

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.
- 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 of 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 side building setbacks are encouraged to reduce potential unsightly rubbish building up in unusable areas on site.

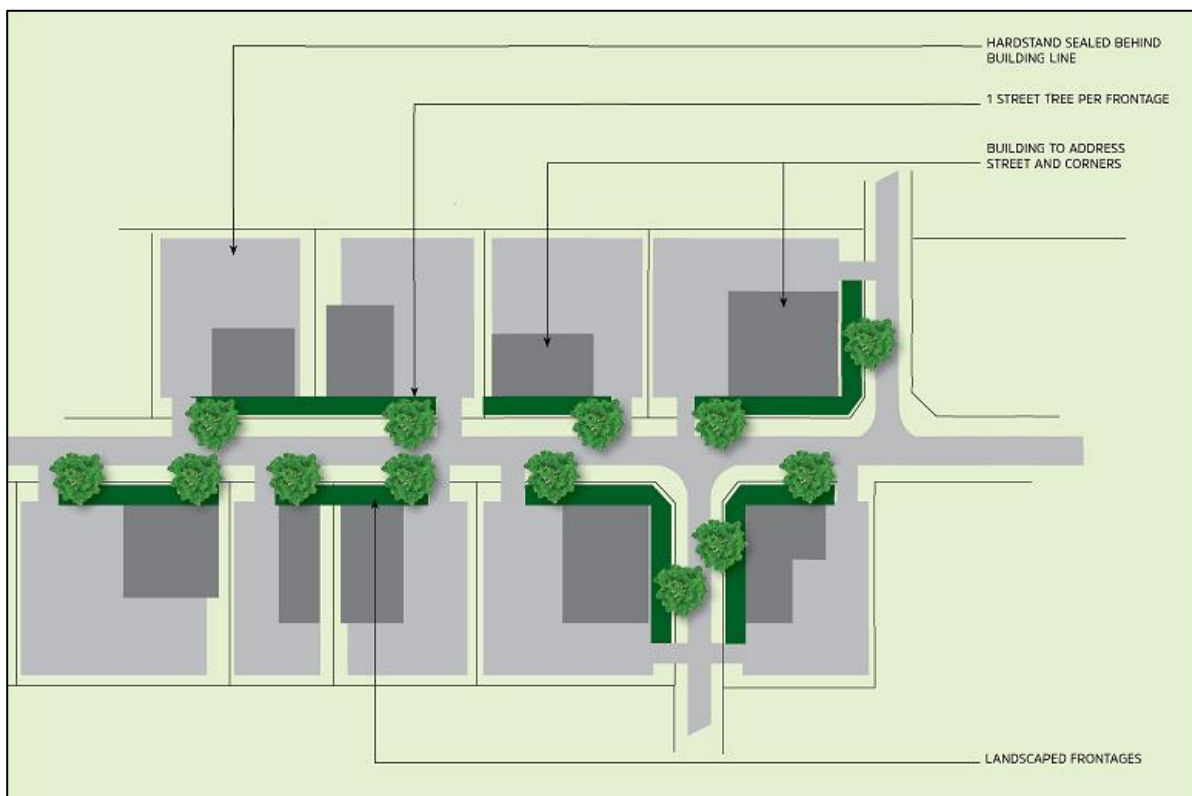


Figure 1: Typical Site Orientations

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.

- 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.

NB: See Figures 2 and 3 for Typical Site Layouts.

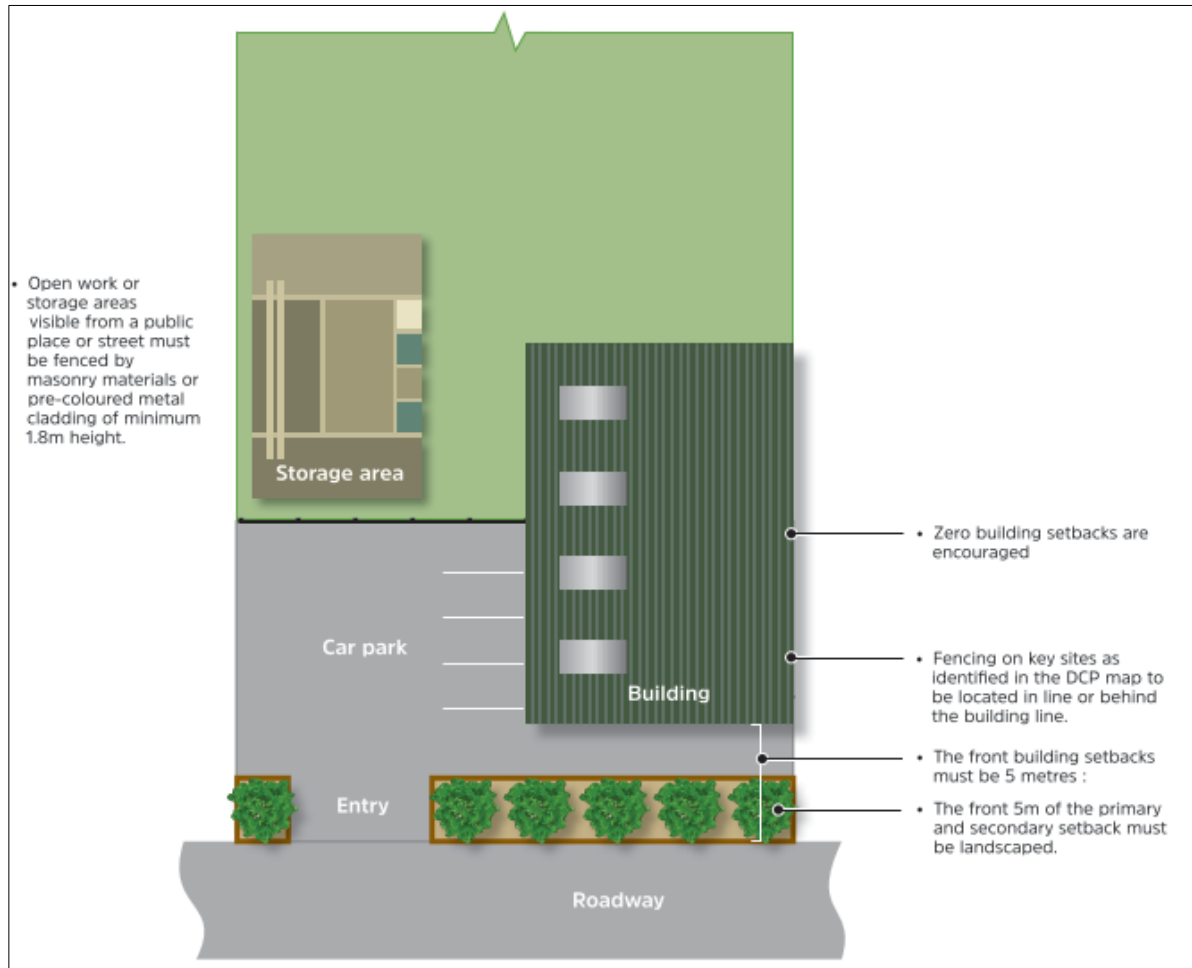


Figure 2: Typical Site Layout - Ring Road and Goddard Lane Sites only

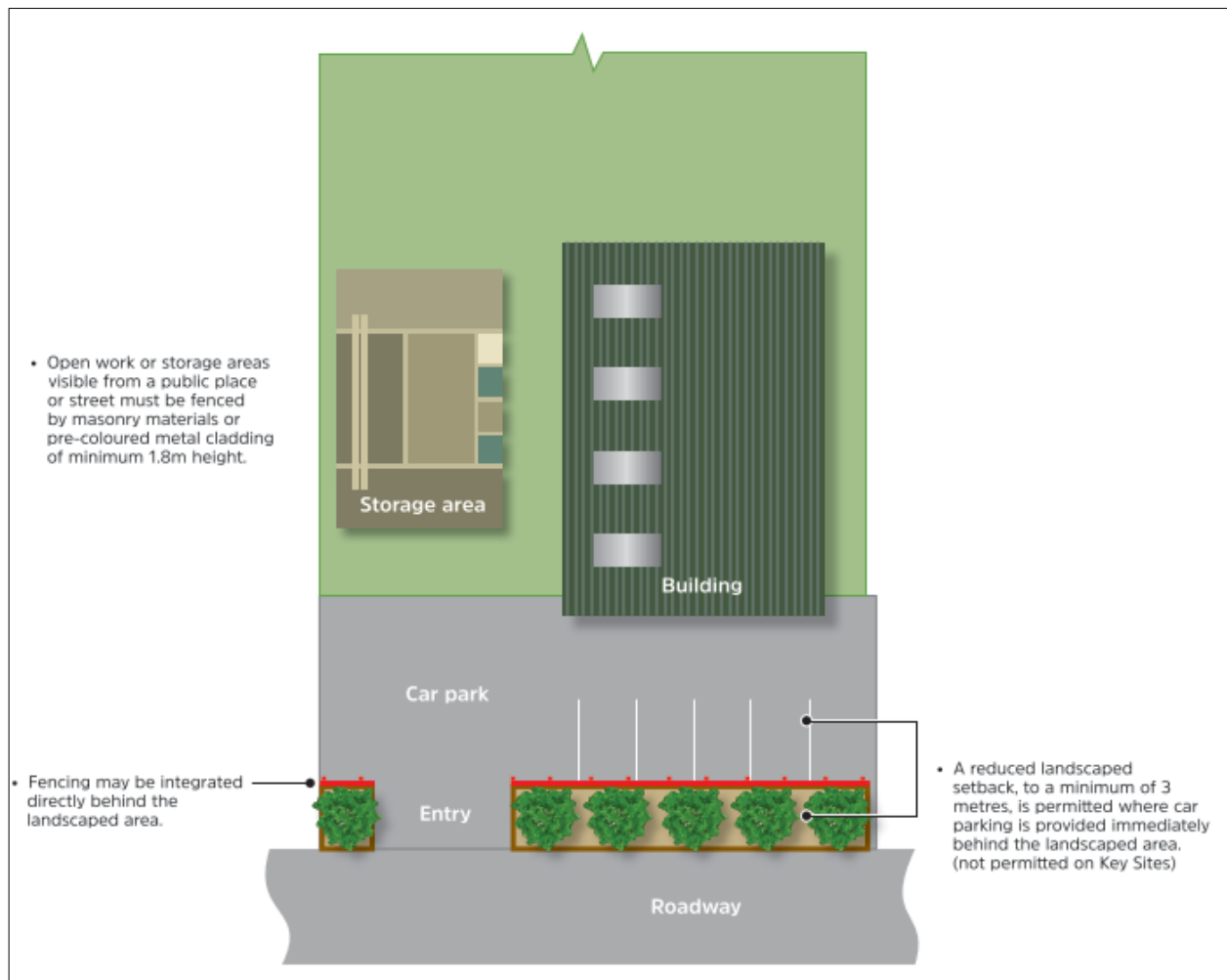


Figure 3: Typical Site Layout - All Sites other than Ring Road or Goddard Lane

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'.

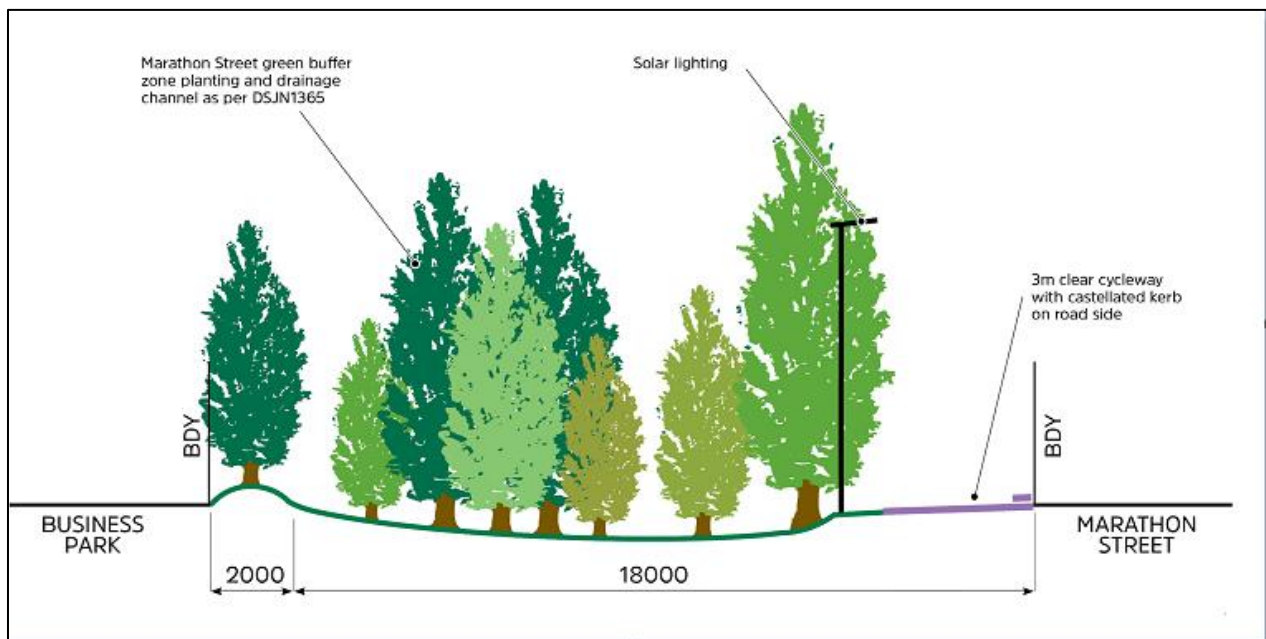


Figure 4: Marathon Street Landscape Buffer

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 Tamworth Regional Council.
- 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 (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.

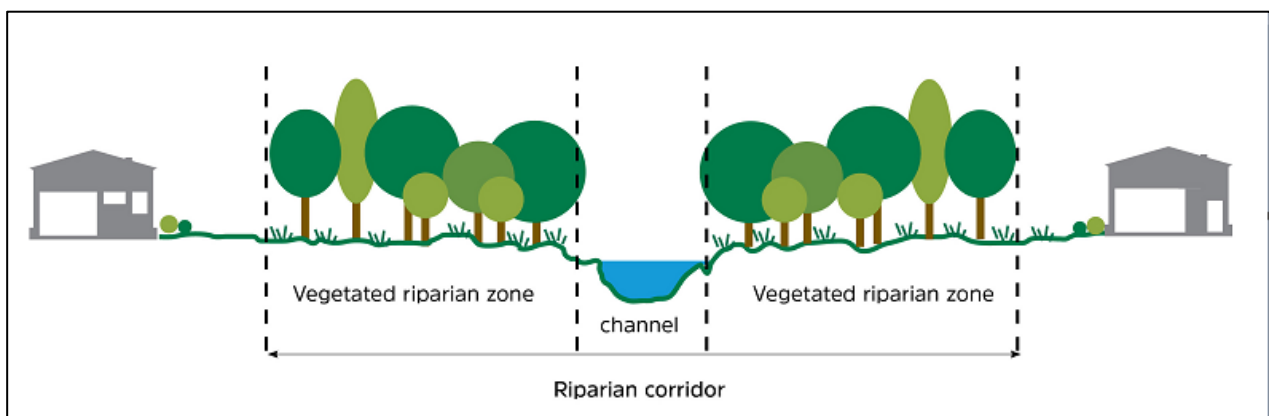


Figure 5: Murroon Creek Riparian Corridor

**Central
Pipeline****Ranges**

- 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 Group - *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;
 - Correctional centres;
 - Educational establishments;
 - Entertainment facilities;
 - Function centres;
 - Highway service centres
 - Service stations
 - home based child care
 - theatre
 - hospital
 - hotel or motel accommodation
 - medical centre
 - places of public worship
 - respite day care centre
 - retail premises
 - 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 south 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 Murrumbidgee 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)
- 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

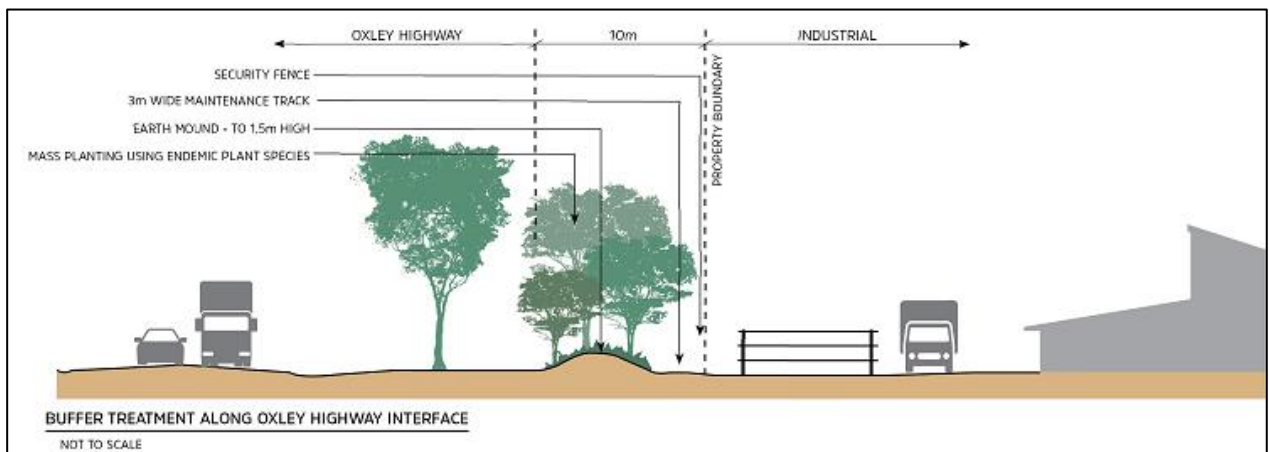


Figure 7: Oxley Highway Landscape Buffer

Road Design and Network

- The internal road layout will connect with the 'ring 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

NB: Cross sections of Ring Road and All other Road reserves in shown in Figures 8A & 8B.

- 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 with the objective of facilitating non-motorised movement within and beyond the estate.
- Cycle ways shall be designed in accordance with the Cycleway Concept Plan. (Figure 9)

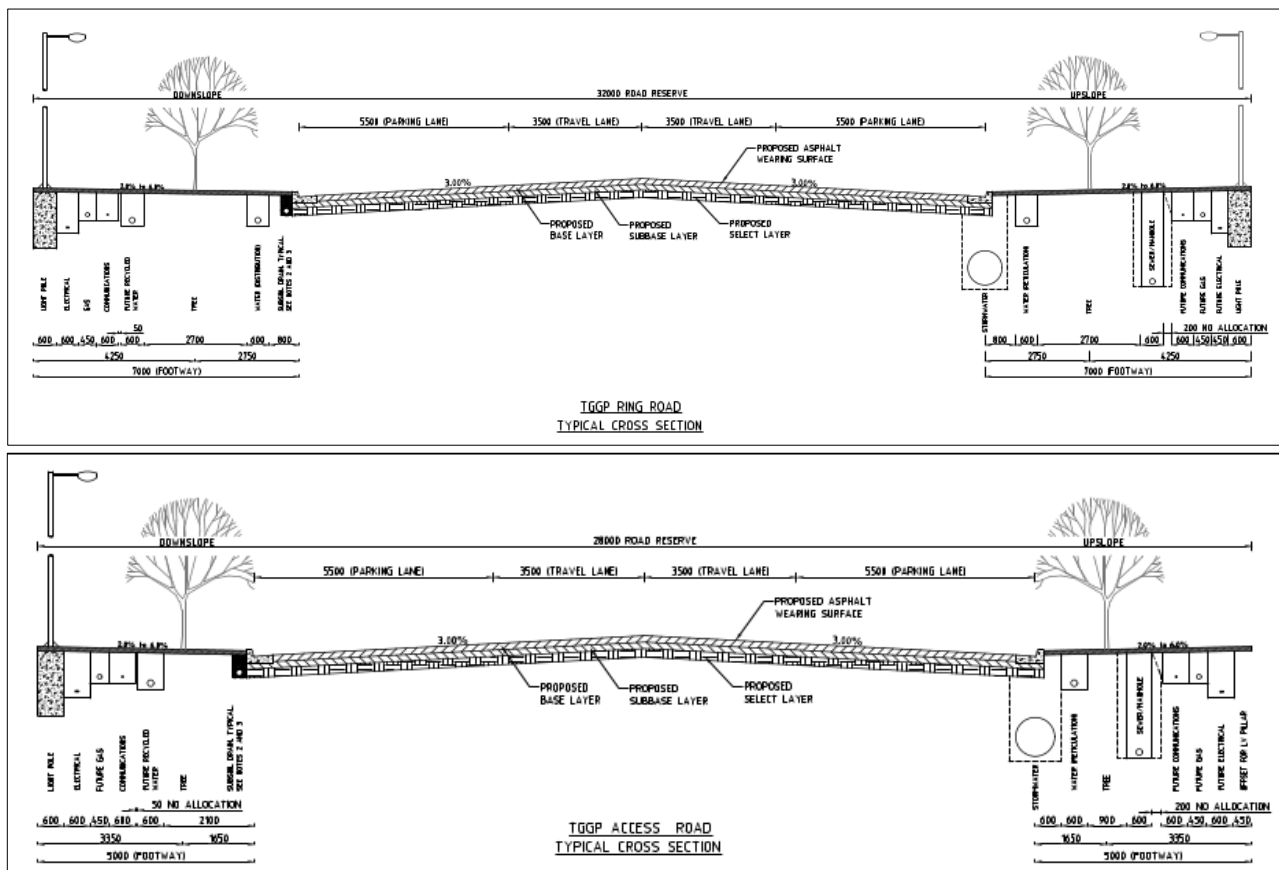


Figure 8A – Typical Road Cross Sections – TGGP Ring Road

Figure 8B – Typical Road Cross Sections – TGGP Access Road

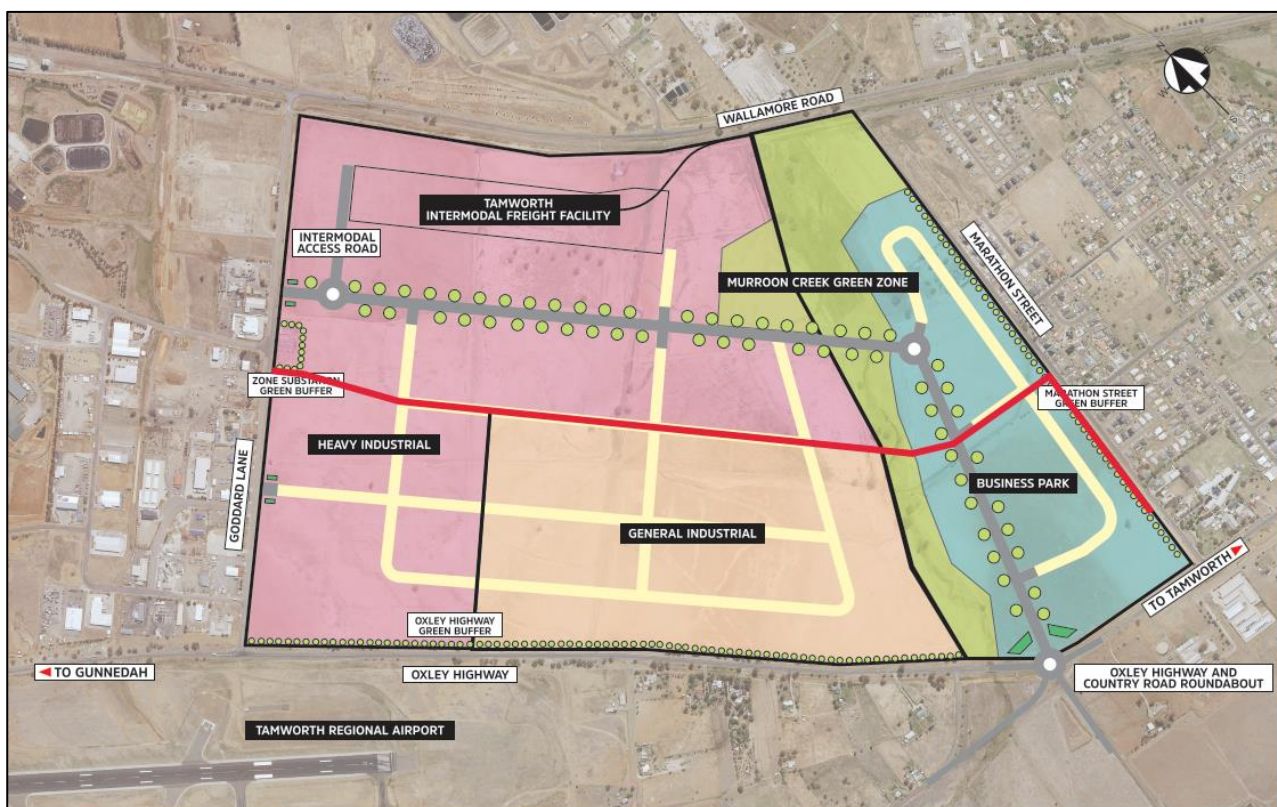


Figure 9 – Cycleway Concept Plan (Red Line)

- 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.
 - Proposals that include 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 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.
- 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.

