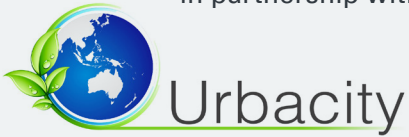


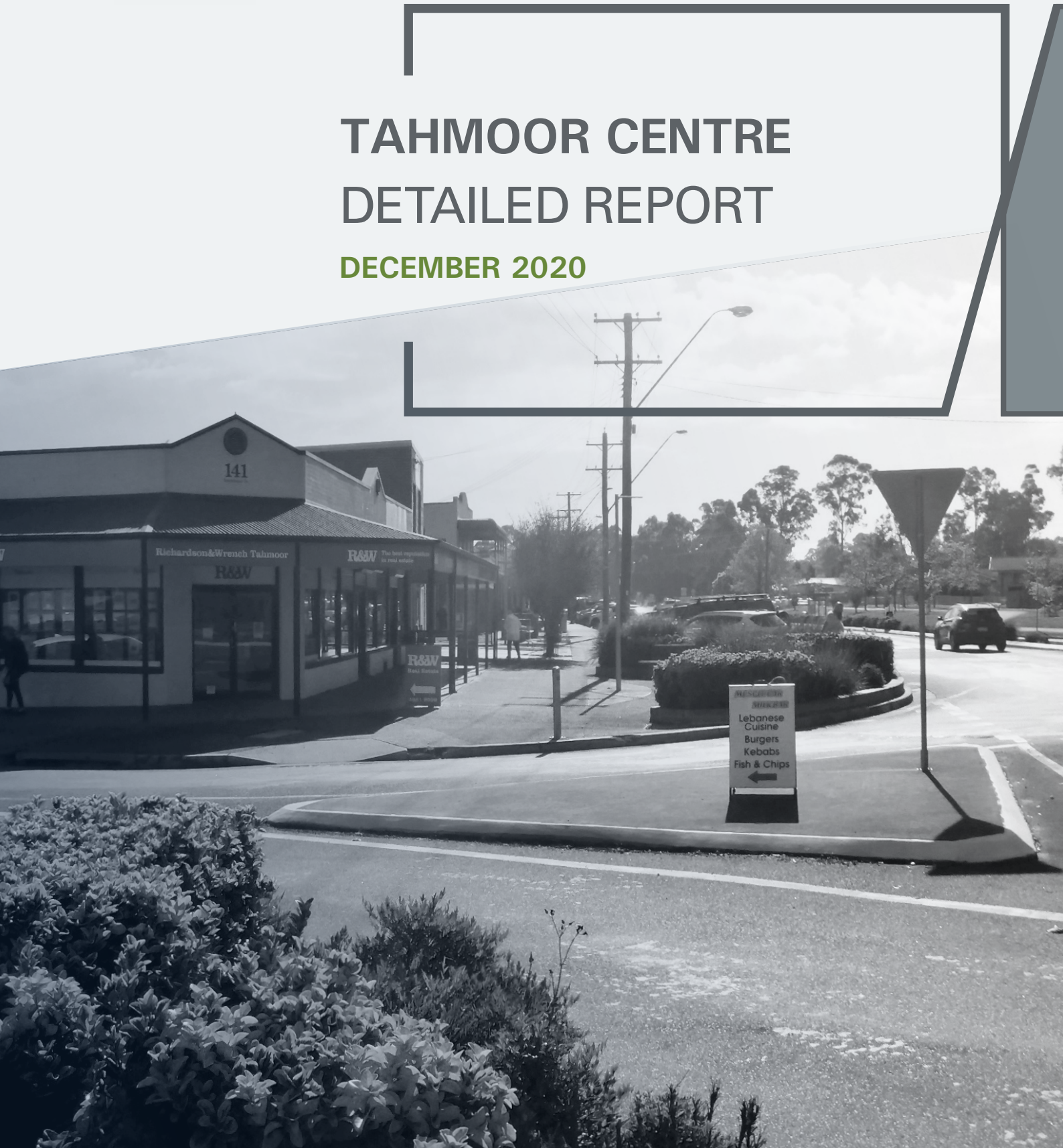


in partnership with



TAHMOOR CENTRE DETAILED REPORT

DECEMBER 2020



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1 Tahmoor

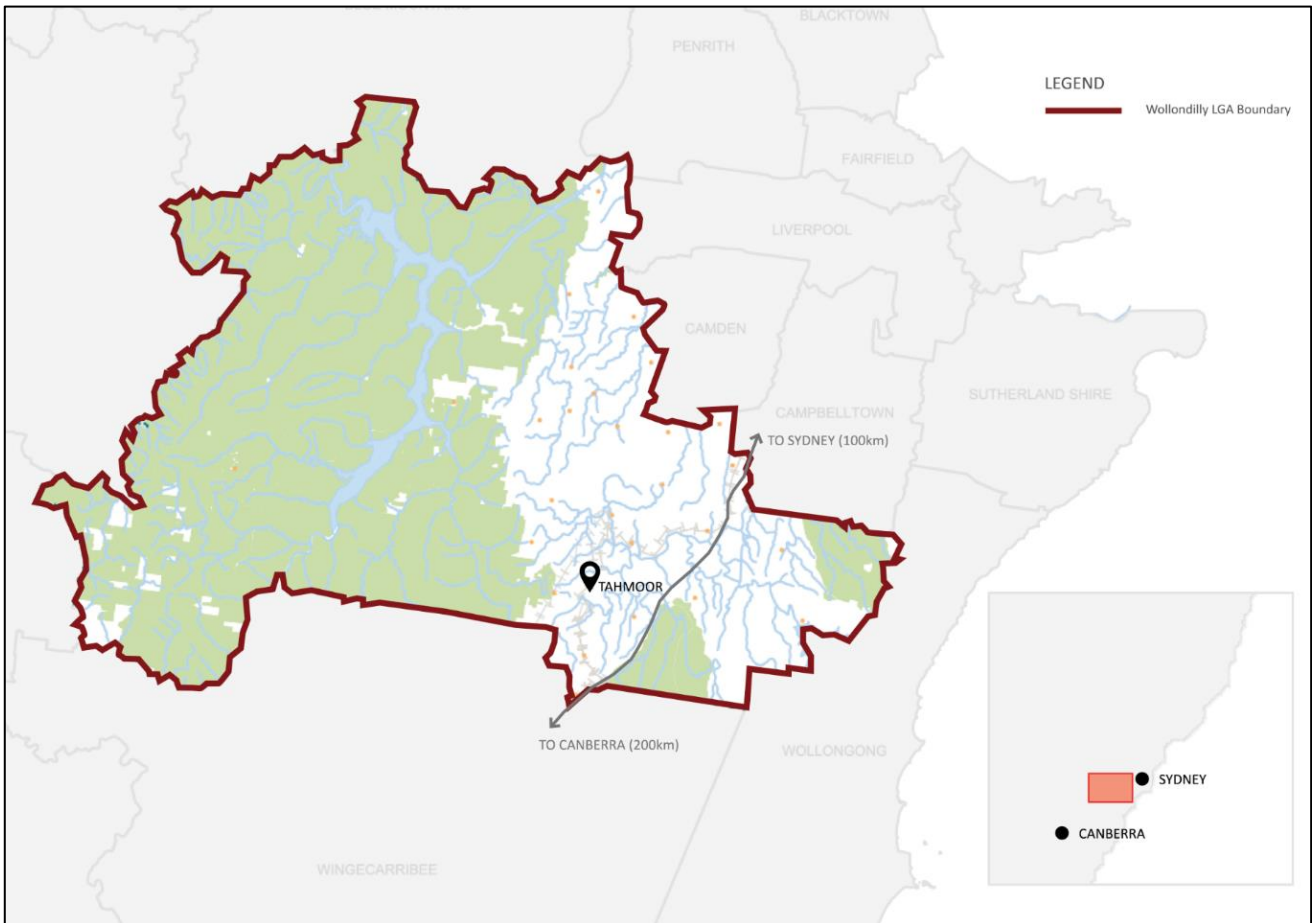


Figure 1-1 Tahmoor locality map

1.1 Tahmoor Town Centre, Activity Core and Edges

The key characteristics of Tahmoor are listed in the table below:

Population	2016 Census	5,174	Growth of 2,282 persons
	2041 Projection	7,456	
Centre Typology	LSPS: Larger Centre		Centres Study: Town
Centre Functions	Retail – Local and district shopping, services and convenience Recreation – Sportsfields, parks and playgrounds, hotel Civic and community – Community hall, community health centre, primary school Employment – local scale Capacity – 19,600m ² + of commercial gross floor space potential under current LEP		
Centre Special Features	Compact and walkable activity core Railway station is part of the activity core Located on district collector roads Generally low intensity built form in comparison to LEP controls		
Edges	Connectivity within and around the centre could be improved Low density residential at edges is easily accessible to activity core and appropriate for increased density and diversity of uses		

Future focus	Compact higher density, mixed use redevelopment of an urban centre Focus on the railway station, Emmett Park and the Community Hall as high quality public realm activity space
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Tahmoor is a town centre serving daily and weekly needs for grocery retail and some speciality services to the local residential catchment, as well as the broader locality extending to Thirlmere, Bargo, Lakesland and Yanderra. There is ample spare capacity within the core for intensification and infill commercial and residential development.

Tahmoor town centre has evolved on the main thoroughfare of the district road network and continues to capture activity and visitation from through traffic, as well as localised traffic. The town centre and edges are walkable, with a diverse range of uses focused on the western side of Remembrance Driveway. There is ample opportunity at the village edges for expansion of adaptable building typologies and medium density housing.

Development focused around the rail station has potential to enhance the walking opportunities and non-car oriented activity within the town centre.

The majority of development in the past 10 years has focused on low density residential expansion at the edges of the urban settlement. New residents of these outer areas are likely to use cars for multiple daily trips such as school and work-related travel.

There are distinct opportunities available to improve walkability throughout the activity core and to the edges and to improve overall diversity and activity through increased density and mix of development and uses particularly bringing more residential use into the activity core and enhancing the use and connectivity to the station.

1.2 Treatment in the LSPS

The Local Strategic Planning Statement (LSPS) notes the following community values and needs specific to Tahmoor:

- *Sporting and community groups help the community to connect with each other*
- *The new master-planned park and new well-maintained public spaces will help to make people feel happier and healthier*
- *The area's local heritage is important to the community*
- *Local services are important and growing the commercial area presents new opportunities for residents and surrounding areas*
- *Tahmoor's poultry industry*
- *Transport infrastructure improvements that better connect people to each other and other places*
- *Better increased local employment opportunities that improve the type of lifestyle on offer in Tahmoor*
- *Improving access to and protecting natural surroundings will help people to maintain their connection to the local environment.*

The LSPS commits to the following Actions specific to Tahmoor:

Action	Timeframe	Centres Study Recommendation
1.10 Prepare a precinct transport study and master plan that considers the movement and place framework outlined in <i>Future Transport 2056</i> for Tahmoor and Warragamba and Silverdale	Long term	Council is currently preparing an Active Transport Plan. Land surrounding the railway station is recommended to be the focus for new development in Tahmoor town centre. A detailed urban design analysis is recommended to master plan building siting and design feature and public realm improvements to optimise the quality of the pedestrian experience.



Figure 1-2 LSPS representation of Tahmoor boundary, with activity core in red.

2 Centre Appraisal and Recommendations

2.1 History

The area was originally the traditional lands of the Gundangurra and Tharawal Aboriginal people with the Bargo River and Myrtle and Redbank Creeks being reliable fresh water sources. The name 'Tahmoor' comes from the local Aboriginal language.

First explored by expeditions from Sydney in 1796-98, the locality was initially called 'Myrtle Creek'. The prominent Cobb & Co route from the 1820s passed through from Sydney along a road originally called Great Southern Road.

The original rail route constructed in the 1860s to 1880s was located in Thirlmere and activity was focused in Thirlmere (and Picton) with land at Tahmoor used for farming and timber. The Southern Rail line was later re-routed and construction boosted development in Tahmoor, with Tahmoor station operational from 1919.

The Hume Highway (now Remembrance Driveway) was the main route between Sydney and Melbourne from the 1940s through to the 1970s. The focus for development in Tahmoor was based on the traffic generated by the Hume Highway. Car and heavy vehicle transport has been the main influence on growth and development of the Tahmoor Town Centre.

2.1.1 Heritage items and Heritage Conservation Areas

Heritage items in and adjacent to Tahmoor Town Centre are indicated in Error! Reference source not found.. The heritage items are listed in Schedule 5 of Wollondilly Local Environmental Plan 2011 are as follows:

Item Name	Address	Property Description	Significance	Item no.
Tahmoor Railway Station Group	Main Southern Railway	-	State	I229
Bellefield	31–33 Pitt Street	Lots 137 and 138, DP 8982	Local	I231
Denfield Villa	152–158 Remembrance Driveway	Lot 6, DP 597171	Local	I234
Bunya Pine (Tahmoor Village Shopping Centre)	165–173 Remembrance Driveway	Part Lot 1, DP 1130397	Local	I288
Stratford House	20 Rockford Road and 2705 Remembrance Driveway	Lot 2, DP 236262; Lot 6, DP 12096	Local	I235

Heritage buildings in Tahmoor town centre are limited to Denfield Villa and the railway station. Denfield Villa is prominent in the streetscape of Remembrance Drive for its stark contrast to neighbouring development. Denfield Villa is adequately protected by Clause 5.10 '*Heritage Conservation*' of WLEP 2011.

The Bunya pine on Remembrance Driveway is notable for its visual contribution to the streetscape.

The railway station is not a focus of activity at present but is an important pedestrian and cycle link between the residential land to the west of the rail line and the commercial zoned land of the town centre.

2.2 Primary Production Influences

Tahmoor and Thirlmere localities were important clusters for poultry farming. Inghams established intensive poultry raising sheds in East Tahmoor. The site is now the subject of the 'Cross Street' Planning Proposal which intends to rezone the land for low density and large lot residential development. Inghams continues to operate a poultry meat processing works in Ralfe Street Tahmoor, which is a significant employment site for local residents. The premises operate extended hours and require some buffering to sensitive land uses. It is operationally and spatially separated from the Tahmoor town centre.



Figure 2-1 Tahmoor heritage items.

2.3 Natural, Cultural and Community Assets

Emmett Park and Tahmoor CWA Hall

Emmett Park, which is approximately 8000m² in area, is centrally located in the Tahmoor town centre with three street frontages and is adjacent to the railway station. It includes a children's playground and two tennis courts with club house.

Between York Street and Lewis Lane and directly east of Emmett Park is the Tahmoor CWA Hall. The hall has capacity for 210 people and can accommodate meetings, active indoor recreation such as fitness classes and has a small kitchen and amenities.

Tahmoor Community Health Centre

The Tahmoor Community Health Centre is located at 6 Harper Close at the southern end of Tahmoor Town Centre and has frontage to Remembrance Driveway. The building accommodates a preschool and kindergarten, a youth hub and Wollondilly Community Links which is a not-for-profit organisation providing occupational and speech therapy, NDIS services and advice, counselling, family and crisis support, case workers, playgroups, youth programs and seniors' activities. The health centre is not prominent in the Remembrance Driveway streetscape with fencing and landscaping screening the frontage to the main street.

Tahmoor Sportsground

Separated from the town centre and located on Thirlmere Way, the Tahmoor Sportsground accommodates a wide variety of activities including: soccer, cricket, netball, athletics, BMX track, skate park, dog obedience and off leash areas, children's playground and a biobanking revegetation area. There is a good quality continuous paved pathway/cycleway along Thirlmere Way connecting the sportsground to Tahmoor town centre. Council recently adopted a master plan for the sportsground and committed to upgrading works.

Tahmoor Uniting Church

Located east of Tahmoor Sportsground on Thirlmere Way and separated from Tahmoor Town Centre, Tahmoor Uniting Church includes a community garden, Men's Shed and monthly craft and makers market.

Bargo Gorge

Bargo Gorge includes Crown Lands and Council-owned land encompassing Pot Holes Reserve, Mermaids Pool and Tahmoor Canyon and bushwalking trails connecting these spectacular natural assets along the Bargo River. Council is currently preparing a master plan and Plan of Management for the land to improve access and visitation for the walking trail to attract visitors on a regional scale. The site is only accessible by car at present.

2.4 Scenic Landscape Elements and View Corridors

The heritage-listed buildings at the railway station are small and do not contribute to the streetscape nor represent a design theme to be adopted for the centre.

Mature trees are scattered throughout the Tahmoor town centre and the avenue of mature trees on the eastern side of Remembrance Driveway is a landscape element worthy of retention.

There are no outstanding view corridors or scenic landscapes in or adjoining Tahmoor town centre that warrant protection or enhancement.

Opportunities:

- > Council is currently undertaking an Urban Tree Canopy Study.
- > The retention of existing canopy trees throughout the Tahmoor Town Centre and additional street tree planting is encouraged and will enhance the aesthetic appearance and pedestrian amenity of the centre.
- > Existing mature native trees close to the station are a natural streetscape asset and should be investigated for retention.

2.5 Infrastructure and Utilities

Limitations to potable water supply requires scheduled upgrading works by Sydney Water within 2 years. These works are included on an approved Servicing Plan. They will not delay future redevelopment and infill opportunities in Tahmoor town centre and edges.

Limitations to reticulated sewer services will prevent zoning changes for increased density of development beyond the existing LEP prior to 2025. This is an appropriate time to investigate increasing the development capacity and density, character and built form for Tahmoor to take advantage of future improvements in servicing capacity when they become available.

Opportunities:

- > The majority of buildings in the Tahmoor Town Centre do not utilise the maximum allowable floor space under the current LEP provisions (see **Section 2.10**) and therefore are within the servicing capacity of the existing utilities. The limitations on new sewer service connections will not inhibit development and change that can be anticipated by the current planning controls.
- > The availability of additional servicing capacity after 2025 provides sufficient time to investigate uplift potential for land in the activity core and immediate surrounds.

2.6 Special and Regular Communities Events and Activities

Emmett Park and the CWA Hall are currently capable of supporting formal and informal gatherings and events. There are no formal function venues or entertainment premises in Tahmoor town centre.

Opportunities:

- > Tahmoor residents will be able to travel to Picton for cultural and entertainment events when the master planned Community, Civil and Cultural Centre is operational.
- > The long term potential for increasing the number of residents at scale in, and immediately surrounding the Tahmoor town centre is expected to generate demand for evening activities such as a cluster of restaurants and small scale, live entertainment venues.

2.7 Community

2.7.1 Who uses the Centre and why?

Tahmoor town centre is visited and used by residents of the surrounding locality including Tahmoor, Thirlmere, Lakesland, Bargo, Yanderra and Buxton. People use Tahmoor town centre for regular daily and weekly purchase of grocery and convenience goods, takeaway food, fuel and some limited personal services such as banking, finance and health.

2.7.2 PlaceScore Engagement Survey

The following is a collection of the responses to Council's PlaceScore Engagement Survey specific to the 'Tahmoor and Surrounds' area which is a compilation of responses from residents of Bargo, Tahmoor, Pheasants Nest and Yanderra and therefore not entirely reflective of the 'sense of place' for Tahmoor only.

Investment in service provision that suits our vision for the future.

The shops have improved over the years but could be better. More things like cinemas etc. Better road networks

Places to socialise in the evening and small local events to attend. Apart from the local pubs there isn't much to do in the evenings.

Residents place the greatest value on businesses that are locally owned and operated, consistent with their sense of belonging and affiliation with the local community. They consider improvements are needed to provide evening activities and local employment. Residents would like to see new public realm works and places with more distinct character and design.

Significant uplift incentive is likely needed to encourage redevelopment of the current built form and higher quality development. The Wollondilly Civic, Cultural and Community Precinct will provide a facility suitable for a range of entertainment and community activities and will be conveniently accessible to Tahmoor residents.

2.8 Land Uses, Open Spaces and Community Services and Facilities

Tahmoor town centre has a wide variety of established land uses including full line supermarkets and grocery stores (Woolworths, ALDI and Foodworks), speciality retail shops, takeaway food and restaurants, health services, personal services, banking and financial services and real estate. The specific uses of most premises has not changed substantially in the last 10 to 15 years with most shop proprietors operating long term in Tahmoor.

Community services and facilities include the CWA hall and Community Links health centre.

Public open space is limited to Emmett Park. The park in conjunction with the CWA Hall site has the potential to cater for a wider variety of activities and uses that support community events, organised and informal activities such as outdoor performance spaces, outdoor cinemas and markets.

Emmett Park provides a high quality open space connection to the railway station. The commercial and residential zoned land adjacent to the railway station does not enhance the setting or encourage the use of the station. The enhancement of activity around the station is recommended to be a high priority as residential and commercial land adjoining the station should be a focal point for new mixed use development.

Remembrance Driveway efficiently caters for through traffic and the grid pattern of streets in the town centre allows for on-street and onsite parking, which has the potential to support a walkable town centre. However, the design and siting of commercial buildings and ancillary activities (such as on-site parking and 'back of house' functions) are not responsive to the broader context and setting and do not operate for a cohesive town centre and vibrant movement networks.

The shopping complex containing Woolworths, KFC and speciality shops is a stand-alone site. It is designed for drivers and is dominated by car movements and parking. The driveway crossings in Thirlmere Way require redesign to be more pedestrian-friendly. The blank façade to York Street would benefit from redesign or aesthetic treatment to improve the streetscape.

The continuous row of shops along Remembrance Driveway have mostly unremarkable facades fronting onto broad footpaths. Pedestrians can park close to their destination and can quickly and conveniently make a short walk from their car that does not require them to engage with or linger in the public space. Architecture is universally in need of improvement; many shops are purpose-specific and do not function as a collective. Therefore, the facades present linear with no modulation to create interest. These shops are also generally over-glazed, with windows and facias dominated by signs. Consequently, the visual canvas from a pedestrian viewpoint is not cohesive, can be overwhelming and uninteresting.

Denfield Lane is well located to serve the 'back of house' functions for the commercial premises fronting Remembrance Driveway. The DCP provisions for the use of Denfield Lane for back of house functions have merit.

The commercial zoned land of the Tahmoor town centre is surrounded by land in the R3 Medium Density Residential zone. However, the majority of new and original dwellings are low density. Some residential properties adjoining the eastern side of Remembrance Driveway are denied direct vehicle access to the Remembrance Driveway road reserve, which has resulted in the road boundary being treated as a rear boundary with high solid form fencing and poor connectivity with the town centre.

Tahmoor Primary School is located at the southern end of the commercial zoned land. The school generates significant traffic in pick up and drop off periods as most students do not live within walking distance of the school or a local bus stop.

Land south of Tahmoor has recently been rezoned to B5 Business Development, with this being the first parcel of land in the B5 zone in the LGA. The objectives of the zone are to cater for large floor plate retail, warehousing and compatible land uses as well as facilities that meet daily needs of workers in the area. The intention of the rezoning was to create land for distinctly different uses to those located in the Tahmoor town centre. Vehicle access to the site is only via a new roundabout in Remembrance Driveway and therefore the site is not connected by movement routes to the town centre. There are no development consents for land in Zone B5 to date other than a McDonalds food premises.

Surrounding residential developments do not directly connect or interface with the centre, reducing amenity and potential interactive activity. Much of the east side of Remembrance Drive is fenced to the street, creating a blank and inactive edge opposite the main commercial frontages of the centre.

Opportunities:

- > A detailed urban design review of the Tahmoor town centre is recommended to provide guidance on how redevelopment of individual sites can contribute to a collective improvement to the function of the Tahmoor town centre to:
 - Increase activity and density around the railway station.
 - Improve the pedestrian experience and pedestrian interface of new buildings in the centre.
 - Provide building designs that address and enhance each footpath on roads identified as Local Principal Roads in the DCP (being York Street, Remembrance Driveway, Emmett Street and Larkin Street).
 - Enhance the quality of public space and diversity of activities and uses at Emmett Park and the CWA Hall, including the potential for Emmett Park to be a 'village green'.
 - Encourage coordinated and efficient use of land fronting Lewis Lane for back of house activities ancillary to commercial premises.
 - Examine the potential for introducing more residential uses on commercial zoned land as mixed use and adaptable buildings
 - Consider a variety of three dimensional building envelope forms that enhance the microclimate at street level and give sufficient incentive for redevelopment of building stock to create diversity and high quality built forms (further details in Section 2.9)
- > Tahmoor CWA Hall has potential to accommodate a wider variety of uses with minor modifications and alterations such as a transition indoor/outdoor covered area and the potential for a resident caretaker/resident artist accommodation to improve casual surveillance and security.
- > A master plan for the park and hall together can identify opportunities to enhance the quality and utility of the spaces as a focus for community activity in the town centre.

2.9 Urban Structure and Built Form

Tahmoor town centre has an urban structure characterised by:

- Grid patterns of streets and allotments.
- Remembrance Driveway as the focus for commercial frontages and caters for both through traffic and high turnover kerbside parking.
- Great diversity in the size of commercial lots and commercial buildings.
- General under-utilisation of permissible gross floor area
- Unremarkable and ageing built form
- No consistency in street setbacks.
- Broad, paved footpaths and awnings on most shops.
- Unremarkable facades and building designs with little visual or design interest.
- Little sense of “grain” and spatial intimacy
- Flat topography, suitable for walking.
- Fragmented and discontinuous shop fronts, other than the western side of Remembrance Driveway.
- The majority of commercial buildings are single level despite the LEP height control being 11m.
- Only two buildings containing shop top housing or first floor offices.

Tahmoor is a consolidated activity core, located at the intersection of two major local road routes and the railway station is part of the activity core. Existing infrastructure and transport opportunities support the potential for increased intensity of development. The building stock is typically older and there are no heritage items that would be threatened by a more dense, taller scale of built form. For these reasons the built form at Tahmoor can be considered for higher density, scale and more intensive uses than other existing centres in Wollondilly.

Figure 2-3 provides a visual representation of the urban structure, built form and access arrangements for Tahmoor.

Opportunities:

- > The urban design analysis should also consider:
 - Building form to collectively improve dynamic relationships between land uses, building design and function, and the public realm.
 - Design options and incentives for including upper floor additions and new multi storey buildings, to add to the diversity of built form and encourage redevelopment of existing building stock.
 - Design of new buildings to encourage more distinctive buildings with strong vertical elements and visual detail to improve the visual experience of the centre for pedestrians as current built form and function is generic and does not add interest or a special sense of place and experience to the locality.
 - Test the possibility of buildings of at least 4 storeys, so as to change the feasibility dynamics from a dominant retail project with one or two subservient upper floors to a residential and commercial buildings with shops on the ground floor
 - The urban design analysis needs to lead thoughts and ideas for redevelopment incentives with block diagrams, activity spaces and key façade elements, ways in which buildings and spaces become good ‘neighbours’ and contribute to the public realm and their broader spatial context. Images, sketches and case studies are recommended to be developed with the analysis.

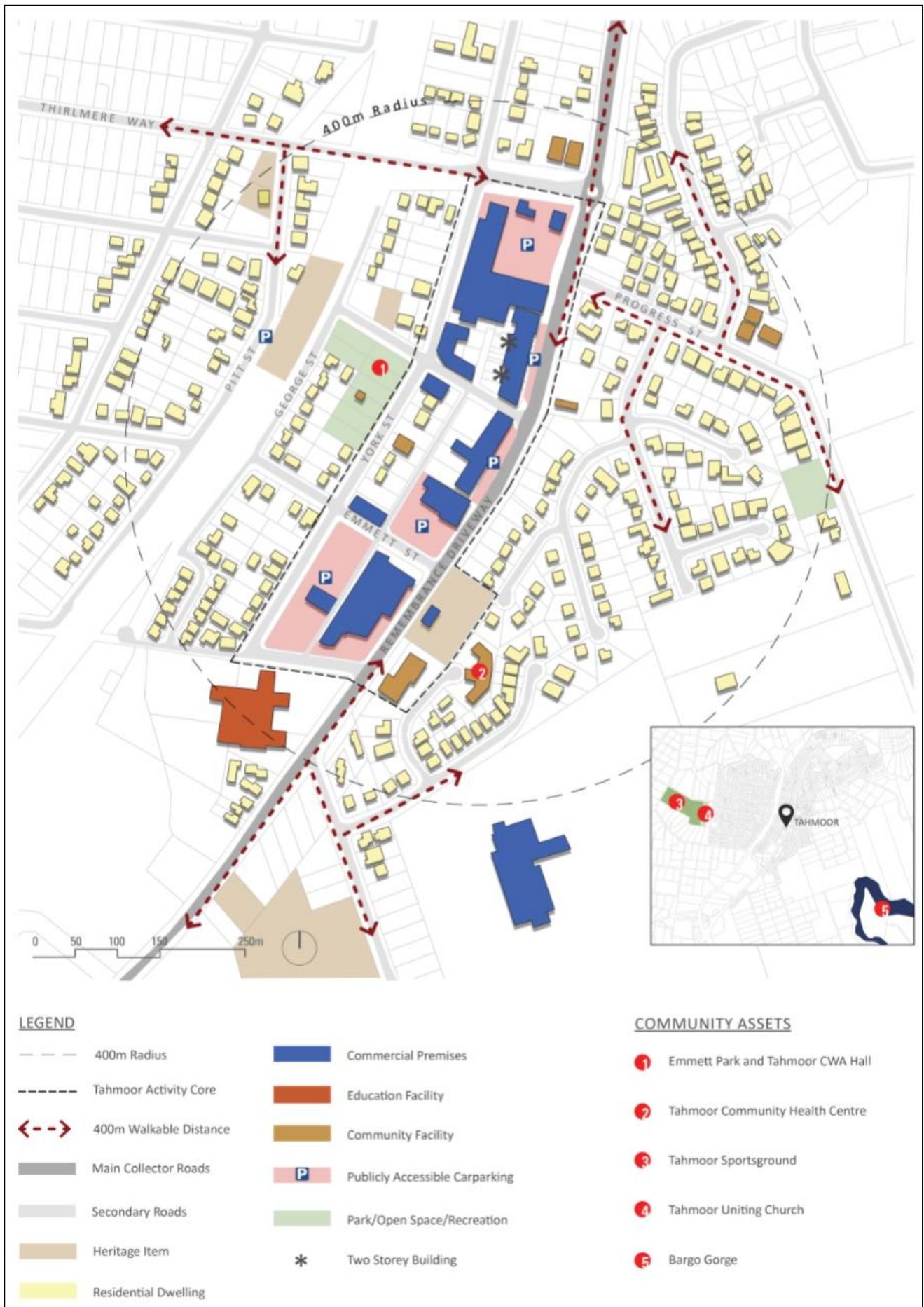


Figure 2-2 Urban structure, built form and access analysis for Tahmoor.

2.10 Commercial Floor Space and Capacity for Growth

The Draft Centres Study 2008 identified the following for Tahmoor commercial land:

- Tahmoor contains 30.9% of the total commercial floor space in the LGA.
- An estimated 16,600m² of commercial floor space exists in Tahmoor.
- Commercial vacancy rate is 6% (equivalent to approximately 1000m² of commercial floor space).

New commercial construction since the 2008 study has been:

- ALDI supermarket which replaced several commercial buildings for a net increase of less than 1,000m² of commercial floor space.
- The discount liquor premises in Emmett Street with approximately 800m² of new commercial floor space.

WLEP 2011 introduced additional commercial zoned land between York Street and the railway line and north of Emmett Street.

The introduction of ALDI and Woolworths complex shifted activity in the centre from the southern end (previously anchored by a BiLo supermarket and speciality shops in Bronzewing Street) to the middle and northern parts of the centre. The shopping complex formerly occupied by BiLo experienced some long term vacancies when Woolworths and ALDI initially opened for trade.

Based on the current LEP and DCP controls there is an estimated capacity for 19,600m² of additional commercial floor space at ground floor level only, based on development of commercial zoned land that is currently not used for commercial purposes. There is further substantial capacity for first and second floor new floor space above existing ground level commercial buildings as well as on land not currently used for commercial purposes.

Opportunities:

- > The current planning provisions provide adequate capacity for growth of the Tahmoor town centre.
- > New floor space could include a mix of commercial floor space and shop top housing and first floor non-retail uses such as office premises.
- > In practical terms this additional yield is not likely to be realised unless inertia of existing built form and very stable, long term operation of the majority of commercial premises is overcome by LEP changes for significant uplift.
- > New commercial developments of Woolworths and ALDI triggered some long term commercial floor space vacancy in the southern part of the town centre which demonstrates the current population catchment supports a limited viability of retail floor space.
- > New residential development needs to focus on medium density residential land surrounding the Tahmoor town centre and mixed uses in the activity core and edges to increase the number of residents able to walk to and through the commercial centre for their daily convenience shopping needs and for social and recreational activities.

2.11 Access and Movement

Tahmoor town centre and edges are easily traversed by car and by foot due to:

- Grid pattern streets
- Pedestrian and vehicle crossing point for the rail line immediately adjacent to the town centre
- Wide primary streets
- Broad, paved footpaths on most streets
- Flat topography

There are many options for on-street and offstreet parking spatially distributed throughout the town centre.

Points where there is uncertainty of priority for pedestrian movement and vehicle movement are the frontage of the Woolworths shopping complex in Thirlmere Way throughout the day and Bronzewing Street fronting the primary school at school pick up and drop off times.

Bus stops are clearly legible along Remembrance Driveway.

There is adequate on-street and disabled parking at the railway station and the station is easily accessible for pedestrians. There is space adjacent to the station along both George Street and Pitt Street for future construction of commuter parking. The trip between Tahmoor station and Campbelltown takes 31 minutes by train compared to a car journey of 47 minutes.

Opportunities:

- > Tahmoor town centre prioritises car movement and drivers over pedestrian experiences and the large majority of visits to the centre are car-dependent. This will remain the predominant pattern for the centre until such time as infill and redevelopment results in more dwellings within the town centre and within walking distance of the commercial zoned land.
- > The railway station has notable potential to be a future focal point for activity and movement. The crossing point at the railway station is an important connection between future medium density residential redevelopment on Pitt Street west of the rail line and future mixed and commercial development along George Street.
- > Council can request Transport for NSW (TFNSW) to provide funding and research support to further investigate ways in which the rail assets (land and infrastructure) can be enhanced to assist integration with, and functions and facilities that support greater activity. This can be initiated by Council lodging a Problem Statement to the TfNSW Research Hub aligned with the TfNSW focus group for Strategic Directions for Successful Places (see <https://www.transport.nsw.gov.au/data-and-research/research-hub/about-research-hub>).

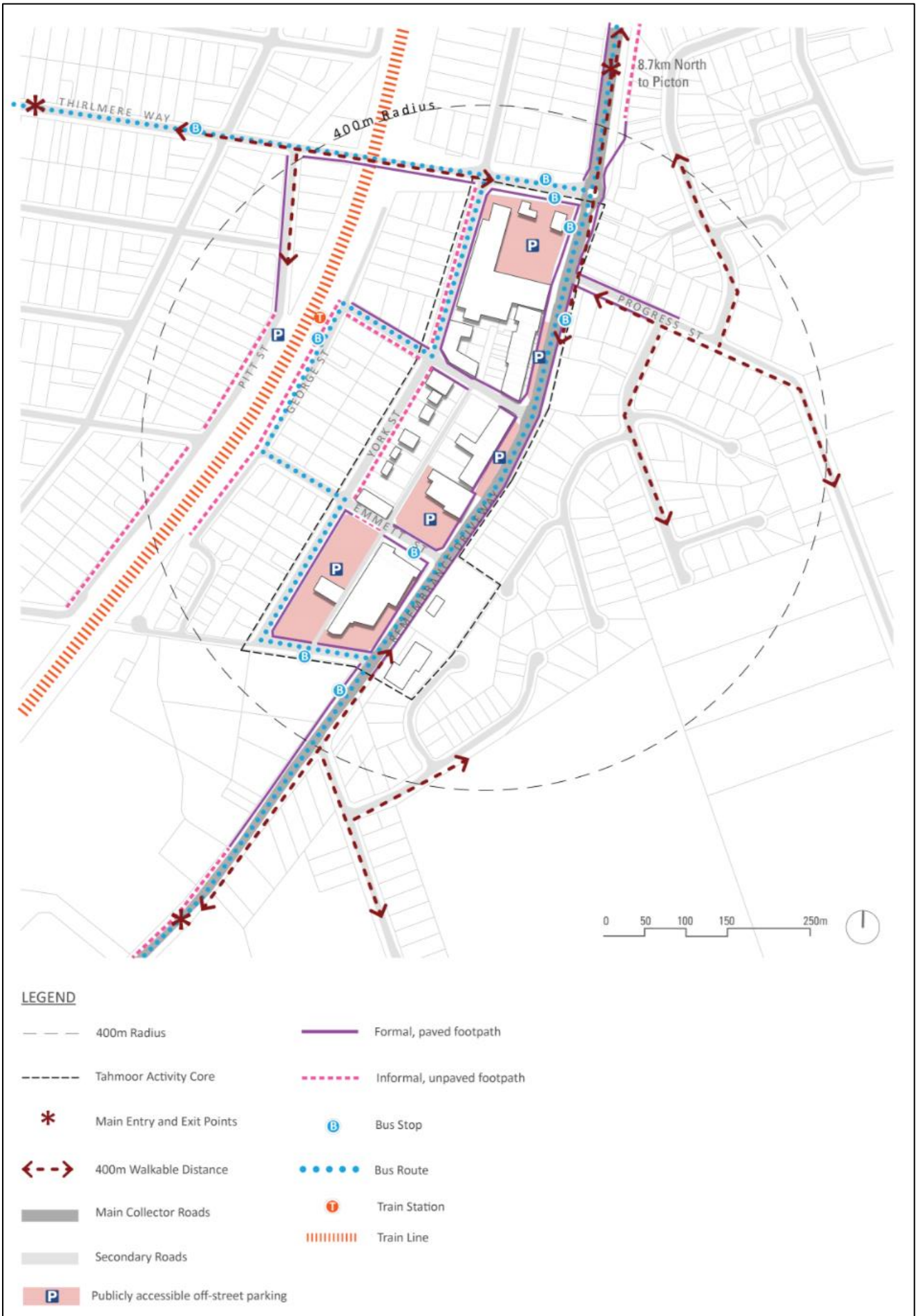


Figure 2-3 Access and movement analysis for Tahmoor.

2.12 Street Appeal – Public Realm and Pedestrian Experience

The appeal of the public realm has substantial potential for improvement throughout Tahmoor activity core and edges.

The quality of the footpaths in terms of dimensions, pavement quality and continuity is good and the street pattern is easy to navigate. The street environment and building facades, however, lack interest, are fragmented and do not encourage or support other reasons for people to use the public realm (such as outdoor seating, activity spaces, display of goods and interesting and engaging building designs).

Opportunities:

- > See above for recommended detailed urban design analysis to guide future works that focus on coordinating public and private spaces for improved interest and activity.



Figure 2-4 Tahmoor street appeal assessment.

3 Current Commitments to Works, Adopted Plans and Strategies

3.1 Objectives for Tahmoor from Previous Centres Study

The previous Centres Study 2008 identified the following objectives and recommendations for Tahmoor town centre:

Objectives:

- *To improve the economic viability of Tahmoor and enhance its core retail area*
- *To maintain a viable town centre structure as growth occurs*
- *To maintain key elements of the existing built form character within Tahmoor*
- *To create an open space system which caters for and supports Tahmoor*
- *To improve access to, from and within Tahmoor.*

Recommendations:

- *Commercial and retail growth towards the railway station will establish Larkin Street as the town centre's main street, with York Street as the secondary main street.*
- *Four main blocks at the intersection of Larkin Street and York Street are to be infilled with commercial/retail shops that:*
 - *Utilises a zero metre setback for business shops that encourages a more legible street frontage;*
 - *Creates wide footpaths within commercial precincts; and*
 - *Encourages the establishment of street trees that further enhances the public realm.*
- *Discount department stores with a minimum floor space of 3800m² are capable of being sleeved in smaller specialty stores.*
- *A maximum mixed use building height should be three storeys.*
- *Car parking is to be located on the interior of blocks with laneway access.*
- *Reinforce the legibility of the main town streets (Larkin Street, York Street and Remembrance Driveway) through the following provisions:*
 - *Consistently spaced street tree planting;*
 - *Consistent provision of footpaths within the town centre; and*
 - *Ensure standardisation of the design, material and colour of pedestrian footpaths.*
- *Establish a street parallel to Larkin Street through Samuel Emmett Reserve connecting York Street and George Street, with new retail shops fronting the south side to activate the park.*
- *There is potential in the long term for mixed use and medium density residential development in the southwest section of the town centre, to support the retail core.*
- *Implementing a roundabout at the intersection of Emmett Street and Remembrance Driveway will assist in improving vehicle circulation around the town centre.*

None of the above objectives and recommendations have been achieved. Despite WLEP 2011 increasing the building height control to 11m (which is higher than in all other existing Centres) and an increase in the areas of commercially zoned land between York Street and the rail line, there has been very little change or new development in the last 10 to 12 years in Tahmoor town centre.

Opportunities:

- > That a detailed urban design and place-making analysis be undertaken to guide and inspire new development. This process will need engagement with property owners and business operators to best understand how to deliver quality changes.

3.2 WLEP 2011 Provisions

The zoning which applies to land in Tahmoor Town Centre, together with the recommended investigation areas for adaptable building typologies is shown in **Figure 3-1**.



Figure 3-1 Current land use zoning for Tahmoor under WLEP 2011, with recommended investigation areas for 'Adaptable Building Typologies'.

Opportunities:

- > The current WLEP 2011 provisions provide adequate capacity for growth of the Tahmoor town centre. No changes to the provisions of WLEP 2011 are recommended.

3.3 WDCP 2016 Provisions

Opportunities:

- > The recommended urban design and place making analysis may identify new DCP provisions for encouraging certain building siting and design controls and objectives.

3.4 Council's Current Commitments

Council's current committed works include implementation of the master planned upgrades to Tahmoor District Sports complex and a pathway link between Tahmoor and Picton. This will improve opportunities for active transport between the towns and contribute to options for safe outdoor activities.

Opportunities:

- > The recommended urban design and place making analysis may identify new DCP provisions for encouraging certain building siting and design controls and objectives.
- > The recommended urban design and place making analysis may identify new projects on Council-owned land particularly Emmett Park and the CWA Community Hall to encourage activity and sense of place.

4 Summary of Opportunities

The following opportunities have been identified for Tahmoor, as shown in the Structure Plan in **Figure 4-1**:

Opportunities for LEP Changes:

- > A detailed urban design review and Place Making Strategy for Tahmoor town centre is recommended to provide guidance on how redevelopment of individual sites can contribute to a collective and cohesive improvement to the function of the Tahmoor town centre for:
 - Increased activity around the railway station, Emmett Park and the CWA Hall.
 - Improved pedestrian experience throughout.
 - Building designs that address and enhance each footpath on roads identified as Local Principal Roads in the DCP (being York Street, Remembrance Driveway, Emmett Street and Larkin Street).
 - Encourage coordinated and efficient use of land fronting Lewis Lane to support shared back of house activities ancillary to commercial premises.
 - Provide incentives for taller and more dense built form and redevelopment of poor quality existing buildings.
 - Examine the potential for introducing more residential uses on commercial zoned land as mixed use and adaptable buildings to enliven the town centre and add variety to land uses and improve night time surveillance and security.
 - Engagement with property owners and business operators to best understand how to deliver quality changes.
- > Denfield villa is a distinctive and interesting commercial building in a visually prominent location at the edge of the Tahmoor town centre and is recommended to continue to be protected by Clause 5.10 of WLEP 2011.

Opportunities for DCP Changes:

- > The recommended urban design and place making analysis may identify new DCP provisions for encouraging certain building siting and design controls and objectives and new projects on Council-owned land particularly Emmett Park and the CWA Community Hall, for encouraging activity and a sense of place.

Opportunities for Future Council Programs:

- > An investigation of the health condition and longevity of the Bunya pine in Remembrance Driveway is recommended in conjunction with the Urban Tree Canopy Study to determine its long term viability. The Urban Tree Canopy Study is recommended to incorporate as many of the mature trees throughout the town centre as is practical including the large trees in the vicinity of the railway station. The broad, flat footpaths of Tahmoor are ideal for new canopy street trees.
- > The railway station has notable potential to be a future focal point for activity and movement. The crossing point at the railway station is an important connection between future medium density residential redevelopment on Pitt Street west of the rail line and future mixed and commercial development along George Street.
- > Council to request Transport for NSW (TFNSW) to provide funding and research support to further investigate improvements to rail property and station infrastructure by lodging a Problem Statement to the TfNSW Research Hub aligned with the RfNSW focus group for Strategic Directions for Successful Places (see <https://www.transport.nsw.gov.au/data-and-research/research-hub/about-research-hub>).
- > Emmett Park has excellent potential as a “village green”. Tahmoor CWA Hall has potential to accommodate a wider variety of uses with minor modifications and alterations such as a transition indoor/outdoor covered area and the potential for a resident caretaker/resident artist accommodation to improve casual surveillance and security. A master plan addressing the park and hall together is recommended.

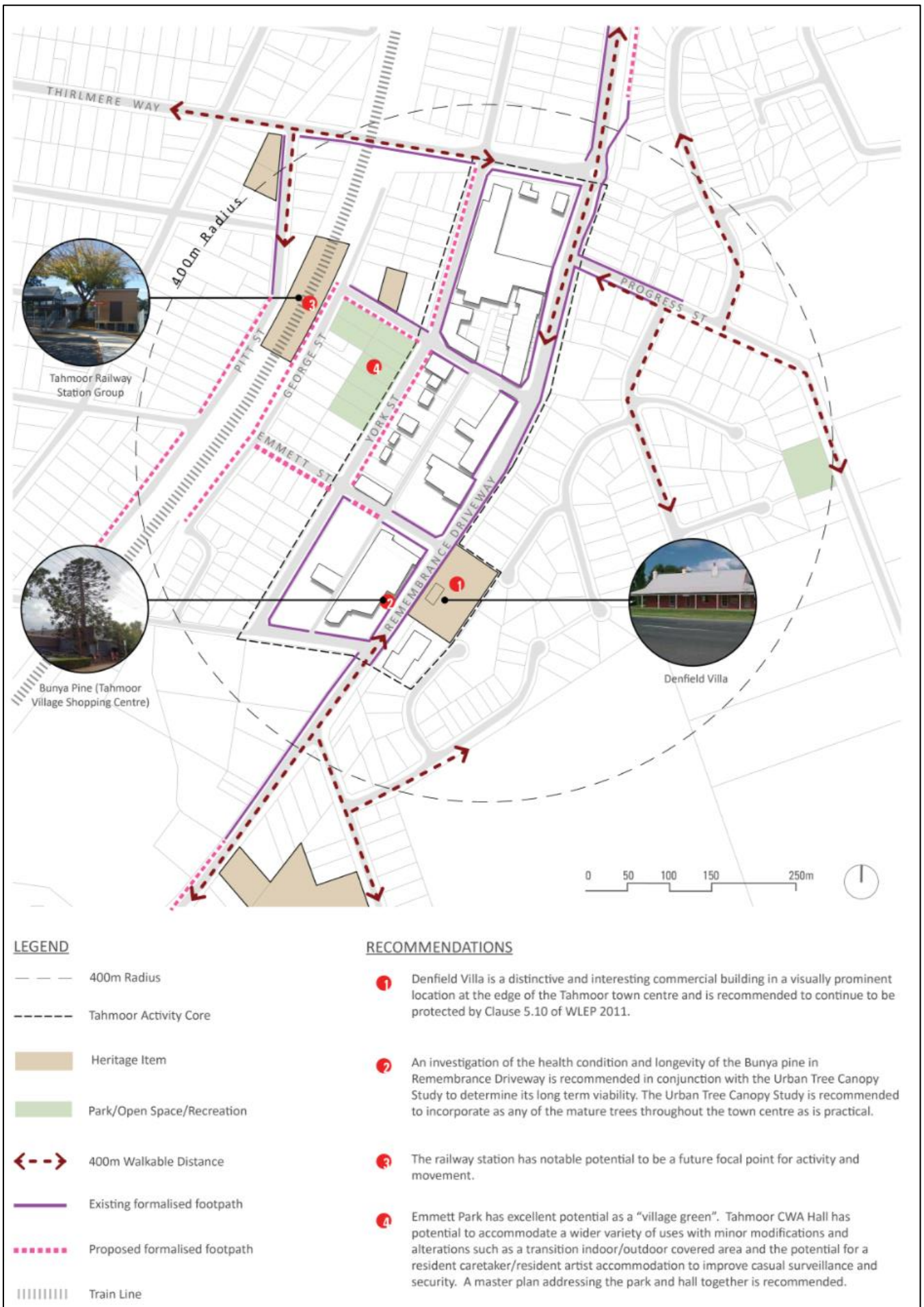


Figure 4-1 Structure Plan for Tahmoor