

APRIL 2022

Rezoning Taminda Employment Lands - Rezoning Planning Proposal



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Rezoning Taminda Employment Lands Planning Proposal

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WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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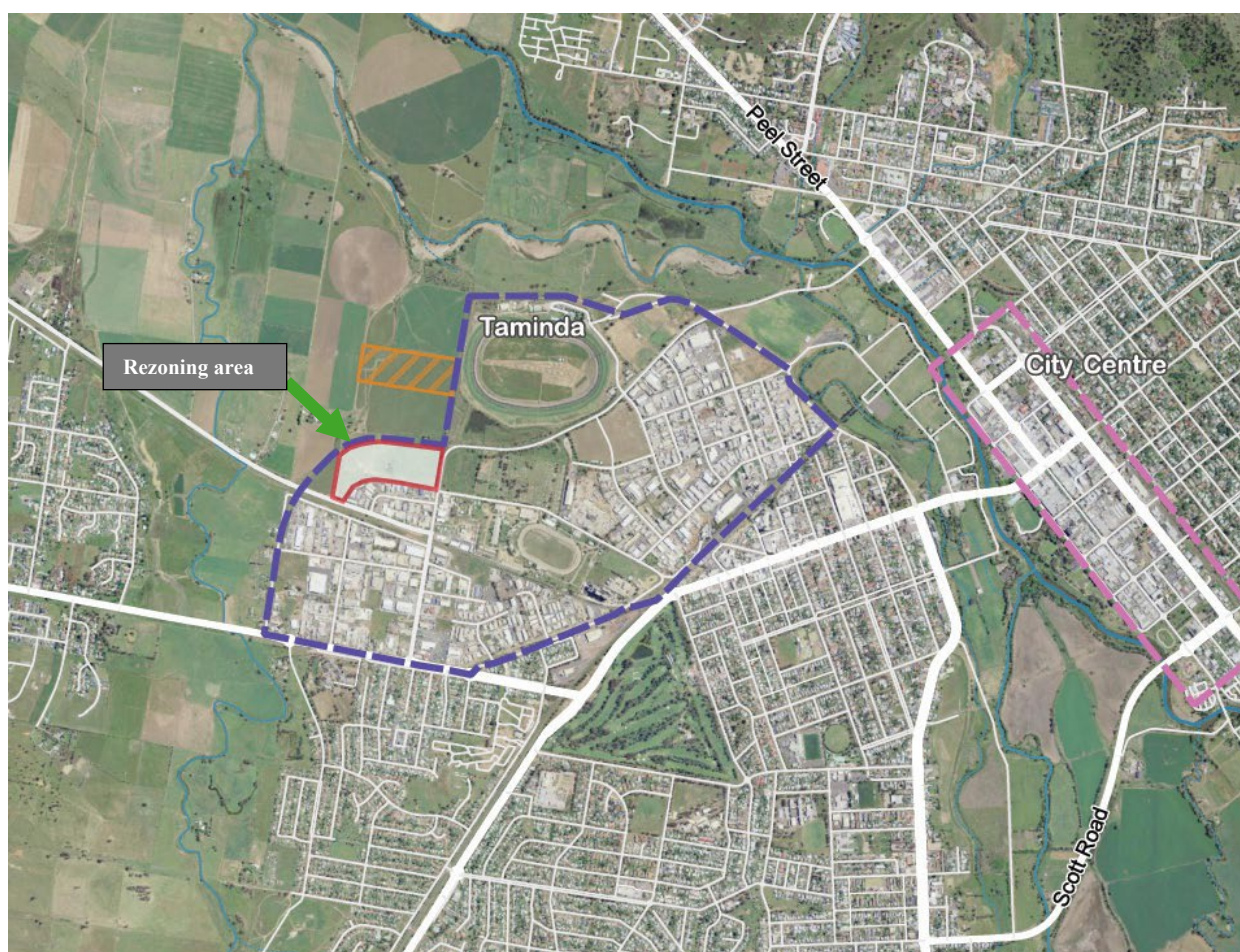
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Executive summary

1.1 Overview

This Planning Proposal has been prepared by WSP on behalf of Chan Abby Holdings Pty Ltd and is submitted to Tamworth Regional Council (Council).

The Planning Proposal seeks to amend the Tamworth Regional Local Environmental Plan 2010 (LEP) as it relates to a 9ha site at 55 Dampier Street and 21 Wallamore Road, known as part Lot 2 and Lot 3 DP 1234850 to enable an extension of development land within the Taminda industrial precinct, consistent with the Taminda Revitalisation + Economic Development Strategy. The Planning Proposal supports the proposed rezoning of part of the land currently zoned RU4 Primary Production Small Lots to part B5 Business Development and part IN1 General Industrial.



This report and supporting technical studies have been developed by a multi-disciplinary team to assess and address the strategic merit of the planning proposal. This includes a detailed investigation of the current site including agricultural lands assessment, Aboriginal and non-Aboriginal heritage, contamination as well as a detailed economic assessment. The reports demonstrate the suitability of the site for the proposed land uses and justifies the need for additional employment land to ensure that Tamworth continues to provide for employment growth in the region. Traffic assessment, sewer servicing, flood modelling, drainage and civil infrastructure assessments have also been provided to demonstrate that the proposal has merit and will enable the development of an accessible, serviced and flood free extension to the Taminda employment precinct.

A Planning Proposal was lodged with Tamworth Regional Council in March 2019 with additional information sought in June 2019. The Planning Proposal was considered and supported by Tamworth Regional Council in October 2019. The DPE provided Gateway conditions in late December 2019 outlining the matters required for the Planning Proposal to proceed.

In response, additional studies have been undertaken and the Planning Proposal has been updated to effect consistency, capture Council's feedback in June 2019, address the Gateway requirements, and include findings from various technical assessments undertaken from June 2019 to June 2020. Following these amendments, the Planning Proposal went on Public Exhibition following which no amendments were requested. The Planning Proposal was considered by Council on 10 August 2021 where Council resolved not to proceed with the amendment on the grounds of flooding and stormwater, traffic and access and servicing with sewer.

The Planning Proposal has been updated to include a revised Flood impact and riparian assessment report, updated Development Servicing Strategy and Traffic Impact Assessment.

This report is the culmination of all previous work undertaken over the last 4 years in an updated Planning Proposal document for the same 9ha project. The Planning Proposal is consistent with the version that was ultimately put on public exhibition and returned with no changes sought from the Planning Proposal by DPIE or state agencies. This Planning Proposal also addresses any potential issues identified as part of the Council report that recommended the Planning Proposal not to proceed.

1.2 Background

The Planning Proposal was lodged with Tamworth Regional Council in March 2019 with additional information sought in June 2019.

In response, the Preliminary Site investigation (Environmental) prepared by Environmental Investigation Australia (EIA) was updated to include intrusive soil sampling and testing. The results reconfirmed the site's suitability for the proposed development and that all contamination concentrations in the examined soils were found to comply with EIA considering that the potential for site contamination of significance as being low.

A services strategy assessment by Kelley Covey was prepared and outlined a range of potential servicing strategies for the proposed development.

The Planning Proposal was supported by Tamworth Council, subject to conditions in October 2019 and forwarded to the Department of Planning, Infrastructure and Environment.

Gateway Determination was received in late December 2019 outlining the following matters required for the Planning Proposal to proceed:

- a. clarify that the planning proposal only applies to part of Lots 2 and 3 DP 1234850 south of the proposed bypass road and not the associated approved solar farm lot;
- b. incorporate the matters discussed in the addendum report and the outcomes of a revised traffic impact statement and sewer servicing strategy; and
- c. update mapping, including existing and proposed planning control maps; that accurately identifies the land to which the proposal applies

In response to the Gateway determination, an updated Planning Proposal has been compiled (this report) to effect consistency, capture Council's feedback in June 2019 and include findings from various technical assessments and further Council feedback undertaken from June 2019 to June 2020.

1.3 The Proposal

Developing a green, sustainable employment and urban services site that provides for an industrial and business submarket that complements the Taminda Area and differentiates itself to other recently zoned industrial lands.

The Planning Proposal will enable the southern part of the site to be developed as a green, sustainable and contemporary industrial and business precinct that complements the Taminda light industrial area.

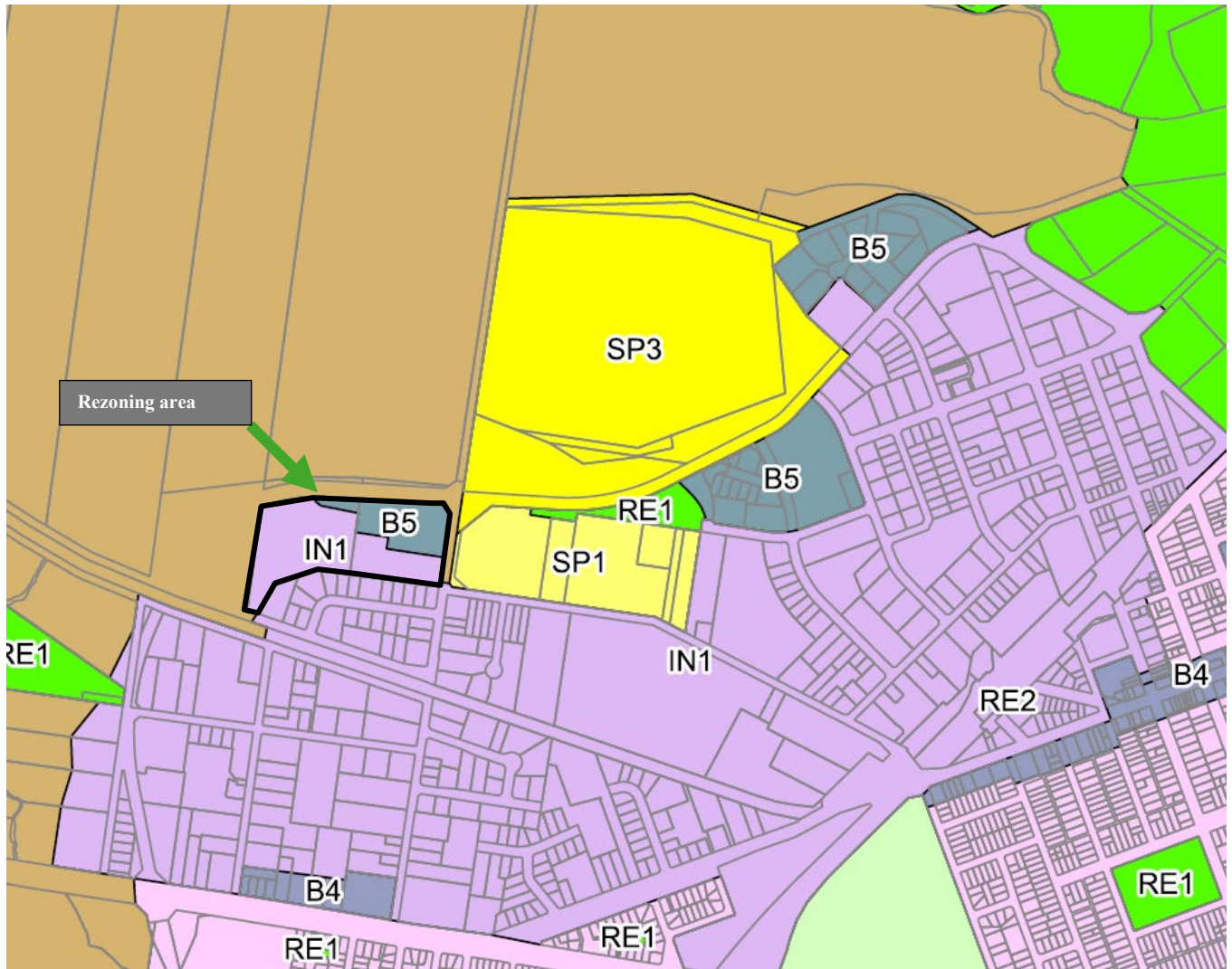
This proposal will provide for a mix of employment uses and associated lot sizing that will cater for a growing dynamic market in the Taminda precinct and reactivate the precinct from an urban planning and design perspective and foster the addition of employment opportunities at a landmark, gateway site.

Its integration and adjacent location to a 9MW solar farm (now approved DA2019-0304, determined by Northern Regional Planning Panel 2019NTH008) will add to the uniqueness of the development by providing renewable and sustainable energy generation to supply the site.

The key design principles for the concept for the site include:

- A range of industrial and business development land parcels to assist in encouraging investment to Taminda and Tamworth
- Provide more business/commercial focussed uses at the frontage and eastern end of the site along the future by-pass road, with lighter industrial uses south of the bypass road towards existing industrial land
- Creation of green pockets to provide a place for workers and visitors to enjoy
- Greening the precinct to transition to the adjacent rural lands boundary
- Provide a flood engineered solution at the proposed site to address flood impact mitigation affecting this location
- Recognise the proposed by-pass road across the northern part of the site to promote improved access and movement via the Taminda employment area and through Tamworth

- Access to the site from Dampier Street with a roundabout treatment and secondary access at Wallamore Road



Source: Rothelowman 2020

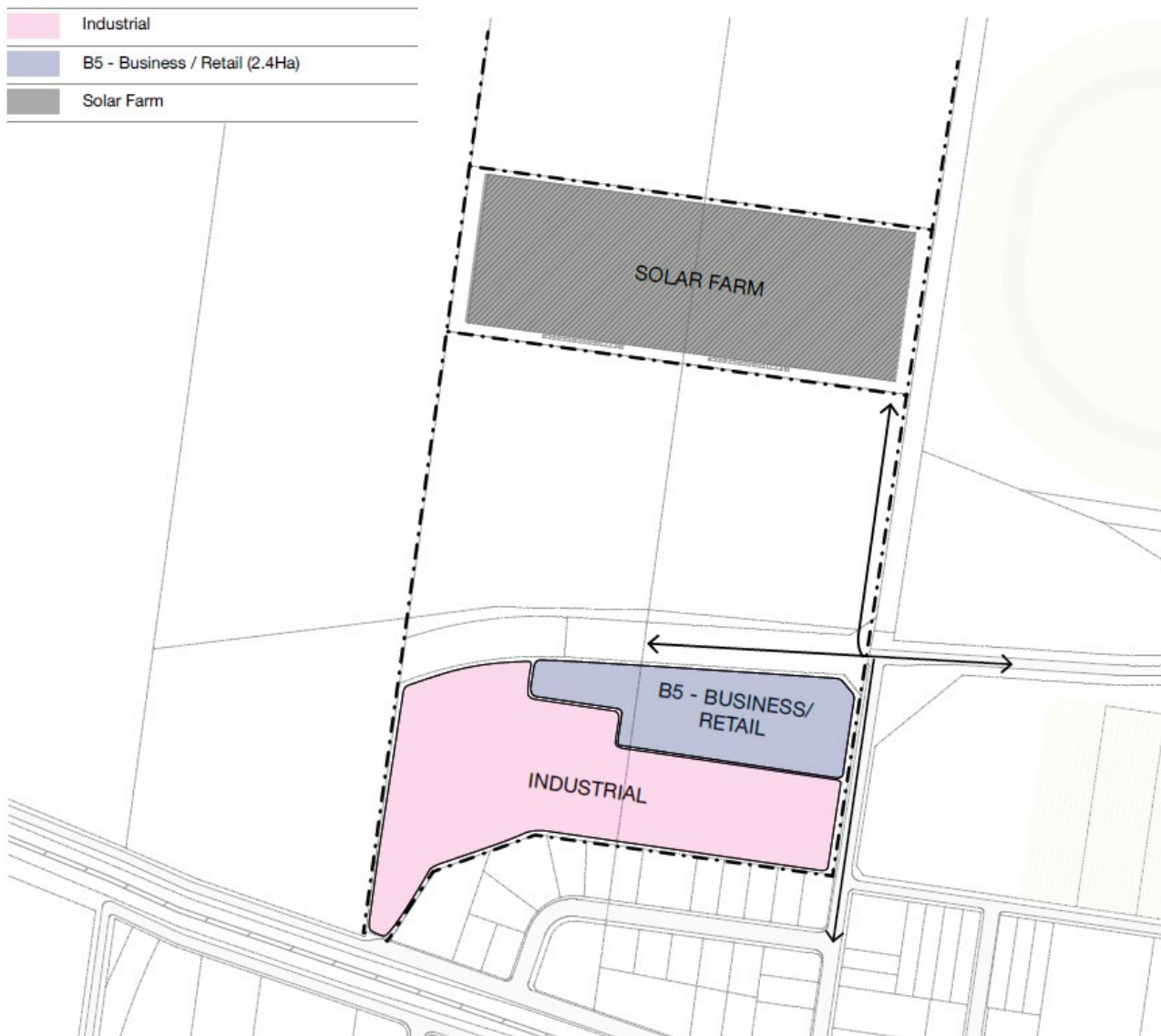
1.3.1 Proposed rezoning

The ultimate concept layout detail is to be finalised in later development stages but is intended to enable the efficient servicing of the employment and industrial land. Until the by-pass road is constructed, access to the site can be achieved with a provision of a roundabout at Dampier Street and a secondary access from Wallamore Road. The proposed development has been considered and assessed with SIDRA modelling, where it has been demonstrated that the proposed development has negligible impacts on the road network.

The solar farm is intended to facilitate energy generation that is adjacent to and integrated into the industrial and employment precinct. The indicative concept plans of the proposed development post bypass completion are below.

Legend

	Industrial
	B5 - Business / Retail (2.4Ha)
	Solar Farm



Source: Rothelowman 2020

In summary, development of the site for employment uses is supported:

- The site falls within the Taminda Precinct of the Taminda Revitalisation area and more recently inclusion into the Tamworth Regional Blueprint 100/Local Strategic Planning Statement and thus has a strategic framework to guide the land rezoning change to permit industrial
- Tamworth also enjoys rates of low unemployment, high self-sufficiency and high job self-containment. These economic factors, combined with 4,700 new working age residents forecast to reside in the LGA over the next 25 years, demonstrates the need to provide increased employment opportunities and the need to plan for appropriate zoned land to accommodate them
- Tamworth is in a strategic position being a regional employment hub and service provider for the region.
- Over the coming years there would likely be an increased demand for additional industrial land to be provided in close proximity to the town centre and transportation nodes. This will be required to both support and service Tamworth's growing population and its strategic position.
- The LGA provides just over 584 hectares of land zoned for industrial purposes (heavy industrial, general industrial and business park zonings) with 220 hectares or 38% being vacant, according to the HillPDA 2018 report. The majority of this vacant land is located outside the town, near the airport and on land that would need to be serviced.

- Forty-six per cent (46%) of the employment area (267 hectares) is zoned IN1 General Industrial. The largest and most developed of these precincts is Taminda. Only 7 hectares or 3% of the precinct is currently vacant and only a further 0.2 hectares of such zoned land across the LGA is currently vacant.
- The Taminda estate is uniquely positioned to provide land for the expansion of urban services that support the growing township. It is superior to any alternative areas given the area is generally free of land use conflicts, is adequately serviced, enjoys agglomeration with existing businesses and has proximity to labour, capital and consumer markets. Our market research has shown that typical buyers show a strong preference for these attributes and that Taminda is preferred to alternative locations.

The subject site is currently the most appropriate location to meet the short-term demand for IN1 zoned land in the Township given:

- The uncertainty in timeframes surrounding the proposed expansion areas
- Proximity to the township and existing infrastructure
- Its high market appeal
- The fact that the subject site was previously recommended for rezoning for bulky goods or general industrial purposes in Council's Taminda Revitalisation + Economic Development Strategy 2008 and again in the Tamworth Regional Blueprint 100
- The advantage of the B5 zone is the flexibility to allow more traditional industrial services for communities should commercial and support services fail to be delivered due to lack of market interest.

2 Project Overview

2.1 Introduction

This Planning Proposal has been prepared by WSP on behalf of Chan Abby Holdings Pty Ltd and is submitted to Tamworth Regional Council (Council).

The Planning Proposal seeks to amend the Tamworth Regional Local Environmental Plan 2010 (LEP) as it relates to a 9ha site at 55 Dampier Street and 21 Wallamore Road known as part Lot 2 and Lot 3 DP 1234850 and excludes the bypass road reserve owned by Council.

The Planning Proposal is necessary to enable the expansion of the current industrial area consistent with the Strategies assessed in Sections 7.3 and 7.4. The proposed amendment to the LEP will provide for the development of the land for employment generating development protected from flooding by improvements to the site drainage. The proposed amendments will meet both the NSW Government and Council's broad strategic objectives to support the growth of Tamworth while ensuring that potential environmental impacts, including flooding, are minimised.

The Planning Proposal is consistent with the requirements of Part 3 of the Environmental Planning and Assessment (EP&A) Act and prepared in accordance with Department of Planning and Environment's (DPE) *A guide to preparing Planning Proposals*, and *A guide to preparing local environmental plans* (2016) and more recently DPE's *Local Environmental Plan Making Guideline* (2021).

This report and the supporting technical studies have been developed by a multi-disciplinary team to assess and address the strategic merit and site-specific suitability of the proposal. This Planning Proposal is to be read in conjunction with the supporting documents listed in **Table 1**.

Table 1 Supporting Documentation

Document	Prepared by	Date
Agricultural land study	Melaleuca Group	Mar-19
Architect Masterplan package	Rothelowman	Mar-19
Architect Drawing Package	Rothelowman	Mar-19
Biodiversity constraints assessment	Travers	Mar-19
Cultural Heritage	Kayandel	Mar-19
Economic Impacts and Demand	HillPDA	Dec-18
European Heritage	Kayandel	Mar-19
Flood impact and riparian assessment report	Tooker and Associates	Mar-22
Preliminary Site investigation (Environmental)	Environmental Investigation Australia	Dec-21
Development Servicing Strategy update	Kelley Covey	Jan-22
Traffic Impact Assessment	Traffix	Jan-22
Gateway Determination and letter for earlier Planning Proposal	Department of Planning, Infrastructure and Environment	Dec-19

The supporting documentation can be found in the Appendix.

Note: The HillPDA Economic Impacts and Demand Report has assessed outcomes and impacts over a larger development area than the proposed rezoning area (from 30 hectares to 9 hectares). The detailed findings and assessment, however, are still relevant to the site and proposal. The benefits and the economic outcomes would be expected to scale accordingly for a commensurately smaller rezoning area.

A Planning Proposal was lodged with Tamworth Regional Council in March 2019 with additional information sought in June 2019. The Planning Proposal was considered and supported by Tamworth Regional Council in October 2019. The DPE provided Gateway conditions in late December 2019 outlining the matters required for the Planning Proposal to proceed.

In response, additional studies have been undertaken and the Planning Proposal has been updated to effect consistency, capture Council's feedback in June 2019, address the Gateway requirements, and include findings from various technical assessments undertaken from June 2019 to June 2020. Following these amendments, the Planning Proposal went on Public Exhibition following which no amendments were requested. The Planning Proposal was considered by Council on 10 August 2021 where Council resolved not to proceed with the amendment on the grounds of flooding and stormwater, traffic and access and servicing with sewer.

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3 The Site

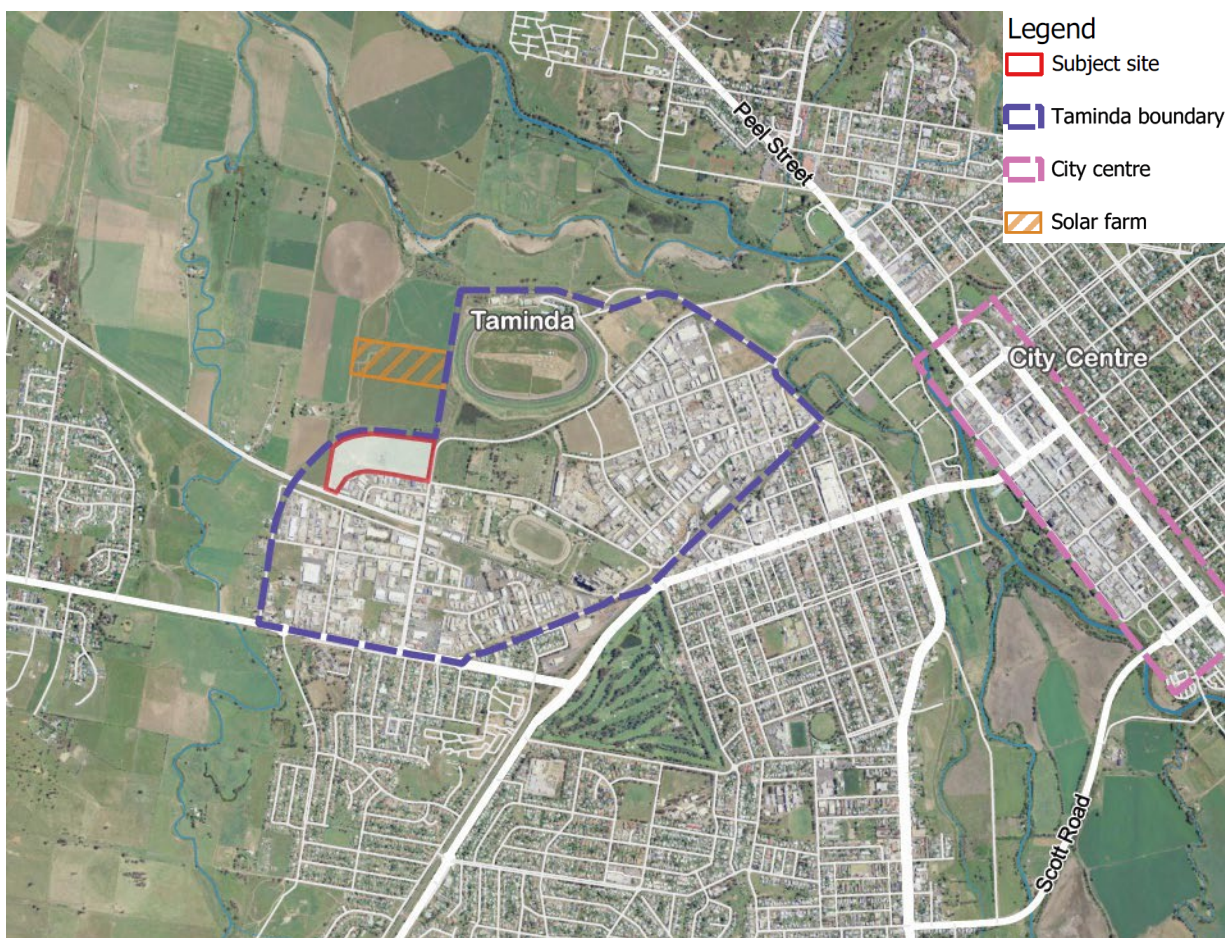
3.1.1 Site Location and Context

The Planning Proposal relates to land known as 55 Dampier Street and 21 Wallamore Road (part Lot 2 and Lot 3 DP 1234850) and excludes the proposed bypass road (Council owned). It is located in the Taminda industrial area approximately 7 minutes' drive west of the Tamworth city centre. The Taminda precinct supports a mix of industrial and commercial land uses. The site is shown in **Figure 3.1** and has been identified for development being approximately 9ha extending from the existing Taminda industrial area northward and terminating at the proposed bypass road reserve south boundary. The area proposed to be rezoned is shown in **Figure 3.2**.

The site is accessed by entry points along Wallamore Road and Dampier Street. The greater site area is bounded to the:

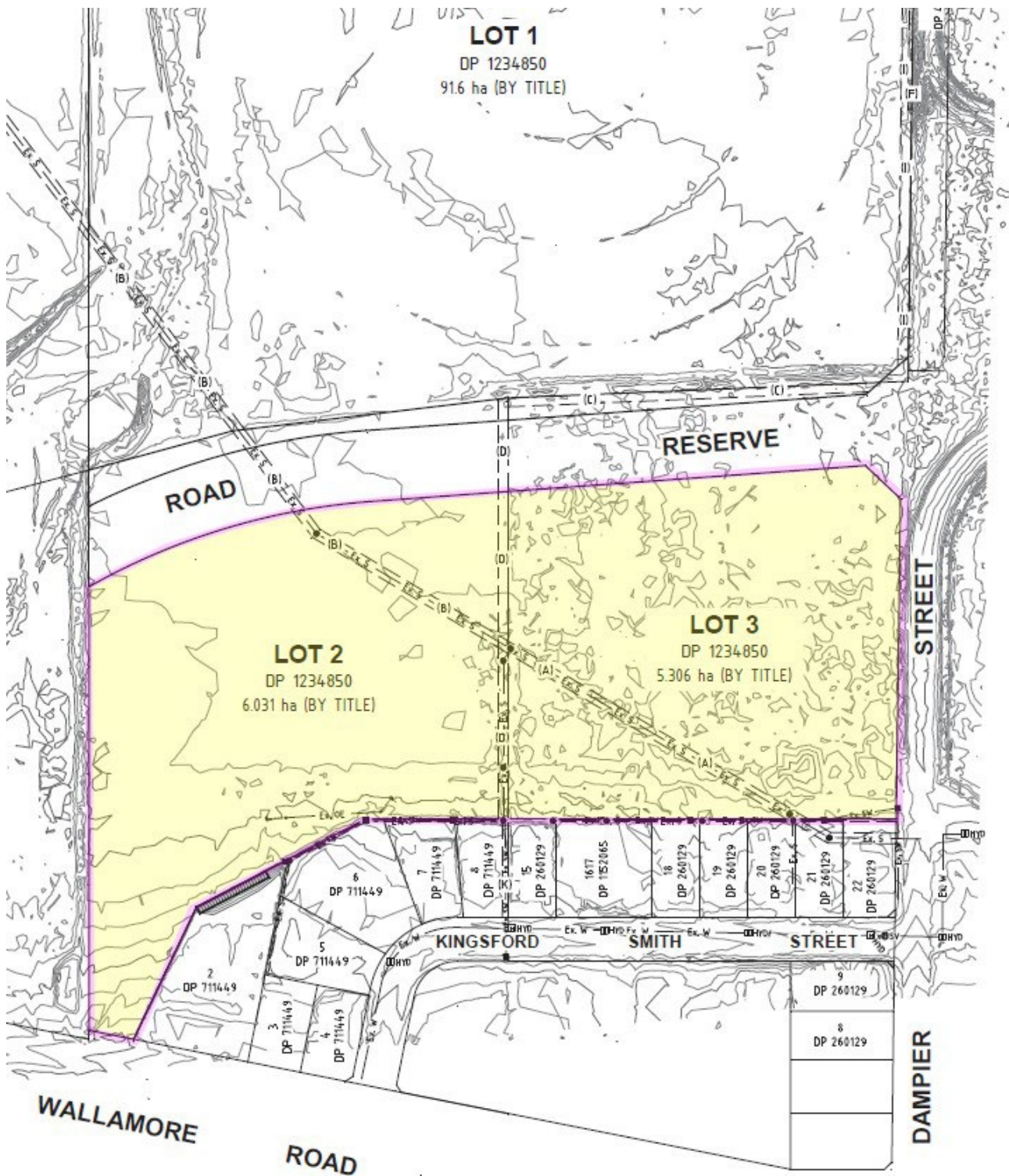
- South by Wallamore Road and a light industrial site accessed from Kingsford Smith Street
- North by rural land and the Peel River
- East by Dampier Street and the Tamworth Racecourse
- West by Somerset Farm. That has been used as a farming house with various sheds on a modified site also been cultivated, its land modified and has a number of farming sheds on the site.

Figure 3.1 Site Context



Source: WSP 2020

Figure 3.2 Rezoning area



Source: WSP 2020 and Barnson 2018

3.1.2 Site Description

The land is very flat and falls to the Peel River in the north. The site is irregularly shaped made up of a 450m width with a varied north-south boundary of 245m up to 315m in length.

The land use is predominantly agriculture, however, part of the lot in the south-eastern corner is currently occupied by an existing business use.

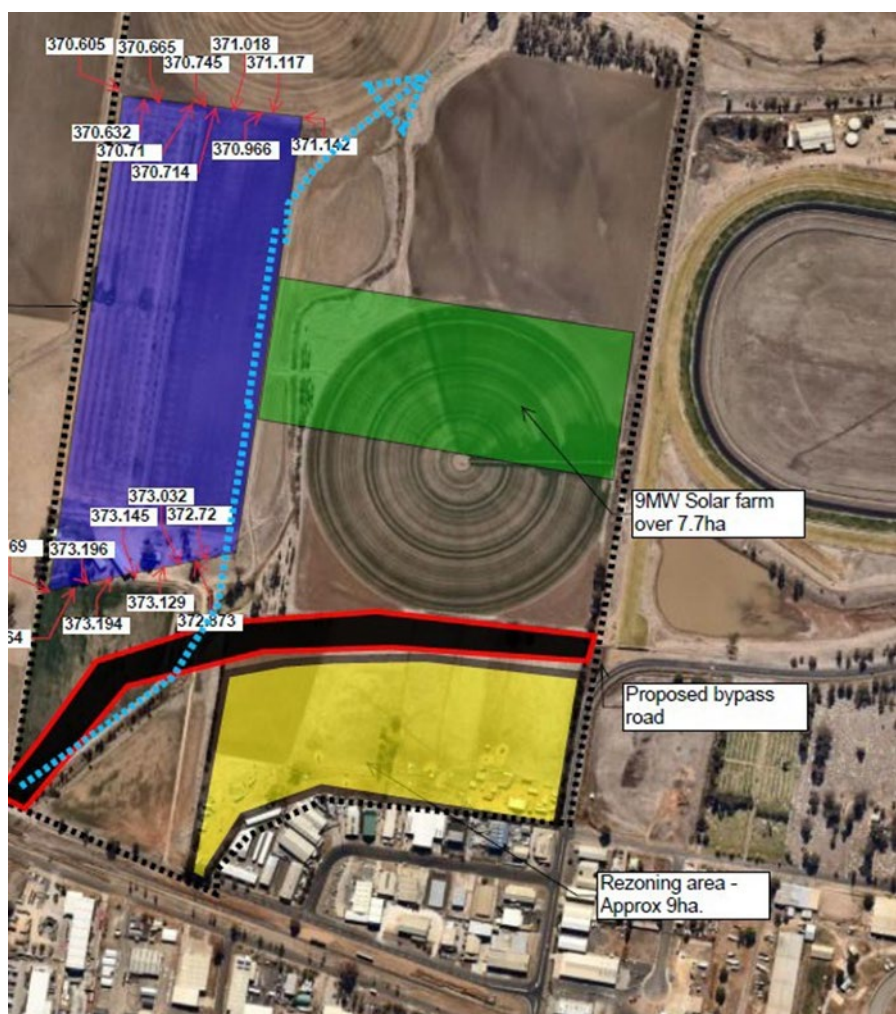
The site is accessed from Dampier Street and has a second small frontage to Wallamore Road to the south. The proposed bypass runs north of the site from east to west and this land has been reserved by Council for a road.

The broader site is subject to overland flow during large storm events at least in part due to the limitations in capacity of the existing drainage infrastructure for the development of which has been organic throughout the Taminda industrial area. Strategic flood modelling was undertaken as part of the design of the proposed development to ensure safe development of flood prone land, see Section 7.8.

A solar farm (subject of another approved development application) is proposed and approved over approximately 7.7ha of land just north of the site, with the intention that the solar will provide sustainable solar energy to the industrial area.

A plan is shown at Figure 3.3.

Figure 3.3 Proposed rezoning area in relation to solar farm



Source: WSP 2019

The site is bordered by industrial and commercial uses to its south and eastern sides with semi-rural settings north and west of the site. All built form in the immediately surrounding area is of a low-density format with generally low set buildings and wide road reserves. Some green spaces exist and consist of semi-rural, farming, entertainment or vacant land.

3.1.3 Existing planning controls

Currently, under the Tamworth Regional Council Local Environmental Plan (LEP) 2010, the site:

- Is zoned RU4 - Primary Production Small Lots (Ref Figure 3.4)
- Has a minimum lot size of 40ha (Ref Figure 3.5)
- Has no maximum floor space ratio (FSR) controls, similar to the neighbouring properties (Ref Figure 3.6)
- Is not affected by the Australian Noise Exposure Forecast (ANEF) Map (Ref Figure 3.7)
- Is identified as flood prone land on the Flood Planning Map (Ref Figure 3.7)
- It does not contain any Local or State listed heritage items and is not located within a conservation area, however, the Racecourse, adjacent to the site to the east, is a locally listed item (Ref Figure 3.8)
- Is partially affected in the southern portion of the site by the Flight Path Training Map (Ref Figure 3.9)

Figure 3.4 Current Land zoning 004C

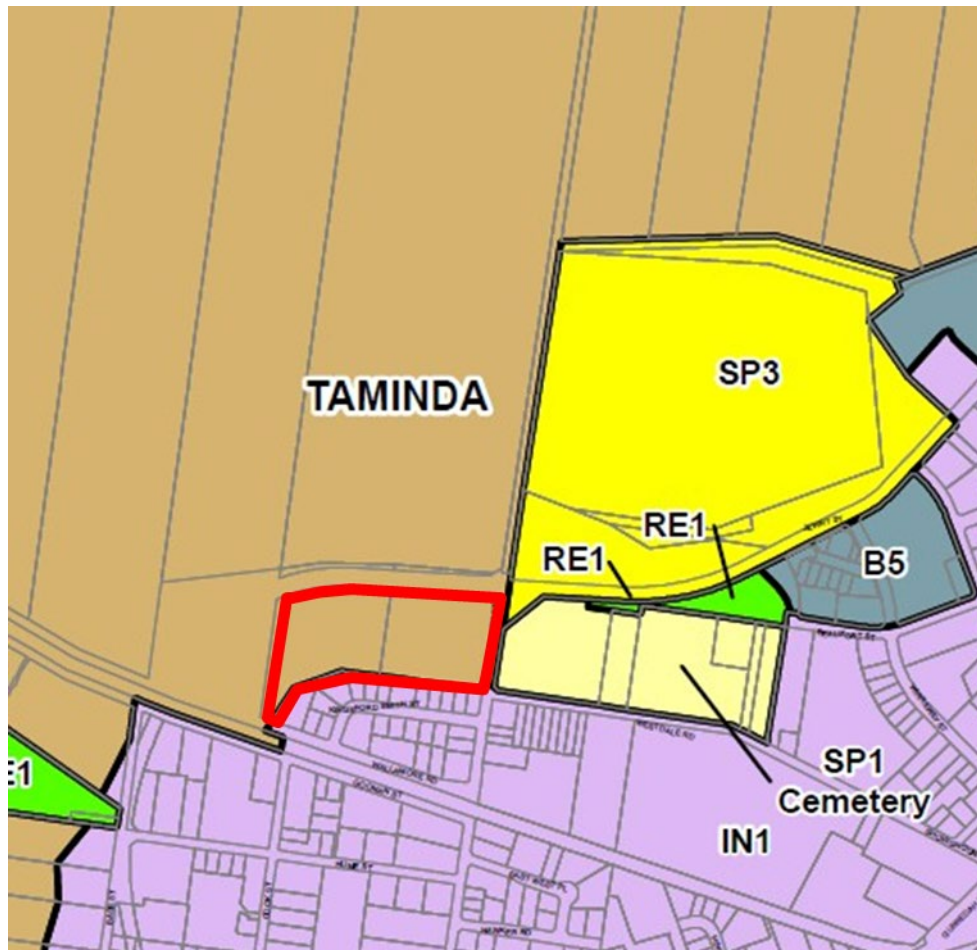


Figure 3.5 Current Minimum Lot Size 004C

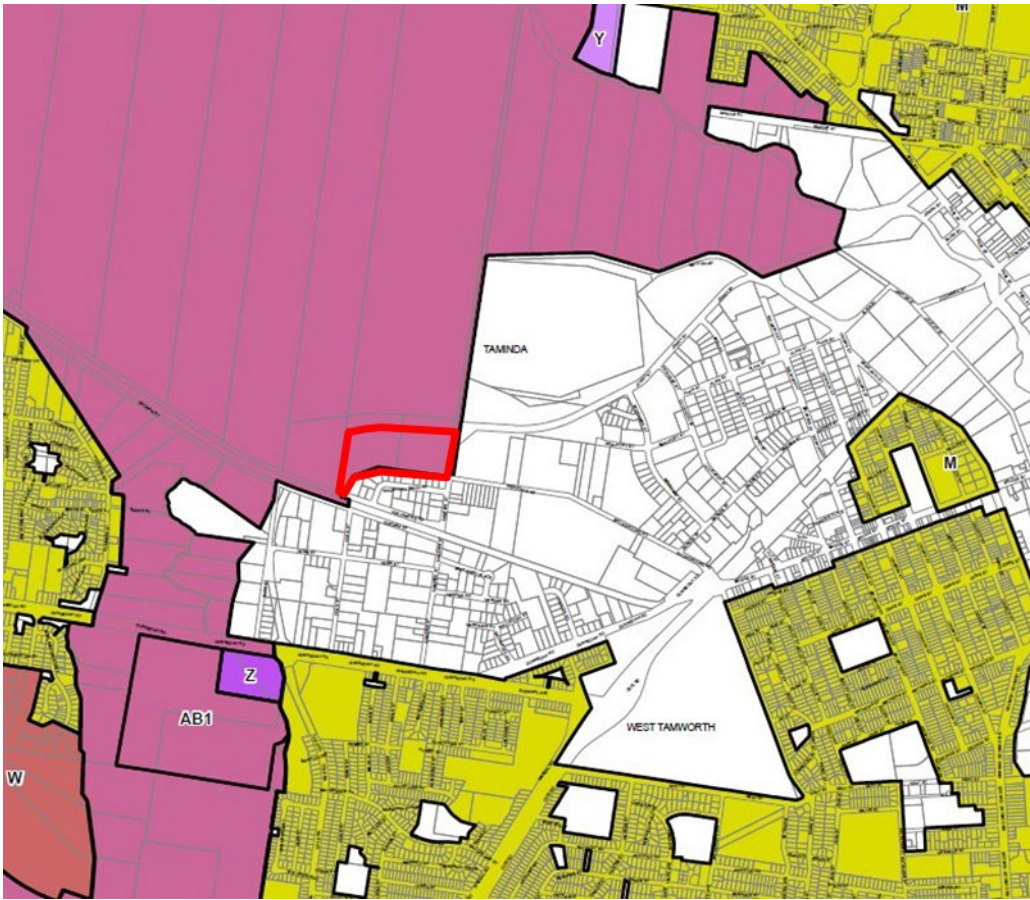


Figure 3.6 Current Floor Space Ratio 004C

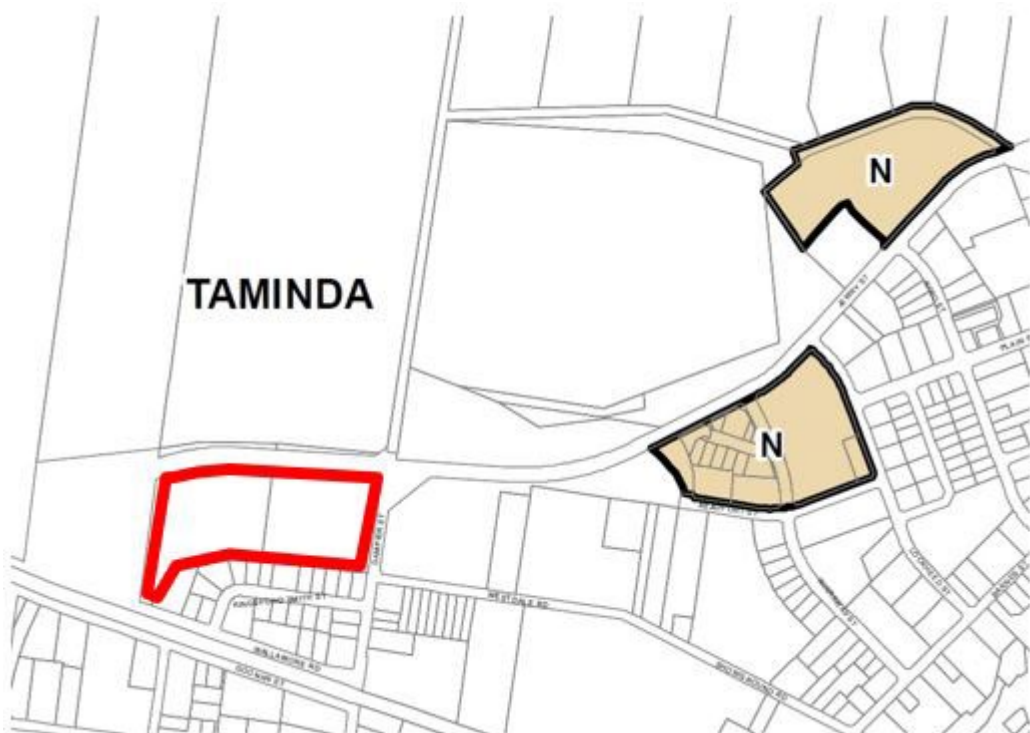


Figure 3.7 Current ANEP and Flood Planning Map 004C

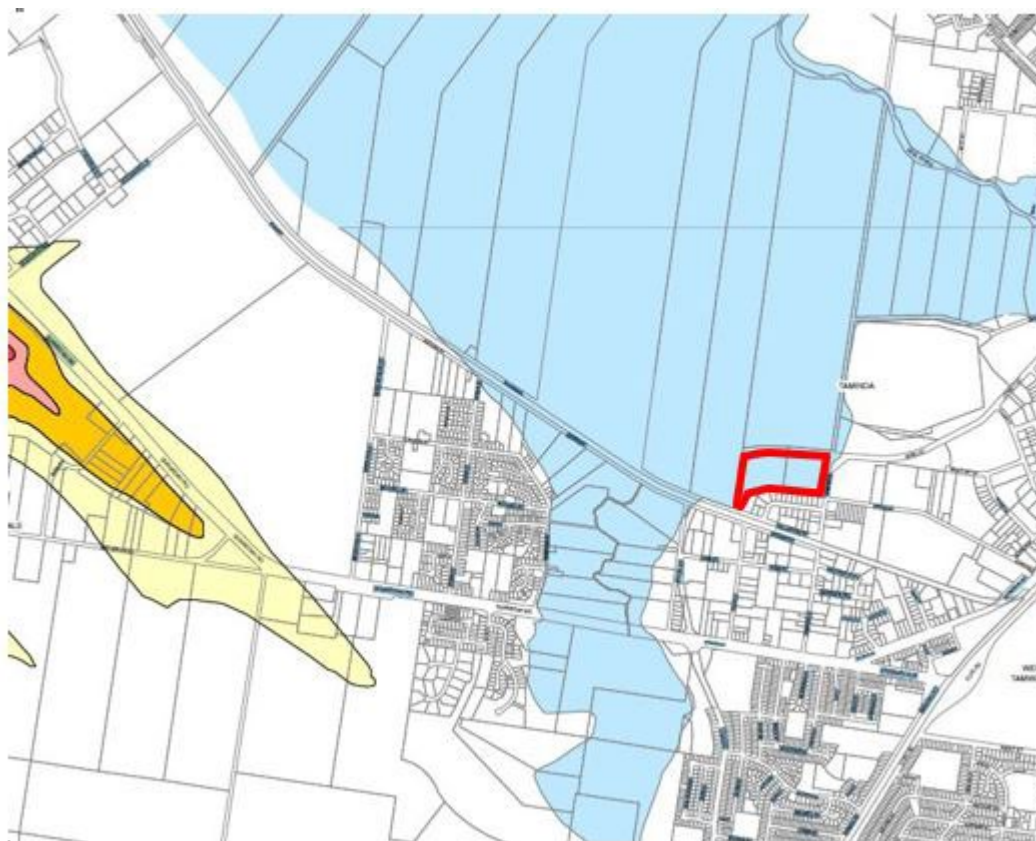
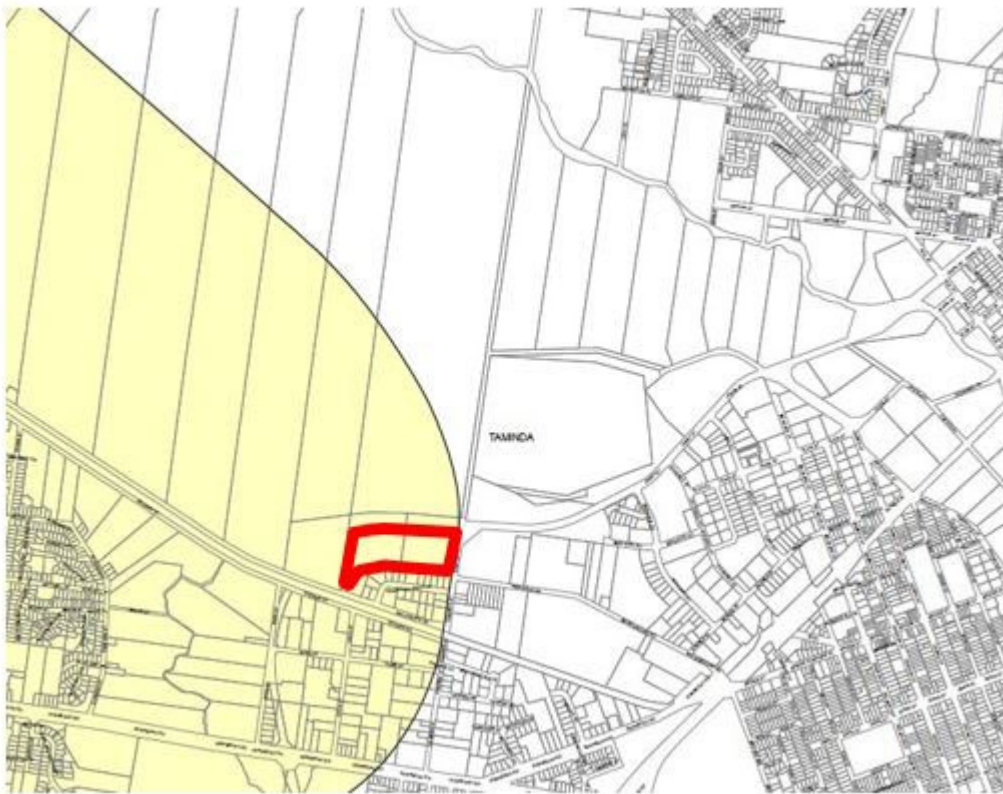


Figure 3.8 Current Heritage 004C

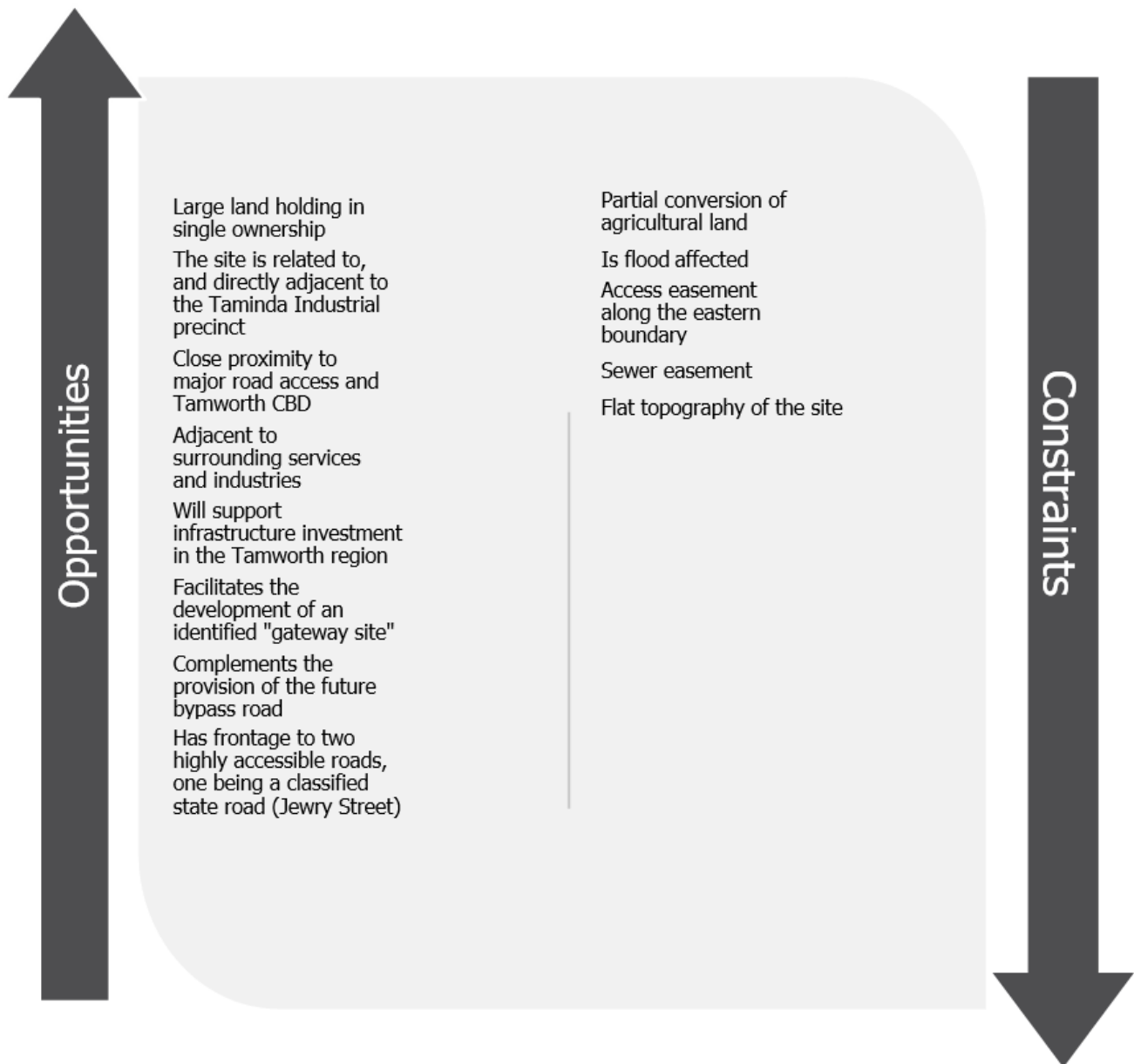


Figure 3.9 Current Flight Training Path Map 004C



3.1.4 Opportunities and constraints

WSP has considered the opportunities and constraints for the site below



Rothelowman Architects have visually identified the opportunities and constraints for the site as shown in Figure 3.10.

Figure 3.10 Opportunities and Constraints Plan



Opportunities

- 1 Opportunity for employment land use
- 2 Higher architectural exposure and entrance development to Taminda and Tamworth via future bypass
- 3 Solar farm for a renewable energy source
- 4 Primary and secondary access points via Dampier Street and Wallamore Road respectively
- 5 Industrial units to the south allow a point of difference to what we propose
- 6 Connection to neighbouring precincts and racecourse

- 7 Marker location for retail development
- 8 Opportunity for future connections to northern site

Constraints

- 8 Bypass splits site
- 9 Flood prone land
- 10 Flood deflection required at boundaries
- 11 Solar farm position and layout must consider light pollution, particularly due to nearby Tamworth Regional Airport

Source: Rothelowman 2018

4 The proposed rezoning - Concept Master Plan

4.1.1 Overview

It is proposed to develop the site with a green, sustainable and contemporary industrial and business precinct that completes the development of Precinct 6 in the Taminda light industrial area. The proposed development also provides for the future bypass road construction and operation.

The proposed concept has been designed with consideration to the various technical studies undertaken which demonstrate that the site can be developed for employment purposes. The proposed concept has also taken into consideration the current strategic framework which applies to part of the site, namely the Taminda Revitalisation + Economic Strategy and the Tamworth Regional Blueprint 100 and Local Strategic Planning Statement.

This section of the report outlines the proposed vision, principles, concept and justification for the rezoning of part of the site.

4.1.2 Proposed vision and design principles

“Developing a green, sustainable employment and urban services site that provides for an industrial and business submarket that complements the Taminda Area and differentiates itself to other recently zoned industrial lands.”

This proposal aims to create a mix of employment uses and associated lot sizing that will cater for a growing dynamic market in the Taminda precinct. The proposal will permit the gradual transition from smaller architecturally designed commercial/industrial built forms to larger, architecturally designed spaces for other industrial uses. By providing a mix of uses and aesthetic appeal, the development can reactivate this precinct from an urban planning and design perspective and foster the addition of employment opportunities at a landmark, gateway site.

The proximity with a 9MW solar farm (approved DA2019-0304, determined by Northern Regional Planning Panel 2019NTH008) will add to the uniqueness of the development by providing renewable and sustainable energy generation to supply the site.

The key design principles for the concept for the site include:

- Allowance for the proposed by-pass road along the northern perimeter of the site to proceed without dependence and improve access and movement to the Taminda employment area and through Tamworth
- Provide access to the site from Dampier Street and secondary access from Wallamore Road
- Provide a flood engineered solution comprising basic and compensatory earthworks on the proponent's land to balance the required fill at the proposed development site and address flood impact mitigation affecting this location with no significant adverse effects on downstream or neighbouring properties
- Creation of green pockets to provide a place for workers and visitors to enjoy
- Greening of the precinct to transition to the adjacent rural land boundary
- Provide more business/commercial focussed uses at the eastern end of the site along the future by-pass road, with lighter industrial uses south of the road towards existing industrial land
- Allow for a range of industrial land parcels to assist in encouraging investment to Taminda and Tamworth

4.1.3 Key Features

- Up to 9 hectares of employment lands
- Establishment of a flood protected development site with:
 - flood protection measures that have no significant impacts on neighbouring properties; and
 - combines a range of effective, tested and simply engineered mitigation techniques
- Architecturally designed buildings
- An ability for the precinct to deliver a mix of employment uses and lots sizing that will cater for a range of market demand
- Located in the Taminda Precinct of the Taminda Revitalisation + Development Strategy as a ‘gateway site’
- Is within the urban footprint, in the Taminda precinct, in good proximity to the city centre, in good proximity to the airport and releases of industrial lands such as Glen Artney (approximately 6-7kms away)
- 9MW solar farm (approved DA2019-0304, determined by Northern Regional Planning Panel 2019NTH008)) to support an embedded network arrangement
- Ability to integrate and/or operate in isolation with future bypass road

Two concept drawings have been prepared to demonstrate potential concept layouts and interactions before and after the future bypass road. The indicative concept plans are shown at Figure 4.1. A proposed concept landscape plan is shown in Figure 4.2 illustrating the green and modern design, with green lined streets, open space.

Figure 4.1 Master Plan Concept

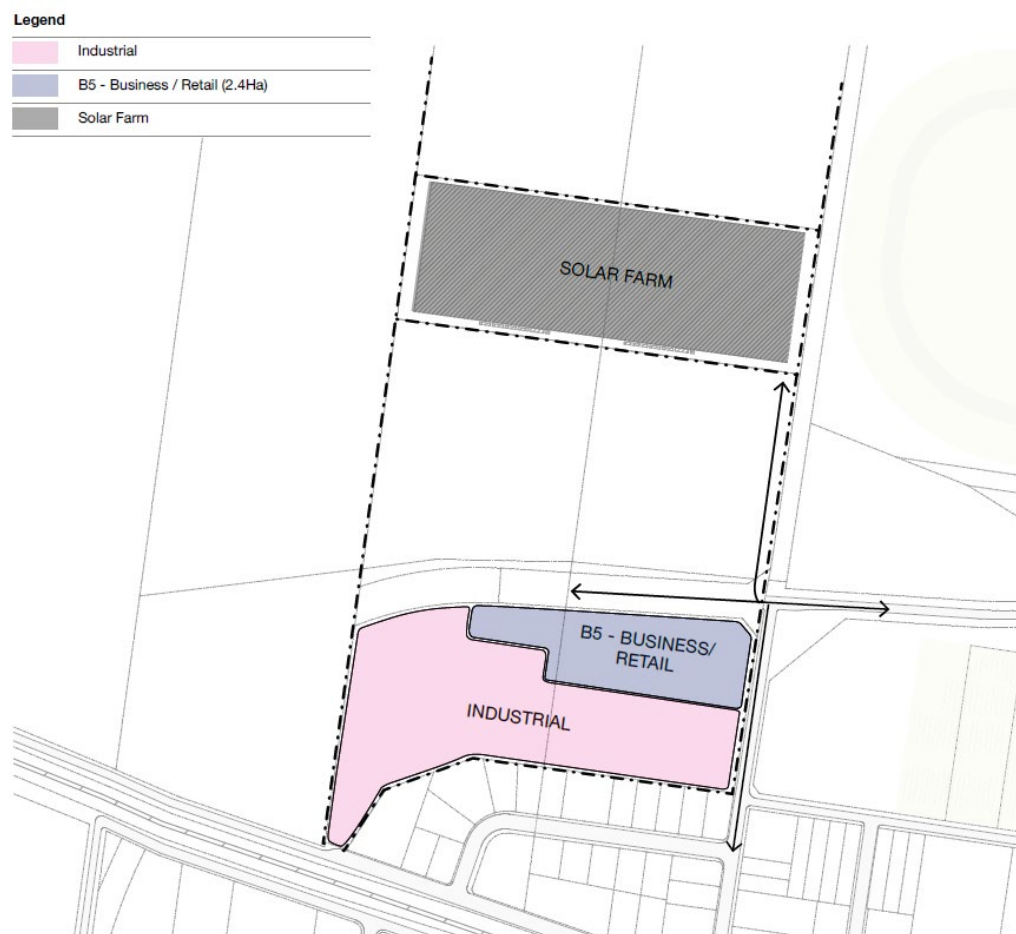


Figure 4.2 Landscape Master Plan



Source (all): Rothelowman 2019

4.1.4 Proposed land uses

The concept for the site proposes light industrial-type land uses on the southern part of the site between the existing Taminda precinct and the proposed by-pass road. The employment lands as part of this planning proposal excludes the bypass road, resulting in an area of 9ha. The approved solar farm is in close proximity with the proposed employment and business precinct to allow for the ability for the energy generation and integration. Of the proposed 9ha of employment land, an indicative area (exclusive of the bypass road easement) is proposed for each of the proposed land zones:

- 6.6ha as IN1 – General Industrial; and
- 2.4ha as B5 – Business Development uses.

The two zones are proposed for the following reasons:

- The business development uses along the bypass road can provide much needed uses at the entrance to the western portion of Taminda area, and support the other business zone to the east of the Taminda area
- The business uses can obtain greater exposure to traffic movement in the future, being alongside the by- pass road
- The business uses yields greater employment generation by numbers and density
- The industrial lands are similar to the remainder of Taminda and provides the services needed by Tamworth community
- The site can provide for smaller or larger industrial lots to cater for the future need and investment to support the economy.

A study by HillPDA (December 2018) demonstrates the demand for the proposed light industrial and business lands. The detail of these findings is outlined further in Section 7.

4.1.4.1 Flood mitigation

The provision of this development gives the opportunity to review, plan and model a new flood concept design. The flood modelling undertaken using TRC's flood model showed that with the implementation of various measures, flood protected land was able to be provided for, with little significant impacts to be borne by surrounding land. The analysis and results of Tooker and Associates' Flood Impact and Riparian Corridor Assessment is attached in the Appendix.

An earlier iteration of the flood concept design was previously endorsed by the Biodiversity and Conservation Division of DPIE. The flood concept design submitted as part of this Planning Proposal is largely the same and seeks to offset the filling of the proposed 9ha development site by provide compensatory cut and grading of land at Lot 60, DP1227482. Lot 60, DP1227482 is known as Somerset Farm and is owned by the proponent of this Planning Proposal. The proposed flood concept design therefore does not rely on any external parties that the proponent does not control. Some minor cut of land at the setback locations on the west and north west zones is also proposed to further improve flood impacts, including ensuring any impacts are of minor significance.

The flood concept design does not seek (nor is it necessary or logical) to provide any conveyance of flows across Wallamore Road (itself acting as a type of levee with its higher grading and behaviour like a bank). The flood concept design does not rely on any grading or earthworks to the Council owned 6ha land, though any grading (by others) to support the bypass road could see some benefit to the overall strategy and impacts of high rain fall events in this location.

The flood modelling shows that the provision of the above activities will result in the ability to provide flood free land for employment purposes across the 9ha site. Any impacts as modelled in the Lyall and Associates modelling is of minor significance and represent minor increases in the 1% AEP event on only a very small section of Council land (where the 9ha site interfaces with Council's land). Council's land parcel may also have limited potential for intensification and other uses, particularly for habitation or other sensitive uses and therefore could be relatively redundant as it will be bordered by the multi lane bypass road and Wallamore Road.

4.1.4.2 Traffic and Access

The proposed rezoning can provide certainty for the extension of the Taminda Industrial precinct with associated traffic and access impacts able to be managed by the development. Whilst the final access and layout arrangements are to be finalised in later development stages, the proposed design has the ability to integrate or develop alongside the proposed by-pass road but is not reliant on access to the by-pass road. Until such time as the by-pass road is constructed, access to the site can be achieved with unrestricted access through a proposed roundabout at Dampier Street with a secondary access point at Wallamore Road. We have been advised that the long-term upgrade of the by-pass road will likely result in the Wallamore Road connection terminating west-east access. This will have no effect for the access and traffic arrangements for the development from our assessments. An indicative layout is proposed below.

Figure 4.3 Indicative access layout



Source: Traffix 2020

The proposed layout has been considered and assessed with SIDRA modelling, where it has been demonstrated that the proposed development has minimal impacts on the road network.

Section 7.9 provides additional detail on traffic and access.

4.1.4.3 Infrastructure Servicing

Currently, the site benefits from access to various services infrastructure.

Potable water is available from Dampier Street and provision to the site could be managed using future access roads.

Stormwater

The concept plan shows that future access roads can be used to convey overland flows to drainage locations at lower portions of the site. Grading, design and levels will require resolution at later development phases.

Sewer

There are multiple sewer servicing options available to the site. Ultimately, the sewer servicing solution will be a private, commercial led decision that is confined within the site, only to serve a single purpose within the site and would be chosen to best accommodate development requirements, project requirements, and developer preference. The sewer servicing strategy will be undertaken in accordance with the relevant policies and guides where practicable but may also rely on precedent set in the LGA for similar sites and developments which may be established engineering solutions.

Two sewer servicing strategies can be utilised for the site. Each strategy has its positives and negatives. The first sewer servicing strategy can rely on small crate sized pumps at each proposed lot (or for multiple lots) or a single sewer pump system within the proposed site and would provide low-pressure conveyance of sewerage to the public sewer main line. This strategy is used across Australian sties and is a well-established engineering solution. This sewer servicing strategy is preferred for the following reasons:

1. The small crate sized pumps can service single lots or multiple lots depending on demand and calculations which can be done at Construction Certificate stages and design.
2. The pumps have a long service life and are contained within the site and can be managed by the developer or landowner without any Council burden or management
3. This solution would require less filling (though the filling proposed for the gravity system has been demonstrated to have acceptable impact)
4. This strategy has more flexibility with each lot and zone within the site being able to consider requirements and needs at time of construction and ongoing
5. The internal site grading and levels would be easier to manage, including but not limited to circulation roads, driveways and the like
6. The strategy has no reliance on Council for the design, procurement and/or management of the sewer system

The second option is not preferred and whilst it is able to meet the sewer servicing requirements of the site, the requirement to create a site filled just to meet a gravity feed requirement is unnecessary and without logic.

It is understood that Council is progressing with the contributions collection and design of the Plain Street pump upgrade. If this upgrade is completed before the delivery of the 9ha development site then the provision of temporary storage tanks for the 9ha site would not be required.

The proposal also confirms that the developer will fully fund the construction of any internal site infrastructure that is directly related to the development of the 9ha site and will maintain this infrastructure.

5 Objectives and intended outcomes

To amend the Tamworth LEP 2010 to enable the redevelopment of land at 55 Dampier and 21 Wallamore Road, Tamworth (part Lot 2 and Lot 3 DP 1234850) for employment generating land uses. This will expand the existing Taminda industrial land area to the west to support the light industrial and business uses for Tamworth.

The intended outcomes of the proposal are expected to deliver:

- Two employment zones (of approximately B5 Business Development (2.4ha), IN1 General Industrial (6.6ha) south of the future Taminda bypass road, to support local service and industrial activities and job growth in Tamworth
- Contemporary light industrial area supported by well-designed:
 - public domain and open space areas to provide opportunity for improved urban design outcomes and improved amenity
 - industrial and business complex with larger and smaller fabric to suit a range of business owners including start-up businesses that will offer opportunities for transitional built forms
 - local light industrial and supporting uses, that provide for a different submarket to that approved near the airport
 - provide a diversity of industrial unit sizing including large lot units for traditional warehousing, storage, and smaller lots for start-up businesses and boutique operators
- Supporting light business uses with the formal creation of the bypass road through the site to improve access and movement for Taminda and build the internal road network to serve the site's access and parking requirements
- Solar generated energy to the proposed light industrial/business area, and create cost and energy efficiencies for the proposed employment lands

The proposed development aligns with the objectives of the B5 Business Development and IN1 General Industrial land use zones:

Zone B5 - Business Development

- To enable a mix of business and warehouse uses, and specialised retail premises that require a large floor area, in locations that are close to, and that support the viability of, centres.

Zone IN1- General Industrial

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To enable land uses that provide facilities or services to meet the day to day needs of workers in the area.

6 Explanation of provisions

The Planning Proposal seeks to achieve the intended outcomes outlined in Part 1 and Part 3 by proposing the following amendments to the Tamworth Regional Council LEP 2010:

- Amend the Land Zoning Map (LZN_004C), from RU4 Primary Production to part B5 Business Development and part IN1 General Industrial (Refer to)
- Amend the Minimum Lot Size Map (LSZ_004C) Map, from 40ha to no minimum lot size control (Refer to)
- Amend the Floor Space ratio (FSR_004C) Map, for B5 land use with an FSR control of 1:1 for the proposed B5 zoned area (Refer to)

The new planning controls provide:

- B5 Business Development zone that will enable a mix of business and warehouse uses, and specialised retail premises that require a variety of floor plates and floor areas, in locations that are close to and support the viability of Taminda, and employment generation on the future bypass road
- IN1 General Industrial land zone will enable a wide range of industrial and warehouse land uses; to encourage employment opportunities; to minimise any adverse effect of industry on other land uses; to support the expansion of the Taminda industrial land for industrial uses; and to enable land uses that provide facilities or services to meet the day to day needs of workers in the area.
- FSR control of 1:1 across the proposed B5 zone to guide the future development outcomes and ensure that buildings are compatible with the bulk and scale of the desired future character of the surrounding locality. No FSR control is proposed for the IN1 zone, consistent with the current controls for IN1 land in the Tamworth LGA
- No minimum lot sizes so that a range of options can be provided for the future industrial and business uses.

Table 2 Proposed LEP Map amendments

Map	Description
Land Zoning	The land zoning map will show that part of the site to be zoned to B5 Business Development and part IN1 General Industrial (Refer to Figure 8.4)
Minimum Lot Size	No minimum lot size is proposed for the site (Refer to Figure 8.5)
Floor Space Ratio	A maximum of 1:1 FSR is to be applied to the B5 zone only (Refer to Figure 8.6)

7 Justification

7.1 Section A – Need for the planning proposal

7.1.1 *Is the planning proposal a result of any strategic study or report?*

Yes.

The site falls within the identified Precinct 6 Plan of the Taminda Revitalisation + Development Strategy Plan.

The Taminda Revitalisation + Development Strategy was undertaken in 2008. It is understood that the delineation of the northern extent of the Taminda Precinct was at least in part driven by the location of the bypass road and concerns as to the feasibility providing flood free land to the north of the bypass road. This proposal addresses flooding issues of the proposed rezoning area without dependency or influence from the future provision of the bypass road. Further, since the preparation of the Strategy in 2008 the market and strategic planning framework has evolved, with an emphasis on more sustainable and flexible economic uses to strengthen Tamworth.

HillPDA was engaged by the landowner to undertake an economic and market analysis of employment lands in the Tamworth region. A detailed assessment of this strategy has also been undertaken by WSP and can be found at Section 7.

7.1.2 *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes.

A Planning Proposal seeking to amend Tamworth Regional LEP is considered the best means of achieving the objectives for the redevelopment of the site and the most effective way of providing certainty of development outcomes and benefits.

The existing zoning at the site does not:

- » permit the development envisaged for the employment and business generation
- » reflect market changes and demand in the last decade, or
- » respond to the local and state studies and strategies that identify the site for renewal and growth.

The proposal seeks to rezone the site part IN1 and B5 that will permit industrial, and business uses envisaged. The proposal aligns with state and local strategic planning objectives, and is considered appropriate for the site, given its proximity to the Tamworth CBD, urban development and its partial inclusion into the Taminda precinct.

7.2 Section B – Relationships to Strategic planning framework

7.2.1 *Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?*

Yes.

This section outlines how the planning proposal has strategic merit being consistent with the objectives and actions of:

- » New England North West Regional Plan 2036 (2017) and Draft New England North West Regional Plan 2041
- » A 20-year Economic Vision for Regional NSW (2018)

- » Lower North West Regional Economic Development Strategy 2018 – 2022 (2018)
- » Strategic Regional Land Use Plan New England North West (2012)

7.2.1.1 New England North West Regional Plan 2036

Overview

Adopted in 2017, the New England North West Regional Plan 2036 is a 20-year blueprint for the future. The plan is undergoing its first five-yearly review to reset its priorities and to extend the plan's reach to 2041. The draft New England North West 2041 plan was on public exhibition from 22 November 2021 to 18 February 2022. There are a number of key directions in the current plan that are supported by the Planning Proposal. The draft plan is arranged thematically with objectives such as the coordinated supply of well located employment land (Part 2 Productive and innovative; Objectives 6, Draft Plan) that will be delivered by the Planning Proposal.

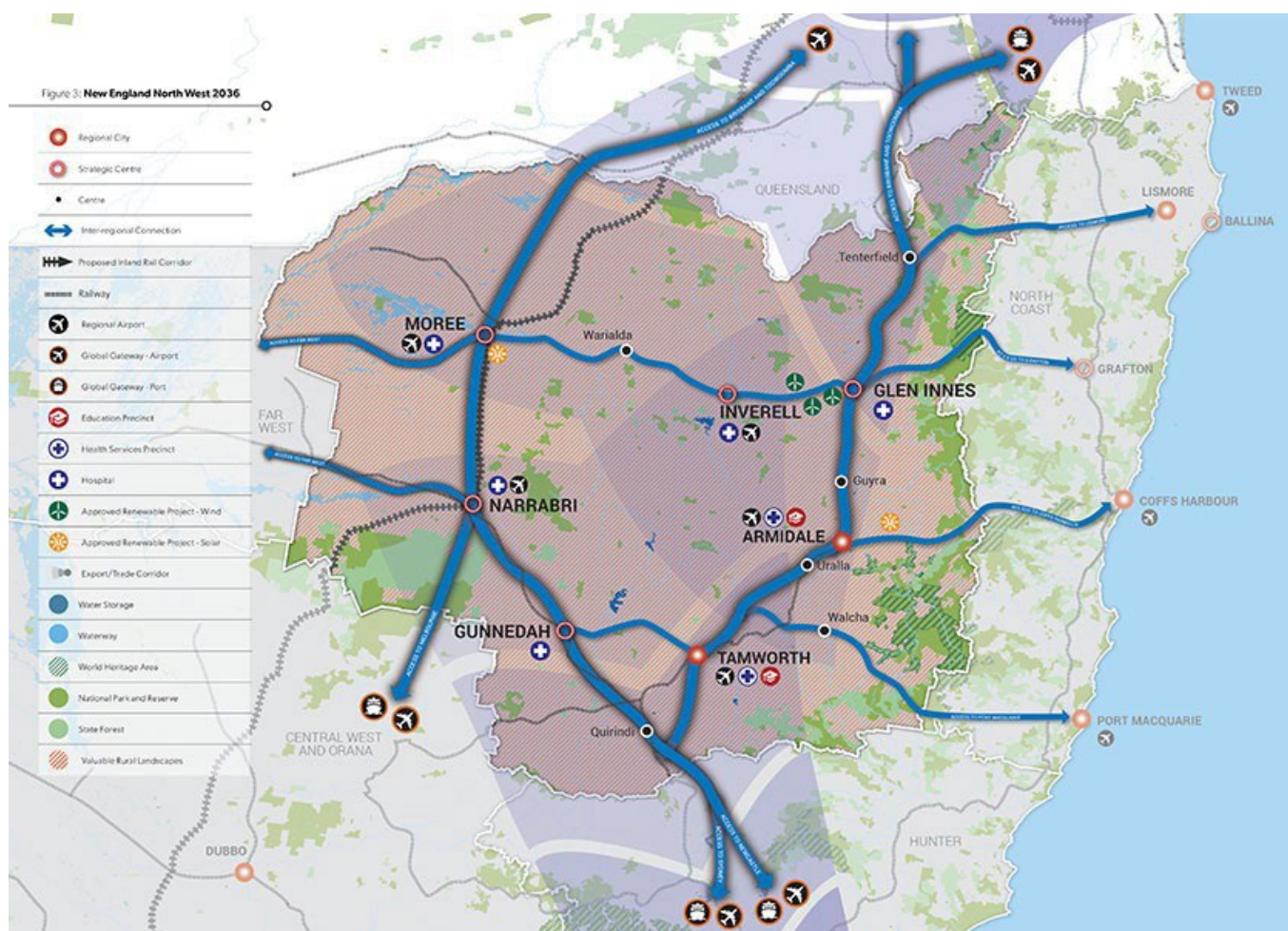
Full consideration of the draft Plan is considered premature, and the following strategic assessment relates to the consistency of the proposal with the current plan. The NSW Government's vision for the New England North West Region is: Nationally valued landscapes and strong, successful communities from the Great Dividing Range to the rich black soil plains.

The vision for the region acknowledges the opportunities provided by natural resources and strong communities and includes the following goals.

- » A strong and dynamic regional economy
- » A healthy environment with pristine waterways
- » Strong infrastructure and transport networks for a connected future
- » Attractive and thriving communities

Tamworth is located at the Southern gateway to the region providing opportunity for freight and transport access directly to both Newcastle and Sydney.

Figure 7.1 New England North West Regional Plan



Source: New England North West Regional Plan, NSW Government 2017.

Assessment

The table below provides an assessment of the proposal against the Regional Plan.

Table 3 Assessment New England North West Regional Plan 2036

Guiding Principles	Assessment
<p>Direction 5: Grow New England North West as the renewable energy hub of NSW</p> <p>Diversify the energy sector by identifying renewable energy resource precincts and infrastructure corridors with access to the electricity network.</p> <p>Facilitate appropriate smaller-scale renewable energy projects using biowaste, solar, wind, hydro, geothermal or other innovative storage technologies</p>	<p>The proposed rezoning is for a sustainable and green industrial precinct. In this respect, the provision of a solar farm (subject of another application) will address the costs of energy use for the proposed industrial development. The solar farm will supply future development with sustainable energy. Any excess energy will be returned to the grid for other energy requirements within Taminda. The proposed rezoning and the ability for connection a solar farm addresses the directions in a consistent manner.</p>
<p>Direction 6: Deliver new industries of the future</p> <p>Green industries will emerge as businesses identify new opportunities and productivity gains associated with environmental sustainability. These sectors will be at the heart of considerable innovation and can gain greater success with local partnerships</p>	<p>The delivery of employment lands co-located with renewable energy generation will facilitate opportunities for business growth and investment.</p> <p>The clustering and networking of businesses by proximity should serve as a catalyst for new investment and the</p>

Guiding Principles	Assessment
<p>between industry, government and educational institutions.</p> <p>Green industries will lead to the development of high- tech infrastructure or research and technology. In doing so, industry can underpin activity in other complementary manufacturing sectors.</p> <p>Identifying an adequate supply of employment land with the necessary infrastructure will attract investment in existing and emerging industry sectors. Consideration should also be given to the location of industries that can promote resource and infrastructure sharing and policies. Opportunities for research and development institutions will be secured with suitable employment land, including the creation of clusters around key education institutions, and by incorporating tools into local planning policies to encourage establishment. These industries may also require land with access to transport and freight corridors, protected from encroachment by sensitive or incompatible uses.</p>	<p>foundation to support diverse employment land offerings, which include diverse spaces which could cater for green industries and flexible employment land generally.</p> <p>The proposed green energy supply to the proposed employment area will attract investment, not yet seen in Tamworth. The proposed rezoning allows for light industrial and business uses that need smaller land parcels compared to the already identified freight and logistics precincts near the Tamworth airport. The proposed rezoning will provide employment land that can secure local industry and business suitable employment areas, and due to its location can be accessible to Tamworth CBD</p> <p>The location of the proposed development could also support the Taminda industrial area cluster, and thus support the clustering of employment and service economy as well as be a submarket different to that of the transport and freight precincts closer to the airport.</p>

Direction 7: Build strong economic centres

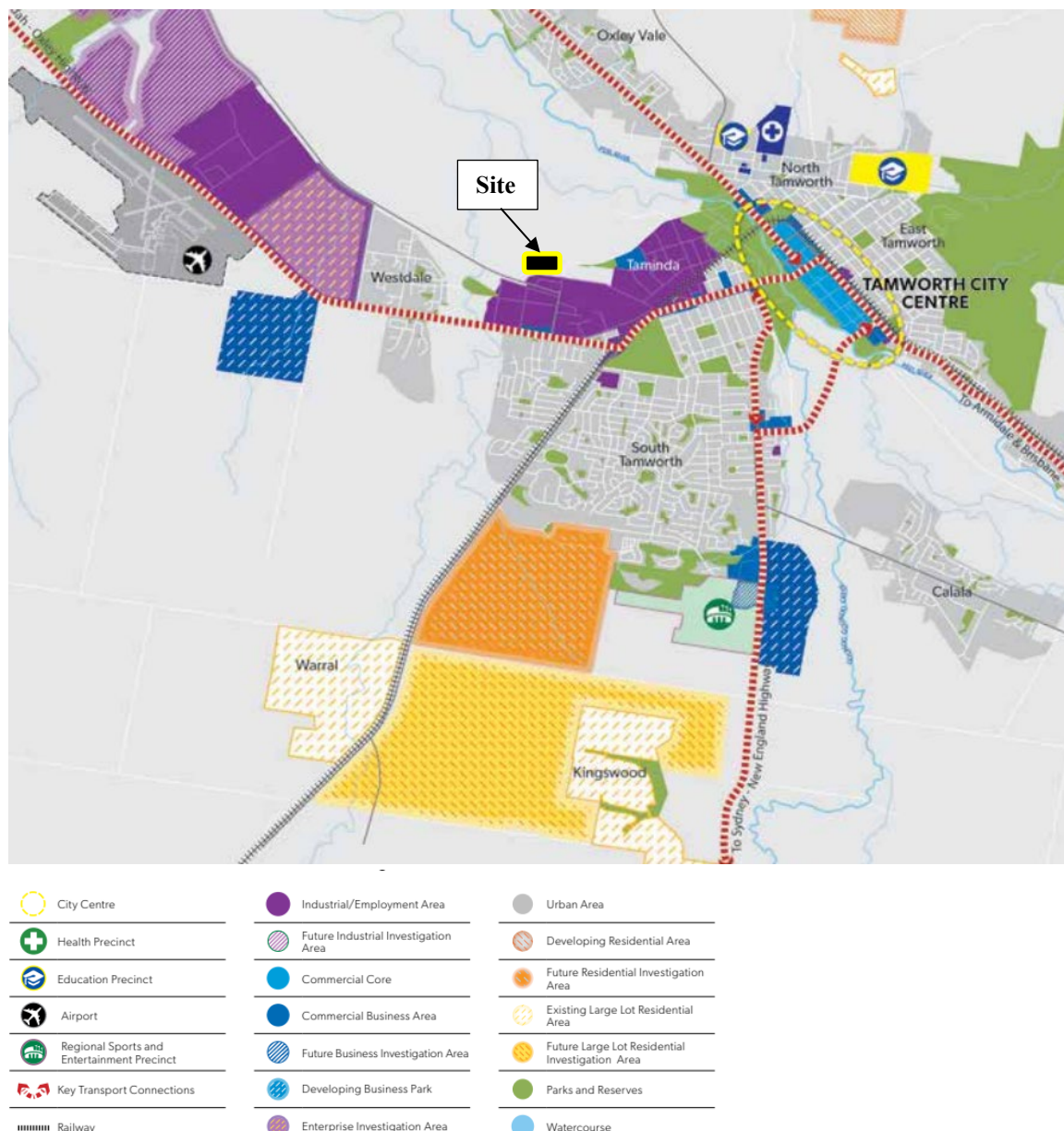
<p>Commercial and Industrial</p> <p>Clusters of economic activity around precincts will continue to be a source of economic diversity and higher skilled employment. The vitality of central business precincts within cities and centres will be promoted. New commercial precincts should be avoided outside of centres. Where out-of-centre commercial areas are proposed, they must be of an appropriate size to their service catchment.</p> <p>Well-located employment land is a key component to a successful centre. Employment land supply will be encouraged in locations supported by freight access and protected from encroachment by incompatible development. Certain industries may need to be located away from centres due to their type, scale and nature, and this should be addressed in local growth management strategies.</p> <p>7.1 Develop local growth management strategies and use local plans to reinforce regional cities and centres as the primary locations for commerce, housing, tourism, social activity and regional services.</p> <p>7.4 Facilitate economic activity around industry anchors, such as health and education facilities, through planning controls that encourage clusters of complementary uses and address infrastructure needs.</p> <p>Promote an appropriate mix of land uses and prevent the encroachment of sensitive uses on employment land through local planning controls.</p>	<p>The location of the proposed development provides support for the clustering of employment and service economy around Taminda. The proposed rezoning provides the diversity of employment lands and uses to the Taminda area.</p> <p>The site is uniquely located, on the boundary of the existing Taminda area, in a way that it is:</p> <ul style="list-style-type: none"> » within the urban footprint, and is not isolated or detracts from the Taminda area » in the Taminda precinct » in good proximity to the city centre » in good proximity to the airport and releases of industrial lands such as Glen Artney (approximately 6-7kms away) » immediately adjacent to similar land uses to support clustering, competition and ideas sharing <p>The proposed development will support the growth of Tamworth and strengthen the investment potential and employment base of Tamworth for commerce and industrial services.</p> <p>The delivery of employment lands co-located with similar industries with the flexibility to adapt will facilitate opportunities for existing and new business growth and investment. The proposed development will deliver flexible employment land generally suitable for a mix of employment uses.</p> <p>This proposed development has undergone its own extensive review of opportunities and constraints using technical expert analysis. Strategic planning documents from 2008 have driven the Taminda precinct boundary. This proposal provides justification on planning and economic merit that a review of</p>
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Guiding Principles	Assessment
Deliver an adequate supply of employment land through local growth management strategies and local environmental plans.	this site is warranted and delivery of a structured and ordered employment lands is beneficial to the community and the public
Direction 10: Sustainably manage and conserve water resources	
10.5 Incorporate measures to improve water efficiency in urban and rural settings, including water sensitive urban design for new developments, into local planning policies	Development of the site will provide opportunities to incorporate Water Sensitive Urban Design features. The proposed rezoning also allows for the ability to considerably manage impacts from high rainfall and flood events.
Direction 12: Adapt to natural hazards and climate change	
Flooding is a major hazard in some areas. Councils are responsible for managing flood risks, including the development and implementation of floodplain risk management plans. These plans use a merit-based approach that balances social, economic, environmental and flood-risk parameters to determine the appropriate use of flood-prone land.	The flood modelling has been undertaken for the site and is based on Tamworth Council's flood model. The technical assessment indicates that the proposed rezoning and flood concept design will improve management of the water from flood and high rain falls in a more defined and orderly manner for the site. The proposed development has been assessed against the relevant provisions in the Flood Plain Development Manual and any impacts are of minor significance across a small portion of land that is unlikely to be developed for sensitive uses or intensified for development. Refer Section 7.7
Direction 13: Expand emerging industries through freight and logistics connectivity	
13.1 Implement local planning controls to protect freight and logistics facilities from encroachment of sensitive land uses.	The proposed rezoning will facilitate development that will complement, and support freight and logistics uses in Tamworth.
13.4 Locate freight and logistics facilities to maximise existing infrastructure, support future industrial development and capitalise on inter-regional connections and external markets.	The provision of employment lands will support the opportunities for future employment investment in the region, and effectively use existing and future infrastructure.
Direction 16: Coordinate infrastructure delivery	
Maximise the cost-effective and efficient use of infrastructure by focusing development on existing infrastructure or promoting co-location of new infrastructure.	The proposed rezoning supports new solar generating infrastructure that can provide value add to the industrial area and support proximate supply of new infrastructure.
Work with stakeholders and infrastructure providers to investigate funding models for utility infrastructure.	The proposal provides an economic model to support energy efficiency energy delivery to industrial land at Taminda by facilitating and embedded network that will be connected to the grid network.
Direction 17: Strengthen community resilience	
17.1 Develop local plans and economic strategies that: foster collaboration with business sectors to develop employment opportunities that can attract and retain younger people and professional and skilled workers.	<p>The proposal will provide a well-located employment gateway site that could attract a range of users and interests due to its size and proximity to the Taminda precinct.</p> <p>The proposal provides opportunities for new business, and professionals to work within the Taminda area.</p> <p>The significant investment and creation of mixed-use commercial/industrial job opportunities provides support to strengthen the local economy.</p>

Guiding Principles	Assessment
Local government narrative	
<p>Tamworth Regional</p> <p>Identify and protect intensive agriculture clusters and encourage opportunities for agribusiness including research and development to maximise innovation and efficiencies in the agricultural sector.</p> <ul style="list-style-type: none"> » Support the development of employment lands including Glen Artney. » Continue to develop access and logistics infrastructure on appropriate sites to encourage new industry opportunities. » Identify and promote wind, solar and other renewable energy production opportunities. 	<p>The site is currently not used for intensive agricultural clusters, but rather local agriculture as well as rural industrial and container activities. This is driven by the market, flood inundation and competing uses (see Melaleuca Agricultural land assessment at Section 7.7)</p> <p>The location of the site supports the proposed economic development to provide for a range of employment uses that would serve a range of industries. By proximity, it would naturally support potential for clustering and networking given it is:</p> <ul style="list-style-type: none"> — within the edge of the urban footprint; — in the Taminda precinct; — in good proximity to the city centre; — in good proximity to the airport and releases of industrial lands such as Glen Artney (approximately 6-7kms away); and — a 9MW solar farm is now approved as part of the overarching development concept (subject of another application)

The New England North West Regional Plan 2036 contains mapping for the Tamworth region.

Figure 7.2 New England North West Regional Plan 2036 – Tamworth Region



The 9ha site's exclusion from the above mapping could be due to many different reasons from this specific Regional Plan could be attributed to the following:

- inconsistency between various completed and adopted documentation
- oversight or communication breakdown by Council and/or government agency creating strategic documentation
- the scale and detail of the New England Regional Plan 2036 document and/or mapping may not have been prepared to accommodate a relatively small scale expansion of industrial area in a certain locale (though, its expansion has been recommended since 2008 and up until 2019)

The site's omission doesn't by right preclude or restrict development that can be justified against the merits and objectives contained within the same document from being considered. In any case, the proposed 9ha development meets the various objectives and goals of this New England Regional Plan, as well as many others, including but not limited to Council's own Blueprint 100 (LSPS) and Taminda Revitalisation and Development Strategy (refer to Section 7.3.1, 7.3.2 and 7.3.5).

7.2.1.2 A 20-year Economic Vision for Regional NSW

Overview

The vision document has objectives to accelerate economic growth in key sectors such as agribusiness, tertiary education and health care, taking full advantage of trade and tourism opportunities with Asia to ensure regional NSW remains strong. The document brings together long-term planning and existing strategies like the Future Transport Strategy 2056, NSW State Infrastructure Strategy, and the regional plans.

Assessment

The table below provides an assessment of the proposal against the 20-year Economic Vision for Regional NSW

Table 4 Assessment – 20-year economic vision for Regional NSW

Content	Assessment
<p>Populations are rapidly increasing as people migrate to regional cities such as Bathurst, Orange, Tamworth, Dubbo, Lismore, Wagga Wagga and Coffs Harbour, attracted by their lifestyles and employment industries.</p> <p>A focus on growth – Targeting investment in regional centres that are forecast to grow will prioritise efforts for the greatest and most sustainable growth and cement those regional centres as hubs for their surrounding areas, in line with the Future Transport Strategy 2056 hub-and-spoke model.</p> <p>Significant Growth</p> <p>The regions which include Albury, Maitland, Coffs Harbour, Wagga Wagga, Port Macquarie, Tamworth, Byron-Ballina-Kyogle, Shoalhaven and Tweed could reach populations of more than 100,000 people. The Mid-Coast area could exceed 90,000 people. Regional NSW could add over 260,000 jobs between now and 2038. In total, that means almost 1.1 million jobs in the regions by 2038.</p>	<p>With increased population growth, a demand for employment lands and stimulation is likely. The facilitation of employment lands provides the supply needed to address future growth and demand in a Regional growth centre such as Tamworth.</p> <p>Calculations by HillPDA show that only 7 hectares of vacant general industrial land is present in the Tamworth Township, and additional land zoned for general industrial purposes will be required over the coming years.</p>
<p>Agribusiness and forestry</p> <p>Regional NSW will continue to be a significant producer of agricultural commodities. The shape of employment will change as primary producers move to value-added products and capitalise on the premium branding status of NSW produce. In addition to value-added food and beverages, key products will include meats, vegetables, grains, milk, cotton, wool and forestry products. Success is underpinned by productive farmland, diverse growing conditions, efficient technology use and a reputation for quality</p>	<p>Supplying employment lands is a flexible way to cater for opportunities to capitalise on existing and growing industries. It allows for businesses to expand their practices or smaller businesses to commence operations in a Regional growth centre such as Tamworth.</p> <p>While not directly providing industry, the supply of land could potentially cater for sectors and submarkets that other employment precincts outside of Taminda may not be able to provide.</p>
<p>Resources and mining</p> <p>Resources and mining will continue to be an economic specialisation in a small number of regions. Raw materials from this sector will continue to be in demand across a broader number of regions and in industries such as construction</p>	

Content	Assessment
Freight and logistics Freight, logistics and distribution services are already a backbone industry of regional NSW. Better freight connectivity with and along the east coast will enable more efficient and cost-effective logistics solutions and could drive the development of distribution centres in Metro Satellite regions.	The proposed employment zone is well-suited to support freight and logistics given its proximity within Taminda, existing urban services and reasonable proximity to Tamworth City and Tamworth Regional airport
Renewable energy	The overarching development proposal includes the provision of a 9MW solar farm (approved)
Portfolio Policies – Jobs for the Future, Securing job opportunities across the state	
Regulation and planning to promote commercial opportunities Planning and regulation settings must maximise employment and income-generating opportunities. Better coordination, joined-up governance and clear signals to attract industries to targeted locations will optimise local advantages.	<p>HillPDA reports that, <i>‘The Taminda estate is uniquely positioned to provide land for the expansion of urban services that support the growing township. It is superior to any alternative areas given the area is generally free of land use conflicts, is adequately serviced, enjoys agglomeration with existing businesses and has proximity to labour, capital and consumer markets. Our market research has shown that typical buyers show a strong preference for these attributes and that Taminda is preferred to alternative locations’.</i></p> <p>Planning direction has been driven by strategic documents from 2008 and more recently guided by the Tamworth Regional Blueprint and LSPS. The Planning Proposal provides the planning and economic justification that a supply of well-considered employment lands would maximise employment and income generating opportunities.</p> <p>A theoretical projection of direct and indirect revenue generation from a 30ha development is calculated to be \$400M per year and this means the site at 9ha would likely generate approximately half this amount due to a larger provision of B5 Business Development land (around \$205M in direct and indirect Gross Value Added). See Figure 7.3 and Figure 7.4.</p>
9. Provide an attractive environment for businesses to establish and invest in regional NSW locations, consistent with regions’ economic endowments. Potential growth areas (hubs) for targeted industries in specific locations	Some of the investment that Tamworth has/will benefit from has been confirmed for the Regional Centre. A supply of well-located employment lands will support opportunities for utilisation of future infrastructure as well as support opportunities for the growth that regional cities like Tamworth are expected to experience
10. Grow vibrant places to live and work to encourage business and population growth. (5-10 years) opportunities to activate regional town centres with growth potential, to support night-time economies.	The Taminda precinct is labelled as the ‘single most significant industrial lands precinct within the LGA’, and supporting growth areas in key regional cities like Tamworth align with this objective (Taminda Revitalisation + Development Strategy 2008)

Figure 7.3 Direct economic impacts of the Planning Proposal

Industry	No. of Workers	Revenue (\$m)	Salaries (\$m)	GVA (\$m)
Manufacturing	284	123.2	18.8	34.0
Electricity, Gas, Water and Waste Services	37	38.2	4.0	17.4
Construction	148	53.6	7.8	16.2
Wholesale trade	109	35.0	3.6	6.3
Retail Trade	62	52.3	4.6	7.5
Accommodation and Food Services	38	4.1	1.0	1.6
Transport, Postal and Warehousing	182	50.8	10.4	23.1
Information Media and Telecommunications	8	3.5	0.7	1.7
Financial and Insurance Services	10	3.9	0.4	2.1
Rental, Hiring and Real Estate Services	8	1.7	0.6	0.9
Professional, Scientific and Technical Services	14	1.5	0.7	0.9
Administrative and Support Services	12	1.6	0.6	0.9
Public Administration and Safety	23	1.4	1.1	1.5
Health Care and Social Assistance	42	6.9	1.3	2.6
Other Services	23	6.4	1.2	2.4
Total	1,000	384.0	56.8	118.9

Source: HillIPDA from ABS Australian Industry 2016-17

Figure 7.4 Indirect economic impacts of the Planning Proposal

Industry	Direct GVA (\$m)	Production Induced	Consumption Induced	Total GVA
Manufacturing	34.0	55.9	52.6	142.5
Electricity, Gas, Water and Waste Services	17.4	21.8	16.9	56.1
Construction	16.2	28.4	26.4	70.9
Wholesale trade	6.3	5.0	7.2	18.6
Retail Trade	7.5	4.2	7.7	19.4
Accommodation and Food Services	1.6	1.3	1.9	4.7
Transport, Postal and Warehousing	23.1	21.3	25.7	70.0
Information Media and Telecommunications	1.7	1.7	1.7	5.1
Financial and Insurance Services	2.1	1.1	1.3	4.5
Rental, Hiring and Real Estate Services	0.9	0.4	0.3	1.6
Professional, Scientific and Technical Services	0.9	0.7	1.2	2.8
Administrative and Support Services	0.9	0.5	1.1	2.5
Public Administration and Safety	1.5	0.7	1.8	4.1
Health Care and Social Assistance	2.6	0.8	3.0	6.5
Other Services	2.4	0.8	2.8	5.9
Total	118.9	144.5	151.6	415.0

Source: HillIPDA and ABS Input Output Tables 2015-16

Figure 7.5 Improve freight networks plan

 3. Improve freight networks from regional NSW to global gateways, to increase exports.		
7.2.1.3 Lower North West Regional Economic Development Strategy 2018 – 2022 Within 5 years we will investigate:	Over 5 to 10 years we will investigate:	In the next 10 to 20 years we will investigate:

Overview

The Lower North West Regional Economic Development Strategy 2018 – 2022 (the Strategy) sets out a long-term economic vision and associated strategy for the functional economic region encompassing Tamworth Regional, Gunnedah Shire and Liverpool Plains Shire Local Government Areas (the Region). Economic research suggests that regions are becoming increasingly specialised in the key ‘engine’ industries that drive the regional economies and a region’s relative strengths (endowments) play a key role in determining these specialisations”.

Assessment

The table below provides an assessment of the proposal against the Lower North West Regional Economic Development Strategy.

Table 5 Assessment Lower North West Regional Economic Development Strategy

Strategy comment	Assessment
<p>Strategy</p> <p>The Region has significant opportunities to build on its specialisations and its endowments to grow the economy. These opportunities include growing the key ('engine') industry sectors:</p> <ul style="list-style-type: none"> » Agriculture and Agri-business – to further leverage the Region's significant advantages for agriculture to increase productivity, foster emerging activities, and encourage growth and diversification of the agri-processing and services sectors. » Mining – to leverage the proposed expansion in mining to grow the Mine Services sector and attract new residents. » Deliver key infrastructure as a foundation for growth » upgrade and augment utility services (power, water, sewerage) to meet current needs and provide the capacity for growth; and » facilitate the development of serviced industrial and employment land, e.g. by providing last mile infrastructure to key industrial precincts. <p>Provide a positive, supportive environment to facilitate business growth and investment</p> <p>Key initiatives in this Strategy include:</p> <ul style="list-style-type: none"> » grow and develop the Region's workforce to address labour and skill shortages; » identify and advocate for a review of and changes to, regulatory barriers that hinder industry development and business growth; and » deliver information and services to actively support and nurture businesses. Infrastructure priorities » New business start-up and the relocation of businesses to the Region. 	<p>HillPDA (2018) identified that while industries associated with 'blue collar' occupations have historically been a major component of Tamworth's local economy and employment generator, there are a still a range of industries that drive the Tamworth economy. HillPDA write that increased demand for additional industrial land in close proximity to the town centre and transportation nodes (pg. 65 of HillPDA report) is needed. A range of industries demands a range and mix of spaces to serve different needs and uses.</p> <p>The supply of well-located industrial and commercial land facilitates the needs of the Taminda area and the region generally. HillPDA state that, <i>'Commercial services, retail and human support services including accommodation, food services and childcare facilities are important components in successful employment precincts whether they are predominantly white-collar office precincts or blue-collar industrial estates'</i> Its proximity to other businesses, clusters, access points and even other employment lands further away will catalyse change and foster growth and opportunity.</p> <p>The proposed industrial rezoning could cater for market demands in agriculture, agribusiness, mining and transport and logistics. HillPDA state, <i>'The Taminda estate is uniquely positioned to provide land for the expansion of urban services that support the growing township. It is superior to any alternative areas given the area is generally free of land use conflicts, is adequately serviced, enjoys agglomeration with existing businesses and has proximity to labour, capital and consumer markets. Our market research has shown that typical buyers show a strong preference for these attributes and that Taminda is preferred to alternative locations'</i>.</p>

Strategy comment	Assessment
<p>C. Support and leverage key sectors</p> <p>There are several key sectors that will drive the Lower North West Region's economy in the foreseeable future by creating income and employment opportunities within the Region and provide nuclei for the attraction of new businesses and investment.</p> <p>The key initiatives in this Strategy are to:</p> <ul style="list-style-type: none"> » facilitate growth in the Transport and Logistics sectors, including Aviation; » The key infrastructure priorities under this Strategy are to: » provision of adequate supply of serviced residential and industrial land to accommodate growth; and » Facilitate expansion of serviced residential and industrial land to attract mine workers and mining related businesses and services <p>Provide suitable land for the expansion of the Transport and Logistics sectors</p> <p>Strong engine industries create income and employment opportunities within the Region and provide nuclei for the attraction of new businesses and investment.</p> <p>D. Position and promote the Lower North West region as a location of choice.</p> <p>Retaining existing and attracting new businesses and residents is essential for increasing the size and capacity of the Region's workforce and for driving growth. People making location decisions consider a range of factors including the attractiveness, amenity and appeal of the area, the facilities and services available (including retail, medical and health, education, child care, telecommunications), suitable and affordable housing, employment prospects and the vibrancy and inclusiveness of the community. Ensuring that the Region is an attractive place to live, work, invest and visit, and has the facilities and services available is part of the foundation for economic growth.</p> <p>Key initiatives in this Strategy are to:</p> <ul style="list-style-type: none"> » grow Tamworth and consolidate its role as the primary regional service centre; » improve and expand the activities, facilities and services available; » market and promote the Lower North West Region as a 'location of choice' to attract new businesses, investment, residents and visitors. 	<p>The proposed rezoning can provide infrastructure to support the growth of Taminda. The proposal supports the creation of the by-pass road infrastructure. The approved solar farm will alleviate and improve the energy use and environmental sustainability of the proposed development, which can support the site but also the Taminda precinct.</p> <p>Taminda is supported by major roads and logistic access. The proposed development would complement those supply lines at the Taminda precinct's western gateway site. It can provide support to the existing businesses in the area but also facilitate their growth by providing support facilities (possibly a child care for employees' families) and amenity (food and beverage, open spaces and parks, and improved access movement) for the Taminda area.</p> <p>The provision of employment lands creates opportunities and possibilities for businesses and industries to draw more demand for a workforce. As outlined by HillPDA in a 30ha development scenario, the proposed rezoning of lands is predicated to provide up to 30 jobs during construction but in addition, up to 1,000 jobs from the employment uses (on a fully developed 30ha site). The proportional adjustment will be provided by a 9ha development site of around 400 jobs. Some employment generation resulting from the solar farm dedicated for renewable energy generation is also noted.</p> <p>The Taminda Revitalisation Strategy has guided Taminda employment areas for the last ten years. Some of the objectives have been implemented, and as identified in HillPDA report, the economy has changed over this time. The HillPDA report justifies the need to review and update the Taminda revitalisation plan, and create opportunities to implement a green, modern industrial extension of local urban services as a shortfall of employment land is unable to meet projected demands in Tamworth. HillPDA indicates that <i>'If we assumed that 50% of future demand for industrial land is directed towards general industrial zoned land and light industries, then around 17 to 57 hectares of additional land would be required to accommodate the growth over the next 20 years. Whilst there is 18 hectares of vacant IN1 general industrial land only 7 hectares is located in Tamworth Township, which is considered insufficient to meet short-term demand'</i></p>
<p>The key infrastructure priorities under this Strategy are to:</p> <ul style="list-style-type: none"> » Potential benefits and implications » Retention and expansion of existing businesses, facilities and services. » Attraction of new businesses and services. 	<p>The proposed development is a catalyst and a precursor to support clustering, diverse offerings, which include diverse spaces for micro-businesses and start-ups. The proposed sustainable development can attract new businesses and provide additional job opportunities for the workforce. The proposed rezoning could also provide for opportunities for the local manufacturing business.</p>

Strategy comment	Assessment
	<p>The facilitation of flexible, mixed, employment lands on within the high potential Taminda and Tamworth urban footprint will support with this strategy's action for increased attractiveness and growing the service economy.</p> <p>In particular, the proposed development of a sustainable and modern employment area will provide an attractor to new and existing businesses and expanding offerings to new and existing residents and stakeholders in Tamworth.</p>
Supporting analysis (weaknesses – barriers and issues)	
<p>Energy</p> <p>Uncertainty in energy policy has impacted on investment decisions, particularly in the renewables sector. Rising energy prices have impacted on business profitability and uncertainty about energy security is impacting on investment decisions</p>	<p>The provision of a solar farm (subject of another application) will address the cost and management of energy use for the proposed development. It creates value, generates income and offers an ability for employment land users to benefit from renewable energy sources as well as the benefits that result from the additional investment.</p>
<p>Limited access to capital</p> <p>Funding institutions are reluctant to lend money for residential, commercial and industrial properties located outside of Tamworth. The Region is not attracting investment from superannuation funds. Government funding policies are often based on population considerations and allocated on a per capita basis rather than on need and/or return on investment.</p>	<p>The proposed development is well-located within the Taminda precinct, a growing and landlocked precinct of activity. The staged approach to the development and release of employment lands will reduce risks and improve certainty for quality outcomes.</p> <p>The proposed development and solar generation has had interest from investors, due to the location and size of the site, and the integration of solar generation with a new modern industrial/business precinct.</p>
Drivers of change	
<p>Improvement in transport and freight infrastructure include the establishment of intermodal terminals, significant investment in rail and port infrastructure, and the increasing use of high productivity vehicles.</p>	<p>Whilst the proposed development suggests some direct road and traffic upgrades, other major funding commitments invested in the region (such as the intermodal rail and land releases like Glen Artney) can benefit from the new investment into solar and employment lands and associated infrastructure. The proposal can provide an incentive of change for employment and investment in the region. In the HillPDA report, there are case studies that demonstrate how the mix of industrial/business uses can provide good economic and employment outcomes by providing a range of key amenities for a precinct or locale.</p>
<p>Drive to reduce energy costs</p> <p>Energy costs within the Lower North West Region are 20% higher than Sydney. There is a focus is on renewable energy sources, biomass conversion, and energy saving. There is also investment in liquid biofuels with trials underway to produce diesel fuel from crop oils and green waste.</p>	<p>The provision of a solar farm (subject of another application) will address the costs of energy use for the proposed development. The ability to capture solar radiation (and for it to be contained on site) to supply future development and the grid network is critical.</p>
Action Plan	
<p>B. Provide a positive, supportive environment to facilitate industry and business growth and investment</p> <p>4c - Facilitate opportunities for professional development, networking and innovation and encourage the exchange of ideas through business clusters and networks</p>	<p>The delivery of employment lands co-located with renewable energy generation will facilitate business growth and investment. The proposed rezoning will provide opportunities to complete the western side of Taminda through business clustering and networking. The</p>

Strategy comment	Assessment
4d. Encourage and nurture micro-businesses and business start-ups	proposed development is the catalyst and the foundation to support clustering, diverse offerings, which include diverse spaces for micro-businesses and start-ups.
D. Position and promote the Lower North West Region as a location of choice	<p>The proposed development is in its own right a function of a review development strategy and review of planning instruments. Strategic planning documents which the Taminda precinct is reliant on and the planning structure that exists, has not been reviewed in over a decade. This proposal, however, provides justification on planning and economic merit that a change of this site is warranted, and is beneficial to the community and the public. However, more recently the Tamworth Regional Blueprint 100 includes the site in its documentation supporting development options for the site.</p> <p>While planning authorities devise and implement ‘marketing initiatives for attracting business and investment’ to Tamworth, the facilitation of this privately-funded employment site will provide well-located, economically stimulating land to support future strategies and growth.</p>
4a. Review urban development strategies and planning instruments to ensure they provide for a range of housing and property options, including small rural holdings	
6a. Formulate and implement marketing initiatives for attraction of businesses, investment and residents	

7.2.1.4 Strategic Regional Land Use Plan New England North West 2012

In Chapter 5, this report describes the importance of Economic Development and Employment in the region. Amongst other industries, supply of land and labour was considered important. There is recognition that growth in other sectors would drive commensurate demand for land and labour.

The proposed 9ha employment land to expand the Taminda area in line with strategic planning documents local, state and regional is consistent with the relevant chapter in this regional plan.

7.3 Is the planning proposal consistent with a council’s local strategy or other local strategic plan?

Yes.

The site is included in Precinct 6 of the Taminda Revitalisation and Economic Development Strategy (September 2008). More recently, the site has been included into the Tamworth Regional Blueprint 100/Local Strategic Planning Statement and thus has a strategic framework to guide the land rezoning change to permit industrial.

This section outlines how the planning proposal has strategic merit being consistent with the objectives and actions of the local strategies.

7.3.1 *Taminda Revitalisation + Economic Development Strategy 2008*

Overview

In 2008, the Taminda Revitalisation + Economic Development Strategy was commissioned to assess Taminda as a region to provide new opportunities for economic growth and employment generation through the facilitation of industrial/employment lands. The strategy considered existing conditions, strengths and weaknesses, regional supply and demand and made recommendations accordingly.

Key findings

The report identified 6 zones in the Taminda Precinct. Using qualitative and quantitative research, the report found that at time of report preparation in 2008, there was a shortage of industrial/employment lands. Growth in the population was also projected in the Tamworth region. Each of the 6 sites were identified as having potential to be developed in the Taminda area. Each site had its own opportunities and constraints. Whilst the development proposal of the subject site generally aligns with the objectives, commentary and recommendations of this study, the subject site is particularly related to the Precincts 4 and 6.

The study is supported by a Statistical Economic Profile analysis.

Table 6 Assessment - Taminda Revitalisation + Economic Development Strategy 2008

Study Comment	Assessment
3.1 Economic growth + structure	
Population growth and structural changes to retailing will drive growth in the bulky goods sector independently of any action Council needs to take	<p>Calculations by HillPDA show that only 7 hectares of vacant general industrial land is present in the Tamworth Township, and additional land zoned for general industrial purposes will be required over the coming years. See Figure 7.6 to Figure 7.13 and Section 7.8.2.</p> <p>The facilitation of employment lands with a mix of uses will foster growth with little Council action needed but with notable effects and benefits to the changing population and changes in built form requirements for businesses</p> <p>HillPDA reports that, <i>'The Taminda estate is uniquely positioned to provide land for the expansion of urban services that support the growing township. It is superior to any alternative areas given the area is generally free of land use conflicts, is adequately serviced, enjoys agglomeration with existing businesses and has proximity to labour, capital and consumer markets. Our market research has shown that typical buyers show a strong preference for these attributes and that Taminda is preferred to alternative locations'</i>.</p> <p>The recently rezoned Federation Park east of the Racecourse site incorporates a rezoning of B5 and IN1 lands east of the Tamworth Racecourse. Whilst the Taminda Revitalisation + Economic Development Strategy in 2008 labelled Federation Park site as Precinct 5 and suitable to supplement uses that exist with the Racecourse uses. The site however was constrained heavily with the need to provide this location with suitable stormwater detention storage capacity severely limiting its scale and opportunity to deliver a range of outcomes.</p>
Taminda would be best served by a flexible approach to industry attraction that provides opportunities for a wide range of light industrial land uses across the metals manufacturing – particularly agricultural, vehicle, mining machinery etc. products, along with construction, and wholesaling.	The development form proposed in this Planning Proposal aligns consistently with the recommendation in the Taminda Revitalisation + Economic Development Strategy. A mix of land zonings are proposed and subsequently a mix of lot sizes and uses will facilitate the flexibility needed to cater for a dynamic market.
3.2 Population growth + change	
The implication of this growth scenario for employment and economic development planning is that the vast majority of new jobs will need to be created in the regional centre. Indeed, Tamworth will be increasingly relied upon to provide employment opportunities for the surrounding rural areas.	<p>Facilitation of employment lands as part of this development proposal will serve to meet the needs of the growing Tamworth region.</p> <p>Whilst the strongest beneficiaries of the revitalised development site may be in the immediate proximity, potential for benefits to a wider catchment are worth considering. The proposed development will function as a catalyst to support clustering and diverse offerings in close proximity to existing built form and the regional centre.</p> <p>Analysis from the HillPDA report (2018) supports the importance of well-located urban services and employment lands to support a growing township. HillPDA estimates that a shortage in well-located</p>

Study Comment	Assessment
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industrial/employment lands is being experienced in the Taminda area. Areas of appropriate employment generating areas are shown in Figures below as well as historical jobs numbers and projected growth.

Figure 7.6 Vacant land in Taminda



Source: HillPDA – vacant land either vacant lots or a large proportion of a lot that is vacant and not being used as storage

Figure 7.7 Historical jobs numbers by Industry

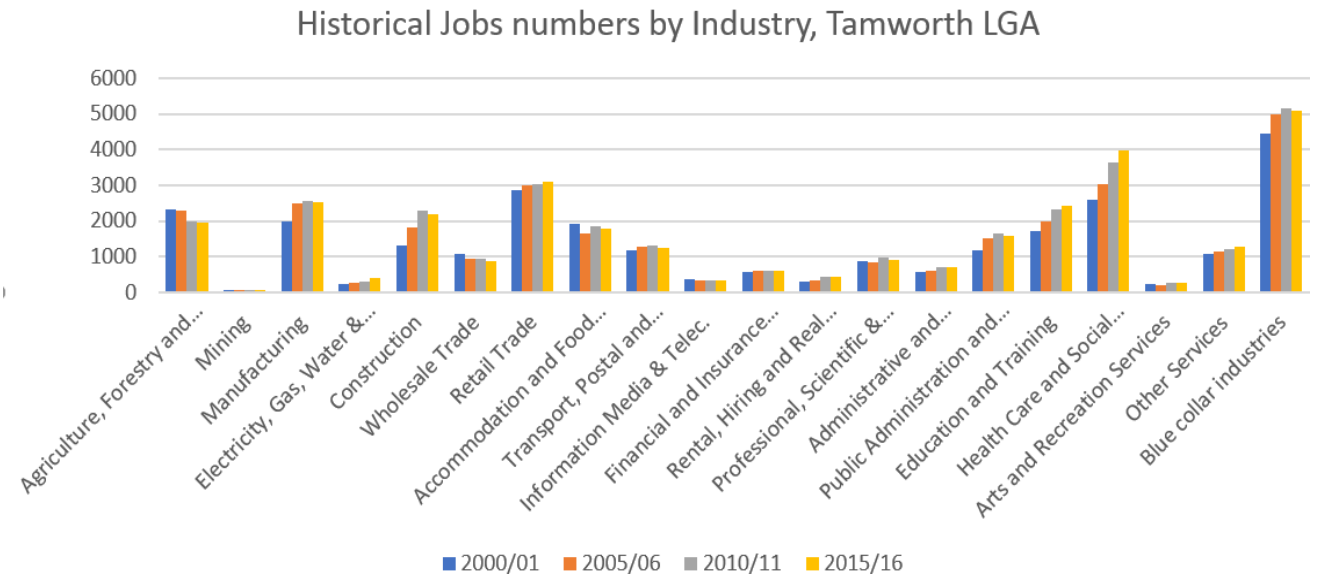


Figure 7.8 Projected jobs numbers by Industry

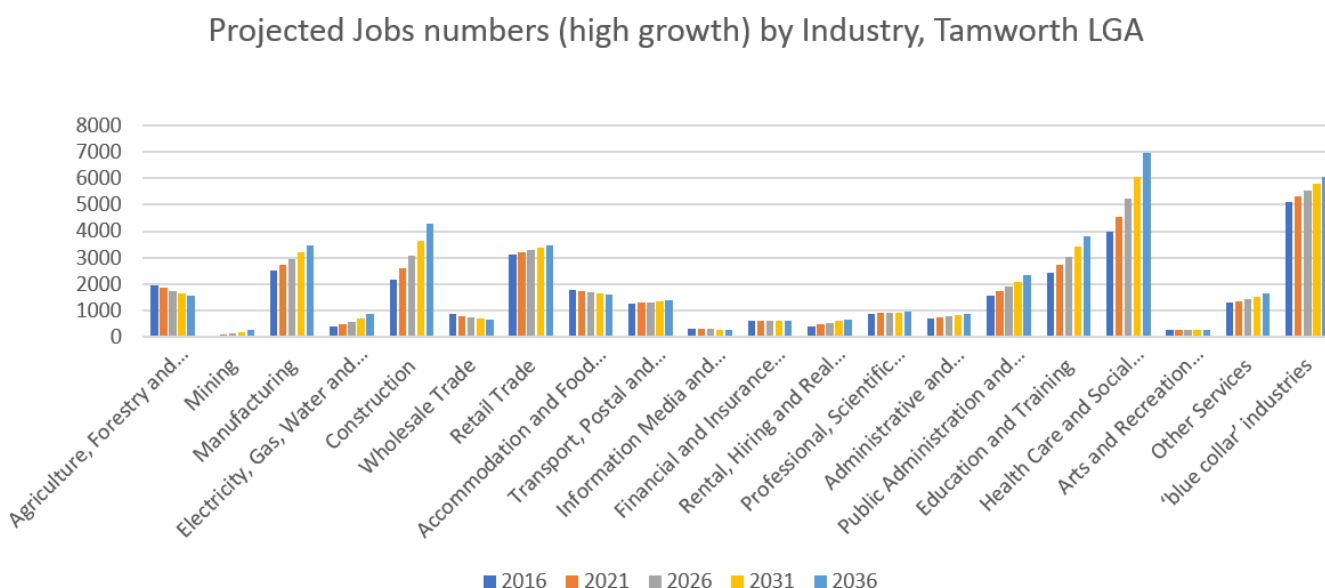


Figure 7.9 Employment directed to industrial precincts

Industry	% directed to Industrial zoned land	Scenario 1		Scenario 2	
		2016	2036	2016	2036
Mining	70%	40	156	40	186
Manufacturing	100%	2,513	2,597	2,513	3,474
Electricity, Gas, Water & Waste Ser	100%	389	856	389	856
Construction	50%	1,089	1,607	1,089	2,151
Wholesale Trade	70%	609	514	609	454
Retail Trade	10%	311	332	311	346
Accommodation and Food Services	30%	538	629	538	488
Transport, Postal and Warehousing	90%	1,129	1,127	1,129	1,248
Rental, Hiring & Real Estate Services*	20%	84	127	84	136
Other Services**	40%	514	635	514	653
Total		7,215	8,580	7,215	9,993

Source: HillPDA, *includes agricultural farming equipment's sales and renting, **includes automotive repairs

Table 7 Assessment - Taminda Revitalisation + Economic Development Strategy 2008 cont.

Study Comment	Assessment
4.1 Supply + demand	
It (Glen Artney) is not suitable for many of the lighter or even general industrial purposes that rely on substantial interaction with surrounding business operators or accessibility to retail or wholesale customers.	The proposed development meets the needs of businesses and customers, by creating increased interaction and opportunity by clustering complementary uses to the Taminda precinct. The proposal will offer a varied range of employment lands that will cater for a dynamic market that is within the Taminda precinct and partly immediately adjacent.
Taminda is clearly the single most significant industrial lands precinct within the local government area and as such plays a critical role in the functioning of the Tamworth Regional economy.	The Taminda precinct is labelled as the 'single most significant industrial lands precinct within the LGA', and providing an opportunity to improve its offerings, strengthen its presentation and revitalise the Taminda precinct will further support the growth of Tamworth.

Study Comment	Assessment
Anecdotal evidence suggests that these sites are filling rapidly, and that in-town industrial land is already in short supply. This is evidenced by the rapid increase in the value of industrial land (pers. Comm. LJ Hooker). A further five lots were unoccupied and four lots had further development potential in West Taminda.	Market based feedback such as this is enforced by the lack of land available for the provision of development. According to the Taminda Revitalisation and Economic Development strategy the Federation Park rezoning is likely to be constrained by the need for detention storage resulting in perhaps 50% of the 7ha made available to the Taminda precinct and thus a shortage is anticipated. The HillPDA report (2018) projects greater growth and demand representing a shortfall in available lands necessary for economic stimulation
These ranges (demand forecasts) simply reinforce the need for long range planning and staged management of release areas, rather than detracting from the forecasting methodology	The programme and delivery of the proposed development will provide for the organic and ordered delivery of employment lands to the market. A staged approach for the delivery of the lands would also be a typical practice by developers and sales agents and provides flexibility in which a landowner can deliver land to the market.
5.1 Improving structure	
This (Jewry Street thoroughfare) would have the benefit of removing unnecessary traffic from internal streets; provide the opportunity to create well defined entrance points to the estate; and increase traffic movement along Jewry Street to support development of adjacent land parcels.	<p>The alleviation of traffic impacts and improving permeability across Taminda is possible with the provision of a future bypass road. The subject site's relationship and interface to this road means that future development can front onto the by-pass road (but not necessarily access it), take advantage of exposure to the road and also plan for improved access for the precinct and the subject site.</p> <p>The proposed rezoning site outside of the 40m wide bypass road reserve and can operate independently of the proposed bypass road.</p>
The capital works program could be funded through a mix of s.94 contributions and developer agreements over new land releases within Taminda, funds raised from the sale of Council land, and Council's usual capital works budget	<p>The proposed rezoning will allow for the location of the bypass road.</p> <p>The delivery of this development means that contribution charges can be realised earlier for Tamworth Regional Council, assisting with the development and delivery of works programs. This provides improved clarity and certainty to the strength of the Taminda region by cumulatively adding to the pool of investment in the area and acting as a catalyst for change.</p>
5.2 Placemaking	
Gateway Sites – subject site, in part (Portion B)	Facilitation of this Planning Proposal would provide strong opportunities to support and justify the delivery of the two gateway locations for Taminda as envisaged by this strategy. The “gateway” location of the subject site is further supported by the bypass road and will cater for high traffic and strong visibility opportunities. The delivery of the gateway sites will improve and reactivate the Taminda entry point from the west and the major intersection at Jewry/Dampier Street and future bypass road. The gateway sites will be more challenging to develop and justify without the provision and intensification of employment lands
A program of tree planting is recommended, with larger trees bordering the major perimeter roads; Jewry Street, Gunnedah Road and Ebsworth Street to clearly define the boundaries of the Estate. Smaller trees should (be) planted along a number of major internal roads to create a clear internal street hierarchy.	This proposal anticipates a landscaping strategy to public frontages as well as open space provisions within the subject site that will align with Tamworth Regional Council's Development Control Plan and best practices. The development of this proposal permits the opportunity to improve and renew the land and achieve better design outcomes for the area.
6.1 Overview	
It is proposed that each precinct be developed to cater for a different market to both manage the risk to Council from the	This proposal will be delivered at a rate that will be commensurate with market demands and trends. This single site can cater for different markets and varying demands of a complex local market without risk to

Study Comment	Assessment
<p>project and to meet the varying demands of a complex local market.</p> <p>As such a mixture of lot sizes is also proposed across the Estate. The lot sizes provided in table 9 should be taken as indicative only.</p>	<p>Council, given its relatively compact size to other employment lands outside of Taminda.</p> <p>The HillPDA report (2018) outlined the different uses/submarket and need for the employment land.</p>
<p>The precincts are nominally listed in order of their more likely staged delivery to the market; however, given the range of potential markets, there would be no reason to withhold precincts 1 to 5 from the market. These areas could be developed in parallel with precinct 6 held back until the flood levee and Jewry Street extension is completed and the market becomes clearer as to the preferred land use for this site.</p>	<p>The Taminda Revitalisation + Development strategy has been developed since 2008, and many of the vacant lands have been developed or rezoned.</p> <p>Precinct 6 was seen as a medium/longer term site, until the market changed, or the preferred use is identified.</p> <p>The HillPDA report 2018 outlines the need to plan for this employment plan and rezoning of the site.</p> <p>Employment lands in Taminda can be delivered in a timely manner with flood impacts of the subject site having been resolved. The flood impacts and relevant mitigative solutions have been modelled and confirmed to be acceptable at a scientific level of enquiry. The release of employment lands is therefore appropriate now and can support the market demand and knowledge base.</p>

6.5 Precinct 4 – Jewry + Dampier

<p>The second, and perhaps more compelling reason, is the risk arising from not developing the site. If precinct 4 is used as a cemetery it will reduce the viability of the entire Taminda redevelopment strategy. The site's characteristic that make it most attractive for development, its high visibility to Jewry Street traffic, becomes a major threat to the impression any visitor to the Estate will receive if confronted by a cemetery. Development of the site will reinforce the chain of new development sites stretching along the spine created by the upgrading and extension of Jewry Street.</p>	<p>The development of Precinct 4 and 6 will complement each other in re-creating the Taminda precinct at the west. The justification and delivery of the gateway sites will also provide opportunities for the creation of employment, improved public domain and improved built form.</p> <p>Both Precinct 4 and 6 (the subject site) are highly visible to Jewry Street traffic and their development will support according to the Taminda Revitalisation + Development strategy 'the chain of new development sites stretching along the spine created by the upgrading and extension of Jewry Street'. As at the time of this report, Precinct 4 has not developed with no site activity in the last several years. This further justifies the facilitation of employment lands for the Taminda and Tamworth region that will meet the criteria of stimulating the economy and providing an opportunity to create a Gateway site as envisaged by this strategy.</p>
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6.7 Precinct 6 – Jewry Street extension (part subject site)

<p>The precinct created by these works would be nearly 13 hectares in size and would provide an opportunity to create a land mark development at one of the Tamworth's and the Taminda Estate entrances.</p> <p>The precinct is bordered for nearly one kilometre by the Proposed Jewry Street extension, providing outstanding visibility and accessibility opportunities.</p> <p>The precinct would provide a longer-term option for Council to identify a future flexible development area within the city limits while capital is raised via land sales and development contributions over the earlier precincts.</p>	<p>The proposed development would take advantage of its prime location to the Taminda precinct and the future bypass road, linked to Jewry Street.</p> <p>The Strategy has identified the southern part (approximately 9ha) of the site for industrial purposes. An injection of employment lands to the Taminda precinct aligns with Council and State regional strategies. The HillPDA report (2018) demonstrates the demand for employment lands in locations within or near Taminda is between 17ha to 57ha, and thus the proposed industrial zoning of the freight and logistics, as well as the other industrial land together with the site can provide the future employment land for Tamworth.</p> <p>The ordered and structured delivery of the 9-hectare site will provide clarity and not hinder the delivery of the bypass road. Development can be achieved by ensuring that a level of stability of earthworks/fill, servicing on either side and certainty for access points for the internal</p>
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Study Comment	Assessment
<p>Precinct 6 is suitable for both bulky goods retailing and industrial uses, although any industrial development would require careful design and aesthetic management to confirm Taminda's new identity as a higher order business environment.</p> <p>The precinct is large enough to support up to twenty- two 5000sqm lots, or up to fifty smaller lots. It's identification at this point as part of a longer-term economic development strategy for the city will reduce pressure on Council to support development proposed for other, less desirable, out of town areas.</p> <p>It will also provide certainty to the market that a longer-term strategy is in place to meet ongoing land demand.</p>	<p>road network and future levee design, such that access requirements can be designed and delivered efficiently.</p> <p>The proposed development site is in a single ownership that will aid to ensure a consistent delivery of the project objectives, design intent and consistent outcomes.</p> <p>The delivery of the site will not rely on any other land sales, development contributions or risk to Council or stakeholders.</p> <p>As described above, the provision of the precinct will allow for the delivery of a mix of employment uses and lots sizing that will cater for a wide, dynamic market and locality. The proposal will permit the gradual transition from smaller architecturally designed smaller commercial/industrial built form to larger, architecturally designed spaces for other uses. By providing a mix of uses and aesthetic appeal, the development can reactivate this precinct from an urban planning and design perspective and foster the addition of employment opportunities at a landmark, gateway site.</p>

Duo Statistical Economic Profile

A micro business sector that is growing in numbers as well as profitability

Relatively high proportions of people working in wholesale trade, transport and storage, and hospitality; all export income earners to the city.

Strong growth in the agriculture, manufacturing, and hospitality sectors – all export earners – supported by strong growth in the service sector – suggesting a move to a service-oriented economy attractive to migrants

Tamworth will have most success building on its existing skills base in the agriculture, natural resource management and in particular engineering fields.

Population growth and structural changes to retailing will drive growth in the bulky goods sector independently of any action Council needs to take.

Taminda would be best served by a flexible approach to industry attraction that provides opportunities for a wide range of light industrial land uses across the metals manufacturing – particularly agricultural, vehicle, mining machinery etc. products, along with construction, and wholesaling.

The findings from the economic study that formed the basis for the 2008 Taminda Revitalisation + Economic Development Strategy, report that emerging micro business sectors are growing amongst the usual sectors of agriculture, manufacturing and hospitality. The varied nature of these growing industries and sectors would likely require a mix of employment land sizes to cater for a changing market.

The proposed development will provide varying lot sizes to cater for smaller operators, start-ups, boutique operators, food and beverage with the ability to provide larger lot sizes for bulky goods, warehousing and light manufacturing for example.

The proposed development would permit the flexibility to anticipate and/or react to market conditions.

The proposed mix of IN1 and B5 for the site will achieve the objective of developing a site that can provide opportunities for bulky good, light industrial, urban service. The B5 land is proposed to be 2.4ha so to complement that at Federation Park and provide for some services for the workers in Taminda, together with light industrial opportunities to support agriculture, service economy or any engineering fields.

The site's location within (and adjacent) to the existing urban footprint of Taminda creates better opportunities for urban design outcomes and possibilities for business growth and interactions for operators and consumers.

The delivery of this employment precinct to complement the highly valuable Taminda precinct would not require action or responsibility of Council.

The proposal size is small enough such that a single landowner has sought a rezoning of 9ha from a broader landownership of a 102ha parcel

The ability to stage the delivery of employment land product to the market is also expected as with any large development and responds to projected demands and for a localised Taminda market

7.3.2 Tamworth Regional Development Strategy 2008

Overview

The Tamworth Regional Development Strategy 2008 (TRDS) is Tamworth's strategic plan to manage growth and give strategic direction for urban and rural areas in the Tamworth LGA. The report was commissioned by TRC three years earlier in 2005 with the intent to guide the preparation of a new region-wide LEP.

Key findings

See the assessment in the below table.

Table 8 Assessment - Tamworth Regional Development Strategy 2008

Content	Assessment
Strengthening the region and supporting existing centres	
<p>Foster links between the various centres and communities in such a way that recognises the role of each place and the needs that place may have.</p> <p>Ensure planning provisions support and promote sustainable employment, industrial lands and specialised centres.</p>	<p>As outlined by HillPDA report (2018), the proposed development would strengthen the already strong but limited land supply at Taminda and serve to act as a supporting link to other centres.</p> <p>The delivery of employment lands co-located with renewable energy generation will facilitate business growth and investment. It will act to support business clustering and networking.</p>
3.2 Strategic directions and actions	
<p>2. (a) Contain urban growth within current town boundaries.</p> <p>(d) Ensure that development contributes to the desired character and exhibits a strong contextual relationship with its locality.</p>	<p>The proposed development is located in the defined Taminda boundary and adjacent to the current precinct boundary of Taminda. The growth is considered orderly and well-located to existing services and businesses. It is seen as an extension to the current urban area, as there is industrial development to the south and the south east, and the Racecourse to the east. The site therefore has a strong contextual relationship to the existing Taminda.</p> <p>The scale of the proposal means that a level of flexibility exists that will permit the gradual transition from smaller architecturally designed smaller commercial/industrial built form to larger, architecturally designed spaces for other uses.</p> <p>By providing a mix of uses and aesthetic appeal, the development can complement and enhance its surrounding development area.</p>
<p>3. (a) Encourage participation, co-ordination and partnerships in consideration and development of infrastructure projects and public places.</p> <p>Promote the benefits of high-quality urban design in project planning and development through programs, demonstration projects and public awareness raising.</p> <p>Reinforce the importance of active frontages between public places and the private domain to revitalise centres and create quality pedestrian experiences.</p> <p>(e) Identify and emphasise key arrival points into towns and reinforce the contrast between urban development and the countryside.</p>	<p>The facilitation of the proposed development will provide opportunities to work with stakeholders and Council in achieving greater outcomes for the public and stakeholders.</p> <p>The masterplan response as proposed is designed by award-winning architects with a strong focus in delivering quality outcomes.</p> <p>The subject site’s relationship and interface to the bypass road means that future development can activate the zone, by taking advantage of exposure to the road and revitalise the gateway site but also develop independently as required.</p>
Supporting employment and economic development	

Content	Assessment
<p>Provide for and facilitate future economic growth in the Region.</p> <p>Encourage and support commercial development within the Region.</p> <p>Ensure the provision of well-located, suitable land for future industrial purposes</p>	<p>Facilitation of employment lands as part of this planning proposal will serve to meet the economic needs of the growing Tamworth region. The provision of B5 and IN1 will give the flexibility needed to cater for changes and the shortfall of employment lands within Taminda. The strongest beneficiaries of the revitalised development site may be in the immediate proximity, potential for benefits to a wider catchment are also worth noting.</p>
Strategic directions and actions	
<p>1. a) Ensure planning policy facilitates the establishment of new businesses based on the competitive advantages of the Region, including providing access to major road and rail access routes, land and separation distances from adjoining land uses.</p>	<p>Taminda is supported by major road and logistic access. The proposed development could act as a catalyst for land and development supply that would make use of major infrastructure investment such as the Intermodal Freight network as well as bolster its own catchment for increased opportunity and activity.</p>
<p>2. Align land use planning with regional economic development priorities for key industry sectors.</p> <p>(a) Provide for the location and land needs of key industry sectors by changing Development Plans to include performance-based policies based upon land capability assessment.</p>	<p>Whilst the Tamworth Regional Development Strategy 2008 does specify the exact 'regional economic development priorities' in this document, the proposed development is consistent with many of the objectives in Regional and local strategies.</p> <p>The proposed development is a catalyst and a precursor to support key industries and clustering, diverse offerings, which include diverse spaces for micro-businesses and start-ups.</p> <p>The Tamworth Regional Development Strategy has guided Tamworth for the last ten years. Many of the strategies have been implemented, and as identified in HillPDA report (2018), the economy has changed over this time. The HillPDA report has justified land capability and the projection of demand. More recently, Tamworth's Blueprint 100 provides further justification of the site's merit for development and extension of the Taminda area.</p>
<p>7. Ensure planning policy facilitates and supports business development</p> <p>Ensure that planning policy facilitates the establishment of new businesses based on the competitive advantages of the Region, including providing access to major roads and rail access routes, land, and separation distances from adjoining land use.</p> <p>Develop infrastructure that improves trading and commercial opportunities.</p> <p>Encourage spin-off value added commercial activity in synergy with the current economic base.</p> <p>Allow for a mix of related and complementary land uses in employment areas to provide services to local employees, while not undermining the key role and function of the area or zone.</p>	<p>The Planning Proposal provides the planning and economic justification that a supply of well-considered employment lands is advantageous to the Tamworth region by allowing for new competitive new businesses to prosper, deliver internal access and facilitate new access. A mix of employment land is proposed and will support and provide opportunities to local employees and the region.</p> <p>The Tamworth Regional Blueprint and subsequent LSPS designates the site area for future 'industrial growth'. Whilst the documentation also highlights the large vacant and available industrial areas for the region there is a supply that focus on the Airport and intermodal areas. Both areas serve a range of demands and needs in different areas and urban hierarchy within the Tamworth LGA</p>
<p>8. Identify land that is appropriate for industrial development</p> <p>Provide a range of allotment sizes for industrial uses.</p>	<p>The site is suitable for the proposed employment uses, of IN1 and B5. The key reasons are:</p> <ul style="list-style-type: none"> — The proposed development can accommodate a variety of industrial land parcels, which the TRDS 2008 suggests

Content	Assessment
<p>Rehabilitate and make available underutilised industrial land for new development.</p> <p>Any new development must include WSUD principles including effluent reuse, stormwater harvesting.</p>	<p>there are benefits of allotment sizes in industrial development</p> <ul style="list-style-type: none"> — Part of the site is currently used for rural industrial and other uses. The proposed rezoning can thus formalise the underdeveloped employment use and deliver part of the site which was envisaged for employment lands to support future market demands of the Tamworth region in the medium to long term. The rezoning of the site is the best option for Taminda, as the land has been previously identified for employment purposes and can provide an extension to the current urban area. — Future development of the site will provide opportunity for providing measures that feature WSUD and similar principles
<p>9. Ensure the location of industry and surrounding land use does not jeopardise future industrial expansion and efficiency</p> <p>Encourage the co-location of industry to achieve a demand that warrants the provision of infrastructure.</p> <p>Encourage industries to locate where other industries could benefit from the use of their by-products.</p> <p>Protect and enhance industrial amenity and reduce the visual dominance of industrial estates/sites on the gateways to Tamworth City through the provision of adequate buffers, landscaping and appropriate building form and design.</p> <p>Ensure that industry is compatible in terms of its scale and physical character with its rural and urban surroundings.</p> <p>Ensure land use policy clearly describes the appropriate scale of industrial development in a locality or Region.</p> <p>Design landscaping, built form, access and services in a way that assists the appearance of industry.</p>	<p>It has been established that the Taminda is in a specialised and unique location, <i>'Taminda is clearly the single most significant industrial lands precinct within the local government area and as such plays a critical role in the functioning of the Tamworth Regional economy'</i> (Taminda Revitalisation and Development Strategy 2008).</p> <p>As a result, industrial land outside of the Taminda precinct is considered to be for a different market, where HillPDA describes the bulk of these outer areas as not suitable or, at a minimum, not ideal to accommodate the future growth in urban services.</p> <p>Other precincts may need to rely heavily on proposed or anticipated investment with lead times difficult to factor or provide market certainty to. The geographic location of some precincts lends to more specialised tenants that either have a relationship with the airport or require relative isolation to other uses, for example a poultry abattoir / processing plant. However, it has been demonstrated that there is a demand and a supply shortfall and all development land would complement and support the Tamworth region in their own right and context.</p> <p>The delivery of this proposal co-locates employment lands with an existing urban footprint and adjacent to the Taminda precinct. Facilitation of employment lands at this site will uniquely provide opportunities to complete the western side of Taminda through reactivation and clustering of businesses. HillPDA draws on these benefits by stating, <i>'Commercial services, retail and human support services including accommodation, food services and childcare facilities are important components in successful employment precincts whether they are predominantly white-collar office precincts or blue-collar industrial estates'</i>. This suggests that a mix of uses that support employment precincts are important for success.</p> <p>The proposed development will allow for the delivery of a mix of employment uses and lots sizing that will cater for a wide, dynamic market and locality. The proposal will permit the gradual transition from smaller architecturally designed smaller commercial/industrial built form to larger, architecturally designed spaces for other uses. This will allow other industries to benefit from co-locating with the site.</p> <p>The masterplan response as proposed is designed by award-winning architects with a strong focus in delivering quality</p>

Content	Assessment
	<p>outcomes. The proposed controls will ensure that it is both of a scale and built form typically found in employment areas in Tamworth. The proposed B5 is of scale and a floor area typical of such uses in Tamworth. The Industrial section of the DCP can apply demonstrating consistency of scale to the built form</p>
Caring for the natural environment	
<p>Conserve areas of scenic amenity; Minimise the impact on the climate; Minimise the risks associated with natural hazards; Protect and enhance areas supporting high conservation values.; Avoid fragmentation of the landscape with an emphasis on consolidating and connecting intact landscapes; Protect and enhance the quality and quantity of local water resources.</p>	<p>The flood modelling concept will alleviate flood impacts and provide compensatory cut for the filling that is necessary at the project site. For minor flows and rain events, the formalisation of drainage infrastructure at the site will also serve to benefit the site and the surrounds. The flood concept plan has been scientifically considered and developed as an engineered solution. The engineering solution is not designed to convey flood waters or provide a continuous flow of water across Wallamore Road or the intermodal rail line.</p> <p>The proposal's flood solution only seeks to create moderately graded land adjacent to the site, controlled by the same proponent and could continue to be used for other land uses such as agriculture and similar uses.</p> <p>As identified in the Aboriginal heritage and non- Aboriginal heritage assessment, little potential for impacts is expected to occur, and the reports recommend that the proposed development 'can proceed with caution'. A biodiversity assessment on flora and fauna found that '...the Development Site as being modified to the extent that potential for high value flora and fauna was low or unlikely...No threatened flora species, populations or ecological communities have been observed or considered likely to occur in a natural state within the subject site'.</p> <p>Whilst the triggering of the Biodiversity Offset scheme may be required with clearance of over a threshold of 0.5ha, further assessment of quantum is proposed at later phases.</p> <p>Overall, the highly cleared nature of the subject site means that impacts from proposed development are expected to be low.</p>
Strategic directions and actions	
<p>1. Encourage innovative approaches to energy consumption to reduce the impacts of climate change</p> <p>(b) Investigate the possibility of providing solar energy to the Region for the operation of public utilities such as street lights.</p> <p>3. Ensure development does not have a detrimental impact on nearby water bodies</p> <p>(a) Performance criteria should be developed and applied to all development to ensure that impact on water bodies is minimised.</p> <p>(d) Promote water sensitive urban design (WSUD) and integrated water cycle management (IWCM) in Development Plans and development proposals to achieve catchment water management objectives.</p> <p>Riparian zones should be protected and revegetated to improve the water quality of waterways by</p>	<p>An embedded network as part of the solar farm is proposed to be integrated into the employment lands and is subject of a development application from TRC. A modern, 9MW solar farm has been designed and will be sited in close proximity to the employment lands. The solar farm at time of this report is expected to undergo the necessary processes and design development to facilitate a connection to the grid network. The intention is such that the solar farm could sell excess power back to the grid and also power future employment development.</p> <p>The provision of the solar farm, of this scale and connected to the grid supports the directions and actions as a reduction in climate change impacts through solar energy technology.</p> <p>Future development of the proposed development would permit the possibility of improvement measures through WSUD and the like. In a 'do-nothing' situation, opportunities to deliver employment generating lands and therefore the possibility of improving environment outcomes for improved water quality and flood handling would be removed.</p>

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<p>reducing erosion and removing pollutants before they reach the river.</p> <p>Monitor water quality, particularly in relation to salinity levels, so that the location of pollution sources can be determined and the clean up can be targeted to specific areas.</p>	<p>By nature, the proposed flooding works will implement an engineered solution to the subject site whereby, benefits could be realised by setting a new standard for flooding and stormwater management for the site and the adjacent area. The provision of the wide flow channel is a soft, aesthetically appealing solution that has been proven to be effective through modelling.</p>
Improve transport and accessibility	
<p>Manage and improve the road and rail networks.</p> <p>Support the role of the airport in strengthening the Region's economy.</p> <p>Maintain a functional hierarchy of road types throughout the Region to ensure safe and convenient vehicular movement.</p> <p>Provide ready controlled access to the arterial road system.</p> <p>Maintain the efficiency and integrity of major roads by minimising the number of direct access points.</p> <p>Make provision for future road links as part of development approvals.</p> <p>Control intersections at a level commensurate with their carrying capacity.</p> <p>Require buffers between major arterial roads and residential areas by means of physical separation, alternative land uses, or an appropriate zoning.</p> <p>Adopt the following roads hierarchy for Tamworth as adopted from RTA guidelines</p> <p>3. Enable the safe and efficient movement of people</p> <p>(e) Locate compatible land uses and development adjacent to freight routes to facilitate freight movement while minimising the impact on the community and the environment.</p>	<p>Taminda is supported by major road and logistic access. The proposed development could act as a catalyst for investment that would capitalise on available major infrastructure investment such as the Intermodal Freight network as well as support the Tamworth catchment for increased opportunity and activity.</p> <p>While the future bypass alignment and design have not yet been confirmed by Council, the proposed development is south of the future bypass road. The bypass road will need to consider design levels for flooding, like the Site. Modelling has demonstrated the proposed development's acceptability into the road network and confirmed the optimal access location (Dampier Street and Wallamore Road) which is able to operate and development independently of the bypass road.</p>
Improving infrastructure provision	
<p>6. Provide opportunities to develop viable and sustainable non-electricity energy systems in the Region</p> <p>Investigate and promote the use of renewable energy sources such as wind farms, solar, biofuels and other forms of renewable energy supply.</p> <p>Support and facilitate increased use of renewable energy systems for providing or supplementing domestic and commercial electricity supplies.</p> <p>Raise community awareness about the benefits of utilising natural gas to increase interest throughout the Region.</p>	<p>An embedded solar farm is approved and subject of another application to Council. A modern, 9MW solar farm has been designed and will be sited adjacent to the employment lands. The solar farm at time of this report is expected to undergo the necessary processes and design development to facilitate a connection to the grid network. The intention is such that the solar farm could sell any excess power back to the grid and also power future employment development.</p> <p>The provision of the solar farm of this scale and connected to the grid supports the directions and actions as envisaged here such as a reduction in climate change impacts through solar energy technology</p>
Local area strategies	
Planning comments	<p>This is addressed above and throughout the document. This Planning Proposal and the supporting documents provide justification for the amendment to development plans that have</p>

Content	Assessment
<p>There is a need for additional industrial land to allow for large employment generating industries to locate in Tamworth. Many felt that the gas pipeline would provide value-adding opportunities for agriculture.</p>	<p>concluded the benefits of providing additional employment lands in Taminda.</p>
<p>Principle: Supporting Employment and Economic Development</p> <p>The two main factors central to economic growth in the region are population growth and the ability for the Tamworth community to attract new economic activity. The following actions are designed to retain and enhance economic development.</p> <p>Encourage the expansion of the Taminda Industrial areas following the completion of levy banks.</p> <p>A significant amount of industrial land exists around the airport and has the potential to accommodate general and heavy industry, aviation-based industries or offensive industry that could utilise the airport without impacting upon adjoining land uses.</p> <p>The concentration of industrial activities in two precincts within the City's urban area contributes to the development of distinctive conveniently located industrial precincts in close proximity to the CBD and places of residences. These precincts may also be attractive to further showroom development and thus should be protected from further encroachment by non-industrial uses to preserve their function.</p>	<p>At time of this report, the Glen Artney precinct had been rezoned. As the Tamworth Revitalisation + economic development strategy said:</p> <p><i>Glen Artney is located outside of the Taminda and Tamworth urban footprint. It appears to cater for a certain industrial market and demographic requirement that is reliant on road, air and the intermodal network for support. The proposed development is uniquely situated within Taminda and the Tamworth urban footprint yet located at a distance of 6-7kms from the Glen Artney/Airport precinct. The subject site serves a range of uses and requirements by its relative scale to Taminda's offerings (being low).</i></p> <p>Tooker and Associates have undertaken detailed studies that demonstrates the proposed flood concept design does not rely on public funding to extend levee banks to create flood protected land. The proposed flood concept design provides compensatory grading and cut to proponent controlled land to offset the filling across the 9ha development site. The proposed solution is a soft, aesthetically appealing yet effective solution that has been proven to be effective through multiple iterations of flood modelling. Greater design detail can be developed at the development application stage.</p>
Implementation	
<p>Short term</p> <p>Take steps at Glen Artney to unlock land for future industrial development through incentives/directives in the LEP.</p> <p>Investigate opportunities for general and heavy industry, aviation-based industries or offensive industry that could utilise the airport through the implementation of a special uses zone.</p> <p>Investigate the development of a business park area in South Tamworth or near the airport to provide a range of office and light industrial such as high technical industries.</p> <p>Investigate the expansion of the Taminda Industrial areas following the completion of the flood levy banks.</p>	<p>Glen Artney having now been rezoned as a heavy industrial-type precinct, servicing air and the future intermodal addresses this objective by locating general and heavy industry, aviation-based industries or offensive industries that could utilise the airport.</p> <p>The availability of land of scale in South Tamworth for employment land such as a business park appears limited, as outlined by HillPDA. A visual assessment of aerial maps also shows a high proportion of residential uses in a fragmented arrangement. The subject site is well-located within Taminda and the Tamworth urban footprint.</p> <p>A flooding concept design has been developed that does not rely on and does not require the modification or expansion of any publicly funded levee bank and instead delivers a gateway site as envisaged by the Tamworth Revitalisation + Economic Development Strategy to be developed with a future proof supply of employment lands within Taminda.</p>
<p>Medium term</p> <p>Supporting Employment and Economic Development</p> <p>Protect and enhance industrial amenity and reduce the visual dominance of industrial estates/sites on the gateways to Tamworth City through the</p>	<p>The proposed rezoning will allow for the delivery of a mix of employment uses and lot sizing that will cater for a wide, dynamic market and locality. The proposed response could cater for a gradual transition from smaller architecturally designed smaller commercial/industrial built form to larger, architecturally designed spaces for other uses. By providing a mix of uses and aesthetic appeal, the development can reactivate</p>

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provision of adequate buffers, landscaping and appropriate building form and design.	this precinct from an urban planning and design perspective and foster the addition of employment opportunities at a landmark, gateway site.
Allow for a mix of related and complementary land uses in employment areas to provide services to local employees, while not undermining the key role and function of the area or zone.	The proposed uses will service the immediate Taminda precinct by proximity and complement surrounding areas such as Glen Artney and other infrastructure

7.3.3 2017 – 2027 Community Strategic Plan

Overview

The 2017 – 2027 community Strategic Plan (CSP) describes the things that Council stands for, our objectives, the main activities we will complete and how these activities are going to be resourced.

A prosperous region

P1.1 Support and facilitate economic development and employment opportunities

1. Implement actions and report on Council's Regional Economic Development Strategy 'Tamworth Tomorrow'
2. Respond to emerging opportunities
3. Facilitate opportunities for new business
4. Deliver the Glen Artney expansion

Table 9 Assessment – 2017 – 2027 Community Strategic Plan

	Response
1	Objectives from Tamworth Tomorrow 2016 – 2021 are addressed at Section 7.3.4
2	The limited amount of developable land in the Taminda region is not responding or pre-empting the need or opportunity for any emerging markets or opportunities.
3	The need to facilitate new opportunities for business includes provision of employment lands and precincts. It is the catalyst for clustering and completion of the Taminda west gateway site
4	The Glen Artney precinct has been rezoned. The proposed development that forms this Planning Proposal aims not to compete with other industrial rezonings of the Tamworth region as the proposed development is uniquely contained within the Taminda precinct, has an urban footprint with an established built form, as well as clientele that supports established and evolving businesses. There is limited land of this type and size in the Taminda precinct available for the provision of employment generating opportunities.

A region for the future

Community comments:

- » Council should be a leader in renewable energy and sustainable practices
- » Ensure we are planning at the current rate of growth
- » A sustainable energy future phasing out fossil fuels.

F2.1 Protect our natural environment

- » Planning and operational processes ensure consideration of biosecurity and natural environmental impacts

Table 10 Assessment – Protect our natural environment

Response
<p>In response to community comments and actions, the approved solar farm addresses these goals at a scale that is commensurate with the size of the proposed development. The approved solar farm provides the potential for reductions in impacts, fossil fuel dependence and utilisation of renewable energy sources and technology is proposed as part of this unique development offering employment opportunities and solar energy</p> <p>Further, the supply of mixed land and employment opportunities has wider reaching benefits which also indirectly serve the other themes and desires of the community.</p>

7.3.4 Tamworth Tomorrow 2016 - 2021

Overview

Tamworth is a region with a diverse economy that has consistent growth in majority of sectors. The need to protect and foster this is critical to the economic growth of the Tamworth region. The Framework developed provides a structured approach to aid business leaders that aspire to be leaders and innovators in their industry, for partners to collaborate and harness new opportunities and to share knowledge to enable global competitiveness.

The Framework allows Tamworth Regional Council to strategically plan and facilitate actions that will activate the region's Strategic Drivers.

Assessment

Table 11 Assessment – Tamworth Tomorrow 2016 - 2021

Description	Assessment
<p>Economic profile</p> <p>POPULATION</p> <p>Tamworth has a population of over 60,000 residents and services a broader catchment area of some 200,000 people. With one of the highest projected population rates in regional NSW, the region is expected to grow to 68,000 in the coming 15 years.</p> <p>Tamworth's current population growth (1.47%) is better in percentage terms than some major regional centres such Port Macquarie, Coffs Harbour, Wagga Wagga, Dubbo, Maitland, Newcastle, Wollongong and Toowoomba. A key objective of Tamworth Tomorrow is to build on this organic growth and drive a higher population. The region has a strong youth presence higher (0-15 years - 22.1%) than the NSW average with forecasts indicating a growing trend in families. The increased proportion of younger residents together with an ageing population indicate continued population growth and are key factors in driving investment in and around Tamworth</p> <p>INDUSTRY</p> <p>Tamworth's economy is robust and grew by \$19 million between 2012/13 and 2013/14 with the largest growth industries being Mining Services (16%); Construction (15%); Rental, Hiring and Real Estate Services (12%) and Retail Trade (11%). With national trends showing</p>	<p>The theoretical upper limit of direct and indirect revenue generation of around \$200M and up to 400 jobs is projected from a rezoning scenario that includes 9ha of land (calculated as a percentage of an investment of \$400m). This Planning Proposal puts forward arguments for a partial rezoning being 9ha (approx.) and provides an initial and meaningful level of scale and impact that the employment generating site would deliver. HillPDA's report demonstrates that the projections in population growth are consistent with various studies assessed in this Planning Proposal. As noted in previous sections of assessment, and in HillPDA's report, a shortfall in well-located industrial/employment land is anticipated already.</p> <p>A growing economy in a spread of sectors requires a mix of flexible employment lands to foster growth and encourage investment.</p>

Description	Assessment
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a slowing of the mining sector in the future, the remaining strong sectors are expected to grow to support the increasing population. Rather than having a concentration in one or two major industries the region's economy is diverse and well structured, spread across multiple key industry sectors. This non-reliance on any specific sector ensures the community is buffered against major fluctuations in industry and spurs economic growth.

LAND RELEASE & ZONING

Tamworth Regional Council has provided for future land release to accommodate increased economic opportunity and a growing population. In and around the urban area, 238ha of unconstrained residential zoned land is immediately available for development.

There are approximately 7 ha of unconstrained commercial land available and moves are afoot to zone a further 35 ha. Approximately 70 ha of unconstrained industrial land can be developed and Tamworth Regional Council has strategically planned to expand the industrial zone exponentially. Potential across all three zones also exists in the wider region.

Demand for employment lands in Taminda is discussed in the HillPDA report and throughout this report.

HillPDA's analysis of current and projected market conditions align with the findings of the Tamworth tomorrow document.

Figure 7.10 Historical Jobs numbers by industry, Tamworth LGA

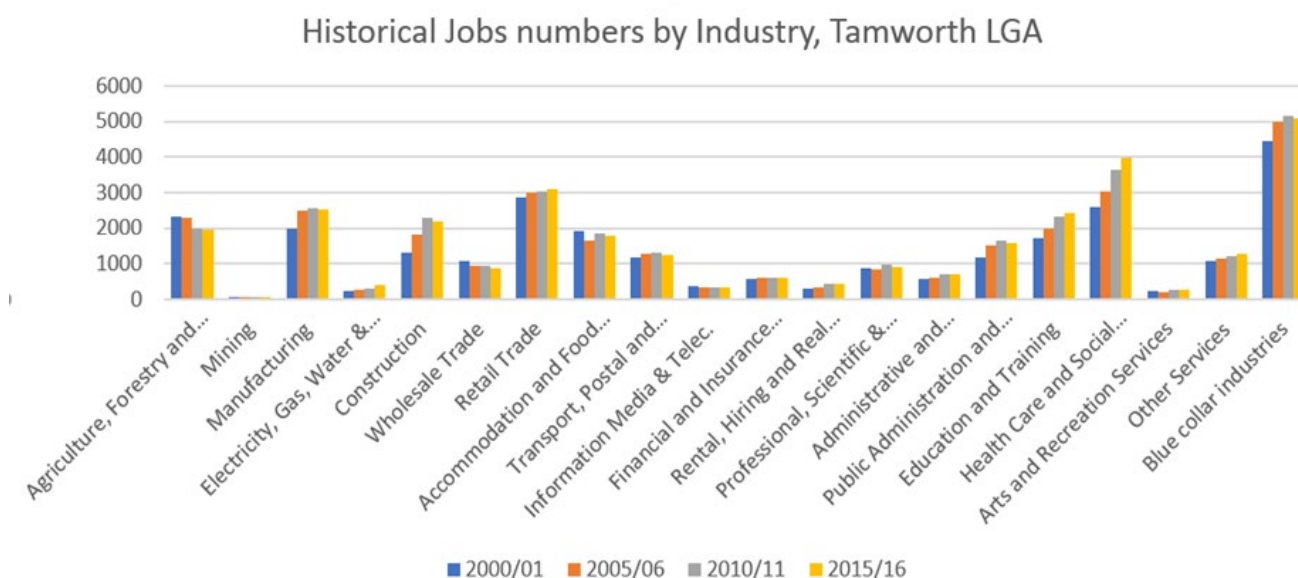


Figure 7.11 Project Jobs numbers by industry, Tamworth LGA

Projected Jobs numbers (high growth) by Industry, Tamworth LGA

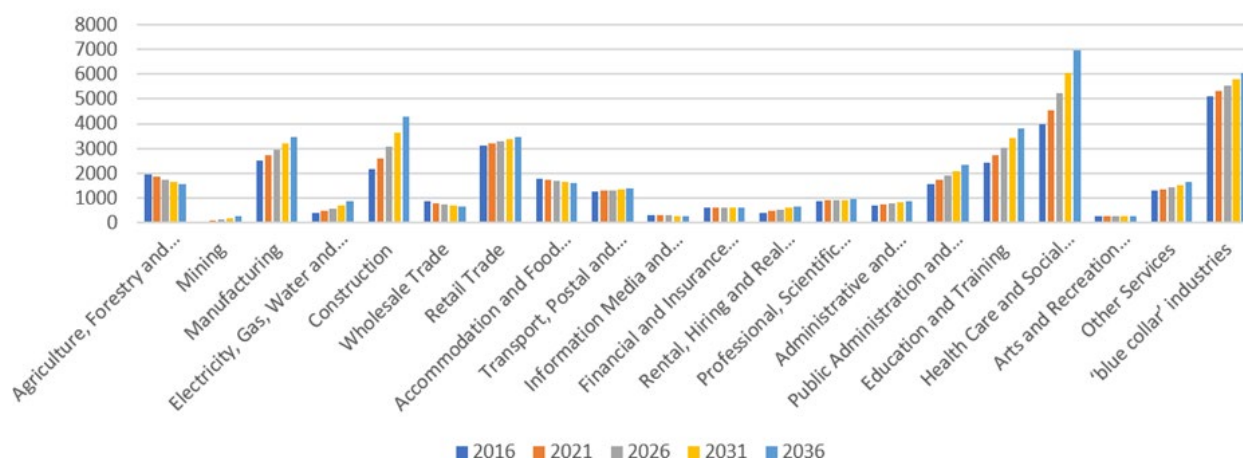


Figure 7.12 Project Jobs numbers by industry, Tamworth LGA

Table 13: Employment directed to industrial precincts

Industry	% directed to Industrial zoned land	Scenario 1		Scenario 2	
		2016	2036	2016	2036
Mining	70%	40	156	40	186
Manufacturing	100%	2,513	2,597	2,513	3,474
Electricity, Gas, Water & Waste Ser	100%	389	856	389	856
Construction	50%	1,089	1,607	1,089	2,151
Wholesale Trade	70%	609	514	609	454
Retail Trade	10%	311	332	311	346
Accommodation and Food Services	30%	538	629	538	488
Transport, Postal and Warehousing	90%	1,129	1,127	1,129	1,248
Rental, Hiring & Real Estate Services*	20%	84	127	84	136
Other Services**	40%	514	635	514	653
Total		7,215	8,580	7,215	9,993

Source: HillPDA, *includes agricultural farming equipment's sales and renting, **includes automotive repairs

Figure 7.13 Industrial supply, Tamworth LGA

Table 16: Current and potential supply of industrial zoned land in Tamworth LGA and potential supply

Precinct	Zoning	Land area (ha)	Vacant land (ha)	Identified expansion (ha)	IN1 expansion (ha)
Airport precinct	IN3	194.4	79	290	53
Country Rd	B7	123	123		
Taminda	IN1	238.7	7	8	1.6
Duri Rd	IN1	4.8			
Marius St	IN1	2.8			
East ST	IN1	0.5	0.2		
Depot St	IN1	1.1			
Manilla	IN1	19.1	11		
Total		584.4	220.2	298	54.6

Source: HillPDA; Attachment 4_Tamworth Enterprise area PP an PP Federation Park Lota DP 217032

In summary, there is projected growth in population across a range of sectors and that whilst manufacturing has declined slightly in recent periods, the general trend for most industries is increasing. Suitable, vacant land is limited across locations in Taminda. HillPDA calculated that projected growth and required demand for employment/industrial lands would be 17ha to 57ha.

7.3.5 Tamworth Regional Blueprint 100 / Local Strategic Planning Statement

In 2019, Tamworth Regional Council commenced a coordinated approach for future action named Blueprint 100. It encompassed the Local Strategic Planning Statement (LSPS) and the Growth Management Strategy and other council initiatives into a two-part document.

The Blueprint 100 aligns with a range of regional and local strategic plans that will set out a strategy to guide the vision and objectives for growth, prosperity, community, environment and resources in the Tamworth region for the next twenty years or so.

Figure 7.14 Blueprint 100 structure plan

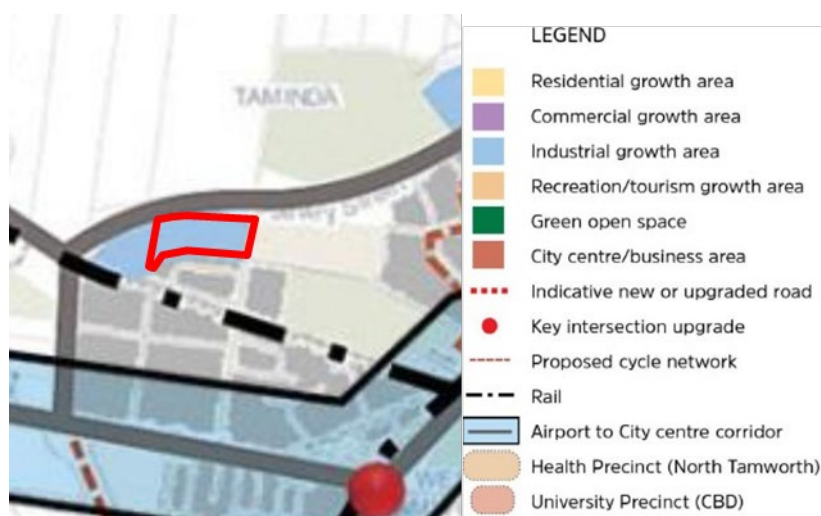


Figure 7.15 Industrial Growth Area



Given the relationship between the Blueprint 100 and the LSPS, there are natural similarities. The relevant visionary statements and objectives provided below support and give merit to the proposed rezoning of land at the site.

- » To offer more jobs by attracting new businesses and investment
- » More jobs due to health, technology and recreation precincts and employment land provision
- » By adjusting our planning approach to accommodate the changing nature of employment, including more flexible zoning provisions or performance based measures
- » Continuing the recent approach to industrial land allocation - Good leadership and foresight have resulted in the establishment of industrial uses in the vicinity of the airport, away from residential areas and within reach of the agricultural hinterland. This approach is to be strengthened with the airport at the centre of an aviation, logistics and food processing hub (this paragraph relates to Glen Artney but is relevant to the subject site on merit, character and proximity)
- » Established innovation and technology precincts
- » More jobs due to business attraction initiatives
- » More jobs due to increased attractiveness to prospective investors, employees, and their families

The Tamworth Regional Blueprint 100 and the LSPS anticipate the site to be utilised for industrial land uses supporting the rezoning of the land. This ensures the strategic framework and merit for the rezoning of the site.

7.3.6 Tamworth Regional Development Control Plan 2010

The proposed development will have a range of opportunities to achieve or better compliance requirements in the Tamworth Regional Development Control Plan 2010.

7.4 Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPP)?

Yes.

An assessment of this proposal has been undertaken in relation to all current SEPPs¹. In particular: SEPP (resilience and Hazards) 2021 Part 4 Remediation of Land (formerly No. 55 — Remediation of Land) applies to the proposal.

The policy provides state-wide planning controls for the remediation of contaminated land and states that land must not be rezoned unless contamination has been considered and, where relevant, land has been appropriately remediated.

A preliminary site investigation which included a site inspection was carried out by Environmental Investigations Australia (EIA) in early 2019. EIA stated that findings from the preliminary site investigation should not preclude a rezoning and recommended that further intrusive testing be undertaken at future stages of development, for example at DA stage in order to confirm no impacts as a result of contaminated lands.

Following Council request for further information, EIA carried out soil testing which involved sampling and laboratory analysis of fill and natural soils from twelve test pits. The test pits were strategically located to include areas of interest, relying on previous site inspection data and records and historical search data.

- » The EIA report concluded that:
 - > “Based on the available analytical data, widespread contamination was not identified on the site
 - > *All contamination concentrations in the examined soils were found to comply ... with the most conservative criteria*

¹ The SEPPs have recently been consolidated under relevant themes. As this occurred during the finalisation of the Planning Proposal a reference to a repealed SEPP should be taken as a reference to the policy under its new name. Eg SEPP 55 now Part 4 SEPP (Resilience and Hazards) 2021.

- > *Given the proposed land use is for commercial/industrial purposes, which is a less sensitive land use, EIA considered the potential for site contamination of significance as being low”*

For further detail refer to accompanying Environmental Investigations Australia’s Preliminary Site Investigation report. A review of the document was also undertaken in early 2022 against the relevant provision for contaminated lands. Any statutory realignment of titling or numbering may have taken place but the assessment intent and findings remain consistent.

While a number of other SEPPs may apply to the development of the site, no other policies are directly applicable to the rezoning.

7.5 Is the planning proposal consistent with applicable Ministerial Directions?

The Ministerial Directions under Section 9.1 of the EP&A Act requires Planning Proposals to be consistent with the terms of the relevant direction. The directions that apply to the proposal are considered below.

Table 12 Assessment against relevant Ministerial Directions

Ministerial Direction Objectives	Assessment
1.1 Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	Consistent Refer to the assessment of the New England North West Regional Plan, 20-year Economic Vision for Regional NSW and Lower North West Regional Economic Development Strategy 2018-2022 at Sections 7.2.1 The assessment of these Regional Plans has found that the proposed development will align with numerous objectives and goals contained within those plans.
1.3 Approval and Referral Requirements Ensure that LEP provisions encourage the efficient and appropriate assessment of development	Consistent The proposed land zonings of B5 and IN1 and their respective allocations of area is the result of an in-depth economic and market analysis carried out by HillPDA and the strategic planning assessment against relevant strategic planning documents undertaken by WSP. No unnecessary studies or processes have been introduced as a result of the proposed changes to the Tamworth LEP 2010.
1.4 Site Specific Provisions » To discourage unnecessarily restrictive site-specific planning controls	N/A
3.1 Conservation Zones The objective of this direction is to protect and conserve environmentally sensitive areas. This direction applies when a relevant planning authority prepares a planning proposal.	Consistent The proposal has considered this direction. The proposal does not propose to impact on any existing or proposed environmentally sensitive areas.
3.2 Heritage Conservation To conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	Consistent The proposal has considered this direction. Aboriginal and non-Aboriginal heritage due diligence studies found low potential for impacts resulting from the proposed development.
4.1 Flooding To ensure that development of flood prone land is consistent with the NSW Government’s Flood	Consistent

Ministerial Direction Objectives	Assessment
<p>Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <p>To ensure that the provisions of a local environmental plan that apply to flood prone land are commensurate with flood behaviour and include consideration of the potential flood impacts on and off the subject land.</p> <p>Application</p> <p>This direction applies to all relevant planning authorities that are responsible for flood prone land when preparing a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.</p> <p>Direction 4.1</p> <ol style="list-style-type: none"> (1) A planning proposal must include provisions that give effect to and are consistent with: <ol style="list-style-type: none"> (a) the NSW Flood Prone Land Policy, (b) the principles of the Floodplain Development Manual 2005, (c) the Considering flooding in land use planning guideline 2021, and (d) any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant council. (2) A planning proposal must not rezone land within the flood planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Business, Industrial or Special Purpose Zones. (3) A planning proposal must not contain provisions that apply to the flood planning area which: <ol style="list-style-type: none"> (a) permit development in floodway areas, (b) permit development that will result in significant flood impacts to other properties, (c) permit development for the purposes of residential accommodation in high hazard areas, (d) permit a significant increase in the development and/or dwelling density of that land, (e) permit development for the purpose of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate, (f) permit development to be carried out without development consent except for the purposes of exempt development or agriculture. Dams, 	<p>Any impacts are low and of minor significance and affect a small portion of land that is unlikely to be intensified for development or developed for sensitive land uses.</p> <p>This ensures that the land has a low flood risk and the potential for flood damages and risk to life in floods complies with government flood guidelines</p> <p>There will be no increased requirement for government spending on flood mitigation measures, infrastructure or services (Clause 6d of the Direction) because the development complies with all the government flood prone land guidelines and any works or mitigation activities associated with the development and the proposed flood concept design can be designed, approved and undertaken solely by the developer.</p> <p>Clause 9 of the Direction allows the inconsistency with Clauses 5 and 6c given that the development complies with the governments flood prone land guidelines and as such, will be of minor significance in terms of the flood impacts of the development.</p> <p>The flood concept design comprises the following key features:</p> <ul style="list-style-type: none"> • Required fill in proposed rezoning area; or • Levee at perimeter of rezoning area (Levee crest at 1m over the 1% AEP flood level) • Lot 60 DP1227482 to be used as a graded parcel of flood land to offset filling of the proposed rezoning area • Graded parcel of flood land can be created with a modest level of cut and regrading • Provision of a low flow path to address smaller events and formalise flows and on-site stormwater management • Adjusting the design level of the development area and provision of detention storage to suit requirements of in site water management <p>An earlier iteration of the flood concept design was previously endorsed by the Biodiversity and Conservation Division of DPIE. The flood concept design submitted as part of this Planning Proposal is largely the same as the earlier iteration.</p> <p>The proposed flood concept design therefore does not rely on any external parties that the proponent does not control. Some minor cut of land at the setback locations on the west and north west zones is also proposed to further improve flood impacts, including ensuring any impacts are of minor significance.</p> <p>The flood concept design does not seek (nor is it necessary or logical) to provide any conveyance of flows across Wallamore Road (itself acting as a type levee with its higher grading and behaving like a bank). The flood concept design does not rely on any grading or earthworks to the Council owned 6ha land, though any grading (by others) to support the bypass road could see some benefit to the overall strategy and impacts of high rain fall events in this location.</p> <p>The flood modelling shows that the provision of the above activities will result in the ability to provide flood free land for employment purposes across the 9ha site. Any impacts as</p>

Ministerial Direction Objectives	Assessment
<p>drainage canals, levees, still require development consent,</p> <p>(g) are likely to result in a significantly increased requirement for government spending on emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road infrastructure, flood mitigation infrastructure and utilities, or</p> <p>(h) permit hazardous industries or hazardous storage establishments where hazardous materials cannot be effectively contained during the occurrence of a flood event.</p> <p>4) A planning proposal must not contain provisions that apply to areas between the flood planning area and probable maximum flood to which Special Flood Considerations apply which:</p> <p>(a) permit development in floodway areas,</p> <p>(b) permit development that will result in significant flood impacts to other properties,</p> <p>(c) permit a significant increase in the dwelling density of that land,</p> <p>(d) permit the development of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate,</p> <p>(e) are likely to affect the safe occupation of and efficient evacuation of the lot, or</p> <p>(f) are likely to result in a significantly increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which can include but not limited to road infrastructure, flood mitigation infrastructure and utilities.</p> <p>(5) For the purposes of preparing a planning proposal, the flood planning area must be consistent with the principles of the Floodplain Development Manual 2005 or as otherwise determined by a Floodplain Risk Management Study or Plan adopted by the relevant council.</p>	<p>modelled in the Lyall and Associates modelling is of minor significance and represent minor increases in the 1% AEP event on only a very small section of Council land (where the 9ha site interfaces with Council's land). Council's land parcel may also have limited potential for intensification and other uses, particularly for habitation or other sensitive uses and therefore could be relatively redundant as it will be bordered by the multi lane bypass road and Wallamore Road.</p> <p>Tooker and Associates states: <i>The proposed development complies with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (FDM) including the Considering Flooding in Land Use Planning Guideline 2021. The manner in which it complies with these documents is that it minimises the risk to flood damages and risk to life in the development.</i> <i>It is proposed that development will occur on filled land with a minimum level as required by the FDM at the Flood Planning Level (FPL – 100 yr flood level plus 500mm freeboard) and and it has no significant adverse impact on the flooding behaviour on adjacent sites. This ensures that the land has a low flood risk and the potential for flood damages and risk to life in floods is minimised and complies with government flood guidelines.</i> <i>The site will be flood free up to and beyond the 200yr ARI flood and will have ready access to nearby flood free areas in Dampier St and Gunnedah Rd at the peak of a PMF flood. The site adjoins an existing industrial area and would adopt the regional flood evacuation strategy for Tamworth.</i> <i>There is no Floodplain Risk Management Study or Plan adopted by Tamworth Council for this area. This Flood and Risk Impact Assessment has been prepared in accordance with the principles of the Floodplain Development Manual 2005 and the Tamworth Council flood policies in order that any inconsistencies with the Section 9.1 Ministerial Directions relevant to Section 4.1 are acceptable.</i> <i>The Considering Flooding in Land Use Planning Guidelines are recommended to be applied by Councils in the Flood Planning Areas (FPA) and Special Flooding Considerations (SFC) are recommended for sensitive and hazardous industries. Sensitive and hazardous land uses are listed in the guideline and an industrial land use is not included. The proposed development is located within the FPA and all the considerations for flood damage and risk to life have been considered when dealing with the NSW Flood Prone Land Policy and the FDM. So, the proposed development does comply with the Considering Flooding in Land Use Planning Guideline.</i></p> <p>Clause 2) – inconsistent – this planning proposal intends to rezone rural land to industrial land use contrary to this clause however this is acceptable because this Flood and Risk Impact Assessment Report identifies the compliance with the NSW Flood Prone Land Policy, the FDM and Considering Flooding in Land Use Planning Guideline 2021.</p> <p>Clause 3) (a) – consistent - the development will have a low flood risk because it would be located on land above the FPL but below the PMF level and not in a floodway.</p> <p>Clause 3) (b) – consistent – there is only a minor impact on a small area of the proposed bypass road which could be</p>
<p>Consistency</p> <p>A planning proposal may be inconsistent with this direction only if the planning proposal authority can satisfy the Planning Secretary (or their nominee) that:</p> <p>(a) the planning proposal is in accordance with a floodplain risk management study or plan adopted by the relevant council in accordance</p>	

Ministerial Direction Objectives	Assessment
<p>with the principles and guidelines of the <i>Floodplain Development Manual 2005</i>, or</p> <p>(b) where there is no council adopted floodplain risk management study or plan, the planning proposal is consistent with the flood study adopted by the council prepared in accordance with the principles of the <i>Floodplain Development Manual 2005</i> or</p> <p>(c) the planning proposal is supported by a flood and risk impact assessment accepted by the relevant planning authority and is prepared in accordance with the principles of the <i>Floodplain Development Manual 2005</i> and consistent with the relevant planning authorities' requirements, or</p> <p>(d) the provisions of the planning proposal that are inconsistent are of minor significance as determined by the relevant planning authority.</p>	<p>overcome by a small amount of extra filling in a proposed fill area for the road. This is not considered to be a significant adverse flood impact. There are major areas of reduced flood levels on the Council land and the proposed bypass road along the northern boundary of the subject site.</p> <p>Clause 3) (c) – consistent – there is no proposed residential development.</p> <p>Clause 3) (d) – inconsistent – however this inconsistency is negated in accord with Clause c) of the Consistency section of the Section 4.1 Directions by this Flood and Risk Impact Assessment for the proposed development which demonstrates that the proposed development complies with the FDM, NSW Flood Prone Land Policy and the Considering Flooding in Land Use Planning Guideline 2021.</p> <p>Clause 3) (e) – consistent - none of these flood sensitive land uses listed are proposed in this development.</p> <p>Clause 3) (f) – consistent - this proposal does not permit development without development consent.</p> <p>Clause 3) (g) – consistent – the development will have a Flood Emergency Response Plan and dedicated Flood Controller and Wardens to organise the flood evacuation when SES provide the order to evacuate. The proposed development is located adjacent to an existing industrial area. No significantly increased government spending will be required on emergency response measures, emergency management measures or flood mitigation measures.</p> <p>Clause 3) (h) – consistent - no hazardous industries or storage is proposed within this development.</p> <p>Clause 4) – consistent – Special Flood Considerations are not warranted as the proposed industrial development is not listed under the category of Sensitive and Hazardous land uses in the Considering Flooding in Land Use Planning Guideline.</p> <p>Clause 5) – consistent – there is no Floodplain Risk Management Study or Plan adopted by Council for the proposed development site however, the proposed development complies with the flood requirements in the FDM as detailed in this Flood and Risk Impact Assessment report.</p> <p>The proposed development is consistent with all but Clause 2) and Clause 3) (d) in the Section 4.1 Flooding section of the Section 9.1 Ministerial Directions. This inconsistency is considered acceptable based on the findings of this Flood and Risk Impact Assessment (Clause (c) under the Consistency heading) which has demonstrated that the proposed development complies with the NSW Flood Prone Land Policy, the FDM and the Considering Flooding in Land Use Planning Guideline 2021.</p>
<p>4.4 Remediation of Contaminated Land</p> <p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</p>	<p>Consistent</p> <p>A preliminary site investigation which included a site inspection and intrusive site testing was carried out by Environmental Investigations Australia. Their report concluded that:</p> <ul style="list-style-type: none"> » Based on the available analytical data, widespread contamination was not identified on the site » All contamination concentrations in the examined soils were found to comply ...with the most conservative criteria

Ministerial Direction Objectives	Assessment
	<p>» <i>Given the proposed land use is for commercial/industrial purposes, which is a less sensitive land use, EIA considered the potential for site contamination of significance as being low</i></p> <p>In addition, soil sampling and testing was undertaken in September 2019 and assessments have recommended the development can proceed and that there was no widespread contamination across the testing area.</p>
<p>5.1 Integrating Land Use and Transport</p> <p>To ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> » Improving access to housing, jobs and services by walking, cycling and public transport, and » Increasing the choice of available transport and reducing dependence on cars, and » Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, » Supporting the efficient and viable operation of public transport services, and » Providing for the efficient movement of freight. 	<p>Consistent</p> <p>The proposal has considered this direction. The proposed development will provide opportunities to co-locate similar uses to a gateway site generally within the Taminda precinct. Public transport and access are constrained in this car dependant locale but the increase in permeability and provision of proximate employment lands and services could aid in improved access and convenience.</p>
<p>5.2 Reserving Land for Public Purposes</p> <ul style="list-style-type: none"> » to facilitate the provision of public services and facilities by reserving land for public purposes, and » to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition 	<p>Consistent</p> <p>The proposed development accommodates a future proposed bypass road over a Council owned road reserve north of the site.</p>
<p>5.3 Development Near Licensed Aerodromes</p> <ul style="list-style-type: none"> » To ensure the effective and safe operation of aerodromes, and » To ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and » To ensure development, if situated on noise sensitive land, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise 	<p>Consistent</p> <p>The proposal has considered this direction. The proposed development will be consistent with the existing built form in the environment where it is proposed and not expected to affect the operation and use of the Tamworth Regional Airport. Sectional drawings also show proposed development to be well under the Obstacle Height Limit.</p>
<p>7.1 Business and Industrial Zones</p> <ul style="list-style-type: none"> » Encourage employment growth in suitable locations » Protect employment land in business and industrial zones 	<p>Consistent</p> <p>Calculations by HillPDA show that only 7 hectares of vacant general industrial land is present in the Tamworth Township, and additional land zoned for general industrial purposes will be required over the coming years. See Section 7.8.</p> <p>The facilitation of employment lands with a mix of uses will foster growth with little Council action needed but with notable effects and</p>

Ministerial Direction Objectives	Assessment
<p>» Support the viability of identified strategic centres.</p>	<p>benefits to the changing population and changes in built form requirements for businesses</p> <p>HillPDA reports that, ‘<i>The Taminda estate is uniquely positioned to provide land for the expansion of urban services that support the growing township. It is superior to any alternative areas given the area is generally free of land use conflicts, is adequately serviced, enjoys agglomeration with existing businesses and has proximity to labour, capital and consumer markets. Our market research has shown that typical buyers show a strong preference for these attributes and that Taminda is preferred to alternative locations</i>’.</p> <p>The land use change is also supported by the Tamworth Regional Development Strategy and the Tamworth Regional Blueprint 100/LSPS</p>
<p>9.1 Rural Zones</p> <p>The objective of this direction is to protect the agricultural production value of rural land.</p> <p>This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed rural zone (including the alteration of any existing rural zone boundary).</p> <p>A planning proposal must: (a) not rezone land from a rural zone to a residential, business, industrial, village or tourist zone.</p>	<p>Inconsistent but justified</p> <p>The proposal relates to 9ha of land currently zoned rural primary industries. The parcel will be isolated following the construction of the bypass. It provides a logical extension to employment land within Taminda.</p> <p>It is noted that flood prone land burdens the wider area constraining the type of agriculture practised.</p> <p>The Planning Proposal details the merit of the proposed rezoning of land from rural to employment (industrial and business) through its assessment against a wide range of strategic planning documents at a local, state and regional level. See Section 7.2.1 and 7.3.</p>
<p>9.2 Rural Lands</p> <p>The objectives of this direction are to:</p> <p>» protect the agricultural production value of rural land,</p> <p>» facilitate the orderly and economic development of rural lands for rural and related purposes,</p> <p>» assist in the proper management, development and protection of rural lands to promote the social, economic and environmental welfare of the State,</p> <p>» minimise the potential for land fragmentation and land use conflict in rural areas, particularly between residential and other rural land uses,</p> <p>» encourage sustainable land use practices and ensure the ongoing viability of agriculture on rural land</p> <p>» support the delivery of the actions outlined in the New South Wales Right to Farm Policy.</p>	<p>Inconsistent but justified, as acknowledged in the initial Gateway Determination dated 12 December 2019.</p> <p>It is noted that flood prone land burdens the area constraining the type of agriculture practised.</p> <p>Melaleuca note that the graded flood parcel can continue to be used as grazing locations. The Melaleuca report concludes that urbanisation exists around the proposed development area and a change of uses would not isolate any other existing agricultural land through a rezoning of land. More specifically, using the relevant criteria and framework the proposed development areas against the relevant lands in the Tamworth LGA are:</p> <p>» 0.013 % of the total area of Class 3 within the Tamworth LGA;</p> <p>» 0.001% of the total area of Class 4 within the Tamworth LGA</p> <p>Biophysical Strategic Agricultural Land (BSAL) Mapping – 0% of the site area is mapped as BSAL</p>

7.6 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?

Travers Bushfire and Ecology's Biodiversity Constraints report described the site as being modified to the extent that potential for high value flora and fauna was low or unlikely.

Travers Bushfire and Ecology determined that Koala species with suitable habitat was unlikely. The reasons include the lack of supporting tree density in the disturbed land of the Site. Considering the above, Council can be satisfied that the Site is not koala habitat, and the provisions of SEPP 44, should not affect the assessment of this rezoning.

Travers reports, *'No threatened flora species, populations or ecological communities have been observed or considered likely to occur in a natural state within the study area'*.

Whilst the Travers Bushfire and Ecology's Biodiversity Constraints report advises of the potential to trigger the Biodiversity Offset Scheme with area clearance over the threshold of 0.5ha, further analysis of the quantum of land affected and species and value is required at later stages of development.

For further detail refer to accompanying Travers Bushfire and Ecology's Biodiversity Constraints report.

7.7 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

7.7.1 Flooding

The site (and the general land along Peel River) is identified in TRC's flood planning map in the 2010 LEP documents as flood prone.

Tooker and Associates' prepared a Flood Impact and Riparian Corridor Assessment (see Appendix) describes the site as *'...being affected by local flood flows down the Timbumburi Creek and the interaction with the regional flooding in the Peel River'*.

The behaviour of flood waters in the existing scenario do not follow a particular strategy or best practices. The provision of this development gives the opportunity to review, plan and model a new planning and flood concept design. The flood modelling showed that with the implementation of various measures, flood protected land was able to be provided for with no significant impacts to be borne by surrounding land.

The flood concept design achieves flood mitigation with the following key features:

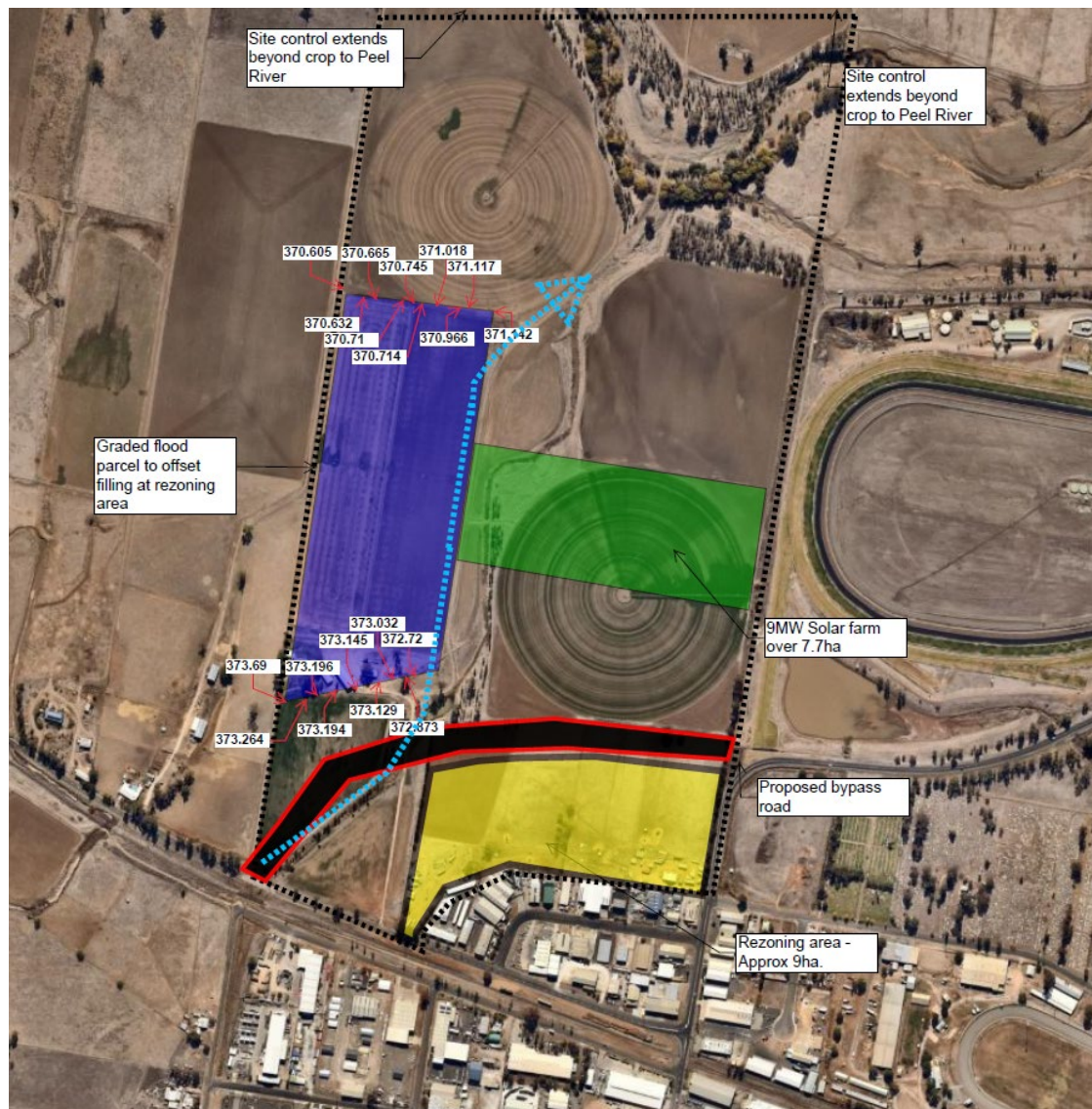
- Required fill in proposed rezoning area; or
- Levee at perimeter of rezoning area (Levee crest at 1m over the 1% AEP flood level)
- Lot 60 DP1227482 to be used as a graded parcel of flood land to offset filling of the proposed rezoning area
- Graded parcel of flood land can be created with a modest level of cut and regrading
- Provision of a low flow path to address smaller events and formalise flows and on-site stormwater management
- Adjusting the design level of the development area and provision of detention storage to suit requirements of in site water management

An earlier iteration of the flood concept design was previously endorsed by the Biodiversity and Conservation Division of DPIE. The flood concept design submitted as part of this Planning Proposal is largely the same and seeks to offset the filling of the proposed 9ha development site by providing compensatory cut and grading of land at Lot 60, DP1227482 to offset filling of the 9ha site to the required flood planning level. Lot 60, DP1227482 is known as Somerset Farm and is owned by the proponent of this Planning Proposal. The proposed flood concept design therefore does not rely on any external parties that the proponent does not control. Some minor cut of land at the setback locations on the west and north west zones is also proposed to further improve flood impacts, including ensuring any impacts are of minor significance.

The flood concept design does not seek to provide any conveyance of flows across Wallamore Road (the road and the rail line itself acting as a type of levee with its higher grading, behaving like a bank). The flood concept design does not rely on any grading or earthworks to the Council owned 6ha land, though any grading (by others) to support the bypass road could see some benefit to the overall strategy and impacts of high rain fall events in this location.

The flood modelling shows that the provision of the above activities will result in the ability to provide flood free land for employment purposes across the 9ha site. Any impacts as modelled in the Lyall and Associates modelling is of minor significance and represent minor increases in the 1% AEP event on only a very small section of Council land (where the 9ha site interfaces with Council's land). Council's land parcel may also have limited potential for intensification and other uses, particularly for habitation or other sensitive uses and therefore could be relatively redundant as it will be bordered by the multi lane bypass road and Wallamore Road. Tooker states, *'In fact, there are reductions in flood levels on properties to the west of Somerset Farm, significant lowering of flood levels on Council land and significant lowering of flood levels on the proposed bypass road along the northern boundary of the subject site. There is a minor increase in*

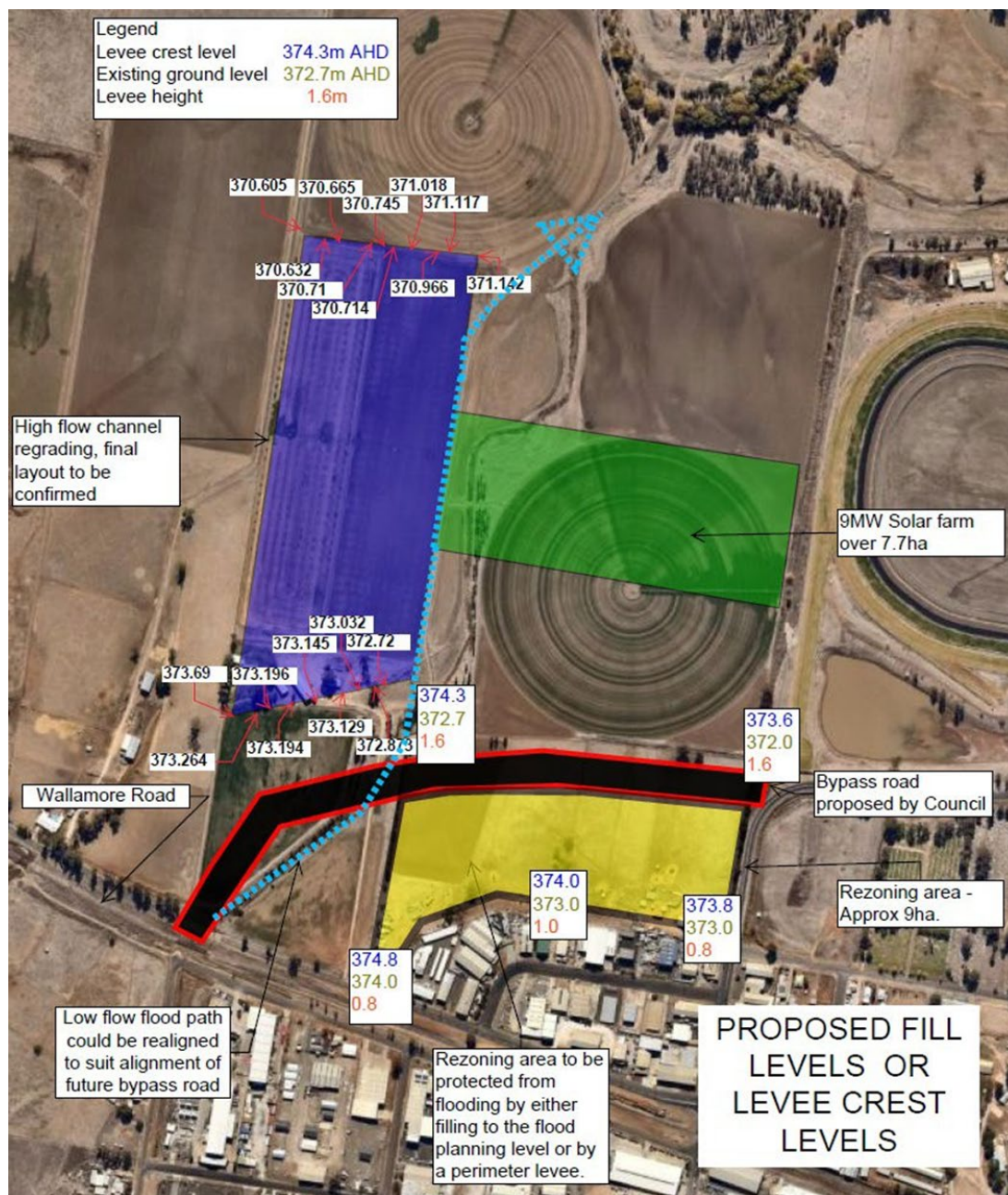
100yr ARI flood levels on a small area on the Council land near the proposed bypass road route which could be overcome by a minor increase in the filling proposed for the bypass road in this location.’.



The flood mitigation works that make up the flood concept design would be subject of a separate planning application. Flood modelling demonstrated that the implementation of the above measures resulted in flood protected land that had no significant impacts on neighbouring and downstream properties.

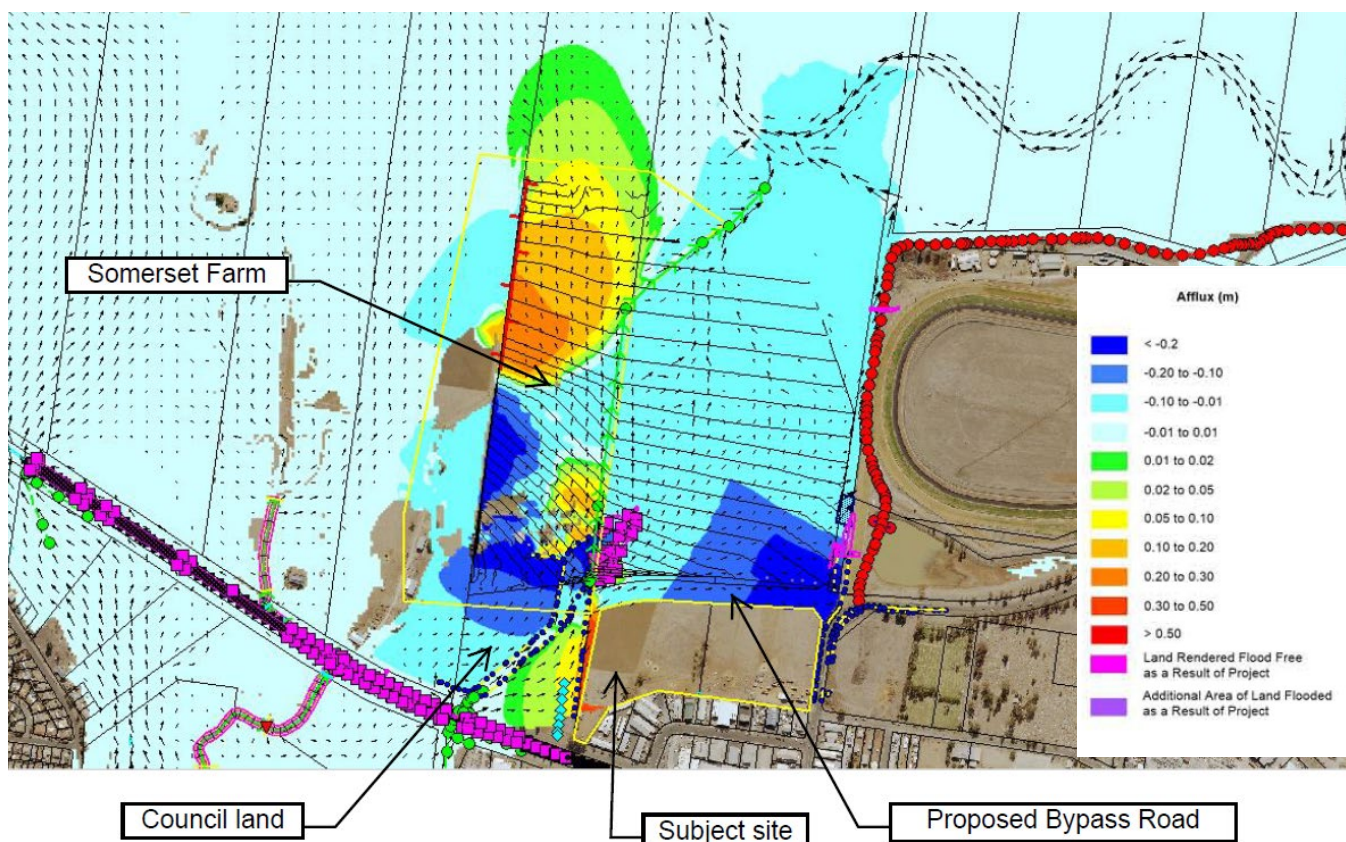
This ensures that the proposed rezoning land has a low flood risk and the potential for flood damages and risk to life complies with government flood guidelines.

Figure 7.17 Flood modelling concept and proposed levels



Source: Tooker and Associates and WSP 2019

Figure 7.197 (3) Flood Level Impact (100 year, 20m western boundary)



‘The proposed development on Lots 2 and 3 DP 123485 has been formulated to ensure that the development complies with government flood prone land guidelines and has no significant adverse impacts on the flooding behaviour on adjacent properties. This has been tested using Tamworth Council’s flood model which has confirmed no significant adverse flood impacts. The proposed development is consistent with all but Clause 2) and Clause 3) (d) in the Section 4.1 Flooding section of the Section 9.1 Ministerial Directions. This inconsistency is considered acceptable based on the findings of this Flood and Risk Impact Assessment (Clause (c) under the Consistency heading) which has demonstrated that the proposed development complies with the NSW Flood Prone Land Policy, the FDM and the Considering Flooding in Land Use Planning Guideline 2021.

This supports the rezoning of the proposed 9 ha development area for employment land uses subject to the implementation of the flood related measures outlined in this report.’

The analysis and results of Tooker and Associates’ Flood Impact and Riparian Corridor Assessment is attached in the Appendix.

7.7.2 Contamination

A preliminary site investigation which included a site inspection was carried out by Environmental Investigations Australia. From their inspections and assessments, items causing potential localised contamination, primarily related to farming operations and materials were identified in the lower third of the Site. Whilst Environmental Investigations Australia stated that findings in the preliminary site investigation should not preclude a rezoning, it was recommended

that further testing be undertaken at future stages of development, for example at DA stage in order to confirm no impacts as a result of contaminated lands. No further assessment was required for the provision of the solar farm in its proposed location.

Following Council request for further information, EIA carried out intrusive soil testing which involved sampling and laboratory analysis of fill and natural soils from twelve test pits before the Gateway Determination was issued. The test pits were strategically located to include areas of interest, relying on previous site inspection data and records and historical search data.

The EIA report concluded that:

- » *Based on the available analytical data, widespread contamination was not identified on the site*
- » *All contamination concentrations in the examined soils were found to comply ...with the most conservative criteria*
- » *Given the proposed land use is for commercial/industrial purposes, which is a less sensitive land use, EIA considered the potential for site contamination of significance as being low*

For further detail refer to accompanying Environmental Investigations Australia's Preliminary Site Investigation report in the **Appendix**.

7.7.3 Noise

The noise impacts from the proposed development are expected to be consistent with activities that already exist in the area. Sensitive receivers from the Site are residential areas located approximately 1.3km west and 1.8 north of the Development Site.

Additional analysis and assessment for noise impacts could be undertaken at later phases of the development process and assessed on a case or application to application basis.

7.7.4 Agricultural land assessment

Melaleuca Group was engaged by WSP to undertake an agricultural land assessment for the proposed development. The report found that the adjacent and general area is located on characteristically good agricultural land, as referenced to:

- » Land Capability Mapping (Emery 1985 Soil Conservation Service of NSW);
- » Land and Soil Capability Mapping (NSW OEH 2013); and
- » Biophysical Strategic Agricultural Land (BSAL) Mapping (Department of Planning and Environment 2013).

The proposed rezoning area of 11.3ha was assessed against the above criteria and framework show the following potential impacts (noting that the proposed rezoning is 9ha, this analysis is conservative):

- » 0.013 % of the total area of Class 3 within the Tamworth LGA;
- » 0.001% of the total area of Class 4 within the Tamworth LGA

Biophysical Strategic Agricultural Land (BSAL) Mapping – 0% of the site area is mapped as BSAL.

It was noted that flood prone land burdens the area constraining the type of agriculture practised. Melaleuca note that the graded flood parcel can continue to be used as grazing locations. The report concludes that urbanisation exists around the proposed development area and a change of uses would not isolate any other existing agricultural land through a rezoning of land.

This report can be found in the Appendix.

7.7.5 Aboriginal heritage

Kayandel Archaeological Services was commissioned to undertake the assessment of impacts from the proposed works against relevant provisions for Aboriginal heritage. The report stated:

1. The activity will disturb the ground surface, but will not disturb any culturally modified trees;
2. the Subject Area does not have previously confirmed site records or other associated landscape feature information on AHIMS;
3. there are no sites identified within the Subject Area;
4. there are landscape features that are likely to indicate the presence of Aboriginal objects;
5. The carrying out of the proposed activity can be avoided at the relevant landscape features identified over the Subject Area; and
6. The desktop assessment completed indicate that the likelihood of Aboriginal objects being present is low.

Kayandel Archaeological Services recommended that works can proceed as proposed but with caution. This report can be found in the Appendix.

7.7.6 *Non-Aboriginal heritage*

Kayandel Archaeological Services was commissioned to undertake the assessment of impacts from the proposed works against relevant provisions for Non-Aboriginal heritage. It was concluded that the proposed development will not result in any impacts, either direct or indirect, to any items of heritage significance or value.

Kayandel Archaeological Services recommended that works can proceed as proposed without further study or investigation.

This report can be found in the Appendix.

7.8 Has the planning proposal adequately addressed any social and economic effects?

This planning proposal has examined the following social and economic effects of the proposal:

- » Community benefits
- » Provision of social infrastructure
- » Economic impacts.

7.8.1 *Community benefits*

This Planning Proposal aims to create a mix of employment uses and associated lot sizing that will cater for a growing dynamic market in the Taminda precinct. The proposal will permit the gradual transition from smaller architecturally designed commercial/industrial built forms to larger, architecturally designed spaces for other industrial uses. By providing a mix of uses and aesthetic appeal, the development can reactivate this precinct from an urban planning and design perspective and foster the addition of employment opportunities at a landmark, gateway site.

Its integration and proximity with a 9MW solar farm (subject of another application and now approved) will add to the development's uniqueness by proposing a package of benefits as a renewable and sustainable energy generation that supplies energy to the employment lands in an existing urban/semi-rural environment.

The clustering and networking of businesses by proximity should serve as a catalyst for new investment and the foundation to support diverse employment land offerings, which include diverse spaces which could cater for green industries and flexible employment land generally.

The Site's inclusion into the Tamworth Regional Blueprint 100/Local Strategic Planning Statement fosters the provision of employment lands to benefit the community and confirms the merit and justification of the site's rezoning.

Social Infrastructure

The scale of the site and proximity to existing employment lands and city centre means there is flexibility to provide spaces for potential social infrastructure. The landowner could consider discussions in relation to this and the offsets in contributions that may be borne by future applications.

7.8.2 *Economic Impacts and Industrial Supply outside of Taminda*

Preliminary advice offered to WSP from Tamworth Regional Council was that Tamworth had an abundant supply of industrial lands, stating that the recently rezoned 78-hectare precinct at Glen Artney adjacent to the Tamworth Regional Airport is a significant supply of industrial lands. Glen Artney is a significant supply of industrial land but is characteristically different on the following:

- » Servicing the Tamworth Regional Airport, its focus remains to co-locate with heavier uses and air and freight
- » Approximately 6-7kms away from the Taminda precinct
- » The uses and intent for the Glen Artney precinct is arguably singular, being heavy industrial uses with no flexibility for softer, flexible employment generation critical to clustering of businesses

The Taminda Revitalisation + Economic Development Strategy states that, *‘Taminda is clearly the single most significant industrial lands precinct within the local government area and as such plays a critical role in the functioning of the Tamworth Regional economy’*. Taminda’s importance and significance in the Tamworth LGA and the region should be recognised. Other supply of land should serve to complement the precinct. Other industrial or employment land precincts appear to be too far out of the Taminda region for businesses and consumers to find practical or attractive. Page 11 of the Taminda Revitalisation + Economic Development Strategy states, *‘...The [Glen Artney] precinct is seen by the business community as a large lot industrial area suitable for smelly industries best located out of town. It is not suitable for many of the lighter or even general industrial purposes that rely on substantial interaction with surrounding business operators or accessibility to retail or wholesale customers.’*

The proposed development is in a unique location and opportunity to provide valuable employment lands to Tamworth without compromising the other land releases due to each respective precinct having its own traits and purposes.

For example, the Glen Artney Development Strategy draws on these characteristics by cautioning against conclusions that there is sufficient industrial land by confirming:

- » The majority of existing zoned land in Taminda and West Taminda is conveniently located within the urban centre of Tamworth, suggesting that these sites will be favoured by service industry and commercial activities to the exclusion of large lot enterprises.
- » Furthermore, any new development will essentially be in-fill in character, requiring greater attention to potential impacts generated by activities and vehicle movements
- » The majority of the vacant zoned industrial land and rural zoned land in Glen Artney is committed or constrained.

The above points indicate that certain industries will favour certain locations and areas. The ability for a single landowner to deliver a quantum of employment lands, partially ‘in-fill’ in character to the Taminda precinct without affecting the specialised uses as envisioned in the Glen Artney precinct is unique. The proposal considers all impacts and how they can be managed within its current setting.

The recently rezoned Federation Park at Lot 1, DP217032 is a rezoning of B5 and IN1 lands east of the Tamworth Racecourse. Whilst the Taminda Revitalisation + Economic Development Strategy in 2008 labelled this site as Precinct 5 and suitable to supplement uses that exist with the Racecourse uses. The site is constrained heavily with the need to provide this location with suitable stormwater detention storage capacity severely limiting its scale and opportunity to deliver a range of outcomes.

7.9 Is there adequate public infrastructure for the planning proposal?

Currently, the site benefits from access to various servicing infrastructure.

Sewer

Challenges with sewer servicing exist due to the low gradient of the site, existing invert level of the sewer line and the Council owned main sewer treatment plant's ability to accept waste in high rainfall scenarios. A sewer line currently traverses the Site and ability to tailor a design solution for the site is expected.

There are multiple sewer servicing options available to the site. Any indication that the site cannot be serviced would be incorrect. Ultimately, the sewer servicing solution will be a private, commercial led decision that is confined within the site, only to serve a single purpose within the site and would be chosen to best accommodate development requirements, project requirements, and developer preference. The sewer servicing strategy will be undertaken in accordance with the relevant policies and guides where practicable but also rely on precedent set in the LGA for similar sites and developments and that may be established engineering solutions.

Additional assessment and strategy options were undertaken in June 2019, in 2020 and again in 2022 to assess and identify the most effective sewer servicing strategy.

Kelley Covey have prepared multiple reports for the site and conclude:

"...the adoption of a sewer pump system either with a single, centralised pump station or a network of smaller, individual pump stations that make up a low-pressure sewer system, would be preferable in terms of capital cost and improvements in visual amenity compared to the considerable amount of site filling required to achieve a gravity fed system"

Two sewer servicing strategies can be utilised for the site. Each strategy has its positives and negatives. The first sewer servicing strategy can rely on small crate sized pumps at each proposed lot (or for multiple lots) or a single sewer pump system within the proposed site and would provide low-pressure conveyance of sewerage to the public sewer main line. This strategy is used across Australian sites and is a well-established engineering solution. This sewer servicing strategy is preferred for the following reasons:

1. The small crate sized pumps can service single lots or multiple lots depending on demand and calculations which can be done at Construction Certificate stages and design.
2. The pumps have a long service life and are contained within the site and can be managed by the developer or landowner without any Council burden or management
3. This solution would require less filling (though the filling proposed for the gravity system has been demonstrated to have minimal impact)
4. This strategy has more flexibility with each lot and zone being able to consider requirements and needs at time of construction and ongoing
5. The internal site grading and levels would be easier to manage, including but not limited to circulation roads, driveways and the like
6. The strategy has no reliance on Council for the design, procurement and/or management of the sewer system

The second option as a gravity fed sewer system is not preferred and whilst it is able to meet the sewer servicing requirements of the site, the requirement to create a site filled just to meet a gravity feed requirement is unnecessary and without logic.

It is understood that Council is progressing with the contributions collection and design of the Plain Street pump upgrade. If this upgrade is completed before the delivery of the 9ha development site then the provision of temporary storage tanks for the 9ha site would not be required, if the timing is not commensurate with the ultimate delivery of this 9ha development site, temporary storage tanks to delay the release of sewerage in rain events could be provisioned on site.

The proposed sewer network and infrastructure design devised to serve the development and contained within the site is to be wholly procured, managed and maintained by the future proponent/landowner. Further analysis and final design are to be undertaken at DA stage.

Water

Potable water is available from Dampier Street and provision to the site could be managed using future access roads.

Stormwater

The concept plan shows that future access roads can be used to channel water to drainage locations at lower portions of the site. The site analysis has also considered the stormwater associated with the change in site levels due to the sewer strategy. Grading and levels will require resolution at later development phases.

Traffic and access

Taminda is supported by major road and logistic access. The proposed development could act as a catalyst for investment that would capitalise on available major infrastructure investment such as the Intermodal Freight network as well as support the Tamworth catchment for increased opportunity and activity.

The proposed development's final access and layout arrangements are to be finalised in later development stages, however, the proposed design has the ability to integrate with the final alignment of the proposed by-pass road but is not reliant on this access. Until the by-pass road is constructed, access to the site can be achieved with unrestricted access at Dampier Street. The proposed road treatment is through the provision of a roundabout. A secondary access location is also able to be provided at Wallamore Road. The indicative access points are proposed below.

Figure 7.20 Indicative access layout



Source: Traffix, modified WSP 2020

The proposed layout has been considered and assessed with SIDRA modelling, where it has been demonstrated that the proposed development has satisfactory minimal impacts on the road network.

Using the RMS technical direction, the proposed development is activated to generate 352 vehicle trips per hour in the AM peak period and 393 vehicle trips per hour in the PM peak period.

From the proponent commissioned traffic survey data/counts, it was determined that 42.4% arrived/departed towards the north via Jewry Street, 43% arrived/departed via Gunnedah Road (east), 7.9% arrived/departed the site via Gunnedah Road (west) and 6.7% arrived/departed the site via Wallamore Road. Traffic generation was assessed for various scenarios and under base case in 2020 and base case plus proposed development all intersections operate satisfactorily with Level of Service A or B.

Traffic concludes that, 'the proposed development traffic generation is not expected to have any significant impacts on the proposed Jewry Street bypass link' and that 'the subject application is supportable on traffic planning grounds'.

7.10 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Consultation with state agencies for comment is to occur as part of the exhibition process. Those agencies include Transport for NSW (Roads and Maritime Services) and NSW Biodiversity and Conservation Division at the Department of Planning, Infrastructure and Environment. No negative feedback was received or feedback that would have suggested the development was not able to proceed.

8 Proposed LEP Maps

It is proposed that this rezoning makes the following amendments to the Tamworth LEP maps. Full size reproductions are provided in the Appendix.

Figure 8.1 Proposed Land Zoning map

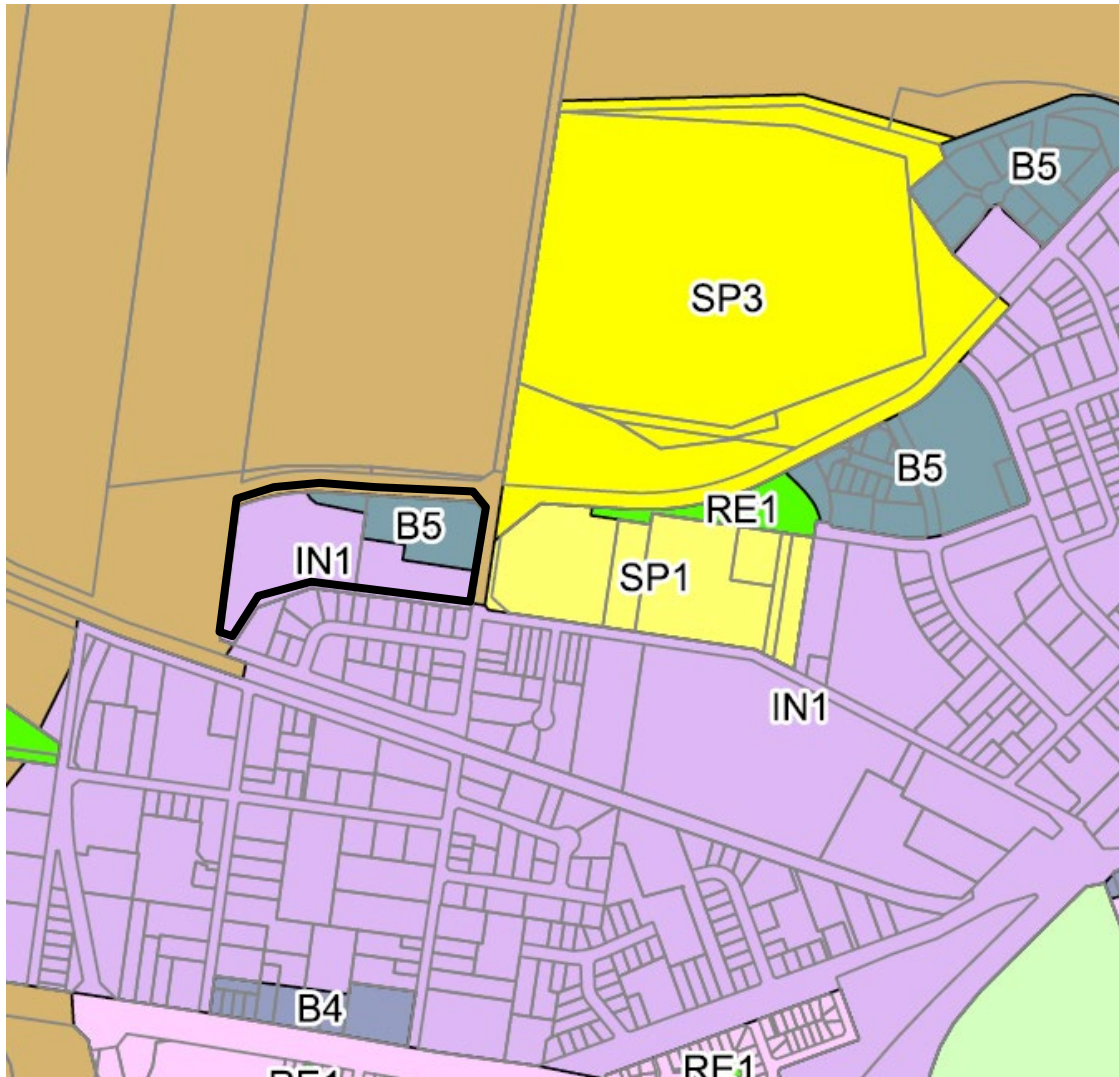
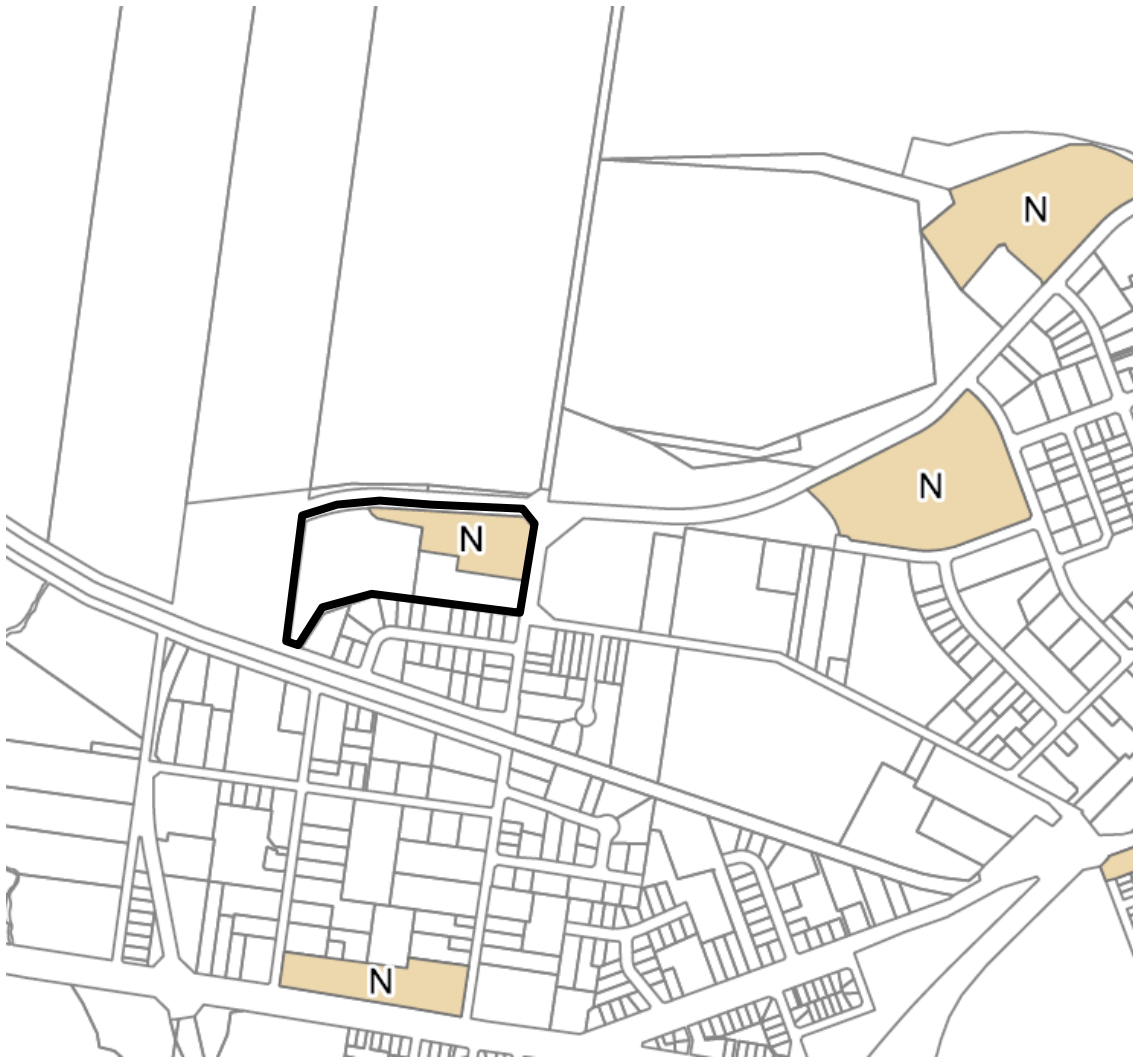


Figure 8.2 Proposed Minimum lot size map



Figure 8.3 Proposed FSR map



Source (all): WSP 2020

9 Community consultation

9.1.1 *Pre Gateway*

Prior to lodgement of this planning proposal, discussions took place with Tamworth Regional Council and the Department of Planning and Environment Regional Office (DPE).

No further community consultation was undertaken.

Discussions took place following the lodgement of a Planning Proposal for the rezoning of 30ha (inclusive of this Planning Proposal area and part of 72 Wallamore Road). This Planning Proposal has been prepared following those discussions.

9.1.2 *Post Gateway*

A significant amount of liaison with Council has occurred to address and deal with the requirements of the Gateway Determination.

Liaison with Department of Planning, Industry and Environment has also occurred.

The Gateway Determination has specified:

- The Planning Proposal is to be publicly exhibited for 28 days
- Consultation to be undertaken with Transport for NSW (Roads and Maritime Services) and NSW Biodiversity and Conservation Division
- That a public hearing is not required under section 3.34(2)(e) of the Act, unless by Council obligation
- A 12-month time frame to complete the LEP

9.1.3 *Pre and post exhibition*

This Planning proposal is largely the same as that which was lodged in March 2019. Extensive consultation and liaison with Council, stakeholders and agencies have taken place over that time up until 3rd quarter of 2021. The Planning Proposal has strategic merit as demonstrated through the assessment contained within each Planning Proposal against strategic planning documents (local and state). Any perceived and or potential impacts have been identified and mitigated and/or addressed. The Planning Proposal can be serviced and will largely be a private, commercial exercise in procuring the most appropriate system without Council influence.

The Department of Planning, Industry and Environment's Biodiversity and Energy division, as part of the exhibition process, stated that the development could proceed as proposed. This Planning Proposal further refines the flood concept design to firm up the grading requirements across the proponent-controlled land as well as some fine tuning of small sections interfacing with the 9ha and adjacent lands to further improve the prior scheme.

10 Project timeline

In late 2021, DPE released ‘A new approach to Rezoning – Discussion paper’. This discussion paper describes benchmark targets for assessment of Planning Proposals as well as other key milestone events.

This Planning Proposal is expected to align with those timeframes as far as practicable.

11 Limitations

This Report is provided by WSP Australia Pty Limited (WSP) for Chan Abbey Holdings in response to specific instructions from the Client and in accordance with WSP's ongoing engagement for activities related to project management and Planning Proposals for the site in the 2018 agreement with the Client and amended from time to time.

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12 Community consultation

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Appendix A



A1 Agriculture land study

A2 Architect masterplan package

A3 Architect drawing package

A4 Biodiversity constraints assessment

A5 Cultural heritage

A6 Economic impacts and demand

A7 Non-Aboriginal heritage

A8 Servicing report

A9 Traffic Impact Assessment

A10 Flood Impact Assessment

A11 Contamination reporting

A12 Gateway Determination 2019