TAMWORTH REGIONAL COUNCIL

ANNEXURES
for
ORDINARY COUNCIL AGENDA

27 JULY 2021

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DRAFT STEP 4: SITE SPECIFIC - Tamworth Enterprise Area

These are development controls relating to development in the Tamworth Enterprise Area as identified on the related Development Control Plan Maps. Please note, Step 3 - General Development Specifications requirements may also apply to your development.

Refer doc.2018-77140 Draft Master Plan (17/4/18)

Industrial Development Controls Chapter

- Industrial Development within the Tamworth Enterprise Area is required to comply with the Industrial Development Controls Chapter, except as otherwise nominated below.

Rail Freight Intermodal

- The northern section of the Tamworth Enterprise Area, as shown on the Tamworth Enterprise DCP Map, is identified for the future development of a road and rail freight intermodal facility in combination with the activities of the Tamworth Regional Airport.
- Development in this area requires consent and applications must address any impacts (positive or negative) on the current and/or future operation of the intermodal facility.
- Development proposals may be subject to referral to the NSW Department for Transport, the operator of the intermodal facility and other relevant stakeholders.

Building Setbacks

- The following front building setbacks must be maintained

  Location: Goddard Lane – 15 metres
  All other roads – 5 metres

Marathon Street Buffer

- A vegetated buffer of at least 15 metres wide is to be established for the length of Marathon Street on the eastern boundary of the site, as per the Tamworth Enterprise Area DCP Map.
- The buffer is to include no less than two rows of suitable tree and shrub species to provide amenity for Westdale residents in the locality.
- No direct vehicular access is to be permitted from or into the site from Marathon Street.

Murroon Creek Drainage and Open Space Corridor

- Works relating to infrastructure services and functions including; drainage, sewer, water and gas mains must take into account the environmental values of the corridor.
- Removal of vegetation from land identified in the Tamworth Enterprise Area DCP as Drainage/Open Space Corridor must be minimised and the maintenance of the integrity of the habitat vegetation, including under-storey, is a priority.
- Riparian buffers shall be implemented for 10-30 metres from top of bank, as per Tamworth Enterprise Area DCP Map.
- Development applications shall include an assessment of the impact of the stormwater discharge on downstream capacity and water quality.

Central Ranges Gas Pipeline *See doc.2018-56790*

- The APA Safety Management Strategy includes a statutory zone of influence of 169 metres either side of the Central Ranges Gas Pipeline that traverses the site, as shown on the Tamworth Enterprise Area DCP Map.
- The Safety Management Strategy identifies a list of sensitive uses that are not preferred within this zone. The list may include a number of uses that are permissible under the zone provisions and notable examples include:
  - Child care centres;
  - Function centres;
  - Highway service centres; and
  - Service stations.
- Development within this area requires consent and must take into account the provisions of the Safety Management Strategy including referral to APA for comment.

Design Provisions (Refer to Industrial Development Controls Chapter)

Entire Enterprise Area

- The setback to Goddard Lane includes a landscaping buffer of 7.5 metres.
- Lots with rear frontage to Oxley Highway are to include a landscaping buffer of 10 metres, maintaining any existing trees and native shrubs where possible.
- A full schedule of colours and materials must accompany the development application.
- Roofing and wall materials must be non-reflective.
- Services such as air conditioners are to be concealed in the façade of the building or screened with landscape or built elements.

Business Park Section

- The design of buildings shall give consideration to the privacy of adjoining and/or adjacent residential areas.
- Low-scale building elements must be constructed in brick, painted finished concrete or light weight architectural cladding and include large windows.
- Detail and architectural interest should be incorporated at visually prominent building locations such as at the end of a street or where visible from a public road or place.
- Corner buildings must address both street frontages in the Business Park area.
- External storage areas visible from a public road are to be screened.
- Blank walls and loading docks that cause significant visual impact when viewed from a residence or public road must be screened with shrubs, trees and/or decorative fencing.
- The maturity of the landscaping buffer at the time of the development application for a building/s will be taken into consideration in determining appropriate façade treatments.

Landscaping

- A landscaping plan that details the species selected, maturity at planting, location and ultimate height shall be submitted with the development application.
- On lots fronting Goddard Lane, earth mounding should be considered in the buffer landscaping as a method of reducing noise and lighting impacts.

- For lots located on other roads within the sector, the front 5m of the setback must be landscaped in conjunction with any development.
- Council may require landscaping of other areas to supplement the existing buffer and proposed building landscaping to assist in improving the visual appearance of the development.
- A condition may be imposed on any development consent that a cash bond or bank guarantee to the value of $3,500 shall be lodged to ensure that site landscaping is maintained for a period of two years from issue of an Occupation Certificate where water conservation measures do not prevent the establishment of landscaping.
- Landscaping shall comprise only low maintenance, drought and frost tolerant species.

Traffic and Access

- Lots with frontage to Goddard Lane may have individual vehicle accesses where Council is satisfied that Goddard Lane is of a sufficient width to accommodate turning traffic without compromising the future heavy industrial development.
- Development application plans for lots fronting Goddard Lane are to incorporate road widening of 5 metres on the eastern side for the length of Goddard lane.
- The principal access points to the sector are from the Country Road five-way roundabout and from Goddard Lane. A major 'spine road' is to connect these points of access as per the Tamworth Enterprise Area DCP Map.
- The internal road layout will connect with this 'spine road' road to accommodate the varied development on the site. An indicative internal road layout is shown on the Tamworth Enterprise Area DCP Map.
- Road reserve widths:
  Main spine road reserve width – 30 metres;
  All other roads in the sector road reserve width – 25 metres.
- Development applications for lots located proximate to the 5-way roundabout intersection with the Oxley Highway, or road access points onto Goddard Lane, are to incorporate land dedication to allow for intersection upgrades.

Parking

- Refer to Industrial Development Controls Chapter for other traffic and access requirements.
- Refer to Appendix A for parking rates.

Noise

- Windows, doors and other wall openings shall be arranged to minimise noise impacts on residents where the development is located adjoining or adjacent to existing residential areas.
- External plant (generators, air conditioning plant etc.) shall be enclosed to minimise noise nuisance to surrounding residences.
- Details, including the proposed location of external plant shall be submitted with the development application.

Airport

- Development applications will be referred to the owner/operator of the Tamworth Regional Airport.
- A condition will be imposed of any development consent to require that notification be provided to the Airport Manager a minimum of 21 days before the operation of a crane for building work.
- Factors affecting the operation of the Airport must be taken into account including light glare, plumes, bird attractants etc.
- The *Tamworth Regional Local Environmental Plan 2010* contains controls relating to the construction of buildings within the vicinity of the Tamworth Airport, which may impact on the height and construction standards.

Aboriginal Cultural Heritage

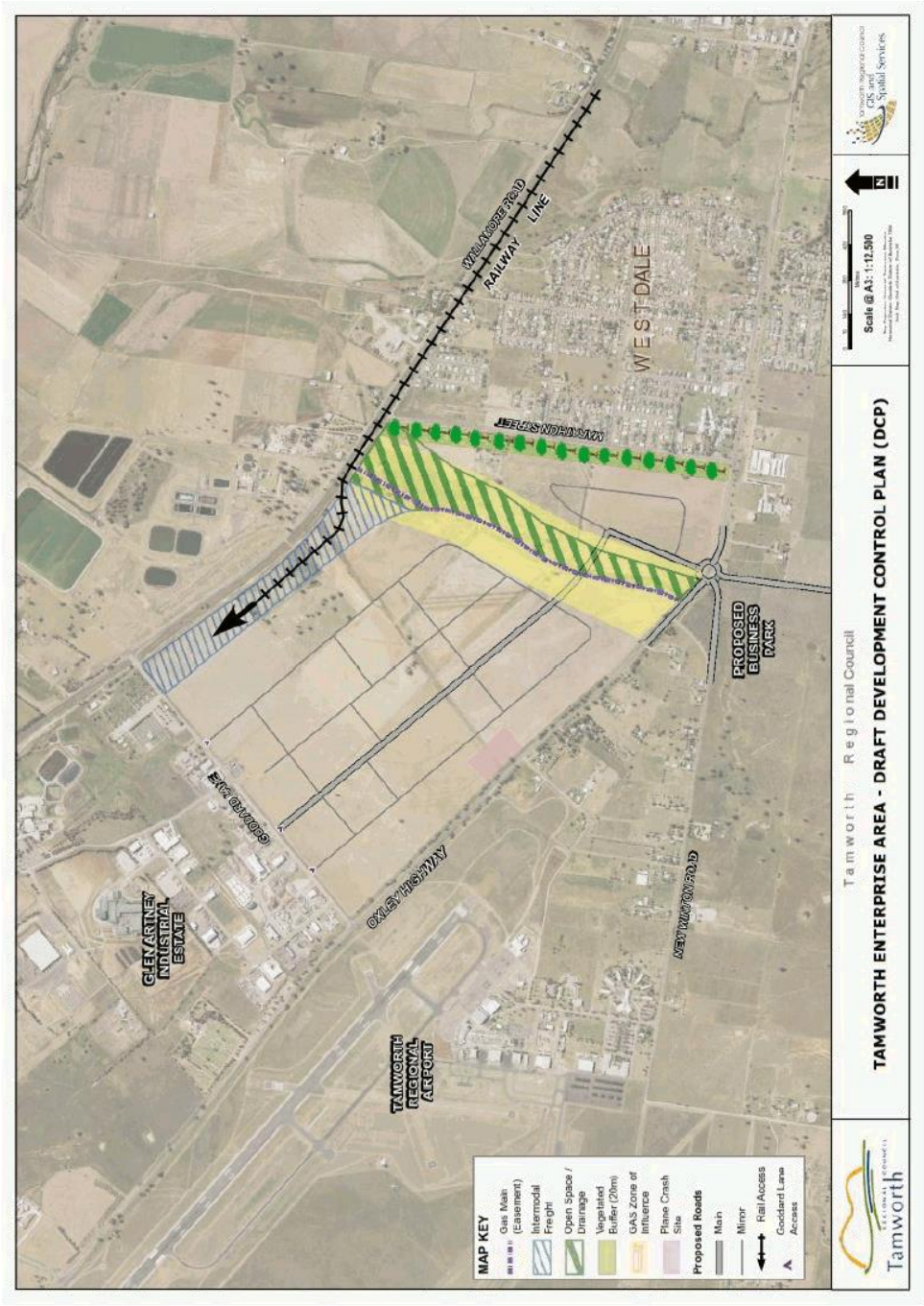
- Indigenous heritage items have been identified as being located within the overall Glen Artney precinct. Development proposals will be required to undertake an archaeological assessment of the proposed development site.
- Consultation with the Tamworth Aboriginal Lands Council shall be undertaken prior to any works commencing within the area. Appropriate respectful management of any artefacts located will be required.

Water & Sewer

- All lots within the Precinct are to be serviced by reticulated water in accordance with the Water/Sewer Authority's Tamworth Water Supply Servicing Strategy.
- In addition to water storage capacity required by BASIX commitments, rainwater storage is encouraged to allow the sustainability of landscaping and buffers.
- All lots within the Precinct are to be serviced by connection to reticulated sewer in accordance with the Water/Sewer Authority's Tamworth Sewer Strategy.

Per- and Polyfluorinated Alkyl Substances (PFAS) Issues *See doc.2017-260336*

- PFAS contamination is known to have occurred in connection with the historical operation of the Tamworth Regional Airport. Studies show very minor levels of PFAS in the development area. (Refer to *Geologix Detailed Site Assessment Report, December 2017*)
- Development proposals are to assess PFAS implications for the proposed development sites. In particular, the site of the 1995 Tamair plane crash, as per the Tamworth Enterprise Area DCP Map, will require testing and remediation if developed as open ground in accordance with the Detailed Assessment Report.



SF9003 - DRAFT Development Control Plan – Tamworth Enterprise Area

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

These are development controls relating to development in the Tamworth Global Gateway Park as identified on the DCP Maps. Please note, Step 3- General Development Specifications requirements may also apply to your development.

Desired Future Character Statement

The Desired Future Character Statements below set the Council's vision for the Tamworth Global Gateway Park Precinct. Development applications must, in addition to being consistent with the Development Control Plan (DCP), support the following:

- The TGGP should seek to support a wide range of compatible general and heavy industrial land uses such as import/export freight and logistics, manufacturing and food production that service the local and regional community and the intermodal/ airport facility.

- Developments should be of a high environmental design presenting a positive green image for the Tamworth LGA and adjoining regions. This will be achieved by complying with these development controls. Environmentally sensitive developments are encouraged.

- The siting of buildings on all lots should reflect the prescribed controls for front, rear and side setbacks to ensure setback control patterns are consistent throughout the TGGP.

Industrial / Commercial Development Controls Chapter

- Any Industrial or Commercial Development within the Tamworth Global Gateway Park (TGGP) is required to comply with the Industrial /Commercial Development Controls Chapters in this DCP, except as otherwise nominated below.

Rail Freight Intermodal

- The northern section of the TGGP, as shown light blue (Infrastructure) on the TGGP Precinct Plan, is identified for the future development of a road and rail freight intermodal facility in combination with the activities associated with the Tamworth Regional Airport.

  Development Applications in this area must address any impacts (positive or negative) on the current and/or future operation of the intermodal facility.

Design Provisions

- Architectural interest should be incorporated into the building design to address the primary street frontage.

- Buildings must be designed to address all street frontages with façade treatment and articulation features on elevations to achieve a high-quality streetscape presence. This may include Low-scale building elements such as brick, painted finished concrete or light weight architectural cladding and include proportional windows

- Entries to buildings should be clearly visible to pedestrians and motorists and be integrated into the form of the building.

- Building design and orientation shall consider the privacy (noise and visual) of adjoining, adjacent and/or nearby residential areas.

- A full schedule of colours and materials must accompany the development application.

- Blank walls and loading docks that cause significant visual impact when viewed from a residence or public road must be screened with shrubs, trees and/or decorative fencing.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

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- Services such as air conditioners are to be concealed in the façade of the building or screened from public view with landscape or built elements.
- External storage areas visible from a public road are to be screened.
- Roofing and wall materials must be non-reflective.

Building Setbacks

- Building setbacks to any road frontage must be 5 metres (minimum).
- Side and Rear setbacks must meet National Construction Code requirements.
- Buildings must be positioned towards the front of the site to avoid large areas open storage / work areas in front of the building line. (See Figure 1)
- Front setback areas shall not be used for storage or display of goods or excessive signage, loading/unloading or large areas of car parking.
- Zero building setbacks are encouraged to reduce potential unsightly rubbish building up in unusable areas on site.

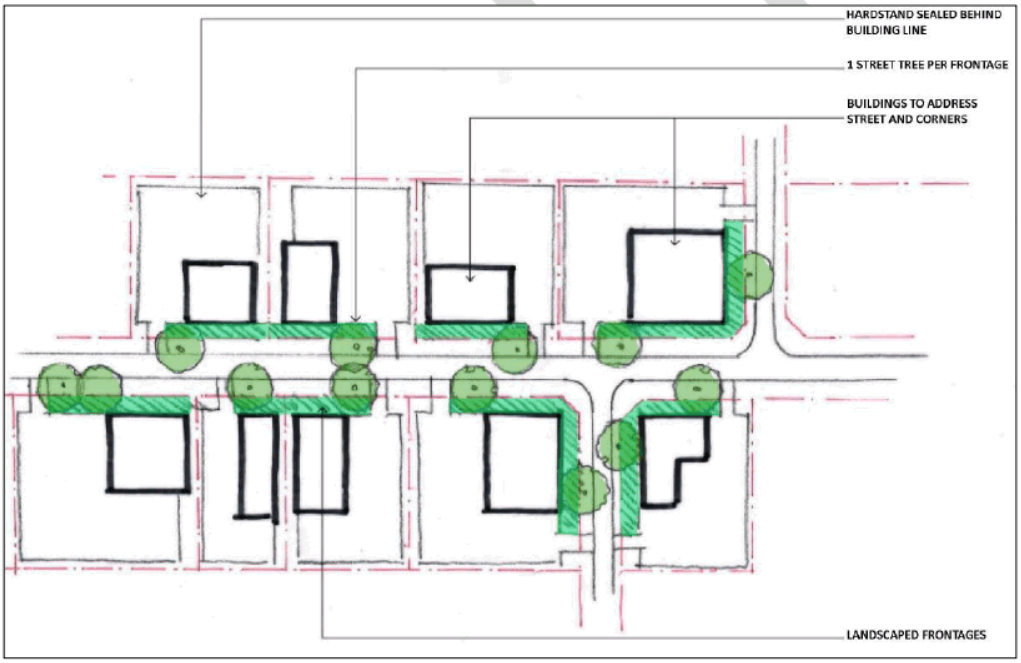

Figure 1: Typical Site Orientations

Fencing

- Fencing must be located behind or in line with the front building line.
- Fencing may be integrated directly behind the front or secondary setback landscaped area on any site (excluding Ring Road or Goddard Lane sites). Fencing must be an open/permeable style, incorporating pickets, slats, palings or the like.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

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- Open work or storage areas visible from a public place or street must be fenced by masonry materials or pre-coloured metal cladding fencing behind the building line and be of a minimum 1.8m height.
- Any front fencing (primary or secondary frontages) must not be chain wire fencing.

See Figures 2 and 3. for site layouts

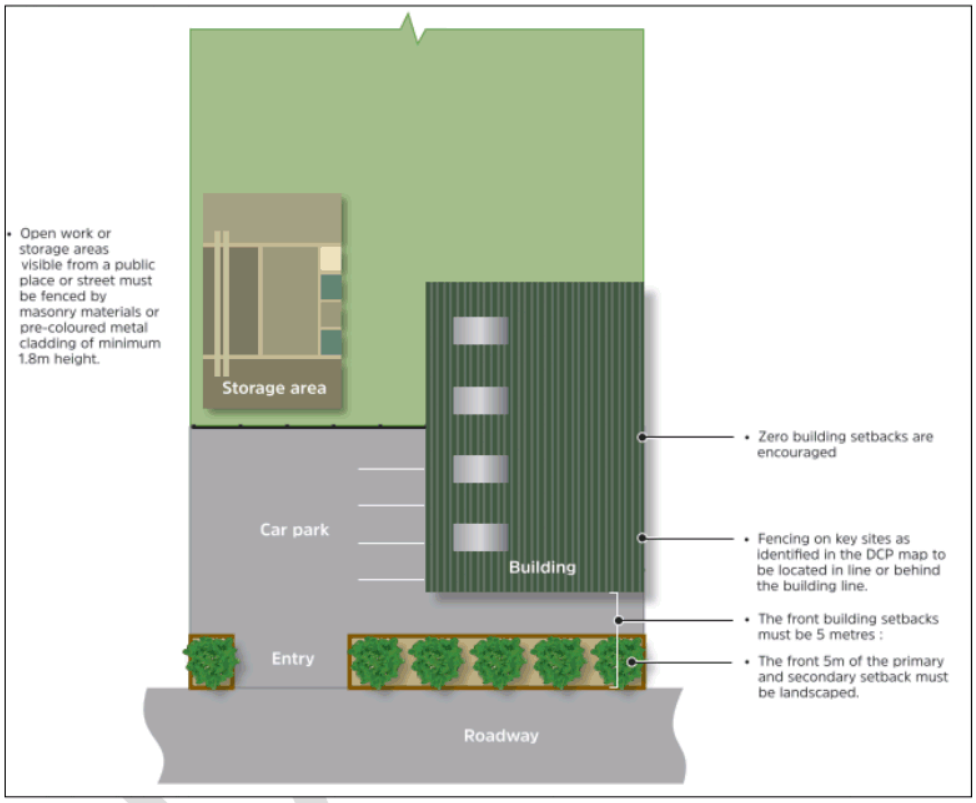

Figure 2: Typical Site Layout - Ring Road and Goddard Lane Sites only

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

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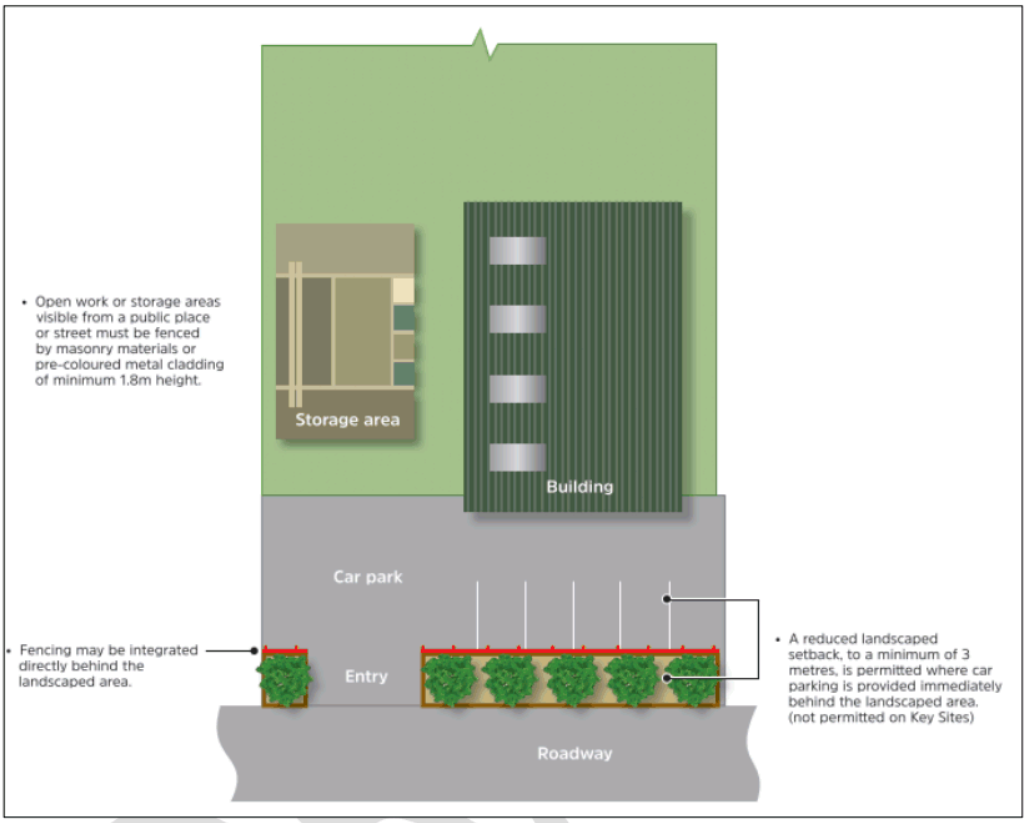

Figure 3: Typical Site Layout - All Sites other than Ring Road or Goddard Lane

Marathon Street Buffer

- A vegetated screening buffer of at least 20 metres wide is to be established for the length of Marathon Street on the eastern boundary of the site, as per the TGGP Precinct Plan and the Marathon Street Landscape Buffer cross section plan (Figure 4)
- The buffer is to include no less than four rows of suitable tree and shrub species to provide amenity for Westdale residents in the locality.
- No direct access (vehicular or pedestrian) is permitted into Lots from Marathon Street. Other than the single pedestrian linkage identified on the TGGP Precinct Plan.
- Rear lot fencing fronting Marathon street must be installed prior to the release of any occupation certificate and must be a 1.8m high colorbond fence 'pale eucalypt'.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

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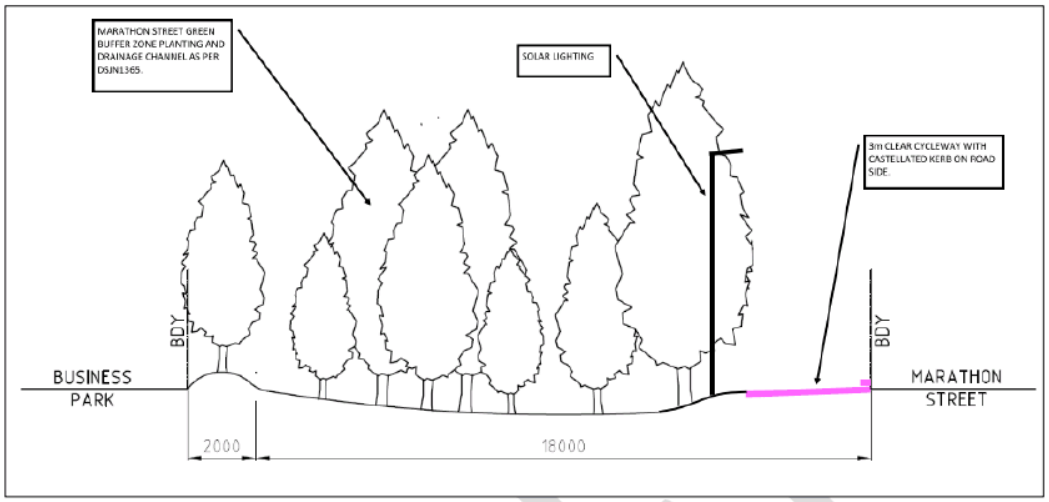

Figure 4: Marathon Street Landscape Buffer

Murroon Creek Corridor

- Works relating to infrastructure services and functions including; drainage, sewer, water and gas mains must consider the environmental values of the corridor.
- Preservation of native vegetation within the entire length of the Murroon Creek corridor must be a primary design consideration. No native vegetation shall be removed without prior consent from TRC.
- Riparian buffers shall be preserved, and where appropriate be re-established (See Figure 5). The combined ephemeral zone and flood fringe (vegetated riparian zone) shall have an absolute minimum width of 30m on each side of the low flow channel. The low flow channel is defined as the low flow element of the watercourse, carrying flows from the 2 year ARI critical event
- Low flow channel requirement is only for the section between Oxley Highway and Ring Road. The northern section of Murroon Creek Corridor shall be a more defined channel directing flow to Wallamore Road
- Development applications shall include an assessment of the impact of the stormwater discharge on downstream capacity and water quality.
- Concrete lined channels are not permitted in the Murroon Creek Corridor.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

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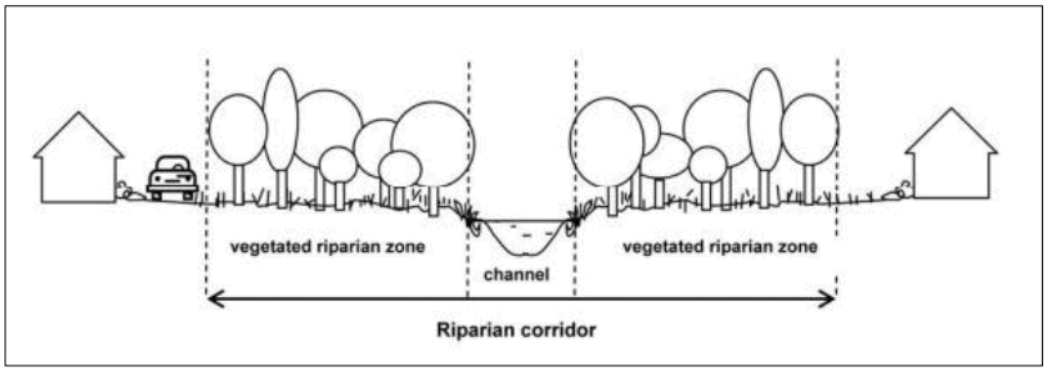

Figure 5: Riparian Corridor (extract from DPI, Office of Water - Guidelines for riparian corridors on waterfront land)

Central Ranges Pipeline

- A statutory zone of influence of 169 metres either side of the Central Ranges Gas Pipeline that traverses the site, as shown on the TGGP Precinct Plan must be established (*APA Safety Management Strategy dated 15 March 2018).*
- The following list of sensitive uses that are not allowed within the statutory zone of influence as according to Australian Standard AS2885.6. The list may include a number of uses that are permissible under the zone provisions and notable examples include:

Child care centres;	theatre
Correctional centres;	hospital
Educational establishments;	hotel or motel accommodation
Entertainment facilities;	medical centre
Function centres;	places of public worship
Highway service centres	respite day care centre
Service stations	retail premises
home based child care	seniors housing

Development within this area requires consent and must consider the provisions of the APA Safety Management Strategy dated 15 March 2018 and be referred to APA for comment.

- Development applications subject to the Central Ranges Gas Pipeline development controls will not be fast tracked.

Landscaping

- A vegetated screening buffer of at least 10 metres wide is to be established for the length of Oxley Highway on the western boundary of the site, as per the General Landscaping Arrangement (Figure 6) and the Oxley Highway Landscape Buffer cross section plan (Figure 7).
- A landscaping plan that details the species selected, maturity at planting, location and ultimate height is required. Landscaping shall comprise only low maintenance, drought and frost tolerant species.
- Lots with rear frontage to Oxley Highway between the Murron Creek Corridor and Marathon Street are to include a landscaping buffer of 5 metres, maintaining any existing trees and native shrubs. A Restriction to User will be required on all private lots.
- The front 5m of any primary and secondary setback must be landscaped.
- A reduced landscaped setback, to a minimum of 3 metres, is permitted where car parking is provided immediately behind the landscaped area. (not permitted on the Ring Road or Goddard Lane sites) (See Figure 3)

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

These are development controls relating to development in the Tamworth Global Gateway Park as identified on the DCP Maps. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

- Landscaping of sites fronting Goddard Lane and the Ring Road is a key outcome, aimed at encouraging a high level presentation along these key roadways. Development Consents for Ring Road or Goddard Lane fronting sites will include provision for a maintenance bond to ensure that agreed landscaping is established and maintained for a period of two years from issue of an Occupation Certificate. Bonds will be based on 30% of the agreed value of the established landscaping.

- The developer responsible for subdivision resulting in lots fronting Goddard Lane and the Ring Road will be required to lodge with Council sufficient funds to permit the planting of one street tree per lot, or two street trees in the case of corner lots, but in any case with a spacing of no more than 50m along the respective street frontage.

- Street trees will be tube stock, or bare root stock in the case of deciduous trees.

  NB: The value of the funds shall be calculated based on the cost per street tree as nominated in Council's Annual Fees and Charges document. The funds will be utilised by Council to purchase and plant street trees when the subdivision is 75% occupied or at the end of two years, whichever occurs first. The theme of trees and shrubs to be planted shall be identified in the landscape plan and approved by Council based on criteria including suitability to site conditions, compatibility with existing vegetation and planting themes for the locality.

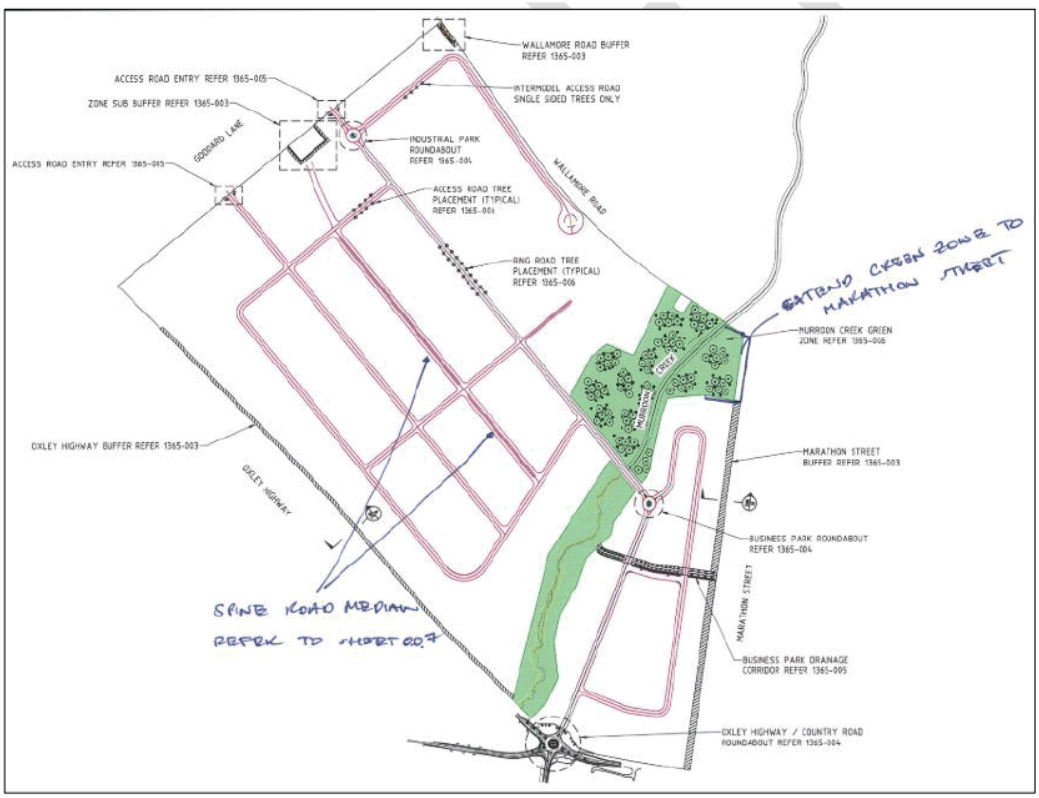

Figure 6: General Landscaping Arrangement (Plan to be updated)

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

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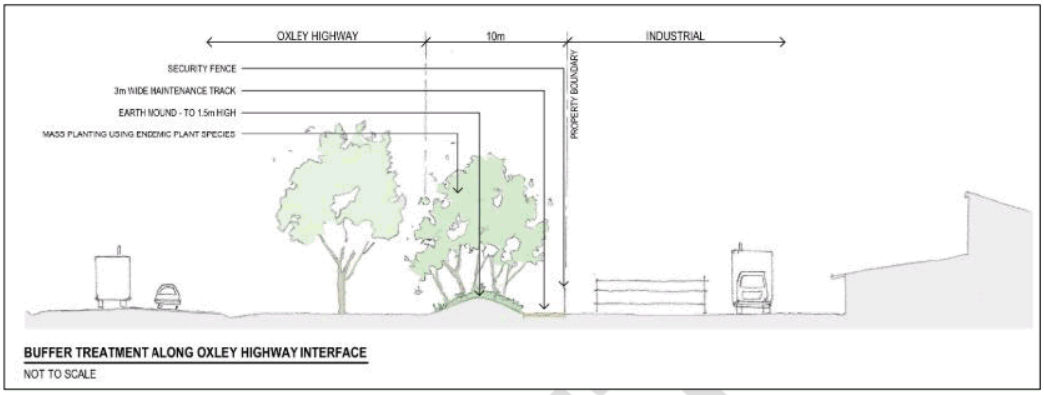


Figure 7: Oxley Highway Landscape Buffer

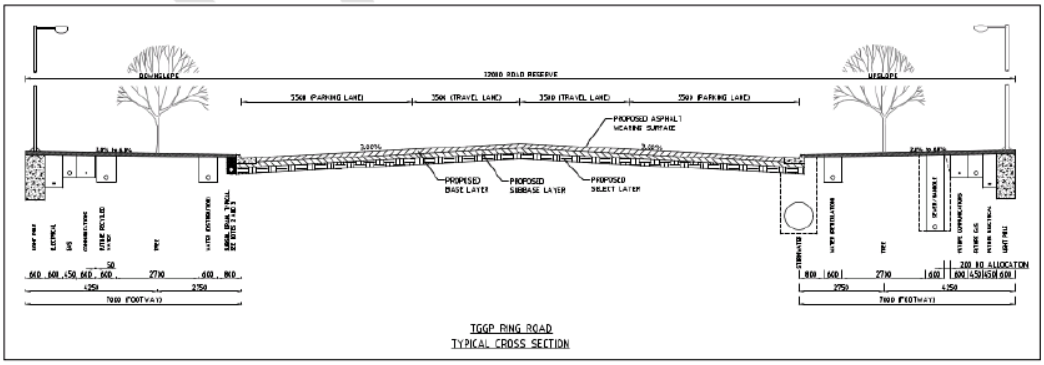
Road Design and Network

- The internal road layout will connect with the 'ring road' road to accommodate the varied development on the site. An indicative internal road layout is shown on the TGGP Precinct Plan.

Roads Reserve	Width
Ring Road	32 metres
Spine Road	36 metres
All other roads	28 metres

Cross sections of each road reserve in shown in Figure 8

- The road layout shall be designed in accordance with the Tamworth Global Gateway Precinct Design Criteria Report and The TRC Engineering Minimum Standards.
- The road reserve shall be designed at an appropriate width to allow for future recycled water connections.
- Subdivisions must incorporate an alternative movement network consisting of cycleways and shared pathways shall be developed with the objective of facilitating non-motorised movement within and beyond the estate.
- Cycle ways shall be designed in accordance with the Cycleway Concept (Figure 9)



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STEP 4: SITE SPECIFIC

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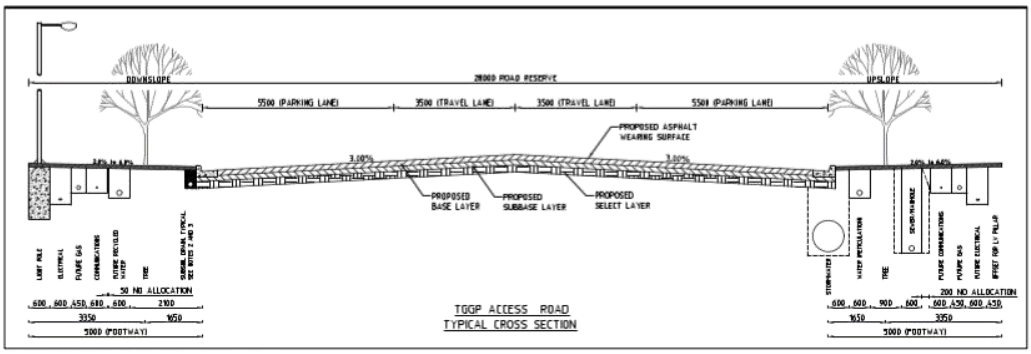

Figure 8 – Typical Road Cross Sections

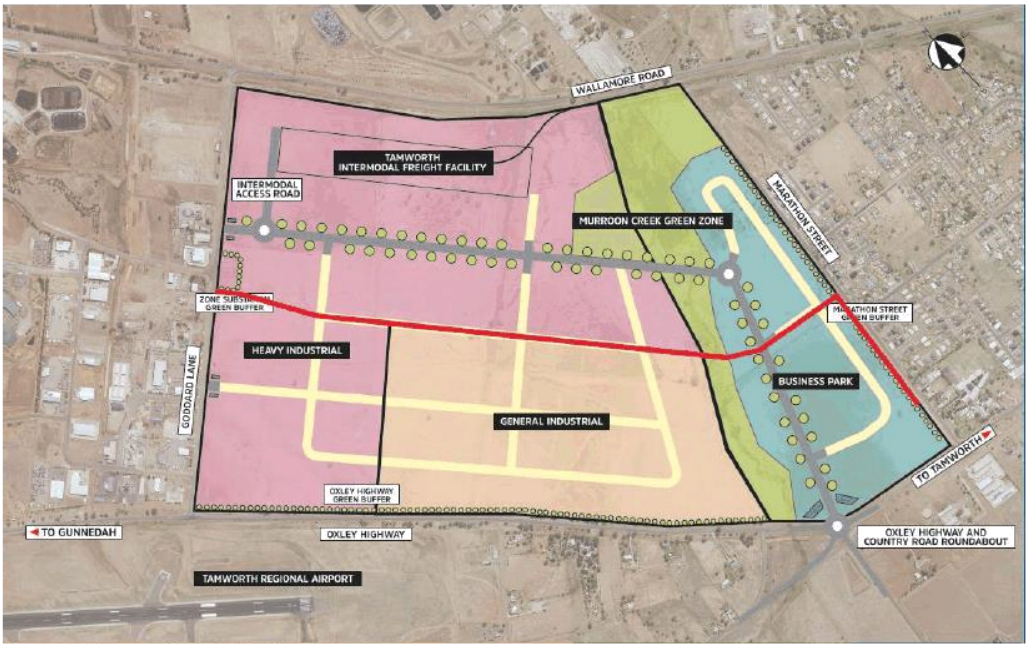

Figure 9 – Cycleway Concept (Red Line)

Traffic and Access

- Development application plans for lots fronting Goddard Lane are to incorporate road widening of 5 metres on the eastern side for the length of Goddard lane.
- The principal access points to the TGGP are from the Country Road five-way roundabout and from Goddard Lane. A major 'ring road' is to connect these points of access as per the TGGP Precinct Plan.
- Direct lot access from Oxley Highway, Marathon Street and Goonan Street will not be permitted.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

These are development controls relating to development in the Tamworth Global Gateway Park as identified on the DCP Maps. Please note, Step 3- General Development Specifications requirements may also apply to your development.

- Proposals that include an area of unsealed vehicle manoeuvring areas must install a mechanism (such as shaker plates or a wash down area) to ensure no transfer of dirt from the site onto the road reserve will occur.

Parking

- Refer to Appendix A for parking rates.

Noise

- Windows, doors and other wall openings shall be arranged to minimise noise impacts where the development is located adjoining or adjacent to existing residential areas.
- External plant (generators, air conditioning plant etc.) shall be enclosed to minimise noise nuisance where the development is located adjacent to existing residential areas
- Details, including the proposed location of external plant shall be submitted with the development application.

Tamworth Regional Airport

- Development applications that are located within the flight path or likely to adversely affect aircrafts or the airport facility must be referred to the owner/operator of the Tamworth Regional Airport.
- Factors affecting the operation of the Airport must be considered including light glare, plumes, bird attractants.
- Development applications that must be referred to the Airport will not be fast tracked.
- A condition will be imposed on any development consent to require that notification be provided to the Airport Manager a minimum of 21 days before the operation of a crane for building work.
- The Tamworth Regional Local Environmental Plan 2010 contains controls relating to the construction of buildings within the vicinity of the Tamworth Airport, which may impact on the height and construction standards.

Aboriginal Cultural Heritage

- Indigenous heritage items have been identified as being located within the TGGP Precinct. Development Applications involving subdivision of land will be required to undertake an archaeological assessment of the proposed development site.
- Consultation with the Tamworth Local Aboriginal Lands Council shall be undertaken prior to any subdivision approval.
- Appropriate management of any artefacts / sites located will be required.

Water, Sewer Stormwater and Gas Utilities

- All lots within the Precinct are to be serviced by reticulated water and sewer in accordance with the Water/Sewer Authority's Tamworth Water Supply Servicing Strategy and Tamworth Sewer Strategy.
- Wherever practicable rainwater storage shall be integrated into downslope landscaping to encourage water sensitive design practices and sustainability of the landscaping and buffers onsite.
- Voluntary on-site retention and re-use will be supported, but shall not be taken into account when designing the estate-wide collection and conveyance systems.
- All stormwater flows generated as a result of development should be designed to minimise reliance on reticulated water.
- The stormwater design philosophy for this estate has been based on collection and conveyance of unattenuated stormwater runoff from individual lots within the road and drainage corridors. As such, no detention or retention is assumed required in the lot provided all stormwater is directed into the road reserves and drainage reserve as appropriate

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

These are development controls relating to development in the Tamworth Global Gateway Park as identified on the DCP Maps. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

- Servicing designs shall make allowance for reticulated gas and non-potable water throughout the estate as nominated and in consultation with Council. This includes the provision of strategic pre-laid crossings and / or ducts under roadways and driveways.

Per-and Polyfluorinated Alkyl Substances (PFAS) Issues

- PFAS contamination is known to have occurred in connection with the historical operation of the Tamworth Regional Airport. Studies show very minor levels of PFAS in the development area. (Refer to Geologix Detailed Site Assessment Report, December 2017)

  Subdivision and building proposals are to assess PFAS implications for the proposed development sites. In particular, the site of the 1995 Tamair plane crash (as per Figure 10), will require testing and remediation if developed as open ground in accordance with the Detailed Assessment Report.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Global Gateway Park

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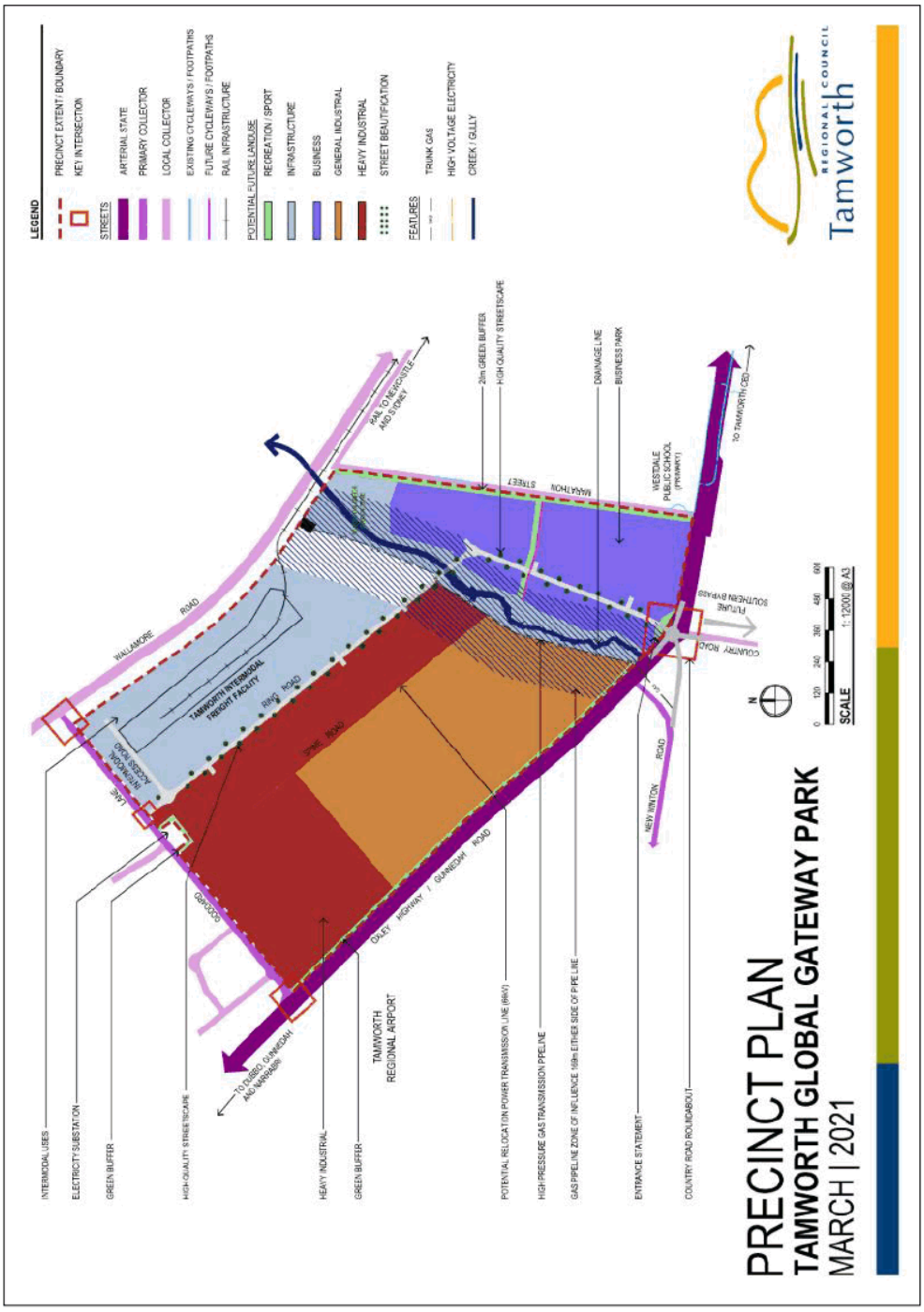

REGIONAL COUNCIL
Tamworth

TAMWORTH REGIONAL DEVELOPMENT CONTROL PLAN 2010

Amendment No. 15

Adopted 12 October 2010

Effective from Commencement of Tamworth Regional Local Environmental Plan 2010

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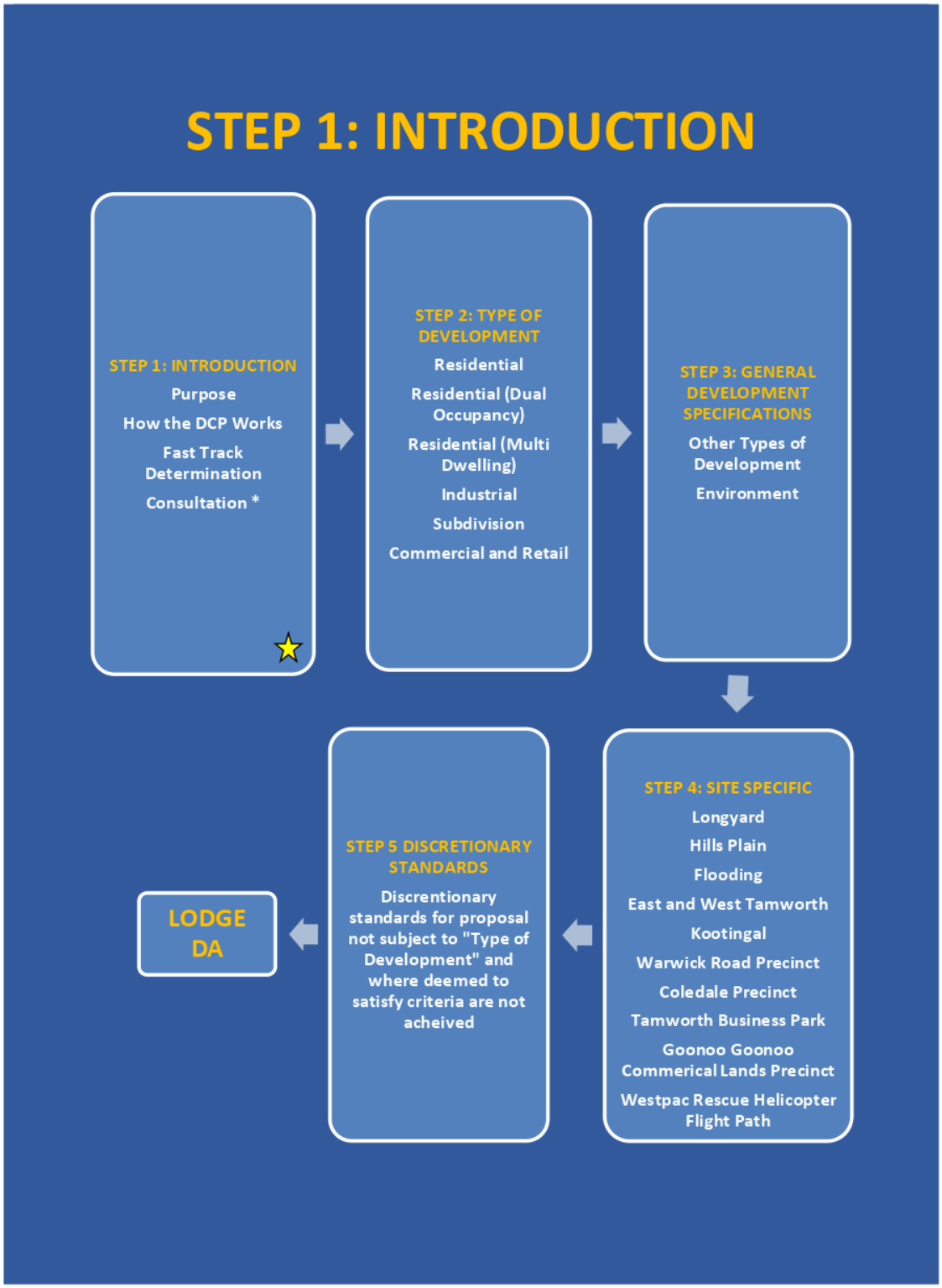


*Consultation guidelines are now located in the Tamworth Regional Community Participation Plan

INTRODUCTION

1.1 Purpose of the Plan

This Plan contains more detailed guidelines for development to complement the provisions contained in the Tamworth Regional Local Environmental Plan 2010 which applies to all land within Tamworth Regional Local Government Area (LGA).

1.2 Aim of the Plan

The aims of this Plan are to:

- Define development standards that deliver the outcomes desired by the community and Council;
- Provide clear and concise development guidelines and desired future character statements for various forms of development and site specific precincts;
- Encourage innovation in design and development by not over-specifying development controls;
- Expedite development approvals by providing clear direction on Council's intent and criteria; and
- Provide certainty of development outcomes for developers and the community.

1.3 How the plan works

This development control plan (DCP) provides the key criteria for specific types of development that commonly occur in the Tamworth Regional Local Government Area. Development controls are also provided for specific locations within the region. Development controls are broken into four separate components – **STEP 2: Type of Development, STEP 3: General Development Specifications, STEP 4: Site Specific Requirements** and **STEP 5: Discretionary Development Standards.**

Under section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Council is required to consider a range of issues in the evaluation of a development application including the DCP. Therefore compliance with this DCP does not guarantee development approval will be issued.

However, in relation to the nominated types of development, Council has adopted 'non-discretionary' development controls that establish a 'deemed to satisfy' standard of development. Where this standard is achieved, Council **WILL NOT**:

(a) further consider those standards in determining the development application, or

(b) give weight to objections received relating to those standards, or

(c) refuse the application on the ground that the development does not comply with those standards, or

(d) impose a condition of consent that has the same, or substantially the same, effect as those standards but is more onerous than those standards.

Where the standard is not achieved, the application cannot be 'fast tracked', and the application must provide justification in line with the **Discretionary Development Standards.**

In the absence of specific controls in the DCP for a development type, Step 3: General Development Specifications identifies matters that are relevant to all forms of development and will be considered as part of Council's merit-based assessment, applying best practice planning standards.

1.4 Fast Track Determinations

This plan identifies 'non-discretionary' development standards that reflect achievement of the underlying objectives of the DCP for specific types of development. Where a proponent certifies that the minimum standards are met, determination should be issued within 10 days.

The Fast Track ***'deemed to satisfy'*** process is a simpler, faster approval pathway. Still merit-based, the process streamlines the assessment of common forms of development that can be clearly quantified as achieving the outcomes sought by the community, the development industry and Council.

The following types of development may be 'fast tracked' where the proponent certifies that the development complies with the minimum DCP controls:

- ✓ **Residential (General Housing) including ancillary structures such as pools and car ports**
- ✓ **Residential (Dual Occupancy)**
- ✓ **Industrial (General and Light)**
- ✓ **Commercial and Retail**

Fast track determination does not apply to:	
×	applications where consultation is required
×	subdivision
×	unspecified forms of development
×	flood affected land
×	heritage items identified in the local environmental plan
×	East Tamworth and West Tamworth precincts
×	bushfire prone land
×	proposals that are integrated or designated developments
×	heavy industrial uses
×	development that impacts on biodiversity
×	any application considered by senior staff to not be appropriate for fast track

Applicants who seek their development applications to be fast tracked will need include a signed certification checklist. Council has prepared a certification checklists for each type of "fast-track" development. Council will accept applications prepared by suitably qualified persons (such as planners, architects, engineer, draftsman and surveyors). Where plans are subsequently found to not meet a development standard, the application will be removed from the fast track stream.

1.5 Don't meet the 'deemed to satisfy' standards?

If your proposal does not meet the 'deemed to satisfy' standards, your application must provide justification in response to **STEP 5: Discretionary Development Standards.** Applications that do not meet the 'deemed to satisfy' criteria will not be processed under the 'fast track' stream.

1.6 Relationship to other plans

This DCP is only one of the matters that must be considered by Council in determining a development application.

The proposal must also be considered with regard to the other matters contained in Section 4.15 of the Environmental Planning & Assessment Act 1979, including relevant environmental planning instruments, the likely environmental effects, suitability of the site, any submissions received and the public interest.

Further, other State or Commonwealth legislative requirements may apply, depending on the location and characteristics of the site.

1.7 Developer Contributions

As a consequence of development it is likely that an increase in the demand for public amenities and services (such as cycleways, community facilities, local open space etc) will occur. In this regard, a contribution under Section 7.11/7.12 of the *Environmental Planning and Assessment Act 1979*, may be required as a condition of the development consent in accordance with Tamworth's Contributions Plan.

Council requires developers to contribute towards the augmentation of water, sewerage and stormwater works to meet the additional demands of the new development. In this regard, approval must be sought from Council under the *Water Management Act 2000* (water, sewer) and *Local Government Act 1993* (stormwater) to determine the required contributions.

Rates are reviewed annually in the management plan and can be viewed on Council's website.

1.8 Currency of Guidelines

The Guidelines will be reviewed as required. To ensure you are using the most current version, you may either contact Council by phone or check the web-site. This will also alert you to any amendments on exhibition.

Amendment No. 1 - Adopted 14 June 2010
Amendment No. 2 - Adopted 13 December 2011
Amendment No. 3 - Adopted 14 August 2012
Amendment No. 4 - Adopted 11 June 2013
Amendment No. 5 - Adopted 10 December 2013
Amendment No. 6 - Adopted 14 October 2014
Amendment Nos. 7 and 8 – Adopted 14 April 2015
Amendment No. 9 - Adopted 13 October 2015
Amendment No. 10 - Adopted 25 October 2016
Amendment No. 11 - Adopted 22 August 2017
Amendment No. 12 - Adopted 10 October 2017
Amendment No. 13 - Adopted 26 November 2019
Amendment No. 14 –Adopted 13 October 2020
Amendment No. 15 – on Exhibition

1.9 Mail Delivery Times

The mail delivery times nominated by Australia Post for the Tamworth Area are taken into account when notification of a development application is undertaken. From the date of adoption of Amendment No. 10, Council allows a period of 7 days for delivery of written correspondence.

2.0 Desired Future Character Statements

Desired Future Character Statements will be prepared for each new or updated site specific area in Step 4 of this DCP.

Each statement is designed to provide objectives for the future development of a site specific area and to emphasise the important existing features or qualities of an area that should be maintained or enhanced.

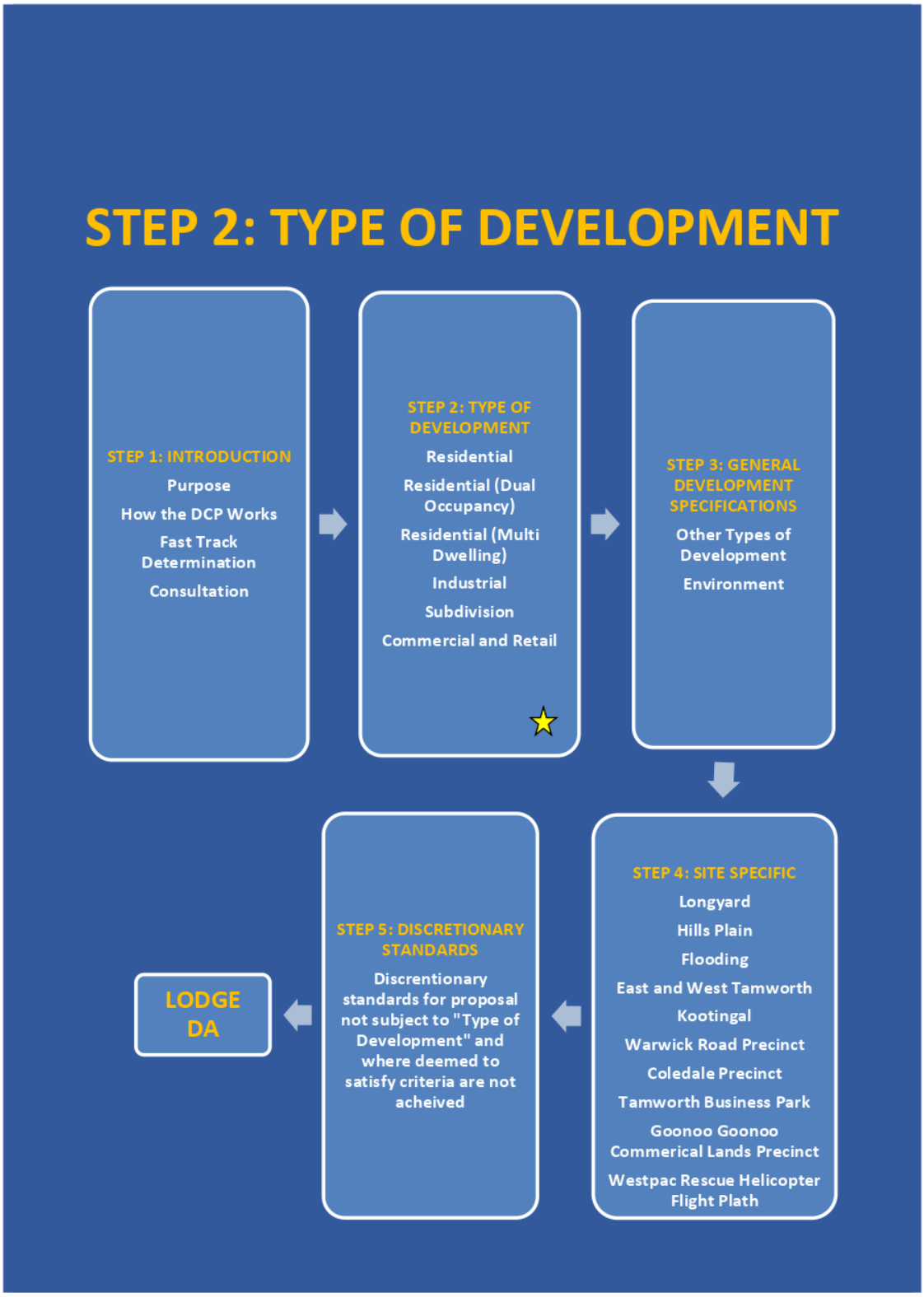
Each statement is short and in plain English, so as to clearly describe the intended desired character of a site specific area. Development proposals, in addition to being consistent with the various development controls, will also need to support the intended desired future character.

The key objectives of the desired future character statements are:

a) To protect and enhance the existing character that distinguishes the identity of each site specific area;

and

b) To ensure specific development controls outlined in this DCP are met and to assist decision-making as to whether a proposed development is compatible with the desired future character of the site specific area.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LODGE DA

Tamworth Regional Development Control Plan 2010

STEP 2: TYPE OF DEVELOPMENT

General Housing and Ancillary Structures Development Controls

These are the 'deemed to satisfy' controls relating to Residential (General Housing and Ancillary Structures) developments.

Please note, additional site specific requirements may also apply to your development, check STEP 4.

Building Setbacks

Zone	Street	Side/Rear
R1	4.5m, 5.5m to garage	BCA
R2 (LSM – U)	5.5m	1m
R2 (LSM – U adjoining R2 LSM - V	7.5m	1.5m
R2 (LSM – V)	10m	2.5m
R2 (LSM – W)	10m	2.5m
R5 (LSM-W)	10m	4m
R5 (LSM-Z)	20m	10m
RU1	20m	10m
RU4	20m	10m
RU5	6m	BCA
RU6	10m	4m
E3	20m	10m
SP3	10m	4m

- In Zone R2 and R5, setbacks vary dependent upon the Minimum Lot Size Map (LSM).
- In Zone R1 where a lot has frontage to more than one street, the setback to the secondary frontage is permitted at 2 metres for part of the dwelling, comprising a maximum of 20% of the overall length of the building, and must contain a living room area window or entry door, and must protrude from the main wall by at least 1.5 metres.
- In Zone R2 where a lot has frontage to more than one street, the setback to the secondary frontage is permitted at 4.4 metres for part of the dwelling, comprising a maximum of 20% of the overall length of the building, and must contain a living room area window or entry door, and must protrude from the main wall by at least 1.5 metres.
- Where the shape of the lot or site constraints affect the placement of a dwelling, encroachment to the building lines in the above table will be permitted, to a maximum of 5% of the specified setback and for a maximum of 10% of the length of the wall.
- Within "The Peak" a setback of 2 metres is permitted to verandahs, being open-style elements of the building façade.

Building Height

Measured from natural ground level to:

- Topmost ceiling: maximum 7.2m
- Top of the ridge: maximum 10m

Privacy

- Single storey development meeting setbacks do not require specific privacy controls.
- Development of more than one storey should locate and size windows to habitable rooms to avoid facing onto windows, balconies or courtyards of adjoining dwellings.

Design

- No windowless facades at the street frontage(s).
- Street elevations are to include at least 5% of openings, including windows and doors.
- Where a three car garage is proposed, the third garage is to be setback at least 1m from the front garage line.
- The width of garage doors must not be greater than 50% of the front elevation.

Site Coverage

- Stormwater runoff must not exceed infrastructure capacity.

Zone	Cumulative site coverage
R1	60%
R2	40%
R5	25%
RU1	Not specified
RU4	Not specified
RU5	60% sewered 40% un-sewered
RU6	Not specified
E3	Not specified
SP3	Not specified

NB – Includes all hardstand areas.

Parking

- Provision for parking of two vehicles behind the building line.
- Parking of one vehicle behind another in a stack arrangement is acceptable.

Utilities

- Buildings and structures are to be located clear of utility infrastructure.
- For sewer mains, structures are to be located a minimum of one metre plus the equivalent invert depth from the centreline of the main. See Council Policy "Excavating/Filling or Building Adjacent to or Over Existing Sewer Mains" for further detail.
- Details of water supply are to be provided.
  - If available, connect to reticulated supply;
  - Where trickle supply is available, connection shall be in accordance with Council Policy "Low Flow (Trickle Feed) Water Supply". Tanks required under

this policy are required in addition to any BASIX and bushfire requirements.
  - Where no water supply is available, a minimum tank storage of 60,000 litres is required, of which a minimum of 10,000 litres is retained for fire fighting purposes (this can increase in bushfire prone areas). See Council Policy "Water Supply to Residential Dwellings with no Reticulated Supply".
- The developer is responsible to consult with Essential Energy, natural gas and a telecommunications carrier regarding the provision of services.

Fencing

- Street fencing shall be open or combination of open panels and masonry columns to a maximum height of 1.8 metres.
- Where a street fence is proposed, the section of side boundary fencing located in front of the building setback shall be open or combination of open panels and masonry columns to match front fence.
- Street fencing details are required with development application for dwelling.

Temporary Accommodation (during dwelling construction)

- Not permitted in R1, R2, RU5 zones.
- Written evidence that finance is available for erection of the proposed permanent dwelling within a period not exceeding 12 months.
- Maximum period of occupation is 12 months.
- Cannot be situated in front of the proposed dwelling.
- Footings of main dwelling must be constructed and inspected before occupation of temporary accommodation.
- Occupation by the owner and immediate family only.

Outbuildings, Carports and Detached Garages

Zone	Size	Cumulative Size of Outbuildings
R1 <2000m²	54m²	75m²
R1 >2000m²	75m²	125m²
R2 (LSM – U)	125m²	150m²
R2 (LSM - V)	150m²	175m²
R2 LSM – U adjoining R2 LSM - V	135m²	165m²
R2 (LSM – W)	175m²	200m²
R5 (LSM-W)	175m²	200m²
R5 (LSM-Z)	200m²	250m²
R5 Longyard Trails – Rodeo Drive	250m²	250m²
RU1	Not specified	
RU4 <10ha	300m²	400m²
RU4 >10ha	Not specified	
RU5	95m²	150m²
RU6	125m²	150m²
E3	125m²	150m²
SP3	125m²	150m²

- In Zones R1, R5 and RU4, setbacks vary dependent upon lot size.
- Not allowed within building setback.
- Not allowed in front of main dwelling if <4,000m² lot.
- In Zone R1, detached sheds made from a material that is not the same as the dwelling, must be setback at least 1 metre behind the front façade of the dwelling. This control applies to lots with both single and secondary frontages, with the exception of rear lanes.
- If in front of main dwelling, must:
  - Same construction,
  - Matching roof pitch, and
  - Appear like part of the habitable dwelling.
- Amenities in an ancillary structure to a dwelling are restricted to one toilet and one hand basin. In a pool house or cabana, a shower will be allowed. Refer to Council's Policy – "Approvals issued pursuant to section 68 of the Local Government Act 1993 for bathrooms in sheds or outbuildings".

Zone	Height to eave	Height to ridge
R1	3.2m	3.6m
R2 (LSM – U)	3.4m	3.8m
R2 (LSM – V)	4.0m	4.4m
R2 (LSM – W)	4.0m	4.4m
R5	4.0m	4.4m
R5 Longyard Trails – Rodeo Drive	Not specified	5.0m
RU1		Not specified
RU4		Not specified
RU5	3.8m	4.2m
RU6		Not specified
E3	3.2m	3.6m
SP3		Not specified

- Alternatively outbuilding may match the house roof pitch.

Shipping Containers For Storage

- Shipping containers for storage are not allowed in Zones R1, R2, R5 or RU5 for a period exceeding 6 months unless:
- There is only one container per property; and
- It is located behind the existing dwelling; and
- The setback for side and rear boundaries relevant to the zone has been achieved; and
- It is painted to match the colour of the existing dwelling; and
- It is screened where visible from the street or adjoining properties; and
- It is used for domestic storage; and
- It is not on land that contains a heritage item.
- Shipping containers for storage on vacant land are allowed in Zones R1, R2, R5 or RU5 where they are:
- Located in the rear 50% of the lot; and

Cargotecture" Shipping Containers for Houses, Pools, Garages	• The setback for side and rear boundaries relevant to the zone has been achieved; and • Suitably screened; and • Painted to match the surrounds; and • It is used for domestic storage; and • It is not on land that contains a heritage item or located within the East and West Tamworth character area. • Shipping containers cannot be stacked for storage in Zones R1, R2, R5, RU4 or RU5. • Shipping containers on flood affected land are not allowed. • Structures constructed from shipping containers must comply with the development controls contained in this chapter and must also: • Feature innovative architectural design and incorporate elements such as pop outs, decks, verandahs, courtyards and variations in roof pitch; • Incorporate openings and materials that enhance the appearance of the structure; • Be painted and/or clad in materials to complement the surrounds.
Relocated dwellings	• Dwelling not to be moved onto site before development consent issued and no work is to commence on the re-erection of the dwelling until the Construction Certificate is approved by Council or the Principal Certifying Authority. • The DA must include: o A comprehensive report prepared by an accredited Building Surveyor or Structural Engineer certifying the soundness of the building; and o Photographic evidence of the dwelling supported by a description of its condition. o A statement from a suitably qualified person shall be provided confirming that all asbestos has been removed prior to relocation.
Access	• All weather 2WD access is required to the dwelling for a B99 vehicle under AS2890.1. • Driveways to be located a minimum of 6 metres from an intersection measured from the tangent point of the kerb return. • A long section of the driveway must be prepared to accompany the DA if the natural ground level is sloping to confirm that the cross fall of the footpath will not be altered.
Crown Road Access	• Where access to an existing allotment is from a Crown Road, the Crown Road must have an all weather surface to a standard suitable for 2WD access for a B99 vehicle under AS2890.1. • Council is not the Roads Authority and is not responsible for the construction or ongoing maintenance of a Crown Road.
Ridgelines	• Development roofline must not project above the ridgeline where visible from any public road or place.
Slope	• Development on slopes >20% is not permitted. • Development on slopes >15% requires detailed geotechnical investigation (including slope stability analysis) and design to demonstrate good hillside development practice. Engineer's certification to accompany development application. • Details of sub-surface drainage is to be provided with no discharge to slopes. • A survey must be prepared by a registered surveyor (that includes contours) to accompany the DA. • Proposals for retaining walls greater than 1 metre in height located on the property boundary must include elevations and sections illustrating the impact on adjoining properties. The height and style of fencing to be installed atop the retaining wall must also be nominated.
Pools	• Are to be positioned, including fencing, behind the building line. • Where visible from a public place or road, details of screening are to be supplied. • Any associated retaining walls or decks are not to exceed 1.0 metres above natural surface level. • Pool pump enclosure to be placed greater than 15 metres from a habitable room in a dwelling on adjoining property or within a sound-proof enclosure. • Must have a rain water tank not less that 3kl that is available on the property for topping up the pool. Applies to pools larger than 20kl. • Water Sensitive Design (WSE) controls do not apply to isolated pool development applications
Water tanks	• Located behind the street setback of any dwelling (unless placed below ground). • Maximum height of 3.2 metres. • Suitably screened where visible from a public place or street. • The location of tanks should be shown on the plan prepared to accompany the DA, including details of any physical screen.
Exhibition Homes	• Not acceptable to be located in a cul de sac, no through road, dual occupancy or multi dwelling housing development. • Allowed to be open for inspection between 9.00am and 5.30pm daily.

- Development consent will be limited to period of twelve (12) months from the date of an Occupation Certificate.
- Upon expiry of development consent the dwelling shall revert to normal domestic use.
- A single advertisement is permitted.
- A minimum of 2 car spaces must be provided onsite.

Water Sensitive Essentials (WSE)

(Compliance is achieved by meeting a minimum of two out of five of the following)

- Details must be provided demonstrating that a minimum of 2 out of the following 5 WSE's has been achieved:
  - **Water efficient appliances and fittings -** Water Efficiency Labelling & Standards (WELS)rating with a minimum of 4 stars.
  - **Rainwater tank(s)** with a volume of not less than 10,000L. An appropriate mechanism is to be prov ided for automatically switching to the town water supply (if available) when t he volume of water in the rainwater ta nk(s) is low
  - **Landscaped stormwater retention area (Rain garden)**
    - minimum of 5m2 of retention area
    - must be designed by a suitably qualified person.
  - **Grey water diversion device** - a gravity diversion device with a hand-activated valve, switch or tap that is fitted to the outlet of the waste pipe of the laundry tub. The device can be switched by the householder to divert greywater from the laundry tub by gravity directly to the diversion line and the dedicated land application system (eg lawn or garden beds) instead of the sewer.
    - The dedicated land application system must be not less than 10 m2.
    - Greywater must not be stored.
    - Gravity diversion devices must not be installed below the "S" bend on any plumbing fitting and must be installed by a licensed plumber.
    - A Council approved on-site wastewater disposal system will also be acceptable.
  - **Grey water treatment device** - this treats greywater for re-use on a property, such as toilet flushing, washing machine and surface irrigation of gardens and lawn. It is a form of on-site wastewater treatment.
    - the owner of the premises must obtain approval from Council for installation and operation under section 68 of the Local Government Act 1993 and Part 2, Division 4 Local Government (General) Regulation 2005.
    - A council must not approve the installation unless they have been accredited by the NSW Department of Health.
    - must be installed by a licensed plumber.

Plumbing for recycled water

- When a new dwelling is being constructed the inclusion of additional underfloor drainage pipes to enable an external greywater reuse device to be connected.

WSE Exemptions

- Water Sensitive Design (WSE) controls (including plumping for recycled water) do not apply to General Housing, Ancillary Structure development or Dual Occupancy where reticulated connection to water and sewer is not available or is not required.

NB: *Consult with Council to discuss water saving rebates that are available for water sensitive essential requirements.*

Tamworth Regional Development Control Plan 2010

STEP 2: TYPE OF DEVELOPMENT

Residential (Dual Occupancy) Development Controls

These are the 'deemed to satisfy' controls relating to dual occupancy developments.
Please note, additional site specific requirements may also apply to your development, check STEP4.

Building Setbacks

Zone	Single Storey		≥ 2 storey	
	Front	Side / rear	Front	Side / rear
R1	4.5m, 5,5m to garage	1m (675mm #)	4.5m, 5.5m to garage	2m (1125mm #)
RU5	6m		6m	
B2	BCA	BCA	BCA	BCA

#roof eaves, sunhoods, gutters, downpipes, chimney flues, light fittings, electricity and gas metres, and aerials.

- In Zone R1, where a lot has frontage to more than one street, the setback to the secondary frontage is permitted at 2 metres for part of the dwelling, comprising a maximum of 20% of the overall length of the building, and must contain a living room area window or entry door, and must protrude from the main wall by at least 1.5 metres.

Design

- For corner lots, dwellings shall be designed to present to and have vehicle access from alternate frontages, unless one street is a collector road or greater, where both shall be accessed from the lesser street classification.
- Garage/s shall not exceed 60% of the street elevation.

Utilities

- Servicing strategy required to demonstrate the availability and feasibility of providing water, sewer and stormwater services appropriate for the scale of development.
- Buildings and structures are to be located clear of utility infrastructure.
- For sewer mains, structures are to be located a minimum of one metre plus the equivalent invert depth from the centreline of the main. See Council Policy "Excavating/Filling or Building Adjacent to or Over Existing Sewer Mains" for further detail.
- Dual occupancy not permitted on unsewered land.
- Stormwater arrangements shall be designed to a gravity system.
- Details of any stormwater detention systems shall be provided.
- Individual detention systems for each unit are acceptable for a dual occupancy development.
- Detention tanks but must be a separate tank to that required by BASIX or bushfire requirements.
- Refer to Council's Engineering Guidelines for Subdivisions and Developments for design requirements.
- The developer is responsible to consult with Essential Energy, natural gas and a telecommunications carrier regarding the provision of services.

Building Height

Measured from natural ground level to:

- Topmost ceiling: maximum 7.2m
- Top of the ridge: maximum 10m

Site Coverage

- Residential zones: Maximum site coverage of 75% (includes all hardstand areas).
- Commercial zones: Refer to LEP.

Solar Access

- Shadow diagram are required for developments of ≥ 2 storeys and need to demonstrate habitable rooms of adjoining dwellings and major part of their landscaped open space to retain a minimum of 4hrs sunlight between 9am-3pm on 21st June (winter solstice).
- In this regard, "habitable" refers to rooms capable of occupation and does not include laundry, bathroom or garages.

Privacy

- Development of more than one storey must locate and size windows to habitable rooms to avoid facing onto windows, balconies or courtyards of adjoining dwellings.

Parking

- Rooms capable of occupation as a bedroom (eg study) are treated as a bedroom for the purpose of calculating parking requirements.
- The options for parking are as follows:-
  - Option 1:

Number of b/r in each dwelling	Parking spaces per dwelling
1	1 (1 enclosed)
2	1 (1 enclosed)
3	2 (both enclosed)
≥4	2 (both enclosed)

OR

  - Option 2:

A single garage PLUS garage setback a minimum of 5.5 metres per dwelling

PLUS

- 1 visitor space provided either on street kerb side or on the site.
- Where on street kerb side parking for visitors :
  - a minimum of 6 metres in length is available to the property's street frontage; and
  - the road pavement is 11 metres or greater.
  - On site visitor parking shall be in addition to the garage setback and is not allowed in front of the dwelling.
  - The minimum dimensions of a garage required to park a car must exclude intrusions such as laundries and storage.
- Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under *AS2890.1 Parking Facilities Off Street Parking*.

Landscaping

- Minimum of 125m² of landscaping for each dwelling

Private Open Space

- Private open space (POS) must be provided in accordance with the following table in relation to its position relative to the dwelling for solar access.

POS Location	Minimum Amount	Minimum Dimension
North	35m²	5m
East	50m²	6m
South	60m²	6m
West	45m²	6m

- Must be directly accessible from a living area and may partially or wholly include a deck, alfresco area, balcony or similar area located at ground level.
- The private open space must be fenced. Details of the height and style of fencing must accompany the development application.
- Area calculation does not contain intrusions such as drying areas, electricity substations, water tanks, onsite stormwater detention systems, hot water systems and retaining walls.

Access

- Dimensions to meet *AS2890.1 Parking Facilities*.
- All parking and manoeuvring areas to be hardstand (pavers or concrete).
- Onsite turning areas must be provided where fronting a road classification of collector or greater.
- Driveways to be located a minimum of 6 metres from an intersection measured from the tangent point of the kerb return.
- Swept paths for a B99 vehicle must be shown on plans prepared to accompany the DA

Storage

Must provide a minimum of 5m³ of dedicated storage area per dwelling in addition to the standard internal storage provision (e.g. wardrobes, kitchen cupboards, pantry, linen press

Density

Zone	Min. Site Area per Dwelling
R1	300m²
RU5	300m² sewered
B2	-

Facilities

- Letterboxes to be provided at the front property boundary in accordance with Australia Post requirements. Strata developments require an additional letter box for the Owners Corporation.
- Clothes drying facilities required free of access ways. Clothes lines and hoists shall be located at the rear of development and adequately screened from adjoining roads.

Future Subdivision

- Dual occupancy development must consider potential future subdivision and locate buildings with adequate access to and clearance from utilities.

Water Tanks

- Water storage tanks are to be located below ground or behind the buildings in the development.

Dual Occupancy (attached)

- Where the land use of "Dual Occupancy (attached)" is relied upon for permissibility in Rural zones, the general criteria (such as landscaping, visitor parking, etc) will not apply.
- Details of the method of effluent disposal and the capacity and suitability of any existing onsite sewerage management system (OSSM) being relied upon shall be provided.
- Location of area suitable for parking of vehicles associated with the dual occupancy shall be indicated.
- The two dwellings are to be physically attached. A maximum separation of 6 metres containing a structure such as a carport of ancillary building is permitted.

Water Sensitive Essentials (WSE) (Compliance is achieved by meeting a minimum of two out of five of the following)

- Details must be provided demonstrating that a minimum of 2 out of the following 5 WSE's has been achieved:
  - **Water efficient appliances and fittings -** Water Efficiency Labelling & Standards (WELS)rating with a minimum of 4 stars.
  - **Rainwater tank(s)** with a volume of not less than 10,000L. An appropriate mechanism is to be provided for automatically switching to the town water supply (if available) when the volume of water in the rainwater tank(s) is low
  - **Landscaped stormwater retention area (Rain garden)**
    - minimum of 5m2 of retention area
    - must be designed by a suitably qualified person.

- **Grey water diversion device** - a gravity diversion device with a hand-activated valve, switch or tap that is fitted to the outlet of the waste pipe of the laundry tub. The device can be switched by the householder to divert greywater from the laundry tub by gravity directly to the diversion line and the dedicated land application system (eg lawn or garden beds) instead of the sewer.
  - The dedicated land application system must be not less than 10 m2.
  - Greywater must not be stored.
  - Gravity diversion devices must not be installed below the "S" bend on any plumbing fitting and must be installed by a licensed plumber.
  - A Council approved on-site wastewater disposal system will also be acceptable
- **Grey water treatment device** - this treats greywater for re-use on a property, such as toilet flushing, washing machine and surface irrigation of gardens and lawn. It is a form of on-site wastewater treatment.
  - the owner of the premises must obtain approval from Council for installation and operation under section 68 of the Local Government Act 1993 and Part 2, Division 4 Local Government (General) Regulation 2005.
  - A council must not approve the installation unless they have been accredited by the NSW Department of Health.
  - must be installed by a licensed plumber.

Plumbing for recycled water

- When a new dwelling is being constructed the inclusion of additional underfloor drainage pipes to enable an external greywater reuse device to be connected.

WSE Exemptions

- Water Sensitive Design (WSE) controls (including plumping for recycled water) do not apply to General Housing, Ancillary Structure development or Dual Occupancy where reticulated connection to water and sewer is not available or is not required.

NB: *Consult with Council to discuss water saving rebates that are available for water sensitive essential requirements.*

Tamworth Regional Development Control Plan 2010

STEP 2: TYPE OF DEVELOPMENT

Residential (Multi-Dwelling) Development Controls

These are the 'deemed to satisfy' controls relating to residential (multi-dwelling) developments. Please note, additional site specific requirements may also apply to your development, check STEP 4.

Building Setbacks

Zone	Single Storey		≥ 2 storey	
	Front	Side / rear	Front	Side / rear
R1	4.5m, 5.5m to garage	1m (675mm#)	4.5m, 5.5m to garage	2m (1125mm#)
RU5	6m		6m	
B2, B3, B4	BCA	BCA	BCA	BCA

roof eaves, sunhoods, gutters, downpipes, chimney flues, light fittings, electricity and gas metres, and aerials.

- No concession to secondary frontage.

Density

Zone	Min. Site Area per Dwelling
R1	300m²
RU5	300m² sewered
B2	-
B3	-
B4	-

Design

- For corner lots, dwellings be designed to present to and have vehicle access from alternate frontages, unless one street is a collector road or greater, where access shall be obtained from the lesser street classification.
- Garage/s shall not exceed 60% of the street elevation.

Utilities

- Servicing strategy required to demonstrate the availability and feasibility of providing water, sewer and stormwater services appropriate for the scale of development.
- Buildings and structures are to be located clear of utility infrastructure.
- For sewer mains, structures are to be located a minimum of one metre or the equivalent invert depth from the centreline of the main. See Council Policy "Excavating/Filling or Building Adjacent to or Over Existing Sewer Mains" for further detail.
- Multiple dwellings not permitted on unsewered land.
- Stormwater arrangements shall be designed to a gravity system.
- Details of any stormwater detention systems shall be provided.
- Individual detention systems are acceptable for each unit up to 5 units (maximum).
- Detention tanks must be a separate tank to that required by BASIX or bushfire requirements.
- Detention basins or underground detention must be provided in a development with more than 5 units.
- Refer to Council's Engineering Guidelines for Subdivisions and Developments for design requirements.
- The developer is responsible to consult with Essential Energy, natural gas and a telecommunications carrier regarding the provision of services.

Building Height

Measured from natural ground level to:

- Topmost ceiling: maximum 7.2m
- Top of the ridge: maximum 10m

Site Coverage

- Residential zones: Maximum site coverage of 75% (includes all hardstand areas).
- Commercial zones: Refer to LEP.

Privacy

- Multi-storey development must locate and size windows to habitable rooms to avoid facing onto windows, balconies or courtyards of adjoining dwellings.

Solar Access

- Shadow diagram are required for developments of ≥ 2 storeys and need to demonstrate habitable rooms of adjoining dwellings and major part of their landscaped open space to retain a minimum of 4hrs sunlight between 9am-3pm on 21st June (winter solstice).
- In this regard, "habitable" refers to rooms capable of occupation and does not include laundry, bathroom or garages.

Parking

Parking requirements for each dwelling are as follows:

Number of b/r in each dwelling	Parking spaces per dwelling	Visitor spaces
1	1 (1 enclosed)	1 per 5 dwellings
2	2 (1 enclosed)	
3	2 (both enclosed)	1 per 3 dwellings
≥4	2 (both enclosed)	1 per 2 dwellings

- Parking of one vehicle behind another in a stack arrangement is not acceptable.
- External parking spaces are not allowed in the front setback.
- The minimum dimensions of a garage required to park a car must exclude intrusions such as laundries and storage.

Access

- Dimensions to meet *AS2890.1 Parking Facilities Off Street Carparking*.
- Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under *AS2890.1 Parking Facilities Off Street Parking*.
- Swept paths for a B99 vehicle must be shown on plans prepared to accompany the DA.
- All parking and manoeuvring areas to be hardstand (pavers or concrete).
- Driveways to be located a minimum of 6 metres from an intersection measured from the tangent point of the kerb return.
- Developments requiring ≥4 car spaces are to provide adequate turning dimensions to allow all vehicles to enter and leave the site in a forward direction.

Private Open Space

- Private open space (POS) must be provided for units on ground level at the following rate in relation to its orientation for solar access.
- The private open space on ground level must be fenced. Details of the height and style of fencing must accompany the development application.

POS Location	Minimum Amount	Minimum Dimension
North	35m²	4m
East	50m²	4m
South	60m²	4m
West	45m²	4m

- Must be directly accessible from a living area and may partially or wholly include a deck, alfresco area, balcony or similar area located at ground level.
- Area calculation does not contain intrusions such as drying areas, electricity substation, water tanks, onsite stormwater detention systems, hot water systems, retaining walls.
- If located on street side of dwelling, details of fencing must be supplied.

Balconies for Private Open Space

- For units located on the upper storey of a building in a development not captured by the requirements of State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development, the following balcony size is required:

Number of b/r in each dwelling	Minimum Amount	Minimum Dimension
1	4m²	2m
2	10m²	2m
3 or more	16m²	4m

- Must be located adjacent to a living room, dining room or kitchen to extend the living space.
- Are calculation does not contain intrusions such as drying areas, hot water systems or air conditioners.
- The minimum balcony depth to be counted as contributing to the balcony area is 1m.

Landscaping

- Landscaping shall be provided on the basis of 100m2 per dwelling for the development site.
- Location and grouping of plant types shall be multi-functional providing privacy, security, shading and recreation functions.
- Landscaping shall comprise only drought and frost tolerant species.
- Landscaping shall allow solar access to windows, solar collectors, living areas and drying areas in winter and shade to buildings and outdoor spaces in summer.
- Minimum width of 2m required for all landscaped areas.

Outdoor Lighting

- Must provide certification of compliance with *AS4282 Control of Obtrusive Effects of Outdoor Lighting* if >10 dwellings proposed.

Adaptability

- Development of ≥5 units must provide 1 in 5 units capable of conversion to adaptable housing in accordance with *AS4299*, Class C level.

Facilities

- Screened garbage storage required inside front property boundary, at the rear of each unit or within garages. Storage locations to be included in landscape plan.
- Letterboxes provided at the front property boundary in accordance with Australia Post requirements. Strata developments require an additional letter box for the Body Corporate.
- Clothes drying facilities required free of access ways. Clothes lines and hoists shall be located at the rear of development and adequately screened from adjoining roads.

Storage

- Must provide a minimum of $5m^3$ of dedicated storage area per dwelling in addition to the standard internal storage provision (e.g. wardrobes, kitchen cupboards, pantry, linen press).

Water Tanks

- Water storage tanks are to be located below ground or behind the buildings in the development.

Tamworth Regional Development Control Plan 2010

STEP 2: TYPE OF DEVELOPMENT

Industrial Development Controls

These are the 'deemed to satisfy' controls relating to industrial developments.
Please note, additional site specific requirements may also apply to your development, check STEP 4.

Building Setbacks

- Street setback must be a minimum of 5m.
- No concession for secondary frontage.
- Street setback must be landscaped.
- A reduced landscaped setback, to a minimum of 3 metres, is permitted where car parking is provided immediately behind the landscaped area.
- Side and rear setbacks to meet BCA requirements.

Design

- Building elevations to the street frontage or where visible from a public road, reserve, railway or adjoining residential area are to incorporate variations in façade treatments, roof lines and building materials.
- Low scale building elements such as display areas, offices, staff amenities are to be located at the front of premises and constructed in brick or finished concrete or light weight cladding.
- Roofing materials should be non-reflective where roof pitch is greater than 17 degrees or visible from a public road.

Utilities and Services

- Servicing strategy required to demonstrate the availability and feasibility of providing water, sewer and stormwater services appropriate for the scale and nature of development.
- Applications must demonstrate adequate provision for storage and handling of solid wastes.
- Liquid Trade Waste Application and facilities are required where liquid wastes (excluding domestic waste from a hand wash basin, shower, bath or toilet) are to be discharged to Council's sewerage system.
- Detention of stormwater may be required.
- Onsite stormwater capture and reuse shall be provided for maintenance of landscaping. Storage tanks shall be appropriately located and screened. **NB** – reuse facilities shall not form part of stormwater calculations.
- Buildings and structures are to be located clear of utility infrastructure.
- For sewer mains, structures are to be located a minimum of one metre plus the equivalent invert depth from the centreline of the main. See Council Policy "Excavating/Filling or Building Adjacent to or Over Existing Sewer Mains" for further detail.
- The developer is responsible to consult with Essential Energy, natural gas and a telecommunications carrier regarding the provision of services.

Landscaping

- Landscaping is required:
  - in the front 5m of street setback;
  - side and rear setbacks where visible from public place or adjoining residential area; and
  - areas adjacent to building entrances and customer access points.
- Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces.
- Landscaping shall comprise only low maintenance, drought and frost tolerant species.

Fencing

- Open work or storage areas visible from a public place or street must be fenced by masonry materials or pre-coloured metal cladding of minimum 2m height. Fencing to be located behind the building setback.
- Security fencing must be also located behind the building setback area except when of a decorative nature to be integrated in the landscaped area.

Traffic and Access

- A Traffic Assessment is required to demonstrate the adequacy of:
  - road network,
  - geometric design for intersections, including pavement impacts,
  - site access,
  - loading/unloading facilities, and
  - safe on-site manoeuvring for largest design vehicle
  - wearing surfaces for access driveways, parking areas, loading/unloading facilities and associated vehicle manoeuvring areas relative to the design vehicle.
- Unsealed vehicle movement areas are not acceptable due to environmental management impacts.
- All vehicles must be able to enter and exit the site in forward direction.
- Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under

AS2890.1 Parking Facilities Off Street Parking.

- Swept paths for a B99 vehicle must be shown on plans prepared to accompany the DA.
- Site access not permitted:
  - Close to traffic signals, intersection or roundabouts with inadequate sight distances;
  - Opposite other large developments without a median island;
  - Where there is heavy and constant pedestrian movement on the footpath;
  - Where right turning traffic entering the site may obstruct through traffic.
- Separate signposted entrance and exit driveways are required for developments requiring more than 50 parking spaces or where development generates a high turnover of traffic.
- The number of access points from a site to any one street frontage is limited to 1 ingress and 1 egress.
- Driveways must be provided in accordance with *AS2890.1 Parking Facilities*.

Parking

Land Use	Parking
Industrial Retail	1 per 45m² GFA*
Industrial	1 per 75m² GFA OR 1 space per 2 employees WHICHEVER IS GREATER
Transport / Truck Depot	Space for each vehicle present at peak time onsite and driver parking.
Vehicle Body Repair Workshop or Repair Station	1 per 40m² GFA OR 3 spaces per workshop bay WHICHEVER IS GREATER
Warehouses	1 per 300m² GFA OR 1 space per employee WHICHEVER IS GREATER
Other	Based on predicted peak vehicle use.

*GFA – refer to dictionary in Tamworth Regional Local Environmental Plan 2010 for definition.

- Portion of customer parking to be provided convenient to the public entrance.

Loading / unloading Facilities

- Adequate space and facilities are required to be provided wholly within the site.
- Loading and delivery bays must be designed to allow vehicles to enter and exit the site in a forward direction.
- Loading bay(s) must be sited to avoid use for other purposes such as customer parking or materials storage and be linemarked and signposted.

Outdoor Signage

- Single occupant industrial site:
  - one free standing advertisement within the 5m landscaped setback; and
  - one advertisement integrated within the façade of the building, but no higher than the building roof line.
- Multiple unit industrial site:
  - one index board near site entrance or within the 5m landscaped setback; and
  - one advertisement integrated within the façade of each unit, but no higher than the building roof line.
- Signage must comply with *SEPP 64 – Advertising and Signage* Schedule 1 Assessment Criteria.

Outdoor lighting

- Must comply with *AS4282 Control of Obtrusive Effects of Outdoor Lighting.*

Noise

- Windows, doors and other wall openings shall be arranged to minimise noise impacts on residences where proposed within 400m of a residential zone.
- External plant (generators, air conditioning plant etc.) shall be enclosed to minimise noise nuisance where adjoining residential area.

Tamworth Regional Development Control Plan 2010

STEP 2: TYPE OF DEVELOPMENT

Subdivision Controls

These are the guidelines relating to subdivision.
Please note, additional site specific requirements may also apply to your development, check STEP 4.

Plans of Subdivision

- A registered surveyor must prepare a suitable plan showing the proposed subdivision for submission with a Development Application for Strata and Community Title subdivisions.

Servicing Strategy & Preliminary Engineering Designs

- All development applications shall provide a servicing strategy (water, sewer, stormwater, telecommunications and electricity) and preliminary engineering designs where an extension to infrastructure is required to demonstrate that it is feasible for the subdivision to be serviced in accordance with the requirements of Council's Engineering Guidelines for Subdivision and Developments.
- The strategy shall include evidence that the developer has consulted with the Water Supply Authority in relation to the availability and capacity of the existing water and sewer networks consistent with the likely future use of the land.
- The strategy shall include evidence that the developer has consulted with TRC Regional Services to obtain available information in relation to stormwater catchments, capacities and preferred solutions.
- For new estates this shall include nomination of a maximum number of equivalent tenements that will be serviced by the infrastructure.
- Where the verge is proposed to be less than than the minimum width specified by Council's Engineering Design Guidelines for Subdivisions and Developments, a drawing of the road reserve demonstrating that all services and utilities will fit within the alternative width must be provided.

Sewer

- The servicing strategy including preliminary engineering designs shall identify the method of providing sewer to the proposed lots in accordance with the Council's Engineering Guidelines for Subdivision and Development.
- Residential lots are to be serviced by gravity sewer. Detail of any lot filling required to achieve minimum grade shall be provided.
- The area within proposed lots shall be capable of being serviced by gravity sewer (unless located within an estate where an alternate sewer system is established).
- Reticulated sewer is required where the Lot Size Map specifies a minimum lot size of up to and including 4000m2 (excluding Kingswood Estate, which is serviced by on-site sewage management facilities)
- On-site sewer management facilities will be required when developing lots where the Lot Size Map specifies a minimum area of 1 hectare or greater.

Water

- The Servicing Strategy including preliminary engineering designs shall identify the method of providing water to the proposed lots in accordance with the Council's Engineering Guidelines for Subdivision and Development.
- Reticulated water (public utility supply) will not be available to development in areas outside of those areas modelled in the latest water servicing strategy.
- Reticulated water (public utility supply) is to be supplied to subdivisions where the Lot Size Map specifies a minimum lot size of up to and including 2 hectares unless the Table below provides exclusion to this requirement.
- The following table relates to land shown on the Lot Size Map with a minimum lot size of 2 hectares:

Location	Public Utility Water Supply Required?
Manilla	No
Nundle	Yes
Hanging Rock	No
Moonbi/ North Kootingal	Yes, to serviceable areas.
Tintinhull/ Kootingal	Yes
Moore Creek/Hills Plains	Yes
Westdale	Yes
Calala	Yes
Impala Estate	No
Bylong Road	Yes
Piallamore	Yes*
Dungowan Village	No
Somerton Village	No
Attunga Village	Yes
Woolbrook Village	No

* Where the land is within the locality that extends from Nemingha to Piallamore, one (1) lot may be excised from the land as it existed at 11 October 2011 without the requirement for public utility water supply. A Restriction as to User under the Conveyancing Act shall be applied to the title of both lots created which specifies that no further subdivision will be permitted without the provision of public utility water supply to the land.

- On-site water storage requirements will be applied when future development occurs on lots where the Lot Size Map specifies a minimum area of 9.9 hectares or greater.
- The servicing strategy should give consideration to recommended minimum static head required at the meter location for each allotment, when service reservoir is 1/3 depleted, in accordance with the following.

Location	Recommended Minimum Static Head (metres)
Attunga	20
Barraba	20
Bendemeer	25
Manilla	20
Moonbi/ Kootingal	25
Nundle	28
Tamworth	28

Stormwater Drainage

- The servicing strategy, including preliminary engineering designs shall include consideration of flows up to the 1 in 100 year ARI for existing natural flow, existing developed flow and post developed flow.
- Minor flows are to be designed to a 1 in 5 year ARI.
- Location of major flows are to be defined to a designated overland flow path up to a 1 in 100 year ARI. Where the path traverses private property, it shall be dedicated as a drainage reserve UNLESS a natural drainage line (as indicated by blue line on the topographic map).
- Detention basins are not a preferred solution.
- Where drainage is required to the rear of the lot, inter-allotment drainage shall be located in easements in favour of the upstream properties benefitted by the easement.

Telecommunications

- Telecommunications are to be for each lot in a subdivision in accordance with the requirements of the provider.
- In the circumstances of a boundary adjustment, telecommunications are to be provided for any allotments without an existing dwelling.

Electricity

- The subdivision is to be serviced by underground electricity where the Lot Size Map specifies a minimum lot size of up to and including 2 hectares.
- For subdivision of land where the Lot Size map specifies a minimum lot size of greater than 2 hectares and less than 400 hectares, electricity supply is required and may be overhead.
- For subdivision of land where the Lot Size Map specifies a minimum lot size of 400 hectares or greater, no connection to electricity is specified.

Lot size

- "Lot Size Map" and Clause 4.1 of Tamworth Regional LEP 2010 prescribe the minimum lot sizes for all new allotments.
- Minimum lot sizes do not apply to Strata and Community Title Subdivisions.
- Residential lots must be able to accommodate a rectangle suitable for building purposes measuring 10m x 15m behind the street setback (note there is no concession to a second street frontage for setbacks).
- Easements are not to encumber more than 10% of the total area of the lot where the Lot Size Map specifies a minimum lot size of up to and including 2000m2.

Battle-axe shaped lots

- Minimum area for battle-axe shaped lot is 800m^2 excluding the access corridor. This control does not apply to dual occupancy or multi dwelling housing developments.
- In Zones R1, R2, R5 and RU5 access handles shall be of a minimum width of 4.5 metres, of which 3 metres is to be constructed and sealed with reinforced concrete, asphaltic concrete or interlocking pavers at the time of subdivision.
- Where subdivision comprises part of a proposal for a dual occupancy or multi dwelling housing, the access handles shall be of a minimum width of 4.5 metres, of which 3 metres is to be constructed and sealed with reinforced concrete, asphaltic concrete or interlocking pavers. The works shall be completed prior to issue of an Occupation Certificate or a Subdivision Certificate, whichever occurs first.
- In all other zones the standard for construction of access handles shall be a minimum width of 4.5 metres, constructed with a dust suppressing base course of adequate depth to suit design traffic at the time of subdivision.

- The topography of the site may require installation of kerbing to manage overland stormwater.
- Battle-axe lots in zone R1 must share a common boundary with a public reserve of at least 15 metres in length. This control does not apply to dual occupancy or multi dwelling housing developments.
- The suitability of battle-axe allotments in other zones will be determined having regard to the:
  - area of the allotment;
  - potential for conflict with adjoining land uses,
  - dust and noise impacts from the location of the driveway; and
  - availability of utilities.
- No more than two Torrens title lots shall share a battle-axe handle access. This control does not apply to multi dwelling housing developments.
- Industrial lots shall have a minimum street frontage and square width of 24m and an area of 1,000m^2. (NB – this size is specified to facilitate subdivision for lease purposes and does not generally reflect a suitable configuration for industrial lots, which should be sized to accommodate development, storage areas and vehicle delivery and manoeuvring requirements).
- Industrial subdivision cannot be serviced by cul-de-sac road formation.

Road Network Design

- A Traffic Impact Assessment is to include an assessment of the proposed subdivision and its impacts on the adjacent existing road network.
- The road hierarchy shall be defined.
- Road network design should include consideration of vehicular, pedestrian and cyclist safety. This should include the restricted/controlled use of four-way intersections, the standards for staggered-T intersections, the speed environment created by the road network and the risk to safety created by the design.
- Residential subdivision must incorporate appropriate facilities and opportunities for pedestrian and bicycle movement.
- The alignment, width and design standard for all roads shall be in accordance with the expected traffic volume, type of traffic and desired speed in accordance with the Council's Engineering Guidelines for Subdivisions and Development. A summary table of requirements is provided at the end of this section.
- Kerb and gutter is required for subdivision where the Lot Size Map specifies a minimum lot size of up to and including 2000m2.
- The road pavement requirement will be determined based on vehicle movements (both current and future) and with consideration to the existing development and character of the locality. Generally, sealed pavement will be required where the Lot Size Map specifies a minimum lot size of up to and including 5 hectares. Note: environmental circumstances such as dust nuisance and drainage may require sealed pavement where the Lot Size Map specifies a minimum lot size of greater than 5 hectares.
- Where a proposed allotment adjoins both an existing road and a new road within a subdivision, the existing road must be upgraded to the standard nominated by Council's Engineering Design Guidelines for Subdivisions and Developments.
- A road within a residential subdivision servicing 15 lots or more must include a constructed pedestrian footpath.
- Subdivision layouts shall make provision for road connection to adjoining undeveloped land.
- Subdivision design shall ensure that individual allotments are within 400 metres walking distance of a collector road.
- Roads to be designed having regard to both the topography of the site and the requirements of stormwater overland flow paths.

Staged Subdivision

- Where subdivision is proposed to be carried out in a number of stages, these shall be identified, and information supplied as to the manner in which staging of all infrastructure will occur (roads, water, sewer and stormwater drainage).

Future Development

- The submitted plans must nominate lots within a proposed subdivision that are intended for future dual occupancy, multi dwelling housing developments and/or further subdivision.

Cul-de-sac

- Radius of a cul-de-sac bowl in a residential subdivision shall not be less than 10 metres.
- Design must accommodate stormwater drainage overland flow paths.
- Alternate cul-de-sac configuration is not permitted, eg"hammer-head" or "Y" shapes.
- Temporary cul de sac heads should be within the road reserve. They are not permitted to be located within private property
- Temporary cul de sac heads on Collector Roads (or major roads through a development) must cater for 12.5m service vehicles to cater for school buses and garbage trucks.

Landscaping

- Subdivision involving new road construction shall include street tree planting of suitable species.
- Landscape plans shall be provided for all dual use drainage reserves to enhance

	recreational opportunities and visual amenity without compromising drainage function.
Site Access	• Public road access is required to all lots. • A right of carriageway, Crown Road, Forestry Road or Travelling Stock Route (TSR) are not acceptable as the primary access to an allotment and will only be allowed in extenuating circumstances. • An entry gate must be installed at the time of subdivision to facilitate access to an allotment in Zones RU1, RU4, RU6 and E3. • No direct access to arterial or sub-arterial roads shall be permitted where alternatives are available.
Lot Orientation	• Where residential subdivision involves a road running north-south, allotments are to be designed to provide solar access for future development. • Orientation shall minimise potential overshadowing impacts of existing and future buildings.

Open Space	• Open space provision within residential subdivision will be determined compliance with the provisions of the Section 94 Plan or Site Specific Design Criteria.
	• Where required, subdivision design must provide open space achieving the following criteria:
	  ○ Minimum area of 0.5ha;
	  ○ Buffered from main roads and identified hazards for improved safety;
	  ○ Safely accessible by pedestrian and cycleway links;
	  ○ Connectivity maximised between open space;
	  ○ Walkable access to highest number of the population;
	  ○ High passive surveillance opportunities;
	  ○ Minimum slope; and
	  ○ Provide complimentary uses of open space (drainage, conservation, cycleways etc) that ensures ongoing usability.

Vegetation	• The design shall accommodate the retention of any significant trees and vegetation.
Garbage collection	• Road design must accommodate the legal movement of garbage collection vehicles. • Allotments are to allow for placement of garbage receptacles for collection within the alignment of that lot. • Temporary turning facilities shall be provided to facilitate garbage collection services.
Community Title Subdivision	• Community title subdivision of 5 or more lots must include community facilities that are shared between the residents of the development. It is not appropriate that this form of development be used as an alternative to strata title for subdivisions with 5 or more lots where the only shared component is a driveway. • Community facilities may include a swimming pool, tennis court, vegetable gardens, barbeque area or similar.
Contamination	• All subdivision development applications are to include consideration of potential land contamination.
Road Widths	• Road widths are specified in the Engineering Design Guidelines for Subdivision and Development.
Development near Poultry Farms	• Subdivisions near an operational poultry farm will require a Positive Covenant, pursuant to Section 88B of the Conveyancing Act 1988, which provides that the registered proprietors from time to time may be impacted by noise, dust and odour discharged from the farm. • This control may also be applied to other forms of intensive agriculture as relevant.

Tamworth Regional Development Control Plan 2010

STEP 2: TYPE OF DEVELOPMENT

Commercial/Retail Development Controls

These are the controls relating to commercial and retail developments. Please note, additional site specific requirements may also apply to your development, see STEP 4 : SITE SPECIFIC.

Building Setbacks

- No minimum setbacks are specified.
- Side and rear setbacks must meet BCA requirements.

Height

- No height restrictions. Refer LEP for Floor Space Ratio.

Outdoor Lighting

- Demonstrate compliance with *AS/NZS 11583.1 Pedestrian Area (Category P) Lighting and AS4282 Control of Obtrusive Effects of Outdoor Lighting*.

Outdoor Signage

- A single business premises is permitted to have:
  - one under awning sign,
  - one top hamper sign, and
  - one fascia sign,

  that do not project above or beyond that to which it is attached.
  One of which may be illuminated, but not flashing, moving or floodlit.
- Design and location of signage must be shown on plans with DA.
- Where there is potential for light spill from signage to adjoining properties, all illuminated signage shall be fitted with a timer switch to dim or turn off the light by 11pm each night.
- Signage must comply with SEPP 64 – Advertising and Signage Schedule 1 Assessment Criteria.

Design

- Building facades shall be articulated by use of colour, arrangement of elements or by varying materials.
- Large expansive blank walls not permitted unless abutting a building on an adjoining allotment.
- Plans must show the location of all external infrastructure (including air conditioning units, plant rooms, ducting) and demonstrate how it will be screened from view from a public place or road.
- Development on corner sites shall incorporate splays, curves, building entries and other architectural elements to reinforce the corner as land mark feature of the street.
- Roofing materials should be non-reflective where roof pitch is greater than 17 degrees or not visible from a public road.

Post Supported Verandahs

- Posts must be set back 1200 mm from the back of the kerb.

and Balconies and Under Awning Support Posts

- New verandahs, balconies and awnings must complement the style, materials and character of the building being altered.
- Under awning support posts shall be of a single or uniform width from top to bottom and be painted black in colour.
- Under awning support posts will only be considered where it has been demonstrated that there is no alternative method available.
- All posts must be designed to prevent collapse in the event of a collision.
- Public liability insurance must be maintained to Council requirements Not to interfere with operation of or access to utility infrastructure.

Utilities and Services

- Servicing strategy required to demonstrate the availability and feasibility of providing water, sewer and stormwater services appropriate for the scale and nature of development. Evidence of consultation with the Water Supply Authority and Roads Authority is to be provided.
- Applications must demonstrate adequate provision for storage and handling of solid wastes.
- Liquid Trade Waste Application and facilities are required where liquid wastes (excluding domestic waste from a hand wash basin, shower, bath or toilet) are to be discharged to Council's sewerage system.
- Buildings and structures are to be located clear of utility infrastructure.
- For sewer mains, structures are to be located a minimum of one metre plus the equivalent invert depth, whichever is greater, from the centreline of the main. See Council Policy "Excavating/Filling or Building Adjacent to or Over Existing Sewer Mains" for further detail.
- The developer is responsible to consult with Essential Energy, natural gas and a telecommunications carrier regarding the provision of services.

Traffic and Access

- The verge for the frontage of the development is to be constructed of hardstand materials to facilitate safe, low-maintenance pedestrian access. Details to accompany the development application.
- All vehicles must be able to enter and exit the site in a forward direction.

- Design must demonstrate no conflict between pedestrian, customer vehicles and delivery vehicles.
- Wearing surfaces for access driveways, parking areas, loading/unloading facilities and associated vehicle manoeuvring areas relative to the design vehicle.
- Unsealed vehicle movement areas are not acceptable due to environmental management impacts.
- Loading bay(s) must be sited to avoid use for other purposes such as customer parking or materials storage and be linemarked and signposted.
- Site access not permitted:
- Close to traffic signals, intersection or roundabouts with inadequate sight distances;
- Opposite other large developments without a median island;
- Where there is heavy and constant pedestrian movement on the footpath;
- Where right turning traffic entering the site may obstruct through traffic.
- Separate, signposted entrance and exit driveways are required for developments requiring more than 50 parking spaces or where development generates a high turnover of traffic.
- The number of access points from a site to any one street frontage is limited to 1 ingress and 1 egress.
- Driveways must be provided in accordance with AS 2890.1 Parking Facilities.
- Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under AS2890.1 Parking Facilities for Off Street Parking.
- Nominate that a pedestrian footpath be constructed for the full frontage of a development to a width consistent with any connecting pedestrian footpath or where there is no connecting footpath in accordance with Council's Engineering Guidelines for Subdivisions and Developments.
- Swept paths for a B99 vehicle must be shown on plans prepared to accompany the DA.

Parking

Land Use	Parking
Bulky Goods	1 space per 45m² GFA*
Business	1 space per 35m² GLFA*
Brothels	1 space per staff working at any one time PLUS 1 space per room where sexual services are provided.
Child care centre	1 space for every 5 children (based on maximum allowed)
Drive-in takeaway food shop	1 space per 8.5m² GFA PLUS 1 space per 3 seats
Health consulting rooms	3 spaces per practitioner PLUS 1 space per employee
Hotel	1 space per hotel unit PLUS 1 space per 6.5m² licensed public floor area*
Major Retail Premises	Refer RTA Guidelines for formulas
Medical Centres in Residential Zones	3 spaces per practitioner PLUS 1 space per employee OR 3 spaces per surgery, treatment room, or consultation room WHICHEVER IS GREATER
Medical Centres in Commercial Zones	1 space per 25m² GFA
Motel	1 space per accommodation unit *PLUS* 1 space per 2 employees
Restricted premises	1 space per 23m² GLFA
Retail Premises (a) Shops < 1000m2 GFA	1 space per 25 m² GLFA
(b) Shops > 1000m2 GFA	1 space per 16 m² GLFA
(c) Video Stores	1 space per 16 m² GLFA
Restaurant	1 space per 6.5m² GFA OR 1 space per 3 seats WHICHEVER IS GREATER

Roadside Stall	Minimum of 4 off-street parking spaces
Vehicle sales or hire	0.75 spaces per 100m^2 of site area.

NB. Other land use requirements are provided in Parking Schedule of the Discretionary Development Standards

*GLFA means the sum of the areas at each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage.

*GFA – refer to dictionary in Tamworth Regional Local Environmental Plan 2010 for definition.

*Licensed Public Floor Area means the sum of the areas at each floor which are available and accessible to the public. The area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities and lifts.

Health Consulting Rooms and Medical Centres on land zoned R1 in Tamworth

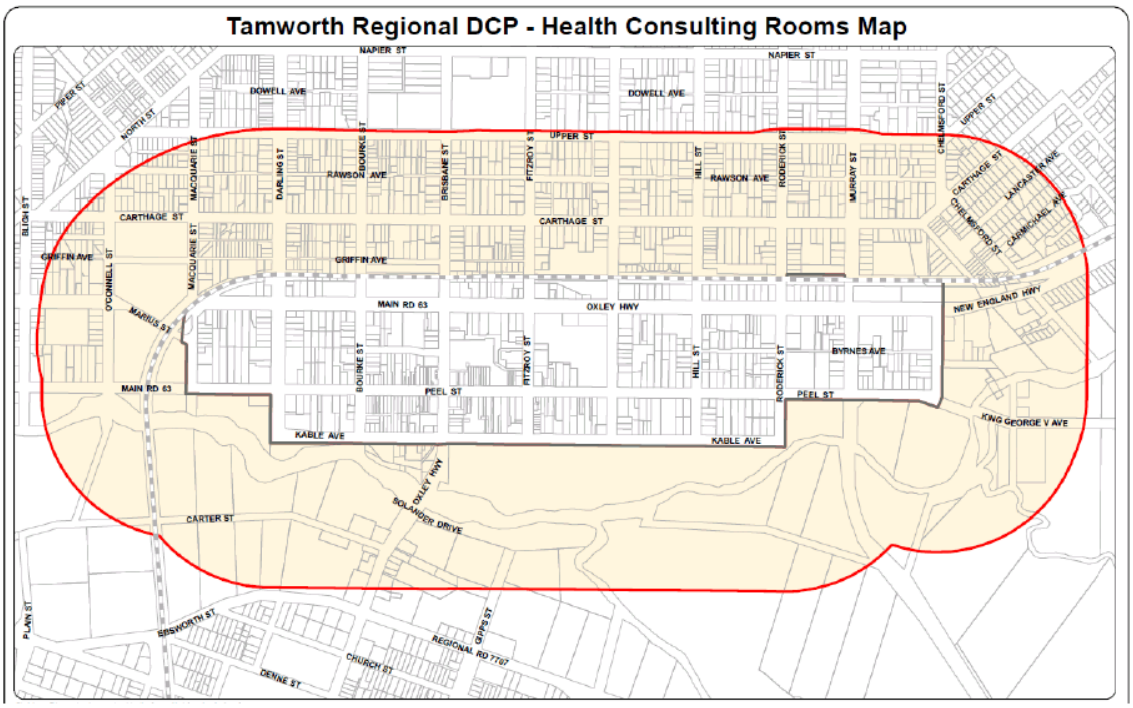
- The proposed site for "health consulting rooms" or a "medical centre" shall not be within 400 metres of the areas bounded by Macquarie Street, Kable Avenue, East Street and the Great Northern Railway Line.
- The proposed site for a "medical centre" should be within 400m of a Hospital or adjoining a B1 Neighbourhood Centre.

Brothels and Restricted Premises

- Must be located at least 150m from any of the following:
  - Existing dwelling;
  - Residential zone;
  - Place of worship;
  - Any place designated for and utilised by children (e.g. child care centre, community facility, educational establishment, entertainment facility, recreation area/facility);
  - Any other sex services premises.

Landscaping

- Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces.
- Edging to be provided to retain mulch and protect the landscaping from damage from vehicles.
- Landscaping shall comprise only low maintenance, drought and frost tolerant species.


Tamworth Regional DCP - Health Consulting Rooms Map
NAPIER ST
DOWELL AVE
PIPER ST
NORTH ST
MACQUARIE ST
DARLING ST
BOURKE ST
RAWSON AVE
BRISBANE ST
FITZROY ST
UPPER ST
HILL ST
RODERICK ST
MURRAY ST
CHELMSFORD ST
CARTHAGE ST
LANCASTER AVE
CARMICHAEL AVE
BLIGH ST
GRIFFIN AVE
O'CONNELL ST
MARRIS ST
MAIN RD 63
OXLEY HWY
NEW ENGLAND HWY
BYRNES AVE
PEEL ST
KABLE AVE
KING GEORGE V AVE
SOLANDER DRIVE
CARTER ST
PLAIN ST
BRISWORTH ST
DENNE ST
CHURCH ST
GIPPS ST
REGIONAL RD 7707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Discrentionary standards for proposal not subject to "Type of Development" and where deemed to satisfy criteria are not acheived
LODGE DA

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. Tamworth Regional Development Control Plan 2010

STEP 3: GENERAL DEVELOPMENT SPECIFICATIONS

Other Types of Development Controls

These are the environmental controls relating to all developments. Please note, additional site specific requirements may also apply to your development, see STEP 4 : SITE SPECIFIC.

Parking

- Parking must be provided as per the Schedule in Appendix 1.
- Where calculation of parking spaces required results in a fraction of a space, the total required number of spaces will be the next highest whole number.
- Parking and traffic requirements will be based on consideration of:
  - likely peak usage times;
  - the availability of public transport;
  - likely demand for off street parking generated by the development;
  - existing traffic volumes on the surrounding street network; and
  - efficiency of existing parking provision in the location.
- Comply with *AS2890.1 Parking Facilities Off Street Car Parking* and *AS2890.6 Parking Facilities Off Street Parking for People with a Disability*
- Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under *AS2890.1 Parking Facilities Off Street Parking*.
- Where existing premises are being redeveloped or their use changed, the following method of calculation shall apply:-
  (a) Determine the parking requirements of the previous or existing premises in accordance with any existing development consent. Otherwise the rate contained in Appendix A should be applied.
  (b) Determine the parking requirement of the proposed development in accordance with Appendix A;
  (c) Subtract the number of spaces determined in (a) from the number of spaces calculated in (b);
  (d) The difference calculated in (c) represents the total number of parking spaces to be provided either in addition to the existing on-site carparking or as a cash-in-lieu contribution to Council where applicable.

Landscaping

- Location and grouping of plant types shall be multi-functional providing privacy, security, shading and recreation functions.
- Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces.
- Landscaping shall comprise low maintenance, drought and frost tolerant species.

Outdoor Lighting

- All developments shall demonstrate compliance with *AS4282 Control of Obtrusive Effects of Outdoor Lighting*.
- Sweeping lasers or searchlights or similar high intensity light for outdoor advertising or entertainment, when projected above the horizontal is prohibited.
- Illuminated advertising signs should be extinguished outside of operating hours, or 11pm, whichever is earlier.

Outdoor Advertising/ Signage

- Where there is potential for light spill to adjoining properties, all illuminated signage shall be fitted with a timer switch to dim or turn off by 11pm each night.
- Signage must comply with *SEPP 64 – Advertising and Signage* Schedule 1 Assessment Criteria.
- "Special promotional advertisements" may be installed in accordance with clause 25 of *SEPP 64 – Advertising and Signage* provided that the sign does not compromise any Public Art or the integrity of the space in which it is located in the main streets, public parks and gardens and major venues across the region's city, towns and villages.
- Advertising in rural zones may only:
  - advertise a facility, activity or service located on the land; or
  - direct travelling public to a tourist facility or building or place of scientific, historical or scenic interest within the area. Cannot include names of proprietary products or services or sponsoring businesses. Each sign must be sited a minimum distance of 1km from each other.
- External illumination to signs must be top mounted and directed downwards.
- The following types of signs are not acceptable:
  - Portable signs within public footways and road reserves including variable message signs, A Frame and Sandwich Boards;
  - Outdoor furniture (including chairs, bollards and umbrellas) advertising products such as coffee, alcohol or soft drink;

- A roof sign or wall sign projecting above the roof or wall to which it is affixed;
- Flashing or intermittently illuminated signs;
- Advertisements on parked motor vehicles or trailers (whether or not registered) for which the principal purpose is for advertising;
- Signs fixed to trees, lights, telephone or power poles;
- Signs which could reduce road safety by adversely interfering with the operation of traffic lights or authorized road signs;
- Any sign which would in the opinion of Council, be unsightly, objectionable or injurious to the amenity of the locality, any natural landscape, public reserve or public place;
- Numerous small signs and advertisements carrying duplicate information; and
- Overhead banners and bunting, except in the form of temporary advertisement.

Farm Stay Accommodation

- Details of the activities offered should accompany the Development Application which must include some farm related activities.
- Guests are restricted a maximum of 14 days per visit.

Bushfire Prone Land

- The plans prepared to accompany a DA located in a bushfire prone area, being land that is identified on a map certified by the Rural Fire Service, must illustrate the required Asset Protection Zone (APZ).
- DAs for development located in a bushfire prone area must be accompanied by either a Bushfire Attack Level Self Assessment (BAL) or a Bushfire Planning and Design Report (BPAD).
- Where the DA is accompanied by a BPAD report, Council's bushfire assessment fee will not be applicable.

Tamworth Regional Development Control Plan 2010

STEP 3: GENERAL DEVELOPMENT SPECIFICATIONS

Environmental Controls

These are the environmental controls relating to all developments. Please note, additional site specific requirements may also apply to your development, see STEP 4 : SITE SPECIFIC.

Environmental effects

- The application documentation shall identify any potential environmental impacts of the development and demonstrate how they will be mitigated. These impacts may relate to:
  - Traffic
  - Flood liability
  - Slope
  - Construction impacts
  - Solid and Liquid Waste
  - Air quality (odour and pollution)
  - Noise emissions
  - Water quality
  - Sustainability

Soil and Erosion Control

- Runoff shall be managed to prevent any land degradation including offsite sedimentation.
- Reference shall be made to the NSW Governments *Managing urban stormwater: soils and construction, Volume 1* (available from Landcom), commonly referred to as "The Blue Book".
- Cut and fill will be minimised and the site stabilised during and after construction.
- Arrangements in place to prompt revegetation of earthworks to minimise erosion.

Vegetation

- Development design shall accommodate the retention of any significant trees and vegetation.

Waste Management

- General waste storage and collection arrangements shall be specified.

Noise

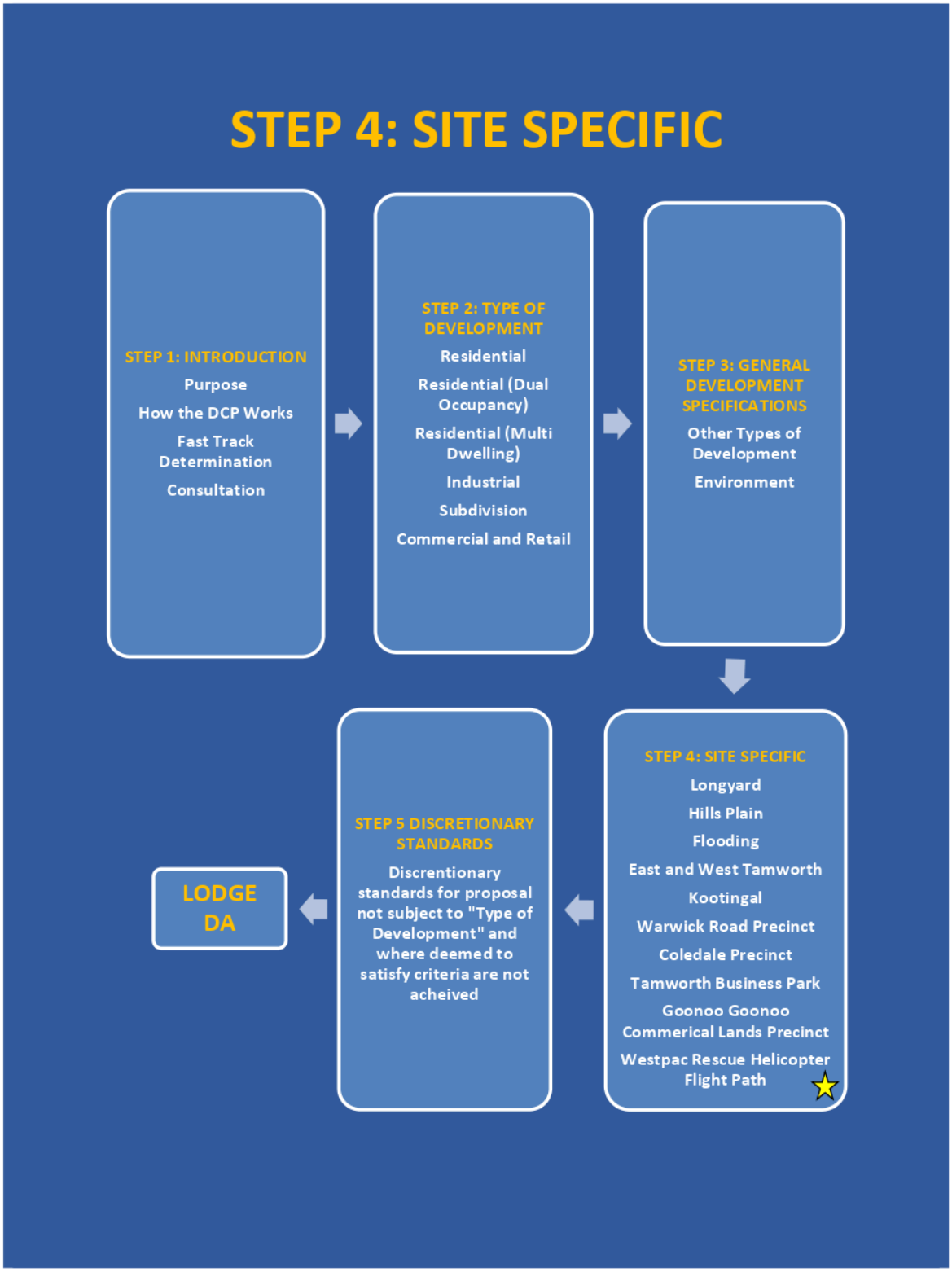
- Where relevant, applications are to contain information about likely noise generation and the method of mitigation.

Geology

- The design process must give consideration to the potential impact of erosive soils, saline soils, soils of low wet strength, highly reactive soils and steep slopes and document how these constraints are addressed.

Landscaping Poultry Farms

- A cash bond or bank guarantee to the value of $1500 per shed and valid for a period of 5 years, must be submitted to Council prior to issue of a Construction Certificate.


STEP 4: SITE SPECIFIC
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Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Longyard Business Precinct

These are the development controls relating to development in the Longyard Business Precinct.

Land Use

- The Longyard Business Precinct is an important Gateway location for residents and visitors arriving to Tamworth and should present a vibrant and aesthetically pleasing entrance to the urban area. As such, the lots with Highway frontage are not intended for industrial forms of occupation or development (eg, warehouses, vehicle repair and depots).

Road Network

- The road network within the Longyard Business Precinct is constrained by: the Highway frontage; the width and configuration of the Ringers Road and Craigends Lane; and, the dual purpose of Craigends Lane which accesses a residential neighbourhood.
- Development proposals will be required to give consideration to the traffic impacts on this road network including the intersections with the New England Highway at Craigends Lane, the Ringers Road and Greg Norman Drive. This shall include cumulative impacts on the level of service at each intersection and the suitability of the geometric layout.
- The characteristics of the Longyard Business Precinct and its proximity to the Regional Sporting Precinct require the installation of footpaths with developments and subdivisions.

The Ringers Road

- The Ringers Road represents an important movement corridor for vehicles and pedestrians and residents and visitors alike.
- Any development of land fronting The Ringers Road shall incorporate sufficient building setback to allow for parking, landscaping and building presentation.
- Design of development fronting The Ringers Road shall position loading facilities and storage and service areas so as not to detract from the streetscape.

Craigends Lane

- Development of the land fronting Craigends Lane will be required to recognise the potential impacts on the adjoining residential neighbourhood, including traffic, noise, lighting.

Relationship to Adjoining land

- In recognition of the mixed land uses in and around this precinct, development shall incorporate sufficient buffers to prevent land use conflict. These may take the form of landscaping, fencing, acoustic barriers, building setbacks or a combination of these.
- The buffer shall include recognition of both the visual (eg differing bulk and scale) and operational impacts (eg, loading/unloading, waste management, hours of operation) of developments.

Salinity

- Some areas within the Longyard locality are recognised to be affected by the presence of groundwater vulnerability and potential soil salinity which can result in the corrosion of concrete, as well as the deterioration of metal, masonry and bituminous structures/products. The following measures are designed to assist in avoiding this impact:
- A report from a suitably qualified person is to be submitted indicating that consideration has been given to the possibility of ground water vulnerability in the structural design and construction of the building; and
- Landscaping design shall incorporate suitable species of drought resistant and deep-rooted vegetation that is recognised for effectiveness in maintaining or lowering the level of the water table. Details of such planting are to be submitted to Council with the development.

Drainage

- Development applications shall include an assessment of the impact of the stormwater discharge on downstream capacity and water quality.
- Information to assist in the preparation of this assessment is available from Council.

Longyard Business Precinct

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Hills Plain Development Controls

These are the 'deemed to satisfy' controls relating to development in Hills Plain. Please note Step 2 – Type of Development requirements may also apply to your development.

Road Design

- Road connections, pedestrian footpaths and bicycle paths are to be provided in accordance with the Hills Plain Concept Plan (below).
- Moore Creek Road is the north-south collector road while Manilla Road is a sub-arterial road. Forest Road is a local road that also provides relief for Moore Creek Road. Browns Lane is a collector road for the three north-south roads (Moore Creek, Manilla and Forest Roads) whilst also providing local neighbourhood access.
- Subdivision plans are to provide adequate space for future road upgrade works including:
  - 5 metre widening both sides of Moore Creek Road
  - 5 metre widening both sides of Browns Lane
  - 7 metre widening to the southern side of Bournes Lane (being that section of Bournes Lane located west of the Moore Creek Road intersection).
  - roundabout at Browns Lane/Moore Creek Road
  - intersection upgrade at Bournes Lane/Moore Creek Road
  - intersection upgrade at Browns Lane/Manilla Road
- Direct vehicular access to individual allotments is not permitted from Moore Creek Road or Browns Lane.
- Subdivisions which face Moore Creek Road and Browns Lane (where no direct vehicular access is available) should be designed so that future housing development will be orientated to face those major roads (rather than presenting back yards).

Open Space

- Open space must be provided in accordance with the Hills Plain Concept Plan and the applicable Section 94 Contributions Plan.
- Open space must be provided in the Moore Creek Gardens subdivision (comprising Lot 317 & 318 DP 1230183, Lot 65 & 121 DP 753851, Lot 722 DP 562156 and Lot 7 DP 562157 on 10 October 2017 in accordance with the Moore Creek Gardens Concept Plan contained in this chapter.

Drainage

- Each lot is required to be designed to ensure dwelling site access outside the designated stormwater drainage areas.
- There shall be no disturbance within 20 metres of the top of the bank of natural creek and drainage lines as identified in the Concept Plan. The 20 metre buffer from the drainage lines may be incorporated into new lots adjoining the drainage reserve however a building envelope will need to be identified outside the buffer.
- Suitable scour protection to be provided at all discharge points to existing creek lines.

Building Design

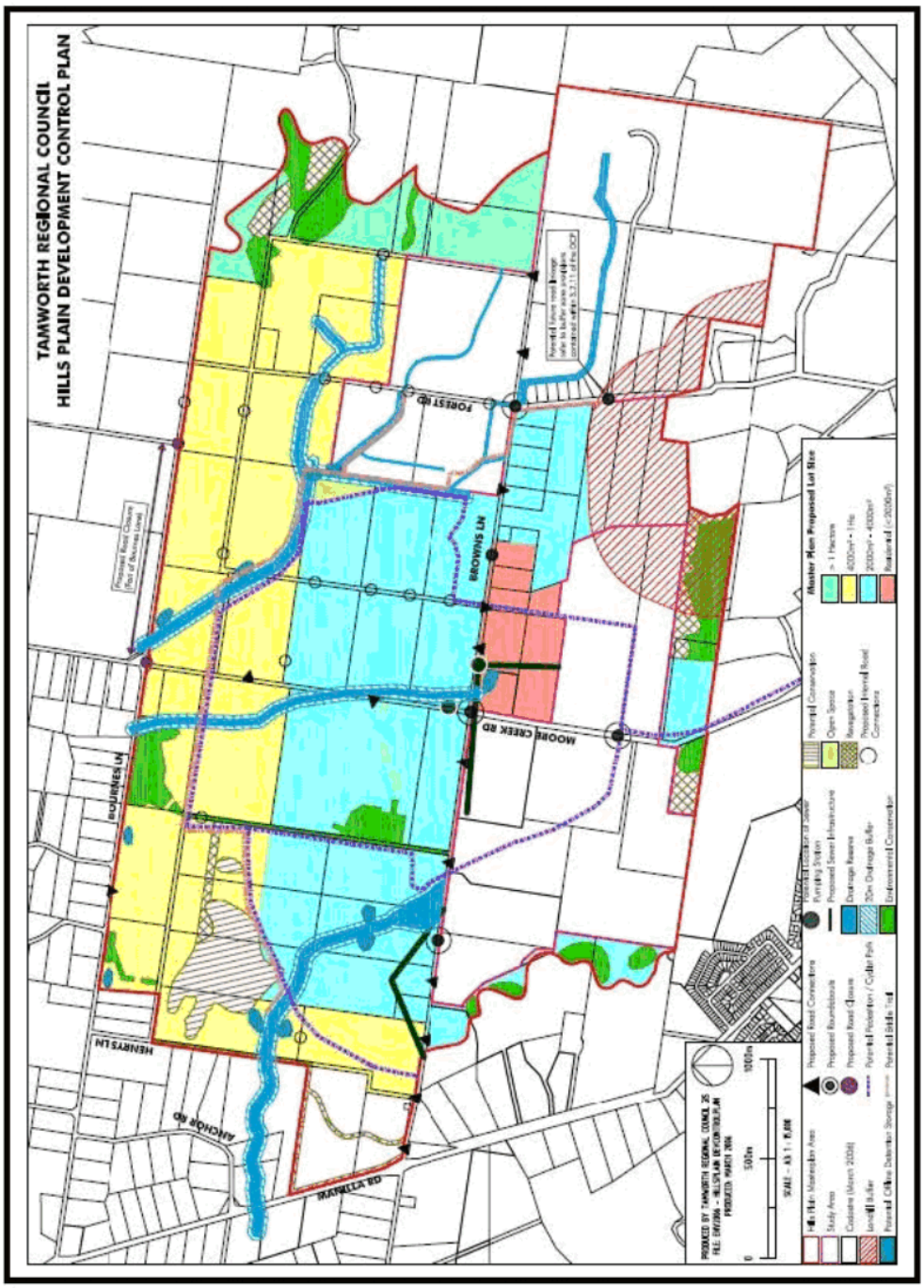
- The colours of building materials are to maintain the rural theme of the locality with emphasis given to non-reflective cool greys, light browns, ochres and earthy hues that complement the materials and tones found in the area. Zincalume roofing is not permitted.
- No solid fences are permitted for lots zoned R2 Low Density Residential shown on the Lot size Map as V – 2000m^2 or W – 4000m^2.

Ecology

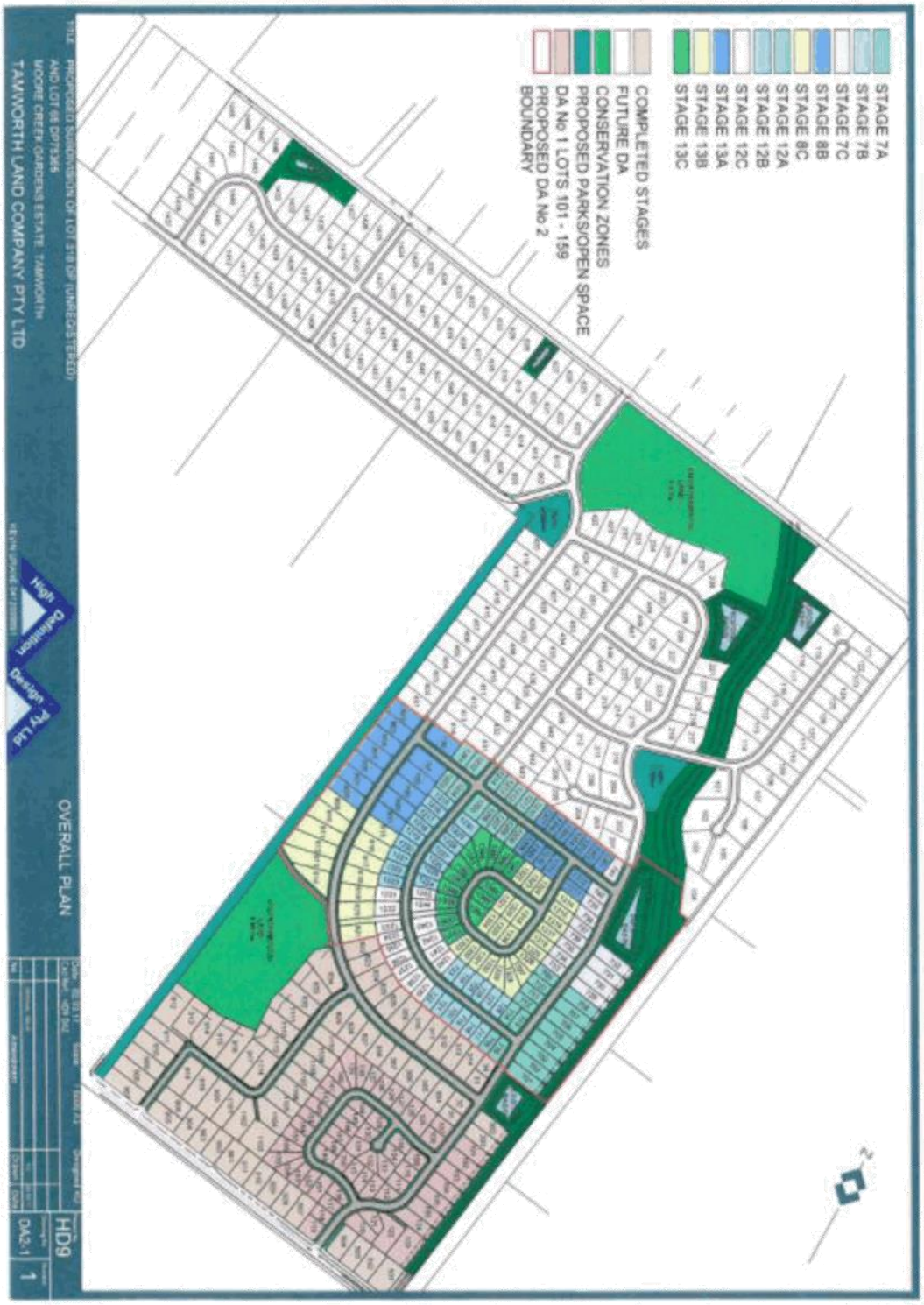
- Subdivision proposals shall ensure that remnant vegetation is protected by the creation of covenants.
- All native vegetation should be retained within the road reserves and supplemented with additional plantings of indigenous species.
- Invasive plant species, either indigenous or exotic, should not be planted.
- Removal of vegetation from land identified in the Hills Plain Concept Plan as *Environmental Conservation* is not permitted.
- Landscaping plan must include revegetation of roadsides, creeklines and areas between remnant vegetation as shown in the Hills Plain Concept Plan.
- Mature trees within the R2 Low Density Residential zone shall be retained, including dead trees with hollows.
- A buffer from development should be incorporated into any proposed new lots adjoining areas identified for conservation in the Concept Plan (i.e. areas of White Box Woodland). The extent of this buffer

	should be no less than the Bushfire Asset Protection Zone (APZ). • All activities within the R2 Low Density Residential zone that may impact on the integrity of the habitat vegetation or corridor link, including under-storey clearing, will not be permitted outside identified building envelopes.
Water	• All lots within Hills Plain are to be serviced by reticulated water in accordance with the Development Servicing Plan. • In addition to water storage capacity required by BASIX commitments, rainwater storage is encouraged to allow the sustainability of lawns and gardens.
Sewer	• All lots within Hills Plain are to be serviced by connection to reticulated sewer in accordance with the Development Servicing Plan.
Geology	• Development shall demonstrate building envelopes and footprints are not affected by subsurface caverns and dolines.
Landfill Buffer	• Subdivision and development within the landfill buffer shown in the Concept Plan is determined by the provisions of the RU6 Transition zone and the Lot Size Map under the Tamworth Regional Local Environmental Plan 2010.

Hills Plain Concept Plan



Moore Creek Gardens Concept Plan



Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Development on Flood Affected Land

These are the development controls relating to development on flood control lots. Please note, Step 2 – Type of Development requirements may also apply to your development.

The flood planning level adopted in the Tamworth Regional Local Environmental Plan 2010 is defined as the level of a 1 : 100 ARI (average recurrent interval) flood event plus 0.5 metres freeboard.

This is inconsistent with the provisions of this Plan.

It will be necessary to amend the provisions of the DCP to be consistent and complementary to the LEP. This will be undertaken as a subsequent amendment to the DCP. In the interim, it should be noted that the provisions of the LEP override those of this Plan.

Dungowan Dam and Dungowan Valley

At the Ordinary Meeting on 9 August 2016, Council resolved to require that the controls contained in this chapter be applied to the Sunny Day Failure of Dungowan Dam for the properties between the Ogunbil Bridge and Dungowan Dam.

The properties affected by these provisions are shown on the map at the end of this chapter. Refer to the Tamworth Regional Council - Dungowan Dam Dambreak Assessment - Final - November 2013 prepared by Hunter Water Australia Pty Ltd for concise mapping of the Sunny Day Failure.

Is land flood affected?

Council has adopted the 1% Flood as its Flood Planning Level. Land below the Flood Planning Level is referred to as "flood affected land".

Flood affected land as shown on the Flood Affected Land Maps (Appendix C) is defined as the most current information available to Council and may be derived and interpreted from a combination of the following:

1. Flood Studies identifying the 1% flood undertaken in accordance with the Floodplain Development Manual, prepared by the NSW Government (as applicable at the time the Study was conducted)
2. Modelling undertaken for specific sites which identifies the 1% flood
3. Historic flood inundation records held by Council as the highest know flood
4. Information contained within an environmental planning instrument or policy
5. Specific flood mapping for the site

Land Behind Levees

- Development on land protected by the urban levee system is to include consideration of inundation resulting from a levee breach (failure of overtopping) or stormwater ponding when the river system is in flood.

Access

- Flood free vehicle access is required for all lots created by subdivision.
- For development of existing lots, where flood free vehicle access is not possible, the development must be able to achieve safe wading criteria as specified in Figure L1 of the Flood Planning Manual.

On-site Sewer Management

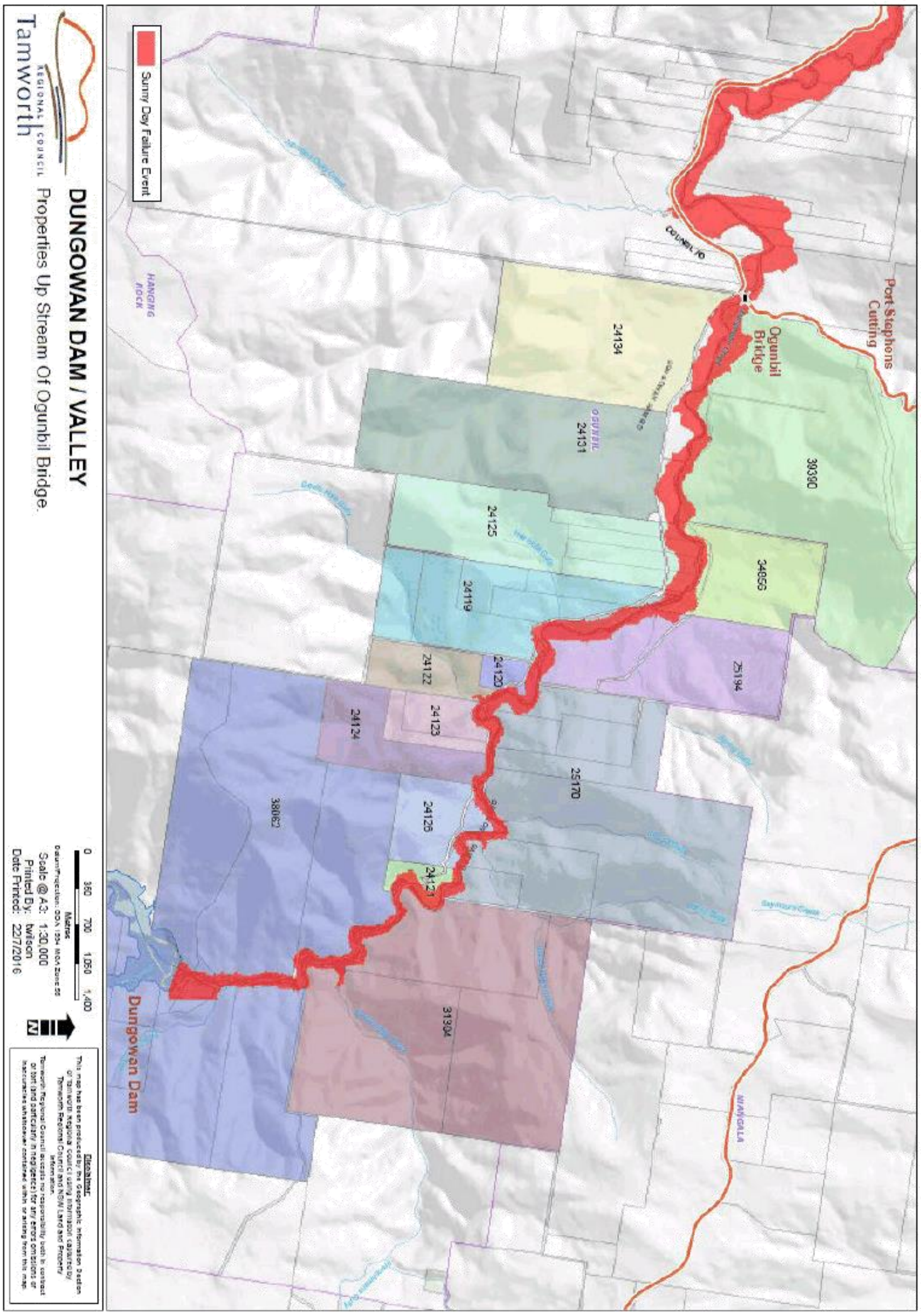
- Onsite sewer management facilities must be sited and designed to withstand flooding conditions (including consideration of structural adequacy, avoidance of inundation, and flushing/leaking into flowing flood waters). Tank and trench style of systems are not permitted on land affected by the Flood Planning Level.
- All sewer fixtures must be located above the 1% Flood.

General Development Requirements

- No building or work (including land filling, fencing, excavation) shall be permitted on flood affected land where in the opinion of Council, such building or work will obstruct the movement of floodwater or cause concentration or diversion of floodwaters.
- DA must demonstrate the building or structure can withstand the force of flowing floodwaters, including debris and buoyancy forces as appropriate.
- A survey plan prepared by a registered surveyor showing existing ground levels, finished ground levels, finished floor levels, flood levels and location of existing/proposed buildings and safe evacuation path on the site relative to AHD.
- All materials used in construction shall be flood compatible.
- Development must be designed in accordance with the Flood Proofing Guidelines (refer Discretionary Development Standards).

	• This information must be supplied for development within the 1% ARI flood level and the Sunny Day Failure of Dungowan Dam for properties between the Ogunbil Bridge and Dungowan Dam.
Residential Development	• Floor levels of all habitable rooms, or rooms with connection to sewer infrastructure shall not be less than 500mm (freeboard) above the 1% ARI flood level, except for those properties between the Ogunbil Bridge and Dungowan Dam where the applicable flood height is 500mm above the Sunny Day Failure of Dungowan Dam.
Residential Development (cont.)	• Upon completion and prior to the occupation (where relevant), a certificate by a registered surveyor showing the finished ground and floor levels conform to approved design levels shall be submitted to Council. • Additions to existing buildings will be only be permitted, with limitations, as follows: ○ where the floor level of the proposed addition is located below the standard 1% ARI or the Sunny Day Failure of Dungowan Dam for properties between the Ogunbil Bridge and Dungowan Dam, the maximum increase in floor area is not to exceed 10% of the floor area of the existing dwelling; or ○ where the floor level of the proposed addition is located above the ~~standard~~ 1% ARI or the Sunny Day Failure of Dungowan Dam for properties between the Ogunbil Bridge and Dungowan Dam, the maximum increase in habitable floor space shall not exceed 100m^2. • Where additions are below the 500mm "freeboard" or the Sunny Day Failure of Dungowan Dam for properties between the Ogunbil Bridge and Dungowan Dam, Council must be satisfied that the addition will not increase risk to inhabitant in the event of a flood. • Rebuilding part of a dwelling may be permitted provided the building maintains the same dimensions which result in the same impact on flood behaviour.
Commercial/ Retail/ Industrial Development	• Development shall incorporate measures to seal or flood proof buildings, to avoid activities or fittings susceptible to flood damage, or to store the contents of buildings above the 1% ARI level.
Subdivision	• Residential subdivision will not be permitted where any lot to be created will be fully inundated by a 1% ARI event and the creation of such lot will create the potential for increased intensity of development on flood liable land.
Landfilling	• Land filling proposals are to demonstrate consideration of AS3798. • Survey plan prepared by a registered surveyor is required, showing the contour levels of natural surface, any existing fill and the designed contour levels for the finished work. • A report certified by a consulting engineer is required to detail the impact of the proposed fill on adjoining properties and, where levee banks are proposed, and the methods of internal drainage. • Applications shall be accompanied by a construction management plan to show ○ source of fill, including contamination assessment ○ an assessment of the impact of haulage vehicles on roads ○ precondition report of all haulage routes ○ details of method of compaction of fill and associated impacts: control of dust, sedimentation, water quality impacts, noise and vibration ○ contingency for containment of fill in the event of a flood during placement
Non-residential rural buildings	• Not permitted in "floodways". • Floor areas shall be located above the 1% ARI and the Sunny Day Failure of Dungowan Dam for properties between the Ogunbil Bridge and Dungowan Dam, unless there are no alternative practical sites, in which case the building or structure must be designed to withstand the force of flowing floodwaters, including debris and buoyancy forces as appropriate and has been designed in accordance with the Flood Proofing Guidelines (refer Discretionary Development Standards).

Definitions are as per the Flood Plain Management Manual (NSW Government)


DUNGOWAN DAM / VALLEY
Properties Up Stream Of Ogunbil Bridge.
Sunny Day Failure Event
Tamworth Regional Council
Port Stephens Cutting
Ogunbil Bridge
Dungowan Dam
24134
24131
24125
24119
24122
24120
24123
24124
24126
24127
25170
25194
34856
39390
38063
31304
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Date Printed: 22/7/2016

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

East Tamworth and West Tamworth

These are the development controls relating to development within East Tamworth and West Tamworth as identified on the DCP Maps. Please note, Step 2 - Type of Development requirements may also apply to your development.

Aims

- The locations identified in the East Tamworth and West Tamworth DCP Map (below) have been identified as possessing unique character, based on -
  - The presence of a significant number of heritage items which retain original character
  - Building form and materials representative of the Tamworth heritage
  - Subdivision pattern reflective of the original town plan
  - Streetscapes featuring mature trees in avenue plantings and gardens complementary to the built environment
- Items of the environmental heritage are defined in the Tamworth Local Environmental Plan 2010 and development applications require consideration of the requirements of clause 5.10.

Subdivision

- Subdivision proposals must be consistent with the prevailing subdivision pattern.
- Subdivision of a property containing a heritage item must:
  - Maintain existing building curtilege;
  - Provide for outbuildings and garaging; and
  - Ensure significant landscape features and vegetation are retained.

Alterations and/or additions to existing heritage items

- Destruction of important elements such as chimneys, windows and gables will not be permitted.
- Original details such as panelling, ceilings, skirtings, architraves or remaining door and window furniture, must be retained.
- Fire safety upgrading of buildings must be undertaken in accordance with the NSW Heritage Office manual titled "Heritage on Fire".
- In relation to siting of alterations and additions, the following criteria apply –
  - Basement additions are not permitted at the front elevation.
  - Extensions or alterations to heritage items should not project beyond the front building line.
  - Side additions should not compromise the ability for driveway access to the rear of the block.
  - Front and side setbacks should be typical of the spacing between buildings located in the vicinity of the new development.
  - Extensions or additions to a building on a heritage listed site must only occur at the rear of the existing building or where not visible from the street.
- In relation to roofing -
  - Original roof material must be matched in material and colour.
  - Skillion roofs of additions must be pitched rather than flat and should be of a depth which is secondary to that of the main building.
  - Roof pitch of additions must match existing.
  - Roofing must maintain the scale and massing of the existing roof form.
  - All roof openings must be located on the rear pitch of the roof and not be visible from the street.
- In relation to size and scale -
  - Building bulk and large expanses of solid masonry should be avoided through the use of recesses, bays, vertical elements and/or the use of additional surface treatments/materials.
- In relation to materials and colours -
  - Extensions or alterations must retain existing materials and finishes and use compatible materials for new work.
  - New face brickwork should match the existing brick in colour and texture, and type of jointing and mortar colour.
  - Unpainted facebrick or stone must remain unpainted and unrendered.
  - Original timber windows must be retained, repaired or reconstructed in existing buildings. New doors and windows must be of materials consistent with the existing building.
  - Colour schemes must match the period of the building.

- Mock historical details must not be applied.

Change of Use Of heritage items

- Adaptive reuse of a building must:
  - Retain all significant fabric of the heritage listed building.
  - Retain the general appearance of the building so that its original role can be readily interpreted.

Fencing to Heritage Items

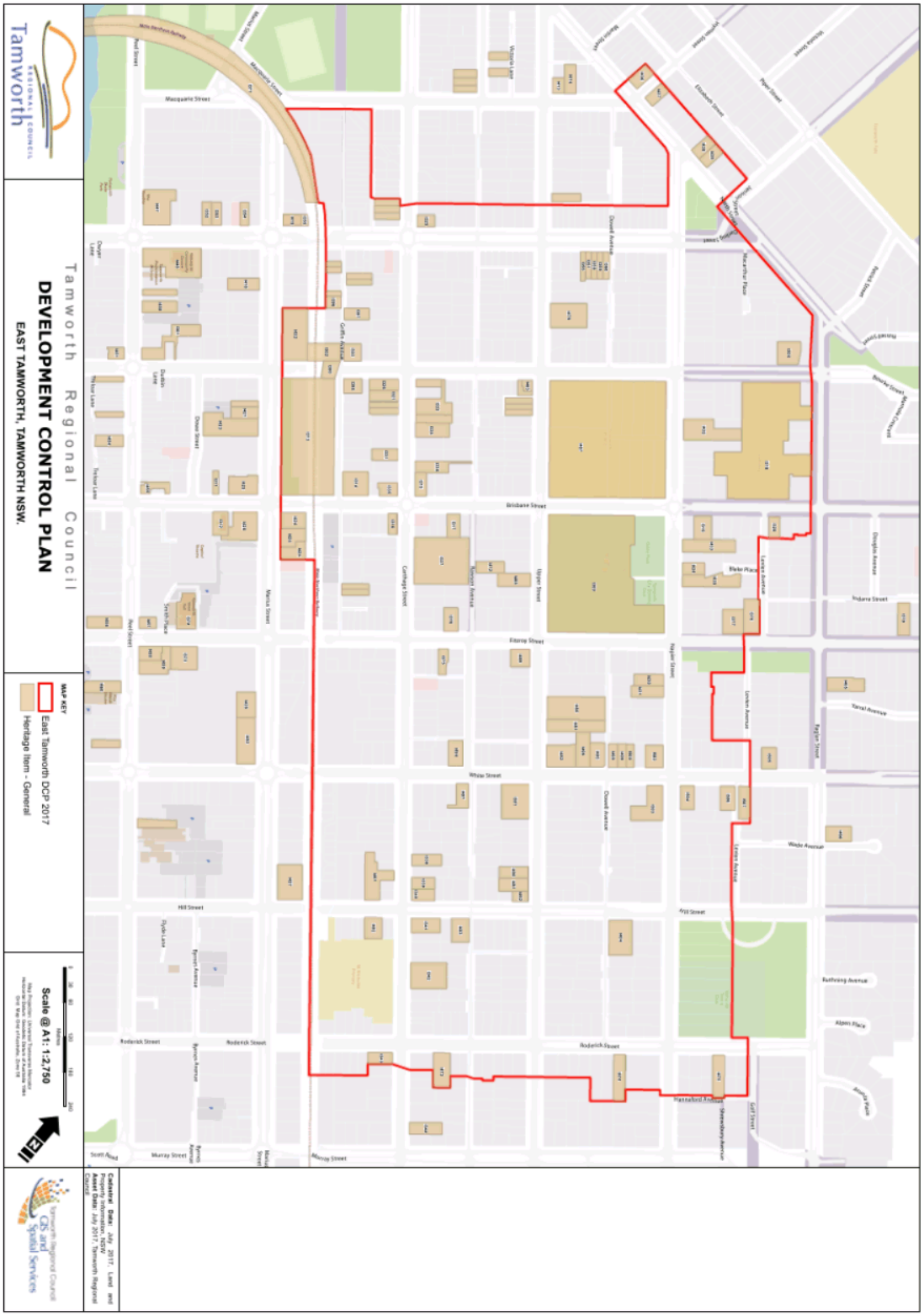
- Original fences must be retained and maintained unless they are beyond repair.
- Fences must be of a scale comparable with the street and the building.
- Front fences must be of materials characteristic to the surrounding area, particular to the street and suitable to the era of the house. Examples include timber picket, low masonry, palisade and hedges.
- Plain or colour treated metal fences are not permitted on any street frontage or side boundary in front of the street setback or heritage item.

New development

- Design shall give consideration to the following -
  - New development must have a hipped or gabled roof without unnecessary secondary projections.
  - New development must use materials which are consistent with the overall character of the streetscape, as defined by reference to the original older buildings in the immediate locality.
  - Openings in visible frontages must retain a similar ratio of solid to void as to that established by the original older buildings.
  - If a large area of glass is required, vertical mullions must be used to suggest vertical orientation. A large window could also be set out from the wall to form a simple square bay window making it a contributory design element rather than a void.
  - The quality and quantity of existing street front garden landscaping must be maintained.
- Siting of new development shall give consideration to the following -
  - New development must be aligned to the predominant building line and must provide for the retention of curtileges around heritage buildings.
  - Where there is no identifiable setback pattern, new buildings should be setback at the same distance from the street as the adjoining properties.
  - New development must be sited behind the building line of any adjoining heritage item.
  - Development patterns such as subdivision layout, setbacks and spaces between buildings should be maintained.
- Size and scale of new development must be consistent with surrounding buildings in terms of the average predominant height, size and proportions.
- Selection of materials should include consideration of the following -
  - Bricks of mixed colours (mottled) and textured 'sandstock' bricks are not permitted.
  - Building bulk and large expanses of solid masonry must be avoided through the use of recesses, bays, vertical elements and/or the use of additional surface treatments/materials.
  - Corrugated galvanized iron (or zincalume finish) is a most appropriate roofing material for new buildings in historic areas.

New Ancillary Structures

- Any ancillary structures (e.g. carport, garage, shed) must:
  - not be located between the main dwelling front building line and the street frontage;
  - be no greater than one storey with an attic;
  - must be constructed of materials complementary to the main dwelling. Colourbond wall sheeting is not permitted;
  - be located between the rear of the dwelling and the rear boundary.
- Garages must:
  - have simple rectangular plans;
  - have doors restricted to single car width;
  - have a roof form which is gabled or hipped with roof pitch equal or less than that of the main dwelling;
  - be detached from the existing house;
  - be set to the rear of the dwelling;
  - constructed of materials of simple character i.e. weatherboards, vertical shiplap boards and corrugated metal roof sheeting;
  - on sloping sites be located in the basement.
- Carports must:
  - be of timber frame construction. Standard steel frame carports and garages are not appropriate;
  - have a roof pitch slightly lower than that of the main building – generally 25 – 30°;
  - be detached from the existing house;
  - be set to the rear of the dwelling.


Tamworth Regional Council
DEVELOPMENT CONTROL PLAN
EAST TAMWORTH, TAMWORTH NSW.
MAP KEY
East Tamworth DCP 2017
Heritage Item - General
Scale @ A1: 1:2,750
GIS and Spatial Services


West Tamworth
GIPPS ST
KING ST
BELMORE ST
DENISON ST
CROWN ST
DARLING ST
GIDLEY ST
MATHEWS ST
PARK ST
GOONOO GOONOO RD
GEORGE ST
ELLSWORTH ST
HUME ST
PHILLIP ST
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Tamworth Regional Council Development Control Plan 2010

STEP 4: SITE SPECIFIC

Kootingal

These are the development controls relating to development in the town of Kootingal. Please note, **Step 2 – Type of Development** and **Step 3 – General Development Specifications requirements** may also apply to your development.

Open Space

- Any subdivision development will require public open space provision within the areas of Kootingal as identified in the Kootingal DCP Map (below) and the applicable Section 94 Contributions Plan.

Subdivision

- Subdivision proposals must be consistent with the prevailing subdivision pattern as per the Kootingal DCP Map (below).

Drainage

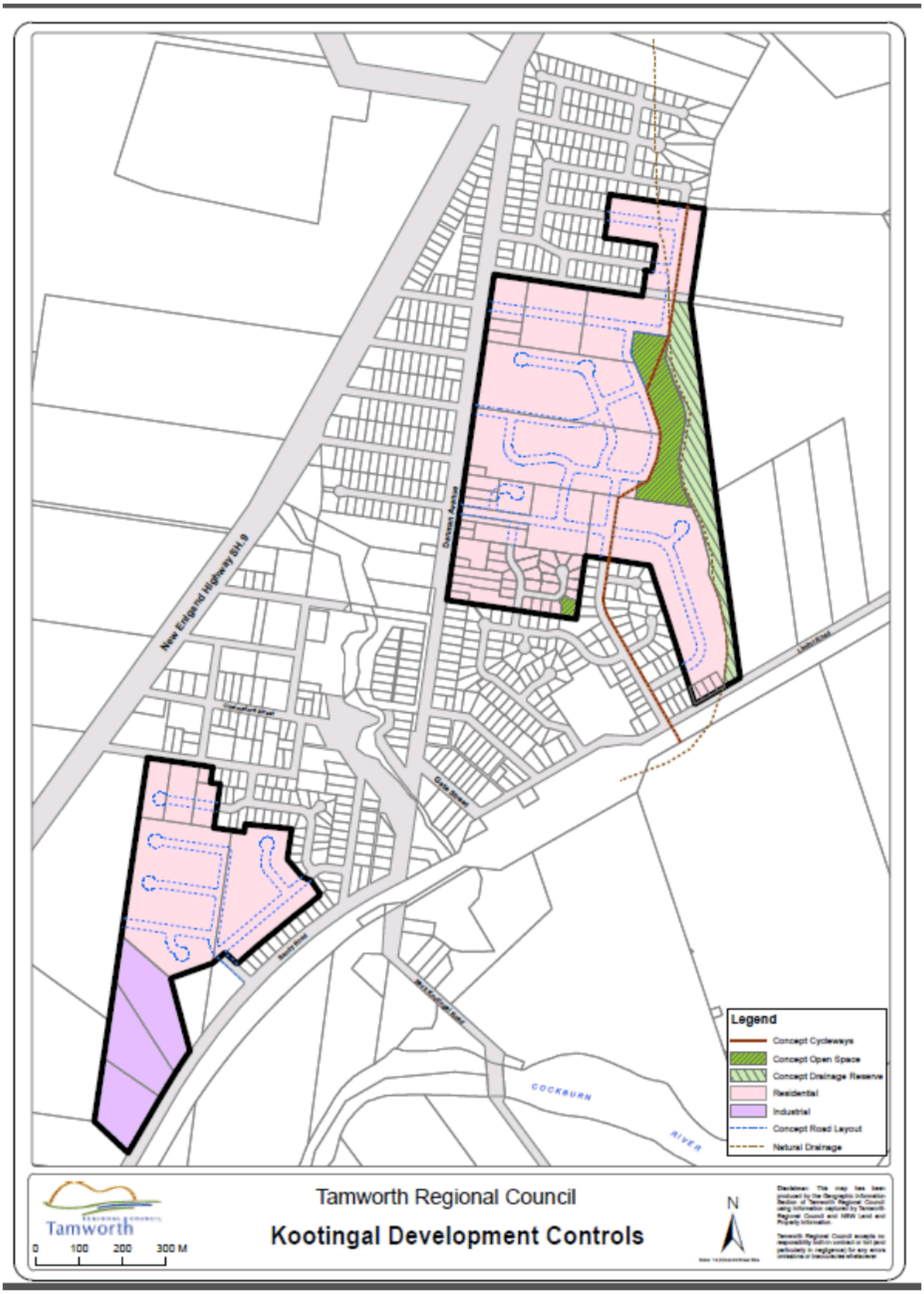
- Subdivision plans need to provide infrastructure suitable for future upstream and/or downstream development.

Road Design and Network

- Development proposals will be required to give consideration to the traffic impacts on the road network including the intersections with the New England Highway at Sandy Road and Denman Avenue.
- The road hierarchy shall be defined as per the Kootingal DCP Map (below).
- Road connections, pedestrian footpaths and bicycle paths are to be provided in accordance with the DCP Map (below).
- Subdivision plans need to provide for future connectivity.

Water Storage

- In addition to water storage capacity required by BASIX commitments, rainwater storage relative to the size of a property is encouraged to allow for the sustainability of lawns and gardens.
- Rainwater tanks are to be located behind the street setback of the existing dwelling and suitably screened where visible from a public place or street.
- Development properties within the confines of Bushfire Prone Land that do not have full mains pressure available are required to have at minimum 10,000 Litres water storage for fire fighting purposes.


New England Highway SH.9
Denison Avenue
Gate Street
Legend
Concept Cycleways
Concept Open Space
Concept Drainage Reserve
Residential
Industrial
Concept Road Layout
Natural Drainage
COCKBURN
RIVER
Tamworth
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Tamworth Regional Council
Kootingal Development Controls
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Tamworth Regional Council Development Control Plan 2010

STEP 4: SITE SPECIFIC

Warwick Road Precinct

These are the development controls relating to development in the Warwick Road Precinct as identified on the DCP Maps. Please note, **Step 2 – Type of Development** and **Step 3 – General Development Specifications** requirements may also apply to your development.

Open Space

- Any subdivision development will require Open Space arrangements in accordance with the applicable Section 94 Contributions Plan.

Drainage

- Development applications shall include an assessment of the impact of the stormwater discharge on downstream capacity and water quality.

Road Design and Network

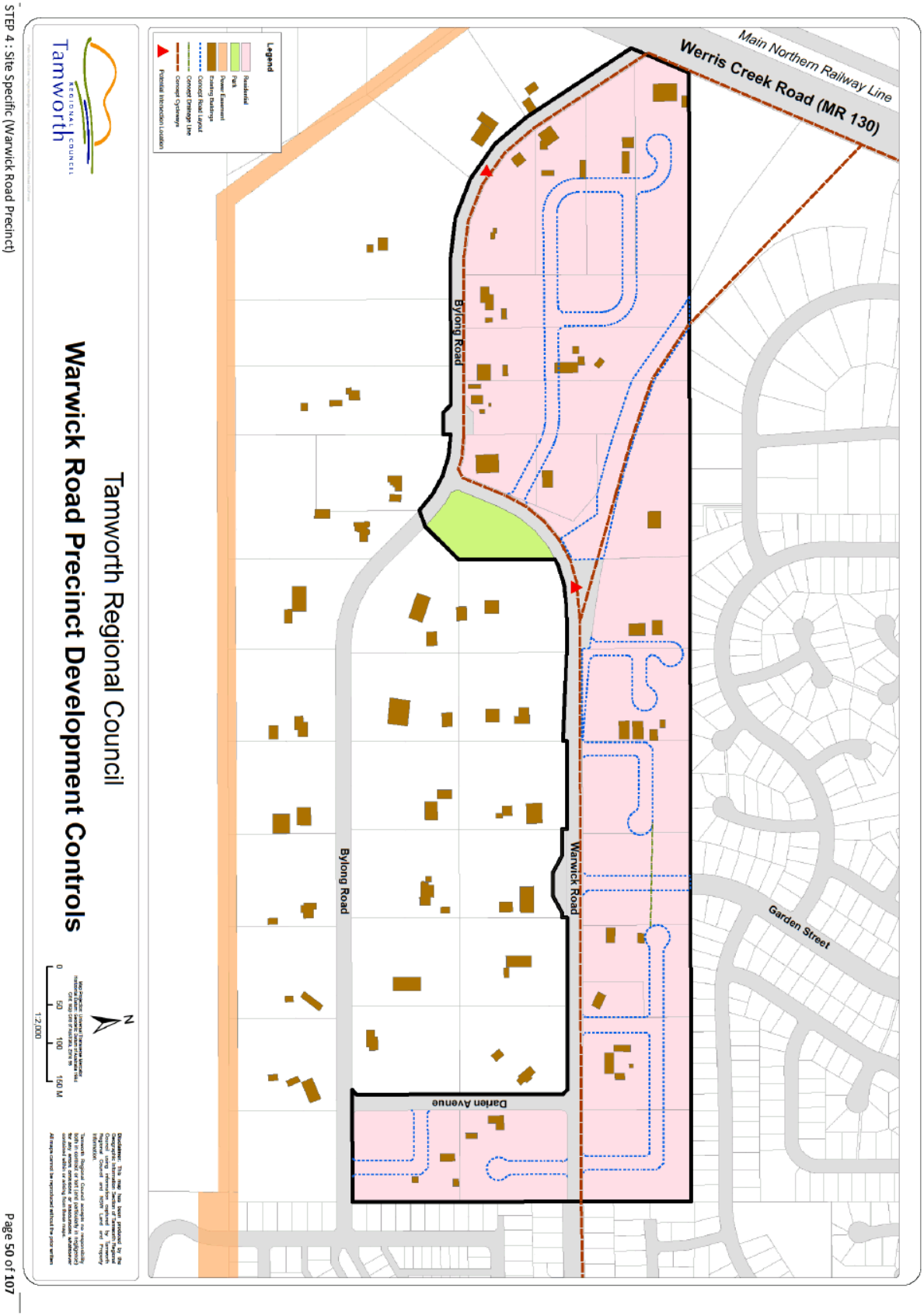
- Access to the area is to be provided in accordance with the Warwick Road Precinct DCP map.
- Road connections, pedestrian footpaths and bicycle paths are to be generally provided in accordance with the Warwick Road Precinct DCP map and the applicable Section 94 Contributions Plan.
- All future road reserves are to be a minimum of 20 metres.
- Subdivision plans are to provide adequate space for future road upgrade works including:
  - approximately 7 metre widening of sections of Warwick Road.
  - intersection upgrades along Warwick Road.
  - intersection upgrades along Bylong Road.

Salinity

- Saline soils can decrease the life span of some bricks and concrete structures and requires salinity management strategies. Salinity issues are known to the area and relevant details are to be provided with any development proposal, addressing the issue.

Landscaping

- Given that that there is known to be saline soils in the area, it is recommended that appropriate species is selected.
- The Subdivision Certificate will not be issued until the landscaping has been undertaken in accordance with the approved plan.



STEP 4 : Site Specific (Warwick Road Precinct)

Tamworth Regional Development Control Plan 2010

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Tamworth Regional Council Development Control Plan 2010

STEP 4: SITE SPECIFIC

Coledale Precinct

These are the development controls relating to development in the Coledale Precinct as identified on the DCP Maps. Please note, **Step 2 – Type of Development** and **Step 3 – General Development Specifications** requirements may also apply to your development.

Subdivision

- Subdivision proposals must be consistent with the prevailing subdivision pattern as per the Coledale DCP Map (below).

Drainage

- Development applications shall include an assessment of the impact of the stormwater discharge on downstream capacity and water quality.

Road Design and Network

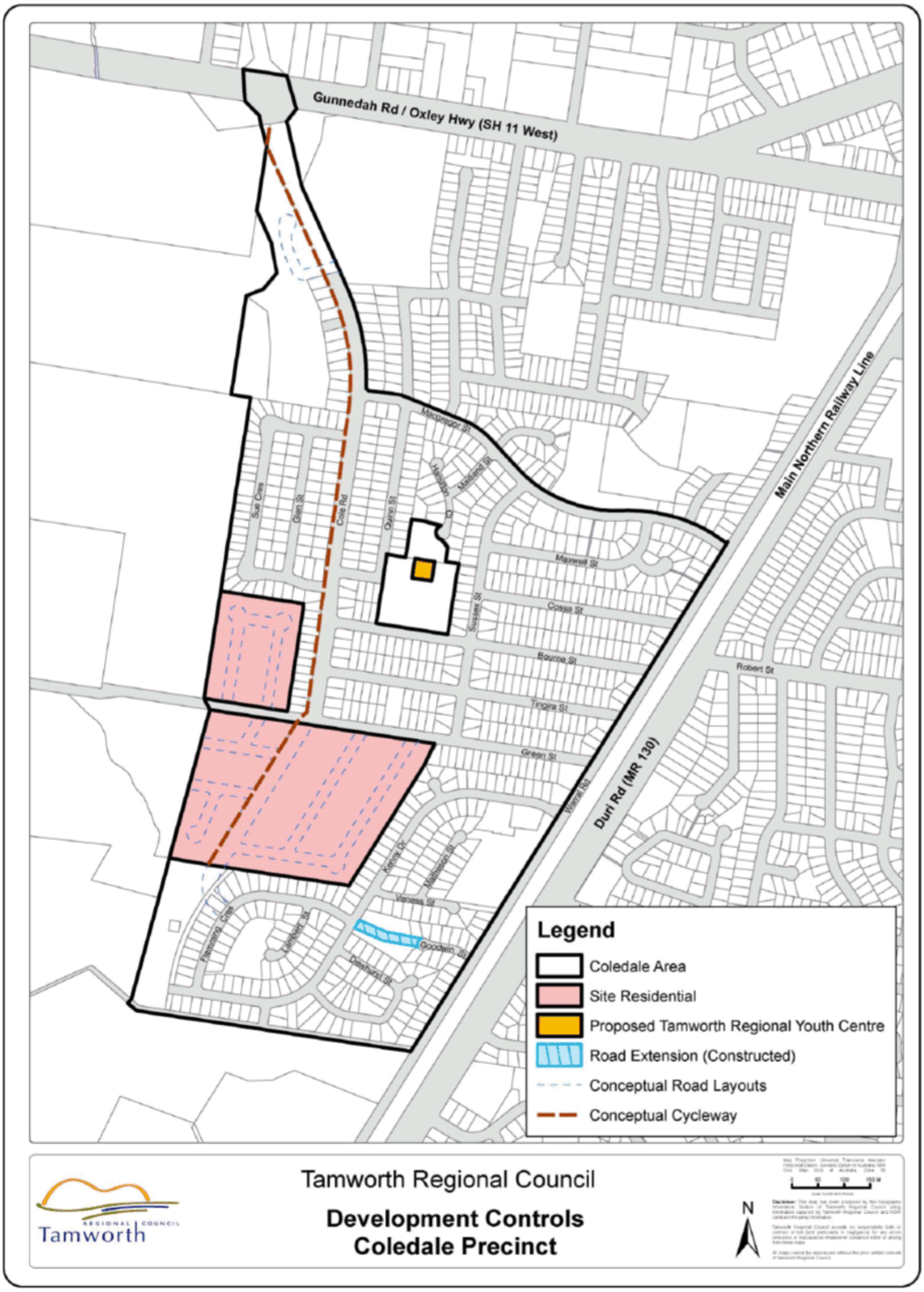
- Access to the area is to be provided in accordance with the Coledale Precinct DCP map.
- Development proposals will be required to give consideration to the traffic impacts on the road network including the intersections with the Gunnedah Road at Cole Road (extension).
- Road connections, pedestrian footpaths and bicycle paths are to be generally provided in accordance with the Coledale Precinct DCP map and the applicable Section 94 Contributions Plan.
- All future road reserves are to be a minimum of 20 metres.
- Subdivision plans are to provide adequate space for future road upgrade works including:
  - development of sections and extensions to Cole Road.
  - intersection upgrades along Green Street.
  - intersection upgrades along Gunnedah Road.

Landscaping

- The Subdivision Certificate will not be issued until the landscaping has been undertaken in accordance with the approved plan.

Aboriginal Heritage

- An indigenous heritage item is located near Flemming Crescent in the south west of the locality. This will limit any development in this location and is to be kept clear of any works, road works or residential development.
- Consultation with the Tamworth Local Aboriginal Land Council shall be undertaken to identify the precise location of this heritage item prior to any works commencing in the area.


Gunnedah Rd / Oxley Hwy (SH 11 West)
Main Northern Railway Line
Macgregor St
Sue Cres
Glen St
Coledale Rd
Quinn St
Maxwell St
Cossa St
Sussex St
Bourne St
Robert St
Tingira St
Green St
Duri Rd (MR 130)
Vanessa St
Goodwin St
Legend
Coledale Area
Site Residential
Proposed Tamworth Regional Youth Centre
Road Extension (Constructed)
Conceptual Road Layouts
Conceptual Cycleway
Tamworth Regional Council
Development Controls
Coledale Precinct
Tamworth
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Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Tamworth Business Park

These are development controls relating to development in the Tamworth Business Park as identified on the DCP Maps. Please note, Step 3- General Development Specifications requirements may also apply to your development.

Industrial Development Controls Chapter

- Development within the Tamworth Business Park is required to comply with the Industrial Development Controls Chapter, except as otherwise nominated below.

Building Setbacks

- The following front building setbacks must be maintained

Location	Distance
New Winton Road	15m
Country Road	5m
All other roads	5m

- The setback to New Winton Road includes a landscaping buffer of 7.5m.
- No concession for secondary frontage.

Design

- Detail and architectural interest should be incorporated at visually prominent building locations such as at the end of a street or where visible from a public road or place.
- Buildings should include low scale elements such as display areas, offices and staff amenities at the front of premises.
- Low scale building elements must be constructed in brick, painted finished concrete or light weight architectural cladding and include large windows.
- Corner buildings must address both street frontages.
- A full schedule of colours and materials must accompany the development application.
- Roofing and wall materials must be non-reflective.
- Services such as air conditioners are to be concealed in the façade of the building or screened with landscape or built elements.
- The design of buildings shall give consideration to the privacy of adjoining and/or adjacent residences.
- External storage areas visible from a public road are to be screened.
- Blank walls and loading docks that cause significant visual impact when viewed from a residence or public road must be screened with shrubs, trees or decorative fencing.
- The maturity of the landscaping buffer at the time of the development application for a building/s will be taken into consideration in determining appropriate façade treatments.

Landscaping

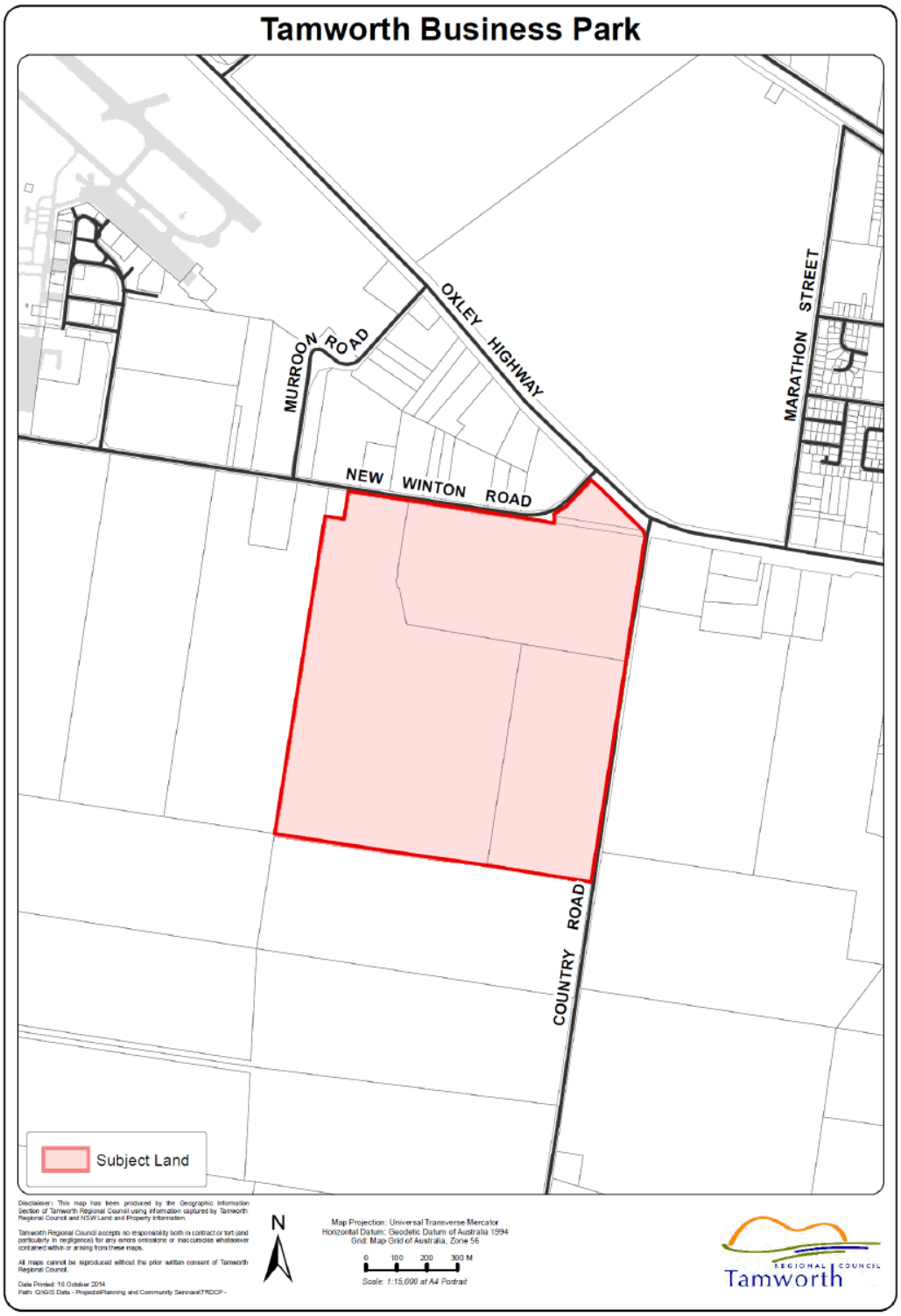
- A landscaping plan that details the species selected, maturity at planting, location and ultimate height shall be submitted with the development application.
- On lots fronting New Winton Road earth mounding should be incorporated into the buffer landscaping as a method of reducing noise and lighting impacts.
- For lots located on other roads within the subdivision, the front 5m of the setback must be landscaped in conjunction with any development.
- Council may require landscaping of other areas to supplement the existing buffer and proposed building landscaping to assist in improving the visual appearance of the development.
- A condition may be imposed on any development consent that a cash bond or bank guarantee to the value of $2500 shall be lodged to ensure that site landscaping is maintained for a period of two years from issue of an Occupation Certificate where water conservation measures do not prevent the establishment of landscaping.
- Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces.
- Landscaping shall comprise only low maintenance, drought and frost tolerant species.

Traffic and Access

- Lots with frontage to Country Road may have individual vehicle accesses where Council is satisfied that Country Road is of a sufficient width to accommodate turning traffic without compromising the future heavy vehicle bypass.
- Lots with frontage to New Winton Road are restricted to a single access/egress to be shared by two adjoining lots to minimise the impact on adjacent residences.

	• The location of a vehicle access shall have regard to minimising headlight glare for the residents of New Winton Road. • The number of access points from the other lots to any one street frontage is limited to 1 ingress and 1 egress. • Refer to Industrial Development Controls Chapter for other traffic and access requirements.	chicken hatchery if it is considered that there may be a bio security risk to production. Where, the owner cannot demonstrate that there is no potential hazard, Council may refuse the application on those grounds.
Parking	• Refer to Appendix A for parking rates.	
Noise	• Windows, doors and other wall openings shall be arranged to minimise noise impacts on residents where the development is located adjoining or adjacent to an existing residence. • External plant (generators, air conditioning plant etc.) shall be enclosed to minimise noise nuisance to surrounding residences. • Details, including the proposed location of external plant shall be submitted with the development application.	
Airport	• A condition will be imposed of any development consent to require that notification be provided to the Airport Manager a minimum of 21 days before the operation of a crane for building work. • The Tamworth Regional Local Environmental Plan 2010 contains controls relating to the construction of buildings within the vicinity of the Tamworth Airport which may impact on the height and construction standards.	

Bio Security	• The allotments located on Country Road are prohibited from:
	  ○ keeping, storing, breeding or processing poultry or avian species;
	  ○ the manufacturing of vaccine used in the treatment of animals;
	  ○ the establishment of a laboratory which produces, or has the potential to produce pathogens dangerous to poultry or food
	  ○ production; and
	  ○ the storing, manufacture or use of offal or offal by-products, except where such products are frozen or in transit.
	• Council may refer any development application in the Tamworth Business Park to the owner of the Country Road	



STEP 4 : Site Specific (Tamworth Business Park)

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Tamworth Regional Council Development Control Plan 2010

STEP 5: SITE SPECIFIC

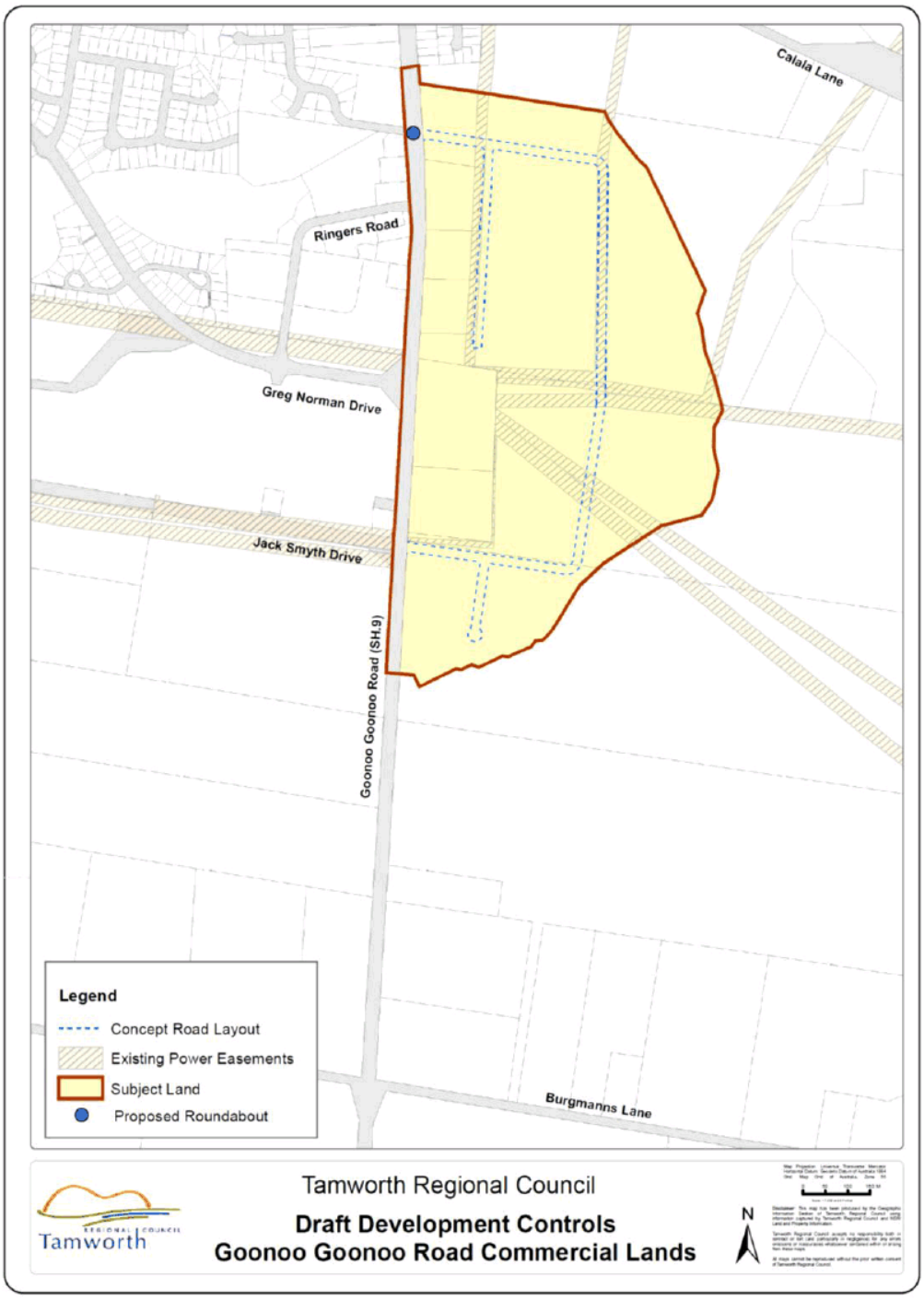
Goonoo Goonoo Road Commercial Lands Precinct

These are the development controls relating to development in the Goonoo Goonoo Road Commercial Lands Precinct as identified on the DCP Maps. Please note, Step 2 – Type of Development and Step 3 – General Development Specifications requirements may also apply to your development.

Development Controls Chapters	• Development within the Goonoo Goonoo Road Commercial Lands Precinct is required to comply with the Industrial Development Controls Chapter and/or the Commercial/Retail Development Controls Chapter, except as otherwise nominated.
Subdivision	• Subdivision proposals must be consistent with the prevailing subdivision pattern as per the Goonoo Goonoo Road Commercial Lands DCP Map.
Drainage	• Development applications shall include an assessment of the impact of the stormwater discharge on downstream capacity and water quality. • Consideration should be given for the provision of a downstream easement to Goonoo Goonoo Creek.

Road Design and Network	• Access to the area is to be provided in accordance with the Goonoo Goonoo Road Commercial Lands DCP map.
	• Access to the Commercial Lands Precinct is limited to two locations along Goonoo Goonoo Road:
	  ○ at Jack Smyth Drive; and
	  ○ at Craigends Lane.
	• Direct access to Goonoo Goonoo Road is not permitted from the development of future allotments.
	• Development proposals will be required to give consideration to the traffic impacts on the road network.
	• Road connections, shared use pedestrian paths are to be generally provided in accordance with the Goonoo Goonoo Road Commercial Lands DCP map and the applicable Section 94 Contributions Plan.

Landscaping	• A landscaping plan that details the species selected, maturity at planting, location and ultimate height shall be submitted with the development application.


Calala Lane
Ringers Road
Greg Norman Drive
Jack Smyth Drive
Goonoo Goonoo Road (SH.9)
Burgmanns Lane
Legend
Concept Road Layout
Existing Power Easements
Subject Land
Proposed Roundabout
Tamworth Regional Council
Draft Development Controls
Goonoo Goonoo Road Commercial Lands
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Tamworth

STEP 4: SITE SPECIFIC

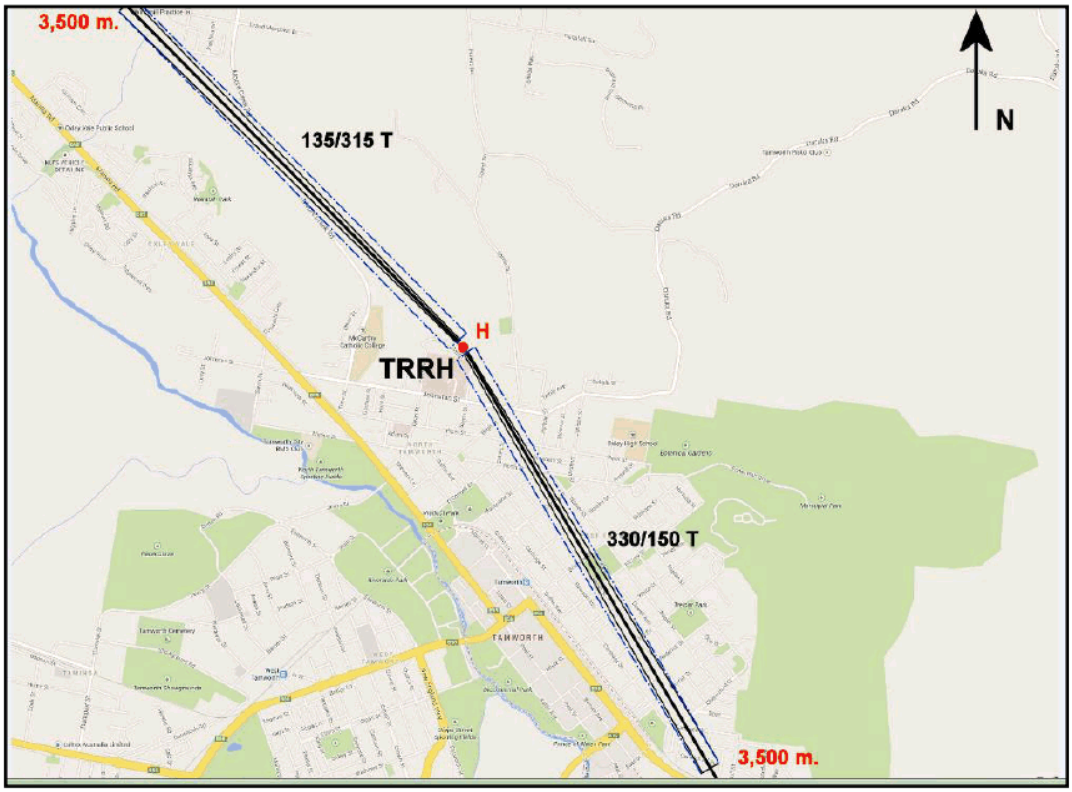
Westpac Rescue Helicopter Flight Path

These are development controls relating to development in the Westpac Rescue Helicopter Flight Path as identified on the DCP Maps. Please note, Step 3- General Development Specifications requirements may also apply to your development.

Protection of Flight Path

- The approach and departure paths to the helicopter landing site must be protected from obstructions.
- The protection area of each flight path shown on the plan below measures 3.5km x 150m.
- An obstacle free gradient of 2.5^{0} must be maintained on both the approach and departure path.
- Council may refer any development application located in the flight path to the Westpac Rescue Helicopter or their nominated representative where it is considered that the flight paths may be compromised.

Flight Paths to a Distance of 3.5km from Helicopter Landing Site at Tamworth Rural Referral Hospital



Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia and Bylong Road Precinct

These are development controls relating to development in the Westpac Rescue Helicopter Flight Path as identified on the DCP Maps. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

Subdivision

- Subdivision proposals must be consistent with the prevailing subdivision pattern as per the Arcadia and Bylong Road Precinct DCP Map.

Road Design And Network

- Road widths shall be in accordance with the provisions listed in the table below or in accordance with the subdivision guidelines applicable at the time.

Roads	Width
Warwick Road	25m
Bylong Road	25m
Proposed Collector Roads	25m
Proposed Local Roads	20m

- No Local Roads are to be longer than 250 metres without an intersection and/or traffic calming treatment.
- All roads within the Arcadia Estate will require the construction of kerb and guttering.

Traffic and Access

- Access to the area is to be provided in accordance with the Arcadia and Bylong Road Precinct DCP map.
- Road connections, pedestrian footpaths and bicycle paths are to be generally provided in accordance with the Arcadia and Bylong Road Precinct DCP map and the applicable Section 94 Contributions Plan.
- Subdivision plans are to provide adequate space for future road upgrade works including:
  - Approximately 5-8 metre widening of sections of Warwick Road and Bylong Road.
  - Intersection upgrades along Warwick Road.
  - Intersection upgrades along Bylong Road.

Parks

- Any subdivision development will require Public Open Space provisions in accordance with the applicable Section 94 Contributions Plan.
- Parks are to be generally located in accordance with the Arcadia and Bylong Road Precinct DCP and should include :
  - 2 parks to be located in western section each with an area of 2.5 ha
  - 1 park to be located in eastern section with an area of 3 ha

Drainage

- Subdivision plans need to provide infrastructure that makes provision for future down stream development in accordance with the adopted Stormwater Management Strategy.

Water

- All lots within the Arcadia and Bylong Road Precinct are to be serviced by reticulated water in accordance with the Development Servicing Plan.
- In addition to water storage capacity required by BASIX commitments, rainwater storage is encouraged to allow the sustainability of lawns and gardens.

Sewer

- All lots within the Arcadia and Bylong Road Precinct are to be serviced by connection to reticulated sewer in accordance with the Development Servicing Plan.

Significant Woodland Vegetation

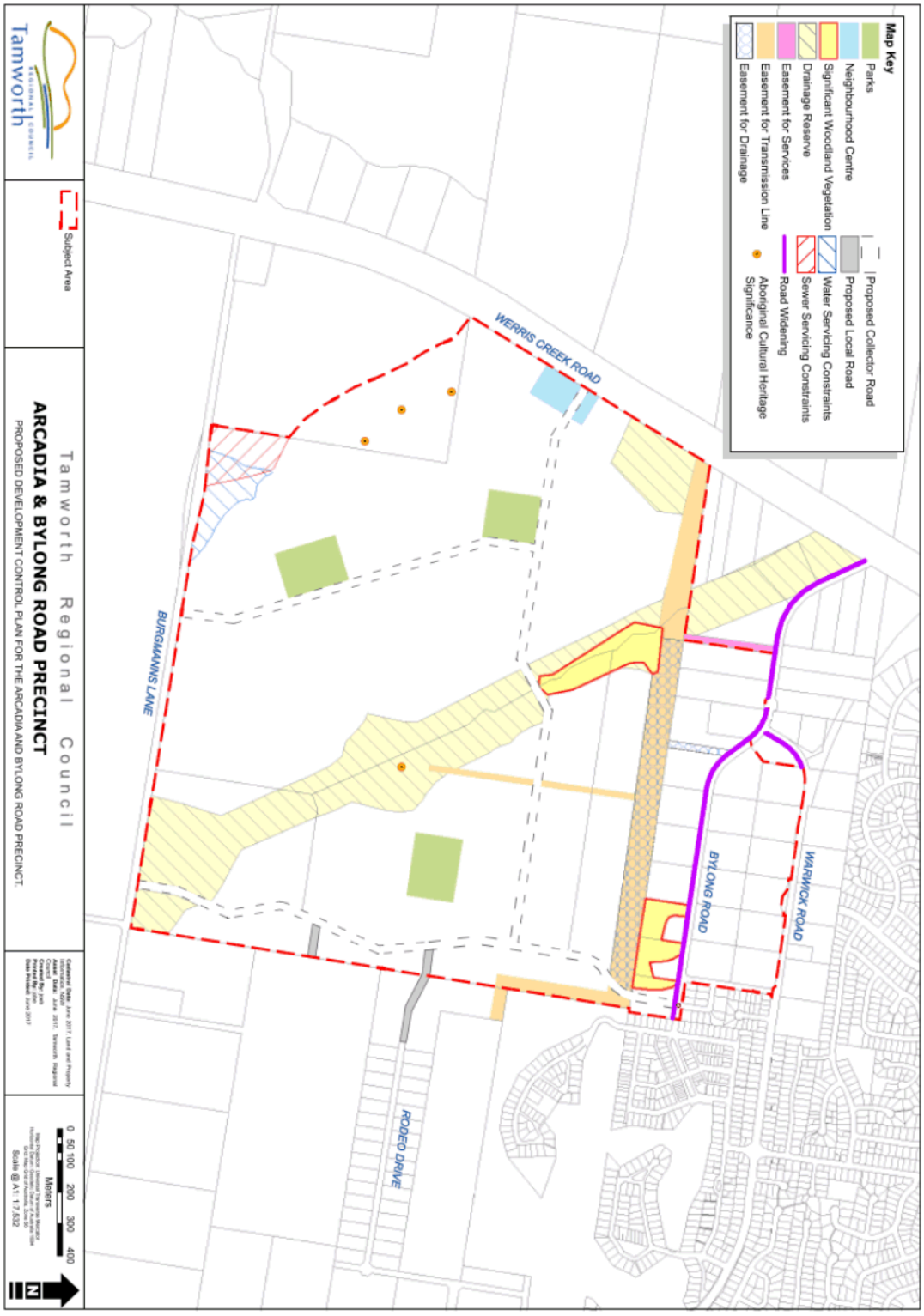
- Removal of vegetation from land identified in the Arcadia and Bylong Road Precinct DCP map as *Significant Woodland Vegetation* is not permitted.
- All activities that may impact on the integrity of the habitat vegetation including under-storey clearing will not be permitted.

Soil/Ground Water Vulnerability

- Some areas within the Arcadia and Bylong Precinct may be affected by the presence of groundwater vulnerability and potential soil salinity which can result in the corrosion of concrete, as well as the deterioration of metal, masonry and bituminous structures/products.
- Further analysis may be required from a suitably qualified person indicating that consideration has been given to the possible of groundwater vulnerability in the structural design and construction of future development within the area.

Aboriginal Cultural Heritage Significance

- Indigenous heritage items have been identified as being located within the Arcadia and Bylong Road Precinct. This may limit development within these locations which are to be kept clear of any works, road works or residential development. Appropriate respectful management of the sites will be required.
- Consultation with the Tamworth Aboriginal Lands Council shall be undertaken prior to any works commencing within the area.



STEP 4: Site Specific (Arcadia and Bylong Road Precinct, South Tamworth)

STEP 4: Site Specific: (Arcadia and Bylong Road Precinct, South Tamworth)

Tamworth Regional Development Control Plan

STEP 5: DISCRETIONARY DEVELOPMENT STANDARDS

RESIDENTIAL STANDARDS

1.1 Building setbacks

a) Setbacks must be compatible with the existing and/or future desired streetscape.

b) Side or rear building setbacks are to demonstrate no unreasonable adverse impact on the privacy or solar access of adjoining properties.

1.2 Building Height

a) Elevated housing developments must minimise the impact on areas of predominately single storey housing.

b) Building height must ensure that adjacent properties are not overlooked or overshadowed.

1.3 Site Coverage

a) Stormwater runoff must not exceed infrastructure capacity.

b) Development must be an appropriate bulk and scale for the existing residential surrounds.

1.4 Solar Access

a) Development must have reasonable access to sunlight and must not unduly impede solar access of neighbouring dwellings.

b) Dwellings are to be positioned to maximise solar access to living areas.

c) Shadow diagram must include:
- Location, size, height and windows openings of buildings on adjoining properties;
- Existing shadow-casting structures such as fences, carports, hedges, trees etc.; and
- Topographical details, including sectional elevations where land has any significant slope.

d) Living areas and gardens should be orientated to the north to maximise solar access to these areas.

e) North-facing pitched roofs should be incorporated where possible to provide opportunity for solar energy collectors.

f) Solar access should be controlled within buildings to allow warm winter sun to penetrate rooms while excluding hot summer sun by:
- Using horizontal projecting screens such as balconies, awnings, verandah roofs, pergolas and wide eaves; and
- Use of ceiling insulation.

1.5 Privacy

a) Development must ensure that reasonable privacy is achieved for new dwellings and existing adjoining residences and private open space.

1.6 Parking

a) Development must provide adequate off-street parking to maintain the existing levels of service and safety on the road network.

b) Parking areas and access driveways must be functional in design.

c) Parking areas should be visually attractive and constructed, designed and situated so as to encourage their safe use.

d) The number of spaces is determined based on the occupation potential. Note: rooms capable for use as a bedroom, e.g. 'study' are counted as a bedroom.

e) Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians.

f) Driveway access to a major road should be avoided where possible.

1.7 Landscaping

a) Landscaping must enhance the quality of the built environment.

b) Species selection and location should improve energy efficiency through reducing heat gain through windows and deflecting winter winds.

c) Plants with low maintenance and water requirements should be selected.

1.8 Open Space

a) Sufficient open space must be provided for the use and enjoyment of the residents.

b) A plan shall be submitted which demonstrates that the dimensions of the open space provides for functional space, including placement of outdoor furniture.

c) Open space areas provided must be suitably located and landscaped to obtain adequate sunlight and protection from prevailing winds.

1.9 Corner lots

a) Development must address both street frontages.

1.10 Fencing

a) Fencing must avoid extensive lengths of colourbond as it presents a barrier to the street.

b) Solid fencing of a length greater than 30% may be permitted where landscaping is provided to soften the visual impact on the streetscape.

1.11 Infrastructure

a) Surface infrastructure (e.g. tanks, clotheslines) must not be located within front setback.

b) Surface infrastructure must not be visible from the street.

c) Garbage storage locations must be included in landscape plan and show how they will be screened.

1.12 Outbuildings

a) Outbuildings must not negatively affect the amenity of the streetscape.

1.13 Development near Ridgelines

a) A ridgeline is considered an elevated section of land, visible from beyond the individual property boundary.

b) Development shall protect key landscape features, being the dominant ridgelines and slopes and the intermediate ridges forming a visual backdrop to existing and future urban localities and places of special landscape amenity.

c) Development should not be visually intrusive or degrade the environmental value, landscape integrity or visual amenity of land.

d) The dwelling-house and associated buildings must not be visible above the existing skyline or any prominent ridgeline or local hill top.

e) The dwelling-house and associated buildings will be constructed from low reflectivity building materials and incorporate colours which are visually unobtrusive in relation to the surrounding environment.

1.14 Slopes

a) Development on slopes >15% must utilise good hillside development practice.

b) Good hillside development practice should be implemented as per "Geotechnical Risks Associated with Hillside Development" (*Australian Geomechanics News* No.10 December 1985). An information sheet is available from Council.

c) Drainage is to avoid erosion of gullies, slopes and drainage lines in the locality.

1.15 Access

a) All weather vehicle access is required to ensure that emergency services (fire, ambulance, police) are able to access the dwelling at all times.

1.16 Relocated Dwellings

a) Dwellings proposed to be re-sited must be of a suitable standard both aesthetically and structurally.

1.17 Adaptability

a) Adaptable housing design must incorporate practical and flexible features to meet the changing needs of residents of different ages and abilities over time. For example, hobless shower area, space for wheelchair access, height of light switches, arrangement and size of rooms,

1.18 Design Principles

a) Design should maximise surveillance with clear sightlines between public and private places, effective lighting of public places and landscaping that makes places.

b) Physical and symbolic barriers should be used to attract, channel or restrict the movement of people to minimise opportunities for crime and increase the effort required to commit crime.

c) All multi-dwelling developments must incorporate the design principles of SEPP 65.

d) Must be sympathetic with existing adjoining and surrounding developments in relation to bulk and height.
e) Well-proportioned building form that contributes to the streetscape and amenity.

f) Density appropriate to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.

g) Design must demonstrate efficient use of natural resources, energy and water throughout its full life cycle, including construction.

h) Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long term management.

i) Optimise amenity (e.g. appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility).

j) Optimise safety and security, both internal to the development and for the public domain.

k) Design must demonstrate response to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.

INDUSTRIAL STANDARDS

1.19 Design

a) Industrial development should enhance the character and appearance of Tamworth's Industrial areas by ensuring each development has an attractive appearance to the street with provision for landscaping.

b) Careful site planning and the provision of adequate environmental safeguards is required to minimise impacts of industrial development.

c) Industrial development proposed in close proximity to non-industrial uses must be compatible on both visual and operational grounds.

d) Buildings should be designed to be energy efficient through the use of insulation, correct orientation on the site, passive solar design and other energy saving technologies.

1.20 Setbacks

a) To ensure that adequate area is available at the front of buildings to accommodate satisfactory landscaping, access, parking and manoeuvring of vehicles.

b) To reduce the visual impact of development on the streetscape.

c) The optimum setback from the street frontage must be determined having regard to the following factors:
   I. provision of landscaped area generally a minimum depth of 5m;
   II. provision of car parking facilities, particularly for customers in a visible location;
   III. building height, bulk and layout;
   IV. the nature and needs of the industrial activity; and
   V. the general streetscape.

1.21 Landscaping

a) Landscaping should improve the visual quality and amenity of Tamworth's industrial areas through low maintenance landscape treatment of development sites.

b) A natural buffer should be provided between development in industrial land and adjoining or adjacent non-industrial landuses.

c) Planting must be provided in scale with the height and bulk of the building.

d) Landscaping must be provided on side and rear setbacks where visible from a public place or adjoining residential area.

1.22 Parking and Access

a) Adequate off-street parking must be provided to maintain the existing levels of service and safety on the road network.

b) Parking areas, loading bays and access driveways must be functional in design.

c) Parking areas should be visually attractive and constructed, designed and situated so as to encourage their safe use.

d) Kerb, gutter and road shoulder between the lip of the gutter and the edge of the existing bitumen seal, footway formation and paving and associated road drainage must be constructed for the full frontage of the site

e) Access driveways across the footpath should be hard sealed, consisting of either concrete, asphaltic concrete, paving blocks or other approved material.

f) Access and parking arrangements must comply with the

	Type	Entry Width (m)	Exit Width (m)	Minimum separation of driveways (m)	Splay at kerbline	Kerb Return Turnout Radius (m)
Light vehicles	1	3-6	Combined	NA	0.5	-
	2	6-9	Combined	NA	1	-
	3	6	4-6	1-3	1	2.9
	4	6-8	6-8	1-3	1	2.9
	5	Direct feed from a controlled intersection via a dedicated public roadway.				
Heavy vehicles	6	8-10	8-10	3	1	2-9
	7	10-12	10-12	3	1	2-9

g) Loading areas must be designed to ensure that standard design vehicles can manoeuvre into and out of all loading areas without causing conflict to the movement of traffic or pedestrian safety.

h) Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians.

i) Driveway access to a major road should be avoided where possible.

COMMERCIAL / RETAIL STANDARDS

1.23 Design Principles

a) Development must enhance the quality and character of the business precinct through the use of suitable colours, textures, material and building form.

b) Development should provide visual interest and variation while relating to adjacent buildings.

1.24 Post supported verandahs and balconies

a) A building owner is to provide public liability insurance to the value of $20 million indemnifying Council against claims for damages arising from the construction of a verandah or balcony awning over the public footpath.

c) The landowner shall enter into a Licence agreement with Council for the "air space" defined within the first floor verandah over the public footpath. An annual licence payment is required and will be reviewed annually.

1.25 Health consulting rooms

a) Development must preserve the existing amenity of residential areas.

1.26 Parking and Access

a) Adequate off-street parking must be provided to maintain the existing levels of service and safety on the road network.

b) Parking areas, loading bays and access driveways must be functional in design.

c) Parking areas should be visually attractive and constructed, designed and situated so as to encourage their safe use.

d) Loading areas must be designed to ensure that standard design vehicles can manoeuvre into and out of all loading areas without causing conflict to the movement of traffic or pedestrian safety.

e) Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians.

f) Driveway access to arterial and sub-arterial roads should be avoided where possible.

SUBDIVISION STANDARDS

1.27 Design Principles

a) Subdivision design requires careful appraisal and systematic analysis of the site with consideration of all the natural and man-made constraints to ensure that its best qualities are used in the most effective way.

b) In determining a development application for subdivision, Council will consider all the matters specified under Section 79C(1) of the EP&A Act having particular regard to the following:

- slope and orientation of the land;
- environmental constraints such as soil stability, flooding, contaminants and erosion;
- design of roads and individual site access;
- retention of special qualities or features such as views and trees;
- availability and adequacy of services;
- provision of adequate site drainage, including consideration of downstream capacity and the overall catchment;
- provision of public open space;
- character of adjoining subdivision;
- relationship of the subdivision layout to adjacent land suitable for subdivision;
- the application of Council's engineering policies/standards.

1.28 Lot size and Dimensions

a) Lot dimensions should encourage a variety and choice in housing forms by providing lots suitable for a broad range of dwelling sizes.

b) Residential lots should provide sufficient size and dimensions to enable the construction of dwellings and convenient on-site parking.

c) Industrial and business lots shall provide adequate area and dimensions to enable the siting and construction of building development, the parking of vehicles and the provision of appropriate loading and servicing facilities.

d) Subdivision must restrict urban sprawl and ribbon development within the rural environment.

e) Subdivision must protect productive agricultural land and the prominent ridgeline in environmental protection areas.

f) Subdivision will not be supported where it alienates and fragments "englobo" land required for future urban development.

1.29 Lot orientation

a) Lot orientation should maximise access to daylight and sunlight for both occupiers and neighbours.

b) Development should take advantage or any views or outlook.

c) Development must promote energy efficiency and sustainable development through optimising solar access and shading.

1.30 Stormwater Drainage

a) Stormwater drainage systems must be designed to prevent stormwater damage to the built and natural environment and ensure acceptable levels of health, safety and amenity.

b) The stormwater drainage system must reduce nuisance flows to a level which is acceptable to the community.

c) The stormwater drainage system should be easily accessed and economically maintained.

d) The stormwater drainage system should utilise open space in a manner compatible with other uses.

e) The stormwater drainage system must control flooding and provide escape routes for overland flows for high frequency storm occurrences.

f) Council will only consider alternative forms of drainage including methods of on-site disposal such as retention and/or detention basins where it can be demonstrated that there is no other practical solution available. In assessing the suitability of such systems, Council will take into account ease of maintenance, public safety risk, proven functionality and cost liability for Council.

1.31 Road Network

a) Development shall provide acceptable levels of access, safety and convenience for all road users in residential areas, while ensuring a high level of amenity and protection from the impact of traffic.

b) Road network should separate externally-generated through-traffic flows from local access traffic and pedestrian activity in order to reduce vehicle speed, noise and pollution.

c) Development should ensure convenient vehicular access to properties for residents, visitors and service and emergency vehicles.

d) Road layout should accommodate public transport services that are accessible to all lots and efficient to operate.

OTHER DEVELOPMENT STANDARDS

1.32 Outdoor Lighting

a) Temporary lighting for a period not exceeding 28 days in one calendar year may receive exemption from the controls.

b) Search lights, laser source lights or any similar high-intensity light will only be permitted in emergencies by police and fire personnel or at their direction, or for meteorological data gathering purposes.

c) Lighting selection and location should improve safety and reduce crime and fear.

1.33 Outdoor Advertising Signage

a) New buildings are to integrate designated signage areas within the building form.

b) Size, colour and design compatible with the building to which they relate and its streetscape.

c) Signage should be clear, simple and concise. In some instances, graphic symbols may be more effective than words.

d) Where more than one shop or business within a building, signs should be coordinated in height, shape, size and colour.

e) Signs should not dominate their surroundings.

f) Advertisements should be designed and located so that they do not obscure driver's views of other cars, trains, pedestrians, traffic signals and traffic signs.

g) Advertisements should not resemble road signs in colour, shape, layout to wording in any way that may confuse motorists.

h) Awning sign must:

- erected horizontal to the ground and at no point less than 2.6m from the ground;
- not project beyond the awning;
- securely fixed by metal supports.

i) Fascia sign must not:

- project above or below the fascia or return end of the awning to which it is attached;
- not to extend more than 300mm from the fascia or return end of the awning.

j) External light source must be at least 2.6m above the ground if the sign projects over a public road.

k) Flush wall sign:

- the area of the sign shall not exceed 20% of the area of the wall on which it is fixed or painted;
- not project above or beyond the wall to which it is attached;
- face of the sign must be parallel to the wall on which it is attached.

l) Pole or pylon sign must be a minimum of 2.6m above the ground.

m) Projecting wall sign must be:

- minimum height of 2.6m above the ground;
- erected at right angles to the wall of the building to which it is attached.

n) Top hamper sign must not:

- extend more than 200mm beyond any building alignment;
- extend below the head of the doorway or window to which it is attached.

1.34 Brothels and Restricted Premises

a) A brothel must be sited so that arrivals/departures of staff and clients late at night will not cause the disruption to the amenity of the neighbourhood.

b) Any advertising shall be discrete.

c) Adequate car parking shall be provided for staff and clients.

STANDARDS FOR FLOOD AFFECTED LAND

1.35 General Development Requirements

a) Development should be consistent with the principles and standards of the Flood Plain Management Manual (NSW Government).

b) Development must ensure safety to life and property.

c) Development on flood affected land must be structurally capable of withstanding the effects of flowing floodwaters including debris and buoyancy forces.

d) Development must not increase the risk or implications of flooding to existing areas.

e) Development on flood affected land must incorporate the Flood Proofing Guidelines in Appendix B.

1.36 Access

a) If flood free access is not possible, the development must be able to achieve safe wading criteria as specified in Figure L1 of the FPM.

1.37 Industrial development

a) Variation to the design flood planning level may be approved where Council considers strict adherence to the designed floor level to be unreasonable or unnecessary.

b) Council may require that all electrical installations and wiring be above the flood standard and that building materials and services are in accordance with the Flood Proofing Guidelines.

1.38 Non-residential rural buildings

a) Where it is not practical to locate floor levels above the 1% flood level, materials used in construction must be capable of withstanding inundation by floodwaters.

HILLS PLAIN

1.39 Ecology

a) Development shall maximise retention of remaining vegetation to create strategic links through the site to regional vegetation corridors.

1.40 Drainage

a) Drainage lines shall be protected for their habitat values, visual values, soil conservation and flood protection.

b) Drainage shall minimise uncontrolled ponding.

c) Road crossing and disturbance to land within 20 metres of creek lines is to be minimised.

d) Maximise retention of vegetation within lots to improve site drainage.

1.41 Landscaping

a) Revegetation should utilise native plant species such as those found in the book Australian Plants Suitable for Tamworth Regional Council Areas. Copies of this book can be found at Council's website www.tamworth.nsw.gov.au and then follow the tabs to Council and then Environment. This book, which was prepared by members of the Tamworth Group of the Australian Plants Society, also contains an introduction to the use of native plants in waterwise gardens in the Tamworth Regional Council area.

b) The planting of exotic species will only be accepted when they are an essential part of an integrated landscape plan and are a required "feature" of the development.

EAST AND WEST TAMWORTH

1.42 Extensions or alterations

a) Extensions or additions must not dominate the existing building.

b) If visible from the street frontage, alterations or additions must blend seamlessly with the existing building in size, style, materials and colours.

c) Where original roofing is expensive such as slate, corrugated iron may be used as a suitable alternative for extensions or alterations to the rear of the building.

d) Materials and details of existing development should not be simply copied, but used as points of reference in the choice of materials, colours, details and decorations.

e) Modern materials can be used if their proportions and details match, and colour and tonal contrast can be used as unifying elements.

1.43 New development

a) Where there is no identifiable setback pattern, new buildings must be setback at the same distance from the street as the adjoining properties or achieve a transitional setback between the two properties on either side.

b) Site amalgamation may be permitted where the original subdivision pattern is no longer intact and the proposed building footprints and setbacks maintain the existing streetscape character.

c) The traditional red brick commonly used within East Tamworth or West Tamworth is appropriate for use in new development.

d) Weatherboard cladding may be appropriate in some locations. 150mm weatherboards are generally appropriate for historic areas. They should be square edged profile unless the surrounding buildings are post 1920's.

e) Tiles may be appropriate in areas with buildings dating to the 1900's – 1930's. Unglazed terracotta tiles are the most appropriate. The colour and glazing of many terra cotta tiles make them inappropriate.

f) Pre finished iron in grey or other shades may be suitable in some circumstances.

ENVIRONMENTAL STANDARDS

1.44 Vegetation

a) Existing trees may be removed from the proposed building footprint where it can be shown there is no acceptable alternative design.

b) All trees removed must be replaced by comparable native and mature trees.

c) Non-native plants may be used where they are shown to be non-invasive and pivotal to the overall amenity of the development.

APPENDIX A – PARKING REQUIREMENTS SCHEDULE

Schedule of Parking Requirements

LAND USE	PARKING	COMMENTS
Bulky Goods Premises Industrial Retail Premises	1 space per 45m^2 GFA	Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole. A comparison survey of similar development should be provided with the development application. Calculations will be refined according to the specific characteristics of the proposed development.
Vehicle sales or hire premises	0.75 spaces per 100m^2 of site area	Customer parking spaces should be ready accessible and should not be used for the display of vehicles or other merchandise or for loading/unloading of trucks. Where vehicle servicing facilities are provided, additional on-site car parking must be provided in accordance with the rate required in this Plan for a "Vehicle Repair Station".
Camp or Caravan Site	1 space per site PLUS 1 space per 10 sites for visitor carparking.	The visitor parking area should be appropriately located and signposted.
Child Care Centre	1 space for every 5 children based on the maximum number of children at the centre.	This calculation includes staff parking.
Business Premises *(Office premises, financial institutions, hairdressers, real estate agents, etc)*	1 space per 35m^2 GLFA	Provision should be made for the movement and on-site loading/unloading of service vehicles as appropriate.
Drive-In Take-Away Food Shop	1 space per 8.5m^2 GFA PLUS 1 space per 3 seats	An exclusive area for queuing of cars for a drive through facility is required (queue length of 5 to 12 cars measured from pick-up point). There should also be a minimum of 4 car spaces for cars queued from ordering point.
Dual Occupancy	1 enclosed space per dwelling for dwellings with 1 or 2 bedrooms and 2 enclosed spaces per dwelling for dwellings having 3 or more bedrooms	For the purposes of this calculation "bedrooms" will include rooms capable as being occupied as a bedroom, included a study, craft room and the like.

LAND USE	PARKING	COMMENTS
Dwelling House	2 spaces per dwelling	These spaces shall be located behind the building line as set by Council.
Educational Establishment	1 space per 2 staff PLUS 1 space per 30 students over 17 years for high schools and 1 space per 5 students for higher education establishments	Where required by Council, provision shall be made for the access and parking of buses.
Group Home	1 space per employee	The provisions of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 apply to this type of development.
Health Consulting Rooms	3 spaces per practitioner PLUS 1 space per employee	The 3 spaces per practitioner include 2 patient parks. If it can be shown that not all surgeries will be in concurrent operation, consideration may be given to reducing the parking provision for patients. Parking areas for patients are to be located at the front of the development or in a location which will encourage patients to use the parking area rather than the adjoining street.
Home Activity	1 space in addition to dwelling requirements	This requirement may be either waived or increased by Council depending n the characteristics of the home activity and the number of persons involved.
Hotel	1 space per hotel unit PLUS 1 space per 6.5m^2 licensed public floor area*	Proposed hotel development will be compared to similar existing developments, noting the existing supply of, and demand for parking in the area and of the peak parking periods of individual facilities within the hotel. If a function room/nightclub is included, parking will be required to meet peak demands.
Housing for Seniors *(a) Self-contained units (subsidised)*	1 space per 10 units (residents) PLUS 1 space per 10 units (visitors)	This parking provision is only to be used where it can be clearly demonstrated that low car ownership levels will prevail.
(b) Self-contained units (resident funded developments)	2 spaces per 3 units (residents) PLUS 1 space per 5 units (visitors)	

LAND USE	PARKING	COMMENTS
(c) Hostel, Nursing and Convalescent Home	1 space per 10 beds (visitor parking) PLUS 1 space per 2 employees PLUS 1 space per ambulance	Resident funded developments tend to have a higher per unit cost and attract residents with higher financial resources. More importantly, car ownership levels are likely to be higher than in subsidised developments
Industry (includes light industry and heavy industry)	1 space per 75m^2 GFA OR 1 space per 2 employees WHICHEVER IS GREATER	This requirement may increase when retailing is permitted on-site or the office space component is in excess of 20% of the floor area. On-site truck parking spaces should be provided for each vehicle present at any one time excluding those vehicles in loading docks. Under no circumstances is the parking of trucks on public streets acceptable.
Manufactured Home Estate	1 space per site PLUS 1 space per 10 sites for visitor carparking	The visitor parking area should be appropriately located and signposted.
Medical Centre within a Residential Zone **Medical Centre within a Commercial Zone**	3 spaces per practitioner PLUS 1 space per employee OR 3 spaces per surgery, treatment room, consultation room WHICHEVER IS GREATER 1 space per 25m^2 GFA	The 3 spaces per practitioner include 2 patient parks.
Motel (including serviced apartments) **Parking for backpackers' and bed and breakfast accommodation will be assessed according to parking demand and overall availability of existing parking.**	1 space per accommodation unit PLUS 1 space per 2 employees	If a restaurant and/or function room is to be included, additional parking will be required at the adopted rate for such facilities. Council is willing to review this requirement if it can be demonstrated that the time of peak demand for parking at each facility does not coincide **or** if the facilities will primarily serve motel customers.

LAND USE	PARKING	COMMENTS
Multi Dwelling Housing	1 enclosed space per 1 bedroom dwelling PLUS 1 visitor space per 5 dwellings (or part) 2 spaces (1 enclosed) per 2 bedroom PLUS 1 visitor space per 3 dwellings(or part) 2 enclosed spaces per 3 bedroom dwelling PLUS 1 visitor space per 2 dwellings (or part)	Turning facilities should be provided on site so that vehicles always leave the site in a forward direction across the footpath. Of the resident parking spaces, one space per unit should be dedicated to specific units. Visitor parking spaces must be clearly designated and readily accessible. Appropriate signposting should be provided at the entrance to the site.
Place of Public Worship	1 space per 10 seats OR 1 space per 15m^2 of main assembly area WHICHEVER IS GREATER	
Recreation Facility *Squash Courts* *Tennis Courts* *Bowling Alleys* *Bowling Greens* *Gymnasiums*	 3 spaces per court 3 spaces per court 3 spaces per court 30 spaces for the first green and 15 spaces for each additional green 1 space per 15m^2 GFA	Where various facilities are provided within one development, Council may consider relaxing the parking requirements where peak usage times do not coincide or where dual and complementary usage of the common off-street parking area is anticipated.
Registered Club	1 space per 6.5m^2 licensed public floor area*	Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole. Council may consider relaxing this requirement depending on the characteristics of the proposed development. For this purpose, a comparison survey of clubs in similar localities should be provided with the development application.
Restaurants and Function Centres	1 space per 6.5m^2 licensed public floor area*	The parking requirement may be reduced where the development is located in a business zone in close proximity to a public off-street parking area and it can be demonstrated that peak demand for the restaurant will not coincide with peak demand for the public parking area. Consideration will also be given to reducing the rate for certain development (eg: coffee shops, cages, milk bars, etc) which primarily operate during 9:00am to 5:00pm on weekdays and Saturday mornings, where peak demand for the

LAND USE	PARKING	COMMENTS
		restaurant will be ancillary to the parking demand generated by surrounding business premises or shops. A food outlet which provides no seating will be assessed as a "shop".
Retail Plant Nursery including landscape and garden supplies.	1 space per 130m^2 gross display area	Adequate on-site loading/unloading facilities for service vehicles must be provided for all retail development. Separate driveways and circulation systems should be provided for service and customer vehicles wherever possible.
Roadside Stall	Minimum of 4 off-street parking spaces	
Transport Depot / **Truck Depot**	Space for each vehicle present at the time of peak vehicle accumulation on the site	Provision should be made for fleet vehicles, visitor and employee vehicles and contract/operator vehicles. Under no circumstances is the parking of trucks on a public street acceptable. Driveways should be designed in accordance with the type of road frontage, the number of parking spaces and service bays served and the type of vehicles that will enter the terminal. Consideration should also be given to providing adequate access, parking and manoeuvring space for B-Doubles.
Service Station	6 spaces per work bay PLUS 1 space per 20m^2 GFA of a convenience store PLUS 1 space per 6.5m^2 GFA OR 1 space per 3 seats if a restaurant facility is provided WHICHEVER IS GREATER	These additional requirements should be cumulative but may be reduced where it can be demonstrated that the times of peak demand for the various facilities do no coincide. All parking should be clearly designated and located so as not to obstruct the normal sale of petrol and should minimise the potential for vehicular/pedestrian conflict. Consideration should be given to providing adequate manoeuvring space for caravans and B-Doubles.
Retail Premises (not including *Industrial Retail Premises*) **Major Retail Premises, Neighbourhood Shops, Food and Drink Premises** *(a) Shops < 1000m^2 GFA*	1 space per 25m^2 GLFA	Where it can be demonstrated that the time of peak demand for parking associated with the proposed shopping centre and the existing adjacent landuses do no coincide, or where common usage reduces total demand, a lower level of parking provision might apply. If the proposed development is an extension of an existing retail development, additional parking demand could be less than proportional to the increase in floor area. A lower level of parking provision may apply where it can be demonstrated that the times of peak demand

LAND USE	PARKING	COMMENTS
(b) Shops > 1000m² GFA (includes supermarkets, department stores, regional shopping complexes, etc)	1 space per 16m² GLFA	for parking coincide or where common usage reduces total demand. Council may also rely on the RTA's *Guide to Traffic Generating Developments* for calculation of parking for specifically identified development types, such as drive-in take-away "fast food" outlets.
(c) Video Stores	1 space per 16m² GLFA	
(d) Major Retail Premises	Refer RTA Guidelines	
Vehicle Repair Station	1 space per 40m² GFA OR 3 spaces per workshop bay WHICHEVER IS GREATER	
Veterinary Hospital	3 spaces per practitioner PLUS 1 space per employee	If it can be shown that not all surgeries will be in concurrent operation, consideration may be given to reducing the parking provision for patients. Parking areas for patients are to be located at the front of the development or in a location which will encourage patients to use the parking area rather than the adjoining street.
Warehouses or Distribution Centre Freight Transport facility	1 space per 300m² GFA OR 1 space per employee WHICHEVER IS GREATER	Adequate provision should be made for the manoeuvring, loading and unloading of vehicles on site.

Where there are no specific rates listed above, refer to RTA Guidelines or demonstrate requirement for parking will be met based on a Traffic Assessment Report, prepared by a suitably-qualified consultant.

GLFA means the sum of the areas at each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage.

GFA – refer to dictionary of Tamworth Regional Local Environmental Plan 2010.

*Licensed Public Floor Area means the sum of the areas at each floor which are available and accessible to the public. The area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities and lifts.

APPENDIX B - FLOOD PROOFING GUIDELINES

Flood Proofing Code

Adequate flood proofing of buildings in flood liable areas is an effective and equitable means of reducing flood damage to the structure or buildings. It is essential that flood proofing be a condition of both compatible and conditional developments in flood liable areas.

A draft flood proofing code is incorporated in Table 10. This code is based on the Australian Department of Housing and Construction "Housing in Flood Prone Areas 1975". It is included as an example of the type of information and conditions that should be required for buildings on flood liable land. Action is currently being taken by the Australian Standards Association to produce an official flood proofing code.

F1 Construction Methods and Materials

Construction methods and materials are graded into four classes according to their resistance to floodwaters.

Suitable – the materials or products which are relatively unaffected by submersion and unmitigated flood exposure and are the best available for the particular application.

Mild effects – where the most suitable materials or products are unavailable or economic considerations prohibit their use, these materials or products are considered the next best choice to minimise the damage caused by flooding.

Marked effects – as for "2nd preference" but considered to be more liable to damage under flood conditions.

Severe effects – the materials or products listed here are seriously affected by floodwaters and in general have to be replaced if submerged.

F2 Electrical and Mechanical Equipment

For dwellings constructed on flood liable land, the electrical and mechanical materials, equipment and installation should conform to the following requirements.

Main power supply – subject to the approval of the relevant county council, the incoming main commercial power service equipment, including all metering equipment, shall be located above the DFL. Means shall be available to easily disconnect the dwelling from the main power supply.

Wiring – all wiring, power outlets, switches, etc should, to the maximum extent possible, be located above the DFL. All electrical wiring installed below the DFL should be suitable for continuous submergence in water and should contain no fibrous components. Only submersible-type splices should be used below the DFL. All conduits located below the DFL should be so installed that they will be self-draining if subjected to flooding.

Equipment – all equipment installed below or partially below the DFL should be capable of disconnection by a single plug and socket assembly.

Reconnection – should any electrical device and/or part of the wiring be flooded it should be thoroughly cleaned or replaced and checked by an approved electrical contractor before reconnection.

F3 Heating and Air Conditioning Systems

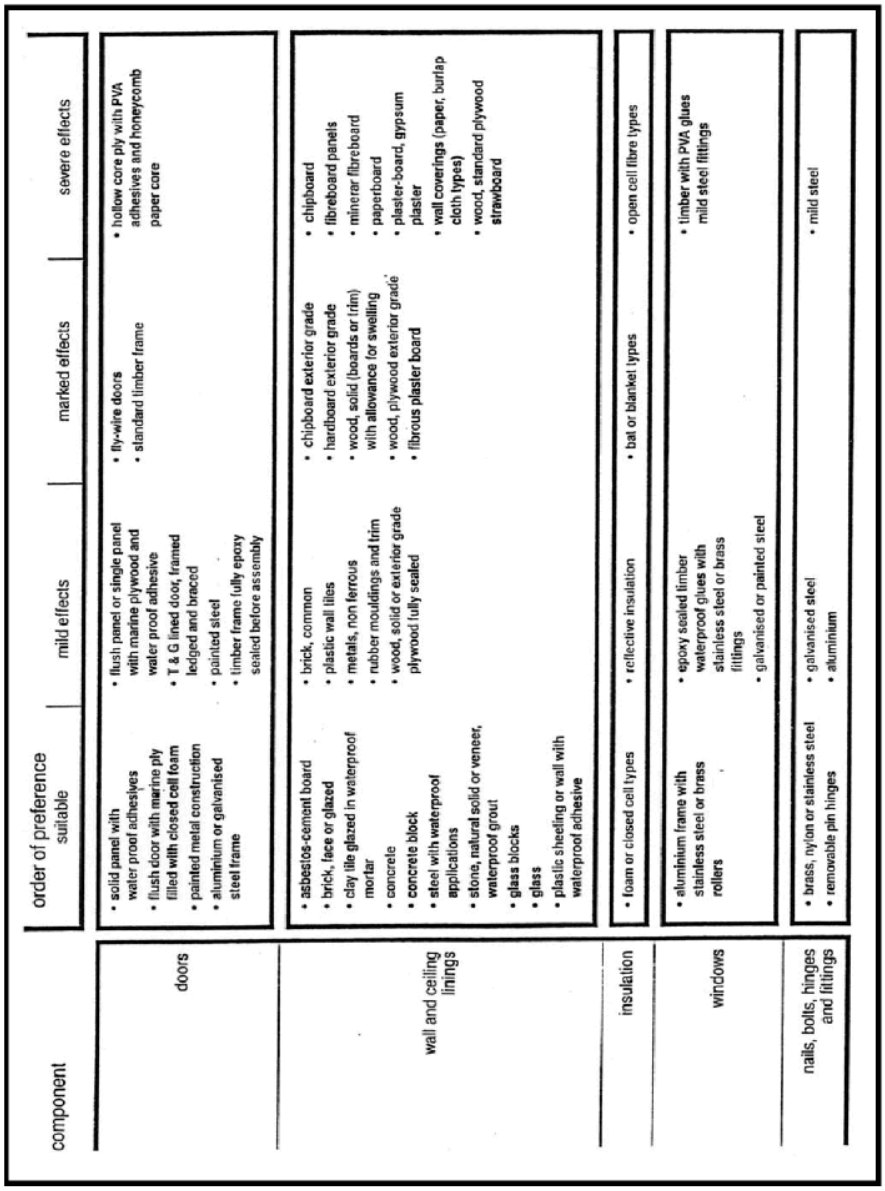
Heating and air conditioning systems should, to the maximum extent possible, be installed in areas and spaces of the house above the DFL. When this is not feasible every precaution should be taken to minimise the damage caused by submersion according to the following guidelines.

Fuel – heating systems using gas or oil as a fuel should have a manually operated valve located in the fuel supply line to enable fuel cut-off.

Installation – the heating equipment and fuel storage tanks should be mounted on and securely anchored to a foundation pad of sufficient mass to overcome buoyancy and prevent movement that could damage the fuel supply line. All storage tanks should be vented to an elevation of 600 millimetres above the DFL.

Ducting – all ductwork located below the DFL should be provided with openings for drainage and cleaning. Self draining may be achieved by constructing the ductwork on a suitable grade. Where ductwork must pass through a water-tight wall or floor below the DFL, the ductwork should be protected by a closure assembly operated from above the DFL.

Flood Proofing Code

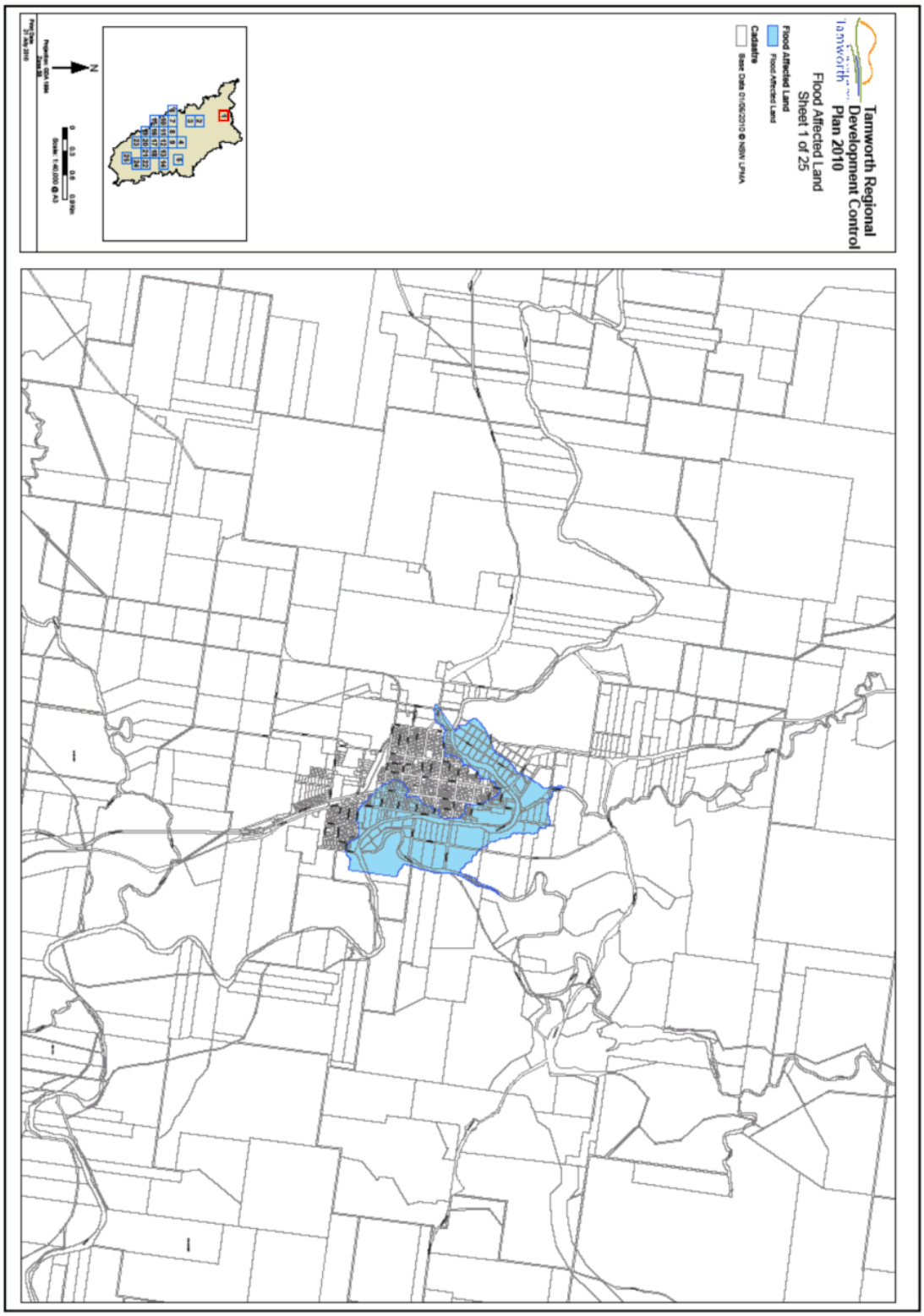


component	order of preference: suitable	mild effects	marked effects	severe effects
doors	• solid panel with water proof adhesives • flush door with marine ply filled with closed cell foam • painted metal construction • aluminium or galvanised steel frame	• flush panel or single panel with marine plywood and water proof adhesive • T & G lined door, framed ledged and braced • painted steel • timber frame fully epoxy sealed before assembly	• fly-wire doors • standard timber frame	• hollow core ply with PVA adhesives and honeycomb paper core
wall and ceiling linings	• asbestos-cement board • brick, face or glazed • clay tile glazed in waterproof mortar • concrete • concrete block • steel with waterproof applications • stone, natural solid or veneer, waterproof grout • glass blocks • glass • plastic sheeting or wall with waterproof adhesive	• brick, common • plastic wall tiles • metals, non ferrous • rubber mouldings and trim • wood, solid or exterior grade plywood fully sealed	• chipboard exterior grade • hardboard exterior grade • wood, solid (boards or trim) with allowance for swelling • wood, plywood exterior grade • fibrous plaster board	• chipboard • fibreboard panels • mineral fibreboard • paperboard • plaster-board, gypsum plaster • wall coverings (paper, burlap cloth types) • wood, standard plywood strawboard
insulation	• foam or closed cell types	• reflective insulation	• bat or blanket types	• open cell fibre types
windows	• aluminium frame with stainless steel or brass rollers	• epoxy sealed timber waterproof glues with stainless steel or brass fittings • galvanised or painted steel		• timber with PVA glues mild steel fittings
nails, bolts, hinges and fittings	• brass, nylon or stainless steel • removable pin hinges	• galvanised steel • aluminium		• mild steel

Flood Proofing Code

component	order of preference suitable	mild effects	marked effects	severe effects
flooring and sub-floor structure	• concrete slab-on-ground monolith construction note: clay filling is not permitted beneath slab-on-ground construction, which could be inundated • suspension reinforced concrete slab	• timber floor (T & G boarding, marine plywood) full epoxy sealed joints	• timber floor (T & G boarding, marine plywood) with ends only epoxy sealed on joints and provision of side clearance for board swelling	• timber close to ground with surrounding base • timber flooring with ceilings or soffit linings • timber flooring with seal on top only
floor covering	• clay tiles • concrete, precast or in situ • concrete tiles • epoxy, formed-in-place • mastic flooring, formed-in-place • rubber sheets or tiles with chemical-set adhesives • silicone floors formed-in-place • vinyl sheets or tiles with chemical-set adhesive • ceramic tiles, fixed with mortar or chemical-set adhesive • asphalt tiles, fixed with water resistant adhesive	• cement/bituminous formed-in-place • cement/latex formed-in-place • rubber tiles, with chemical-set adhesive • terrazzo • vinyl tile with chemical-set adhesive • vinyl-asbestos tiles asphaltic adhesives • loose rugs • ceramic tiles with acid and alkali-resistant grout	• asphalt tiles with asphaltic adhesive • loose fit nylon or acrylic carpet with closed cell rubber underlay	• carpeting, glue-down type or fixed with smooth edge on jute felts • chipboard (particle board) • cork • linoleum • PVA emulsion cements • vinyl sheets or tiles coated on cork or wood backings • fibre matting (sea-grass matting)
wall structure (up to the DFL)	• solid brickwork, blockwork, reinforced, concrete or mass concrete	• two skins of brickwork or blockwork with inspection openings	• brick or blockwork veneer construction with inspection openings	• inaccessible cavities • large window openings
roofing structure (for situations where DFL is above the ceiling)	• reinforced concrete construction • galvanised metal construction	• timber trusses with galvanised fittings	• traditional timber roof construction	• inaccessible flat roof construction • ungalvanised steel work e.g. lintels, arch bars, tie rods, beams etc. • unsecured roof tiles

APPENDIX C - FLOOD AFFECTED LAND MAPS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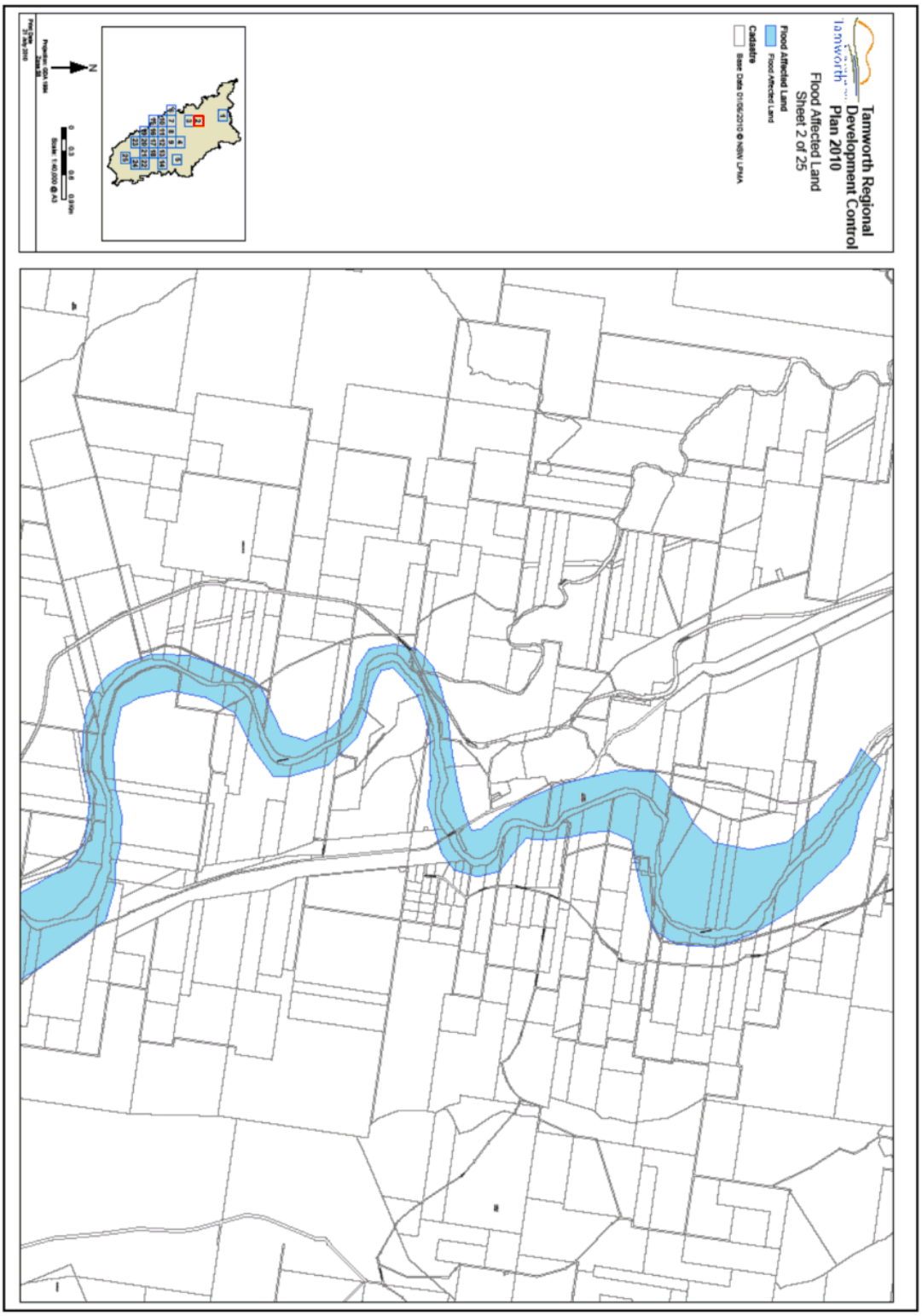
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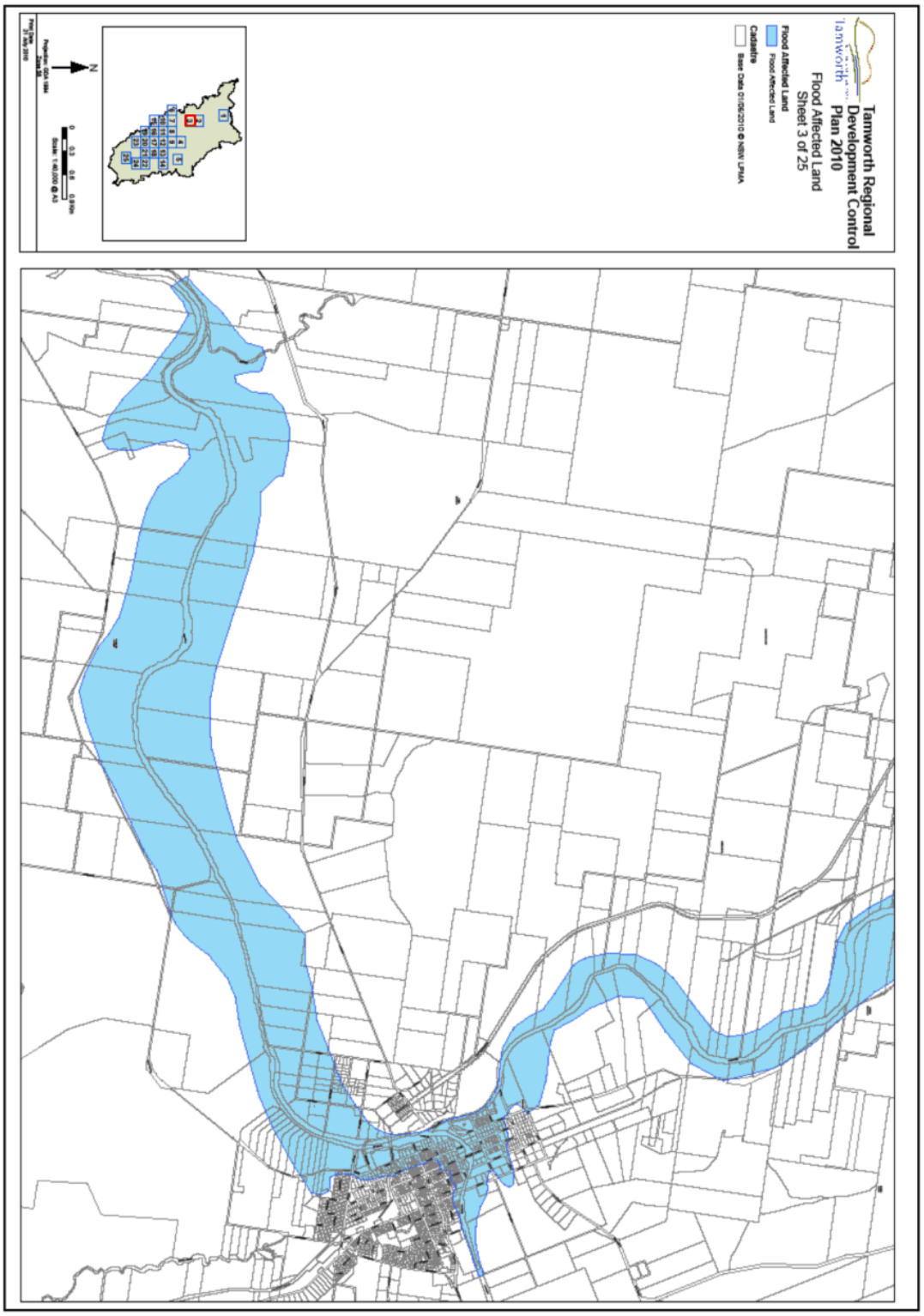
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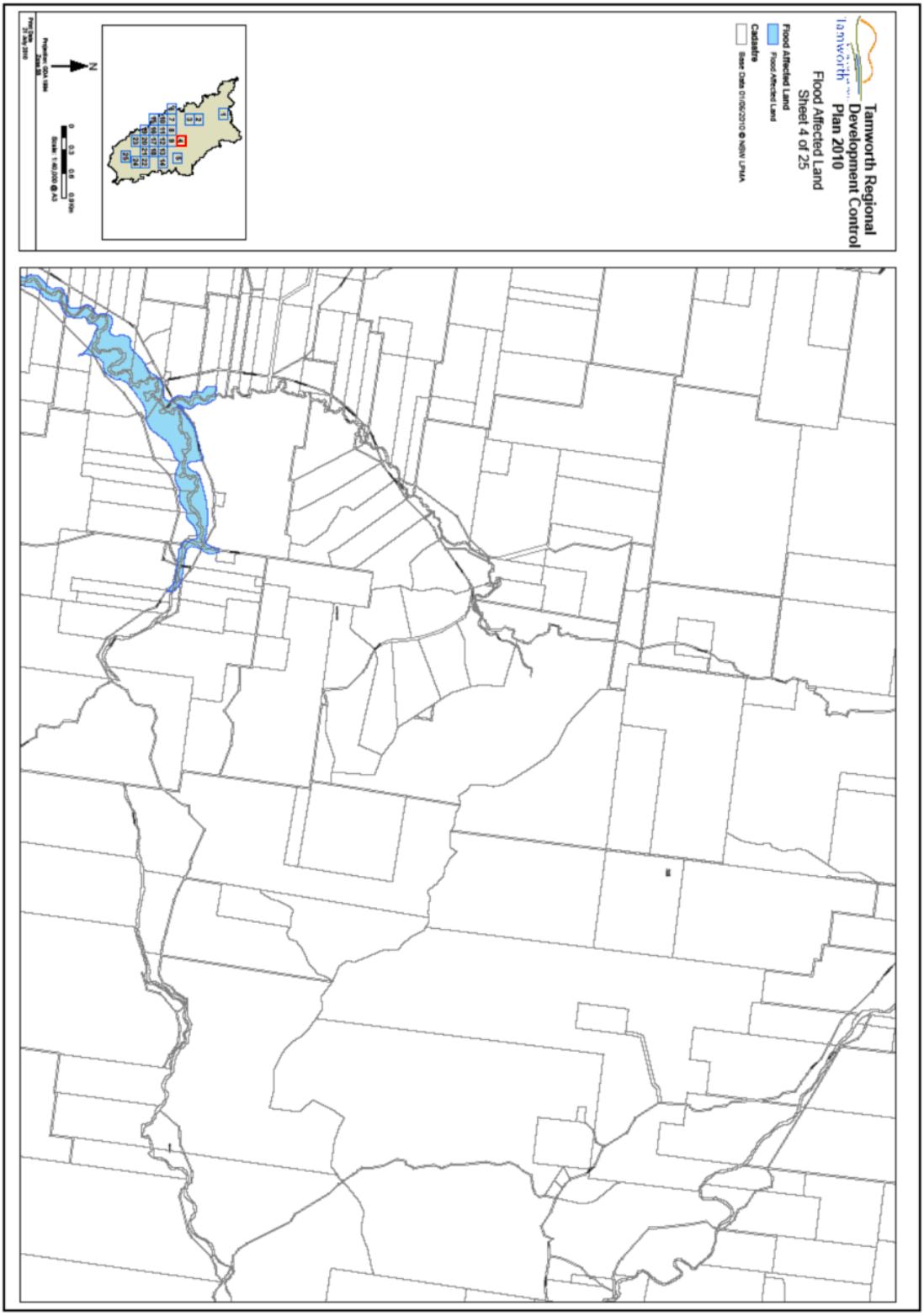
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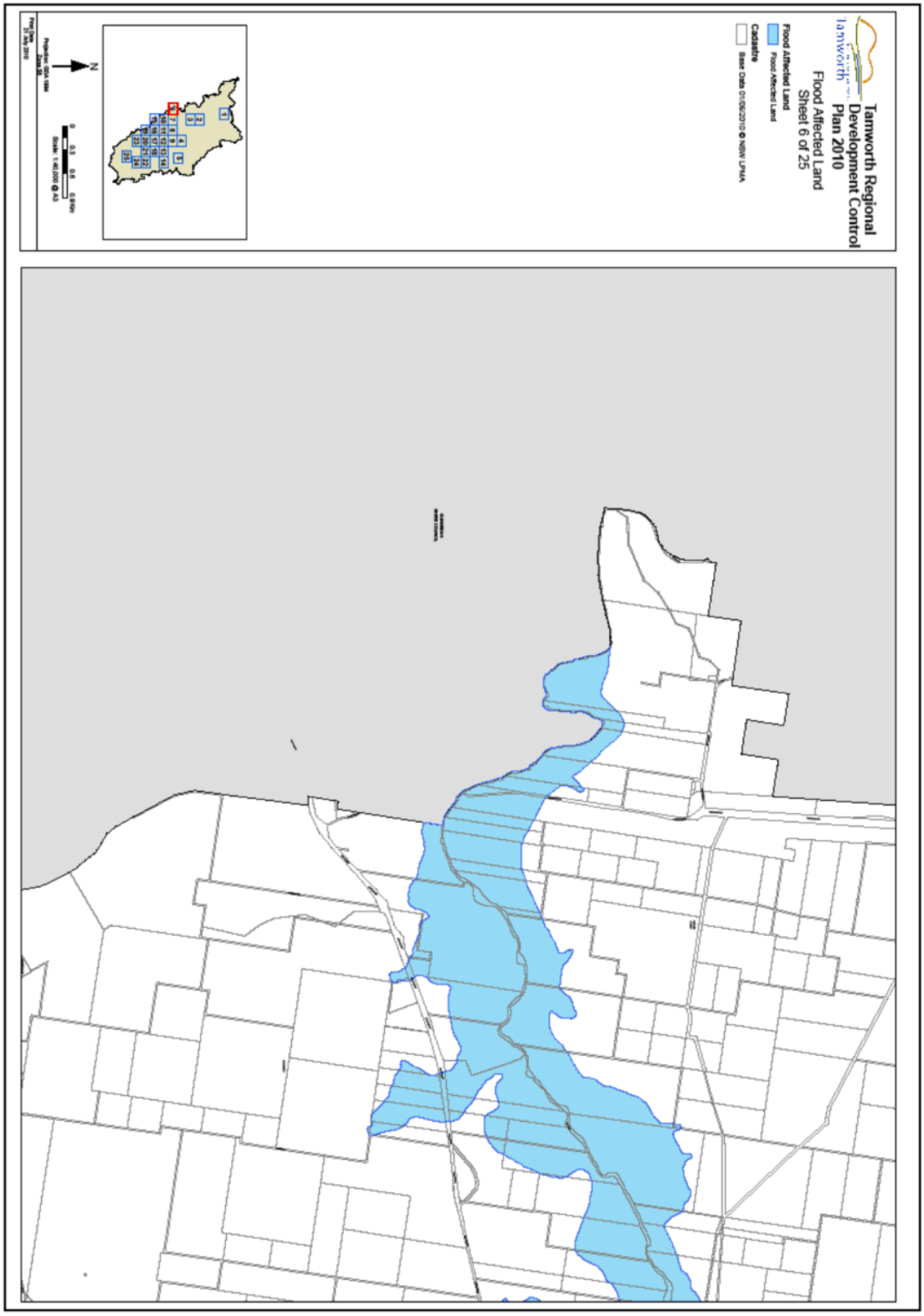
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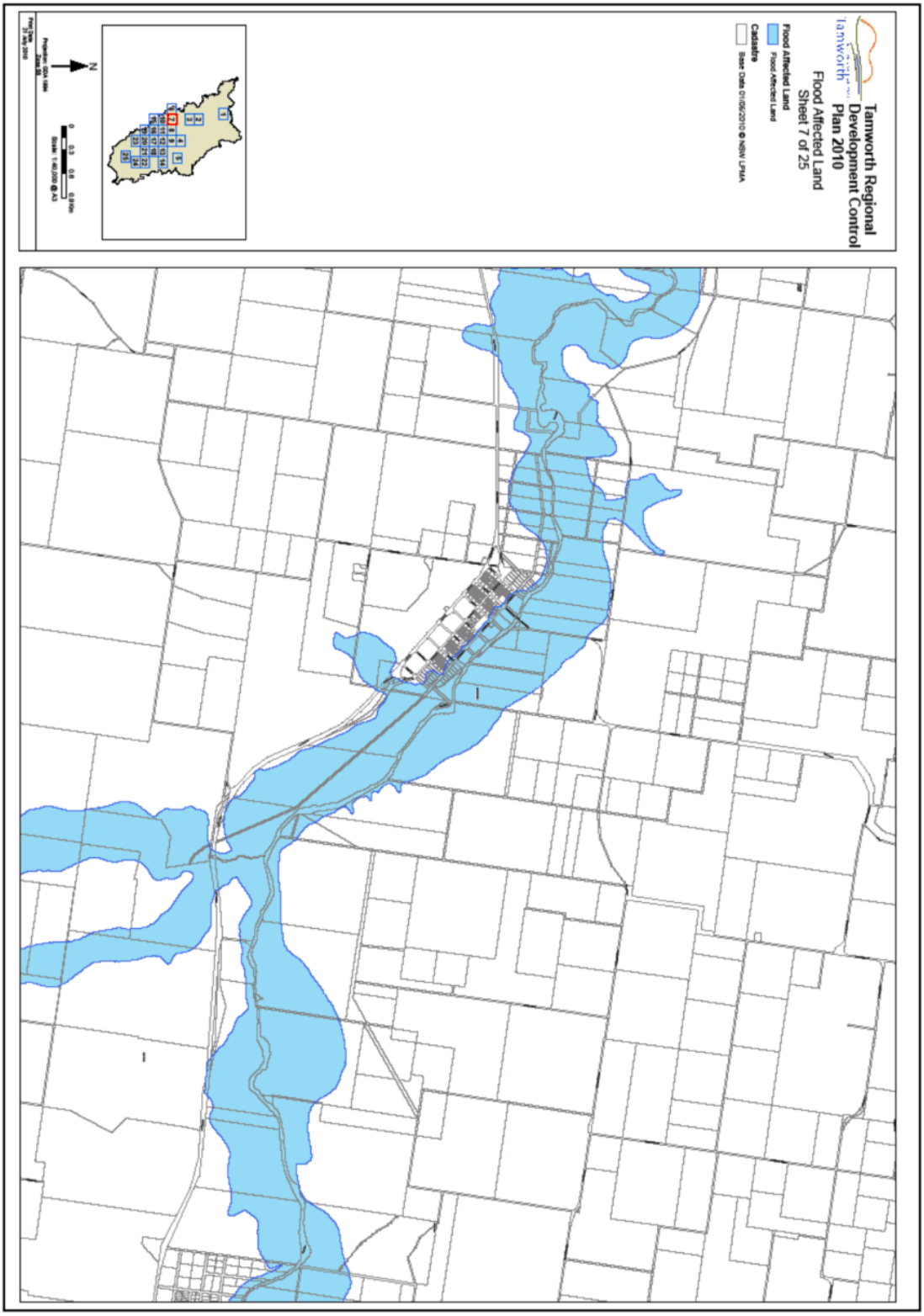
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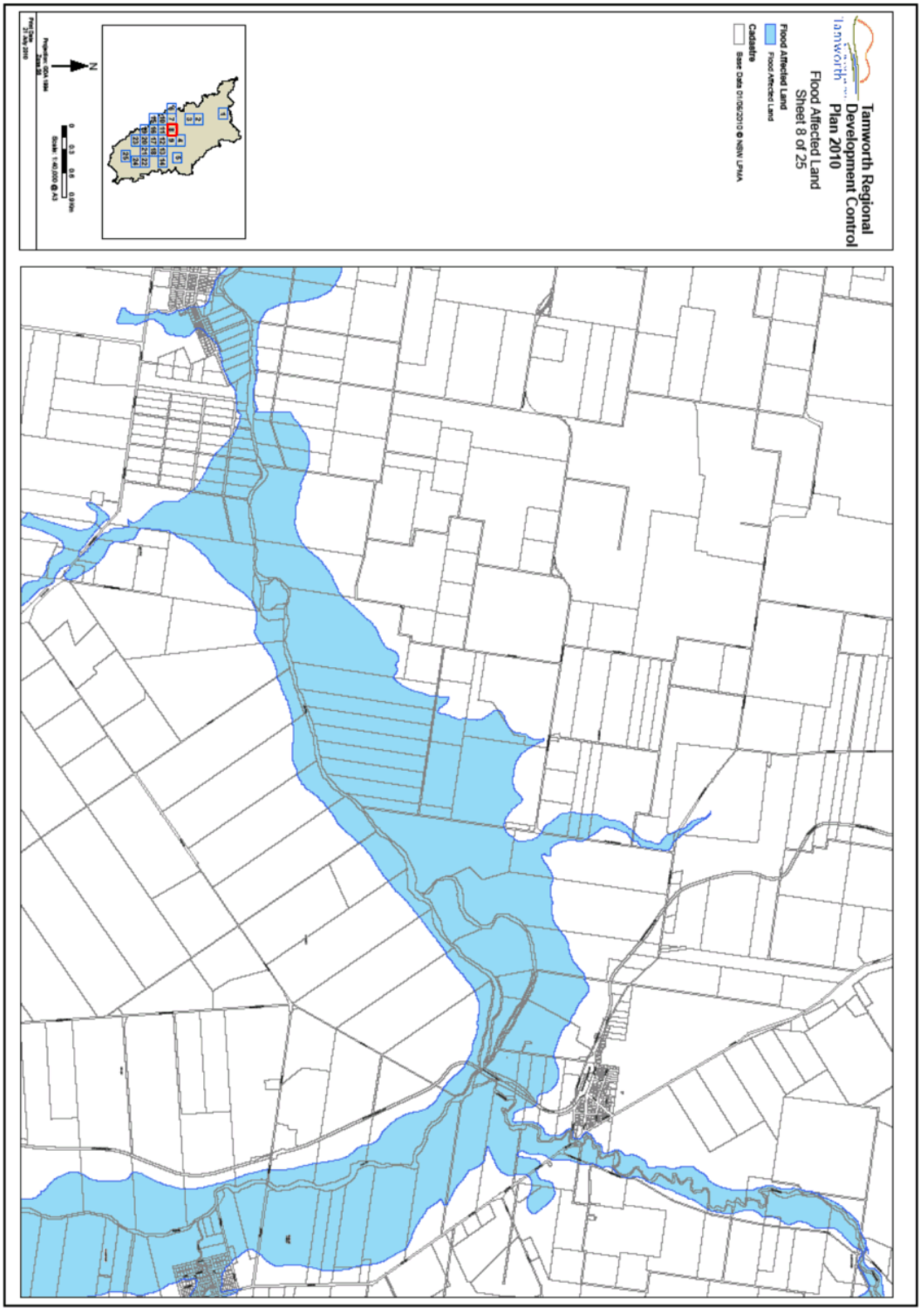
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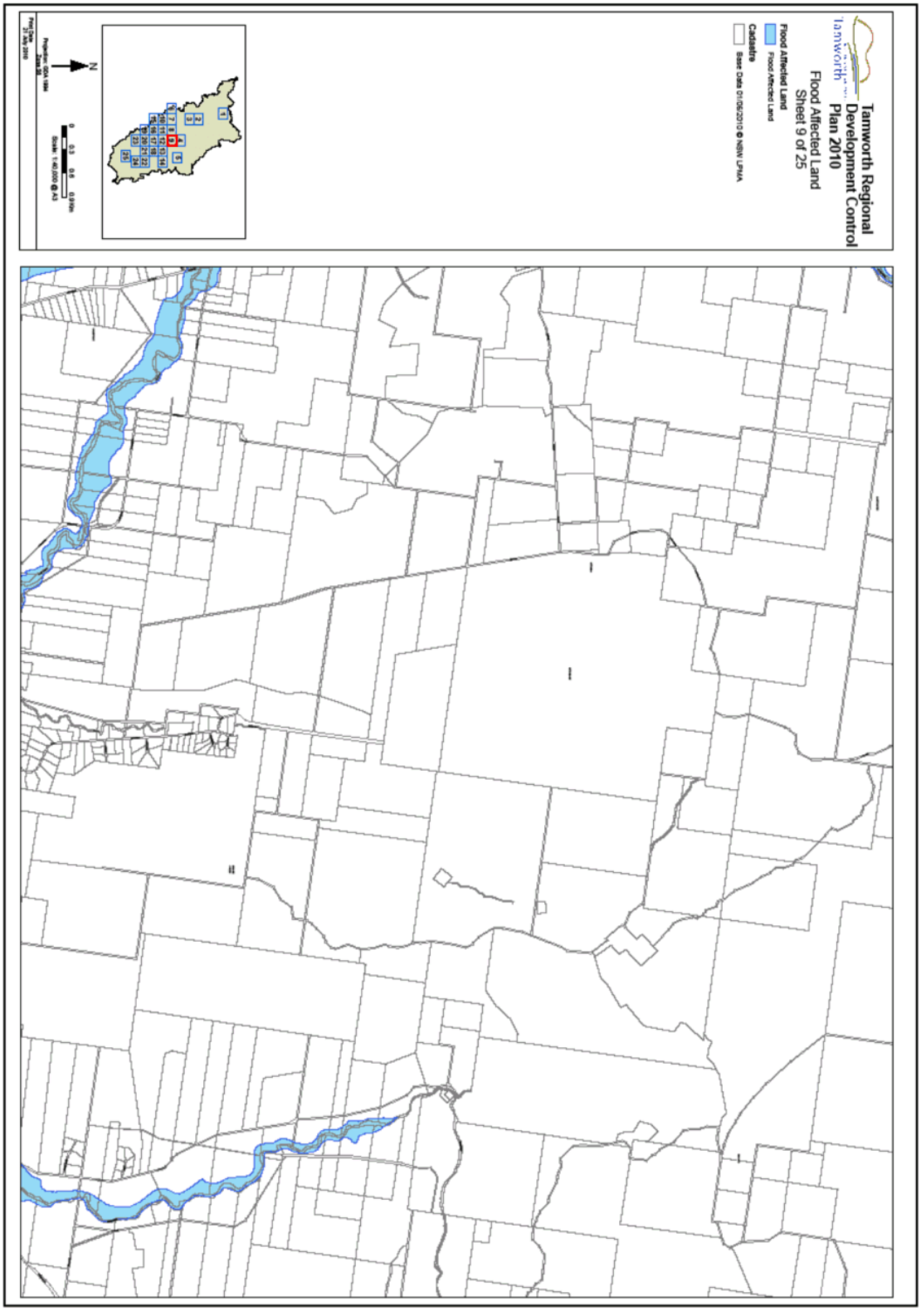
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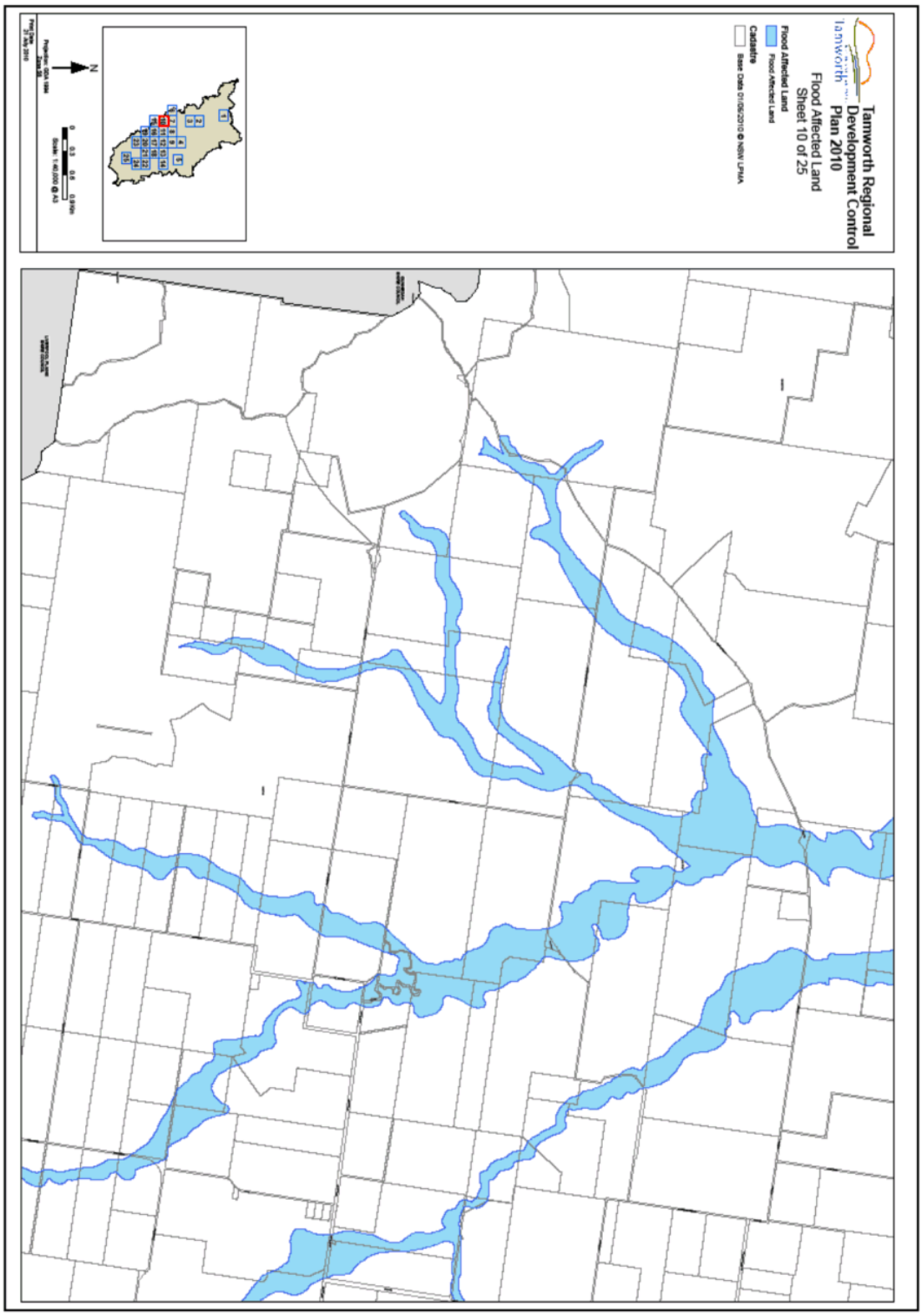
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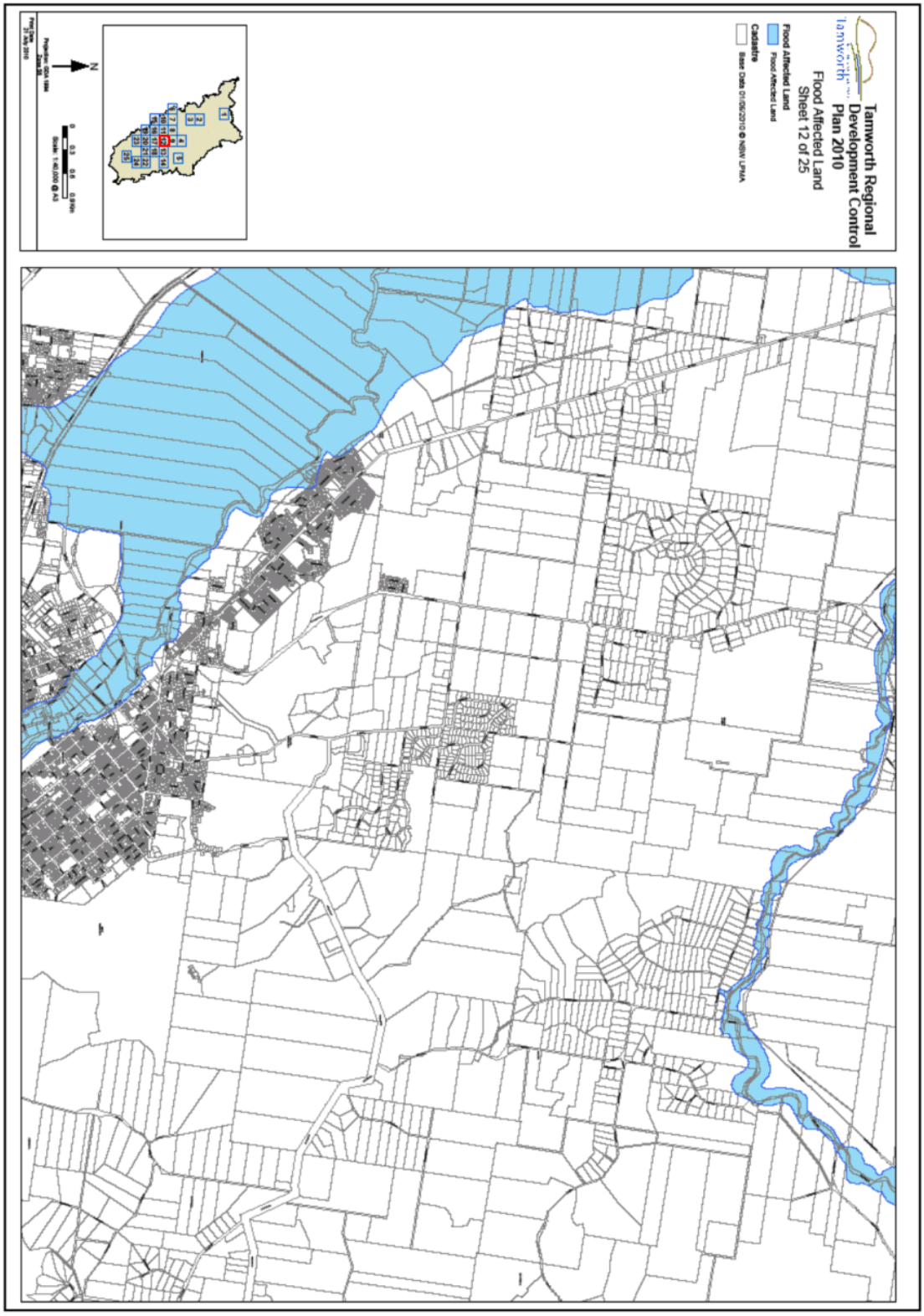
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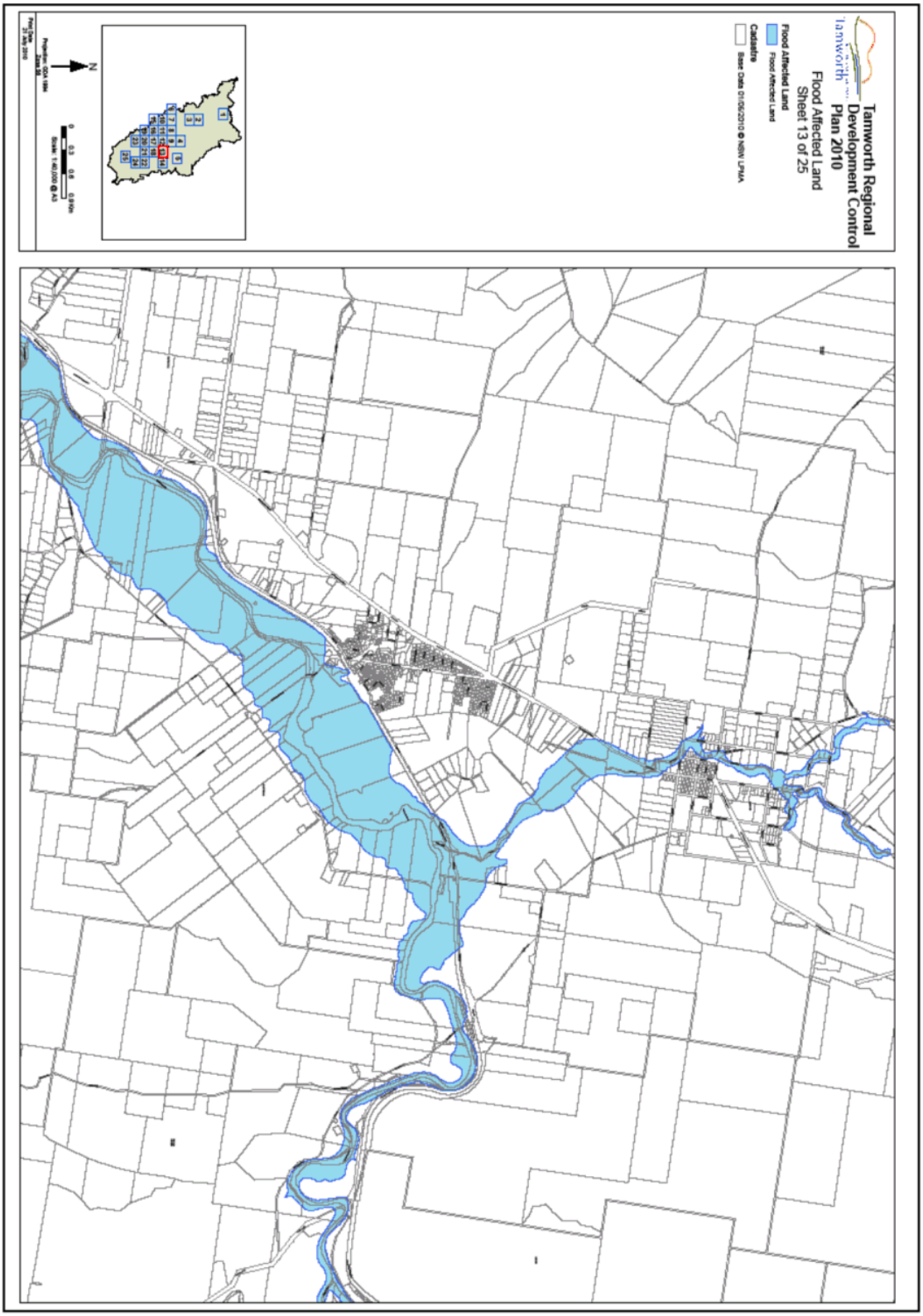
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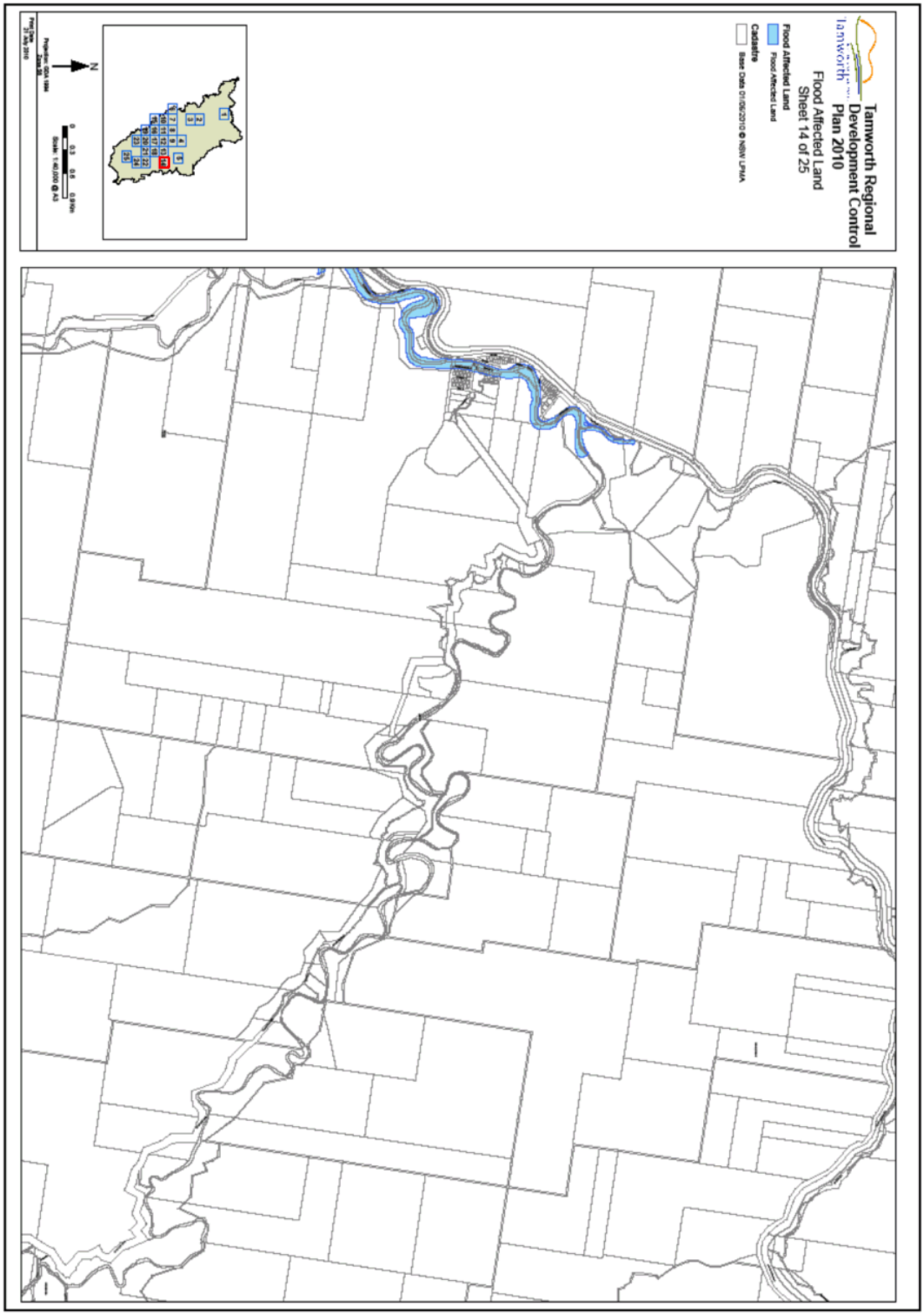
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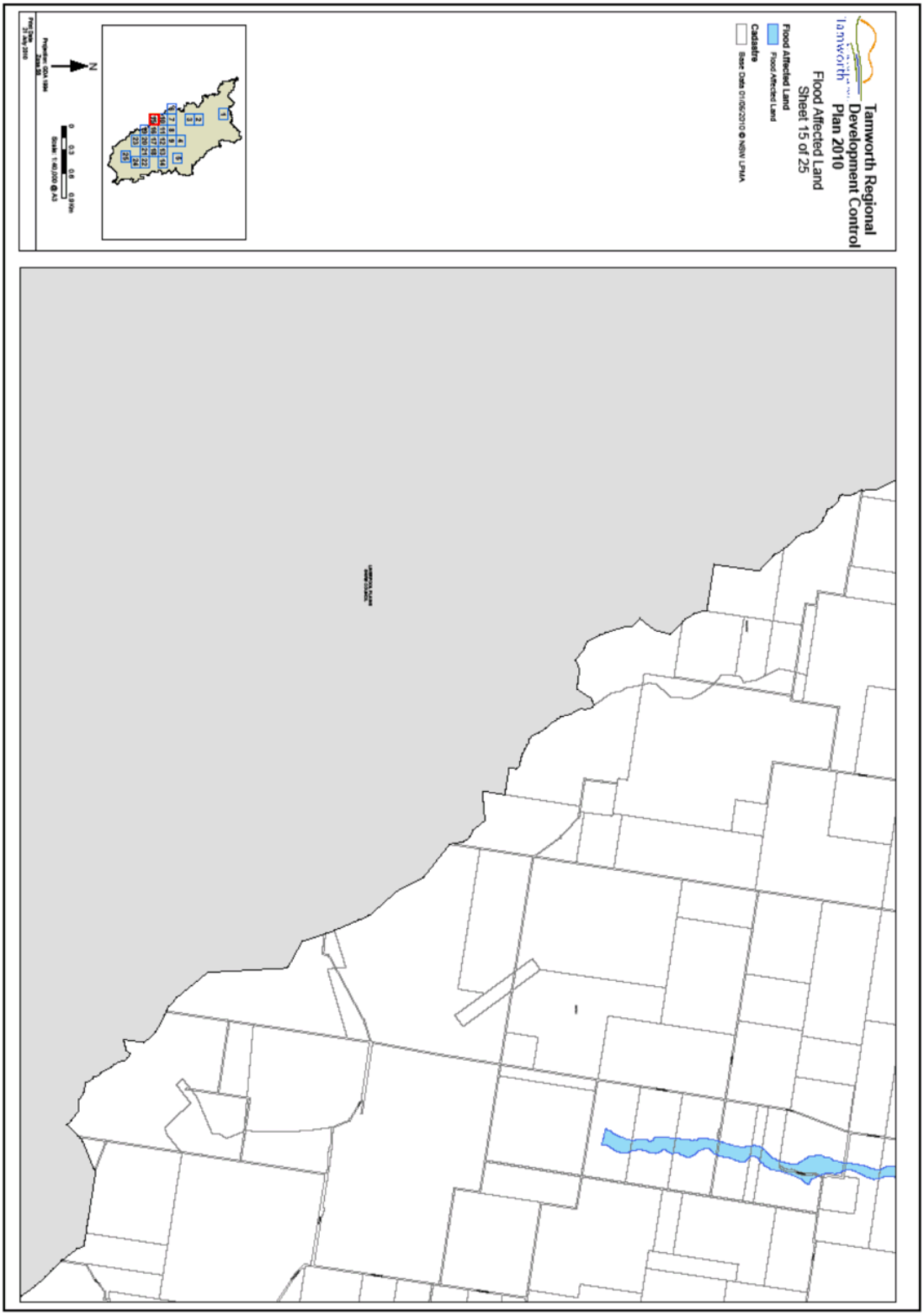
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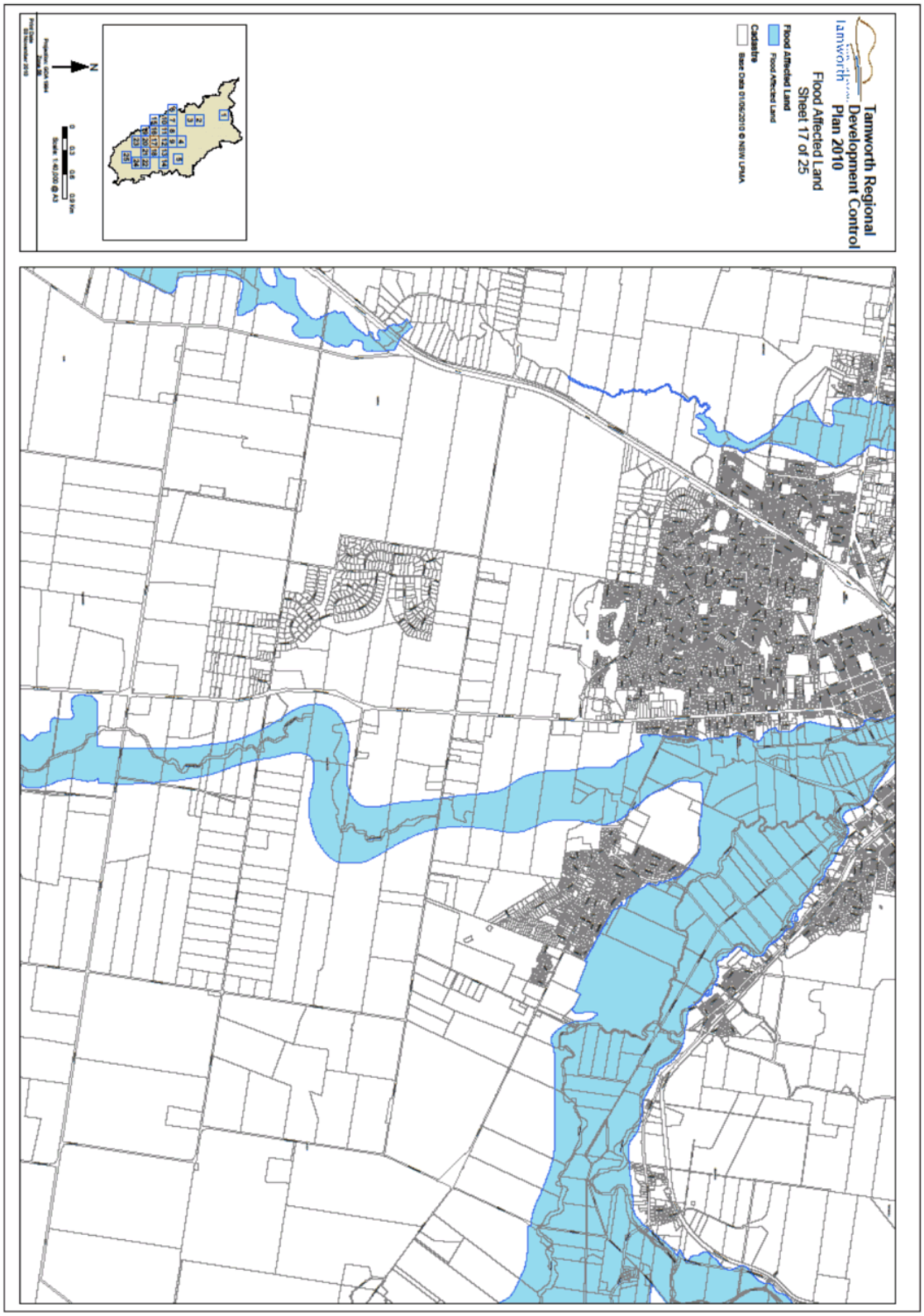
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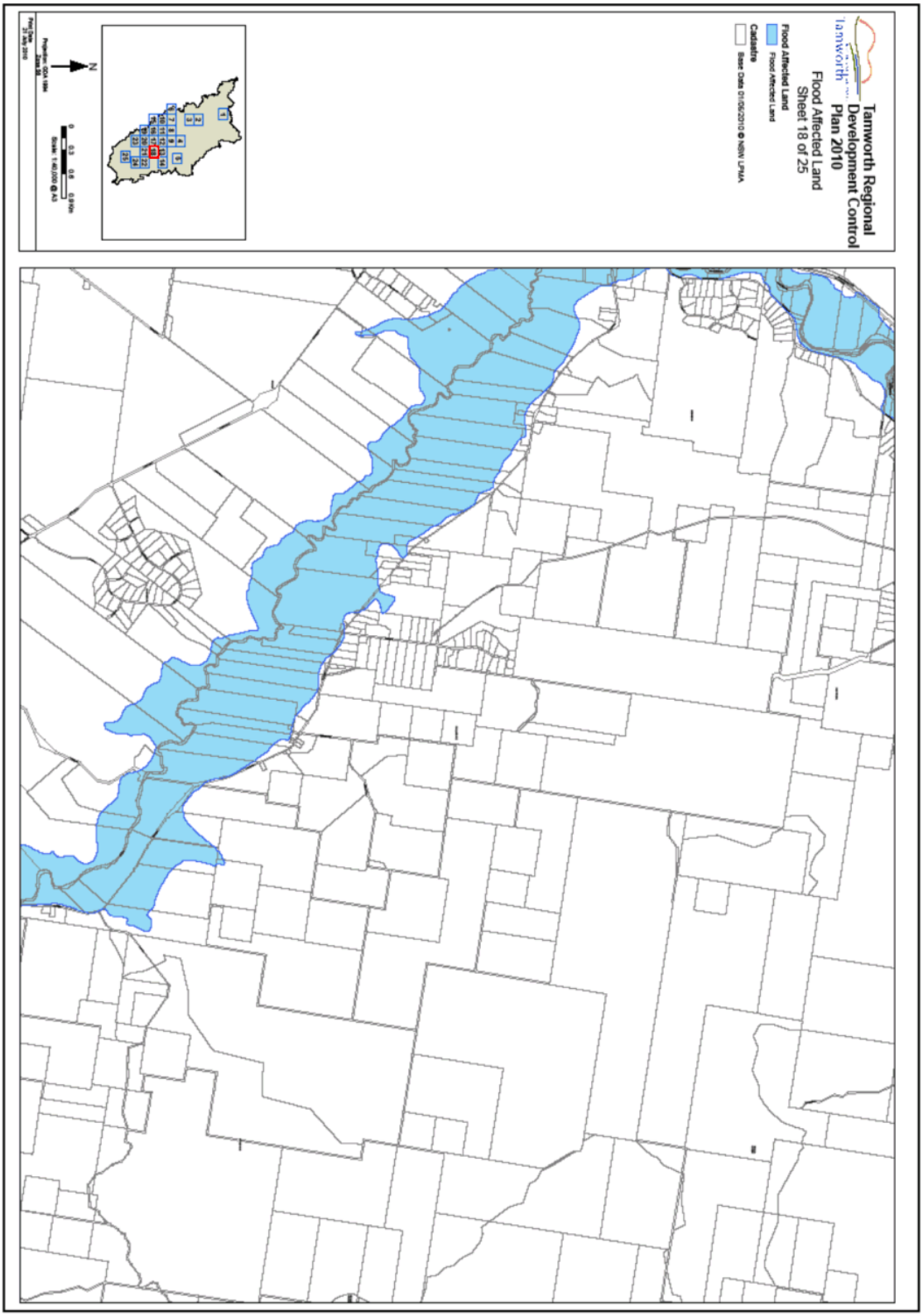
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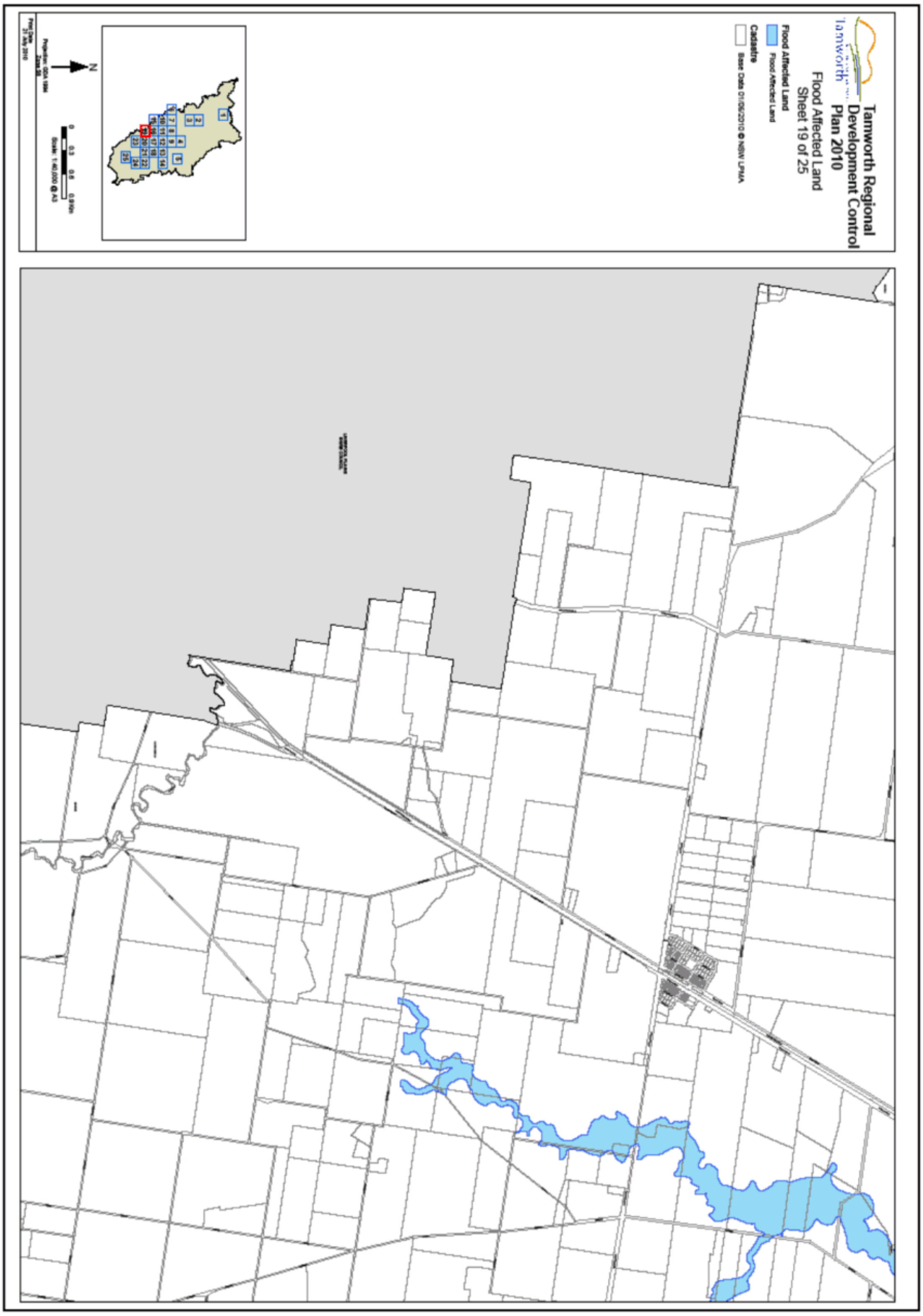
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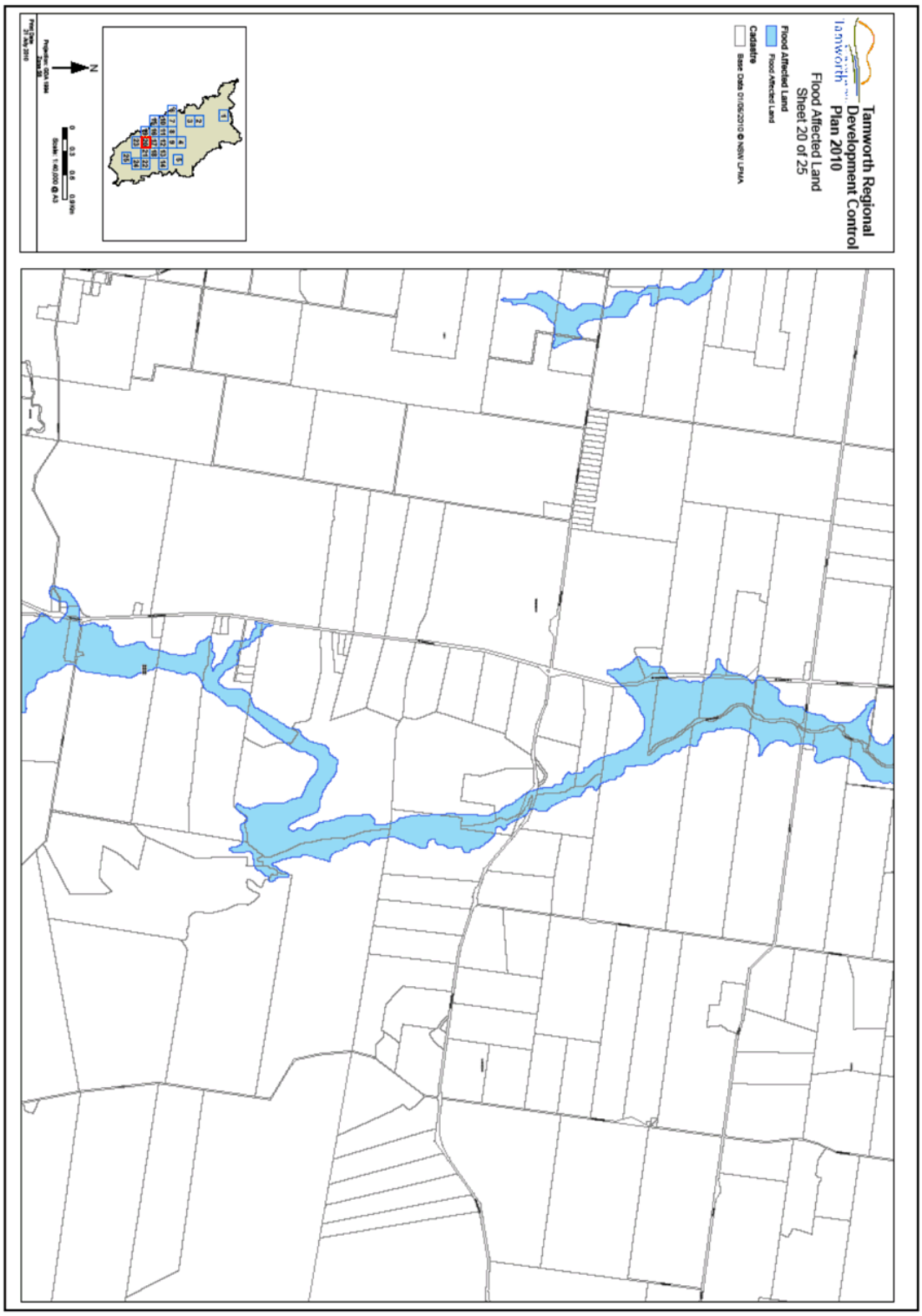
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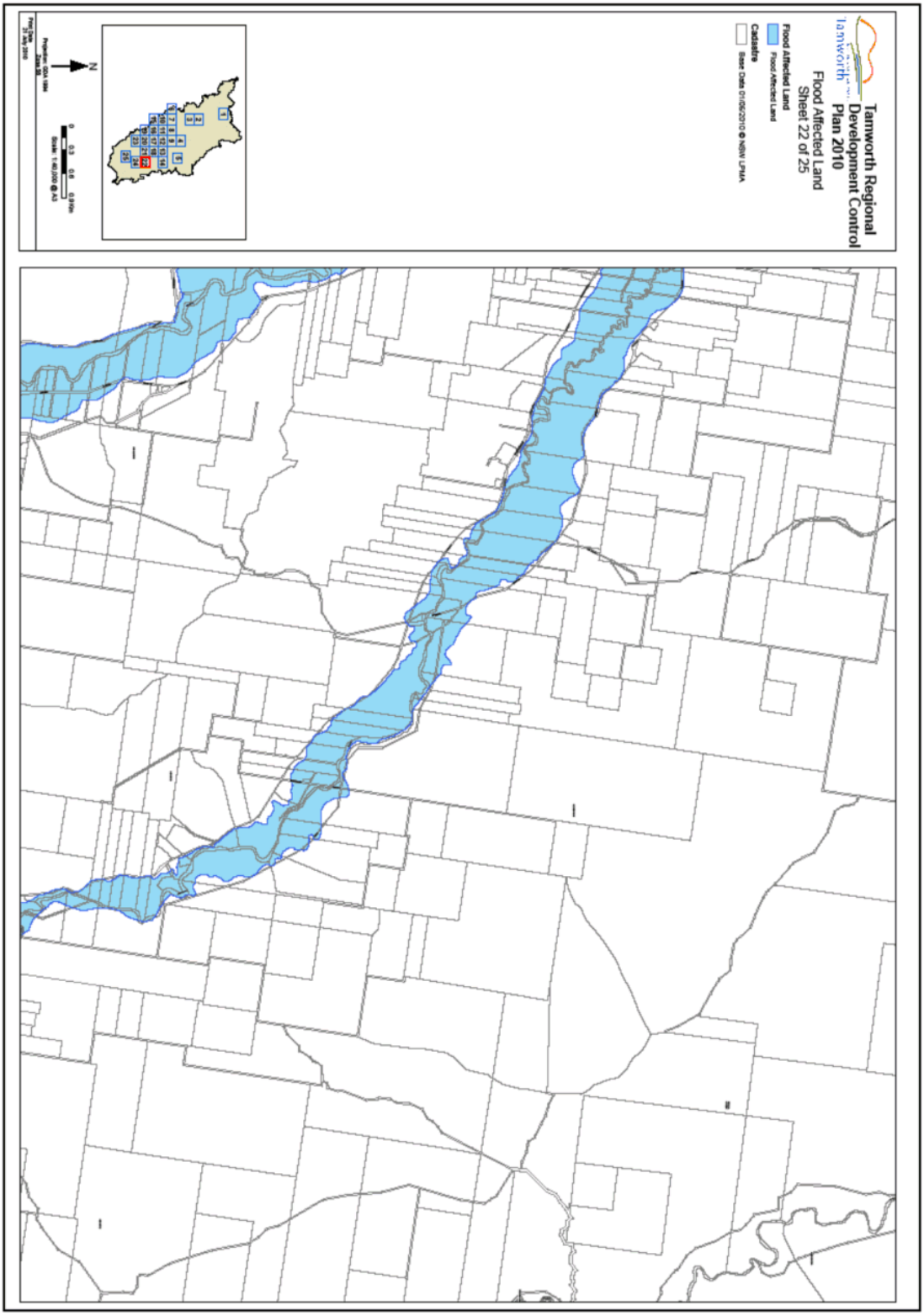
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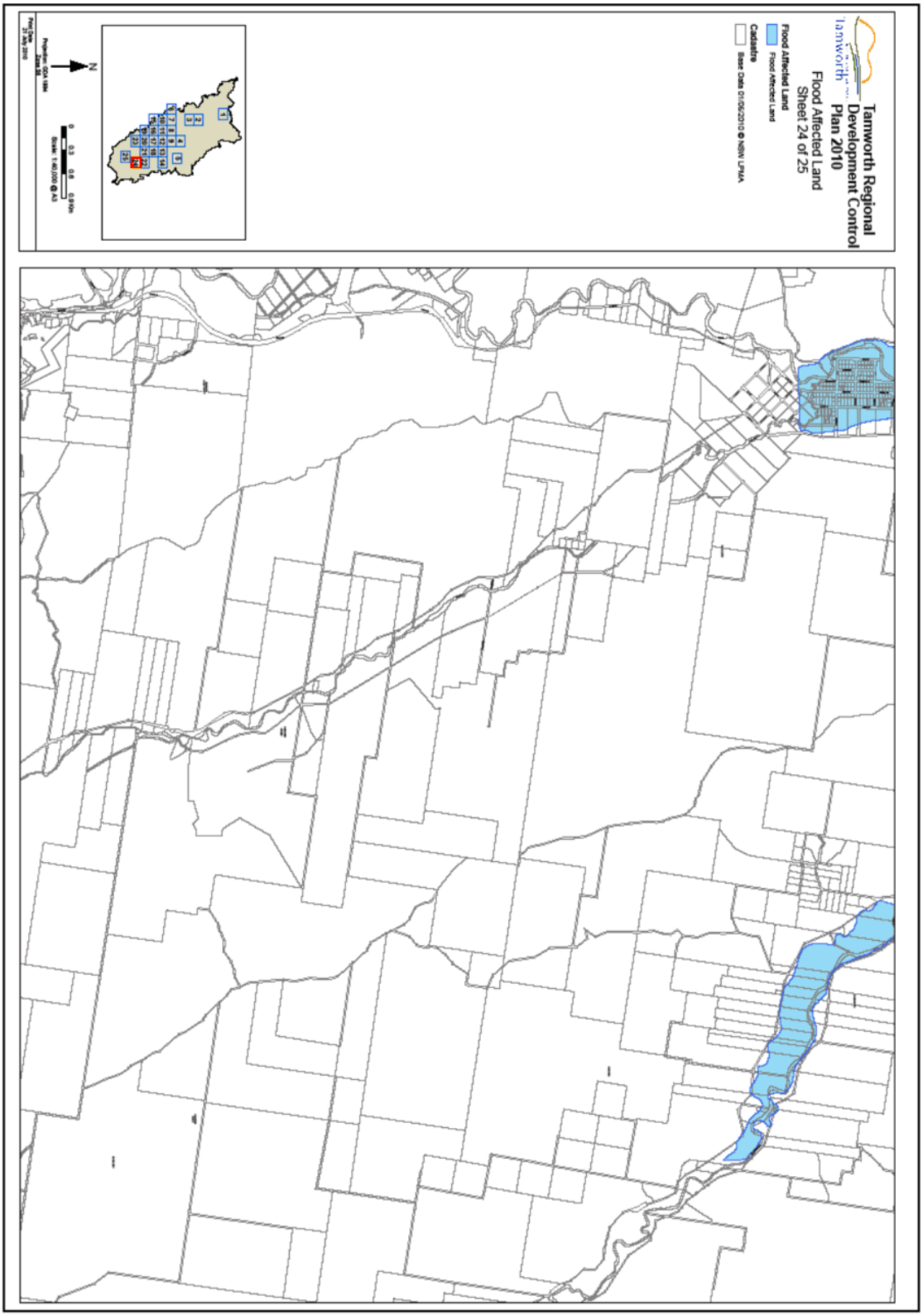
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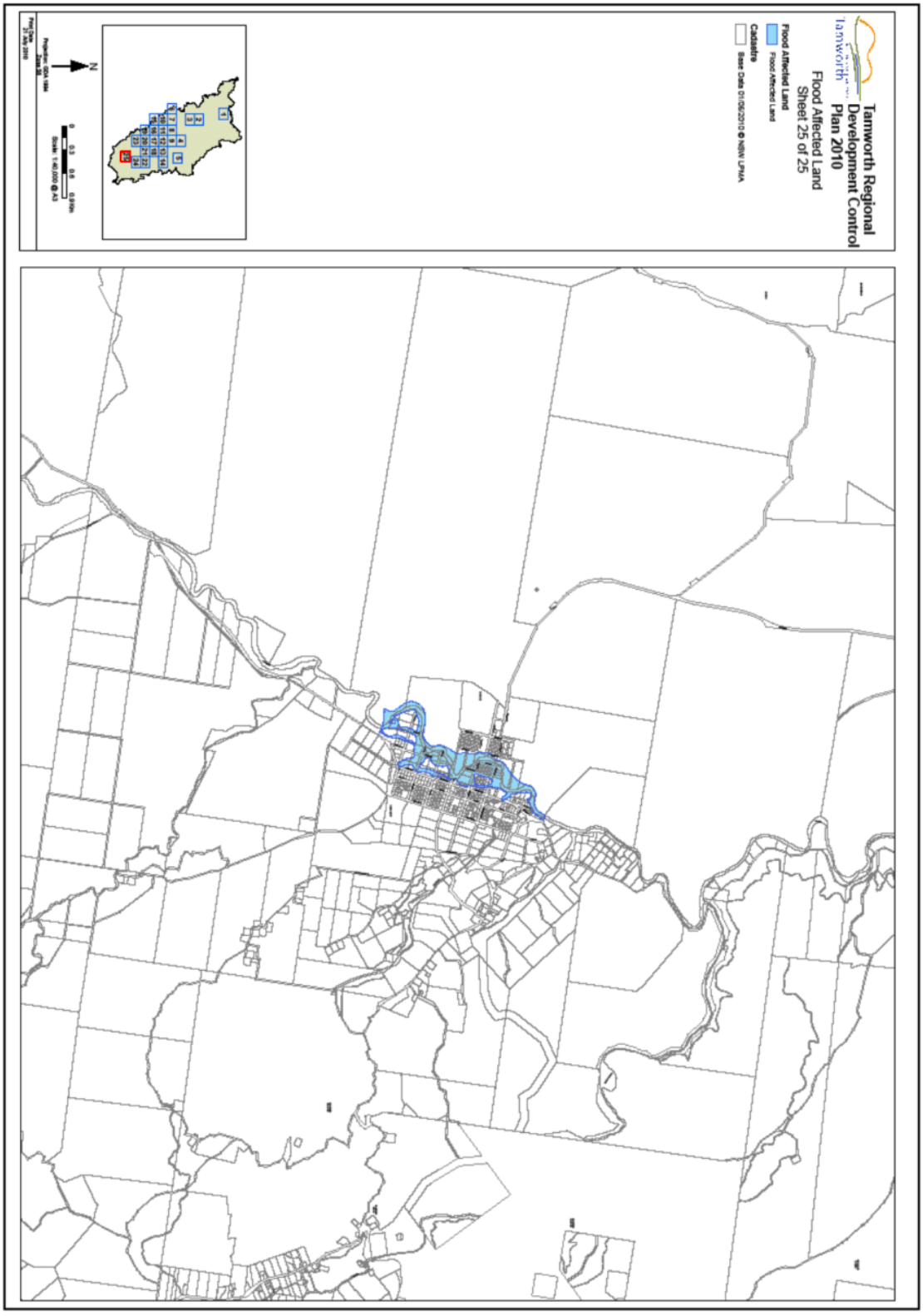
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Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

Desired Future Character Statement

The Desired Future Character Statements below set the Council's vision for the Arcadia Precinct. Development applications must, in addition to being consistent with the Development Control Plan (DCP), support the following:

- Provide a mixture of housing typology and lot sizes which promote greater housing choice and a diverse community.
- High quality urban design principles are a prerequisite for the successful establishment of the Arcadia Precinct. These principles relate to street amentity, design standards for buildings and linkages between the built form and high quality recreational open space.
- The Burkes Gully corridor is the "green spine" for the Arcadia Precinct and must incorporate the principles of a living stream which enhance the natural feature and contribute to the urban landscape and opportunity for passive recreation.

Other Development Controls Chapter

- Any development is required to comply with the applicable Development Control's Chapter, except as otherwise nominated below.

Subdivision

- Subdivision proposals must be generally consistent with the prevailing subdivision pattern as shown in Figure 1 and 2.

Figure 1: Arcadia Structure Plan

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

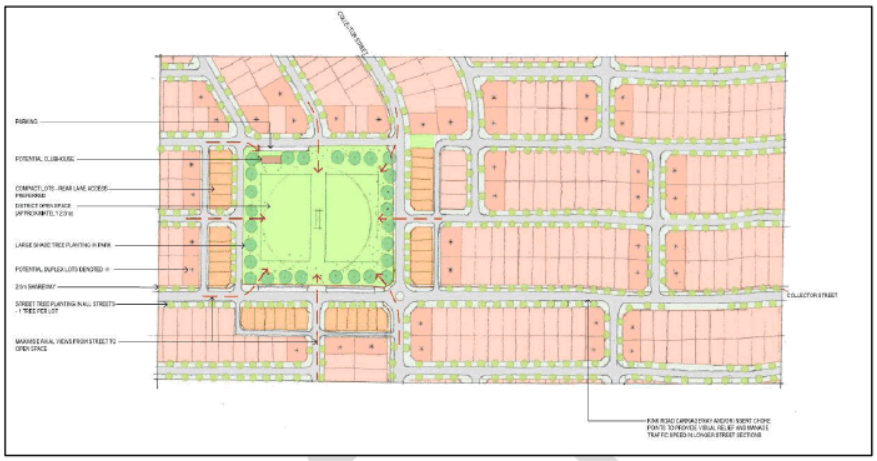

Figure 2: Lot Orientation

- Where residential development adjoins land zoned RE1 Public Recreation or a drainage/natural corridor (Burkes Gully Corridor), lots shall be designed to enable a future dwelling to front the open space or Burkes Gully Corridor.
- For optimal orientation of future residential dwellings, any subdivision must be consistent with Figure 1 and 2.
- Where smaller lots are proposed they encouraged be located close to the neighbourhood centre, public transport or adjacent to high amenity areas such as the Burkes Gully corridor or parks.
- An alternative lot orientation may be considered where other amenities such as views and outlook over open space are available, and the design demonstrates appropriate solar access and overshadowing outcomes on adjoining lots.
- All corner lots must be a and adequate size to cater for a dual occupancy development.

Density

- All applications for residential subdivision and the construction of residential buildings must achieve a net residential dwelling density of 10 dwellings/ hectare.
- It must be demonstrated that the development meets or contributes to the minimum residential density requirement.

** Dwelling density – means the ratio of the number of dwellings to the area of the land to be occupied by the development, including internal streets and half the width of any roads adjoining the development that provide vehicular access to the development but excluding land use for public open space and non-residential purposes as shown in Figure 3*

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

Figure 3: Example of calculating net residential density

- A variety of lot sizes and housing types must be developed throughout the area to cater for the growing needs of the community. An example housing types and lot typology is provided in Figure 4.

Figure 4: Housing types and lot typologies

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, Step 3- General Development Specifications requirements may also apply to your development.

Compact Lots

This section of the DCP applies where development for medium density is proposed in areas identified in the structure plan as "compact lots" and has an area less than the minimum lot size shown on the lot size map of Tamworth Regional Council Local Environmental Plan 2010.

Medium density developments in these areas will be considered against the controls below and not the dual occupancy or multi dwelling controls contained in other parts of the DCP.

<table>
<tr><th></th><th>Controls</th></tr>
<tr><td>Setbacks</td><td>• The following minimum setbacks apply;
<table>
<tr><th></th><th>Building facade fronting road</th><th>Building facade fronting open space or Burkes Gully (rear laneway vehicle access)</th></tr>
<tr><td>Front Setback</td><td>4.5m</td><td>3.5m</td></tr>
<tr><td>Articulation Zone</td><td>3.0m</td><td>2.0m</td></tr>
<tr><td>Setback to Garage</td><td>5.5m and 1m behind building line</td><td>0.5m</td></tr>
<tr><td>Rear Setback</td><td>6m</td><td>6m</td></tr>
<tr><td>Side Setback (detached)</td><td>BCA</td><td>BCA</td></tr>
<tr><td>Secondary Street frontage</td><td>2m</td><td>2m</td></tr>
</table></td></tr>
<tr><td>Articulation Zone</td><td>• This zone allows building elements to project 1.5m forward of the front building line, and may include entry features and porticos, balconies, decks, verandahs, shading devices, pergolas and bay windows may be built. A carport is not considered part of the articulation zone.
• Up to 25 per cent of the articulation zone, when viewed from above, may include building elements. An awning or other feature over a window and a sun shading feature are not included in the maximum area of a building element in the articulation zone.</td></tr>
<tr><td>Private Open Space</td><td>• Must have a minimum area of 24m^2 and have a minimum dimension of 4m.
• Must be accessible from the main internal living area.
The principle open space area must not include utilities or storage areas but can include hard landscaped areas and outdoor living areas.</td></tr>
</table>

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

Solar Access	• At least 50% of the principle private open space must receive 3 hours or more of sunlight between 9am – 3pm on June 21. Any two storey development must be accompanied by shadow diagrams which clearly identify adjacent dwellings and their principle private open space. At least 50% of the principle private open space must receive 3 hours or more of sunlight between 9am – 3pm on June 21.
Privacy	• Upper level openings on side facades which are less than 3m from a neighbouring dwelling must be; ○ At least 1.5m above the floor level; OR ○ Screened; OR ○ Fixed with translucent glazing. • Habitable rooms overlooking the principle private open space of a neighbouring dwelling are to have sill heights at least 1.5m above the floor level. A habitable room should address the public domain to provide passive surveillance.
Landscaping	• A minimum of 15% of the site must include soft landscaping (300m2-450m2 lots). • The landscaped area must be at least 1.5m wide. • Landscaped open space can be considered as part of the private open space calculations. • Landscaping must be used to define the entrances of individual dwellings. At least 25% of the area forward of the building line must contain landscaped area. • Each lot must include at least 1 small tree (5m-8m at maturity) and 1 large deciduous tree (8m-15m at maturity). Councils Engineering Design Minimum Standards for Subdivisions & Developments is a guide for suitable tree species selection.
Site Coverage	• A maximum site coverage of 60% is permitted. Site coverage includes impermeable areas such as driveways and footpaths but excludes any unenclosed balconies, decks, pergolas and the like.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

<table>
<tr><td>Parking & Garages</td><td>The following parking arrangements must be provided:
<table>
<tr><th>Number of b/r in each dwelling</th><th>Minimum Parking aces per dwelling</th></tr>
<tr><td>1</td><td>1 (enclosed)</td></tr>
<tr><td>2</td><td>1 (enclosed)</td></tr>
<tr><td>3</td><td>2 (1 enclosed)</td></tr>
</table>

Parking of one vehicle behind another in a stack arrangement is acceptable.
The garage must be setback 1m behind the building line and 5.5m from the front boundary.
Only a single garage is permitted for medium density development on where access is provided from the primary street frontage and the lot width is less than 12m.
Double garages are permitted on compact lots where access is provided from a rear laneway or from the front if the lot width is greater than 12m.

Garages located on corner lots should be accessed from secondary street.</td></tr>
<tr><td>Fences</td><td>
Front fences and front side fences (to 2m behind the front facade) and a maximum of 1.2m high.
Transparent fencing with suitable landscaped treatment must be provided on Burkes Gully corridor or public open space.
</td></tr>
<tr><td>Water Sensitive Essentials</td><td>
Developments must comply with the Water Sensitive Essentials nominated in bth eGenral Housing & Ancillary Structures Development Controls Chapter.
</td></tr>
<tr><td>S7.11 Contribu-tions</td><td>
Medium density developments located in the compact lot areas and corner lots may apply for the wavering of section 7.11 Contributions.
</td></tr>
</table>

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, Step 3- General Development Specifications requirements may also apply to your development.

Dual Occupancy and Multi Dwelling Development	• Any dual occupancy or multi dwelling development outside of the nominated compact lot will be required to comply with the applicable Development Control's Chapter, must comply
Corner Lots	• All corner lots must be designed for a dual occupancy development. • All dual occupancy development on corner lots must suitably address and provide access from separate street frontages.
Road Design and Network	• The layout and hierarchy of the street network shall generally be in accordance with the Figures 5 - 7. • The Structure Plan identifies key intersections with the treatments for the identified intersections to be determined in consultation with Council staff to ensure a functional road network. • No Local Roads are to be longer than 250 metres without an intersection and/or traffic calming treatment. • Traffic calming measures must be implemented in suitable locations to reduce vehicle speeds. Traffic calming measures include passive measures such as narrowing, minimising widths of road pavements, designation of slow speed streets and use of rumble strips at pedestrian crossing points and intersections. • Where two Local Road Type B (9m Carriageway) intersect each other, it must be identified how on-street parking will be managed to ensure that service vehicles can operate unimpeded. • The principle of water sensitive urban design are to be considered in the road network for any new streets.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

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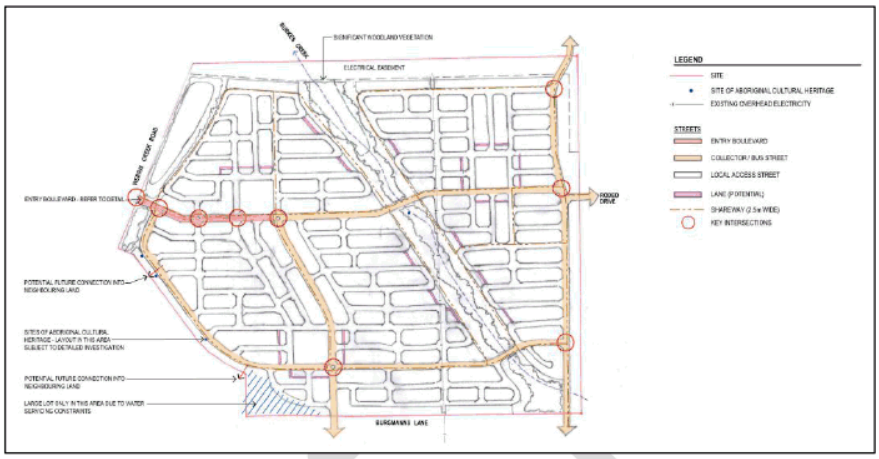

Figure 5 – Road network

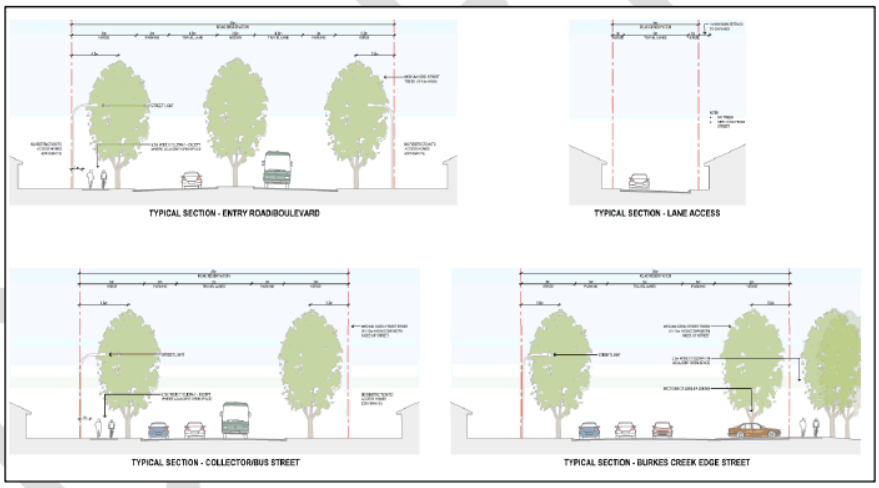

Figure 6: Typical street Sections

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STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

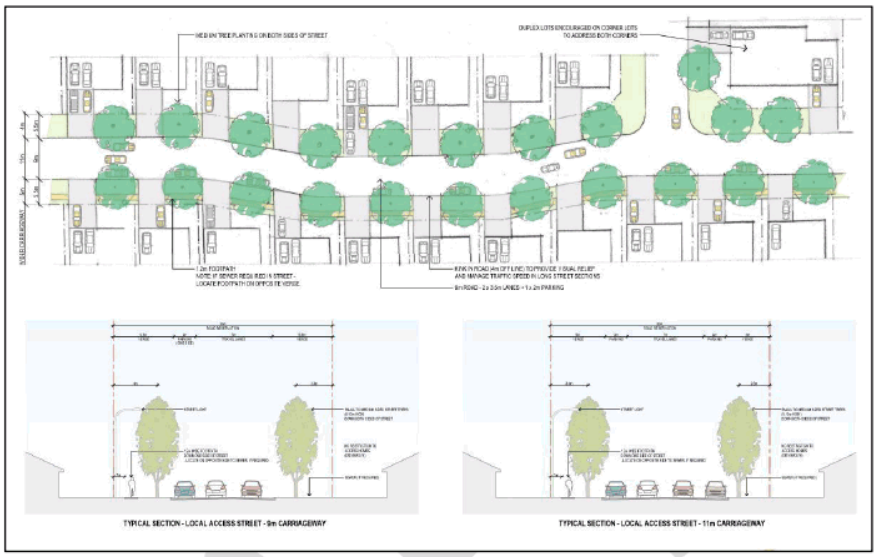


Figure 7: Local Street – Typical Plan and Section

Laneways

- All lots adjoining a laneway must exclusively use the laneway for vehicular/garage access.
- Persons creating allotments adjoining a laneway are required to create a restriction on the use of land under Section 88B of the Conveyancing Act 1919 to legally deny direct vehicular access any other road.
- All lot boundaries adjoining the laneway are to be defined by fencing or built form. The garage setback to the laneway is minimal (0.5 m) to allow overhanging eaves or balconies to remain in the lot without creating spaces where people park illegally in front of garages and/or on the laneway.

Traffic and Access

- Access to the precinct is to be provided generally in accordance with the Structure Plan.
- The intersection treatments for the identified key intersections shall be designed in consultation with Council staff to ensure a functional road network.
- Direct individual lot access onto Werris Creek Road/Duri Road and Burgmanns Lane is not permitted.
- Persons creating allotments adjoining Burgmanns Lane are required to create restrictions on the use of land under Section 88B of the Conveyancing Act 1919 to legally deny direct vehicular access onto Burgmanns Lane.

Pedestrian & Cycleways

- Cycleways, shareways and other pedestrian facilities shall be provided generally in accordance with the Structure Plan.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

Public Open Space

- Any subdivision development will require Public Open Space provisions in accordance with Figure 8 and the Arcadia Section 7.11 Contributions Plan 2018.
- Parks are to be generally located in accordance with the Structure Plan and should include:
    - 2 parks to be located in western section each with an area of 2.5ha; and
    - 1 park to be located in eastern section with an area of 3ha.
- Any subdivision development will require Public Open Space provisions in accordance with the Arcadia Section 7.11 Contributions Plan.
- Areas surrounding the public open space and Burkes Gully corridor are encouraged to include provisions which would contribute to the amenity, such as a café or the like.
- Stormwater detention and retention basins will be considered in areas designated as Public Open Space where the active and passive use of the space will not be diminished. Storage of excess water from events up to and including the critical 10% AEP shall be contained in underground structures, with excess storage from more infrequent events being allowed "above ground" via bubble-up structures or alternative approved mechanisms.

Figure 8 – Public Open Space

Landscaping & Street Trees

- A Landscape Plan must be submitted as part of lodgement of a development application for subdivision or medium density development.
- The Landscape Plan must detail the species selected, maturity at planting, location and ultimate height.

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

- Street trees are required for all streets and each lot and must be consistent with the Structure Plan and Council's Engineering Design Minimum Standards for Subdivisions & Developments.

Burkes Gully

- The Burkes Gully corridor must be generally consistent with Figure 9 and 10.
- The Burkes Gully corridor must have a minimum width of 100m for its entirety. This is measured 50m either side of the Burkes Gully ephemeral drainage line.
- The 100m minimum width does not take into consideration the placement of the offline basins wholly with the 100m wide corridor. It will be likely in some locations basins will be partially located outside of the corridor which will assist in providing greater amenity by reducing a "gun barrel " effect.
- Basins along the Burkes Gully corridor shall be designed to maximise usable passive recreational area and to maintain continuity of pedestrian access.
- Stormwater basins adjacent to Burkes Gully must be designed as offline structures.
- All roads must be located outside of the Burkes Gully corridor.
- The use of Burkes Gully as passive recreation is encouraged and details of footpaths, cycleways, seating, and other facilities should be shown on the submitted plans
- Existing trees must be retained within Burkes Gully corridor. Council will only consider the removal of a tree under exceptional circumstances where it can be demonstrated that all other options have been exhausted.

Figure 9: Burkes Gully corridor and section

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, Step 3- General Development Specifications requirements may also apply to your development.

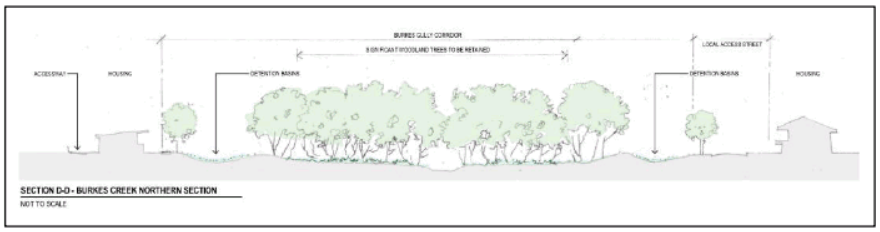


Figure 10: Burkes Gully corridor - northern section

Drainage

- Basins and spillways are to be designed to minimise risk to downstream properties in the event of overtopping or failure.
- The upstream batters on the basins are to be designed acknowledging safety and passive recreation consideration, especially with respect to batter slopes. Steep sided basins should be avoided wherever possible.

Water

- All lots within the Arcadia Precinct must be serviced by reticulated water in accordance with the Development Servicing Plan.

  The south-west corner (hatched blue in Structure Plan) cannot be supplied with mains water above the 425m contour. The design of these lots will need to ensure a portion of the future lots are below the 425m contour to suitably site a water meter. The remainder of the lot would be serviced via private pump system.

Sewer

- All lots within the Arcadia Precinct must be serviced by gravity connection to reticulated sewer in accordance with the Development Servicing Plan.
- A sewer pump station and low pressure sewer systems would not be supported by Council for the provision of sewer services for Arcadia Precinct.
- The south-west corner (hatched red in the Structure Plan) has sewer servicing constraints. If gravity sewer cannot be provided to this area, on-site sewer systems will be permitted only on lots greater than 4000m^2. Building Envelopes must be registered on the title of any lot greater than 4000m^2 to restrict the placement of a dwelling in order to not restrict the future subdivision of the lot if gravity sewer is available in the future.

Significant Woodland Vegetation

- Removal of vegetation from land identified in the Arcadia Structure Plan as *Significant Woodland Vegetation will only be considered if supported by a report prepared by a suitably qualified ecologist and arborist.*
- Any activities that may impact on the integrity of the habitat vegetation including under-storey clearing must be avoided.

Tamworth Regional Development Control Plan 2010

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

Soil/Ground Water Vulnerability

- Some areas within the precinct may be affected by the presence of groundwater vulnerability and potential soil salinity which can result in the corrosion of concrete, as well as the deterioration of metal, masonry and bituminous structures/products.
- Further analysis may be required from a suitably qualified person indicating that consideration has been given to the possible of groundwater vulnerability in the structural design and construction of future development within the area.

Aboriginal Cultural Heritage Significance

- Indigenous heritage items have been identified as being located within the precinct. This may limit development within these locations which are to be kept clear of any works, road works or residential development. Appropriate respectful management of the sites will be required.
- Consultation with the Tamworth Aboriginal Lands Council shall be undertaken prior to any works commencing within the area.

Acoustic Control

- An acoustic report from a suitably qualified acoustic engineer must be submitted with a development application for any subdivision of lots along Burgmanns Lane. The report must take into consideration Burgmanns Lane forming part of the future southern bypass (Figure 10).
- Development of lots adjoining Burgmanns Lane should comply with *AS3671 Acoustics – Road traffic noise intrusions – Building siting and construction.*

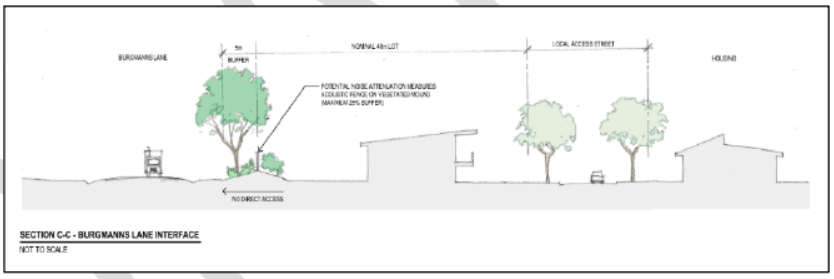


Figure 10: Burgmanns Lane Interface

Fencing

- Front fencing (all fences forward of the building line) is to be a maximum of 1.2m in height and an open style design
- Secondary frontage fencing is to be a maximum of 1.5m in height and the portion above 1.2m in height is to be an open style design
- Side fencing aligned with the front fencing must provide a raked transition to the front fencing.
- Side and rear boundary fencing may be 1.8m in height.
- Fencing which directly adjoins public open space or Burkes Gully Corridor must be a maximum of 1.2m in height and predominately open to ensure passive surveillance.

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, Step 3- General Development Specifications requirements may also apply to your development.

- Transparent fencing with suitable landscaped treatment must be provided on boundaries where visible from open spaces or street frontages.

Notwithstanding the above provisions, colorbond fencing is permitted along the laneways and behind the front building line.

Neighbourhood Centre

- The neighbourhood centre corridor must be generally consistent with Figure 11.
- Development Applications that include the first stage of development in the B1 Zone must be accompanied by a Streetscape Strategy which should address, but not limited to, elements such as
  - Interface with public roads and open space;
  - Pedestrian pavement details;
  - Landscape planting;
  - Public artwork;
  - Seating;
  - Lighting and signage;
  - Bus shelter; and
  - Bike racks.
  - Water sensitive urban design principles
- All commercial buildings are to address public roads and any public open space with an active frontage.
- Buildings should be of a human scale and be comprised of varied materials and finishes such as brick, timber and stone. Articulation of the frontage is required to provide further interest and visual appeal.
- Large expanses of blank, unarticulated façade/walls must be avoided. The maximum length of any unarticulated facades/walls fronting a public street or open space shall be no greater than 6m.
- Under awning signage is to be generally consistent in theme and character.
- Continuous awnings are to be provided alongside retail and commercial properties.
- Loading bays are to be accessed from the rear laneways or secondary streets. All loading docks are to be screened from view via a combination of solid wall and plantings
- The interface between the neighbourhood centre and adjoining residential area must be carefully considered to ensure a suitable transition. This will include design details of rear commercial buildings, parking and landscaping treatments

STEP 4: SITE SPECIFIC

Arcadia Precinct

These are development controls relating to development in the Arcadia Precinct. Please note, **Step 3- General Development Specifications** requirements may also apply to your development.

- Shop top housing is encouraged in the B1 zone and may provide a suitable transition to adjoining residential areas.
- On-site parking is to be provided at a rate consistent with the Tamworth DCP and is to be situated to the rear of the premises as depicted in the Structure Plan
- All development proposals within the neighbourhood centre will be the subject to detailed design negotiations between the proponent and Council to ensure high quality development outcomes, including site planning, building design, massing, car parking, environmental suitability and public domain treatments.
- End of trip facilities should be incorporated into the design of commercial buildings.

Figure 11: Neighbourhood Centre

Environment

- Existing trees are to be incorporated within the lots. Dwelling configurations and ground level should ensure existing tree health and longevity.

The principle of water sensitive urban design are to be considered as part of any development.

7.2 REQUEST TO CHANGE 88B INSTRUMENT REGARDING RESTRICTION TO USE FOR LOT 142 DP 1252694

DIRECTORATE: **PLANNING AND COMPLIANCE**
AUTHOR: **Steve Brake, Manager Development Engineering**

1 ANNEXURES ATTACHED

RECOMMENDATION

That in relation to the report "Request to Change 88B Instrument Regarding Restriction to Use for Lot 142 DP 1252694", Council:

(i) enter into a Deed of Agreement authorising the amendment to the Restriction as to Use, affecting the property as identified in Lot 142 DP 1252694;

(ii) execute the relevant Real Property Act Form to be registered at the New South Wales Land Registry Services (NSW LRS) to record that Council has exercised its discretion to vary the Restriction as to the Use of Land as described in the Deed of Agreement; and

(iii) affix the Council Seal to the Deed of Agreement and the Real Property Act Form identified in resolutions (i) and (ii) above.

SUMMARY

The purpose of this report is to recommend that Council resolve to approve a variation to a Restriction on the Use of Land by amending the Section 88B Planning Instrument which currently applies to the property.

The land, known as 121 Martins Lane, Piallamore, and described as Lot 142 in DP 1252694, was subject to a Restriction imposed by Council as part of DA2018-0256 and SUB2019-0041 which required stormwater infrastructure capable of conveying very large flows created by rare rainfall events to be constructed on the site to enable access to any future dwellings on the lot. Current engineering standards now require such drainage infrastructure to only cater for much smaller rainfall events resulting in smaller infrastructure (of a significantly lesser cost) while still providing a reasonable level of service.

Specifically, the variation will authorise the construction of all-weather access designed in accordance with appropriate infrastructure standards and catering for a 20 year Annual Recurrence Interval (ARI) stormwater event. The variation requires a resolution of Council to authorise the affixing of the Council Seal.

COMMENTARY

As part of the Development Consent DA2018-0256, for subdivision to create two lots, Council required the application of covenants in an instrument pursuant to Section 88B *Conveyancing Act 1919* to facilitate an all-weather access to Lot 142 DP 1252694. Condition 16) c) of the Consent reads:

16) To confirm and clarify the terms of Council's approval, a Subdivision Certificate may not be issued until:

c) A Restriction as to User, pursuant to Section 88B of the Conveyancing Act 1919, shall be registered on proposed Lot 142 to identify that all weather access must be provided to any future dwelling that resides beyond a natural waterway. The access shall be such that it is flood free and take into

consideration safe wading criteria in line with the Office of Environment and Heritage Floodplain Development Manual, Figure L1. In the event this cannot be achieved access via a Q100 culvert + 25% freeboard will be required.

Notwithstanding the requirements above, any proposal will need to adhere to the requirements by Department of Primary Industries Water and Fisheries prior to any approval.

Calculations and a design undertaken by a suitably qualified Civil Engineer shall be submitted to Council for approval prior to the issue of the construction certificate of future developments.

The relevant Lot and Instrument is shown on the plan and instrument **ATTACHED**, refer **ANNEXURE 1**.

The current Restriction which was approved by Council and registered as part of DP 1252694 in March 2019, states:

Terms of Restrictions numbered 5 in the plan

No dwelling shall be erected or remain erected on the burdened lot unless an all-weather access-way is constructed to the dwelling. If such access-way crosses any natural water course that crossing shall be constructed in accordance with the NSW Office of Environmental and Heritage Floodplain Development Manual Figure 1 or via a culvert with capacity to accommodate the 1% AEP flow plus 25% freeboard and in accordance with the NSW Department if Primary Industries Water and Fisheries.

The current owners have requested the removal or variation of the Restriction to enable the construction of an all-weather access-way that meets current industry standards providing access up to a 20-year ARI. The higher the ARI number, the greater the rainfall and intensity, and the rarer the rainfall event: A 20 Year ARI has a recurrence interval of once in every 20 years.

The owners have advised that their request to alter the current Restriction is based on the following:

1) the current condition refers to the NSW Office of Environmental and Heritage Floodplain Development Manual which focuses on planning outcomes, whereas the more appropriate design control for an access road would be infrastructure standards such as the Austroads Guide to Road Design;
2) Austroads *Guide to Road Design Part 5: Drainage – General Hydrology Considerations Table 4.3: Guide to selection of average recurrence intervals for flood immunity* nominates that for Cross Drainage Culverts and Bridges for Property Access, the appropriate ARI interval should be between the 10 and 20 Year ARI;
3) local access roads in the area are only designed to cater for a 1 in 20 Year ARI or less, meaning access to the property and any proposed dwelling would not be possible in events greater than the 1 in 20 Year ARI;
4) the access is internal and not a local road;
5) the additional culvert size adds significant cost to the future development of the land; and
6) Section 2.7.7 of the Tamworth Regional Council Engineering Design Minimum Standards for Subdivisions and Developments, nominates a design ARI for property accesses across culverts as requiring a 1 in 5 Year ARI. The current version of the

minimum standards was adopted in March 2019, after the subject development consent was issued.

It is understood that Council's intent in placing this Restriction on the title was to ensure flood free access during critical storm events to the portion of the lot likely to encompass a dwelling.

It should be noted that the consideration of engineering controls for internal access roads is vague and differs between different industry publications. The Office of Environment and Heritage Floodplain Development Manual was referred to as part of the consent as it specifically deals with property access during flood events.

The access design for the property incorporates the construction of two cross drainage culverts. The most comprehensive and practical design guidance for the design of Cross Drainage Culverts is found in *Austroads Guide to Road Design Part 5: Drainage – General Hydrology Considerations*. It suggests the appropriate ARI interval should be between the 10 year ARI and 20 Year ARI.

It is considered that the requested variation is satisfactory from an engineering perspective as it specifically applies the design advice provided from *Austroads Guide to Road Design.*

Further, it is acknowledged that any future applications relating to the subject land will take into consideration the requirements of the NSW Office of Environmental and Heritage Floodplain Development Manual.

If Council resolves to support the variation, the following wording is proposed:

No dwelling shall be erected or remain erected on the burdened lot unless an all-weather access-way is constructed to the dwelling.

If such access-way crosses any natural water course, that crossing shall be designed and constructed to convey a 20 Year ARI event in accordance with Austroads Guide to Road Design or the specifications current as at the time of construction and in accordance with any approval requirements from the NSW Natural Resource Access Regulator or such other body as has authority regarding the matters set out in this Restriction.

(a) Policy Implications

Nil

(b) Financial Implications

The costs of all matters set out herein will be borne by the property owner.

(c) Legal Implications

To give effect to the variation, Council must execute a Deed of Agreement confirming that it agrees to the change and it must also execute a document to be registered at New South Wales Land Registry Services (NSW LRS) to record the variation.

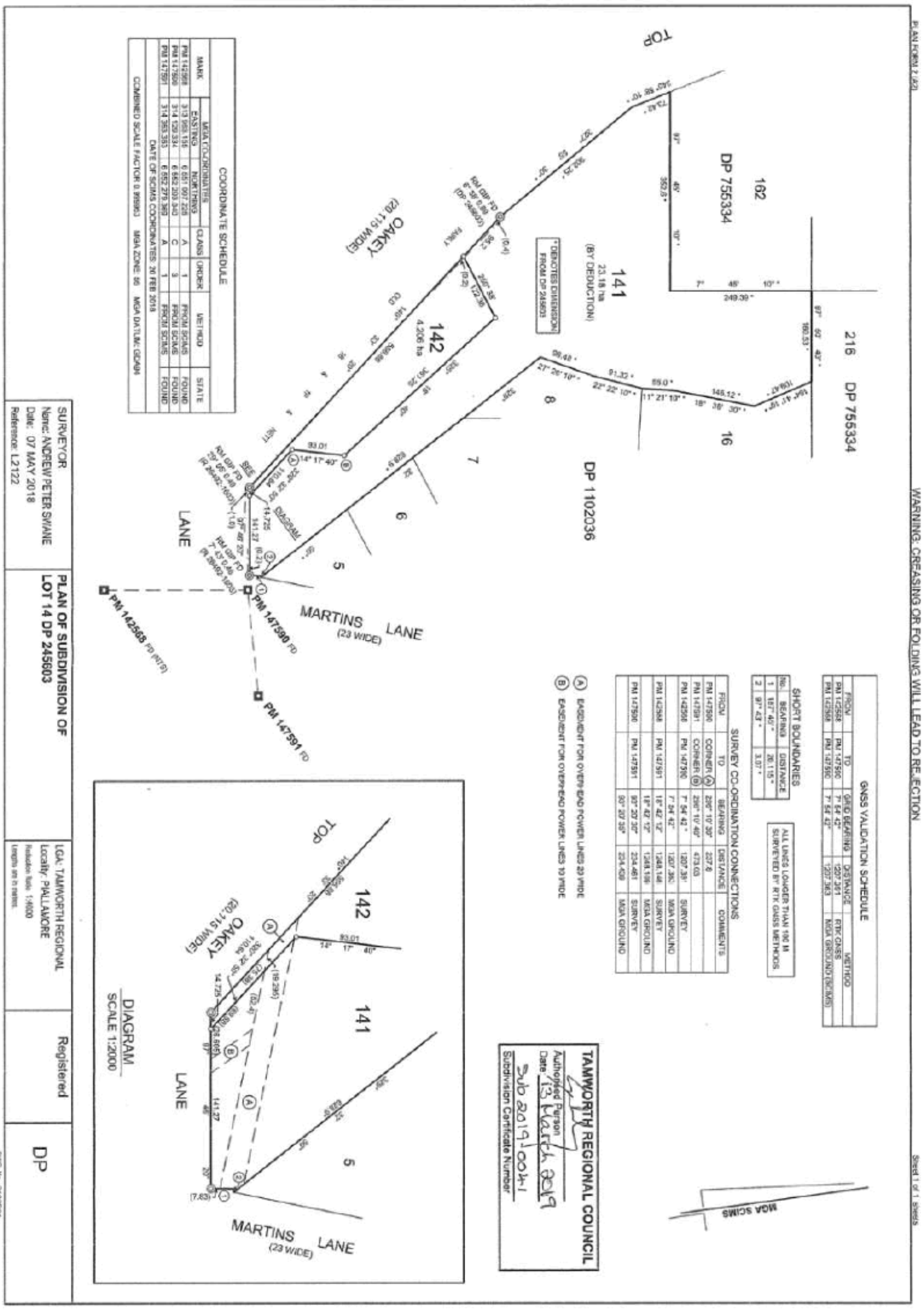
The Deed of Agreement requires the affixing of the Seal of Council. The Local Government (General) Regulation 2005, Clause 400(4) requires that the Seal of Council must not be affixed to a document unless the document relates to the business of Council and Council has resolved (by resolution specifically referring to the document) that the Seal be so affixed.

(d) Community Consultation

Nil

(e) Delivery Program Objective/Strategy

A Region for the Future – F11 Sound asset management planning.


PLAN OF SUBDIVISION OF
LOT 14 DP 245603
SURVEYOR
Name: ANDREW PETER SWANE
Date: 07 MAY 2018
Reference: L2122
LGA: TAMWORTH REGIONAL
Locality: PIALLAMORE
Registered
DP
COORDINATE SCHEDULE
GNSS VALIDATION SCHEDULE
SHORT BOUNDARIES
SURVEY CO-ORDINATION CONNECTIONS
TAMWORTH REGIONAL COUNCIL
Subdivision Certificate Number
DIAGRAM
SCALE 1:2000
MARTINS LANE
(23 WIDE)
OAKEY LANE
142
141
DP 755334
DP 1102036
216
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

Instrument setting out terms of Easements or Profits à Prendre intended to be created or released and of Restrictions on the Use of Land or Positive Covenants intended to be created pursuant to Section 88B Conveyancing Act 1919.

(Sheet 1 of ~~8~~ 7 sheets)

Plan

Subdivision of Lot 14 DP 245603
Covered by Subdivision Certificate
No: 2019-0041 Dated 13 March 2019

Full name and address of the owner of the land

Christopher Arthur Goodridge
Jennifer Lillian Goodridge
121 Martins Lane
PIALLAMORE NSW 2340

Part 1 (Creation)

Number of item shown in the intention panel on the plan	Identity of easement, profit à prendre, restriction or positive covenant to be created and referred to in the plan	Burdened lot(s) or parcel(s)	Benefited lot(s), road(s), bodies or Prescribed Authorities
1	Easement for overhead powerlines 20 wide	141, 142	Essential Energy
2	Easement for overhead powerlines 10 wide	141	Essential Energy
3	Restriction on the Use of Land	141, 142	Tamworth Regional Council
4	Restriction on the Use of Land	142	Tamworth Regional Council
5	Restriction on the Use of Land	142	Tamworth Regional Council

4 of 7

Instrument setting out terms of Easements or Profits à Prendre Intended to be created or released and of Restrictions on the Use of Land or Positive Covenants intended to be created pursuant to Section 88B Conveyancing Act 1919.

(Sheet 2 of ~~8~~ 7 sheets)

Plan Subdivision of Lot 14 DP 245603
Covered by Subdivision Certificate
No: 2019-0041 Dated 13 March 2019

Part 2 (Terms)

Terms of Easements numbered one and two in the plan:

Easement for overhead powerlines the terms of which are set out in Part A of memorandum AG189384 as registered as NSW LRS.

Terms of Restriction numbered three in the plan:

No subdivision of the burdened lots will be permitted unless public utility water supply is provided to the land.

Terms of Restriction numbered four in the plan:

No dwelling shall be erected or permitted to remain erected on the burdened lot unless the lowest habitable floor level of the building is greater than the 1% AEP overland flow level plus 0.5 metres as determined by a suitable qualified engineer, to the satisfaction of Tamworth Regional Council.

Terms of Restrictions numbered five in the plan:

No dwelling shall be erected or permitted to remain erected on the burdened lot unless an all-weather access-way is constructed to the dwelling. If such access-way crosses any natural water course that crossing shall be constructed in accordance with the NSW Office of Environmental and Heritage Floodplain Development Manual Figure 1 or via a culvert with capacity to accommodate the 1% AEP flow plus 25% freeboard and in accordance with the NSW Department if Primary Industries Water and Fisheries.

Instrument setting out terms of Easements or Profits à Prendre intended to be created or released and of Restrictions on the Use of Land or Positive Covenants intended to be created pursuant to Section 88B Conveyancing Act 1919.

(Sheet 3 of 7 sheets)

Plan Subdivision of Lot 14 DP 245603
Covered by Subdivision Certificate
No: 2019-0041 Dated 13 March 2019

Name of authority empowered to release, vary or modify the easements numbered one and two in the plan:

Essential Energy

Name of authority empowered to release, vary or modify the restrictions numbered three, four and five in the plan:

Tamworth Regional Council

Instrument setting out terms of Easements or Profits à Prendre intended to be created or released and of Restrictions on the Use of Land or Positive Covenants intended to be created pursuant to Section 88B Conveyancing Act 1919.

(Sheet 4 7 of 8 sheets)

Plan Subdivision of Lot 14 DP 245603
Covered by Subdivision Certificate
No: 2019-0041 Dated 19 March 2019

Signatures - Owners:

Christopher Arthur Goodridge

(Witness)

Kellie Klepzig
(Name of Witness)

(Address of Witness)
872 Nundle Rd
Piallamore 2340

Jennifer Lillian Goodridge

(Witness)

Kellie Klepzig
(Name of Witness)

(Address of Witness)
872 Nundle Rd
Piallamore 2340

Instrument setting out terms of Easements or Profits à Prendre intended to be created or released and of Restrictions on the Use of Land or Positive Covenants intended to be created pursuant to Section 88B Conveyancing Act 1919.

(Sheet 5 of 7 sheets)

Plan

Subdivision of Lot 14 DP 245603
Covered by Subdivision Certificate
No: 2019-0041 Dated 13 March 2019

Signatures – Tamworth Regional Council:

Signed by the Authorised Delegate
at TAMWORTH REGIONAL COUNCIL
Pursuant to s.377 Local Government Act 1919

Sam Lobsey
Name:

Witness
I certify that I am an eligible witness and that the Delegate signed in my presence.

Kathleen See-Kee
Name of Witness:

437 Peel Street
Address:
TAMWORTH NSW 2340

Instrument setting out terms of Easements or Profits à Prendre intended to be created or released and of Restrictions on the Use of Land or Positive Covenants intended to be created pursuant to Section 88B Conveyancing Act 1919.

(Sheet 6 of 7 sheets)

Plan

Subdivision of Lot 14 DP 245603
Covered by Subdivision Certificate
No: 2019-0041 Dated 13 March 2019

Signatures – Mortgagee:

Instrument setting out terms of Easements or Profits à Prendre intended to be created or released and of Restrictions on the Use of Land or Positive Covenants intended to be created pursuant to Section 88B Conveyancing Act 1919.

(Sheet 7 of 7 sheets)

Plan Subdivision of Lot 14 DP 245603
Covered by Subdivision Certificate
No: 2019-0041 Dated 13 March 2019

Signatures – Essential Energy:

EXECUTED BY ESSENTIAL ENERGY
by its duly appointed attorney under
Power of attorney Book ~~4641~~ No. ~~640~~ 4745 35 in
the presence of:

Signature of witness

melinda white
8 Buller St Port Macquarie

Name of witness

MBice

Signature of attorney

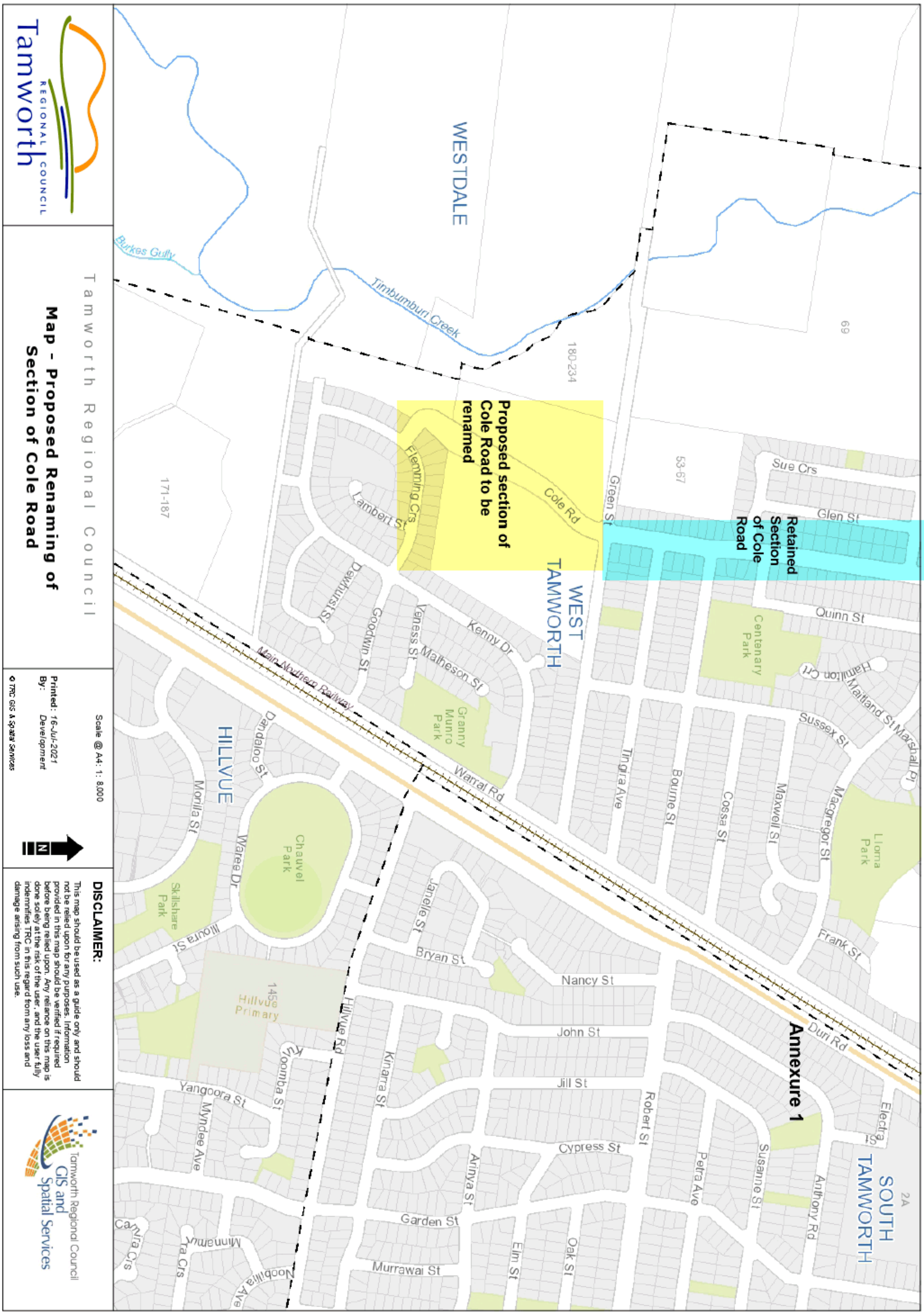
Melissa Bice
Acting Head of Legal

Name and title of attorney

~~Signature of attorney~~

~~Name and title of attorney~~

SH


Tamworth Regional Council
Tamworth Regional Council
Map - Proposed Renaming of Section of Cole Road
Scale @ A4: 1: 8,000
Printed: 16-Jul-2021
By: Development
© TRC GIS & Spatial Services
DISCLAIMER:
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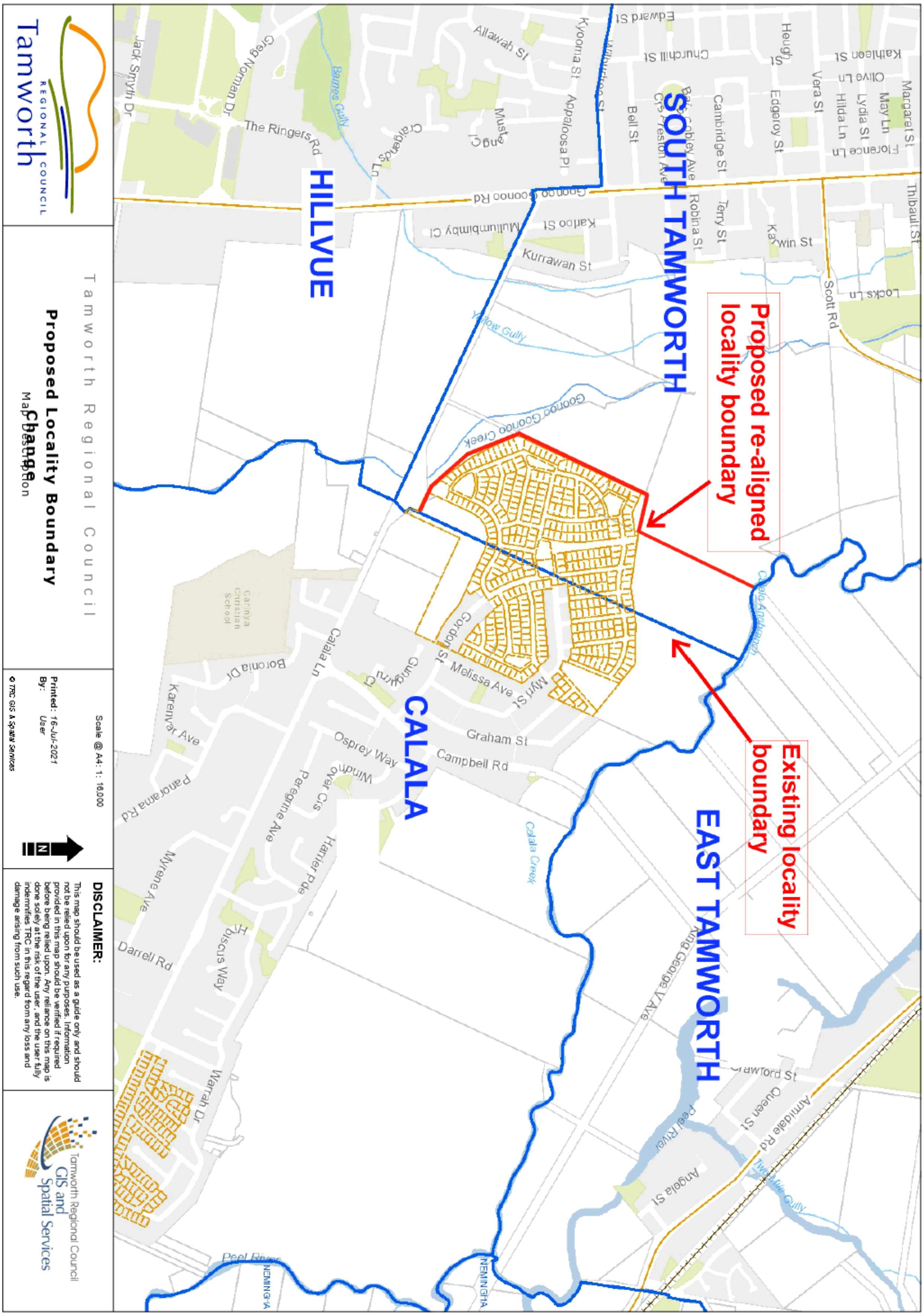
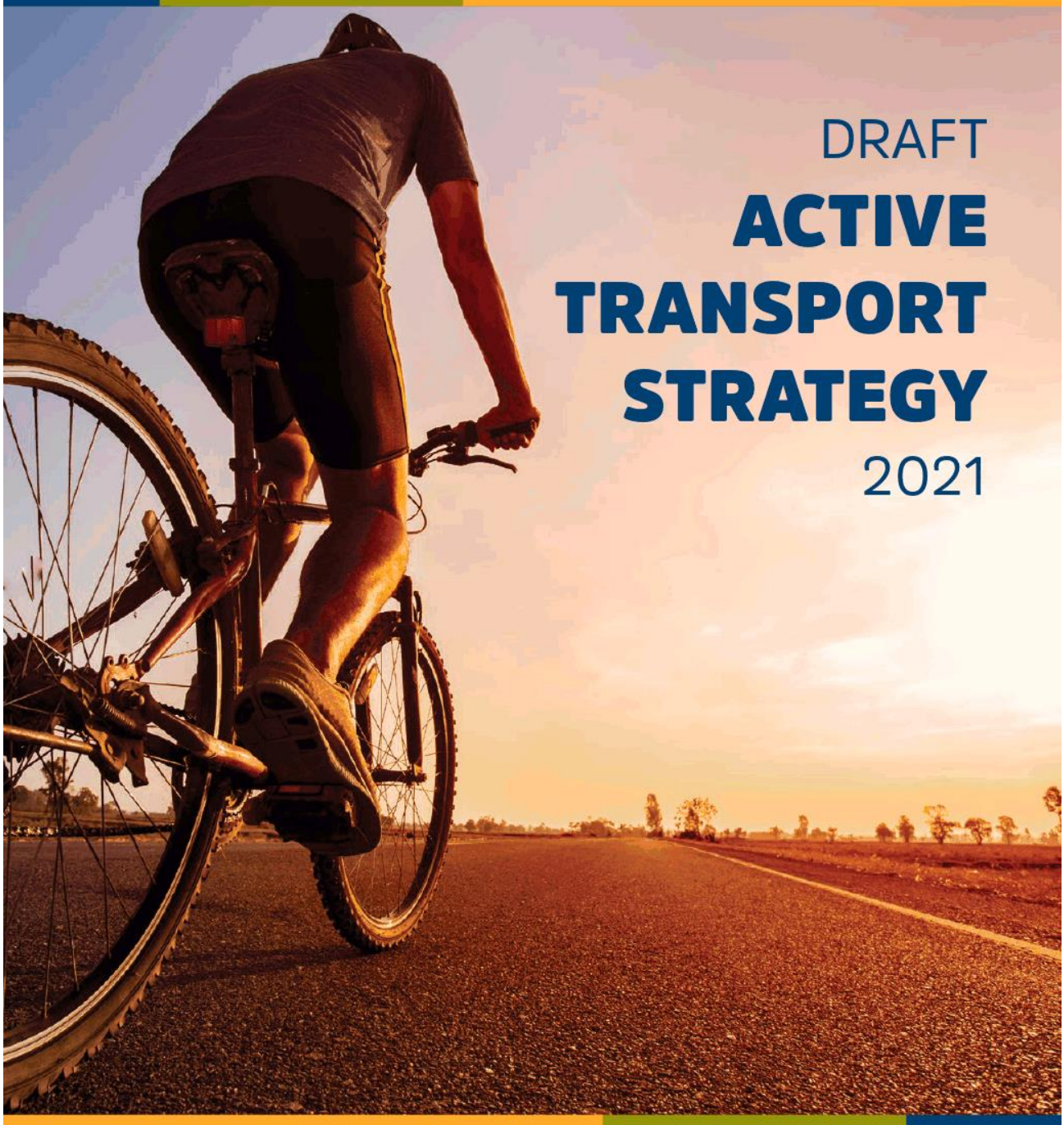
Tamworth Regional Council GIS and Spatial Services
Proposed section of Cole Road to be renamed
Retained Section of Cole Road
Annexure 1
WESTDALE
WEST TAMWORTH
HILLVUE
SOUTH TAMWORTH
Burkes Gully
Timbumburi Creek
Main Northern Railway
Cole Rd
Green St
Flemming Crs
Lambert St
Sue Crs
Glen St
Quinn St
Centenary Park
Hamilton Crt
Maitland St
Marshall Pl
Sussex St
Kenny Dr
Matheson St
Veness St
Goodwin St
Dewhurst St
Granny Munro Park
Warral Rd
Tingira Ave
Bourne St
Cossa St
Maxwell St
Macgregor St
Lloma Park
Frank St
Duri Rd
Electra St
Anthony Rd
Susanne St
Petra Ave
Robert St
Nancy St
John St
Jill St
Cypress St
Bryan St
Janelle St
Kinarra St
Arinya St
Garden St
Murrawai St
Elm St
Oak St
Dandaloo St
Wareo Dr
Chauvel Park
Moriila St
Skillshare Park
Illoura St
Hillvue Primary
Hillvue Rd
Toomba St
Yangoora St
Myndee Ave
Noobilla Ave
Tra Crs
Canvira Crs
180-234
171-187
53-67
69
145
2A


Tamworth Regional Council
Tamworth Regional Council
Proposed Locality Boundary Change
Map Description
Scale @ A4: 1: 16,000
Printed: 16-Jul-2021
By: User
© TRC GIS & Spatial Services
DISCLAIMER:
This map should be used as a guide only and should not be relied upon for any purposes. Information provided in this map should be verified if required before being relied upon. Any reliance on this map is done solely at the risk of the user, and the user fully indemnifies TRC in this regard from any loss and damage arising from such use.
Tamworth Regional Council GIS and Spatial Services
HILLVUE
SOUTH TAMWORTH
CALALA
EAST TAMWORTH
Proposed re-aligned locality boundary
Existing locality boundary

Tamworth REGIONAL COUNCIL



DRAFT ACTIVE TRANSPORT STRATEGY 2021

www.tamworth.nsw.gov.au

CONTENTS

Tamworth Regional Council
Active Transport Strategy 2021, prepared by the Regional Services Directorate of Tamworth Regional Council
This document is a controlled document and therefore subject to review and amendment from time to time.

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EXECUTIVE SUMMARY

The Tamworth Regional Council area has a growing population, particularly the city of Tamworth which has about 75 per cent of the region's population of 62,541.

As the Tamworth region moves towards a population of 100,000 persons in the future, it is particularly important that our transport infrastructure caters for this increase. With this growth, the number of daily vehicle trips within Tamworth itself is expected to rise by 70 per cent. With almost every trip in Tamworth currently completed using private vehicles, the demand on the road network and parking will dramatically increase, resulting in increased congestion.

Increasing active transport usage such as walking and cycling is one way to mitigate increasing traffic congestion. Active transport is generally any non-motorised form of transport involving physical activity, such as walking and cycling. There are a few exceptions to this including mobility scooters and to some extent public transport – which often includes either walking or cycling at the beginning or end of journeys.

Active transport provides tangible benefits by increasing daily physical activity levels and reducing greenhouse gas emissions through a reduction in cars on the road. Other benefits include improved social wellbeing and a greater sense of community.

The Tamworth Regional Council Active Transport Strategy forms part of Council's wider Tamworth Integrated Transport Masterplan (the Masterplan) which consists of the Active Transport, Roads Infrastructure, Bridge and Parking Strategies. The Masterplan provides the transportation information required for achieving sustainable growth as outlined in Council's Blueprint 100 plan.

While private vehicles are expected to remain the primary mode of transport for many Tamworth residents in the immediate future, the identified increased load on the local road network needs to be addressed in order to strike a more balanced transport network. Tamworth has many challenges which can make it difficult to reduce private vehicle use, including large distances between residential areas and places of work and a disconnected existing active transport/public transport network.

Improving active transport infrastructure through creating a sustainable, connected, attractive, safe and inclusive network will greatly improve the likelihood of reducing the dependency on private vehicle use and ensuring a more balanced transport network.

Providing active transport infrastructure and encouraging more people to participate through effective communication channels is key to developing a sustainable transport network. The current active transport network in Tamworth consists of 36km of shared path, 118km of footpath and 2km of on-road cycleway. Council will continue working towards developing a connected active transport network by identifying and completing missing links in the network.

Council aims to improve the safety of those using the active transport network, with walkers and cyclists in the road environment being particularly vulnerable. Safety can also refer to a person's perception on safety, with Council improving lighting, line-of-sight and the closed circuit television (CCTV) network.

End-of-trip and mid-trip facilities will be improved to ensure that users' needs are catered for when using the network. These will be located in areas of high-use and public transport interchanges. To also maximise the user experience, Council will seek to implement innovative solutions to navigation and explore new technologies as they become available.

Providing inclusive infrastructure and developing an accepting culture towards active transport use is something which Council will prioritise. As each person has their own purpose for travelling, a particular ability level and confidence level, Council will aim to cater for all when developing the network.

Undertaking these improvements requires a coordinated approach involving not only Council and its community stakeholders, but also the State Government and Federal Government. All should work together to meet the needs of the community in providing a functional, attractive, safe and connected transport network.

This strategy outlines Council's priority actions in achieving a target of around 1 in 10 journeys to work being undertaken using active transport means within the next 10 years. The main themes for the Tamworth Regional Council Active Transport Strategy are:

- **Theme 1** – Encouraging active transport
- **Theme 2** – Providing a connected network
- **Theme 3** – Providing a safe network
- **Theme 4** – Ensuring an inclusive network and accepting culture
- **Theme 5** – Pursuing a smart network
- **Theme 6** – Ensuring an affordable network
- **Theme 7** – Maintaining a suitable network

STRATEGIC ALIGNMENT

The Tamworth Integrated Transport Masterplan (the Masterplan) is Council's guiding document in ensuring that our transport network meets the demand of the community now, and along the way in achieving a target population of 100,000 people within the region. It comprises:

- Active Transport Strategy;
- Roads Infrastructure Strategy;
- Bridge & Major Culvert Strategy; and,
- Tamworth CBD Parking Strategy.

The strategies which inform the Masterplan draw upon various Regional, State and Federal initiatives in order to provide a holistic view of transport in the region.

Council's Blueprint 100 document assesses all infrastructure and non-infrastructure programs required in order to achieve a sustainable target population of 100,000 persons in the region. This target is to be achieved in a sustainable manner with consideration given to water, transport, sewer, recreation and retail, commercial and industrial centres. The below framework demonstrates where the Active Transport Strategy, Tamworth Integrated Transport Masterplan and Blueprint 100 documents sit in the Regional Services Strategic Framework hierarchy.

REGIONAL SERVICES STRATEGIC FRAMEWORK FOR DELIVERY OF TRANSPORT INFRASTRUCTURE

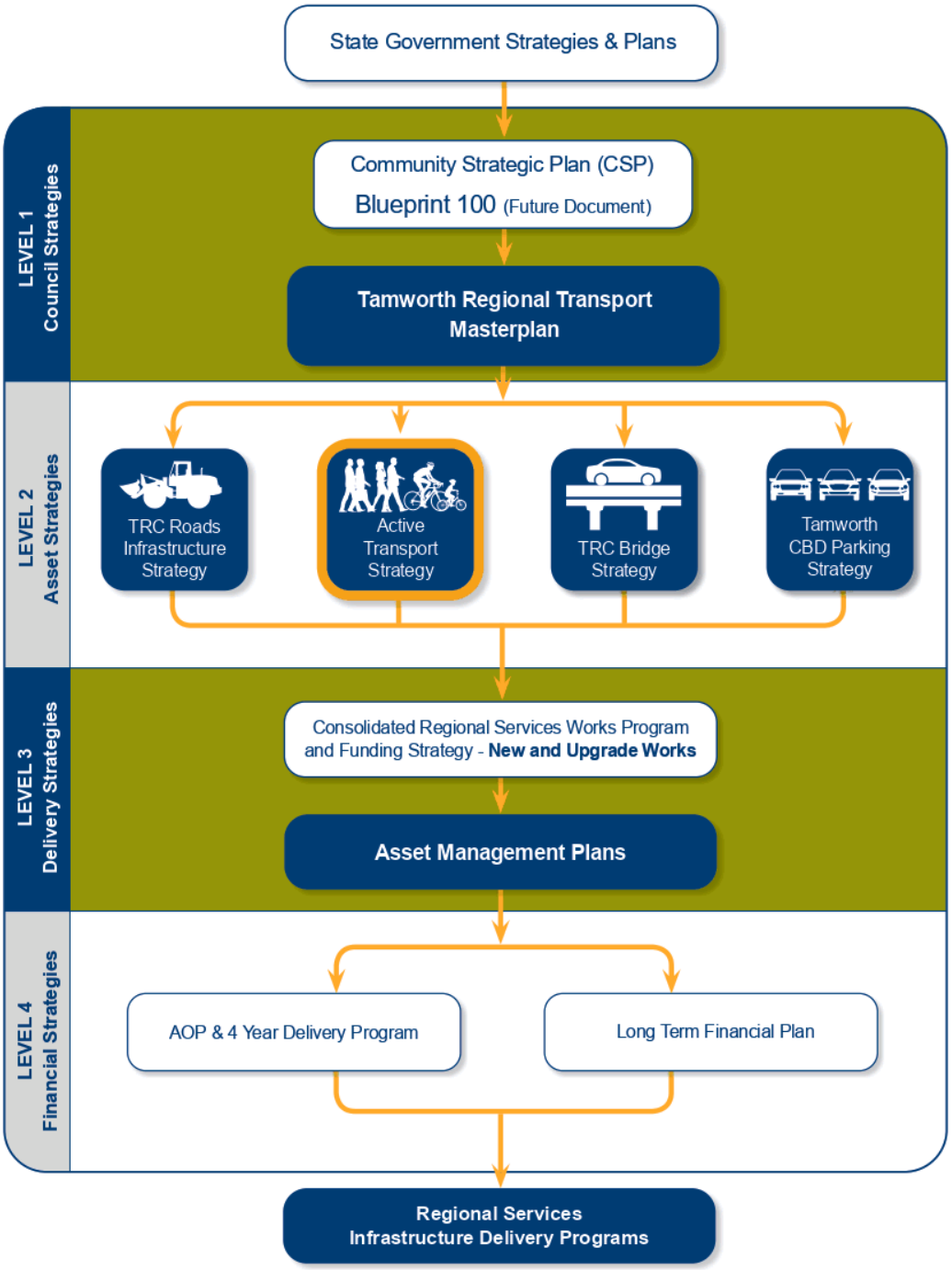


FIGURE 1. TAMWORTH REGIONAL COUNCIL STRATEGIC FRAMEWORK FOR TRANSPORT INFRASTRUCTURE.

SETTING THE SCENE

The Tamworth Regional Council Active Transport Strategy (Active Transport Strategy) aims to ensure the Tamworth region is equipped to transform into a pedestrian and cycle-friendly region for the benefit of both its residents and all visitors. This will be achieved through providing a safe, connected, inclusive, accepting and smart active transport environment.

Cycling and walking plays an important role in shaping the region's transport network, with the Active Transport Strategy identifying the priority actions catering for an expected increase in the number of persons participating in active transport, and the frequency in which they do so.

The Active Transport Strategy will deliver improvements over the next 10 years and will support objectives outlined within the Tamworth Integrated Transport Masterplan and ultimately Blueprint 100.

VISION

Our vision is to create a connected, accessible, safe, inclusive and attractive walking and cycling network which will attract those of all abilities and ages to walk and cycle.

By 2031, it is targeted that around 1 in 10 journeys to work will be done so by either walking or cycling. Currently, only around 1 in 20 trips are done so in this manner.

Transport Mode	% Share of Trips					
	2006	2011	2016	2021	2026	2031
Walking	5.6	4.4	4.0	5.0	6.0	7.0
Cycling	0.8	0.6	0.5	1.0	2.0	2.5
Public Transport	1.0	0.8	0.9	2.0	3.0	4.0
Private Transport	92.6	94.2	94.6	92.0	89.0	86.5

TABLE 1. JOURNEY TO WORK MODE SHARE WITHIN TAMWORTH REGIONAL COUNCIL

Achieving this vision will result in:

- Increased use of active transport for a range of purposes including recreational, commuter, tourism and those seeking health benefits;
- Improved acceptance of pedestrians and particularly cyclists in the community;
- A reduction in congestion, particularly around busier intersections within the Tamworth CBD;
- Improved safety of those participating in active transport; and
- Appropriate end-of-trip facilities to support user demand.

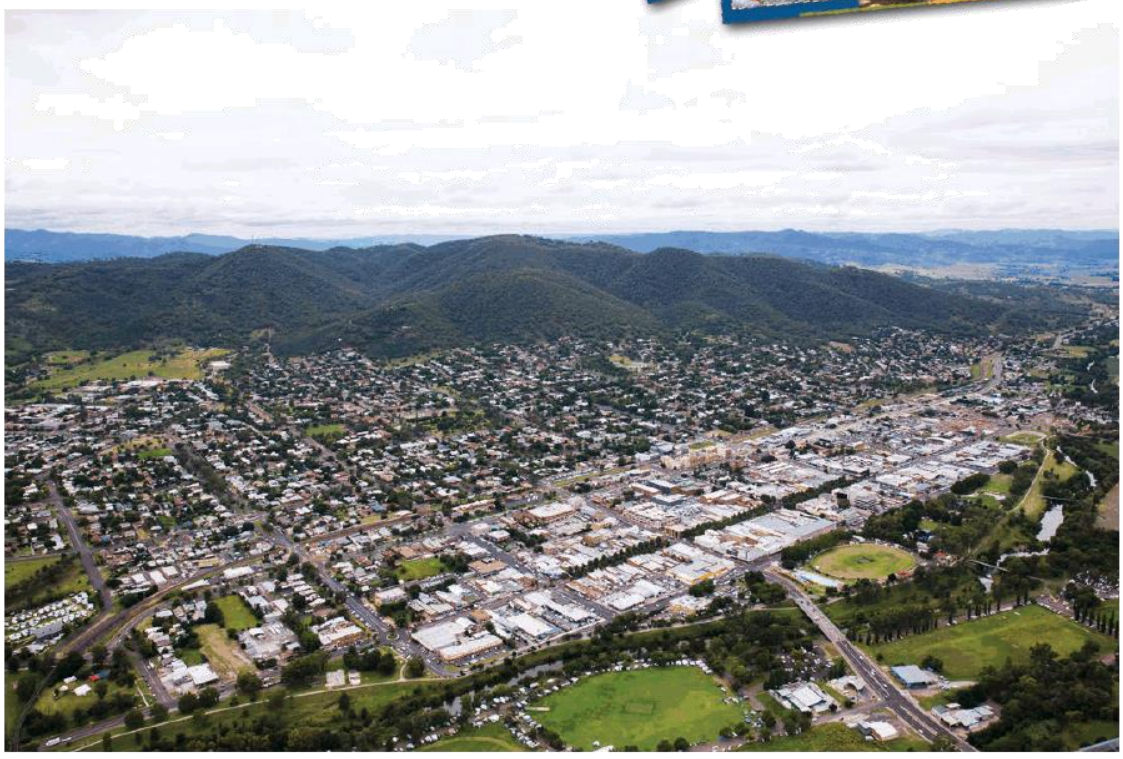
CONTEXT

The Tamworth region is home to around 62,541 residents, with the city of Tamworth representing 75% of this total. Tamworth attracts an estimated 1,251,000[1] annual visitors through various tourism events and high-level sporting events.

As a low-density residential area, Tamworth covers a large spatial area which results in difficult and unique transport challenges, with private vehicles the predominant form of transport currently utilised. Targeting a population increase to 100,000 persons as outlined in Blueprint 100 represents an estimated increase of 70% in the total number of daily trips.

With almost all of these journeys occurring via private vehicles, the need for alternate transport modes becomes highly necessary as traffic congestion significantly increases on the road network.

Active transport methods such as walking and cycling are key alternate transport modes that play a significant role in reducing the forecasted traffic congestion issues. Walking and cycling are two highly economical and environmentally friendly transport options which shape a sustainable future for the region.



[1] (Source Local Government Area Profiles | Tourism Research Australia)

WHAT IS ACTIVE TRANSPORT?

Active transport is generally any non-motorised form of transport involving physical activity, such as walking and cycling. It is free, healthy, sustainable and environmentally friendly. It includes pedestrians, cyclists and those who use various mobility devices. Almost everyone in the community is able to participate in some form of active transport, whether it is for short trips or longer journeys, or for commuter or recreational purposes.

The use of active transport is critical for the transport network, with increased uptake in active transport participation resulting in decreased road congestion, improved environmental amenity and cost savings to the user.

Within the umbrella terms of cyclists and pedestrians, there are different types of each:

- **Recreational** – Sporting, leisure, touring
- **Commuter** – To and from work
- **Beginner** – Inexperienced and unconfident
- **Experienced** – Advanced skills and confident

BENEFITS OF ACTIVE TRANSPORT

The range of benefits active transport has is vast, from the individual to the region as a whole; active transport has the potential to reshape how we currently look at transport.

Active transport provides tangible benefits by increasing daily physical activity levels and reducing greenhouse gas emissions through a reduction in cars on the road. Other benefits include improved social well-being and a greater sense of community.

HEALTH IMPROVEMENTS

Regardless of age, gender, weight or fitness level, those who participate in active transport receive numerous health benefits. With almost 41 per cent of adults living in the Tamworth region being obese (according to the Australian Health Policy Collaboration (2017)) and physical inactivity costing the Australian healthcare system an estimated $13.8 billion per year (National Heart Foundation of Australia 2014), active transport can play a major role in improving both outcomes.

Walking and cycling are low risk forms of exercise that have minimal impact on joints, with various health studies demonstrating how walking just 30 minutes a day helps to:

- Reduce risk of heart disease and stroke;
- Manage weight, blood pressure and cholesterol;
- Improve balance and coordination; and
- Prevent and control diabetes.

ECONOMIC BENEFITS

In Regional NSW, it is estimated private vehicles cost an average of $250 per week to run (Budget Direct 2018). In comparison, the cost of buying and maintaining a bicycle is estimated as 1% of this cost – with walking having a lower cost again. The 2016 Census showed that the median weekly household income for the Tamworth region is estimated at $1,180 – meaning running a private vehicle represents 20 per cent of this household income – a significant portion which can be reduced through using active transport means.

With metered public parking used in the Tamworth CBD, cycling and walking avoids any end-of-trip costs unlike private vehicle use. A full-time worker in the Tamworth CBD may spend up to $750 per year for parking.

TRAFFIC CONGESTION

It is estimated that the avoidable cost of traffic congestion will reach $20.4 billion by 2020 (according to Australian Government Major Cities Unit 2010). Particularly for short trips, active transport greatly assists in reducing traffic congestion on the local road network, with cyclists taking up much less space on the roads and pedestrians being removed from the road network altogether (for the most part).

The Australian Government spends an average of $27 million per day maintaining the road network (Department of Transport and Main Roads Queensland). Active transport results in little to no damage to the road network, extending the life of road pavements and wearing courses.

ENVIRONMENTAL BENEFITS

Compared to motorised transport, active transport produces no air pollution or noise pollution. Private vehicles are the greatest contributor to greenhouse gas emissions and with almost 95 per cent of trips to work in Tamworth made in private vehicles (Census 2016), replacing some of these trips with active transport will greatly improve the amenity of urban centres and the health of those within these centres.

GREENHOUSE GAS EMISSIONS FROM DIFFERENT MODES OF TRANSPORT
kg per person per km

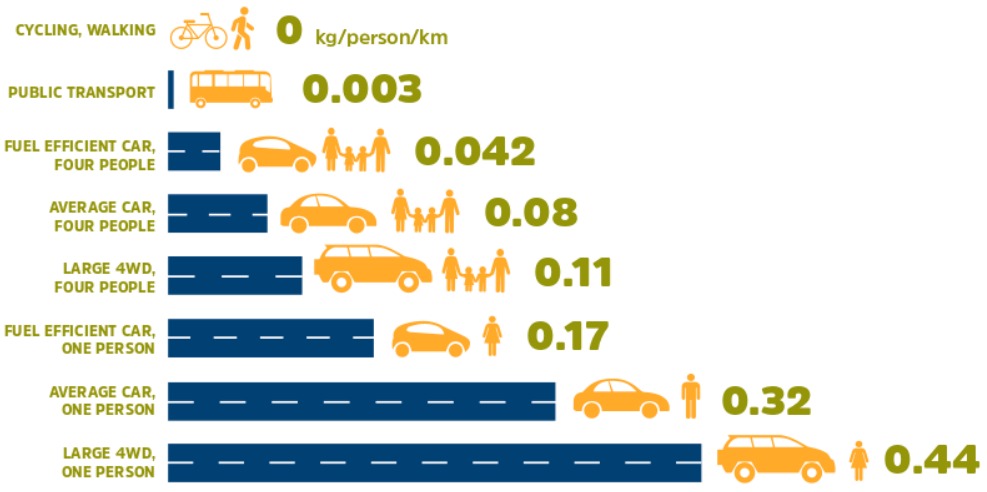


FIGURE 2. GREENHOUSE GAS EMISSIONS FOR VARIOUS TRANSPORT MODES (SOURCE: TRANSPORT FOR NSW FUTURE TRANSPORT STRATEGY 2056).

CURRENT APPROACH

In the last three years, Tamworth Regional Council has been successful in obtaining various external grants for undertaking active transport and pedestrian safety improvements. Council has secured around $6.23 million worth of grant funding for the construction of shared paths, and $1.75 million for the construction of footpaths across the region. In addition to this, internal funding is allocated annually for things such as new footpaths, pram ramps, disabled parking and pedestrian refuges.

The active transport network in the Tamworth region consists of:

End-of-trip facilities (bicycle parking)

5 High Pedestrian Activity Zones (HPAZ)

36km of shared pathways

118km of footpaths

2km of on-road cycleway

8 water refill stations

Outdoor gym equipment

Since 2014, the following have been constructed:

Multiple school pedestrian safety improvements:

- Children's crossings
- Kerb extensions
- Line marking
- Signage
- Concrete medians

FOOTPATHS AND SHARED PATHS:

9.6km
of new shared path
(with a further 7.7km to be constructed by 2023)

4.4km
of new footpath
(with a further 2.2km to be constructed by 2023)

ACTIVE TRANSPORT ATTRACTIONS:

New Tamworth Regional Cycling Centre with a velodrome and criterium track

New Tamworth Regional Skate Park

Significant upgrades to Tamworth Mountain Bike Park

HIGH PEDESTRIAN ACTIVITY ZONES (HPAZ):

New Tamworth CBD HPAZ

MID AND END-OF-TRIP FACILITIES:

8 water refill stations

End-of-trip facilities (bicycle parking)

PEDESTRIAN ACCESS IMPROVEMENTS:

32
disabled parking spaces

Multiple kerb ramp installations across the region

Tactile ground surface indicator installation at a number sites across the region

IMPORTANT ACTIVE TRANSPORT LOCATIONS

Figure 3 below shows the key areas of interest within Tamworth that require linking together in order to facilitate active transport. Each of these areas have their own distinct user groups, including those walking/ cycling for work purposes, for recreation, sporting related, families and vulnerable user groups such as the elderly. Depending on the type of user groups expected to utilise a path or on-road network will shape just what type of facility is required.

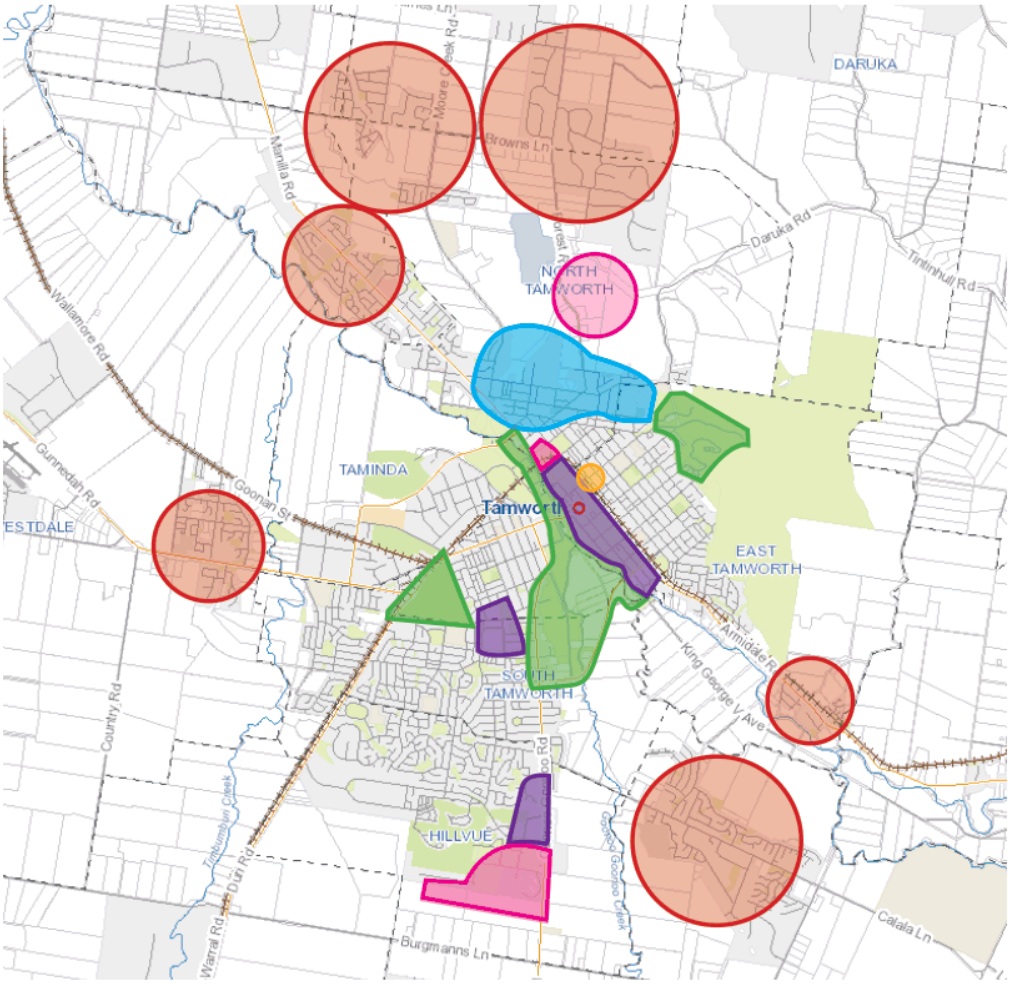


FIGURE 3. KEY AREAS OF INTEREST WITHIN TAMWORTH - WALKING AND CYCLING.

- Red – Key fringe areas
- Pink – Cycling attractors
- Blue – Health and education precinct
- Green – Key family attractors
- Purple – Primary retail areas
- Orange – Key Transport area

A variety of different facilities are required to cater for the range of user groups.
These types of cycling/walking loops include:

- Family-friendly and tourism loops
- Advanced loops – those for on-road cyclists
- Linking loops – those which link large groups of people with key attractors such as schools, sporting precincts, health facilities, retail and other loops
- Recreational loops – those designed for fitness and social needs

FAMILY-FRIENDLY AREAS

The key family-friendly / recreational areas identified are as follows and shown below in Figure 4:

- 1. Peel River Loop
- 2. Tamworth Golf Course Loop
- 3. Calala to Tamworth CBD (via King George Avenue)
- 4. Victoria Park Precinct

FIGURE 4. KEY IDENTIFIED FAMILY-FRIENDLY AREAS WITHIN TAMWORTH.

Each of these areas is expected to provide shady, scenic routes that cater for families and recreational users. It is also an expectation that these loops will be constructed to a standard which caters for large groups of people/cyclists. Examples of this may include increased width, separation between travel directions, higher levels of lighting, water refill stations and/or seating.

ON-ROAD CYCLING LINKS

Non-Urban

On-road cyclists are a large user group within Tamworth, with Figure 5 showing the key on-road cycling routes around Tamworth. As part of Council's road maintenance, these roads will eventually feature wider shoulders, line marking and signage indicating cyclists in the area. This will improve safety for all road users and ensure that motorists are aware of cyclists in these areas, and that cyclists have a safe space to utilise. Note that only the non-urban roads which make up these cycling loops are shown and the typical (although not always) direction of travel for these loops is shown.

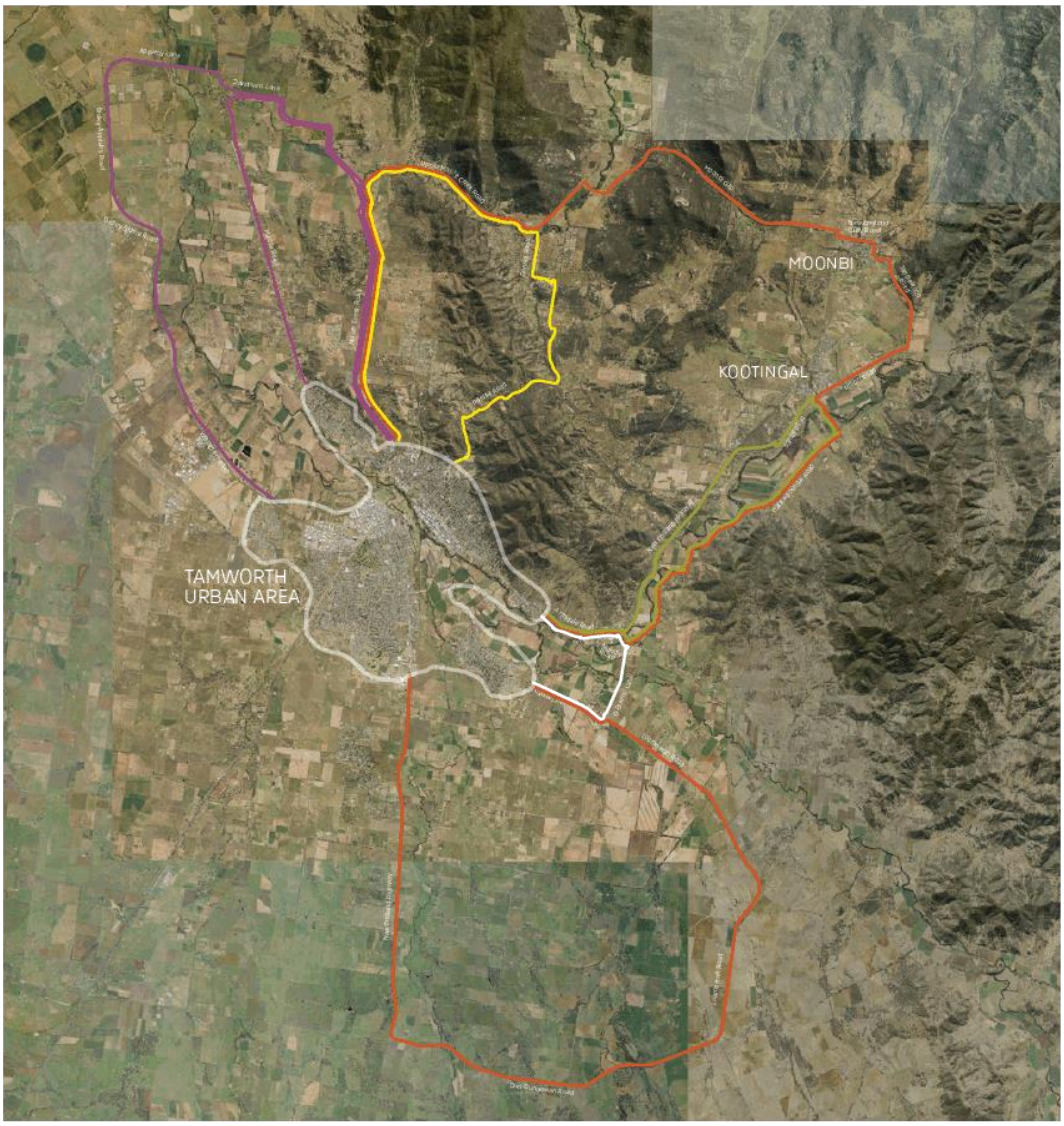


FIGURE 5. ON-ROAD CYCLING LOOPS AROUND TAMWORTH.

Table 2 shows a list of the on-road cycling loops from Figure 5. Note that only the non-urban roads are listed.

Loop No.	Name	Difficulty	Usual Group Ride Direction	Length (km)
1	Mine Shaft	Hard	Anti-clockwise	42
2	Pedal the Peel	Moderate	Clockwise	41
3	Oxley Anchor Loop	Moderate	Clockwise	28
4	The Gap Loop	Hard	Clockwise	56
5	Moore Creek Caves	Hard	Anti-clockwise	28
6	Recovery	Easy	Anti-clockwise	27
7	Tamworth Worlds	Moderate	Anti-clockwise	34

TABLE 2. SUMMARY OF ON-ROAD CYCLING LOOPS AROUND TAMWORTH.

Urban

Similarly to the non-urban on-road cycling routes, the important urban cycling routes are shown below in Figure 6. These identified routes are to have consideration given to on-road cyclists whenever road upgrade works are undertaken, and also seek to improve on-road cycling where possible.

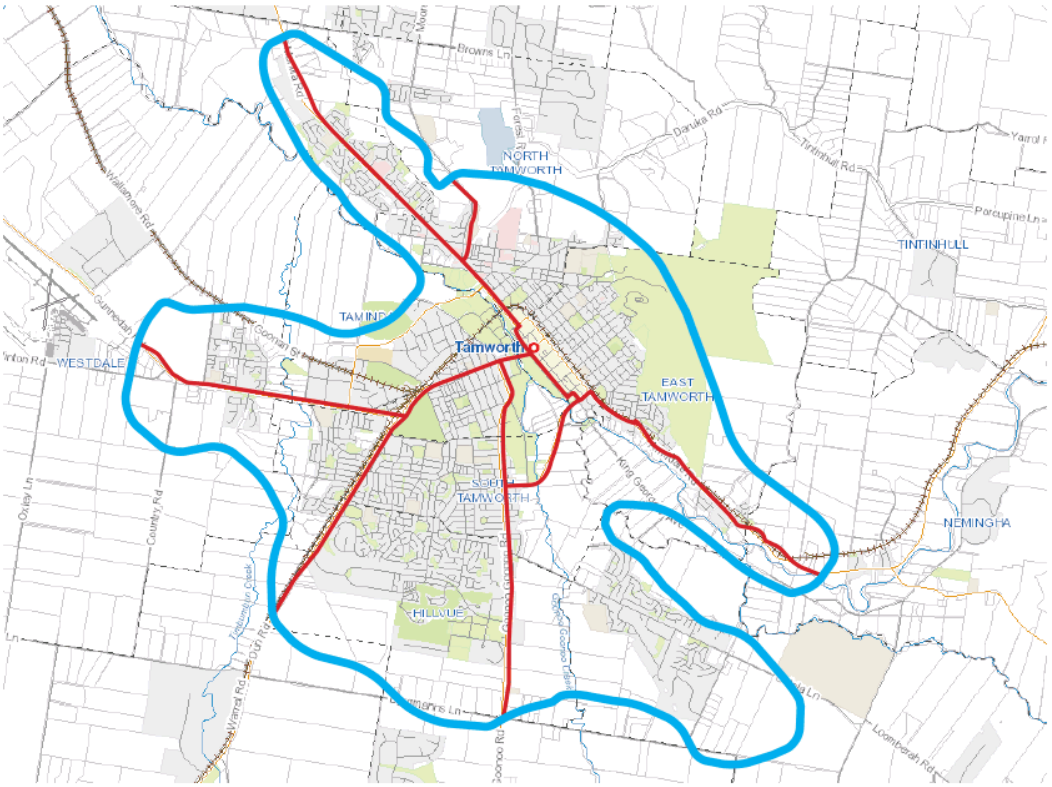


FIGURE 6. KEY URBAN ON-ROAD CYCLING ROUTES IN TAMWORTH

Red – Key urban on-road cycling routes

Blue - Tamworth Urban area

RECENT ACHIEVEMENTS

Tamworth Regional Council has been actively seeking funding opportunities from external sources in recent years. These have included Roads and Maritime Services (now Transport for NSW) grants as well as NSW Government and Federal Government programs.

Council has a set allocation of $60,000 a year as part of its annual budget for new footpaths and shared paths. This is enhanced through securing additional external funding sources. In addition to this, most new developments have either footpath or shared path constructed in accordance with development guidelines and future planned networks.

The three most significant recent funding allocations were:

- $3.284m from the NSW Government under the RMS's Active Transport Program in August 2019 for shared path projects to be completed up to June 2022;
- $1.245m from the NSW Government under the Stronger Country Communities Fund in September 2018 for shared path works; and
- $1m from the Australian Government as part of its Drought Communities Programme initiative which allowed more than 15 years worth of footpath works to be carried out during 2020.

FIGURE 7. STEWART AVENUE SHARED PATH - CONSTRUCTED EARLY 2020.

TAMWORTH REGIONAL CYCLING CENTRE

- 333m long asphalt velodrome
- 6m wide 880m long criterium track
- Completed October 2019
- $2.26million

FIGURE 8. TAMWORTH REGIONAL CYCLING CENTRE - COMPLETED OCTOBER 2019

TAMWORTH REGIONAL SKATE PARK

- Stage 1 completed june 2019
- Total project cost for Stage 1 $1.7million - with close to $1million of this being State Government contribution
- Features unique bowl design with varying depths of 7, 9 and 11 feet
- Also features a street skate course. pump track and other supporting infrastructure such as paths, lighting, security cameras, BBQ's and shelters.

FIGURE 9. TAMWORTH REGIONAL SKATE PARK

POTENTIAL BARRIERS

Despite the significant benefits of active transport, there are certain factors which can limit or challenge a person's perceptions when choosing to take part in forms of active transport. Knowing these factors can assist in removing these barriers or limiting the effect they may have on a person. Examples identified through the consultation process are:

- Different ability levels:
  - Estimated that 1 in 5 Australians are living with some form of disability (via Australian Network on Disability 2019). Whilst not all disabilities limit a person's ability to walk or cycle, it is often the case that they can restrict how a person utilises the active transport network.
  - A person's health, fitness and confidence/ skill level can also restrict how they use active transport

- Weather conditions:
  - Tamworth has a relatively low annual rainfall compared to most coastal areas in NSW with an average of 83 rain days per year. However, temperatures in summer often reach above 40°C. Rainy days and days of extreme temperatures can greatly restrict participation numbers for active transport.

- Existing infrastructure:
  - The connectivity of the existing active transport network is a limiting factor in active transport participation. Results from a 2018 Cycling Survey undertaken by Council indicated that 95% would cycle more frequently if infrastructure is improved.

- Spatial
  - The Tamworth urban area has a population density of 290 people per km² (via 2016 Census) compared to Armidale (520 people/km²), Coffs Harbour (490 people/ km²) and Orange (830 people/km²). This low value corresponds to a large spread of people, which can prove difficult for active transport. It is important that connected, efficient active transport links be provided across the Tamworth area to reduce this barrier.

- Safety risk perceptions
  - Safety plays a major role in how likely someone will choose active transport compared to other transport modes. This is particularly the case for user groups such as children, shift workers and the elderly. Factors such as poor lighting, visibility, time of day and constrained spaces all contribute to safety risk perceptions of active transport.

OUR ACTION PRIORITIES

The visionary target set by Council to achieve 1 in 10 trips to work undertaken via active transport by 2031 will be achieved through the following six priorities:

Theme 1: Encouraging active transport
Theme 2: Providing a connected network
Theme 3: Providing a safe network
Theme 4: Ensuring an inclusive network and accepting culture
Theme 5: Pursuing a smart network
Theme 6: Ensuring an affordable network
Theme 7: Maintaining a suitable network

Low < $50,000
Medium $50,000 - $1,000,000
High > $1,000,000

THEME 1 – ENCOURAGING ACTIVE TRANSPORT

To make active transport an attractive, fun and safe mode of transport, the benefits need to be effectively communicated in order to encourage behavioural changes. There are very few people in the Tamworth region participating in active transport, with only 4.5 per cent travelling to work using this method. A behavioural change facilitated through effective communication methods is required for increasing participation numbers in active transport. This can include promoting the various benefits of active transport, and ensuring that attractive walking, running and cycling events are provided.

No.	ACTION	Purpose	Delivery Timeframe	Cost ($)
1.1	Inform the community about the benefits of active transport	Active transport provides many benefits to individuals and the community. Informing the wider community of these benefits through communication channels is highly important in achieving the target vision.	1-3 years	Low
1.2	Actively seek to attract and facilitate walking, running and cycling events in the region	Walking, running and cycling events are enjoyed by many people with a wide range of abilities. Encouraging more events within the region helps boost the profile of active transport	Ongoing	Low
1.3	Improve existing mountain bike and bush walking trails throughout the LGA, and identify areas for expanding these facilities	Walking trails often provide more challenges and better scenery then their urban counterparts. These trails are highly popular amongst those seeking to escape the urban environment and challenge themselves whilst getting amongst the natural environment. Similarly, mountain bike trails provide a challenging and fun experience for those seeking something different from the standard urban cycling routes Improving both walking and mountain bike trails will assist in encouraging increased usage of these trails and safer use of these facilities.	1-5 years	Medium
1.4	Encourage behavioural change through targeted school and business programs	Targeting short journey trips such as those to school and work can greatly reduce urban congestion and improve the amenity of urban centres. Reducing the number of private use vehicles also improves safety for pedestrians. Behavioural changes in schools and businesses can significantly contribute to achieving the transport mode targets.	1-3 years	Medium

TABLE 3. PRIORITY 1 ACTIONS - ENCOURAGING ACTIVE TRANSPORT.

THEME 2 – PROVIDING A CONNECTED NETWORK

Whilst there has been an increased focus on constructing active transport infrastructure in recent years, there are still many gaps in Council's existing network. These gaps include missing footpath, shared path and on-road cycleway links which are all critical in developing a connected active transport network.

The primary network must also ensure that it captures as many trip attractors as possible including schools, aged care facilities, sporting precincts, retail centres and public transport routes.

No.	ACTION	Purpose	Delivery Timeframe	Cost ($)
2.1	Update and implement footpath and shared path priority programs	Footpaths and shared paths are critical in moving pedestrians and many cyclists around in a safe, efficient manner.	1-3 years	High
2.2	Identify pedestrian mobility infrastructure improvements and develop an updated works program	Pedestrian mobility infrastructure improvements include disabled parking, shared paths, footpaths, kerb ramps, concrete medians, kerb blisters, tactile markers, signage and line marking. These all aim to improve pedestrian mobility and safety.	1-3 years	High
2.3	Investigate additional locations that may benefit from future active transport improvements	Identify any further missing links or areas that may highly benefit from future improvements including line marking, footpaths/shared paths, signage, lighting and kerb ramps.	Ongoing	Low
2.4	Plan infrastructure around key trip attractors and public transport	Capturing key trip attractors and public transport links within the active transport network such as schools, large employers, aged care facilities and bus pickups ensures that the active transport network is highly accessible	Ongoing	Low

TABLE 4. PRIORITY 2 ACTIONS - PROVIDING A CONNECTED NETWORK.

THEME 3 – PROVIDING A SAFE NETWORK

Pedestrians and cyclists are particularly vulnerable when entering the road environment. It is highly important that the safety of those participating in active transport is prioritised. With safety, or a perceived lack of safety being one of the main barriers identified in limiting a person's willingness to participate in walking or cycling, well-designed safe infrastructure is critical in removing this barrier.

No.	ACTION	Purpose	Delivery Timeframe	Cost ($)
3.1	Improve safety around schools and other high-risk locations	The safety of vulnerable user groups such as the elderly, children and those with disabilities is critical when planning an active transport network. Having unsafe infrastructure means less people are inclined to utilise active transport.	Ongoing	Med
3.2	Improve safety of road crossings for cyclists and pedestrians	Entering the road environment for cyclists and pedestrians presents a high number of potential hazards. Limiting the number of times active transport users must enter the road environment, the length of time in which they are in the road environment and the width of travel lanes they must traverse at one time are all methods for improving safety. Investigating treatments such as kerb extensions, centre medians and designated crossing points all contribute to a safe active transport network.	Ongoing	High
3.3	Separate active transport users from busy roads	Where possible, providing separation between active transport users and motorists greatly reduces the likelihood of incidents occurring. Shared paths cater for the needs of the majority of active transport participants, however it is understood that on-road cyclists reach much higher speeds which are unable to be achieved through the use of shared paths.	Ongoing	High
3.4	Increased focus on surveillance	Developing a greater presence of security cameras, improved lighting and line-of-sight are critical in reducing the safety hazard perception some people may have with regards to active transport. Low levels of lighting can greatly dissuade people participating in active transport.	1-3 years	Med
3.5	Identify key on road cycling routes and maintain to a suitable standard which allows for safe on-road cycling	On-road cyclists are a key user group within the active transport space. These cyclists travel at much higher speeds than those which are suitable along shared paths. Providing a safe, connected environment with suitable line marking, shoulder width and signage will improve the safety of cyclists and motorists sharing the same space.	Ongoing	High
3.6	Identify suitable location/s across the LGA for the construction of additional Road Safety Park/s	Road Safety Parks provide a safe place for children to learn road rules and practice safe walking and cycling behaviour. These parks feature miniature signage and line marking consistent with those found in the road environment to assist with improving cycling ability and also knowledge around road rules.	3-5 years	Low

TABLE 5. PRIORITY 3 ACTIONS - PROVIDING A SAFE NETWORK.

THEME 4 – ENSURING AN INCLUSIVE NETWORK AND ACCEPTING CULTURE

Under the Disability Discrimination Act 1992, it is a requirement for infrastructure to be designed and constructed to a standard that is inclusive of all ability levels. The active transport network is no different, with infrastructure required to be constructed that allows ease of access for all users. Routinely engaging with key community stakeholders can identify areas that require access improvements.

Cyclists, particularly those using the on-road environment are often the targets of unwarranted criticism and are subjected to the highest level of risk. Improving the acceptance and awareness of cyclists in the community is critical to improving active transport numbers, and ensuring the safety of cyclists and motorists when sharing the same space.

No.	ACTION	Purpose	Delivery Timeframe	Cost ($)
4.1	Greater connectivity between disabled parking spaces and footpaths	There are many existing disabled parks that do not have immediate or safe access to the adjoining footpath. Improving the connectivity between the two will have safety benefits for those using disabled parking spaces.	1-3 years	Low
4.2	Cater for all abilities and ages when planning and constructing infrastructure	Where possible, all active transport infrastructure is to be planned, designed and constructed in accordance with the Disability Discrimination Act 1992.	Ongoing	Low
4.3	Engage routinely with key active transport stakeholders	Liaising with a broad range of active transport stakeholders such as schools, cycle clubs, aged care facilities, businesses and disability access groups will provide continual feedback on the network and how it can be further improved.	Ongoing	Low
4.4	Improve community acceptance of active transport, particularly cycling	Cycling often attracts unwarranted disapproval, particularly when undertaken in the road environment. Improving the knowledge of both cyclists and motorists when sharing the road environment is critical in developing an accepting active transport culture.	Ongoing	Low

TABLE 6. PRIORITY 4 ACTIONS - ENSURING AN INCLUSIVE NETWORK AND ACCEPTING CULTURE.

THEME 5 – PURSUING A SMART NETWORK

Innovative ideas assist in improving the user experience for cyclists and pedestrians. Along with providing facilities for active transport users to rest along their journey and facilities at the end-of-trip locations to cater for bicycle storage, navigation is also a crucial tool, allowing users to know where they are and where they need to go. It is important that new technologies and ideas which improve the user experience are continually investigated.

No.	ACTION	Purpose	Delivery Timeframe	Cost ($)
5.1	Investigate the use of smartphone applications to improve user experience.	Smartphone applications allow active transport maps, points of interest, 'refuel' stations and end-of-trip facilities to be accessed conveniently.	3-5 years	Low
5.2	Develop a network of wayfinding signage to assist in navigation.	Signage is a great visual tool used to assist users in navigating the active transport network. Wayfinding signage is typically located at major intersections of the active transport network, informing users where points of interest are and where to go.	3-5 years	Low
5.3	Investigate innovative active transport improvements.	Innovation can greatly improve efficiency and safety of transport networks. Continually looking for opportunities to implement innovative ideas has the potential to improve the active transport network.	Ongoing	Med
5.4	Provide 'recharge' stations along key active transport links.	'Recharge' stations include water refill, seating, shelter and lighting. These are ideally located at key points along the active transport network and provide users the opportunity to rest, have some water and continue on their journey. If poor weather sets in, they may also provide the opportunity to seek shelter.	3-5 years	Med
5.5	Investigate the feasibility of pedestrian countdown timers and/or scramble crossings at high pedestrian use intersections	Improving the safety and ease in which pedestrians cross the road environment is highly important in both reducing risk of injury, and assisting in making walking a more attractive transport option	1-3 years	Low
5.6	Identify a suitable location for the construction of a Bicycle Hub within the Tamworth CBD	A Bicycle Hub within the Tamworth CBD will provide a safe, secure and accessible location for the storage of bicycles. This will enable improved access to the CBD for those utilising active transport. End-of-trip facilities are a critical component of all active transport journeys.	1-3 years	Low

TABLE 7. PRIORITY 5 ACTIONS - PURSUING A SMART NETWORK.

THEME 6 – ENSURING AN AFFORDABLE NETWORK

With footpath and shared path costing roughly $210 and $350 per lineal metre respectively, prioritisation of the proposed network is extremely important. In order to fast-track these priority programs, external funding is to be sought on a continual basis. Also where possible, new developments or other infrastructure projects should be making allowances for active transport infrastructure in order to fill in missing network links and further extend the network.

No.	ACTION	Purpose	Delivery Timeframe	Cost ($)
6.1	Actively seek external grant funding	Implementing actions outlined in this strategy will require a substantial amount of funding over an extended period of time. It is important that external grant funding be applied for in order to fund network improvements and fast-track their implementation.	Ongoing	Low
6.2	Ensure all new capital works include provisions for active transport where practicable	Any works that Council is either facilitating or has some control of design processes over, the provision of active transport infrastructure is to be considered.	Ongoing	Low
6.3	Aim to reduce private vehicle dependency	Achieving the transport mode share targets outlined within this strategy and reducing the dependency on private vehicle transport will result in many savings including reduction in new car park construction, reduced congestion (improved road network efficiencies) and savings to the individual	Ongoing	Low

TABLE 8. PRIORITY 6 ACTIONS - ENSURING AN AFFORDABLE NETWORK.

THEME 7 – MAINTAINING A SUITABLE NETWORK

With many users of the active transport in the vulnerable users category (children, the elderly and some disabilities), it is important that defective active transport infrastructure be made aware of and scheduled for appropriate maintenance, renewal or replacement. Achieving this requires a collaborative effort between community reporting of defects, and the ongoing implementation of inspection programs.

No.	ACTION	Purpose	Delivery Timeframe	Cost ($)
7.1	Develop and implement inspection schedules for the active transport network	Inspection schedules assist in obtaining condition data and subsequently developing maintenance and/or renewal timeframes.	3-5 years	Low
7.2	Ensure the primary shared path network and on-road facilities are maintained to a high standard	Shared paths and on-road facilities often experience accumulation of silt/material and also growth of weeds/grass adjacent to these facilities. It is important that these facilities are maintained to a high standard in order to encourage usage of the facilities and ensure the safety of those utilising the network.	Ongoing	Med

TABLE 9. PRIORITY 7 ACTIONS - MAINTAINING A SUITABLE NETWORK.

OUR NEXT STEPS

Achieving the actions and outcomes within the Active Transport Strategy will require a combined effort over the next 10 years between Tamworth Regional Council, the State Government, private businesses and the community.

MONITORING AND EVALUATION

Ongoing monitoring and evaluation of the actions outlined within the Strategy ensure that the intent and vision of the Strategy is being achieved. Tamworth Regional Council will undertake the following monitoring and evaluation techniques:

Data Source	How Data is Gathered	What Data Achieves	Frequency
Cycling and Pedestrian Counts	Either manually or using automated counters	Number of cyclists and pedestrians using particular links	Every 2 years
Community Surveys	Online surveys	Information regarding all aspects of active transport	Every 2 years
Crash Data	NSW Centre for Road Safety	Gives insight into number of and severity of crashes involving pedestrians and cyclists	Every 1 year
Stakeholder Engagement	Face-to-face or informal meetings	Ongoing feedback relating to cycling and walking network	Ongoing
Walking and Cycling Events	Event attendance numbers	Target improvements to certain areas	Ongoing
Census Data	Survey of each household in Australia	Information regarding journey to work mode of transport which is used as a measuring tool in how successful the active transport network is	Every 5 years

TABLE 10. MONITORING AND EVALUATION TECHNIQUES FOR PRIORITY ACTIONS.

Reviews of the Strategy will be undertaken on a periodic basis in response to data monitoring and evaluation.

FUNDING AND DELIVERY

Funding for the Active Transport Strategy will require a joint effort between Tamworth Regional Council and the State and Federal Governments through funding initiatives. With identified priority programs for pedestrian and cycling infrastructure, funding these and other infrastructure described within the Strategy is to be achieved through:

Internal Funding

- Council currently allocates around $60,000 per year for the construction of new footpath and shared path and a further $30,000 per year for pedestrian facilities including concrete medians, pram ramps and other mobility improvements.

Section 7.11 Developer Contributions

- Section 7.11 contributions enables Council to levy contributions for public amenities and services (including footpaths/shared paths) as a consequence of development to ensure that appropriate infrastructure is constructed which meets the needs of the development
- A portion of Section 7.11 funding is used to construct new shared paths and footpaths, particularly missing sections linking areas of development

State and Federal Funding

- Due to limited internal funding for active transport infrastructure, external grant funding opportunities through the State and Federal Government are to be actively applied for
- Without receiving State or Federal funding for active transport, the implementation of outlined infrastructure improvements will take a substantially longer period of time

SUMMARY OF PRIORITY ACTIONS

No.	Action	Purpose	Timeframe	Cost ($)
1.0 – Encouraging active transport				
1.1	Inform the community about the benefits of active transport	Active transport provides many benefits to individuals and the community. Informing the wider community of these benefits through communication channels is highly important in achieving the target vision.	1-3 years	Low
1.2	Actively seek to attract and facilitate walking, running and cycling events in the region	Walking, running and cycling events are enjoyed by many people with a wide range of abilities. Encouraging more events within the region helps boost the profile of active transport	Ongoing	Low
1.3	Improve existing mountain bike and bush walking trails throughout the LGA, and identify areas for expanding these facilities	Walking trails often provide more challenges and better scenery then their urban counterparts. These trails are highly popular amongst those seeking to escape the urban environment and challenge themselves whilst getting amongst the natural environment. Similarly, mountain bike trails provide a challenging and fun experience for those seeking something different from the standard urban cycling routes Improving both walking and mountain bike trails will assist in encouraging increased usage of these trails and safer use of these facilities.	1-5 years	Medium
1.4	Encourage behavioural change through targeted school and business programs	Targeting short journey trips such as those to school and work can greatly reduce urban congestion and improve the amenity of urban centres. Reducing the number of private use vehicles also improves safety for pedestrians. Behavioural changes in schools and businesses can significantly contribute to achieving the transport mode targets.	1-3 years	Low

No.	Action	Purpose	Timeframe	Cost ($)
2.0 – Providing a connected network				
2.1	Update and implement footpath and shared path priority programs	Footpaths and shared paths are critical in moving pedestrians and many cyclists around in a safe, efficient manner.	1-3 years	High
2.2	Identify pedestrian mobility infrastructure improvements and develop an updated works program	Pedestrian mobility infrastructure improvements include disabled parking, shared paths, footpaths, kerb ramps, concrete medians, kerb blisters, tactile markers, signage and line marking. These all aim to improve pedestrian mobility and safety.	1-3 years	High
2.3	Investigate additional locations that may benefit from future active transport improvements	Identify any further missing links or areas that may highly benefit from future improvements including line marking, footpaths/shared paths, signage, lighting and kerb ramps.	Ongoing	Low
2.4	Plan infrastructure around key trip attractors and public transport	Capturing key trip attractors and public transport links within the active transport network such as schools, large employers, aged care facilities and bus pickups ensures that the active transport network is highly accessible	Ongoing	Low

No.	Action	Purpose	Timeframe	Cost ($)
3.0 – Providing a safe network				
3.1	Improve safety around schools and other high-risk locations	The safety of vulnerable user groups such as the elderly, children and those with disabilities is critical when planning an active transport network. Having unsafe infrastructure means less people are inclined to utilise active transport.	Ongoing	Med
3.2	Improve safety of road crossings for cyclists and pedestrians	Entering the road environment for cyclists and pedestrians presents a high number of potential hazards. Limiting the number of times active transport users must enter the road environment, the length of time in which they are in the road environment and the width of travel lanes they must traverse at one time are all methods for improving safety. Investigating treatments such as kerb extensions, centre medians and designated crossing points all contribute to a safe active transport network.	Ongoing	Med
3.3	Separate active transport users from busy roads	Where possible, providing separation between active transport users and motorists greatly reduces the likelihood of incidents occurring. Shared paths cater for the needs of the majority of active transport participants, however it is understood that on-road cyclists reach much higher speeds which are unable to be achieved through the use of shared paths.	Ongoing	High
3.4	Increased focus on surveillance	Developing a greater presence of security cameras, improved lighting and line-of-sight are critical in reducing the safety hazard perception some people may have with regards to active transport. Low levels of lighting can greatly dissuade people participating in active transport.	1-3 years	Med

3.5	Identify key on road cycling routes and maintain to a suitable standard which allows for safe on-road cycling	On-road cyclists are a key user group within the active transport space. These cyclists travel at much higher speeds than those which are suitable along shared paths. Providing a safe, connected environment with suitable line marking, shoulder width and signage will improve the safety of cyclists and motorists sharing the same space.	Ongoing	High
3.6	Identify suitable location/s across the LGA for the construction of additional Road Safety Park/s	Road Safety Parks provide a safe place for children to learn road rules and practice safe walking and cycling behaviour. These parks feature miniature signage and line marking consistent with those found in the road environment to assist with improving cycling ability and also knowledge around road rules.	3-5 years	Low

No.	Action	Purpose	Timeframe	Cost ($)
4.0 – Ensuring an inclusive network and accepting culture				
4.1	Greater connectivity between disabled parking spaces and footpaths	There are many existing disabled parks that do not have immediate or safe access to the adjoining footpath. Improving the connectivity between the two will have safety benefits for those using disabled parking spaces.	1-3 years	Low
4.2	Cater for all abilities and ages when planning and constructing infrastructure	Where possible, all active transport infrastructure is to be planned, designed and constructed in accordance with the Disability Discrimination Act 1992.	Ongoing	Low
4.3	Engage routinely with key active transport stakeholders	Liaising with a broad range of active transport stakeholders such as schools, cycle clubs, aged care facilities, businesses and disability access groups will provide continual feedback on the network and how it can be further improved.	Ongoing	Low
4.4	Improve community acceptance of active transport, particularly cycling	Cycling often attracts unwarranted disapproval, particularly when undertaken in the road environment. Improving the knowledge of both cyclists and motorists when sharing the road environment is critical in developing an accepting active transport culture.	Ongoing	Low

No.	Action	Purpose	Timeframe	Cost ($)
5.0 – Pursuing a smart network				
5.1	Investigate the use of smartphone applications to improve user experience.	Smartphone applications allow active transport maps, points of interest, 'refuel' stations and end-of-trip facilities to be accessed conveniently.	3-5 years	Low
5.2	Develop a network of wayfinding signage to assist in navigation.	Signage is a great visual tool used to assist users in navigating the active transport network. Wayfinding signage is typically located at major intersections of the active transport network, informing users where points of interest are and where to go.	3-5 years	Low
5.3	Investigate innovative active transport improvements.	Innovation can greatly improve efficiency and safety of transport networks. Continually looking for opportunities to implement innovative ideas has the potential to improve the active transport network.	Ongoing	Med
5.4	Provide 'recharge' stations along key active transport links.	'Recharge' stations include water refill, seating, shelter and lighting. These are ideally located at key points along the active transport network and provide users the opportunity to rest, have some water and continue on their journey. If poor weather sets in, they may also provide the opportunity to seek shelter.	3-5 years	Low
5.5	Investigate the feasibility of pedestrian countdown timers and/ or scramble crossings at high pedestrian use intersections	Improving the safety and ease in which pedestrians cross the road environment is highly important in both reducing risk of injury, and assisting in making walking a more attractive transport option	1-3 years	Low
5.6	Identify a suitable location for the construction of a Bicycle Hub within the Tamworth CBD	A Bicycle Hub within the Tamworth CBD will provide a safe, secure and accessible location for the storage of bicycles. This will enable improved access to the CBD for those utilising active transport. End-of-trip facilities are a critical component of all active transport journeys.	1-3 years	Low

No.	Action	Purpose	Timeframe	Cost ($)
6.0 – Ensuring an affordable network				
6.1	Actively seek external grant funding	Implementing actions outlined in this strategy will require a substantial amount of funding over an extended period of time. It is important that external grant funding be applied for in order to fund network improvements and fast-track their implementation.	Ongoing	Low
6.2	Ensure all new capital works include provisions for active transport where practicable	Any works that Council is either facilitating or has some control of design processes over, the provision of active transport infrastructure is to be considered.	Ongoing	Low
6.3	Aim to reduce private vehicle dependency	Achieving the transport mode share targets outlined within this strategy and reducing the dependency on private vehicle transport will result in many savings including reduction in new car park construction, reduced congestion (improved road network efficiencies) and savings to the individual	Ongoing	Low

No.	Action	Purpose	Timeframe	Cost ($)
7.0 – Maintaining a suitable network				
7.1	Develop and implement inspection schedules for the active transport network	Inspection schedules assist in obtaining condition data and subsequently developing maintenance and/or renewal timeframes.	3-5 years	Low
7.2	Ensure the primary shared path network and on-road facilities are maintained to a high standard	Shared paths and on-road facilities often experience accumulation of silt/material and also growth of weeds/ grass adjacent to these facilities. It is important that these facilities are maintained to a high standard in order to encourage usage of the facilities and ensure the safety of those utilising the network.	Ongoing	Med

Tamworth
REGIONAL COUNCIL

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Tamworth REGIONAL COUNCIL

NICSE MASTER PLAN

JULY 2021

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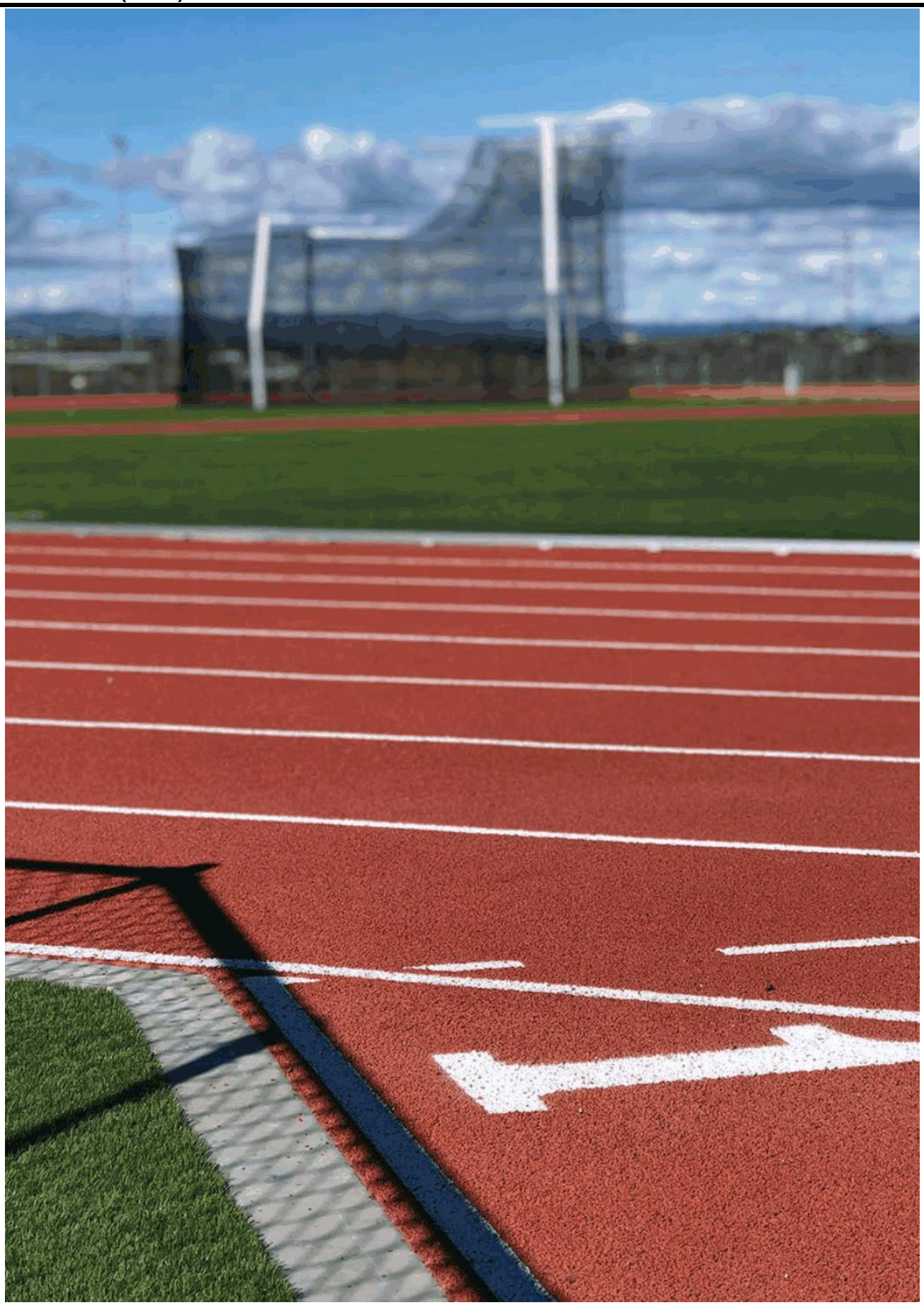

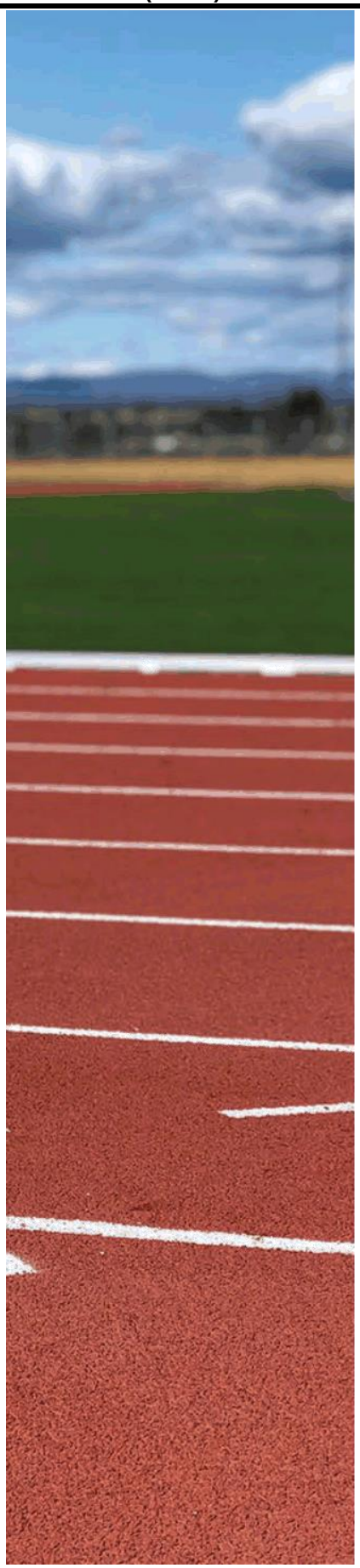

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REGIONAL COUNCIL
Tamworth

Tamworth Regional Council
NICSE Master Plan, prepared by the
Regional Services Directorate of Tamworth Regional Council

INTRODUCTION

Tamworth Regional Council acknowledges the significant contribution sport and recreation brings to the community and places high value on the benefits engagement in passive and active recreation provides for the community. In 2019 Tamworth Regional Council embarked on a process to draw all its efforts toward a coordinated approach for future planning and infrastructure delivery, known as Blueprint 100. This is an overarching strategy that provides a roadmap to take the Tamworth Region towards its vision of a prosperous economy and high living standards with a population of 100,000. 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. The Northern Inland Centre of Sporting Excellence (NICSE) is a significant regional sports hub that is one component in achieving Blueprint 100.

Sports Hub's are the preferred sport infrastructure delivery model by the NSW Office of Sport. Regional Sports Hubs aim to:

- Deliver diverse facilities and activity opportunities that broaden community involvement in sport and recreation participation, and contribute to the health, wellbeing and sense of belonging within the community;
- Draw facilities, sports and activities together to raise the profile and potential quality of facilities and spaces;
- Provide an opportunity to connect diverse facilities and spaces. This includes the potential to link sport, recreation, entertainment, education and community facilities to create an integrated precinct that is high profile, strategically promoted and well used;
- Enable an integrated and coordinated approach to the delivery of sport and recreation to avoid unnecessary duplication and create complimentary facilities within the network;
- Enable the strategic and coordinated management of sport and recreation facilities and spaces;
- Provide community access and the opportunity for children and young people to experience higher level facilities and progress through to higher grade participation;
- Benefit sport through improved facilities which will assist in increased members, economies of management and the potential for athletes to achieve higher standards of participation;
- Support events and spectator based sport and recreation activities, which provide a social focus for the community and economic benefits for the region;
- Integrate a range of facilities to optimise efficiency and create business synergies;
- Promote the region and encourage a healthy community;
- Create a destination in the wider context for the regional community;
- Deliver benefits to a whole region; and
- Explore opportunities for innovation in facility and service delivery

NICSE 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 national, state and local sporting competitions and boosts sport tourism, investment and liveability in the region; as well as enhancing opportunities for additional competitions, events, training and talent development.

This 100ha site is already home to:

- Australian Equine Livestock and Entertainment Centre (AELEC);
- Tamworth Sports Dome;
- Tamworth Regional Entertainment and Conference Centre (TRECC);
- Tamworth Regional Hockey Complex;
- Tamworth Regional Gymnastics Centre;
- Tamworth Regional Athletics Centre; and
- Tamworth Regional Cycling Centre.

The sports hub is supported with sufficient amenities such as access roads, car parking and cycle ways and close to accommodation and services.

STRATEGIC ALIGNMENT

The strategic direction for sport and recreation is influenced by a number of policies and plans as well as peak body strategic directions at various levels, including international, federal, state, regional and local.

Alignment with these policies and plans will steer the direction of future stages of NICSE ensuring they meet the demands and expectations of the broader community.

The following is a summary of key policies, plans and strategies that the future stages of NICSE aligns with:

FEDERAL GOVERNMENT

- **Sport 2030** is the Australian Government's strategic sports plan. It recognises the role physical activity and sport plays in the lives of all Australians and importantly recognises the role sport plays in the Australian economy.

NSW GOVERNMENT

- The NSW Government **Premier's Priorities** reflect the Government's commitment to a whole-of-government approach to tackling important issues for the people of NSW.
- The **Office of Sport Regional Sports Hub Model** aims to integrate facilities and services to deliver efficient and effective sport hubs that service regions.
- The **Office of Sport Strategic Plan 2018-2022** seeks to maintain and grow the state's vibrant and valued sport and recreation sector that enhances the lives of people in NSW.
- The **NSW State Infrastructure Strategy Update 2014** identified a priority to *"Deliver targeted upgrades to the State's cultural, sporting and environmental infrastructure to drive growth in the visitor economy, realise the economic and social benefits of strong cultural and sporting sectors, and support local participation, creativity and liveability"*.
- Lower North West **Regional Economic Development Strategy** has the vision of strong, resilient and sustainable economic growth, building on key industries of Agriculture, Agri-processing, Mining, Transport and Tourism and encompasses the regional areas of Tamworth, Gunnedah and Liverpool Plains.
- The **Infrastructure NSW – State Infrastructure Strategy 2018-2038** sets out Infrastructure NSW's independent advice on the current state of NSW's infrastructure and the needs and priorities over the next 20 years.
- The **New England North West Regional Plan 2036** is a 20-year blueprint for the future of the region. The NSW Government's vision for the New England North West Region is: *"Nationally valued landscapes and strong, successful communities from the Great Dividing Range to the rich black soils of the plains. Funding will be coordinated for regional infrastructure including open space and recreational precincts."*
- The **NSW Regional Development Framework** is a plan focused on providing quality services and infrastructure in regional NSW, aligning the efforts to support growing regional centres.

STATE SPORTING ORGANISATIONS

State sporting organisation strategic plans and sports infrastructure plans have been reviewed in the development of this plan to ensure it aligns with identified participation growth on a local, regional and national level.

TAMWORTH REGIONAL COUNCIL

- In 2019 Tamworth Regional Council 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 would encompass the Local Strategic Planning Statement, Growth Management Strategy and other Council initiatives. Blueprint 100 is an overarching strategy that provides a roadmap to take the Tamworth region towards its vision of a prosperous economy and high living standards with a population of 100,000. Tamworth Regional Council acknowledges the significant contribution sport and recreation brings to the community and places high value on the benefits engagement in passive and active recreation provides for 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.
- The **Key Change Community Strategic Plan, 2017 – 2027**, is the major strategic document developed to guide the delivery of services and facilities over the next decade, and outlines the goals of this elected Council. The Plan identifies actions that Council will undertake to achieve those goals and deliver successful, measured outcomes. It genuinely reflects community aspirations thanks to an extensive consultation process as evidenced in the Community Engagement Strategy expressly prepared for Key Change 2017-2027. Delivered as a result of executing NICSE, the Plan outlines Councils strategy to provide high-quality specialised sporting facilities to drive sporting excellence for the region and state.
- 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 over the coming 10 plus years. The Plan identifies Council's need to strategically plan for the continued development of NICSE with the provision of regional, state and national-level facilities which cater for the local community, elite sport pathways, competitions and events, and maintain Tamworth's position as 'Australia's home of equine sports'.

DEMAND

There is a demand for sporting and recreational infrastructure to service the region and the state that exceeds the current capacity of the existing facilities at NICSE. Further development of NICSE will transform the experience of current sports participants; attract new and more significant events; and act as the catalyst for existing sport bodies to promote and expand their sports through Development Officers within the region.

The investment in infrastructure facilities such as those proposed in this master plan encourages the growth of sporting events and delivers social, health and economic benefits for the region. The proposed investment would provide new opportunities for community segments including children, youth, families, indigenous communities, and seniors and act as an attractor to the region and the state. In addition, there is a national sense of 'value' related to personal and community wellbeing and national pride derived from participation or perceived affiliation with sport.

Clear benefits to the region include:

- significant financial benefits of increased sport-based tourism and employment;
- enhanced sporting experiences and facilities; and
- increased volunteering experiences.

The strategic alignment of future stages of NICSE to policies, plans and strategies of the Federal Government, State Government, Tamworth Regional Council and national and state sporting organisations ensures NICSE increases the number and types of regional sporting facilities, improves the standard of existing regional sporting facilities and increases participation in sport.

PRIMARY OUTCOMES

The development of future stages of NICSE will achieve the primary outcomes of:

- Boosting local tourism through sport;
- economic benefit;
- sporting infrastructure that meets current and future demands;
- provide the region with access to high quality sport facilities otherwise only accessed in capital cities;
- improved animal welfare at AELEC;
- enhanced competition standard;
- "future proof" NICSE;
- employment generation;
- social benefits;
- improved regional health, wellbeing and liveability;
- retention of athletes, coaches, and general community members;
- increased volunteering and participation opportunities; and
- increased training and talent development opportunities.

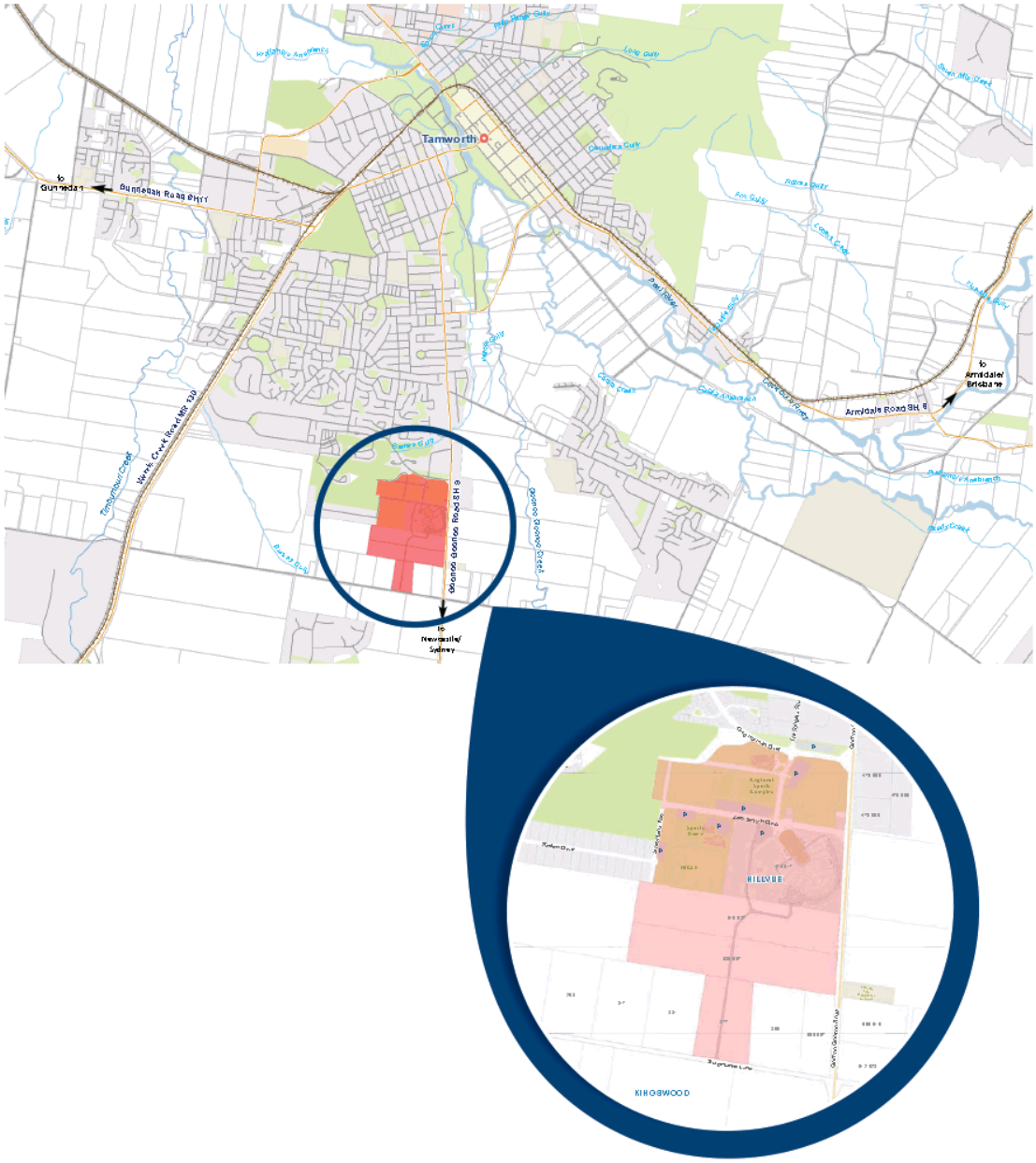
COMMERCIAL OPPORTUNITIES

The NICSE precinct provides commercial opportunities for Council. Council acknowledges the significant capital costs associated with the enhancements of NICSE and, in addition, the ongoing operational, maintenance and renewal costs associated with the Centre will be substantial and need to be carefully considered. A sustainable business model that maximises commercial opportunities across NICSE is required to offset these ongoing costs.

THE SITE

The sporting hub is located five kilometres from the Tamworth CBD and covers 100 hectares, under the ownership of Tamworth Regional Council, refer to Image 1.0. The site is adjacent to a strong commercial precinct featuring entertainment, accommodation, hospitality, tourism and retail facilities.

Image: 1.0 NISCE site



NICSE MAP

KEY

- Existing Infrastructure
- Identified Future Infrastructure
- NICSE Boundary

LEGEND

1	Tamworth Regional Gymnastic Centre Extension
2	Tamworth Regional Gymnastic Centre
3	Tamworth Regional Entertainment and Conference Centre
4	Grandstand
5	Tamworth Regional Oval
6	Future Sport Development Site
7	Tamworth Regional Hockey Complex
8	Earmarked for sale
9	Australian Quarter Horse Association
10	Open Green Space
11	Netball Courts
12	Outdoor Gym
13	Tamworth Regional Aquatics and Leisure Centre
14	Playground
15	Tamworth Sports Dome
16	Sports, Education and Health Hub
17	Australian Equine and Livestock Events Centre (AELEC) indoor arena
18	Warm Up Arena
19	AELEC Main outdoor Arena
20	AELEC Sales Ring and warm up arena
21	AELEC Stables
22	Tamworth Regional Cycling Centre
23	Tamworth Regional Athletics Centre
24	Future Sport Development Site
25	Campdraft arena
26	AELEC Education Building
27	Detension Basin
28	Warm Up Arena (campdraft)
29	Compound
30	Rainwater reservoir
31	Cattle Yards and Loading Ramp
32	Amenities Block
33	Detension Basin
34	Cross Country Circuit
35	Dressage and Polocrosse
36	Burramans Lane Access Road
37	Road
38	Temporary Campsite
39	Day Yards
40	Bulk Storage
41	Storage
42	Quarantine Veterinary Centre
CP1	Car park 1
CP2	Car park 2
CP3	Car park 3
CP4	Car park 4
CP5	Car park 5
CP6	Car park 6
CP7	Car park 7
CP8	Car park 8
CP9	Car park 9
CP10	Car park 10
CP11	Car park 11
CP12	Car park 12

IDENTIFIED FUTURE WORKS AND JUSTIFICATION

SPORT

TAMWORTH REGIONAL AQUATICS and LEISURE CENTRE

The Tamworth Regional Aquatic and Leisure Centre will provide a vibrant indoor and outdoor aquatic facility. It will comprise of a fully accessible aquatics facility, combined with contemporary elements for leisure, social engagement, fitness, health and active recreation, for current and future generations.

The Centre will enhance and compliment NICSE, servicing the local community and Northern Inland NSW. It will have the potential to host elite events at regional, state and national level, as well as sport development and training pathway programs. The Centre will contribute to economic sustainability, growth and liveability for the Tamworth Region, through employment generation, tourism and visitation associated with major sporting events and an extraordinary recreational facility.

TAMWORTH REGIONAL OVAL, PART 1, OVAL

The Tamworth Regional Oval will provide a state-of-the-art turf oval for elite Australian football and cricket competitions, as well as all other turf based sports. The development will include first class change room facilities and supporting infrastructure, with an earth mound to surround the oval, providing elevation for approximately 11,000 spectators. The facility will be designed to allow for future expansion, such as the development of a grandstand.

This development will enable Tamworth to cater for the needs of sport across Northern Inland NSW and attract significant regional, state and national fixtures to the Tamworth Region. The Oval will contribute to economic growth and liveability for the Region, through visitation associated with major sporting events and an extraordinary recreational facility.

TAMWORTH REGIONAL OVAL, PART 2, GRANDSTAND

A covered grandstand will provide additional amenity to support the Regional Oval. The grandstand will seat approximately 700 people and in addition, will provide an expansion to the change room facilities and supporting infrastructure, ensuring the Oval is recognised as a national facility.

SPORTS, EDUCATION and HEALTH HUB

The Sports, Education and Health Hub will provide sports, education and health opportunities to residents via a one-stop-shop that delivers expertise from sporting organisations, clinical and allied health professionals and the education sector.

This facility will incorporate a versatile multipurpose indoor sports training facility, that will provide the opportunity for the community, athletes, sporting teams and school groups to partake in educational programs and high performance training in a modern indoor setting.

Importantly, the Sports, Education and Health Hub will provide a contemporary central facility for Sport Development Officers to administer their respective sports in the North West. These Offices will provide the opportunity for a coordinated approach to sport development, improved knowledge sharing and efficiencies through resource sharing.

GYMNASTICS CENTRE EXTENSION

The Gymnastics Centre expansion will address the current demand of the sport, and offer additional facilities to its members. The expansion will enable the facility to host championships in the region, bringing tourism to Tamworth.

OUTDOOR GYM

A diverse Outdoor Gym will provide members of the community of all ages and abilities the opportunity to utilise quality exercise equipment. This gym will remove the financial barrier of accessing a traditional members-only gym, improve physical and mental health of users, provide an opportunity to vary regular workout routines and environment, and provide the opportunity to try a new recreational activity. The Outdoor Gym will have supporting infrastructure such as a drink bottle refill station and shade.

FUTURE SPORT DEVELOPMENT SPACE

This parcel of land is dedicated to a yet to be determined sport and or facility. Many factors steer a regions growth, development and interest in sport such as finances, success (i.e. Olympics), access, trends and emerging technologies. It is critical NICSE has a flexible approach to the changing recreational pursuits and demands in Australia and globally. With this, this future development space will be an option for the provision of a new or rapidly growing yet to be identified sport.

AELEC

QUARANTINE VETERINARY CENTRE

The Quarantine Veterinary Centre will provide onsite animal welfare during events. This addition will further enhance the sites reputation as the leading Equine Centre in the nation and provide business opportunities for Tamworth Regional Council.

DRESSAGE ARENA and POLOCROSSE FIELD

The addition of the Dressage Arena and Polocrosse Field will meet the current sporting demands, as well as the forecast growth, increasing AELEC's event hosting capacity. This will in turn contribute to the local economy through tourism, and to the community with greater access to varied equine sports.

COMPOUND

The compound will provide a central location for plant and equipment utilised during major events. Centralising these resources will create efficiencies and improve site safety.

CATTLE YARDS and LOADING RAMP

The cattle yards and loading ramp will improve site safety and animal welfare. This will allow cattle trucks to access the venue from the south, minimising traffic through camping areas. Additional cattle yards will increase the capacity of cattle that can be held on site at any one time, resulting in the ability to hold larger scale events.

EQUINE COMMERCIAL ZONE and SERVICE ROAD

The development of a commercial zone and associated service road will provide a unique equine hub. The collection of equine associations directly across from the AELEC will create synergies amongst the associations and the facilities. This development will provide business opportunities for Council through tourism and revenue.

TEMPORARY CAMPSITE

During major events the current camping facilities at AELEC are at capacity and additional camping facilities are required. The temporary campsite will act as a dedicated overflow camping area when required. This will ensure the site has adequate resources for major events and will provide an additional revenue stream to the venue.

STORAGE

The storage area will provide the opportunity to store vehicles away from high use areas during peak times improving the safety of patrons and animals at the site.

BULK STORAGE

The opportunity for users of AELEC to store possessions onsite for short to medium term periods is an identified need. The proposed Bulk Storage area will allow for the storage of possessions, minimising the routine transport of bulky equipment associated with equine sports. Offering this service will support regular users of the facility, and will provide business opportunities for Council.

SUPPORT INFRASTRUCTURE

OPEN GREEN SPACE

The open green space area will be a multiuse parcel of park land. The area will provide the opportunity for passive recreation, play and unstructured recreation.

DETENTION BASIN

Stormwater detention is required to maintain peak stormwater discharge at pre-development rates. Additional hard surfaces within NICSE would otherwise increase stormwater peak flows leaving the site, which would reduce the flood immunity of the New England Highway, adjacent to NICSE.

SEATING AND SHADE

Seating and shade infrastructure throughout the precinct will provide users with a welcoming environment and respite from environmental conditions. The infrastucture will support and encourage community utilisation of the precinct and assist in meeting the sunsafe protocols of the main user groups.

PLAYGROUND

Positioned centrally within the precinct a playground will provide a space for unstructured recreational activity allowing users to engage in elements that develop key cognitive, social and physical skills. Integrated into the existing infrastructure, the playground will complement the precinct providing a recreational space for users when they are not engaged in structured activities, a space for those accompanying those engaging activities and or a tool to entice additional users to the precinct at large.

CARPARKING and OVERFLOW PARKING

The masterplan identifies a total of twelve areas of formal carparking across the precinct with an accumulative total of 1,705 spaces. The eight existing carparks have a total of 1,163 spaces with an additional four carparks proposed with an approximate total of 542 spaces.

The break down of each car park is as follows

Identifier	Name	Spaces
CP1	Car park 1	70
CP2	Car park 2	199
CP3	Car park 3	115
CP4	Car park 4	106
CP5	Car park 5	231
CP6	Car park 6	56
CP7	Car park 7	180
CP8	Car park 8	225
CP9	Car park 9	153
CP10	Car park 10	96
CP11	Car park 11	96
CP12	Car park 12	178

Tamworth
REGIONAL COUNCIL

www.tamworth.nsw.gov.au

WATER SECURITY CRC

Water Security CRC

Information Brochure 2021

Water Security CRC

Potential Partners for 2021

38 partners joined the Water Security CRC bid for the Stage 1 submission in 2020, representing key stakeholders across the sector including water utilities, consulting firms, technology providers, government departments and researchers.

For the 2021 bid, the Water Security CRC has already secured a strong commitment from many of the partners listed on our website, in addition to new partners in IT, banking, insurance and meteorological sectors.

Water Services Association of Australia
alluvium
Healthy land & water
Water Technology
Peter Cullen Water and Environment Trust
waterstart
Brisbane City — Dedicated to a better Brisbane
Griffith University Queensland Australia
Curtin University
La Trobe University
UTS
The University Of Queensland Australia

The water security challenge

Australia is the driest inhabited continent on earth and climate change will only further exacerbate our current water security challenge. Growing populations, fluctuating water availability, pandemics and extreme weather events already threaten the resilience of Australia's water service systems and future economic growth. Combined with ageing water service infrastructure and governance structures that were designed in an era with a narrow conceptualisation of water systems and the suite of values they deliver to society means the status quo is no longer sustainable. Infrastructure Australia, the Productivity Commission and the water industry itself have concluded that failure to address water security issues without comprehensive and innovative solutions will lead to higher costs and declining service for urban, regional, rural and remote communities and industries. We need to redesign and reconfigure Australia's water services sector to ensure it meets the evolving needs and to make the system resilient and adaptable to future trends and shocks.

Why a new water CRC?

The water services sector has identified several key research needs to address the water security challenge faced by cities, regional towns and remote communities across Australia.

These include:

- Improving service delivery by balancing the current legacy and long-lived nature of assets with the need for agility to respond to changes brought about by climate extremes, technological advancements and customer expectations
- Optimising supply through a re-imagined and integrated urban water cycle where fit-for-purpose supply options make every drop count.
- Analysing the transition and delivery of circular economy principles, beyond emission targets and recovery-based water services, to unlock new markets with quality products.
- Improved understanding of customers' needs through tailor-designed service offerings and effective community engagement
- Providing new models to support a dynamic, high performing and skilled workforce with a strong culture of innovation.
- Achieving health, environmental and liveability outcomes at optimal cost through implemented and integrated planning and sustained delivery of services.

These water security challenges still persist despite investment in previous research programs, since most have only focused on a single aspect of water security.

The Water Security CRC will build on and add value to these initiatives, taking a holistic whole-of-catchment perspective that recognises that the water footprint of cities and regional communities extends well beyond their boundaries and that water insecurity affects our overall economic, environmental and social well-being.

Our purpose

The proposed **Water Security Cooperative Research Centre (Water Security CRC)**, aims to address key research and training needs identified by the water sector and, in doing so, support the development of new commercial opportunities for businesses engaged with the water industry.

The CRC will provide a key mechanism and forum where water service providers, peak bodies, SMEs, relevant government agencies and university researchers can come together to find the innovative solutions for secure, efficient, productive and resilient water systems. All options for securing our water security future will be considered.

Proposed research areas

The CRC bid team has proposed four broad Program areas to coordinate our research activities.

One will explore innovative solutions for 'Safe and reliable water systems', with a particular focus on challenges for regional centres and remote communities. The second will take a broader catchment perspective to the water security challenge, focused on 'Optimising investments in blue/green infrastructure'.

These will be supported by a cross-cutting IT focused program, which aims to 'Harness the value of water and catchment information' and underpinned by a program aimed at facilitating the pathways to impact by 'Enabling sector transformation'.

Safe and reliable water systems

This program aims to support the ongoing investment by water industry partners to find innovative and integrated water quality and quantity solutions. It aims to assist partners to address future uncertainty and disruption through multi-objective adaptive planning and balancing supply and demand options across natural and built infrastructure.

Potential activities include:

This program, led by industry insights and knowledge, will ensure innovative and integrated water solutions through:

- Development of remote water supply and treatment options through accessing alternative water sources and low-cost treatment solutions
- Development of new technologies to demonstrate the value and opportunities for low-energy water recycling and storage options
- Development and testing new sensors to increase environmental monitoring capability and safeguard against pathogens and emerging other contaminants
- Data harmonisation to integrate information from autonomous sensors and conventional monitoring programs to support risk assessment and prediction of water quantity and quality.

Optimising investment in blue/green infrastructure

This program will support a transformational shift by partners to informing and de-risking blue, green, and grey infrastructure investment decisions across catchments, employing both spatial planning tools and market-based approaches to effect change. A circular economy approach will be designed to support assessments across areas of water, energy and waste, to ensure multiple benefits and efficiencies for water partners and communities.

Potential activities include:

- Development of innovative spatial planning tools to identify economically and environmentally optimal configurations of blue, green and grey investments across catchments, to achieve multiple objectives including safe supply flood risk reduction and reduction of water treatment costs
- Development of market-based trading approaches and financial tools to support targeted green infrastructure investment
- Quantifying the human and ecological health outcomes delivered through regenerative integrated water and urban planning and design solutions
- Robust and responsible decision making and investment processes for blue, green and grey infrastructure based on equitable allotment of costs of depreciation, failure and replacement.

Harnessing the value of water and catchment information

This cross-cutting program seeks to unleash the value of water and catchment data to support informed decision-making in real-time. It aims to develop tools and products that bring together, analyze and synthesize conventional sources of data with unconventional, unstructured information sources such as social media data and expert opinion.

Potential activities include:

- Creating digital twins for optimal water management and improvement of water systems
- Enabling more accurate decision-making through integrating data sets and the creation of real-time information from IOT, high resolution arial data and AI pattern recognition
- Developing smart algorithms to retrieve and repurpose water data to fit user needs.

Enabling sector transformation

This enabling research program will support impact pathway realisation across the other three programs, while keeping a strong focus on social and ecological sustainability. It will reinforce the social dimension, empower communities and address the barriers to water security system transformation.

Potential activities include:

- Enabling cut-through pathways to impact for technological and social innovation in the water sector through identifying institutional barriers to implementation
- Strengthening best practice water governance and regulatory frameworks
- Implementing and evaluating models of water stewardship
- Identifying barriers and enablers for participation by different stakeholders and inform the design and trial of new deliberative processes and tools for water co-planning, co-design and co-governance
- Developing approaches that acknowledge the importance of water in the lives of Aboriginal and Torres Strait Islander people and address their water needs
- Developing approaches to work with industry to build capacity in the sector to embrace new technologies and their implementation.

Education, training and adoption program

Education and training to equip individuals and organisations with the latest cutting-edge knowledge to tackle the challenges of water security is at the heart of the CRC mission. The CRC will combine university and industry teams to develop the capabilities and capacities needed for successful adoption and mainstreaming of innovative solutions. Our goal is to undertake research that is embedded within industry and to train the next generation of water professionals

The Water Security CRC will fund PhD scholarships and support a broader training program to build the required capabilities across its research students to lead applied water security research and to operate across the research-practice boundary. This will be delivered through the Water Security Industry Training Program (WS ITP). The CRC will build the capabilities and capacity of industry and government to adopt and mainstream research outputs. The WS ITP will ensure that Research Associates are provided with opportunities to learn from and embed their research in practice.

Industry-shaped and hosted research degrees and training are still relatively rare in Australia but internationally they have been recognized as important for decades. The WS ITP will provide:

- A common but flexible framework for industry and government shaped and hosted student research and training.
- A cohort-based experience for Research Associates including an annual conference, a Community of Practice, monthly interactive digital events and industry mentoring.
- Industry and government internship opportunities to shape research agendas and provide development.
- Formal, feedback intensive 'on the job' leadership development provided through a student focused leadership program.
- Access to relevant postgraduate and industry education and training for Research Associates including digitally badged micro-credentials.

The CRC will also run a **WS Innovation Accelerator** program to catalyze the adoption and mainstreaming of new technologies, processes and services to be produced by the CRC. The WS Innovation Accelerator program will respond to industry and government needs through embedding capability and capacity development (CCD) specialists within research projects and their case studies.

The Water Security CRC will provide:

Approximately 30 Higher Degree by Research (HDR) candidates (PhDs and research Masters) and 60 coursework Masters graduates.

Customised programs in business, leadership, commercialisation and driving innovation that will generate highly valued and effective workplace candidates

Tertiary programs that provide graduates with the skills, knowledge and aptitude required for incorporating water sustainability in their field of studies

Flexible micro credentialing courses

Innovation challenges that foster creativity in the CRC's partners and other SMEs and start-ups, particularly those working in the digital technology space

The means to enable the broader Australian community to be aware of water security and promote local and household measures that can be implemented to support it

Governance of the Water Security CRC

The Water Security CRC will be governed by an independent skills based Board. Leith Boully has accepted the nomination as the interim chair of the Board, with Professor Stuart Bunn accepting the position of interim CEO. The Board of Directors will comprise a Chair and 6 Directors who are independent of the CRC Partners. The recruitment of the Board Directors will be coordinated by the Nominations, Remunerations and Performance Committee. The Board will also establish an Audit, Risk, Privacy and Finance Committee and Consultative Committees for each of the Research Programs and one specifically to represent Partners. These Consultative Committees will be majority represented by industry participants in the Water Security CRC as well as independent experts as appropriate. All appointments to the Board and Committees will be term limited to ensure broad representation from the CRC's partners.

The Water Security CRC Bid Team

Leith Boully (Interim Chair) is an experienced Chair and Company Director having served on more than 30 boards. She is the former Chair of Sunwater and has also served as a National Water Commissioner, and Chair of Healthy Waterways Ltd, the Wide Bay Water Corporation and the Tropical Water Quality Hub.

Professor Stuart Bunn (Interim CEO) is the Director of the Australian Rivers Institute at Griffith University. He is currently a member of the Murray Darling Basin Authority and was recently appointed as an Earth Commissioner under Future Earth. He has previously served as a National Water Commissioner and a Director of Land and Water Australia.

Dr Victor Pantano was most recently Chief Executive Officer of the Digital Health Cooperative Research Centre one of the largest CRCs in Australia. Prior to this, Victor served in various executive positions including Associate Vice President, Innovation and Strategy at the University of Canberra, General Manager at FEI Company (formerly listed on the NASDAQ and now a subsidiary of Thermo Fisher Scientific), Chief Operating Officer at Lithicon AS, Chief Executive Officer at Digitalcore Pty Ltd, Director of Commercialisation at the Australian National University and Investment Director at ANU Connect Ventures.

The Water Security CRC bid team also includes senior research leaders from our University partners, including: Professor Steven Kenway (University of Queensland), Professor Greg Morrison (Curtin University), Professor Pierre Mukheibir (University of Technology Sydney), Professor Nick Bond (LaTrobe University).

Senior Advisory Group

The Water Security CRC bid is being guided by a groups of senior industry leaders in the water sector.

Leith Boully
Interim Chair
Former National Water Commissioner and former Chair of SunWater

Jason Mingo
Manager Environment and Technology Research, Water Services Association of Australia

Andrew Kingsford
General Manager, WaterStart Australia

Kirsten Shelly
General Manager Waterways and Land at Melbourne Water

Karlene Maywald
Former Chair of the National Water Commission,
Former Chair of the International Centre of Excellence in Water Resources Management and Peter Cullen Trust, and former Director of SA Water

Phil Duncan
Chair of the Basin Community Committee, Murray Darling Basin Authority

Susan Worley
Former Director of Water and Ecosystem Planning, West Australian Department of Water and Environmental Regulation

Warren Traves
Chief Risk Officer of GHD

John Cotter
Managing Director, Bowen River Utilities and CEO of Initiative Capital

The Benefits of joining the Water Security CRC

Becoming a partner in the Water Security CRC will provide significant business benefits, influencing and leveraging opportunities. It will link your organisation directly with world class researchers across some of Australia's best universities and provide you access to a vast network of research and industry professionals across Australia and internationally all striving to address the water security challenge.

The CRC will provide an independent forum for all participants in the water sector to come together to tackle challenges in an integrated manner.

Core members of the CRC will play a critical role in establishing the board of the CRC and the shaping of the research program.

Membership of the CRC can also qualify partners for R&D tax concessions (Please refer to business.gov.au and the Australian Tax Office).

CRC's are also vehicles to leverage your funding into projects across our 4 Research Programs. This leverage increases as more Partners join projects which of course is the underlying basis of a CRC – to cooperate with a diversity of Partners all with shared interests.

Next Steps

We are very interested in engaging with you now to ascertain your research and innovation priorities and to ensure that you and your organisation have input into the development of the Water Security CRC program and the Stage 1 bid.

Want to know more or join the Water Security CRC bid?

There is still time to join. There is the opportunity for more organisations to join our CRC prior to the Stage 1 deadline, which we anticipate will be August/September this year. Joining the bid at this time provides an opportunity to assist the team in shaping the innovative research and training programs, and access to leveraged funding from the Commonwealth CRC program.

If you are interested in learning more about our CRC and becoming a partner, please contact:

Professor Stuart Bunn
Griffith University
E: s.bunn@griffith.edu.au
M: +61 417 300 018

Mr Victor Pantano
Bid Consultant, Consulting & Implementation Services (CIS)
E: victorpantano@consultingis.com.au
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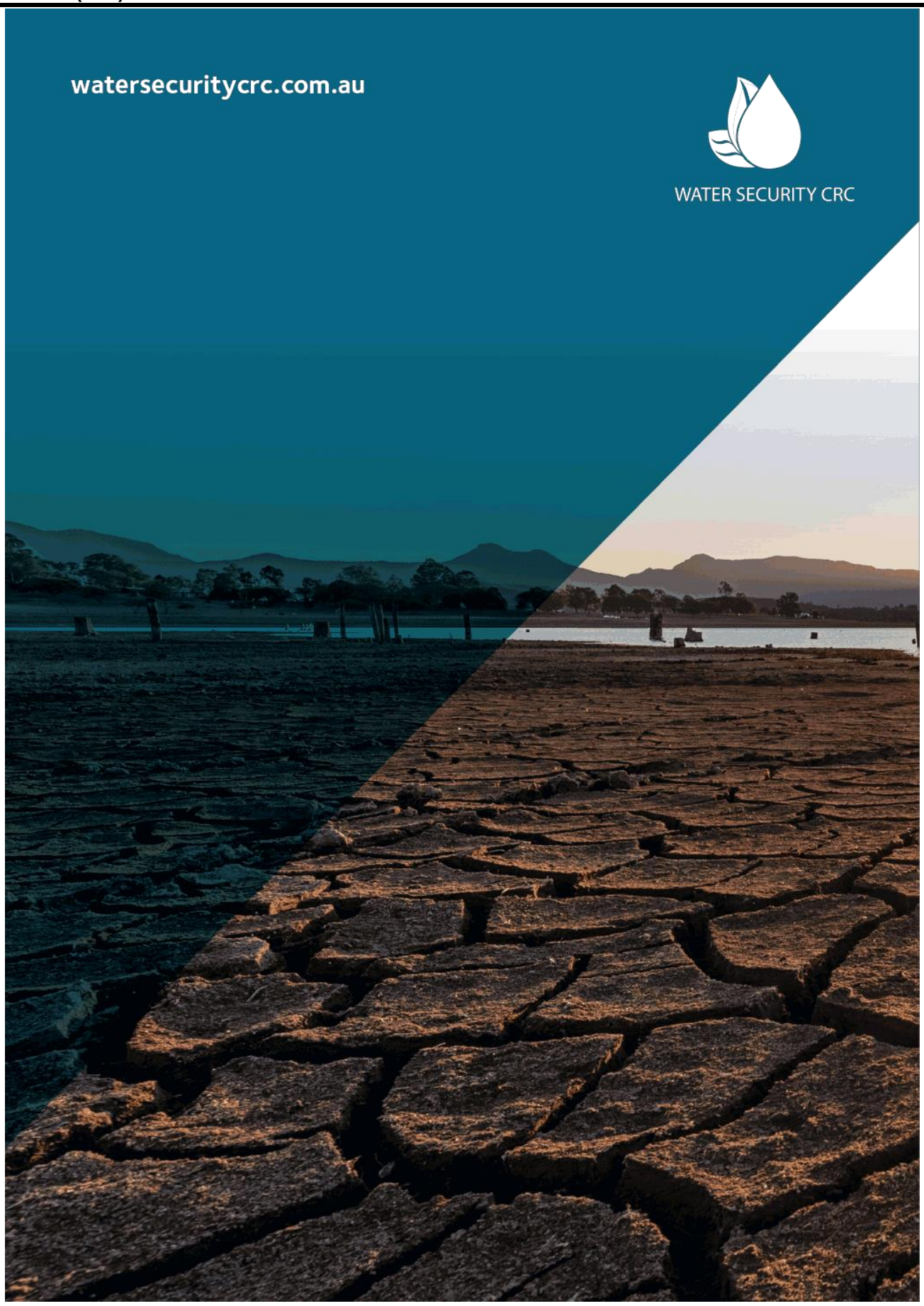
www.watersecuritycrc.com.au

watersecuritycrc.com.au

WATER SECURITY CRC



TAMWORTH REGIONAL COUNCIL INVESTMENT REGISTER 30/06/2021

Financial Institution	S&P Credit Rating	IFRS Classification	Investment Type	Date Invested	Due Date	No of Days	Interest Rate	Market Value at 31/05/2021	Market Value at 30/06/2021	% of Amount Invested
BOQ	BBB+	Held to Maturity	TD	27/01/2021	02/08/2021	126	0.40%	5,000,000.00	-	0.00%
CBA	A-1+	Held to Maturity	TD	02/02/2020	08/06/2021	126	0.35%	3,000,000.00	-	0.00%
NAB	A-1+	Held to Maturity	TD	03/02/2021	16/06/2021	127	0.34%	4,000,000.00	-	0.00%
CBA	A-1+	Held to Maturity	TD	02/03/2021	29/06/2021	119	0.35%	4,000,000.00	-	0.00%
NAB	A-1+	Held to Maturity	TD	08/03/2021	12/07/2021	126	0.30%	4,000,000.00	4,000,000.00	2.20%
BOQ	BBB+	Held to Maturity	TD	10/03/2021	22/06/2021	104	0.30%	2,500,000.00	-	0.00%
NAB	A-1+	Held to Maturity	TD	15/03/2021	29/06/2021	106	0.30%	3,000,000.00	-	0.00%
BOQ	BBB+	Held to Maturity	TD	16/03/2021	06/07/2021	112	0.35%	2,500,000.00	2,500,000.00	1.37%
BOQ	BBB+	Held to Maturity	TD	16/03/2021	14/09/2021	182	0.40%	2,500,000.00	2,500,000.00	1.37%
NAB	A-1+	Held to Maturity	TD	05/04/2021	17/08/2021	133	0.30%	4,000,000.00	4,000,000.00	2.20%
NAB	A-1+	Held to Maturity	TD	06/04/2021	07/09/2021	154	0.30%	5,000,000.00	5,000,000.00	2.75%
NAB	A-1+	Held to Maturity	TD	12/04/2021	20/07/2021	99	0.30%	3,000,000.00	3,000,000.00	1.65%
BOQ	BBB+	Held to Maturity	TD	18/05/2021	15/11/2021	181	0.45%	1,200,000.00	1,200,000.00	0.66%
NAB	A-1+	Held to Maturity	TD	14/07/2020	13/07/2021	364	0.70%	13,000,000.00	13,000,000.00	7.15%
CBA	A-1+	Held to Maturity	TD	01/06/2021	02/11/2021	154	0.35%	-	2,000,000.00	1.10%
CBA	A-1+	Held to Maturity	TD	02/06/2021	07/12/2021	188	0.45%	-	1,500,000.00	0.82%
BOQ	BBB+	Held to Maturity	TD	08/06/2021	14/12/2021	189	0.45%	-	3,000,000.00	1.65%
BOQ	BBB+	Held to Maturity	TD	16/06/2021	21/12/2021	188	0.45%	-	1,200,000.00	0.66%
CBA	A-1+	Held to Maturity	TD	16/06/2021	19/10/2021	125	0.35%	-	2,000,000.00	1.10%
CBA	A-1+	Held to Maturity	TD	18/06/2021	26/10/2021	130	0.35%	-	4,000,000.00	2.20%
CBA	A-1+	Held to Maturity	TD	29/06/2021	09/11/2021	133	0.37%	-	3,000,000.00	1.65%
NAB	AA-	Held to Maturity	TD	10/08/2017	10/08/2021	1,461	3.04%	4,000,000.00	4,000,000.00	2.20%
Westpac	AA-	Held to Maturity	Floating TD	01/09/2017	01/09/2021	1,461	1.10%	4,000,000.00	4,000,000.00	2.20%
St George	A-1+	Held to Maturity	TD	08/09/2020	14/09/2021	371	0.75%	3,000,000.00	3,000,000.00	1.65%
NAB	A-1+	Held to Maturity	TD	16/02/2021	15/02/2022	364	0.40%	4,000,000.00	4,000,000.00	2.20%
CBA	A-1+	Held to Maturity	TD	23/02/2021	22/02/2022	364	0.50%	4,000,000.00	4,000,000.00	2.20%
CBA	A-1+	Held to Maturity	TD	02/03/2021	01/03/2022	364	0.52%	6,000,000.00	6,000,000.00	3.30%
CBA	A-1+	Held to Maturity	TD	15/03/2021	15/03/2022	365	0.44%	3,000,000.00	3,000,000.00	1.65%
CBA	A-1+	Held to Maturity	TD	20/04/2021	19/04/2022	364	0.42%	3,000,000.00	3,000,000.00	1.65%
CBA	A-1+	Held to Maturity	TD	11/05/2021	17/05/2022	371	0.44%	5,000,000.00	5,000,000.00	2.75%
CBA	A-1+	Held to Maturity	TD	17/05/2021	24/05/2022	372	0.44%	3,000,000.00	3,000,000.00	1.65%
CBA	A-1+	Held to Maturity	TD	01/06/2021	07/06/2022	371	0.44%	-	5,000,000.00	2.75%
CBA	A-1+	Held to Maturity	TD	02/06/2021	14/06/2022	377	0.46%	-	3,500,000.00	1.92%
CBA	A-1+	Held to Maturity	TD	18/06/2021	21/06/2022	370	0.45%	-	4,000,000.00	2.20%
CBA	A-1+	Held to Maturity	TD	18/06/2021	28/06/2022	375	0.46%	-	4,000,000.00	2.20%
CBA	A-1+	Held to Maturity	TD	29/06/2021	05/07/2022	371	0.49%	-	4,000,000.00	2.20%
St George	A-1+	Held to Maturity	TD	29/09/2020	04/10/2022	735	0.85%	4,000,000.00	4,000,000.00	2.20%
BOQ	BBB+	Held to Maturity	TD	06/10/2020	11/10/2022	735	0.90%	3,000,000.00	3,000,000.00	1.65%
NAB	AA-	Held to Maturity	TD	07/05/2019	07/05/2024	1,827	1.78%	5,000,000.00	5,000,000.00	2.75%
Westpac	A-1+	Held to Maturity	On Call			90	0.35%	40,300,580.32	40,312,173.53	22.17%
TCorp	A-1+	Fair Value	On Call			Refer to note 1.		2,877,872.61	2,878,079.60	1.58%
NAB-Professi	A-1+	Held to Maturity	On Call				0.40%	19,910,161.90	13,241,664.74	7.28%
					TOTAL			$ 170,788,614.83	$ 181,831,917.97	100.00%

Note 1 The rate of return on TCorpIM Cash Funds fluctuates regularly, currently the TCorpIM Cash Fund Financial Year to Date Return is 0.32%

Comparative Rates

Cheque Account	equal to the current RBA Cash Rate	0.10%
BBSW		0.011%
3 Month Bond Rate		0.027%

I, Sherrill Young, Tamworth Regional Council Financial Services Manager (Responsible Accounting Officer) certify as required under Section 16(1)(b) of the Local Government (Financial Management) Regulations 1999, that Council's investments have been made in accordance with the Local Government Act 1993, Regulations and Tamworth Regional Council Investment Policy.

Signed.....

Investment	Rating	Amount invested as at 30/06/2021 ($)	% of Total Investments	Maximum percentage per institution or credit rating classification	% Excess investment per institution	Value of investments with less than 12 months to maturity ($)	Value of investments maturing in one to five years ($)
ANZ	A-1+ Short	0.00	0.00%	100.00%	0.00%	0.00	
CBA	A-1+ Short	13,000,000.00	7.16%	100.00%	0.00%	13,000,000.00	
NAB	A-1+ Short	29,241,664.74	16.08%	100.00%	0.00%	29,241,664.74	
St George	A-1+ Short	0.00	0.00%	100.00%	0.00%	0.00	
TCorp	A-1+ Short	2,878,079.60	1.58%	100.00%	0.00%	2,878,079.60	
Westpac	A-1+ Short	40,312,173.63	22.17%	100.00%	0.00%	40,312,173.63	
Sub Total A-1+ Short		**$ 85,431,917.97**	**46.99%**			**$ 85,431,917.97**	**$ -**
BOQ	A-2 Short	11,900,000.00	6.54%	20.00%	0.00%	11,900,000.00	
Sub Total A-2 Short		**$ 11,900,000.00**	**6.54%**			**$ 11,900,000.00**	**$ -**
CBA	AA- Long	44,500,000.00	24.47%	100.00%	0.00%	44,500,000.00	
NAB	AA- Long	26,000,000.00	14.30%	100.00%	0.00%	21,000,000.00	5,000,000.00
Westpac	AA- Long	4,000,000.00	2.20%	100.00%	0.00%	4,000,000.00	0.00
St George	AA- Long	7,000,000.00	3.85%	100.00%	0.00%	3,000,000.00	4,000,000.00
Sub Total AA- Long		**$ 81,500,000.00**	**44.82%**			**$72,500,000.00**	**$ 9,000,000.00**
BOQ	BBB+ Long	3,000,000.00	1.65%	10.00%	0.00%	0.00	3,000,000.00
Sub Total BBB+ Long		**$ 3,000,000.00**	**1.65%**			**$ -**	**$ 3,000,000.00**
Total of all Investments		**$ 181,831,917.97**	**100.00%**			**$ 169,831,917.97**	**$ 12,000,000.00**
						93.00%	**7.00%**

The General Manager or his delegated representative is authorised to approve variations to Council's investment policy if the investment is to Council's advantage or due to revised legislation.

The amount invested at 30 June 2021 when compared to 31 May 2021 has increased by $11,043,303.14

June 2021 Budget Variations

Description	Reason	Budget Type	Budget Variation	Revenue	Reserves	Grants Contributions	Loans
Cultural Services							
Artist Professional Development	New Grant	Op Exp NR	6,000	0	0	6,000	0
Artist Professional Development	New Grant	Op Inc NR	(6,000)	0	0	(6,000)	0
Employment Overheads	Leave double up	Op Exp OH	1,614	0	1,614	0	0
Nundle Library - Garden - Landcare Grant - Exp	New project	Op Exp NR	2,985	0	0	2,985	0
Nundle Library - Garden - Landcare Grant - Inc	New Project	Op Inc NR	(2,985)	0	0	(2,985)	0
	Sub Total		1,614	0	1,614	0	0
Airport & Aviation Development							
Modifications - Airport Screening - Exp	Grant finalised	Cap Exp	(3,310)	0	0	(3,310)	0
Modifications - Airport Screening - Inc	Grant finalised	Cap Inc NR	3,310	0	0	3,310	0
Airport - Pest Control Emergency Expenses	Exp Increase	Op Exp NR	35,000	0	35,000	0	0
Security Screening - Grant Income	Income Increase	Op Inc NR	(300,246)	0	(300,246)	0	0
Employment Overheads	Exp Decrease	Op Exp OH	(1,872)	0	(1,872)	0	0
Operational Overheads	Exp Increase	Op Exp OH	8,500	0	8,500	0	0
Airport Operating Costs	Exp Decrease	Op Exp R	(6,628)	0	(6,628)	0	0
Airport Security Screening - Expenses	Exp Increase	Op Exp R	80,000	0	80,000	0	0
Airport Carpark	Exp Increase	Op Exp R	3,900	0	3,900	0	0
Avro Anson Building	Exp Decrease	Op Exp R	(2,000)	0	(2,000)	0	0
Fees & Charges	Inc Decrease	Op Inc R	170,371	0	170,371	0	0
Navigational Aid Mtce	Budg not req	Op Inc R	1,000	0	1,000	0	0
	Sub Total		(11,975)	0	(11,975)	0	0
Pilot Training Facility							
Replace Hot Water Sys - Accommodation	Exp increase	Cap Exp	24,300	0	24,300	0	0
Technical Centre - Expenses	Exp Decrease	Op Exp R	(20,000)	0	(20,000)	0	0
Technical Centre - Aircraft Parking	Inc Increase	Op Inc NR	(3,000)	0	(3,000)	0	0
Residential Complex - Others	Inc Increase	Op Inc R	(30,000)	0	(30,000)	0	0
Residential Complex - Functions	Inc Decrease	Op Inc R	1,500	0	1,500	0	0
Residential Complex - Expenses	Exp Decrease	Op Exp R	(77,000)	0	(77,000)	0	0
	Sub Total		(104,200)	0	(104,200)	0	0

June 2021 Budget Variations

Description	Reason	Budget Type	Budget Variation	Revenue	Reserves	Grants Contributions	Loans
C&G - Finance & Management							
Employment Overheads	Leave Double Up	Op Exp OH	21,484	0	21,484	0	0
	Sub Total		21,484	0	21,484	0	0
Business Systems & Solutions							
Works Orders - Tech1 Consultancy - Wat/Sew	New Project	Op Exp NR	50,000	0	50,000	0	0
Works Orders - Tech1 Consultancy - Water/Sew	New Project	Op Exp NR	(50,000)	0	(50,000)	0	0
	Sub Total		0	0	0	0	0
Integrated Planning							
Manilla Showground- ticket box	Comp under budget	Cap Exp	(963)	0	(963)	0	0
Somerton Hall & Recreation Committee	Comp under budget	Cap Exp	(266)	0	(266)	0	0
	Sub Total		(1,229)	0	(1,229)	0	0
Infrastructure & Projects							
Employment Overheads - Works	Leave Double Up	Op Exp OH	4,365	0	4,365	0	0
Campbell Road/Calala Lane roundabout	Exp Increase	Cap Exp	160,000	0	0	160,000	0
	Sub Total		164,365	0	4,365	160,000	0

June 2021 Budget Variations

Description	Reason	Budget Type	Budget Variation	Revenue	Reserves	Grants Contributions	Loans
Waste Management							
Landfill Gas - Income	Inc Increase	Op Inc R	(5,424)	0	(5,424)	0	0
Kootingal Landfill - Landfill Capping	Not Proceeding TY	Cap Exp	(266,356)	0	(266,356)	0	0
MWOM - Biomass Solutions Coffs Harbour	Inc Increase	Op Inc NR	(41,066)	0	(41,066)	0	0
225 Forest Road - Inc	Inc Increase	Op Inc R	(9,283)	0	(9,283)	0	0
Bendemeer Landfill - Capping	Not Proceeding TY	Cap Exp	(544,471)	0	(544,471)	0	0
Nundle Landfill - Small Vehicle Transfer Station	Exp Increase	Cap Exp	1,100,000	0	1,100,000	0	0
Nundle Landfill - Site Improvements	Not Proceeding TY	Cap Exp	(19,066)	0	(19,066)	0	0
Install 3 new gas wells	Exp Decrease	Cap Exp	(55,000)	0	(55,000)	0	0
Intermodal WTS Concept Options report	Not Proceeding TY	Op Exp NR	(50,000)	0	(50,000)	0	0
General Fund - Waste Sustainability Projects	Not Proceeding TY	Op Exp R	(8,000)	0	(8,000)	0	0
		Sub Total	101,334	0	101,334	0	0

June 2021 Budget Variations

Description	Reason	Budget Type	Budget Variation	Revenue	Reserves	Grants Contributions	Loans
Water & Wastewater							
Works Orders - Tech1 - Sewer Cont	New Project	Op Exp NR	25,000	0	25,000	0	0
Works Orders - Tech1 - Water Cont	New Project	Op Exp NR	25,000	0	25,000	0	0
Barraba - Cooper St Pump Upgrades - Design	Comp Under Budget	Cap Exp	(123,960)	0	(123,960)	0	0
Forest Rd Low Pressure Main Contribution	Inc Increase	Cap Inc NR	(4,522)	0	0	(4,522)	0
New Lead-In Mains Warwick/Bylong/Smiths	Comp Under Budget	Cap Exp	(85,369)	0	(85,369)	0	0
SPS Swan St - Upgrade to 440L/s at 19m	Exp Increase	Cap Exp	22,856	0	0	22,856	0
Reuse Farm Tender Implementation	Exp Increase	Op Exp NR	18,704	0	18,704	0	0
Darling Street SPS - Site Improvements	Comp Under Budget	Cap Exp	(8,012)	0	(8,012)	0	0
TERF - Demolish 2 Houses	New Project	Op Exp NR	53,010	0	53,010	0	0
Low Pressure Sewer Units Income	Inc Increase	Op Inc NR	(146,234)	0	0	(146,234)	0
Connors Crk Dam Downstream channel Mods	Not Proceeding TY	Cap Exp	(15,000)	0	(15,000)	0	0
Connors Creek Dam Annual Inspection	Not Proceeding TY	Op Exp R	(20,000)	(20,000)	0	0	0
Barraba - Queen St Water Main Replacement	Exp Increase	Cap Exp	10,003	0	10,003	0	0
Bendemeer Water - Improvements	Not Proceeding TY	Cap Exp	(25,000)	0	(25,000)	0	0
Fractured Rock Stage 1 Investigations	Exp Increase	Op Exp NR	2,980	0	2,980	0	0
Boundary Fence - Drumalbyn, Dungowan	Not Proceeding TY	Cap Exp	(4,000)	0	(4,000)	0	0
Dean St Water Main Renewal design	Comp Under Budget	Cap Exp	(21,549)	0	(21,549)	0	0
Puchase Lot 121 Outlook Estate	Comp Under Budget	Cap Exp	(6,900)	0	(6,900)	0	0
Dungowan Dam Improvements	Exp Decrease	Cap Exp	(10,000)	0	(10,000)	0	0
Kingswood Estate Income	Inc Decrease	Cap Inc R	10,547	10,547	0	0	0
Water Meters - Fee Income	Inc Increase	Op Inc R	(6,000)	(6,000)	0	0	0
TRC - Water Mains Renewal - Control	Exp Increase	Cap Exp	70,933	0	70,933	0	0
Dungowan Pipeline	Exp Decrease	Op Exp R	(2,980)	(2,980)	0	0	0
Johnston St - (Smith to Dean) - Main Design	Comp Over Budget	Cap Exp	1,593	0	1,593	0	0
New Lead in Mains for Warwick/Bylong - Design	Comp Under Budget	Cap Exp	(90,369)	0	(90,369)	0	0
Carthage St Retic Main - Hill to Darling	Exp Decrease	Cap Exp	(80,936)	0	(80,936)	0	0
Dams Management System Development	New Project	Op Exp NR	30,000	0	30,000	0	0
CSIRO FO/RO Pilot Wastewater Tment Trial	Exp Increase	Op Exp NR	50,000	0	50,000	0	0
Sub Total			(330,205)	(18,433)	(183,872)	(127,900)	0

June 2021 Budget Variations

Description	Reason	Budget Type	Budget Variation	Revenue	Reserves	Grants Contributions	Loans
W&W - General Fund Activities							
Water Audit - Residential Audits	Proj not required	Op Exp NR	(5,000)	0	(5,000)	0	0
Water Audits - Business/Commercial	Proj not required	Op Exp NR	(8,610)	0	(8,610)	0	0
Operational Overheads	Exp Increase	Op Exp OH	15,000	15,000	0	0	0
Sample/Test/Analysis	Exp Increase	Op Exp R	29,280	29,280	0	0	0
Private Works - External	Reserve Adj	Op Inc R	0	31,000	(31,000)	0	0
Sample/Test/Analysis	Inc Increase	Op Inc R	(90,000)	(90,000)	0	0	0
	Sub Total		(59,330)	(14,720)	(44,610)	0	0
	Grand Total		**(218,142)**	**(33,153)**	**(217,089)**	**32,100**	**0**

Minutes

Disability Access Working Group (DAWG)
Tuesday, 13 July 2021 – 11:00am
Tamworth Regional Youth Centre – 1A Quinn Street, West Tamworth

Working Group Members	Representative	Attendance
Councillor	Cr Helen Tickle (Chair)	Present
Aged Care Sector	Marcia Wilson	Not in attendance
Disability Services	Danielle Northey	Present
Disability Services	Fiona Hemmings	Present
TRC Staff		
Manager Cultural and Community Services	Kay Delahunt	Present
Team Leader, Inclusive Community	Katey Allwell	Present
Senior Business Support Officer – Minute Taker	Courtney Collins	Present

1. ADMINISTRATION

1.1. Welcome – Acknowledgment of Country

Meeting Opened: 11:07am

Cr Helen Tickle, as chair opened the meeting with Acknowledgement to Country and welcomed those in attendance.

Apologies received

NIL

Action: Courtney Collins to follow up with Marcia Wilson to confirm she is receiving correspondence

1.2. Confirmation of Minutes from the previous meeting

27 April 2021 – Minutes accepted as read

RESOLUTION

That the Minutes of the previous Disability Access Working Group (DAWG) meeting dated 27 April, 2021 be accepted as a true and accurate record.

Moved: Danielle Northey **Seconded:** Fiona Hemmings **CARRIED**

1.3. Business arising from the previous Meeting

Angela Webb provided a handout updating the working group on the Victoria Park shared path, Piper Street to the Astronomy Centre 90% Submission.

The working group reviewed and discussed the update.

Cr Tickle extended her thanks and appreciation on behalf of the working group to Angela Webb for providing the plans presented.

1.4. Review the outstanding working Action List

It was noted that Angela Webb has requested her action items be carried over to the next working group meeting when she will provide an update.

The working group discussed the current disability bay in Kable Avenue near the Regional Playground. It was agreed it is not safe to drop off a person in the disability bay. There needs to be further investigation of the White Street Car Park option for a loading bay or No Standing Zone., similar to the Roderick Street signage "No Standing".

Bullimbal Interpretative Signage – Katey Allwell provided an update, everything ready to go and they are waiting to obtain the Copyright approval.

Cr Tickle discussed the option of having braille on signage and will email the working group an example.

Action – Cr Tickle has requested the action item - Master Locksmiths Access Key (MLAK) to be removed from the action from Action List.

2. STANDING REPORTS

2.1. Nundle and Kootingal Access Report

Kay Burnes provided an update on Footpath Access in Nundle. The working group discussed.

MOTION

Pursue funding opportunities and investigate solutions to ensure improved pedestrian, mobility scooter and wheelchair access on the southern side of Oakenville Street Nundle from Jenkins to Gill Street.

Moved: Danielle Northey **Seconded:** Fiona Hemmings **CARRIED**

2.2. Barraba and Manilla Access Report

NIL

2.3. Aged Care Sector Report – Marcia Wilson

NIL

2.4. Disability Services Sector Report - Danielle Northey/Fiona Hemmings

- Links for Life Disability Expo rescheduled- new (tentative) date is 4 November 2021
- Fiona Hemmings noted The Transport Hub should go to tender soon with an anticipated completed date by the end of January 2022.

3. OTHER AGENDA ITEMS

3.1. Update on EOI for 2021 DAWG Working Group – Katey Allwell

- EOI should go out next week 18 July 2021
- The EOI will run until first week September, followed by a selection process.
- To ensure that the EOI gets out to everyone Katey has organised, in conjunction with the Comms team, to put the call for EOI out on social media, also to organise interviews with the spokesperson, to reach as many people as possible.

3.2. Updated 90% Design Victoria Park shared Path – Angela Webb

- Discussed in business arising Item 1.3.

3.3. Nominations for Pedestrian Infrastructure – Angela Webb

- If there are any locations of concern or feedback please forward to Nick Smith, nominations close 15/7/2021.

3.4. Approved additional Disability Bays – Cr Tickle

- List of approved disability bays provided.
- Cr Tickle provided a list of the Approved and Funded shared pathways. This was reviewed and discussed.

MOTION

The working group would like to recommend that a 40km speed zone be extended:

- along Peel Street, from Darling Street to O'Connell Street, then
- from O'Connell Street/ Peel Street Corner to Marius Street roundabout, and
- from the Marius roundabout along Macquarie Street to Peel Street

(i.e around the Skate Park) This is because of the high volume of pedestrians and unsupervised children

Moved: Danielle Northey **Seconded:** Fiona Hemmings **CARRIED**

4. GENERAL BUSINESS

The working group expressed appreciation for the recognition, support and commitment of Council and other funding bodies in delivering projects that increase inclusiveness within our community.

5. NEXT MEETING: October 2021 TBA

Closed: 12:58pm