

# Planning Proposal - Taminda Employment Lands



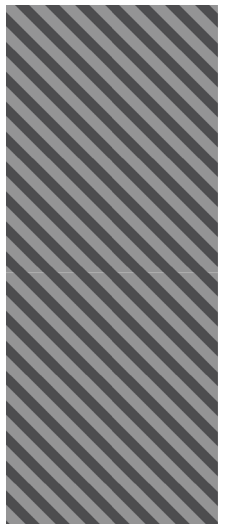
55 Dampier Street and 72 Wallamore Road, Tamworth

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**Client:** Chan Abbey Holdings

**Date:** 21 December 2018

A Veris Company



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<b>Date</b>	21 December 2018
<b>Version</b>	Final

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# Contents

<b>EXECUTIVE SUMMARY</b>	<b>5</b>
<b>PROJECT OVERVIEW</b>	<b>9</b>
<b>THE SITE</b>	<b>10</b>
<b>THE PROPOSED CONCEPT MASTER PLAN</b>	<b>20</b>
<b>1 OBJECTIVES AND INTENDED OUTCOMES</b>	<b>26</b>
<b>2 EXPLANATION OF PROVISIONS</b>	<b>27</b>
<b>3 JUSTIFICATION</b>	<b>28</b>
<b>4 MAPS</b>	<b>75</b>
<b>5 COMMUNITY CONSULTATION</b>	<b>79</b>
<b>6 PROJECT TIMELINE</b>	<b>80</b>
<b>7 APPENDICES - SUPPORTING DOCUMENTATION</b>	<b>81</b>

## FIGURES

Figure 1	Site context	11
Figure 2	Proposed rezoning area	12
Figure 3	Proposed rezoning area in relation to solar farm	13
Figure 4	Land zoning 004C	14
Figure 5	Minimum Lot Size 004C	15
Figure 6	Floor Space Ratio 004C	15
Figure 7	ANEP and Flood Planning Map 004C	16
Figure 8	Heritage 004C	16
Figure 9	Flight Training Path Map 004C	17
Figure 10	Opportunities and Constraints Plan	19
Figure 11	Master Plan Concept pre-bypass road	21
Figure 12	Master Plan Concept post-bypass road	22
Figure 13	Landscape Master Plan	22
Figure 14	Direct economic impacts of the Planning Proposal	37
Figure 15	Indirect economic impacts of the Planning Proposal	37
Figure 16	Vacant land in Taminda	45
Figure 17	Historical jobs numbers by Industry	45
Figure 18	Projected jobs numbers by Industry	46
Figure 19	Employment directed to industrial precincts	47
Figure 20	Flood modelling concept	69
Figure 21	Flood modelling concept and proposed levels	70
Figure 22	Proposed Land Zoning map	76

Figure 23	Proposed Minimum lot size map	77
Figure 24	Proposed FSR map	77
Figure 25	Proposed Flood Planning map	78
Figure 26	Proposed Land reservation acquisition map	78

## TABLES

Table 1	Supporting Documentation	9
Table 2	Proposed LEP Map amendments	27
Table 3	Assessment New England North West Regional Plan 2036	31
Table 4	Assessment Lower North West Regional Economic Development Strategy	39
Table 6	Assessment against relevant Ministerial Directions	64
Table 7	Estimated Project Timeline	80

## APPENDICES

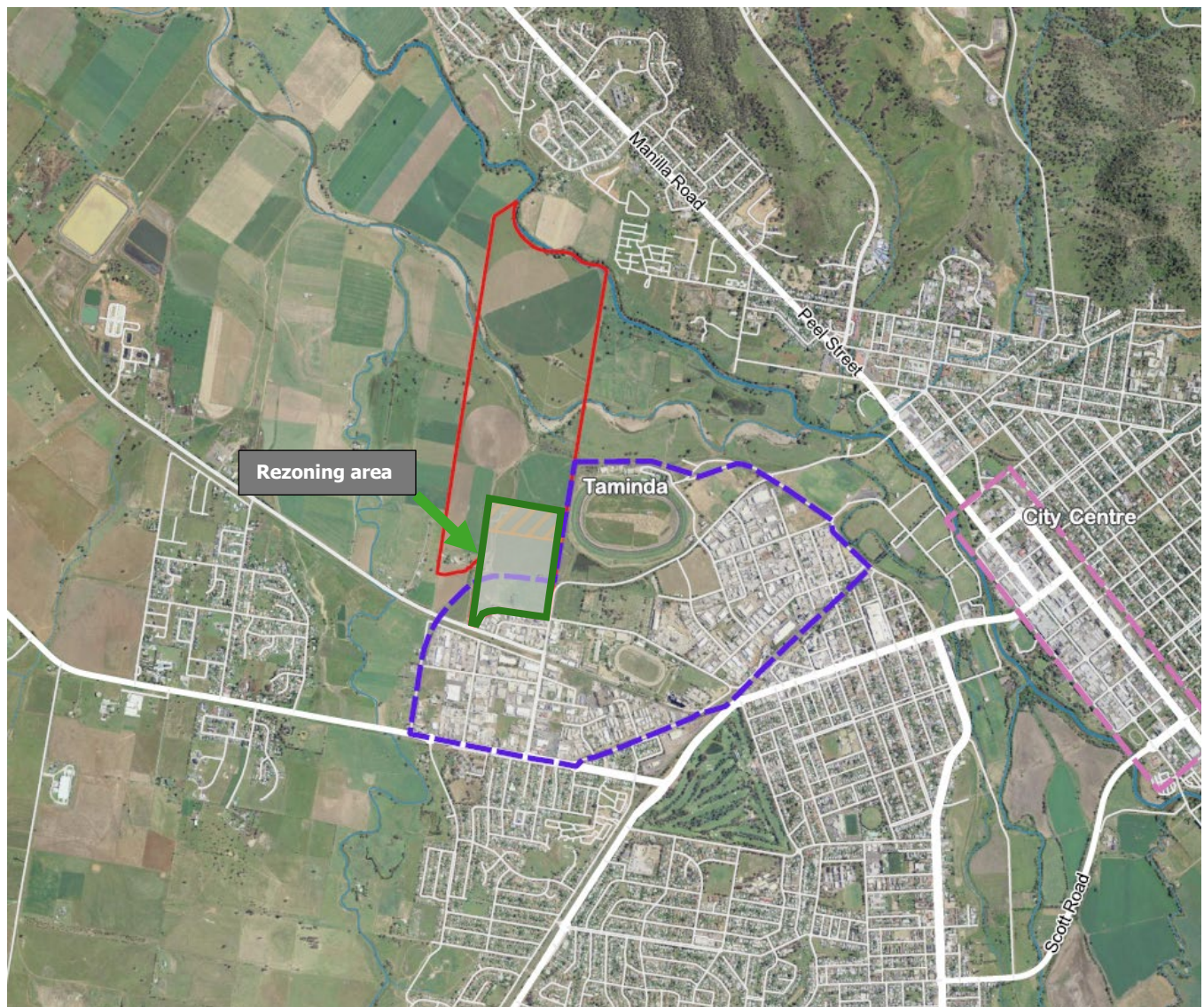
# Executive Summary



# Executive Summary

This Planning Proposal has been prepared by Elton Consulting 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 part of a 102ha site at 55 Dampier Street and 72 Wallamore Road, known as Lot 1, Lot 2 and Lot 3 DP 1234850 to enable further extension of the Taminda industrial precinct generally consistent with the Taminda Revitalisation + Economic Development Strategy.



This report and supporting technical studies have been developed by a multi-disciplinary team to assess and address the strategic merit of the proposal at this preliminary stage. This includes a detailed investigation of both the current site including agricultural lands assessment, cultural and European heritage and contamination as well as a detailed economic assessment supporting and demonstrating the suitability of the site for the proposed land uses and need for additional employment land to ensure that Tamworth continues to provide for employment growth in the region. Traffic and flood modelling addressing drainage and civil infrastructure design and assessment 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.



The planning proposal will enable the southern part of the site with a green, sustainable and contemporary industrial and business precinct that complements the Taminda light industrial area. It also provides for the future road bypass opportunity.

**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.**

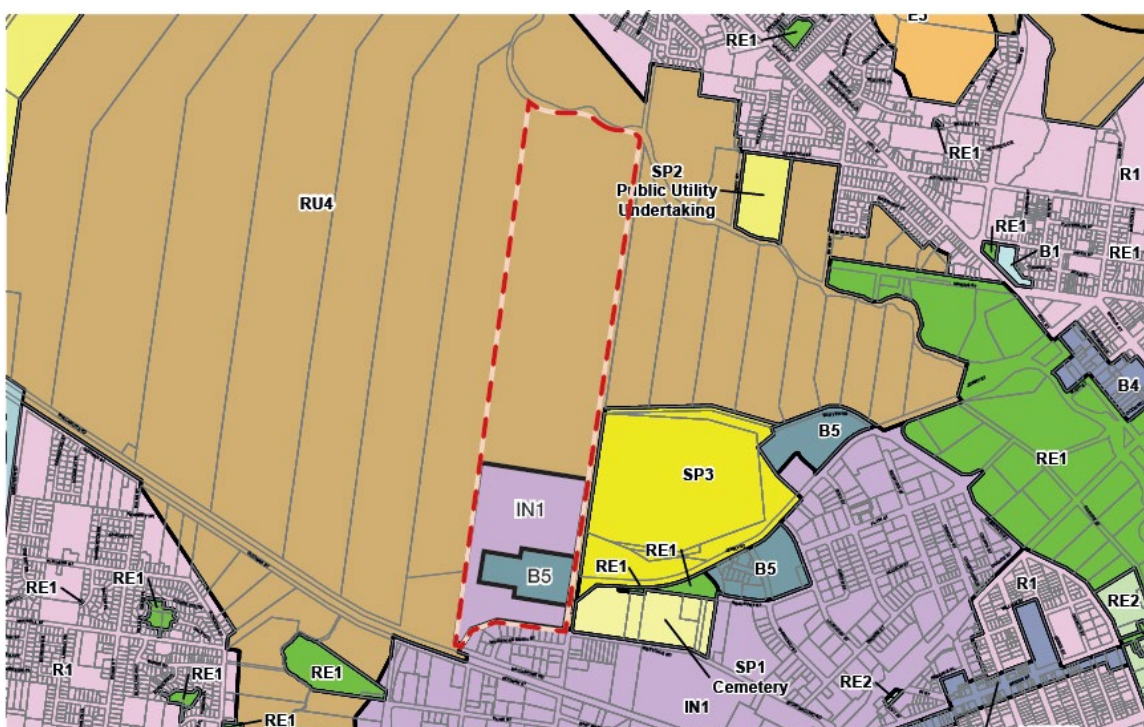
This proposal will provide for a mix of employment uses and associated lot sizing that will cater for a growing dynamic market in the Taminda precinct and reactivate the precinct from an urban planning and design perspective and foster the addition of employment opportunities at a landmark, gateway site.

Its integration and co-location with a 9MW solar farm (subject to another application) 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 through the site to improve access and movement to Taminda employment area and through Tamworth
- » Provide access to the site from a new roundabout on the eastern edge at Jewry Street
- » Allow for access within the site to the proposed solar farm along the drainage easement on the eastern length of the site
- » Provide flood an engineered solution comprising a levee around the site and the required fill to the site to address flood mitigation associated with the remaining part of Taminda
- » 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 more business/commercial uses at the eastern end of the site, and along the future by-pass road, with lighter industrial uses both north and south of the road
- » Allow for range of industrial land parcel to assist in encouraging investment to Taminda and Tamworth.

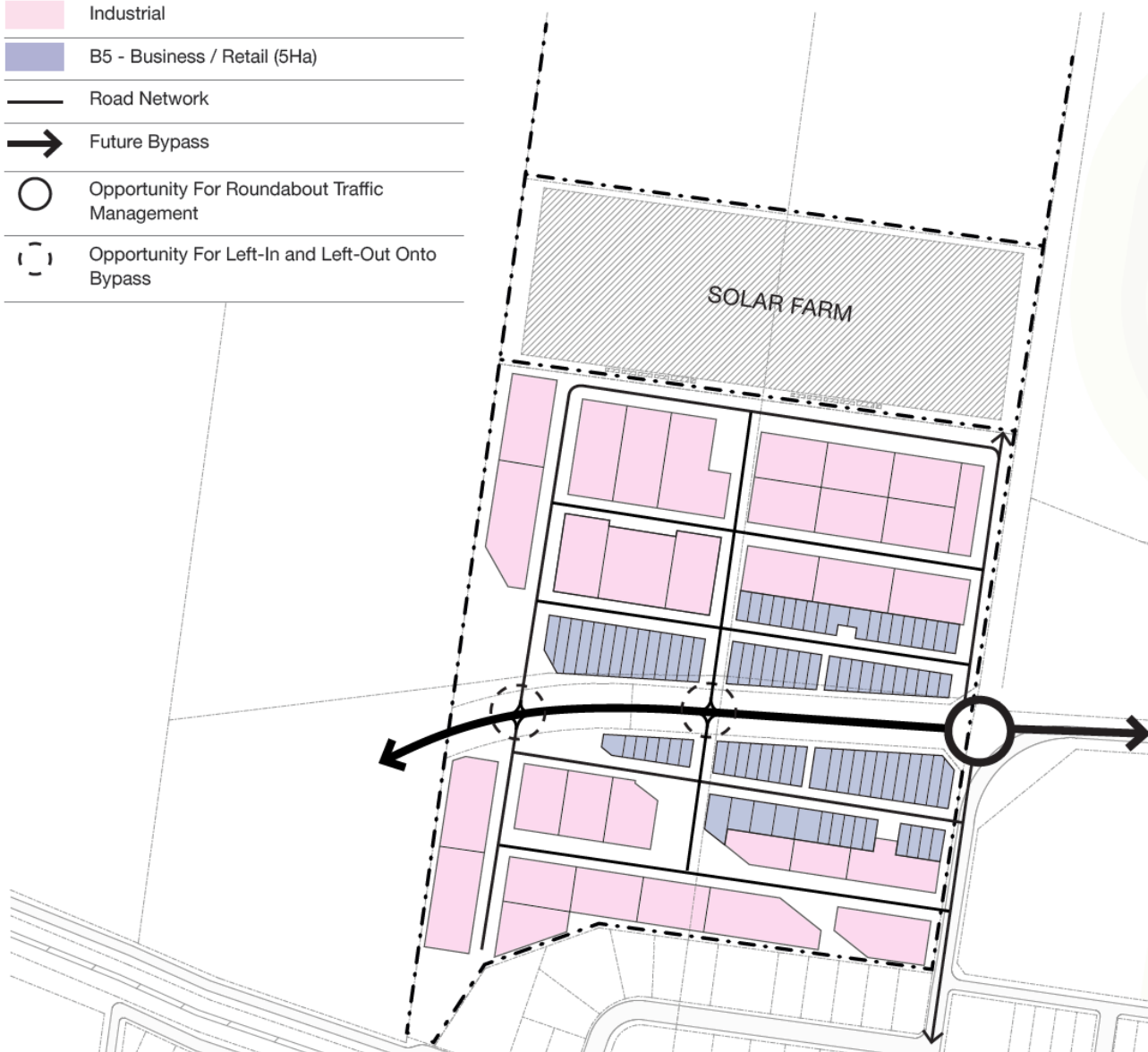
The Planning Proposal supports the proposed rezoning of part of the land currently zoned RU4 Primary Production Small Lots to part B5 Business Development and part IN1 General Industrial.



Concept drawings have been prepared to demonstrate layouts and interactions before and after the future bypass road without impacting on the long-term delivery of this piece of road infrastructure. The ultimate layout has been designed to minimise direct access to the proposed bypass road and enable the efficient servicing of the employment and industrial land. The layout also acknowledges the proposed solar farm (subject to a separate Development Application) The inclusion of the solar farm into the concept for the site will ensure that the energy generation is linked to, and integrated, into the industrial and business precinct. The indicative concept plans of the proposed development post bypass completion are below.

#### Legend

	Industrial
	B5 - Business / Retail (5Ha)
	Road Network
	Future Bypass
	Opportunity For Roundabout Traffic Management
	Opportunity For Left-In and Left-Out Onto Bypass



Source: Rothelowman 2018

The Planning Proposal can readily be supported by Council. The proposal is generally consistent with the Taminda Revitalisation + Economic Development Strategy and provides rationale for the small extension of the industrial land beyond the indicative boundary of the strategy north of the proposed bypass road. The rezoning will enable further growth in employment generating land uses in Tamworth. The successful installation of the solar farm will see the site developed as a world class example of sustainable development and innovation in the application of renewable energy integration with industrial land use.

This report provides sufficient detail to enable a Gateway determination to be issued and for the proposal to proceed to consultation and Public Exhibition.



# Project Overview

# Project Overview

## Introduction

This Planning Proposal has been prepared by Elton Consulting 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 part of a 102ha site at 55 Dampier Street and 72 Wallamore Road, known as Lot 1, Lot 2 and Lot 3 DP 1234850

The Planning Proposal is necessary to enable the expansion of the current industrial area consistent with the Strategies assessed in Sections 3.3 and 3.4. 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 Councils board strategic objectives to support the growth of Tamworth while ensuring that potential environmental impacts, including flooding, are minimised.

This report provides sufficient detail to enable a Gateway determination to be issued and for the proposal to proceed to consultation and Public Exhibition.

The Planning Proposal is consistent with the requirements of Part 3 of the Environmental Planning and Assessment (EP&A) Act and 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).

This report and supporting technical studies have been developed by a multi-disciplinary team to assess and address the strategic merit of the proposal at this preliminary stage. 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	18 Dec 2018
Architect Masterplan package	Rothelowman	19 Dec 2018
Architect Drawing Package	Rothelowman	19 Dec 2018
Biodiversity constraints assessment	Travers	20 Dec 2018
Civil and services plan	Barnson	17 Dec 2018
Cultural Heritage	Kayandel	20 Dec 2018
Economic Impacts and Demand	HillPDA	20 Dec 2018
European Heritage	Kayandel	20 Dec 2018
Flood impact and riparian assessment report	Tooker and Associates	14 Dec 2018
Preliminary Site investigation (Environmental)	Environmental Investigation Australia	19 Dec 2018
Traffic Impact Assessment	Barnson	18 Dec 2018

The supporting documentation can be found at **Section 7**.

# The Site

## Site Location and Context

The Planning proposal relates to land known as 55 Dampier Street and part of 72 Wallamore Road. 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 holding is shown in **Figure 2**

Proposed rezoning area



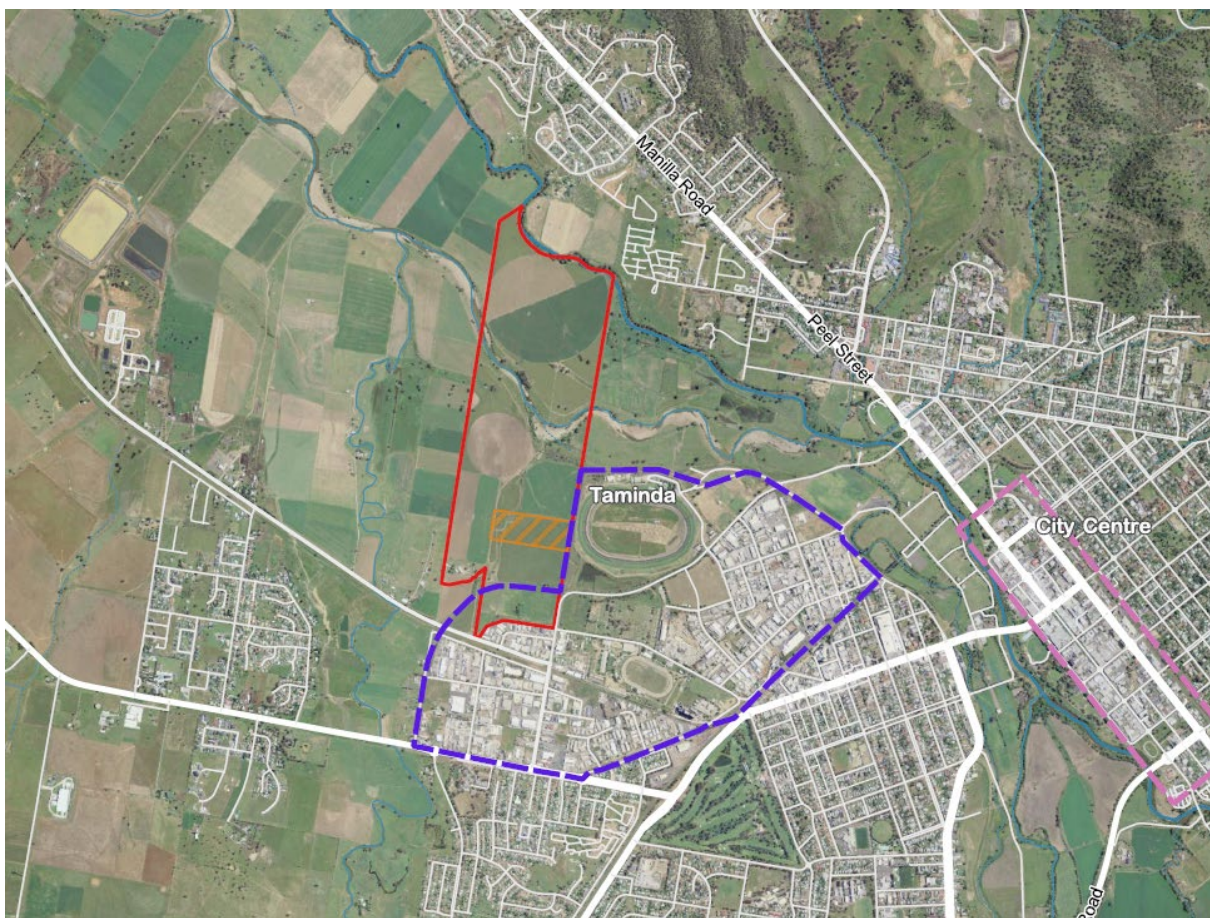
. Only part of the land has been identified as suitable for development being approximately 30 ha extending from the existing Taminda industrial area north and on both sides of the proposed bypass road. The area proposed to be rezoning is shown in **Figure 2**.

The site is accessed by entry points along Wallamore Road and Dampier Street.

The site 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 1 Site context**



Source: Elton Consulting 2018



**Figure 2 Proposed rezoning area**



Source: Barnson 2018

## Site Description

The land is very flat and falls to the Peel River in the north approximately 2m over this length at a grade of approximately 0.3%. 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 transects the site from east to west and this land has been reserved by Council for the purpose of a road.

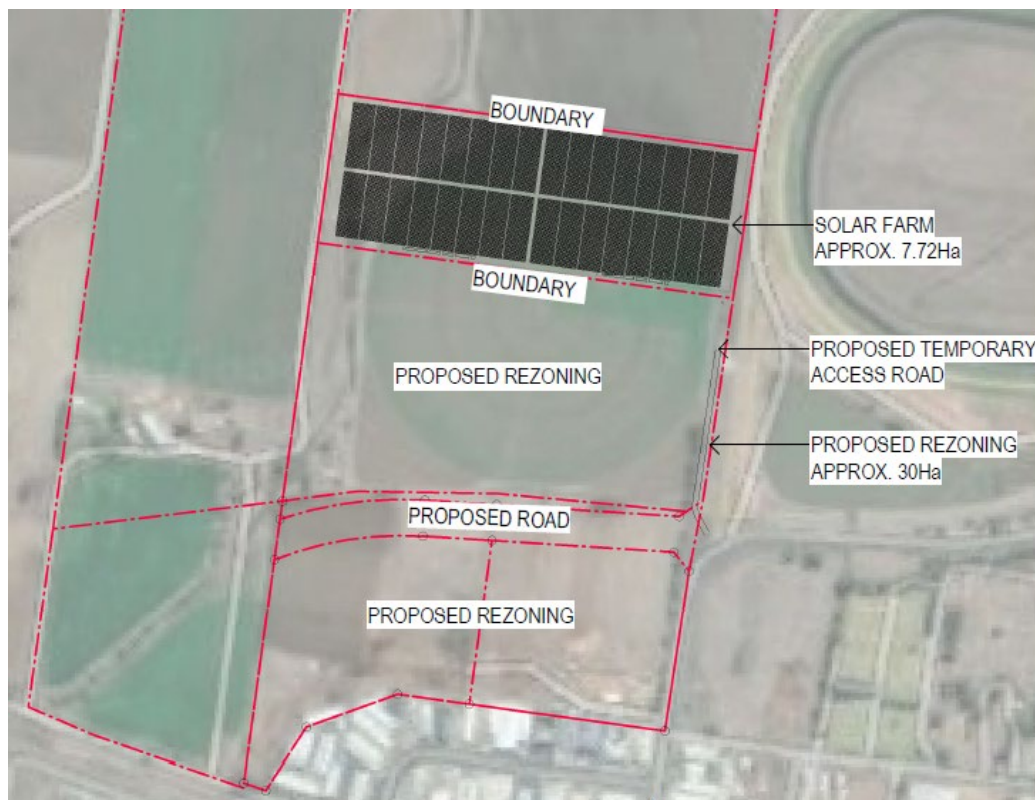
The site is made up of the Somerset Farm site (approximately 250m wide) and the Racecourse West Development site (approximately 465m). The farmhouse and sheds on the Somerset farm are located on land approximately 300m from Wallamore Road on a higher parcel of land which appears to have been filled, likely to reduce impacts of flooding. The site is currently used in part for agriculture and part rural industrial and container activities.

The site is subject to overland flow during large storm events at least in part as a result of the adequacy of the existing drainage infrastructure 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 consider this issue and in order to ensure safe development of flood prone land, see Section 7.9.

A solar farm (subject of another application) is proposed on approximately 7.7ha of land immediately north of the site.

A plan is shown at **Figure 3**.

**Figure 3 Proposed rezoning area in relation to solar farm**



Source: SBA Architects

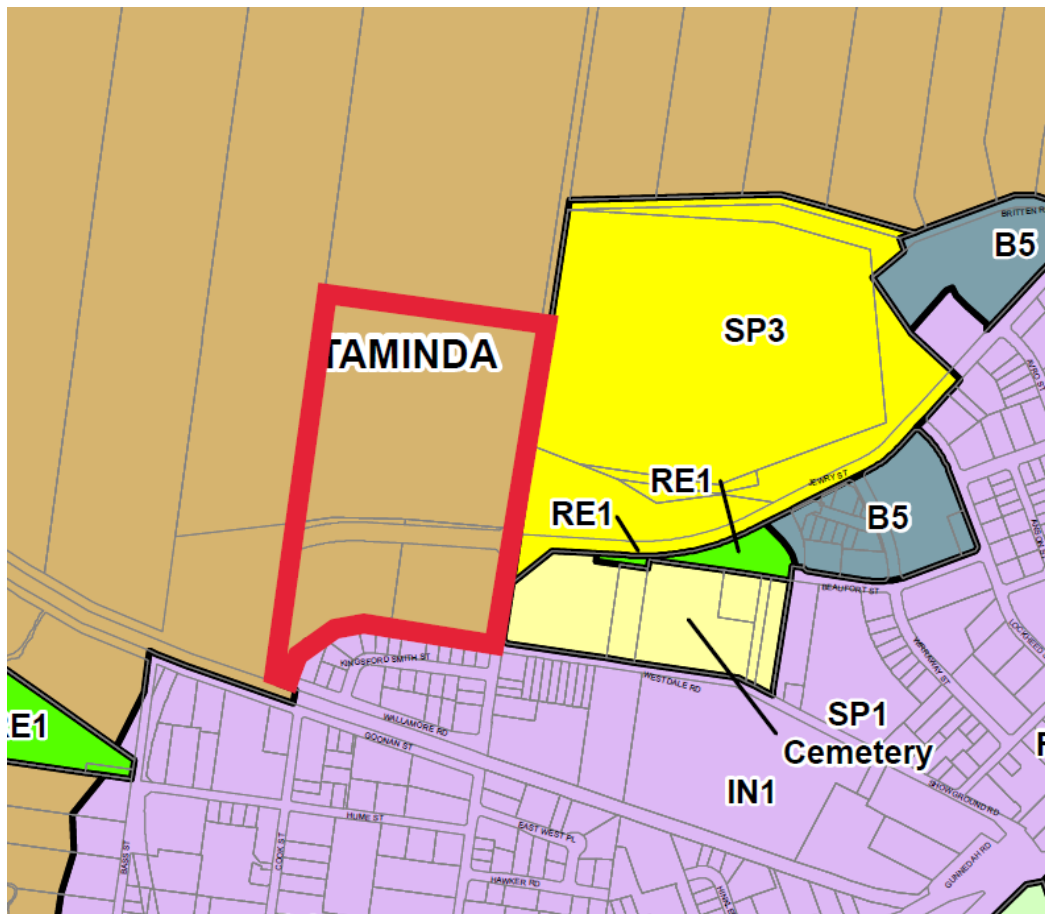
The Development Site is bordered by industrial and commercial uses to its south and eastern sides. With semi-rural settings north and west of the site. All built form in the immediately surrounding area is of a low-density format with generally low set buildings and wide road reserves. Some green spaces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

## Existing planning controls

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

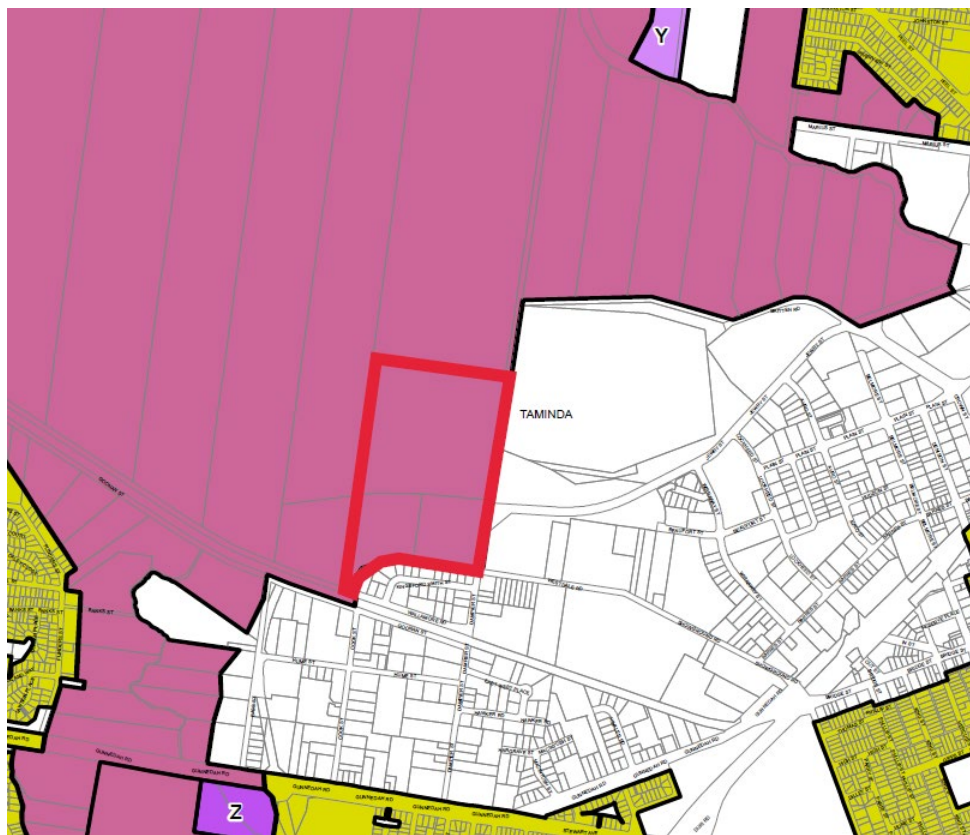
- » Is zoned RU4 Primary Production Small Lots (Ref **Figure 4**)
- » Has a minimum lot size of 40ha (Ref **Figure 5**)
- » Has no maximum floor space ratio (FSR) controls, similar to the neighbouring properties (Ref **Figure 6**)
- » Is not affected by the Australian Noise Exposure Forecast (ANEF) Map (Ref **Figure 7**)
- » Is identified as flood prone land on the Flood Planning Map (Ref **Figure 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 8**)
- » Is partially affected in the southern portion of the site by the Flight Path Training Map (Ref **Figure 9**)

**Figure 4 Current Land zoning 004C**

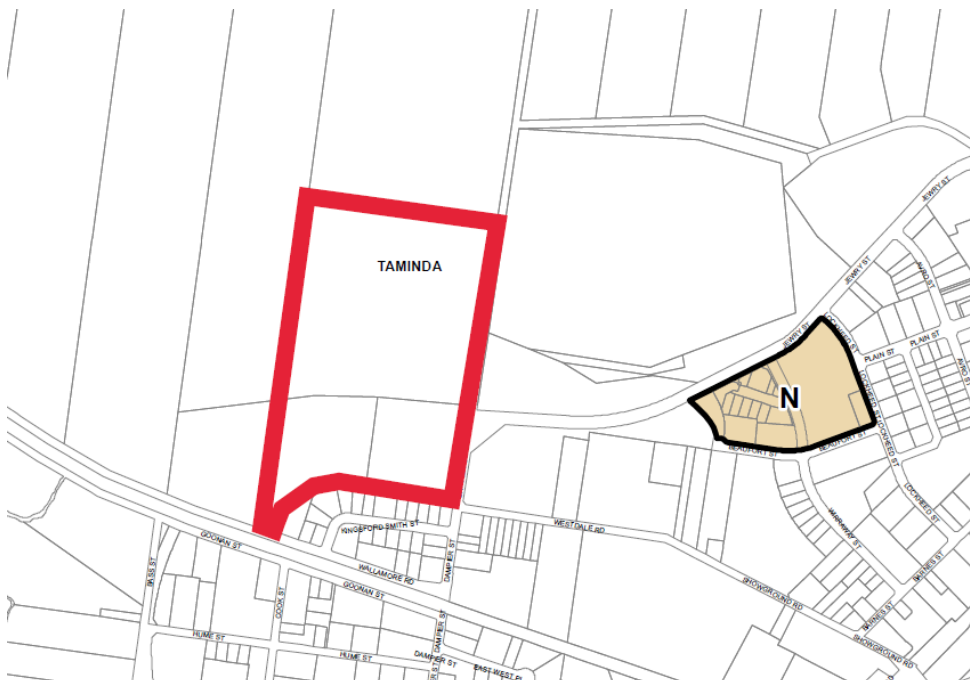




**Figure 5 Current Minimum Lot Size 004C**

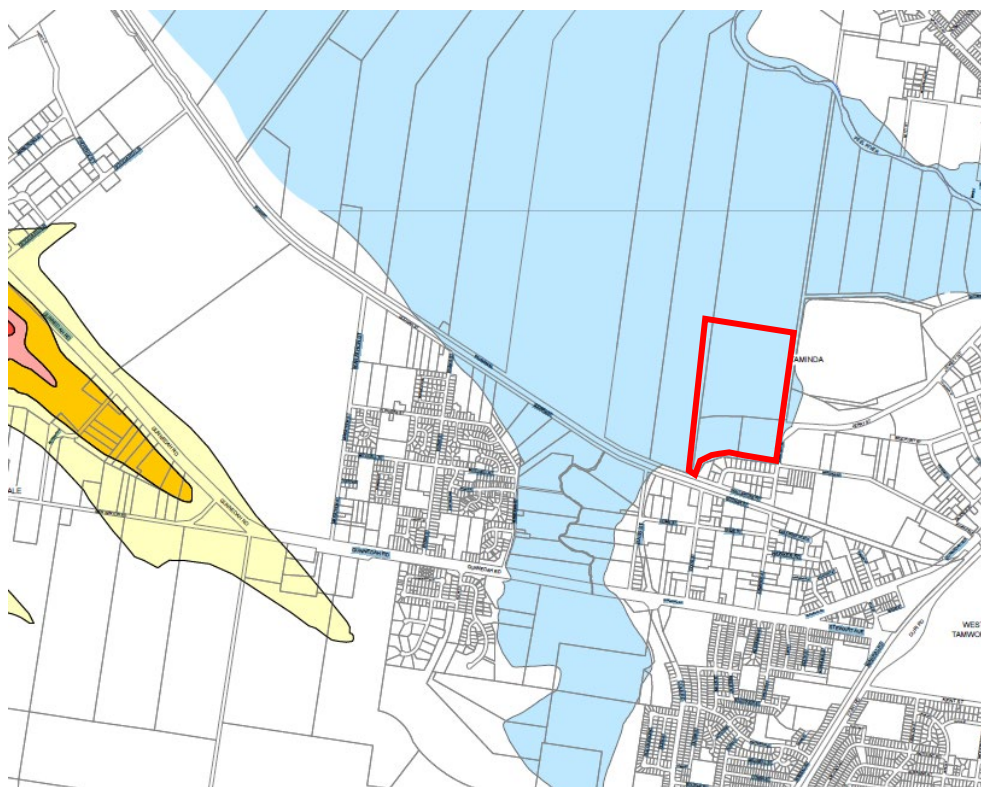


**Figure 6 Current Floor Space Ratio 004C**

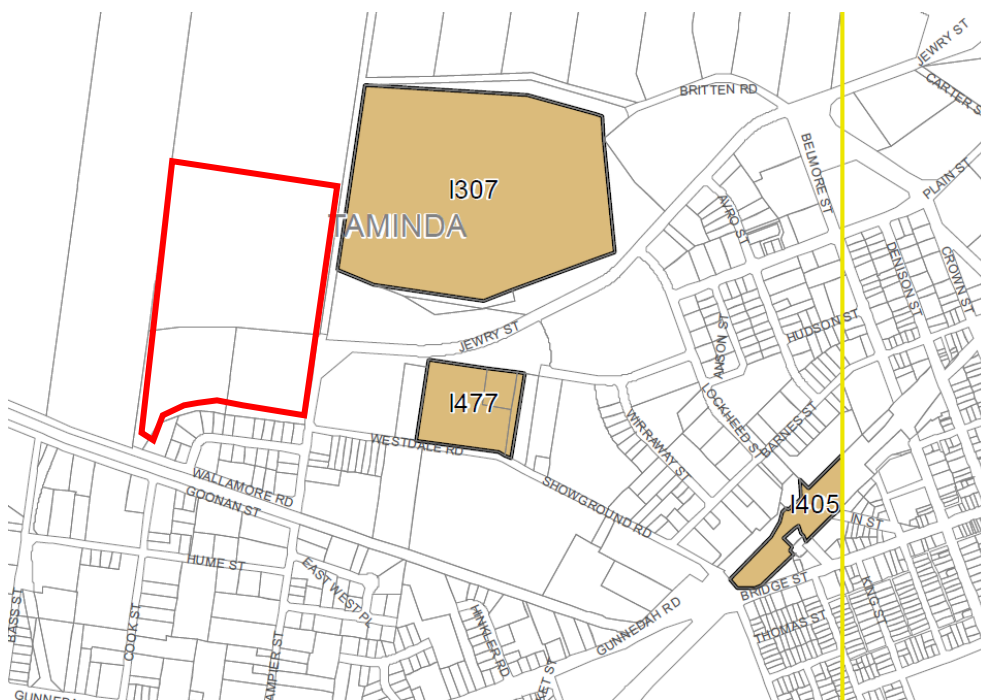


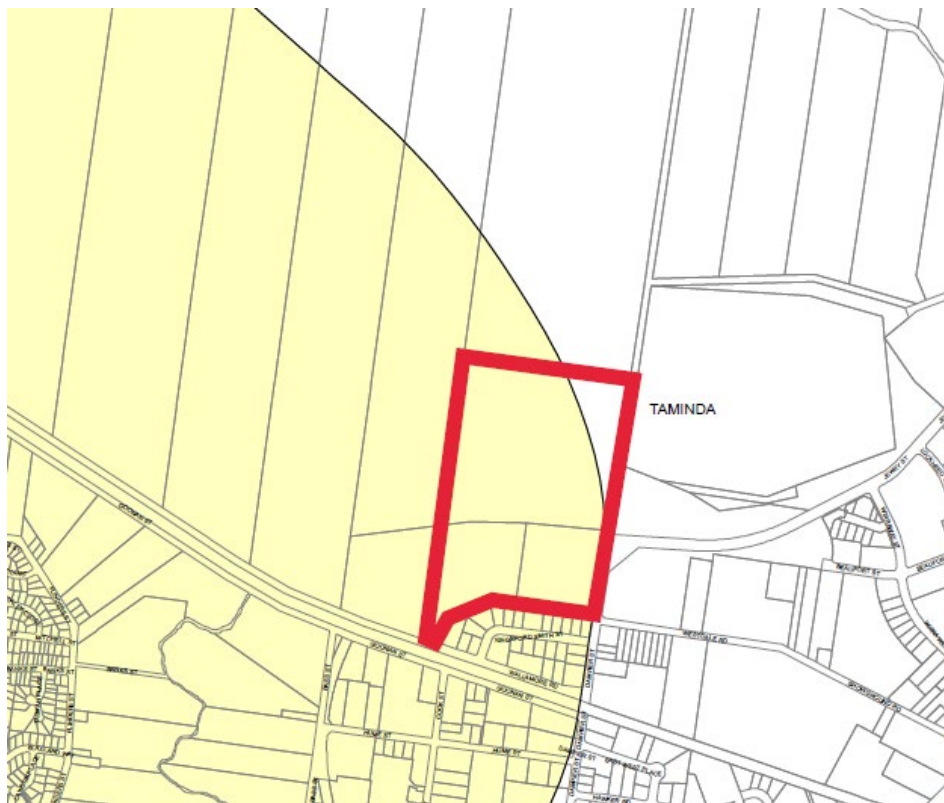


**Figure 7 Current ANEP and Flood Planning Map 004C**



**Figure 8 Current Heritage 004C**

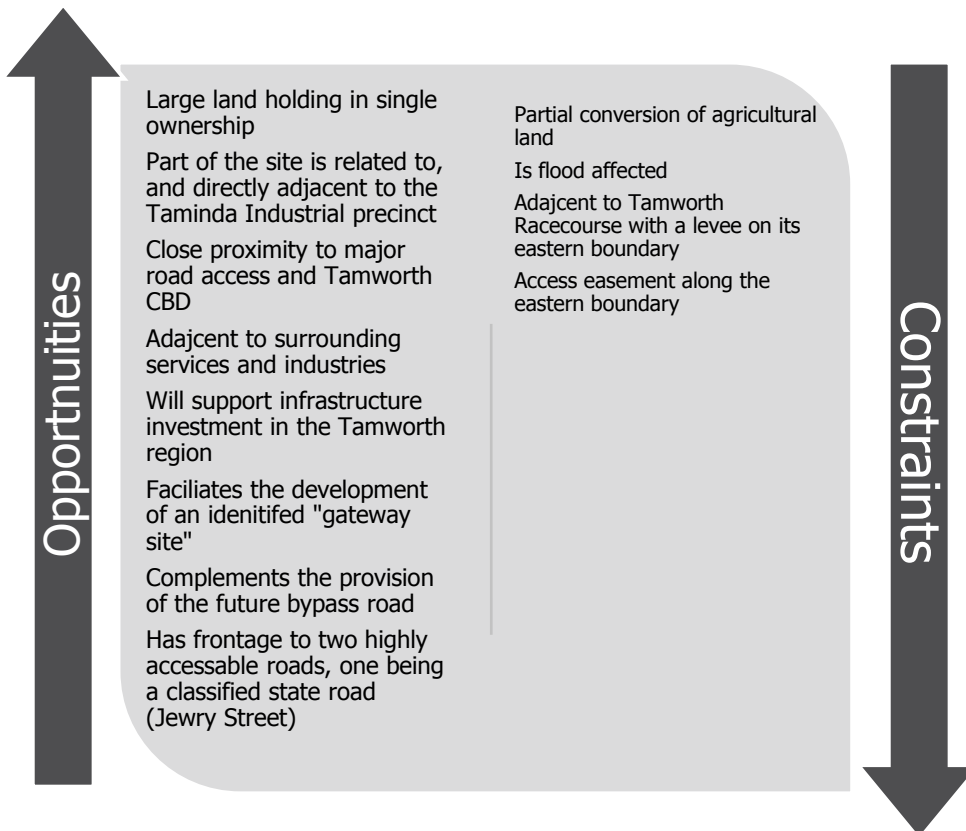




Refer to **Part 4** for a copy of the existing and proposed LEP maps.

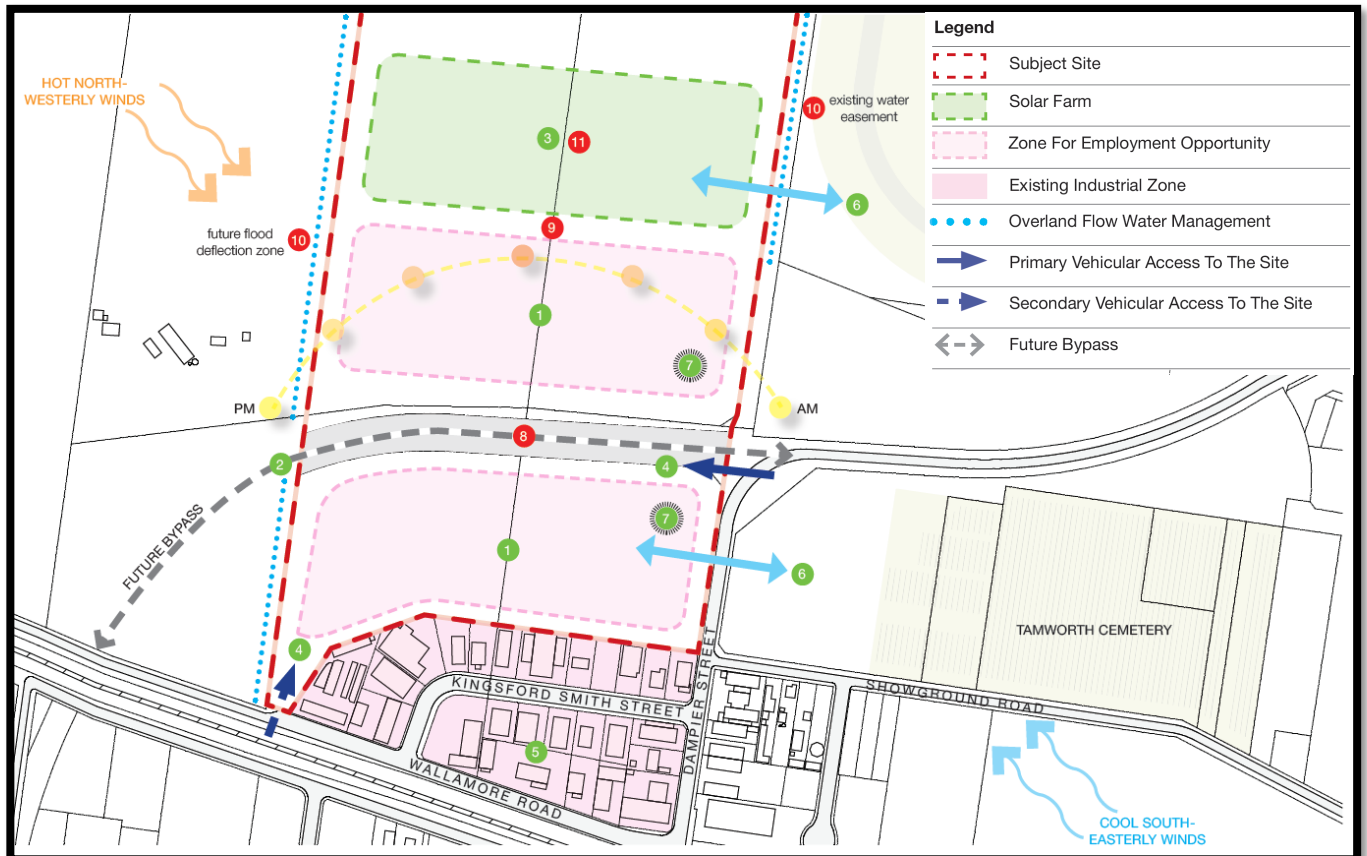
## Opportunities and constraints

Elton Consulting has considered the opportunities and constraints for the site below



Rothelowman Architects have identified visually the opportunities and constraints for the site as shown in **Figure 10** below.

**Figure 10 Opportunities and Constraints Plan**



Source: Rothelowman 2018

Opportunities	
1 Opportunity for employment land use	7 Marker location for retail development
2 Higher architectural exposure and entrance development to Taminda and Tamworth via future bypass	<b>Constraints</b>
3 Solar farm for a renewable energy source	8 Bypass splits site
4 Primary and secondary access points via Dampier Street and Wallamore Road respectively	9 Flood prone land
5 Industrial units to the south allow a point of difference to what we propose	10 Flood deflection required at boundaries
6 Connection to neighbouring precincts and racecourse	11 Solar farm position and layout must consider light pollution, particularly due to nearby Tamworth Regional Airport



# The proposed Concept Master Plan

## Overview

It is proposed to develop the southern part of the site with a green, sustainable and contemporary industrial and business precinct that complements the Taminda light industrial area. It also provides for the future road bypass opportunity.

The proposed concept has been designed taking into account 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.

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

## 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.

Its integration and co-location with a 9MW solar farm (subject on another application) 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 through the site to improve access and movement to Taminda employment area and through Tamworth
- » Provide access to the site from a new roundabout on the eastern edge at Jewry Street
- » Allow for access within the site to the proposed solar farm along the drainage easement on the eastern length of the site
- » Provide flood an engineered solution comprising a levee around the site and the required fill to the site to address flood mitigation associated with the remaining part of Taminda
- » 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 more business/commercial uses at the eastern end of the site, and along the future by-pass road, with lighter industrial uses both north and south of the road
- » Allow for range of industrial land parcel to assist in encouraging investment to Taminda and Tamworth.

## Key Features

- » Up to 30 hectares of employment lands
- » Establishment of a flood protected development site with:
  - > flood protection measures that have little significant impacts on neighbouring properties; and
  - > combines a range of engineered and tested mitigation techniques
- » Architecturally designed buildings
  - > An ability for the precinct to deliver of a mix of employment uses and lots sizing that will cater for a range of market demand.
- » Located in the Taminda precinct Taminda Revitalisation + Development Strategy as a 'gateway site'
- » Is within the urban footprint, partially in the Taminda precinct, in good proximity to the city centre and in good proximity to the airport and releases of industrial lands such as Glen Artney (approximately 6-7kms away)
- » 9MW solar farm (subject of development application) in an embedded network arrangement
- » Ability to integrate with future bypass road.

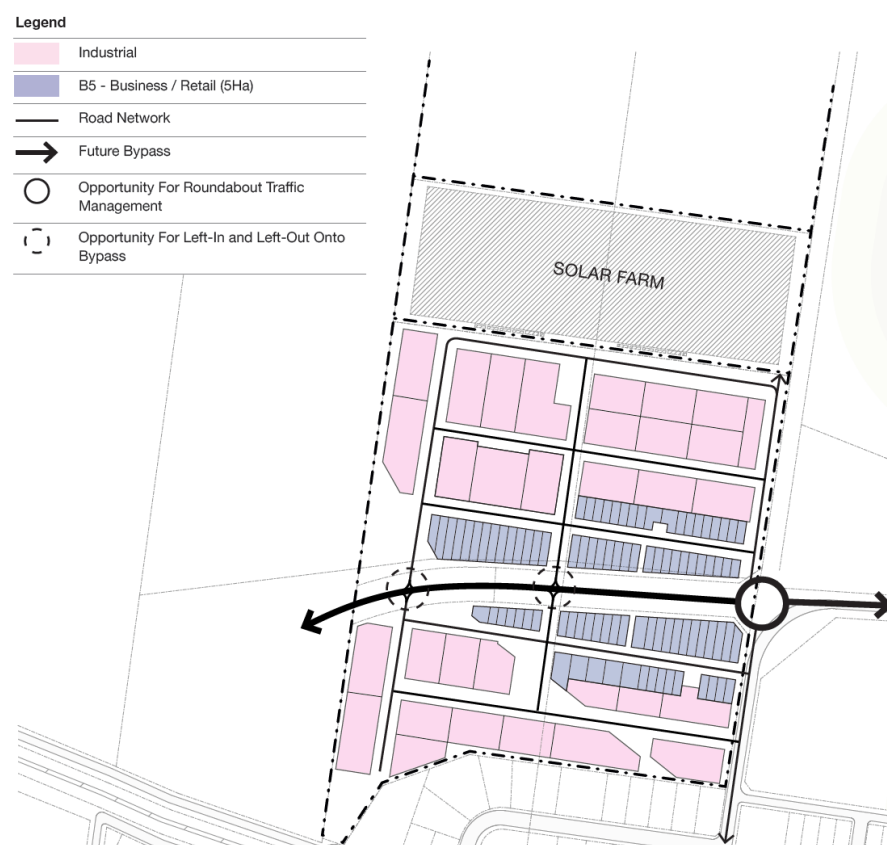
Two concept drawings have been prepared to demonstrate concept layouts and interactions before and after the future bypass road. The indicative concept plans are shown at **Figure 11** and **Figure 12**. A proposed concept landscape plan is shown in **Figure 13**, illustrating the green and modern design, with green lined streets, open space.

**Figure 11 Master Plan Concept pre-bypass road**



Source: Rothelowman 2018

**Figure 12 Master Plan Concept post-bypass road**



Source: Rothelowman 2018

**Figure 13 Landscape Master Plan**



Source: Rothelowman 2018

## Proposed land uses

The concept for the site initially considered light industrial on the southern part of the site between the existing Taminda industrial precinct and the proposed by-pass road. However, due to the economic/industrial land supply needs, investment requirements, job creation and efficiencies of scale it is considered necessary to extend the proposed employment lands to the north of the proposed by-pass road in order to ensure an integrated sustainable development can occur.

The employment lands as part of this planning proposal therefore proposes to include the bypass road, lands north and south of it, and land associated with the solar farm to an area of 30ha. The reason to include the solar farm into the concept for the site is to ensure that the energy generation is linked to, and integrated, into the industrial and business precinct. Of the proposed 30ha of land, 25ha to be for light industrial land uses (including energy supporting solar farm), and approximately 5ha for business generating uses. It is acknowledged that some of the 30ha will be lost to the future bypass road.

The proposed solar farm, subject to a separate development application (DA), has been sized and located to ensure its energy efficiency and support to a green, sustainable industrial and business precinct. This will be a major attractor to many businesses in the region, and support \$400m investment in the regional economy.

A study by HillPDA (December 2018) demonstrates the demand for the proposed the light industrial and business lands. The detail of these findings is outlined further in Section 3.

## Flood mitigation

The provision of this development gives the opportunity to review, plan and model a new planning and 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 as an Appendix.

## Traffic and Access

The proposed rezoning can provide certainty and can facilitate improved access into/out of Taminda with the ability to integrate with the final alignment of the proposed by-pass road.

Access to the site can be achieved with the extension of Jewry Street and a proposed new roundabout facilitating easy access to the north and south of the site and improved thoroughfare through Taminda. The proposed bypass road has been allocated a 40m road reserve as an easement on plan and the proposed access road can be accommodated within this reserve comfortably.

Until such time as the by-pass road is constructed, it is proposed that access to the site be from the proposed new roundabout into the site.

The landowner is prepared to discuss entering into discussions and negotiation of a voluntary planning agreement to support and pay its contribution to the construction of the roundabout on Dampier/Jewry Street and/or the by-pass road.

## Infrastructure Servicing

Currently, the site benefits from access to various infrastructure. A concept design has been devised by Barnson demonstrating that there is servicing available to the site.

### Sewer

A sewer line currently traverses the Development Site and is expected to be accessible subject to further analysis. Challenges exist due to the low gradient of the site and existing invert level of the sewer line. For northern portions of the site, sewer pumping may be required.

### 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. Grading and levels will require resolution at later development phases.

A set of concept civil drawings is attached as an Appendix.

# Planning Proposal

# 1 Objectives and intended outcomes

The objective of this planning proposal is to enable the redevelopment of part of the land at 55 Dampier and 72 Wallamore Road, Tamworth (Lot 1, 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 hub for Tamworth.

The intended outcomes of the proposal are expected to deliver:

- » Two employment zones (B5 Business Development (5ha), IN1 General Industrial (25ha) on either side of the future Taminda by-pass road, to support local service and industrial activities (IN1) and job growth in Tamworth
- » Support the delivery of a 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
  - > larger and smaller industrial and business complex 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
- » Supply solar generated energy to the proposed light industrial/business area, and create cost and energy efficiencies for the proposed employment lands

## 2 Explanation of provisions

### 2.1 Proposed amendments

The planning proposal seeks to achieve the intended outcomes outlined in Part 1 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 (Ref to **Figure 22**)
- » Amend the Minimum Lot Size Map (LSZ\_004C) Map, from 40ha to no minimum lot size control (Ref to **Figure 23**)
- » 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 (Ref **Figure 24**)
- » Amend the Flood Planning Map (CL3\_004C), to exclude the land proposed to be rezoned to B5 and IN1 from the "Flood Planning Area" (Ref **Figure 25**)
- » Amend the Land Reservation Map to include the proposed bypass road reserve into the Land Reservation and Acquisition map. (Ref **Figure 26**)

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 areas, in locations that are close to and support the viability of Taminda
- » 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

**Table 2 Proposed LEP Map amendments**

Map	Description
<b>Land Zoning</b>	The land zoning map will show that part of the site to be zoned to B5 Business Development and part IN1 General Industrial (Ref to <b>Figure 22</b> )
<b>Minimum Lot Size</b>	No minimum lot size is proposed for the site (Ref to <b>Figure 23</b> )
<b>Floor Space Ratio</b>	A maximum of 1:1 FSR is to be applied to the B5 zone only (Ref <b>Figure 24</b> )
<b>Flood Planning map</b>	Exclude the site from the Flood planning map (Ref <b>Figure 25</b> )
<b>Land reservation and acquisition map</b>	Include the proposed bypass road reserve into this map (Ref <b>Figure 26</b> )



## 3 Justification

### Section A – Need for the planning proposal

#### 3.1 Is the planning proposal a result of any strategic study or report?

Yes. The southern part of 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 both of these issues. Further, since the preparation of the strategy in 2008 the market and strategic planning framework has changed, with the emphasis on more sustainable and flexible economic uses to strengthen Tamworth.

For this reason, 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 Elton Consulting and can be found at Section 3.4.1.

In summary the proposed employment land use is supported in such ways as:

- » 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. The majority of this vacant land is located outside the town, near the airport, on land that would need to be serviced, remediated and/or mitigated against flooding. The cost of such works may be undermining the viability of development
- » 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:
  - > 1. The uncertainty in timeframes surrounding the proposed expansion areas
  - > 2. Proximity to the Township and existing infrastructure
  - > 3. Its high market appeal

- > 4. 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.
- » The advantage of the B5 zone is the flexibility to allow more traditional industrial services should commercial and support services fail to be delivered due to lack of market interest.

### **3.2 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 for the land.

The existing zoning does not

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

The proposed solar generating use, is permitted under the current RU4 zoning and therefore a DA is being prepared for this component. However, to provide certainty and consistency across the site, it is also considered necessary to rezone that portion of land to IN1 which will also better align the solar farm use with the objectives of the zone.

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.

## **Section B – Relationships to Strategic planning framework**

### **3.3 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:

- » A 20- year Economic Vision for Regional NSW (2018)
- » New England North West Regional Plan 2036 (2017)
- » Lower North West Regional Economic Development Strategy 2018 – 2022 (2018)
- » Strategic Regional Land Use Plan New England North West (2012).

### 3.3.1 New England North West Regional Plan 2036

#### Overview

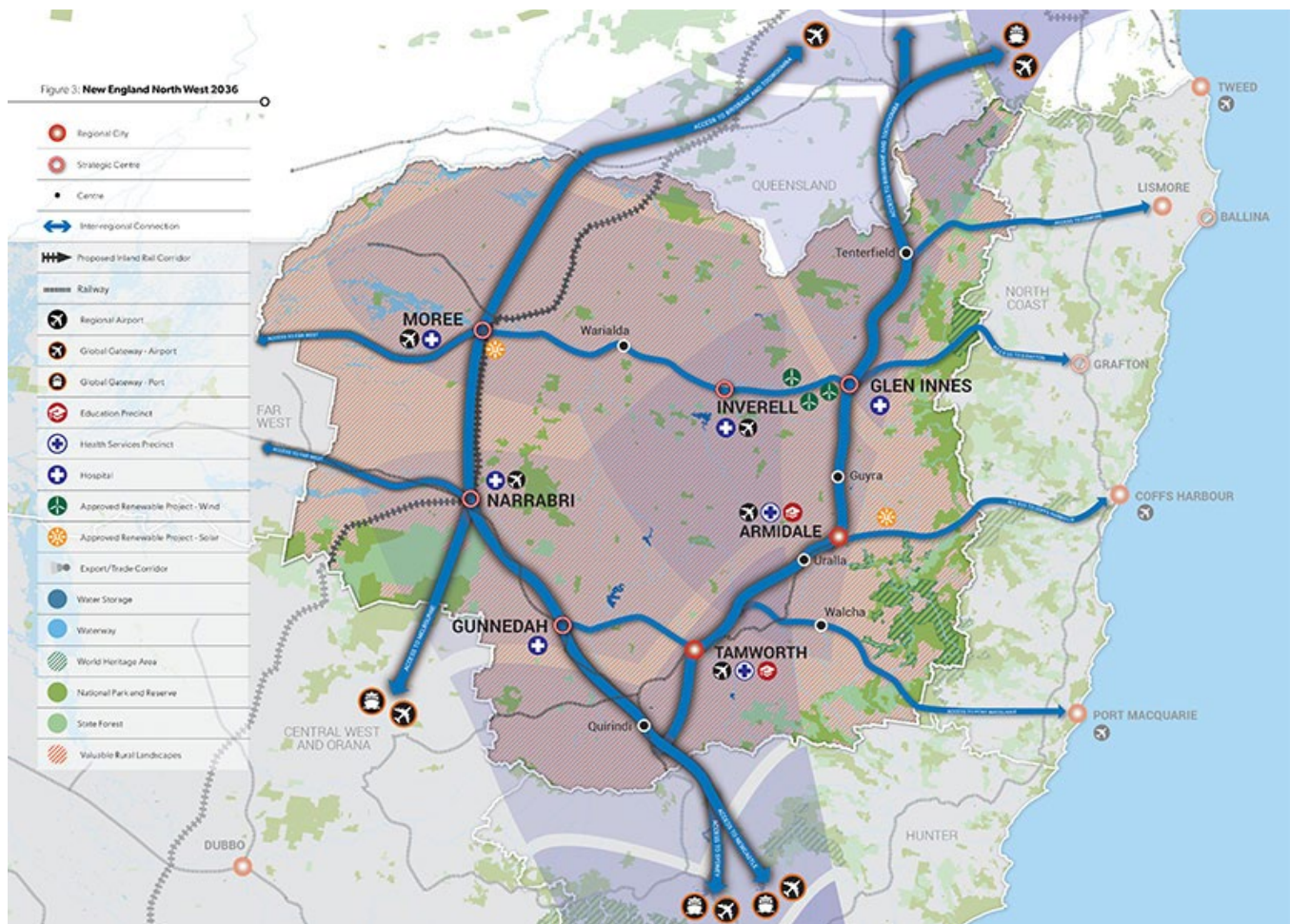
Adopted in 2017, the New England North West Regional Plan 2036 is a 20-year blueprint for the future.

The 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.



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
<b>Direction 5: Grow New England North West as the renewable energy hub of NSW</b>	
<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 grid network addresses the directions in a consistent manner.</p>
<b>Direction 6: Deliver new industries of the future</b>	
<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 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>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 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>
<b>Direction 7: Build strong economic centres</b>	
<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.</p> <p>New commercial precincts should be avoided outside of centres. Where out-of-centre commercial areas are</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, and on the boundary of the existing Taminda area, in a way that it is:</p>



Guiding Principles	Assessment
proposed, they must be of an appropriate size to their service catchment.	» within the urban footprint, and is not isolated or detracting from the Taminda area
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.	» partially 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
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.	7.1 The proposed development will support the growth of Tamworth and strengthen the investment potential and employment base of Tamworth for commerce and industrial services.
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.	In relation to 7.4 and 7.5, 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.
7.5 Promote an appropriate mix of land uses and prevent the encroachment of sensitive uses on employment land through local planning controls.	7.6 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 this site is warranted and delivery of a structured and ordered employment lands is beneficial to the community and the public.
7.6 Deliver an adequate supply of employment land through local growth management strategies and local environmental plans.	

#### **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 for providing measures that feature Water Sensitive Urban Design. The proposed rezoning also allows for the ability to considerably manage impacts from high rainfall and flood events.
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#### **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, based on Tamworth Council's flood model. The technical assessment indicates that the proposed rezoning and flood mitigation concept will improve management of the water from flood and high rain falls in a more defined and orderly manner for the site, and the adjacent lands to the west. Refer <b>Section 7.9</b> .
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Guiding Principles	Assessment
<b>Direction 13: Expand emerging industries through freight and logistics connectivity</b>	
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.
<b>Direction 16: Coordinate infrastructure delivery</b>	
16.2 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 provides new solar generating infrastructure that can provide value adding to the industrial area and support co-location of new infrastructure.
16.3 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.
<b>Direction 17: Strengthen community resilience</b>	
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.	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.
	The proposal provides opportunities for new business, and professionals to work within the Taminda area. The significant investment and creation of mixed-use commercial/industrial job opportunities provides support to strengthen the local economy.
<b>Local government narrative</b>	
Tamworth Regional	
» Identify and protect intensive agriculture clusters and encourage opportunities for agribusiness including research and development to maximise innovation and efficiencies in the agricultural sector.	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 <b>Section 7.1.</b> )
» Support the development of employment lands including Glen Artney.	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:
» Continue to develop access and logistics infrastructure on appropriate sites to encourage new industry opportunities.	» within the edge of the urban footprint;
» Identify and promote wind, solar and other renewable energy production opportunities.	» partially 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

Guiding Principles	Assessment
	» a 9MW solar farm is proposed as part of the overarching development concept (subject of another application)

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### 3.3.2 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 also says that this vision 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

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 industries 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 related to these industries, the supply of land could potentially cater for sectors and sub markets 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>	
<p>Freight and logistics</p> <p>Freight, logistics and distribution services are already a backbone industry of regional NSW. Better freight</p>	<p>The proposed employment zone is well-suited to freight and logistics given its proximity to Taminda,</p>



Content	Assessment
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.	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
Portfolio Policies – Jobs for the Future, Securing job opportunities across the state	
<p>7. Regulation and planning to promote commercial opportunities</p> <p>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>	<p>HillPDA reports that, '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'.</p> <p>At time of writing, planning policy has been founded on strategy and documents from 2008. 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>Direct and indirect revenue generation from the proposed development is projected to be \$400M per year. See <b>Figure 14</b> and <b>15</b> below</p>

Content	Assessment
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**Figure 14 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
<b>Total</b>	<b>1,000</b>	<b>384.0</b>	<b>56.8</b>	<b>118.9</b>

Source: HillIPDA from ABS Australian Industry 2016-17

**Figure 15 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
<b>Total</b>	<b>118.9</b>	<b>144.5</b>	<b>151.6</b>	<b>415.0</b>

Source: HillIPDA and ABS Input Output Tables 2015-16

Content		Assessment
 <b>3. Improve freight networks</b> from regional NSW to global gateways, to increase exports.		
Within 5 years we will investigate:	Over 5 to 10 years we will investigate:	In the next 10 to 20 years we will investigate:
<ul style="list-style-type: none"> <li>inland intermodals near the production of agricultural products</li> <li>more efficient transport between inland intermodals and global gateways.</li> </ul>	<ul style="list-style-type: none"> <li>optimising or increasing container flows through ports</li> <li>benefits that can be realised from Inland Rail.</li> </ul>	<ul style="list-style-type: none"> <li>more efficient east-west transport connections, including between inland NSW and Newcastle, Sydney and Wollongong</li> <li>air freight potential in regional areas.</li> </ul>
		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
9. Provide an attractive environment for businesses to establish and invest in regional NSW locations, consistent with regions' economic endowments. <ul style="list-style-type: none"> <li>» potential growth areas (hubs) for targeted industries in specific locations</li> </ul>		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)
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.		

### 3.3.3 Lower North West Regional Economic Development Strategy 2018 – 2022

#### 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<sup>1</sup> 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 4 Assessment Lower North West Regional Economic Development Strategy**

Strategy comment	Assessment
<b>Strategy</b>	
<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"> <li>» 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.</li> <li>» Mining – to leverage the proposed expansion in mining to grow the Mine Services sector and attract new residents.</li> </ul> <p>A. Deliver key infrastructure as a foundation for growth</p> <ul style="list-style-type: none"> <li>» upgrade and augment utility services (power, water, sewerage) to meet current needs and provide the capacity for growth; and</li> <li>» facilitate the development of serviced industrial and employment land, e.g. by providing last mile infrastructure to key industrial precincts.</li> </ul> <p>B. 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"> <li>» grow and develop the Region's workforce to address labour and skill shortages;</li> <li>» identify and advocate for a review of and changes to, regulatory barriers that hinder industry development and business growth; and</li> <li>» deliver information and services to actively support and nurture businesses. Infrastructure priorities</li> <li>» New business start-up and the relocation of businesses to the Region.</li> </ul> <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>	<p>HillPDA has 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 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). 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, '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 estate' Its proximity to other businesses, clusters, access points and even other employment lands further away will catalyse change and foster growth and opportunity. The proposed industrial rezoning could cater for market demands in Agriculture and Agri-business, Mining and Transport and Logistics. HillPDA state, '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'.</p> <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 proposed solar farm will alleviate and improve the energy use and environmental sustainability of the proposed development.</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</p>



Strategy comment	Assessment
<p>» facilitate growth in the Transport and Logistics sectors, including Aviation;</p> <p>The key infrastructure priorities under this Strategy are to:</p> <p>» provision of adequate supply of serviced residential and industrial land to accommodate growth; and</p> <p>» Facilitate expansion of serviced residential and industrial land to attract mine workers and mining related businesses and services</p> <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> <p>» grow Tamworth and consolidate its role as the primary regional service centre;</p> <p>» improve and expand the activities, facilities and services available;</p> <p>» market and promote the Lower North West Region as a 'location of choice' to attract new businesses, investment, residents and visitors.</p> <p>The key infrastructure priorities under this Strategy are to:</p> <p>Potential benefits and implications</p> <p>» Retention and expansion of existing businesses, facilities and services.</p> <p>» Attraction of new businesses and services.</p>	<p>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, 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. Some employment land will be taken up by the solar farm however with 7.7ha dedicated for renewable energy generation.</p> <p>The Taminda Revitalisation Strategy has guided Taminda employment areas for the last ten years. Many of the strategies 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. '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'</p> <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> <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>

Strategy comment	Assessment
<b>Supporting analysis (weaknesses – barriers and issues)</b>	
<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 much interest from investors, due to the location and size of the site, and integration of solar generation with a new modern industrial/business precinct.</p>
<b>Drivers of change</b>	
<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>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>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 solar and employment land investment 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>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>
<b>Action Plan</b>	
<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 proposed development is the catalyst and the foundation to support clustering, diverse offerings,</p>

Strategy comment	Assessment
4d. Encourage and nurture micro-businesses and business start-ups	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 provides justification on planning and economic merit that a review of this site is warranted and a change is beneficial to the community and the public.</p> <p>While planning authorities devise and implement 'marketing initiatives for attracting business and investment' to Tamworth, the facilitation of this employment land will provide well-located land to support future strategies.</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	

## 3.4 Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Yes. The southern portion of the subject site is included in Precinct 6 of the Taminda Revitalisation and Economic Development Strategy (September, 2008).

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

### 3.4.1 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 in particular closely related to the Precincts 4 and 6.

The study is supported by a Statistical Economic Profile analysis.

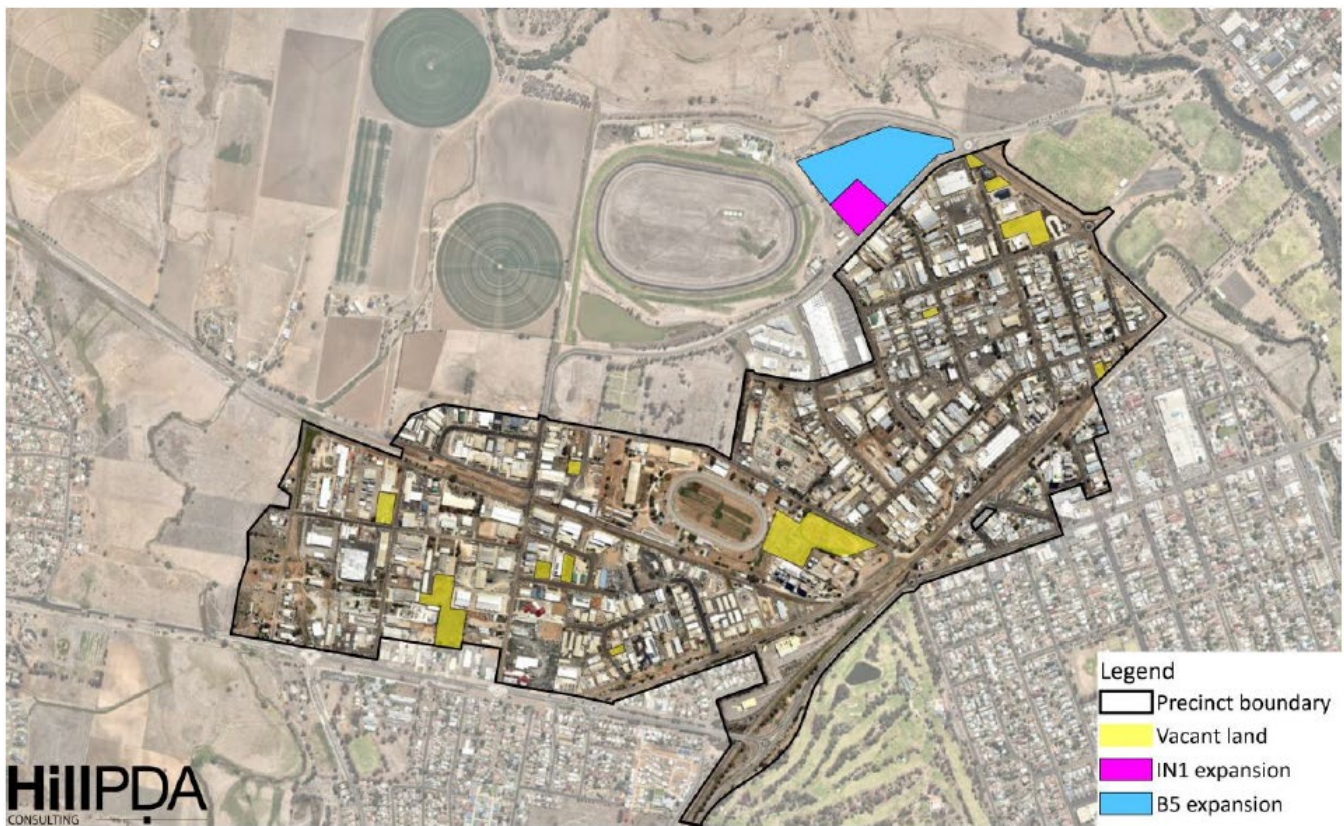
Study Comment	Assessment
<b>3.1 Economic growth + structure</b>	
Population growth and structural changes to retailing will drive growth in the bulky goods sector independently of any action Council needs to take	<p>Calculations by HillPDA show that only 7 hectares of vacant general industrial land is present in the Tamworth Township, and additional land zoned for general industrial purposes will be required over the coming years. See <b>Figure 7.7</b>.</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, '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</p>

Study Comment	Assessment
	<p>attributes and that Taminda is preferred to alternative locations’.</p> <p>The recently rezoned Federation Park west of the Racecourse site is a significant 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.</p>
<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.</p>	<p>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.</p>
<h3>3.2 Population growth + change</h3>	
<p>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>	<p>Facilitation of employment lands as part of this development proposal will serve to meet the needs of the growing Tamworth region. 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. Analysis from the HillPDA report support the importance of well-located urban services and employment lands to support a growing township. HillPDA estimates that a shortage in well-located industrial/employment lands is being experienced in the Taminda area. Areas of appropriate employment generating areas are shown in the <b>Figure 16</b> and below Figures show historical jobs numbers and also projected growth.</p>



## Study Comment

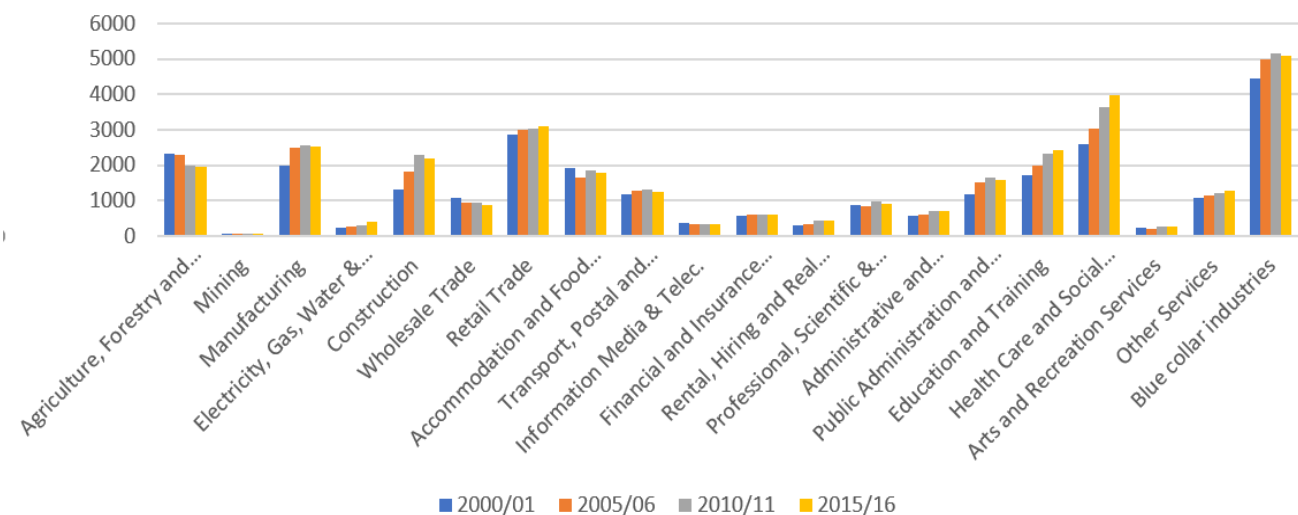
## Assessment

**Figure 16 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 17 Historical jobs numbers by Industry**

## Historical Jobs numbers by Industry, Tamworth LGA

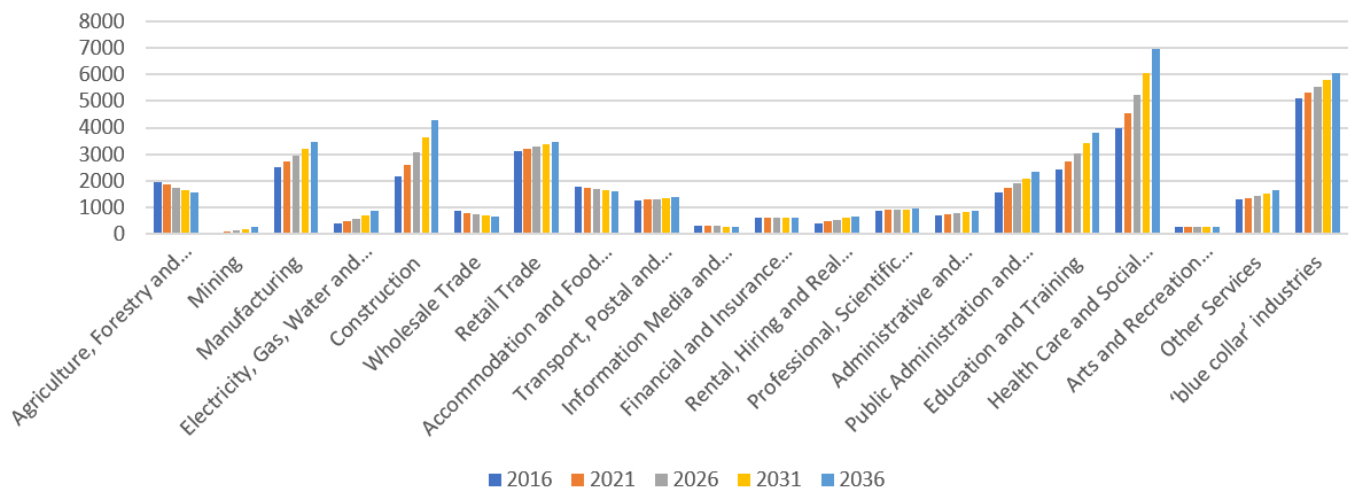


## Study Comment

## Assessment

**Figure 18 Projected jobs numbers by Industry**

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

**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.

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 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.

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.

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 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

Study Comment	Assessment
	provides flexibility in which a landowner can deliver land to the market.

**Figure 19 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
<b>Total</b>		<b>7,215</b>	<b>8,580</b>	<b>7,215</b>	<b>9,993</b>

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

## 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.

The alleviation of traffic impacts and improving permeability 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 activate the zone, take advantage of exposure to the road and also plan for improved access for the precinct and the subject site.

The proposed rezoning has allowed for a 40m wide bypass road to ensure adequate future capacity as well as acceptable exit and entry points.

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

The proposed rezoning will allow for the location of the by-pass road. It is not proposed to zone the road as SP2 at this stage, until the exact alignment, design and width of the road is confirmed by Council/RMS.

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.

The landowner could enter into a voluntary planning agreement in relation to the dedication of land and construction and/payment of the applicable local contributions.

## 5.2 Placemaking

Study Comment	Assessment
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.
<b>6.1 Overview</b>	
<p>It is proposed that each precinct be developed to cater for a different market to both manage the risk to Council from the 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>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 Council, given its relatively compact size to other employment lands outside of Taminda.</p> <p>The HILLPDA report 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. 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.</p>
<b>6.5 Precinct 4 – Jewry + Dampier</b>	
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	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



Study Comment	Assessment
<p>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>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 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>

### 6.7 Precinct 6 – Jewry Street extension (part subject site)

<ol style="list-style-type: none"> <li>1. 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.</li> <li>2. The precinct is bordered for nearly one kilometre by the Proposed Jewry Street extension, providing outstanding visibility and accessibility opportunities.</li> <li>3. 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.</li> <li>4. 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.</li> <li>5. 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.</li> <li>6. It will also provide certainty to the market that a longer-term strategy is in place to meet ongoing land demand.</li> </ol>	<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 Plan has identified only the southern part (approximately 13ha) of the site for industrial purposes. Developing only the southern part in isolation, does not take advantage of the good visibility from the new by-pass road, provide for efficient utilisation of infrastructure and the road corridor. The HillPDA report 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 full 30-hectare site, on both sides of the bypass road, will provide clarity and not hinder the delivery of the bypass road. Development on either side 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 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</p>
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Study Comment	Assessment
	<p>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>
<b>Duo Statistical Economic Profile</b>	
<ul style="list-style-type: none"> <li>» A micro business sector that is growing in numbers as well as profitability</li> <li>» Relatively high proportions of people working in wholesale trade, transport and storage, and hospitality; all export income earners to the city.</li> <li>» 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</li> <li>» Tamworth will have most success building on its existing skills base in the agriculture, natural resource management and in particular engineering fields.</li> <li>» Population growth and structural changes to retailing will drive growth in the bulky goods sector independently of any action Council needs to take.</li> <li>» 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.</li> </ul>	<p>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.</p> <p>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.</p> <p>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 5ha 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.</p> <p>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.</p> <p>The delivery of this employment precinct to complement the highly valuable Taminda precinct would not require action or responsibility of Council.</p> <p>The proposal size is small enough such that a single land owner has sought a rezoning of 30ha from a 102ha and large enough to be a significant addition in land and economic benefits to the Taminda precinct in the medium and long term. 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</p>

## 3.4.2 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.

Guiding Principles	Assessment
<b>Strengthening the region and supporting existing centres</b>	
» 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.	As outlined by HillPDA report, 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.
» Ensure planning provisions support and promote sustainable employment, industrial lands and specialised centres.	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.
<b>3.2 Strategic directions and actions</b>	
2. (a) Contain urban growth within current town boundaries. (d) Ensure that development contributes to the desired character and exhibits a strong contextual relationship with its locality.	<p>The proposed development is partially located in the defined Taminda boundary and partly adjacent to the 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>
3. (a) Encourage participation, co-ordination and partnerships in consideration and development of infrastructure projects and public places. (b) Promote the benefits of high-quality urban design in project planning and development through programs, demonstration projects and public awareness raising. (c) Reinforce the importance of active frontages between public places and the private domain to	<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. The land owner is in draft agreements with solar providers and commercial discussions with corporate tenants.</p> <p>The masterplan response as proposed is designed by award-winning architects with a strong focus in delivering quality outcomes.</p>

Guiding Principles	Assessment
<p>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 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.</p>
Supporting employment and economic development	
<ul style="list-style-type: none"> <li>» Provide for and facilitate future economic growth in the Region.</li> <li>» Encourage and support commercial development within the Region.</li> <li>» Ensure the provision of well-located, suitable land for future industrial purposes.</li> </ul>	<p>Facilitation of employment lands as part of this planning proposal will serve to meet the economic needs of the growing Tamworth region, particularly industrial land close to the Tamworth CBD. 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, people who wish to be located close to the city centre, potential for benefits to a wider catchment are worth considering</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 does specify the exact 'regional economic development priorities' in this document, the proposed development is consistent with many of the objective 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>7. Ensure planning policy facilitates and supports business development</p> <p>(a) 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>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, the economy has changed over this time. The HillPDA report has justified land capability and the projection of demand.</p>
<p>(a) 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>At time of writing, planning policy has been founded on strategy and documents from 2008. 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</p>

Guiding Principles	Assessment
<p>(b) Develop infrastructure that improves trading and commercial opportunities.</p> <p>(c) Encourage spin-off value added commercial activity in synergy with the current economic base.</p> <p>(d) 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>facilitate new access. A mix of employment lands is proposed and will support and provide opportunities to local employees and the region.</p>
<p>8 Identify land that is appropriate for industrial development</p> <p>(c) Provide a range of allotment sizes for industrial uses.</p> <p>(d) Rehabilitate and make available underutilised industrial land for new development.</p> <p>(e) Any new development must include WSUD principles including effluent reuse, stormwater harvesting.</p>	<p>The site is suitable for the proposed employment uses, of IN1 and B5. The key reasons are:</p> <p>the proposed development can accommodate a variety of industrial land parcels, which the TRDS 2008 suggests there are benefits of allotment sizes in industrial development</p> <p>» 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.</p> <p>» Future development of the site will provide opportunity for providing measures that feature WSUD and similar principles.</p>
<p>9. Ensure the location of industry and surrounding land use does not jeopardise future industrial expansion and efficiency</p> <p>(a) Encourage the co-location of industry to achieve a demand that warrants the provision of infrastructure.</p> <p>(b) Encourage industries to locate where other industries could benefit from the use of their by-products.</p> <p>c) 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>d) Ensure that industry is compatible in terms of its scale and physical character with its rural and urban surroundings.</p>	<p>It has been established that the Taminda is in a specialised and unique location, '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 Revitalisation and Development Strategy.</p> <p>As a result, land outside of the Taminda precinct and 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. Other precincts 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.</p> <p>The delivery of this proposal co-locates employment lands with an existing urban footprint and adjacent to</p>

Guiding Principles	Assessment
<p>e) Ensure land use policy clearly describes the appropriate scale of industrial development in a locality or Region.</p> <p>f) Design landscaping, built form, access and services in a way that assists the appearance of industry.</p>	<p>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, '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'. 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 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> <p>A Visual assessment was undertaken and it has been demonstrated in the SLR light impact report that:</p> <p>In all cases, the study found that the potential for adverse glare from the proposed facility will be minimal, with one potential exception. The lack of glare potential is due to a number of factors, including:</p> <ul style="list-style-type: none"> <li>» The distances of receivers (aviation, motorist, rail, residential, etc) from the Project and their respective line of sight relative to solar reflections from the facility, as well as the presence of intervening buildings, vegetation, etc.</li> </ul> <p>The single exception is the incidental angle of potential reflection affecting users from a location from the Racecourse site. A screening strategy was recommended at the eastern boundary. No significant impacts were noted for road, aircraft, aircraft training or the visual amenity of the residential area to the north of Peel River,</p> <p>An enquiry was also made to CASA regarding the operation of a solar farm in the vicinity of the Tamworth Regional Airport. Their response is detailed here:</p>



Guiding Principles	Assessment
	<p>'In this particular proposal at Tamworth, the solar panels will be roughly adjacent and east of the runway which is facing more north west – south east (RWY 12/30). At the closest point, they are located 1.96nm from the runway end. While the closest corner of the farm is technically within 2nm, it is not runway aligned and therefore the likelihood the panels will impact on the airstrip is low. Therefore, CASA would advise that the proposal is unlikely to present a hazard to air navigation.'</p>
<b>Caring for the natural environment</b>	
<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 drainage, provide flood and high flows a more defined and ordered manner, one that has been scientifically considered as an engineered solution. A singular concept development with a holistic approach with multiple solutions to address constraints of the site and aim to restore man-made modified landscapes.</p> <p>As the proposal features a flooding solution using levee/fill and improvements to drainage the flooding to the west of the site will remain and will, provides a solution to delineate the Taminda area from further development to the west.</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 of, 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'. Whilst the triggering of the Biodiversity Offset scheme may be required with clearance of native vegetation over a threshold of 0.25ha, 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>
<b>Strategic directions and actions</b>	
<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>An embedded solar farm is proposed to be integrated into the employment lands, although will also be subject of development application to TRC. A modern, 9MW solar farm has been designed and will be sited adjacent to, but integrated with, 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</p>

Guiding Principles	Assessment
<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>(e) Riparian zones should be protected and revegetated to improve the water quality of waterways by reducing erosion and removing pollutants before they reach the river.</p> <p>(f) 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>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> <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 and would not have had the benefit of in some time. The provision of the wide flow channel is a soft, aesthetically appealing solution that has been proven to be effective.</p>
<b>Improve transport and accessibility</b>	
<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>2. Maintain a functional hierarchy of road types throughout the Region to ensure safe and convenient vehicular movement.</p> <p>(c) Provide ready controlled access to the arterial road system.</p> <p>(d) Maintain the efficiency and integrity of major roads by minimising the number of direct access points.</p> <p>(e) Make provision for future road links as part of development approvals.</p> <p>(f) Control intersections at a level commensurate with their carrying capacity.</p> <p>(g) Require buffers between major arterial roads and residential areas by means of physical separation, alternative land uses, or an appropriate zoning.</p> <p>(h) 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>The future bypass road has been registered on title as an easement. Whilst its alignment and design have not yet been confirmed by Council, the proposed development is able to accommodate a future bypass road at any time with sufficient notice. This can be achieved by ensuring that a corridor is retained for the by-pass road and that there are clear points for access/egress at the roundabout as well as any internal crossover with the internal road network. The by-pass road will be part of the consideration of levels with the future levee design such that access requirements can be designed and delivered efficiently.</p> <p>Further, the earthworks and flood mitigative works proposed for the subject site also provide an improved baseline in which the bypass road would share the benefit of (a raised design level, levee provision). The single ownership of the land and the ability to collaborate with a single owner in the design of the bypass road is therefore proposed.</p> <p>Barnson Traffic report 2018 indicates traffic conditions are not operating at an optimal level across key roads during peak hours. In order to alleviate these pressures and to address future impacts from the</p>

Guiding Principles	Assessment
	<p>proposed development, Barnson suggest the provision of:</p> <ul style="list-style-type: none"> <li>» a roundabout upgrade at Jewry Street and the subject site entrance; and</li> <li>» road widening on Jewry Street approaches.</li> </ul> <p>The relatively large area of the proposed development and the proposed mixed zones is conducive to mixed built forms and other urban design measures that can be implemented to improve design outcomes, micro climate and wellbeing.</p>
<p><b>Improving infrastructure provision</b></p> <p>6. Provide opportunities to develop viable and sustainable non-electricity energy systems in the Region</p> <p>(a) Investigate and promote the use of renewable energy sources such as wind farms, solar, biofuels and other forms of renewable energy supply.</p> <p>(b) Support and facilitate increased use of renewable energy systems for providing or supplementing domestic and commercial electricity supplies.</p> <p>(c) Raise community awareness about the benefits of utilising natural gas to increase interest throughout the Region.</p>	<p>An embedded solar farm is proposed and subject of another application to TRC. 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 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>
<p><b>Local area strategies</b></p> <p>Planning comments</p> <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>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> <ul style="list-style-type: none"> <li>» Encourage the expansion of the Taminda Industrial areas following the completion of levy banks.</li> <li>» 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.</li> <li>» The concentration of industrial activities in two precincts within the City's urban area contributes to</li> </ul>	<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 concluded the benefits of providing additional employment lands in Taminda.</p> <p>Tooker and Associates, have undertaken detailed studies that demonstrates the proposed flood concept model removes the need to rely on public funding to extend the levee banks to create flood protected land. The proposed solution is a wide flow channel that is a soft, aesthetically appealing solution that has been proven to be effective without excessively high levee banks.</p>

Guiding Principles	Assessment
<p>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>
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> <ul style="list-style-type: none"> <li>» 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.</li> <li>» Investigate the expansion of the Taminda Industrial areas following the completion of the flood levy banks.</li> </ul>	<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 a scale in South Tamworth for employment land such as a business park appears limited, as outlined by HillPDA, where it has not been included in its assessment. A visual assessment of aerial maps also shows 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 solution has been formulated that removes the need for a 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> <ul style="list-style-type: none"> <li>» 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.</li> <li>» 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.</li> </ul>	<p>The proposed rezoning 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 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 this precinct from an urban planning and design perspective and foster the addition of employment opportunities at a landmark, gateway site.</p> <p>The visual form from the western approach will provide for landscaping and open space to support visual buffers and a transition to the flooding areas.</p> <p>The proposed uses will service the immediate Taminda precinct by proximity and complement</p>

Guiding Principles	Assessment
	surrounding areas such as Glen Artney and other infrastructure

### 3.4.3 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

Response
1 Objectives from Tamworth Tomorrow 2016 – 2021 are addressed at Section 3.4.4
2 The limited amount of developable land in the Taminda region is not responding or pre-empting 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 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



## Response

In response to community comments and actions, the proposed solar farm addresses these goals at a scale that is commensurate with the size of the proposed development. A reduction 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

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.

### 3.4.4 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.

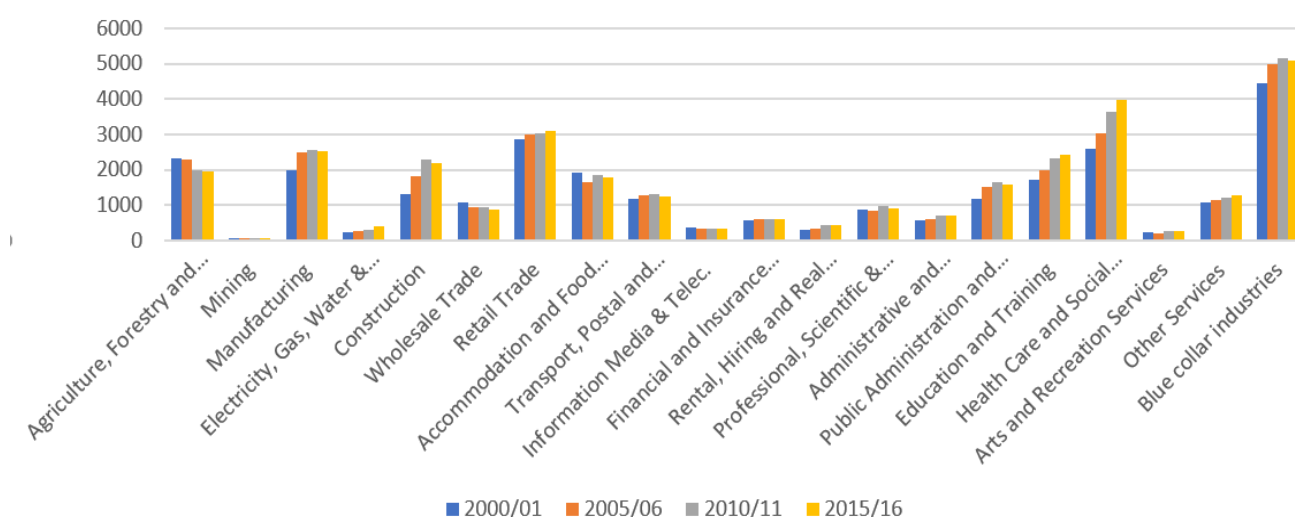
#### Assessment

Description	Assessment
<b>Economic profile</b>	
<p><b>POPULATION</b></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>The generation of 1,000 jobs and \$400M in revenue on this single site is reflective of the scale and impact the proposed 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><b>INDUSTRY</b></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%);</p>	<p>A growing economy in a spread of sectors requires a mix of flexible employment lands to foster growth and encourage investment.</p>

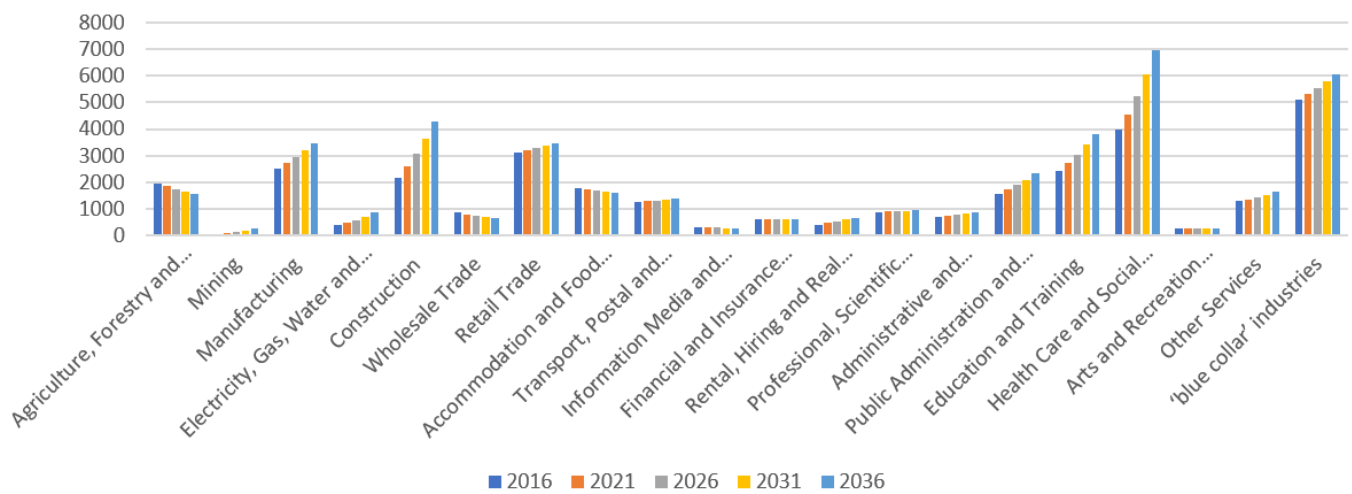
Description	Assessment
<p>Construction (15%); Rental, Hiring and Real Estate Services (12%) and Retail Trade (11%). With national trends showing a slowing of the mining sector in the future, the remaining strong sectors are expected to grow to support the increasing population. Rather than having a concentration 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.</p>	
<p><b>LAND RELEASE &amp; ZONING</b></p> <p>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.</p> <p>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.</p>	<p>Preliminary discussions with Tamworth Regional Council was that Tamworth had an abundant supply of industrial lands. However, the location of these lands is specialised and unique. Large components of available industrial land are contained in precincts located away from Taminda, and likely to benefit from synergies and connections to the Tamworth Regional Airport, with a focus to co-locate with heavier uses and air and freight.</p> <p>Taminda's importance and significance in the Tamworth LGA and the region is recognised in the Taminda Revitalisation + Economic Development Strategy. Other supply of lands should serve to complement the Taminda precinct. 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'.</p>

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

Historical Jobs numbers by Industry, Tamworth LGA



### Projected Jobs numbers (high growth) 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
<b>Total</b>		<b>7,215</b>	<b>8,580</b>	<b>7,215</b>	<b>9,993</b>

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

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		
<b>Total</b>		<b>584.4</b>	<b>220.2</b>	<b>298</b>	<b>54.6</b>

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.

### 3.4.5 Tamworth Regional Development Control Plan 2010

The proposed development has a range of opportunities to achieve or better compliance with the Tamworth Regional Development Control Plan 2010.

## 3.5 Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. **SEPP No. 55 —Remediation of Land** applies to the proposal. The SEPP provides state-wide planning controls for the remediation of contaminated land. Clause 8 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. Whilst Environmental Investigations Australia stated that findings in the preliminary site investigation should not withhold a rezoning, it was 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.

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

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

## 3.6 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 5 Assessment against relevant Ministerial Directions**

Ministerial Direction Objectives	Assessment
<b>1. Employment and Resources</b>	
<b>1.1 Business and Industrial Zones</b> <ul style="list-style-type: none"> <li>» Encourage employment growth in suitable locations</li> <li>» Protect employment land in business and industrial zones</li> <li>» Support the viability of identified strategic centres.</li> </ul> <p>This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).</p>	<p>Consistent. 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 <b>Section 7.7</b></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, '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'.</p>
<b>1.2 Rural Zones</b> <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>Inconsistent but justified.</p> <p>It is noted that flood prone land burdens the area constraining the type of agriculture practised. Melaleuca note that the flow channel for flooding and solar farm 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 that will result in considerably less than 1% of agricultural land in the Tamworth LGA. More specifically, Using the relevant criteria and framework the proposed development areas against the relevant lands in the Tamworth LGA are:</p> <ul style="list-style-type: none"> <li>» Land Capability Mapping – 0.06% of 'Regular cultivation' in the Tamworth LGA;</li> <li>» Land and Soil Capability Mapping – 0.06% of 'Class 2' in the Tamworth LGA; and</li> </ul> <p>Biophysical Strategic Agricultural Land (BSAL) Mapping – 0.04% of total BSAL area in the Tamworth LGA.</p>



Ministerial Direction Objectives	Assessment
<p><b>1.5 Rural Lands</b></p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>(a) protect the agricultural production value of rural land,</li> <li>(b) facilitate the orderly and economic development of rural lands for rural and related purposes.</li> </ul> <p>This direction applies when:</p> <ul style="list-style-type: none"> <li>(a) a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed rural or environment protection zone (including the alteration of any existing rural or environment protection zone boundary) or</li> <li>(b) a relevant planning authority prepares a planning proposal that changes the existing minimum lot size on land within a rural or environment protection zone.</li> </ul>	<p>Inconsistent but justified.</p> <p>It is noted that flood prone land burdens the area constraining the type of agriculture practised. Melaleuca note that the flow channel for flooding and solar farm 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 that will result in considerably less than 1% of agricultural land in the Tamworth LGA. More specifically, Using the relevant criteria and framework the proposed development areas against the relevant lands in the Tamworth LGA are:</p> <ul style="list-style-type: none"> <li>» Land Capability Mapping – 0.06% of 'Regular cultivation' in the Tamworth LGA;</li> <li>» Land and Soil Capability Mapping – 0.06% of 'Class 2' in the Tamworth LGA; and</li> </ul> <p>Biophysical Strategic Agricultural Land (BSAL) Mapping – 0.04% of total BSAL area in the Tamworth LGA.</p>
<b>2. Environment and Heritage</b>	
<p><b>2.1 Environmental Protection Zones</b></p> <p>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.</p>	<p>The proposal has considered this direction. The proposal does not propose to impact on any existing or proposed environmentally sensitive areas.</p>
<p><b>2.3 Heritage Conservation</b></p> <p>To conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p>	<p>The proposal has considered this direction. Aboriginal and Non-Aboriginal heritage due diligence studies found low potential for impacts resulting from the proposed development.</p>
<b>3. Housing, Infrastructure and Urban Development</b>	
<p><b>3.3 Home Occupations</b></p> <ul style="list-style-type: none"> <li>» To encourage the carrying out of low-impact small businesses in dwelling houses</li> </ul>	<p>The proposal has considered this direction. Home industries are a permissible use in the B5 and IN1 zones, however residential accommodation is prohibited. As the site is currently vacant, there will not be an opportunity for a dwelling and therefore not an opportunity for home industry.</p>
<p><b>1.3 Integrating Land Use and Transport</b></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"> <li>» Improving access to housing, jobs and services by walking, cycling and public transport, and</li> <li>» Increasing the choice of available transport and reducing dependence on cars, and</li> </ul>	<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 is 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>

Ministerial Direction Objectives	Assessment
<ul style="list-style-type: none"> <li>» Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</li> <li>» Supporting the efficient and viable operation of public transport services, and</li> <li>» Providing for the efficient movement of freight.</li> </ul>	
<p><b>3.5 Development Near Licensed Aerodromes</b></p> <ul style="list-style-type: none"> <li>» To ensure the effective and safe operation of aerodromes, and</li> <li>» 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</li> <li>» To ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.</li> </ul>	<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>Further, it has been demonstrated in the SLR light impact report for the solar farm development that:</p> <p>In all cases, the study found that the potential for adverse glare from the proposed facility will be minimal, with one potential exception. The lack of glare potential is due to a number of factors, including:</p> <ul style="list-style-type: none"> <li>» The distances of receivers (aviation, motorist, rail, residential, etc) from the Project and their respective line of sight relative to solar reflections from the facility, as well as the presence of intervening buildings, vegetation, etc.</li> </ul> <p>The single exception is the incidental angle of potential reflection affecting users from a location from the Racecourse site. A screening strategy was recommended at the eastern boundary. No significant impacts were noted for road, aircraft, aircraft training or the visual amenity of the residential area to the north of Peel River,</p> <p>An enquiry was also made to CASA regarding the operation of a solar farm in the vicinity of the Tamworth Regional Airport. Their response is detailed here:</p> <p><i>'In this particular proposal at Tamworth, the solar panels will be roughly adjacent and east of the runway which is facing more north west – south east (RWY 12/30). At the closest point, they are located 1.96nm from the runway end. While the closest corner of the farm is technically within 2nm, it is not runway aligned and therefore the likelihood the panels will impact on the airstrip is low. Therefore, CASA would advise that the proposal is unlikely to present a hazard to air navigation.'</i></p>
<b>4. Hazard and Risk</b>	
<p><b>4.3 Flood Prone Land</b></p> <ul style="list-style-type: none"> <li>» To ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</li> </ul>	<p>Consistent. The flood concept plan can achieve flood mitigation with the following measures:</p> <ul style="list-style-type: none"> <li>» Levee at perimeter of 30ha development area</li> <li>&gt; Levee crest at 1m over the 1% AEP flood level</li> </ul>

Ministerial Direction Objectives	Assessment
<ul style="list-style-type: none"> <li>» To ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</li> </ul>	<ul style="list-style-type: none"> <li>» Lot 60 DP1227482 to be used as a dedicated flow channel</li> <li>&gt; Flow channel created with a modest level of cut and regrading</li> <li>» Provision of a low flood flow path</li> <li>» Adjusting the design level of the development area and provision of detention storage to suit requirements of in site water management</li> </ul>
<b>5. Regional Planning</b>	
<b>5.1 Implementation of Regional Strategies</b> 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 20-year Economic Vision for Regional NSW and Lower North West Regional Economic Development Strategy 2018-2022 at <b>Section 3.3.2</b> and <b>3.3.3</b>
<b>5.1 Implementation of Regional Plans</b> 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 at <b>Section 3.3.1</b>
<b>6. Local Plan Making</b>	
<b>6.1 Approval and Referral Requirements</b> 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 undertaken by Elton Consulting.
<b>6.1 Reserving Land for Public Purposes</b> <ul style="list-style-type: none"> <li>» to facilitate the provision of public services and facilities by reserving land for public purposes, and</li> <li>» to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition</li> </ul>	Consistent. The proposed development accommodates a future proposed bypass road and the Planning Proposal suggests the road holding to be mapped in TRC's LEP Land Reservation Map.
<b>6.3 Site Specific Provisions</b> <ul style="list-style-type: none"> <li>» To discourage unnecessarily restrictive site-specific planning controls</li> </ul>	Not assessed

### 3.7 **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 Development 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 Development Site. In light of the above, Council can be satisfied that the Development 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 subject site'.

Whilst the Travers Bushfire and Ecology's Biodiversity Constraints report advises of the potential to trigger the Biodiversity Offset Scheme with clearance of native vegetation over the threshold of 0.25ha, 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.

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

#### 3.8.1 **Flooding**

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

Tooker and Associates' prepared a Flood Impact and Riparian Corridor Assessment (see **Section 7.9**) describes the site *'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 current 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 little significant impacts to be borne by surrounding land.

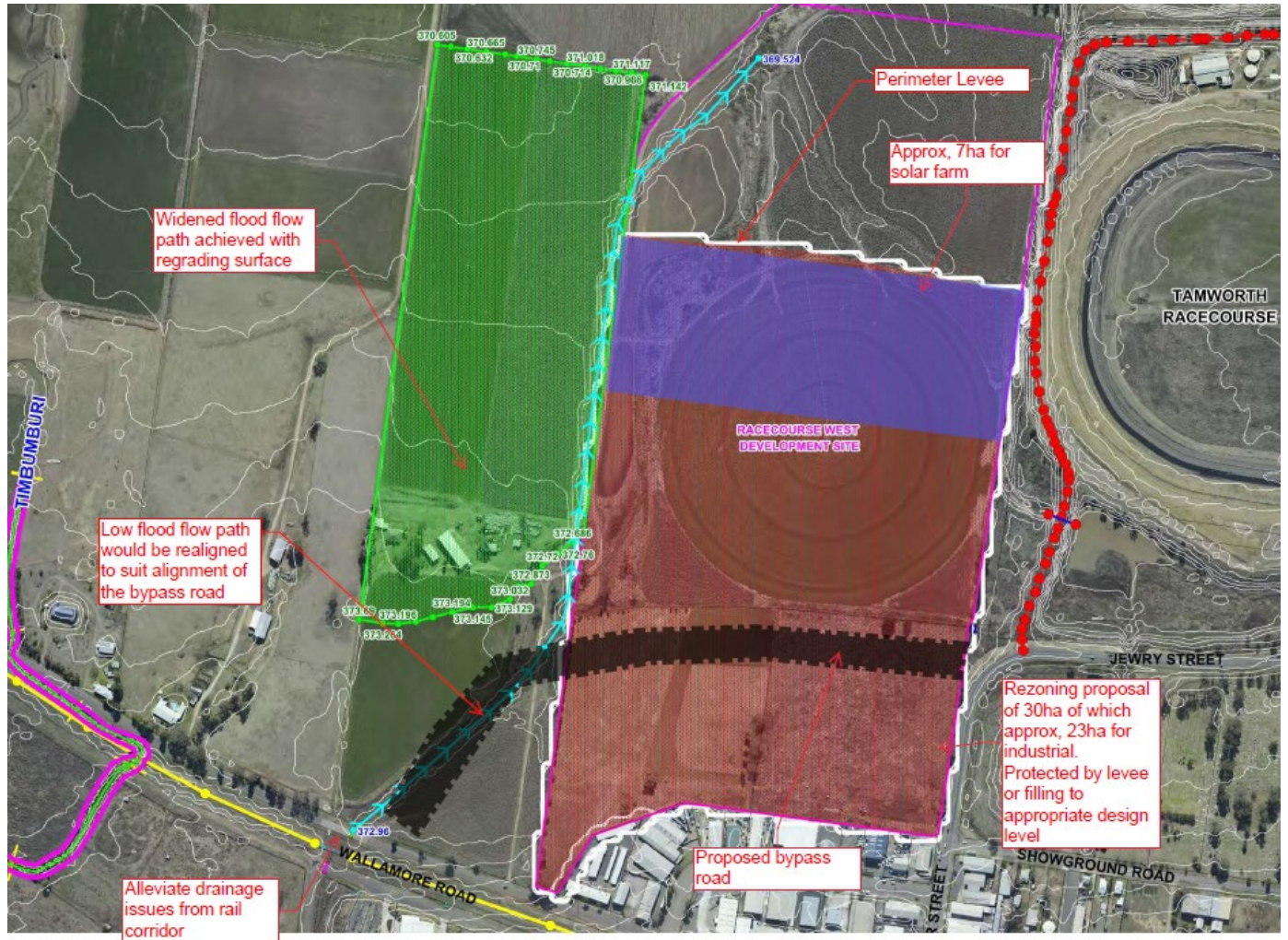
The flood concept plan achieves flood mitigation with the following measures:

- » Levee at perimeter of 30ha development area
  - > Levee crest at 1m over 1% AEP flood level
- » Lot 60 DP1227482 to be used as a dedicated flow channel
  - > Flow channel created with a modest level of cut and regrading
- » Provision of a low flood flow path



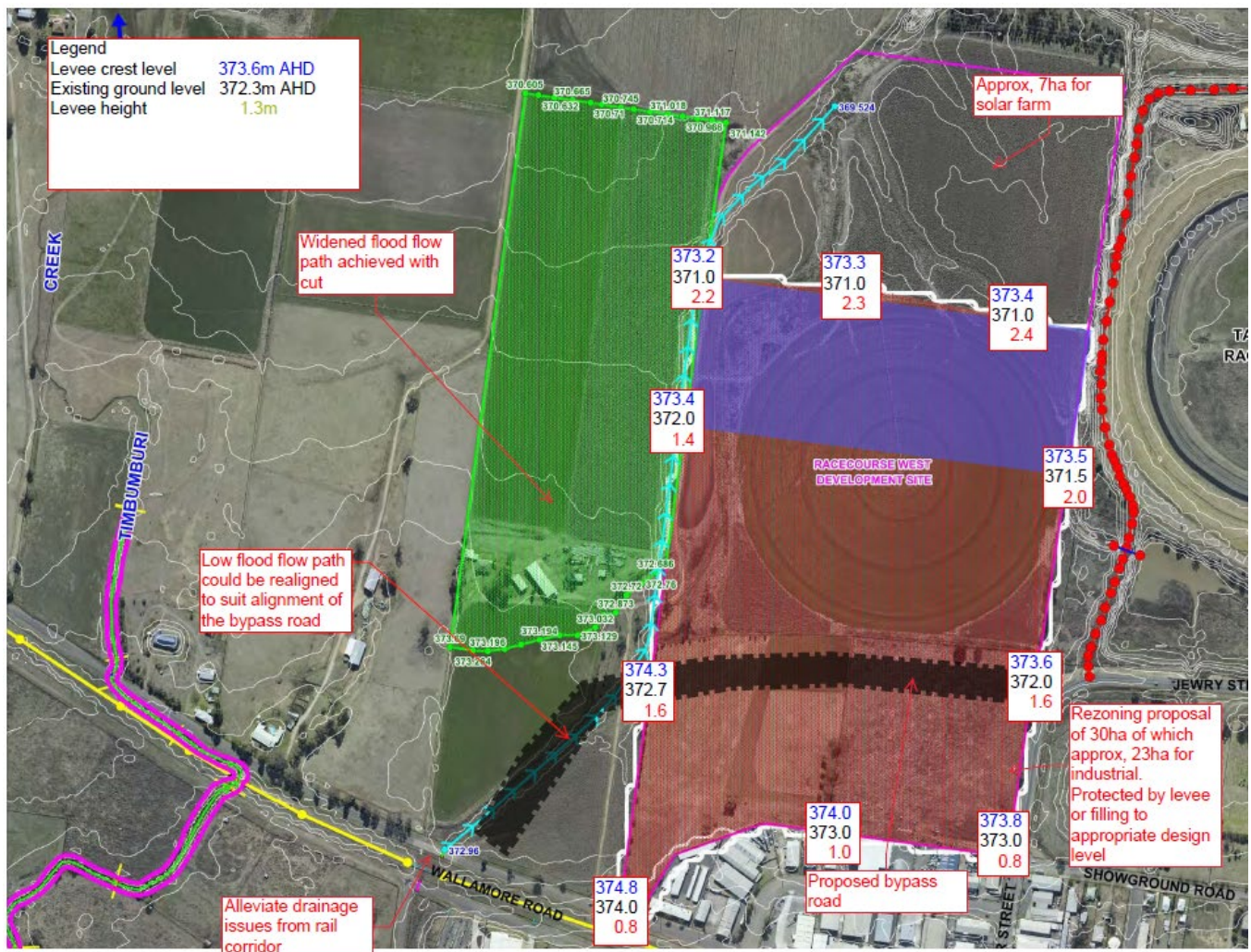
- » Adjusting the design level of the development area and provision of detention storage to suit requirements of in site water management

**Figure 20 Flood modelling concept**



Source: Elton Consulting and Tooker and Associates 2018



**Figure 21 Flood modelling concept and proposed levels**

Source: Elton Consulting and Tooker and Associates 2018

### 3.8.2 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 withhold 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.

For further detail refer to accompanying Environmental Investigations Australia's Preliminary Site Investigation report at **Section 7.10**.

### 3.8.3 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 Development 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.

### 3.8.4 Agricultural land assessment

Melaleuca Group was engaged by Elton Consulting to undertake an agricultural land assessment for the proposed development. The report found that the subject site 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).

Using the above criteria and framework the proposed development areas against the relevant lands in the Tamworth LGA are:

- » Land Capability Mapping – 0.06% of 'Regular cultivation' in the Tamworth LGA;
- » Land and Soil Capability Mapping – 0.06% of 'Class 2' in the Tamworth LGA; and
- » Biophysical Strategic Agricultural Land (BSAL) Mapping – 0.04% of total BSAL area in the Tamworth LGA.

It was noted that flood prone land burdens the area constraining the type of agriculture practised. Melaleuca note that the flow channel for flooding and solar farm 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 that will result in considerably less than 1% of agricultural land in the Tamworth LGA.

This report can be found in **Section 7.1**.

### 3.8.5 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.
  - a. the Subject Area does not have previously confirmed site records or other associated landscape feature information on AHIMS;
  - b. there are no sites identified within the Subject Area;
  - c. there are landscape features that are likely to indicate the presence of Aboriginal objects;
3. The carrying out of the proposed activity can be avoided at the relevant landscape features identified over the Subject Area; and
4. 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 with the necessary caution.

This report can be found in **Section 7.6**

### 3.8.6 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 **Section 7.8**

## 3.9 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.

### 3.9.1 Community benefits

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.

Its integration and co-location with a 9MW solar farm (subject on another application) 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.

### 3.9.2 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.

### 3.9.3 Economic Impacts and Industrial Supply outside of Taminda

Preliminary advice offered to Elton Consulting 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 particular industries will favour certain locations and areas. The ability for a single land owner 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.

### **3.10 Is there adequate public infrastructure for the planning proposal?**

Currently, the site benefits from access to various infrastructure. A concept design has been devised by Barnson demonstrating that there is servicing available to the site (See **Section 7.5**)



## **Sewer**

A sewer line currently traverses the Development Site and is expected to be accessible subject to further analysis. Challenges exist due to the low gradient of the site and existing invert level of the sewer line. For northern portions of the site, sewer pumping may be required.

## **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. 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 future bypass road has been registered on title as an easement. Whilst its alignment and design have not yet been confirmed by Council, the proposed development is able to accommodate a future bypass road at any time with sufficient notice. This can be achieved by ensuring that a corridor is retained for the by-pass road and that there are clear points for access/egress at the roundabout as well as any internal crossover with the internal road network. The by-pass road will be part of the consideration of levels with the future levee design such that access requirements can be designed and delivered efficiently.

Further, the earthworks and flood mitigative works proposed for the subject site also provide an improved baseline in which the bypass road would share the benefit of (a raised design level, levee provision). The single ownership of the land and the ability to collaborate with a single owner in the design of the bypass road is therefore proposed.

Barnson Traffic Impact Assessment report (**Section 7.11**) indicates traffic conditions are not operating at an optimal level across key roads during peak hours. In order to alleviate these pressures and to address future impacts from the proposed development, Barnson suggest the provision of:

- » a roundabout upgrade at Jewry Street and the subject site entrance; and
- » road widening on Jewry Street approaches.

The relatively large area of the proposed development and the proposed mixed zones is conducive to mixed built forms and other urban design measures that can be implemented to improve design outcomes, micro climate and wellbeing.

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

Consultation with state agencies will occur following or in conjunction with the consideration of the proposal by Council.

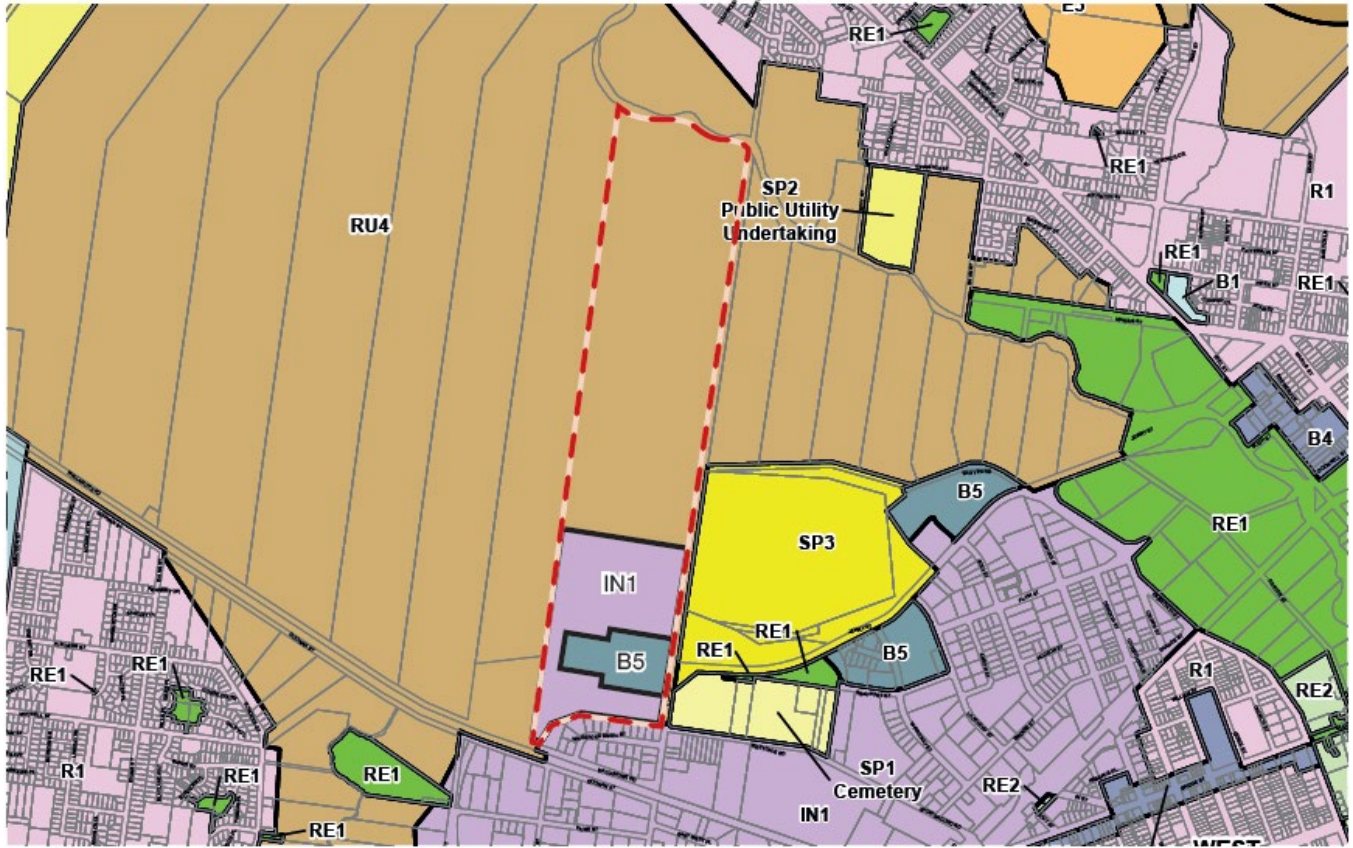


## 4 Maps

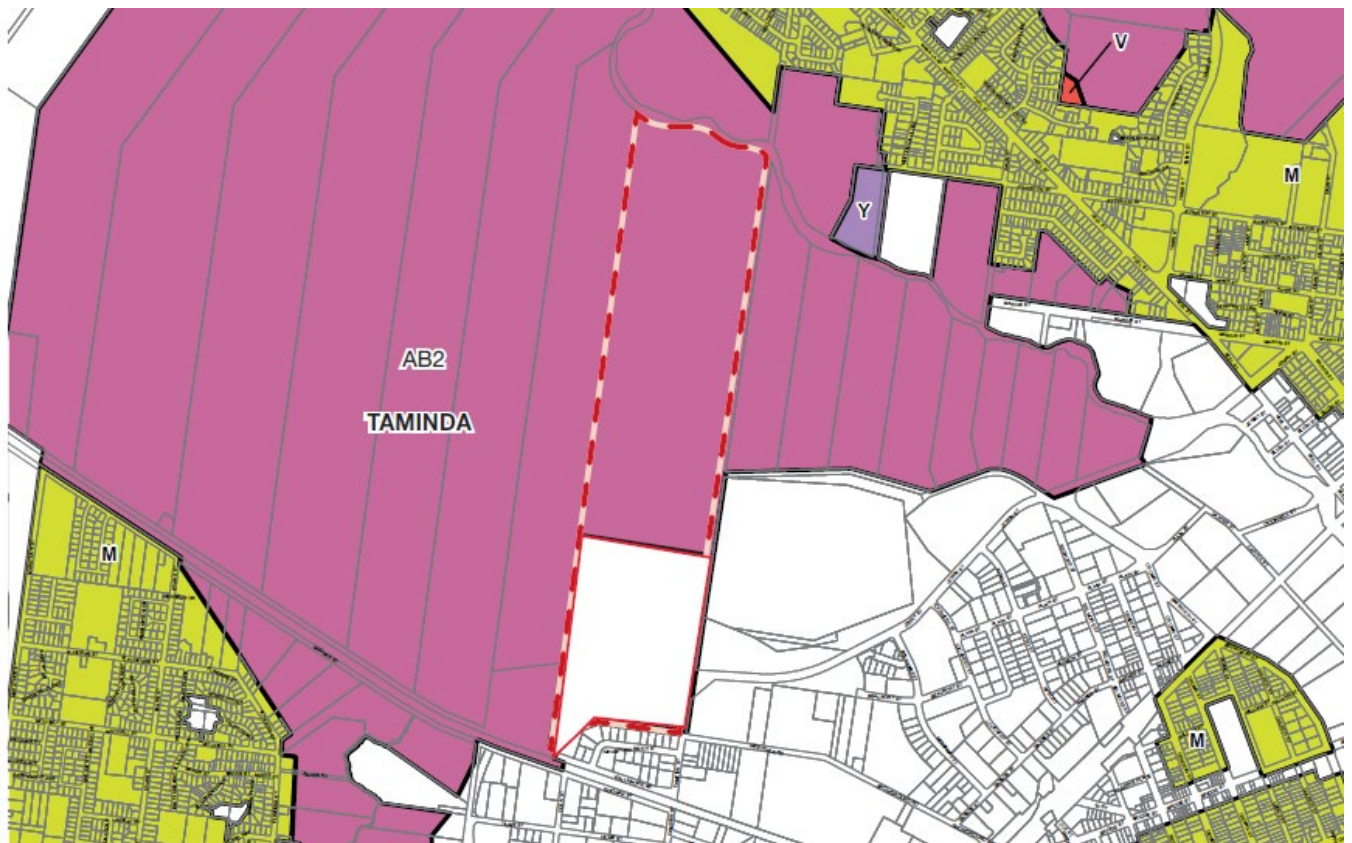
### 4.1 Existing LEP Maps

## 4.2 Proposed LEP Maps

### Figure 22 Proposed Land Zoning map

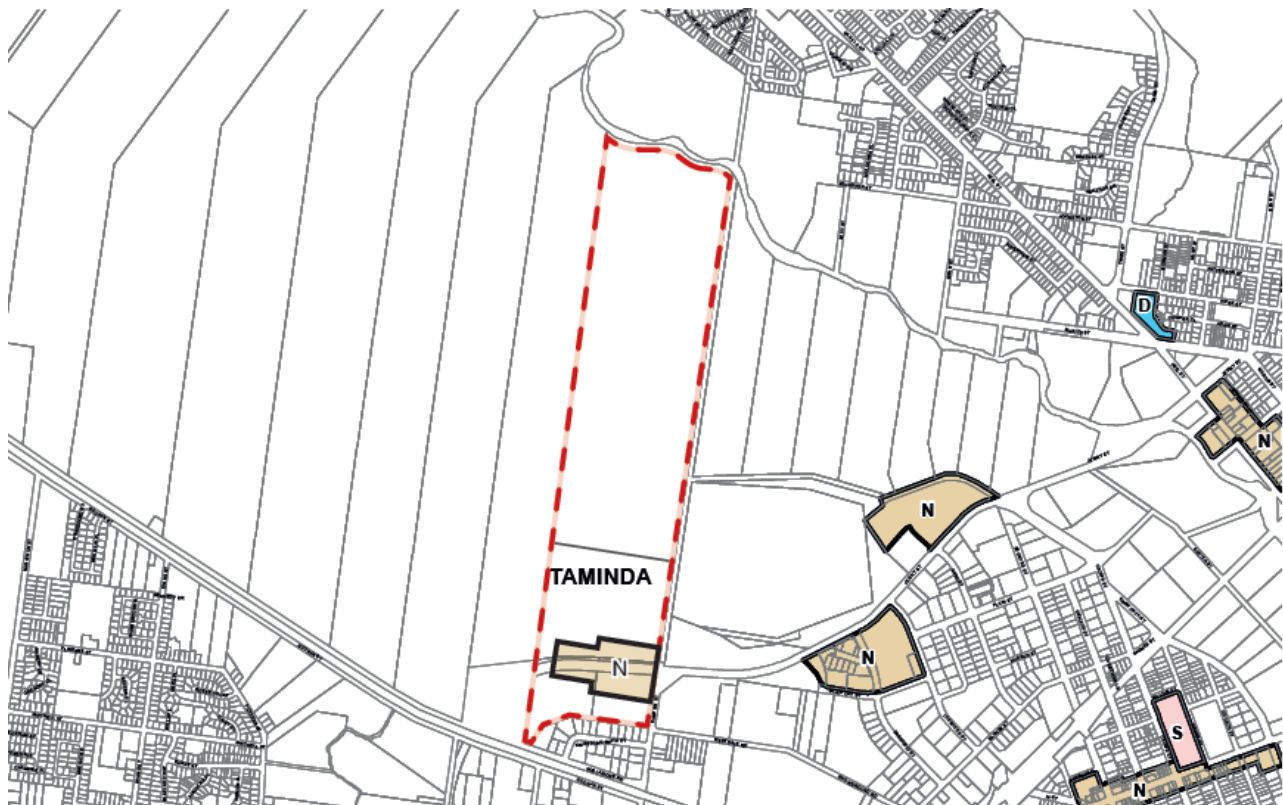


**Figure 23 Proposed Minimum lot size map**



Source: Rothelowman

**Figure 24 Proposed FSR map**







# 5 Community Consultation

## PRE GATEWAY

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

Both agencies shared a consensus for the southern portion to be suitable for development and expressed that justification would be needed for any increases to a rezoning area. This planning proposal aims to provide the planning and merit-based justification for employment lands to service future demands.

## POST GATEWAY

The gateway determination will specify the community consultation requirements that must be undertaken on the planning proposal. The gateway determination will:

- » outline the timeframe for exhibition
- » relevant state or Commonwealth authorities to be consulted
- » whether a public hearing is to be held into the matter by the PAC or other specified person or body.

It is expected that the planning proposal will be publicly exhibited for 28 days and that the public agencies aforementioned will be consulted.

## STANDARD

Public exhibition of the planning proposal is generally undertaken in the following manner:

- » Notification in a newspaper that circulates in the area affected by the planning proposal
- » Notification on the website of the Tamworth Regional Council
- » Notification in writing to affected and adjoining landowners, unless the planning authority is of the
- » Opinion that the number of landowners makes it impractical to notify them.

The Tamworth Regional Council can undertake additional consultation if this is deemed appropriate or necessary. This may include, but is not limited to broad consultation by letter, open days or public forum.

The written notice must:

- » Give a brief description of the objectives or intended outcomes of the planning proposal
- » Indicate the land affected by the planning proposal
- » State where and when the planning proposal can be inspected and give the name and address of the Tamworth Regional Council for the receipt of submissions
- » Indicate the last date for submissions and confirm whether delegation for making the LEP has been issued to the Tamworth Regional Council.

During the exhibition period, the following material must be made available for inspection:

- » The planning proposal in the form approved for community consultation
- » The Gateway determination and any information or technical information relied upon by the planning proposal.

The community consultation is complete only when the Tamworth Regional Council has considered any submissions made concerning the proposed LEP and the report of any public hearing into the proposed LEP (if required).

The DPE/Tamworth Regional Council will be responsible for managing the exhibition process and considering the submissions on behalf of the Panel who is the Tamworth Regional Council.



## 6 Project Timeline

### PRE GATEWAY

The timeframe for the completion of the planning proposal will depend on Council, the community and the complexity of comments received. Requests for a gateway review by either Council or the proponent, if made, may also influence the timeframe of a planning proposal.

The benchmark timeframe for a major land release is 14-20 months (after the first Council decision to support the principle of the proposal and to be sent to gateway) where the LEP is consistent with the State's strategic planning framework.

An estimated project timeline is outlined in the **Table 6**. This timeline assumes Council and DPE support for the project progressing. Further the timeline based on the project being determined by Council and submitted to DPE for gazettal.

### POST GATEWAY

An estimated project timeline is outlined in the **Table 6**. The timeframe is based on the Condition that the Planning Proposal is supported by Council in time for Gateway Determination which states that the planning proposal is to be finalised within 12 months of the week following the gateway determination assumed to be April 2019.

**Table 6 Estimated Project Timeline**

Project Timeline	Proposed Dates
Submission of planning proposal to Council	December 2018
Council Assessment	January 2019
Local Planning Panel review of Planning Proposal	March 2019
Consideration of the planning proposal by Council	March/April 2019
Submission to the DPE	April 2019
Gateway Determination Issued	April 2019
Pre-exhibition government agency consultation (if required)	May 2019
Revised documentation prepared in response to Gateway	May 2019 – July 2019
DPE/Council assessment of the planning proposal and approve for public exhibition	July 2019
Planning proposal publicly exhibited	August 2019
Council/DPE assess of submissions and resolve any agency objections	September 2019
Post exhibition submission report prepared/ considered	October 2019
Finalisation of the LEP	December 2019
LEP amendment published on NSW legislation website	December 2019

# 7 Appendices - Supporting Documentation

## 7.1 **Agricultural land study**

## 7.2 Architect Masterplan package

## 7.3 Architect Drawing Package



## 7.4 **Biodiversity constraints assessment**

## 7.5 Civil and services plan

## 7.6 Cultural Heritage

## 7.7      **Economic Impacts and Demand**

## 7.8 **Non-Aboriginal Heritage**



## 7.9 **Flood impact and riparian assessment report**

## 7.10 Preliminary Site investigation (Environmental)

## 7.11 Traffic Impact Assessment



<b>Pg</b>	<b>Submitted</b>	<b>Amended text/formatting</b>
9	and Councils board strategic	and Council's broad strategic
12	Figure 1 Proposed rezoning area....	Figure 3 Proposed rezoning area....
13	Figure 2 Land zoning 004C	Figure 4 Land zoning 004C
15	Figure 3 Minimum Lot Size 004C	Figure 5 Minimum Lot Size 004C
15	Figure 4 Floor Space Ratio 004C	Figure 6 Floor Space Ratio 004C
16	Figure 5 ANEP and Flood Planning Map 004C	Figure 7 ANEP and Flood Planning Map 004C
16	Figure 6 Heritage 004C	Figure 8 Heritage 004C
17	Figure 7 Flight Training Path Map 004C	Figure 9 Flight Training Path Map 004C
17	Refer to Part 4 for a copy of the existing LEP maps.	Refer to Part 4 for a copy of the existing and proposed LEP maps.
40	mixed, employment lands on within the high potential Taminda	mixed, employment lands within the high potential Taminda
61	LAND RELEASE & ZONING	<p>Add:</p> <p>Preliminary discussions with Tamworth Regional Council was that Tamworth had an abundant supply of industrial lands. However, the location of these lands is specialised and unique. Large components of available industrial land are contained in precincts located away from Taminda, and likely to benefit from synergies and connections to the Tamworth Regional Airport, with a focus to co-locate with heavier uses and air and freight.</p> <p>Taminda's importance and significance in the Tamworth LGA and the region is recognised in the Taminda Revitalisation + Economic Development Strategy. Other supply of lands should serve to complement the Taminda precinct. 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'.</p>
71	proceed as proposed but with caution	proceed as proposed with the necessary caution



