

Mental Health Summit 2026 – DETAILED SUMMARY

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Mental Health Summit 2026 – EXECUTIVE SUMMARY

Held on 26 February 2026 at Tamworth Community Centre the Tamworth Mental Health Summit brought together approximately **120 participants** from across the region’s mental health, community, education, health, government and lived-experience sectors. Convened by Councillor Charles Impey, the Summit created a rare opportunity for diverse voices to gather in one room, share insights, and explore coordinated approaches to improving mental health outcomes across the Tamworth Local Government Area.

The morning opened with a Welcome to Country by Sharon Porter, followed by presentations from Josefina Hofman, Dale McDonald, Dr Robyn Edleston, Joan Wakeford and The Hon. Kevin Anderson MP. These presentations grounded the day in lived experience, professional insight, community-based recovery, and regional needs.

Participants then worked through guided questions at their tables, contributing handwritten notes, diagrams and reflections. These contributions revealed strong alignment across sectors and a clear appetite for coordinated, community-led action.

Key Findings

1. Strong support for a Strategic Working Group

Participants overwhelmingly endorsed establishing a **Strategic Regional Community Mental Health Working Group** to coordinate efforts, reduce duplication, strengthen referral pathways, and provide a unified voice for the region. There was clear support for a well-governed structure with broad representation, lived-experience leadership, and a funded coordinator.

2. Need for a unified Mental Health Action Plan

Attendees supported developing a single, region-wide **Mental Health Action Plan** aligned with **State strategies**, including the *NSW Strategic Framework for Suicide Prevention 2022–2027*. Participants emphasised the need for a living, community-informed document with clear priorities, actions and accountability.

3. Workforce shortages and training gaps

Workforce challenges were the most consistent theme. Participants highlighted shortages across clinical and non-clinical roles, limited local training pathways, lack of funded supervision, and high burnout. Opportunities identified included local course delivery, scholarships, rural incentives, and expanded training for frontline workers.

4. Service navigation challenges and the Mindline concept

Both community members and practitioners reported difficulty navigating the mental health system. Participants called for a **dual-layer directory** (practitioner-facing and community-facing), a funded coordinator to maintain accuracy, and exploration of a **Mindline** tool to simplify access and referral pathways.

5. Service gaps and systemic issues

Key gaps included adolescent services, psychiatric availability, culturally responsive supports, trauma-informed care, and post-discharge follow-up. Systemic issues included fragmentation, inconsistent communication, and high turnover.

Mental Health Summit 2026 – EXECUTIVE SUMMARY

6. Community appetite for collaboration

Participants valued the Summit and expressed a desire for ongoing collaboration, annual gatherings, and more solution-focused workshops.

7. Visual insights from workbooks and the public wall chart

Workbook sketches highlighted individual experiences of wellbeing, recovery and service navigation. The large public wall chart captured collective themes including grief, carer load, emotional anchors (purpose, hope, love), youth prevention, men's wellbeing, cultural notes, and strong support for the **Medicare Mental Health Centre** model.

8. Additional observations

Participants shared candid reflections on system fatigue, rural barriers, youth aspirations, and the need for practical, community-driven solutions.

Next Steps

Immediate (0–3 months)

- Form an interim **Expression of Interest (EOI) Group**
- Share Summit outcomes with attendees
- Confirm Terms of Reference
- Establish a contact register
- Begin mapping existing plans and directories

Short term (3–12 months)

- Launch the **Strategic Working Group**
- Develop a draft Mental Health Action Plan
- Begin workforce development partnerships
- Identify funding opportunities
- Scope the Mindline concept

Medium term (12–24 months)

- Implement early wins
- Conduct service mapping and environmental scan
- Pilot improved referral pathways

Long term (24+ months)

- Full implementation of the Action Plan
 - Ongoing evaluation and community reporting
 - Expansion to surrounding LGAs
-

Conclusion

The Summit demonstrated a community that is ready, willing and motivated to work together. Participants expressed strong alignment on the need for coordination, shared planning, improved navigation, and strengthened workforce pathways. The momentum generated provides a clear foundation for establishing a Strategic Working Group and developing a unified Mental Health Action Plan for the Tamworth region.

TAMWORTH REGIONAL STRUCTURE PLANS

Southern Gateway Activation Precinct

Kootingal Residential Growth Precinct

Tamworth Sports and Entertainment Precinct

PREPARED FOR
TAMWORTH REGIONAL COUNCIL
19 MARCH 2026



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 Gomeri artist Tess Reading. Her artwork was selected through an expression of interest where Aboriginal artists with a connection to the Kamilaroi/Gomeri 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 divisions 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 One and Blueprint 100: Part 2 – Local Strategic Planning Statement 2020 (Blueprint 100: Part 2 - LSPS 2020)* and *Tamworth Regional Housing Strategy 2024*.

The Tamworth Regional Structure Plans will be forwarded to the Department of Planning, Housing and Infrastructure seeking endorsement. If endorsed, the structure plans become a key strategic document for future, more detailed land use planning, such as to amend the *Tamworth Regional Local Environmental Plan 2010*.

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 Plans.

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.

PRECINCTS 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 regional 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; and
- 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.

LEGEND

- Investigation Areas
- Railway Line
- Highway/ Major Roads

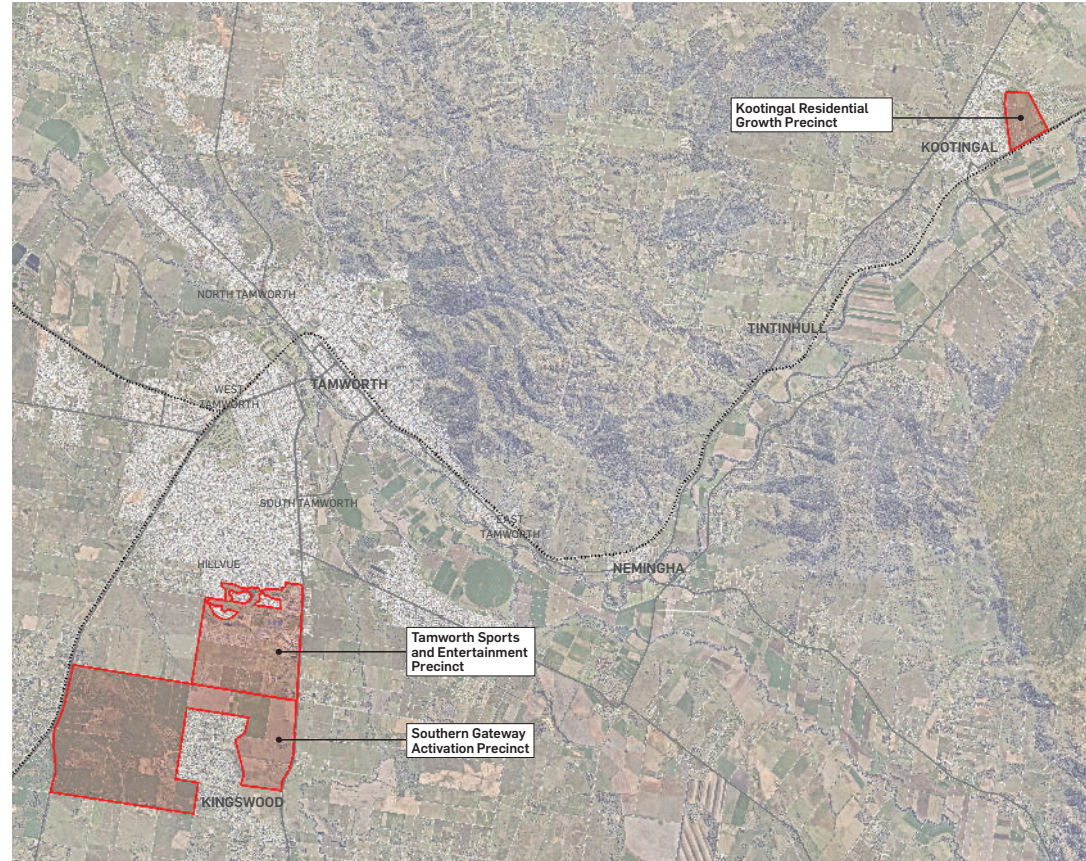
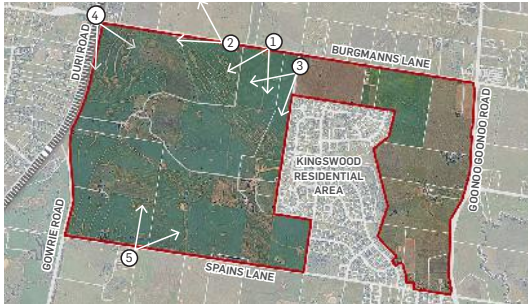


Figure 1 Precinct Location Map

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Prepared by Urbis for Tamworth Regional Council 3

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
- Lot 62 DP 800714
- Lots 6100 and 6101 DP 1059416

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 gentle 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.

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1 View illustrating the undulating topography and high points of the precinct.



2 View of Burgmanns Lane and the Arcadia development precinct to the north.



3 View from Burgmanns Lane looking southwest.



4 Intersection of Burgmanns Lane and Duri Road.



5 View from Spains Lane looking towards the precinct.

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.



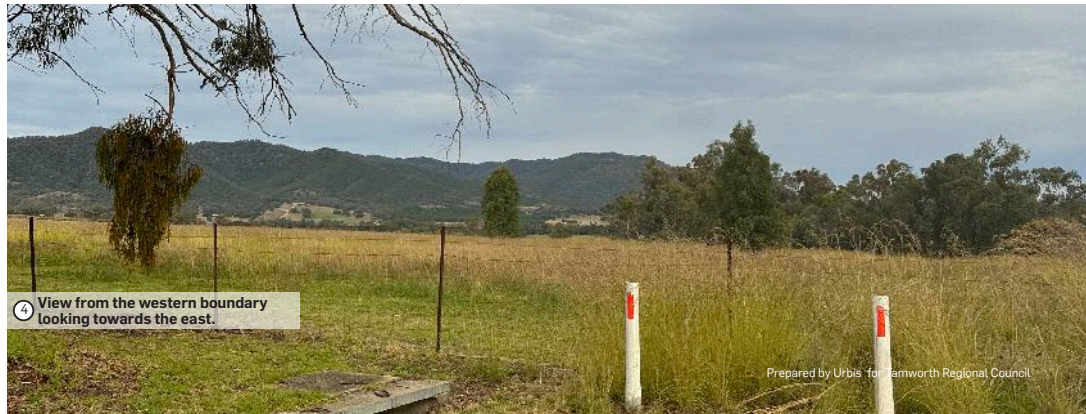
1 View looking towards the precinct when viewed from Limbri Road.
Source: Google Street View



2 State Heritage item - Moonby House located at the northern boundary.



3 View from the northern boundary looking towards the southwest.



4 View from the western boundary looking towards the east.

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 (NICSE), 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).



③ Sports Precinct and Sports Dome.



④ Australian Equine and Livestock Events Centre (AELEC).



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



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 36.4% 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 1.1.1.2.1.3)
- 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.

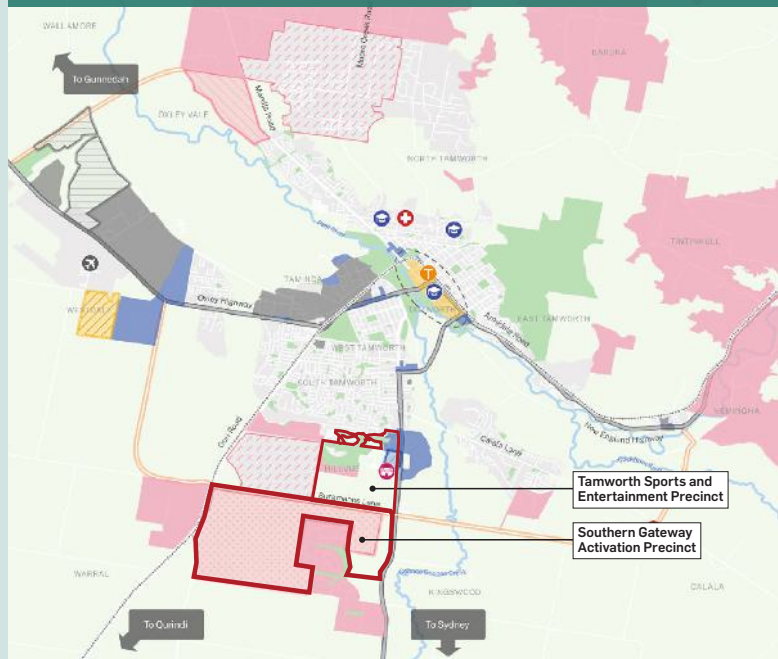
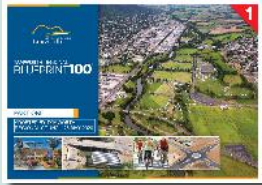


Figure 2 Local government narrative (Source: New England North West Regional Plan 2041)





BLUEPRINT 100: PART ONE

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 2 – Local Strategic Planning Statement 2020 (Blueprint 100: Part 2 - LSPS 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 2 – Local Strategic Planning Statement 2020 (Blueprint 100: Part 2 - LSPS 2020) is set out under the same Priority Themes as *Blueprint 100: Part One*. The structure plans align with the *Blueprint 100: Part 2 – Local Strategic Planning Statement 2020 (Blueprint 100: Part 2 - 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 former athletics track to promote tourism and underpin revised planning controls for the locality (Action RC6 and Action 2.4.1 of *Blueprint 100: Part One*);
- 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

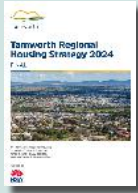
The Community Plan is used by council to plan the detailed actions needed to provide the services of the future. It is also used to advocate on behalf of the community at other levels of government.

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 (80%).
- 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* 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 for NSW 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

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

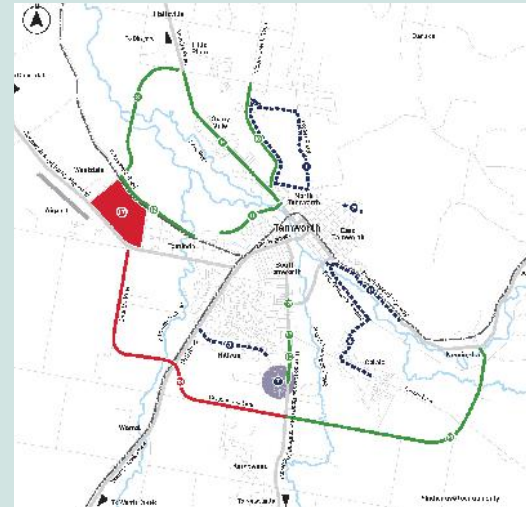


Figure 3 Location of Projects (Source: Tamworth Integrated Transport Plan)

Active transport projects	Road projects
1. Kootingal Walking and Cycling Loop	8. Kootingal - York River Crossing
2. Tamworth Hog and Skywalk	9. Kintillo Road Upgrade
3. Moonbi Bus, Walking and Cycling Connection	10. Moonbi Cross Road and Tribe Street Intersection
4. Kootingal to Moonbi Walking and Cycling Connection	11. Leary Street Upgrade
5. Kootingal to Moonbi Walking and Cycling Connection	12. Wellburns Road Upgrade
6. East Tamworth to CBD Walking and Cycling Connection	13. Sturt Road and Gorman Gorman Road Intersection Upgrade
7. Tamworth Sports & Entertainment Precinct Transport Improvements	14. Southern Access Road
8. Western Freight Link	15. Gorman - Linton Road Upgrade
9. Kootingal Residential Growth Precinct	16. Galbraith Lane and Gorman - Gorman Road Intersection
10. Tamworth Global Gateway Cycle and Heavy Vehicle Road Link	
11. 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 prepared 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 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, community infrastructure, 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 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 2 – Local Strategic Planning Statement 2020 (Blueprint 100: Part 2 - 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).

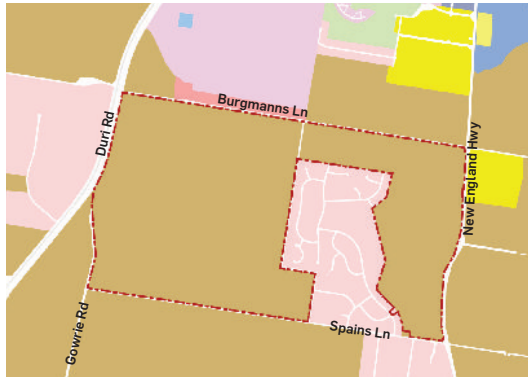
Tamworth Regional Housing Strategy 2024

- 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



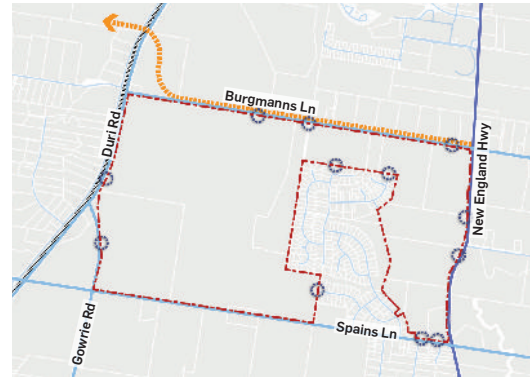
LEGEND

Precinct Boundary

SURROUNDING LAND USE ZONES

- R1 - General Residential Zone
- R2 - Low Density Residential Zone
- R5 - Large Lot 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



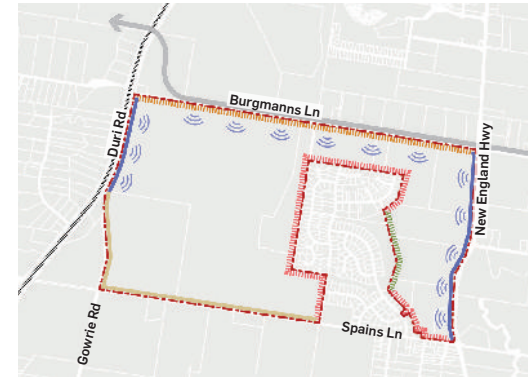
LEGEND

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 Gowrie 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 Gowrie Road.

EDGE INTERFACE



LEGEND

Precinct Boundary

- Railway
- Future Western Freight Link

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



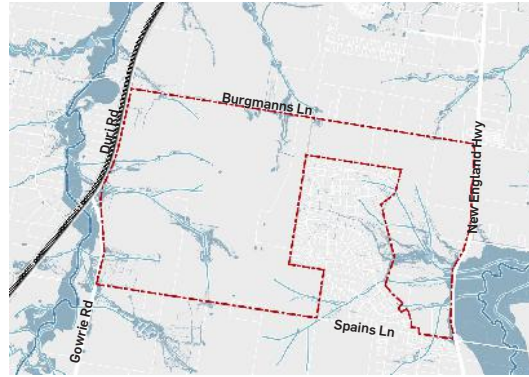
LEGEND

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.

FUTURE TECHNICAL STUDIES

This structure plan has been informed by a high-level assessment of existing characteristics within each precinct. To progress to the next stage, a series of technical studies will be required to validate the feasibility of future developments, identify other constraints, and shape effective management strategies. These studies include, but are not limited to:

- Flood and Water Management Study
- Traffic, Transport and Access Impact Study
- Aboriginal Cultural Heritage Assessment Report (ACHAR)
- Noise and Vibration Impact Assessment
- Social Impact Assessment
- Infrastructure and Utilities Plan
- Bushfire Assessment
- Ecological Assessment
- Crime Risk Assessment (CPTED)

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 an 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.

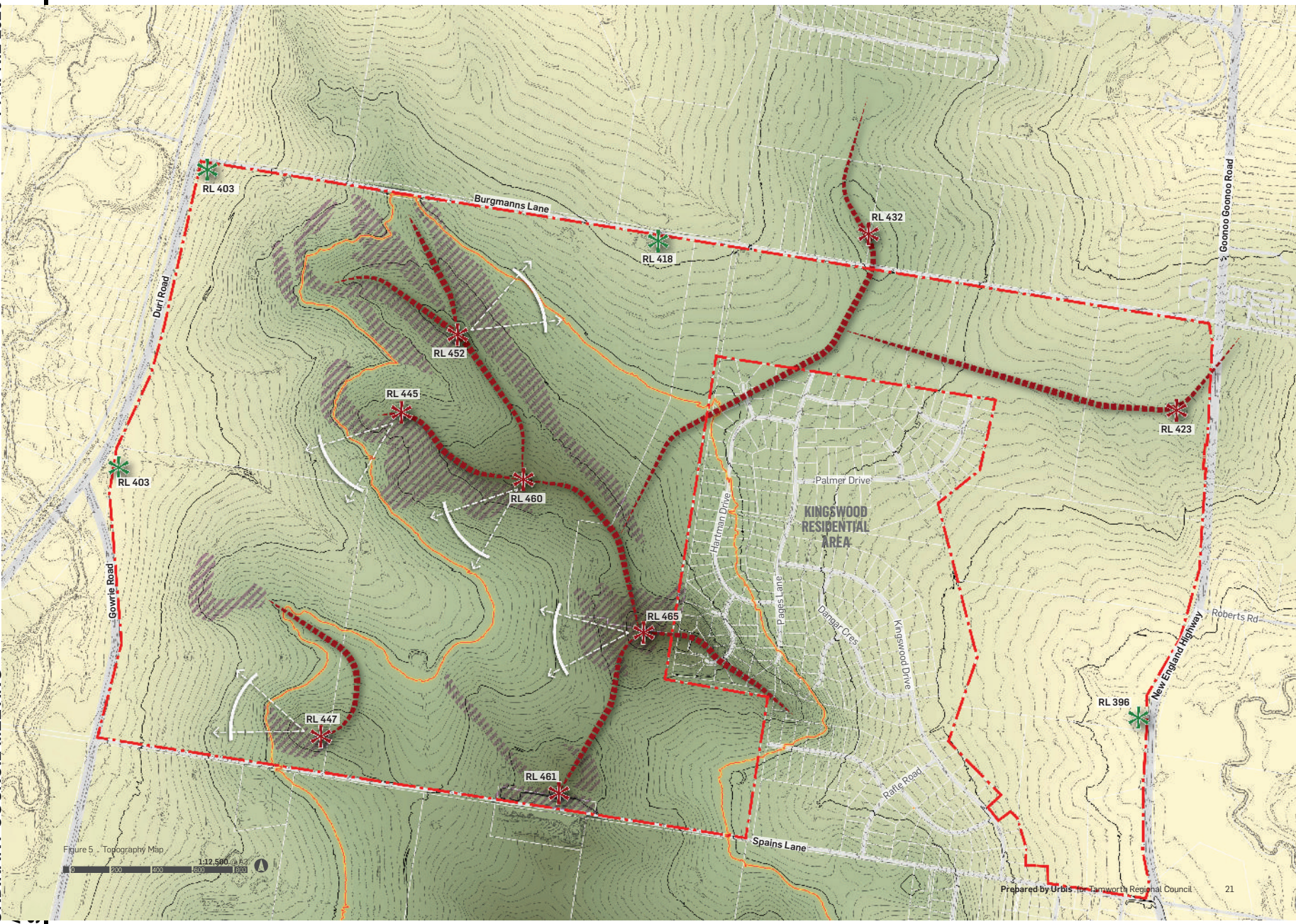


Figure 5 - Topography Map

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Prepared by Urbis for Tamworth Regional Council

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.



Figure 7 Arcadia Structure Plan (Source: Tamworth Regional Development Control Plan 2010)

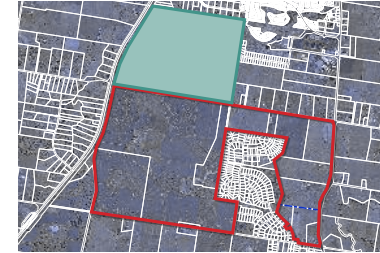


Figure 6 Key Map

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

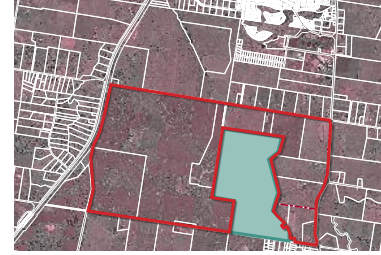


Figure 8 Key Map



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 dedication 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 sewer 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 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 Breaks)

Utilise the wind breaks 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
	Potential Future Investigation Areas
	Open Space Location
	Access Points
	Potential Active Transport Link
	Existing Tree Lines (Wind Breaks)

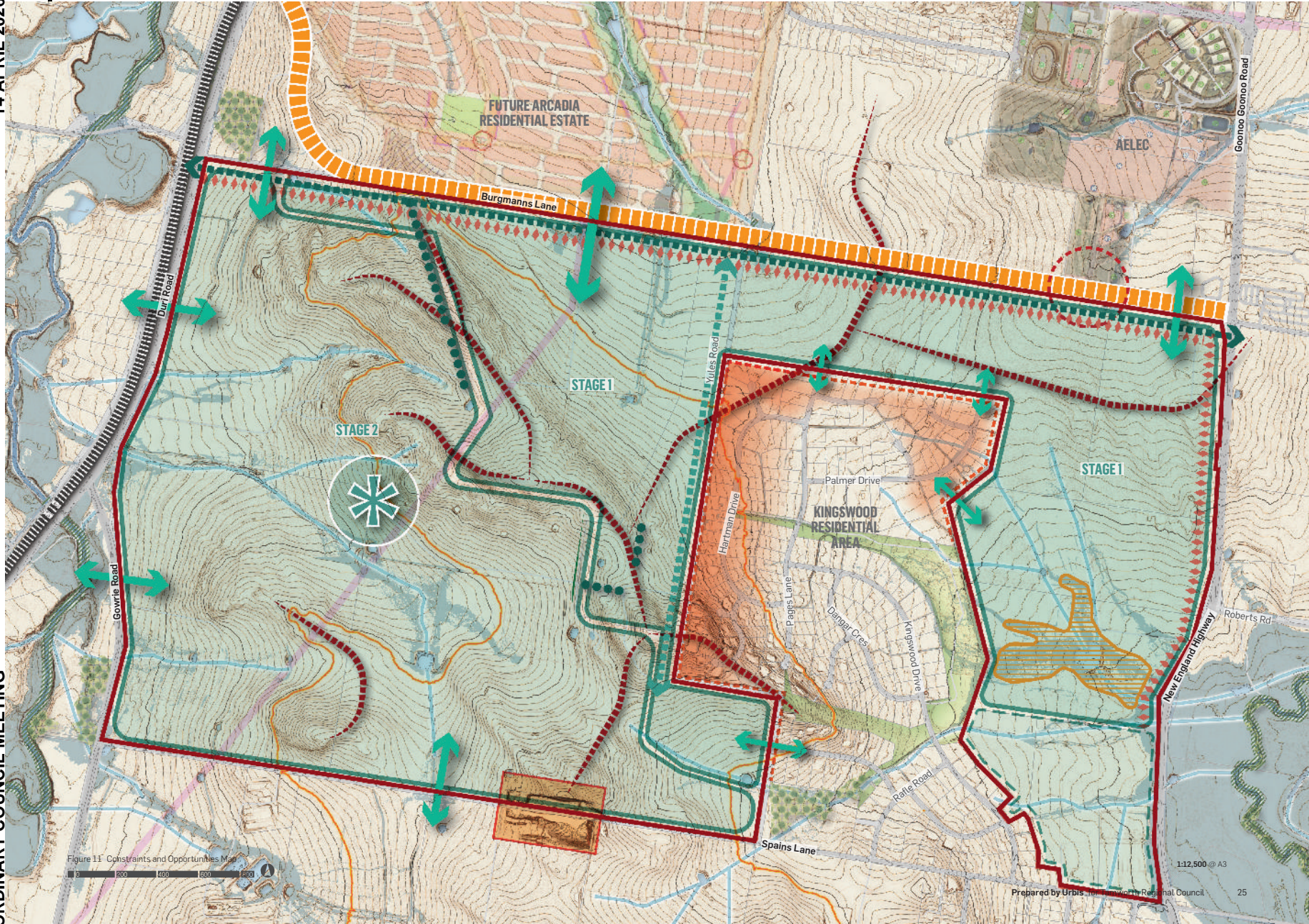
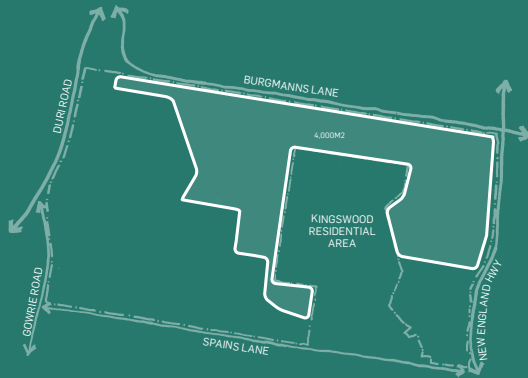


Figure 11 Constraints and Opportunities Map

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Prepared by Urbis for the North West Regional Council 25

KEY CONSIDERATIONS



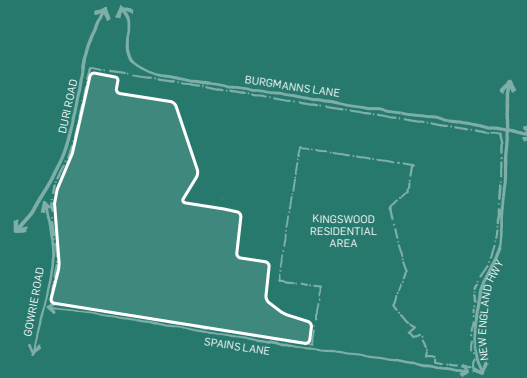
CHARACTER RESPONSE - STAGE 1

Respond to the existing Kingswood Estate by continuing the existing large lot residential lot size (minimum lot size of 4,000m²) along Burgmanns Lane to the ridgeline. Introduce transitional lots of 2,000m² to the north along Burgmanns Lane. 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.

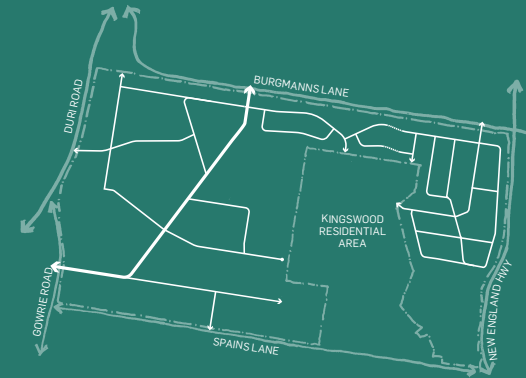
The identified land parcel will form part of Stage 1 of the structure plan. It is expected Stage 1 will be coming online in the next 2-5 years.



FUTURE PROOF - STAGE 2

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 envisaged 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.

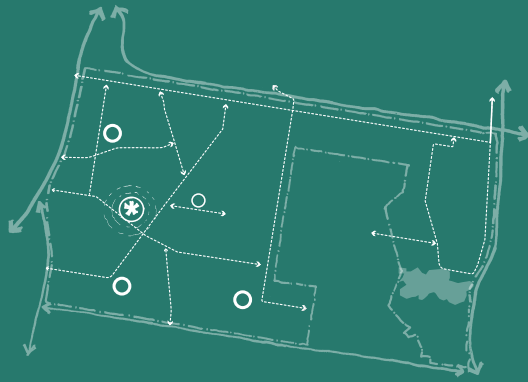
Council's Tamworth Regional Housing Strategy 2024 identifies that Tamworth has capacity under the existing urban land use planning controls to meet demand for the next 23 years, therefore Stage 2 will be protected as the long term growth area to meet the future demand for urban residential land.



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.

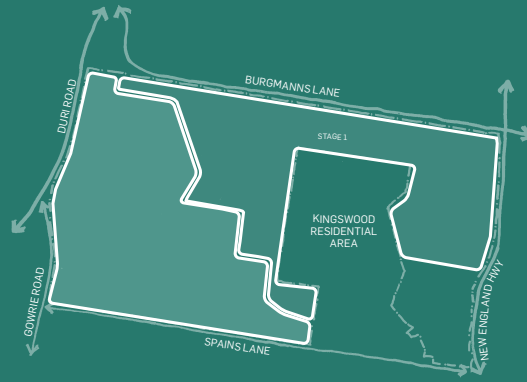


ACTIVE TRANSPORT AND OPEN SPACES

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

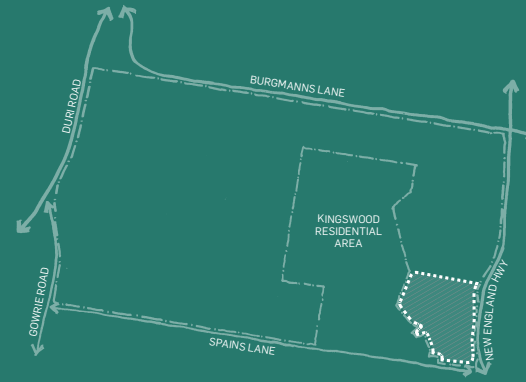
These paths will follow the natural contours of the waterways, providing scenic, shaded routes that encourage walking and cycling, while strategically intersecting with the main and secondary roads to ensure connectivity. This cohesive approach creates an attractive and functional environment. The proposed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

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 (minimum lot size of 4,000m²) as part of Stage 1, and 2,000m² lots as part of Stage 1A along Burgmanns Lane. 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 – Local Strategic Planning Statement 2020 (Blueprint 100: Part 2 - LSPS 2020)* and the *Tamworth Regional Housing Strategy 2024*.





















FUTURE INVESTIGATION AREA



Identify the existing RU4 (Primary Production Small Lots) lots in the south-east corner of the precinct for future investigation to potentially accommodate both large lot residential (4,000m²) and tourism land uses. Key considerations include access, flooding and infrastructure service.

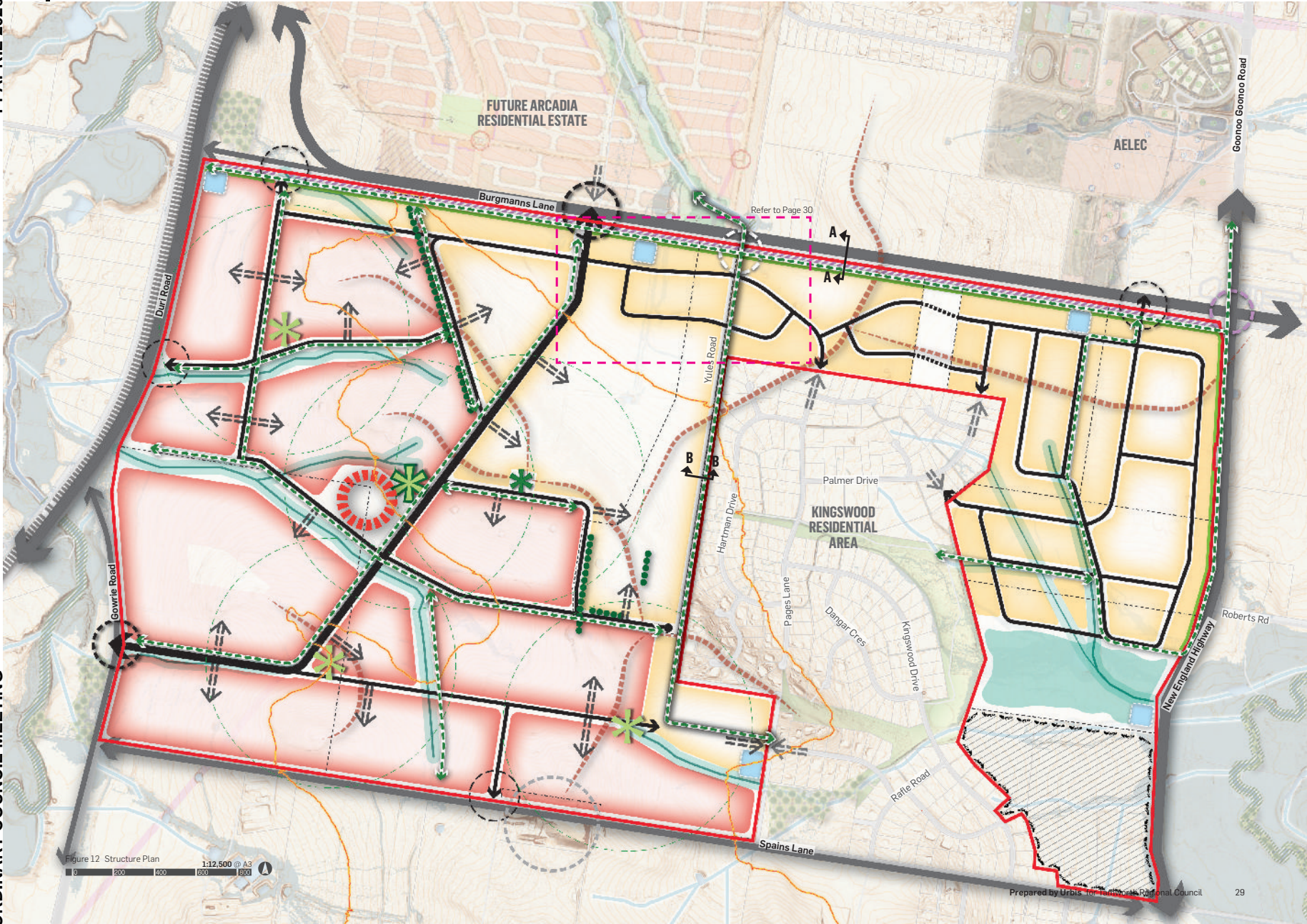
STRUCTURE PLAN

LEGEND (Refer to Page 29)

-  **Precinct Boundary**
-  **Lot Boundaries**
-  **Future Residential Area Stage 1**
Large lots with a minimum lot size of 4,000m² located adjacent to the existing Kingswood residential area.
-  **Future Residential Area Stage 2**
Mixture of lot typology ranging from 450-2000m² 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.
-  **Future Investigation Area**
Investigate for future large lot residential (4000m²) and tourism related land uses.
-  **Civic Heart**
Proposed civic heart along the Blue-Green corridor and main road with the potential to incorporate community infrastructure 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 Breaks)**
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 Constraint 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.

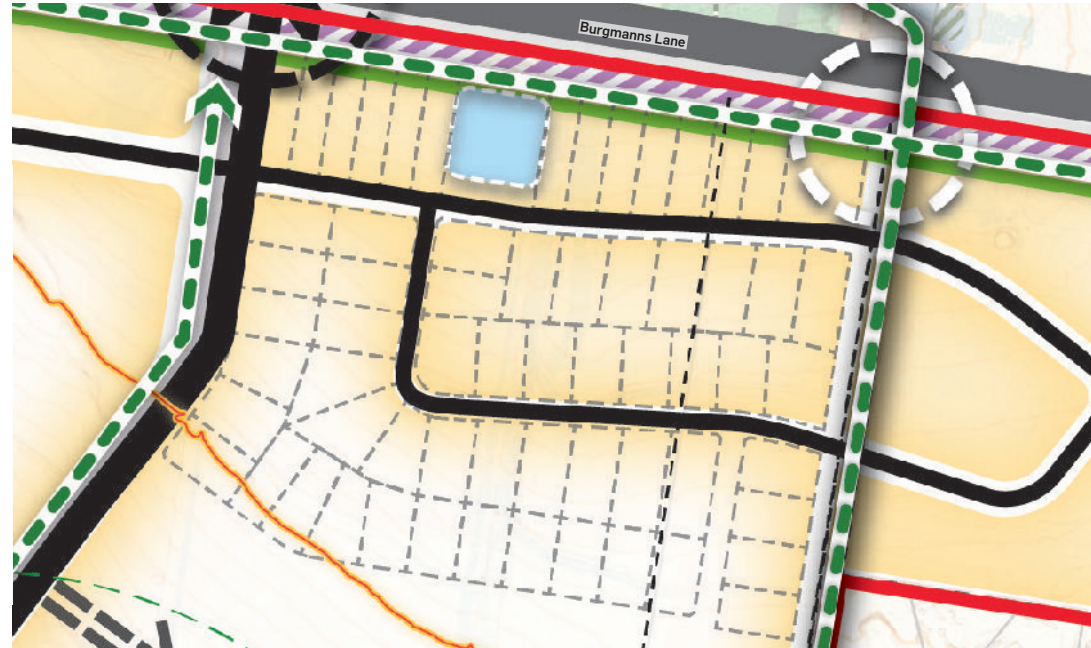


Figure 13 Indicative Subdivision Plan

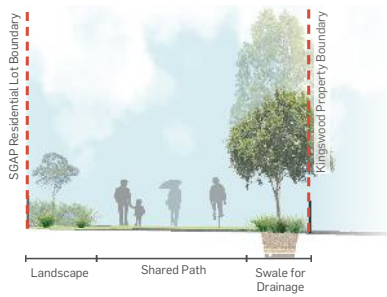
INDICATIVE STREET SECTIONS

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. A 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. A 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 community infrastructure and 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.

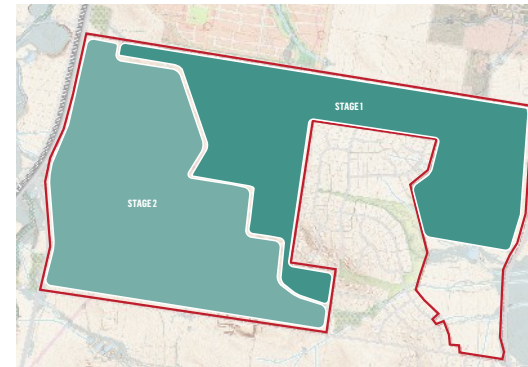


Figure 14 Indicative Project Staging

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 2 – Local Strategic Planning Statement 2020 (Blueprint 100: Part 2 - 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).

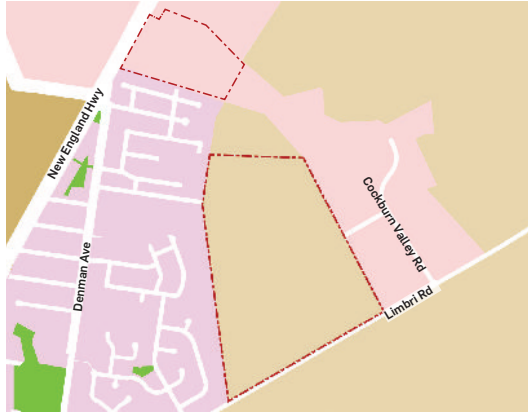
Tamworth Regional Housing Strategy 2024

- 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



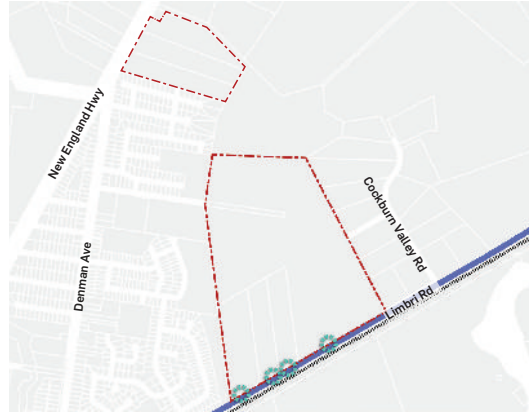
LEGEND

Precinct Boundary

SURROUNDING LAND USE ZONES

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

ACCESS AND MOVEMENT



LEGEND

Precinct Boundary

ACCESS AND MOVEMENT

- 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

Railway

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.

FUTURE TECHNICAL STUDIES

This structure plan has been informed by a high-level assessment of existing characteristics within each precinct. To progress to the next stage, a series of technical studies will be required to validate the feasibility of future developments, identify other constraints, and shape effective management strategies. These studies include, but are not limited to:

- Flood and Water Management Study
- Traffic, Transport and Access Impact Study
- Aboriginal Cultural Heritage Assessment Report (ACHAR)
- Noise and Vibration Impact Assessment
- Social Impact Assessment
- Infrastructure and Utilities Plan
- Bushfire Assessment
- Ecological Assessment
- Crime Risk Assessment (CPTED)

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 ridgelines run north-south along the precinct's east side.

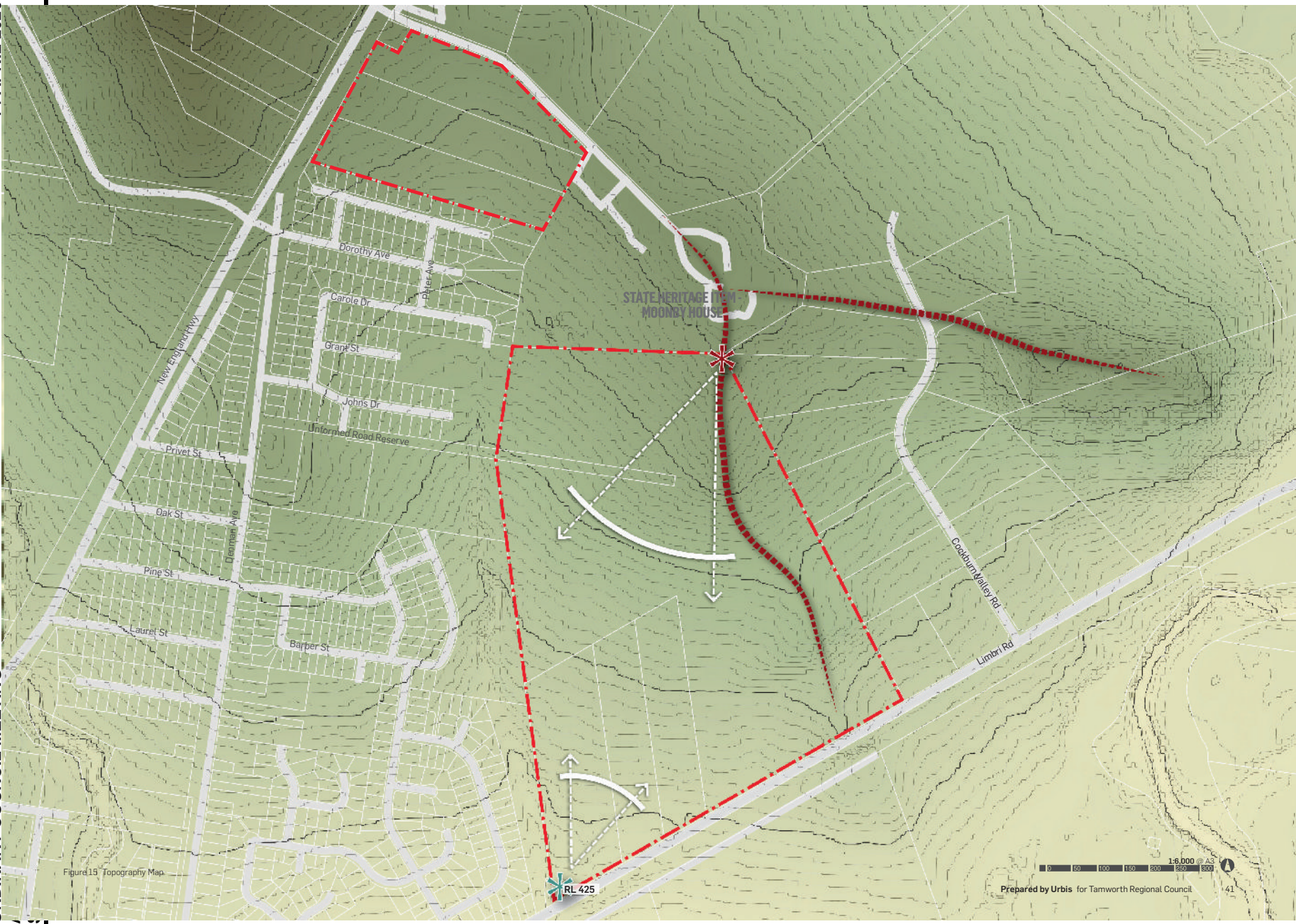


Figure 19 Topography Map

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Prepared by Urbis for Tamworth Regional Council

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 or intensification of land use will trigger a significant sewer upgrade to service Kootingal.

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
-  Future Investigation Areas

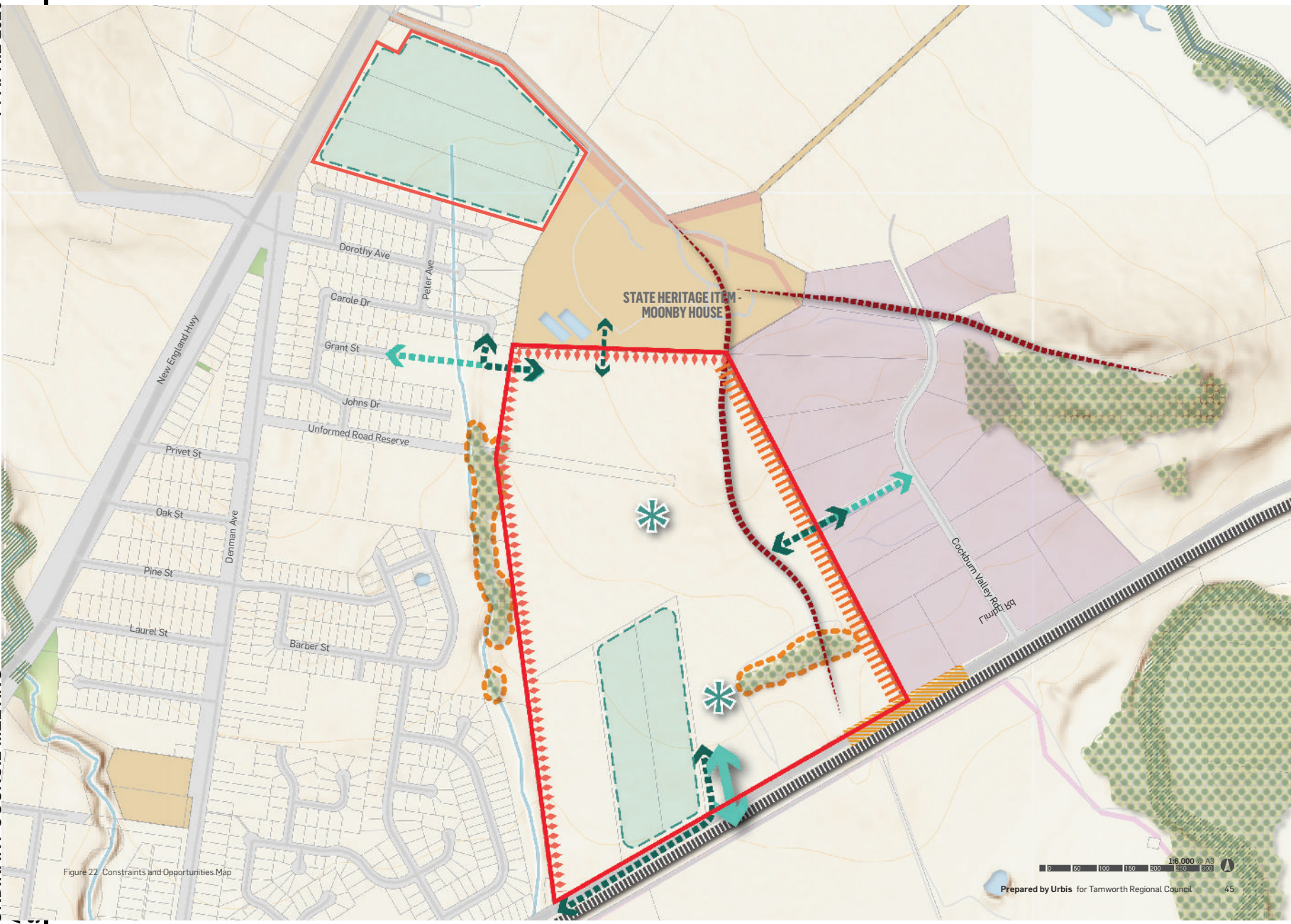
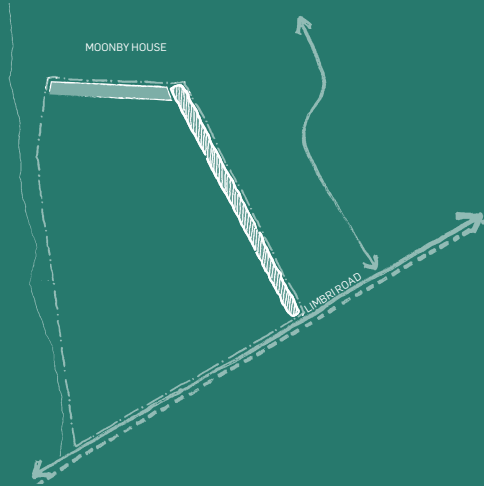


Figure 22 Constraints and Opportunities Map

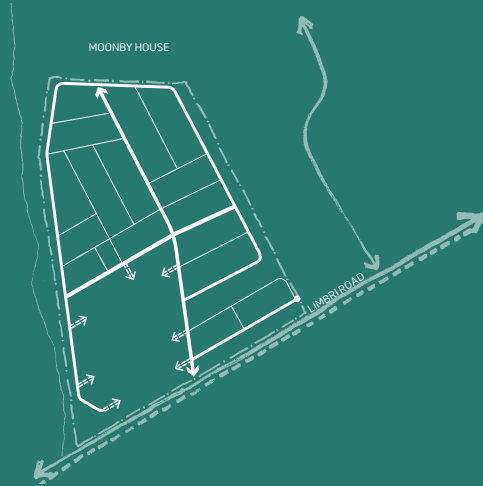
KEY CONSIDERATIONS



INTERFACE

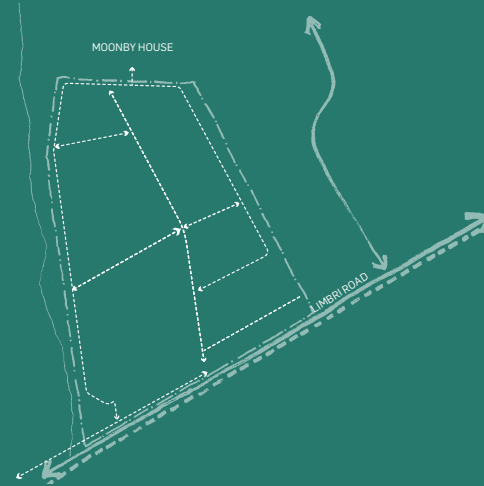
Provide a transition between the existing 2-hectare large lots to the east and new residential developments, with the introduction of a transition zone featuring large residential lots. These spacious lots will serve as a gradient, maintaining the character while accommodating new growth.

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.



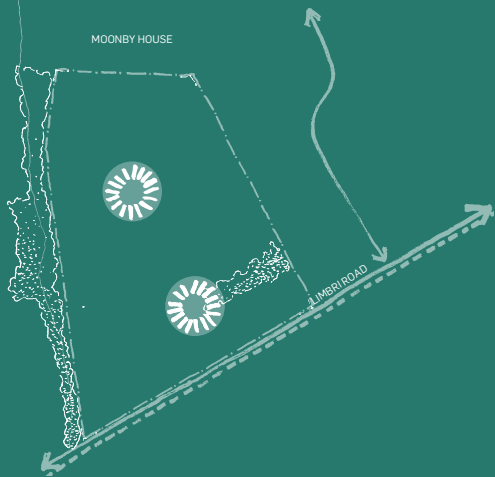
CONNECTIVITY

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.



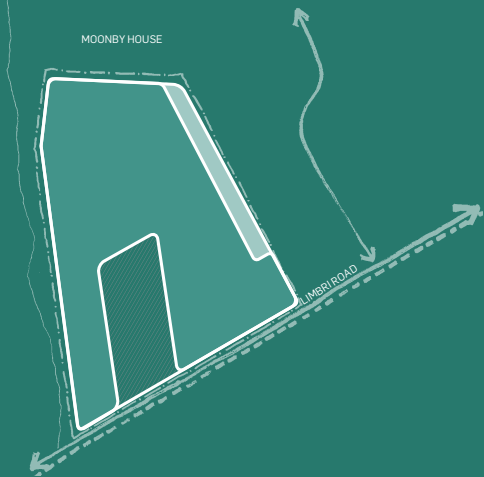
ACTIVE TRANSPORT

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.



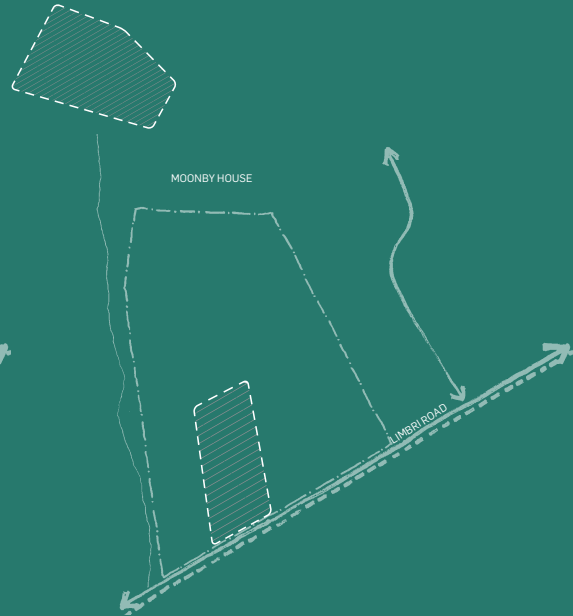
OPEN SPACES

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



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.



FUTURE INVESTIGATION AREAS

















Identify the existing lands to the north and east of the Kootingal urban area for future urban residential investigation. Key considerations include;

Future Investigation Area (North) - reducing the minimum lot size to align with the existing urban residential pattern, extension of Peter Avenue, restricting direct access to the New England Highway, impacts on State Heritage Listed Moonby House and infrastructure servicing.

Future Investigation Area (East) - reducing the minimum lot size to align with the future urban residential pattern, extension of internal roads and infrastructure servicing.

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)**
450-800m² urban lots as the predominant typology within the precinct, to complement the existing fabric of Kootingal.
-  **Transition Residential Area (Large Lot)**
1,000m² 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 Areas**
Opportunity to extend the future desired urban fabric. The potential road 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 Road Connections**
Opportunity to introduce secondary road connections to increase connectivity of the Kootingal urban area.
-  **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.

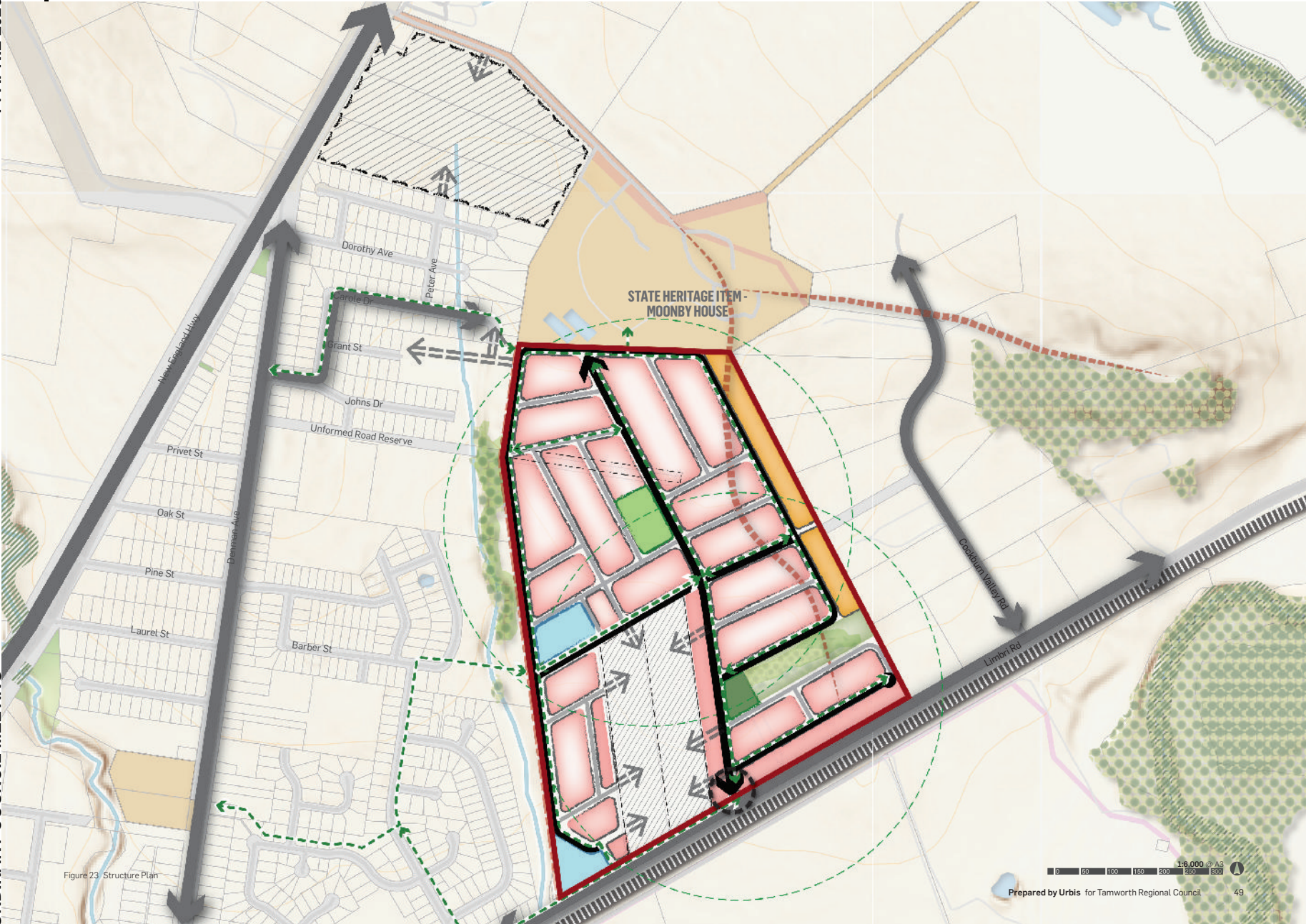


Figure 23 Structure Plan

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 Prepared by Urbis for Tamworth Regional Council 49

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.

The future investigation area (north) shall consider internal access connections via Peter Avenue. Direct access onto the New England Highway will need to be considered carefully.

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 and future investigation areas. 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) or other augmentation works. The existing KSTP can cater for all the residential zoned land in Kootingal, however any rezoning or intensification of land use which requires connection to Council's reticulated sewer infrastructure will trigger a significant sewer upgrade works. The upgrading of the KSTP or other augmentation works is currently being investigated but any upgrade works would be a minimum of 5 years away. An servicing strategy must be prepared as part of any future rezoning or intensification of land use to detail how sewer infrastructure will be delivered to the precinct and future investigation areas.

Stormwater Drainage

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

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 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.

The requirement for open space for the future investigation area will form part of analysis and consultation.

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



Open Space for Recreation



Medium-density Residential Development



Shared Cycle Path



Medium-density Residential Development

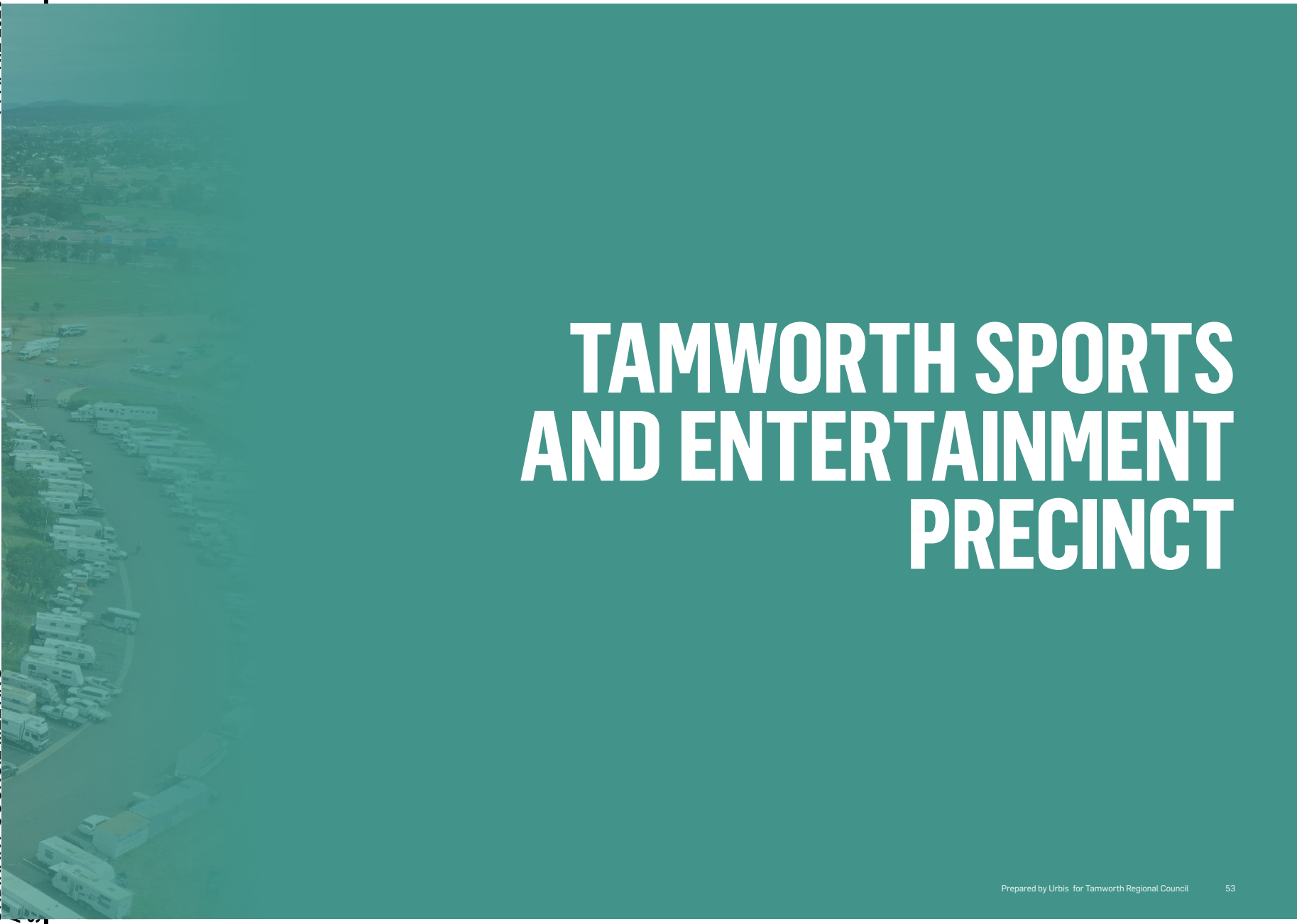


Integration of Trees with the Open Space



Large Transitional Residential Development





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 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 2 – Local Strategic Planning Statement 2020 (Blueprint 100: Part 2 - 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).

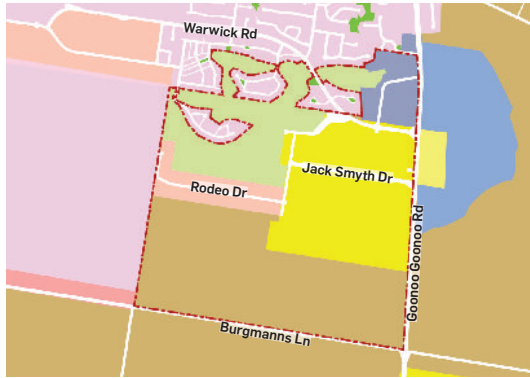
Tamworth Regional Housing Strategy 2024

- 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



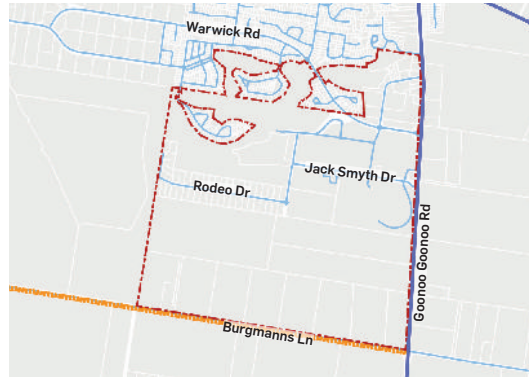
LEGEND

Precinct Boundary

SURROUNDING LAND USE ZONES

- R1 - General Residential Zone
- R2 - Low Density Residential Zone
- R5 - Large Lot 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



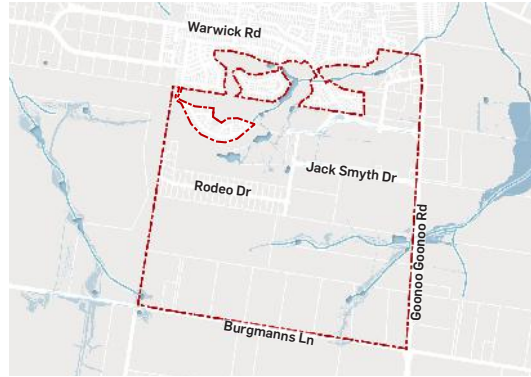
LEGEND

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.

FUTURE TECHNICAL STUDIES

This structure plan has been informed by a high-level assessment of existing characteristics within each precinct. To progress to the next stage, a series of technical studies will be required to validate the feasibility of future developments, identify other constraints, and shape effective management strategies. These studies include, but are not limited to:

- Flood and Water Management Study
- Traffic, Transport and Access Impact Study
- Health and Safety Assessment
- Aboriginal Cultural Heritage Assessment Report (ACHAR)
- Social Impact Assessment
- Infrastructure and Utilities Plan
- Bushfire Assessment
- Ecological Assessment
- Crime Risk Assessment (CPTED)

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.

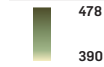
KEY INSIGHTS

- 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)



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

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.



Figure 26 Key Map



Figure 27 Arcadia Structure Plan (Source: Tamworth Regional Development Control Plan 2010)



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 mixed use development comprising accommodation, food services, indoor recreation, retail, childcare, public open space and related land uses that support outdoor recreation, sports and equine related activities.

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

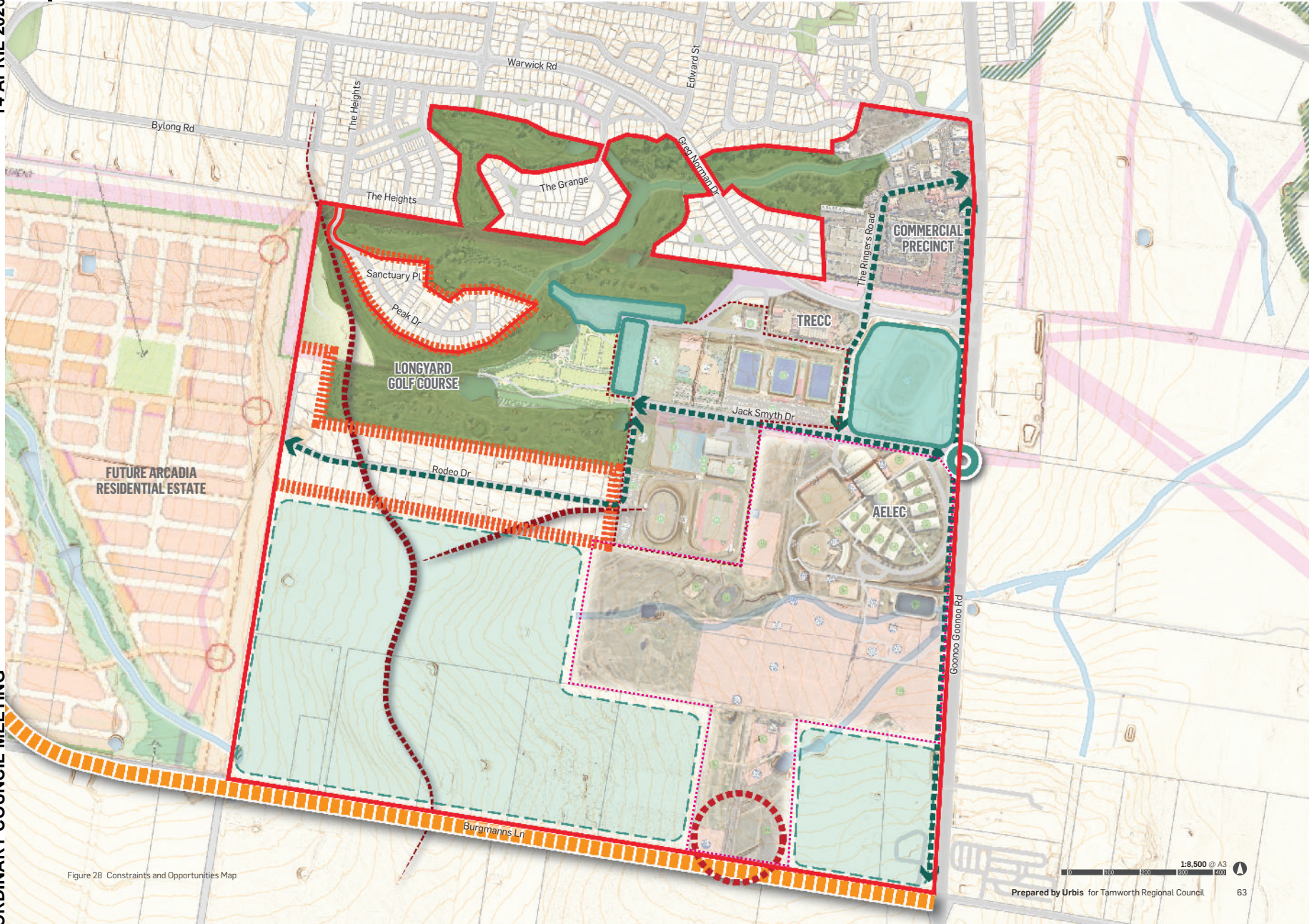
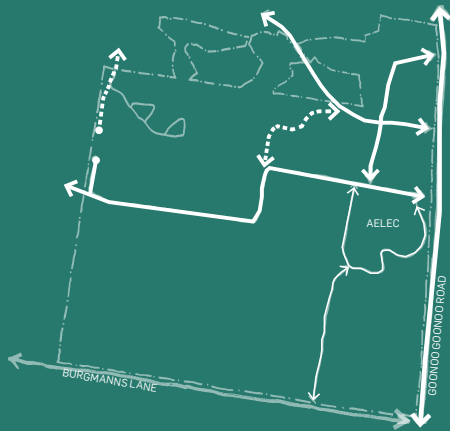


Figure 28 Constraints and Opportunities Map

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

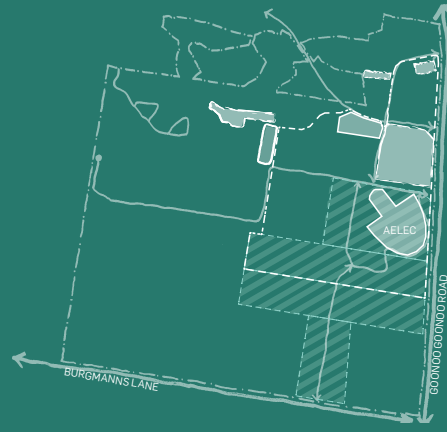
Identify the existing RU4 – Primary Production Small Lot zone located within the precinct as future investigation in consideration of several constraints, including access, infrastructure servicing and land use conflict. Any Planning Proposal or Development Application will need to consider the following 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 site to be developed into a vibrant and lively tourist and entertainment hub. It is anticipated that future developments could include a mix of tourist, visitor accommodation, food and drink premises, indoor recreation, retail, childcare, suitable car parking, 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, retail and food and drink premises which leverage the existing regional sporting facilities and entertainment venues and help activate the precinct. To support this vision a draft Special Entertainment Precinct is identified which aims to promote and balance night-life vibrancy with community amenity. Investigate expanding the SP3 zone to promote, support and protect the operations of AELEC.





















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 |  | Future Investigation Area to Support Tourism |
|  | NICSE Boundary |  | Future Investigation Area |
|  | AELEC Boundary |  | Ridgeline |
|  | Draft Special Entertainment Precinct Boundary |  | Proposed Road
New road connections to improve the movement of vehicles within the precinct. |
|  | Key Site
Future mixed use development comprising accommodation, food services and related land uses which supports the needs of the Precinct. The precinct could include a bespoke architectural building, tourist and visitor accommodation, integrated transport hub, consolidated surface parking, open space and the retention of the Tamworth Truck Drivers Memorial. |  | 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. |
|  | Key Entrance Site |  | Potential Future Connection
Potential connections into Arcadia Estate, pending detailed layout design. |
|  | Longyard Golf Course |  | Existing Roundabout |
|  | Tamworth Regional Aquatic Centre and Northern Inland Centre of Sport and Health |  | Intersection Upgrade
Proposed intersection upgrades along Goonoo Goonoo Road. |
|  | Medium Density Residential | | |
|  | Tourist and Visitor Accommodation Motel | | |

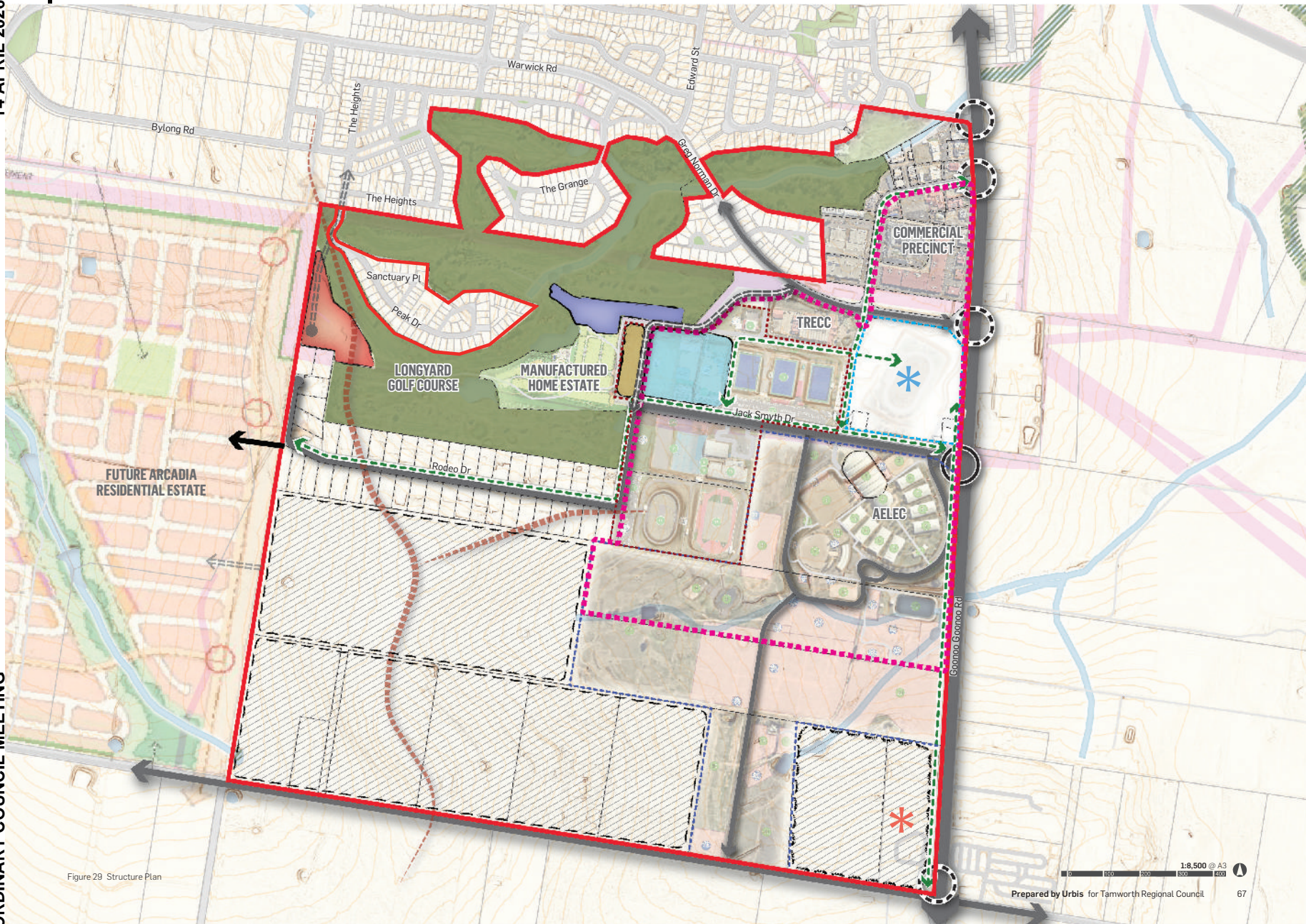


Figure 29 Structure Plan

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 0 100 200 300 400
 Prepared by Urbis for Tamworth Regional Council 67

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 Craighends 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 that may be incorporated into the redevelopment of the former Athletics Track site. The open space will be considered for the precinct while complementing the long term vision for the former Athletic Track site and may be incorporated within the footprint of the buildings.

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



Integrated Active Transport



Pedestrian Street



Bespoke Architectural Building



Medium-density Residential Developments



Surface Car park with Landscape



Short-term Accommodation



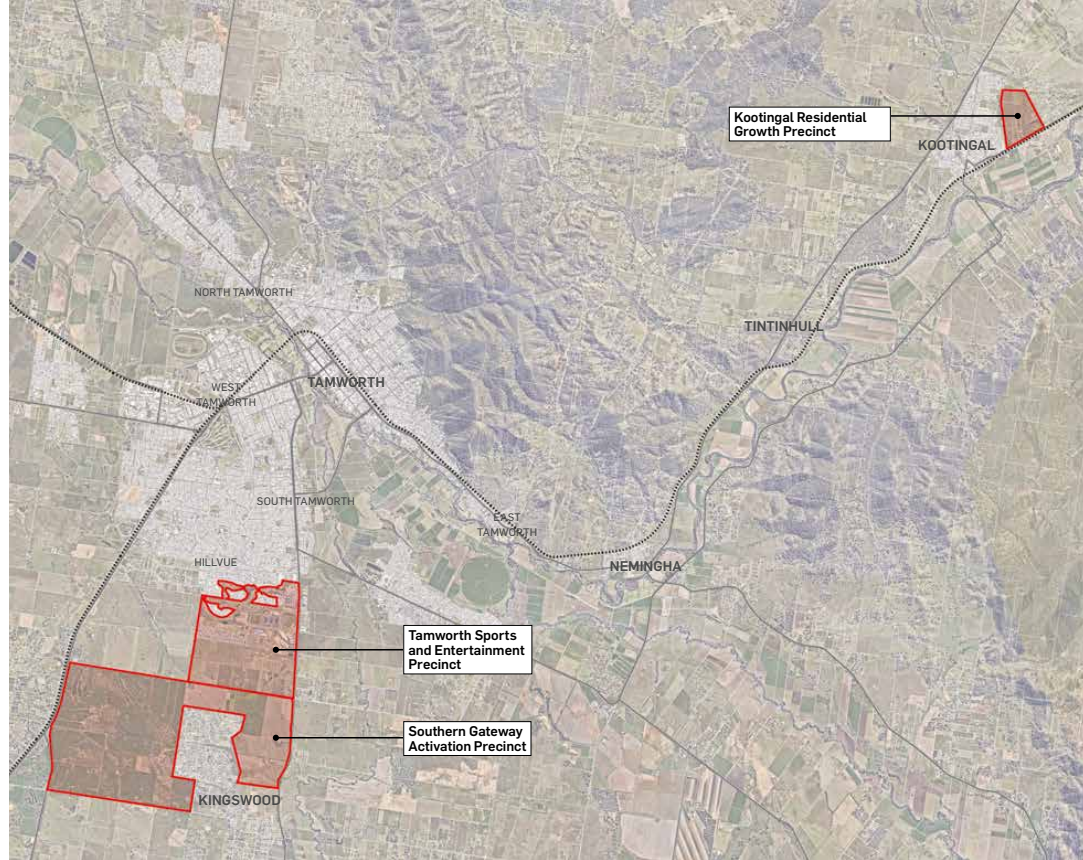
Tree-lined Streets



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LOCALITY PLAN - STRUCTURE PLAN PRECINCTS

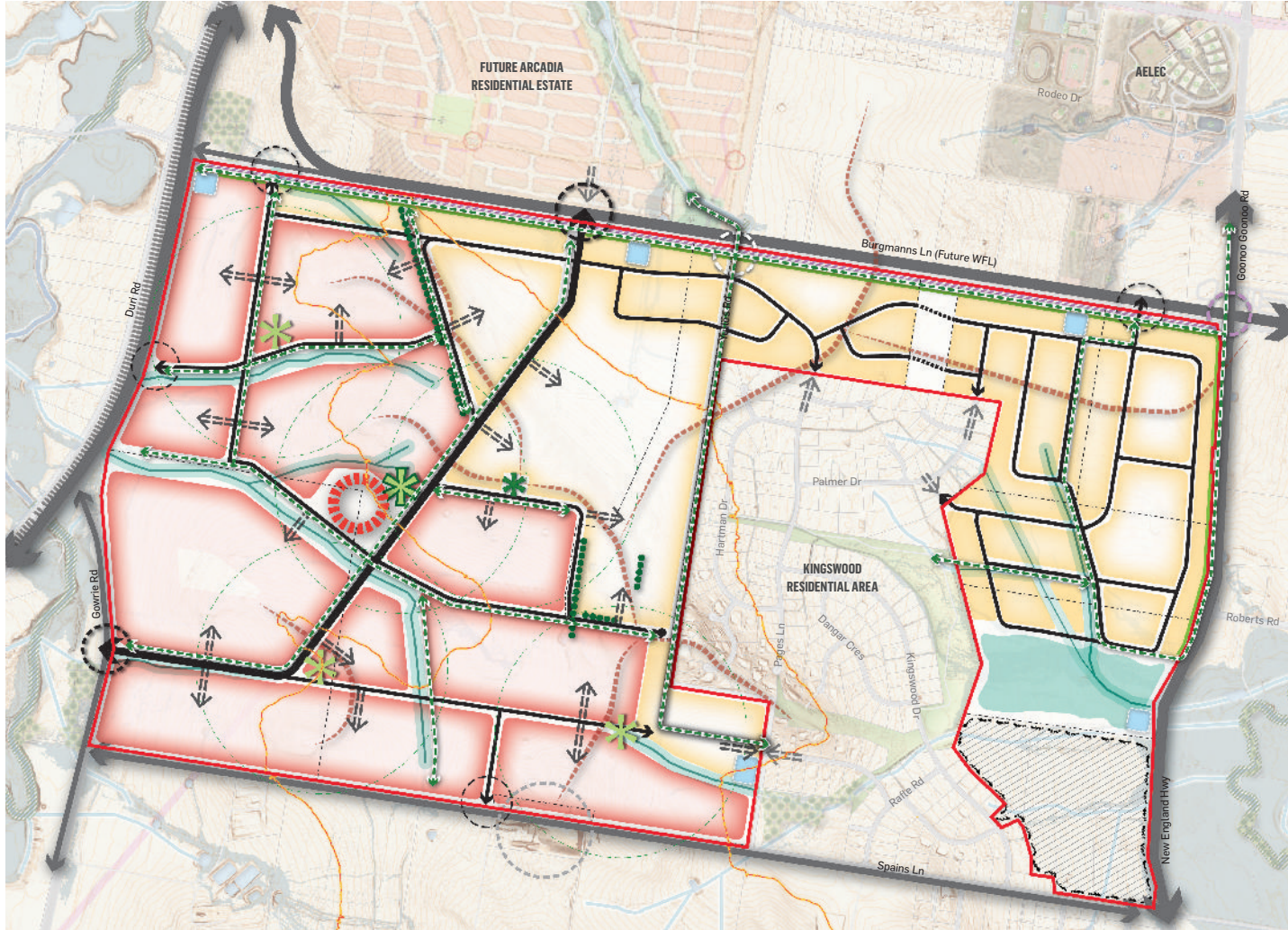
- LEGEND**
- Investigation Areas
 - Railway Line
 - Highway/ Major Roads





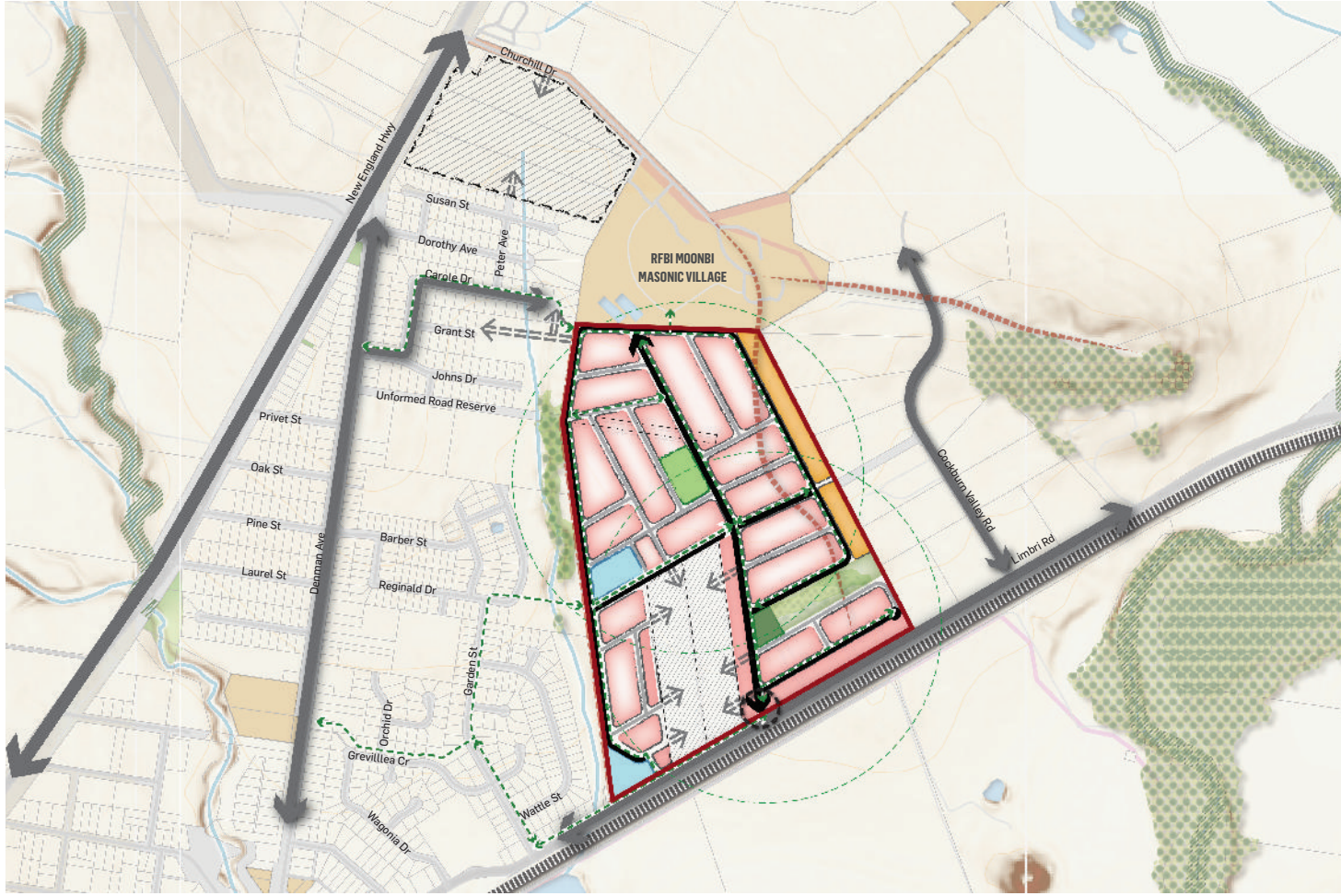
LEGEND:

- Site Boundary
- Lot Boundaries
- Indicative Sub-division Layout
- Future Residential Area Stage 1 (Large Lot)
- Future Residential Area Stage 2 (Urban)
- Potential Detention Basins
- Drainage Reserve
- Future Investigation Area
- Existing Tree Lines (Wind Breaker)
- Existing Quarries
- Blue-Green Corridor
- 20m Land Dedication for Western Freight Link
- Acoustic Treatment along New England Highway
- Ridgeline
- Water Servicing Limit 431 AHD
- Main Road Network
- Active Transport
- Potential Road Connections
- Proposed Intersections
- Intersection Upgrade
- Potential Temporary Access
- Civic Heart (potential Local Centre, Park, Community Infrastructure etc.)
- Neighbourhood Park
- Local Park
- 400m Radius from Open Space



**AREA 1 - SOUTHERN GATEWAY ACTIVATION PRECINCT
STRUCTURE PLAN**

- LEGEND:**
- Site Boundary
 - Lot Boundaries
 - Existing State Heritage Item
 - Local Park (approx. 0.5 ha)
 - Neighbourhood Park (approx. 1 ha)
 - Potential Detention Basin
 - Existing Vegetation
 - Future Residential Area (Urban)
 - Transition Residential Area (Large Lot)
 - Future Investigation Area
 - Proposed Roads
 - Active Transport Links
 - Potential Road Connections
 - Ridgeline
 - Proposed Intersection
 - 400m Radius from Open Space

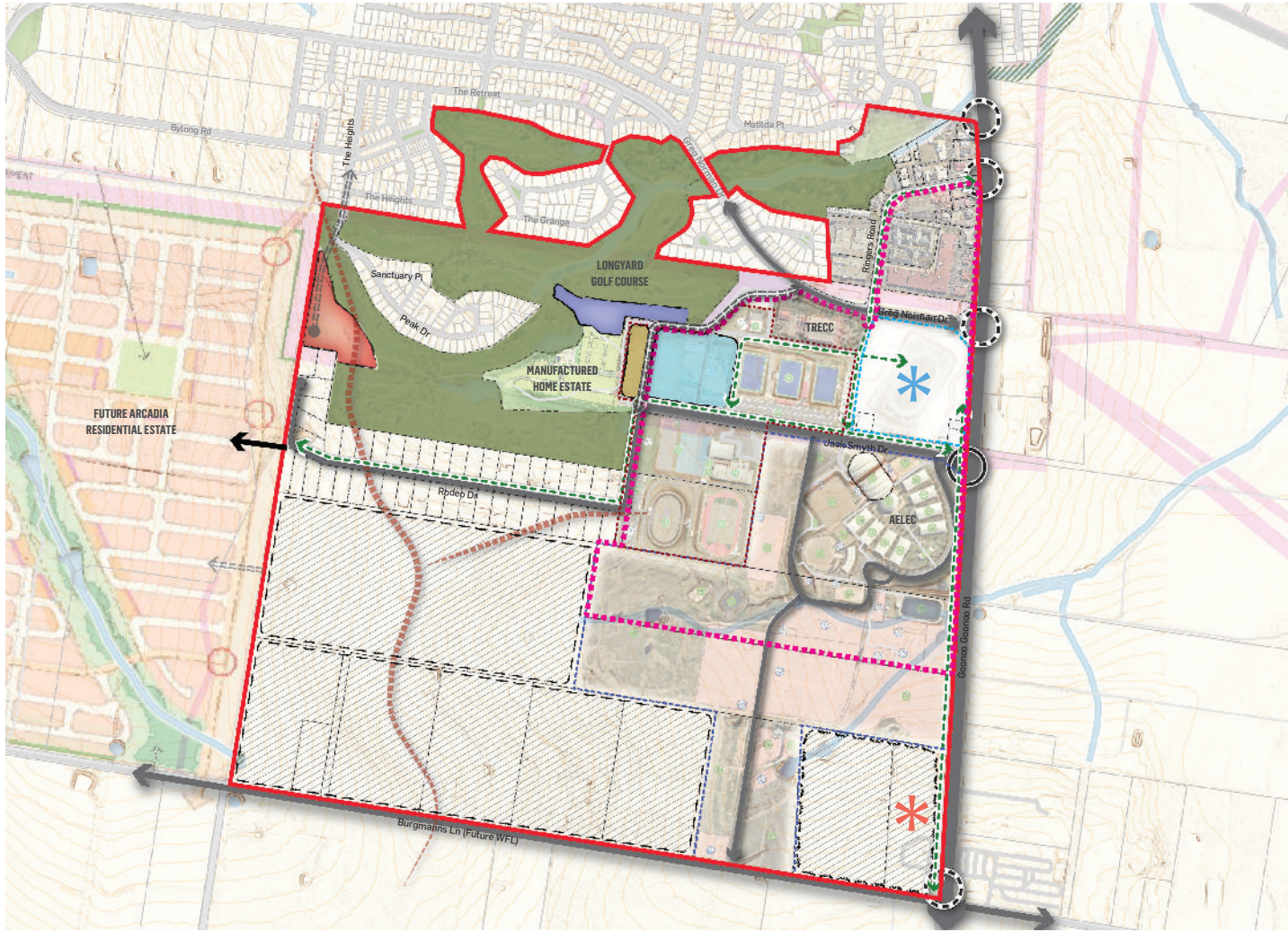


**AREA 2 - KOOTINGAL RESIDENTIAL GROWTH PRECINCT
STRUCTURE PLAN**



LEGEND:

- Site Boundary
- Lot Boundaries
- NICSE Boundary
- AELEC 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)
- Draft Special Entertainment Precinct (SEP)
- Longyard Golf Course
- Tamworth Regional Aquatic Centre and Northern Inland Centre of Sport and Health
- Medium Density Residential
- Tourist & Visitor Accommodation Motel
- Future Investigation Area to support Tourism
- Future Investigation Area
- * Key Site, future mixed use development comprising accommodation, food services and related land uses which supports the needs of the Precinct. The precinct could include a bespoke architectural building, tourist and visitor accommodation, integrated transport hub, consolidated surface parking, open space and the retention of the Tamworth Truck Drivers Memorial.
- * Key Entrance Site
- Ridgeline
- New Pedestrian Street
- Active Interface
- Proposed Roads
- Active Transport
- Potential Future Connection
- Existing Roundabout
- Intersection Upgrade



**AREA 3 - TAMWORTH SPORTS AND ENTERTAINMENT PRECINCT
STRUCTURE PLAN**

Tamworth Regional Council

Report Type: Project
 Project Name: Tamworth Regional Structure Plans
 Date Range: 28-07-2025 - 08-09-2025
 Exported: 25-09-2025 12:34:43

Performance Summary
 Information regarding key visitation and utilisation metrics for your Site or projects.

3,368 Views	1,818 Visits	1,298 Visitors	38 Contributions	35 Contributors	14 Followers
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Views - The number of times a Visitor views any page on a Site.
Visits - The number of end-user sessions associated with a single Visitor.
Visitors - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.
Contributions - The total number of responses or feedback collected through the participation tools.
Contributors - The unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.
Followers - The number of Visitors who have 'subscribed' to a project using the 'Follow' button.


Conversions


Information regarding how well your engagement websites converted Visitors to perform defined key actions.

<p>Feedback</p> <p>1.87%</p> <p>Percentage of visits where at least 1 contribution was made.</p>	<p>Attention</p> <p>41.25%</p> <p>Percentage of visits that lasted at least 1 active minute.</p>	<p>Actions</p> <p>23.27%</p> <p>Percentage of visits where at least 2 actions were performed.</p>
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Participation

Information regarding how people have participated in your projects and activities.

Contributions by Activity			
Contributions by Activity is a breakdown of contributions across each tool			
Activity	Contributions		%
 Form	38	<div style="width: 100%; height: 10px; background-color: #004a99;"></div>	100%

Top Activities			
Top Activities is the top 5 tools that received the highest contributions			
Activity	Page Name	Contributions	Contributors
 Form	Tamworth Regional Structure Plans	38	35

Projects

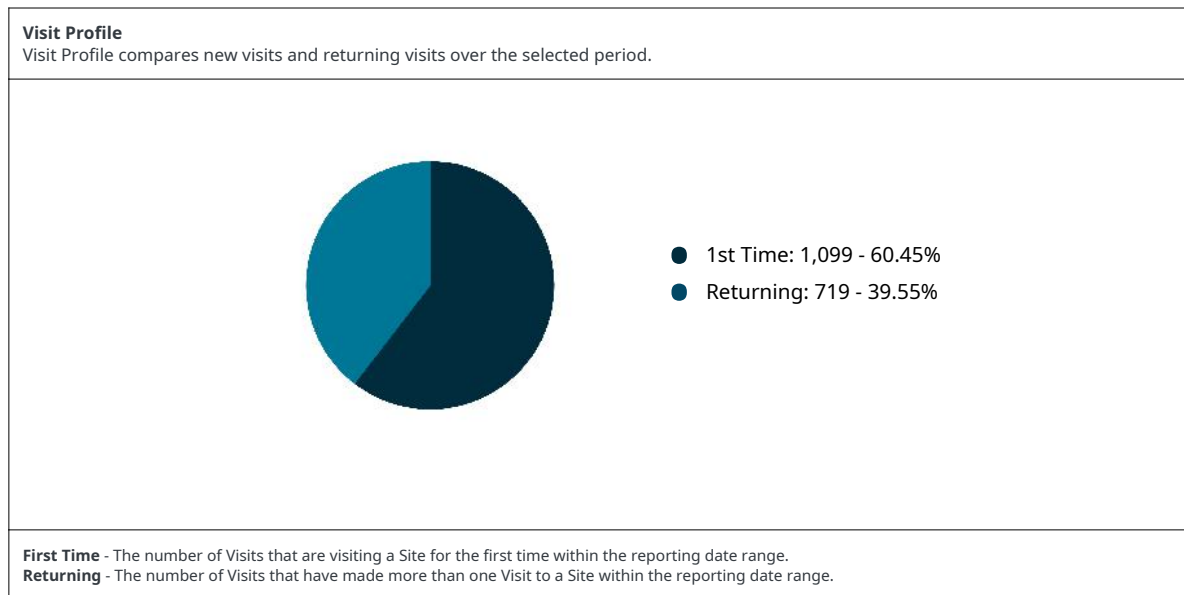
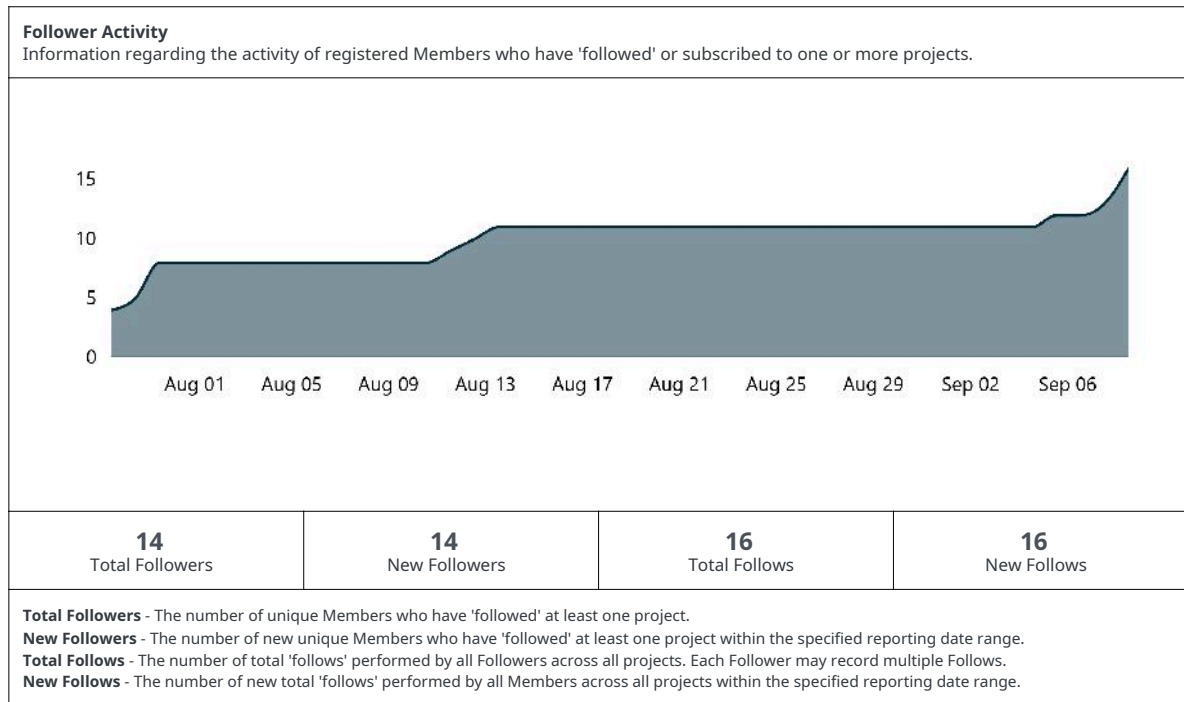
The current number of published projects on your site

Engagement Time		Top Visited Pages			
Summary information for the top five most visited Pages.					
Page Name	Visitation %	Visits	Visitors		
Tamworth Regional Structure Plans	91.36%	1,660	1,248		
Precinct 1: Southern Gateway Activation Precinct	27.68%	503	416		
Precinct 3: Tamworth Sports and Entertainment Precinct	21.85%	397	341		
Precinct 2: Kootingal Residential Growth Precinct	12.71%	231	196		

2 Days		23 Hours		2 Minutes	
Jul 28th 2025 Peak Visitation Date		Monday Peak Visitation Day			

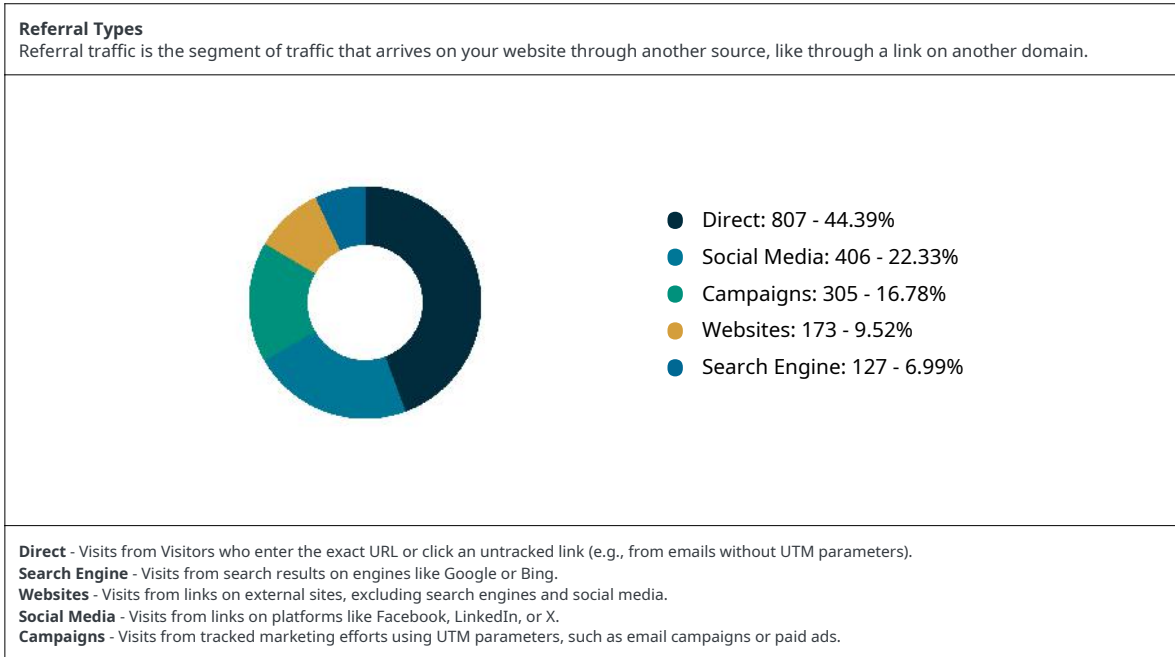
People

Information regarding who has participated in your projects and activities.




Acquisition

Information regarding the method by which Visitors arrived to your Site or projects.



Downloads

Information regarding your downloads, the total set of unique documents downloaded, total downloads of all files, and your top downloads.



796
Total Downloads


Top Downloads		
Top file downloads in your selection, ordered by the number of downloads.		
File Title	File Type	Downloads
Southern Gateway Activation Precinct Structure Plan.pdf	PDF	137
Tamworth Regional Sports and Entertainment Structure Plan.pdf	PDF	122
Tamworth Regional Structure Plan Report- Part 1.pdf	PDF	122
Tamworth Regional Structure Plan Report - Part 2.pdf	PDF	94
Tamworth Regional Structure Plan Report - Part 3.pdf	PDF	93

Email Campaigns

Information regarding your email campaigns, your total campaigns, the total number of recipients, and your top campaigns by click-through rate (clicks as a percentage of total recipients).



1
Email Campaigns Sent



859
Total Recipients



15.25%
Click-through Rate

Top Campaigns			
Top email campaigns that have activity in your selection, ordered by click-through rate (clicks as a percentage of total recipients).			
Campaign Name	Recipients	Clicks	Click-through Rate
Tamworth Regional Structure Plans	859	131	15.25%



Tamworth Regional Structure Plans

Engagement Outcomes Report

February 26

Prepared for: Tamworth Regional Council

Urbis staff responsible for this report were:

Director Carlos Frias
Senior Consultant Darshini Rajeshwaran
Project Code P0052218

Acknowledgment 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.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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Introduction

Tamworth Regional Council publicly exhibited the draft Tamworth Regional Structure Plans for the Southern Gateway Activation Precinct (SGAP), Kootingal Residential Growth Precinct, and Tamworth Sports and Entertainment Precinct (TSEP) between 28 July and 8 September 2025. The exhibition sought feedback from the community, landowners, developers, government agencies, and other stakeholders on the proposed high-level frameworks for land use, housing, active transport and open space across these three key precincts.

A comprehensive review and categorisation of all submissions was undertaken following the close of exhibition. This process involved:

1. **Collating all submissions** received from community members, landowners, developers, and State Agencies.
2. **Identifying key themes** within each precinct, including recurring issues, opportunities, and points of alignment or divergence between stakeholders.
3. **Reviewing agency advice** from Transport for NSW, the NSW Department of Planning, Housing and Infrastructure, the NSW Department of Climate Change, Energy, the Environment and Water, the NSW Department of Primary Industries and Regional Development, and the Energy Corporation of NSW.

This analysis has informed Council's consideration of the proposed outcomes and has resulted in some amendments to SGAP, TSEP and Kootingal Residential Growth Precinct Structure Plans.

Engagement

The structure plan report was released for public feedback for 42 days from 28 July 2025 to 8 September 2025. The engagement process aimed to:

- Provide opportunities to community and relevant stakeholders to have a say about what they value in the precincts and how it should change over time
- Provide opportunities to share the feedback to all those involved among the three precincts
- Raise awareness about the vision for the three precincts

Engagement was aimed at the people who live and work within the three precincts, as well as individuals and communities who visit the precincts especially to access sports and entertainment services. Council also held targeted sessions with State Agencies and the relevant landowners at an early stage to present the draft structure plan for feedback and help articulate ideas.

The release of the structure plans were supported by a wide-reaching engagement program, which involved:

- Television and Radio
- Article for Your Council News
- Editorial for the Northern Daily Leader
- Facebook, Instagram and LinkedIn Posts (A total of five Facebook posts, five Instagram posts, three LinkedIn posts and two Facebook Community Posts were made throughout the public exhibition, as well as being included in the post-Council Meeting wrap ups on Facebook and Instagram.)
- Posters were created and distributed to each of Council's Customer Service Offices to display
- Project page created on 'Council's Have Your Say' page
- QR code for easy access to the project page

The social media videos showcasing each precinct proved to be a great way to convey key information in an engaging and easy-to-digest format. The 'At a Glance' post, which also offered a break down then a map of each precinct, performed strongly, achieving above-average views and interactions on Facebook. Paid social media advertising, which ran from 14–29 August, directly aligned with notable spikes in both webpage visits and online submissions, demonstrating the success of the campaign's targeted approach. Additionally, including the QR code on the campaign poster worked well, as reflected in the Have Your Say report data. Using the QR code contributed to Direct Visits being the highest referral source to the campaign webpage.

Snapshot of Engagement Process



**ABC News
Breakfast**

Local Audience of **5,300**

Prime 7NEWS

Local Audience of **14,320**

NBN News

Local Audience of **15,264**



Facebook

Total views of **38,912**

Instagram

Total views of **4,288**

LinkedIn

Total likes of **31**

Social Media Impressions

Total of **33,667**



Targeted Pre-Exhibition Workshops

Total of **THREE**

1 Analysis of Submissions

1 Analysis of Submissions

An analysis of the forty three (43) submissions was undertaken to draw out the key observations, including those from State Agencies.

1.1 Key Observations from the Submissions

1.1.1 Southern Gateway Activation Precinct

1. Growth

- Broad support for the precinct as a driver of Tamworth's future growth, housing supply, and economic development.
- Recognition that the plan can deliver a mix of lot sizes and housing typologies, with staged delivery to meet both immediate and long-term demand.
- Support for integrating new development with existing neighbourhood character, particularly in areas adjoining Kingswood.

2. Access & Traffic

- Concerns about safety risks with proposed access routes via Herden Road and Ralfe Road, including restricted sight lines, erosion, flooding, and narrow carriageways.
- Suggestions to use alternative access routes, such as Yules Road, to improve safety and connectivity, and to integrate active transport corridors during road construction.
- Calls for upgrades to Spains Lane, including widening, sealing, and weight limits to prevent heavy vehicle use as a freight bypass.
- Proposals to extend Stage 1 west to Burgmanns Lane to provide an additional road connection and buffer residential areas from traffic noise.
- Strategic proposals to leverage the Southern Access Route and Western Freight Link to connect South Tamworth to the airport, industrial precincts, and regional transport networks.

3. Land Use & Staging

- Opposition to industrial uses such as quarries within residential growth areas due to concerns about land stability, reduced lot yield, and long-term vision.
- Desire to maintain large-lot character along certain boundaries, with minimum lot sizes of 2,000–4,000m² to preserve visual character and appeal.
- Proposals for staged delivery:
 1. Early release of large-lot areas to meet immediate demand and integrate with existing character.
 2. Flexibility to subdivide larger lots into smaller formats once infrastructure (e.g. sewer) becomes available.
- Suggestions to expand the precinct boundary to include strategic landholdings for mixed-use development, tourist accommodation, and residential uses.
- Recommendations to unify large-lot residential areas south of Spains Lane with consistent subdivision standards.

4. Agency & Government Input

- **Transport for NSW (TfNSW)**: Supports limiting access points to protect freight corridor efficiency and recommends further investigation into intersection designs.
- **Energy Corporation of NSW (EnergyCo)**: Requests coordination with the Port to Renewable Energy Zone (REZ) strategy to accommodate over-sized and over-mass vehicle movements.
- **NSW Department of Planning, Housing and Infrastructure (DPHI)**: Advises targeted consultation with multiple State Agencies, adoption of flood risk-based planning, and infrastructure service planning before rezoning.
- **NSW Department of Climate Change, Energy, the Environment and Water – Conservation Programs, Heritage & Regulation Group (DCCEEW – CPHR)**: Identifies biodiversity values and recommends avoiding floodplain and high environmental value land, with clear criteria for assessment.
- **NSW Department of Primary Industries and Regional Development – Agriculture and Biosecurity**: Highlights the cumulative loss of high-quality agricultural land and recommends Land Use Conflict Risk Assessments (LUCRA) to manage transitions between rural and urban uses.

1.1.2 Tamworth Sports and Entertainment Precinct

1. Traffic & Road Safety

- Concerns about connecting certain roads to new residential areas without upgrades, due to pedestrian safety risks and rural character impacts.
- Recognition of the need for a larger capacity transport hub, including coach parking, to manage event-related congestion.

2. Land Use & Zoning

- Calls for balanced development that supports existing businesses and avoids oversupply of tourist accommodation.
- Suggestions to limit on-site accommodation to a single facility and allocate more space for parking and event infrastructure.
- Proposals to develop key sites, such as the Former Athletics Track, as mixed-use precincts incorporating commercial, retail, entertainment, and tourism use.
- Recommendations to remove restrictive indicative layouts from the Structure Plan to allow flexibility in master planning.

3. Amenity & Liveability

- Concerns about noise, light pollution, increased traffic, litter, and petty crime associated with entertainment uses.
- Requests for more accessible facilities, including “Changing Places” bathrooms, to improve inclusivity.
- Suggestions to incorporate cultural infrastructure, such as a performance hall or outdoor performance space, to diversify precinct use beyond sport.

4. Open Space & Community Use

- Support for retaining and enhancing existing open space assets, including memorials and parks, as part of a connected network.

- Proposals to integrate performance areas into open space to create year-round cultural attractions.
- Recommendations to expand parking capacity to meet current and future event demand.

5. Agency & Government Input

- **NSW Department of Planning, Housing and Infrastructure (DPHI):** Recommends a formal planning proposal for the Special Entertainment Precinct (SEP), consultation with relevant agencies, and infrastructure service planning before rezoning.
- **NSW Department of Climate Change, Energy, the Environment and Water – Conservation Programs, Heritage & Regulation Group (DCCEEW – CPHR):** Identifies biodiversity values and recommends avoiding floodplain and high environmental value land.

1.1.3 Kootingal Residential Growth Precinct

1. Support for Growth

- Recognition of strong housing demand in Kootingal, with calls to prioritise the precinct due to market readiness and community support.
- Suggestions to improve pedestrian connectivity, particularly between residential areas and schools.
- Support for Growth above the inclusion of lands to the north of Kootingal urban area.

2. Opposition / Concerns

- Concerns about loss of village lifestyle, increased crime, and inadequate infrastructure to support growth.
- Criticism of recent development patterns dominated by dual dwellings, limited parking, and lack of neighbour consultation.

3. Infrastructure & Safety

- Calls for traffic safety improvements, including speed reductions and enforcement measures on key roads.
- Proposals for active transport links, such as a cycle/walkway between Kootingal and Moonbi, to improve connectivity and reduce reliance on cars.

4. Agency & Government Input

- **Energy Corporation of NSW (EnergyCo):** Requests coordination with the Port to Renewable Energy Zone (REZ) strategy for road upgrades and over-sized/over-mass vehicle movements.
- **NSW Department of Planning, Housing and Infrastructure (DPHI):** Advises targeted consultation, flood risk-based planning, and infrastructure service planning before rezoning.
- **NSW Department of Climate Change, Energy, the Environment and Water – Conservation Programs, Heritage & Regulation Group (DCCEEW – CPHR):** Identifies biodiversity values and recommends avoiding floodplain and high environmental value land.

1.1.4 Integrated Summary of Themes

This table illustrates the key themes and stakeholder perspectives identified across all precincts. Comments were grouped into recurring themes, with significant points distilled into concise statements. Stakeholder positions were then compared to identify areas of high, moderate or partial alignment, summarised in the “Stakeholder Alignment” column.

THEME	KEY POINTS ACROSS ALL PRECINCTS	STAKEHOLDER ALIGNMENT	
PUBLIC SUBMISSIONS			
Access & Road Safety	Safety concerns about proposed access routes, especially in SGAP and TSEP. Suggestions for alternative routes (e.g. Yules Road in SGAP), intersection upgrades, and integration of active transport corridors. Event-related traffic management in TSEP requires larger transport hubs and coach parking.	All stakeholders recognise safety and capacity issues, though preferred solutions vary.	H
Open Space & Environmental Protection	Suggestions for performance areas in TSEP open space, blue-green links in SGAP, and active transport integration in Kootingal.	Shared priority, with agencies adding compliance requirements.	H
Infrastructure Before Growth	Strong consensus that water, sewer, and road upgrades must precede or accompany new development. Calls for climate resilience measures, such as new water storage, improved road networks, and banning heat-retaining dark roofs.	Agreement among all stakeholders.	H
Freight & Transport Coordination	Developers seek to leverage proximity to freight routes for economic benefit.	Agreement on importance.	H
Connectivity & Active Transport	Calls for pedestrian and cycle links within and between precincts (e.g. Kootingal–Moonbi path, SGAP active transport via Yules Road). Developers support integration with road construction to reduce costs.	All stakeholders support, though scope and funding mechanisms vary.	H
Process & Engagement	Appreciation for extended consultation periods; calls for transparency in decision-making and early clarity on land potential.	Shared priority for open, inclusive process.	H
Event & Visitor Infrastructure	In TSEP, need for expanded parking, integrated transport hubs, and cultural facilities (performance halls, outdoor venues). Retain and enhance memorials and parks as part of visitor experience.	Community and developers agree on activation.	M
Lot Sizes & Character Preservation	Desire to maintain large-lot character in SGAP and Kootingal, with minimum lot sizes of 2,000–4,000m ² in certain areas. Avoid abrupt transitions to higher	Community and developers agree on large-lot value.	M

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	density. Developers propose staged release of large lots, with flexibility to subdivide later.		
Land Use Mix & Flexibility	Support for mixed-use development in key sites (e.g. Former Athletics Track in TSEP, SGAP extensions). Calls to avoid incompatible industrial uses (e.g. quarries in SGAP). Developers seek inclusion of tourist accommodation, specialised retail, and commercial uses; community wants balance to avoid oversupply.	Agreement on mixed-use potential, but tension over scale of tourist accommodation and commercial activity.	P
Agricultural Land Management	Developers argue for rezoning where rural use is no longer viable.	Agreement on need for assessment; differing views on rezoning thresholds.	P
STATGE AGENCY SUBMISSIONS			
Open Space & Environmental Protection	Strong emphasis on preserving and enhancing open space, integrating green corridors, and protecting biodiversity. Agencies stress avoiding floodplain and High Environmental Value (HEV) land.	Shared priority, with agencies adding compliance requirements.	H
Infrastructure Before Growth	Advices infrastructure service planning before rezoning	Agreement among all stakeholders.	H
Freight & Transport Coordination	Need to protect freight corridor efficiency in SGAP; coordinate with Port to Renewable Energy Zone (REZ) strategy for over-sized/over-mass vehicle movements.	Agencies focus on technical compliance.	H
Process & Engagement	Agencies recommend targeted consultation with multiple State Agencies before finalising plans.	Shared priority for open, inclusive process.	H
Land Use Mix & Flexibility	Recommend a flood risk-based planning and a planning proposal for the SEP of TSEP.	Agencies focus on planning compliance.	P
Agricultural Land Management	Concern over cumulative loss of productive agricultural land, especially in SGAP. Agencies recommend Land Use Conflict Risk Assessments (LUCRA) to manage transitions.	Agreement on need for assessment; differing views on rezoning thresholds.	P

Alignment Scale

H	High alignment
M	Moderate alignment
P	Partial alignment

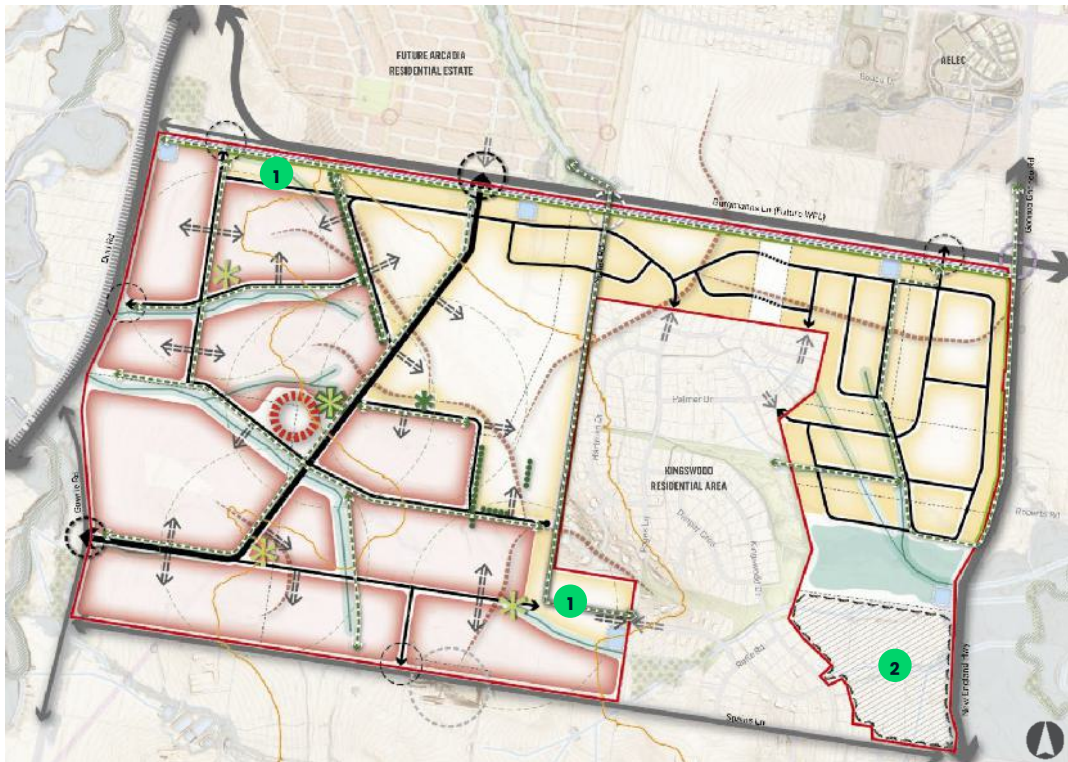
2 Actions taken since Exhibition

2 Actions take since Exhibition

2.1 Amendments to the Southern Gateway Activation Precinct Structure Plan

The following are the amendments undertaken to the Structure Plan, post receipt of all the submissions.

1. Stage 1 has been expanded to include the lots located south of Yules Road and further to the west along Burgmanns Lane.
2. The precinct boundary has been expanded to the south-east to include Lot 62 DP 800714 and Lots 6100 and 6101 DP 1059416 and identify these sites as future investigation areas for potential large-lot residential and / or tourism related land uses.



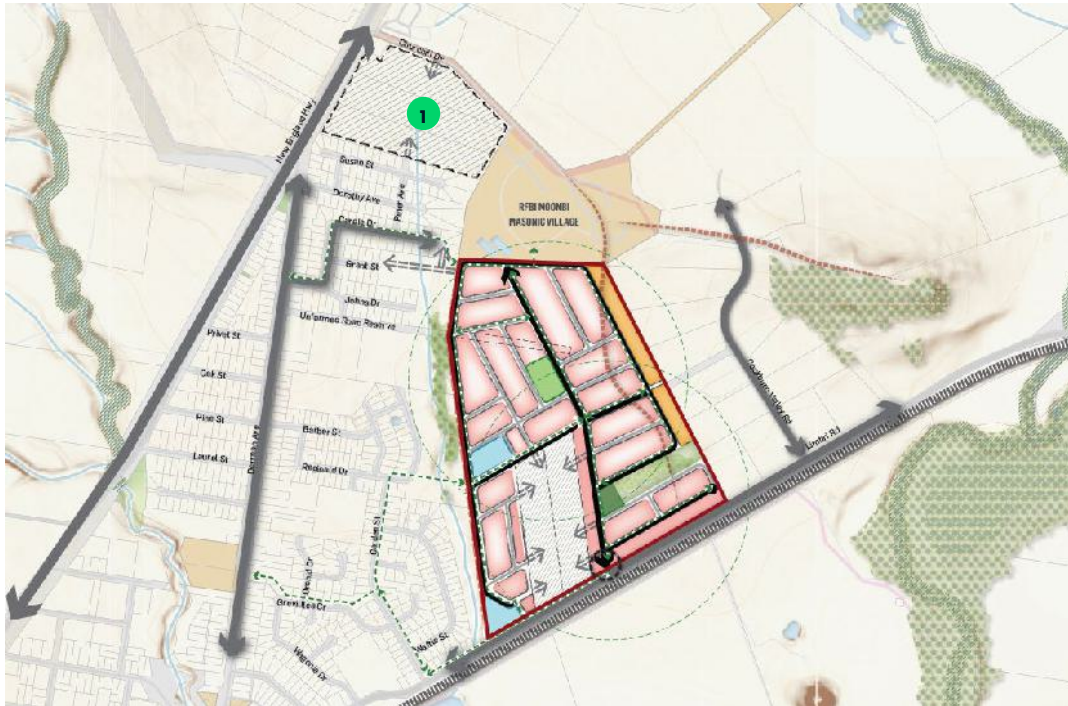
LEGEND:

Site Boundary	Acoustic Treatment along New England Highway
Lot Boundaries	Redesign
Indicative Sub-division Layout	Water Servicing Limit (SL) AHD
Future Residential Area Stage 1 (Large Lot)	Main Road Network
Future Residential Area Stage 2 (Urban)	Active Transport
Potential Detention Basins	Potential Road Connections
Drainage Reserve	Proposed Intersections
Future Investigation Area	Intersection Upgrade
Existing Tree Lines (Wind Breaker)	Potential Temporary Access
Existing Quarries	Civic Uses (Commercial Local Centre, Park, Community Infrastructure etc)
Blue-Green Corridor	Neighbourhood Park
20m Land Dedication for Western Freight Link	Local Park
	400m Radius from Open Space

2.2 Amendments to the Kootingal Residential Growth Precinct Structure Plan

The following amendment has been undertaken to the Structure Plan, post receipt of all the submissions.

1. The precinct boundary has been expanded to the north of the Kootingal urban area to include Lot 14 DP 1188560, Lot 46 DP 236508 and Lot 47 DP 236508. These lots have been identified as a future investigation area for residential development given the existing internal road connection and natural extension of the existing built form. The investigation will consider a reduction in minimum lot size, access, impact on the adjoining State Heritage Listed Moonby House and infrastructure servicing.



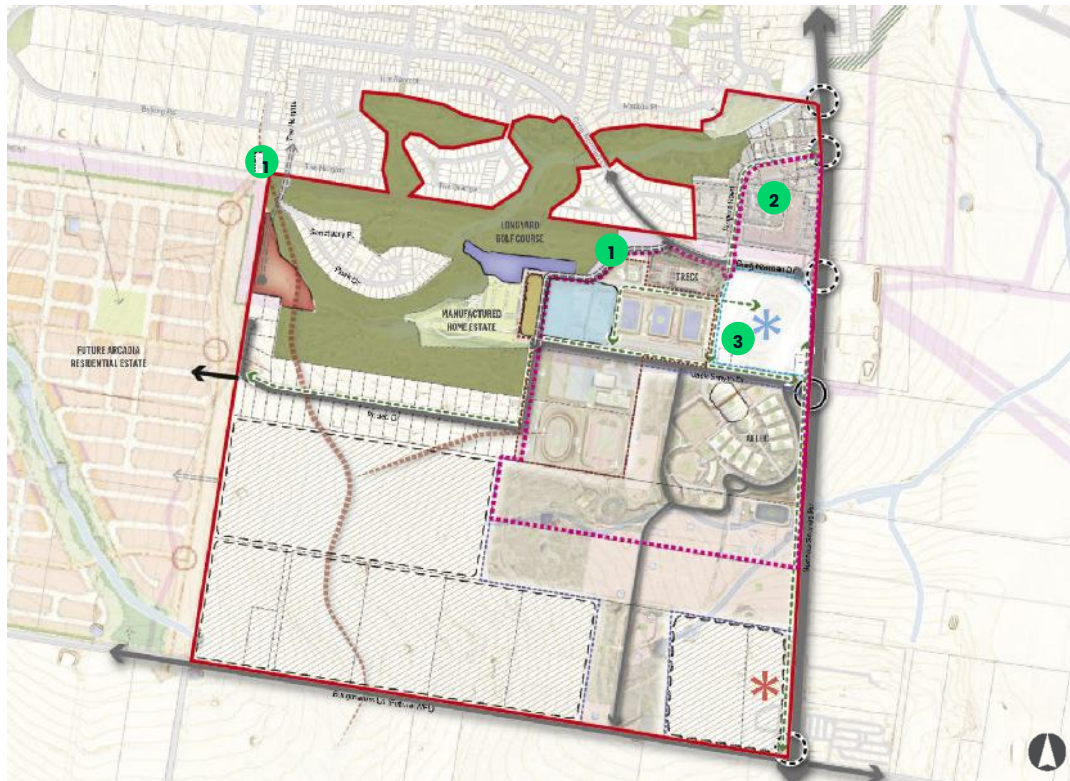
LEGEND:

- Site Boundary
- Lot Boundaries
- Existing State Heritage Items
- Local Park (approx. 0.5 ha)
- Neighbourhood Park (approx. 1 ha)
- Potentially Detention Basin
- Existing Vegetation
- Future Residential Area (Urban)
- Transitional Residential Area (Large Lot)
- Future Investigation Area
- Proposed Roads
- Access Through Lines
- Potentially Head Connections
- Ridgeline
- Proposed Intersection
- 400m Radius from Open Space

2.3 Amendments to the Tamworth Sports and Entertainment Precinct Structure Plan

The following are the amendments undertaken to the Structure Plan, post receipt of all the submissions.

1. A potential future connection has been identified from the proposed medium density residential area to Peak Drive towards The Heights and from Jack Smyth Drive to Greg Norman Drive, pending traffic advice.
2. The boundary for the Special Entertainment Precinct (SEP) has been adjusted to include the commercial centre along Ringers Road.
3. The indicative layout for the former Athletics Track has been removed with the site now identified as a key site, listing the potential activities that could be included to activate the precinct.



LEGEND:

Site Boundary	Future Investigation Area
Lot Boundaries	Key Site, future mixed use development comprising accommodation, food services and related land uses which supports the needs of the Precinct. The precinct could include a bespoke architectural building, tourist and visitor accommodation, integrated transport hub, consolidated surface parking, open space and the retention of the Tamworth Truck Drivers Memorial.
NICSF Boundary	Key Entrance Site
AULEC Boundary	Ridgeline
Key Site (Future focused orientated development comprising accommodation, food services and related land uses which supports the AHFC and Tamworth Regional Sports and Entertainment Precinct.)	New Pedestrian Street
Draft Special Entertainment Precinct (SEP)	Active Interface
Longyard Golf Course	Proposed Roads
Tamworth Regional Aquatic Centre and Northern Inland Centre of Sports and Health	Active Transport
Medium Density Residential	Potential Future Connection
Tourist & Visitor Accommodation Motel	Existing Roundabout
Future Investigation Area to support precinct	Intersection Upgrade

3 Response to Submissions

3 Response to Submissions

3.1 Public Submissions

#	SUBMISSION NUMBER	SUBMISSION SUMMARY	COUNCIL RESPONSE
SOUTHERN GATEWAY ACTIVATION PRECINCT			
1	18759	Expressed strong support for the Southern Gateway Activation Precinct plan, noting its potential to drive future growth in Tamworth. Supports the vision and direction of the plan without requesting changes.	Council acknowledges the support for SGAP.
2	18757	Requested confirmation from Council that a road connection from Crestix land to Bylong Road will be delivered as previously assured. Also asked that future planning for Arcadia Estate (East) allow for vehicle access/egress from Crestix land and adjoining properties.	Council acknowledges earlier discussions about a possible connection to Bylong Road. A potential connection is identified in the structure plan, and any further detail will depend on a detailed traffic study and consultation with adjoining landowners.
3	18756	Proposes SGAP boundary extensions to include: <ol style="list-style-type: none"> Burgmanns Lane/Roberts Road Extension Area – gateway location, mixed-use potential, blue-green open space link, leverage Southern Access Route & Western Freight Link. Stockman’s Motel and adjacent lands – include Stockman’s Motel site and adjacent RU4 land for tourist and residential uses. South Kingswood Extension Area – include R5 land south of Spains Lane, allow subdivision to minimum 4,000m² to unify Kingswood’s large-lot character. Ready to invest immediately; seeks clarity on future potential. 	<p>The boundary of SGAP has been amended to include the Stockman’s Motel and the adjacent lands as future investigation.</p> <p>However, the inclusion of the commercial and residential lands on the eastern side of the New England Highway are outside the scope of this structure plan and not identified in strategic planning documents.</p> <p>The inclusion of the South Kingswood Extension Area is outside the scope of the exhibited structure plans. Additionally, the land is not identified in current strategic planning documents for further investigation.</p>
4	18753	Detailed safety concerns with Herden Road and Ralfe Road access, including flooding, erosion, and poor sight lines. Proposed Yules	Safety concerns to be addressed in detailed road design; visual impacts will

		Road as a safer main access route, with potential for active transport integration. Requested minimum lot sizes of 2,000–3,000m ² along Yules Road boundary to maintain visual character.	be mitigated through landscaping and design measures. Stage 1 will comprise of 4,000m ² lots in response to the existing character of Kingswood Residential Area.
5	18752	Requested upgrades to Spains Lane, including widening, sealing, and weight limits to prevent heavy vehicle use as a freight bypass. Opposed the inclusion of a quarry in Stage 2, citing concerns about land stability, reduced residential lot yield, and long-term vision for the area.	Spains Lane upgrades to be investigated at the detailed design stage. The quarry is intended to be operational for the next 15–20 years. Stage 2 of SGAP is anticipated to be executed post the 20-year mark.
6	18751	Opposed Herden Road as an access point due to safety and capacity issues. Suggested alternative access via Crown land to Spains Lane. Requested that block sizes remain at a minimum of 4,000m ² to match surrounding Kingswood properties. Emphasised the need to protect local wildlife and maintain community character.	Herden Road is not intended to be a primary traffic route for SGAP. Stage 1 will comprise large lots of 4,000m ² .
7	18735	The submission supports the Draft Tamworth Regional Structure Plan but requests expanding Stage 1 to include two areas currently identified as Stage 2 (Stages 1A and 1B). Stage 1A would provide large lots adjacent to Kingswood, avoiding abrupt density transitions and reducing traffic and amenity impacts. Stage 1B would deliver additional large lots, improve road network connectivity to Burgmanns Lane, enhance character and environmental outcomes, and allow later subdivision once sewer services become available. The proposed changes increase early housing supply, improve feasibility, and better align with community expectations.	Stage 1 has been expanded and amended to include the area along Burgmanns Lane and the area south of Yules Road along the interface with the Kingswood Residential area.
8	18725	Recommended leaving open space between Kingswood and TREC to avoid development creep. Opposed urban sprawl and suggested incorporating heritage and design inspiration from Walter Burley Griffin's work and historic Tamworth references. Encouraged community engagement, including with school students, to generate ideas.	Council acknowledges the importance of protecting the transition between Kingswood and TREC. Opportunities to incorporate open space buffers and supporting uses for AELEC will be further examined during the next phase of planning. Broader community engagement will be explored as part of the future stages.

9	18722	Supported medium-density housing in the SGAP, referencing the NSW housing pattern booklet. Suggested that medium-density housing would help meet demand from people moving inland due to coastal housing costs.	Medium-density opportunities have been established as part of the long-term vision of Stage 2.
TAMWORTH SPORTS AND ENTERTAINMENT PRECINCT			
10	18758	Supports Council's goal of creating a strong tourism gateway at the Former Athletics Track but highlights several risks in the Draft Structure Plan. Emphasised the critical need for safe, purpose-built long-vehicle parking, recommending at least ten 16-metre pull-through bays. Caution against introducing multiple new short-stay accommodation sites without strong evidence of demand, as oversupply could harm existing operators. Urge that any Pedestrian Street complements—rather than competes with—Peel Street's CBD role. If the Golden Guitar is relocated, stress prioritising safety, photo experience, and a well-designed forecourt. Request staged development and genuine industry consultation.	Council acknowledges the issues raised regarding long-vehicle parking, accommodation demand, and the relationship between the pedestrian spine and the existing CBD. These matters will be reviewed through the upcoming visioning and detailed design process for the Former Athletics Track, including consultation with stakeholders.
11	18757	Support the plan but request greater flexibility in future investigation areas. Recommended allowing a wider range of land uses, including manufactured home estates, to better support AELEC without creating land-use conflicts. Also suggested softening prescriptive wording in the key considerations and removing the term "potential" from investigation area mapping to reduce ambiguity.	Uses in the future investigation areas will be subject to further analysis and investigation. Consideration will also be given to uses that support the functioning of AELEC.
12	18754	Suggested limiting tourist accommodation to one facility; proposed a 500-seat performance hall or outdoor venue; retain Truck Drivers Memorial and Lions Park; double parking capacity for events.	Detailed design of the athletics track will be undertaken through a vision, validate and consultation process.
13	18750	Opposed connecting Rodeo Drive to Arcadia Estate until upgrades are made to widen the road, add kerb and guttering, street lighting, drainage, and pedestrian walkways.	All proposed road connections will be subject to a detailed traffic assessment and infrastructure upgrade analysis.
14	18747	Fears the entertainment precinct will harm local amenity through excessive noise, light pollution, increased vehicle and foot traffic, litter, vandalism and petty crime, citing past issues with nearby venues. Opposes the	Event management guidelines and an acoustic impact assessment will be undertaken in future design development stages.

		precinct unless strict, enforceable guidelines are set for businesses, with approval from affected property owners to protect residential quality of life.	
15	18745	Suggested that the plan does not reflect prior discussions with Council regarding a mixed-use redevelopment of the Former Athletics Track. The exhibited Indicative Layout Plan is considered overly prescriptive and inconsistent with the purpose of a structure plan, limiting potential land uses—particularly specialised retail previously supported for investigation. The submission requests removal of the Indicative Layout Plan and a broader vision enabling mixed-use development including specialised retail, hotel and visitor accommodation, food and drink premises, childcare, indoor recreation and integrated transport facilities. These uses are seen as essential to activating and supporting the AELEC and wider Sports and Entertainment Precinct.	<p>The structure plan has been amended to identify the former athletics site as a key site with the removal of the indicative layout.</p> <p>The future uses will be subject to detailed design and consultation. It will be consistent with the existing land uses permitted under the SP3 zone and complementary to support the functioning of the AELEC.</p>
16	18742	Questions why Northern Burgmanns Lane properties are excluded from development despite poor agricultural suitability, existing services, and demand for larger residential blocks. Urges consistent land use planning, developer-funded access, and reconsideration of long-term “future investigation” status to better support Tamworth’s growth.	Zoning and subdivision of identified future investigation areas will be subject to further investigation, analysis and consultation.
17	18744	Seeks rezoning of 293 Burgmanns Lane from 25-acre lots to 4,000m2 blocks to match neighbouring areas, ensuring consistency, visual appeal, and orderly growth at a key Tamworth gateway. Opposes retaining the current rural zoning, citing the land’s unsuitability for agriculture. All affected landowners agree to a collective sale to a developer to enable master-planned infrastructure, avoid piecemeal development, and deliver an estimated \$2 million saving to Council. Rezoning is sought to achieve planning uniformity, economic benefits, and appropriate land use consistent with other successful developments in Tamworth.	Zoning and subdivision of identified future investigation areas will be subject to further investigation, analysis and consultation.
18	18739		
19	18740	Supported subdivision into lifestyle blocks; noted poor agricultural suitability of large blocks in the area.	Noted, support for lifestyle-lot subdivision acknowledged.
20	18738	Opposed connecting Rodeo Drive to Arcadia Estate due to safety concerns for pedestrians	All proposed road connections will be subject

		and children using sporting facilities. Suggested traffic be directed to Burgmanns Lane instead.	to a detailed traffic assessment and infrastructure upgrade analysis.
21	18733	Requested more “Changing Places” accessible bathrooms across Tamworth, including in the precinct, to support families with high-needs children.	Compliant amenities within the precinct will be considered during the detailed design stage.
22	18732	Supports the immediate adoption of the Structure Plan.	Council acknowledges the support for SGAP.
23	18727	Recommended retaining the old athletics field as public parkland with amenities such as shade trees, seating, and lighting.	Future uses of the former athletic track will be subject to detailed design and consultation. It will be consistent with the existing land uses permitted under the SP3 zone and complementary to support the functioning of the AELEC.
24	18721	Suggested using the sports oval for an Aquatic Centre; warned against “white elephant” buildings without clear purpose.	Future uses of the former athletic track will be consistent with the existing land uses permitted under the SP3 zone and complementary to support the functioning of the AELEC.
25	-	Raises safety concerns regarding proposed medium-density housing in Precinct 3: Tamworth Sports and Entertainment. They argue the planned Peak Drive intersection is unsafe due to limited road width, curves, proximity to high-voltage infrastructure, and pedestrian risks. The Association proposes using the new public road off Bylong Road (Arcadia Estate East) for access, closing Peak Drive. They request an on-site meeting with Council to review these concerns, emphasizing the need for common-sense, long-term traffic planning that mitigates safety risks and protects existing residents’ amenity and public confidence in planning decisions.	Safety concerns regarding medium-density development and the Peak Drive intersections will be reviewed through detailed traffic modelling future site planning.
26	-	Suggests that the Tamworth Sports and Entertainment Precinct should remain public land. Argues the aggregated structure plan undermines sound planning, undervalues the land, and poorly accommodates visitor access. Cites past failed Visitor Information Centres and proposes alternative uses, including performing arts, Council offices, or a	Future uses of the former athletic track will be consistent with the existing land uses permitted under the SP3 zone and complementary to support the functioning of the AELEC

		multi-use stadium, emphasizing public ownership, accessible parking, and green space preservation.	
27	-	Seeks confirmation that the attached diagrams are illustrative only, ensuring the AQHA carpark won't be significantly reduced by trees in the proposed redevelopment.	Council confirms that all diagrams within the exhibited structure plan are indicative only.
KOOTINGAL RESIDENTIAL GROWTH PRECINCT			
28	18746	The submission supports the Draft Tamworth Regional Structure Plan but requests expanding the boundaries north of the Kootingal urban area. The submission request the subject lands be considered for a R1 General Residential Zone and reduction in minimum lot size (600m ²) to provide a continuation of the established development pattern to the south. There is the ability to connect to the existing road network via Peter Avenue without the need for a new connection onto the New England Highway.	<p>A previous submission was received as part of the Expression of Interests for the Phase 1 <i>TRLEP 2010</i> Review. Council provided correspondence supporting the proposal subject to further investigations.</p> <p>It is considered the proposal has merit, however, the 'future investigation area' will be subject to the usual further investigation, analysis and consultation. It is expected this will include the preparation of a site-specific structure plan for the area.</p>
29	18731	Criticised recent development patterns dominated by dual dwellings, often owned by out-of-town investors. Raised concerns about lack of neighbour consultation, poor parking provision, and inadequate infrastructure (roads, school capacity, public transport).	Infrastructure capacity, including roads and community facilities, will form part of the detailed planning and staging considerations for Kootingal.
30	18728	Strong case for prioritising Kootingal due to demand; retain wooded areas; provide public access to open space; ensure houses face key landmarks rather than back fences; encourage local shopping area expansion.	<p>Council notes support for focusing growth in. The detailed design stage will ensure high-quality streetscapes, accessible public spaces.</p> <p>Expansion of the local shopping will be reviewed in future planning stages for Kootingal.</p>
31	18726	Opposed the plan, citing lack of infrastructure (schools, shopping, police presence, medical services). Concerned that growth will erode the village lifestyle and increase crime.	The proposed structure plans intends to maintain and enhance the existing character. Future planning will include detailed

		Suggested alternative growth areas such as Attunga or Manilla.	assessments of community infrastructure.
32	18724	Raised traffic safety concerns on Daruka Road, citing high speeds and heavy vehicles ignoring weight limits. Suggested speed reduction to 60 km/h and installation of average speed cameras.	Daruka Road traffic concerns will be deferred and investigated as part of potential future traffic studies of Kootingal.
33	18719	Opposed high-density development near her property, citing increased traffic, rubbish, and loss of aesthetics. Concerned about strain on electricity, internet, and mobile coverage.	Infrastructure strain and impacts will be avoided. Future stages will include detailed infrastructure assessments and planning.
34	18718	Suggested creating a cycle/walkway between Kootingal and Moonbi to improve connectivity, especially for elderly residents using mobility scooters.	The suggestion is noted. Opportunities to deliver shared paths and active-transport connections will be investigated as part of the transport network planning for the precinct.
35	18717	Supported growth in Kootingal, noting the need for more housing. Suggested pedestrian access to Reginald Street to improve school connectivity.	Support for growth in Kootingal is noted. Opportunities to improve pedestrian access will be investigated as part of the transport network planning for the precinct.
ALL			
36	18736	Urges Tamworth Council to address water supply before supporting further growth, warning that relying on farmers or small towns during droughts is irresponsible. Suggests building an additional dam as a fair solution.	Water security is a key priority, and water supply considerations will be investigated and assessed in all future planning stages to mitigate impacts.
37	18734	Suggests focus on improving roads and infrastructure at Calala, as flooding closes Calala Lane, forcing early departures. Seeks all-weather roads and practical council action instead of misused rate increases.	Flooding in Calala Lane and connecting routes is noted and will be investigated future studies.
38	18723	Urges Council to mandate green space in new housing, limit dark-colored roofs to reduce heat, and ensure sustainable planning to prevent water shortages, learning from other municipalities' strategies.	Sustainability considerations will be addressed in future planning and development controls.

3.2 Agency Submissions

#	AGENCY NAME	SUBMISSION SUMMARY	COUNCIL RESPONSE
39	Transport for NSW (TfNSW)	Generally supports the transport and active transport infrastructure outcomes identified for each precinct. Noted that Burgmanns Lane in SGAP is currently subject to a 100 km/h speed limit and is identified as a potential corridor for the future Western Freight Link. Supports limiting access to the precinct to two locations to protect the long-term function of the freight corridor. Recommended further investigation into the proposed intersection treatment at the shared access point with the future Arcadia Estate, as the design may influence the current speed zone and have implications for safety and efficiency of freight movements.	Freight corridor requirements are acknowledged. Council, TfNSW and the developer will continue discussions regarding the future intersection treatment with Arcadia Estate.
40	Energy Corporation of NSW (EnergyCo)	Provided feedback noting that the Tamworth Regional Structure Plans are located within the New England Renewable Energy Zone (REZ). EnergyCo is developing its Port to REZ strategy, including potential haulage routes for oversized and over-mass (OSOM) vehicles during construction and operation of renewable energy projects. Requested ongoing coordination with Council during the development of the SGAP and Kootingal Residential Growth Precinct plans, particularly in relation to any associated road upgrades, to ensure alignment with the Port to REZ strategy and to avoid conflicts with OSOM freight movements.	Council, TfNSW and Energy Co will continue discussions regarding the future road upgrades related to SGAP and Kootingal Residential Growth Precinct.
41	NSW Department of Planning, Housing and Infrastructure (DPHI)	Acknowledged Council's work on the Structure Plans and provided detailed recommendations to ensure alignment with the New England North West Regional Plan 2041, State Environmental Planning Policies, and Section 9.1 Ministerial Directions. Recommended targeted consultation with key State Agencies including TfNSW, Department of Primary Industries and Regional Development, Department of Climate Change, Energy, the Environment and Water, Department of Education School Infrastructure, NSW Rural Fire Service, and NSW Resources. Advised adopting a flood risk-based approach and avoiding sensitive land uses below the probable maximum flood level. Suggested careful consideration of the size and scale of the proposed civic centre in SGAP to avoid negative impacts on the city's retail hierarchy. Recommended that a planning proposal be required to establish the Special Entertainment Precinct in TSEP in accordance with NSW guidelines, with consultation with relevant agencies. Emphasised that	Council acknowledges DPHI's recommendations and confirms that the identified State Government agencies has been consulted as part of the draft Tamworth Regional Structure Plans. Future planning proposals and development application will be required to follow the provisions given in the <i>TRLEP 2010</i> and <i>Flood Risk Management Manual 2023 (FRMM 2023)</i> and provide an infrastructure servicing plan. The draft structure plan provides an indicative civic centre with the size and scale to be determined based on a future

		infrastructure service planning should be undertaken prior to rezoning to ensure land can be feasibly serviced.	economic analysis which will consider existing retail hierarchies. A planning proposal has been prepared to establish the proposed Special Entertainment Precinct in the Tamworth Sports and Entertainment Precinct.
42	NSW Department of Climate Change, Energy, the Environment and Water – Conservation Programs, Heritage & Regulation Group (DCCEEW – CPHR)	Supports the intent to provide high-quality public spaces and diverse housing options while avoiding environmentally sensitive areas. Recommended prioritising avoidance of development in floodplains and high environmental value (HEV) land. Identified small areas of biodiversity value within all three precincts and advised further investigation to avoid impacts. Provided detailed guidance for assessing and addressing biodiversity impacts in planning proposals, including steps for HEV identification at the property scale and methods for avoiding and minimising impacts. Encouraged ongoing communication with DCCEEW during preparation of biodiversity studies and planning proposals.	Planning Proposal and Development Applications will need to be supported by Flora and Fauna Assessment to identify, avoid and minimise impacts to areas of high environmental value. Future Planning Proposal and Development Applications will also be required to consider the provisions of the TRLEP 2010 and Flood Risk Management Manual 2023 (FRMM 2023).
43	NSW Department of Primary Industries and Regional Development – Agriculture and Biosecurity	Noted that development of the precinct areas will result in cumulative loss of agricultural land within the Tamworth LGA. Highlighted that the SGAP contains significant areas of high-quality agricultural land (Land and Soil Capability Class 4). Recognised that the precinct areas are identified as investigation areas in strategic plans and supported by the Tamworth Regional Housing Strategy. Recommended undertaking a Land Use Conflict Risk Assessment (LUCRA) to inform development controls, buffer requirements, and staging, particularly where agricultural production may continue adjacent to new residential areas. Emphasised the importance of managing land use conflicts during staged development.	A LUCRA will be required for future Planning Proposals. Transition areas have been incorporated where agricultural production may continue adjacent to other parts of the Precinct that may transition to residential land uses earlier..

Disclaimer

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Department of Planning, Housing and Infrastructure



IRF25/1813

Mr Paul Bennett
General Manager
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TAMWORTH NSW 2340

Via email: trc@tamworth.nsw.gov.au
m.gillogly@tamworth.nsw.gov.au

4 September 2025

Subject: Exhibition of the draft Tamworth Regional Structure Plans

Dear Mr Bennett

Thank you for the opportunity to provide comment on the draft Tamworth Regional Structure Plans. I would like to acknowledge the work undertaken by Council to date as well as your continued pursuit to deliver positive strategic-led planning outcomes for the community.

Council's review of development, transport and open space opportunities in the Southern Gateway Activation Precinct, Kootingal Residential Growth Precinct and the Tamworth Sports and Entertainment Precinct is acknowledged. A number of specific matters are identified in Attachment One of this letter for Council's consideration.

When finalising the Structure Plans, Council should ensure that they are consistent with the New England North West Regional Plan 2041, State Environmental Planning Policies and Section 9.1 Ministerial Directions. The Department's Hunter and Northern Regional Team would be pleased to assist Council as this project progresses.

Should you have any enquiries, I have arranged for Ms Kate Campbell, Senior Planning Officer, to assist you. Ms Campbell can be contacted on 5778 1401 or kate.campbell@planning.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "Craig Diss".

Craig Diss
Director, Hunter and Northern Region
Local Planning & Council Support

Department of Planning, Housing and Infrastructure



Attachment One – Department of Planning, Housing and Infrastructure comment on the draft Tamworth Regional Structure Plans:

- Targeted consultation be undertaken with the following State government agencies:
 - Transport for NSW
 - Department of Primary Industries and Regional Development
 - Department of Climate Change, Energy, the Environment and Water
 - Department of Education School Infrastructure
 - NSW Rural Fire Service
 - NSW Resources
- That a flood risk-based approach be adopted and consideration be given to the appropriateness of developing any land for sensitive land uses below the probable maximum flood level;
- The size and scale of the proposed civic centre in the Southern Gateway Precinct be carefully considered in relation to the city's retail hierarchy and the potential impact on the viability of existing commercial spaces;
- That a planning proposal be required to establish the proposed Special Entertainment Precinct in accordance with the NSW Special Entertainment Precinct Guidelines in the Tamworth Sports and Entertainment Precinct. Council may wish to consult on its appropriateness with agencies such as NSW Police, Liquor and Gaming NSW, NSW Live Music Office, Transport for NSW, Office of the 24-hour Economy Commissioner and NSW Health (Local Health District);
- Infrastructure service planning should be undertaken prior to the lodgement of any future planning proposals to establish that land can be feasibly serviced prior to rezoning; and
- Following adoption of the Structure Plans by Council and prior to the lodgement of any planning proposals, it is recommended that the plans are submitted to the Department for approval.



Department of Climate Change, Energy, the Environment and Water

Our ref: DOC25/621823-4
Your ref: Tamworth Regional Structure Plan Report

Mitch Gillogly
Team Leader, Strategic Planning
Tamworth Regional Council
By email: m.gillogly@tamworth.nsw.gov.au

Dear Mitch

CPHR Response – draft Tamworth Regional Structure Plan – July 2025 Exhibition

Thank you for your email dated 23 July 2025 to the Conservation Programs, Heritage & Regulation Group (CPHR) of the NSW Department of Climate Change, Energy, the Environment and Water (NSW DCCEEW) inviting comments on the exhibited draft Tamworth Regional Structure Plan (the 'plan').

We have reviewed the draft plan and are supportive of the intent to provide high-quality public spaces and facilities, and a diverse mix of housing options by maximising existing infrastructure and avoiding environmentally sensitive areas. Prioritising avoidance of development in the floodplain and in areas of high environmental value (HEV) in the first instance is key to meeting this intent.

Through our desktop review we have identified small areas of biodiversity value within the three proposed precincts and recommend additional investigation to identify and avoid impacts to the floodplain and HEV land. A summary of our recommendations is provided in **Attachment A**, and our detailed comments are in **Attachment B**.

For any planning proposals which are prepared in relation to the plan, we recommend our standard approach to avoiding and minimising impacts to biodiversity values and assessing biodiversity impacts on HEV land. This approach is set out in the following attachments to this letter:

- **Attachment C** describes our recommended steps for assessing and addressing biodiversity as part of the strategy. This aims to ensure that a planning proposal demonstrates consistency with the strategic planning framework including the relevant Regional Plan, particularly in identifying and protecting HEV lands.
- **Attachment D** describes the HEV criteria and provides our recommended method for investigating lands for the presence of HEV criteria at the property scale as part of a planning proposal.
- **Attachment E** provides our recommended guidance for avoiding and minimising impacts on HEV land as part of a planning proposal.

We encourage ongoing communication with us to discuss HEV identification or preparation of any biodiversity studies associated with the plan, or subsequent planning proposals.

Please do not hesitate to contact Rebecca Hobbs, Conservation Planning Officer, via
Rebecca.hobbs@dceew.nsw.gov.au or 4224 4135.

Yours sincerely,



Renee Shepherd
Acting Senior Team Leader Regional Conservation, North West Branch
Conservation Programs, Heritage & Regulation Group

2 September 2025

Attachment A – CPHR's Recommendations
Attachment B – CPHR's Detailed Comments & Recommendations
Attachment C – CPHR's Steps for Assessing Biodiversity in Planning Proposals
Attachment D – CPHR's HEV Criteria and Identification Methods
Attachment E – CPHR's Guidance for Avoiding & Minimising Impacts on HEV Land

CPHR's Recommendations

Draft Tamworth Regional Structure Plan

BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity development assessment report
BOS	Biodiversity Offset Scheme
Box Gum Woodland CEEC	White Box, Yellow Box, Blakely's Red Gum Critically Endangered Ecological Community
BV Map	Biodiversity values map
CPHR	Conservation Planning, Heritage and Regulation Group
DCCEEW	Department of Climate Change, Energy, Environment and Water
ESA	Environmentally sensitive areas
HEV	High environmental value
LEP	Local environmental plan
LGA	Local government area
The plan	Tamworth Regional Structure Plan
SAII	Serious and irreversible impact
STVM	State Vegetation Type Map

Biodiversity

- 1.1. Conduct site-specific field assessment by an ecologist for each precinct to identify the quality and extent of all biodiversity values early in the planning stage.
- 1.2. Prioritise identification, avoidance and minimisation of impacts to areas of high environmental value and serious and irreversible impact entities via strategic master planning, prior to progressing any planning proposals or development applications.

Flooding

- 2.1 Consider flooding issues according to the requirements of the NSW Government's Flood Prone Land Policy as set out in the Flood Risk Management Manual 2023 and supporting guidelines and consider relevant parts of the Environmental Planning and Assessment Act, 1979.
- 2.2 Prepare a detailed Flood Impact and Risk Assessment for future planning stages of the Southern Gateway Activation Precinct and Tamworth Sports and Entertainment Precinct.
- 2.3 Undertake a Flood Study for the Kootingal Residential Growth Precinct as a vital first step in flood risk assessment for this precinct.
- 2.4 Prepare a simple Flood Impact and Risk Assessment for the Kootingal Residential Growth Precinct.

CPHR's Detailed Comments & Recommendations

Draft Tamworth Regional Structure Plan

Introduction

CPHR understand the draft Tamworth Regional Structure Plan (the 'plan') has been developed in response to key actions identified in 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.

CPHR is providing comment on the plan as we may be consulted if a planning proposal or development application is prepared which affects land with biodiversity or flooding constraints. CPHR has four areas of interest relating to strategic land use:

1. The impacts of development intensification on biodiversity.
2. Adequate investigation of the environmental constraints of affected land.
3. Avoiding intensification of land use and settlement in areas of high environmental value (HEV).
4. Ensuring that development within a floodplain is consistent with the NSW Government's Flood Prone Land Policy, the principles set out in the Floodplain Development Manual, and applicable urban and rural floodplain risk management plans.

We generally support strategic planning proposals which:

- avoid settlement intensification in areas of HEV and environmental hazards
- aligns with state, regional and local strategic planning frameworks and includes objectives, such as 'no net loss of native vegetation'
- update planning controls to reflect the environmental values and constraints present, and
- minimise flood risk to human life, property and the local environment while maintaining floodplain connectivity for environmental benefit.

Biodiversity

The draft plan identifies two potential precincts for greenfield residential development and a mixed-zone sports and entertainment hub to support regional growth and tourism. We acknowledge that the plan is a high-level summary of the key planning directions for the three precincts and will require future amendments to the Tamworth Regional Development Control Plan and Tamworth Local Environmental Plan 2010.

We have reviewed satellite imagery, State Vegetation Type Mapping (SVTM) and BioNet threatened species records, to identify any biodiversity constraints in the proposed development precincts. We note that much of the land across the three precincts has been cleared historically for agricultural use, but remnant patches of vegetation and paddock trees have been retained in some areas. It is important to highlight that the composition of groundcover or quality of vegetation cannot be reliably determined at a desktop level and the suitability of development of any precinct would require further on-ground investigation to identify and appropriately mitigate any impacts to biodiversity values.

For Tamworth Regional LGA, remnant vegetation and scattered trees are often associated with *White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland* critically endangered ecological community (Box Gum Woodland CEEC) and can extend beyond the tree line as a derived grassland community. Given the potential for Box Gum Woodland CEEC to occur across the precincts, we recommend a site-specific field assessment by an ecologist. The field assessment would identify the

quality and extent of all biodiversity values and be used to inform any constraints analysis as part of the upfront master planning of each precinct.

Early identification of biodiversity values is important at the land use strategy stage as it directly influences the development potential and yield of land at subsequent planning phases. This will ensure adequate avoidance of threatened species, communities and their habitat can be incorporated into the lot yield and layout. Identifying and avoiding clearing of biodiversity values early in the strategic planning framework will also help to avoid delays in meeting the requirements of any future planning proposal or development application resulting from the plan.

If a future subdivision identified in the plan will impact native vegetation and the clearing exceeds the Biodiversity Offsets Scheme (BOS) thresholds (Part 7, *Biodiversity Conservation Regulation 2017* [BC Reg]); the Biodiversity Assessment Method (BAM) must be applied, and a biodiversity development assessment report (BDAR) prepared to assess and calculate the biodiversity offset credits requirement.

Serious and Irreversible Impact entities may be present within the residential precincts

Available regional-scale native vegetation mapping indicates the potential for Box Gum Woodland CEEC to be present within several residential precincts in the plan. It is important to note that the extent of predicted Box Gum Woodland CEEC may be larger than expected. The CEEC also occurs in a derived native grassland form, which is not represented in DCCEEW regional scale mapping products.

Box Gum Woodland CEEC has been assessed by DCCEEW as an entity likely to be at risk of serious and irreversible impacts (SAII) within the meaning of clause 6.7 of the BC Reg. Entities at risk of SAII have additional assessment requirements under the BAM when the BOS is triggered.

Under section 7.16 of the *Biodiversity Conservation Act 2016* (BC Act), the consent authority must refuse to grant consent if the approval of a proposed development is likely to have a serious and irreversible impact on SAII entities. Further advice regarding determination of serious and irreversible impacts is available via the Department's website <https://www.environment.nsw.gov.au/sites/default/files/2024-02/guidance-decision-makers-determine-serious-irreversible-impact-190511.pdf>

Investigating, avoiding and minimising impacts to Box Gum Woodland CEEC at the strategic planning stage will reduce the likelihood of future development in the residential precincts having a SAII determination and being unable to proceed, or incurring substantial biodiversity credit offset obligations.

Recommendations

- 1.1. Conduct site-specific field assessment by an ecologist for each precinct to identify the quality and extent of all biodiversity values early in the planning stage.
- 1.2. Prioritise identification, avoidance and minimisation of impacts to areas of high environmental value and serious and irreversible impact entities via strategic master planning, prior to progressing any planning proposals or development applications.

Flooding

Development of the proposed precincts will alter the natural hydrologic environment. It is expected the increase in the impervious surface will result in higher runoff volumes than the existing conditions and modify natural flood behaviour. Thus, the associated risk of flooding should be estimated.

For each precinct, it is required to analyse the pre- and post- development scenarios based on catchment hydrologic conditions, proposed subdivision layout, drainage network, Tamworth Regional Council's engineering design standards and the Australian Rainfall Runoff (ARR) 2019 Guidelines¹. The analysis

¹ <https://arr.ga.gov.au/arr-guideline>

should include flood mitigation options to safely control the expected additional surface runoff, such as stormwater detention basins.

Consideration of flooding issues is undertaken in accordance with the requirements of NSW Government's Flood Prone Land Policy as set out in the Flood Risk Management Manual 2023 (the Manual) and supporting guidelines². Furthermore, the relevant planning directions and circulars relating to the *Environmental Planning and Assessment Act 1979* must be considered.

It should also be noted that large housing projects associated with the residential development will require master planning proposals. The following guidelines on the NSW SES website may also be useful in development of these planning proposals: Reducing Vulnerability of Buildings to Flood Damage; Designing Safer Subdivisions; and Managing Flood Risk Through Planning Outcomes.

Southern Gateway Activation Precinct and Tamworth Sports and Entertainment Precinct

The combined area of the Southern Gateway Activation Precinct (757 ha) and adjacent Tamworth Sports and Entertainment Precinct (341 ha) exceeds 1,000 ha and as suggested in the plan, upgrades and new road infrastructure will be necessary. Future planning stages for these precincts will require the preparation of a Flood Impact and Risk Assessment³ (FIRA). Separate assessments for each precinct can be prepared, however, a combined assessment where the two precincts are merged is also acceptable and may be more cost-effective. In either case, a detailed FIRA is mandatory.

Kootingal Residential Growth Precinct

Council is invited to submit an application to undertake a Flood Study under the NSW Floodplain Management Program to estimate the existing risk of flooding in the Kootingal precinct. A simple FIRA should then be prepared.

Recommendations

- 2.1 Consider flooding issues according to the requirements of the NSW Government's Flood Prone Land Policy as set out in the Flood Risk Management Manual 2023 and supporting guidelines and consider relevant parts of the *Environmental Planning and Assessment Act, 1979*.
- 2.2 Prepare a detailed Flood Impact and Risk Assessment for future planning stages of the Southern Gateway Activation Precinct and Tamworth Sports and Entertainment Precinct.
- 2.3 Undertake a Flood Study for the Kootingal Residential Growth Precinct as a vital first step in flood risk assessment for this precinct.
- 2.4 Prepare a simple Flood Impact and Risk Assessment for the Kootingal Residential Growth Precinct.

² <https://www2.environment.nsw.gov.au/publications/flood-risk-management-manual>

³ <https://www.environment.nsw.gov.au/sites/default/files/flood-risk-management-impact-risk-assessment-230234.pdf>

Attachment C

CPHR North West Branch Steps for Assessing Biodiversity in Planning Proposals

Introduction

Planning proposals should demonstrate consistency with the State, regional and local strategic planning framework including the relevant Regional Plan and section 9.1 Ministerial Directions. To be consistent with the relevant Regional Plan for areas with High Environmental Value (HEV) (see **Attachment D** for identifying HEV), planning proposals should identify areas of HEV at the property scale and avoid intensification of development and land uses in those areas.

The s.9.1 Direction 2.1 Conservation Zones, require that Councils in preparing or amending a Local Environmental Plan (LEP) must include provisions that facilitate the protection and conservation of Environmentally Sensitive Areas (ESAs) zoned or otherwise identified for conservation. As a minimum, these provisions must aim to maintain the existing level of protection for ESAs within the local government area (LGA), as afforded by the current LEP.

Avoiding and minimising land use intensification in HEV areas may also facilitate future development by avoiding triggering the Biodiversity Offset Scheme (BOS) at the development application stage; or simplifying the application of the Biodiversity Assessment Method (BAM) and reducing the future biodiversity credit liability.

Biodiversity assessment for all planning proposals which affect HEV

Biodiversity assessment for planning proposals should implement the following steps:

Step 1: Identify HEV

The planning proposal should identify and map areas of HEV with desktop analysis and site investigations when required, as set out in **Attachment B**.

Step 2: Avoid and minimise impacts on HEV

The planning proposal should take into consideration any impacts throughout the life of the proposal and all possible future land uses. Once all impacts are identified, the proposal can be located and designed to maximise avoidance of land use intensification in HEV areas and adhere with the guidance in **Attachment C**.

Step 3: Protect HEV

The planning proposal should maintain or improve existing planning provisions to protect HEV, while permitting land use intensification on certain parts of the land suitable for development. Updates to planning controls should reflect the environmental values and constraints present on the land, rather than permitting development intensification uniformly across an entire site. Areas of HEV should instead be better protected by updating LEP provisions, such as through:

- an appropriate zone which has strong conservation objectives and limited land uses
- an appropriate minimum lot size (MLS) so the land cannot be subdivided
- updating terrestrial biodiversity mapping
- creating local provisions which:
 - contain site specific constraints such as buffers, objectives and considerations for future development consents and limits certain development or land uses

- identifies land with "high biodiversity significance"⁴ to preclude exempt or complying development from occurring on any ESAs
- require future management actions through a Development Control Plan (DCP) or Biodiversity and Vegetation Management Plan (BVMP).

Optional step for large or complex planning proposals which affect HEV

Step 4: Identify biodiversity values and entities at risk of serious and irreversible impacts (SAIL)

The planning proposal could apply Stage 1 of the Biodiversity Assessment Method (BAM) to identify plant community types, threatened species and ecological communities, as well as SAIL entities likely to be present. Application of Stage 1 of the BAM can be beneficial at the planning proposal stage as, in the opinion of Council any:

- Clearing associated with future subdivision or development of the land is likely to impact native vegetation and exceed the thresholds in Part 7 of the Biodiversity Conservation Regulation 2017, then a biodiversity development assessment report (BDAR) will be required at the development application stage.
- Future development is likely to have a serious and irreversible impact on a SAIL entity, then under section 7.16 of the *Biodiversity Conservation Act 2016* a consent authority must refuse to grant consent to the development. Further advice regarding determination of serious and irreversible impacts is available via the [Guidance to assist a decision-maker to determine a serious and irreversible impact \(2019\)](#).

By applying Stage 1 of the BAM as part of the planning proposal, the proponent can further identify and avoid areas of biodiversity value that will generate a biodiversity credit liability or contain SAIL entities in the development application planning phase. When biodiversity is considered strategically at planning stage, future development assessment can be simplified and credit obligations reduced.

⁴ *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* – cl.1.5(g) and *Standard Instrument – Principal Local Environmental Plan (2006 EPI 155a)* cl.3.3(g) "environmentally sensitive area" includes land identified in an environmental planning instrument as being of high biodiversity significance.

Attachment D

CPHR North West Branch HEV Criteria and Identification Methods at the Property Scale

High Environmental Value (HEV) Criteria and Components		Property Scale HEV Identification Method
Criterion 1. Sensitive Biodiversity Mapped on the Biodiversity Values Map		
1.1 Biodiversity Values Map		<ul style="list-style-type: none"> a. Identify the parts of the land on the Biodiversity Values map which can be viewed at https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity-offsets-scheme/about-the-biodiversity-offsets-scheme/when-does-bos-apply/biodiversity-values-map. b. Include any BV map areas as HEV.
Criterion 2. Native vegetation of high conservation value		
2.1 Vegetation in over-cleared landscapes (Mitchell landscapes)		<ul style="list-style-type: none"> a. Identify over-cleared Mitchell landscapes by viewing map data from the SEED portal https://www.seed.nsw.gov.au/ – selecting NSW (Mitchell Landscapes) – latest version, selecting 'Show on Seed Map' and viewing the 'View Over Cleared Land Status'. b. Map all native vegetation on the land as HEV if it is in an over-cleared Mitchell landscape.
2.2 Over-cleared vegetation types		<ul style="list-style-type: none"> a. Identify Plant Community Types (PCTs) on the land through field work. b. Register and visit the Vegetation Information System (VIS) database at vis@environment.nsw.gov.au. c. Use the VIS to determine whether the % cleared status of the PCTs identified through field work on the land is above 70%. d. Map all PCTs on the land with the % cleared above 70% as HEV.
2.3 Threatened Ecological Communities - any vulnerable, endangered, or critically endangered ecological community listed under the BC Act, the FM Act 1994 or the EPBC Act and not mapped on the BV map		<ul style="list-style-type: none"> a. Identify Plant Community Types (PCTs) on the land through field work. b. Register and visit the VIS database at vis@environment.nsw.gov.au. c. Use the VIS to determine whether the PCTs on the land have Threatened Ecological Community (TEC) Status. d. If not identified as a TEC from steps a – c above, then refer to the NSW Threatened Species Scientific Committee determinations to consider whether any of the PCTs accords with the determinations. e. Map all PCTs on the land that are TECs as HEV.
Criterion 3. Threatened species		
3.1 Key habitat for threatened species (vulnerable, endangered, or critically endangered species listed under BC Act)	Key breeding habitats with known breeding occurrence	<ul style="list-style-type: none"> a. Search BioNet for threatened species records on and within 10km of the land b. Undertake field work to identify potential breeding habitats on the land for threatened species. c. Either assume breeding occurrence and map identified breeding habitats on the land as HEV or undertake targeted surveys during the applicable breeding season(s) and map these habitats as HEV if breeding occurs there.
	Core Koala Habitat	<ul style="list-style-type: none"> a. Check council records for approved comprehensive or individual property Koala Plans of Management (KPoM). b. Identify areas of core koala habitat on the land mapped in any approved KPoM and map these areas as HEV. c. If there are no approved KPoMs, then undertake field work in accordance with the relevant State Environmental Planning Policy (SEPP) for koalas, e.g. SEPP (Biodiversity and Conservation) 2022, to determine whether Core Koala Habitat is present on the land.

rog.nw@environment.nsw.gov.au | environment.nsw.gov.au |9

High Environmental Value (HEV) Criteria and Components		Property Scale HEV Identification Method
		d. Map any core koala habitat identified on the land through field work as HEV.
	Habitat for known populations of flora and fauna species-credit-species and SAll entities (species-credit species and SAll entities are identified in the Threatened Biodiversity Data Collection)	<p>a. Search BioNet for threatened species records on and within 10km of the land.</p> <p>b. Undertake field work to identify populations of threatened species credit species on the land and their habitats.</p> <p>c. Map all habitats of known populations of species credit species on the land as HEV.</p> <p>The Biodiversity Assessment Method and the Department's survey assessment guidelines should be referred to for suitable habitat assessment methodologies and can be found here.</p> <p>If a recent Biodiversity Development Assessment Report has been prepared for the land, then this could be referred to in support of demonstrating how this criterion has been considered.</p>
	Key habitats for migratory species	<p>a. Search BioNet for threatened migratory species records on and within 10km of the land.</p> <p>b. Undertake field work to identify habitats of threatened migratory species on the land.</p> <p>c. Map all habitats of threatened migratory species on the land as HEV.</p>
Criterion 4. Wetlands, rivers, estuaries & coastal features of high environmental value		
4.1 Nationally important wetlands		<p>a. Search the Directory of Important Wetlands in Australia for those occurring in NSW available at http://www.environment.gov.au/cgi-bin/wetlands/search.pl?smode=DOIW.</p> <p>b. Identify any nationally important wetlands listed in the directory that occur on the land and map these areas as HEV.</p>
	Note: Rivers and their riparian areas comprising HEV are already included in the Biodiversity Values Map under HEV Criterion 1 as protected riparian land	
Criterion 5. Areas of geological significance		
5.1 Karst landscapes		<p>a. Identify whether limestone outcrops or caves occur on the land.</p> <p>b. Consider any additional Karst landscapes that occur in the vicinity of the land, with reference to the NSW Government's <i>Guide to New South Wales Karst and Caves</i> available at https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Land-and-soil/nsw-karst-cave-guide-110455.pdf and any other available karst mapping, such as karst maps associated with local environmental plans.</p> <p>c. Map any limestone outcrops or caves on the land and any other karst landscapes that occur in the vicinity of the land as HEV.</p>
5.2 Sites of geological significance included in the State Heritage Register or Heritage Inventory		<p>a. Map any sites of geological significance that occur on, or in the vicinity of, the land as HEV. Refer to the State Heritage Inventory and map at https://www.environment.nsw.gov.au/topics/heritage/search-heritage-databases/state-heritage-inventory</p>

Attachment E

CPHR North West Branch HEV Guidance for Avoiding and Minimising Impacts on HEV Land

Decisions about the location of land use intensification in planning proposals should be informed by knowledge of biodiversity values including high environmental values (HEV) recognising that this is an iterative process that should consider the guidance provided below.

Locating land use intensification to avoid and minimise impacts on validated HEV

1. Planning proposal design, including the potential location of future temporary and permanent ancillary construction and maintenance facilities, should minimise direct impacts to clearing of native vegetation, habitat of threatened species and ecological communities, and validated HEV.
 - Impacts can be avoided and minimised by locating land use intensification in areas:
 - (a) where there are no biodiversity values e.g. locating future development away from native vegetation, geological features of significance or waterbodies
 - (b) that avoid habitat for species and native vegetation communities in high threat status categories (i.e. endangered or critically endangered species or communities)
 - (c) where the native vegetation or threatened species habitat is in the poorest condition (e.g. areas that have already been disturbed)
 - (d) such that connectivity enabling movement of species and genetic material between areas of adjacent or nearby habitat is maintained e.g. further fragmenting or isolating habitat patches, and migratory flight paths to important habitat.
2. In selecting locations for land use intensification, the following alternatives should be addressed:
 - (a) optimising the locations of land use intensification to minimise future interactions with threatened species and ecological communities, e.g. allowing for buffers around features that attract and support aerial species, such as forest edges, riparian corridors and wetlands, ridgetops and gullies, and National Park estate⁵
 - (b) alternative locations that would avoid or minimise impacts on biodiversity values and justification for selecting the proposed location
 - (c) alternative sites within a property on which land use intensification is proposed that would avoid or minimise impacts on biodiversity values and justification for selecting the proposed site.
3. Justifications for decisions on the location of land use intensification should identify any other site constraints that the proponent has considered in determining the location and design of these areas, e.g. bushfire protection requirements including clearing for asset protection zones, flood planning levels, servicing constraints.
4. Actions taken to avoid and minimise impacts through locating areas for land use intensification must be documented and justified in the planning proposal.

⁵ For more information, see the Developments adjacent to NPWS lands: Guidelines for consent and planning authorities (Environment, Energy and Science, 2020), accessible at <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Parks-reserves-and-protected-areas/Development-guidelines/developments-adjacent-npws-lands-200362.pdf>

Other Impacts on validated HEV

Some future development to be enabled by a planning proposal may have other impacts on validated HEV in addition to, or instead of, impacts from clearing vegetation and/or loss of habitat. For many of these impacts, validated HEV may be difficult to quantify, replace or offset, making avoiding and minimising impacts critical.

Other impacts on validated HEV can include:

- (a) impacts of future development on the habitat of threatened species or ecological communities associated with:
 - i. karst, caves, crevices, cliffs and other geological features of significance, or
 - ii. rocks, or
 - iii. human made structures, or
 - iv. non-native vegetation
 - (b) impacts of future development on the connectivity of different areas of habitat of threatened species that facilitates the movement of those species across their range
 - (c) impacts of future development on movement of threatened species that maintains their life cycle
 - (d) impacts of future development on water quality, water bodies and hydrological processes that sustain threatened species and threatened ecological communities (including from subsidence or upsidence resulting from underground mining)
 - (e) impacts of wind turbine strikes on protected animals
 - (f) impacts of vehicle strikes on threatened species or on animals that are part of a Threatened Ecological Community.
- Within the *Biodiversity Conservation Act 2016*, these types of impacts are called 'prescribed impacts'. Where the Biodiversity Offset Scheme is triggered by a future development, the decision maker may increase the number of biodiversity credits to be retired (or other conservation measures to be undertaken) to compensate for residual prescribed impacts. Avoiding these types of impacts to HEV at the planning proposal stage can simplify future development assessment at the site.
-

Department of Primary Industries
and Regional Development



OUT25/11828

Mr Paul Bennett
General Manager
Tamworth Regional Council
PO Box 555
TAMWORTH NSW 2340

Attention: Mitch Gillogly
m.gillogly@tamworth.nsw.gov.au

Tamworth Regional Structure Plans

Dear Mr Bennett

Thank you for your correspondence of 23 July 2025 and the opportunity to provide comment on the draft structure plans for the following precincts:

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

The NSW Department of Primary Industries and Regional Development, Agriculture and Biosecurity (the Department) collaborates and partners with our stakeholders to protect and enhance the productive and sustainable use and resilience of agricultural resources and the environment.

The Department has reviewed the draft structure plans and associated reports and provides the following comments for your consideration:

The future development of the Precinct areas will result in a cumulative loss of agricultural land within the Tamworth Local Government Area (LGA). The Southern Activation Precinct in particular represents a large area of high quality agricultural land with parts of this proposed precinct mapped as Land and Soil Capability (LSC) Class 4 land under the Land and Soil Capability (Second Approximation).

It is however recognised that the Precinct Areas are identified as investigation areas within relevant strategic plans and that the development of Structure Plans for these Precincts was supported by actions within the endorsed Tamworth Regional Housing Strategy. It is understood that these areas will be subject to additional strategic and site merit justification.

105 Prince Street | Locked Bag 21
Orange NSW 2800

E: landuse.ag@dpird.nsw.gov.au
dpird.nsw.gov.au

Land use conflict risk is identified as a consideration within the Structure Plan documentation. A Land Use Conflict Risk Assessment (LUCRA) will help to inform and complement the Structure Planning process, development controls, and buffer requirements, enabling a systematic, consistent, and site-specific assessment of conflicts related to land use planning and development. This will be particularly important for the proposed staging of Precincts where agricultural production may continue within these areas adjacent to other parts of the Precinct that may transition to residential land uses earlier.

The Department welcomes continued consultation on this matter as it progresses.

Should you require clarification on any of the information contained in this response, please do not hesitate to contact me on 0412 424397 or by email at landuse.ag@dpird.nsw.gov.au.

Sincerely



Selina Stillman
Agricultural Land Use Planning Officer
Agriculture and Biosecurity | Agricultural Land Use Planning
New England and North West Region

12 September 2025

Transport for NSW

26 August 2025



File No: NTH24/00581/003

General Manager
Tamworth Regional Council
PO Box 555
TAMWORTH NSW 2340

Attention: Mitch Gillogly, Team Leader – Strategic Planning

Public Exhibition of the Tamworth Regional Structure Plans (3 Precincts)

I refer to the public exhibition of the three (3) Precincts of the Tamworth Regional Structure Plans currently on public exhibition, being:

- Precinct 1 - Southern Gateway Activation Precinct,
- Precinct 2 - Kootingal Residential Growth Precinct, and
- Precinct 3 - Tamworth sports and Entertainment Precinct

Additionally, Council's email of 23 July 2025 requesting Transport for NSW agency advice.

TfNSW has reviewed the Tamworth Regional Structure Plans prepared by Urbis on behalf of Tamworth Regional Council, dated 23 June 2025 and generally supports the transport and active transport infrastructure outcomes identified for each precinct. The following advice is provided for Council's review:

1. Precinct 1 – Southern Gateway Activation Precinct

This precinct is accessed from Burgmanns Lane, which is currently subject to a 100km/h speed limit. The structure plan identifies Burgmanns Lane as a potential corridor for the future 'Western Freight Link'. As such, TfNSW acknowledges that access to the precinct has been limited to two (2) locations, which supports the long-term planning intent for the corridor.

TfNSW recommends further investigation into the proposed intersection treatment at the shared access point with the future Arcadia Estate. The proposed design may influence the current speed zone and could have implications for the overall safety and efficiency of a freight corridor.

If you have any further enquiries regarding the above comments please do not hesitate to contact Leisa Sedger, Development Services Case Officer on 1300 207 783 or 02 9549 9485 via email at: development.north@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in black ink that reads 'Shelby Wells'.

Shelby Wells
A/Team Leader Development Services
Technical Advice & Development Services
Transport Planning
Planning, Integration & Passenger

OFFICIAL

6 Stewart Avenue (Locked Bag 2030) Newcastle West NSW 2302
76 Victoria Street (PO Box 576) Grafton NSW 2460

1300 207 783 ABN 18 804 239 602
transport.nsw.gov.au 1 of 1

Mitchell Gillogly

From: Ania Dorocinska <Ania.Dorocinska@energyco.nsw.gov.au>
Sent: Tuesday, 9 September 2025 8:42 AM
To: Mitchell Gillogly
Cc: David Koppers; Asha McNeill
Subject: RE: Public Exhibition of the Tamworth Regional Structure Plans - Agencies and Stakeholders

Dear Mitchell,

Thank you for consulting with EnergyCo regarding the draft Tamworth Regional Structure Plans located within the New England Renewable Energy Zone (REZ).

EnergyCo is currently developing its Port to REZ strategy for the New England REZ, including potential haulage routes for over-sized and over-mass (OSOM) (and other construction and operational) movements, funding and delivery arrangements.

EnergyCo would like to achieve a coordinated approach between the planning of traffic movements (during construction and operation) of the proposed Precincts and the Port to REZ strategy. In this regard, EnergyCo requests ongoing coordination with Tamworth Regional Council during the development of the plans for Precinct 1 (Southern Gateway Activation Precinct) and Precinct 2 (Kootingal Residential Growth Precinct), particularly in relation to any associated road upgrades.

Please contact David Koppers, Manager Planning at David.Koppers@energyco.nsw.gov.au if you would like to discuss this matter further, or require more information.

Thank you, Ania.

Kind Regards,

Ania Dorocińska
Senior Planning and Policy Officer
Planning and Communities

Energy Corporation of NSW (EnergyCo)

T 9274 6225 M 0414 848 343
E ania.dorocinska@energyco.nsw.gov.au W energyco.nsw.gov.au



EnergyCo

From: Mitchell Gillogly <m.gillogly@tamworth.nsw.gov.au>
Sent: Wednesday, 23 July 2025 5:57 PM
Cc: Andrew Spicer <a.spicer@tamworth.nsw.gov.au>
Subject: Public Exhibition of the Tamworth Regional Structure Plans - Agencies and Stakeholders

Good afternoon,



10 March 2026

1271_ADV_100326.docx

The General Manager
Tamworth Regional Council
PO Box 555, Tamworth,
NSW 2340

Attention Doug Hughes - Manager Waste and Resource Recovery

Dear Doug,

RE: Forest Road Landfill - Increase in Annual Tonnage

Tamworth Regional Council (TRC) previously inquired to the NSW Environment Protection Authority (EPA) regarding the requirements for an increase in the annual tonnage limit at Forest Road Landfill, which operates under Environmental Protection License (EPL) number 5921. The NSW EPA provided correspondence dated 27 February 2025 to assist with its assessment of any proposed increase.

The EPA queried whether the 9 June 1971 development consent authorises the proposed increase in annual waste tonnage, noting that the consent does not specify any annual tonnage limit for the premises. The EPA requested that Tamworth Regional Council (TRC) consider whether the existing consent remains valid for the proposed increase and whether a modification to the consent is required.

TRC subsequently obtained legal advice in relation to this matter. The advice, provided in Attachment 1, confirms at Paragraph 3.1.3 that the existing consent does not impose a tonnage restriction and therefore does not require modification to accommodate the proposed increase.

Further, the EPA letter requested additional information be provided, including assessments of the following matters to be undertaken, ensuring consideration of the Environmental Guidelines: Solid Waste Landfills (2016):

- 1. Details of the engineered features of the proposed landfill works, including leachate barriers, leachate storage and disposal systems, stormwater management works, water quality monitoring installations, landfill gas management and monitoring infrastructure, and final capping systems, supported by specifications, plans and drawings as required to manage the increased tonnage.*
- 2. A scaled plan of the premises depicting the boundary of the licensed site, the footprint of landfill cells, and the location of residences and other sensitive receptors.*

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www.andersonconsulting.com.au
contactus@andersonconsulting.com.au
PO Box 194, Canungra, Queensland 4275

1



3. *Projections of the types and quantities of wastes received, including waste classification, design capacity of the landfill cells, and the expected change to the remaining landfill life resulting from the proposed increase in annual tonnage. A timeline for landfill life based on both the current and proposed tonnage limits is to be provided.*
4. *A filling plan for the additional waste, identifying the layout of landfill cells, the amount and type of waste to be deposited in each cell, and the projected rate of filling.*
5. *Sufficient information to demonstrate that the proposal will meet the required outcomes of the Environmental Guidelines: Solid Waste Landfills (2016), including justification for any proposed alternatives to acceptable measures. This is to be supported by a hydrogeological assessment, landfill gas risk assessment, air quality impact assessment, odour impact assessment, noise impact assessment, water balance calculations for leachate management, and proposed environmental monitoring programs.*

It is noted that the proposed increase in annual tonnage does not involve an expansion of the approved landfill footprint or a change to the waste types currently authorised under EPL 5921. Rather, the proposal relates to an increased rate of filling within the existing approved development and licence. TRC are proposing an annual tonnage of 90,000 tonnes per annum.

In response to the matters identified by the NSW EPA, the following information is provided.

Item 1. Engineered features and landfill infrastructure

Figures 1 to 3, included as Attachment 2, illustrate the current site layout and key infrastructure, including the leachate management system, stormwater management arrangements, landfill gas system, capping, monitoring locations and associated site features.

Item 2. Site layout and sensitive receivers

Figure 1, included as Attachment 2, identifies the licensed boundary and the footprint of the existing and future landfill cells. Plan 1, included as Attachment 3, identifies distances to sensitive receptors, the landfill buffer, and the Environment Protection Licence (EPL) licensed lots. The proposed increase in annual tonnage is confined entirely within the existing approved landfill footprint.

Items 3 and 4. Waste types, quantities and landfill filling plan and life

Drawings 1220.001 to 013 included as Attachment 4 show the filling plans and anticipated life of the landfill assuming an increase in site annual tonnage from 60,000 to 90,000 tonnes. It is noted that the increase to 90,000 tonnes per annum would not occur immediately but is forecast to be reached progressively over approximately 17 years in accordance with the



adopted growth rate. Due to a number of large infrastructure and development projects currently occurring within the local government area, TRC anticipates that 60,000 tonnes per annum may be exceeded during the 2025 to 2026 reporting period (October 2025 to September 2026). Table 1 below provides a breakdown of the projected annual tonnage and the corresponding forecast increase in volume over time.

Table 1 - Annual waste type and tonnage (Source: TRC)

Waste Type	Actual	Forecast			
	FY24/25	+ 5 Yrs	+10 Yrs	+ 15 Yrs	+17 Yrs
Municipal	22,550	25,513	28,866	32,659	34,313
Commercial & Industrial	34,031	38,503	43,562	49,287	51,782
C&D	2,189	2,476	2,802	3,170	3,330
Annual Total (tonnes)	58,770	66,493	75,230	85,116	89,425

Item 5. Demonstration of compliance with the Environmental Guidelines

The proposed increase in annual tonnage does not involve any increase to the approved landfill footprint or the licensed area. All landfill operations, including environmental monitoring, will continue to be undertaken in accordance with the existing Environment Protection Licence (EPL). Any landfilling undertaken in areas of the site outside the existing historical landfill footprint (i.e. in the “future landfill footprint”) will be provided with a liner and leachate collection system designed and installed in accordance with the requirements of the EPL and the NSW Landfill Guidelines.

The existing monitoring network (gas, groundwater and surface water) has suitable topographical coverage and spatial extent to service the proposed future landfill area. Consistent with standard site practices and regulatory requirements, if routine monitoring identifies a need for augmentation, expansion, or an increased monitoring frequency, these measures will be implemented.

Stormwater management

The existing site stormwater management system is shown on Figure 3 in Attachment 2. To confirm the adequacy of the system to manage both existing and proposed runoff volumes, the capacities of the three sediment basins (Basin 1, Basin 2 and Basin 3) were assessed in accordance with the procedures outlined in the *Managing Urban Stormwater - Soils and Construction (Landcom, 2004)* (the Blue Book).

A summary of the assumptions and calculations is provided in Attachment 5. The assessment, summarised in Table 2, demonstrates that the site has sufficient capacity to manage runoff from exposed areas.



Table 2 - Sediment Basin sizing

Basin (Capacity)	Catchment Area (ha)	Sediment Storage Calculation Method	Settling Zone (m ³)	Sediment Storage (m ³)	Total Basin Volume Required (m ³)
Basin 1 (6,100m ³)	18.2	Time-Based RUSLE - 18 months	4,163.3	1,814.4	5,978
Basin 2 (12,000m ³)	9.7	50% Storage	1,109.5	1,109.5	3,328
Basin 3 (4,050m ³)	11.7	50% Storage	1,338.2	1,338.2	4,015

In accordance with the Blue Book requirements, Basin 2 and Basin 3 provide sediment storage volumes equivalent to 50% of the settling zone volume. Basin 1 was calculated to be approximately 200m³ (0.2ML) short of meeting the 50% sediment storage criterion.

Accordingly, the time-based sediment storage approach using the Revised Universal Soil Loss Equation (RUSLE), as outlined in the Blue Book, was applied to determine the expected sediment accumulation rate for Basin 1. The analysis indicates that Basin 1 provides approximately 18 months of sediment storage capacity, which is considered acceptable for the operational management of the basin.

It is noted that the above calculations are conservative, as they do not account for the additional storage and operational flexibility provided by the ability to pump water from Basin 1 and Basin 3 to Basin 2.

Sediment basins are inspected regularly and cleaned when sediment storage approaches the available capacity, ensuring ongoing compliance with the Blue Book sediment basin management requirements.

As landfilling progresses, progressive capping and stabilisation of completed areas will be undertaken. Stabilised areas will be diverted away from the sediment basins where practicable, thereby reducing the contributing disturbed catchment and sediment loads to the basins over time.



Leachate Management

The layout of the existing leachate management system is shown on Figure 2 in Attachment 3. Landfilling at the site commenced in the early 1970s and was undertaken without a formal leachate liner, with low-permeability natural geology acting as the basal barrier. In the late 1990s, leachate cut-off walls, gravel trenches and sumps were constructed at three natural sag points (Leachate Control Walls 1 to 3, shown on Figure 2) to intercept leachate migrating along the waste-geology interface. Collected leachate is pumped to two 22,500 L storage tanks. Also in the late 1990s, the Moon Ponds were constructed downgradient of the landfill. While originally intended for leachate evaporation, they now receive stormwater runoff from grassed batters and therefore collect leachate, increasing the site leachate burden. As part of the site's ongoing improvement program, it is recommended that these ponds be decommissioned.

Of the 16.8 ha landfill footprint, approximately 2.2 ha has final phytocap, with the remainder under intermediate cover (refer to Figure 1 in Attachment 2).

Leachate water balance modelling (daily time step over 100 years) has been undertaken for the site using site-specific leachate generation data. A copy of the assessment is included in Attachment 6. The results confirm that the existing leachate infrastructure is suitable for current landfill operations until the site extends into the Western Void, with no overtopping predicted under any assessed scenario.

The assessment confirms that, as operations expand into the Western Void, leachate can be effectively managed using additional storage tanks, a leachate pond, continued tankering, or a combination of these measures. Areas of expansion within the existing approved landfill footprint (Western Void) will be provided with a suitably designed, constructed and managed liner and leachate collection system in accordance with the requirements of the EPL and the NSW Landfill Guidelines. The timing until landfilling is forecast to occur within the Western Void is projected to be approximately 11 years.

The excavation plan for the Western Void provides for general grading toward the existing sump at the Moon Ponds. The detailed leachate collection system will be subject to detailed design prior to the cell development. For each new cell, the leachate collection system and basal grading will be designed and constructed to minimise the potential for clean stormwater to enter the waste mass and increase the leachate load. Filling will progress in a controlled manner from upgradient to downgradient areas. Intermediate bunds and temporary capping will be implemented as required to maintain effective separation of leachate and clean stormwater, and to support appropriate management of surface water during operations.



Odour Management

The proposed increase in annual waste acceptance does not result in any change to site operations, nor does it alter the separation distances to off-site receptors. The size of the active landfill working face and the extent of exposed waste at any given time will remain consistent with current operational practices. Waste placement and daily cover will continue to be managed in accordance with the existing EPL. Accordingly, the increase in annual throughput is not expected to result in any increase in odour generation or off-site odour impacts.

Gas Management

The installation, operation, and maintenance of landfill gas infrastructure, including the progressive installation of gas extraction wells, is managed by a suitably qualified external contractor. The existing landfill gas well network and associated gas management system, including the gas flare, are shown on Figure 2 in Attachment 2.

Additional landfill gas extraction wells (and extensions to the existing wells) will be progressively installed as landfill operations advance and will be connected to the existing gas management system, which is managed for the current flare and any future utilisation. The location and staging of the additional wells, and the extension of existing wells, will be determined by TRC in consultation with a suitably qualified landfill gas contractor to optimise landfill gas extraction efficiency.

Routine monitoring of landfill gas generation, together with surface and subsurface gas monitoring required under the existing EPL, is used to inform when additional gas management infrastructure or system modifications may be required. Quarterly subsurface gas monitoring is undertaken as a check on the performance of the landfill gas management and extraction system and to verify the effectiveness of gas control and cover integrity, with defined trigger-based response requirements providing ongoing confirmation of gas behaviour and migration risk at the site.

Noise

The proposed increase in the annual waste acceptance limit from 60,000 tonnes to 90,000 tonnes does not involve any expansion of the approved landfill footprint or licensed area or reduce the distance to receptors. All activities will continue to occur within the existing operational footprint and approved hours of operation. Noise will continue to be managed in accordance with Condition L4 and L5 of the EPL, and no new noise sources, changes to operating hours, or alterations to operational practices are proposed. On this basis, the increase in annual throughput is not expected to result in any increase in noise impacts at surrounding receptors. Should a noise exceedance be identified, the matter would be investigated to determine the source and contributing operational factors. Appropriate and practicable mitigation measures would then be implemented as required to restore compliance, which may include modification of operational practices, equipment selection



or configuration, implementation of noise attenuation measures, or other site management controls, as necessary.

Conclusion

The proposed increase in annual tonnage at Forest Road Landfill from 60,000 tonnes per annum to 90,000 tonnes per annum can be accommodated within the existing approved landfill footprint and licensed area. The increase would occur progressively and is forecast to be reached over approximately 17 years, rather than immediately.

The proposal does not involve any change to approved waste types or operational practices and will continue to be managed in accordance with EPL 5921 and the NSW Solid Waste Landfill Guidelines.

Existing infrastructure, monitoring programs, and management systems are adequate to support the increased rate of filling, with provision for augmentation where required as operations progress into future landfill areas. Accordingly, the proposed increase in annual tonnage can be managed in compliance with regulatory requirements without adverse impacts to environmental values or surrounding receptors.

I trust this is acceptable. Please do not hesitate to contact me if you require any further details or elaboration.

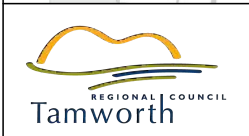
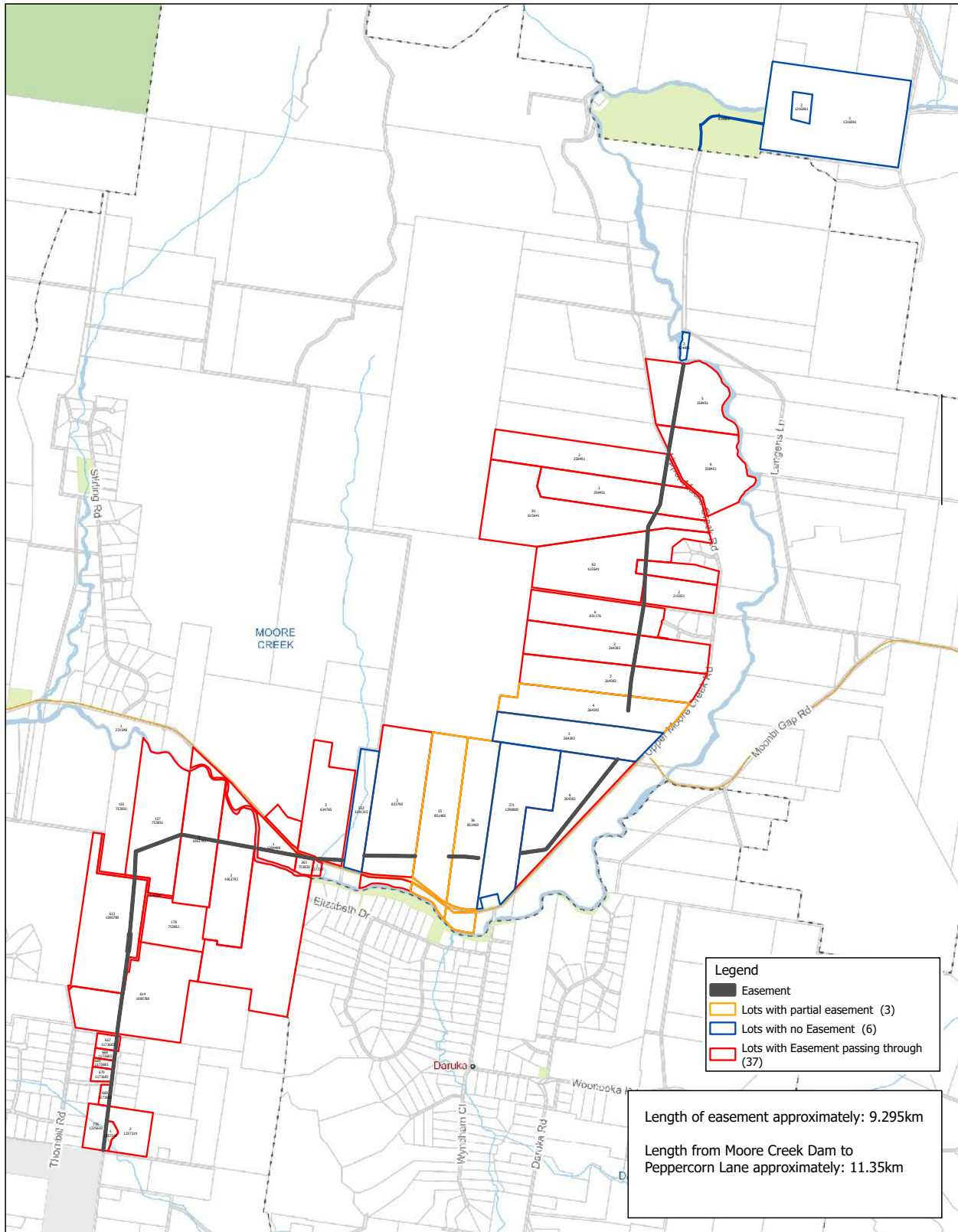
Yours sincerely,

A handwritten signature in black ink, appearing to read "Anderson".

Chris Anderson
Principal Engineer & Scientist
BEngEnv BSc Lan & Wat Man MEIANZ MIEAust CPEng NER RPEQ 15875

Attachments

- Attachment 1 - Consent Advice*
- Attachment 2 - Figures*
- Attachment 3 - Plans*
- Attachment 4 - Drawings*
- Attachment 5 - Sediment Basin Calculations*
- Attachment 6 - Leachate Water Balance Assessment*



Tamworth Regional Council

MOORE CREEK DAM EASEMENT

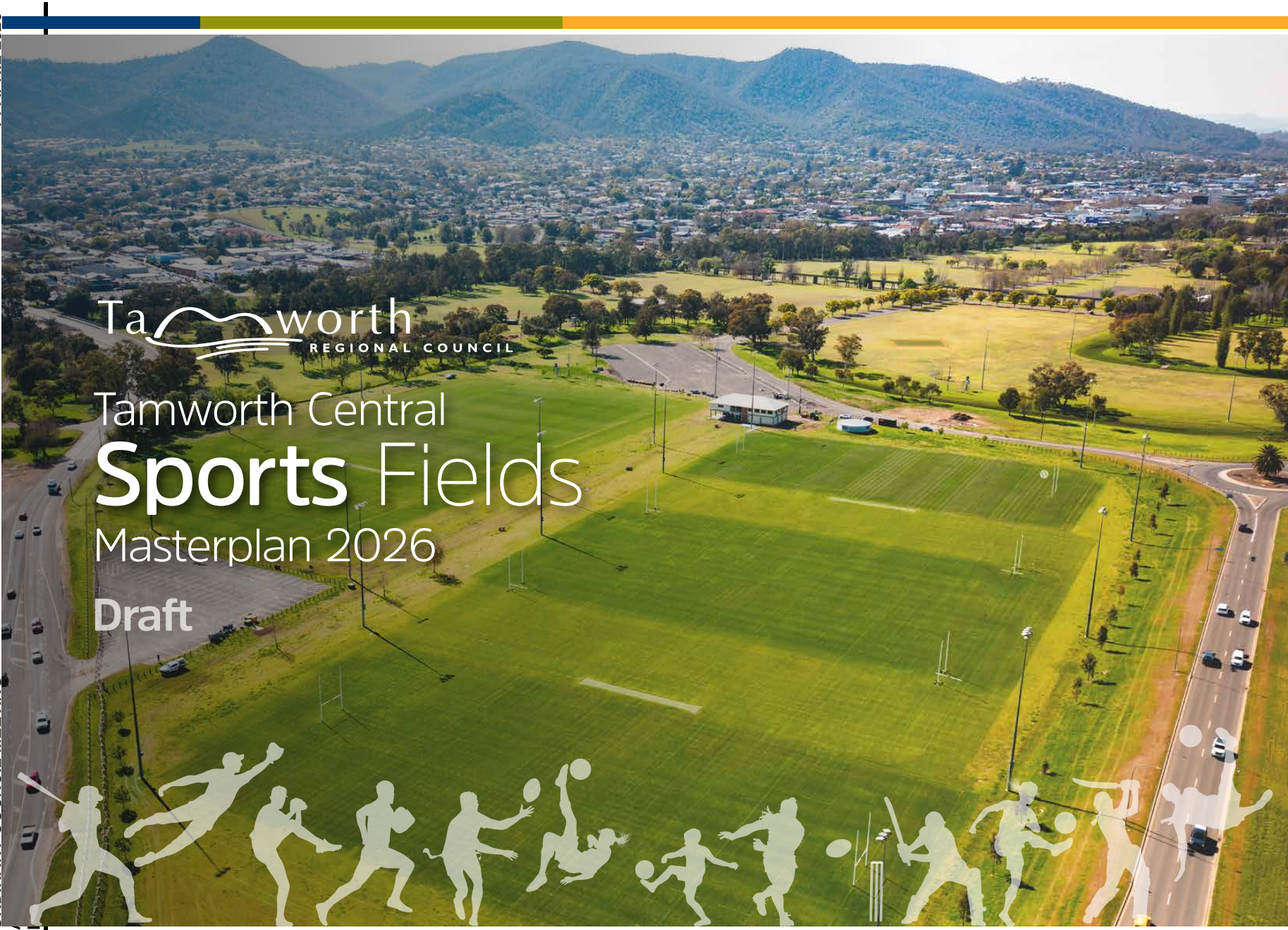
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Kilometers

Scale @ A3 1:30,000

Coordinate System: GDA2020
 MGA Zone 56
 Date Printed: 26 March 2026
 Created By: TRC GIS

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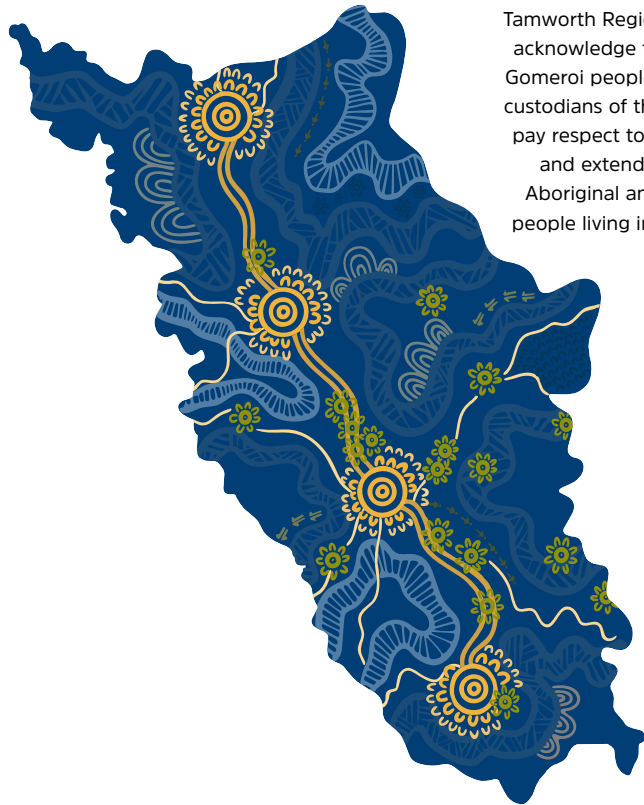


Tamworth
REGIONAL COUNCIL

Tamworth Central
Sports Fields
Masterplan 2026
Draft

Tamworth Central Sports Fields Masterplan 2026

Acknowledgement of Country



Tamworth Regional Council would like to acknowledge the Gamilaroi/Kamilaroi/Gomeri 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 Gomeri artist Tess Reading. Her artwork was selected through an expression of interest where Aboriginal artists with a connection to the Kamilaroi/Gomeri 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.

Executive summary

Tamworth Regional Council has prepared this Masterplan to establish a clear, coordinated, and future-focused vision for the Tamworth Central Sports Fields precinct – a key community asset in the heart of the city that includes the Gipps Street Sporting Fields, Carter Street/Riverside Sporting Complex, and Plain Street Sporting Fields.

For Council, it provides a practical planning framework – outlining staged short, medium, and long-term actions to enable effective budgeting, guide infrastructure upgrades, and coordinate decision-making. It is also a powerful funding tool, clearly defining the vision, scope, and timelines for development to strengthen grant applications and attract external investment.

Equally, the Masterplan serves as a transparent and accountable commitment to the community. With clear actions and delivery timeframes, it allows residents to track progress, celebrate achievements, and hold Council to account for delivery.

The Tamworth Central Sports Fields are already a major destination for organised sport, casual recreation, and regional events. With its central location, existing facilities, and strong participation base, the precinct has the potential to evolve into a dynamic regional destination – enhancing Tamworth's social, health, and economic wellbeing. This Masterplan sets the path to realise that potential by improving facilities, strengthening connections, and ensuring the precinct continues to serve the community for generations to come.



Tamworth Central Sports Fields Masterplan 2026

Draft

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Tamworth Central Sports Fields Masterplan 2026

Introduction

This Masterplan has been developed to provide a clear, coordinated, and future-focused vision for the Tamworth Central Sports Fields precinct. Community consultation will ensure that local residents, sporting clubs, and key stakeholders have had a genuine voice in shaping the future of this site. The priorities, ideas, and feedback gathered through this process are reflected throughout the plan, making it a document that truly represents community aspirations.

For Council, the Masterplan is a practical planning tool. It sets out a staged program of works with defined short, medium, and long-term actions, enabling strategic budgeting and resource allocation. This structured approach ensures that decisions about development are coordinated, cost-effective, and aligned with both community needs and long-term sustainability.

The Masterplan is also a critical funding tool. By clearly articulating the vision, scope, and timelines for proposed projects, it strengthens applications for external grants and partnerships, improving Council's ability to attract the investment needed to bring projects to life.

Finally, this is a transparent and accountable framework. With clearly defined actions and delivery timeframes, the Masterplan provides the community with a benchmark against which Council's progress can be measured. This means residents can see what has been achieved, what is underway, and what is planned for the future – ensuring that the development of the precinct remains both community-driven and results-focused.

Tamworth Regional Council (Council) has completed this Masterplan in line with Action 2.5 of the Sport and Recreation Strategic Plan "Riverside Sports Complex Masterplan: Prepare a staged masterplan for the sport and recreation precinct along the Peel River ... to guide the long-term provision of high-quality, regional level sport and recreation facilities.". This precinct incorporates the Gipps Street Sporting Fields, Carter Street/Riverside Sporting Complex, and the Plain Street Sporting Fields.

The purpose of this document is to establish a comprehensive Masterplan

that will guide, govern, and manage the future development of the Tamworth Central Sports Fields. This plan aims to ensure the precinct continues to meet the evolving needs of the community while enhancing its role as a key regional sporting and recreational hub.

The Tamworth Central Sports Fields are extensively utilised by local sporting clubs, schools, and community groups. The precinct serves as a central destination for organised sport, casual recreation, and regional sporting events, attracting participants and spectators from across the region.

The potential for the Tamworth Central Sports Fields to become a premier regional sports and recreation destination is significant. Its central location, existing infrastructure, and strong community engagement position the precinct as a vital asset for Tamworth's social, health, and economic wellbeing.

This Masterplan seeks to improve, enhance, and strengthen the sporting, recreational, and community connections within the Tamworth Central Sports Fields precinct and its broader urban context.

Community Consultation

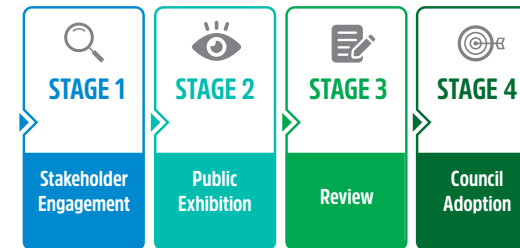
Community consultation is essential to the development and success of the Tamworth Central Turf Precinct Masterplan. It ensures the precinct reflects the needs of its users, aligns with community expectations, and supports long-term functionality and relevance.

To develop the draft Masterplan, Council has adopted a four-stage approach:

- **Stage 1: Stakeholder Engagement (completed)** - Council staff met with key user groups to understand current usage and future requirements for the precinct.
- **Stage 2: Public Exhibition (current)** - The draft Masterplan has been placed on public exhibition for 28 days, and community members are invited to provide feedback.

- **Stage 3: Review:** All submissions received during the exhibition period will be reviewed by Council's technical staff. Where feedback is consistent with strategic objectives and operational feasibility, it will be incorporated into the final Masterplan.

- **Stage 4: Council Adoption** - The final revised Masterplan will be presented to the Councillors at an Ordinary Council Meeting for formal consideration and adoption.









Study area and context plan

The Tamworth Central Sports Fields precinct is located in the heart of Tamworth, forming one of the city's most significant open space and recreation hubs. Its central position ensures high accessibility for the community and reinforces the precinct's role as a focal point for both structured and unstructured recreation.

The study area is defined by a series of well-established sporting and open space areas, spanning adjacent to the Peel River corridor. Together, these areas provide a wide range of active and passive recreation opportunities, from local club competition to regional-level sporting events. The precinct areas are zoned for public recreation purposes, supporting their ongoing use for community sport, leisure and open space.

For the purpose of this Masterplan, the Tamworth Central Sports Field Masterplan precinct has been separated into six key areas. The Masterplan will investigate each area, detailing the opportunities for each in this document.

The areas are as follows:

-  Area 1 – Plain Street Fields
-  Area 2 – Bordered by Plain Street, Ebsworth Street, Carter Street and the Viaduct
-  Area 3 – Baseball and Riverside 4
-  Area 4 – Bordered by Bridge Street, Carter Street, Ebsworth Street and the Viaduct
-  Area 5 – Riverside 1, 2 and 3
-  Area 6 – Gipps Street Sport Fields and Cross Park



Tamworth Central Sports Fields Masterplan 2026



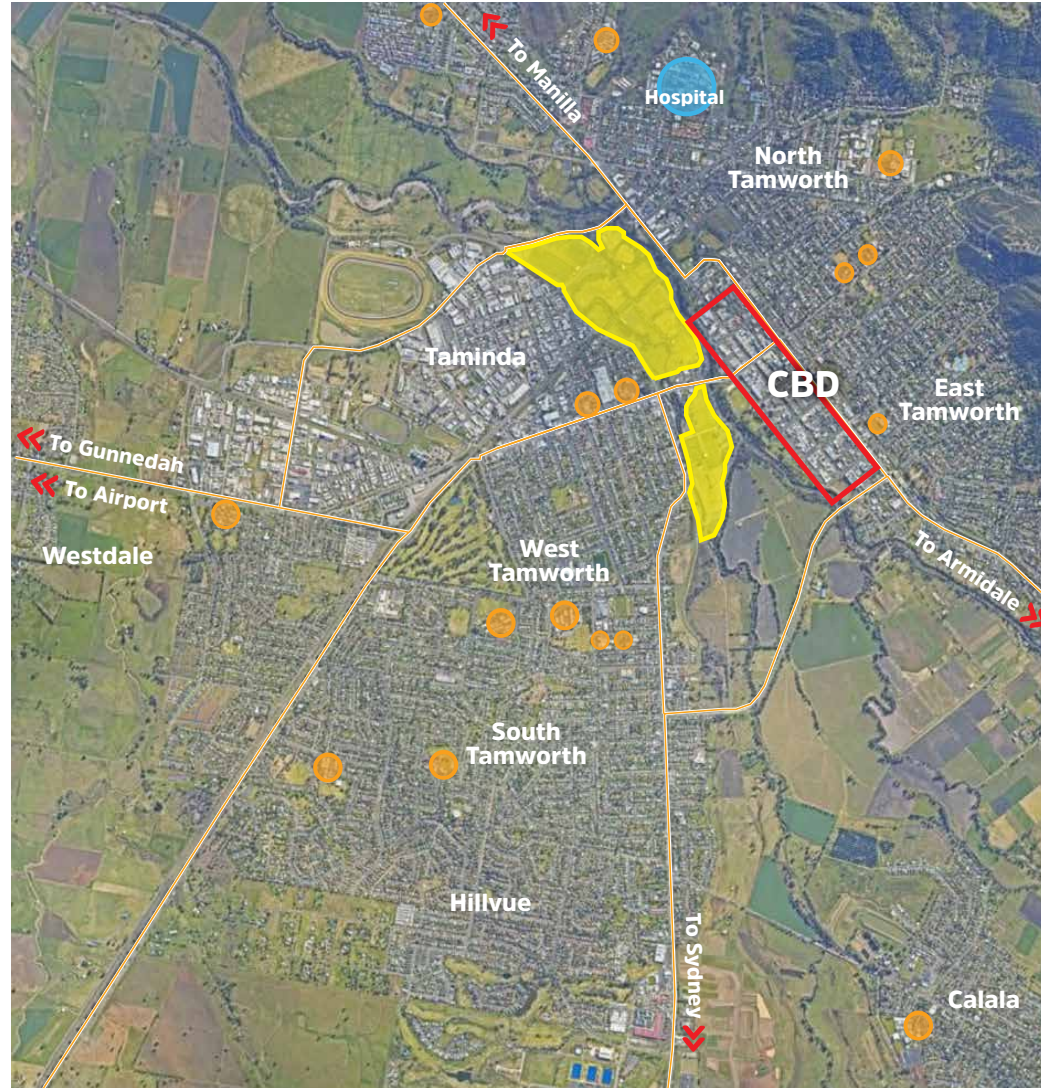
Broader context

The Tamworth Central Sports Fields precinct sits within a wider urban, cultural, and environmental context that shapes its role and future potential. Its proximity to the Peel River and central Tamworth strengthens its landscape and ecological value, while also enhancing connections to the city's pathways, cycleways, and green corridors. The precinct is adjacent to residential neighbourhoods, schools, and community facilities, ensuring it is embedded in the daily lives of residents.

At a regional scale, the precinct functions as a sporting gateway for the New England and North West region, regularly hosting carnivals, tournaments, and representative fixtures. Its facilities attract participants, visitors, and investment, reinforcing its importance not only as a community asset but also as an economic and social driver for Tamworth.

The Context Plan for this Masterplan illustrates the location, extent, and relationship of the six study areas, highlighting the interconnected nature of the precinct and its integration with Tamworth's broader urban fabric.

- KEY**
-  Subject Area
 -  Education facility
 -  CBD
 -  Hospital



Tamworth Central Sports Fields Masterplan 2026



Key objectives of the Masterplan

- A. Enhance Sporting Infrastructure** Upgrade and expand existing facilities to meet current and future demands of local and regional sporting clubs, and recreational users.
- B. Improve Accessibility and Connectivity** Ensure safe, inclusive, and convenient access for pedestrians, cyclists, and vehicles across all precincts, with improved linkages between Gipps Street, Carter Street/Riverside, and Plain Street fields.
- C. Support Community Health and Wellbeing** Promote active lifestyles by providing high-quality spaces for formal and informal sport, fitness, and recreation.
- D. Strengthen Event Hosting Capacity** Position the precinct as a premier venue for regional and state-level sporting events through strategic upgrades and flexible design.
- E. Celebrate Local Identity and Landscape** Integrate landscaping, signage, and design elements that reflect Tamworth's cultural heritage, natural environment, and community pride.
- F. Foster Sustainability and Resilience** Incorporate environmentally sustainable practices in infrastructure, water management, and maintenance to ensure long-term viability.
- G. Encourage Multi-Use and Shared Spaces** Maximise the utility of the precinct by designing flexible spaces that accommodate a range of sports, activities, and community events.
- H. Guide Future Investment and Development** Provide a clear framework for staged improvements, funding opportunities, and partnerships with stakeholders.
- I. Operational Efficiency and Longevity** Design solutions will support streamlined management and maintenance. Infrastructure will be durable, cost-effective, and easy to service, with centralised plant and equipment supporting long-term operational efficiency.

Strategic Alignment

Tamworth Regional Council's sport and recreation strategic direction is influenced by a number of strategies. The Tamworth Central Sports Field Masterplan aligns with the planned population growth identified in Council's Blueprint 100 Strategy and the needs associated with structured and unstructured recreation and facility requirements identified in Council's Sport and Recreation Strategic Plan.

Tamworth Regional Blueprint 100

Tamworth Regional Council has embarked on a process to draw all its efforts toward a coordinated approach for future planning and infrastructure delivery. This has been coined Blueprint 100. It encompasses the Local Strategic Planning Statement, Growth Management Strategy and other council initiatives. Blueprint 100 is a strategy to guide future land use within the region towards a growing regional population. For the Council area, it will ensure that there is sufficient infrastructure and opportunities for jobs growth and great places for people to live.

Tamworth Regional Council acknowledges the contribution open space brings to the community and places high value on the benefits that engagement in passive and active recreation brings to the community. Blueprint 100 takes into account the design of all open space and the needs of the growing community in relation to structured and unstructured recreation.

Sport and Recreation Strategic Plan

Dovetailing with Blueprint 100, Council's Sport and Recreation Strategic Plan provides a road map for planning and developing sport and recreation facilities (structured and unstructured) across the Tamworth region to align with the planned growth identified in Blueprint 100. This will ensure Council is prepared to service the future recreation needs of the community and visitors to the Council area.



Action 2.5 of the Sport and Recreation Strategic Plan is "Riverside Sports Complex Masterplan: Prepare a staged Masterplan for the sport and recreation precinct along the Peel River ... to guide the long-term provision of high quality, regional level sport and recreation facilities."

Tamworth Central Sports Fields Masterplan 2026

Site analysis

Location and Context

The Tamworth Central Sports Fields precinct is located in the centre of Tamworth, offering exceptional proximity to surrounding residential neighbourhoods, local schools, and the city's central business district. This central positioning ensures the precinct is deeply embedded in the daily lives of the community and easily accessible for a wide range of users. It is bounded by key arterial roads—Gipps Street, Carter Street, and Plain Street—which provide strong vehicular and pedestrian connectivity, supporting both local access and regional visitation. Additionally, its adjacency to the Peel River corridor enhances the precinct's environmental and recreational value, integrating natural landscapes with active open space and reinforcing its role as a vibrant, multifunctional destination.

Land use and zoning

The Tamworth Central Sports Fields precinct is zoned for public recreation and open space, reflecting its vital role in supporting community wellbeing, active lifestyles, and inclusive access to sport and leisure. This zoning aligns strongly with Tamworth Regional Council's strategic planning objectives, ensuring that future development within the precinct remains consistent with broader goals for sustainability, liveability, and community engagement. The precinct is surrounded by a diverse mix of land uses, including residential neighbourhoods, educational institutions, and commercial areas, which reinforces its accessibility and relevance to a wide cross-section of the population. The mixed-use setting opens up practical opportunities for smart planning, shared facilities, and stronger links between the precinct and its surrounding neighbourhoods.

Existing Facilities

The Tamworth Central Sports Fields precinct offers a diverse mix of formal sporting infrastructure, catering to a wide range of codes and user groups. Facilities include dedicated rugby league, rugby union, oztag, and touch football fields, soccer pitches, baseball and softball diamonds, cricket ovals and redundant netball courts - all designed to support both local, regional and state events. These core assets are complemented by a suite of

supporting amenities such as clubhouses, change rooms, spectator seating, lighting, and car parking, ensuring the precinct is well-equipped for both participants and visitors. Beyond formal sport, the precinct also features informal open spaces that serve as valuable areas for passive recreation and community gatherings, reinforcing its role as a flexible and inclusive destination for all ages and interests.

Landscape and Environment

The Tamworth Central Sports Fields precinct is characterised by predominantly open grassed areas, interspersed with scattered tree plantings and perimeter vegetation that contribute to its spacious and green aesthetic. While the existing landscape provides a functional and visually appealing environment, there are clear opportunities to enhance it further through strategic landscaping interventions. Importantly, the precinct's proximity to the Peel River means that certain zones are flood-prone, necessitating careful planning to ensure infrastructure resilience.

Incorporating water-sensitive urban design principles will be essential to manage stormwater, protect assets, and maintain ecological health across the site.

Transport and Connectivity Planning

Transport and connectivity within the Tamworth Central Sports Fields precinct must enable safe, efficient, and comfortable access in all conditions, supporting both everyday use and large-scale events. Walking and cycling are prioritised over private vehicles, with an increased strong integration to public transport and shared mobility.

An accessible east-west pedestrian spine should link Gipps Street, Carter Street/Riverside, and the Plain Street fields, complemented by wide, well-lit, slip-resistant paths with shaded rest nodes, seating, and drinking water.

Step-free links from car parks, bus stops, and adjoining streets will make all fields and amenities accessible, while raised crossings, clear sightlines, crime prevention through environmental design (CPTED) principles, and quality lighting will enhance safety and comfort.

Cycling will be encouraged through external connections to bike routes,

traffic-calmed approaches, internal shared paths, and secure parking. Public transport should be integrated through bus services aligned to training and event schedules, sheltered bays with real-time information, and clear kiss-and-ride, taxi, and rideshare zones.

Vehicle access, traffic calming measures and parking will be sized to typical demand and overflow areas used only for major events. Low-speed zones, gateway treatments, and event-specific traffic management will ensure safe and smooth operations.

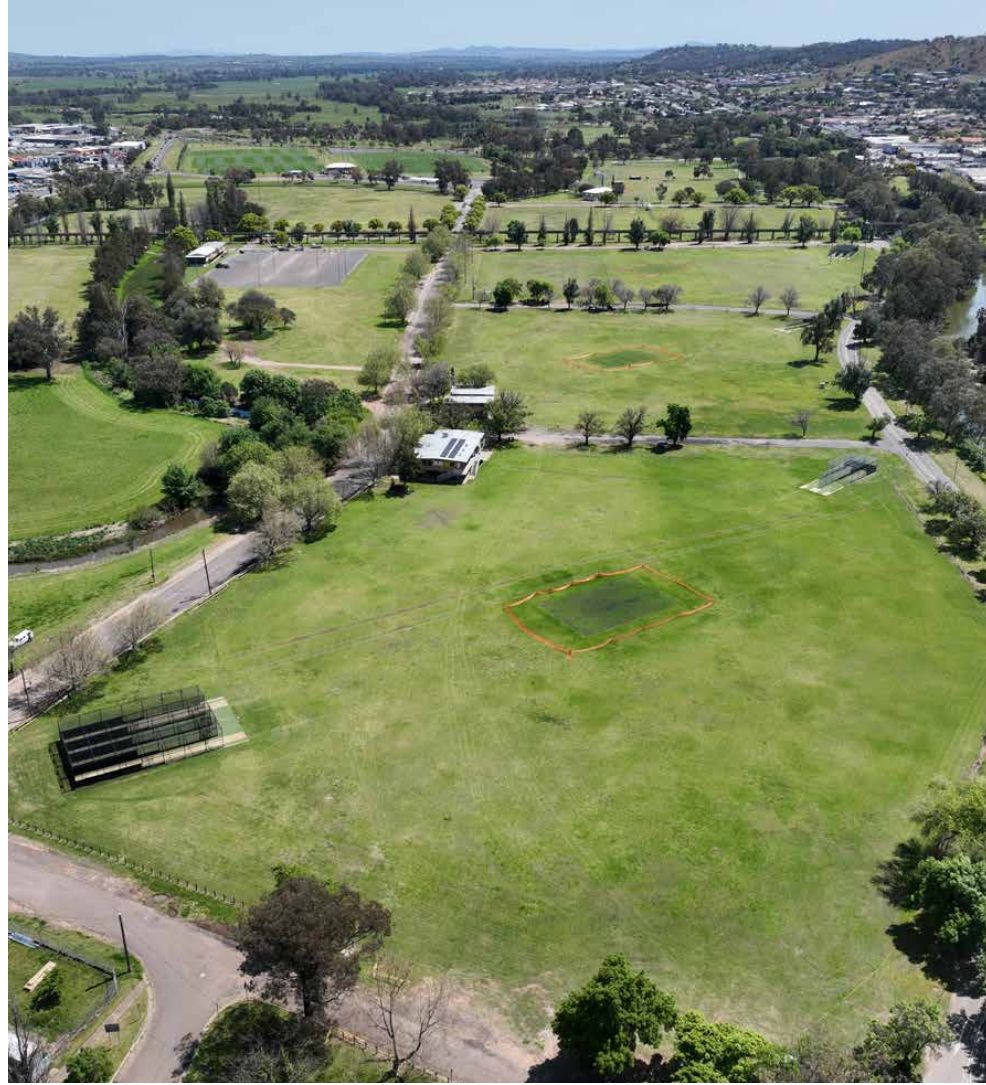
Memorials

The precinct is home to a number of significant memorials that contribute to the cultural, historical, and social identity of the site. These memorials honour individuals and broader community contributions to local sport, service, and civic life, reinforcing the precinct's deep connection to Tamworth's heritage and community values.

Future upgrades and planning initiatives should continue to respect and protect these memorials, ensuring they remain meaningful components of the precinct. This includes maintaining clear sightlines, ensuring universal access, and integrating the memorials into broader precinct narratives through wayfinding and interpretive strategies. As the precinct evolves, these commemorative elements will play a key role in preserving local identity while supporting inclusive and connected public space.



Tamworth Central Sports Fields Masterplan 2026



Opportunities and constraints

A thorough understanding of the site's opportunities and constraints is essential to shaping a Masterplan that is both visionary and grounded in practical realities. The Tamworth Central Sports Fields precinct presents an array of possibilities, balanced by several key challenges that must be addressed through thoughtful design and strategic planning.

Opportunities

- **Central Location:** The precinct's proximity to Tamworth's CBD and residential areas makes it highly accessible and well-positioned for community use and regional events.
- **Existing Infrastructure:** A strong foundation of sporting facilities already exists, providing a platform for upgrades, expansion, and continued multi-use adaptation.
- **Community Engagement:** High levels of participation from local sporting clubs, schools, and families create a strong user base and support for future investment.
- **Event Hosting Potential:** The scale and diversity of the precinct allow for simultaneous hosting of multiple sports and large-scale tournaments, boosting Tamworth's regional profile.
- **Landscape Integration:** The nearby Peel River corridor and open green spaces offer opportunities for environmental enhancement, passive recreation, and biodiversity.
- **Unified Management:** Centralising operations across Gipps Street, Carter Street/Riverside, and Plain Street enables more efficient maintenance and resource allocation.
- **Future-Proofing:** The precinct has the capacity to accommodate future growth in population, sport participation, and recreational trends.
- **Educational Partnerships:** Proximity to schools and training institutions opens doors for collaborative programs, shared use, and youth development.
- **Tourism and Economic Impact:** A well-developed precinct can attract visitors, stimulate local business, and contribute to Tamworth's economic vitality.
- **Cultural Expression:** Opportunities exist to incorporate public art, interpretive signage, and design elements that reflect Tamworth's heritage and identity.

Constraints

- **Flooding Risk:** Barnes Gully contributes to regular flooding on the western side of Gipps Street and fragments the Carter Street site, limiting usability and design flexibility.
- **Fragmented Connectivity:** Movement into and throughout the precinct zones is currently disjointed, with limited pedestrian and cycle infrastructure.
- **Ageing Facilities:** Existing amenities are outdated and require renewal to meet contemporary standards.
- **Limited Shade and Shelter:** The precinct lacks adequate tree canopy and built shade structures, impacting comfort and usability during warmer months.
- **Parking and Access:** Car parking is unevenly distributed and often insufficient during peak usage or major events.
- **Environmental Sensitivity:** Proximity to the Peel River and flood-prone areas requires careful planning to ensure ecological protection and infrastructure resilience.
- **Operational Complexity:** Managing multiple sites with varied infrastructure and user groups can be resource intensive without a unified strategy.
- **Visual Fragmentation:** The precinct lacks a cohesive visual identity, with inconsistent signage, fencing, and landscape treatments.
- **Budgetary Constraints:** Funding for upgrades and new infrastructure may be limited, requiring staged implementation and prioritisation.
- **Competing Land Uses:** Surrounding development and road networks may restrict expansion or introduce conflicts with recreational use.



Tamworth Central Sports Fields Masterplan 2026

Key consideration:

Strategic advantage of a centralised sporting precinct

The consolidation of Tamworth's major sporting facilities into one central precinct offers significant advantages for the local community. By bringing Gipps Street, Carter Street/Riverside, and Plain Street fields together under a unified Masterplan, residents benefit from a more convenient and cohesive sporting experience. Families with children involved in multiple sports can attend games and training sessions in one location, reducing travel time and simplifying weekly routines. Schools and community groups also gain easier access to a variety of sports facilities, fostering greater participation and encouraging cross-code collaboration. This centralisation strengthens community bonds and creates a vibrant, inclusive location for recreation and social connection.

Beyond local benefits, the Tamworth Central Sports Fields precinct is uniquely positioned to host regional and state-level sporting events. Its central location, combined with the breadth of available infrastructure, makes it an ideal venue for tournaments, carnivals, and festivals. Event organisers can take advantage of the precinct's capacity to accommodate multiple sports simultaneously, while visitors enjoy the convenience of nearby amenities, parking, and accommodation. This not only enhances Tamworth's reputation as a sporting destination but also delivers economic benefits through increased tourism and local spending.

From a management perspective, having all sporting assets in one location streamlines operations and improves efficiency. Maintenance teams can centralise plant and equipment, reducing duplication and enabling coordinated scheduling across fields. Turf management, lighting systems, irrigation, and facility upkeep can be handled more effectively, ensuring consistent standards and reducing long-term costs. This integrated approach supports better planning, budgeting, and service delivery, making the precinct easier to manage and more sustainable over time.

Floodplain Context: Opportunities, Challenges and Infrastructure Imperatives

The Tamworth Central Sports Fields precinct sits within the city's designated floodplain, a location that presents both challenges and opportunities. The

flat, expansive terrain has enabled a centralised, highly accessible sporting area close to the Peel River, making it a vital community asset in an otherwise land-constrained urban area.

The floodplain setting, however, imposes strict design imperatives. Periodic flooding can damage infrastructure, disrupt events, and compromise safety. Past events have shown the vulnerability of existing infrastructure which have suffered from water ingress, erosion, and lengthy closures.

Future investment must prioritise flood-resilient design. Critical facilities—including toilets, canteens, and electrical systems—must be elevated above flood levels using raised platforms, stilted construction, or modular systems. Materials should be durable, non-porous, corrosion-resistant, and easy to clean, while landscaping should incorporate flood-compatible treatments.

Drainage and water management are also essential. Swales, retention basins, and permeable surfaces can reduce flood velocity and support recovery, while ecological measures such as riparian planting and wetland restoration will enhance biodiversity and water quality.

Operational resilience is equally important. Infrastructure should be designed for rapid shutdown and recovery, with clear protocols for evacuation, asset protection, and post-event maintenance. Digital booking, lighting, and storage systems can support swift response during flood alerts.

In summary, while the floodplain creates unavoidable constraints, it also provides a unique opportunity to develop a benchmark precinct for flood-aware sport and recreation—balancing environmental stewardship with resilient, adaptable community infrastructure.



Barnes Gully – Site constraints and strategic resolution

Barnes Gully currently presents a significant constraint to the functionality and future development of the Tamworth Central Sports Fields precinct. The gully borders the western edge of the Gipps Street Sporting Fields and dissects the western portion of the Carter Street/Riverside area. Its presence has led to recurring flooding across the western side of the Gipps Street fields, impacting usability, turf condition, and scheduling reliability. At Carter Street, the alignment of the gully divides the site, hindering connectivity and limiting opportunities for integrated planning and infrastructure development.

To address these challenges, it is proposed that Barnes Gully be diverted from its current path through Locks Lane Reserve into the nearby Goonoo Goonoo Creek. This redirection will alleviate flooding pressures on the Gipps Street precinct and remove the physical barrier currently affecting Carter Street. The diversion will also unlock new opportunities for integrated design, improved circulation, and expanded sporting infrastructure across the western zones of the precinct.

Initial investigations into the feasibility of this diversion have been completed and have confirmed that the proposed solution is achievable from both an engineering and environmental standpoint. With this assurance, the Tamworth Central Sports Fields Masterplan has been developed on the basis that Barnes Gully will be redirected. This bold yet achievable decision enables a more ambitious vision for the precinct and delivers improved long-term outcomes for the community by removing existing hydrological constraints.

Sport field lighting

Sport field lighting is a critical component in shaping the functionality, accessibility, and future potential of the Tamworth Central Sports Fields precinct. A thorough understanding of current lighting provision across key sites is essential for informed Masterplanning, especially when considering scheduling flexibility, safety, community access, and infrastructure investment.

Area One (1) demonstrates a strong foundation in lighting infrastructure, contributing meaningfully to the overall functionality and accessibility of the Tamworth Central Sports Fields precinct. Existing lighting provision across the entire expanse of Area One (1) supports consistent evening use, enhancing scheduling flexibility and enabling broader community access. This capacity positions Area One (1) as a reliable venue for training and competition, particularly during peak demand periods and shorter daylight seasons. Its performance sets a positive precedent for equitable infrastructure investment across the precinct.

The majority of Area six (6) is lit and well-integrated. The site currently has five (5) lit full sized football pitches enabling consistent evening use throughout the year. This level of infrastructure positions Gipps Street as a high-capacity venue for both training and competition, and its lighting provision is a major asset in accommodating peak demand periods, especially during winter months when daylight hours are limited.

In contrast, Areas Two (2) to Five (5) offers limited lighting coverage. The site hosts a diverse mix of sports including Baseball, Softball, Oztag, Cricket, and AFL. Lighting is available on two full sized football fields in Area five (5) and small oval on Area Two (2). This uneven provision can constrain scheduling flexibility and limit the precinct's ability to support concurrent evening activities across multiple codes.

Lighting provision across the Tamworth Central Sports Fields precinct varies significantly, with Area One (1) offering the most comprehensive and effective coverage. Its superior infrastructure supports high-capacity evening use and sets the standard for precinct-wide planning. While Area Six (6) (Gipps Street) performs well, Areas Two (2) to Five (5) remain under-serviced, limiting multi-code scheduling and community access. Strategic

upgrades should focus on extending lighting coverage in these zones, guided by the successful models in Area One (1). Future upgrades should emphasise energy-efficient solutions, uphold environmental standards, and promote fair access to ensure the precinct's long-term viability and optimal use.

Irrigation

Water provision across the Tamworth Central Sports Fields precinct represents one of its most strategic advantages, particularly in the context of long-term sustainability and climate resilience. The ability to routinely irrigate fields using groundwater ensures that playing surfaces remain viable and safe throughout the year, even during periods of drought when other precincts may face restrictions or degradation in field quality. This reliability is not only critical for maintaining high standards of play and presentation but also for supporting uninterrupted community access and regional event hosting.

Despite this inherent strength, the current irrigation infrastructure is inconsistent and lacks the cohesion required to fully capitalise on the precinct's groundwater access. The irrigation systems vary in age, efficiency, and coverage, with some fields benefiting from modern bore-fed systems while others rely on outdated or manual methods. This uneven provision risks undermining the precinct's broader goals of inclusivity, multi-sport functionality, and seasonal adaptability.

As such, a precinct-wide review of irrigation infrastructure is required. This review should assess the condition, capacity, and performance of all existing systems, and identify opportunities for upgrades, automation, and integration with broader sustainability initiatives. The findings must then inform a staged implementation strategy that prioritises equitable access to irrigation across all fields, ensuring that no sport or user group is disadvantaged due to infrastructure gaps.

By embedding this approach into the Masterplan, Council can reinforce its commitment to environmental stewardship, operational excellence, and community wellbeing—transforming water provision from a passive asset into a proactive enabler of growth and resilience.

Clubhouse & Amenities Provision - Current State and Strategic Considerations

Clubhouses and associated amenities are a foundational element of any successful sporting precinct, and in the case of Tamworth Central Sports Fields, their current provision does not meet the needs of users, particularly female participants. This issue demands focused attention in the Masterplan to ensure equitable access, improved functionality, and long-term sustainability.

To address these infrastructure shortcomings a comprehensive audit of all clubhouses and associated amenities across the precinct is required. Preliminary understanding suggests that many facilities are outdated, insufficient, and not aligned with contemporary standards for accessibility, gender inclusivity, or multi-sport functionality. This review should assess structural condition, amenity provision, compliance with building and accessibility codes, and suitability for current and projected usage. Once completed, the findings must inform a prioritised implementation strategy—ensuring that identified upgrades, refurbishments, or new builds are executed in a timely and coordinated manner. This approach will be critical to enhancing user experience, supporting equitable participation, and positioning the precinct as a regionally competitive and community-focused destination.

Incorporating these upgrades will not only improve the day-to-day experience for athletes, coaches, and spectators but also elevate the precinct's capacity to host tournaments, attract new users, and foster a more inclusive sporting culture. The Masterplan must treat clubhouse infrastructure not as a secondary concern, but as a central pillar of precinct functionality and community value.



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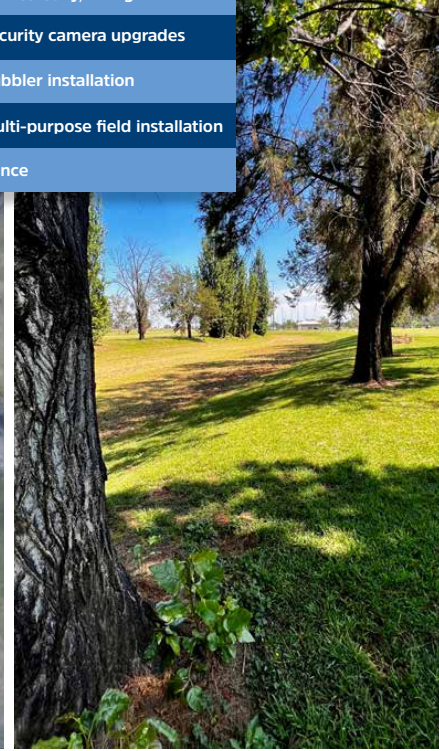
Area 1 Plan



Area 2 Plan

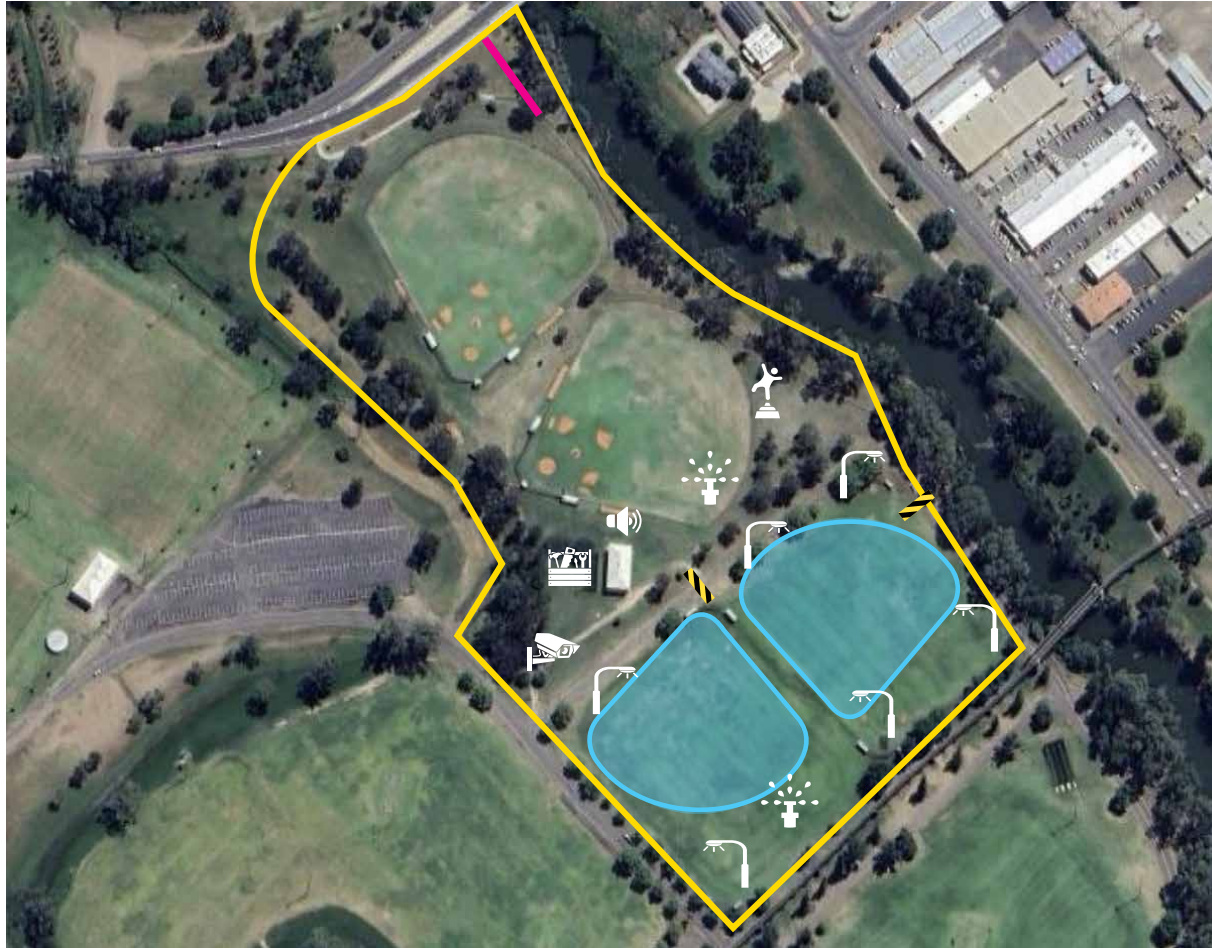


Identifier	Action	Description
	P.1	Irrigation upgrade
	P.3	Carpark extension
	P.4	Barnes Gully, preliminary work
	P.5	Barnes Gully, diversion
	P.6	Barnes Gully, Filling
	P.7	Security camera upgrades
	P.11	Bubbler installation
	2.1	Multi-purpose field installation
	2.2	Fence



Tamworth Central Sports Fields Masterplan 2026

Area 3 Plan



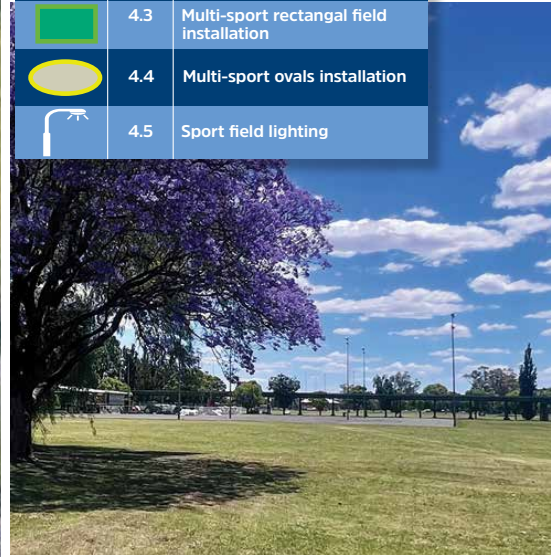
Identifier	Action	Description
	P.1	Irrigation upgrade
	P.3	Shared path
	P.3	Traffic calming
	P.7	Security camera upgrades
	P.9	P.A. system upgrade
	P.10	Public art
	3.1	Diamond field upgrade
	3.2	Sports field lighting
	3.3	Clubhouse upgrade



Area 4 Plan



Identifier	Action	Description
	P.1	Irrigation upgrade
	P.3	Carpark
	P.4	Barnes Gully, preliminary work
	P.5	Barnes Gully, diversion
	P.6	Barnes Gully, filling
	P.7	Security camera upgrades
	P.9	P.A. System upgrade
	P.11	Bubbler installation
	4.1	Temporary Council depot
	4.2	Old netball courts removal
	4.3	Multi-sport rectangular field installation
	4.4	Multi-sport ovals installation
	4.5	Sport field lighting

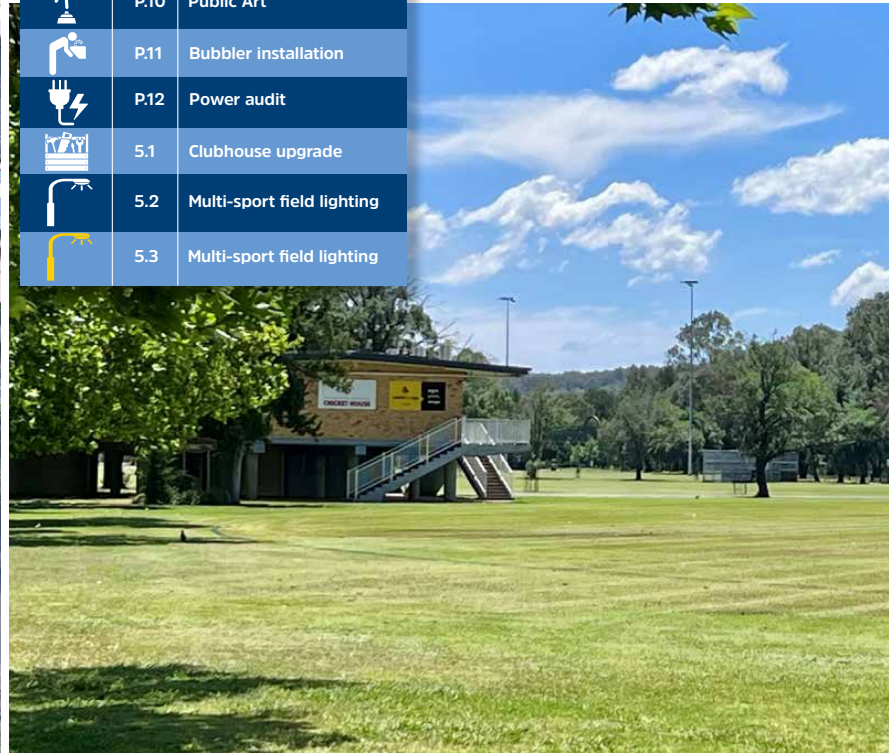


Tamworth Central Sports Fields Masterplan 2026

Area 5 Plan



Identifier	Action	Description
P.1	Irrigation upgrade	Irrigation upgrade
P.2	Tree Planting	Tree Planting
P.3	Traffic calming	Traffic calming
P.7	Security camera upgrades	Security camera upgrades
P.9	P.A. System upgrade	P.A. System upgrade
P.10	Public Art	Public Art
P.11	Bubbler installation	Bubbler installation
P.12	Power audit	Power audit
5.1	Clubhouse upgrade	Clubhouse upgrade
5.2	Multi-sport field lighting	Multi-sport field lighting
5.3	Multi-sport field lighting	Multi-sport field lighting



Area 6 Plan



Identifier	Action	Description
	P.1	Irrigation upgrade
	P.2	Tree Planting
	P.3	Carpark extension
	P.7	Security camera upgrades
	P.8	Wayfinding signage
	P.9	P.A. System upgrade
	P.10	Public Art
	P.11	Bubbler installation
	6.1	Clubhouse upgrade
	6.2	Fence removal
	6.3	Bollard installation
	6.4	Multi-sport field lighting
	6.5	Road improvements
	6.6	Relocate dish drain



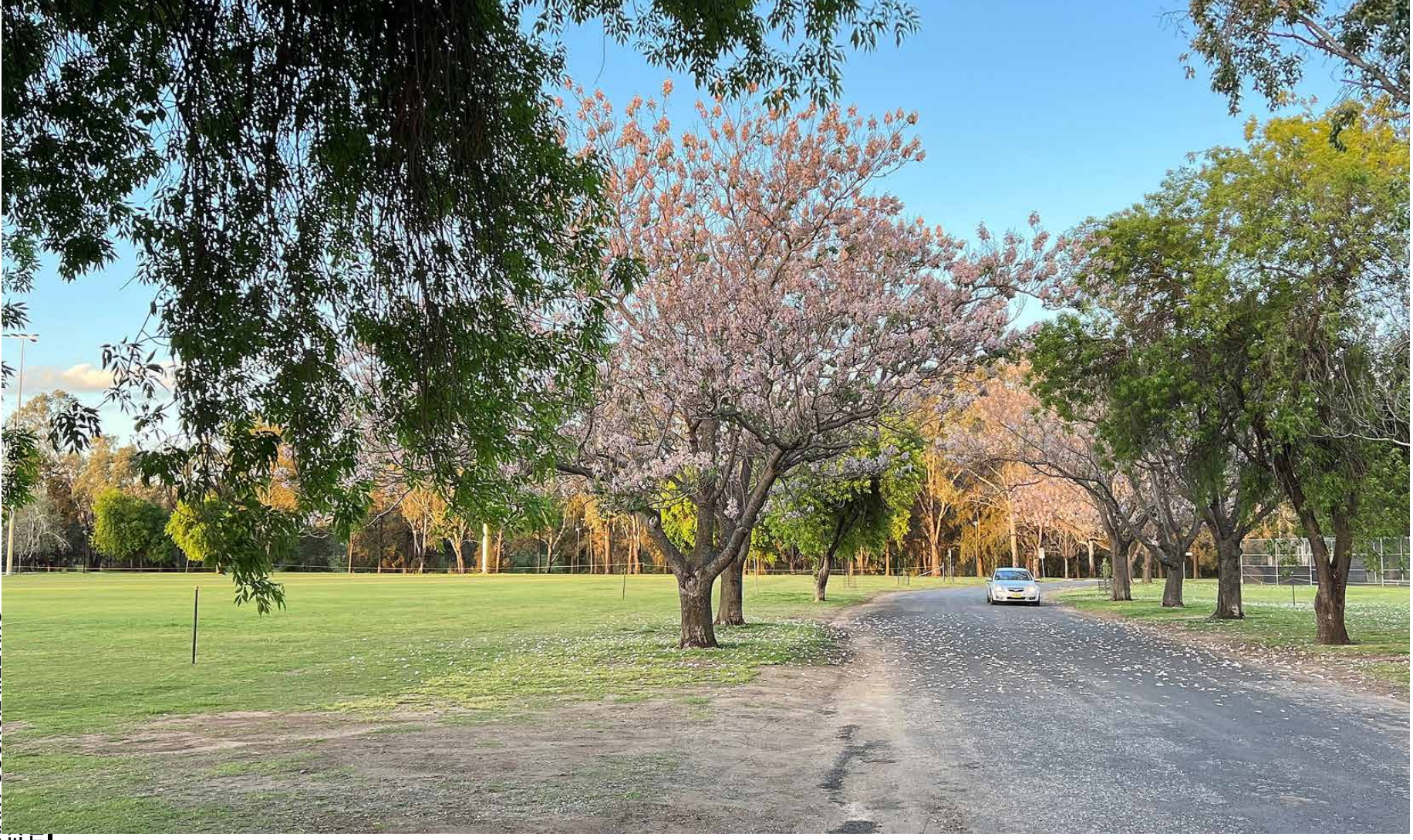
Tamworth Central Sports Fields Masterplan 2026

Actions

AREA	ACTION	ACTION DESCRIPTION	RATIONALE	DELIVERY TIMELINE
PRECINCT WIDE	P.1	Undertake a precinct-wide review of irrigation infrastructure and development of associated strategic plan.	A comprehensive review of irrigation infrastructure is essential to ensure long-term sustainability, operational efficiency, and optimal turf and landscape health across the precinct. This strategic plan will guide future investment, steer water use management, and support climate resilience objectives.	Immediate
	P.2	Produce and deliver a tree planting strategy.	Strategic tree planting will enhance environmental amenity, provide natural shade for users, and act as wind buffers to improve field usability. This initiative supports both ecological outcomes and user comfort, while contributing to the precinct's visual identity.	Immediate
	P.3	Review transport across the precinct and develop a precinct transport plan.	A holistic transport review will address current and future access needs, improve traffic flow, and enhance safety for all users. The associated strategic plan will guide infrastructure upgrades, such as carparking promote active transport, and ensure the precinct remains accessible and functional during peak event periods.	Immediate
	P.4	Barnes Gully, preliminary works.	Preliminary works are required to assess feasibility, mitigate environmental risks, and prepare for future land reclamation. This phase will inform design and engineering solutions that align with broader Goonoo Goonoo Creek and stormwater management goals.	Immediate
	P.5	Barnes Gully, diversion.	Diverting Barnes Gully into Goonoo Goonoo Creek will remove a major physical barrier currently bisecting the Tamworth Sports Fields. This will significantly improve site connectivity, enhance safety for users, and enable more cohesive planning across the precinct. By reclaiming fragmented and underutilised land, the diversion unlocks new opportunities for future sporting infrastructure and event activation. This strategic intervention supports long-term precinct expansion and aligns with broader goals for integrated, accessible, and high-performing recreational spaces.	Short (1-3 years)
	P.6	Barnes Gully, filling.	This will enable the expansion of playing fields to meet increasing community demand, improve site functionality, and create a more cohesive and accessible precinct. In addition to unlocking land for recreational use, the infill will enhance visual amenity and reduce ongoing maintenance costs associated with erosion, water pooling, and vegetation management.	Medium (4-7 years)
	P.7	Security camera upgrades.	Enhancing surveillance infrastructure will improve safety, deter vandalism, and support asset protection across the precinct. This upgrade aligns with Council's commitment to providing secure, inclusive public spaces.	Short (1-3 years)
	P.8	Improved wayfinding signage.	Upgraded signage will improve navigation for visitors, enhance accessibility, and support event operations. Clear wayfinding contributes to a positive user experience and reinforces the precinct's professional presentation.	Medium (4-7 years)
	P.9	PA system upgrades.	A modernised public address system will enable concurrent event management, improve communication during emergencies, and enhance the overall patron experience. This upgrade is critical to supporting multi-zone functionality.	Long (8+ years)
	P.10	Installation of public art.	Integrating public art will enrich the cultural identity of the precinct, foster community pride, and create visually engaging spaces. This initiative aligns with Council's broader placemaking and tourism strategies.	Ongoing
	P.11	Installation of bubblers.	Providing accessible hydration points promotes health and wellbeing, particularly during sporting events. This initiative supports inclusive design and aligns with public health objectives.	Immediate
	P.12	Power usage audit.	A power usage audit will be undertaken to assess the existing electrical capacity across the precinct in response to the significant infrastructure upgrades proposed within the Masterplan. This will identify any network constraints and inform the planning of future electrical upgrades required to support increased demand. Undertaking the audit early will help ensure upgrades are coordinated and future-proofed, avoiding inefficient or overlapping infrastructure works.	Immediate
AREA 1	1.1	Upgrade clubhouse and associated amenities.	Upgrading clubhouses will improve functionality, accessibility, and user satisfaction. Enhanced amenities support increased participation, attract higher-tier events, and ensure facilities meet contemporary standards.	Medium (4-7 years)
AREA 2	2.1	Installation of five multipurpose rectangle fields.	The installation of five multipurpose rectangular playing fields will provide flexible, high-capacity spaces that cater to a wide range of sports maximizing community use, supporting year-round programming, and reducing the need for single-purpose infrastructure. This approach ensures efficient land use, encourages inclusive participation, and aligns with Tamworth's growth and recreation goals.	Medium (4-7 years)
	2.2	Fence.	Installation of a fence along the western side of Riverside 5 will prevent match balls from entering the adjacent gully, where they are often difficult to retrieve. This intervention reduces game disruption, lowers ongoing equipment replacement costs for user groups, improves player and volunteer safety by removing the need to access the gully, and ensures the field can continue to function effectively when in use.	Long (8+ years)

Actions

AREA	ACTION	ACTION DESCRIPTION	RATIONALE	DELIVERY TIMELINE
AREA 3	3.1	Upgrade Riverside 4 to incorporate two shared use softball and baseball diamonds.	Consolidating the softball and baseball competition into a single, shared-use facility at Riverside 4 enables Council and the two sporting codes to deliver a highquality, purpose-built precinct that meets the needs of both sports. Rather than duplicating infrastructure across multiple sites, this approach leverages economies of scale—allowing investment to be concentrated into one premier venue.Strategic tree planting will enhance environmental amenity, provide natural shade for users, and act as wind buffers to improve field usability. This initiative supports both ecological outcomes and user comfort, while contributing to the precinct's visual identity.	Short (1-3 years)
	3.2	Multi-sport field lighting, Riverside 4A and 4B.	Installation of multi-use sport field lighting (Softball / Baseball competition standard) will significantly extend operational hours, enabling evening programming and competitive play in low-light conditions. This enhancement improves safety, supports flexible scheduling, and increases overall field utilisation. Improved illumination also elevates the spectator experience and strengthens the precinct's capacity to host events year-round. As a strategic investment, it directly aligns with precinct-wide activation goals and responds to growing community demand for accessible, high-quality sporting infrastructure.	Medium (4-7 years)
	3.3	Upgrade clubhouse and associated amenities.	Upgrading clubhouses will improve functionality, accessibility, and user satisfaction. Enhanced amenities support increased participation, attract higher-tier events, and ensure facilities meet contemporary standards.	Long (8+ years)
AREA 4	4.1	Installation of temporary Council depot.	Establishing a dedicated depot will centralise maintenance operations, improve response times, and reduce logistical inefficiencies. This facility supports long-term asset management and operational resilience.	Medium (4-7 years)
	4.2	Old netball courts, asphalt removal.	Removing asphalt will reclaim space for turf-based activities, reduce heat retention, and improve environmental outcomes. This initiative supports adaptive reuse and precinct greening.	Medium (4-7 years)
	4.3	Installation of five multipurpose rectangle fields	The installation of five multipurpose rectangular playing fields will provide flexible, high-capacity spaces that cater to a wide range of sports maximizing community use, supporting year-round programming, and reducing the need for single-purpose infrastructure. This approach ensures efficient land use, encourages inclusive participation, and aligns with Tamworth's growth and recreation goals.	Long (8+ years)
	4.4	Installation of two multipurpose oval fields.	The installation of two multipurpose oval fields will create flexible, high-capacity spaces that support cricket, AFL and community events, maximising year-round use and reducing the need for single-purpose facilities. This approach improves land efficiency, enables shared amenities, and supports Tamworth's long-term sport and recreation needs as the city grows.	Long (8+ years)
	4.5	Multi-sport field lighting.	Installation of multi-use sport field lighting will significantly extend operational hours, enabling evening programming and competitive play in low-light conditions. This enhancement improves safety, supports flexible scheduling, and increases overall field utilisation. Improved illumination also elevates the spectator experience and strengthens the precinct's capacity to host events year-round. As a strategic investment, it directly aligns with precinct-wide activation goals and responds to growing community demand for accessible, high-quality sporting infrastructure.	Long (8+ years)
AREA 5	5.1	Upgrade clubhouse and associated amenities.	Upgrading clubhouses will improve functionality, accessibility, and user satisfaction. Enhanced amenities support increased participation, attract higher-tier events, and ensure facilities meet contemporary standards.	Long (8+ years)
	5.2	Multi-sport field lighting, Riverside 1.	Lighting Riverside fields will enhance scheduling flexibility, support community sport, and improve safety during evening use. These upgrades contribute to equitable access across the precinct.	Long (8+ years)
	5.3	Multi-sport field lighting, Riverside 2.	Lighting Riverside fields will enhance scheduling flexibility, support community sport, and improve safety during evening use. These upgrades contribute to equitable access across the precinct.	Immediate
AREA 6	6.1	Upgrade clubhouse and associated amenities.	There is a critical and immediate need to upgrade the clubhouse and associated amenities to meet minimum standards for accessibility, gender inclusivity, and user comfort. The current facilities lack adequate change rooms, player toilets, and accessible, family-friendly spaces, which directly limits participation, event hosting potential, and community engagement. Investment in these upgrades is essential to deliver safe, modern infrastructure that supports equitable access and positions the precinct as a viable venue for regional and state-level sport.	Immediate
	6.2	Remove Johnson Field fence.	Removing the fence at the Gipps Street Sporting Complex will improve visual openness and increase accessibility. This action aligns with inclusive design principles and precinct activation goals.	Short (1-3 years)



Tamworth Central Sports Fields Masterplan 2026

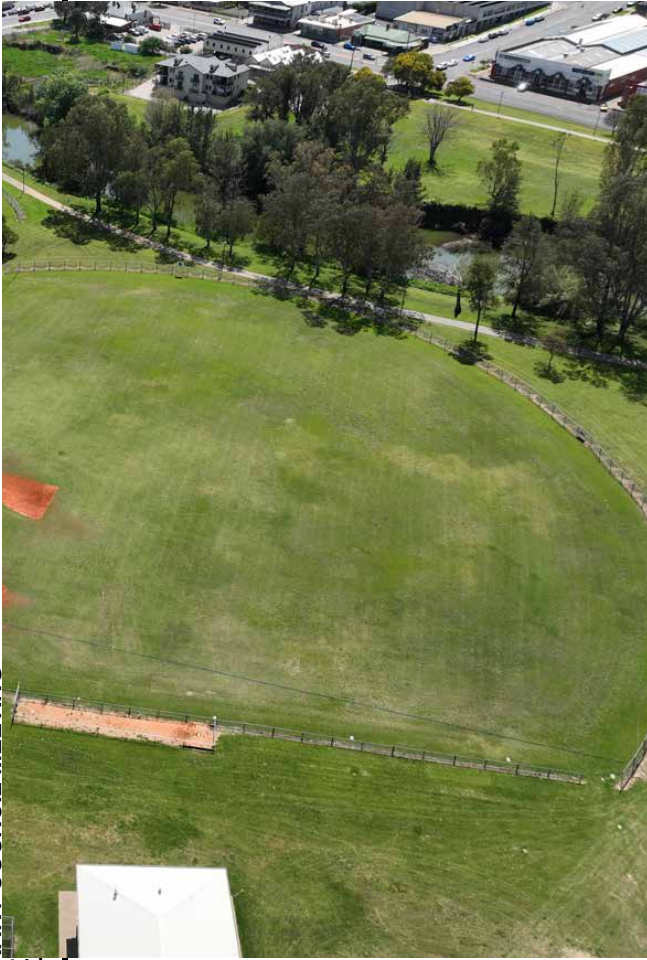
Conclusion

The Tamworth Central Sports Fields Masterplan 2025 provides Council and the community with a clear and practical framework to guide the future development of this key regional asset. It translates community priorities into a staged program of works, enabling strategic investment and long-term planning.

By addressing infrastructure needs, improving amenity, and enhancing connectivity across the precinct, the Masterplan ensures the site remains fit-for-purpose and capable of supporting both local participation and regional events. The Masterplan is to be used as a 'tool for delivery' –designed to support funding applications, inform decision-making, and ensure that future upgrades are coordinated, cost-effective, and aligned with community expectations.

Council is committed to delivering the actions outlined in this plan and to maintaining transparency and accountability throughout its implementation.





Draft

Tamworth Central
Sports Fields
Masterplan 2026



www.tamworth.nsw.gov.au

Tamworth Regional Council, PO Box 555, 474 Peel Street, Tamworth, NSW, 2340





24th February 2026

Tamworth Regional Council

To Whom It May Concern,

Members of **West Tamworth Sports and Bowling Club Ltd (ACN 000 989 202)** voted in favour of amalgamation with **South Tamworth Bowling Club Ltd (ACN 001 855 456)** at a Special General Meeting held on **14 January 2026**.

As part of this amalgamation process, the Board of West Tamworth Sports & Bowling Club formally requests that the existing lease be transferred from **West Tamworth Sports and Bowling Club Ltd (ACN 000 989 202)** to **South Tamworth Bowling Club Ltd (ACN 001 855 456)** at a time that is mutually suitable, to ensure the smooth and uninterrupted continuation of the amalgamation process and club operations.

Should you require any further information or documentation in support of this request, please do not hesitate to contact us.

Yours sincerely,

A handwritten signature in blue ink that reads "Sherilee Stewart".

Sherilee Stewart

Secretary

West Tamworth Sports & Bowling Club Ltd

West Tamworth Sports & Bowling Club Ltd
ABN: 44 611 465 237



11-23 Margaret Street
(PO Box 5034)
South Tamworth NSW 2340

Club 02 6765 5766
Southside Kitchen 02 6762 4761
Bowls Shop 02 6762 1003

E club@southbowlotamworth.com.au
W www.southbowlotamworth.com.au

ACN 001 855 456
ABN 86 001 855 456

South Tamworth Bowling Club Ltd

Date: 25/03/26

Mr Paul Bennett
Tamworth Regional Council General Manager
Tamworth Regional Council

Dear Paul,

Re: Amalgamation Approval and Lease Assignment – West Tamworth Sports & Bowling Club

Following our recent discussions, I write to confirm that Liquor & Gaming NSW has approved *in principle* the amalgamation between West Tamworth Sports & Bowling Club Ltd (LIQC300242935) and South Tamworth Bowling Club Ltd (LIQC300245918), under application number 1-9712440982.

As part of this process, Liquor & Gaming NSW has advised that the amalgamation can proceed to finalisation subject to the lease arrangements being in place. This includes the assignment (or recognition) of the existing lease for the West Tamworth site to South Tamworth Bowling Club Ltd.

We are therefore seeking Council's support in progressing the lease assignment to South Tamworth Bowling Club Ltd to enable the amalgamation to be completed.

Please let me know if you require any further information to support this request.

Thanks again for your assistance.

Kind regards,

Matt Hill
CEO
South Tamworth Bowling Club Ltd



Tamworth Regional Council Baseline Biodiversity Study

Summary Report
prepared by





© 2025 Blueberry Lily (*Dianella longifolia*)

Acknowledgement

Stringybark Ecological acknowledges that the Baseline Biodiversity Study was undertaken on the traditional lands of the Kamilaroi/Gamilaroi/Gomeri people.

We recognise and celebrate their traditional and ongoing connection and care for country.

Document: Summary Report – Tamworth Regional Council Biodiversity Baseline Study

Version number: 1

Document authors: Danielle Andersson, David Carr, Kevin Rothschild, Josie Drielsma, Luke Hardy and Irene Lemon

Created: August 2025

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Cover Image: © 2025 Stringybark Ecological Flame Robins (*Petroica phoenicea*)

Image Page 13: © 2025 Stringybark Ecological Rocky gorge habitat

Image Page 15: © 2025 Stringybark Ecological Purplish Beard Orchid (*Calochilus* sp.)

Image Page 28: © 2025 Stringybark Ecological View of Duri Peak, Red Gum Woodland

Recommendations

© 2025 Greenhood Orchid (*Pterostylis* sp.)

Planning resources: integrate and advocate

Use the **Biodiversity Assessment Map 2025** to support decisions relating to Part 4 (DA) and Part 5 (REF) **consents** and to make representations about State Significant Developments and State Significant Infrastructure

Train TRC staff in how to interpret and apply biodiversity mapping layers

Encourage and advocate for NSW DCCEEW to **use project data to improve** SVTM PCT mapping for TRC LGA

Create a 'Terrestrial Biodiversity' **clause** in the LEP

Management of Biodiversity Assets: develop a **Biodiversity Strategic Plan** to guide investment and collaboration to improve biodiversity outcomes

Promote the work of the BCT to support landholders to **better understand and participate** in Biodiversity Stewardship Agreements and other conservation initiatives

Explore opportunities to **protect and manage** high conservation value land managed by Council

Work with other stakeholders to **identify priority areas** for restoration and conservation management

Develop a **biodiversity engagement plan**

Address Threats and Challenges

Seek funding for a **Roadside Environment Plan** to tackle high threat weeds spreading along linear corridors

Liaise with key stakeholders to better coordinate **management of pest animal species**

Biodiversity

Biodiversity, literally the diversity of life, is **both** a measure of the *health of the environment* **and** the *organisms* that rely upon it.

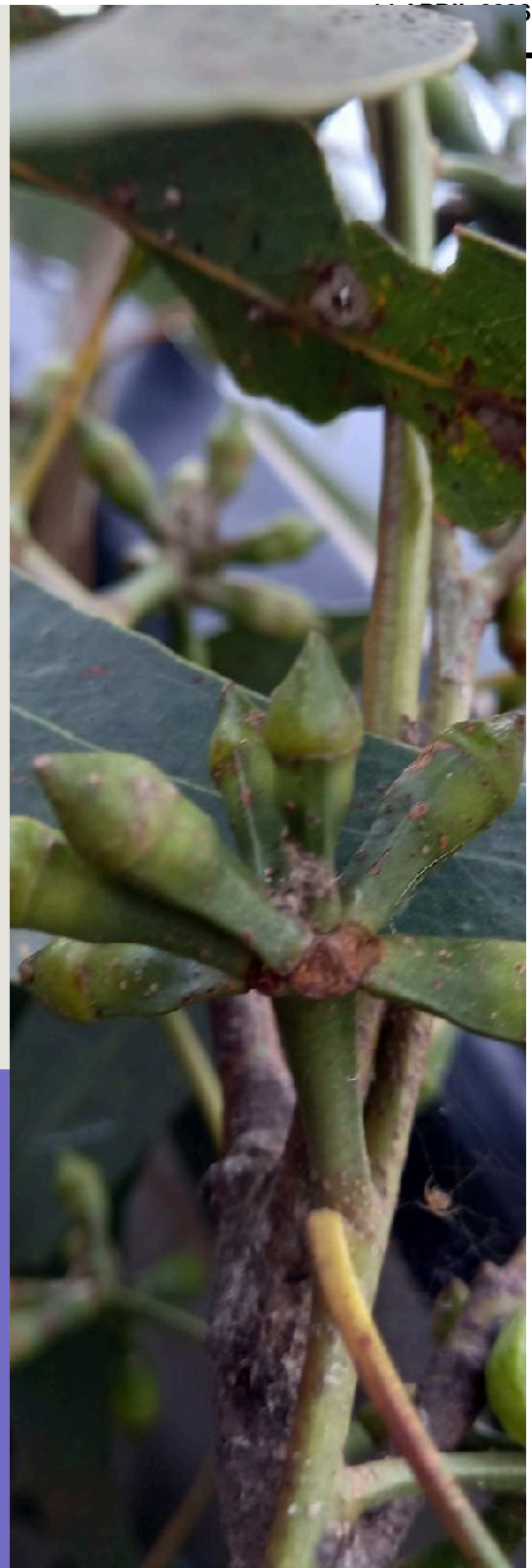
Biodiversity provides and maintains the ecosystem services which we depend on, such as **soil formation, nutrient cycling, pollination** and **water purification**, to produce our agricultural produce and live healthy lives.

Our land management practices can enhance, or degrade, our biodiversity and reduce or increase the services we obtain from it.

In order to better manage our biodiversity, we need to understand what we have, where it is and what condition it is in.

The Baseline Biodiversity Study, commissioned by Tamworth Regional Council (TRC), provides more information to allow land managers, including Council, to **better understand, manage and protect** our biodiversity.

At TRC Bio-security and Biodiversity both fall under the focus area of Natural Environment, however they are managed under distinct legislation and require separate management approaches. Recommendations from this study treat these two areas separately.



© 2025 Small-fruited Mountain Gum (*Eucalyptus oresbia*)



© 2025 Stringybark forest, Weabonga

The TRC Biodiversity Baseline Study (BBS) was carried out from 2024 to 2025 by a team of local ecologists from Stringybark Ecological. The study collected **field data** to describe a **habitat baseline** and used NSW BioNet Atlas records to describe fauna presence. Field data also included opportunistic fauna sightings and the results from four small, targeted fauna surveys.

The field study is unique in that the team were able to visit many private landholdings thanks to the **generosity** of local landholders. This important data adds to the body of knowledge about the biodiversity of the region and also helps those landholders make more-informed decisions.

The study targeted assessments in areas of predicted high conservation value, and the results revealed **consistently high Vegetation Integrity Scores (VIS)** for the majority of sites visited.

Encouragingly the majority of **threatened ecological communities** sampled received high VIS and although often only covering a small area, were widespread throughout the target areas.

All compatible project data has been added to the NSW Bionet Atlas, where it can be accessed by TRC staff and landholders, and will be used to improve regional vegetation mapping and understanding of threatened species.

The study produced two spatial data layers that have contributed to the development of the **Biodiversity Assessment Map 2025**. This map is a compilation of biodiversity spatial data that facilitates TRC staff to interpret all available data relating to environmental planning and regulation. The map can guide TRC staff when carrying out strategic planning, reviewing development applications or commenting on State Significant Development.

Geography



© 2025 post fire recovery

The Tamworth Regional Council local government area (TRC LGA) covers an area of **9894 km²** on the lands of the Kamilaroi nation in northern NSW.

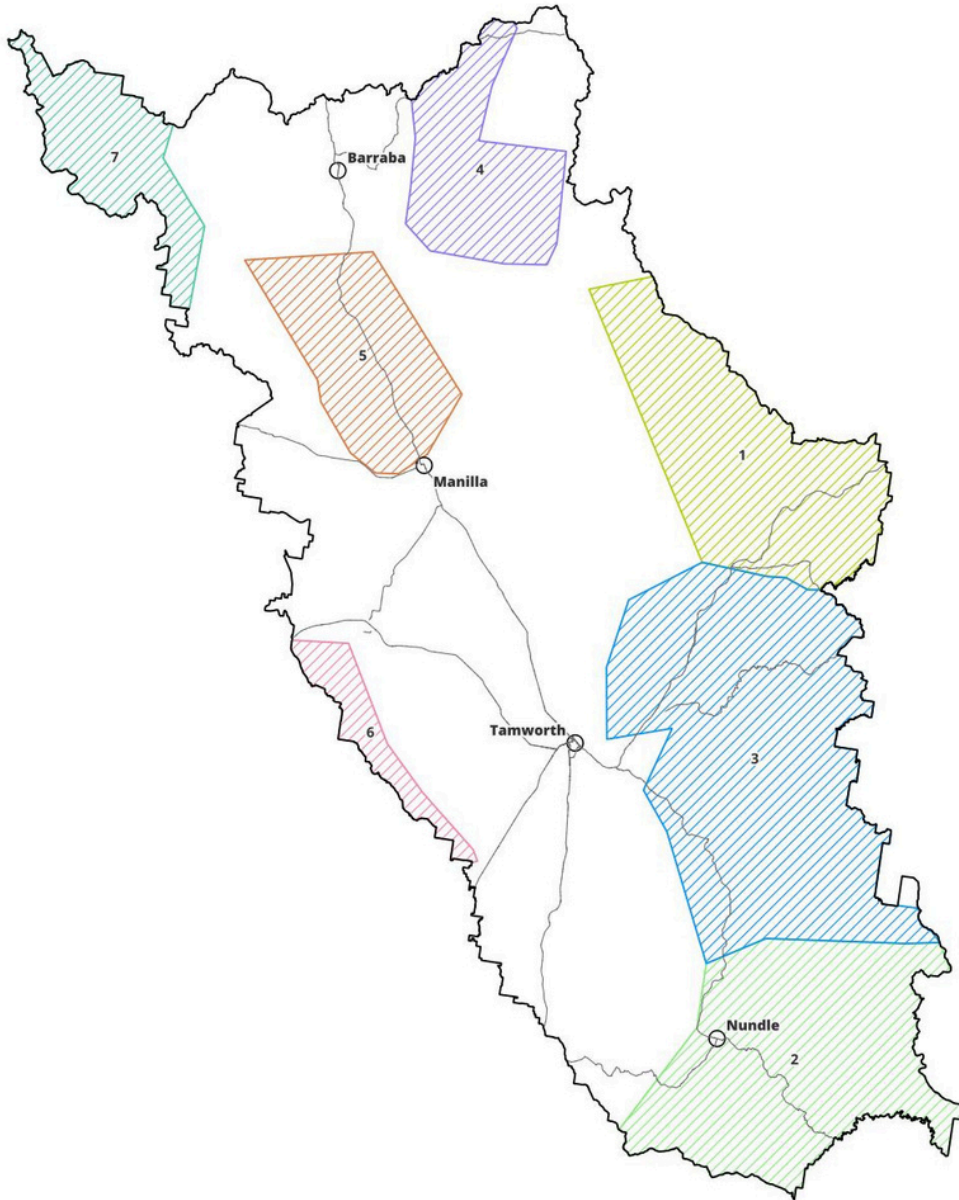
The population of more than **65,000** people is mostly concentrated in the major towns of **Tamworth, Manilla, Barraba, Bendemeer, Moonbi-Kootingal, and Nundle.**

TRC LGA mostly occurs in the Nandewar bioregion, with a portion of the eastern side in the New England Tableland and North Coast bioregions (Thackway & Cresswell, 1995). The region stretches from Hanging Rock in the south-east to Kaputar National Park in the north-west and

straddles the **North West Slopes** and the western edge of the **Northern Tablelands**, with an altitudinal range from **300m to over 1100m** above sea level. The topographic range results in a gradient from west to east of increasing rainfall and decreasing temperature.

Across the region soils are derived from a variety of parent geologies, including igneous, metamorphic, sedimentary rocks and alluvium derived from these.

This topographical and climatic variation in the region creates a diversity of habitats for different animals, plants and ecological communities.



Tamworth Regional Council

Biodiversity Baseline Study

Map Details:

Roads & Localities: SIX Maps
 LGA Boundary: SIX Maps
 Map Projection: ESPG: 7856-GDA 2020
 Date: 01/12/2025
 Produced by: Kevin Rothschild



Legend:

- | | |
|---------------|----------------------------|
| □ TRC LGA | Target Zones: |
| — Major Roads | 1 - Warrabah to Bendemeer |
| ○ Major Towns | 2 - Nundle |
| | 3 - Bendemeer to Woolomin |
| | 4 - Ironbark to Warrabah |
| | 5 - Upper Manilla |
| | 6 - Melville Range |
| | 7 - Kaputar (Not Surveyed) |

Connectivity

The native vegetation in TRC LGA is part of regional corridors **important for the migration and dispersal** of wildlife.

These corridors help animals survive when local food and habitat resources are lost due to storms, fires, droughts and other catastrophic events. **Gaps in these corridors increase the risk of predation for animals using them.**

While many animals, such as magpies, galahs and kangaroos, can move freely through a highly disturbed landscape, others, such as **Eastern Yellow Robins, Speckled Warblers** and **Squirrel Gliders**, often cannot cross gaps larger than a few hundred metres.

The Baseline Biodiversity Survey has identified areas where regional corridors have gaps that could be filled through strategic revegetation.

Nandewar Regional Corridor mapping was developed by the NSW Environment Department in 2003 using comprehensive modelling based on earlier mapping of key habitat (the largest most intact blocks of habitat in the landscape), land tenure and vegetation extent (Andren, 2004).

Using the Nandewar Regional Corridor map and 'cleared category' from the State Vegetation Type Map we can identify areas where revegetation could **fill gaps** in these regional corridors.

The landholders engaged in this study could be the **start of a network** to promote and support other landholders in becoming more aware of their local biodiversity and the opportunities available to manage and conserve it.

Alternatively, TRC could direct contributions from developers or community contributions from renewable energy projects towards revegetation in these areas.

As these areas are all on private land, TRC would need a targeted program to engage landholders willing to be part of a **corridor restoration project**.

Ecological restoration to enhance habitat for threatened species, protect ecological communities and increase connectivity requires **regional capacity in skills, equipment, seed, seedlings, labour and planning**.

While some of this capacity exists in the TRC LGA, much is currently outsourced. This presents an opportunity for TRC to assist with the development of this capacity to ensure that investment in restoration stays in the TRC LGA.

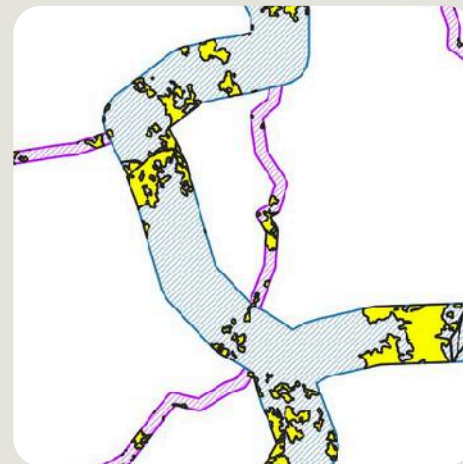
For example, there is an opportunity to assist **Tamworth Regional Landcare Association** with the **expansion and professionalisation** of their nursery to improve the quantity and quality of seedlings they produce for local projects.

There is currently a rapid increase in large scale restoration occurring in the part of TRC LGA on the New England Tablelands due to carbon sequestration plantings under the Commonwealth Government scheme.

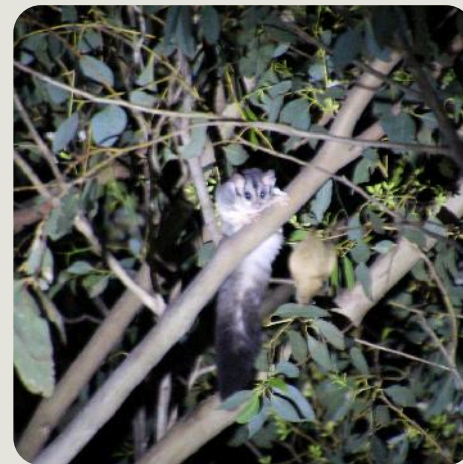
Plantings of up to **1 million seedlings** are planned or underway. This provides an opportunity to direct some of these plantings towards areas of high biodiversity value or to fill connectivity gaps.



© 2025 Eastern Yellow Robin (*Eopsaltria australis*)



© 2025 inset of Fauna connectivity mapping,



© 2025 Gina Kruger Squirrel Glider (*Petaurus norfolcensis*) reproduced with permission



© 2025 Box-gum Grassy Woodland CEEC

Biodiversity Baseline Overview

Habitat diversity makes TRC LGA an **important refuge** for many threatened species and ecological communities.

While large areas of the region have been substantially modified by agricultural and urban development, the steeper country retains high a cover of native vegetation and is able to continue to support these threatened species.

The **Koala** (*Phascolarctos cinereus*), **Squirrel Glider** (*Petaurus norfolcensis*), **Booroolong Frog** (*Litoria booroolongensis*) and **Bell's Turtle** (*Myuchelys bellii*) have strongholds in this LGA, as well as a number of other threatened species **hanging on** in remnant habitat.

Notably, TRC LGA is home to significant areas of the critically endangered *White Box – Yellow Box – Blakely's Red Gum Grassy Woodland* (**Box-Gum Grassy Woodland CEEC**), and has one of the last refuges of the critically endangered **Regent Honeyeater** (*Anthochaera phrygia*) around Barraba, and two critically endangered plants found nowhere else in the world; **Dungowan Starbush** (*Asterolasia beckersii*) and *Zieria odorifera subsp. warrabahensis*.

Threats

Threats to the survival of threatened entities are increasing and could push some to local, or even complete, extinction.



Climate change

Heat waves, extreme weather events, changes to pest and disease biology and direct effects on reproduction and dispersal



Habitat destruction

Clearing of trees, understorey and groundcover, removal of logs and rocks, changes to hydrology.



Predation, Changed Fires & Hunting

Competition from pest animals, particularly pigs, foxes and cats and changes to fire regimes (too frequent, too infrequent, too intense) and hunting



Competition from weeds

Particularly grassy weeds such as Coolatai Grass (*Hyparrhenia hirta*) and African Love Grass (*Eragrostis curvula*).



© 2025 Gina Kruger Brush-tailed Rock Wallaby (*Petrogale penicillata*) reproduced with permission

The impact of inaction

The local extinction of the Brush-tailed Rock Wallaby.

The most recent local extinction to occur in the Tamworth LGA was the **brush-tailed rock wallaby** (*Petrogale penicillata*).

Known from only a small population around the Attunga rubbish tip, this animal was regularly seen up until the early 1990s. These animals lived on limestone rock outcrops, but were hunted to local extinction when they ventured into nearby pastures and crops to feed.

A survey in 2002 failed to find any individuals and it is now considered to be extinct within TRC LGA and is listed as endangered in NSW.

Summary Report

Page 12





© 2025 Forested gully, Dungowan Dam

Target Area Summaries

<hr/>		
Ironbark to Warrabah		16
Warrabah to Bendemeer		18
Bendemeer to Woolomin		20
Manilla		22
Nundle		24
Melville Range		26
Kaputar		27



Ironbark to Warrabah



© 2025 Caley's Ironbark (Eucalyptus caleyi)

Covering the North East quarter of TRC LGA and running along the western escarpment of the New England Tableland, this target area contains several formal reserves - **Ironbark NR**, **Woodsreef CA**, **Hobden NP**, **Linton NR** and **Warrabah NP** - that form important habitat nodes connected by woodlands, forests and open native pastures on private property and roadside reserves.

Woodland remnants, and some native pastures where **Yellow Box**, **Blakely's Red Gum**, and/or **White Box** dominate are likely to be part of the **Box-Gum Grassy Woodland CEEC**.

Also of note are the small dry rainforest remnants found on rocky outcrops which may be small examples of the **Semi Evergreen Vine Thicket EEC**.

The Woodsreef area features the only known population of **Rupp's Boronia** (*Boronia ruppii*), a pretty shrub occurring on Serpentinite geology.

The Ironbark-Warrabah area continues to be a hotspot for woodland birds, notably as one of the last breeding areas of the critically endangered **Regent Honeyeater**.



© 2025 Dusky Woodswallows (Artamus cyanopterus cyanopterus)

Nineteen other threatened birds have been recorded in the area.

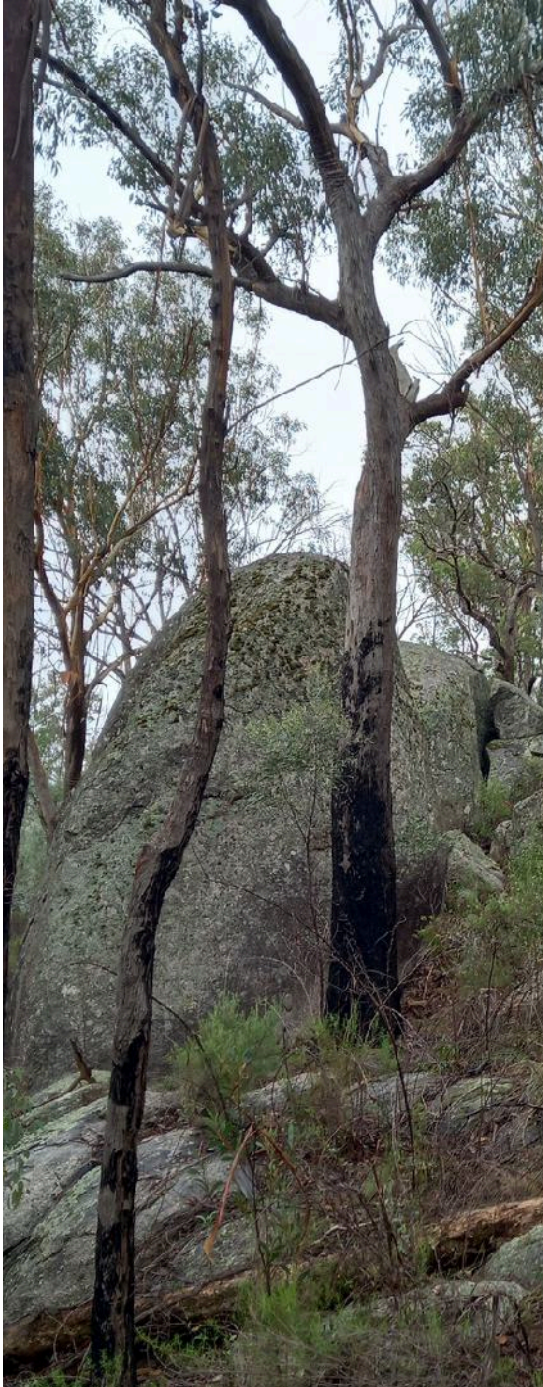
Recent records of **Squirrel Glider** in the region are encouraging given this hollow-dependent species requirement for healthy box woodland, **further monitoring** of this species would be useful in assessing connectivity and woodland health.

The regions forested rocky hills support at least **seven threatened insectivorous bat** species and the **Border Thick-tailed Gecko** (*Uvidicolus sphyurus*).

The incursion of highly invasive Coolatai Grass and Tiger Pear (*Opuntia aurantiaca*), as well as feral goats, deer and pigs are pressing threats to the biodiversity in this area.

Targeted fauna investigations for reptiles and insectivorous bats would likely reveal a rich diversity for this area.

Warrabah to Bendemeer



© 2025 Gum-topped Peppermint (*Eucalyptus andrewsii*)

The Warrabah to Bendemeer area revealed a **high proportion** of private landholders managing their properties for conservation, several with formal conservation covenants.

The area is **rich** with examples of threatened plant communities including the easily overlooked **Carex Sedgeland**, and lesser known **Mckie's Stringybark/Blackbutt Open Forest**.

Linear strips of good condition **Ribbon Gum - Mountain Gum - Snow Gum Grassy Forest/Woodland** was common along valley floors as well as small remnants of **Box-Gum Grassy Woodland CEEC**.

The Macdonald River is an important corridor supporting **Platypus** (*Ornithorhynchus anatinus*) and the threatened **Bell's Turtle**.

Koalas are known to move through this area with limited observations from three different localities over the last five years.

A **targeted investigation** into their presence in this area would help inform a local plan to protect this species.



© 2025 Ribbon Gum - Mountain Gum - Snow Gum Grassy Forest/Woodland IEC

The region supports a diversity of threatened bird species including several **raptor** species, as well as a range of declining woodland birds including the **Dusky Woodswallow** (*Artamus cyanopterus cyanopterus*), **Brown Treecreeper** (*Climacteris picumnus victoriae*), and **Scarlet Robin** (*Petroica boodang*).

Excitingly, this study revealed a **considerable diversity** of insectivorous **bats** for a property on the northern side of Warrabah National Park. At least **14 species** were detected, **6** of which are listed as threatened and **5** of these which had not been recorded in BioNet for the Warrabah area.

Threatened plants observed during our study included **Velvet Wattle** (*Acacia pubifolia*), **McKie's Stringybark** (*Eucalyptus mckieana*) and a new location record of the highly endemic and **Critically Endangered** *Zieria odorifera* subsp. *warrabahensis*. Too-frequent fire is a threat to these plant species.

The incursion of highly invasive Coolatai Grass, as well as feral goats, deer and pigs are pressing threats to the biodiversity in this area. Foxes are a threat to Bell's Turtle, while overgrazing affects **Carex Sedgelands**.

Bendemeer to Woolomin



© 2025 Knead Swainson-pea (Swainsona reticulata)

The grassy box gum woodlands and stringybark forests throughout the Bendemeer to Woolomin area are regionally significant in providing connectivity along the western side of the New England Tablelands.

Woodland remnants, and some native pastures where **Yellow Box, Blakely's Red Gum, and/or White Box** dominate are likely to be part of the **Box-Gum Grassy Woodland CEEC**.

This entire region provides important habitat for rare and declining woodland birds such as the **Dusky Woodswallow, Scarlet Robin, Little Lorikeet** (*Parvipsitta pusilla*), and **Brown Treecreeper**.

Little Eagles were observed in the Mulla Creek area, and the entire region contains a good matrix of **woodland/forest** and open **native pastures** suitable for **birds of prey**.

The granite hills in the Limbri area contain **stringybark communities** in good condition with rocky outcrops suitable for the threatened **Border Thick-tailed Gecko**.

This study recorded at least **11** species of **insectivorous bat** in the Moonbi Range south of Bendemeer.

Records included **3 threatened species**: the **Large Bent winged Bat** (*Miniopterus orianae oceanensis*); **Yellow-bellied Sheathtail-bat** (*Saccolaimus flaviventris*); and **Greater Broad-Nosed Bat** (*Scoteanax rueppellii*).

Systematic survey records for mammals within the central section of this region are lacking, yet the presence of **good habitat** suggests species such as **Koala**, **Squirrel Glider** and **insectivorous bats** are likely to be present.

The Weabonga area contains diverse forests including vulnerable **Narrow-leaved Black Peppermint** (*Eucalyptus nicholii*) and are historically known to support threatened mammal species such as the **Koala**, **False Pipistrelle** (*Falsistrellus tasmaniensis*), **Squirrel Glider**, and **Southern Greater Glider** (*Petauroides volans*).

Targeted surveys for threatened mammal species throughout the region would improve our knowledge of the persistence and condition of these species.

Important riparian corridors occur along Swamp Oak Creek and Mulla Mulla creeks which are tributaries to the Cockburn River.

These riparian areas support the threatened **Booroolong Frog** and could be significantly enhanced through revegetation and weed control.

Several weed species are of concern for this target area including Coolatai Grass, African Lovegrass, Blue Heliotrope (*Heliotropium amplexicaule*) and St John's Wort (*Hypericum perforatum*).

Weeds within the riparian zones along major creeks include infestations of Privet (*Ligustrum spp.*) Blackberry (*Rubus fruticosus agg.*) and Tree of Heaven (*Ailanthus altissima*).

Goats, pigs and increasingly deer are also prevalent in the hills throughout.

Manilla



© 2025 View from Baldwin's Range

The Manilla target area (Manilla to Upper Manilla) is part of an **important regional fauna corridor** linking east-west from the tablelands across to Kaputar, and north-south from Bingara towards Moonbi.

Baldwins Range is a significant refuge for fauna within a highly fragmented local landscape.

The hillslopes are historically known to support **Squirrel Glider**, and several threatened bird and bat species.

Our study revealed a considerable diversity of **insectivorous bats**, with **16** species recorded, **5** of which are listed as threatened and **3** of these which had not previously been recorded in the Manilla target area.

Baldwins Range also features pockets of dry rainforest likely to be included within the **Semi Evergreen Vine Thicket EEC**.

The lower slopes and creek flats across this region contain some excellent examples, particularly within TSRs, of the **Box-Gum Grassy Woodland CEEC**.

Also of note was the presence of the vulnerable Bluegrass (*Dichanthium setosum*) found within grassy woodlands.



© 2025 Box-gum Grassy Woodland CEEC

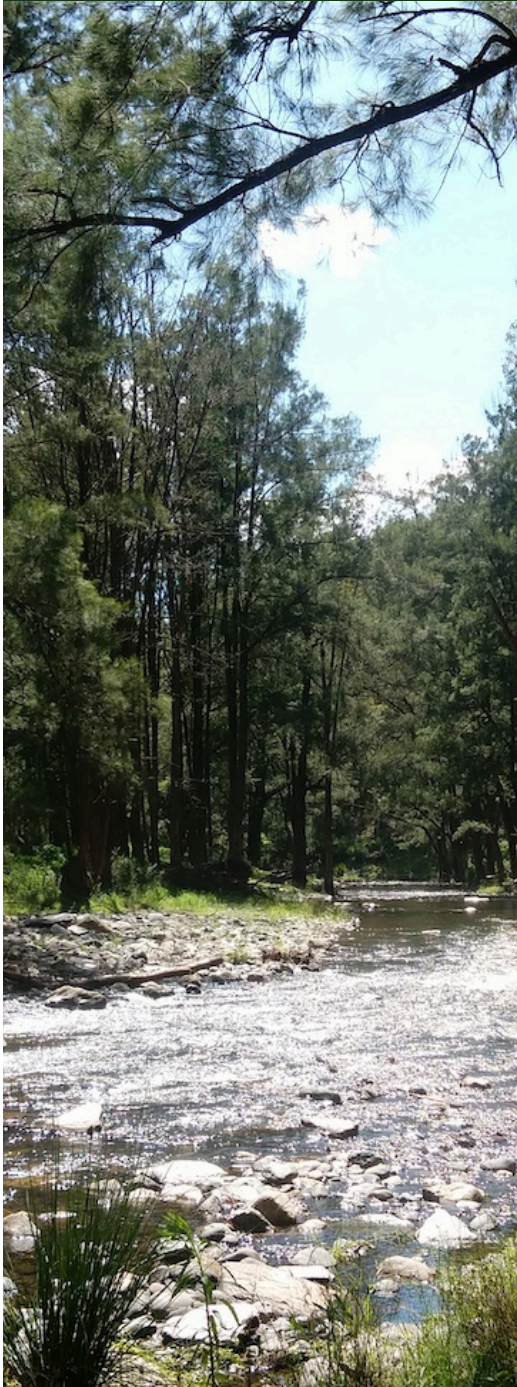
This region is another hot spot for threatened birds with records of **South-eastern Hooded Robin** (*Melanodryas cucullata cucullata*), **Speckled Warbler** (*Pyrrholaemus sagittatus*), **Brown Treecreeper**, **Turquoise Parrot** (*Neophema pulchella*), **Little Lorikeet** and **Grey-crowned Babbler** (*Pomatostomus temporalis temporalis*).

Riparian vegetation forms important sub-regional corridors along Borah Creek, Manilla River and the Namoi River. The Namoi River east of Manilla contains significant habitat for the iconic **Platypus**, hollow dependent fauna such as parrots, and nesting habitat for birds of prey such as **owls** and the **White-bellied Sea Eagle** (*Haliaeetus leucogaster*)

Crown land on the western side of Split Rock Dam features woodland habitat for the **Yellow-bellied Sheathtail Bat**, woodland birds and reptiles, and foraging habitat and potential nesting habitat for the vulnerable **White Bellied Sea Eagle** and **Little Eagle** (*Hieraaetus morphnoides*).

Coolatai Grass, Tiger Pear, Green Cestrum (*Cestrum parqui*), and goats are major threats to biodiversity in this area.

Nundle



© 2025 Rocky stream with River Oak (*Casuarina cunningghamiana*)

The Nundle area (Woolomin to the LGA boundary) encompasses a range of ecosystems including grassy woodlands, steep forested ridgelines, slopes of dry and wet sclerophyll forest and sheltered riparian zones with pockets of sub temperate rainforest.

West of Nundle, paddock trees and woodland remnants support declining woodland birds such as **Little Lorikeets** and **Scarlet Robins**, **insectivorous bats**, and **Koalas**.

Good examples of good condition **Box-Gum Grassy Woodland** were observed on public reserves at Bowling Alley Point and Teamsters Rest.

The rocky stream beds of Wombramurra Creek and the Peel River support a population of the endangered **Booroolong Frog**.

East of Nundle, and south from the Ogunbil valley, extensive and contiguous native forests occur. The area is unique within TRC LGA as it contains small pockets of warm temperate rainforest and examples of **Wet Sclerophyll forest** types.

A very good condition remnant of the tablelands endemic **Ribbon Gum – Mountain Gum – Snow Gum Grassy Forest EEC** was recorded on TRC managed land at Hanging Rock.

This area is home to the vulnerable **Small-fruited Mountain Gum** (*Eucalyptus oresbia*) which this study recorded occurring in a significant extension of its known range, and also notably the only known populations of the endemic **Critically Endangered Dungowan Star Bush**.

The diversity of fauna in this part of the TRC LGA is significant due to the extent and diversity of forest ecosystems.

These forests appear to be a stronghold for the hollow dependent endangered **Southern Greater Glider** which requires mature forest with large tree hollows.

Other hollow-dependent fauna recorded in this region include the **South-eastern Glossy Black Cockatoo** (*Calyptorhynchus lathami lathami*), **Powerful Owl** (*Ninox strenua*), **Sooty Owl** (*Tyto tenebricosa*), and **Barking Owl** (*Ninox connivens*).

Also of note for this region are records of **Spotted-tailed Quoll** (*Dasyurus maculatus*), **Eastern False Pipistrelle** (*Falsistrellus tasmaniensis*), **Davies' Treefrog** (*Litoria daviesae*), **Manning River Helmeted Turtle**, **Brush-tailed Phascogale** (*Phascogale tapoatafa*) and **Yellow-bellied Glider** (*Petaurus australis*).

The region was heavily impacted by drought and then fire in 2019-2020.

In particular, the mammals and hollow-dependent bird populations may have experienced significant declines.

With ongoing threats of climate induced extreme weather and fire, it is pressing that a systematic fauna monitoring program be established in this important area.

Blackberry, feral pigs and feral deer also pose a threat to biodiversity in this area.

Dungowan Dam hotspot

The extensive and well connected forests on steep slopes and sheltered valleys surrounding Dungowan Dam are an **extremely important biodiversity refuge** for the region.

The TRC managed land features 4 threatened plant species including the critically endangered **Dungowan Star Bush**.

It features habitat likely to support a high diversity of fauna which has been recorded on neighbouring state forest including **Koala, Greater Glider, Powerful Owl, Davies' Tree Frog** and a range of forest birds and bats.

Melville Range



© 2025 Grass Tree *Xanthorrhoea glauca*

The Melville Range forms the south-west border of TRC LGA and its densely vegetated slopes provide important connectivity and habitat in an otherwise heavily cleared landscape.

The range is a significant regional corridor providing north south connectivity between the Kaputar area and Liverpool Ranges as well as supporting inland species at the eastern extent of their distribution.

It supports areas of **Box-Gum Grassy Woodland CEEC** and **Semi-evergreen Vine Thicket EEC**. Threatened species known to occur along the Melville Range include the **Little Eagle**, **Black Falcon** (*Falco subniger*), **Brown Treecreeper** and **Turquoise Parrot**.

The woodlands and rocky outcrops provide ideal habitat for **insectivorous bats**, including **3** threatened species recorded during this study: **Little Pied Bat** (*Chalinolobus picatus*); **Yellow-Bellied Sheathtail Bat**; and **Eastern Cave Bat** (*Vespadelus troughtoni*). Systematic surveys for birds and mammals would further increase our understanding of the importance of this large refuge.

Threats to the biodiversity in the Melville Range area include Coolatai Grass, fire frequency, goats and pigs.

Kaputar



© 2025 Gina Kruger Southern Greater Glider (Petauroides volans) reproduced with permission

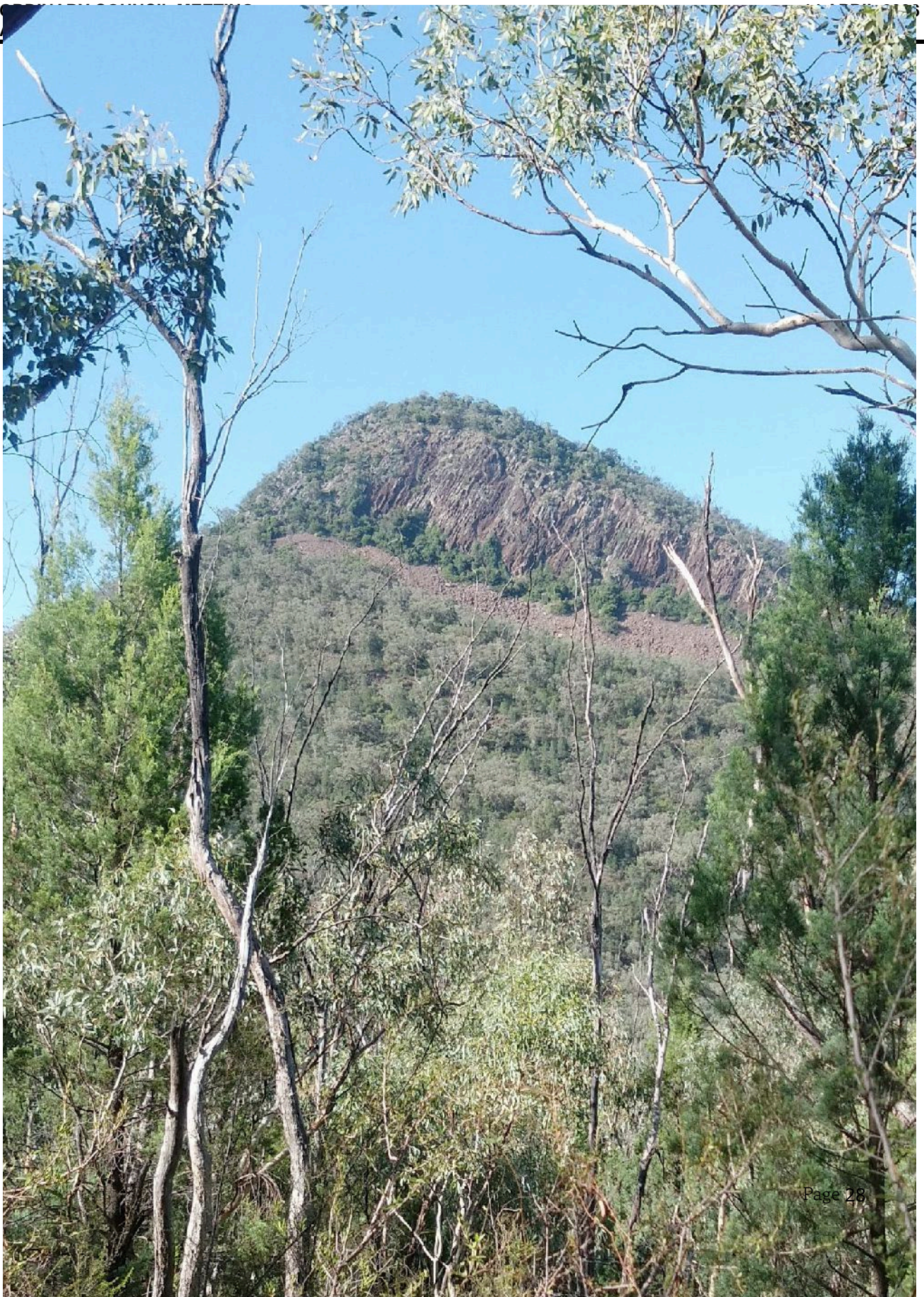
As this area has good existing survey data it was not included within the field study for the TRC BBS. High altitude forest supports the elusive **Mount Kaputar pink slug** (*Triboniophorus aff. Graeffei*), which with **11** other native snails is the first land snail community to be recognised and listed as a TEC in Australia.

The endemic **Kaputar Rock Skink** is also found at high elevation, while the **Border Thick-tailed Gecko** is found on rocky outcrops. Forests and woodlands provide important refuge for the regions declining **koala** population and a diversity of arboreal mammals including the **Squirrel Glider**, **Southern Greater Glider**, and **Yellow-bellied Glider**. The forests here also support **Spotted-tailed Quoll** and a diversity of insectivorous bats and woodland birds.

The Kaputar area features the most western extent of the **New England Peppermint Woodland TEC**, and also the high elevation specialist **Snow Gum** (*Eucalyptus pauciflora*).

Two threatened woodland plants, **Bluegrass** and **Austral Toadflax** have been recorded extensively across the region.

This area is particularly vulnerable to the impacts of climate change and changes to fire regimes.



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© 2025 Lace Monitor (*Varanus varius*)



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