

TAMWORTH REGIONAL STRUCTURE PLANS

Southern Gateway Activation Precinct

Kootingal Residential Growth Precinct

Tamworth Sports and Entertainment Precinct

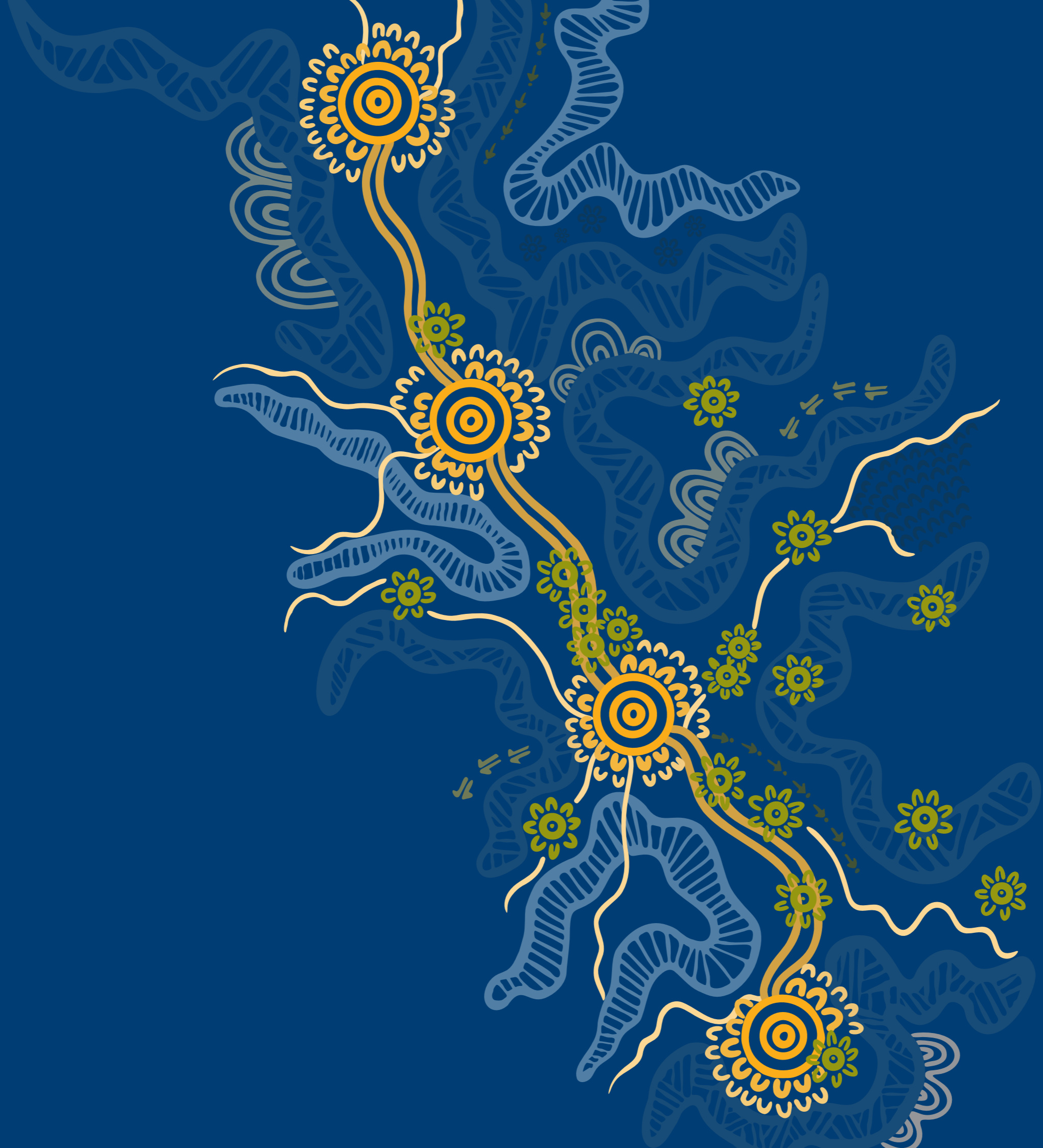
PREPARED FOR
TAMWORTH REGIONAL COUNCIL
23 JUNE 2025

ACKNOWLEDGEMENT OF COUNTRY

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

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

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



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INTRODUCTION

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

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

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

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

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

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

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

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

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

PURPOSE OF A STRUCTURE PLAN

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

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

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

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

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

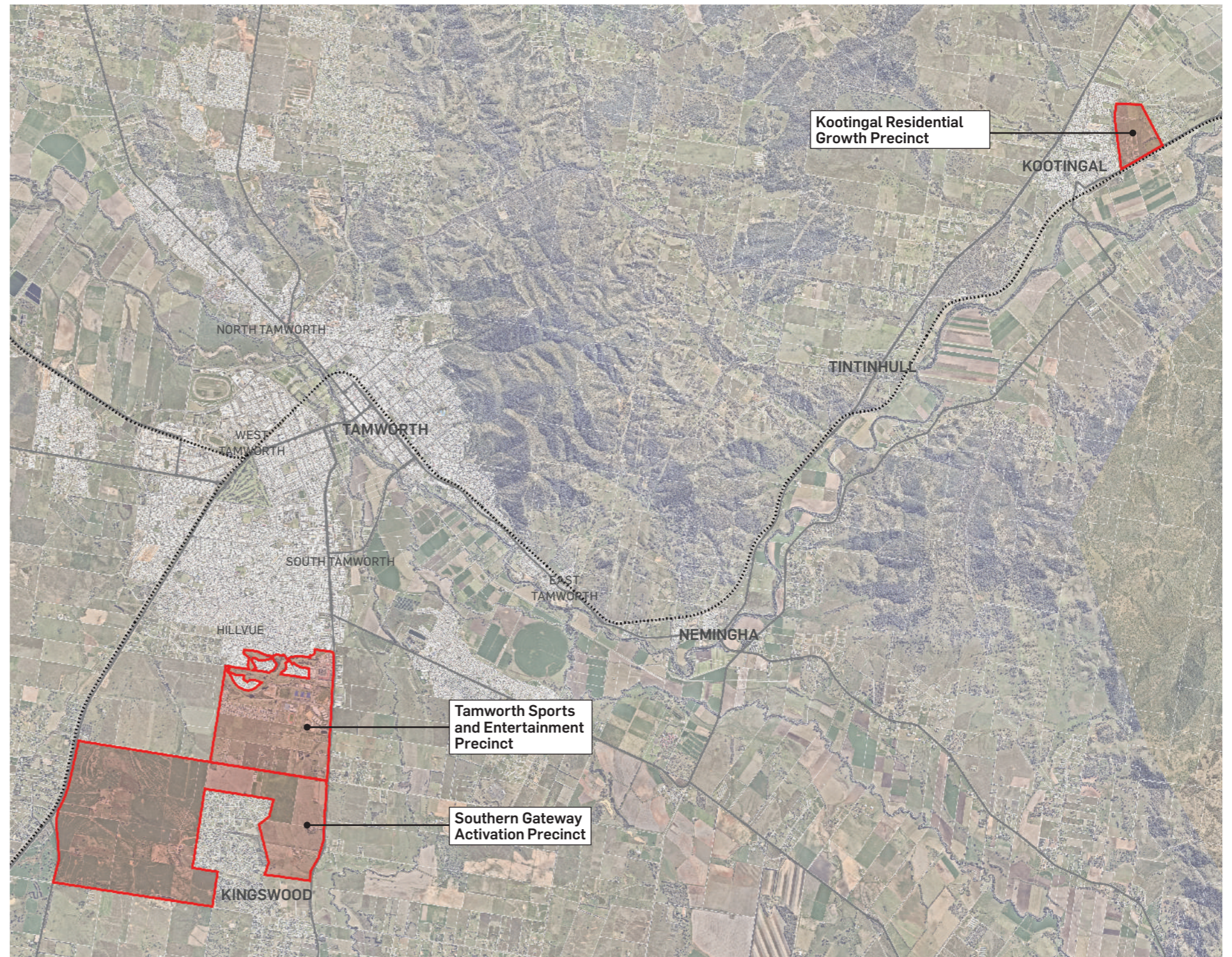
PRECINCT LOCATION

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

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

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

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

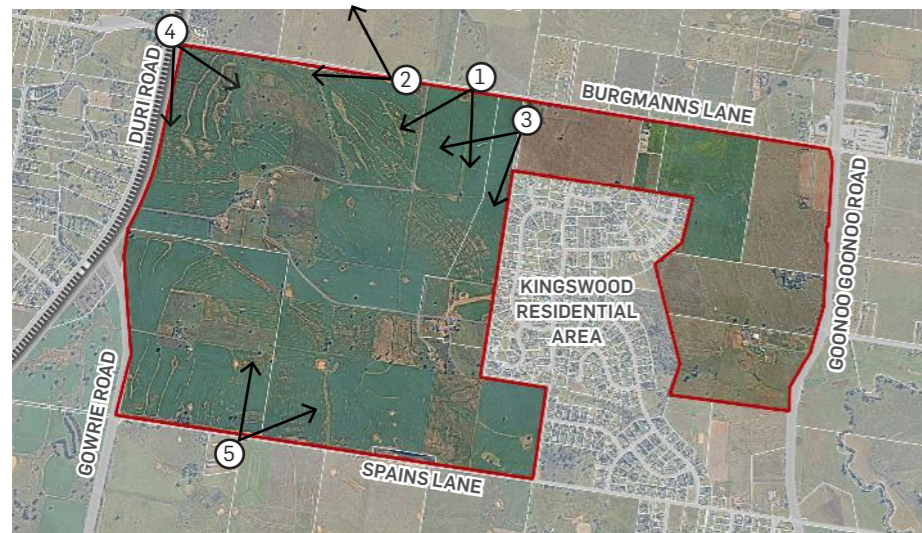


LEGEND

- Investigation Areas
- Railway Line
- Highway/ Major Roads

Figure 1 Precinct Location Map

SOUTHERN GATEWAY ACTIVATION PRECINCT



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

The precinct is legally described as:

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

It is bound by:

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

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

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

Current Use

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



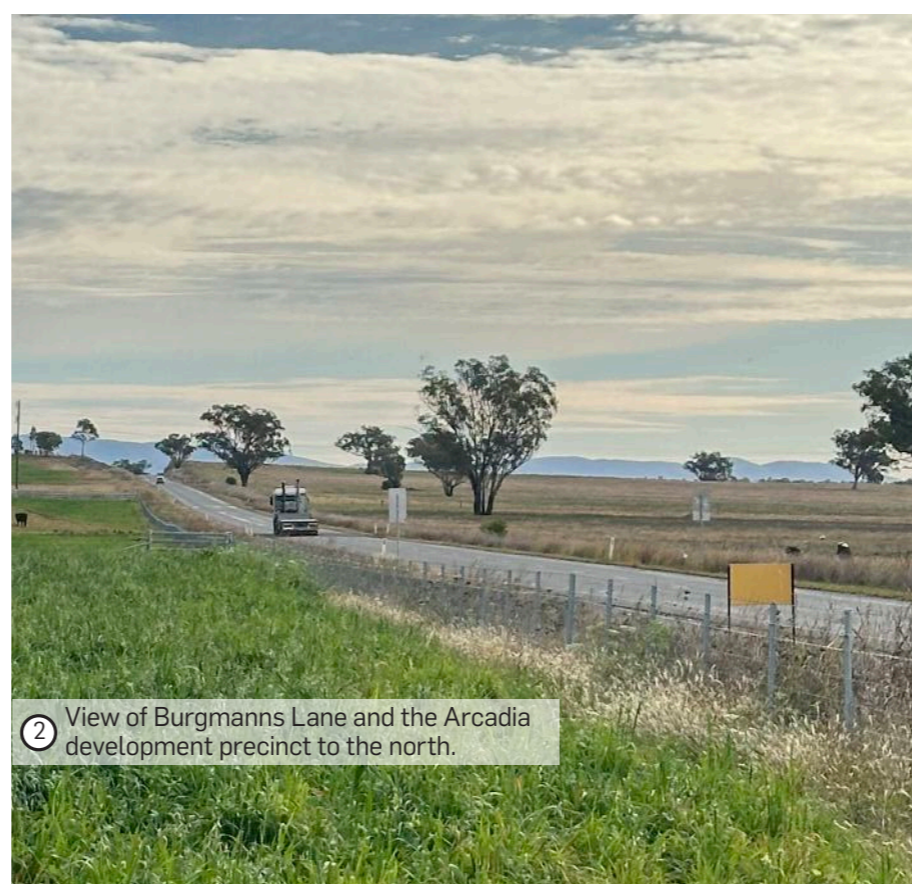
③ View from Burgmanns Lane looking southwest.



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



④ Intersection of Burgmanns Lane and Duri Road.

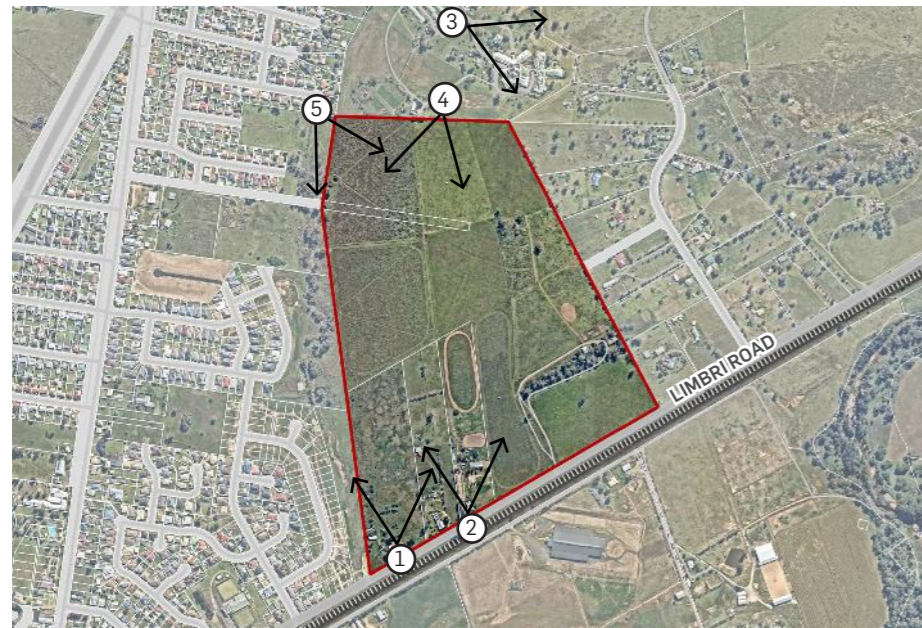


② View of Burgmanns Lane and the Arcadia development precinct to the north.



⑤ View from Spains Lane looking towards the precinct.

KOOTINGAL RESIDENTIAL GROWTH PRECINCT



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

The precinct is legally described as:

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

It is bound by:

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

The precinct dimensions are 645m x 910m.

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

Current Use

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



① View looking towards the precinct when viewed from Limbri Road.



② View looking towards the training stable within the precinct when viewed from Limbri Road.



③ State Heritage item - Moonby House located at the northern boundary.



④ View from the northern boundary looking towards the southwest.



⑤ View from the western boundary looking towards the east.

TAMWORTH SPORTS AND ENTERTAINMENT PRECINCT



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

It is bound by:

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

The precinct comprises undulating topography which varies across the precinct.

Current Use

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



① Tamworth Regional Entertainment and Conference Centre (TRECC).



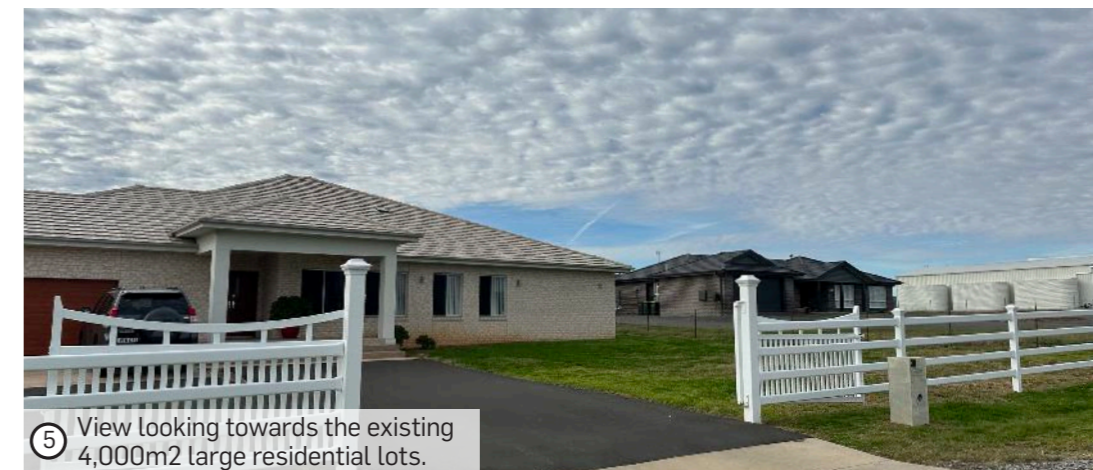
③ Sports Precinct and Sports Dome.



④ Australian Equine and Livestock Events Centre (AELEC).



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



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

PLANNING FRAMEWORK

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



NEW ENGLAND NORTH WEST REGIONAL PLAN 2041

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

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

The Regional Plan 2041 identifies structure plans should be prepared for new employment and housing growth areas to guide new development and infrastructure. Tamworth is expected to be home to 36.4% of the New England North West region residents by 2041. Therefore, a mix of housing types, well-planned infill, greenfield and rural residential developments will be essential.

The relevant Objectives of the Regional Plan 2041 include:

- Objective 1 – Coordinate land use planning for future growth, community need and regional economic development (Strategy 1.1 1.2,1.3)
- Objective 6 – Coordinate the supply of well-located employment land (Strategy 6.1)
- Objective 8 – Adapt to climate change and natural hazards and increase climate resilience (Strategy 8.3)
- Objective 11 – Sustainably manage and conserve water resources (Strategy 11.1)
- Objective 12 – Protect regional biodiversity and areas of high environmental value (Strategy 12.7)
- Objective 13 – Provide well located housing options to meet demand (Strategy 13.3)
- Objective 18 – Public spaces and green infrastructure support connected inclusive and healthy communities (Strategy 18.4);
- Objective 20 – Improve state and regional freight connectivity (Strategy 20.1)
- Objective 21 – Improve active and public transport networks (Strategy 21.1)

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

LEGEND

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

Key Takeaways

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

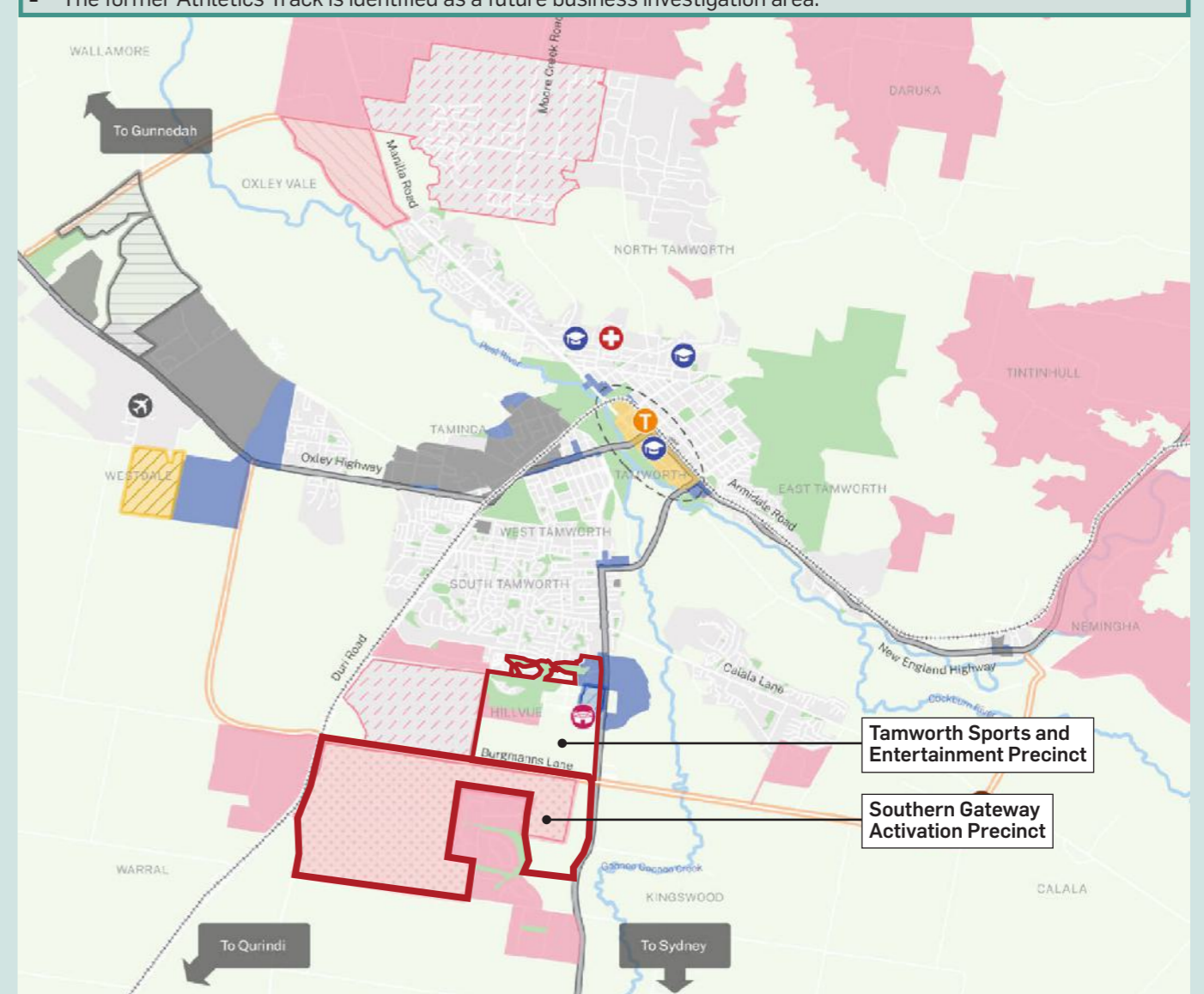
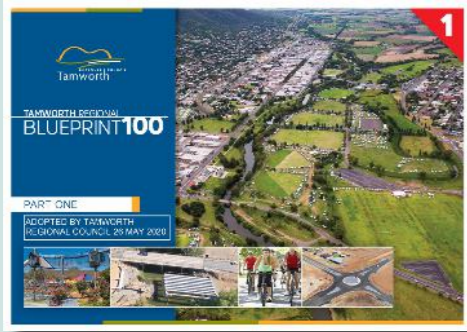


Figure 2 Local government narrative (Source: New England North West Regional Plan 2041)



BLUEPRINT 100 - PART 1

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

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

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

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

Key Takeaways

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



BLUEPRINT 100 - PART 2 LOCAL STRATEGIC PLANNING STATEMENT 2020

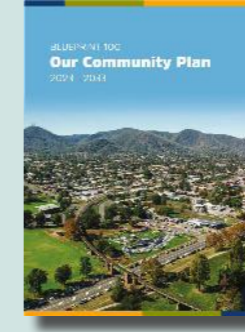
Blueprint 100: Part Two: Local Strategic Planning Statement 2020 gives effect to the Regional Plan 2041, implementing priorities and actions at a more local level in the Tamworth region. This is the primary strategic planning document for the next 20 years. It guides the character of our centres and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

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

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

Key Takeaways

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



BLUEPRINT 100 – OUR COMMUNITY PLAN 2023-2033

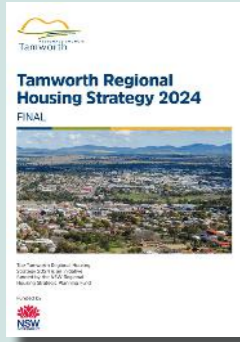
Published in June 2022, Blueprint 100 – Our Community Plan provides more detail of how the strategies from Blueprint 100: Part One and Blueprint 100 Part Two: LSPS 2020. The Community Plan is used by council to plan the detailed actions needed to provide the services of the future. It is also used to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

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

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

Key Takeaways

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



TAMWORTH REGIONAL HOUSING STRATEGY 2024

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

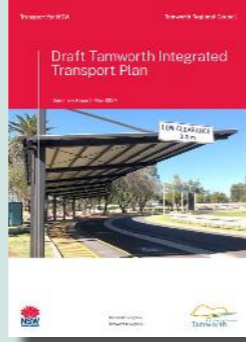
The TRHS 2024 identifies that the population of the Tamworth Regional LGA will increase from approximately 65,000 to 80,000 by 2041. The projections suggest that between 3,827 and 7,374 additional dwellings will be required in the Tamworth Regional LGA over the next 20 years. This includes providing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

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

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

Key Takeaways

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



TAMWORTH INTEGRATED TRANSPORT PLAN 2024

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

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

The relevant priorities and priority projects identified include:

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

Key Takeaway

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

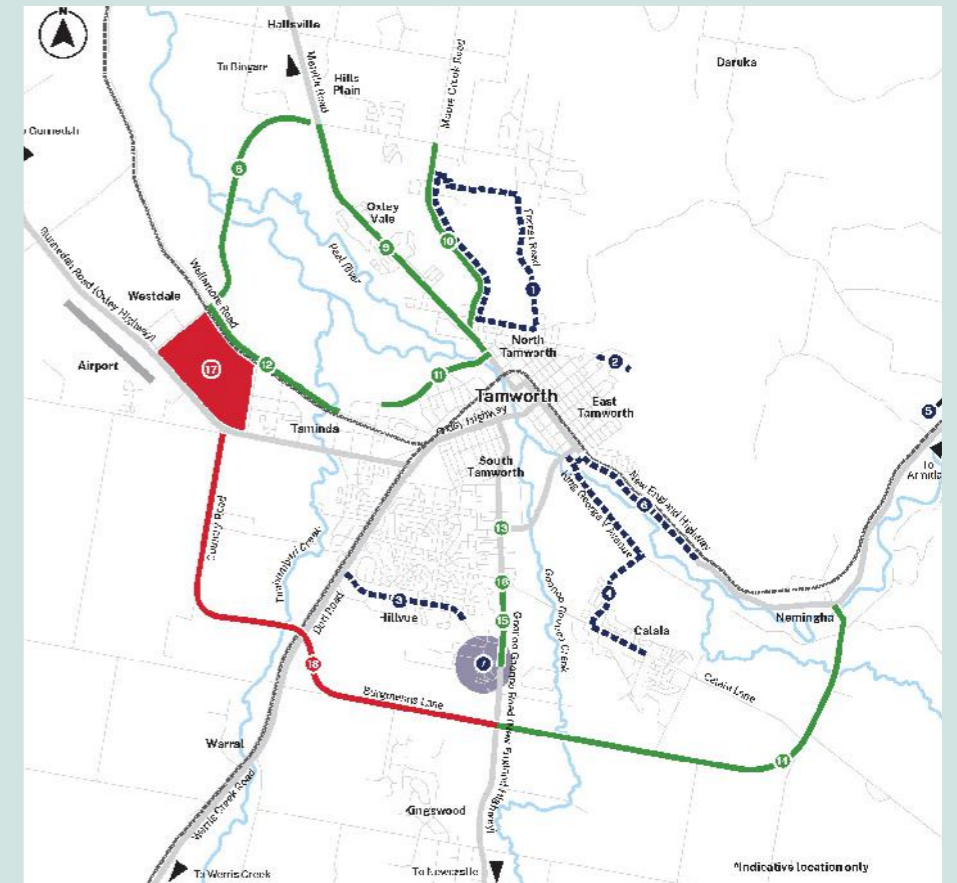


Figure 3 Location of Projects (Source: Tamworth Integrated Transport Plan)

Active transport projects

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

Freight projects

17. Tamworth Global Gateway Park and Heavy Vehicle Rest Area
18. Western Freight Link

Road projects

8. Nur Jern Peel River Crossing
9. Manilla Road Upgrade
10. Moore Creek Road and Tribe Street Improvements
11. Jewry Street Upgrade
12. Wellmore Road Upgrade
13. Scott Road and Goonoo Goonoo Road Intersection Upgrade
14. Southern Access Route
15. Goonoo Goonoo Road Upgrade
16. Calala Lane and Goonoo Goonoo Road Intersection

WORKSHOPS

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

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

SOUTHERN GATEWAY ACTIVATION PRECINCT

The key issues discussed during the process include:

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

KOOTINGAL RESIDENTIAL GROWTH PRECINCT

The key issues discussed during the process include:

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

TAMWORTH SPORTS AND ENTERTAINMENT PRECINCT

The key issues discussed during the process include:

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



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

KEY OUTCOMES

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



HOUSING FOR EVERYONE

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



BEST PRACTICE DESIGN

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

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



ENHANCE SPORTS AND TOURISM

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



SUPPORT AELEC

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



IMPROVE PUBLIC DOMAIN

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



SUSTAINABILITY

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





SOUTHERN GATEWAY ACTIVATION PRECINCT

VISION



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

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

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

STRATEGIC ALIGNMENT

New England North West Regional Plan 2041

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

Blueprint 100 Part One

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

Blueprint 100 Part Two: LSPS 2020

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

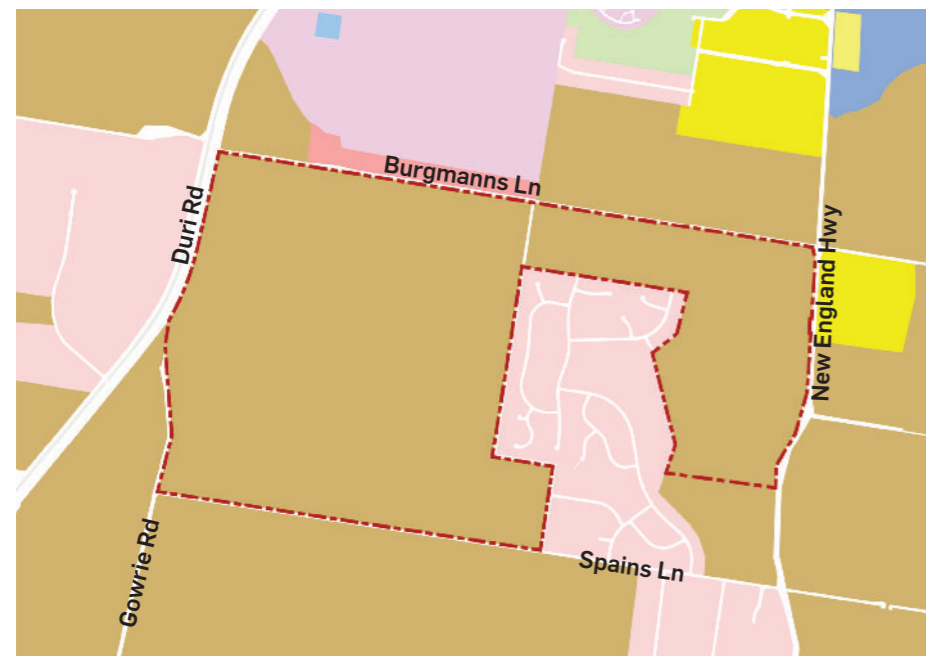
Tamworth Regional Housing Strategy 2024

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

UNDERSTANDING PLACE

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

SURROUNDING LAND USE ZONES



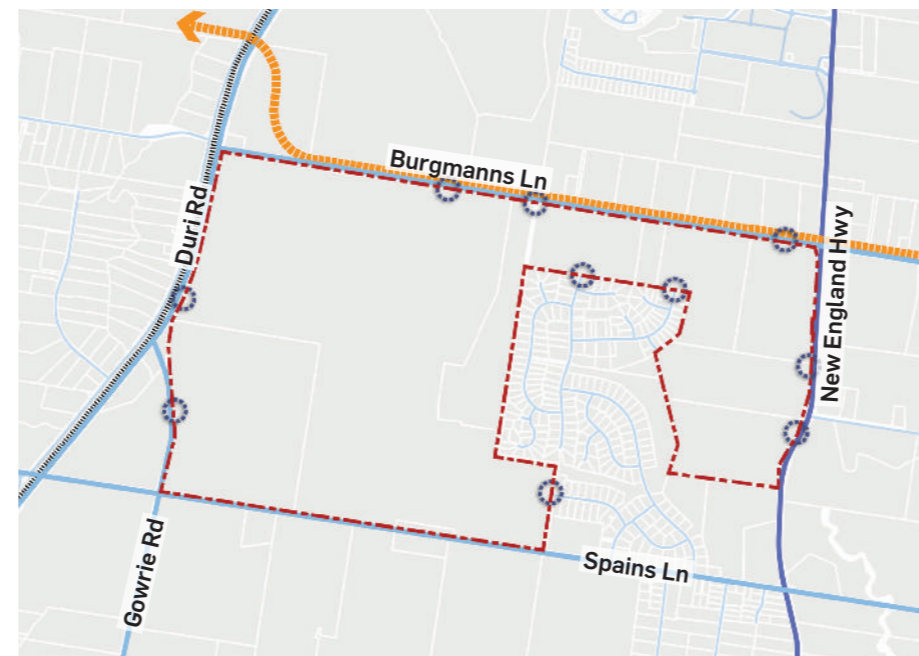
LEGEND

Precinct Boundary

SURROUNDING LAND USE ZONES

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

ACCESS AND MOVEMENT



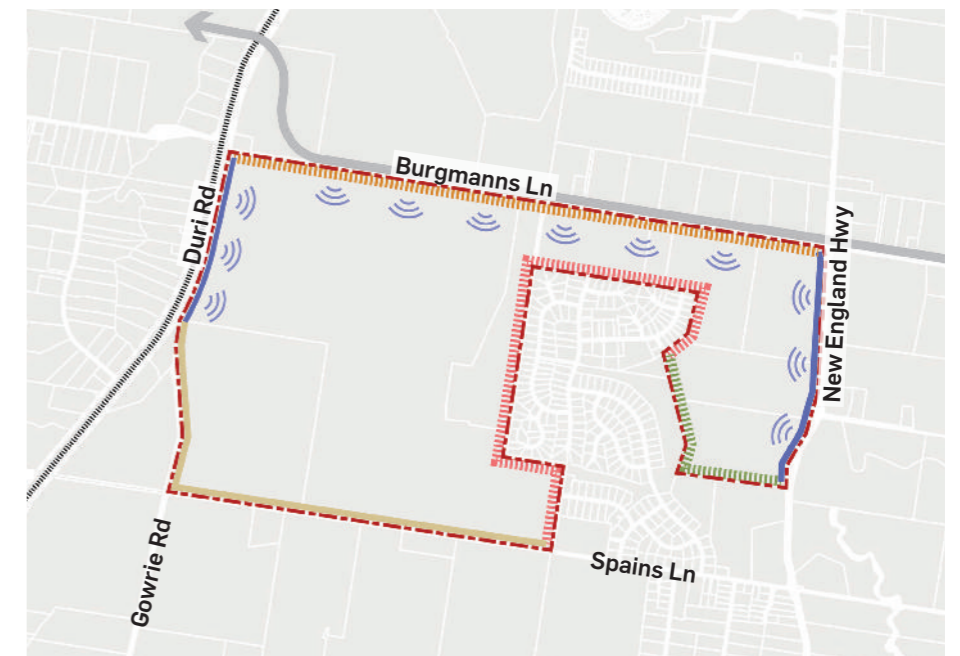
LEGEND

Precinct Boundary

ACCESS AND MOVEMENT

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

EDGE INTERFACE



LEGEND

Precinct Boundary

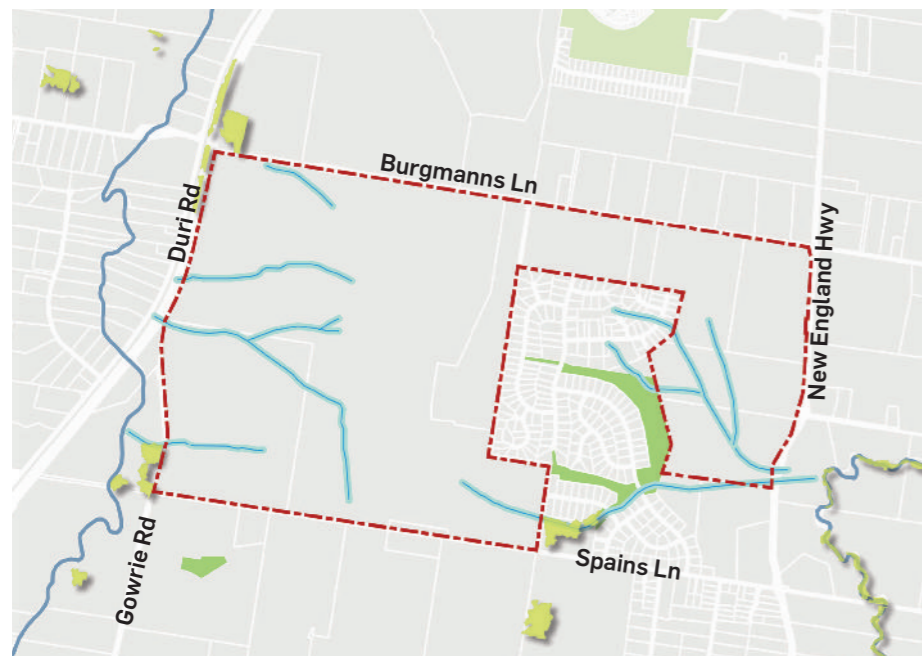
Railway

Future Western Freight Link

EDGE INTERFACE

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

OPEN SPACE



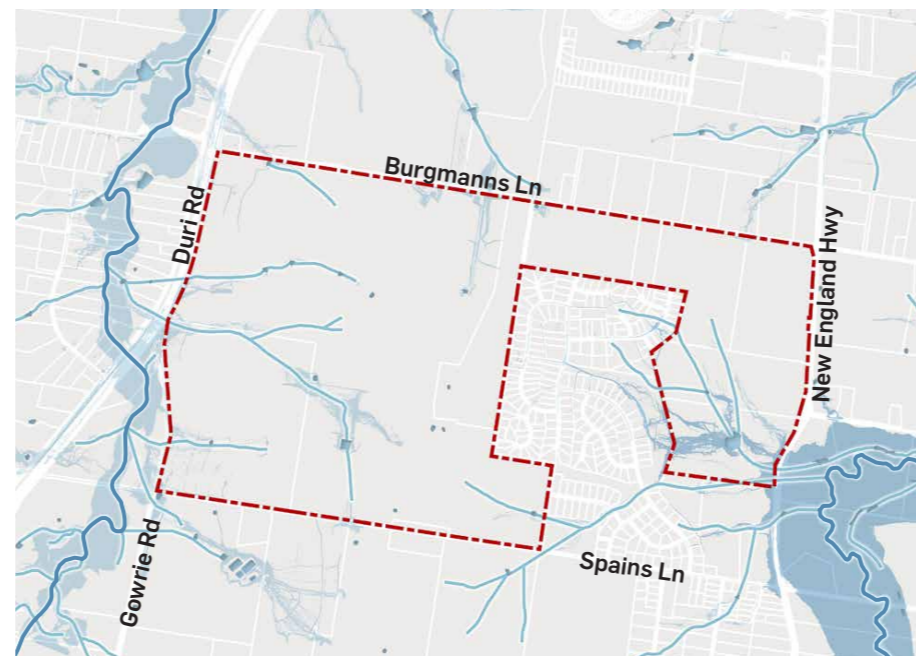
LEGEND

Precinct Boundary

OPEN SPACE AND BIODIVERSITY

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

FLOODING



LEGEND

Precinct Boundary

FLOODING

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

KEY INSIGHTS

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

TOPOGRAPHY





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

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

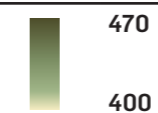
KEY INSIGHTS

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






LEGEND (Refer to Page 21)

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

ELEVATION (M)



TOPOGRAPHY AND LANDFORM

-  **1m/10m Contours**
The precinct is characterised by an undulating topography that varies in RL by over 65m.
-  **Local High Points**
 - Local high points are located along the ridgelines that varies in RL 423-465m.
 - Highest point situated in the mid-south of the precinct.
-  **Local Low Points**
 - Local low points are located along the precinct boundary in the west, north, and southeast that varies in RL 396-418m.
 - Lowest point situated in the southern-east corner of the precinct.
-  **Ridgeline**
One main ridgeline runs north-south along the precinct's east, with one spur extending to the east and a few more extending to the west.
-  **Indicative Steep Area (Slope > 10%)**
Steep slopes within the precinct are predominantly situated in the northeast and south portion of the precinct, along the ridgelines and major high points.

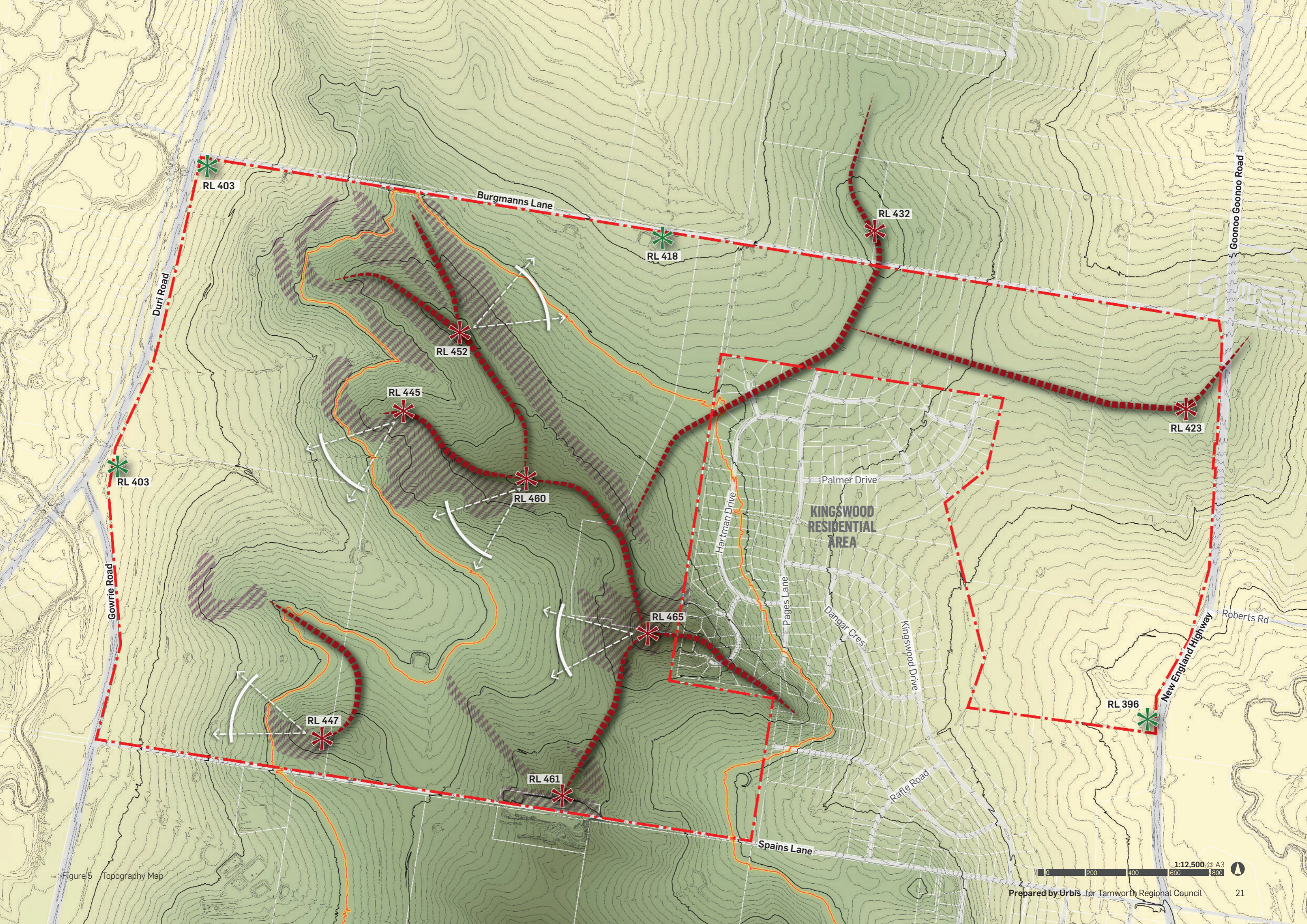


Figure 5 Topography Map

IMMEDIATE CONTEXT

ARCADIA ESTATE

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

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

KEY INSIGHTS

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

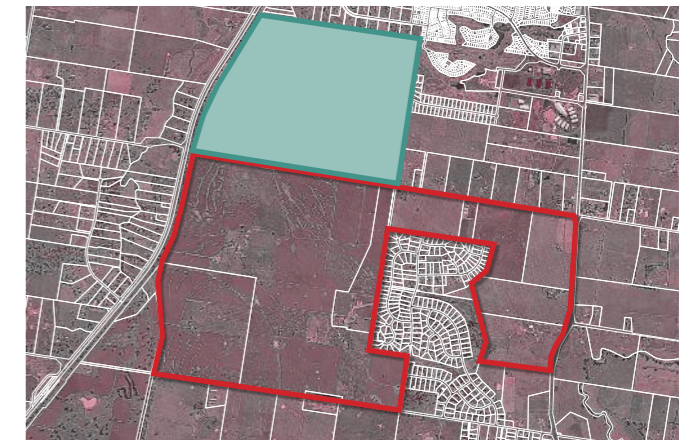


Figure 6 Key Map



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

KINGSWOOD ESTATE

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

KEY INSIGHTS

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

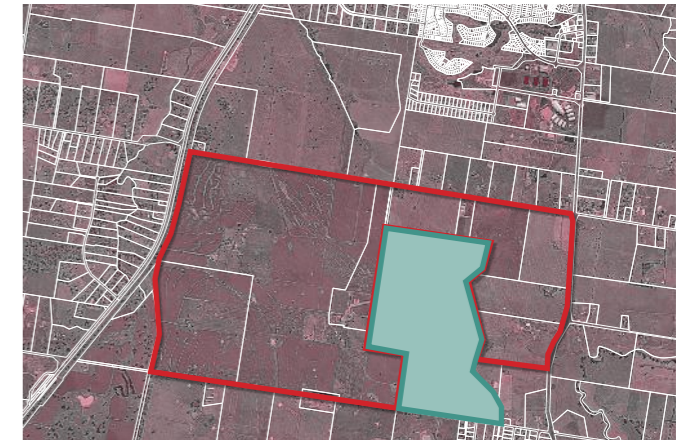


Figure 8 Key Map



Figure 9 Aerial Map of Kingswood Estate



Figure 10 Detached Residential Dwellings in Kingswood

CONSTRAINTS AND OPPORTUNITIES

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

CONSTRAINTS

Future Western Freight Link and Restricted Access

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

New England Highway

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

Interface to Existing Residential Developments

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

Servicing

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

OPPORTUNITIES

Staging

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

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

Connection to Surroundings

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

Active Transport

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

Civic Heart

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

Open Space

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


















Existing Tree Lines (Wind Breakers)

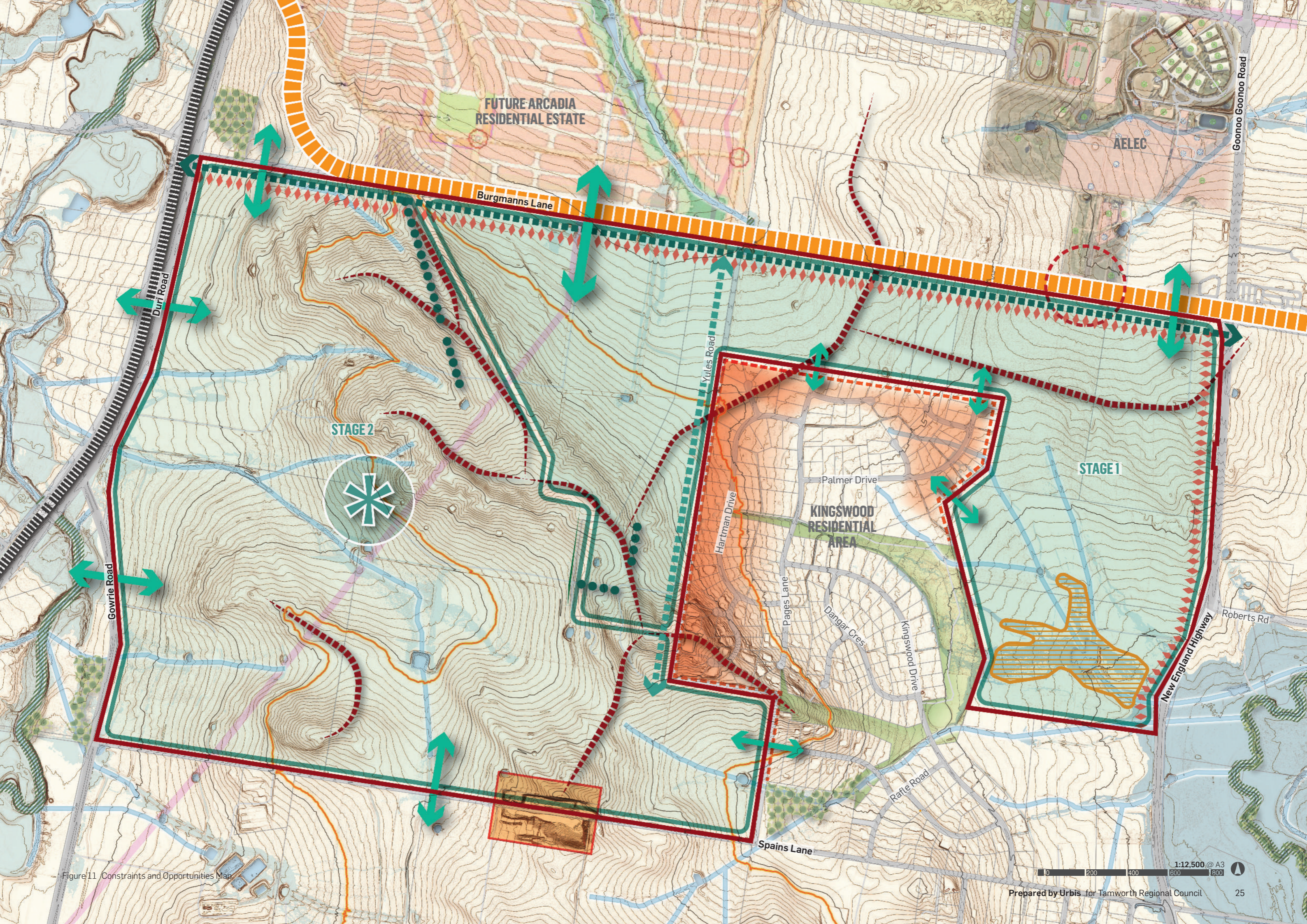
Utilise the wind breakers to orient roads and active transport networks which will assist in reducing wind resistance and potentially shield users from harsh weather conditions.

Blue/Green Corridors

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

LEGEND (Refer to Page 25)

	Precinct Boundary
	Roads
	Ephemeral Drainage Line
	Railway
	Ridgeline
	RL 431
CONSTRAINTS	
	Flooding Zone
	Existing Quarry
	Residential Interface
	Future Western Freight Link
	Restricted Access Interface
	Constrained Access
OPPORTUNITIES	
	Potential Staging Boundary
	Open Space Location
	Access Points
	Potential Active Transport Link
	Existing Tree Lines (Wind Breakers)



FUTURE ARCADIA
RESIDENTIAL ESTATE

AELEC

Burgmanns Lane

STAGE 2

STAGE 1

KINGSWOOD
RESIDENTIAL
AREA

Palmer Drive

Hartman Drive

Pages Lane

Danger Cres

Kingswood Drive

Raffle Road

Spains Lane

New England Highway

Roberts Rd

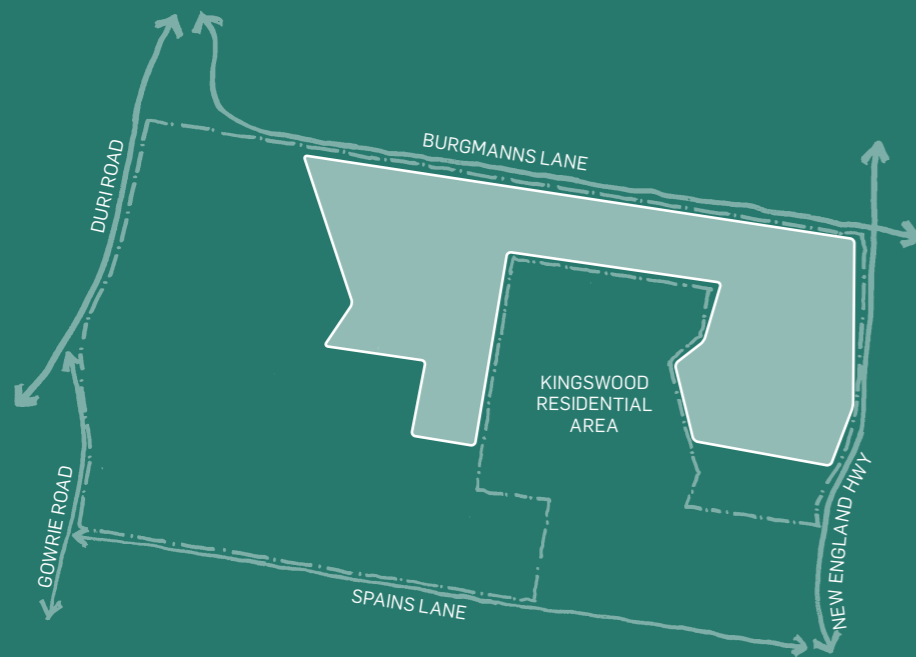
Goonoo Goonoo Road

Duri Road

Gowrie Road

Figure 11 Constraints and Opportunities Map

KEY CONSIDERATIONS



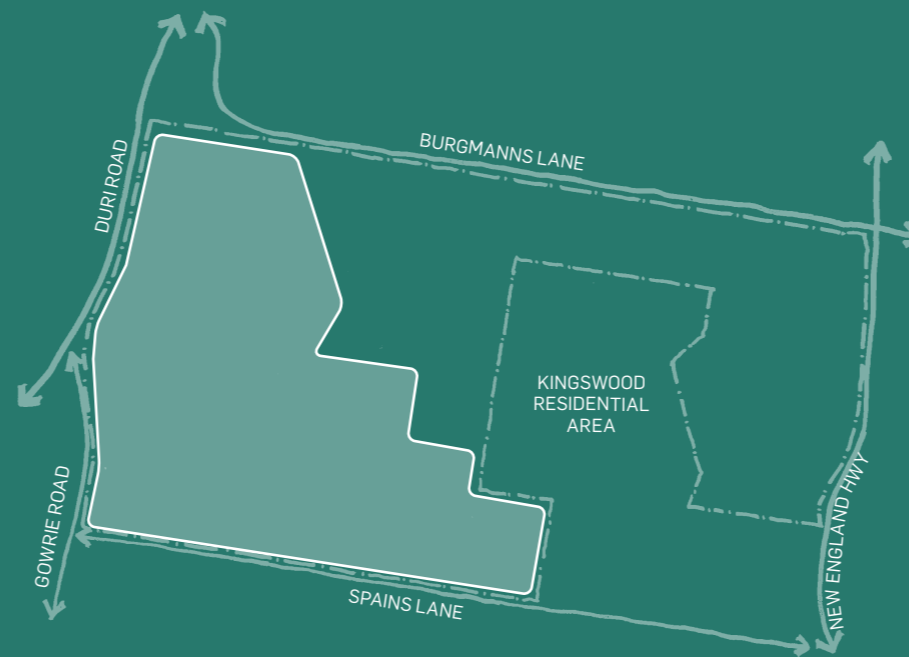
CHARACTER RESPONSE

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

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

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

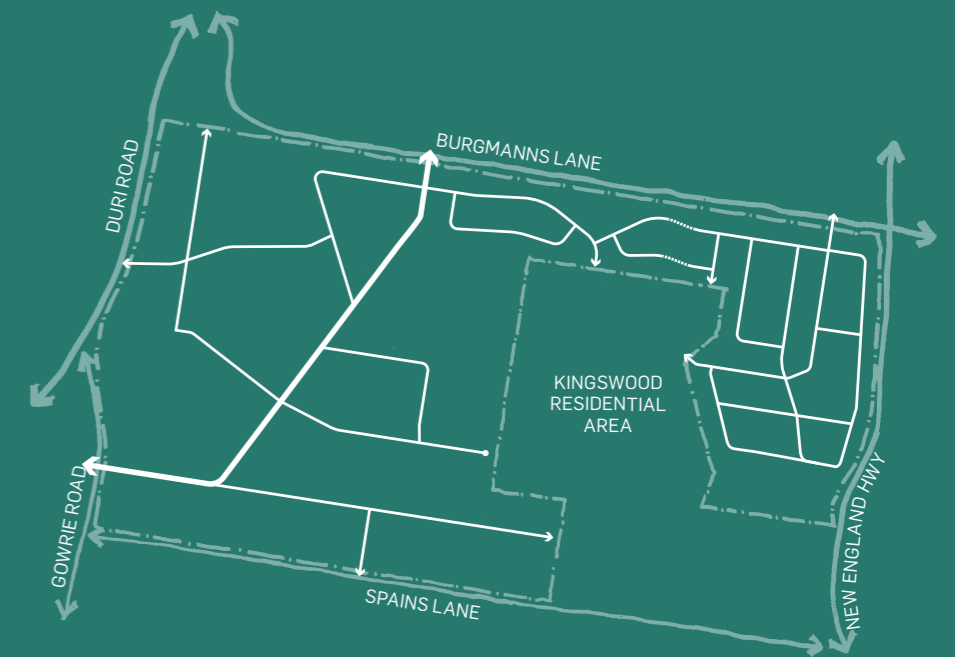
The identified land parcel will form part of Stage 1 of the structure plan. It is expected Stage 1 will be coming online in the next 2-5 years.



FUTURE PROOF

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

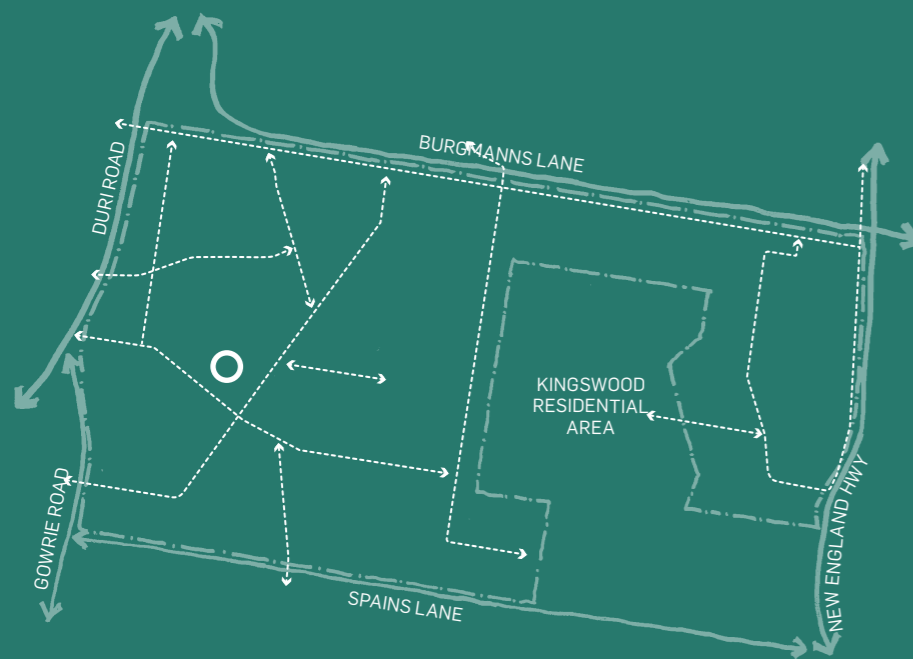
Council's Tamworth Regional Housing Strategy 2024 identifies that Tamworth has capacity under the existing urban land use planning controls to meet demand for the next 23 years, therefore Stage 2 will be protected as the long term growth area to meet the future demand for urban residential land.



ROAD NETWORK

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

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

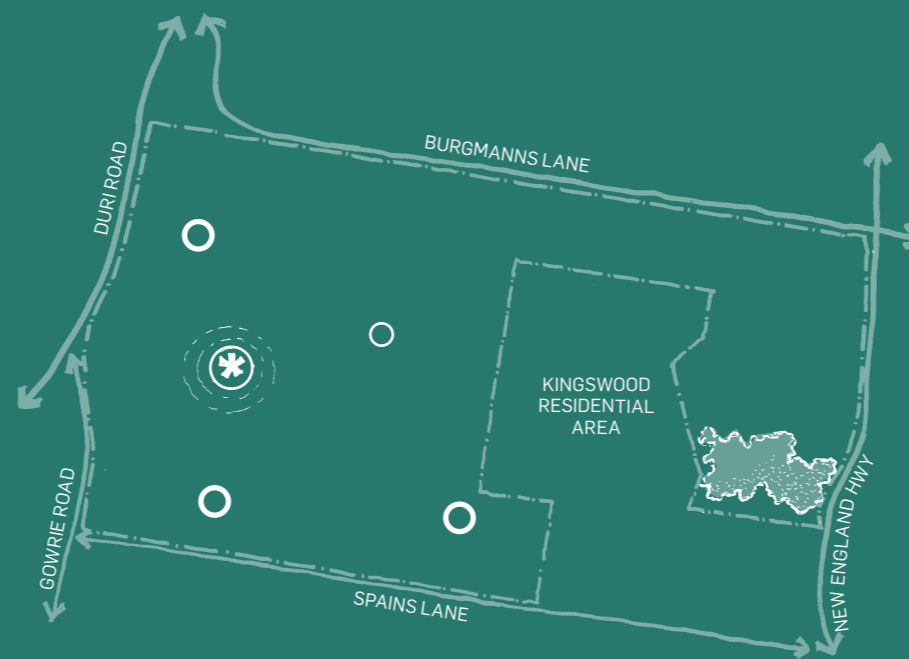


ACTIVE TRANSPORT

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

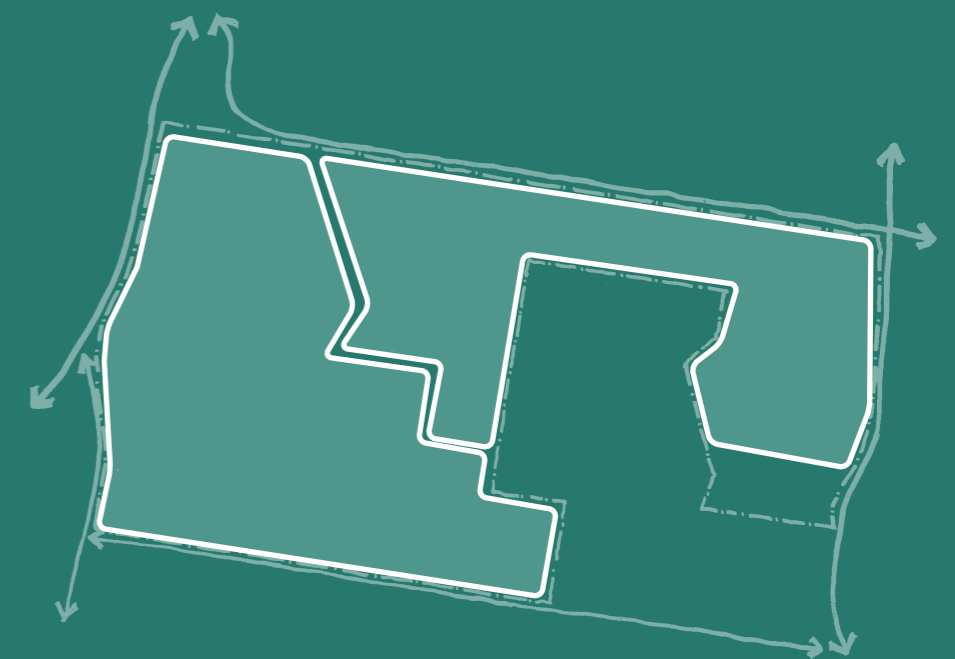
These paths will follow the natural contours of the waterways, providing scenic, shaded routes that encourage walking and cycling, while strategically intersecting with the main and secondary roads to ensure connectivity. This cohesive approach creates an attractive and functional environment.

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



OPEN SPACES

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



























HOUSING DIVERSITY

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

STRUCTURE PLAN

LEGEND (Refer to Page 29)

	Precinct Boundary		400m Radius from Open Space Radius demonstrating the accessibility of open spaces within a 5 minute walking distance.		Active Transport Shared pedestrian and cycleway routes along main roads, local roads, drainage reserve and green corridors, linking the neighbourhood to key surrounding areas. Also establish a link to the Arcadia precinct.
	Lot Boundaries		Potential Hill Top Park A passive recreational park co-located with likely future water reservoir.		Potential Secondary Road Connections Opportunity to introduce secondary internal roads to increase connectivity of the precinct.
	Future Residential Area Stage 1 Large lots of 4,000m ² located adjacent to the existing Kingswood residential area.		District Park Co-location of a district park with the Civic heart to improve the amenity provisions for the community and should be embellished to a high standard and accommodate multi purpose lawn, playground, BBQ facilities, parking and footpaths.		Ridgeline Alignment of roads and placement of open spaces in response to the existing topography.
	Future Residential Area Stage 2 Mixture of lot typology ranging from 450-2000m ² to provide housing choice and increase residential density for the future population.		Neighbourhood Parks Indicative open space/park locations within Stage 2 of the structure plan, evenly distributed across the precinct, accommodating multi purpose lawn, playground, BBQ facilities and footpaths.		Acoustic Treatment along New England Highway 5-10m acoustic buffer from the main roads to reduce noise impacts to the future developments.
	Potential Detention Basins A number of detention basins are distributed within the precinct to facilitate with efficient drainage and water flows.		20m Land Dedication for Western Freight Link Indicative open space/park locations within Stage 2 of the structure plan, evenly distributed across the precinct and include playground, parking and footpaths.		Water Servicing Limit 431 AHD Where elevations approach or goes beyond the existing level of the reservoir (431 AHD approx.), options will need to be investigated to service these lots for Council considerations as part of a future servicing strategy.
	Drainage Reserve A secondary open space leveraging incorporating the flood prone zone with landscape elements and the use of native plant species.		Existing Tree Lines (Wind Breakers) Retain the existing trees and utilise it to guide road, active transport and lot alignments.		
	Civic Heart Proposed civic heart along the Blue-Green corridor and main road with the potential to incorporate a school and retail / commercial uses i.e. small supermarket, restaurants and medical centre co-located with a local park.		Blue-Green Corridor Establish a Vegetated Blue-Green Zone along the creek corridors for passive recreation and to revitalise the existing corridors.		
	Proposed Intersections Three on Burgmanns Lane and one each on Duri Road, Gowrie Road and Spains Lane.		Main Road Network A well-integrated and legible main road network to balance the movement and place outcomes of the precinct.		
	Intersection Upgrade Long term upgrade of the New England Highway and Burgmanns Lane (Future Western Freight Link)				
	Potential Temporary Access Proposed temporary access along Burgmanns Lane from Yules Road to facilitate development for the eastern lots.				
	Existing Quarries Existing road side quarries located in the Spains Lane road reserve.				