUMBER H3-9932-101

NOTED BY: TUMUT
 DATE: 11/11/11
 SCALE: AS SHOWN
 DATE: 11/11/11
 DRAWN BY: TUMUT
 CHECKED BY: TUMUT

MAINS
 200 PE HP SUPPLY MAIN
 TUMUT CITY GATE TO TUMUT CITY PLAN

TUMUT
 H3-02-01 A

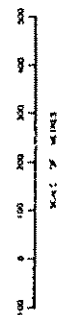


FIELD NO. 11/11/11

NO.	DATE	BY	REVISION
1	11/11/11	TUMUT	ISSUED FOR CONSTRUCTION

MAP 2

FOR CONTINUATION REFER H3-02-01

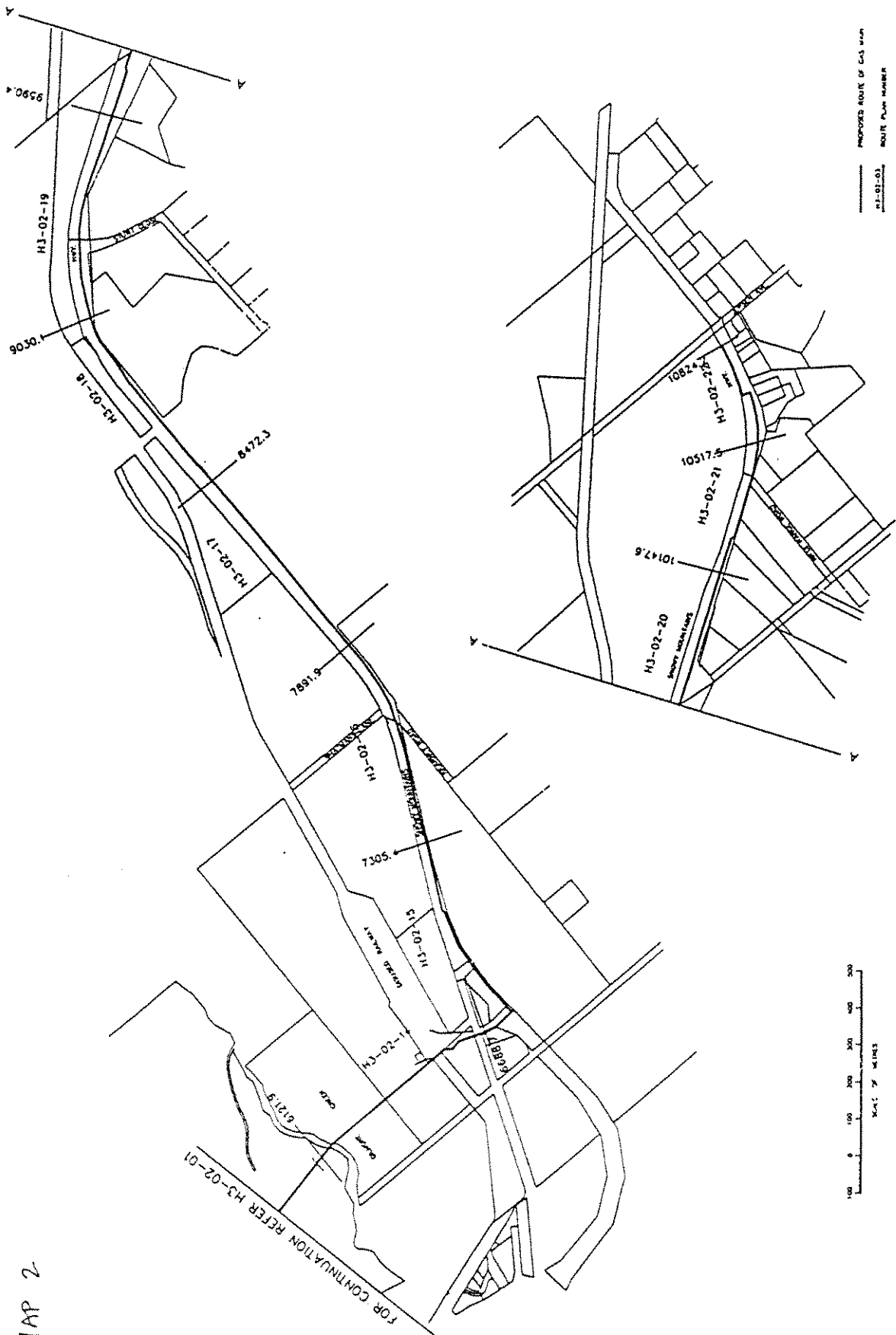


PROPOSED ROUTE OF GAS MAIN
H3-02-01
ROUTE PLAN NUMBER
PROPOSED LINE VALVE

DRAWING FILE NUMBER H3-5932-103

MAINS
TUMUT
200 PE HP SUPPLY MAIN
TUMUT CITY GATE TO TUMKEY PLAN
H3-02-02 A

DATE: 10/1/01
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]



Appendix 2 - Consultations

Consultations were held with the following groupings in the community, by direct survey and interview.

-
1. Business/Industry
 - Tumut Building Supplies
 - Ryams Transport
 - Groves Transport
 - Doug Martin Developments
 - Weyerhaeuser
 - Cowlings
 - Bellet Bulk Bins
 - Fisher Stewart Surveyors and Planners (Shepparton, Vic) for N Boyle
 - Real Estate Firms of Wysmans Town and Country, Tumut Real Estate, Milton Archer (Tumut and Adelong), and Mike Kingwill (Gundagai)
 - Visy Industries - Mike Warr and Austin Davy
 - AT Cocks & Partners for State Rail
 - Rail Estate, Sydney

Consultations with these companies (with the exception of Real Estate Firms, Visy Industries and Rail Estate) focused on 2 key questions

1. "Does your industry/company have sufficient land for your current and anticipated production/growth?" That is, is it sufficient for your (or your clients') current and anticipated needs (over the next 10 years)?
2. "If your company needed to move for whatever reason, where would you prefer to locate (out of the 4 areas identified in the Synectics report or any other preferred location you could identify)?"

2. **Government**

- Various Councillors, Tumut Shire Council
- Various technical staff, Tumut Shire Council
- Oberon Shire Council Planning Staff
- Former Tumut Shire Council Economic Development Officer
- Great Southern Energy - Gas Supply Department

Consultations with these groups focused on servicing issues, land demand, and general issues of community concern or interest (from individuals, industry, the retail or agricultural sectors)

3. **Community/non-government organisations**

- Aboriginal Lands Council
- Snowy Mountains Aboriginal Elders representative
- Rifle Range Committee members
- Gilmore Valley Progress Association

Consultations with these groups focused on the likely impacts of development of any of the options, from the perspective of the community group represented.

4. **General Community**

- Various community individuals who made direct approach to the consultant

Consultations with these individuals involved hearing the issues of the individual concerned.

Appendix 3 - Source Documents

1. Tumut Shire - Industrial Land Study - Issues and Options Paper. Synectics Canberra, 1998
2. Recommendations Report for the Industrial Land Study undertaken for Tumut Shire Council. Synectics Canberra, 1998
3. Tumut Shire Rural Local Environmental Study and Urban Strategy, October 1988
4. Tumut Local Environmental Plan, 1990 (Gazetted 7 December 1990)
5. CSR Softwoods Sawmill Expansion Proposal, Tumut NSW, Environmental Impact Statement, Independent Forestry Services Pty Ltd, November 1993
6. Proposed Land Subdivision, Tumut Rail Yard. A.T. Cocks Consulting, January 2000
7. Proposed Kraft Pulp and Paper Mill at Tumut NSW. Environmental Impact Statement. Nolan-Itu Pty Ltd, February 1998
8. Environmentally Sensitive Areas from which Exempt and Complying Development is Excluded Mapping Project, Tumut Shire Council, April 2000
9. EPA Act 1979, as amended
10. www.visy.com.au

Appendix 4 – Purpose, process and membership of the Tumut Shire Industrial Land Working Party

The purpose of the working party was to give ongoing guidance to the consultant for ensuring a report is produced to give Tumut Shire Council the ability to make clear choice about the future direction of the industrial land development for the foreseeable future. The working party was not a formal committee of TSC, but was formed to ensure relevant issues were brought to the attention of the consultant.

The process the working party followed was to meet as required, provide information to the consultant, review progress of the planning assessment process and to bring closure to the meetings.

The Working Party advisors included

Cr Ben Dumbrell, Tumut Shire Councillor
Cr Audrey McKenzie, Tumut Shire Councillor
Cr Hugh Packard, Tumut Shire Councillor
Chris Adams, Tumut Shire General Manager
Paul Mullins, Tumut Shire Director of Environment and Planning
John Maxwell, Tumut Shire Director of Assets
Jim Mumford, Tumut Shire Town Planner
Peter Baker, Tumut Shire Economic Development Officer/Executive Officer
for Tumut Region Developing Naturally Inc.
Kerrie Groves, Tumut Shire Planning Assistant
Ken Fletcher, Tumut Shire Senior Health and Building Surveyor

Appendix 5 - Draft Industrial Policy

Industrial Policy - Tumut Shire Council

Title

Where we want to go with Industry and Industrial Growth 2000 - 2010

Author

Tumut Shire Council

Date of Commencement

.....2000

Background

Tumut Shire has a wide variety of land uses within its boundary. The Shire comprises extensive rural lands utilised for agricultural development including

- intensive agriculture (stone fruits, nuts)
- broad-acre farming (grazing, meat and milk production)
- timber growing and production

In addition there are 3 key urban settlements, Tumut, Adelong and Batlow. These urban settlements and parts of the rural areas provide for land development in the areas of

- tourism
- residential
- industrial and
- commercial/retail

For many years retail and industrial growth has been slow to moderate. More recently, the development of the Visy Paper Mill at Gadara in the Gilmore Valley has highlighted the most significant increase in demand for land for all purposes. Not the least of these demands is the need for additional industrial land.

Council has developed this policy, in consultation with residents and land-owners of the shire, to ensure ordered and appropriate development of land for industrial purposes. In part the policy restates the direction for growth in Tumut as detailed in the 1988 Tumut Shire Rural Local Environmental Study and Urban Strategy.

Policy Statement

Council wants to provide the mechanisms for development of industrial land that enables a satisfactory mix of cost effectiveness, environmental appropriateness, and an end product that is visually acceptable.

This policy has at its core the following:

Industrial land development must strive to achieve the following goals:

Economic Development

- provide for regional location of industry
- provide for both large and support industries
- provide for clustering of industry in close proximity to each other

Existing Areas

- consolidate existing areas of industrial land to make the best use of infrastructure
- enable the redevelopment of existing industrial land in the event that some existing industries will relocate to new areas (to be established)

Visual Amenity

- preserve visual landscape and amenity and tourism (not detract from the rich visual qualities of the area which enable the tourism to sector to continue to grow)
- Avoid, as far as possible, "ribbon development" on approaches to towns, especially Tumut

Rural

- Extensive industries (eg transport depots) should be encouraged in rural areas

Location

- Additional industrial land to that presently (in 2000) available in the Gilmore Valley should be provided to support the significant support needs for the Visy processing plant

Infrastructure

- New industrial land must have adequate infrastructure to ensure environmental qualities are not jeopardised

Priorities for land development

- Council aims for new industry to locate in close proximity to existing industrial development for the economic and industry development benefits of co-location, servicing, traffic management, and aesthetic values.

Specific locations

- New industrial development is to be located adjacent to existing industrial land in the Gilmore Valley - specifically in the higher land adjacent to the Historic Cemetery, while future or long term land to be considered and reserved for industrial development is to be in the area to the east of the "Gilmore Mill" off Killarney Rd (near Whatman's Lane).

Appendix 6

Discretionary uses in various zones

The following table details the "Industrial Type" uses/developments that may be considered (with development consent) by Tumut Shire Council in various zones

Activity by definition	Zone 1(a) Rural	Zone 1(b) - Rural Special Agriculture	Zone 1(c) Rural Small Holdings	Zone 2(v) Residential Village or Township
Road Transport Depot or Terminal	✓	X	X	✓
Industries	✓	X *	X **	✓
Junk Yards	✓	X	X	✓
Liquid Fuel Depots	✓	X	X	✓
Car Repair Stations	X	X	X	✓
Motor Showrooms	X	X	X	✓
Service Stations	X	X	X	✓
Commercial Premises	X	X	X	✓
Transport Terminals	✓	X	X	✓
Sawmills	✓	✓	X	✓
Mines	✓	✓	X	X
Intensive Livestock Keeping Establishments	✓	✓	✓	X
Extractive, offensive or hazardous industries	✓	✓	✓	X

In addition, "Advertising Structures" are prohibited in the 1(a) and 1(c) zones.

Notes

* Other than Rural Industries and Rural Home Industries

** Other than Rural Home Industries

Appendix 7

Indicative costs for
water and sewer service
extension

Project Resources by Item

Project 2, Industrial land study - Indicative servicing costs,
Tumut Shire Council.

Project Date: 7 NOV 00
Estimator: rdm
Estimated Total: \$2,286,500

Section: 1, Area 1 Land at Gocup Rd

Item Code: 3, Item: Water supply Extend 150 mm main from town supply 1500.00 m

Description	Quantity	Rate	Unit	Cost
Supply & lay 150 mm Water supply main	1,500.00	110.00	m	165,000
Item: Water supply Extend 150 mm main from town supply	1,500.00	110.00	m	165,000

Item Code: 4, Item: Sewerage install pump station and extend rising main to Tumut Sewer plant 800.00 m

Description	Quantity	Rate	Unit	Cost
Pump station 18 kl per day	1.00	60,000.00	Each	60,000
Sewer main 150 mm Gravity	200.00	100.00	m	20,000
Sewer rising main 100 mm	800.00	60.00	m	48,000
Item: Sewerage install pump station and extend rising ma	800.00	160.00	m	128,000

Section: 1, Estimated Total

293,000

Section: 2, Area 3 Land at Gilmore

Item Code: 4, Item: Sewerage install pump station and extend rising main to Tumut Sewer plant 6000.00 m

Description	Quantity	Rate	Unit	Cost
Pump station 18 kl per day	1.00	80,000.00	Each	80,000
Sewer rising main 100 mm	6,000.00	60.00	m	360,000
Item: Sewerage install pump station and extend rising ma	6,000.00	73.33	m	440,000

Item Code: 3, Item: Water supply Construct storage and supply main from Gilmore main 400.00 m

Description	Quantity	Rate	Unit	Cost
Supply & lay 150 mm Water supply main	400.00	110.00	m	44,000
Storage reservoir 2 ML capacity	1.00	150,000.00	Each	150,000
Connection to Tumut telemetry	1.00	5,000.00	Each	5,000
Booster pump station	1.00	50,000.00	Each	50,000
Item: Water supply Construct storage and supply main fro	400.00	622.50	m	249,000

Section: 2, Estimated Total

689,000

Section: 3, Area 4 land at Gadara

Item Code: 4, Item: Install package treatment plant 1.00 m

Description	Quantity	Rate	Unit	Cost
Sewer main 150 mm Gravity	100.00	100.00	m	10,000
Package treatment plant (25ET)	1.00	300,000.00	Each	300,000
Item: Install package treatment plant	1.00	310,000.00	m	310,000

Project Resources by Item

Project 2, Industrial land study - Indicative servicing costs,
Tumut Shire Council.

Project Date: 7 NOV 00
Estimator: rdm
Estimated Total: \$2,286,500

Item Code: 3, Item: Water supply Construct storage and supply main from Gilmore main 3700.00 m

Description	Quantity	Rate	Unit	Cost
Supply & lay 150 mm Water supply main	3,700.00	110.00	m	407,000
Storage reservoir 2 ML capacity	1.00	150,000.00	Each	150,000
Connection to Tumut teletery	1.00	5,000.00	Each	5,000
Boaster pump station	1.00	50,000.00	Each	50,000

Item: Water supply Construct storage and supply main fro	3,700.00	165.41	m	612,000
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Section: 3, Estimated Total				922,000
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Section: 4, Area 5 Land at Bombowlee Av.

Item Code: 3, Item: Water supply Extend 150 mm main from town supply 1400.00 m

Description	Quantity	Rate	Unit	Cost
Supply & lay 150 mm Water supply main	1,400.00	110.00	m	154,000
Item: Water supply Extend 150 mm main from town supply	1,400.00	110.00	m	154,000

Item Code: 4, Item: Sewerage install pump station and extend rising main to Tumut 1200.00 m

Description	Quantity	Rate	Unit	Cost
Pump station 18 kl per day	1.00	60,000.00	Each	60,000
Sewer main 150 mm Gravity	200.00	100.00	m	20,000
Sewer rising main 100 mm	1,000.00	60.00	m	60,000

Item: Sewerage install pump station and extend rising ma	1,200.00	116.67	m	140,000
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Section: 4, Estimated Total				294,000
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Section: 5, Area 6 Land near Pioneer Cemetery

Item Code: 1, Item: Water Mains 150 mm dia 350.00 m

Description	Quantity	Rate	Unit	Cost
Supply & lay 150 mm water main	350.00	110.00	m	38,500
Under bore Snowy Mountains Highway	25.00	200.00	m	5,000

Item: Water Mains 150 mm dia	350.00	124.29	m	43,500
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Item Code: 2, Item: Sewer main 150 mm dia 300.00 m

Description	Quantity	Rate	Unit	Cost
Supply & lay 150 mm sewerage main	300.00	150.00	m	45,000
Item: Sewer main 150 mm dia	300.00	150.00	m	45,000

Section: 5, Estimated Total				88,500
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Appendix 8

**"Reserved Industrial
Zone" - proposed text**

(Based on a format consistent with the current Tumut Local Environmental Plan 1990)

ZONE(....) RESERVED INDUSTRIAL

1. Objectives of zone

The objectives of this zone are -

- (a) to reserve land for future industrial expansion; and
- (b) to restrict development of the land to ensure that future industrial expansion may be carried out without interference and additional community costs caused by incompatible and premature development

2. Without development consent

Agriculture (other than intensive livestock keeping establishments, animal boarding or training establishments and plant nurseries).....

3. Only with development consent

Animal boarding and training establishments; bulk stores; car repair stations; extractive, offensive or hazardous industries; industries; intensive livestock keeping establishments; junk yards; liquid fuel depots; mines; plant nurseries; road transport depot or terminal; sawmills; service stations; stock and sale yards; transport terminals; warehouses.....

4. Prohibited

Dwelling-houses; any purpose other than those included in item 2 or 3.

Additional provisions may require the servicing of sites with a predetermined minimum standard of supply of the following facilities/services

- road
- water
- sewer
- drainage
- electricity and energy
- communications

