



TAMWORTH REGIONAL COUNCIL

ANNEXURES for ORDINARY COUNCIL AGENDA

8 JULY 2025

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<p style="text-align: center;">Tamworth Regional Council</p> <p>Location of Existing Private Road over Right of Carriageway off Phoenix Street WESTDALE</p>	<p>Scale @ A4: 1:11,208 Printed: 17-Jun-2025 By: Development © TRC GIS & Spatial Services</p>	<p>DISCLAIMER: This map should be used as a guide only and should not be relied upon for any purposes. Information provided in this map should be verified if required before being relied upon. Any reliance on this map is done solely at the risk of the user, and the user fully indemnifies TRC in this regard from any loss and damage arising from such use.</p>
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Aerial Imagery of Existing Private Road over Right of Carriageway off Phoenix Street WESTALE

Scale @ A4: 1:2,802

Printed: 17-Jun-2025

By: Development

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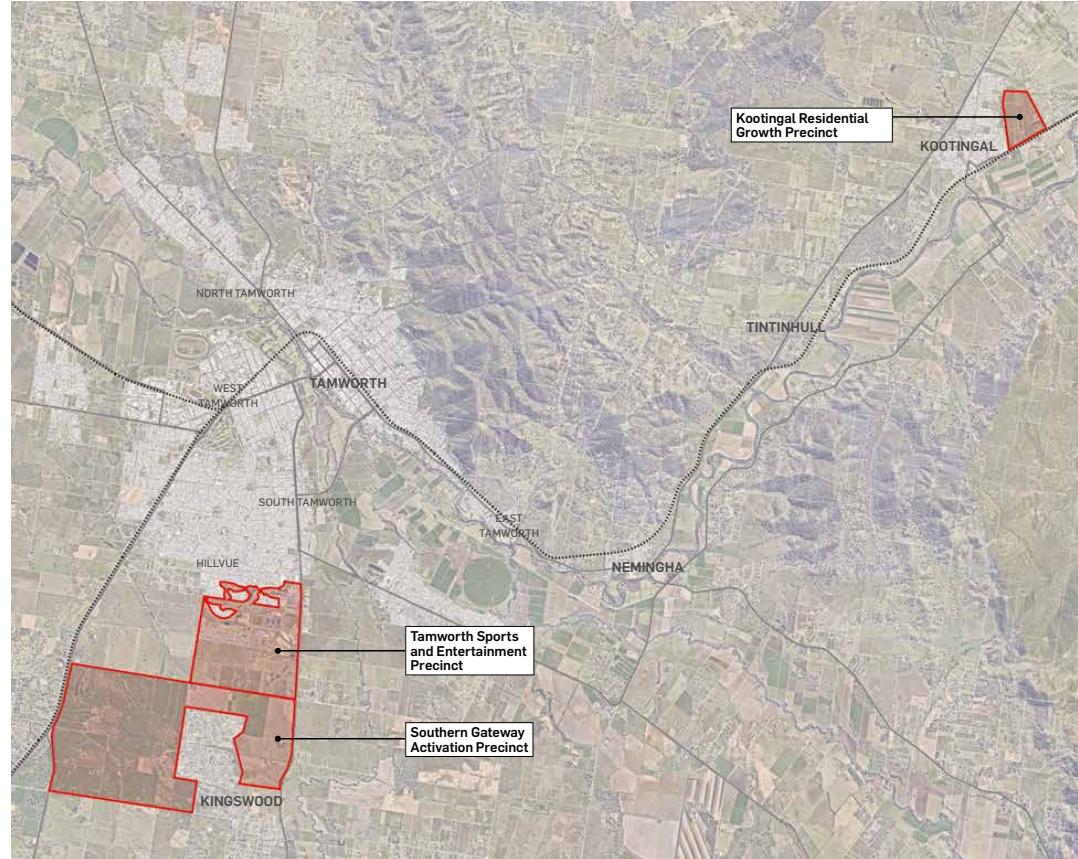
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LOCALITY PLAN - STRUCTURE PLAN PRECINCTS

LEGEND

- Investigation Areas
- Railway Line
- Highway/ Major Roads



TAMWORTH REGIONAL STRUCTURE PLANS

Southern Gateway Activation Precinct

Kootingal Residential Growth Precinct

Tamworth Sports and Entertainment Precinct

**PREPARED FOR
TAMWORTH REGIONAL COUNCIL**

23 JUNE 2025

URBIS

ACKNOWLEDGEMENT OF COUNTRY

Tamworth Regional Council would like to acknowledge the Gamilaroi/Kamilaroi people, who are the traditional custodians of this land. We would like to pay respect to Elders past and present and extend that respect to other Aboriginal and Torres Strait Islander people living in and visiting our region.

The artwork on this page was created by Gomeroi artist Tess Reading. Her artwork was selected through an expression of interest where Aboriginal artists with a connection to the Kamilaroi/Gomeroi Nation were asked to create an artistic element for inclusion in Council's corporate brand.

Ms Reading describes her work as depicting the land and communities that spread across the Tamworth Regional Council footprint. Elements of the artwork will start to appear on Council's letterheads, business cards, signage and uniforms in 2025.



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INTRODUCTION

Urbis has been engaged by Tamworth Regional Council to prepare this Structure Plan Report to support the vision for three precincts which are known as:

- Precinct 1: Southern Gateway Activation Precinct;
- Precinct 2: Kootingal Residential Growth Precinct; and
- Precinct 3: Tamworth Sports and Entertainment Precinct.

The structure plans seek to inform the community of the future direction and vision of the precincts over the next 20 years. The structure plans provide a high-level framework that is not intended to resolve all the issues. Therefore, the structure plans should be considered the first step, with technical studies, amendment to planning provisions and infrastructure upgrades required to facilitate the long-term vision for the precincts over a number of years.

The Structure Plans were prepared through a comprehensive urban design process. The structure plans for Precincts 1 and 2 prioritise housing diversity, accommodating a range of lot sizes and residential types to meet the evolving needs of the community. By safeguarding land for future residential development and integrating flexible planning controls, the plan ensures long-term adaptability and resilience.

The structure plan for Precinct 3 is designed to provide a diverse choice of housing and seamlessly integrate and support the established Tamworth Regional Sports and Entertainment precinct.

This report outlines the rationale of the proposed structure plan considering:

- The existing precinct conditions;
- The future character of the area;
- The natural features of the precinct including existing topography and vegetation; and
- Connectivity to local amenities, services and nearby facilities.

Workshops were held with Council, Government agencies and landowners to present the draft structure plan for feedback and help articulate ideas. In addition to the collaborative workshop process, Urbis has worked closely with Council Staff across various departments to ensure that the proposed structure plans are comprehensive, inclusive, and reflective of the aspirations and needs of all stakeholders, the future residents and the vision set out by Council.

The structure plans have been developed in response to key actions of the New England North West Regional Plan 2041, Council's Blueprint 100: Part 1 and Part 2 – Local Strategic Planning Statement 2020 and Tamworth Regional Housing Strategy 2024.

PURPOSE OF A STRUCTURE PLAN

A structure plan is a framework to guide the development of an area by defining the future development and land use patterns, areas of open space, the layout and nature of infrastructure, and other key features and constraints that influence how the effects of development are to be managed.

A structure plan seeks to inform the community of the future direction and vision for an area over the next 20 years. It is a high- level framework that is not intended to resolve all issues.

A structure plan does not amend planning controls. Instead, the outcomes of a structure plan will be implemented through planning proposals, development applications and site specific Development Control Plan.

Development proponents are encouraged to lodge group rezoning proposals and subdivision applications together by the relevant precinct. It is anticipated that this will enable a holistic assessment of the future development proposals, rather than on a piecemeal basis which may eventuate if individual proposals are lodged.

A number of technical studies will be required, relating to traffic, flooding, drainage, contamination, bushfire, ecology, infrastructure servicing and so on. Planning Proposals and Development Applications will need to be generally consistent with the structure plans. However, it is recognised that additional studies undertaken may require the structure plans to be varied.

PRECINCT LOCATION

Tamworth is the primary Regional City in the New England North West Region located approximately midway between Sydney and Brisbane on the New England highway. The Tamworth Regional Local Government Area also comprises a number of rural communities, including Kootingal. Tamworth is well connected by road, rail and a regional airport.

For the purposes of the Structure Plan, Council have identified three (3) investigation precinct, namely:

- Precinct 1: Southern Gateway Activation Precinct
- Precinct 2: Kootingal Residential Growth Precinct
- Precinct 3: Tamworth Sports and Entertainment Precinct

The Southern Gateway Activation Precinct, Tamworth Sports and Entertainment Precinct are located to the south of Tamworth CBD and the Kootingal Residential Growth Precinct is located to the east of the Kootingal urban area.

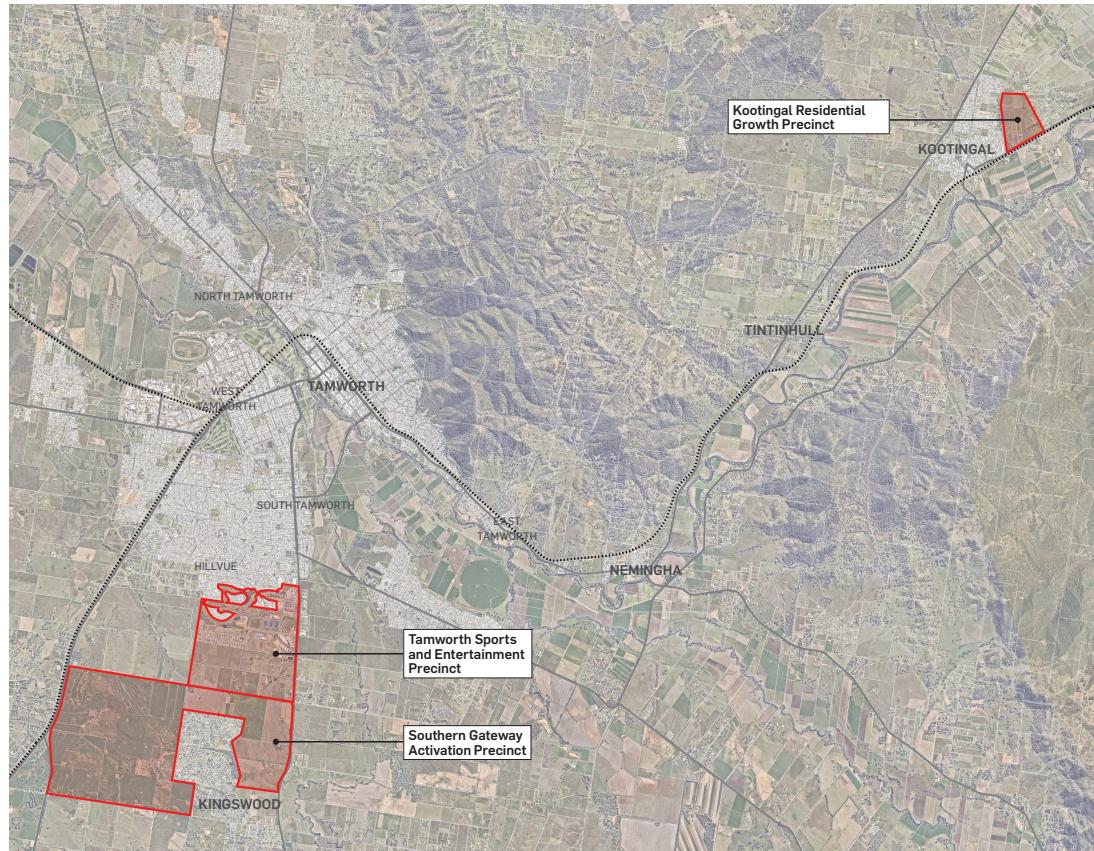
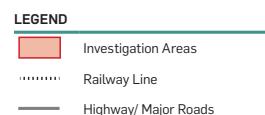
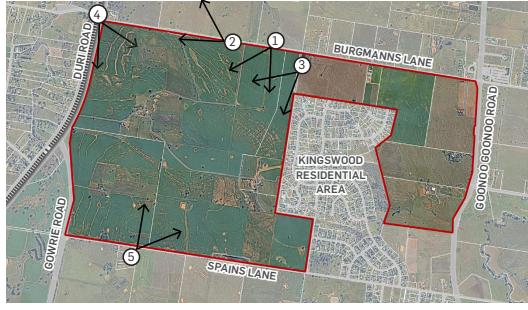


Figure 1 Precinct Location Map

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Prepared by Urbitis for Tamworth Regional Council
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SOUTHERN GATEWAY ACTIVATION PRECINCT



The Southern Gateway Activation Precinct is located on the southern fringe of Tamworth and has a combined area of approximately 757ha.

The precinct is legally described as:

- Part Lot 1 DP 755321
- Lot 102 DP 1288693
- Lot 101 DP 1288693
- Lot 12 DP 604603
- Lot 11 DP 604603
- Lot 2 DP 246292
- Lot 3 DP 246292
- Lot 11 DP 809304
- Lot 10 DP 809304

It is bound by:

- Burgmanns Lane to the north;
- New England Highway to the east along with existing rural residential Kingswood Estate;
- Spains Lane to the south; and
- Duri Road and Gowrie Road to the west.

The precinct is an irregular shape with dimensions of 2,200m x 2,385m for the main part of the precinct and 1,980m x 1,800m for the north-east dogleg corner. The precinct wraps around the existing Kingswood residential estate.

The precinct contains varying topography with undulating hills in the western portion and gently slopes in the eastern portion.

Current Use

The precinct currently utilised for cropping and livestock grazing and accommodates seven (7) residential dwellings spread across multiple lots.



KOOTINGAL RESIDENTIAL GROWTH PRECINCT



The Kootingal Residential Growth Precinct has a combined area of approximately 54ha and is located to the west of the existing urban area.

The precinct is legally described as:

- Lot 1 DP 613897
- Lot 1 DP 1157800
- Lot A, 75 DP 375475
- Lot B, 75 DP 375475
- Lot C, 75 DP 375475

It is bound by:

- Limbri Road to the south;
- An existing rural residential estate to the east;
- State Heritage listed Moonby House to the north; and
- The existing Kootingal urban area to the west.

The precinct dimensions are 645m x 910m.

The precinct is situated on sloped land with intermediate high-points falling away from the north-east corner from RL470 to RL425.

Current Use

The precinct is currently utilised for rural residential living and hobby farming. It accommodates four (4) residential dwellings and associated infrastructure spread across four lots.



TAMWORTH SPORTS AND ENTERTAINMENT PRECINCT



The Tamworth Sports and Entertainment Precinct occupies a combined area of approximately 341ha and is located to the south of the Tamworth Central Business District (CBD).

It is bound by:

- Existing Tamworth urban area to the north;
- Goonoo Goonoo Road to the east;
- Burgmanns Lane to the south; and
- Future Arcadia residential estate to the west.

The precinct comprises undulating topography which varies across the precinct.

Current Use

The precinct currently accommodates the Northern Inland Sporting Centre of Excellence (NISCE), Australian Equine Livestock Events Centre (AELEC), Tamworth Regional Convention Conference Centre (TRECC), Longyard Golf Course, Longyard Commercial Centre and a mixture of large lot and urban residential areas.



① Tamworth Regional Entertainment and Conference Centre (TRECC).



② View of the transmission line running along the western boundary.



③ Sports Precinct and Sports Dome.



④ Australian Equine and Livestock Events Centre (AELEC).



⑤ View looking towards the existing 4,000m2 large residential lots.

PLANNING FRAMEWORK

Urbis has undertaken the review of the relevant strategic documents that set out the existing and future context for the development of Tamworth and the surrounds. This section details out the summary of the key planning directions for the three (3) precincts as set out in the identified relevant documents.



NEW ENGLAND NORTH WEST REGIONAL PLAN 2041

The New England North West Regional Plan 2041 (Regional Plan 2041) sets a 20-year strategic land use planning framework for the region, aiming to provide a framework for decision-making that balances social, economic, and environmental objectives, guides detailed land use plans, development proposals, and infrastructure funding decisions.

The Regional Plan 2041 sets out 22 objectives and a series of supporting strategies and actions to guide the delivery of the plan's vision for "healthy and thriving communities, supported by a vibrant and dynamic economy that builds on the region's strengths."

The Regional Plan 2041 identifies structure plans should be prepared for new employment and housing growth areas to guide new development and infrastructure. Tamworth is expected to be home to 38.4% of the New England North West region residents by 2041. Therefore, a mix of housing types, well-planned infill, greenfield and rural residential developments will be essential.

The relevant Objectives of the Regional Plan 2041 include:

- Objective 1 – Coordinate land use planning for future growth, community need and regional economic development (Strategy 1.1.2,1.3)
- Objective 6 – Coordinate the supply of well-located employment land (Strategy 6.1)
- Objective 8 – Adapt to climate change and natural hazards and increase climate resilience (Strategy 8.3)
- Objective 11 – Sustainably manage and conserve water resources (Strategy 11.1)
- Objective 12 – Protect regional biodiversity and areas of high environmental value (Strategy 12.7)
- Objective 13 – Provide well located housing options to meet demand (Strategy 13.3)
- Objective 18 – Public spaces and green infrastructure support connected inclusive and healthy communities (Strategy 18.4);
- Objective 20 – Improve state and regional freight connectivity (Strategy 20.1)
- Objective 21 – Improve active and public transport networks (Strategy 21.1)

Tamworth Regional Council's priorities for the LGA, which are relevant, include promoting development that contributes to the unique character of Kootingal and expand tourism opportunities (sports and events).

LEGEND

—	Tamworth CBD
-----	Railway
—	Highway
—	Potential Road Upgrades
■	Future Residential Investigation area
■	Future Large Lot Residential Investigation area
■	Developing Residential Area
■	Existing Large Lot Residential
■	Future Commercial Investigation Area
■	Future Business Investigation Area
■	Commercial Core
■	Commercial/Business Area
■	Future Industrial/Employment Investigation Area
■	Industrial/Employment Area

Key Takeaways

- Part of the Southern Gateway Activation Precinct is identified as a future large lot residential area
- Need to provide a mixture of housing options to cater for changing demographics.
- Protection of the future Western Freight Link.
- High quality public spaces and green infrastructure supported by active transport connections.
- The former Athletics Track is identified as a future business investigation area.

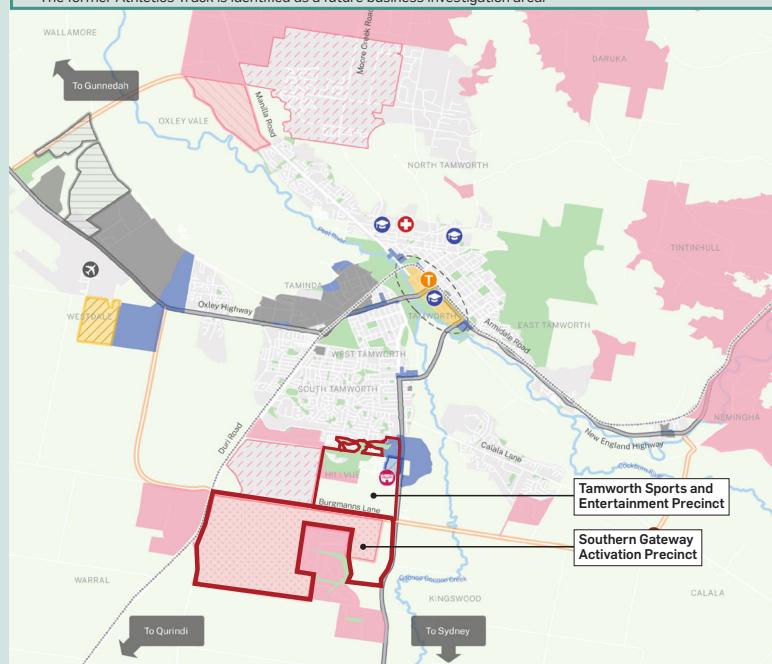
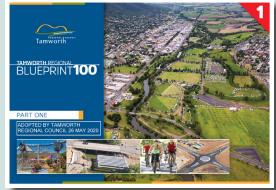


Figure 2 Local government narrative (Source: New England North West Regional Plan 2041)



BLUEPRINT 100 - PART 1

Published in May 2020, Blueprint 100 is a series of plans and strategies developed to guide the Tamworth region towards its vision of a prosperous economy and high living standards with a population of 100,000 people.

Blueprint 100: Part One is an overarching policy that ties together all of Council's strategies and policies to guide the development of the Tamworth Regional LGA to 2041. This includes considering both 'business as usual' scenarios with a population of 80,000 by 2041 and the potential to stimulate growth to 100,000 population by 2041.

Blueprint 100: Part One identifies eight Priority Themes to support the realisation of the vision:

- Deliver durable infrastructure including raw water
- Facilitate smart growth and housing choices
- Create a prosperous region
- Build resilient communities
- Connect our region and its citizens
- Design with nature
- Celebrate our culture and heritage
- Strengthen our proud identity

Key Takeaways

- Parts of the Southern Gateway Activation Precinct and Tamworth Sports and Entertainment Precinct are identified as preferred growth areas.
- Develop a Longyard town centre master plan which considers future housing growth, active transports, former Athletic Track and supporting development of an aquatic centre and equine uses adjoining the precinct (Actions 2.4.1 and 3.9.1 and Priority 5.5)
- Strengthen Tamworth's tourism opportunities and leverage off the Tamworth Country Music Festival (Priority 3.10 and Action 3.13.1)
- Support the Australian Equine and Livestock Events Centre (AELEC) by enabling equine activities in close proximity to the precinct (Action 3.11.1)
- Ensure future developments do not restrict the future development of the future Western Freight Link (Burgmanns Lane) (Action 5.2.2)



BLUEPRINT 100 - PART 2 LOCAL STRATEGIC PLANNING STATEMENT 2020

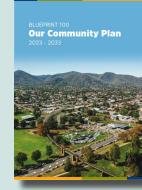
Blueprint 100: Part Two: Local Strategic Planning Statement 2020 gives effect to the Regional Plan 2041, implementing priorities and actions at a more local level in the Tamworth region. This is the primary strategic planning document for the next 20 years. It guides the character of our centres and neighbourhoods into the future.

Blueprint 100: Part Two: LSPS2020 is set out under the same Priority Themes as Blueprint 100:Part One. The structure plans align with the Blueprint 100: Part Two: LSPS 2020 in consideration of the following:

- Part of the Southern Gateway Activation Precinct is identified as a preferred residential growth area;
- Develop a master plan for the overall Longyard area and identify land and zoning in order to facilitate businesses that support the equine activities, including veterinary services, at AELEC (Action PR5);
- Finalisation of precinct plan to take in the Northern Inland Sporting Centre of Excellence (NICSE) and AELEC including master plan of the old athletics track to promote tourism and underpin revised planning controls for the locality (Action RC6 and Action 2.4.1 of Blueprint 100: Part 1);
- Identify and support growth in towns (Kootingal) by review of planning provisions (Action RC2);
- Work in partnership with Transport for NSW to prepare an integrated transport and land use plan that includes a review of the bus network and enhances the cycle network (Action CRC3);
- Require new greenfield areas to incorporate urban design principles and integrate blue/green corridors (Actions DN1 and DN5);
- Analysis of supply and demand for large lot residential identifies a shortfall of 4000m² lots (195 lots approx.). The prospective expansion of the Kingswood Estate north to Burgmanns Lane is identified as a preferred location for additional 4000m² lots to assist in meeting ongoing market demand.

Key Takeaways

- Part of the Southern Gateway Activation Precinct is identified as a future large lot residential area to meet the expected shortfall of 4000m² lots.
- Need to provide a mixture of housing options to cater for changing demographics.
- Protection of the future Western Freight Link.
- Facilitate business in the Longyard area that supports Australian Equine Livestock Events Centre (AELEC).
- Support growth in Kootingal.



BLUEPRINT 100 – OUR COMMUNITY PLAN 2023-2033

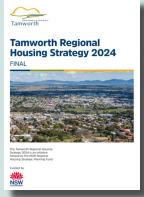
Published in June 2022, Blueprint 100 – Our Community Plan provides more detail of how the strategies from Blueprint 100: Part One and Blueprint 100 Part Two: LSPS 2020. The Community Plan is used by council to plan the detailed actions needed to provide the services of the future. It is also used to advocate on behalf of the community at other levels of government.

Consistent with the wider Blueprint 100 documents, the Community Plan lists nine strategic focus areas. The relevant Focus Areas of the Community Plan include:

- Focus Area 1 - Water security
- Focus Area 2 - A liveable built environment
- Focus Area 3 - Prosperity and innovation
- Focus Area 5 - Connect our region and its citizens
- Focus Area 6 - Working with and protecting our environment
- Focus Area 7 - Celebrate our cultures and heritage

Key Takeaways

- Encourage the development of diverse housing options.
- A more diverse and dense Longyard Local Centre.
- Manage growth by updating the strategic land use plans and the LEP, and ensure developments meet these requirements.
- Protection of the future Western Freight Link.
- Leverage the Country Music Festival and grow our signature, bespoke and business events.
- Activate our assets and precincts to maximise the potential for equine, sport, education and visitor economy.
- Ensure development controls and zoning protect the heritage significance of items and conservation areas.



TAMWORTH REGIONAL HOUSING STRATEGY 2024

The Tamworth Regional Housing Strategy 2024 (TRHS 2024) sets Council's vision for the future of land use and housing development in the Tamworth Regional LGA, setting a framework for where housing can be delivered to ensure that the needs of the community can be met now and in the future.

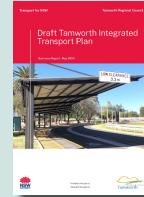
The TRHS 2024 identifies that the population of the Tamworth Regional LGA will increase from approximately 65,000 to 80,000 by 2041. The projections suggest that between 3,827 and 7,374 additional dwellings will be required in the Tamworth Regional LGA over the next 20 years. This includes providing a mixture of lot sizes and housing typologies to support the changing demographics of the region. The TRHS 2024 sets out that while the Tamworth Regional LGA has capacity under the existing urban land use planning controls to meet this demand, it is largely located around Tamworth with opportunity to provide additional housing in rural communities.

The TRHS 2024 sets out five (5) priorities to guide the future of housing in the Tamworth Regional LGA.

- Priority 1 – Provide for sustainable growth that is supported by infrastructure;
- Priority 2 – Increasing diversity and choice in housing;
- Priority 3 – Improve housing affordability and reduce housing cost;
- Priority 4 Facilitate liveable communities;
- Priority 5 – Promote rural communities.

Key Takeaways

- The provision of alternative densities and smaller minimum lot sizes in greenfield and infill locations will encourage a wider range of housing choice.
- Upfront planning to ensure urban design, precinct character and infrastructure requirements are met.
- Greenfield sites provide adequate green infrastructure including parks, open space and street trees to create healthy and liveable environments and to adapt to and mitigate the effects of climate change.
- The most prevalent household size in Tamworth is a two-person household (34.7%), however the predominant housing stock is 3-4 bedroom detached dwellings (90%).
- Identify opportunities for Council to lead actions to unlock potential land supply through preparation of structure plans in conjunction with landowners (Action 1.2);
- The Kootingal Residential Growth Precinct is identified as a future residential investigation area.
- The TRHS 2024 identifies sufficient capacity under existing urban land use planning controls to meet demand for the next 23 years.



TAMWORTH INTEGRATED TRANSPORT PLAN 2024

The Tamworth Integrated Transport Plan 2024 (TITP 2024) aims to enhance the local transport network, aligning with Tamworth Regional Council's Blueprint 100 Plan and Transport for NSW's Future Transport Strategy. It identifies priority projects to guide investment to meet the current and future transport needs of the community and visitors.

The vision is to strengthen the partnership between Transport and Council to enhance the transport network. This collaboration aims to support and drive key outcomes from the Plan, ensuring a financially sustainable and well-planned transport system. Given the high costs of large-scale infrastructure, the focus will be on optimising current assets to meet the needs of a growing population and increasing road usage.

The relevant priorities and priority projects identified include:

- *Precinct improvements for the Tamworth Sports and Entertainment Precinct*
- *Western freight link to reduce travel times in urban areas and exploring alternate freight routes.*
- *Kootingal to Moonbi walking and cycling connection*

Key Takeaway

- Burgmanns Lane will be used for the alignment of the proposed Western Freight Link, therefore, there will be limited access and intersections opportunities.

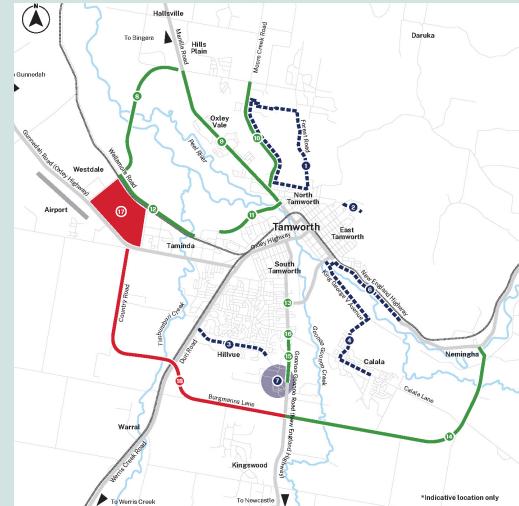


Figure 3 Location of Projects (Source: Tamworth Integrated Transport Plan)

Active transport projects

1. Hills Plain Walking and Cycling Loop
2. Tamworth Regional Skywalk
3. Werwick Road Walking and Cycling Connection
4. Calala to CBD Walking and Cycling Connection
5. Kootingal to Moonbi Walking and Cycling Connection
6. East Tamworth to CBD Walking and Cycling Connection
7. Tamworth Sports & Entertainment Precinct Transport Improvements

Freight projects

8. Northern Peel River Crossing
9. Manilla Road Upgrade
10. Moore Creek Road and Tribe Street Improvements
11. Jewry Street Upgrade
12. Wallamore Road Upgrade
13. Scott Road and Goonoo Goonoo Road Intersection Upgrade
14. Southern Access Route
15. Goonoo Goonoo Road Upgrade
16. Calala Lane and Goonoo Goonoo Road Intersection
17. Tamworth Global Gateway Park and Heavy Vehicle Rest Area
18. Western Freight Link

WORKSHOPS

The structure plan workshop is a critical step in the preparation of the structure plan and encourages collaboration and development of new ideas to ensure a holistic review is undertaken. The workshop involved collaboration between Council, Government agencies and landowners to gather insights, preferences, and aspirations from key stakeholders.

The ultimate goal of the workshop is to collaborate from the outset, ensuring that key stakeholders and their interests are respected and incorporated. This collaborative approach not only fosters trust and cooperation but also enhances the overall sustainability and success of the project.

SOUTHERN GATEWAY ACTIVATION PRECINCT

The key issues discussed during the process include:

- Staging of the development to enable larger lots to come online earlier and to support the cost for constructing the intersection onto Burgmanns Lane.
- Introduction of an active transport link in conjunction with landscaping treatment parallel to Burgmanns Lane to provide buffer.
- Rationalise the number of connections points onto Burgmanns Lane to protect the future Western Freight Link.
- Treatment of the interface of the transition zone between Stages 1 and 2.
- Re-location of the Civic Heart to avoid the strong winds and western sun.
- Inclusion of an additional connection point onto Burgmanns Lane further west of the Arcadia Estate access point.
- The proposed new quarry located in south-east corner of stage 2 is anticipated to operate for between 20 to 30 years. If the quarry is approved, it is not anticipated to significantly impact the long term vision for stage 2.
- Reduction of the number of on-site stormwater basins by potentially discharging directly into Timbumburi Creek.
- Provision of an active transport link into the Arcadia Estate.
- Water servicing constraints for lots above 431m contour.
- Inclusion of a large central park similar to Anzac Park in East Tamworth.
- Rationalise road layout to maximise solar access for future dwellings.
- The potential method for active transport connection across Burgmanns Lane.

KOOTINGAL RESIDENTIAL GROWTH PRECINCT

The key issues discussed during the process include:

- Limited access along Limbri Road, preferably with only one intersection.
- Retention and protection the vegetation cluster in the precinct.
- Investigation provision of two (2) 2,000sqm parks rather than just one big central park.
- Provision of at least two (2) storm water detention basins along the western boundary.
- Exploring opportunities to co-locate the open space with the detention basins.
- Active transport connections back into the Kootingal urban area.
- Potential for a future road connection and/or active transport link via Carol Drive.
- Significant upgrades to the Kootingal Sewer Treatment Plant to enable the development.

TAMWORTH SPORTS AND ENTERTAINMENT PRECINCT

The key issues discussed during the process include:

- Reinforce the need for an improved active transport network and an integrated transport hub within the precinct.
- Provision for medium density housing in the western portion of the Longyard Golf Course.
- Provision for a new clubhouse and tourist and visitor accommodation in the eastern portion of the Longyard Golf Course.
- The need for pedestrian activation, a high street, short-term accommodation and hotels.
- Agreement on the former athletics track being the site best placed for future land uses which support the AELEC.
- Potential for a stadium on the former athletics site. This use may conflict with AELEC and also lack of parking facilities to support a stadium.
- Investigation of uses and activities that will support and promote the growth of AELEC and the sports precinct.
- Ensure the adjoining land uses don't restrict the operation of AELEC.
- Create an indicative concept layout for the former athletics track which supports the AELEC and the objectives of the SP3 Tourist zone.
- Construct a road within Cartwheel Way to link Longyard Drive and Greg Norman Drive to alleviate traffic congestion of the road network.



Figure 4 Location Of Projects (Source: Tamworth Integrated Transport Plan)

KEY OUTCOMES

These structure plans were undertaken to ensure the future housing needs are met as well as to enhance the tourism and recreation facilities of the region. The following section summarises the key outcomes.



HOUSING FOR EVERYONE

The Tamworth region has the potential to offer a diverse range of new homes, from more affordable, smaller-sized dwellings to spacious lifestyle homes on large blocks. The investigation precincts are ideally situated to provide a mixture of housing types within proximity to Tamworth and Kootingal.



BEST PRACTICE DESIGN

Future residential areas have the potential to set a benchmark for quality neighbourhood design. The structure plans are crafted to respect the topography, key view corridors, surrounding character and natural landscape.

Local character will be further defined through thoughtfully designed streetscapes and high-quality architectural design.



ENHANCE SPORTS AND TOURISM

Support Tamworth's regional sporting facilities and entertainment venues by facilitating complementary land uses such as short-term accommodation, retail spaces, cafés, and food and beverage outlets. This initiative aims to boost local tourism, provide high-quality recreational facilities, and create a vibrant precinct.



SUPPORT AELEC

Support the AELEC by ensuring surrounding land uses are compatible and don't restrict the facility's operational integrity and safety, therefore maintaining its status as a premier venue for equine and livestock events.



IMPROVE PUBLIC DOMAIN

The three precincts provide opportunity to create new recreational open spaces including local parks, a hill-top and district park, vegetated Blue-Green corridors and tree retention. This will be seamlessly integrated into the overall open space network, allowing the community to engage with nature and enjoy green amenities.



SUSTAINABILITY

Sustainability initiatives can be incorporated in all three precincts to create a healthier and cooler community by prioritising green spaces, riparian corridors and biodiversity.



SOUTHERN GATEWAY ACTIVATION PRECINCT



VISION

The vision for the precinct is to cater for the future urban growth of Tamworth through a vibrant, inclusive community with diverse housing options, seamlessly integrated with the natural environment and surrounding areas including the adjoining Arcadia and Kingswood Residential Estates.

At the heart of this precinct will be a central Civic Hub featuring commercial spaces, a potential school, and open areas to meet the needs of future residents. In the short term, 4,000m² lots will be delivered in response to the existing urban fabric. Over the long term, lots ranging from 450m² to 2,000m² will be delivered to accommodate the varying housing needs of the future residents.

The plan prioritises active transport, with interconnected walking and cycling paths to promote a healthy, sustainable lifestyle. The vision aims to support a sustainable urban growth for Tamworth that will create a thriving and connected community.

STRATEGIC ALIGNMENT

New England North West Regional Plan 2041

- Objective 1 – Coordinate land use planning for future growth, community need and regional economic development (Strategy 1.1, 1.2 and 1.3);
- Objective 6 – Coordinate the supply of well-located employment land (Strategy 6.1);
- Objective 8 – Adapt to climate change and natural hazards and increase climate resilience (Strategy 8.3);
- Objective 12 – Protect regional biodiversity and areas of high environmental value (Strategy 12.1);
- Objective 13 – Provide well located housing options to meet demand (Strategy 13.2 and 13.3);
- Objective 18 – Public spaces and green infrastructure support connected, inclusive and healthy communities (Strategy 18.1);
- Objective 20 – Improve state and regional freight connectivity (Strategy 20.1); and
- Objective 21 – Improve active and public transport networks (Strategy 21.1).
- Tamworth Local Government Narratives identifies this precinct for future residential investigation.

Blueprint 100 Part One

- Priority Initiative 2.2 – Better manage rural residential development (Action 2.2.1 and 2.2.1);
- Planning Priority 2.6 – More diverse housing choices (Action 2.6.3);
- Priority Initiative 5.2 – More efficient road network (Action 5.2.2); and
- Priority Initiative 5.5 – Promote walking and cycling (Action 5.5.1).

Blueprint 100 Part Two: LSPS 2020

- Planning Priority 1 – Facilitate smart growth and housing choices (Action SG5);
- Planning Priority 2 – Create a prosperous region (Action PR8);
- Planning Priority 4 – Connect our regions and its citizens;
- Planning Priority 5 - Design with nature (Action DN5); and
- Planning Priority 7 – Deliver durable infrastructure (Action DD2).

Tamworth Regional Housing Strategy 2024

- Priority 1 – Provide for sustainable growth that is supported by infrastructure (Action 1.2); and
- Priority 2.2 – Encourage a diverse range of housing.

UNDERSTANDING PLACE

The local place characteristics of the precinct are defined by five (5) key elements including: surrounding land use zones, access and movement, edge interface, open space and flooding.

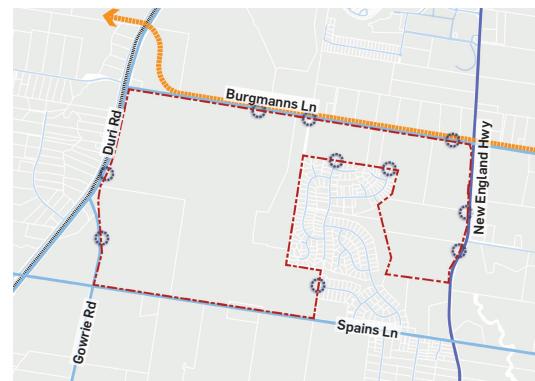
SURROUNDING LAND USE ZONES



LEGEND

 	Precinct Boundary
SURROUNDING LAND USE ZONES	
 R5 - Large Lot Residential Zone R1 - General Residential Zone R2 - Low Density Residential Zone RU4 - Primary Production Small Lots Zone RE2 - Private Recreation Zone (Longyard Golf Course) SP3 - Tourist (Tamworth Regional Sports and Entertainment Precinct) E1 - Local Centre E3 - Productivity Support	

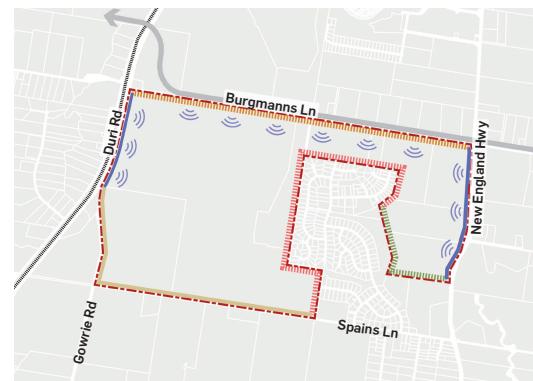
ACCESS AND MOVEMENT



LEGEND

 	Precinct Boundary
ACCESS AND MOVEMENT	
 Railway > Future Western Freight Link Burgmanns Lane runs along the northern boundary of the precinct and is identified as the future Western Freight Link. — Major Road New England Highway runs along the eastern boundary of the precinct. — Existing Local and Regional Roads Duri Road and Gowie Road runs along the western boundary. Spains Lane runs along the southern boundary. Burgmanns Lane runs along the northern boundary. ○○○○○ Existing Access to the Precinct Multiple driveways are located off the New England Highway, Burgmanns Lane, Duri Road and Gowie Road.	

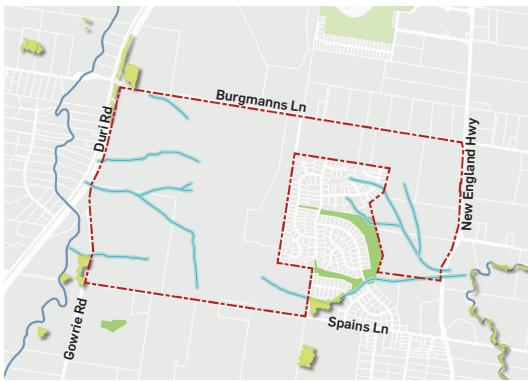
EDGE INTERFACE



LEGEND

 	Precinct Boundary
EDGE INTERFACE	
 Interface with Future Western Freight Link — Interface with Highway / Railway Interface with Residential Lots Interface with Drainage Reserve (Restricted Access) — Interface with Rural Land — Interface with Transport Corridors Noise and air pollution impact from the interfaces with highway / railway / freight line should be considered.	

OPEN SPACE



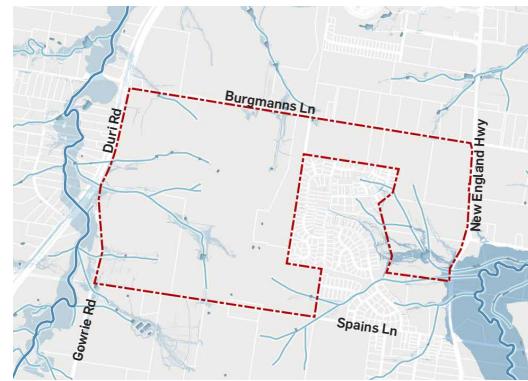
LEGEND

Precinct Boundary

OPEN SPACE AND BIODIVERSITY

- Existing Plant Communities
- Existing Open Space
- Golf Course
- Creeks
- Ephemeral Drainage Line

FLOODING



LEGEND

Precinct Boundary

FLOODING

- Creeks
- Ephemeral Drainage Line
- Flooding Affected Area
Indicative extent of flood affected area along the creeks in the low elevation area.

KEY INSIGHTS

- Integrate with the existing large lot residential area (Kingswood Estate)
- Integrate and enhance the ephemeral drainage lines within future development.
- Minimise access points onto Burgmanns Lane (Future Western Freight Link).
- Provide connections to Gowrie Road, Spains Lane and Duri Road.
- Avoid connections onto the New England Highway.
- Incorporate landscape buffers along Burgmanns Lane and New England Highway.
- Exclude the developable areas from the flood-affected zone.

TOPOGRAPHY

The precinct features a diverse and dynamic topography. The landscape is characterised by gentle rolling hills, providing a mix of elevated and low-lying areas. This varied terrain offers opportunities for scenic views and diverse housing options, enhancing the aesthetic appeal of the community.

Elevated areas and ridgelines offer panoramic views of the surrounding countryside and the city of Tamworth. These high points are ideal for landmark developments, such as open space, which can serve as community focal points and recreational destinations.

KEY INSIGHTS

- Optimise the distant views to the hills from the high points.
- Create view corridors from the high points to low points through street and open space orientation.
- Leverage the ridgelines within the precinct for primary street corridors.
- Optimise the developable area within the flatter areas and include larger lots development within the areas of steep slopes.

LEGEND (Refer to Page 21)

- Precinct Boundary
- Surrounding Cadastre
- Existing Road Network
- View Corridors

ELEVATION (M)



TOPOGRAPHY AND LANDFORM

1m/10m Contours

The precinct is characterised by an undulating topography that varies in RL by over 65m.

Local High Points

- Local high points are located along the ridgelines that varies in RL 423-465m.
- Highest point situated in the mid-south of the precinct.

Local Low Points

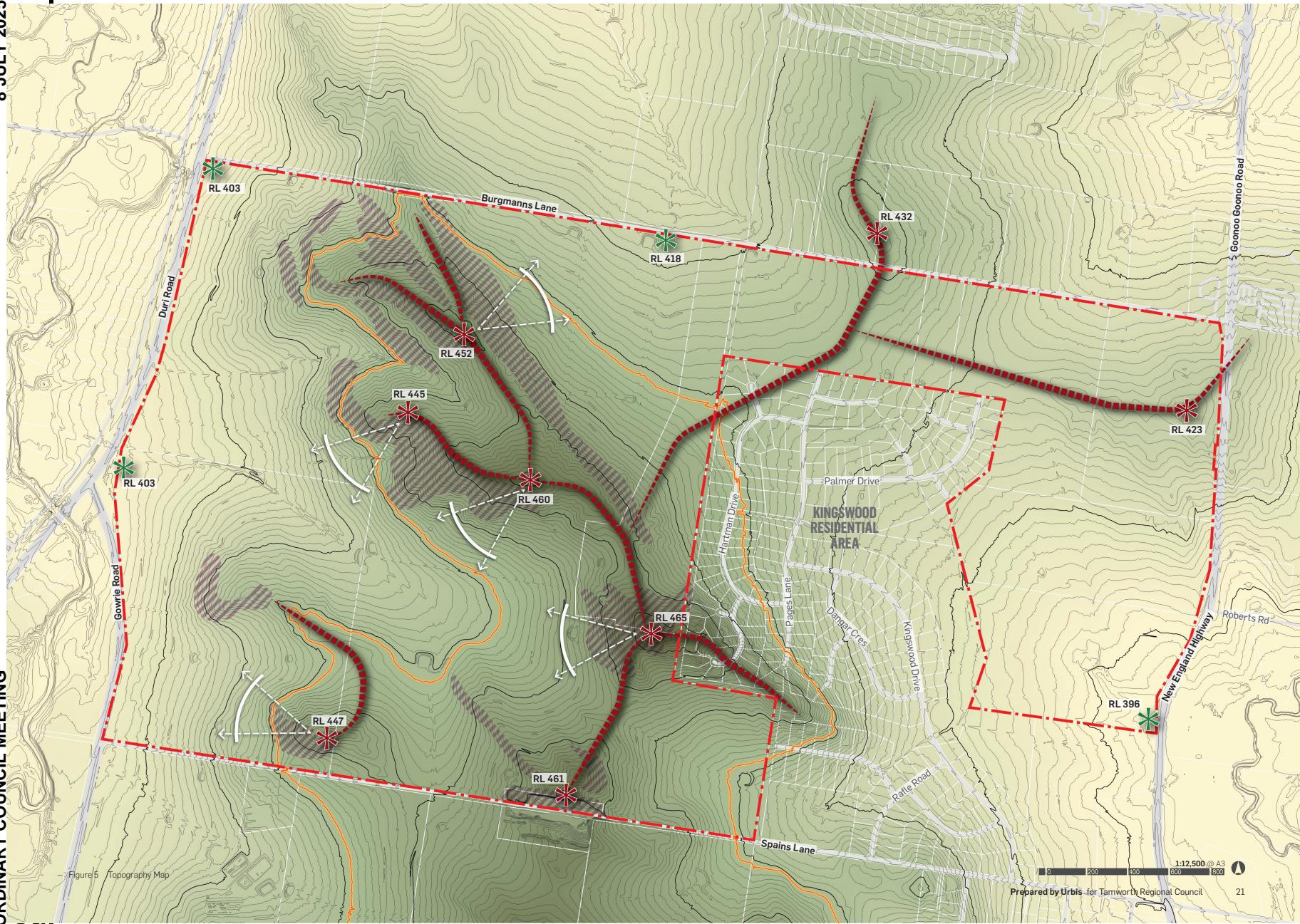
- Local low points are located along the precinct boundary in the west, north, and southeast that varies in RL 396-418m.
- Lowest point situated in the southern-east corner of the precinct.

Ridgeline

One main ridgeline runs north-south along the precinct's east, with one spur extending to the east and a few more extending to the west.

Indicative Steep Area (Slope > 10%)

Steep slopes within the precinct are predominantly situated in the northeast and south portion of the precinct, along the ridgelines and major high points.



IMMEDIATE CONTEXT

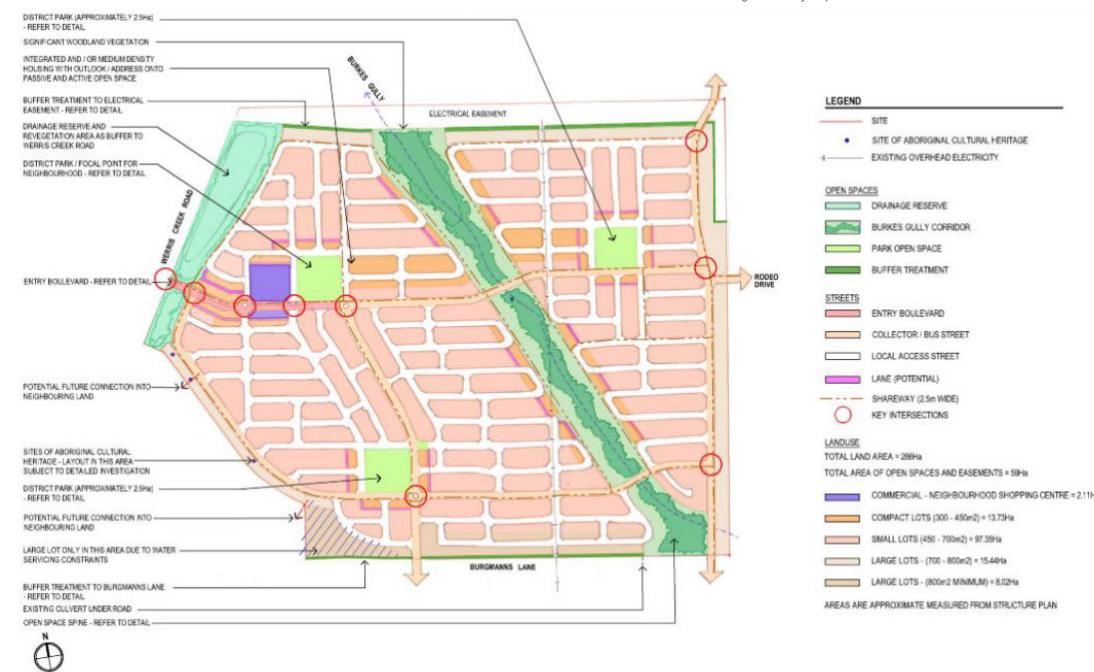
ARCADIA ESTATE

Situated on the southern side of Tamworth, Arcadia Estate is a master planned subdivision offering a range of housing options to cater to various lifestyles and family requirements.

Arcadia Estate will accommodate up to 2,350 dwellings and include a local centre.

KEY INSIGHTS

- Opportunity to expand on the urban design principles established within Arcadia Estate.
- Provide active transport linkage between the precinct and Arcadia Estate via Burkes Gully.
- Consolidate intersections on Burgmanns Lane such as locating SGAP and Arcadia Estate entrances opposite each other.



KINGSWOOD ESTATE

The Kingswood Estate is an established rural residential estate located on the southern fringe of Tamworth. The Kingswood Estate offers a harmonious blend of contemporary housing and green spaces with a predominant lot size of 4,000m².

KEY INSIGHTS

- Opportunity to continue and respect the urban grain established within the Kingswood Estate.



Figure 9 Aerial Map of Kingswood Estate



Figure 8 Key Map



Figure 10 Detached Residential Dwellings in Kingswood

CONSTRAINTS AND OPPORTUNITIES

A detailed precinct analysis was undertaken to understand the opportunities and constraints of the precinct and identify the potential challenges and unique features to inform the structure plan. The findings are summarised below and shown in Figure 11.

CONSTRAINTS

Future Western Freight Link and Restricted Access

Burgmanns Lane is proposed to form part of the future Western Freight Link. A key outcome is to restrict access points onto Burgmanns Lane to protect the future Western Freight Link. The establishment of the future Western Freight Link will require land acquisition for road widening.

New England Highway

The New England Highway runs along the eastern boundary, which results in limited access and acoustic impacts along this boundary.

Interface to Existing Residential Developments

Carefully consider the interface to the existing residential developments to reduce and mitigate amenity impacts.

Servicing

This precinct will need significant infrastructure upgrades, including a new water reservoir, trunk mains, trunk gravity mains, sewage pumping stations and rising mains.

OPPORTUNITIES

Staging

The size of the precinct facilitates the delivery of a staged structure plan which will comprise:

- **Stage 1** – Large lot residential (4000m²) which will be serviced with reticulated water and On-site Sewerage Management System (OSSM); and
- **Stage 2** – Full urban residential (450m² – 2000m²) and potential civic centre which will be serviced with reticulated water and sewer.

Connection to Surroundings

Extension of on Pages Lane, Palmer Drive and Worboys Road in Kingswood as part of Stage 1

Active Transport

Utilise Burgmanns Lane, New England Highway and Yules Road to provide an active transport network that connects to the broader Tamworth active transport network.

Civic Heart

Stage 2 provides the opportunity to locate the civic heart/ local centre that is centrally located within the medium density precinct and in proximity to the blue-green corridor.

Open Space

The flatter terrain towards the centre of Stage 2 proves to be an ideal location to locate the future open space.

Existing Tree Lines (Wind Breakers)

Utilise the wind breakers to orient roads and active transport networks which will assist in reducing wind resistance and potentially shield users from harsh weather conditions.

Blue/Green Corridors

Opportunity to enhance the natural landscape of the precinct with the provision of active transport and landscape features along this corridor.

LEGEND (Refer to Page 25)

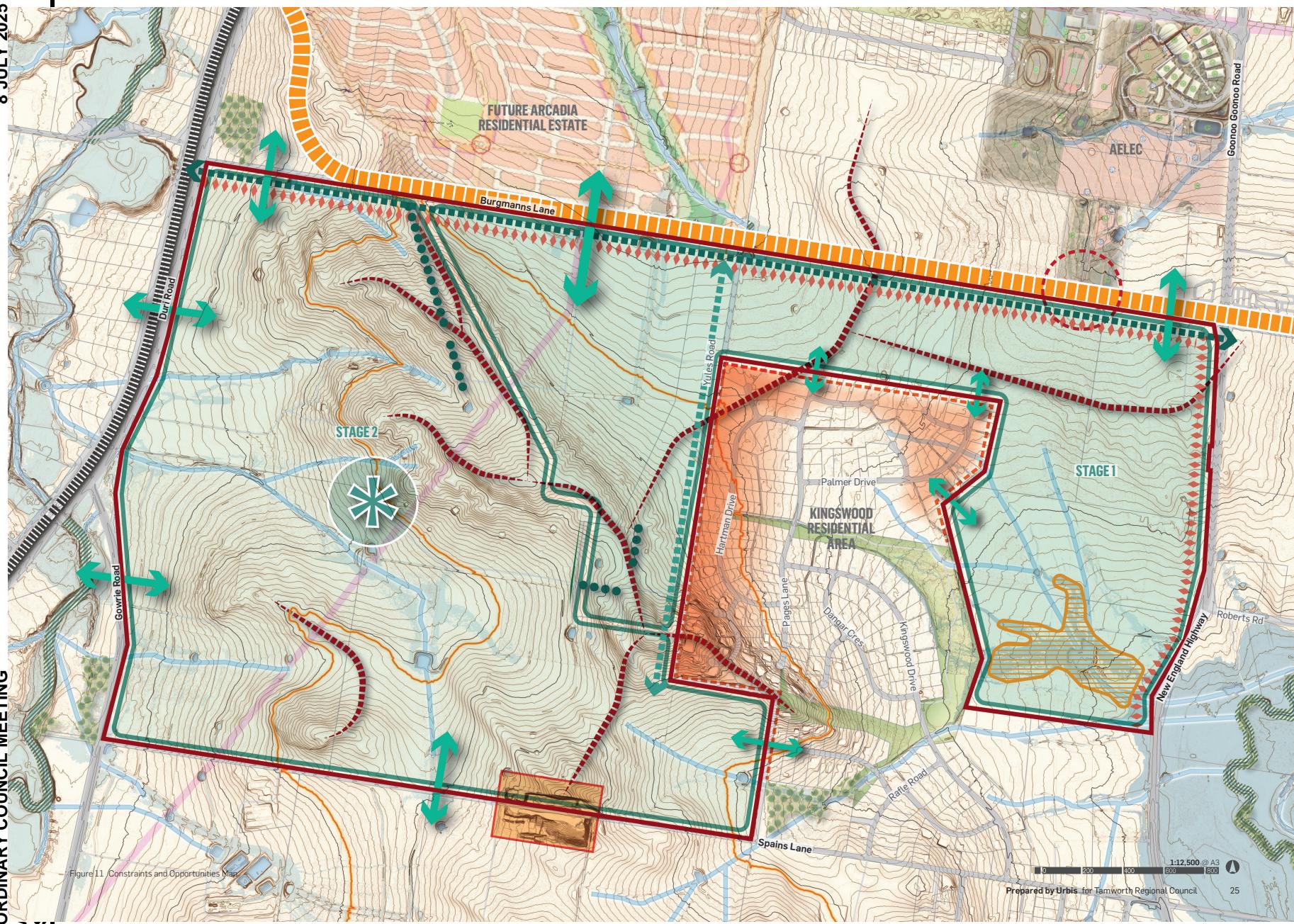
■	Precinct Boundary
■	Roads
■	Ephemeral Drainage Line
 	Railway
 	Ridgeline
—	RL 431

CONSTRAINTS

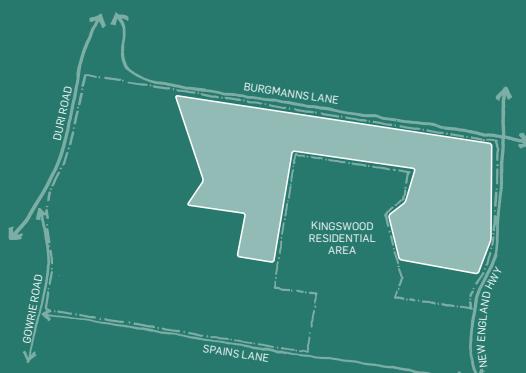
 	Flooding Zone
■	Existing Quarry
■■■■	Residential Interface
 	Future Western Freight Link
◆◆◆◆	Restricted Access Interface
○○○○	Constrained Access

OPPORTUNITIES

■	Potential Staging Boundary
—	Open Space Location
↔↔	Access Points
←→	Potential Active Transport Link
●●●●	Existing Tree Lines (Wind Breakers)



KEY CONSIDERATIONS



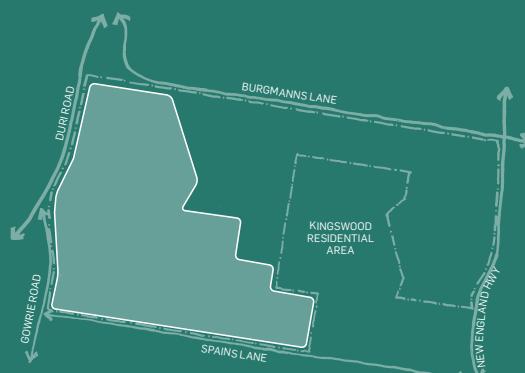
CHARACTER RESPONSE

Respond to the existing Kingswood Estate by continuing the existing large lot residential lot size (4,000m²) along Burgmanns Lane to the existing ridgeline. This ensures the existing visual character will be maintained and provides a clear delineation between Stages 1 and 2.

This approach ensures continuity with the existing neighbourhood character, offering spacious living options while integrating seamlessly with the surrounding area. This approach respects the established lot size, fostering a cohesive community aesthetic and maintaining the area's appeal.

The provision for additional 4000m² lots is consistent with Councils Blueprint Part 2: LSPS 2020 which identifies the area north of Kingswood Estate as a preferred location for additional 4000m² lots.

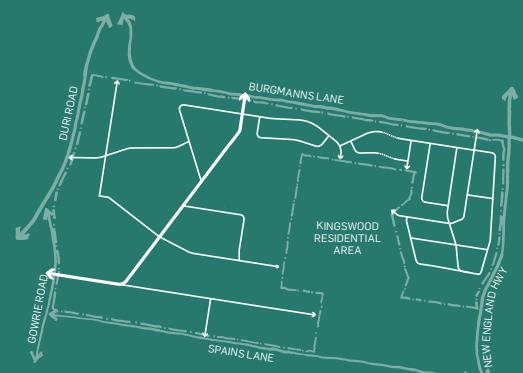
The identified land parcel will form part of Stage 1 of the structure plan. It is expected Stage 1 will be coming online in the next 2-5 years.



FUTURE PROOF

Future proof the remainder of the precinct to protect this strategically important piece of land to cater for the long term future growth of Tamworth. It is envisage the identified land parcel will provide a mixture of lots sizes (450 m² – 2000 m²) and housing typologies, multi-use green spaces, utilities, and active transport networks. This approach ensures the precinct can evolve with changing demographics and housing demands, maintaining a sustainable and resilient community in Tamworth.

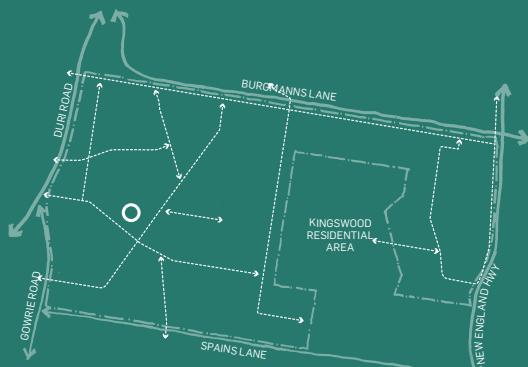
Council's Tamworth Regional Housing Strategy 2024 identifies that Tamworth has capacity under the existing urban land use planning controls to meet demand for the next 23 years, therefore Stage 2 will be protected as the long term growth area to meet the future demand for urban residential land.



ROAD NETWORK

Develop an interconnected road network that enhances connectivity within the precinct and to the Kingswood residential area. A primary thoroughfare will serve as the backbone of the development connecting Burgmanns Lane to Gowrie Road.

This network will feature a hierarchy of roads, including a primary arterial road for efficient traffic flow and secondary streets that promote local access and circulation. The design will align with the natural blue/green corridor, incorporating green buffers and wind breakers through strategic tree planting, enhancing environmental sustainability and aesthetic appeal.

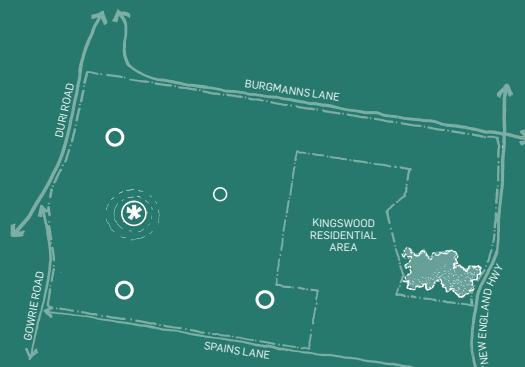


ACTIVE TRANSPORT

Provide an interconnected network of walking and cycling paths that seamlessly integrate with both the blue/green corridors and the established road network.

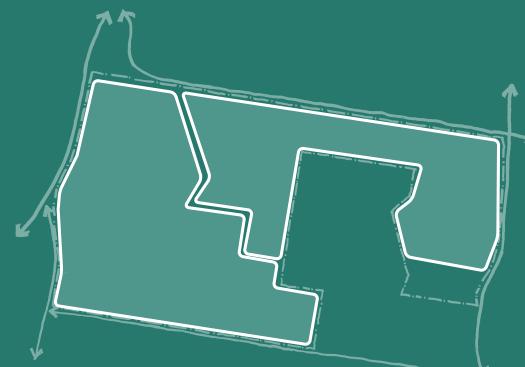
These paths will follow the natural contours of the waterways, providing scenic, shaded routes that encourage walking and cycling, while strategically intersecting with the main and secondary roads to ensure connectivity. This cohesive approach creates an attractive and functional environment.

The proposed active transport network will connect to the broader Tamworth active transport network.



OPEN SPACES

Create a diverse network of recreational areas integrated with the natural landscape to support the future residents of the precinct. Stage 2 includes a District Park, Neighbourhoods Parks and Local Park. All open space areas should be embellished to a standard consistent with Councils Open Space Management Strategy. Drainage reserve should also be utilised for passive recreation to provide linkages to the wider active transport network and open space.



HOUSING DIVERSITY

Provide a range of housing options to meet various needs and preferences of future residents, whilst addressing both immediate shortages and long-term demands. The structure plan responds by incorporating large lots (4,000m²) as part of Stage 1 and a variety of standard urban lots (450m² – 2,000m²) and medium-density development in Stage 2 to cater for long term future demand. This is consistent with Blueprint 100 Part 2: LSPS 2020 and the Tamworth Regional Housing Strategy 2024.

STRUCTURE PLAN

LEGEND (Refer to Page 29)

	Precinct Boundary
	Lot Boundaries
	Future Residential Area Stage 1 Large lots of 4,000m ² located adjacent to the existing Kingswood residential area.
	Future Residential Area Stage 2 Mixture of lot typology ranging from 450-2000m ² to provide housing choice and increase residential density for the future population.
	Potential Detention Basins A number of detention basins are distributed within the precinct to facilitate with efficient drainage and water flows.
	Drainage Reserve A secondary open space leveraging incorporating the flood prone zone with landscape elements and the use of native plant species.
	Civic Heart Proposed civic heart along the Blue-Green corridor and main road with the potential to incorporate a school and retail / commercial uses i.e. small supermarket, restaurants and medical centre co-located with a local park.
	Proposed Intersections Three on Burgmanns Lane and one each on Duri Road, Gowrie Road and Spains Lane.
	Intersection Upgrade Long term upgrade of the New England Highway and Burgmanns Lane (Future Western Freight Link)
	Potential Temporary Access Proposed temporary access along Burgmanns Lane from Yules Road to facilitate development for the eastern lots.
	Existing Quarries Existing road side quarries located in the Spains Lane road reserve.

 **400m Radius from Open Space**
Radius demonstrating the accessibility of open spaces within a 5 minute walking distance.

 **Potential Hill Top Park**
A passive recreational park co-located with likely future water reservoir.

 **District Park**
Co-location of a district park with the Civic heart to improve the amenity provisions for the community and should be embellished to a high standard and accommodate multi purpose lawn, playground, BBQ facilities, parking and footpaths.

 **Neighbourhood Parks**
Indicative open space/park locations within Stage 2 of the structure plan, evenly distributed across the precinct, accommodating multi purpose lawn, playground, BBQ facilities and footpaths.

 **20m Land Dedication for Western Freight Link**
Indicative open space/park locations within Stage 2 of the structure plan, evenly distributed across the precinct and include playground, parking and footpaths.

 **Existing Tree Lines (Wind Breakers)**
Retain the existing trees and utilise it to guide road, active transport and lot alignments.

 **Blue-Green Corridor**
Establish a Vegetated Blue-Green Zone along the creek corridors for passive recreation and to revitalise the existing corridors.

 **Main Road Network**
A well-integrated and legible main road network to balance the movement and place outcomes of the precinct.

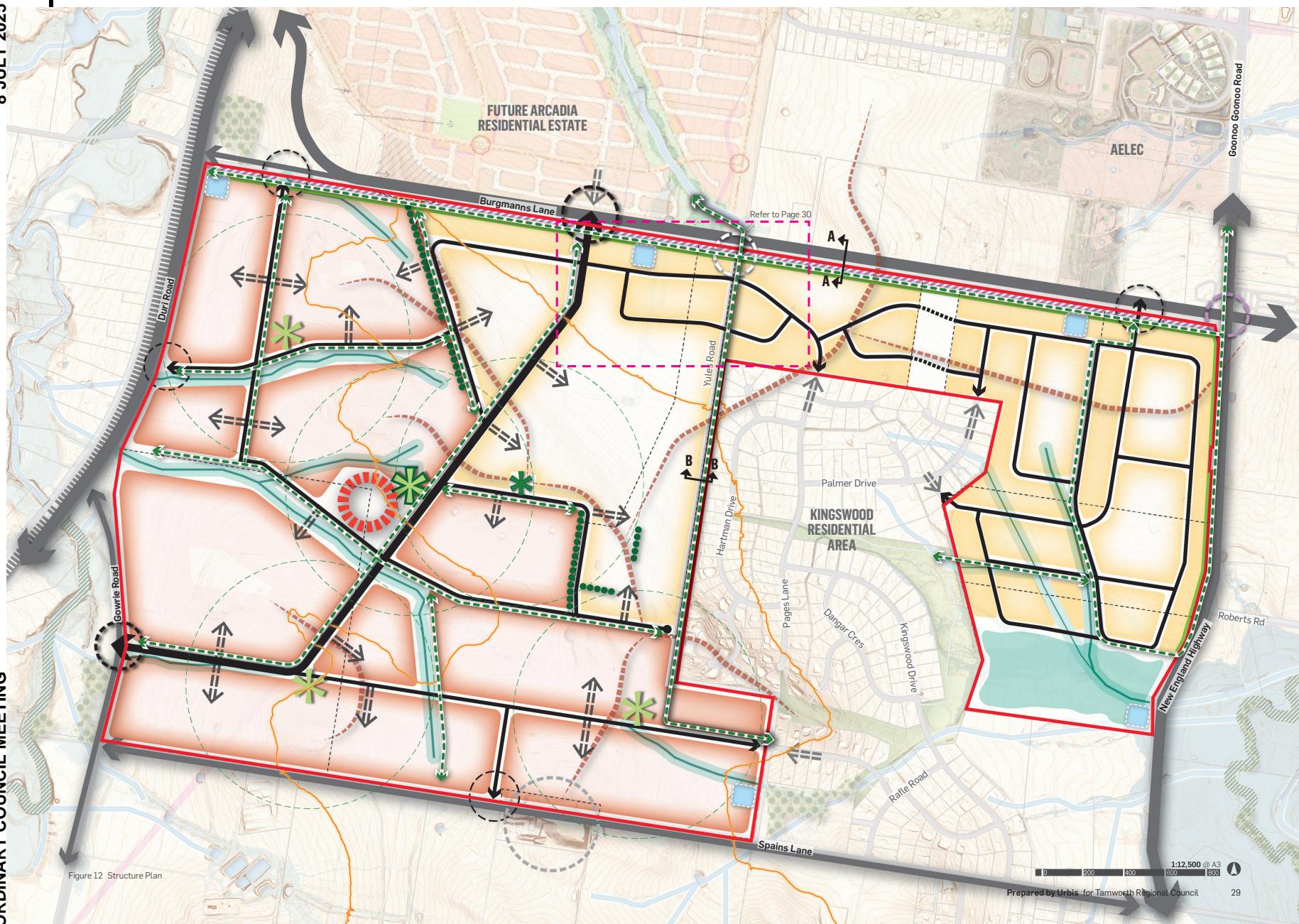
 **Active Transport**
Shared pedestrian and cycleway routes along main roads, local roads, drainage reserve and green corridors, linking the neighbourhood to key surrounding areas. Also establish a link to the Arcadia precinct.

 **Potential Secondary Road Connections**
Opportunity to introduce secondary internal roads to increase connectivity of the precinct.

 **Ridgeline**
Alignment of roads and placement of open spaces in response to the existing topography.

 **Acoustic Treatment along New England Highway**
5-10m acoustic buffer from the main roads to reduce noise impacts to the future developments.

 **Water Servicing Limit 431 AHD**
Where elevations approach or goes beyond the existing level of the reservoir (431 AHD approx.), options will need to be investigated to service these lots for Council considerations as part of a future servicing strategy.



INDICATIVE STAGE 1 SUBDIVISION

The indicative subdivision plan illustrates the indicative road and lot layout for Stage 1 of the precinct. The lot pattern responds to the established character of Kingswood and are designed to be fairly regular in shape to maximise the usability and efficiency of the land.

LEGEND

- Precinct Boundary
- Lot Boundaries
- Indicative Sub-Division Layout
Indicative 4,000m² lot layout within Stage 1 to demonstrate layout options and lot distribution.
- Future Residential Area Stage 1
Large lots of 4,000m² located adjacent to the existing Kingswood residential area.
- Potential Detention Basins
A number of detention basins are distributed within the precinct to facilitate with efficient drainage and water flows.
- Active Transport
Shared pedestrian and cycleway routes along main roads, local roads, drainage reserve and green corridors, linking the neighbourhood to key surrounding areas. Also establish a link to the Arcadia precinct and wider Tamworth active transport network.

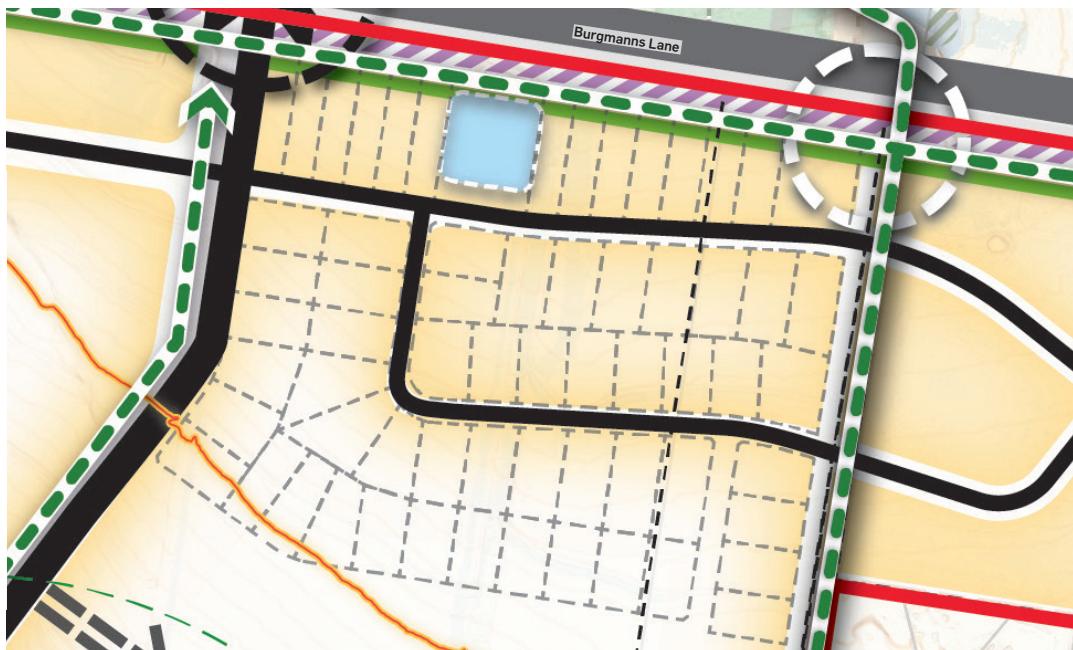


Figure 13 Indicative Subdivision Plan

INDICATIVE STREET SECTIONS

The indicative street sections below demonstrate the interface with Burgmanns Lane and Yules Road.

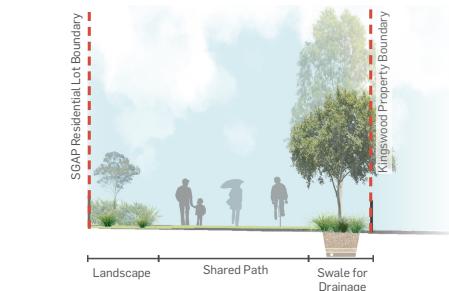
SECTION A-A

BURGMANNS LANE



SECTION B-B

YULES ROAD



INFRASTRUCTURE OUTCOMES

Transport

Additional roads will be required to accommodate population growth within the precinct. This structure plan identifies the approximate location for suitable future major road connections, based on future residential growth, as well as the impacts of this growth on the existing road network and traffic flows. The provision of additional road connections and upgrades to the existing network is critical to facilitating future development. The following road connections are proposed:

- Burgmanns Lane - Construction of two new intersections on Burgmanns Lane as part of Stage 1. This road will form part of the future Western Freight Link which will be delivered by Transport for NSW. While early investigations are ongoing no set timeframe has been placed on the delivery of the Western Freight Link. Nonetheless, an important consideration as part of this structure plan is the protection of this key future freight transport route. Road connections along the Western Freight Link have been restricted to two and located in manner to compliment the future Arcadia Estate and future New England Highway and Burgmanns Lane intersection upgrade works.
- Burgmanns Lane, Duri Road, Gowrie Road and Spains Lane - Construction of new road connections on Burgmanns Lane, Duri Road, Gowrie Road and Spains Lane as part of Stage 2.
- Pages Lane, Palmer Drive and Worboys Road – Extension of Pages Lane, Palmer Drive and Worboys Road as part of Stage 1.

Temporary road connections onto Burgmanns Lane will only be considered in exceptional circumstance and should be avoided. Any proposed temporary road connection will be considered in consultation with Transport for NSW.

A road connection to the New England Highway is not supported. Furthermore, all lots must be serviced by an internal public road. Direct lot access onto New England Highway, Burgmanns Lane, Duri Road, Gowrie Road or Spains Lane will not be supported.

The road network within the precinct must be designed in consideration of influencing driver behaviour and reducing vehicle speeds. This may include traffic calming measures, road hierarchy and/or minimising the length of straight roads.

Water

The existing Kingswood reservoir can service the majority of Stage 1. Where elevations approach or goes beyond the existing level of the reservoir, or head loss within the reticulation system governs pressure drops, options will need to be investigated to service these lots for Council considerations as part of the Stage 1 rezoning process. A servicing strategy would need to be developed for Council consideration, which would form part of the Stage 1 rezoning process.

The development of Stage 2 will require a combination of trunk water mains and a new water reservoir. An servicing strategy must be prepared as part of any future rezoning of Stage 2 to detail how water infrastructure will be delivered to Stage 2.

The provision of reticulated water to the precinct is currently not in a Council delivery plan with the focus on the long term (20+ years) delivery for existing zoned growth areas.

Sewer

All lots located in Stage 1 will be serviced via On-site Sewerage Management System (OSSM).

Infrastructure required to service Stage 2 will comprise a combination of new trunk gravity mains, new sewage pumping stations and new rising mains. An servicing strategy must be prepared as part of any future rezoning of Stage 2 to detail how sewer infrastructure will be delivered to the precinct.

The provision of reticulated sewer to the precinct is currently not in a Council delivery plan with the focus on the long term (20+ years) delivery for existing zoned growth areas.

Stormwater Drainage

This structure plan recommends that overland flow paths/ephemeral drainage lines be retained as part of future developments within this area. However, some overland flow paths will be required to be redesigned through the development process.

This structure plan nominates the indicative location of onsite detention basins. Council's preference is for a regional solution for the management of stormwater given the multiple ownership pattern.

Individual detention basin/s which service a single development will only be considered in exceptional circumstance and should be avoided.

Open Space and Recreation

This structure plan identifies that a number of new parks will be required as part of future developments. Whilst the total area of these parks is yet to be determined, the structure plan identifies one (1) hilltop and three (3) local parks and one (1) district park in Stage 2. The parks have been located to ensure future occupants are within 400m radius of open space. No parks are proposed for Stage 1 given this will be large lot residential (4000m²). It is proposed to integrate the flood liable land in the south-east portion of Stage 1 into the existing drainage reserve which serves Kingswood Estate to provide opportunities for passive recreation.

It is considered the dedication and embellishment of the public parks will form part of a future Development Contributions Plan for the precinct.

Active Transport

This structure plan recommends a number of new shared pathways, with the aim to improve pedestrian and cyclist connections between both existing and future residential areas and the main internal and external attractors.

These proposed connections will be important components in ensuring that the growing community has ease of access to local community facilities, as well as sporting grounds and playgrounds and include:

- Repurposing of Yules Road from an unsealed road to a new shared pathway providing a north-south connection from the study area to the Arcadia Estate.
- A new shared pathway along Burgmanns Lane.
- Two new shared pathways to the north connecting to the wider Tamworth active transport network. One will connect directly into the Arcadia Estate along Burkes Gully while the second will connect in the proximity to the Burgmanns Lane/New England Highway intersection. These connections will be dependent on the extension of the existing active transport network out to the precinct.
- Intersections will improve the safety of this crossing and encourage increased usage by the community.

A key consideration is the crossing of Burgmanns Lane to connect the precinct to the wider external active transport network. The type of crossing could take many forms (overpass, underpass or level crossing etc.) and it is considered continued dialogue between Council, Transport for NSW and stakeholders will be necessary to determine the most appropriate pedestrian crossing.

Community

This structure plan identifies a new district level multi-purpose Civic Hub as part of Stage 2. It is envisaged this hub may include commercial uses i.e. small supermarket, restaurants and medical centre co-located with a local park. The exact nature of the Civic Hub will be determined in the future and will be driven by population growth and surrounding commercial areas.

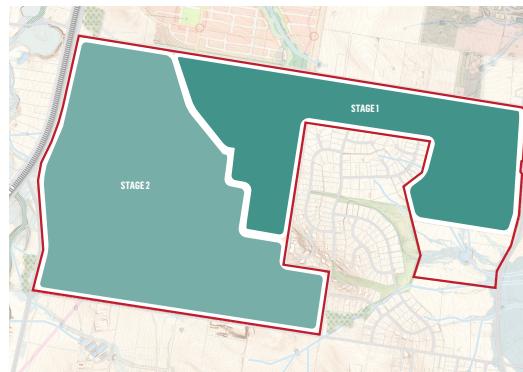
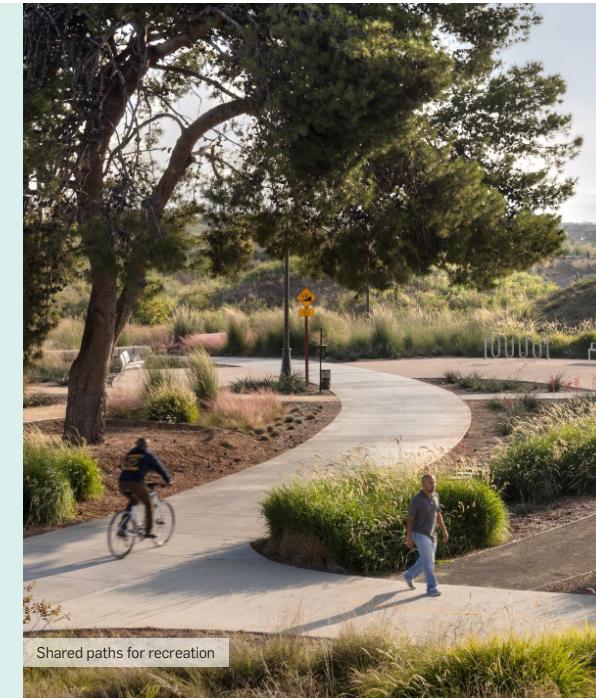


Figure 14 Indicative Project Staging

PRECEDENT IMAGERY







KOOTINGAL RESIDENTIAL GROWTH PRECINCT

VISION

The vision for Kootingal is to extend the urban footprint, improve housing diversity and ensure sustainable growth while preserving the town's unique character.

This plan is designed to integrate new developments with the existing heritage item, Moonby House, and its surrounding large lots and tree clusters.

The Blue-Green corridor is maintained to enhance the ecological balance and community well-being. The aim is provide a seamless connection between urban and natural environments.

A key component of the vision is the creation of a safe and connected pedestrian network. This will enhance the active transport options available to residents, encouraging walking and cycling.



STRATEGIC ALIGNMENT

New England North West Regional Plan 2041

- Objective 1 – Coordinate land use planning for future growth, community need and regional economic development (Strategy 1.1, 1.2 and 1.3);
- Objective 8 – Adapt to climate change and natural hazards and increase climate resilience (Strategy 8.3);
- Objective 12 – Protect regional biodiversity and areas of high environmental value (Strategy 12.1);
- Objective 13 – Provide well located housing options to meet demand (Strategy 13.2 and 13.3);
- Objective 18 – Public spaces and green infrastructure support connected, inclusive and healthy communities (Strategy 18.1); and
- Objective 21 – Improve active and public transport networks (Strategy 21.1).

Blueprint 100 Part One

- Priority Initiative 2.2 – Better manage rural residential development (Action 2.2.1 and 2.2.1);
- Planning Priority 2.6 – More diverse housing choices (Action 2.6.3);
- Priority Initiative 5.2 – More efficient road network (Action 5.2.2); and
- Priority Initiative 5.5 – Promote walking and cycling (Action 5.5.1).

Blueprint 100 Part Two: LSPS 2020

- Planning Priority 1 – Facilitate smart growth and housing choices (Action SG5);
- Planning Priority 2 – Create a prosperous region (Action PR8);
- Planning Priority 3 – Build resilient communities (Actions RC1 and RC2);
- Planning Priority 5 - Design with nature (Action DN5); and
- Planning Priority 7 – Deliver durable infrastructure (Action DD2).

Tamworth Regional Housing Strategy 2024

- Priority 1 – Provide for sustainable growth that is supported by infrastructure (Action 1.2); and
- Priority 2.2 – Encourage a diverse range of housing.

UNDERSTANDING PLACE

The local place characteristics of the precinct are defined by five (5) key elements including: surrounding land use zones, access and movement, edge interface, open space and flooding.

SURROUNDING LAND USE ZONES



LEGEND

Precinct Boundary

SURROUNDING LAND USE ZONES

- R5 - Large Lot Residential Zone
- R1 - General Residential Zone
- RU1 - Primary Production
- RU4 - Primary Production Small Lots Zone
- RE1 - Public Recreation

ACCESS AND MOVEMENT



LEGEND

Precinct Boundary

ACCESS AND MOVEMENT

- Railway
- Major Road
- Limbri Road runs along the southern boundary.
- Existing Access to the Precinct
- The existing access points to the precinct are situated along the southern boundary off Limbri Road.

EDGE INTERFACE



LEGEND

Precinct Boundary

EDGE INTERFACE

- Interface with Road / Railway
- Interface with State Heritage listed Moonby House
- Interface with existing Large Lot Residential
- Interface with Blue-Green Corridor (Restricted Access)
- Gradient Zone along Limbri Road
- Interface with Transport Corridors
- Noise and air pollution impact from the interfaces with road / railway should be considered.

OPEN SPACE



LEGEND

Precinct Boundary

OPEN SPACE AND BIODIVERSITY

Existing Plant Communities

Significant tree cluster is situated to southeast corner of the precinct with potential biodiversity value.

Existing Open Space

Open Space along Blue-Green Corridor

Indicative Blue-Green Corridor

FLOODING



LEGEND

Precinct Boundary

FLOODING

Ephemeral Drainage Line

Flooding Affected Area

Indicative extent of flooding affected area along the creeks in the low elevation area.

KEY INSIGHTS

- Respond and integrate with the existing and varied land uses which surround the precinct.
- Retain and enhance the existing vegetation within the precinct.
- Minimise intersections on Limbri Road.
- Provide active transport connections back into the Kootingal urban area.

TOPOGRAPHY

The precinct features a combination of flat to gently sloping land, which is suitable for residential uses. The surrounding landscape includes rolling hills and valleys, contributing to the scenic vistas and natural beauty of the area.

The topography gently slopes in a northeast to southwest direction, with the highest point in the northeast corner at RL 470 and the lowest in the southwest corner at RL 425.

KEY INSIGHTS

- Orient street and view corridors to maximise view opportunities to the hills.
- Take advantage of the gradual slope and locate the basins at the low points of the precinct to assist with efficient water flow.

LEGEND (Refer to Page 41)

 Precinct Boundary

 Surrounding Cadastre

 Existing Road Network

 View Corridors

ELEVATION (M)



TOPOGRAPHY AND LANDFORM

 1m/10m Contours

The precinct is characterised by an undulating topography that varies in RL by 45m.

 Local High Points

Local High point is located along the ridgelines at RL 470. The highest point situated in the north-west corner of the precinct.

 Local Low Points

Local low points is located at RL 425 at the south-west corner of the precinct.

 Ridgeline

One main ridgeline runs north-south along the precinct's east side.



IMMEDIATE CONTEXT

KOOTINGAL RESIDENTIAL AREA

The Kootingal residential area is an established residential estate. The residents have access to open spaces, local shops, a school and a swimming pool. The lots reflect the urban growth of the region with the predominant lot size varying from 600m² - 750m².

KEY INSIGHTS

- Opportunity to continue and respect the urban grain established within Kootingal.



Figure 17 Aerial Map of Kootingal Residential Area



Figure 16 Key Map



Figure 18 Detached Residential Dwellings in Kootingal

KOOTINGAL LARGE LOTS

The Kootingal Large lots are primarily concentrated along Cockburn Valley Road with a predominant lot size of 2ha.

KEY INSIGHTS

- Opportunity to provide a transition to the large lots.



Figure 20 Aerial Map of Kootingal Large Lots



Figure 19 Key Map



Figure 21 Large Lots in Kootingal

CONSTRAINTS AND OPPORTUNITIES

A detailed precinct analysis was undertaken to understand the opportunities and constraints of the precinct and identify the potential challenges and unique features to inform the structure plan. The findings are summarised below and shown in Figure 17.

CONSTRAINTS

State Heritage Item

Moonby House, is a State Heritage listed item that now functions as a retirement village. The interface to this item should be designed with careful consideration.

Limbri Road Gradient

Ensure the new access onto Limbri Road is located in consideration of the road gradient.

Sewer Servicing

The precinct is required to be connected to Council reticulated sewer infrastructure. Any rezoning will trigger a significant upgrade of the existing Kootingal Sewer Treatment Plant (KTSP).

OPPORTUNITIES

Open Space

Provide two new open space areas adjoining the existing vegetation cluster and central within the development to service the future residents.

Access

Establish a single access point to the precinct from Limbri Road to enhance connectivity and minimise additional intersections.

Active Transport

The location of the precinct provides an opportunity to create an active transport loop that connects to the existing passive recreation area, open space, State Heritage item and wider network of Kootingal.

Topography

The gently sloping topography of the precinct supports the development of mixture of urban residential lots.

Interfaces

Opportunity to provide larger residential lots along the eastern boundary to provide a transition from the existing 2ha large lots and minimise potential amenity impacts.

Vegetation Clusters

Minimise and protect the tree cluster located in the south-east corner of the precinct. The cluster should be protected to enhanced and maintain the biodiversity of the area.

LEGEND (Refer to Page 45)

Precinct Boundary

2ha Lots

Roads

Creeks

Railway

Ridgeline

CONSTRAINTS

Existing State Heritage Item

Restricted Access

Transition Residential Zone

Tree Clusters

Limbri Road Gradient

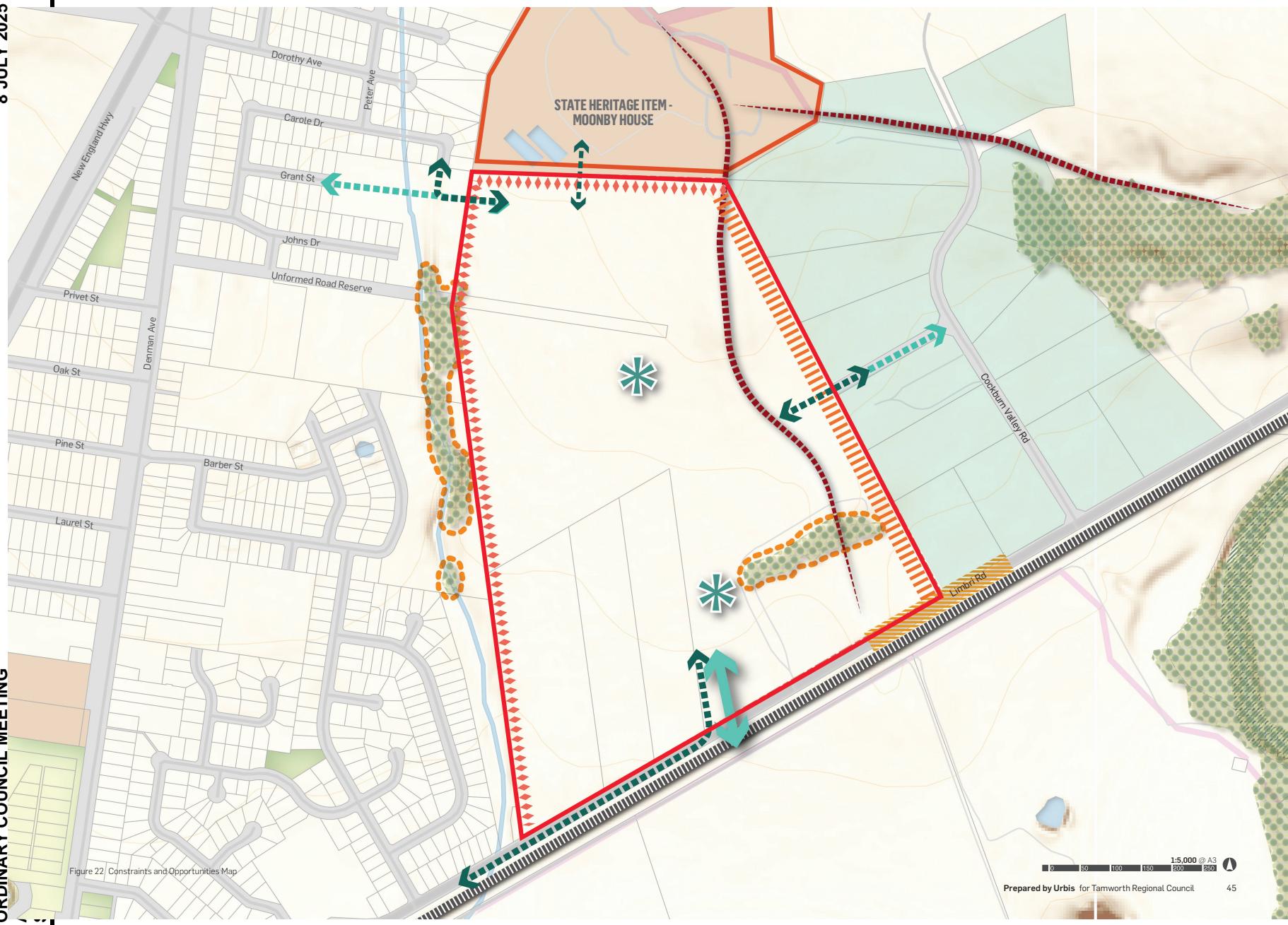
OPPORTUNITIES

Potential Open Space Locations

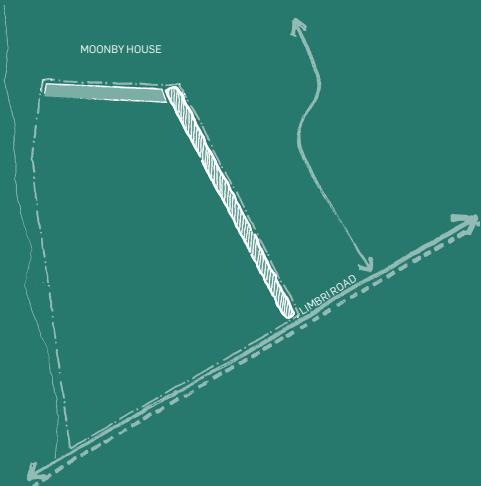
Access Point

Potential Future Connection

Potential Active Transport Links



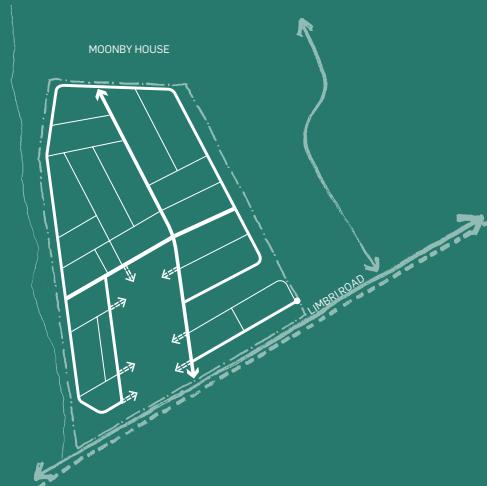
KEY CONSIDERATIONS



INTERFACE

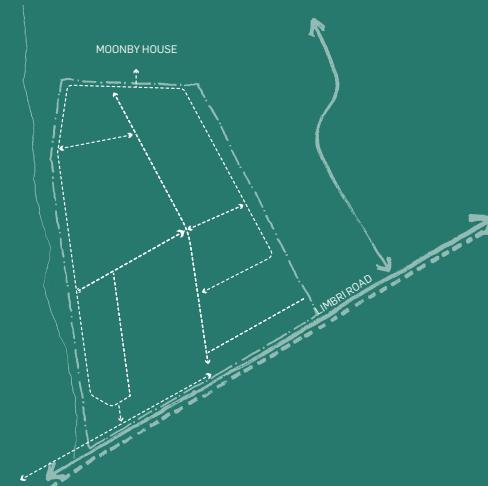
Provide a transition between the existing 2-hectare large lots to the east and new residential developments, with the introduction of a transition zone featuring large residential lots. These spacious lots will serve as a gradient, maintaining the character while accommodating new growth.

Respect the existing heritage item (Moonby House) to the north and provide an increased setback to minimise amenity and privacy impacts through the provision of an internal road along the northern boundary.



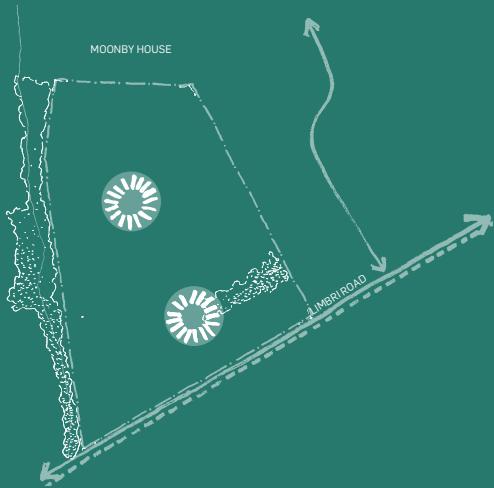
CONNECTIVITY

Ensure seamless connectivity and enhance the overall functionality of the new residential community with a well integrated road network that aligns with the existing urban fabric.



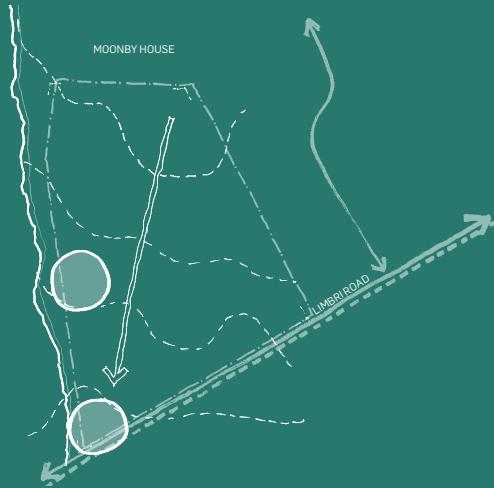
ACTIVE TRANSPORT

Create an active transport network that seamlessly connects roads, surrounding areas, and existing passive recreation/open space, promoting safe, accessible, and sustainable mobility. The network will integrate with the wider shared path network of Kootingal.



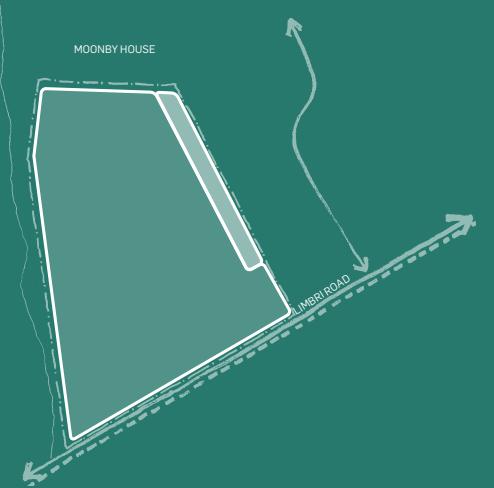
OPEN SPACES

Integrate an local park with the existing vegetation cluster, enhancing ecological value and a neighbourhood park centrally located within the precinct.



STORMWATER DETENTION BASINS

Locate drainage basins that respond to the natural topography, enhancing water management, environmental sustainability, and community integration. Stormwater basin located adjacent to existing passive recreation opportunities along the ephemeral drainage line.



HOUSING DIVERSITY

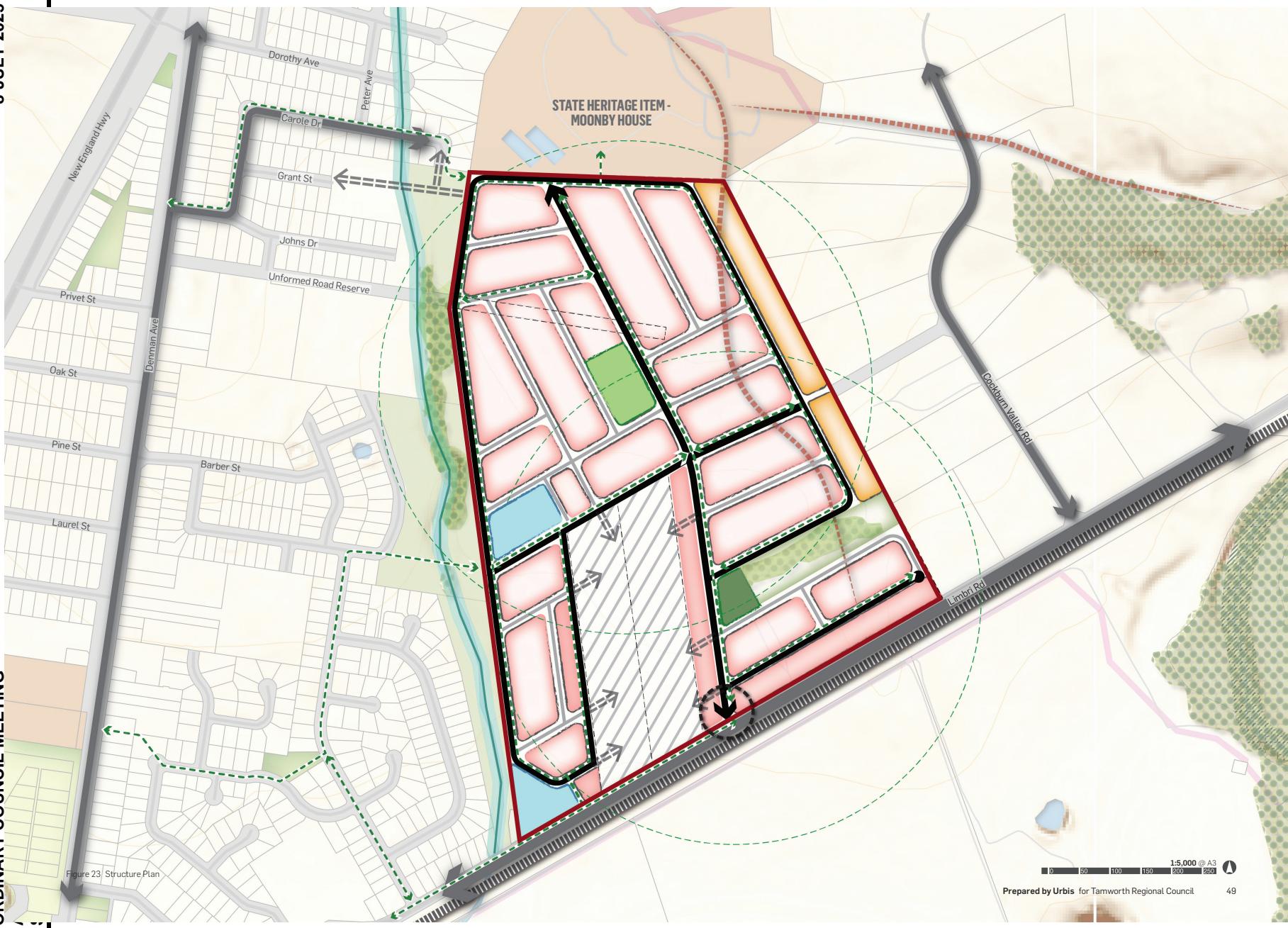
Offer a mix of housing lots that respects the varying character of the surrounding area. The structure plan responds by incorporating larger lots (1000m²) along the western boundary and standard urban lots (450m² – 800m²) for the balance of the precinct. An increase in housing options encourages a diverse mixture of people which contributes to greater social equity and long-term sustainability for Kootingal.

STRUCTURE PLAN

LEGEND (Refer to Page 49)

	Precinct Boundary
	Lot Boundaries
	Existing State Heritage Item Sufficient setback through the provision of a road along the interface of the Moonby House and retirement village, located to north to minimise amenity impacts.
	Potential Detention Basin Two detention basins are distributed along the western boundary of the precinct, in proximity to the creek line.
	Future Residential Area (Urban) 450-600m ² urban lots as the predominant typology within the precinct, to complement the existing fabric of Kootingal.
	Transition Residential Area (Large Lot) 1,000m ² lots provided along the eastern boundary to manage the interface with the adjoining large lot residential estate to the east.
	Existing Vegetation Retain the existing tree clusters to enhance and maintain the biodiversity value of the precinct. These tree clusters will also contribute to the unique open space experience.
	Neighbourhood Park (approx. 1ha) Located along the main spine of the development to maximise the catchment coverage, accommodating multi purpose lawn, playgrounds, BBQ facilities and footpaths.
	Local Park (approx. 0.5ha) Co-located with the existing tree cluster to enhance the connectivity of the open space. This park will include playgrounds, BBQ facilities and footpaths.

-  **Future Investigation Area**
Opportunity to extend the future desired urban fabric. The potential secondary connections have been identified as part of the structure plan.
-  **400m Radius from Open Space**
Radius demonstrating the accessibility of open spaces within a 5 minute walking distance.
-  **Proposed Intersection**
Single intersection along Limbri road to control the traffic movements.
-  **Proposed Roads**
Establishing a single main spine from Limbri Road, supported by a loop and grid-structure to maximise connectivity within the precinct.
-  **Potential Secondary Road Connections**
Opportunity to introduce secondary road connections to increase connectivity of the precinct.
-  **Active Transport Links**
Shared pedestrian and cycleway routes along main roads linking the neighbourhood to key surrounding areas.
-  **Ridgeline**
Alignment of roads and placement of open spaces in response to the existing topography.



INFRASTRUCTURE OUTCOMES

Transport

Additional roads will be required to accommodate population growth within the precinct. This structure plan identifies a single road connection to Limbri Road which will service the future development. A second road connection, potentially via an extension of Grant Street may be required to address bushfire evacuation and emergency services routes. The requirement for a secondary access point in consideration of expected traffic volumes and ability to cross the adjoining gully will form part of future investigations.

Water

Council's reticulated water infrastructure will be required to be extended to service the precinct. A servicing strategy must be prepared as part of any future rezoning to detail how water infrastructure will be delivered.

Sewer

Council's reticulated sewer infrastructure will be required to be extended to service the precinct. Infrastructure required to service the study area will comprise a combination of new trunk gravity mains, new/upgraded sewage pumping stations and an upgrade of the Kootingal Sewerage Treatment Plant (KSTP). The existing KSTP can cater for all the residential zoned land in Kootingal, however any rezoning which requires connection to Council's reticulated sewer infrastructure will trigger a significant upgrade of the existing KSTP. The upgrading of the KSTP is currently being investigated but any upgrade works would be a minimum of 5 years away. A servicing strategy must be prepared as part of any future rezoning to detail how sewer infrastructure will be delivered to the precinct.

Stormwater Drainage

This structure plan nominates the indicative location of two onsite detention basins. The on-site detention basins have been located in consideration of ownership patterns and topography.

Open Space and Recreation

This structure plan identifies two local parks will be required as part of future developments. The local parks are located along the main road spine of the development to maximise catchment coverage for future occupants. The southern park has been collocated with an existing cluster of vegetation to enhance the connectivity and retain existing vegetation.

It is considered the dedication and embellishment of the public parks will form part of a future Development Contributions Plan.

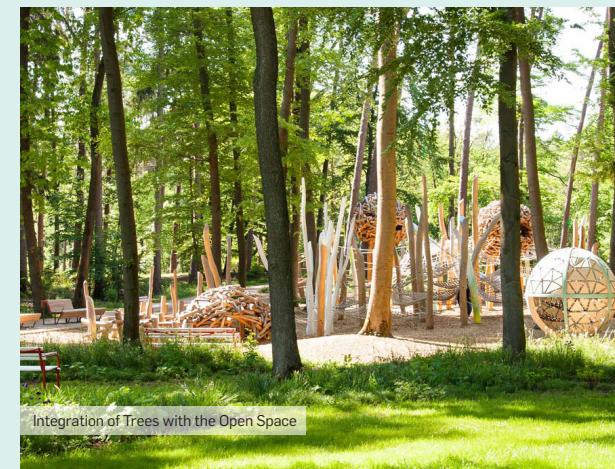
Active Transport

This structure plan recommends a number of new shared pathways, with the aim to improve pedestrian and cyclist connections between both existing Kootingal urban area and future residential growth precinct.



Figure 24 Indicative Project Staging

PRECEDENT IMAGERY







TAMWORTH SPORTS AND ENTERTAINMENT PRECINCT

VISION



The vision for the precinct is to create a vibrant and lively tourist, sporting and entertainment hub to ensure it continues to be a premier destination for sports and entertainment in Regional Australia.

The plan includes the development of high-quality tourist and visitor accommodation, food and drink premises, commercial premises, landscaping and active transport linkages to support the growth of the precinct. The plan supports the future night-time economy by identifying the boundaries of a Special Entertainment Precinct to facilitate activation of the precinct.

Complementary land uses including medium-density residential development and short-term accommodation will be integrated into the precinct, creating a dynamic and interconnected community. Areas for future investigation have been identified to support the growth of the precinct.

STRATEGIC ALIGNMENT

New England North West Regional Plan 2041

- Objective 1 – Coordinate land use planning for future growth, community need and regional economic development (Strategy 1.1, 1.2 and 1.3);
- Objective 5 – Enhance the diversity and strength of Central Business Districts and town centres (Strategy 5.1 and 5.3);
- Objective 6 – Coordinate the supply of well-located employment land (Strategy 6.1);
- Objective 8 – Adapt to climate change and natural hazards and increase climate resilience (Strategy 8.3);
- Objective 7 - Support a diverse visitor economy (Strategy 7.1);
- Objective 13 – Provide well located housing options to meet demand (Strategy 13.2 and 13.3);
- Objective 18 – Public spaces and green infrastructure support connected, inclusive and healthy communities (Strategy 18.1);
- Objective 20 – Improve state and regional freight connectivity (Strategy 20.1); and
- Objective 21 – Improve active and public transport networks (Strategy 21.1).

Blueprint 100 Part One

- Priority Initiative 2.3 – A more diverse and dense Longyard Local Centre (Action 2.4.1);
- Priority Initiative 2.6 – More diverse housing choices (Action 2.6.3);
- Priority Initiative 3.9 – Establish an aquatic centre as a regional sports and recreation attraction (Action 3.9.1);
- Priority Initiative 3.10 - Strengthen Tamworth's tourism opportunities (Action)
- Priority Initiative 3.12 -Support the Australian Equine and Livestock Events Centre (AELEC) by enabling equine activities in close proximity to the precinct (Action 3.11.1);
- Priority Initiative 3.13 - Leverage off the Tamworth Country Music Festival (Action 3.13.1);
- Priority Initiative 5.2 – More efficient road network (Action 5.2.2); and
- Priority Initiative 5.5- Promote walking and cycling (Action 5.5.1).

Blueprint 100 Part Two: LSPS 2020

- Planning Priority 1 – Smart growth and housing choices (Action SG5);
- Planning Priority 2 – Create a prosperous region (Action PR5);
- Planning Priority 3 - Building resilient communities (Action RC6);
- Planning Priority 4 – Connect our regions and its citizens; and
- Planning Priority 7 – Deliver durable infrastructure (Action DD2).

Tamworth Regional Housing Strategy 2024

- Priority 1 – Provide for sustainable growth that is supported by infrastructure (Action 1.2);
- Priority 2.2 – Encourage a diverse range of housing.

UNDERSTANDING PLACE

The local place characteristics of the precinct are defined by five (5) key elements including: surrounding land use zones, access and movement, edge interface, open space and flooding.

SURROUNDING LAND USE ZONES



LEGEND

Precinct Boundary

SURROUNDING LAND USE ZONES

R5 - Large Lot Residential Zone
R1 - General Residential Zone
R2 - Low Density Residential Zone
RU4 - Primary Production Small Lots Zone
RE1 - Public Recreation
RE2 - Private Recreation Zone (Longyard Golf Course)
SP3 - Tourist (Tamworth Regional Sports and Entertainment Precinct)
MU1 - Mixed Use
E3 - Productivity Support

ACCESS AND MOVEMENT



LEGEND

Precinct Boundary

ACCESS AND MOVEMENT

Future Western Freight Link
Burgmanns Lane runs along the southern boundary of the precinct. Part of the future Western Freight Link will be aligned along Burgmanns Lane.
Major Road
New England Highway runs along the eastern boundary.
Existing Local Roads
Existing Roundabout
Existing Access to the Precinct
The existing access points to the precinct are mainly distributed on the northeast.

EDGE INTERFACE



LEGEND

Precinct Boundary

EDGE INTERFACE

Interface with Future Western Freight Link
Interface with Highway
Interface with Residential Lots
Interface with Mixed Use Precinct
Interface with Transport Corridors
Noise and air pollution impact from the interfaces with road freight corridors.

OPEN SPACE



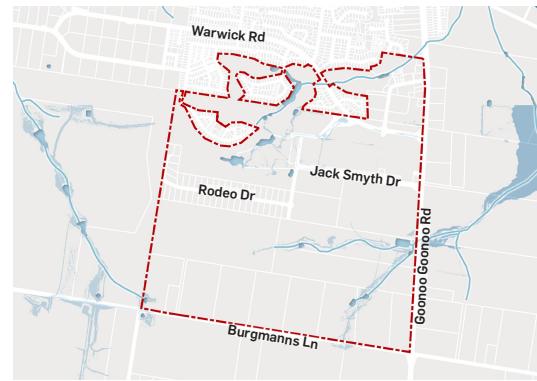
LEGEND

Precinct Boundary

OPEN SPACE AND BIODIVERSITY

- Existing Plant Communities
- Existing Open Space
- Golf Course
- Tamworth Truck Drivers Memorial

FLOODING



LEGEND

Precinct Boundary

FLOODING

- Ephemeral Drainage Line
- Flooding Affected Area
Indicative extent of flooding affected area along the creeks in the low elevation area.

KEY INSIGHTS

- Retain and enhance the existing open spaces.
- Minimise intersections on the Proposed Western Freight Link.
- Upgrade intersections along Goonoo Goonoo Road.
- Provide additional connectivity within the precinct.
- Mixture of land use zones within the precinct.

TOPOGRAPHY

The precinct contains varying topography with relatively flat terrain in the eastern and north-east section while sloping terrain in the south and south-west portion.

The topography slopes in a southwest to northeast direction, with the highest point in the northeast corner at RL 478 and the lowest in the southwest corner at RL 390.

KEY INSIGHTS

- Maximise the flatter topography to locate sporting, tourism and any facilities in relation with the AELEC.
- Carefully consider the placement of built form along the ridgelines.

LEGEND (Refer to Page 59)

 Precinct Boundary

 Surrounding Cadastre

 Existing Road Network

 View Corridors

ELEVATION (M)

 478

 390

TOPOGRAPHY AND LANDFORM

1m/10m Contours

The precinct is characterised by an undulating topography that varies in RL by over 88m.

Local High Points

Local high point is located at RL 478 in the south-west quadrant.

Local Low Points

Local low points are located along the western boundary at RLs 397 and 390.

Ridgeline

One main ridgeline runs north-south along the precinct's west, with one spur extending to the east.



Figure 25 Topography Map

Prepared by Urbis for Tamworth Regional Council

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IMMEDIATE CONTEXT

ARCADIA ESTATE

Situated on the southern side of Tamworth, Arcadia Estate is a master planned subdivision offering a range of housing options to cater to various lifestyles and family requirements.

Arcadia Estate will accommodate up to 2,350 standard dwellings and include a local centre.

KEY INSIGHTS

- Opportunity to explore pedestrian and vehicular connections to improve connectivity for the future residents.





CONSTRAINTS AND OPPORTUNITIES

A detailed precinct analysis was undertaken to understand the opportunities and constraints of the precinct and identify the potential challenges and unique features to inform the structure plan. The findings are summarised below and shown in Figure 29.

CONSTRAINTS

Burgmanns Lane (Future Western Freight Link)

The proposed alignment for the future Western Freight Link runs along the southern boundary of the precinct, resulting in restricted access along this boundary.

Interface to Existing Residential Developments

Carefully consider the interface to the existing residential areas to reduce and mitigate amenity impact.

Land Use Conflicts

The precinct encompasses multiple land use zones which support a variety of existing and potential land uses. It is critically important the structure plan includes measures to minimise land use conflicts within the precinct.

OPPORTUNITIES

Support Regional Sporting and Entertainment Facilities

Ensure the structure plan supports and enhances the Regional Sporting and Entertainment Facilities located within the precinct.

Improve the Transport Network

Provide shared paths throughout the precinct which link into the wider active transport network and to Arcadia Estate. Investigate additional road connections to alleviate traffic congestion during events.

Enhance the Character

Improve the character of the precinct by making more pedestrian friendly increase landscaping and support the delivery of tourist and visitor accommodation, drink and food premises and other land uses to support the Sports and Entertainment Precinct. Opportunity for the precinct to be supported by a Special Entertainment Precinct.

Former Athletics Track

Future tourist-oriented development comprising accommodation, food services and related land uses which supports the AELEC and Tamworth Regional Sports and Entertainment Precinct.

LEGEND (Refer to Page 63)

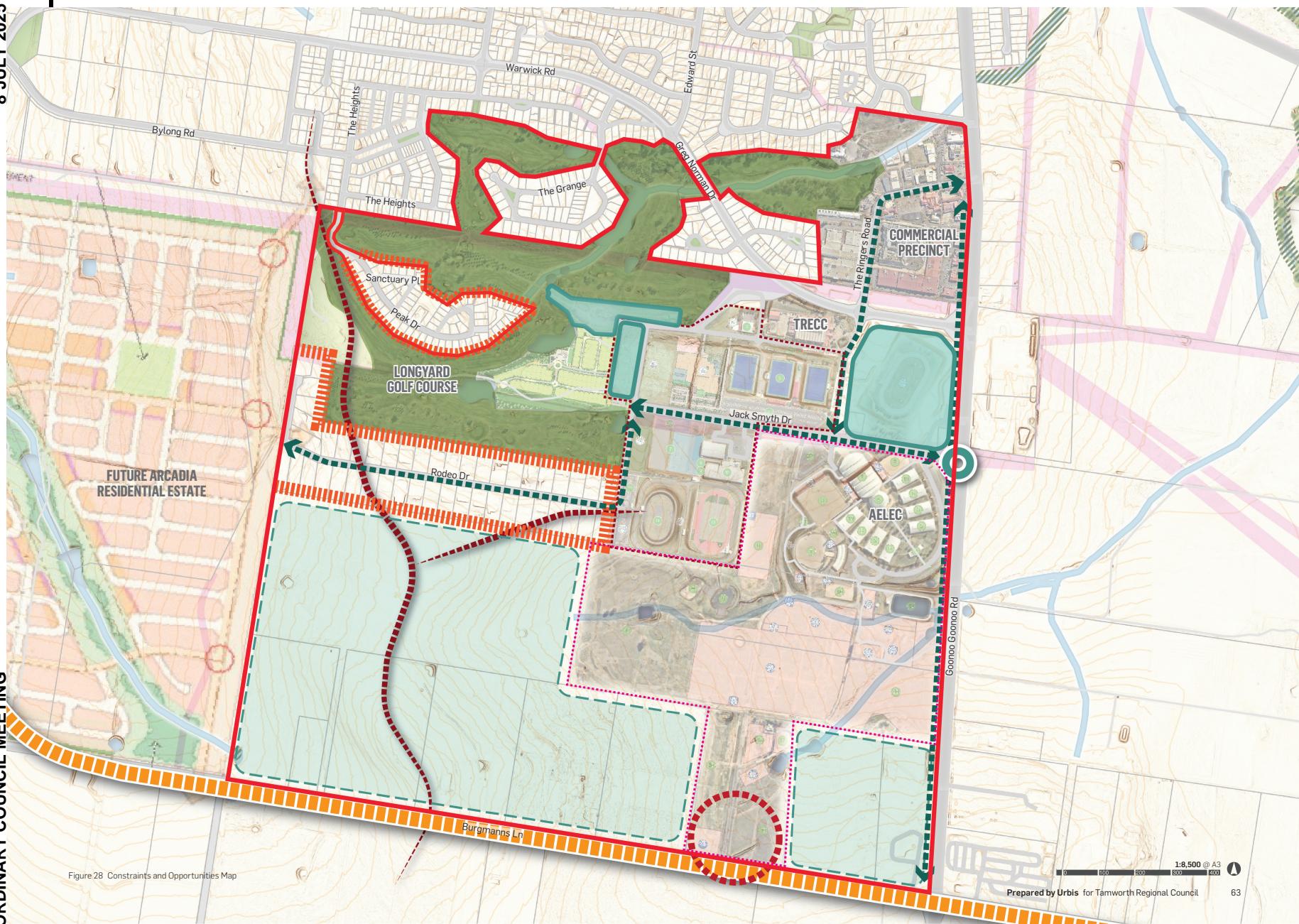
- Precinct Boundary
- ||||| Railway
- ||||| Ridgeline
- NICSE Boundary
- AELEC Boundary

CONSTRAINTS

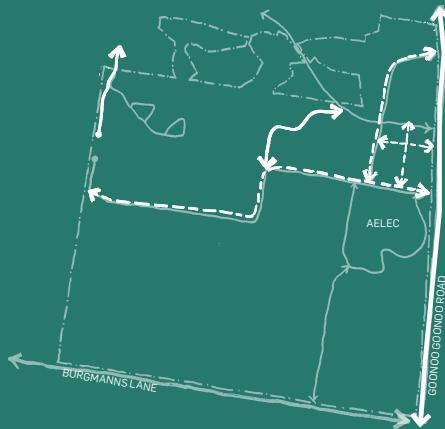
- ||||| Residential Interface
- ||||| Future Western Freight Link
- Constrained Access

OPPORTUNITIES

- Opportunity Sites
- Potential Future Investigation Areas
- ↔ Potential Active Transport Links
- Existing Roundabout



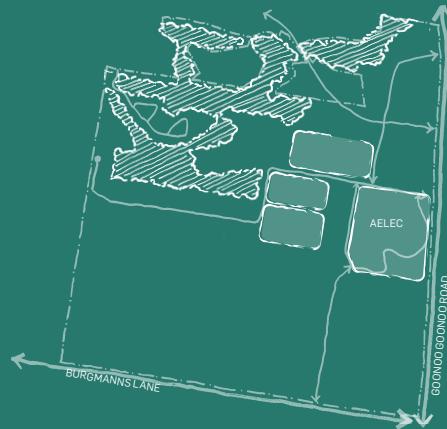
KEY CONSIDERATIONS



CONNECTIVITY

Enhance the connectivity of the precinct by providing additional connection routes to improve pedestrian and vehicle movements. Introduce shared active transport links connecting sporting facilities, Arcadia Estate and the wider active transport network. New road connection to Greg Norman Drive to alleviate traffic congestion during events. New connection to Peak Drive to provide access for medium density development on the Longyard Golf Course.

Continue to lobby and support for the duplication of Goonoo Goonoo Road (New England Highway) by Transport for NSW to further activate the precinct.



REGIONAL SPORTING FACILITIES

The precinct encompasses specialised sport and recreational facilities for community groups, sporting clubs, schools, organisations, businesses and the general public in one location. NICSE has the capacity to host and secure international, national, state and local sporting competitions and boosts sport tourism, investment and liveability in the region. These Regional Sporting facilities include:

- Australian Equine and Livestock Events Centre
- Tamworth Sports Dome
- Tamworth Regional Hockey Complex
- Tamworth Regional Gymnastics Centre
- Tamworth Regional Athletics Centre
- Tamworth Regional Cycling Centre
- Tamworth Regional Aquatic Centre and Northern Inland Centre for Sport & Health
- Longyard Golf Course

The structure plan supports the ongoing development of the precinct as a sporting hub and builds upon Council's adopted *NICSE Sports Hub Master Plan 2023 and Australian Equine and Livestock Events Centre, Strategic Master Plan – 2022 to 2023*.



FUTURE INVESTIGATION AREA

Identify the existing RU4 – Primary Production Small Lot zone located within the precinct as future investigation in consideration of several constraints, including access, infrastructure servicing and land use conflict. Any Planning Proposal or Development Application will need to consider the following objectives:

- To facilitate development that supports the AELEC and wider Sports and Entertainment Precinct by providing a variety of tourist and equine orientated development and related uses.
- To minimise land use conflicts between existing and proposed development within adjoining zones. This may include only considering an increase in new dwellings where it can be demonstrated they will not impact the operation of existing sporting and entertainment facilities.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure. This may include restricting direct access onto Burgmanns Lane to protect the future Western Freight Link.



FORMER ATHLETICS TRACK

The former athletics track is a key site within the precinct. An opportunity exists for this key site to be developed into a vibrant and lively tourist and entertainment hub which supports AELEC and the surrounding sporting precinct in accordance with the zone objectives. An indicative layout is shown in Figure 31.

Where a proposal deviates from the indicative layout it is expected that future development would include architecturally designed buildings with active street frontages, mixture of tourist and visitor related land uses, significant landscaping, suitable carparking public open space and a transport interchange hub.



TOURISM AND ENTERTAINMENT

Facilitate a vibrant, accessible, and inclusive precinct which offers a dynamic mix of experiences that appeal to both visitors and locals. This requires a mixture of tourist and visitor related land use such as tourist accommodation and food and drink premises which leverage the existing regional sporting facilities and entertainment venues and help activate the precinct. To support the vision a draft Special Entertainment Precinct is identified which aims to promote and balance nightlife vibrancy with community amenity.



HOUSING DIVERSITY

Promote medium-density housing within the precinct given the Longyard commercial area, regional sporting facilities, entertainment venues and transport links. Medium density housing provides more varied and often more affordable options compared to detached homes. They cater to a broad range of residents, including young professionals, small families, downsizers, and key workers, helping to meet diverse housing needs.

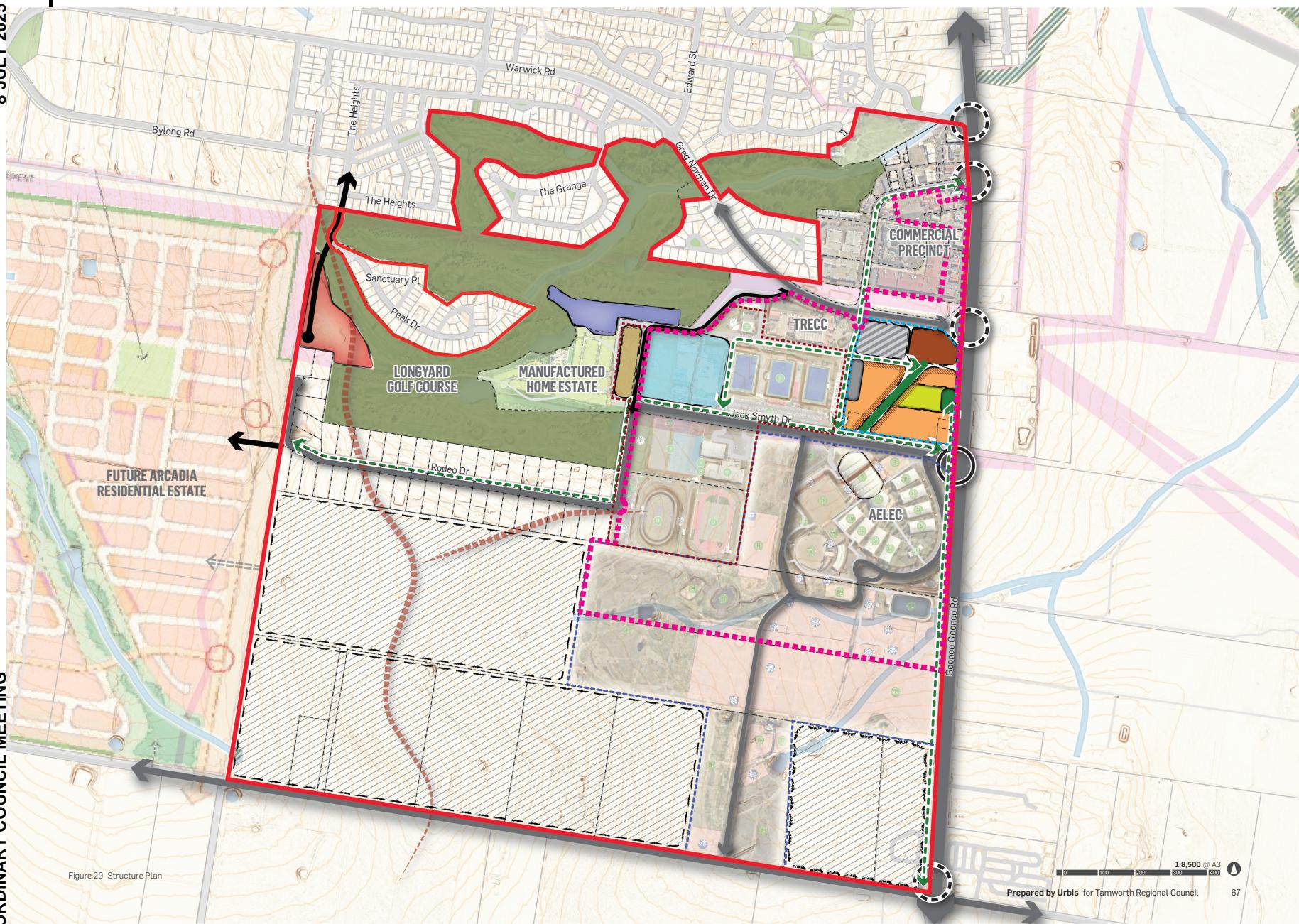
Other forms of housing may be considered where it can be demonstrated the development will not lead to an increase in land use conflict within the precinct.

STRUCTURE PLAN

LEGEND (Refer to Page 67)

 	Precinct Boundary
 	NICSE Boundary
 	AELEC Boundary
 	Draft Special Entertainment Precinct Boundary
 	Key Site
	Future tourist-oriented development comprising accommodation, food services and related land uses which supports the AELEC and Tamworth Regional Sports and Entertainment Precinct. The precinct could comprise of the following areas:
 	Bespoke Architectural Building
 	Tourist & Visitor Accommodation with Ground Floor Activation
 	Integrated Transport Hub
 	New Consolidated Surface Parking
 	New Open Space
 	Tamworth Truck Drivers Memorial

 	New Pedestrian Street
 	Active Interface
 	Longyard Golf Course
 	Tamworth Regional Aquatic Centre and Northern Inland Centre of Sport and Health
 	Medium Density Residential
 	Tourist and Visitor Accommodation Motel
 	Future Investigation Area to Support Tourism
 	Future Investigation Area
 	Ridgeline
↔	Proposed Road
	New road connections to improve the movement of vehicles within the precinct.
↔	Active Transport
	Shared pedestrian and cycleway routes along main roads connecting the main destinations within the precinct and establish a connection to the wider cycle network of Tamworth.



INDICATIVE LAYOUT FORMER ATHLETICS TRACK

- 1 Bespoke Architectural Building**
Provide a well-designed architectural building at the corner of Greg Norman Drive and Goonoo Goonoo Road.
- 2 Public Art**
Provide public art at the gateway to the site.
- 3 Truck Drivers Memorial**
Enhance the existing Truck Drivers Memorial as part of a wider recreational open space network of the precinct.
- 4 Proposed Open Space**
Introduce an open space, adjacent to the Truck Drivers Memorial to continue the open space network and provide a larger space for gathering and recreational activities.
- 5 Pedestrian Street**
A vibrant pedestrian street featuring active frontages, diverse retail, and dynamic food and beverage options, creating an engaging and lively atmosphere for visitors and locals.
- 6 Tourist & Visitor Accommodation**
The precinct will offer diverse tourist and visitor accommodation options, including boutique hotels, bed-and-breakfasts, and modern serviced apartments, catering to various preferences and enhancing the visitor experience.
- 7 Integrated Transport Hub**
A well-designed transport interchange for buses and layovers to increase the convenience for visitors and athletes providing seamless access to AELEC and the sports precinct.
- 8 Proposed Surface Parking**
A strategically located surface car park with ample tree canopy cover to ease access to the precinct, offering support during TRECC, NICSE and AELEC events and efficient traffic flow for attendees.



Figure 30 Indicative Concept Layout - Former Athletics Track

INFRASTRUCTURE OUTCOMES

Transport

Provision of additional road connections and upgrades to the existing network is critical to facilitate future development. This Structure Plan identifies the approximate location for potential road connections, based on future growth, as well as the impacts of this growth on the existing road network. The precinct is largely well connected to the existing local and state road network. The following road infrastructure is proposed, subject to further investigation:

- Goonoo Goonoo Road - The duplication of Goonoo Goonoo Road by Transport NSW is a high priority for Council and will greatly assist in improving the road network. The scope of works in the precinct include upgrades to the intersections of Craigends Lane, The Ringers Road and Greg Norman Drive.
- Cartwheel Way – This road is identified to provide a new connection onto Greg Norman Drive to alleviate traffic congestion currently experienced during events with the Tamworth Sports and Entertainment Precinct. This road is currently an unformed road reserve and the provision of this new road needs to be considered in the context of upgrades required for Longyard Drive and Stockmans Way.
- Rodeo Drive – This road is identified to provide a new shared pathway, with the aim to improve pedestrian and cyclist connections between the Tamworth Sports and Entertainment Precinct and Arcadia Estate.
- Peak Drive – This road is identified to provide a new connection for a proposed medium density development located in the western portion of the Longyard Golf Course.
- Burgmanns Lane - Formalise the existing temporary access driveway to AELEC to provide alternate access arrangement for large vehicles during events.

Access to public transport needs to be enhanced, and improved provision of more frequent bus services to this area to encourage more public transport patronage. An integrated transport hub is proposed as part of the redevelopment of the former Athletics Track to provide a centralised transport hub to service the entire Sports and Entertainment Precinct.

An opportunity exists to improve the precinct by making it more pedestrian friendly. This involves prioritising pedestrians in the precinct by implementing traffic calming devices such as roundabouts, wombat crossings, curve returns, and pedestrian fencing. Improving the amenity of the precinct is also a high priority and this will involve additional tree plantings, improved lighting and shared pathways throughout the precinct.

Water

Council's reticulated water infrastructure is generally readily available to service the precinct. The requirement for water reticulation and future extension will be dependent on the type of land uses which may be developed into the future.

A servicing strategy must be prepared as part of any future rezoning or servicing strategy for development applications to detail how water infrastructure will be delivered.

Sewer

The topography of the study area results on multiple sewer catchments. The study area is generally well serviced via existing sewer infrastructure; however, capacity constraints exist in certain catchments.

A servicing strategy must be prepared as part of any future rezoning or servicing strategy for development applications to detail how sewer infrastructure will be delivered.

Stormwater Drainage

The topography of the study area results in multiple stormwater drainage catchments. A servicing strategy must be prepared as part of any future rezoning or servicing strategy for development application to detail how stormwater drainage will be managed.

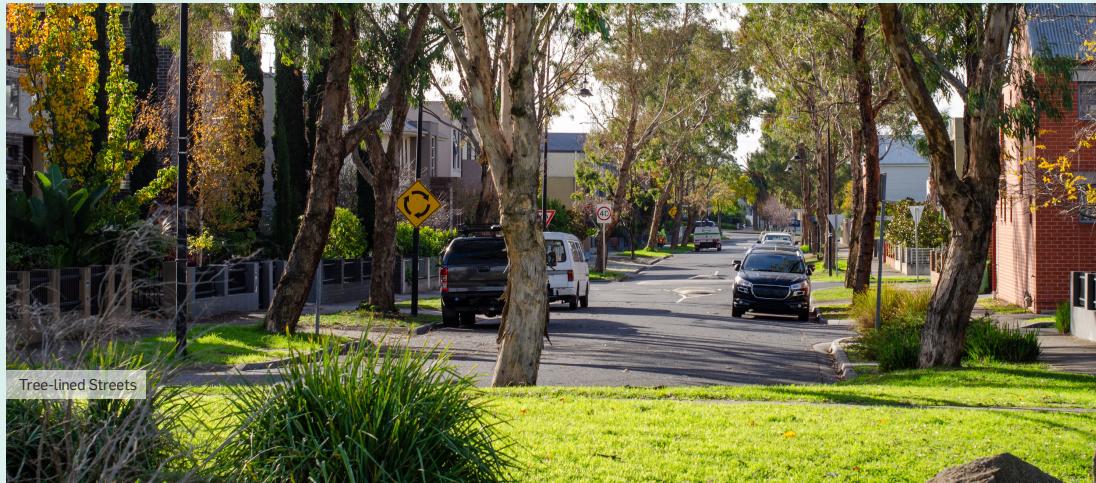
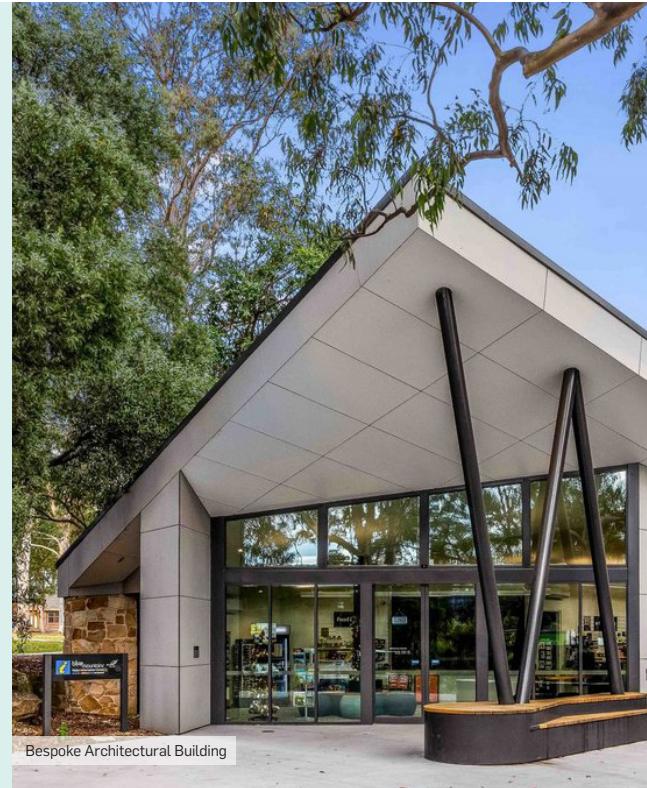
Open Space and Recreation

This structure plan recommends a new public open space area as part of the redevelopment of the former Athletics Tracks site. The open space will provide valuable open space for the precinct while complementing the long-term vision for the former Athletic Track site.

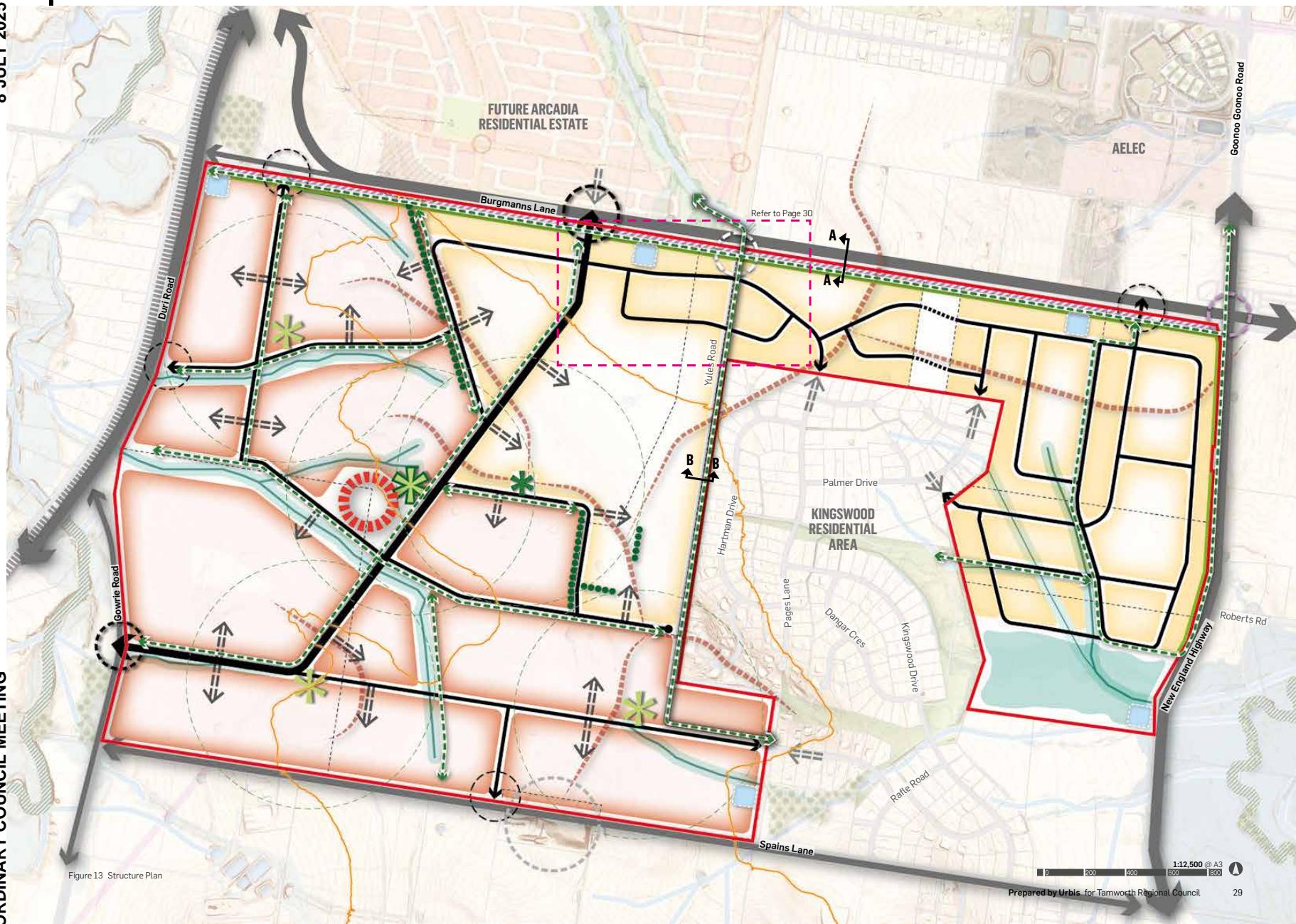
Active Transport

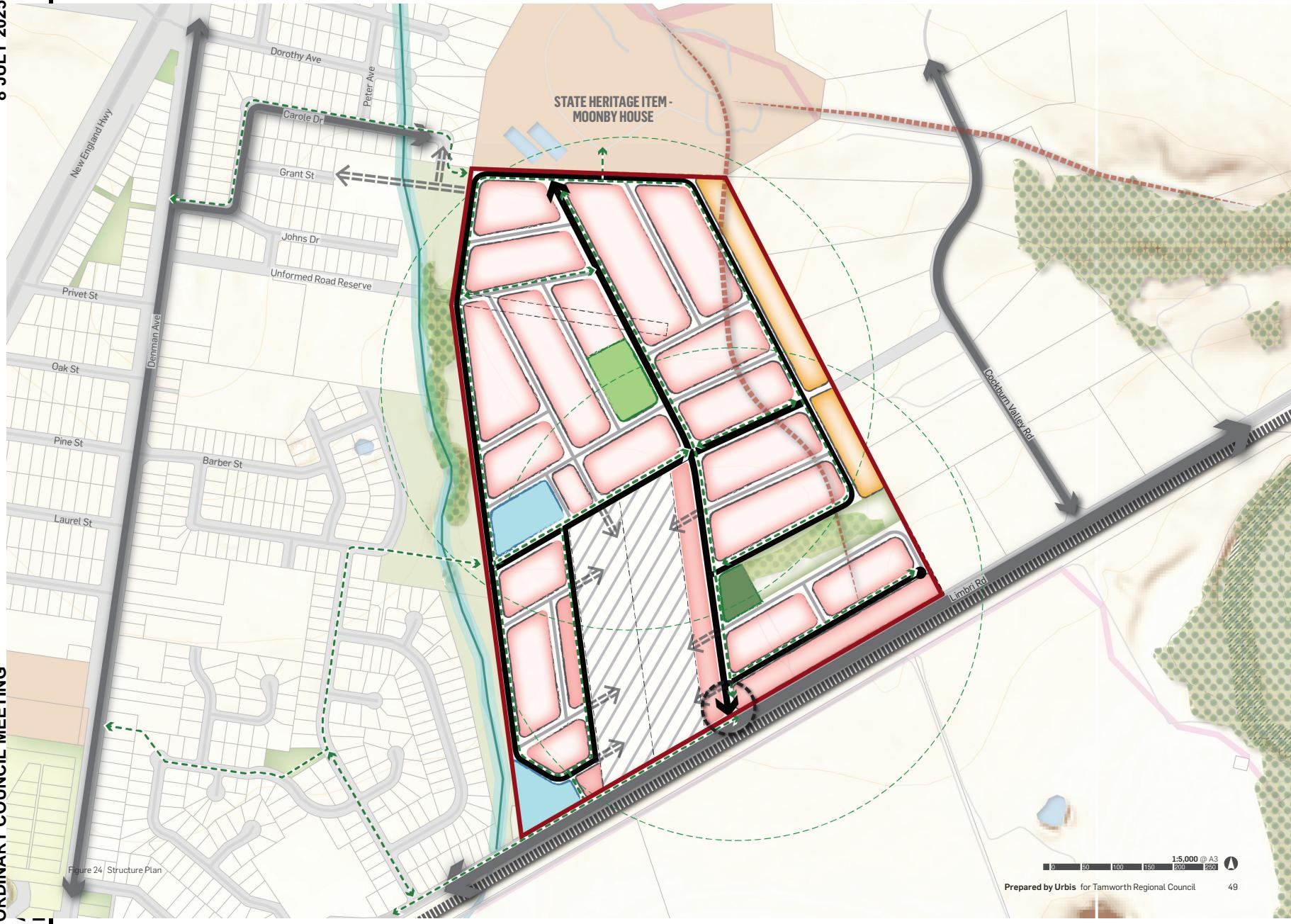
This structure plan recommends a number of new shared pathways, with the aim to improve pedestrian and cyclist connections within the precinct. This also a new shared pathway along Rodeo Drive to provide a connection between the Tamworth Sports and Entertainment Precinct and Arcadia Estate.

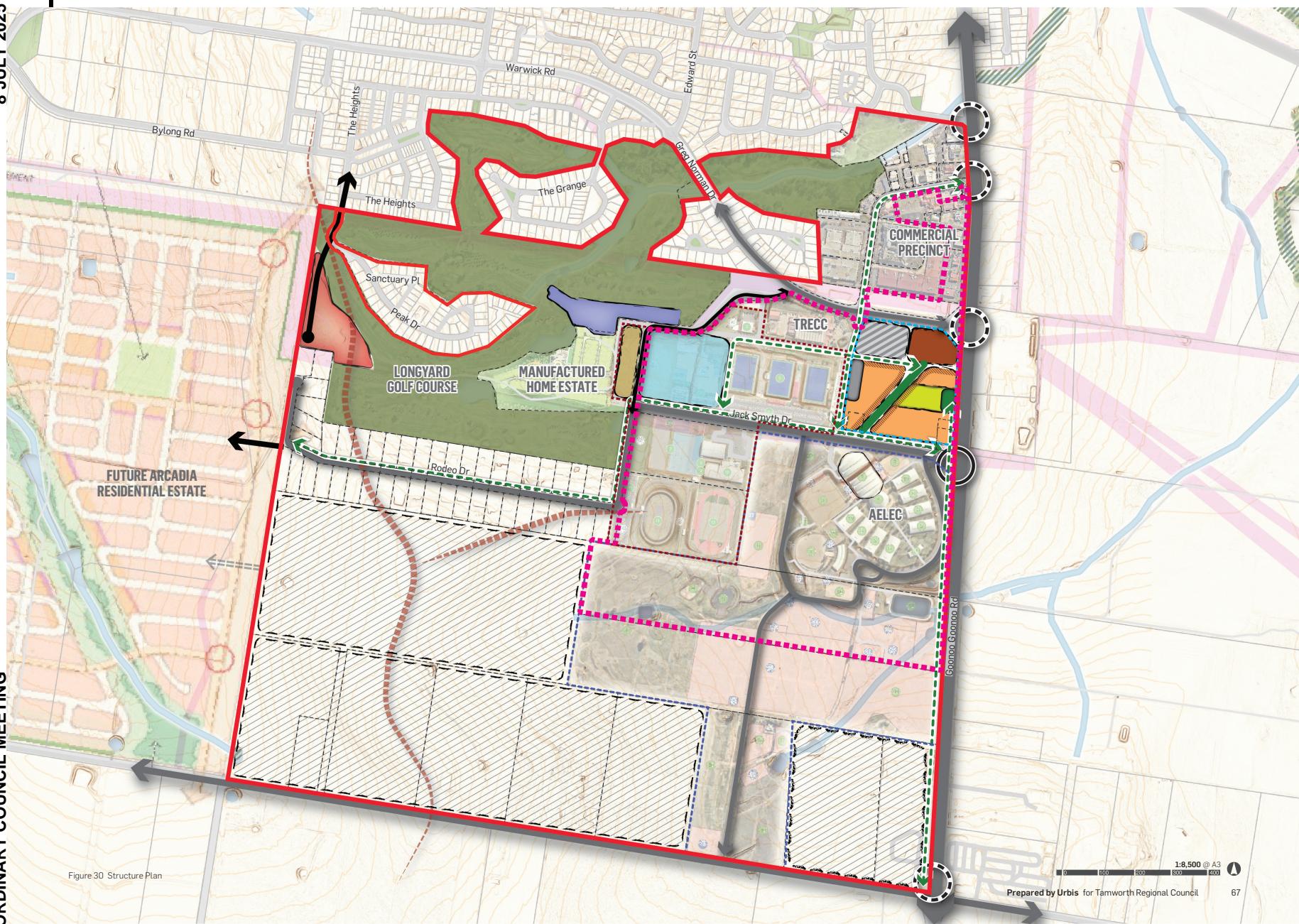
PRECEDENT IMAGERY











INDICATIVE LAYOUT FORMER ATHLETICS TRACK

- 1 Bespoke Architectural Building**
Provide a well-designed architectural building at the corner of Greg Norman Drive and Goonoo Goonoo Road.
- 2 Public Art**
Provide public art at the gateway to the site.
- 3 Truck Drivers Memorial**
Enhance the existing Truck Drivers Memorial as part of a wider recreational open space network of the precinct.
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- 8 Proposed Surface Parking**
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Figure 31: Indicative Concept Layout - Former Athletics Track