

Temporary Workers Accommodation Planning Proposal 2021

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Background

Introduction

This planning proposal has been prepared in accordance with Sections 3.33(2) and 3.33(3) of the *Environmental Planning and Assessment Act 1979* (the Act) and guidelines “*A Guide to Preparing Planning Proposals*” published by the Department of Planning, Industry and Environment (DPIE).

This planning proposal addresses the following matters:

Section 3.33(2) of the Act states that a planning proposal must include the following components:

Part 1 - A statement of the objectives and intended outcomes of the proposed instrument;

Part 2 - An explanation of the proposed provisions that are to be included in the proposed instrument;

Part 3 - The justification for those objectives, outcomes and the process for their implementation;

Part 4 - Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies; and

Part 5 - Details of the community consultation that is to be undertaken on the planning proposal.

Section 3.33(3) of Act allows the Planning Secretary to issue requirements with respect the preparation of a planning proposal, these requirements include:

- Specific matters that must be addressed in the justification (Part 3) of the planning proposal.
- A project timeline to deal with the anticipated timeline for the plan making process for each planning proposal.

Background

This planning proposal relates to a land parcel and accommodation facility thereon, which is located adjacent to the Tamworth Regional Airport. The land which is the subject of this planning proposal forms part of the International Flight Training Tamworth facility (hereafter described as ‘the training facility’) which is owned by Tamworth Regional Council (Council). The facility and adjacent accommodation village (hereafter referred to as ‘the village’) is currently zoned *SP1 - Special Activities (Transport)* in accordance with the provisions of the *Tamworth Regional Local Environmental Plan (TRLEP 2010)*. The *SP1 – Special Activities* zoning restricts the number of permissible uses for the site to “airport related activities”.

From the 1990’s the facility and associated accommodation village was owned and operated by BAE Systems Plc who delivered flight training services to the Australian Defence Force. In February 2018 the facility was purchased by Council and the facility continued to provide flight training services to CAE Australian Flight Training. The flight training facility provides state-of-the-art flight training and pilot education facilities which include; flight simulation, military standard fit out and flight training classrooms, lecture theatres and classrooms. The village site (which is the subject of this planning proposal) complements the training facility by providing adjacent, but separate, accommodation nearby the facility.

In the past 12 to 18 months, following the downturn in the air transport industry and the global Covid-19 pandemic, the training facility has become vacant and the village has become periodically vacant. At this point in time, and for the foreseeable future, the training facility and village are unlikely to be occupied by air transport organisations or Defence Force students or staff.

The highly specialised nature of the flight training facility prevents that site from being utilised by non-flight training related organisations. However, the accommodation village is eminently flexible in relation to potential uses and tenancy options. The village benefits from the following features:

- Reception and administration hub which contains a lecture hall, offices, commercial grade kitchen, cafeteria and dining hall;
- Seven (7) two storeyed accommodation blocks with a total of 224 single occupancy rooms, all with ensuites;
- Each accommodation block contains a shared kitchen and common room on each level;
- Gym, tennis court and swimming pool; and
- Secure fencing and on-site parking.

Currently, the village provides for the temporary accommodation of international and inter-state workers associated with a number of industries including the meat processing industry. The planning proposal therefore, only seeks the ability for this current use to continue. Approval for this use is limited by the provisions of Clause 2.8 – Temporary Use of Land in the *TRLEP 2010*. Uses granted under this clause limit temporary development to a maximum period of 182 days within a 12 month period.

Tamworth's existing capacity for providing appropriate, affordable housing to essential workers, temporary workforces and workers associated with infrastructure projects or other economic development activities in the region is acknowledged as being constrained. The accommodation village is considered suitable and appropriate for filling the gap in this market, however, ongoing occupancy is restricted by the existing approved land use and development approval limitations which apply to the site.

From a business and economic development perspective and in light of the current Covid-19 environment Council believes that the village could and should be utilised to its full potential and not remain vacant once the existing approval ceases.

This planning proposal will allow the subject land and village to be utilised for workers accommodation for specialist, additional or temporary workforces in support of existing and future public and private industries including, but not limited to; infrastructure projects, food processing operations, industrial expansion and transport hub development. Moreover, the existing village does not require any additional construction, retro-fitting or any capital expenditure in order to provide accommodation to workers now, with minimal delay. It can be said therefore, that the planning proposal will have no impact on the use or appearance of the premises.

Site Details

The land which is the subject of this planning proposal is occupied by the accommodation village associated with the International Flight Training Tamworth facility. Both the training facility and the village are owned by Council. The subject site is identified as Lot 58 in DP 1221018 and located at 2-26 Basil Brown Drive, Westdale.

Context and Location

Tamworth Regional Airport is located within close proximity to the urban core of the city (refer Figure 1). Travel times between the Airport and the CBD are typically less than 15 minutes by car. The Airport is also located within 3km of the Glen Artney Heavy Industrial area and the Tamworth Global Gateway Park.

Figure 2, provides an aerial image of the accommodation village including the central administration, lecture hall and kitchen facility hub and adjacent accommodation blocks.

The training facility and accommodation village are located within 700m of the Tamworth Regional Airport terminal building (refer Figure 3.).

Services and Infrastructure

The training facility and accommodation village benefit from fully sealed road access which connects to a gazetted State highway (the Oxley Highway) in addition to connections to relevant public infrastructure such as reticulated sewer, water, power and telecommunications infrastructure.



Figure 3 – The training facility and village in relation to the Tamworth Regional Airport Terminal.

Part 1: Objectives or Intended Outcomes

The objective of this planning proposal is to amend Schedule 1 of the *Tamworth Regional Local Environmental Plan 2010 (TRLEP 2010)* to facilitate an additional permitted use being for the purpose of Temporary Workers Accommodation.

Part 2: Explanation of Provisions

The proposed outcome will be achieved by:

- Amending Schedule 1 Additional Permitted Uses of the *TRLEP 2010*, to include a new land use definition for the use of land located on Lot 58 in DP 1221018, 2-26 Basil Brown Drive, Tamworth.

The amendment of Schedule 1 Additional Permitted Uses in the *TRLEP 2010* may be achieved via Gateway Determination issued by the Department of Planning, Industry and Environment (the DPIE) and subsequent plan making processes. Council requests that the DPIE consider removing the requirement for public exhibition in relation to this planning proposal due to the low impact nature and clear economic benefit of the proposal.

Part 3: Justification

Section A: Need for the planning proposal

1. **Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?**

This planning proposal arises from the need for Council to ensure that a valuable public asset is utilised to its full potential for the benefit of the entire regional community.

The *Tamworth Regional Local Strategic Planning Statement 2020 (LSPS)* provides the direction for land use planning across the Tamworth Regional Local Government Area (LGA) for the next 20 years. Facilitating growth in the food processing, manufacturing and industrial sectors via sound planning which includes additional affordable and temporary housing is an essential component of the principles outlined in the LSPS.

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

This planning proposal is the only legal method of amending the *TRLEP 2010* to permit the ongoing temporary accommodation of workers upon the subject land.

Section B: Relationship to strategic planning framework

3. **Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?**

The planning proposal gives effect to the Directions contained within the *New England North West Regional Plan 2036* (the Regional Plan), such as:

Direction 1: Expand agribusiness and food processing sectors.

This planning proposal will provide additional accommodation options for workers in the food processing and agribusiness sectors. Food processing is one of the most significant contributors to the Tamworth regional economy accounting for approximately 75% of the region's agricultural output in value terms (in 2015-2016) (*Source: Australian Bureau of*

Statistics 2016 Census, compiled and presented in economy.id by .id (informed decisions). Affordable, appropriate accommodation for seasonal, temporary or contract workers is vital to the growth of this important sector.

Direction 9: Coordinate growth in the cities of Armidale and Tamworth.

According to the Regional Plan, the two centres of Armidale and Tamworth will accommodate over half of the region's population by 2036. Tamworth Regional Airport is a key transport hub and the largest airport in the New England North West. The airport is located adjacent to strategically significant and rapidly expanding industrial and intensive agricultural activity. This planning proposal will facilitate the accommodation of workers from growth industries which will undoubtedly contribute to Tamworth's ongoing economic growth. The proposal will not prevent any future airport or aviation industry related accommodation opportunities.

The Local Government narratives within the Regional Plan identify priorities for each Council within the New England North-West area of NSW. The priority actions which are relevant to the Tamworth Regional LGA include:

- Deliver precinct plans to provide a holistic vision and planning framework for the regional cities (Armidale and Tamworth); and
- Prepare activation plans for the regional cities.

It is considered that this planning proposal provides opportunities for the Tamworth regional community to ensure a significant and important publicly owned resource is utilised to its full potential.

The planning proposal is considered to be commensurate with the goals, directions, themes and narratives described in the Regional Plan.

Direction 20: Deliver great housing diversity to suit changing needs.

The Tamworth housing market is currently under stress. Rental vacancy rates are low and affordable housing options for existing residents are becoming increasingly limited. Large scale infrastructure and resource projects require short term workers accommodation to satisfy short term demand. Opportunities to increase the supply of short term, affordable housing will relieve pressure on the private sector rental market. Moreover, existing facilities such as the village are purpose-built and provide an excellent solution to the current and ongoing demand for accommodation of this type. This planning proposal represents a proactive approach to the current challenges presented by the Covid-19 pandemic.

4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Tamworth Regional Local Strategic Planning Statement 2020

The planning proposal gives effect to the vision and actions contained within the *Tamworth Regional Local Strategic Planning Statement 2020* (LSPS), such as:

Planning Priority 1. Facilitate Smart Residential Growth and Housing Choices

Improvements in housing choice is identified as a growing need in Tamworth, particularly in relation to young workers. This planning proposal will increase housing choice in Tamworth and reduce pressure on the private sector to fill the short-term accommodation gap.

Planning Priority 2. Create a Prosperous Region

Tamworth Regional Airport plays an important role in passenger transport, freight movements, logistics and pilot training. The ongoing prosperity of the Tamworth region is

closely associated with the region's excellent transport links and capacity to facilitate efficient supply chain integration and export opportunities. While the current pilot training opportunities are presently suspended the airport and associated accommodation village is eminently capable of providing support to growth sectors which include; exports of locally processed intensive agricultural products, manufacturing and maintenance industries.

Planning Priority 4. Connect our Region and its Citizens

Tamworth is the centre of a web of regional and inter-state transport connections. The efficient movement of passengers and freight within the region and beyond will not be affected or compromised by this planning proposal.

Blueprint 100

The planning proposal gives effect to the priority themes and actions contained within the *Tamworth Regional Council Blueprint 100 (Blueprint 100)*.

Priority Theme 2. Facilitate Smart Growth and Housing Choices

The airport is located at the centre of an aviation, logistics and food processing hub. New industrial land is currently being released and large scale poultry processing operations are also targeted for this area. Workers accommodation is essential to supporting this growth and attracting future development.

Priority Theme 3. Create a Prosperous Region

Action 3.6 – Create a world class Aviation Hub at Tamworth Regional Airport.

Planning for strategic growth in the aviation sector is ongoing and subject to a master planning process which is regularly reviewed. This planning proposal will not impact the development of aviation related industry as the proposal aims to fill a gap in the market left by a temporary downturn in the aviation sector.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

State Environmental Planning Policy	Applicable to Tamworth Regional LGA	Consistent	Comment
State Environmental Planning Policy (Aboriginal Land) 2019	No	-	-
State Environmental Planning Policy (Activation Precincts) 2020	No	-	-
State Environmental Planning Policy (Affordable Rental Housing) 2009	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.

State Environmental Planning Policy (Coastal Management) 2018	No	-	-
State Environmental Planning Policy (Concurrences and Consents) 2018	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy (Gosford City Centre) 2018	No	-	-
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy (Infrastructure) 2007	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy (Koala Habitat Protection) 2020	Yes	Not Applicable to site	Planning proposal is not contrary to SEPP provisions. The site is not subject to the zones listed in the SEPP.
State Environmental Planning Policy (Koala Habitat Protection) 2021	Yes	Not Applicable to site	Planning proposal is not contrary to SEPP provisions. The site is not subject to the zones listed in the SEPP.
State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007	No	-	-
State Environmental Planning Policy (Kurnell Peninsula) 1989	No	-	-
State Environmental Planning Policy (Major Infrastructure Corridors) 2020	No	-	-
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.

State Environmental Planning Policy No 19— Bushland in Urban Areas	No	-	-
State Environmental Planning Policy No 21— Caravan Parks	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy No 33— Hazardous and Offensive Development	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy No 36— Manufactured Home Estates	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy No 47— Moore Park Showground	No	-	-
State Environmental Planning Policy No 50— Canal Estate Development	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy No 55— Remediation of Land	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy No 64— Advertising and Signage	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy No 65— Design Quality of Residential Apartment Development	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy No 70— Affordable Housing (Revised Schemes)	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy (Penrith Lakes Scheme) 1989	No	-	-
State Environmental Planning Policy (Primary Production and Rural Development) 2019	Yes	Not Applicable to site	-
State Environmental Planning Policy (State and Regional Development) 2011	Yes	Consistent	Planning proposal is not contrary to SEPP provisions.
State Environmental Planning Policy (State Significant Precincts) 2005	Yes	Not Applicable to site	-
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	No	-	-
State Environmental Planning Policy (Sydney	No	-	-

Region Growth Centres) 2006			
State Environmental Planning Policy (Three Ports) 2013	No	-	-
State Environmental Planning Policy (Urban Renewal) 2010	No	-	-
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	No	Not applicable to site	-
State Environmental Planning Policy (Western Sydney Aerotropolis) 2020	No	-	-
State Environmental Planning Policy (Western Sydney Employment Area) 2009	No	-	-
State Environmental Planning Policy (Western Sydney Parklands) 2009	No	-	-
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	Yes	-	-
State Environmental Planning Policy (Western Sydney Aerotropolis) 2020	No	-	-

6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 Directions)?

Section 9.1 Ministerial Direction	Applicable	Consistent	Comment
1.0 Employment and Resources			
1.1 Business and Industrial Zones	Yes	Not relevant to this planning proposal	The subject site is not affected by Business or Industrial zones. The planning proposal is not contrary to the objective of the Direction.
1.2 Rural Zones	Yes	Not relevant to this planning proposal	The subject site is not affected by Rural zones. The planning proposal is not contrary to the objective of the Direction.
1.3 Mining, Petroleum Production and Extractive Industries	Yes	Not relevant to this planning proposal	The planning proposal is not contrary to the objective of the Direction.
1.4 Oyster Aquaculture	No	Not relevant to this planning proposal	Not Applicable

1.5 Rural Lands	Yes	Not relevant to this planning proposal	The subject land is zoned <i>SP1 – Special Activities</i> . The subject site is not affected by the Rural Lands Direction.
2.0 Environment and Heritage			
2.1 Environment Protection Zones	Yes	Not relevant to this planning proposal	The planning proposal is not contrary to the objective of the Direction.
2.2 Coastal Management	No	Not relevant to this planning proposal	Not Applicable
2.3 Heritage Conservation	Yes	Not relevant to this planning proposal	There are no known items of environmental or Aboriginal cultural significance on the site.
2.4 Recreation Vehicle Areas	Yes	Not relevant to this planning proposal	Not Applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	No	Not relevant to this planning proposal	Not Applicable
2.6 Remediation of Contaminated Land	Yes	Not relevant to this planning proposal	The subject site is not an investigation area within the meaning of the <i>Contaminated Land Management Act 1997</i> . The investigation of potential contamination is not considered necessary in relation to this planning proposal.
3.0 Housing, Infrastructure and Urban Development			
3.1 Residential Zones	Yes	Not relevant to this planning proposal	The planning proposal provides for an Additional Permitted Use which involves residential development options. However, the planning proposal is not located within a residential zone. The planning proposal is not contrary to the objective of the Direction.
3.2 Caravan Parks and Manufactured Home Estates	Yes	Not relevant to this planning proposal	The planning proposal is not contrary to the objective of the Direction.

3.3 (Revoked)	Not Applicable	Not Applicable	Not Applicable
3.4 Integrating Land Use and Transport	Yes	Consistent	The planning proposal aims to increase opportunities for temporary accommodation for workers in the Tamworth Region. The existing site provides ample opportunities for vehicular access and public or private transport options.
3.5 Development Near Regulated Airports and Defence Airfields	Yes	Consistent	The site which is the subject of this planning proposal is located near a regulated Airport (the Tamworth Regional Airport). The objective of the planning proposal is to insert an Additional Permitted Use into Schedule 1 of the TLEP 2010 for the purpose of facilitating an additional appropriate land use on the subject site. The planning proposal will not alter any of the existing provisions which apply to the site which include height controls, or development of a type that would be incompatible with the current or future operation of the Tamworth Regional Airport.
3.6 Shooting Ranges	Yes	Not relevant to this planning proposal	Not Applicable
3.7 Reduction in non-hosted short term rental accommodation period	No	Not Applicable	Not Applicable
4.0 Hazard and Risk			
4.1 Acid Sulfate Soils	Yes	Not relevant to this planning proposal	The subject site is not known to contain acid sulfate soils. The site is currently utilised for residential accommodation purposes, no change to this land use is proposed.
4.2 Mine Subsidence and Unstable Land	Yes	Not relevant to this planning proposal	Not applicable

4.3 Flood Prone Land	Yes	Not relevant to this planning proposal	The subject land is not mapped as flood prone.
4.4 Planning for Bushfire Protection	Yes	Not Applicable	The subject land is not mapped as bushfire prone.
5.0 Regional Planning			
5.1 (Revoked)			
5.2 – 5.8 N/A	Not applicable to the Tamworth Regional Council LGA.		
5.9 North West Rail Link Corridor Strategy	No	Not applicable	Not applicable
5.10 Implementation of Regional Plans	Yes	Consistent	The planning proposal is consistent with the aims and objectives of the <i>New England North West Regional Plan 2036</i> .
5.11 Development of Aboriginal Land Council land	No	Not applicable	Not applicable
6.0 Local Plan Making			
6.1 Approval and Referral Requirements	Yes	Consistent	The planning proposal is consistent with the requirements of this Direction.
6.2 Reserving Land for Public Purposes	Yes	Consistent	Not applicable
6.3 Site Specific Provisions	Yes	Consistent	This planning proposal will allow an additional land use being temporary workers accommodation to be continued on the subject site. No additional development standards or requirements will be imposed in relation to the additional land use over or above the provisions of the existing TRLEP 2010 and <i>Tamworth Regional Development Control Plan 2010 (TRDCP)</i> .
7.0 Metropolitan Planning – N/A to the Tamworth Regional LGA			

Section C: Environmental, social and economic impact

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?**

The planning proposal is unlikely to result in any adverse impact on the environment including critical habitat or threatened communities.

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

The planning proposal is unlikely to result in any adverse environmental effects.

9. **Has the planning proposal adequately addressed any social and economic effects?**
Economic Impact

Providing affordable accommodation to essential workers and temporary workforces provides a direct economic benefit to the Tamworth Regional economy. There are a number of positive impacts. The following analysis represents a scenario whereby the successful adoption of this planning proposal would facilitate the employment of an additional 100 workers in the food processing industry in Tamworth.

Impact on Output

The direct addition of 100 jobs in the Food Product Manufacturing sector of the Tamworth Regional economy is estimated to lead to a corresponding direct addition of \$44.32 million (m) in output from the local Food Product Manufacturing sector. From this direct expansion in the economy it is anticipated that there would be a flow on effects into other related intermediate industries, creating a further increase of \$41.79m in output. This represents a Type 1 employment multiplier of 1.94.

There would be an additional contribution to the Tamworth Regional economy through consumption effects as correspondingly more wages and salaries are spent in the local economy. It is estimated that this would result in a further increase in output of \$16.91m.

The combination of all direct, industrial and consumption effects would result in total estimated rise in output of \$103.03m in the Tamworth Regional economy, representing a Type 2 Output multiplier of 2.32. These impacts would not be limited to the local economy. Industrial and consumption effects would flow outside the region to the wider Australian economy to the tune of \$24.22m in output.

The combined effect of economic multipliers in Tamworth Regional Council and the wider Australian economy is estimated to be \$127.24m added to Australia's output.

Impact on Local Employment (jobs)

The direct addition of 100 jobs in the Food Product Manufacturing sector of the Tamworth Regional economy would lead to a further increase in indirect demand for intermediate goods and services across related industry sectors. These indirect industrial impacts (Type 1) are estimated to result in an additional 220 jobs, representing Type 1 Employment multiplier of 3.20. This addition of jobs in the local economy would lead to a corresponding increase in wages and salaries, a proportion of which would be spent on local goods and services, creating a further 72 jobs through consumption impacts.

The combination of all direct, industrial and consumption effects would result in a total estimated increase of 392 jobs located in Tamworth Regional Council. This represents a Type 2 Employment multiplier of 3.92. Employment impacts would not be limited to the local economy. Industrial and consumption effects would flow outside the region to the wider Australian economy creating a further 88 jobs.

The combined effect of economic multipliers in the Tamworth Regional Council and the wider Australian economy is estimated to be an addition of 480 jobs.

Impact on value added

The direct addition of 100 jobs in the Food Product Manufacturing sector of the Tamworth Regional economy would lead to a corresponding direct increase in value added of \$9.76m. A further \$15.69m in value added would be generated from related intermediate industries. These indirect industrial impacts represent a Type 1 value added multiplier of 2.61. There would be an additional contribution to Tamworth Regional Council economy through consumption effects as correspondingly more wages and salaries are spent in the local economy. It is estimated that this would result in a further increase in value added of \$6.96m.

The combination of all direct, industrial and consumption effects would result in an estimated addition in value added of \$32.42m in Tamworth Regional Council economy, representing a Type 2 value added multiplier of 3.32. These impacts would not be limited to the local economy. Industrial and consumption effects would flow outside the region to the wider Australian economy to the tune of \$10.25m in value added.

The combined effect of economic multipliers in Tamworth Regional and the wider Australian economy is estimated to be \$42.67m added to Australia's value added.

Impact on GRP

Value added by industry represents the industry component of Gross Regional Product (GRP). The impact on Tamworth Regional Council's GRP as a result of this change to the economy is directly equivalent to the change in value added outlined in the section above. In summary, GRP in the Tamworth Regional Council is estimated to increase by \$32.42m. The effect on the Australian economy (including Tamworth Regional Council) is estimated to be a growth in Gross Domestic Product (GDP) of \$42.67m.

Source: National Institute of Economic and Industry Research (NIEIR) ©2021. Compiled and presented in economy.id by .id (informed decisions).

Section D: State and Commonwealth Interests

10. Is there adequate public infrastructure for the planning proposal?

The subject site is adequately serviced by NSW state roads, fully sealed local public roads, water, sewer, electricity supply and NBN.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

A Gateway determination has not yet been issued for this planning proposal. All relevant public authorities will be consulted in accordance with the requirements of the Gateway Determination. The Airport Manager has been consulted and is supportive of the objective of this planning proposal.

The views of consulted public authorities will be summarised and addressed as appropriate, if necessary, in the final planning proposal.

Part 4: Mapping

No mapping amendments are required in relation to this planning proposal. Please see attached to this report a map of the subject lands.

Part 5: Community Consultation

Community consultation will be undertaken in accordance with the requirements of the Gateway Determination, if required.

Part 6: Project Timeline

Plan Making Step	Estimated Completion
Anticipated date of Gateway Determination	20 August 2021
Completion of required technical information	Not considered to be a requirement
Government agency consultation as required by Gateway Determination	Subject to DPIE Gateway Determination
Public exhibition period	Subject to DPIE Gateway Determination
Public Hearing	Not considered to be a requirement
Consideration of Submissions	Not anticipated
Consideration of proposal post exhibition	September 2021
Submission to the Department to finalise the LEP	October 2021