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URBAN LANDUSE STRATEGY

COMMERCIAL
INDUSTRIAL
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June 2016



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Gunnedah Urban Landuse Strategy: Volume 2: Commercial Strategy	Draft Prepared By:	Edit / QA
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DRAFT GUNNEDAH URBAN LANDUSE STRATEGY

VOLUME 2: Commercial Activation and Opportunities Strategy

June 2016

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PART TWO: COMMERCIAL ACTIVATION AND OPPORTUNITIES STRATEGY

3. Commercial Context

3.1 Purpose of the Strategy

The purpose of Volume Two of the Strategy - the Commercial Activation and Opportunities Strategy, is to appraise the existing Commercial zoned areas within the Gunnedah LEP 2012 and the discussion of these sites within the Commercial Strategy documents (2008 & 2011) and Economic Development Strategy (2014). The strategy will consider the potential implications of a number of potential 'game changers' in terms of a new rail overpass in Gunnedah, reclassification of roads through the town and the implications of economic development associated with the mining industry within the broader region. It will then make recommendations to activate the Gunnedah CBD in terms of potential development sites and gateway precincts and ensure that the landuse framework for Gunnedah is in a position to take advantage of the economic opportunities likely to flow from these potential 'game changers'.

3.2 Town Centre Role and Structure

The Gunnedah town centre functions as a mid-level service centre, providing a range of retail, commercial, industrial and community facilities to a district-scale catchment. The centre provides weekly and day-to-day shopping facilities for residents in the Shire of Gunnedah, whilst people from a broader area (the secondary catchment) visit Gunnedah on a less frequent, but still regular, basis. The secondary catchment area includes residents from the parts of the Shires of Tamworth Regional, Narrabri, Warrumbungle and Liverpool Plains.

Within a regional context, the major centres of Tamworth (75 kilometres) and Armidale (190 kilometres) provide higher-order services (such as health, professional services, entertainment and higher order retailing) for the region, where the role of the Gunnedah Township is likely to remain as a district-level centre.

The Gunnedah town centre is the focus of commercial and retail activity for the Gunnedah Township and the Shire of Gunnedah. The Gunnedah town centre is focused largely on a single main street (Conadilly Street). The linear form of the town centre reflects its early development as a highway based service centre. It is generally defined as follows:

- To the west by Tempest Street;
- To the north by Conadilly Street (Tempest Street to Chandos Street), Bloomfield Street (Chandos Street to Marquis Street) and Little Conadilly Street (Marquis Street to Elgin Street);
- To the east by Marquis Street (Bloomfield Street to Little Conadilly Street) and by Elgin Street (Little Conadilly Street to Little Barber Street);
- To the south by Little Barber Street (Tempest Street to Elgin Street).

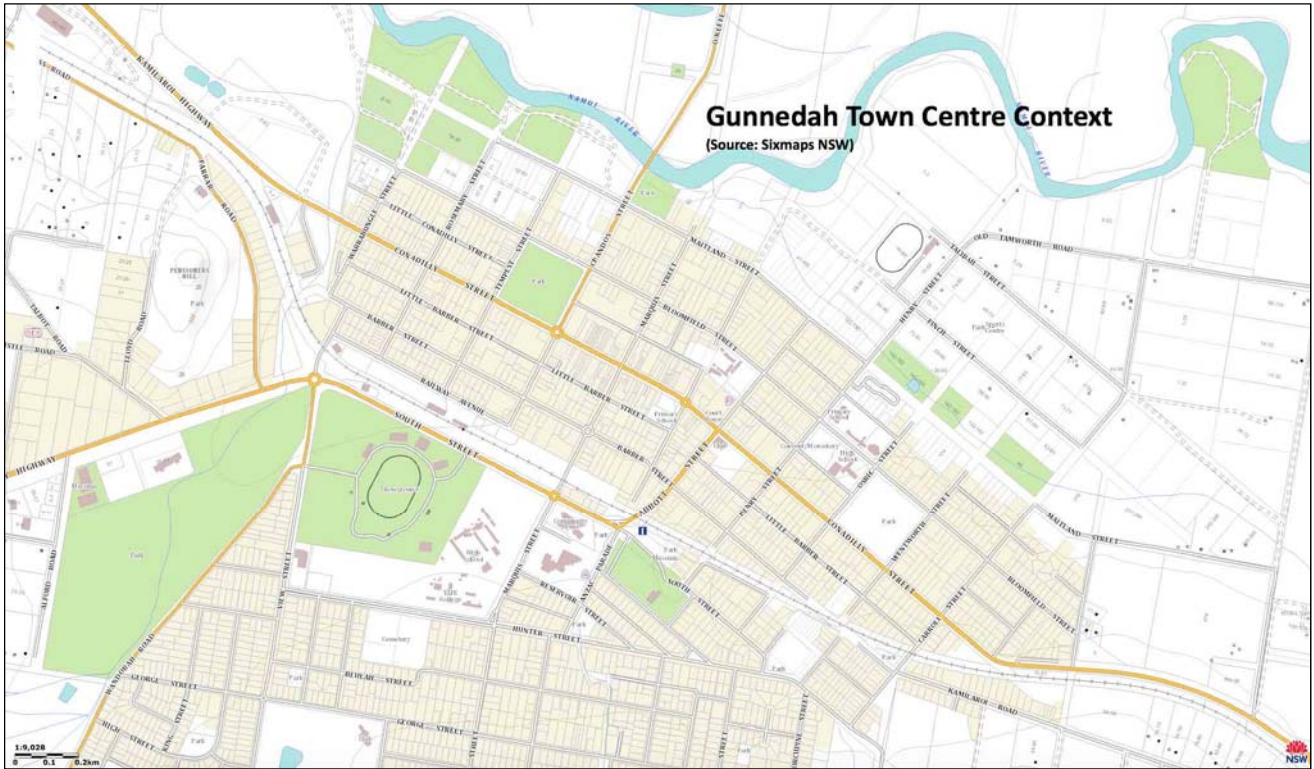


Figure 25 Town Centre Context

Conadilly Street continues east to become the Oxley Highway and west to become the Kamilaroi Highway which then connects to Boggabri and Narrabri further to the west. The Oxley Highway provides access to Carroll and Tamworth to the east, Mullaley and Coonabarabran to the west.

In addition to the specialty stores and services located on the main street, there are several tenancies located at the rear of Conadilly Street, facing Little Conadilly Street. The major tenants in the Gunnedah town centre include Country Target, Best and Less, Coles, Woolworths, Mitre Ten, McDonalds and Aldi.

These stores are the major anchors in the town centre and as such form the basis for the 'core precinct' of the town centre, which is generally bounded by Chandos Street, Little Barber Street, Bloomfield Street and Elgin Street. Pedestrian access within the core retail area is generally of a high quality; access to the major anchor stores which are located off the main street is provided by a series of dedicated pedestrian pathways and street access. In addition, designated crossings, street furniture and landscaping all contribute to a pleasant environment.

The core retail area contained within the B2 Local Centre Zone is supported by a series of peripheral areas, including supporting services within the B4 Mixed Use and B5 Business Development Zones directly to the west and east, and the light industrial / service area to the west along the Oxley and Kamilaroi Highways (see Industrial Strategy). These zones are shown within the Land Zoning Map excerpt below and the location of the major store anchors are illustrated in the Town Centre Key Opportunity Sites Plan - Figure 26 located in section 4.1.2 on page 15 below.

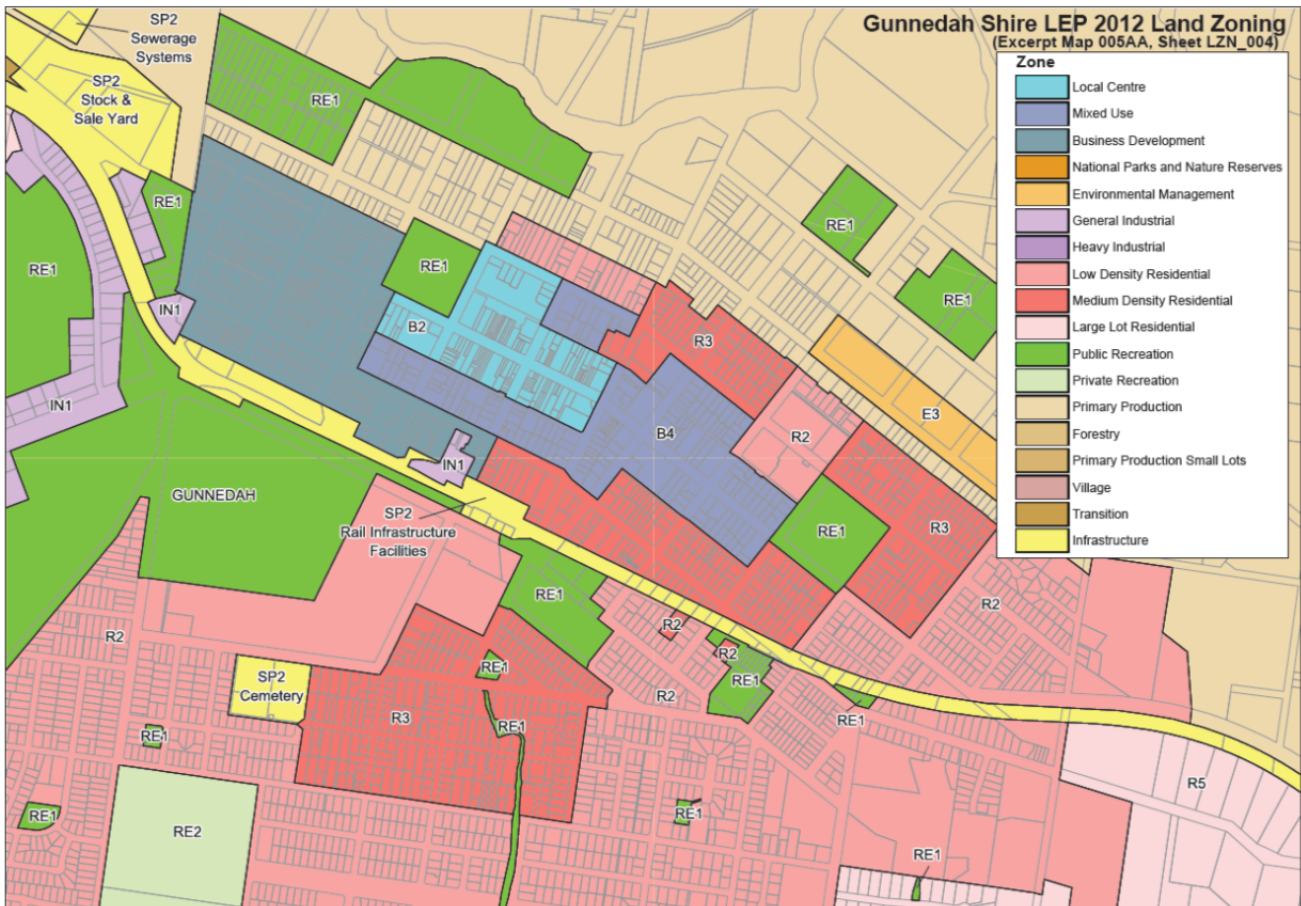


Figure 26 Town Centre LEP Zonings

3.3 Summary of Key Commercial Issues from Preliminary Consultation

During the preparation of this Strategy a Situational Issues Report was prepared to present preliminary issues and guide the strategic direction of the final strategy document. The key issues set out were as follows:

- The existing CBD has already seen moderate levels of economic activity over the last decade however key opportunities exist as indicated in the 'Opportunity Sites Matrix' to enhance development potential.
- The local business community is supportive of the mandate to reinforce the viability and vitality of the CBD by not allowing 'out of centre' retail developments, particularly at gateway locations that would compromise the CBD.
- Development of gateway locations (including the corner of Boundary & Curlewis Roads) is supported so as to facilitate economic activity at these locations and provide a sense of arrival at the entry point to the town. However uses should be restricted so as to not compete with the CBD.
- Future road and rail projects, including the Oxley Highway realignment, 2nd Rail Bridge Overpass leading into Warrabungle and Barber Streets and the Bloomfield Road Regional Road designation, have implications for significant changes to and entry points into and traffic movements around the CBD. This also presents opportunities for under utilised sites adjoining these roads to redevelop to harness increased site exposure.

The CBD of Gunnedah is a vibrant business and retail centre and it is appropriate to develop a Commercial Strategy where the focus is on activating economic activity by identifying key opportunity sites. In this respect a more positive tone can be used instead of describing it as a "revitalization strategy" as was initially suggested. Accordingly the 'Commercial Activation & Opportunities Strategy' considers opportunities that exist to embellish economic activity and business development within the commercial sector and particularly the B5 Mixed Use Zone having regard for previous strategies and also evaluate specific highway gateway entrance locations.

3.4 Local Environmental Plan 2012 Business Zones

There are three Business zones under the Gunnedah Local Environmental Plan 2012 as shown in the figure above with the objectives of each zone and permitted land uses set out below.

Zone B2 Local Centre
<p>1 Objectives of zone</p> <ul style="list-style-type: none"> • To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area. • To encourage employment opportunities in accessible locations. • To maximise public transport patronage and encourage walking and cycling. • To generally conserve and enhance the business centre precincts by ensuring that new development integrates with the distinct urban scale, character, cultural heritage and landscape setting of those places. • To enable a wide range of land uses that are associated with, ancillary to, or supportive of, the retail and service functions of a business centre. • To provide opportunities for a compatible mix of residential living above retail, commercial, recreational, cultural and community activities at street level. • To ensure that adequate provision is made for infrastructure that supports the viability of business centre precincts, including public car parking, traffic management facilities, public transport facilities, cyclist facilities, pedestrian access paths, amenities, facilities for older and disabled people and general public conveniences.
<p>2 Permitted without consent Environmental protection works; Home occupations; Roads</p>
<p>3 Permitted with consent Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Service stations; Shop top housing; Tourist and visitor accommodation; Any other development not specified in item 2 or 4</p>
<p>4 Prohibited Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Home-based child care; Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water treatment facilities; Wharf or boating facilities; Wholesale supplies</p>
Zone B4 Mixed Use
<p>1 Objectives of zone</p> <ul style="list-style-type: none"> • To provide a mixture of compatible land uses. • To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling. • To support nearby or adjacent commercial centres without adversely impacting on the viability of those centres.
<p>2 Permitted without consent Environmental protection works; Home-based child care; Home occupations; Roads</p>
<p>3 Permitted with consent Attached dwellings; Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Light industries; Medical centres; Multi dwelling housing; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Seniors housing; Shop top housing; Any other development not specified in item 2 or 4</p>
<p>4 Prohibited Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Cemeteries; Crematoria; Eco-tourist facilities; Electricity generating works; Exhibition homes; Extractive industries; Farm buildings; Farm stay accommodation; Forestry; Heavy industrial storage establishments; Industrial training facilities; Industries; Marinas; Mooring pens; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Waste disposal facilities; Water recycling facilities; Water reticulation systems; Wharf or boating facilities</p>

Zone B5 Business Development	
1 Objectives of zone	<ul style="list-style-type: none"> To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres.
2 Permitted without consent	Environmental protection works; Roads
3 Permitted with consent	Bulky goods premises; Child care centres; Garden centres; Hardware and building supplies; Landscaping material supplies; Light industries; Passenger transport facilities; Respite day care centres; Shop top housing; Warehouse or distribution centres; Any other development not specified in item 2 or 4
4 Prohibited	Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Bed and breakfast accommodation; Biosolids treatment facilities; Cellar door premises; Cemeteries; Correctional centres; Crematoria; Eco-tourist facilities; Electricity generating works; Exhibition homes; Extractive industries; Farm buildings; Farm stay accommodation; Forestry; Heavy industrial storage establishments; Home industries; Home occupations (sex services); Industrial training facilities; Industries; Marinas; Mooring pens; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Restricted premises; Roadside stalls; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Waste disposal facilities; Water recycling facilities; Water treatment facilities; Wharf or boating facilities

3.5 Supply Analysis

3.5.1 Landuse Analysis

In 2011 a landuse survey of lands within the B2 Local Centre and B4 Mixed Use (zoned 3(a) under the LEP 1998) and B5 Business Development Zone (3(b) under the LEP 1998) was undertaken in conjunction with the Satellite Development Strategy. This data was analysed and cross checked during site investigations in October 2014 and changes to general town centre zone land uses and vacancies have remained consistent with minor variations. Refer to Figure 26 on page 6 above for Zone locations.

B2 Local Centre and B4 Mixed Use Zones

Of the 31 hectares within the B2 Local Centre and B4 Mixed Use Zone, the following data is relevant:

- 10.8ha or 35% occupied by Retail Activities
- 7.3ha or 23.5% occupied by Commercial Development
- 7.2ha or 23% occupied by Residential Housing
- 4.2ha or 13.5% occupied by public or community purposes
- 1.3ha or 4.2% has a combination of commercial or housing development
- 0.2ha or 0.6% was vacant land.

B5 Business Development Zone

Of the 21.6ha of land zoned B5 Business Development, the following data is relevant:

- 10.0ha or 46.2% occupied by Residential Housing
- 7.25ha or 33.6% occupied by Retail Activities
- 2.9ha or 13.4% occupied by Commercial Development
- 0.2ha or 0.9% occupied by public or community purposes
- 1.25ha or 5.8% was vacant land.

3.5.2 Retail and Commercial Floor Space Analysis

At the time of the Gunnedah Commercial and Industrial Land Use Strategy there was approximately 64,000 square metres of retail, commercial and community facilitates floor space in the town centre area. This was estimated to have increased to 64,700 square metres in 2011 under the Satellite Development Strategy. Estimates were as follows:

- Core Retail goods floor space: 16,000 square Metres
- Bulky Goods Floor space: 6,000 square metres
- Services Floor space: 9,500 square metres
- Trade Services Floor space: 11,000 square metres
- Other Community Floor space: 16,500 square metres
- Vacant Floor space: 4,400 square metres

Between 2008 and 2011 there were 25 development approvals for commercial offices, additions and alterations. 145 development approvals were granted for change of use. Between 2011 and 2014 34 commercial development approvals were granted, 11 change of use.

Floor space data indicates an additional 2000sqm of floor space has been approved, although comparative analysis of landuse data as set out above would observe that most approvals for the 2012-2014 period may not yet been actioned.

Significant developments in the Town Centre in the last decade have included:

Shopping Centre	<ul style="list-style-type: none"> • Opened Nov 2006 • GWH Building Pty Ltd - \$12M development • Major retailers (Coles, The Reject Shop and Target Country), 2 other retailers plus specialty shops and 169 car parking • Direct link to Conadilly Street CBD via walkways
Franklins Supermarket	<ul style="list-style-type: none"> • Commenced trading Feb 2007. • \$1.8M outfit of former Bi-Lo and Chalkleys site. 2,000 m2 – 60–70jobs
Woolworths	<ul style="list-style-type: none"> • Sept '08 - \$1.6M internal and external refurbishment • Completed Nov 08
Motel Developments	<ul style="list-style-type: none"> • Mackellar Motel - Liverpool Plains Shire Council building purchased for 30 unit motel development -- \$1.5M. - opened June 2008 • Harvest Lodge Motel - 12 unit and reception extension. • Sunburnt Country Motel - 4.5 star, 35 room, 10x2 bedroom units, dining, bar & conference centre. • Ratra development - \$4M – 3 story commercial development including 37 room motel, restaurant, function centre, retail space. – Announced July 2008. • The Vines Apartments – Nov '08 - \$750,000 expansion • Pacific National – small motel & offices for employees, 2010.
Other Developments	<ul style="list-style-type: none"> • Ford/Toyota dealership - \$1M redevelopment – Finished March 09 • CBD upgrade - \$2.8M completed 2011 • McCafe - \$1M - completed • Gracelands units – \$1.5M - completed • Subway - completed • Ridgy Didge Pies - completed • The Noodle Man - completed • 2 Restaurants reopened • Services & Bowling Club extensions – \$1M - completed • Best & Less – opened June 2007 • Millers – opened September 2007 • Alkira Hostel - \$900,000 – Alterations & additions – Apr '08 • Seniors residential units x 10 – June 2009 - \$2.5M • Carinya Christian School hall & library – June 2009 - \$750,000 • BOM Doppler Weather Radar – approved June 2009 - \$700,000 • Gunnedah South & Public Schools – June 2009 - \$5M • Shenhua Office Building - \$1.1M – 30 staff • Seniors Living Development - \$2.5M

3.6 Demand Analysis

Growth in the mining sector has had a significant impact on the Gunnedah Shire's economy and is expected to continue to support strong economic and population growth over the next two decades based on the population projections outlined in the Contextual Profile, Section 1. Gunnedah is the closest major township to the majority of the mine sites which will continue to make it attractive to workers choosing to reside in the town and a range of support businesses.

Both the Satellite Commercial Study (SCS) (2011) and the Commercial and Industrial Land Use Strategy (CILUS) (2008) projected their own retail and commercial floor space requirements over the next two decades. Population projections

used were based on 2008 NSW Department of planning projections, which were revised in 2013. These are discussed below and appraised given new analysis under this Strategy.

3.6.1 Retail Demand

The retail demand models presented in the SCS (2011) and CILUS (2008) were based on the Australian Bureau of Statistics (ABS0 Household Expenditure Survey, Australia 2009-2010 which reports average expenditure by households on different categories. Regional NSW estimates were revised based on Gunnedah average household income in Gunnedah, then multiplied by projected household numbers.

Population projections used were based on 2008 NSW Department of planning projections, which were revised in 2013 although 2013 figures reflect the low and medium projections derived from the 2008 data. Accordingly medium growth projections are presented below as an averaged summary of likely retail demand.

Table 1 Estimated Retail Floor Space Requirements Gunnedah Shire 2016-2031

Retail Category	2016	2021	2026	2031
Groceries & Specialty food	5,835	6,393	7,002	7,668
Food and Liquor catering	4,555	4,821	5,112	5,430
Clothing and accessories	2,456	2,587	2,731	2,888
Furniture, Houseware and Appliances	2,172	2,371	2,588	2,826
Recreation & Entertainment Equipment	2,279	2,488	2,717	2,968
Garden & Hardware goods	923	986	1,055	1,131
Other goods and personal services	2,717	2,978	3,263	3,575
TOTAL (m2)	20,937	22,626	24,468	26,485
Estimated Additional Floor Space (m2)		2,712	4,553	6,571
Growth in Demand (Five Yearly)		8.1%	8.1%	8.2%

Source: AEC Group SCS (2011)

Accordingly the projections presented above suggest Gunnedah Shire will require an additional 6,571sqm of retail premises by 2031. However, assumptions made under the previous 2008 CILUS and 2011 SCS are questionable given research undertaken as part of this strategy.

Firstly, the 30% leakage on discretionary spending i.e. bulky goods, items may be much higher. Tamworth and Armidale are seen as major alternative shopping destination as the major centres in the wider region for activities such as high order retailing, specialist health services, entertainment and recreation.

Secondly, additional investment in retailing may be limited given the significant growth in the Gunnedah Town Centre in the period 2007-2011 where many major anchor retailers including Coles, Country Target, Mitre 10, Best and Less, Millers were established absorbing much of the projected retail floor space demand within a short period.

Additionally, indications from consultation with major anchor retailers suggests the limited population size of Gunnedah as a regional centre and proximity to Tamworth may be seen as a limiting factor in additional larger anchor retailers establishing in Gunnedah above those currently trading. Accordingly, retail growth may be represented by smaller comparison traders offering a diversity in household spend options.

3.6.2 Commercial Office Demand

The Commercial Office projections have been based on forecasting the number of people that will be employed in office related jobs by assessing labour force characteristics from the 2011 Census and applying them to projected population. An office floor space benchmark is applied to office employment projections to determine required floor space. Key assumptions include 13.3% of the workers in Gunnedah were employed in office related jobs with includes; media & telecommunications, finance & insurance, real estate, professional and technical services, administrative support and public administration and safety. It is assumed this will remain stable over the next 20 years. The Colliers Tenancy Survey (2010) found that office businesses have an average of 19.4m² of floor space per employee with Gunnedah being in line with the national benchmark.

Table 2 Estimated Office Requirement 2016-2031, Medium Population Forecast

	2016	2021	2026	2031
Projected Office Workers	414	431	448	466
Projected Floor Space (m²)	8,037	8,358	8,692	9,039
Projected Additional Floor space (m²)	0	319	653	1,000
Growth in Demand (Five Yearly)		4.0%	4.0%	4.0%

The continued growth of the mining sector with Gunnedah being the closest major township dictates that Commercial Office demand for administrative support services will be stable for the next 20-30 years.

3.6.3 Future Commercial Demand Conclusions

The Satellite Commercial Study (2011) concluded that based on the low, medium and high projections of growth, it was forecast the Gunnedah Shire will require an additional 5,380sqm (low) to 8,740sqm (high) of retail and commercial office floor space by 2031. This equates to an average of approximately 270sqm to 440sqm per annum respectively. Those figures differed to those presented in the Commercial and Industrial Land Use Strategy (2008) which identified a need for up to 15,210sqm of additional floor space with a land requirement of approximately 7 hectares based on the following assumptions.

- The site areas to building area ratio is 3:1; and
- The building area required to accommodate 15,000m² of leasable floor space is approximately 23,500sqm.

Applying a similar ratio of the floor space estimates identified from the AEC group demand analysis, a land requirement of up to 4 hectares would be required to accommodate future retail and commercial development in Gunnedah. This is considered under this Strategy that under utilised development sites exist in the Business Zones (B2, B4 and B5) highlighted in the following Town Centre Key Opportunities areas section which can provide appropriate locations to meet the forecasted retail and commercial office requirements up to 2031.




4. CBD and Key Opportunity Site Analysis

4.1 Town Centre Key Opportunity Areas and Sites Appraisal







Presented below is the Town Centre Key Opportunities Plan and associated supporting text matrix to accompany this section the Strategy. The plan highlights various key opportunity areas (typically street blocks containing multiple properties) and specific development sites throughout the B2 Local Centre, B4 Mixed Use and B5 Business Development Zones within the Town Centre. These sites have been identified as they have been assessed as presenting potential opportunities to embellish economic activity through future redevelopment, where individual supporting commentary is provided to draw on the current status of sites, and encourage development where possible.

4.1.1 Town Centre Redevelopment Opportunity Sites Matrix

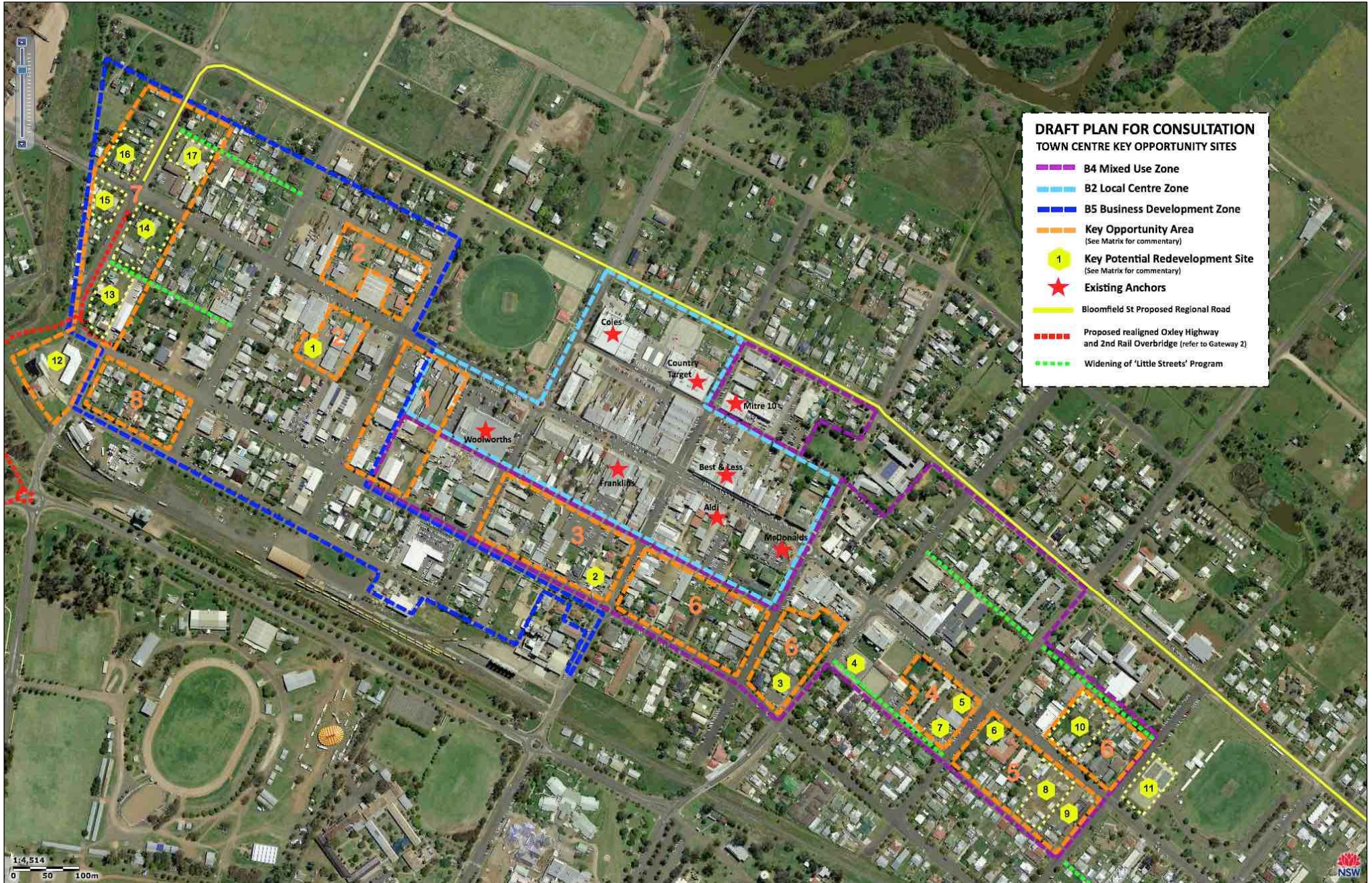
KEY OPPORTUNITY AREAS			
Area No:	Location:	Existing Uses:	Development Commentary:
1.	Block between Conadilly, Tempest, Barber and Chandos Streets	Various Mixed Commercial and Residential	Area is Located on the western fringes of the Local Centre Zone and should provide sufficient land for a Discount Department Store (DDS) or similar retail development in a complementary position relative to other key anchors and main street.
2.	Areas adjoining Conadilly Street extending towards Little Conadilly and Little Barber Streets west of Tempest St	Various Mixed Commercial and Residential	Areas are located within the B5 Business Development Zone and represent suitable locations for Bulky Goods Stores without compromising Town Centre Activities.
3.	Block between Little Barber, Chandos, Barber and Marquis Streets	Various Mixed Commercial and Residential	Area is Located within the B4 Mixed Use Zone and provides land availability for a DDS in a complementary position relative to other key anchors and main street.
4.	Corner of Conadilly & Osric Streets	Various Mixed Commercial and Residential	Sites may be suitable for bulky goods or Seniors or Multi-Unit Housing developments.
5.	Block between Conadilly, Osric, Little Barber and Wentworth Street	Various Mixed Commercial and Residential	Sites may be suitable for bulky goods or Seniors or Multi-Unit Housing developments.
6.	Various (Conadilly, Barber Street and Osric Streets)	Various Mixed Commercial and Residential	Sites may be suitable for professional services or office accommodation type developments
7.	Warrabungle Street	Maize Mill, Various Mixed Commercial and Residential	Please refer to discussion under Gateway Opportunity Site 2.

KEY POTENTIAL DEVELOPMENT SITES					
Site No:	Street Perspective Image:	Site Location:	Existing Use:	Past Use:	Development Commentary:
1.		73 Conadilly Street	Peel Valley Machinery, large agricultural equipment sales	Current	Current use of site not complimentary to surrounding business enterprise uses and residences. Possible redevelopment opportunity presents as possible relocation of business facilitating larger site allowing for expansion and complimentary surrounding land uses. Possible uses could include lands for bulky goods retailing etc.
2.		76 Marquis Street	J.T Fossey Gunnedah Automotive	Current	Site could represent a potential redevelopment opportunity if business relocates to larger gateway location and proceeds under a planning proposal for limited commercial uses (see Gateway Location 1: Boundary Road).
3.		15 Abbott Street (Corner of Abbott and Barber)	Mobil Service Station	Current	Re-designation of Oxley Highway away from Abbott Street will have implications on passing trade. Resulting development should be encouraged given focal corner location.

4.		21 Abbott Street (Corner of Abbott and Little Barber)	Caltex Service Station	Current	Re-designation of Oxley Highway away from Abbott Street will have implications on passing trade. Resulting development should be encouraged given focal location to the rear of the RSL and Bowling Club.
5.		341 Conadilly Street (Corner of Conadilly and Henry Streets)	Vacant (currently under remediation)	Former Esso Service Station with underground petrol tanks	Site is within prominent CBD corner location where dual road boundaries provides active street frontage for commercial prominence. EPA compliance advice suggests site will be fully remediated from ground contamination from fuel leakage from past use and ready for suitable redevelopment as early as 2016.
6.		349 Conadilly Street (Corner of Conadilly and Henry Streets)	Vacant (currently under remediation)	Former BP Service Station with underground petrol tanks	Site is within prominent CBD corner location where dual road boundaries provides active street frontage for commercial prominence. EPA compliance advice suggests site will be fully remediated from ground contamination from fuel leakage from past use and ready for suitable redevelopment as early as 2016.
7.		20-24 Henry Street	Ivan Williamson Automotive	Current	Site represents a large land parcel close to the town centre currently storing unscreened wrecked cars, also containing the existing mechanics workshop. Business should be encouraged to relocate to a more appropriate and discreet location within an existing industrial area. However given current use site would be potentially contaminated.
8.		359 – 363 Conadilly Street & 140-142 Little Barber Street	Vacant with disused restaurant building	Former Indian Restaurant and adjoining lands	A large under utilised landholding containing five lots with prime passing trade from Conadilly Street. Wide road frontage provides active street frontage for commercial prominence and servicing access from Little Barber Street. Also potential seniors living or medium density site.
9.		366 Conadilly Street	Gunnedah Motor Inn	Current	Accommodation business currently trading benefits from passing traffic and town centre entrance location on Conadilly Street and dual frontage onto Osric Street. Expansion and redevelopment opportunities to the west along Conadilly Street for additional active street frontage should be facilitated.
10.		372-376 Conadilly Street & 151 – 155 Little Conadilly Street	Residential	Café & Residential	This large holding of six lots (totaling approximately 5690sqm) has been identified as being in the ownership of one party. This represents an opportunity for a comprehensive development of the entire amalgamated site within a town centre location with frontage onto Conadilly Street and rear service access from Little Conadilly Street. Potential seniors living or medium density site as well as appropriate commercial uses.
11.		Kitchener Park: Corner of Osric and Conadilly Street	Tennis and Basketball Courts	Current	Currently zoned RE1 Public Recreation. Potential Development for appropriate commercial or residential development; would require rezoning.

12.		Maize Mill Barber Street	Maize Mill	Current	Site contains a focal and iconic Gunnedah Landmark – the Maize Mills within a town centre location. The site is to be bordered by the proposed 2 nd rail bridge overpass extending the realigned Oxley Highway through to Warrabungle Street, increasing its prominence to passing traffic. Owners have recently made significant reinvestment in the site so long term retention on the site of processing is likely, although diversification to include other commercial uses could be facilitated. Discussed further in ‘Gateway Location 2’ – section 3.7 below.
13.		2&4 Barber Street, 3 Warrabungle Street	Residential, Commercial uses, vacant lot	Current	This potential development site contains two dwellings, two residual lots and one vacant lot. The site is to be bordered by the proposed 2 nd rail bridge overpass extending the realigned Oxley Highway through to Warrabungle Street, increasing its prominence to passing traffic. Discussed further in ‘Gateway Location 2’ – section 3.7 below.
14.		5&7 Warrabungle Street, 35-39 Conadilly Street	Residential, Commercial uses, vacant lot	Current	This potential development site contains two dwellings, two workshops and four units and two vacant lots. The key gateway site is at the crossroads of the realigned Oxley Highway stemming from the proposed second rail overbridge, and Kamilaroi Highways. A proposed roundabout at this location also extends the regional road designation of Bloomfield Street to the north increasing its prominence to passing traffic. Discussed further in ‘Gateway Location 2’ – section 3.7 below.
15.		27-33 Conadilly Street, corner of Warrabungle Street	Residential	Current	The key gateway site is at the crossroads of the realigned Oxley Highway stemming from the proposed second rail overbridge, and Kamilaroi Highways. A proposed roundabout at this location also extends the regional road designation of Bloomfield Street to the north increasing its prominence to passing traffic. Discussed further in ‘Gateway Location 2’ – section 3.7 below.
16.		28-36 Conadilly Street, corner of Warrabungle Street	Residential	Current	The key gateway site is at the crossroads of the realigned Oxley Highway stemming from the proposed second rail overbridge, and Kamilaroi Highways. A proposed roundabout at this location also extends the regional road designation of Bloomfield Street to the north increasing its prominence to passing traffic. Discussed further in ‘Gateway Location 2’ – section 3.7 below.
17.		15 Warrabungle Street	Disused Squash Centre & Workshop	Squash Centre and Workshop	This potential development site contains a large disused sporting facility and rear workshop accessed from Little Conadilly Street. The site fronts onto Warrabungle which will be carrying traffic from the rediverted Oxley Highway or Kamilaroi Highway directed towards Bloomfield Street as a regional road. This will improve potential commercial opportunities given the increased passing traffic.

4.1.2 Town Centre Key Opportunities Sites Plan



4.2 Key Gateway Locations

The Commercial Revitalization Strategy sets out to examine two key gateway locations with commercial potential requiring specific development guidance through the Strategic review process. Another gateway location within the Warranuna Industrial Area straddling the Oxley Highway is discussed in the Industrial Strategy.

4.2.1 Gateway Site 1: East Gunnedah: Curlewis Road, 1 Boundary Road, Lots 1 & 5 DP828373

Background

The site is located on the eastern entry point to Gunnedah on the Curlewis Road B56 (Oxley Highway). The site is bound to the west by Boundary Road, north by Maitland Street and the rail line sits opposite the site to the south of Curlewis Road. The subject land is currently zoned RU1 Primary Production and R2 Low Density Residential, with a minimum lot size of 200ha for land zoned RU1 and 650m² for land zoned R2. The site adjoins land zoned RU1 Primary Production and R2 Low Density Residential. The site is currently vacant.

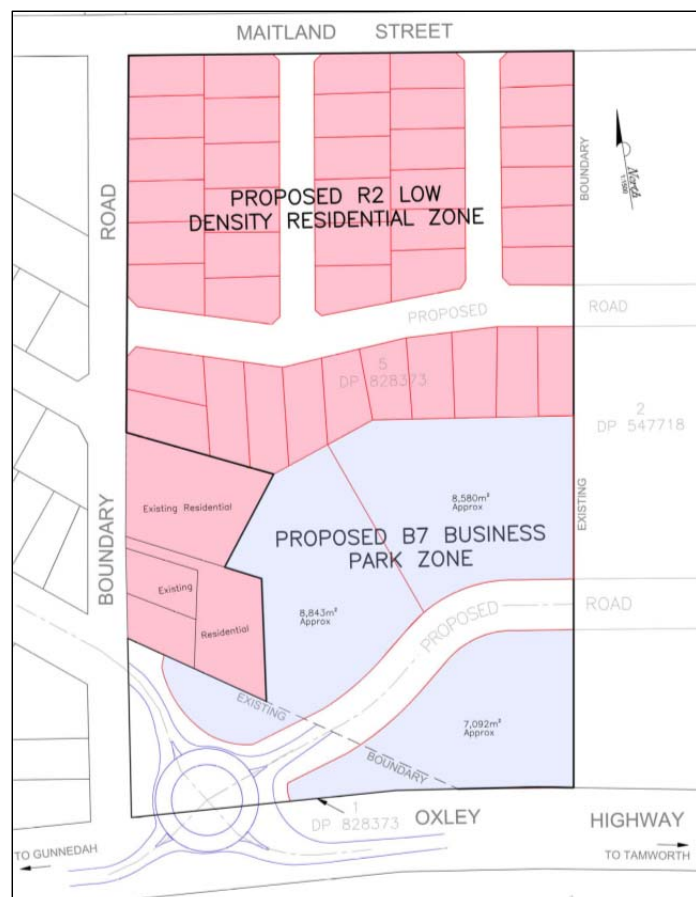
Traffic Counts undertaken adjoining the site by Gunnedah Shire Council reveal the site is a major gateway location with high traffic volumes passing the site daily (see below).

#	Street Name	Description	Completed	Days	Vehicles	ADT	AADT	Heavy
6	Boundary Rd	Between Highway and Bloomfield	2/09/2010	7	10915	1381	-	-
7	Oxley Hwy	Gunnedah side of Tamworth roundabout	22/10/2010	14	72366	5153.7	5515.0	10.1%
8	Oxley Hwy	Tamworth side of Tamworth roundabout	5/12/2014	17.5	66470	3798.3	3993.8	9.4%

Figure 27.1 Boundary Road LEP Zoning Map

Recommended Zoning and Planning Mechanisms

The gateway location on the eastern entrance to Gunnedah represents an opportunity to create a focal entry point destination to the town, although it is pertinent to ensure the development firstly, is of high visual quality, and secondly does not contain commercial land uses that may detract from the commercial viability of the Town Centre. The plan below highlights the site and makes strategic recommendations relating to the broader site area, potential road configurations to maximize opportunities to enhance this focal gateway location for the greater benefit of Gunnedah.



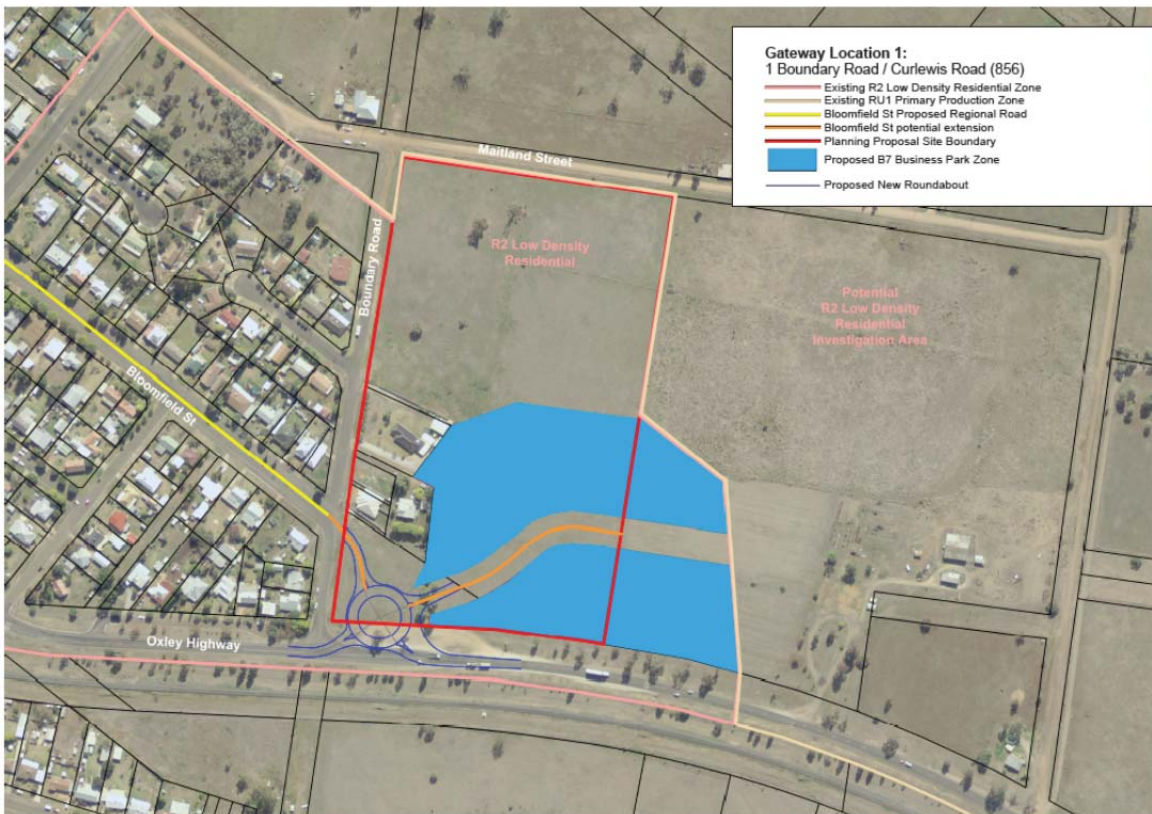


Figure 28 Gateway Location 1: Concept Structure Plan

The Gateway Location 1 Plan above provides strategic recommendations with the following key aspects:

- It is recommended that a new Landuse Zoning be introduced for the site, B7 Business Park for the southern section of the site fronting Curlewis Road. This zoning enables specific land uses which will not compromise the B2 Local Centre, B4 Mixed Use and B5 Business Development Zones (Zone objectives and Permitted uses are listed below).
- The extension of Bloomfield Street through the Planning Proposal site (outlined, see discussion below) to provide direct regional road frontage for new B7 Business Park Zone and improved traffic management outcomes. Road construction of Bloomfield Street as an extension through this area from Boundary Road to its intersection with the Oxley Highway to be funded by the developer as a normal development cost (s80 of the Environmental Planning & Assessment Act 1979) Benefits provided to developer in terms of increased road frontage and passing traffic movements from Bloomfield Street as a Regional Road and strategic rationale in more appropriate road layouts and traffic movements to facilitate gateway development.
- R2 Low Density Residential to northern section of gateway site as extension to existing urban area, where serviceable and environmental impacts mitigated.

B7 Business Park Zone Objectives and Permitted Uses are proposed as follows:

Zone B7 Business Park	
1 Objectives of zone	<ul style="list-style-type: none"> • To provide a range of office and light industrial uses. • To encourage employment opportunities. • To enable other land uses that provides facilities or services to meet the day to day needs of workers in the area.
2 Permitted without consent	Roads
3 Permitted with consent	Child care centres; Food and drink premises; Hardware and building supplies; Landscaping material supplies; Light industries;

Neighbourhood shops; Office premises; Passenger transport facilities; Plant nurseries; Respite day care centres; Rural supplies; Self-storage units; Shop top housing; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Airports; Amusement centres; Animal boarding or training establishments; Boat sheds; Business premises; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Community facilities; Correctional centres; Crematoria; Eco-tourist facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Heavy industrial storage establishments; Heavy industries; Home-based child care; Home occupations (sex services); Industrial training facilities; Information and education facilities; Marinas; Mooring pens; Moorings; Pubs; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Residential accommodation; Retail premises; Rural industries; Sex services premises; Tourist and visitor accommodation; Water recreation structures; Wharf or boating facilities

Visually the development quality of the site is paramount to ensure maximum benefit is derived from the gateway location and the aesthetic value of the Gunnedah Township on arrival is not compromised. As such development should be guided by the following visual perspectives to ensure adequate setbacks (on balance with complementary bulk and scale mandated in a gateway location, i.e. two – three storey maximum acceptable), high quality landscaping and appropriate boundary treatments to ensure active frontages.



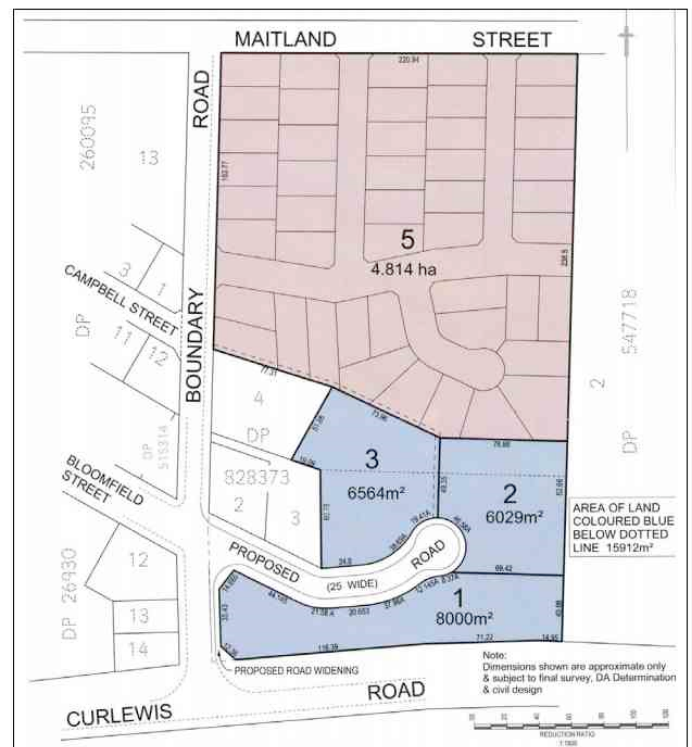


Recent Planning Proposal

Figure 29 1 Boundary Road Planning Proposal Layout

Council received a Planning Proposal for the Lots 1 and 5 DP 828373 (1 Boundary Road, Gunnedah) on 18 November 2010. Consideration of the proposal was discussed at the 2011 February Council meeting. Council resolved to prepare a Satellite Commercial Development Strategy having regard to this and other potential commercial development proposals on entrances to Gunnedah. The Gunnedah Satellite Development Strategy did not support significant commercial activity on the periphery of Gunnedah given the potential negative impact on the CBD and west end business zones, being noted by Council at the December 2011 Ordinary Meeting. An amended planning proposal was received by Council on 21 November 2013.

The proposed development of the site under the submitted planning proposal involves the creation of three large lots to facilitate low impact commercial development including a motor showroom and vehicle sales yard on the southern end of the site subject to appropriate restrictions on land uses, and complimentary bulk and scale of proposed development in regard to its focal gateway location, and subdivision of the remaining land for residential purposes for up to 46 residual lots.



From a strategic planning perspective, it is considered the Planning Proposal has potential merit and may be supported. However a revised road layout to facilitate an extension of Bloomfield Street through the site should be pursued. This would provide for less complicated traffic movements at the junction of Bloomfield and Boundary Road where it meets Curlewis Road, provide greater road frontage potential for business on the designated regional road, create the opportunity to obtain land for civic Reserve RE1 Zone purposes, and facilitate construction of a roundabout as a new gateway entry point to the town.

The proposed extension of the R2 residential zoning will require use of a pump system to enable sewerage to be augmented to the site. This also improves the serviceability of the adjoining land (Lot 2 DP547718) to the east.

This extended residential land use will ultimately result in the construction of Maitland Street. The northern boundary of the site is the extremity of the 1% AEP flood (1:100) as such it is possible that a floor height restriction will be required at subdivision development stage on the lots fronting Maitland Street.

Council Officers have supported the rezoning of the rear of the site (4.814ha) from RU1 Primary Production to R2 Low Density Residential. It has also been proposed to retain proposed Lots 1 to 3 within the R2 Residential zoning, with additional low impact commercial type development being permitted on these lots.

Council staff undertook discussions with the Department of Planning and Environment and investigated similar situations in other regional centres, where the land use is restricted to certain types of development. This has been enabled in their local environmental plans (LEP).

4.2.2 Gateway Site 2: Warrabungle Street / Kamilaroi Highway Roundabout / Bloomfield Street

Background and Proposals

Gateway Opportunity Site 2 represents an area within the western Commercial precinct of the Town Centre where two major proposed strategic roads and rail infrastructural projects will have major implications on the key focal entry points to the town from the west. These projects (which are discussed with the strategic context section of the report) and opportunity site is shown in the plan below and includes:

- A relocated roundabout entry off the Oxley Highway
- A new second road bridge over the rail line to the rear of the Maize Mill site linking back into Warrabungle Street and Barber Street,
- A new roundabout entry off the Kamilaroi Highway leading into Conadilly Street, and
- The Bloomfield Street proposed Regional Road designation (relocating from Conadilly Street).

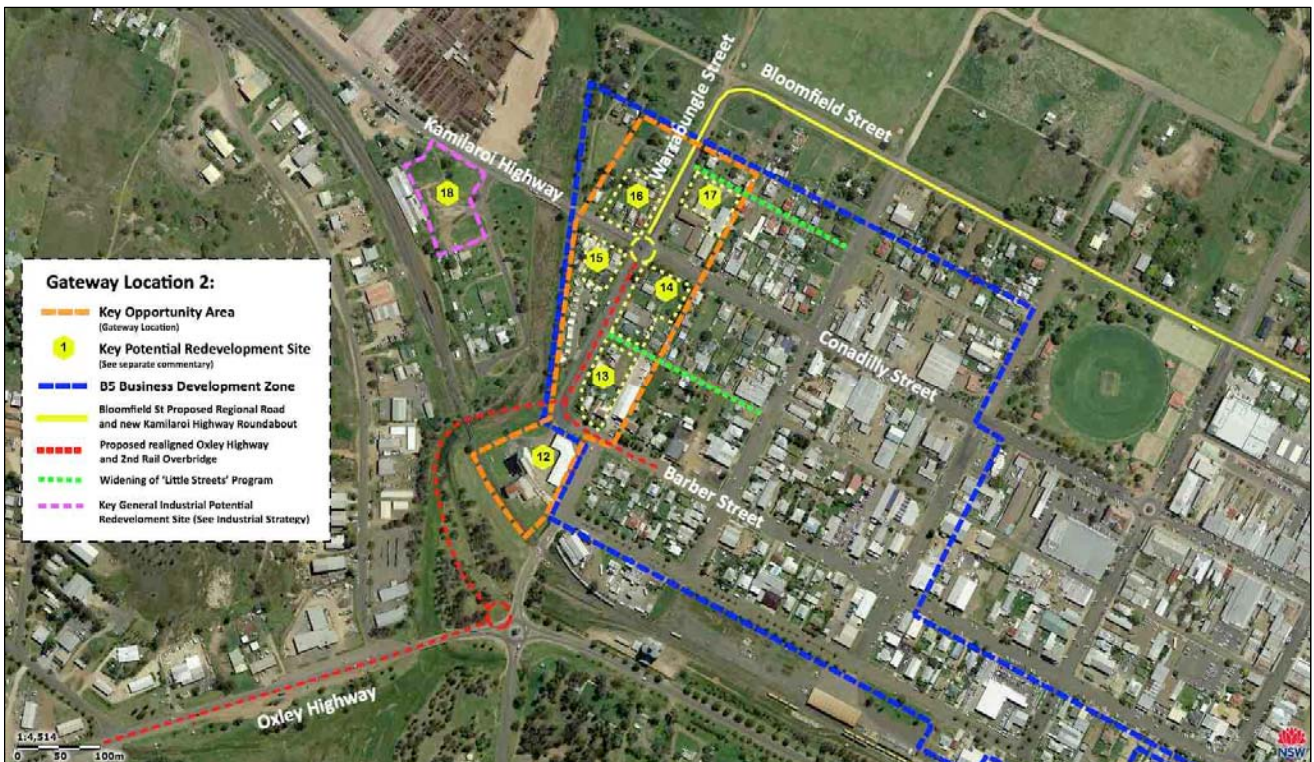


Figure 30 Gateway Location 2: Concept Structure Plan

Key Potential Development Sites:

The Town Centre Redevelopment Opportunities Site Matrix presented above outlines the development commentary which discusses the implications of the above road projects. The most significant development potential exists at the junction of Warrabungle Street and the Kamilaroi Highway where a new roundabout will provide a focal gateway entry point in junction with the designation of Bloomfield Street as a regional road.

It is expected that the effect that this new rail overpass along with the reclassification of Bloomfield Street will be to encourage more economic development and commercial land use activities towards the western end of the CBD resulting in a 'pull' effect on the land use balance of the CBD in a westerly direction. This will also have negative effects on the eastern end of the CBD especially sites east of Abbott Street.

Accordingly encouragement should be given to development applications for redevelopment proposals of any focal site within this Gateway opportunity location (where permitted by consent) which will enhance economic activity and the

visual appeal of Gunnedah on arrival from the Oxley and Kamilaroi Highways and support the vitality and viability of the CBD in particular the B5 Business Development Zone.

The Key Opportunity sites Matrix above has been summarised as elaborated on where appropriate below:

12.	Maize Mill Barber Street	Site contains a focal and iconic Gunnedah Landmark – the Maize Mills within a town centre location. The site is to be bordered by the proposed 2 nd rail bridge overpass extending the realigned Oxley Highway through to Warrabungle Street, increasing its prominence to passing traffic. See Figure 31 below for Option C plan for the proposed road configuration.
13.	2&4 Barber Street, 3 Warrabungle Street	This potential development site contains two dwellings, two residual lots and one vacant lot. The site is to be bordered by the proposed 2 nd rail bridge overpass extending the realigned Oxley Highway through to Warrabungle Street as shown in the figure below, increasing its prominence to passing traffic. See Figure 31 below for Option C plan for the proposed road configuration.
14.	5&7 Warrabungle Street, 35-39 Conadilly Street	This potential development site contains two dwellings, two workshops and four units and two vacant lots. The key gateway site is at the crossroads of the realigned Oxley Highway stemming from the proposed second rail overbridge, and Kamilaroi Highways as shown in Figure 31 below showing the Option C plan for the proposed road configuration.. A proposed roundabout at this location also extends the regional road designation of Bloomfield Street to the north increasing its prominence to passing traffic. This site in addition to sites 15 & 16 may be complimentary and attractive to the ‘food and fuel’ type commercial operation, given the significant traffic volumes anticipated post road upgrades and diversions of highway and regional road traffic are in place.
15.	27-33 Conadilly Street, corner of Warrabungle Street	The key gateway site is at the crossroads of the realigned Oxley Highway stemming from the proposed second rail overbridge, and Kamilaroi Highways as shown in the figure below. A proposed roundabout at this location also extends the regional road designation of Bloomfield Street to the north increasing its prominence to passing traffic. This site in addition to sites 14 & 16 may be complimentary and attractive to the ‘food and fuel’ type commercial operation, given the significant traffic volumes anticipated post road upgrades and diversions of highway and regional road traffic are in place.
16.	28-36 Conadilly Street, corner of Warrabungle Street	The key gateway site is at the crossroads of the realigned Oxley Highway stemming from the proposed second rail overbridge, and Kamilaroi Highways as shown in the figure below. A proposed roundabout at this location also extends the regional road designation of Bloomfield Street to the north increasing its prominence to passing traffic. This site in addition to sites 14 & 15 may be complimentary and attractive to the ‘food and fuel’ type commercial operation, given the significant traffic volumes anticipated post road upgrades and diversions of highway and regional road traffic are in place.
17.	15 Warrabungle Street	This potential development site contains a large disused sporting facility and rear workshop accessed from Little Conadilly Street. The site fronts onto Warrabungle which will be carrying traffic from the diverted Oxley Highway or Kamilaroi Highway as shown in the figure below directed towards Bloomfield Street as a regional road. This will improve potential commercial opportunities given the increased passing traffic.
18.	1 Kamilaroi Highway, Gunnedah	This site is currently being considered by the Minister for a Gateway Determination on a Planning Proposal (resolved by Council 18 th February 2015) to rezone to IN1 General Industrial. Refer to the Industrial Development Strategy section 7.2.2 Future Industrial Zoning Opportunities for further discussion.

Recommended zoning and Visual Perspectives

The existing B5 Zone is appropriate to facilitate potential development outcomes as discussed above.

Visually the development quality of the location is paramount to ensure maximum benefit is derived from the gateway location and the aesthetic value of the Gunnedah Township on arrival is not compromised. As such development should be guided by the following visual perspectives to ensure adequate setbacks (on balance with complementary bulk and scale mandated in a gateway location, i.e. two – three storey maximum acceptable), high quality landscaping and appropriate boundary treatments to ensure active frontages.



Figure S1: Recommended Option C (Refined)

Figure 31 Second Rail Overbridge Recommended Option C (refined) Oxley Highway to Warrabungle Street

4.3 Road Widening of 'Little Streets' Project

The Town Centre Key Opportunity Sites Plan also illustrates the 'Little Streets' of Gunnedah that would benefit from widening and installation of improved drainage infrastructure.

The 1966 Gunnedah & Liverpool Plains Planning Scheme Ordinance provided for road widening generally of 10 feet (3.048m) on each side of the 'little streets' in the Gunnedah CBD. Gunnedah Shire Council resolved in 1986 following the making of Gunnedah LEP 1986 to implement an expanded road widening program over all 'little streets' in Gunnedah. All affected property owners at the time were notified of the widening and since then all S149 Certificates issued in respect of property transactions or securities have included advice of this notification to make future owners or holders of security aware of the road widening requirement.

A road widening program had been in place since the late 1960s that resulted in nine blocks being widened over 30 years. The program was suspended in 1999 due to other urban road improvements taking priority. Each road widening must be analysed on its individual merits but estimated cost per block are \$450K to \$500K. Project implementation costs include land acquisition and survey, design & legal costs. Infrastructure costs include; road construction, kerb and gutter, stormwater drainage, reconnection of sewer services, and realignment of water and electricity supply, and telecommunications.

The figure below shows the proposed road widening program in full categorized by: Completed, Priority from 2016, Development Driven or Future Development.

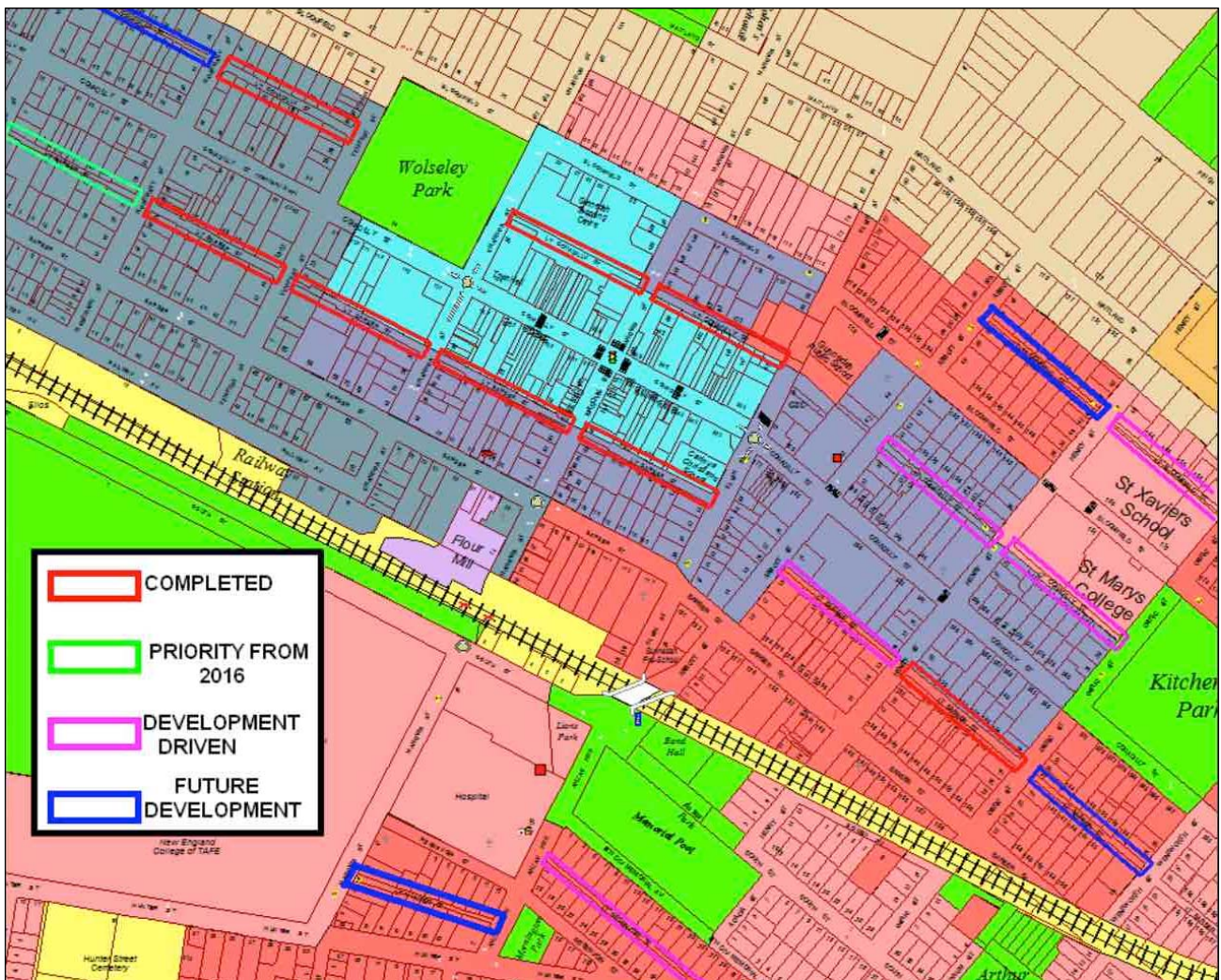


Figure 32 Little Streets Road Widening Project Plan