
Special Activation Precinct

MOREE

Master Plan

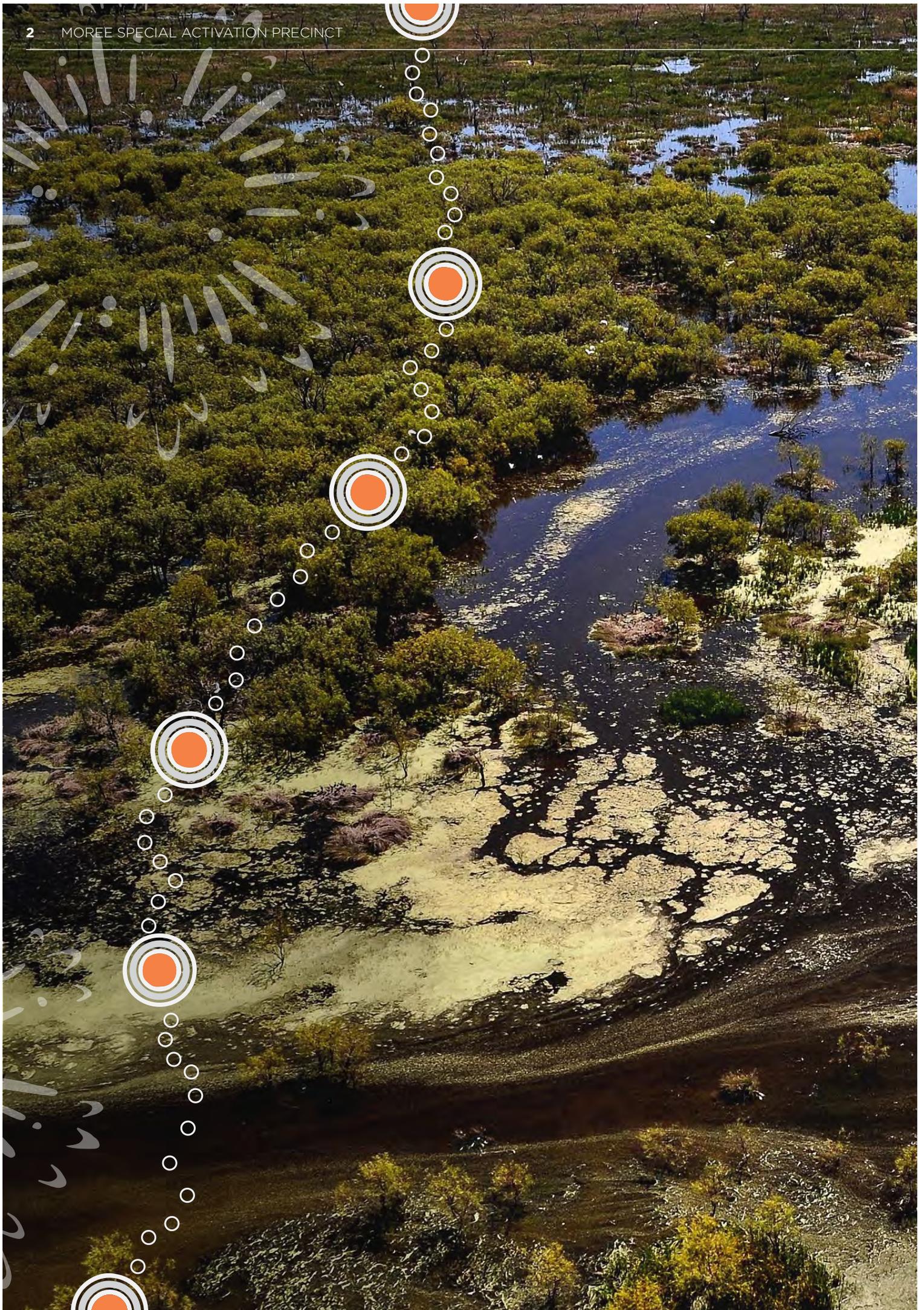
March 2022





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Acknowledgement of Country

We acknowledge Country and pay respects to the Gamilaroi people as the Traditional Owners and Custodians of the land and waters on which the Moree Special Activation Precinct site is situated and connected to via a broader landscape.

We recognise their continued connection to Country and that this connection can be seen through stories of place and cultural practices such as art, songs, dances, storytelling and caring for the natural and cultural landscape of the area.

We also recognise the continuing living culture of Aboriginal people, and the significance of Moree in that living culture. We recognise the contemporary stories of displacement and the cultural significance of Moree in the continued journey of self-determination in Australia.

We acknowledge all the people who have and will contribute their stories of Moree and their connection to this place.

We recognise the importance of telling the First story, first. All other stories of place come from and are woven into the First Story.

We recognise the importance of truth telling, a reckoning and the telling of the whole story.

In line with the 2021 NAIDOC theme, we acknowledge that the land on which the Moree Special Activation Precinct development stands was, is and always will be Aboriginal land.

Gamilaraay terms are used in this Master Plan in recognition of the rich Gamilaroi history and today’s community in Moree.

Terms have been sourced from the *Gamilaraay, Yuwaalaraay & Yuwaalayaay Dictionary*, Compiled and edited by Anna Ash, John Giacon and Amanda Lissarrague, Published by IAD Press 2003.

Amendments

Date of amendment	Description
October 2022	The amendment has altered the areas mapped as potential environmental concern.

Executive summary

Vision

With national and global connections by road, rail and air, the Moree Special Activation Precinct will support diversification of Moree's proud agricultural economy by building on its strong connection to country and sustainable water endowments. The Special Activation Precinct will foster world class opportunities to value-add, embrace new technologies and develop innovative energy solutions.

What are Special Activation Precincts?

Special Activation Precincts are a new way of planning and delivering infrastructure projects and employment generating land in regional NSW to attract and grow businesses, and stimulate the regional economy.

The NSW Government is supporting this approach by:

- leading the master planning that streamlines the planning pathways
- investing and delivering enabling infrastructure that supports businesses in establishing
- facilitating and supporting the establishment of new industries and businesses.

This means that businesses will be able to establish and grow with certainty and confidence knowing that the right planning framework is in place. This enables both streamlined approvals and infrastructure that is readily available for development.

The creation of Special Activation Precincts is part of the NSW Government's 20 Year Economic Vision for Regional NSW and will be delivered as part of the \$4.2 billion Snowy Hydro Legacy Fund.

Figure 1: Key elements of a Special Activation Precinct



The Moree Special Activation Precinct

The Moree Special Activation Precinct is a 4,716 hectare (ha) site, located to the south of the Moree township, incorporating the existing Moree Regional Airport and Inland Rail corridor. The NSW Government announced Moree as a Special Activation Precinct investigation area in December 2019.

The Precinct will leverage the region's existing strengths in agriculture through opportunities for processing and related value adding of primary produce and Moree's strategic location at the junction of the Newell, Gwydir and Carnarvon Highways, and direct interface with the Melbourne to Brisbane Inland Rail. Moree also has rail access to Newcastle and Botany Ports and connections to other regional centres in south-east Queensland and regional NSW.

The Moree Special Activation Precinct will also build on the solar energy potential of the region, and access to high quality water and highly productive soils to generate economic growth and business and employment opportunities for the region.

The rezoning of land within the Precinct will allow for traditional and non-traditional activities in the form of value-add agriculture and horticulture to be realised. Development within the Precinct will support skills and training pathways for the local community to take up employment opportunities generated by the investment in the Special Activation Precinct, enabling Moree to better retain its youth and increase the economic participation of the Gamilaroi people through employment.

The Moree Special Activation Precinct has been planned as a rural industrial environment that will accommodate brownfield and greenfield development in a low density environment. Specific land uses will take advantage of access to water, and road, rail and utility infrastructure in areas best suited to their requirements. The development scale will allow some areas to be self-generating and sufficient, thereby reducing the reliance on extensive utility infrastructure.

The use of Connecting with Country guidelines to shape the Master Plan and partnerships with the indigenous community to activate land within the Moree Special Activation Precinct will create empowerment and self-determination for local Aboriginal people.

Purpose of the Master Plan

The Moree Special Activation Precinct Master Plan is an important part of the planning framework for the Precinct. Once made, it will be a statutory planning document that supports State Environmental Planning Policy (Precincts-Regional) 2022 (Precincts-Regional SEPP).

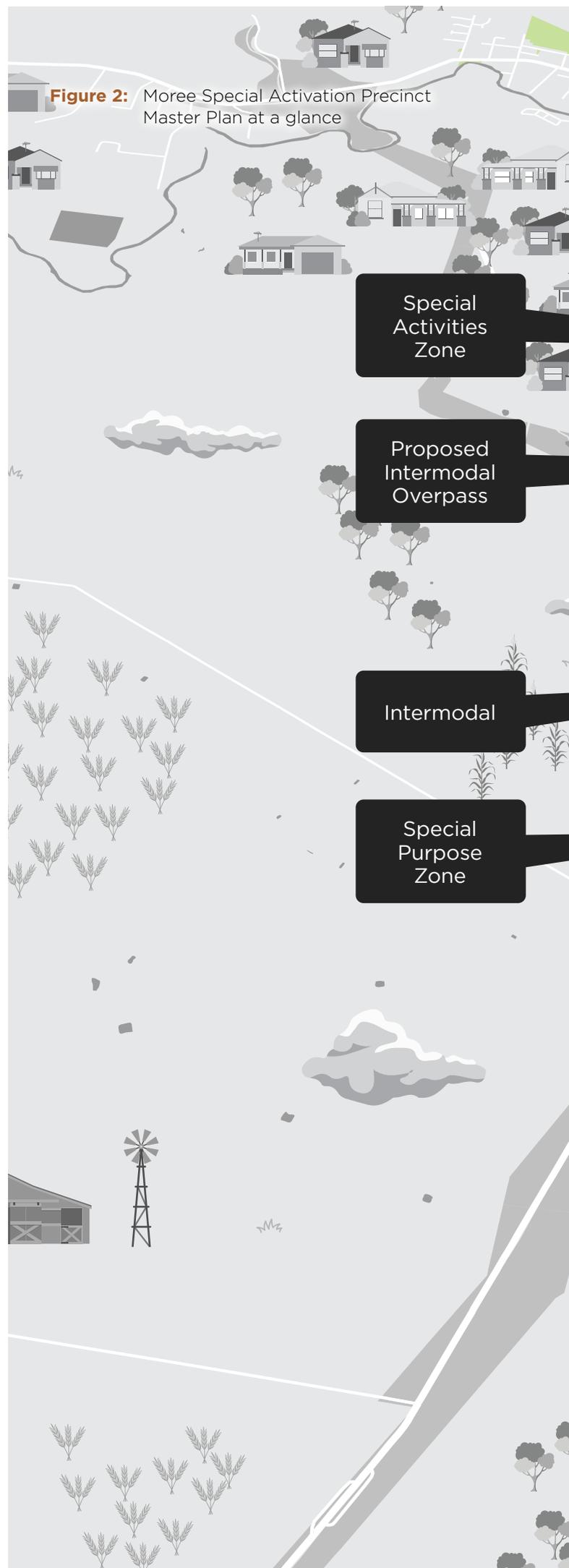
It provides the vision and principles for the Precinct, a Structure Plan and provisions to ensure that the vision is achieved. It also describes particular matters that should be addressed in more detail as part of the Delivery Plan, to be prepared in the next stages. An overview of the planning framework for the Precincts and how the Master Plan fits within it is provided in Section 1.4.

Principles

There are supporting principles that fall into six overarching themes that have been developed to guide the planning and preparation of the Master Plan – The Place, Connection to Country, Environment and Sustainability, Social and Community Infrastructure, Economy and Industry, and Infrastructure and Connectivity. Specific aims and performance criteria have been developed in response to the underlying technical evidence base to guide the development of the Precinct.

The Master Plan at a glance

- 1** A range of industrial jobs premised on Moree's agricultural base, whilst allowing for higher value processing, movement of freight and green energy production.
- 2** The Regional Enterprise Zone will allow for a broad range of industrial and employment uses.
- 3** A Rural Activity Zone will act as a buffer between industry and rural land to the west, providing a long-term strategy for reducing land use conflict and prohibiting any new residential uses in this zone.
- 4** The Precinct will provide for 40 years of demand and will be staged over time with initial development leveraging off existing road, rail and utility infrastructure in the north east and central areas.
- 5** A new planning framework will see most development be exempt or complying development, where it meets the requirements of the Precincts-Regional SEPP established under the *Environmental Planning and Assessment Act 1979*, Master Plan and the Delivery Plan.
- 6** The Precincts-Regional SEPP which will apply to the precinct identified in the structure plan will replace the *Moree Plains Local Environmental Plan 2011*.
- 7** Detailed performance criteria for noise, air quality, odour, water management and protecting biodiversity.
- 8** Strategies for greening the Precinct - revegetation, connecting habitat and greening riparian corridors, roads and private lots.
- 9** Controls for the protection of sensitive sites and strategies for the interpretation and celebration of Gamilaroi culture and history.
- 10** New streets, services and infrastructure to support sustainable growth over time.
- 11** Enable around 4,000 jobs by 2060, and generate opportunities for Aboriginal employment and empowerment.
- 12** Protection of Moree Regional Airport within a Special Activities Zone and part of the Travelling Stock Reserve within a Special Purpose Zone.



Special Activation
Precinct Area
4,716 ha

Intermodal
Loop

Proposed rail
corridor
for future
expansion

Intermodal

Potential
Horticulture/
Solar Farms

Travelling
Stock Reserve

Inland Rail

Employment
of up to
4,000
new jobs by 2060 (approx.)

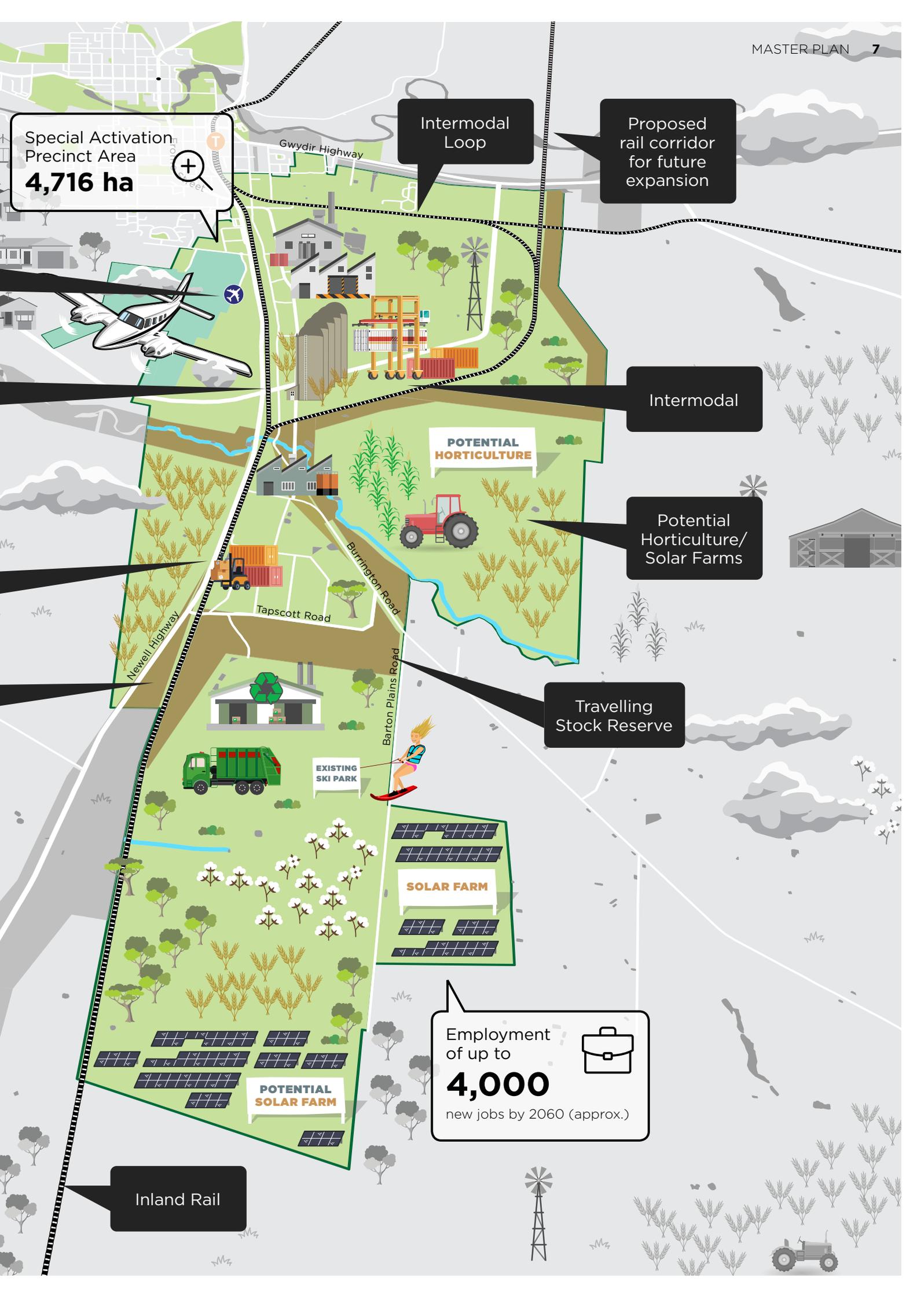




Image: Courtesy of Destination NSW

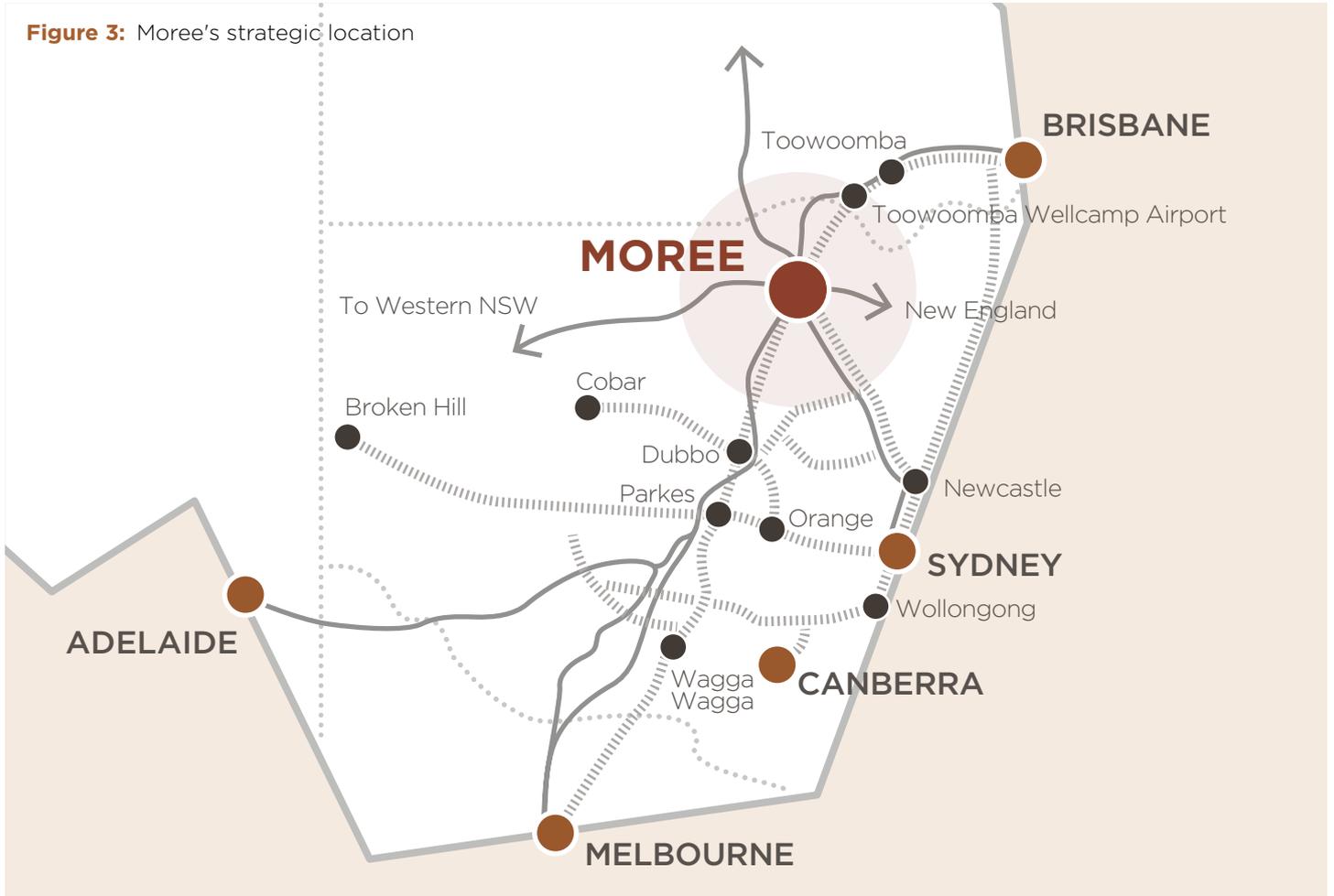
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Strategic Context



1.1 A unique opportunity for the Moree Region

Figure 3: Moree's strategic location

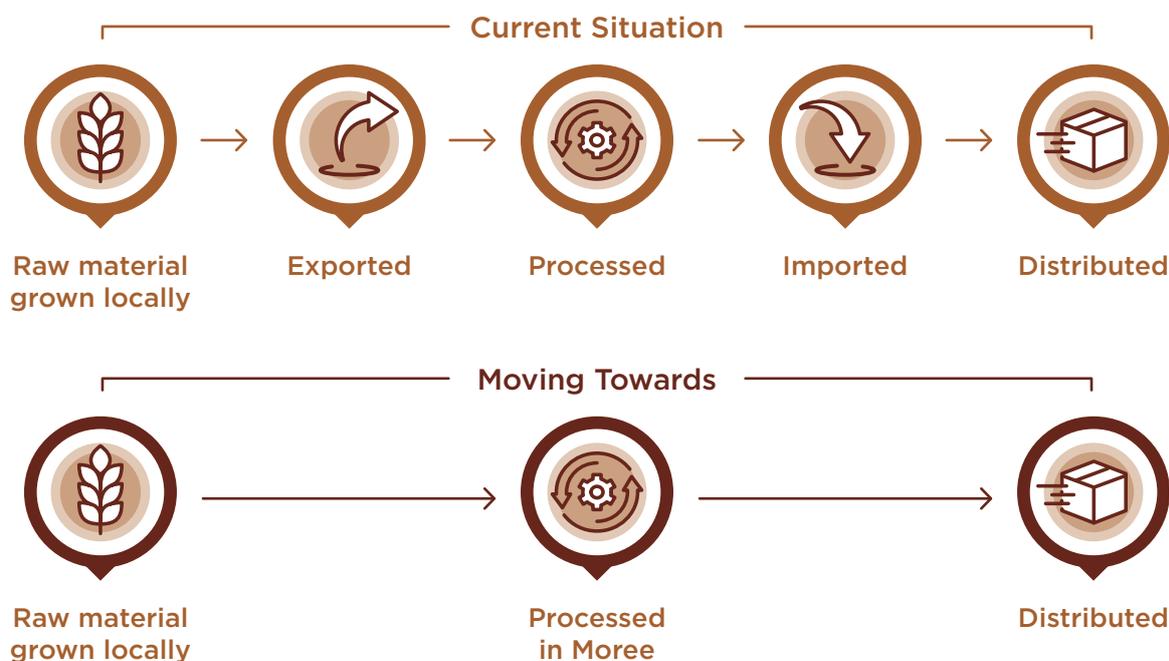


Population:
13,159

*Images courtesy of
Moree Plains
Shire Council*



Figure 4: Comparison of agricultural production supply chains



Nestled along the banks of the Mehi and Gwydir Rivers, Moree is the ancestral Country of the Gamilaroi people.

An agricultural powerhouse and home to some of Australia’s most innovative and productive growers, Moree’s gali-water resources and abundance of rich, black alluvial soil make it one of the most productive agricultural regions in Australia. Moree Plains boasts a tightknit community of 13,159 residents, with 7,383 residing within the Moree town centre.

Moree’s economy is dominated by the agricultural industry, contributing to 33 per cent (\$225.1 million) of Moree’s Gross Regional Product. Improvements in productivity leading to a reduction in overall job numbers in primary industries is a key contributor to a reduction in Moree’s population over the past 20 years.

Over the past 20 years, the Moree Plains LGA has seen its population decline from 16,100 to 13,077, or 18%. Most of this reduction occurred in the period 2001-2008, a period of significant weakness in cotton production, whilst in the period 2008-2020, the decline in population was much less severe. The NSW Government’s population projections for Moree predict a further reduction through to 2041. However, the job creation opportunities through the Special Activation Precinct may lead to modest population growth for Moree in the order of an additional 4,500 people by 2041 or an increase of around 1.5% per annum. (Source: Moree Plains Shire Council, 2021).

The Moree Special Activation Precinct provides an opportunity to develop the region as a food manufacturing and innovation hub with opportunities for intensive horticulture, early stage processing and packaging of primary produce, and working ultimately towards vertical integration. The Moree Special Activation Precinct will have access to export terminals in Melbourne, Brisbane, Newcastle and Sydney thanks to its connection to Inland Rail as shown at Figure 3 Moree’s Strategic Location.

As global demand grows for processed and sustainable food products, Moree is uniquely positioned to build on its significant natural endowments, farming knowledge, technology and access to the Inland Rail.

1.2 Gamilaroi/Gomeroi cultural heritage

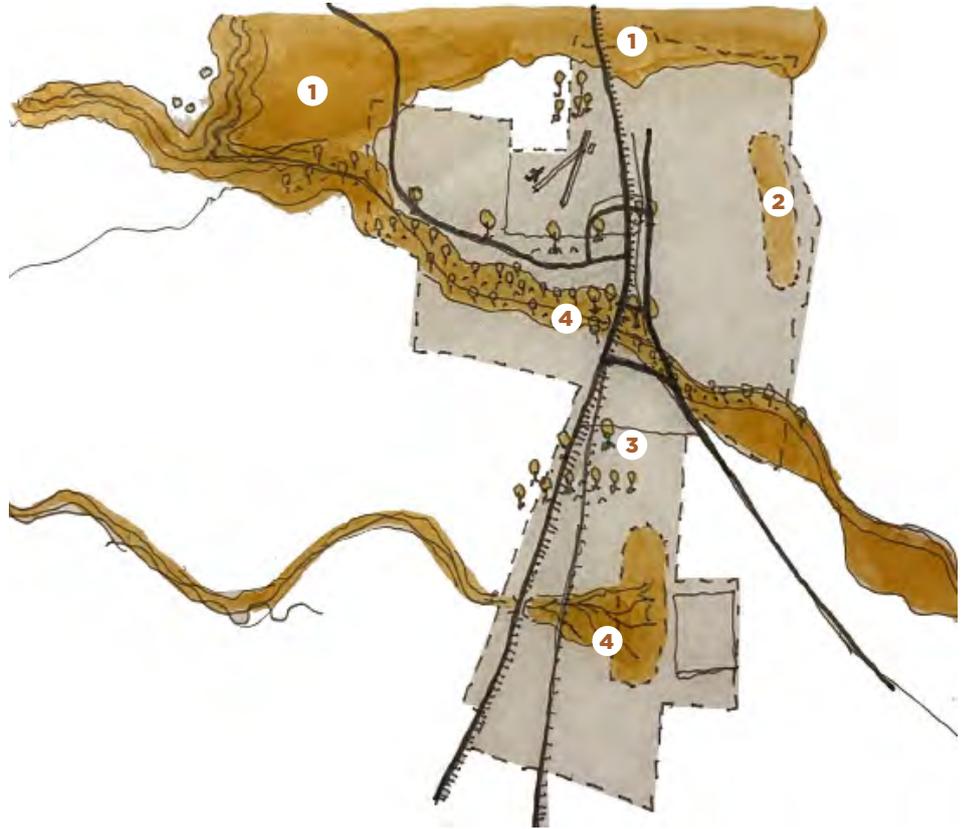
Moree and its surrounding region have a deep, complex and unique Aboriginal history, with the town located on one of the largest Indigenous nations in Australia, Gamilaroi Country.

Moree is rich in both historical and contemporary Aboriginal culture and heritage, with 21.6 percent of the Moree Plains local government area (LGA) population identifying as Aboriginal and/or Torres Strait Islander.

Although the Country is rich in beauty and culture, many Aboriginal people living in Moree are experiencing disadvantage. The literature and conversations with members of the local Aboriginal community demonstrate the resilience and strength of Moree's Aboriginal population as they continue to strive for change, social justice, healing and improved social and economic outcomes.

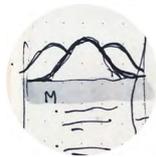
The use of the Connecting with Country guidelines to shape the Master Plan (outlined in Figure 5) and partnerships with the Indigenous community during the delivery phase will generate economic opportunities for local Aboriginal people, creating empowerment and self-determination.

Figure 5: Guidelines for the planning of Gamilaroi Country



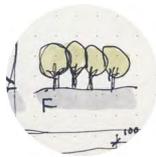
1. A flooded area

should be kept aside and used for recreation.



2. A high point

provides good regional viewpoints and potential site to appreciate the Country



3. Endangered growth

a scattering of trees provide what little native vegetation resides on the site and must be protected.



4. Halls and Clarks Creeks

should be rehabilitated and any future development planned around them.

1.3 Moree Special Activation Precinct context

To attract new innovative businesses and industries to the Precinct, a Master Plan has been developed that will streamline planning approvals. Targeted business concierge services will also be provided to attract investment and support businesses to establish and grow in the Special Activation Precinct.

The Moree Special Activation Precinct will be realised over the next 40 years, providing opportunities for sustainable high skill job creation and driving long-term, positive economic and social development outcomes for Moree's community.

The Master Plan applies to approximately 4,716 hectares south of the Moree township and Gwydir Highway, straddling both sides of the Newell Highway and Inland Rail. The Precinct currently benefits from commodity focused intermodals, rail access sidings, Moree Solar Farm, Moree Regional Airport and Gateway Estate, and utilities including gali-water, sewer, NBN, communications and Transgrid Fibre.

Following the outcomes of the technical studies and community and stakeholder engagement for the Moree Special Activation Precinct, a planning framework for its delivery was developed as summarised below.

The planning approach can be summarised as follows:

1. A flexible Regional Enterprise Zone that allows for a wide range of employment and industrial uses, including over the existing industrial area, and providing a streamlined planning process for a wide range of businesses.
2. A Rural Activity Zone that protects the amenity of land located west of the Precinct.
3. Clear separation distances for development within the Precinct to ensure that the amenity enjoyed by residents north of the Precinct is maintained.
4. Establishing a planning framework for the Precinct that will open up opportunities for skills and training partnerships for Aboriginal people that responds to Closing the Gap targets.
5. Protecting areas of high biodiversity enabling green corridors to be rehabilitated along existing waterways and travelling stock reserves, and the protection of Aboriginal heritage.

Setting targets for the Precinct to become an Eco-Industrial precinct, built on the United Nations Industrial Development Organisation (UNIDO) framework will include achieving 100% energy self-sufficiency, integrating best practice gali-water cycle initiatives and preserving vegetation and improving habitat wherever possible.

The opportunities enabled within the Master Plan include:

Rail opportunities

1. New rail infrastructure and intermodal facilities leveraging from the future Inland Rail eastern alignment.
2. Rail connectivity to Newcastle Port allowing for local production and global consumption.

Building off agriculture

1. Leveraging transport connections to South East Queensland to take advantage of more agricultural markets.
2. Explore new agricultural markets such as greenhouses, glasshouses and nutraceuticals.
3. Work with industry to enhance and grow vertical integration opportunities for:
 - a. cotton
 - b. grains (wheat, chickpeas, canola, etc)
 - c. nutraceuticals, medicinal cannabis
 - d. food production and processing
 - e. horticulture (pecans, almonds and possibly citrus).
4. Diversity through value-added activities and supply chain guarantees.
5. Innovation in agriculture and new cropping opportunities due to the region's black soil.

Airport alignments

1. Explore new and emerging industries such as drone development and piloting.
2. Enable new investments associated with the airport and the integration of air and land activities.

Infrastructure

1. Better connectivity from the Precinct to the township via all modes of transport, including on-demand services.
2. Optimise existing infrastructure to facilitate the efficient delivery of development.

Environment

1. Protect and enhance environmental and biodiversity values in the Precinct, including the region's gabi-water supply.
2. Implement sustainable energy and water management practices across the Precinct.
3. Maintaining creeks and waterways to convey floodwater.
4. Utilise traditional Aboriginal land management techniques across the Precinct.

Connection to Country

1. Strengthen the delivery of the Opportunity, Choice, Healing, Responsibility, Empowerment Plan (OCHRE) (NSW Government, 2013) framework in Moree.
2. Foster partnerships and incorporate opportunities for skills, training and employment opportunities for Aboriginal people to respond to Closing the Gap targets.
3. Collaborate with Aboriginal people and communities so that Aboriginal design and stories are reflected in the Precinct.

Innovation

1. Enable the Precinct to become an innovation hub that encourages commercialisation, research and development.
2. Promote early-adopters through incubator or activation spaces.
3. Encourage diversification based on market trends and exploring alternative crops.

Energy

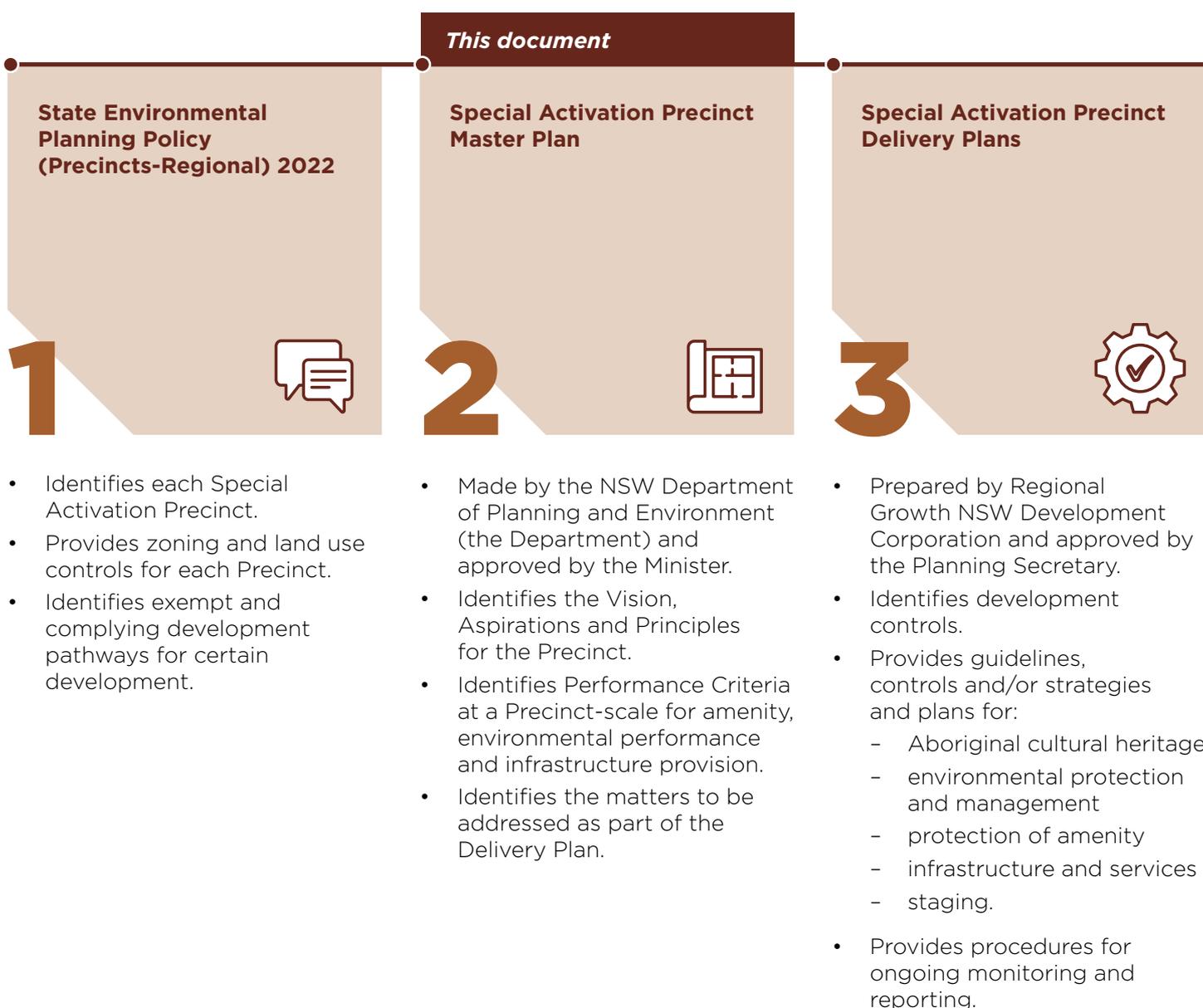
1. Explore the Precinct's potential to become a biofuel/bioenergy hub.
2. Encourage the use of renewable energy storage and creation through solar (including thermal solar), bioenergy, gas and hydrogen opportunities.

1.4 Planning Framework

The following planning framework shown in Figure 6 ensures the right mechanisms are in place for industry to access and comply with a streamlined planning process for the effective delivery of Special Activation Precincts.

A reference to Special Activation Precinct in this Master Plan has the same meaning as Activation Precinct in State Environmental Planning Policy (Precincts-Regional) 2022.

Figure 6: Planning Framework for Special Activation Precincts



1.4.1 Governance

Department of Regional NSW

The Department of Regional NSW is the lead agency for the Special Activation Precincts Program, part of the \$4.2 billion Snowy Hydro Legacy Fund. Overseeing the funding, planning and development of each precinct, the Department of Regional NSW works closely with the Department of Planning and Environment and the Regional Growth NSW Development Corporation to create master plans for each precinct, identify and invest in common user enabling infrastructure, and provide ongoing concierge services to help investors establish and grow.

NSW Department of Planning and Environment

The planning of Special Activation Precincts in regional NSW is the responsibility of the Department. The Department leads the master planning process, including the technical study process and community and stakeholder engagement.

Regional Growth NSW Development Corporation

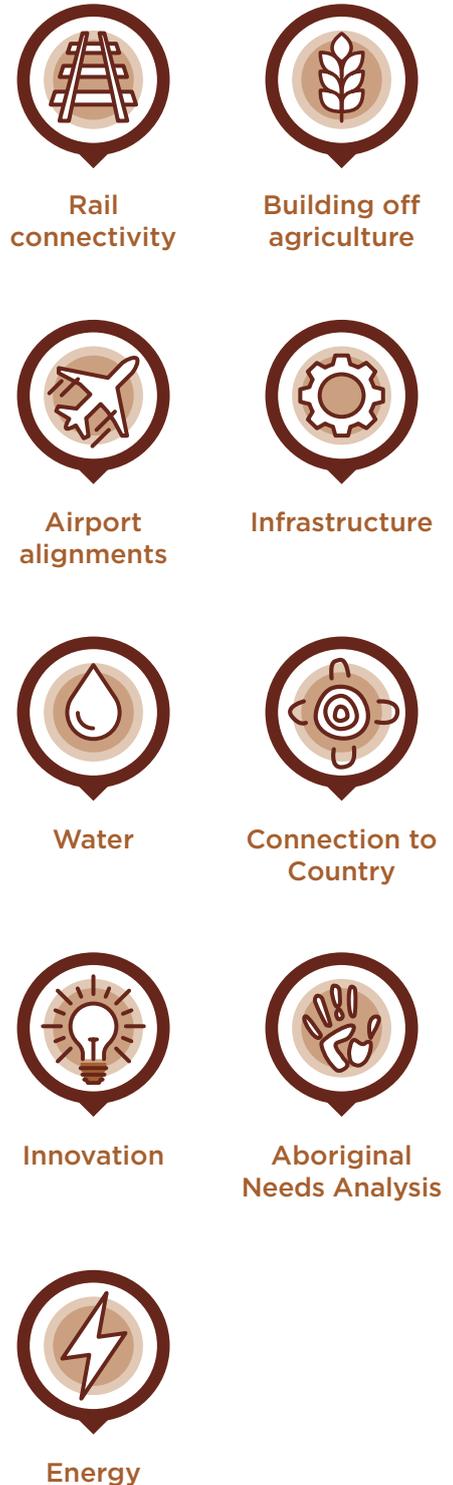
The delivery of Special Activation Precincts in regional NSW is the responsibility of the Regional Growth NSW Development Corporation.

Regional Growth NSW Development Corporation is a one-stop shop to support investors. It will develop catalytic enabling infrastructure, support the attraction and facilitation of investment in the Precinct, provide support on planning and environmental approval processes, and create strategic partnerships to foster education, training and collaboration opportunities. Guided by the land use and industry types contained in the precinct master plans, Regional Growth NSW Development Corporation will attract and facilitate investment in the Precinct by working with all levels of Government, the private sector and the community to secure economic development, creating jobs in Moree and supporting the NSW Government’s vision for long-term growth in regional areas.

1.4.2 Land to which the Moree Master Plan applies

This Master Plan applies to the land identified as the Moree Special Activation Precinct in Schedule 3 of the Precincts-Regional SEPP. The area is shown in the illustrative structure plan in Figure 2 which builds on the focus delivery areas outlined in Figure 7.

Figure 7: Focus areas for delivery



1.4.3 Work undertaken to date

Planning for the Moree Special Activation Precinct began in early 2020 with technical experts engaged to undertake strategic environment and planning studies. The Moree Special Activation Precinct comprises industrial, rural and special purpose zoned land including the existing Moree Regional Airport and the new Inland Rail corridor.

A detailed assessment of the investigation area was undertaken across the disciplines set out in Figure 8 and technical experts, ecologists, engineers, stakeholders and urban planners tested and refined scenarios and ideas to create this Master Plan. Ongoing input and feedback from the community, landowners, business, and other key stakeholders has also informed the master planning process.

Figure 8: Technical investigations undertaken for the Moree Special Activation Precinct





2

Vision



2.1 Vision and Principles

Vision

With national and global connections by road, rail and air, the Moree Special Activation Precinct will support diversification of Moree's proud agricultural economy by building on its strong Connection to Country and sustainable water endowments. The Special Activation Precinct will foster world class opportunities to value-add, embrace new technologies and develop innovative energy solutions.

Principles



The place

- Develop a sustainable enterprise Precinct that respects the community and reflects the region's landscape and agricultural setting.
- Protect the amenity of nearby neighbourhoods.
- Provide for a range of land uses to accommodate new and emerging industries.
- Design a world-class sustainable Precinct that attracts investors, boosts the region's economy and improves the quality of life for the people of the Moree Shire.



Connection to Country

- Respect the Gamilaroi people's rights, obligations, roles and connections to Country as Traditional Custodians of the land and waterways by embedding Aboriginal cultural knowledge in the Precinct's delivery.
- Partner with Aboriginal stakeholders to increase employment and enterprise development opportunities for Aboriginal people.
- Recognise and support appropriate engagement and consultation with Aboriginal stakeholders and the Aboriginal community.



Environment and sustainability

- Protect, promote and enhance water sources, including aquifers.
- Enable water reuse and sustainable energy management as standard approaches across the Precinct.
- Be carbon and climate neutral and protect biodiversity and environmental values within and surrounding the Precinct.
- Incorporate water, bio-energy and waste cycle management and ecologically sustainable development principles.
- Locate future development outside of flood prone areas and drainage corridors.
- Establish benchmarks for businesses to achieve environmental management standards aligned with the International Organisation for Standardisation.



Social and community infrastructure

- Grow education and training opportunities across the Precinct that align with the skills required by industries.
- Enable the Precinct to become an innovation hub that encourages commercialisation and research and development.
- Increase job prospects and up-skill the local community through enhanced job opportunities.



Economy and industry

- Facilitate the streamlined establishment of new and emerging industries aligned with the agricultural industry in transport and logistics, circular economy, production and manufacturing.
- Support the establishment of circular economies through industry colocation opportunities, such as aquaculture and hydroponics.
- Attract exemplar businesses with corporate social responsibilities aligned to the vision and aspirations of the Precinct.



Infrastructure and connectivity

- Leverage transport connections, renewable energy, innovation and agricultural expertise for horticulture and diversified agricultural production.
- Design efficient transport routes that reduce traffic and travel times and increases road safety.
- Ensure the whole Precinct has access to appropriate utility and services (water, sewer, stormwater, communications and digital connectivity) including the potential for district level energy and storage.
- Lead the implementation of smart technology within the Precinct (including ag-tech revolution).
- Build on and enhance connections to regional centres which provide strong value-add opportunities for food and fibre.

2.2 Structure Plan

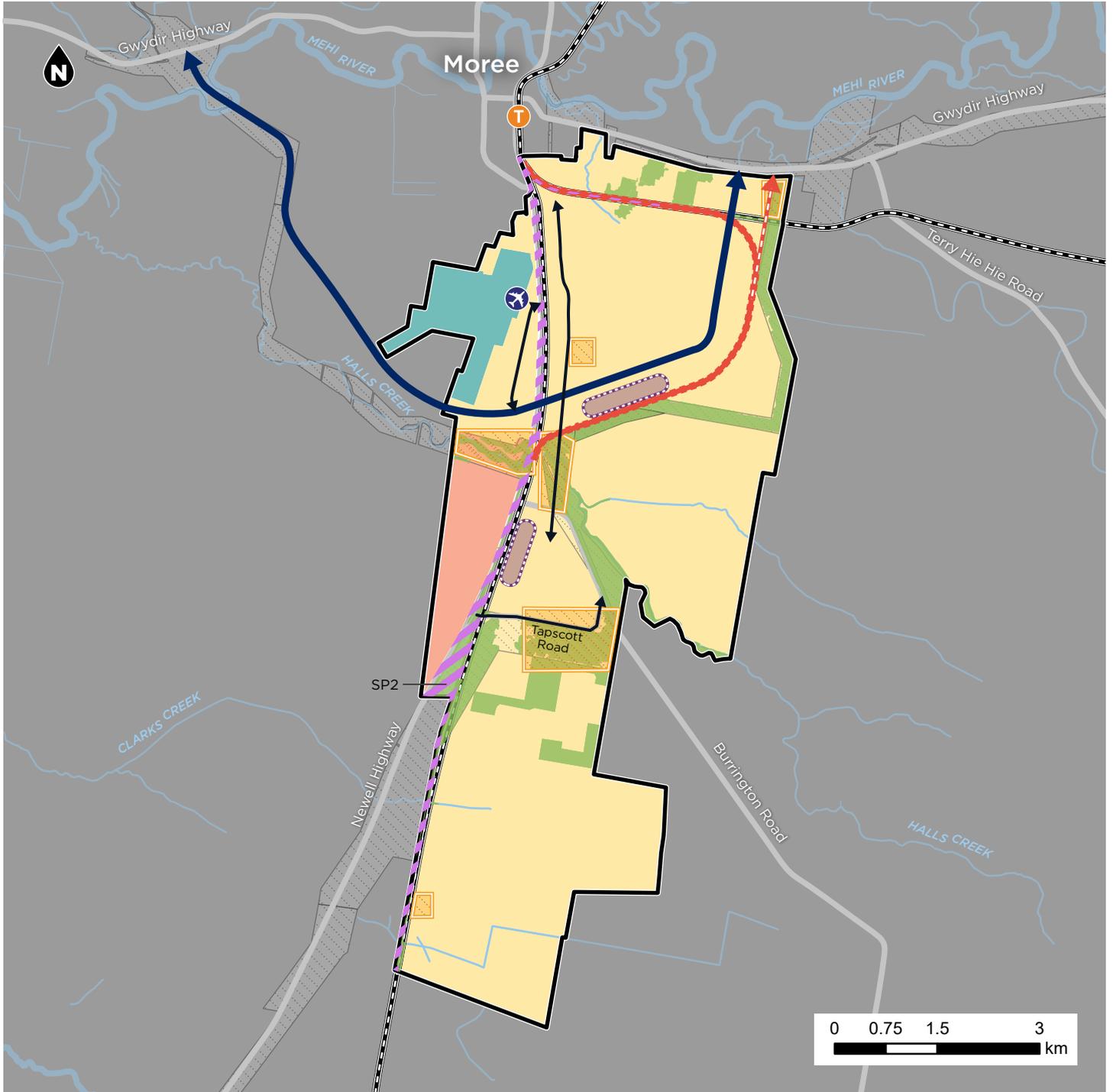
The purpose of the Structure Plan is to illustrate the strategic planning intent for the Precinct. It provides a guide for future development with the Regional Enterprise Zone permitting a broad range of industrial and commercial uses. The Structure Plan also identifies the layout and nature of infrastructure, and other key features such as the potential locations of commercial hubs to support workers in the Precinct and important heritage areas for protection and celebration.

The Master Plan, together with the Precincts-Regional SEPP and Delivery Plan, provide the detailed controls that will facilitate the delivery of the Precinct in line with the Structure Plan. It presents a long term vision for the Precinct over the next 40 years.

The area being zoned for Regional Enterprise will be delivered in stages. Staging will be detailed in the Delivery Plan which will be prepared by the Regional Growth NSW Development Corporation. The staging will be in accordance with the progressive delivery of infrastructure as the Precinct is developed. Initial work is likely to be focused around existing grain handling operations at the centre of the Precinct and in the north east. Potential for early development is also likely adjacent to the airport.

The Moree Special Activation Precinct Structure Plan at Figure 9 outlines the opportunities provided across the Precinct to benefit specific land uses based on their requirements for unconstrained land, arterial road access and suitable gully-water quality.

Figure 9: Structure Plan



- | | | |
|--|---|---|
| Special Activation Precinct (4,716 ha) | Proposed east west connector (strategic corridor) | Travelling stock reserves proposed relocation |
| Moree Regional Airport | Proposed road | Travelling stock reserves |
| Railway station | NE rail bypass | Areas of environmental value |
| Railway | NE intermodal loop | Air transport |
| Road | Proposed intermodal sites | Rural activity |
| River/creek | Aboriginal heritage sites | Regional enterprise |
| | | Special purpose infrastructure |



***The opportunities ahead of us
will transform and diversify
our local economy, attract
investment and offer long-term
stability for families, as well as
career pathways for our youth for
generations to come.”***

**Cr Katrina Humphries
Moree Plains Shire Council Mayor**

3

Provisions of this Master Plan



3.1 Enabling Economic Development

3.1.1 Land use

A broad range of industrial and commercial uses, centred on high-value add agricultural industries, freight and logistics and energy development, amongst other uses, will continue to be supported with the rezoning of the land from RU1 Primary Production under the *Moree Plains Local Environmental Plan 2011*, to Regional Enterprise under the Precincts-Regional SEPP .

Land use conflict between industry and sensitive uses will be minimised through the Rural Activity Zone, which prohibits the intensification of residential uses on land closest to the Regional Enterprise Zone.

Land adjacent to the airport is to be zoned Regional Enterprise under the Precincts-Regional SEPP to allow for a range of commercial and air-side activities to occur. In addition, a Special Purpose Zone will apply to a section of the travelling stock reserve adjacent to the Newell Highway to provide for flexible and adaptive management of public infrastructure land. No changes are proposed to the existing use as a travelling stock reserve.

Land uses proposed within the Regional Enterprise Zone include horticulture, high value agricultural processing, solar and hydrogen development which have the potential to deliver a more sustainable form of energy for the future and has attracted strong interest internationally. Hydrogen development represents a significant opportunity for the Precinct. As hydrogen is a new and emerging technology, the NSW Government is undertaking additional studies to learn more about the potential risks associated with this type of development. Hydrogen will be a permissible land use (depending on how it is defined by the Applicant) within the Regional Enterprise Zone. This includes production, storage and refueling purposes.

Hydrogen may come to be utilised as a utility within the Precinct in the future, in line with the State and Federal Government's strategies and targets.

The performance and effectiveness of renewable energy land uses within the Precinct will be monitored over time and considered alongside broader government strategies, advances in technology and cumulative impacts.

Note: The Precincts-Regional SEPP provides a land use table and objectives for each zone.

Note: The following land use controls must be read in conjunction with other controls in the Master Plan, including Section 4.6 Water Resources (Stormwater and Groundwater).

Aims

- Minimise land use conflict.
- Provide for the continued operation of Moree Regional Airport.
- Ensure appropriate amenity and outlook for the neighbouring residential and rural areas.
- Ensure development supports the delivery of an innovative Precinct of enterprise and productivity, supporting the creation of new jobs and economic development opportunities.
- Ensure Hydrogen can be produced, stored and utilised for refueling and as a utility within the Precinct.
- Enable large scale solar energy generation.
- Ensure there is valuable rail-side land available into the future.
- Ensure efficient connection for all modes of freight within the Precinct and to external markets.



Grassy woodland adjacent to cultivated land, an intergrade between Poplar Box – Belah woodland and Coolibah – River Coobah – Lignum woodland wetland (Source: Biodiversity Report, Aurecon, 2021)

Protecting rail frontage for future infrastructure

- A. Development in the north east of the Precinct is strategically important and may be an optimal location for the expansion of rail-related freight and logistics facilities, as well as a long term regional rail corridor in the future. The potential location, design and expansion of this area would be detailed as part of the Delivery Plan. These lots have the same development potential as the land in the remainder of the Regional Enterprise Zone, however, an Activation Precinct Certificate should not be issued for development that might compromise long term, opportunities and subdivision of large strategic lots should be avoided.

Appropriate locations for retail, business services

- A. The Master Plan allows for food and drink premises and business premises where:
 - i. the uses are required to service the needs of the Special Activation Precinct business population
 - ii. the uses would not be better located in other places, such as the Moree city centre
 - iii. the use is, where possible, co-located with other retail and business uses and open space to form concentrated nodes of activity throughout the Precinct.

Hydrogen development

- A. Hydrogen is a class 2.1 flammable gas and therefore may be potentially hazardous. Potentially hazardous development must follow the potentially hazardous development process outlined in the Precincts-Regional SEPP and this Master Plan prior to an Activation Precinct Certificate being issued.
- B. Consultation with Safe Work NSW, Fire and Rescue NSW, the Department's Industry Assessments and the Environment Protection Authority (EPA) is required prior to the issue of an Activation Precinct Certificate for hydrogen development.

Appropriate locations for solar

- A. Solar energy farms will be permissible as Complying Development in the Regional Enterprise Zone.
- B. Low impact solar energy systems will continue to be exempt development in all zones in accordance with State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP). Any development for solar energy systems will be required to meet the design and siting criteria set out in the Infrastructure SEPP. These provisions provide a maximum cumulative area of solar panels and plant of 150sqm per lot and provisions for design on lots that include heritage items, amongst other things.

Heavy vehicle fatigue management

- A. Large scale freight transport facilities, transport depots or truck depots are encouraged to include heavy vehicle driver accommodation to manage heavy vehicle driver work health and safety consistent with the National Heavy Vehicle Regulator fatigue management framework subject to the use being compatible with the amenity considerations.

Supporting provisions to be developed as part of the Delivery Plan

1. Identify where the commercial nodes are to be located.
2. Provide greater detail as to the width and design of the infrastructure easement.
3. Water and energy availability for hydrogen development should be considered in the Delivery Plan.

Note: Water needs of proponents of potential future hydrogen development must comply with the same requirements as specified under 4.5 Water Resources (Stormwater and Groundwater).

3.2 Place and Landscape

3.2.1 Gamilaroi cultural heritage

The Gamilaroi people are acknowledged as the custodians of the Special Activation Precinct. The Gamilaroi people have a cultural responsibility to care for Country which will be respected while acknowledging that it is everyone's responsibility to care for Country.

Stanley Village, or 'Top Camp', constitutes one of two fringe camps associated with Terry Hie Hie, an Aboriginal reserve located south-east of Moree. Located on the northern boundary of the Precinct, it continues to be occupied by Aboriginal people, demonstrating the cultural significance of the Moree area to the local Aboriginal community. The proximity of Stanley Village to the Precinct provides opportunities to improve connectivity for residents to and through the Precinct, to areas of employment and waterways and vegetated areas.

Aboriginal Cultural Heritage sites exist within the Precinct, many of which are recorded in the Aboriginal Heritage Information Management Systems (AHIMS) database. These comprise modified dhulu-tree (carved or scarred), and isolated or scattered artefacts and where accessible, were confirmed with local Aboriginal representatives. In addition, the Heritage Analysis undertaken for the Master Plan identified unrecorded sites present within the Precinct and additional field surveys were undertaken to identify their location. They will be protected, maintained and enhanced through the Precincts-Regional SEPP to preserve the significance of Gamilaroi sites, culturally significant vegetation and artefacts.

Through community involvement

and an Indigenous-led design approach, the benefits derived through the Precinct's development can and should benefit the local Aboriginal community. The Master Plan recognises the importance of ensuring that the needs and aspirations of the Aboriginal community are identified as opportunities for the future investment within the Precinct. Sustainable change occurs over a generation and with young Aboriginal people at the centre of that change, the business community has a key role to play in broadening opportunities for Aboriginal people and recognising the diversity of Aboriginal communities is paramount.

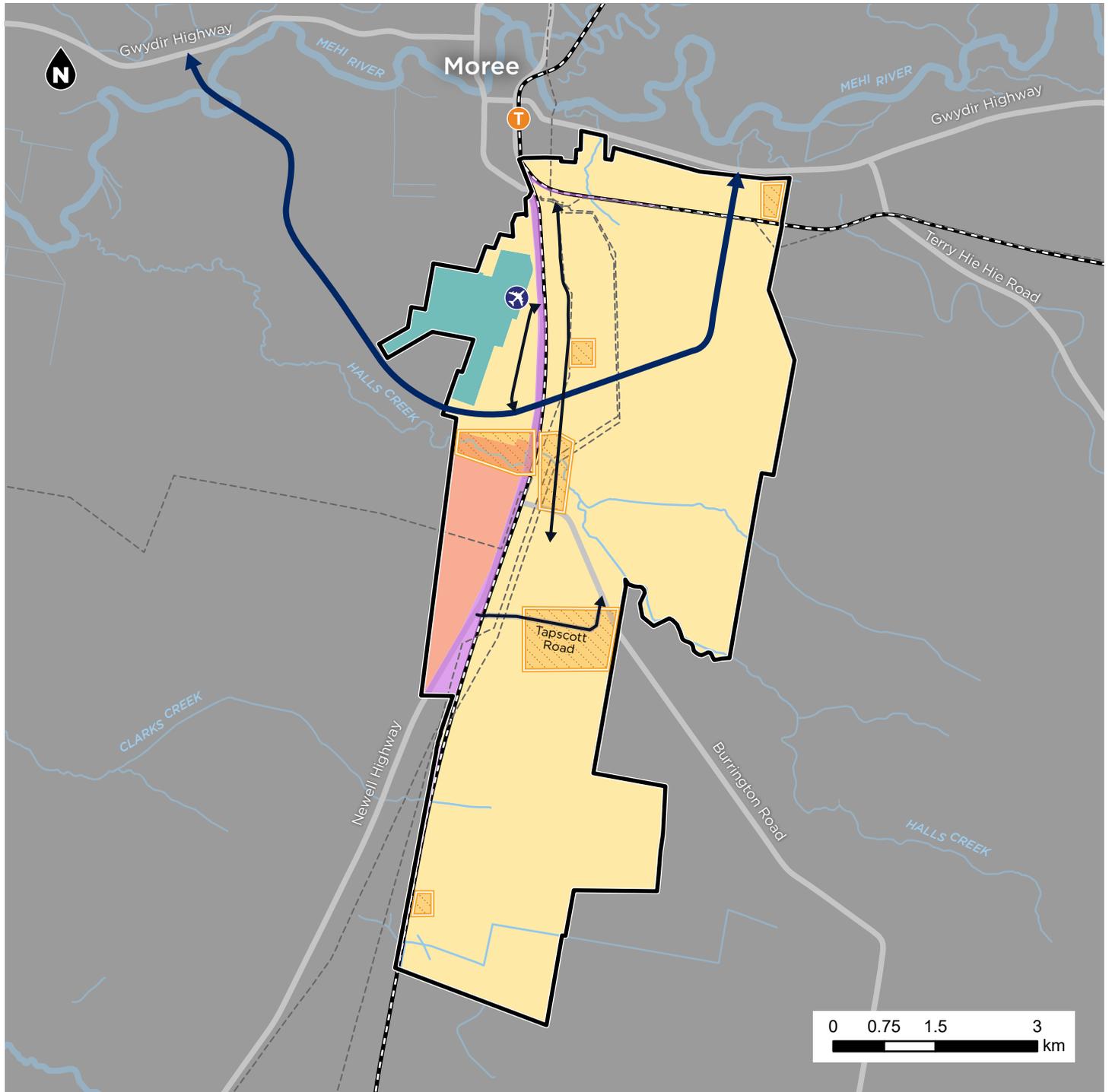
The Master Plan seeks to:

- retain and celebrate Moree's proud Aboriginal culture and heritage
- empower Indigenous people (such as designers and Elders) in designing the Indigenous elements in the Plan
- involve the local Indigenous community in the planning and delivery of the Precinct
- appropriately use Indigenous design – all Indigenous design elements must be approved by local Indigenous people/community/Elders. If approval is not given, the knowledge will not be used in the project.

Aims

- Ensure the Moree Special Activation Precinct celebrates and protects its history and landscape values, particularly its occupation by First Australians and their connection to the land.
- Ensure Aboriginal culturally significant places and artefacts are protected, maintained and enhanced.
- Promote development and Precinct design that recognises its Connection to Country.

Figure 10: Aboriginal Heritage



- Special Activation Precinct (4,716 ha)
- Moree Regional Airport
- Railway station
- Railway
- Road
- River/creek

- Air transport
- Rural activity
- Regional enterprise
- Special purpose infrastructure
- Aboriginal heritage sites

- Proposed east west connector (strategic corridor)
- Proposed road
- Electricity transmission line

Performance criteria

- A. Establish an Aboriginal Reference Group through an Indigenous-led community process to enable an ongoing dialogue with the Aboriginal community, with the involvement of the NSW Aboriginal Land Council. The remit of the Aboriginal Reference Group is to:
 - i. maintain and advance Aboriginal sites in the Precinct
 - ii. maintain ongoing dialogue regarding Designing with Country, that includes “letting Country speak for herself”, considering place, history and spirit, hills, plains and waterways.
- B. The Moree Special Activation Precinct be used as a Designing with Country Case Study.

Protecting the place and sites

1. Land identified as having heritage, cultural and habitat values on Figure 9: Moree Special Activation Precinct Structure Plan is to be retained as a place of significance.
2. Aboriginal culturally significant places and sites should be integrated with areas of environmental significance and green space (where appropriate) across the Precinct.
3. Further Aboriginal cultural heritage assessment must be undertaken in accordance with the ‘Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW’ prior to any development on the land indicated as Aboriginal Heritage sites on Figure 10. The areas requiring further heritage assessment should be suitably assessed and any land identified as having Aboriginal cultural heritage significance is on the Environmental Conservation Areas Map contained in Schedule 2A of the Precincts-Regional SEPP. The map indicates locations where complying development cannot occur.

Protecting landscape value

1. Development in the Precinct should have regard for the natural topography and views and vistas to and from the Precinct.

NSW Government and Moree Plains Shire Council to consider other initiatives and promote collaboration to deliver these opportunities:

1. Provide for Aboriginal community involvement opportunities for employment and land management practices.
2. Protect Aboriginal cultural values in combination with areas of biodiversity value, with consideration given to the opportunity to reintroduce native yurrul-bush yuul-food and medicines to the area.
3. Align with major initiatives outlined within the OCHRE plan including:
 - a. Language and Culture Nests through detailed cultural heritage assessment with input from the local Aboriginal community will elaborate on Aboriginal information pertaining to language group histories for the Moree area
 - b. Local Decision Making by collaborating with the local Aboriginal community through consultation and active engagement during the assessment process will inform management of cultural sites and knowledge.
4. Incorporate the Connecting with Country Draft Framework into the planning, design and delivery of the built environment.
5. Delivery of the Precinct should incorporate the following principles:
 - **Aboriginal Led** – All aspects that relate to Gamilaroi Country should be led by Aboriginal people including traditional owners, Elders and artists.
 - **Community involvement** – Moree Gamilaroi people should have early and frequent involvement in the decisions that will affect their Country.
 - **Appropriately designed** – Design, plan and work with Country and respect topography and natural processes, ensuring authentic representation of traditional and contemporary Gamilaroi identity is integrated within the process.
 - **Gamilaroi empowerment** – Economic development should support empowerment of the local Gamilaroi community through jobs and business opportunities and should encompass management of areas with ecological value and travelling stock reserves.
 - **Value hierarchy** – Establish those aspects of Country that hold more spiritual and practical significance for Aboriginal people, the most important being River, Mountains and Swamp lands.
- **Promote biodiversity** – Recognise the value of Gamilaroi Country for its natural productivity and promote its productivity through horticultural and native horticultural opportunities.
- **Connect people to Country** – Build and design the environment to be localised and specific in context to the connection to the country through the application of cultural signage and artwork.
- **Let Country be what it wants to be** – Let the low areas be wet, the high areas be forested, the plains be wide and open. High value areas should be planned from the central point out in all future land use schemes.
- **Solar control** – Use vegetation, orientation and placement of buildings to achieve optimum solar efficiency depending on the season.
- **High view points** – Maintain the integrity and quality of high points to establish and understand Country and our place in it.
- **Promote culture** – Design with Country to enhance the sense of culture and connection of values by reflecting Gamilaroi design through the landscape (by planting weaving materials and healing gardens) and in the design of buildings.

- **Diverse vegetation** – Gamilaroi Country was kept rich in biodiversity through rigid Cultural Land Management Practices (CLMP) yet subsequent farming with hooved animals has threatened it. CLMP techniques should be considered to heal Country.
 - **Topographical features** – Topographical features are important wayfinding and teaching areas, as seen in the nearby Terry Hie Hie Aboriginal Area. They provide identity and distinction to a place and need to be considered during design.
 - **Area rotation** – Resource use and harvesting of resources should be managed and timed to allow Country to recover. A deep understanding of the cycles of Country, and how seasons impact upon animals and vegetation is necessary for appropriate management.
6. Establish an Aboriginal Engagement Strategy that coordinates Reference Groups.
 7. Develop an Aboriginal Outcomes, Culture and Country Plan with the involvement of the NSW Aboriginal Land Council: a plan driven by the Community through the Gamilaroi Aboriginal Reference Group. The following are recommended areas of consideration for that group:
 - i. Opportunities with education providers to support skills and training development
 - ii. Encouraging Aboriginal employment and procurement activities by investors
 - iii. Employment of Gamilaroi people to Care for Country, maintain riparian corridors, travelling stock reserves and other land in the Precinct, and promote traditional practices such as native horticulture as business initiatives
 - iv. Opportunities to provide cultural training for investors
 - v. Engaging a whole of Government approach that includes:
 - streamlining of service provision
 - youth services
 - housing solutions
 - training and education and pathways to employment
 - enterprise and innovation opportunities for Indigenous business
 - Aboriginal led programs in accordance with Closing the Gap principles
 - resolution of Native Title Claims in a timely manner.
 8. Provide leadership across NSW Government, jointly with the NSW Aboriginal Land Council, to support the Moree Local Aboriginal Land Council in capturing value from its site through integration with industry and investors.

Supporting provisions to be developed as part of the Delivery Plan

1. The Delivery Plan must require further field survey work to be undertaken for land where additional heritage impact assessment is needed.
2. Provide storage space in the Precinct or an alternate suitable location to retain and manage any Aboriginal heritage items found on Country.
3. Develop an Aboriginal Cultural Heritage Management Plan.

3.2.2 Landscape and Design

Aims

- Respect and respond to the regional and rural character.
- Establish high quality industrial development in the Precinct.
- Ensure buildings and structures are resilient to the local climate and conditions.
- Retain historical sites and structures and encourage changes to occur away from elements or sections of such items, including the Inland Rail Railway Line (known historically as the Mungindi main line), Old Inverell Railway Line, Travelling Stock Reserve and Grain Silos.

Performance criteria

- A. Aboriginal design elements are to be integrated into public spaces, and encouraged on private land, particularly at the north east of the Precinct to improve amenity and conserve cultural heritage and areas.
- B. Dual naming should be incorporated into the development.
- C. Development should celebrate the Grain Silos with consideration given to locally designed silo art.
- D. Development should provide an appropriate interface to the Inland Rail Railway Line, Old Inverell Railway Line and Travelling Stock Reserve, and where suitable, activate adjacent land appropriately.

- E. Significant planting in the front, side and rear setbacks of private lots in higher amenity, higher density areas is encouraged to improve the quality of streets and contribute to the Precinct's landscape character.
- F. Low maintenance, high quality, rural standard road, drainage and landscaping in lower density areas is encouraged to ensure a sustainable and resilient development appropriate for Moree's climatic conditions.
- G. Use planting and tree canopy to create favorable microclimates around developments to provide relief from Moree's hot summers.
- H. Site earthworks must work with the topography of the Precinct and be appropriate for the intended land use.
- I. Develop a Gamilaroi (or Cultural) Arts Strategy.
- J. Seek opportunities to collaborate with local and Aboriginal artists to deliver public art which ties the Precinct together and reflects the local landscape e.g. murals on grain silos (such as the silo art trail), public art in open spaces and design features on buildings.

Supporting information to be provided as part of the Delivery Plan

1. Prepare a site design and landscape plan that outlines the requirements for:
 - a. site orientation and setbacks
 - b. landscaping
 - c. car parking, hard stand areas and loading docks, and vehicular and pedestrian site access
 - d. building materials and colour selections,
 - e. dual naming of streets, places and specific sites
 - f. celebration and activation of historical items as appropriate
 - g. construction on black soils
 - h. management of cut and fill
 - i. lighting to minimise glare and light trespass beyond the Precinct.

3.2.3 Skills, training and education for the Moree community

Aims

- Create long-term employment opportunities and build better quality of life for the Gamilaroi people and the youth of Moree.
- Provide career pathways to skilled employment for Moree's youth.
- Enable investment opportunities for the Gamilaroi people.

Performance criteria

Skills/training, education and procurement

- A. The NSW Government will work with vocational training providers and universities to develop education and training that aligns with the needs of the core industries in the Moree Plains area including, specifically, those within the Precinct, with such education and training being provided by, but not limited to, vocational and university training.
- B. Ensure businesses and tenants have procurement and recruitment policies that prioritise residents across a range of occupations, particularly managers, professionals, and technicians and trade workers.
- C. Procurement policies should, where possible, adhere to the principles outlined in the NSW Aboriginal Procurement Policy and the Indigenous Procurement Policy (IPP) and are to consider the representation of Indigenous residents across a range of occupations (e.g. managers, professionals, and technicians and trade workers) and Aboriginal owned businesses.

- D. Procurement policies are to be reviewed at regular intervals to assess Indigenous and local employment rates and distribution across occupations and industries.
- E. Indigenous procurement policies should aim to be reflective of local demographics (e.g. the proportion of Indigenous residents in Moree should be the Indigenous procurement target).

Infrastructure and amenity

- A. Provide for a community hub appropriately within the Precinct to cater for employees so that it is easily accessible to both Precinct workers and the public.
- B. Design the community hub so it can be expanded as a live site as future areas of the Precinct become developed or as demand increases and meet the evolving needs of the Precinct.
- C. Provide landscaped open space near retail offerings for worker amenity.
- D. Design open spaces for the enjoyment of workers in the Precinct. This includes designing to increase thermal comfort (e.g. shade).
- E. Provide high quality, well lit pedestrian and active transport links and pathways with appropriate security surveillance (as per Crime Prevention Through Environmental Design principles) concurrent with the Precinct's development.
- F. Incorporate the 'Designing with Country' principles outlined in the Aboriginal Community Study.

NSW Government and Moree Plains Shire Council to consider other initiatives and promote collaboration to deliver these opportunities

1. Develop an Indigenous Business and Employment Plan in conjunction with the NSW Aboriginal Land Council that promotes economic independence for Aboriginal people within the Precinct. This may involve partnerships or programs such as the Yarpa Hub and NSW Aboriginal Land Council Employment and Training Ltd.
2. Develop an Industry Relocation Strategy that includes a focus on the social infrastructure, amenity and service components required to attract workers and families.
3. Develop a Workforce Development Strategy that considers the 'wrap around' support services required to support participation of the Indigenous community and identifies how workers will be attracted to the Precinct.
4. Explore the delivery of a community hub within the Precinct.
5. Explore the extension of the on-demand bus system to serve the Precinct.
6. Identify opportunities for viable commercial outcomes for the Aboriginal community.



4

Environment and Sustainability



4.1 Biodiversity, vegetation and riparian corridors

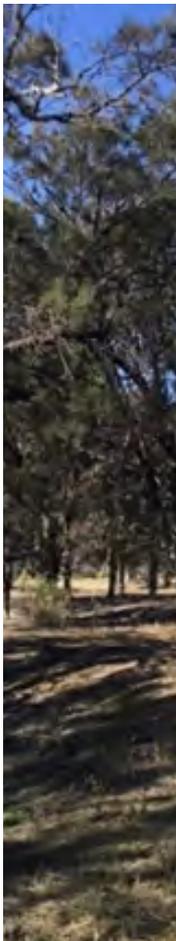
The Precinct includes important areas of biodiversity including pockets of Poplar Box along Halls Creek and corridors of Queensland Bluegrass and Mitchell Grass along the travelling stock reserves, amongst other grasslands. Weeping Myall Open Woodland is located in the far north of the Precinct. The Master Plan seeks to protect and enhance these biodiversity values. Complementing the controls set out in the Master Plan, an Environmental Conservation Areas Map (that draws on the information presented in Figure 11: High value biodiversity areas to be retained) is contained within Schedule 2A of the Precincts-Regional SEPP identifying land of environmental importance where complying development cannot occur.

Aims

- Preserve the Precinct's landscape, cultural, heritage and biodiversity values.
- Minimise the removal of native vegetation associated with Halls Creek and the existing travelling stock reserves.
- Increase the number of dhulu-trees in the Precinct, including strategic revegetation to connect existing habitat.
- Preserve and rehabilitate natural warrambul-watercourses, which contribute to the area's character and biodiversity
- Implement appropriate buffers to warrambul-watercourses.
- Improve gali-water quality and reduce stormwater run-off through passive landscape design.

Above right: *Habitat dhulu-trees with hollows are present within the Precinct. Habitat tree with hollows. Poplar Box in the foreground grading to Coolabah-River Coobah-Lignum woodland at Halls Creek.*

Below right: *Queensland Bluegrass +/- Mitchell Grass grassland.*





Performance criteria

- A. All dhulu-trees and grasslands to be retained where possible, and incorporated into landscaped areas, vegetated setbacks, into car park design or into the public domain.
- B. Native vegetation shown at Figure 11 is not to be removed except as part of an approved strategic biocertification.
- C. Riparian corridors, as shown in Figure 12, are to be preserved and revegetated where possible. Setbacks to the corridors are to be provided in accordance with the *Water Management Act 2000*, which requires the following setbacks, amongst other controls:
 - **1st order streams** - 10m setback each side of the warrambul-watercourse, measured from the bank edge
 - **2nd order streams** -20m setback each side of the warrambul-watercourse, measured from the bank edge
 - **3rd order streams** - 30m setback each side of the warrambul-watercourse, measured from the bank edge

Above left:

*Poplar Box -
Belah Woodland*

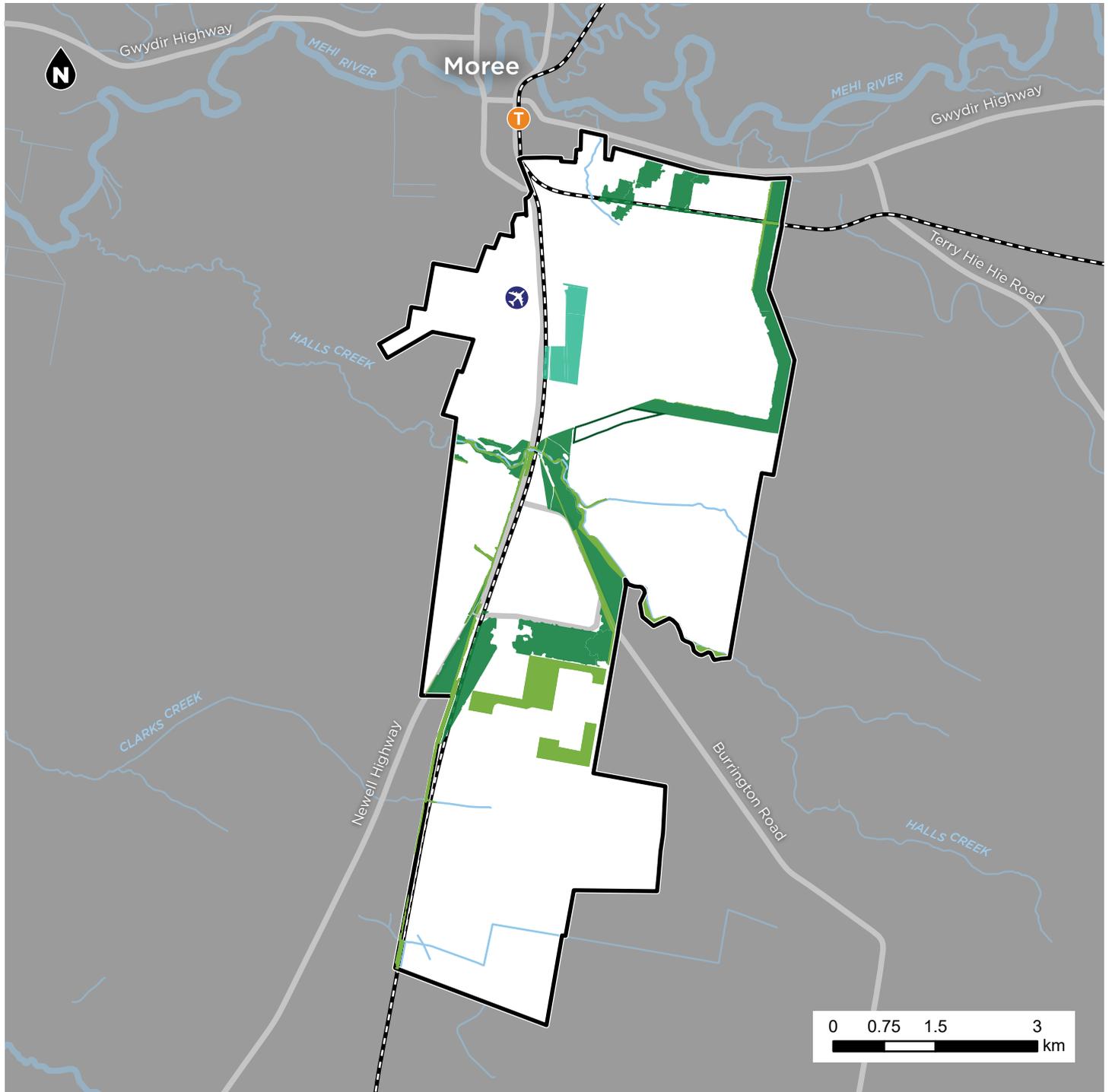
Below left:

*Belah woodland
on alluvial plains,
Source:
Biodiversity
report, Aurecon
2021.*

Supporting information to be provided as part of the Delivery Plan

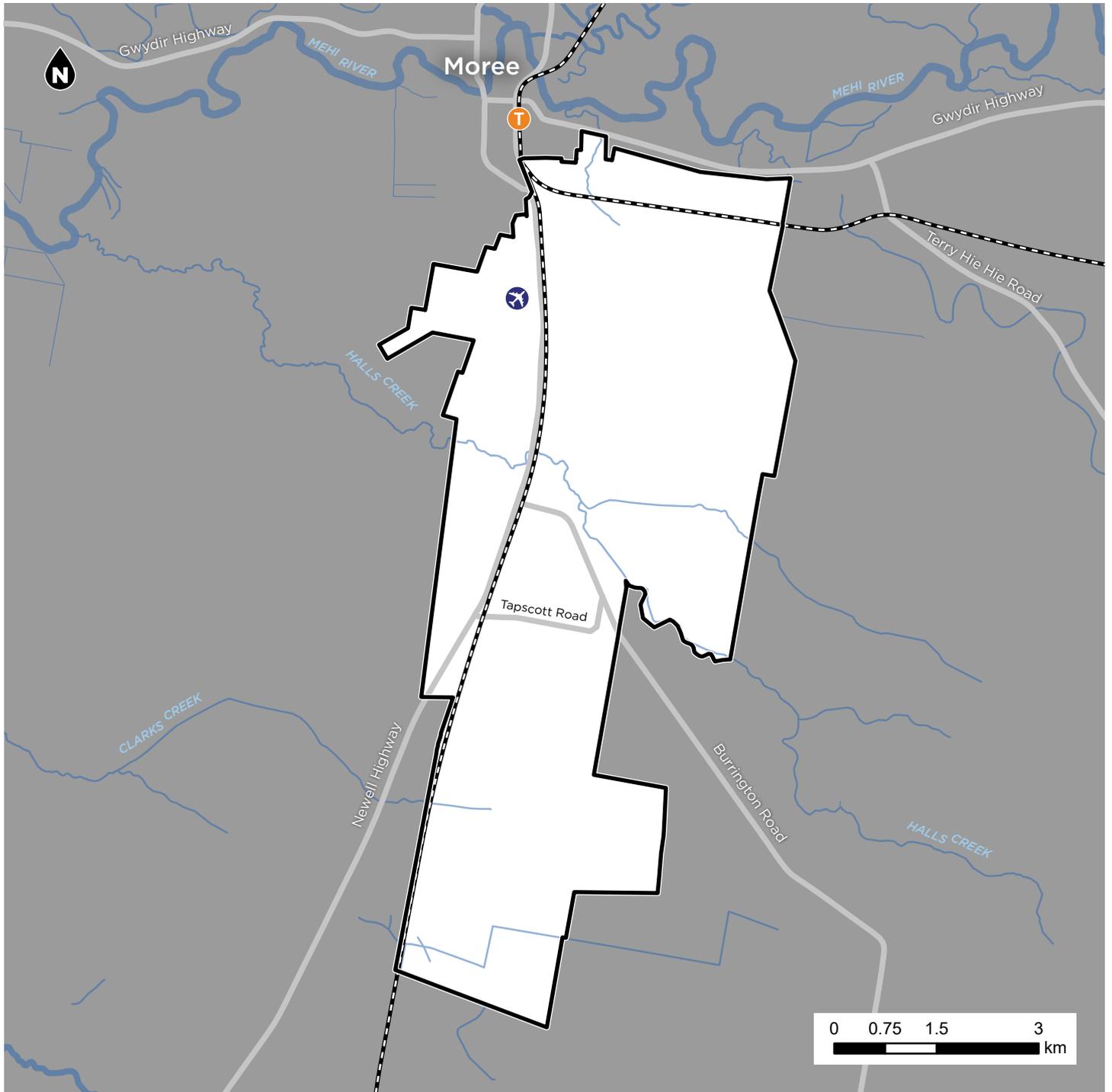
1. Develop a Landscape and Vegetation Plan as part of the Delivery Plan, addressing the following:
 - a. Strategies for the retention and maintenance of remnant vegetation.
 - b. Strategies for additional planting, and creation of connections between habitat where possible.
 - c. Planting and maintenance strategy.
 - d. A strategy for the long-term ownership and management of any new public open space, publicly accessible areas or paths.
 - e. Specific areas of public land to be planted by public authorities.
 - f. Riparian corridors, setbacks and potential design objectives for development interfacing with warrambul-watercourses.
2. The Landscape and Vegetation Plan should demonstrate how the landscape can be designed to incorporate the Draft Connection with Country Framework.

Figure 11: High value biodiversity areas to be retained



- | | |
|--|--|
|  Special Activation Precinct (4,716 ha) |  Potential offsets |
|  Moree Regional Airport |  Protected vegetation |
|  Railway station |  Areas of environmental value |
|  Railway |  Connectivity corridor |
|  Road | |
|  River/creek | |

Figure 12: Riparian corridors



-  Special Activation Precinct (4,716 ha)
-  Moree Regional Airport
-  Railway station
-  Railway
-  Road

- Riparian corridors**
-  Stream order 0
 -  Stream order 1
 -  Stream order 2
 -  Stream order 3
 -  Stream order 6
 -  Stream order 8

4.2 Air Quality and Odour

To mitigate dust and odour impacts from the proposed industrial uses, a set of performance criteria has been developed to ensure amenity for people who work in, and people who live near the Precinct is maintained. This approach provides certainty and will aid in monitoring emissions for the Precinct as a whole. Furthermore, it will allow for cumulative impacts of development over time to be monitored. The controls require that higher impact development be concentrated in the centre/east of the Precinct to avoid unacceptable impacts on surrounding residents.

Note: the Maximum Received Odour Limits and Maximum Odour Emission Rates (as shown in Figure 13 Maximum Received Odour Limits and Maximum Odour Emission Rates) will not apply to the Airport land. As such, the aims and performance criteria will only apply to the Moree Special Activation Precinct area excluding the Airport site.

Aims

- Ensure that development minimises impacts on air quality and amenity.

*Image courtesy of
Moree Plains Shire Council.*



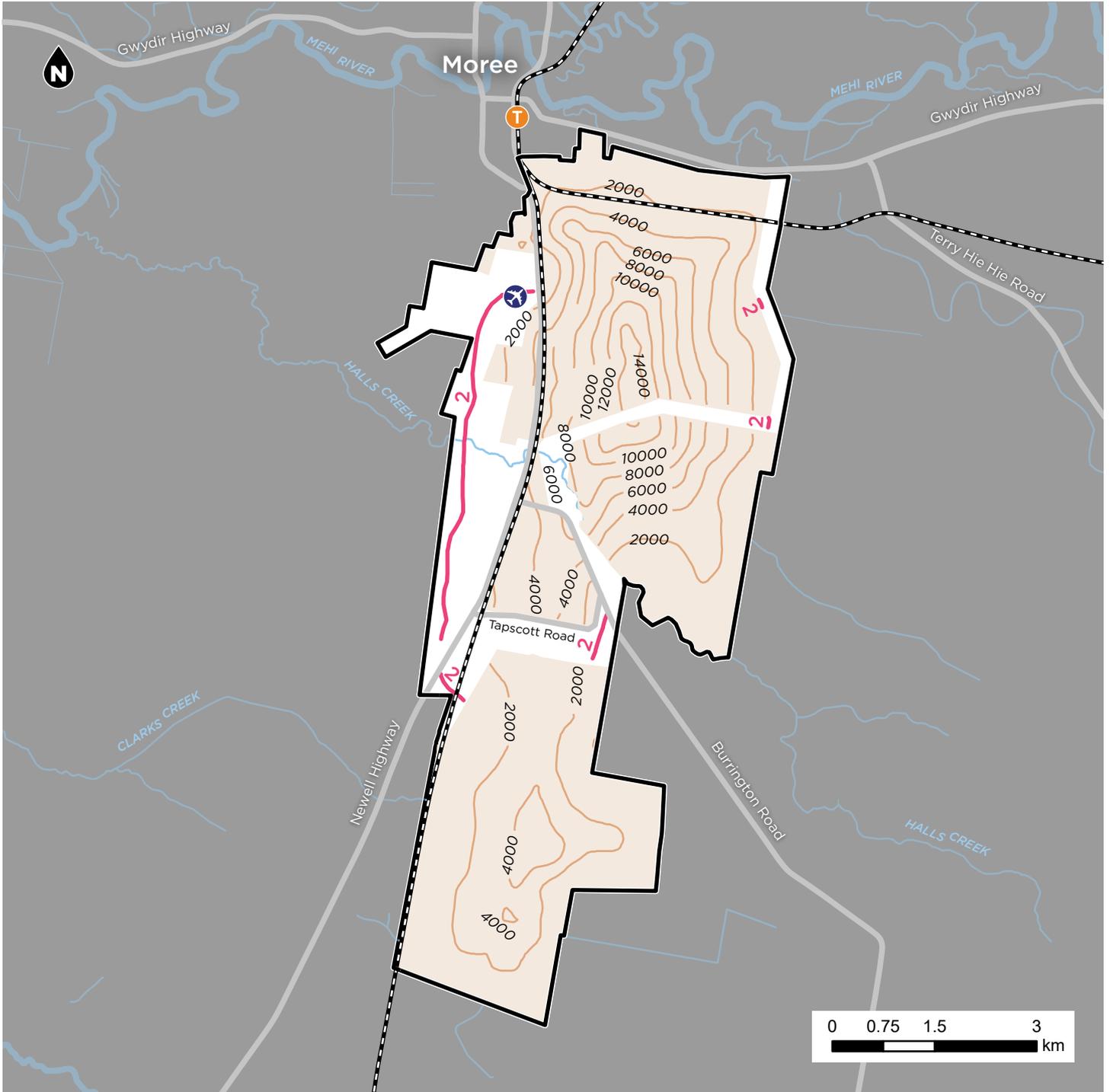
Performance criteria

- A. The cumulative odour emissions of all developments within the Precinct will not exceed the 2 odour unit limit at the contour shown at Figure 13 Maximum Received Odour Limits and Maximum Odour Emission Rates.
- B. Development is to be located in accordance with the maximum odour emission rate per hectare (OU/s/ha) for the site of the development as shown in Figure 13 Maximum Received Odour Limits and Maximum Odour Emission Rates.
- C. For any activities that will require an Environment Protection License under the *Protection of the Environment Operations Act 1997*, proponents must consult with the EPA to determine whether the existing technical assessments prepared for the Master Plan and Delivery Plan are sufficient to meet assessment requirements, or if additional requirements are required.
- D. The technical study modelled environmental impacts of existing industries and technology in Australia. As such, proposals involving new technology or emerging industries in NSW must be accompanied by an air quality assessment prepared in accordance with the EPA's Approved Methods for the Modelling and Assessment of Air Pollutants in NSW and other relevant guidelines, and odour modelling, to demonstrate compliance can be achieved.

Supporting information to be provided as part of the Delivery Plan

1. The Delivery Plan must set out any odour criteria for developments that will be in the Special Activation Precinct. The Delivery Plan should also set out requirements for assessment to provide evidence of compliance.
2. The Delivery Plan must set out the monitoring and reporting process for air quality and odour.

Figure 13: Maximum Received Odour Limits and Maximum Odour Emission Rates



- | | |
|--|--|
|  Special Activation Precinct (4,716 ha) |  Maximum odour emission rate (odour units/ha) |
|  Moree Regional Airport |  Received 2 odour units cumulative limit |
|  Railway station |  Sources modelled |
|  Railway | |
|  Road | |
|  River/creek | |

4.3 Noise

Since industrial uses have the potential to generate noise from construction, operation and transportation, a set of performance criteria has been developed to mitigate noise impacts from the Precinct. The approach to mitigating and managing noise impacts follows the same approach taken for air quality and odour. Site based controls as well as a cumulative precinct performance measure are provided to ensure that sensitive uses at the periphery of the Precinct are protected from unacceptable noise impacts. The contours at Figure 14 Noise Emission Map show anticipated noise impacts on receivers within the Precinct and are not for setting performance criteria for individual developments which will be developed as part of the Delivery Plan.

Note: Performance criteria to be developed as part of the Delivery Plan will only apply to the Moree Special Activation Precinct area and will exclude the Airport site.

Aims

- Ensure that development minimises noise impacts.

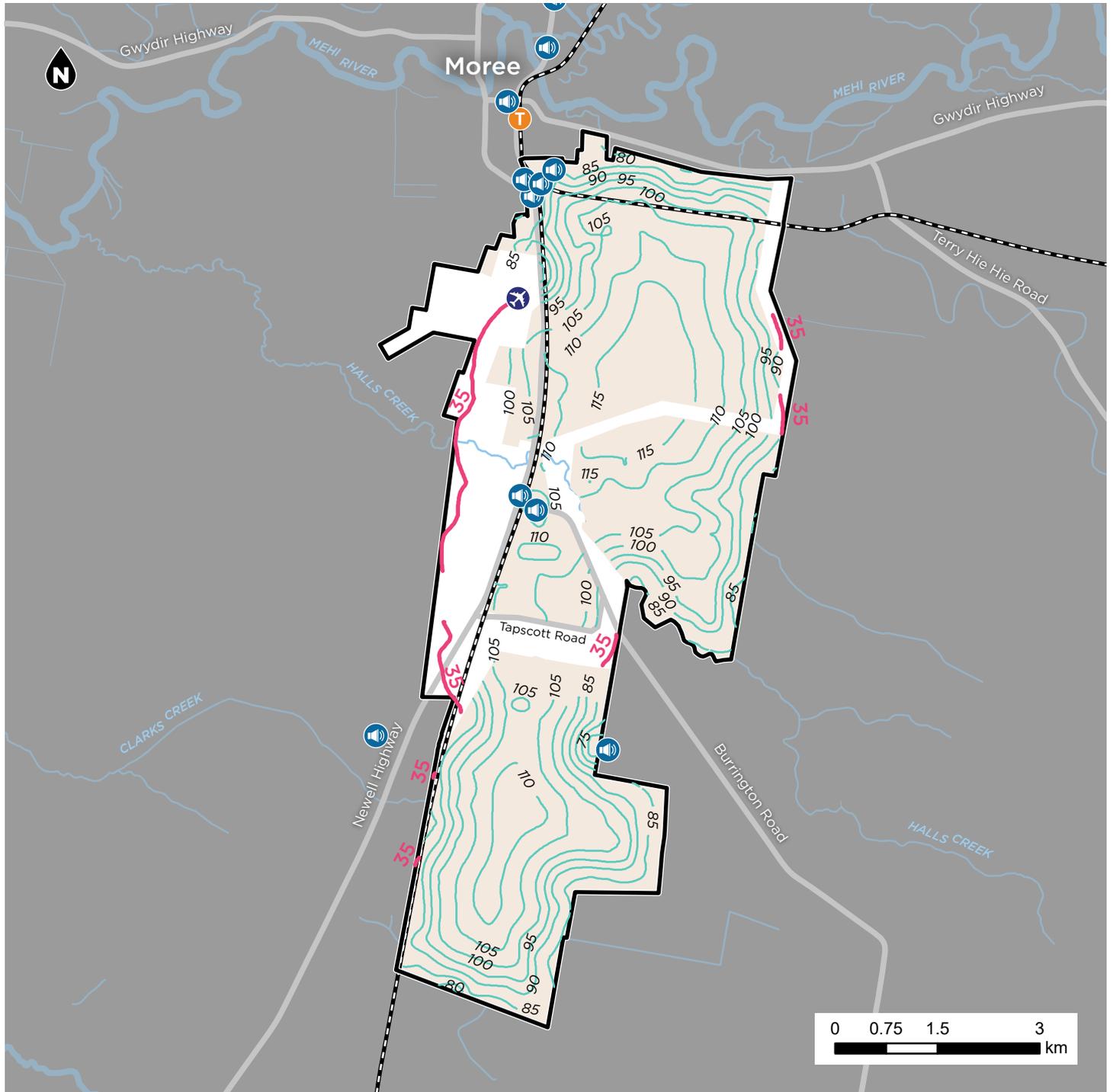
Performance criteria

- A. Development must be consistent with noise controls specified in the Delivery Plan.
- B. Development is to be located in accordance with the maximum noise emission rate per hectare (dBA/ha) for the site of the development as shown in Figure 14 Noise Emission Map.
- C. For any activities that will require an Environment Protection License under the *Protection of the Environment Operations Act 1997*, proponents must consult with the EPA to determine whether the existing technical assessments prepared for the Master Plan and Delivery Plan are sufficient to meet assessment requirements, or if additional requirements are required.

Supporting information to be provided as part of the Delivery Plan

1. The Delivery Plan must set out any noise criteria for developments that will be in the Special Activation Precinct. The Delivery Plan should also set out requirements for assessment to provide evidence of compliance.
2. The Delivery Plan must set out the monitoring and reporting process for noise generated from within the Precinct
3. The locations of monitoring stations are to be preserved to enable their delivery.

Figure 14: Noise Emission map



Special Activation Precinct (4,716 ha)

Moree Regional Airport

Railway station

Railway

Road

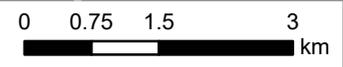
River/creek

Monitoring stations

Maximum attenuated sound power level (dBA/ha)

Extent of impact from individual operations 35dBA limit

Sources modelled



4.4 Bushfire

Whilst the Precinct includes large areas which are mapped as bushfire prone land, the prevailing agricultural land, use has largely reduced the risks of bush fire which is not considered to be significant and can be appropriately mitigated through the design and coordination of future development.

Aims

- Ensure that development within the Precinct satisfies the aims and objectives of Planning for Bush Fire Protection (PBP 2019, NSW Rural Fire Service).

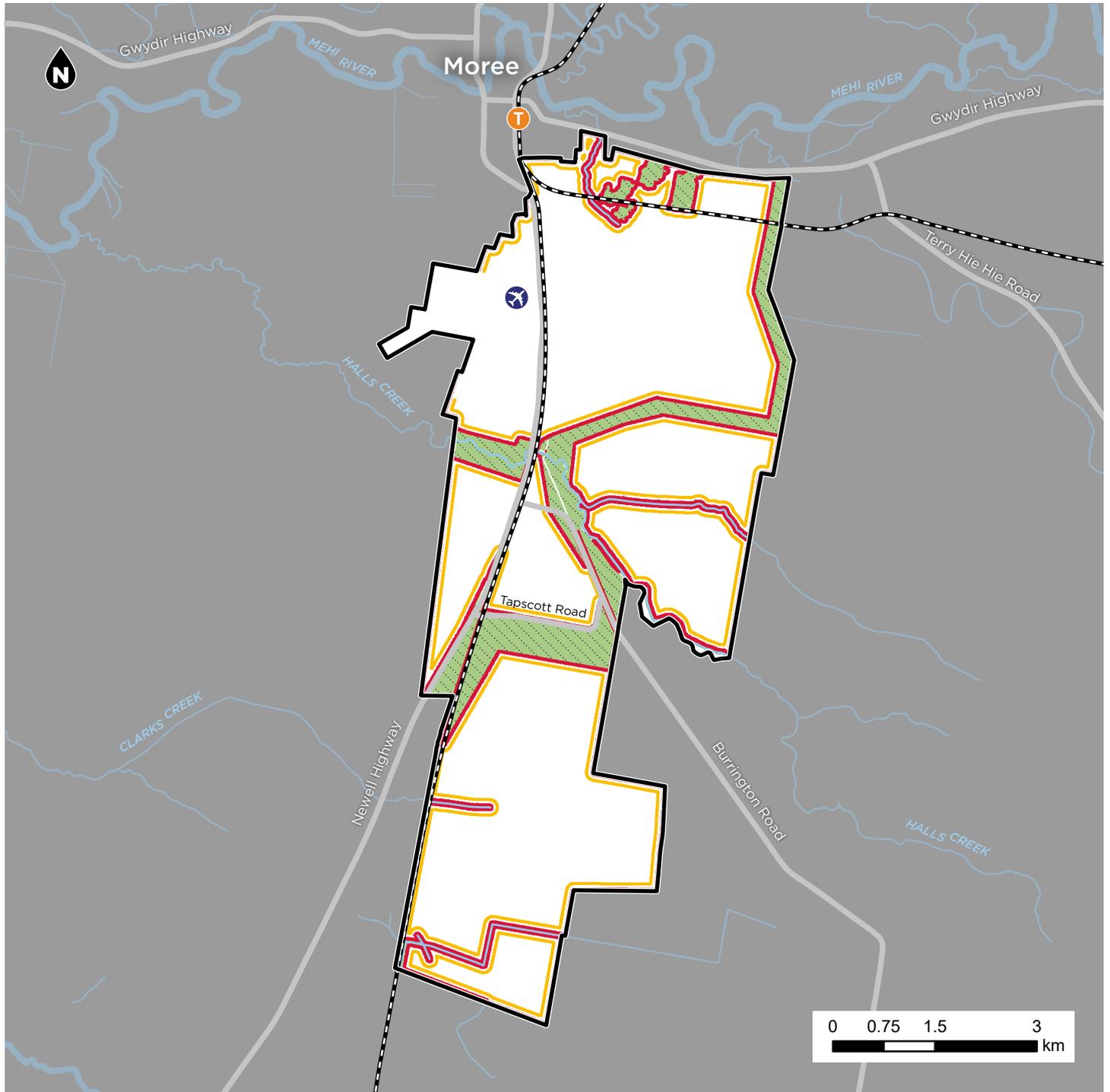
Performance criteria

- A. Asset Protection Zones are to be maintained in accordance with the dimensions and requirements identified within Appendix 4 of PBP for all areas adjoining yurrul-bush fire prone land as mapped on Figure 16 Bushfire Protection Measures, including as part of a staged or partial development of the Precinct.
- B. All landscaping is to comply with Appendix 4 of PBP 2019.
- C. All new construction within the Precinct which directly adjoins yurrul-bush fire prone areas (including areas of staged development) is to be a minimum of BAL12.5 (or greater) under AS3959:2018 as required by PBP 2019.
- D. Existing and new access and egress are to provide all weather access to structures within the Precinct, including primary and alternate access. The requirements for access identified in PBP 2019 must be met for all stages of development within the Precinct.
- E. Hydrants are to be installed to achieve compliance with AS 2419.1 – 2005 Fire Hydrant Installations – System Design, Installation and Commissioning (AS 2419).
- F. Any gas services are to be installed and maintained in accordance with AS/NZS 1596-2008 The storage and handling of LP gas (Standards Australia, 2008).
- G. Electrical services must comply with requirements of Chapter 5 of PBP 2019.

Supporting information to be provided as part of the Delivery Plan

1. The Delivery Plan must address the performance criteria required by PBP 2019 to achieve statutory compliance.
2. The Delivery Plan must require that a yurrul-bush fire emergency plan for the site be reviewed annually and is updated as new stages of development occur within the Precinct.

Figure 15: Bushfire Protection Measures



- | | |
|--|---|
|  Special Activation Precinct (4,716 ha) |  Vegetated areas |
|  Moree Regional Airport |  100 m guideline |
|  Railway station | BAL radiant heat (kw/m²) |
|  Railway |  40 |
|  Road | |
|  River/creek | |

4.5 Flood Risk Management

The Mehi River flows westward from the Gwydir River through Moree town, north of the Precinct. A number of creek tributaries traverse the Precinct with Halls Creek located midway, and Clarks Creek toward the southern end. Their floodplains are areas of both environmental value (Section 4.1 Biodiversity, vegetation and riparian corridors) and natural hazards in times of flood.

There are aspects of flood risk management that can inter-relate with the water resources provisions (Section 4.6 Water Resources (Stormwater and Groundwater)) and consideration should be given to any inter-relationships (for example, flood detention schemes can often be co-located with water quality treatment facilities).

Flooding associated with lower order streams can be mitigated through works associated with road networks or through broader stormwater strategies. Some of the flood prone land that has been identified in the technical reports, and that is reflected in Figure 17: Flood prone land, can be modified to incorporate development.

Aims

- Minimise the flood risk to life, property and the environment associated with the use of the land in the Precinct.
- Allow development on land that is compatible with the flood hazard and flood function of that land considering projected changes as a result of climate change.
- Maintain the existing flood behaviour, flood function and the environment.
- Ensure safe and appropriate uses of land in the Precinct.
- Enable safe evacuation from land in the Precinct.

Performance criteria

- A. The performance criteria for peak flow is detention of post development flows to match the pre-development peak flow up to and including the 1 in 100 AEP flood event with climate change.
- B. Development must generally, occur outside of the flood planning area (shown at Figure 17: Flood prone land) unless it can be demonstrated that risks can be suitably managed. This allows for the maintenance of flood function and to avoid adverse effects on flood behaviour to the detriment of other properties or the environment of the floodplain.
- C. Development must be sited, designed and located to avoid or mitigate the flood risk to people, property and infrastructure such that:
 - i. development is to provide on-site detention to control flood flows up to the 1 in 100 AEP event
 - ii. precinct-wide infrastructure will generally use regional detention basins to manage flooding events.
- D. Development must be sited, designed and located to avoid or mitigate the flood risk to people, property and infrastructure such that:
 - i. flood risks are managed through site specific built form and design.
 - ii. sensitive, vulnerable and critical uses are avoided in the flood plain.

- E. Development and uses which involve the storage or disposal of hazardous materials must not be located in the floodplain (FPA or SPC) unless the materials are totally isolated from floodwaters.

Definitions:

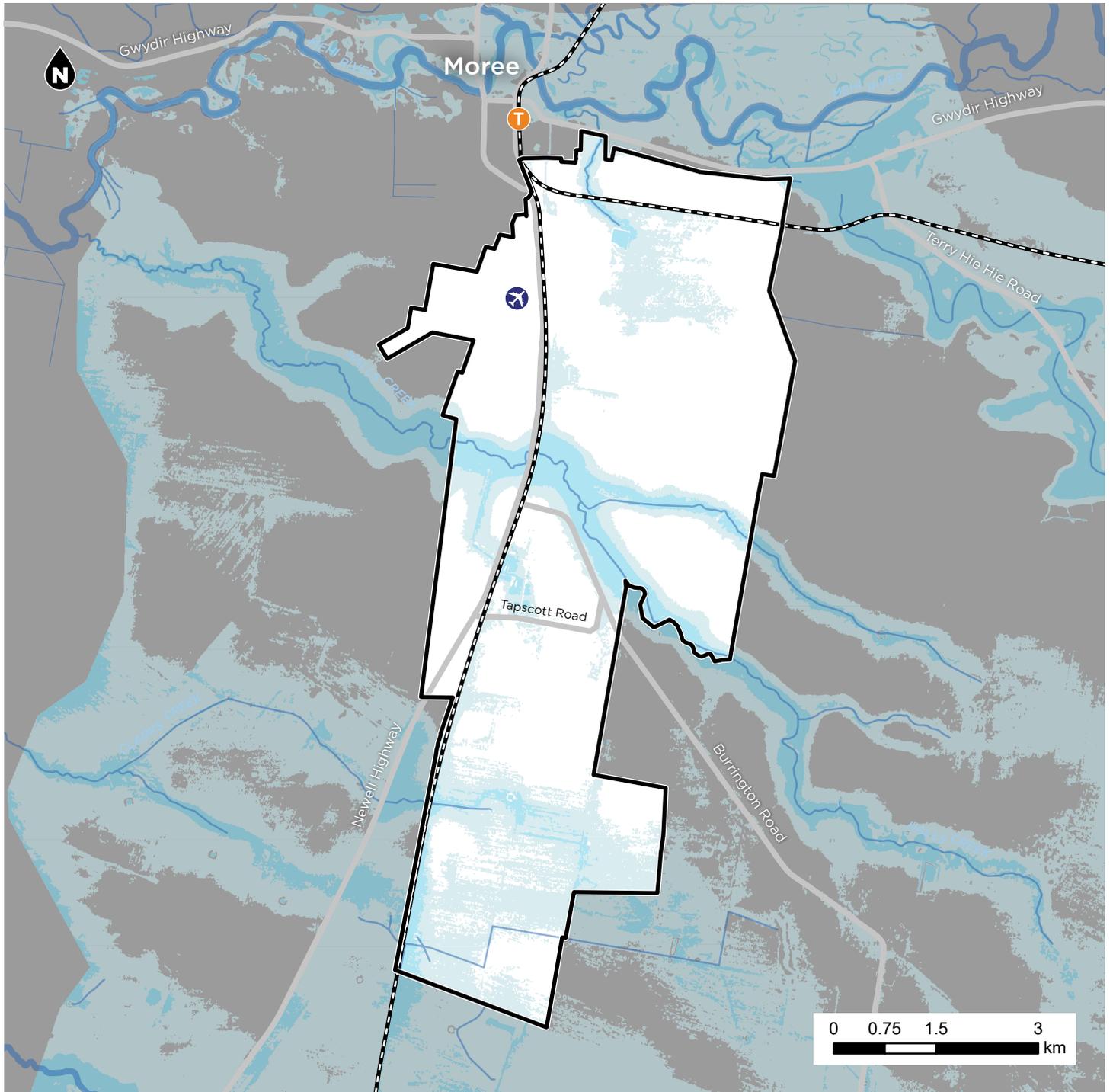
The Flood Planning Area (FPA) is the 1 in 100 Annual Exceedance Probability (AEP) with climate change flood extent to ensure land is set aside for the managing of the existing and future flood risk associated with climate change. The FPA is shown in Figure 17: Flood prone land.

The Special Floodplain Considerations (SPC) area is the area between the FPA and the Probable Maximum Flood (PMF) extent. The SPC area is shown in Figure 17: Flood prone land.

Supporting information to be provided as part of the Delivery Plan

1. A flood risk strategy that outlines the evacuation and emergency strategies in flood events up to and including the Probable Maximum Flood. The strategy must be in accordance with the Technical flood risk management guideline prepared by Australian Institute for Disaster Resilience H1-H6 classification system (as modified from time to time) to determine the design for any buildings that are to be used for shelter in place provisions located within the floodplain.
2. A stormwater management strategy that demonstrates:
 - a. the strategy for precinct-wide infrastructure, such as detention basins
 - b. site level controls for stormwater detention and reuse
 - c. the flood planning levels and design requirements (including emergency response) for development within the FPA and the SPC area (shown on Figure 17: Flood prone land)
 - d. development controls for flood detention on development lots
 - e. the monitoring and reporting process for ensuring that the stormwater will not have an adverse impact on the environment, including the health of the waterways and groundwater
 - f. how engineering solutions may modify flood prone land enabling development opportunities through stormwater mitigation.

Figure 16: Flood prone land



-  Special Activation Precinct (4,716 ha)
-  Flood prone land (1% AEP)
-  Flood prone land (PMF)
-  Moree Regional Airport
-  Railway station
-  Railway
-  Road
-  River/creek

4.6 Water Resources (Stormwater and Groundwater)

The Precinct lies over the Gwydir Alluvium and part of the Great Artesian Basin. To ensure Moree's water resources are protected, a number of robust performance criteria have been developed to ensure all water resources are adequately managed.



*Image courtesy
of Moree Plains
Shire Council.*

Aims

- Ensure regular stormwater flows are maintained across the Precinct for environmental flow purposes for waterways in, and downstream from, the Precinct.
- Ensure stormwater runoff quality is appropriately managed across the Precinct.
- Ensure the condition of waterbodies and their riparian zones are protected.
- Protect the highly productive groundwater resources, including those mapped at Figure 18 Groundwater Sources, and minimise the impacts of development on the quality, quantity and levels of groundwater.
- Ensure the total use of groundwater and surface water is managed within the sustainable extraction limits so that these water sources are available for future generations and water dependent ecosystems are safeguarded.
- Ensure regular stormwater flows are maintained across the Precinct for environmental and cultural flow purposes for waterways in and downstream from the Precinct.
- Ensure stormwater runoff quality is appropriately managed across the Precinct and contributes to the irrigation of landscaped areas.
- Ensure the condition of waterbodies and their riparian zones are protected.
- Provide for investigations into aquifer storage (waterbanking) to improve water resilience.
- Provide for the investigation of water re-use facilities within the Precinct.

Performance criteria

- A. Maintain or improve the ecological condition of waterbodies and their riparian zones in catchments over the long term.
- B. The stormwater run-off at the Precinct boundary must not be altered in terms of pre-development flow and water quality (except where an improvement in water quality can be demonstrated). The following must be achieved:
 - i. Less than a 10% change in the modelled annual runoff from each site and in the aggregate in wet, dry and average rainfall conditions (being 90th percentile, 10th percentile and 50th percentile rainfall years for the nearest relevant rainfall gauge with at least 50 years of rainfall records).
 - ii. A neutral or beneficial effect on water quality (in terms of annual pollutant loads for the same rainfall conditions considered as in B(i)).
- C. The quality of water leaving the Precinct at its edges must be pre-development quality or better in terms of:
 - i. pH
 - ii. total suspended solids
 - iii. total phosphorous
 - iv. total nitrogen
 - v. gross pollutants.
- D. Discharge of wastewater and/or contaminated stormwater to watercourses or waterways is not permitted unless otherwise specified in an environmental protection licence issued under the *Protection of the Environment Operations Act 1997*.

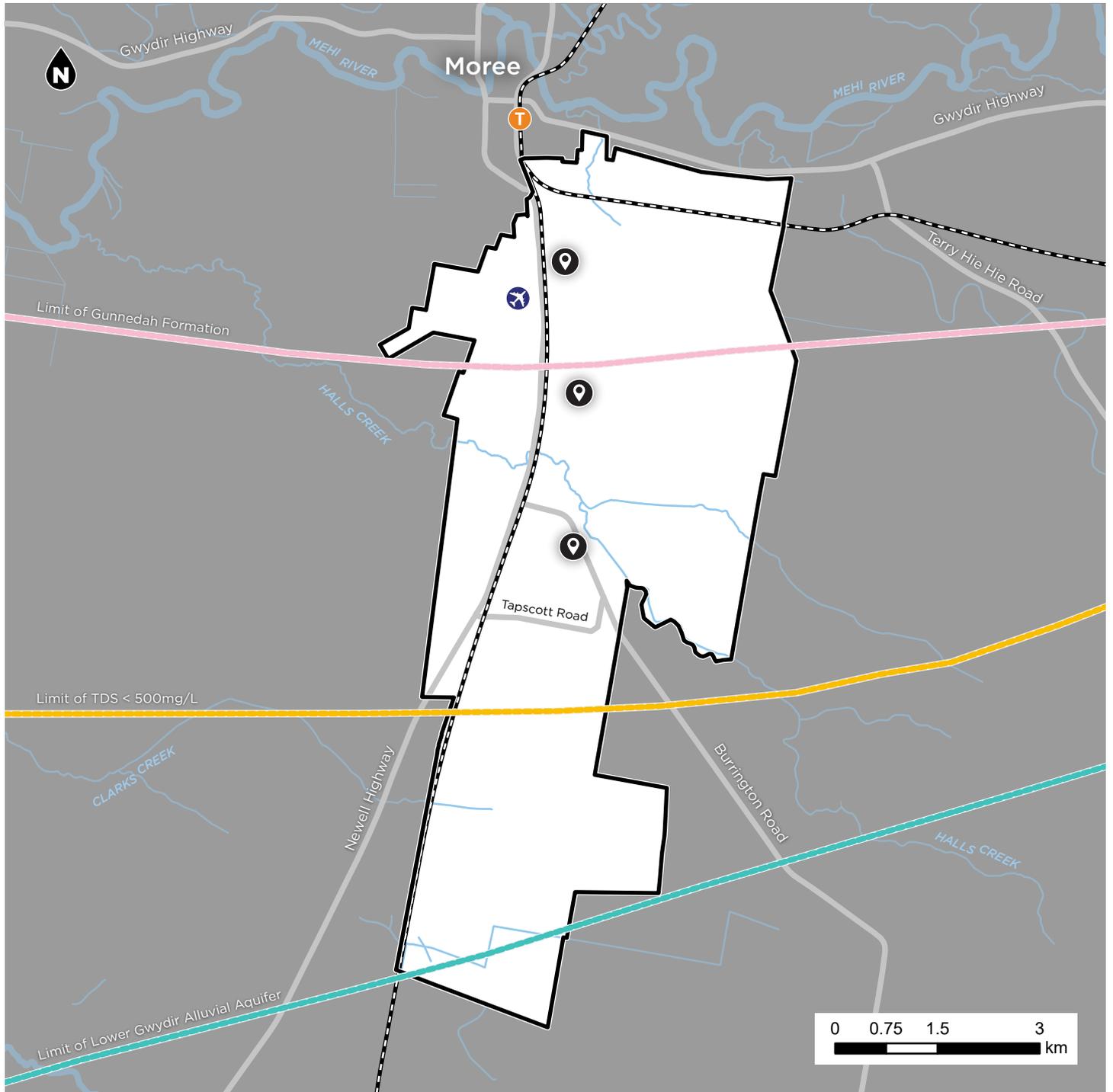
- E. Development must:
 - i. obtain the appropriate water licenses and approvals in accordance with the *Water Management Act 2000*, Water Sharing Plans, and relevant policies
 - ii. ensure that waste and resource management facilities manage wastewater, firewater, leachate and stormwater separately
 - iii. be designed to prevent adverse environmental impacts including the risk of contamination to groundwater sources and the town water supply
 - iv. consider the potential for water reuse.
- F. Erosion and sediment control should be managed during construction to ensure impacts to waterways are minimised in accordance with *Managing Urban Stormwater: Soils and Construction* prepared by Landcom dated March 2004. Consideration should be given to limiting the amount of exposed excavated soil to a particular area during construction. Erosion and sediment control plans should use the Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions (*OEH/EPA, 2017*).
- G. For any activities that will require an Environment Protection License under the *Protection of the Environment Operations Act 1997*, proponents must consult with the EPA to determine whether the existing technical assessments prepared for the Master Plan and Delivery

Plan are sufficient to meet assessment requirements, or if additional requirements are required.

Supporting information to be provided as part of the Delivery Plan

1. The Delivery Plan must provide a strategy to ensure that development in the Precinct does not detrimentally impact the region’s groundwater resources, including the town’s drinking water supply and groundwater dependent ecosystems.
2. The Delivery Plan must provide a strategy to ensure that development in the Precinct does not impact the long-term viability of neighbouring registered bores (used for stock, domestic, irrigation, industrial, or drinking water supply) in terms of water quality or quantity.
3. The Delivery Plan must provide site specific controls for how Performance Criteria B i) and ii) will be achieved.
4. The Delivery Plan should incorporate water sensitive urban design principles for the management of water quality and efficiency.
5. A Precinct-wide integrated water cycle management strategy is to be prepared in conjunction with Council’s integrated water cycle management strategy.

Figure 17: Groundwater sources



- | | |
|--|--|
|  Special Activation Precinct (4,716 ha) |  Monitoring bores |
|  Moree Regional Airport |  Limit of Gunnedah Formation |
|  Railway station |  Limit of TDS < 500mg/L |
|  Railway |  Limit of Lower Gwydir Alluvial Aquifer |
|  Road | |
|  River/creek | |

4.7 Assessing Potentially Hazardous and Offensive Development

For any potentially hazardous and offensive development State Environmental Planning Policy No 33—Hazardous and Offensive Development (SEPP 33) applies and provides the framework for assessing and managing risks.

For any potentially hazardous and offensive development that is proposed to be undertaken as complying development, the development must meet the requirements that are set out in the Precincts-Regional SEPP and the Master Plan.

Any development that is determined to be hazardous or offensive, is prohibited in the Precinct.

Aims

- Ensure that potentially hazardous and potentially offensive industries are appropriately managed to protect human health and the biophysical environment.

Performance criteria

- A. Prior to an Activation Precinct Certificate being issued, potentially hazardous development must be identified as either low, medium or high risk by the Department.
- B. Potentially hazardous development that is high risk is not to be complying development and will require a development application.
- C. Hazard audits must be conducted every 12 months after the commencement of operation and every three years thereafter.
- D. Potentially hazardous development is to align with the Hazardous and Offensive Development Application Guidelines: Applying SEPP 33.

Supporting information to be provided as part of the Delivery Plan

1. The Delivery Plan must detail how hazard audits and compliance reports for potentially hazardous developments will be conducted.

Definitions:

Potentially hazardous industry and potentially offensive industries are defined within SEPP 33.

4.8 Managing Development on Contaminated Land

State Environmental Planning Policy No 55— Remediation of Land will continue to apply to land within the Precinct. Category 1 and 2 remediation works are required to be undertaken in accordance with SEPP 55. Category 1 remediation works will require a development application. Category 2 works will need to be undertaken separately as development without consent in compliance with SEPP 55, and not as part of an application for Complying Development under the Precincts-Regional SEPP.

Prior to issuing an Activation Precinct Certificate, the Issuing Authority is to consider whether the land is contaminated and is satisfied the subject land is suitable for the proposed development or will be after remediation.

Aims

- Ensure that development adequately addresses contaminated land.

Performance criteria

- A. Sensitive uses, such as child care centres, are not permitted on contaminated lands.
- B. Prior to issuing an Activation Precinct Certificate, the Issuing Authority must:
 - i. consider whether the land is contaminated (in considering whether land is contaminated (but not limited to) refer to Figure 19: Areas of potential environmental concern)
 - ii. consider whether the land on which the development is to be carried out is:
 - used, or was formerly used, for a purpose listed in Table 1 to clause 3.2.1 of the document entitled Managing Land Contamination Planning Guidelines, SEPP 55— Remediation of Land and published in 1998 by the Department of Urban Affairs and Planning and the Environment Protection Authority (as modified from time to time)
 - on the list of sites notified under section 60 of the *Contaminated Land Management Act 1997*.
 - iii. if the land is contaminated, be satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out
 - iv. if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, be satisfied that the land will be remediated before the land is used for that purpose
 - v. consult with the EPA on the matters outlined in B i-iv where the EPA is likely to have a regulatory role under the *Contaminated Land Management Act 1997*.
- C. An application for a Complying Development Certificate for development on contaminated land must be accompanied by a statement issued by an Accredited Site Auditor certifying that:
 - i. the land is suitable for the intended purpose of the development having regard to the contamination status of the land; or
 - ii. the land would be suitable if the remediation works specified in the statement were carried out.

Supporting provisions to be developed as part of the delivery plan

1. The Delivery Plan must detail how development on contaminated lands will be recorded and monitored across the Precinct.

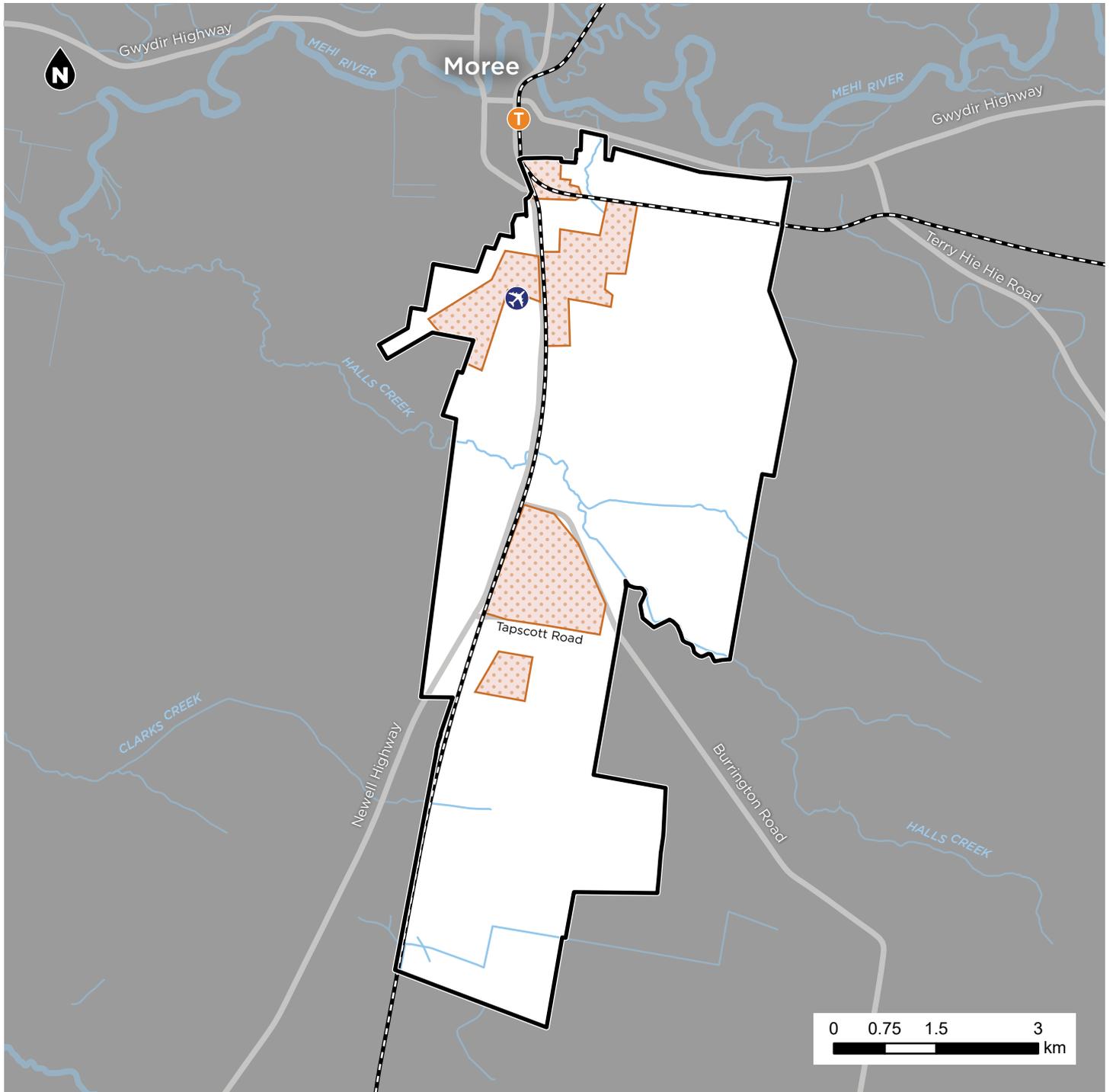
Definitions:

Category 1 remediation works (remediation work requiring consent) is work that presents elevated risk. The full definition of Category 1 works is found in SEPP 55.

Category 2 works (remediation work without consent) is remediation work that is not Category 1 and considered to be low risk. The full definition of Category 2 works is found in SEPP 55.

Note: Detailed site investigations are required to further understand potential contamination risks in the priority areas mapped in Figure 19: Areas of potential environmental concern.

Figure 18: Areas of potential environmental concern



-  Special Activation Precinct (4,716 ha)
-  Areas impacted by potential land contamination
-  Moree Regional Airport
-  Railway station
-  Railway
-  Road
-  River/creek

4.9 Fire, Safety, Human Health and Biosecurity

Ensuring the Precinct is a safe place for workers and the community and preventing the introduction and spread of diseases or pests of animals and plants are key outcomes for the Precinct. The following section sets out controls that focus on facilitating safe development, biosecurity, fire protection and ensuring appropriate supporting infrastructure and facilities for emergency services. The purpose of these provisions is to protect both people and the environment.

Note: The *Rural Fires Act 1997* will prevail over the Precincts-Regional SEPP which means that sensitive land uses such as childcare facilities cannot be complying development in bushfire prone lands.

Aims

- Ensure the Precinct provides a safe place for people to work, visit and live near.
- Ensure appropriate consideration is given to hazards and risks.
- Ensure emergency services personnel can appropriately carry out their duties and can do so in a safe manner.
- Ensure workers and the community are kept safe at all times.
- Ensure biosecurity is managed to protect our economy, environment and community.

Performance criteria

- A. Developments that receive combustible waste material must consider Fire and Rescue NSW's Fire Safety Guideline – Fire Safety in Waste Facilities.
- B. New intensive agriculture in the Regional Enterprise Zone must consider biosecurity risks.

Supporting provisions to be developed as part of the Delivery Plan

Fire and Safety

1. The Delivery Plan must detail:
 - a. how fire safety both on and off site will be managed for the Precinct including site selection, asset protection zones, design and operation
 - b. requirements for safe storage and stockpiling of combustible material
 - c. fire safety planning including procedures such as a Precinct-wide emergency and evacuation plan
 - d. access requirements for emergency service vehicles
 - e. requirements for utilities and services to ensure the needs of firefighters are met
 - f. requirements for consultation with Safe Work NSW, Fire and Rescue NSW and Rural Fire Service for developments that include solar energy generating facilities, waste and resource recovery facilities, dangerous goods and large isolated buildings to ensure these agencies are able to implement effective and appropriate risk control measures.

Biosecurity

1. The Delivery Plan must detail how biosecurity will be managed for intensive agriculture and waste disposal or resource management facilities.
2. The Delivery Plan must provide guidance on how to appropriately address biosecurity risks such as the introduction, presence, spread or increase of a pest animal, pest or disease of animals, weed and animals or animal products becoming chemically affected and provide strategies to prevent, eliminate or minimise these risks for relevant developments.

Human Health Risk Assessment

1. The Delivery Plan must consider the human health impacts of chemical, physical, microbiological hazards on workers in the Precinct and detail how these impacts will be managed.

4.10 Sustainability and Climate Change

The Master Plan has been prepared to ensure development maximises sustainability opportunities to achieve 'Eco-Industrial Park' recognition in accordance with the United Nations Industrial Development Organisation (UNIDO) framework. An Eco-Industrial Park is a place where businesses work together to achieve enhanced environmental, economic and social performance through collaboration. This collaboration could involve the physical exchange of materials, energy, water and by-products, creating a circular economy where one business' 'waste' becomes another's inputs.

There are a range of tools, organisations and programs available to support the delivery of strategic sustainability priorities within the Precinct such as the ISCA Rating Tool, Sustainability Advantage (a NSW Government program that provides organisations with sustainability initiative support) as well as funding opportunities.

The NSW Government has set an ambitious policy framework including the Climate Change Strategy, Net Zero Plan Stage 1, and is leading the development of other supporting strategies such as the 20-Year Waste Strategy and Clean Air Strategy for NSW. These strategies will be important resources for guiding initiatives and development within the Precinct.

Aims

- Establish the Precinct as an Eco-Industrial Park and set a new standard for environmental performance for industrial precincts.
- Establish a robust framework for ongoing monitoring and reporting.

- Ensure industries maximise efficiencies, reduce emissions and collaborate to deliver a net zero emissions Precinct.
- Establish a circular economy framework with closed looped systems that maximise resource efficiency.
- Integrate blue and green infrastructure in a way that supports ecological function and provides amenity through biophilia.
- Ensure climate change risks and mitigation measures are recognised.

Performance criteria

- A. Development must be inclusive and sustainable and demonstrate alignment with the principles in the UNIDO Eco-Industrial Park framework.
- B. Green and blue infrastructure must be embedded into the Precinct wherever possible to create circular economy opportunities.
- C. The Precinct is to achieve net zero emissions consistent with the Climate Active Carbon Neutral Standard for Precincts.
- D. Consideration must be given to climate responsiveness and resilience. Climate change risks, hazards and opportunities must be considered in the design, construction and operation of the Precinct.
- E. Development should support a closed water cycle network, sustainable and active transport opportunities and the new infrastructure is to be Infrastructure Sustainability Council of Australia (ISCA)-certified and rated.

- F. Aboriginal people are invited to contribute sustainability knowledge particularly with regard to reducing the impacts of natural events, to ensure Country and sensitive sites are cared for appropriately, and ensuring Aboriginal people have access to their homelands to continue their cultural practices

Supporting provisions to be developed as part of the delivery plan

1. The Delivery Plan must consider how environmental management strategies can be adopted across the Precinct to meet environmental targets. This should include consideration of:
 - a. targets for waste and material use/reuse
 - b. climate change, adaptation, resilience and management.
2. Consider appointment of a Circular Economy Concierge that provides:
 - a. support to existing businesses and a means of connecting them together
 - b. a conduit to seek businesses that if co-located could support each other
 - c. assistance in co-locating businesses and otherwise helping find the best location within the Precinct for the business to be located based on their resource and environmental requirements
 - d. a conduit for targeting industry investment which could be well-suited to the Precinct.



5

Transport



5.1 Transport Network

Moree is strategically located at the junction of the Newell, Gwydir and Carnarvon Highways, has direct connection to the Melbourne to Brisbane Inland Rail as well as access to its own regional airport and the international Toowoomba Wellcamp Airport.

Connecting one of the most productive agricultural regions in Australia to global markets via Inland Rail creates significant investment opportunities for new value adding industries.

In addition to Inland Rail, a number of flagship infrastructure projects will enhance the region's ability to manage the significant agricultural freight task as shown on Figure 20 Key Transport Infrastructure. In particular, the proposed east-west connector road will enable the efficient movement of agricultural produce from west of Moree into the Precinct via a new overpass across the Newell Highway and Inland Rail. The east west connector will be extended toward the north east to connect back to Gwydir Highway improving the amenity in growth areas of Moree.

The Moree Regional Airport runway extension and new terminal building will increase air freight and passenger capacity to service a growing economy and population.

Over the longer term, consideration should be given to an alternate heavy rail alignment that is shifted away from the Moree town centre that shares an intermodal rail loop. However, additional investigations should also consider a dedicated corridor for an Inland Rail eastern bypass, branching near Tapscott Rd in the south, running generally east of the current travelling stock reserve, and joining the Inland Rail north of the Precinct.

Enabling infrastructure

1. A grade-separated overpass across the Newell Highway and Inland Rail, south of Moree Regional Airport with future connection to the north west and north east, and providing direct connection to the proposed internal road network on the eastern side of the Newell Highway within the Precinct.
2. Inland Rail will be a 1,700 km rail line between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. It will provide freight producers and regional centres with efficient rail access to domestic and international trade gateways. The Inland Rail corridor is expected to be fully operational by 2025. The Moree Special Activation Precinct is located on the Narrabri to North Star section of Inland Rail enabling efficient rail freight between Moree and key seaports, as well as large population centres such as Brisbane and Melbourne. The Narrabri to North Star project involves 184.5 kilometres of track upgrade within the existing rail corridor and construction of approximately 1.7 kilometres of new rail track to accommodate future capacity for 1,800-metre double-stacked freight trains. Future proofing for 3,600-metre double-stacked freight trains is also being incorporated.
3. An extended rail siding located south of Halls Creek will support a southern intermodal terminal.

4. The North-South Link road sealing and realignment of Bulluss Drive to form a spine road through the Precinct connecting the Newell Highway and the southern intermodal terminal via the north-east intermodal terminal and future east-west connector road.

Planned infrastructure

1. With the planned runway extension and new terminal for Moree Regional Airport, a connected road network to the Moree Gateway Precinct and the airport access through Blueberry Road enables a smooth movement of commodities aimed for air freight between the Precinct's industries and Moree township, and Moree Regional Airport.
2. East-west connector extending to Gwydir Highway through the Precinct.

5.2 Road Network Performance and Active Transport

Aims

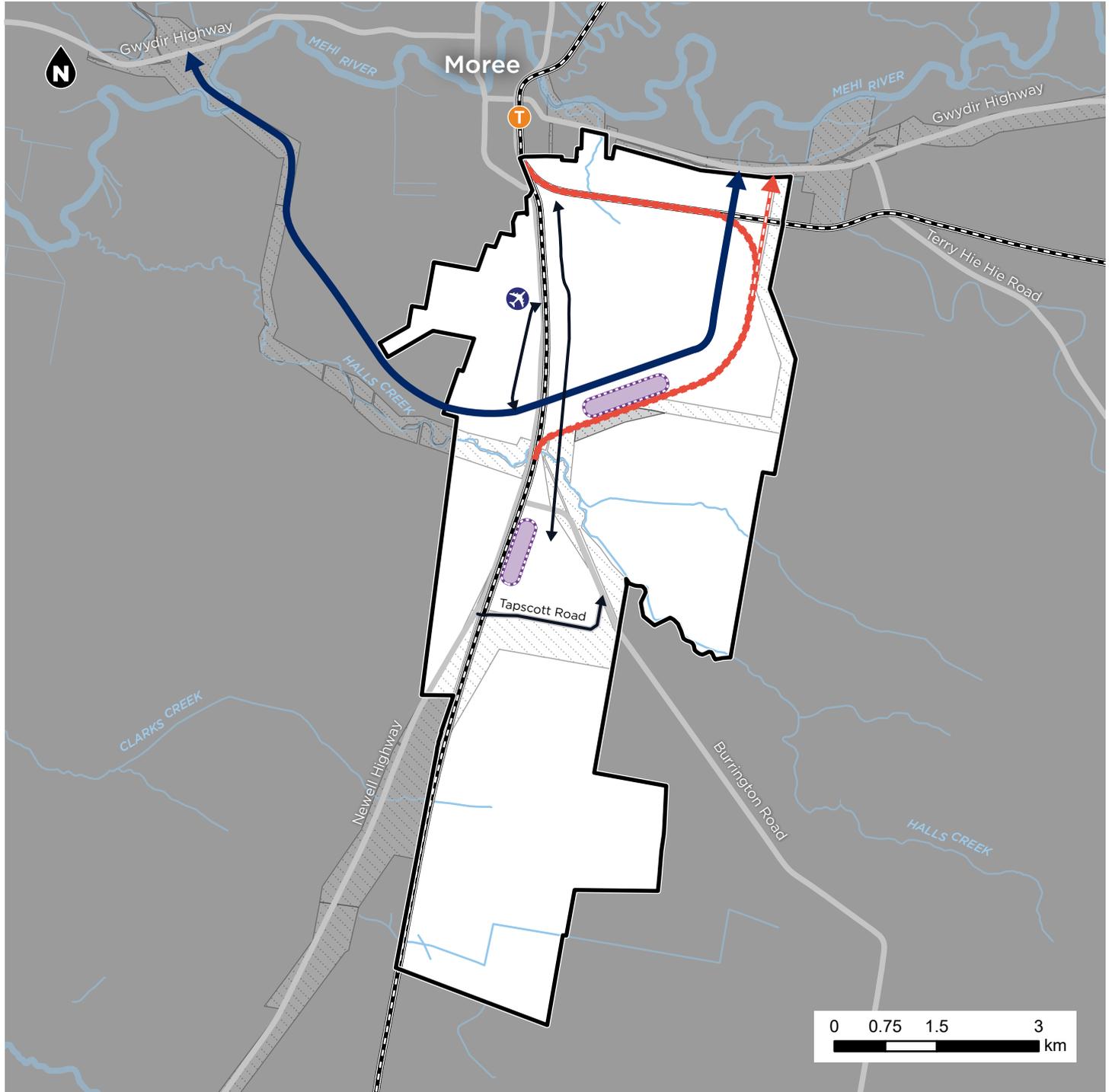
- Ensure a safe and efficient freight accessibility and internal road network that reduces reliance on railway level crossings.
 - Meet future heavy vehicle productivity aims as set out in Transport for NSW's Heavy Vehicle Access Policy Framework.
 - Provide safe access for all transport users to the Precinct including active transport measures on higher order roads to the Gateway and within the north of the Precinct.
 - Deliver a connected Precinct with industrial and commercial spaces linked with multimodal infrastructure.
 - Identify the transport network infrastructure components required to facilitate development over the life of the Precinct.
 - Protect key transport corridors such as the higher order road network, intermodal sites and the proposed internal rail corridor as shown on Figure 20 Key Transport Infrastructure.
 - Identify the strategic corridor of the east-west connector beyond the Precinct.
- C. Developments must avoid the critical transport corridors being the higher order road links, intermodal footprints and the proposed internal rail corridor.
 - D. High standard access points should be provided into the Precinct.
 - E. East-West connector and spine roads:
 - i. A new east-west connector will allow freight access from Gwydir Highway to a spine road and the local road grid networks within the Precinct.
 - ii. Direct property access from the east-west connector and arterial roads will be limited. Separated right turn auxiliary lanes at side streets will reduce flow interruption to the road network right turning movements will occur on signalised intersections. Spatial provision for footpaths and shared paths will be appropriately setback from the road.
 - F. Local connector roads will provide access to driveways and entrances to blocks and generally be a two-way/two-lane cross-section. Design considerations of a local road in the Precinct are as follows:
 - Traffic lane widths to be suitable to accommodate high productivity vehicles (HPV) as per Austroads Guide to Road Design.
 - On-street parking to be considered in high-activity areas, which include the Gateway sub-precinct.
 - Minimum turning radii into access driveways or side streets to manage entry/exit speed and conflict at footpaths/shared paths.
 - Consideration of verge width to provide suitable space for ancillary facilities.
 - G. Active transport linkages should be implemented to connect Moree town and residential areas directly with development within the north of the Precinct and the Gateway.
 - H. All transport infrastructure should avoid impacts on biodiversity values.

Supporting provisions to be developed as part of the Delivery Plan

Performance criteria

- A. The internal street network and connections to existing highways are to be augmented and expanded over the life cycle of the Precinct to ensure the effective servicing and orderly operation of the Precinct.
- B. Developments must provide operational access and egress for emergency services and occupants, and ensure all roads are through roads.
 - To guide the geometric road design, a lower posted speed limit (e.g. of up to 60 km/h) for efficient and safer operations of the road network. Lower posted speed limit may be considered in high-activity areas with the aid of more constrained road geometry and traffic calming devices.
- 1. A street plan is to be developed as part of the Delivery Plan, and should include:
 - street hierarchy
 - street types, sections and reserve widths
 - staging
 - methodology/triggers for upgrades
 - interface arrangements for intermodal crossing points.

Figure 19: Key Transport Infrastructure



- | | | |
|--|---|---|
| Special Activation Precinct (4,716 ha) | Proposed east west connector (strategic corridor) | Travelling stock reserves proposed relocation |
| Moree Regional Airport | Proposed road | Travelling stock reserves |
| Railway station | NE rail bypass | |
| Railway | NE intermodal loop | |
| Road | Proposed intermodal sites | |
| River/creek | | |

5.3 Rail Network Performance

Aims

- The rail network layout should be designed so as to maximise efficiencies through loading, unloading and crossings.
- The road network should be designed so as to ensure its separation with the rail network to avoid rail operational impacts.
- Preserve the rail corridor for future expansion.
- Ensure the efficient operation of the freight rail network.

Performance criteria

- A. Signalling should be automated, consistent with Australian Rail Track Corporation's (ARTC) operating protocols on the Inland Rail.
- B. Operational shunting to avoid crossing the key road network.
- C. Minimise shunting on main line to ensure efficient movement, in line with ARTC standards.
- D. The internal road and rail networks should be compatible with the National Land Transport Network.

Supporting provisions to be developed as part of the Delivery Plan

1. Any new sidings are to be designed to satisfy ARTC's uniform standards.



Image courtesy of Moree Plains Shire Council.

6

Airport Safeguarding



6.1 Protection of Airport Operations

Moree Regional Airport, located within the north western part of the Precinct, is key infrastructure that, as a result of the planned runway extension and new terminal building, will increase air freight and passenger capacity to service a growing economy and population. The Master Plan does not propose amendments to the current airport site and allows for the protection of the expansion of the airport with the planned extension of two runways through a Special Purpose Zone under the Precincts-Regional SEPP. Land adjacent to the airport will be able to be developed for regional enterprise uses taking advantage of a streamlined planning approval process.

Aviation operations will be protected with the application of the National Airports Safeguarding Framework (NASAG Framework). This includes the introduction of statutory obstacle limitation surface and noise controls from *Moree Plains Local Environmental Plan 2011* into the Master Plan and the introduction of additional protection controls in line with the NASAG Framework.

Aims

- Protect the operation of Moree Regional Airport.
- Ensure appropriate development can be located near Moree Regional Airport.
- Provide for the effective and ongoing operation of Moree Meteorological Station.

Performance criteria

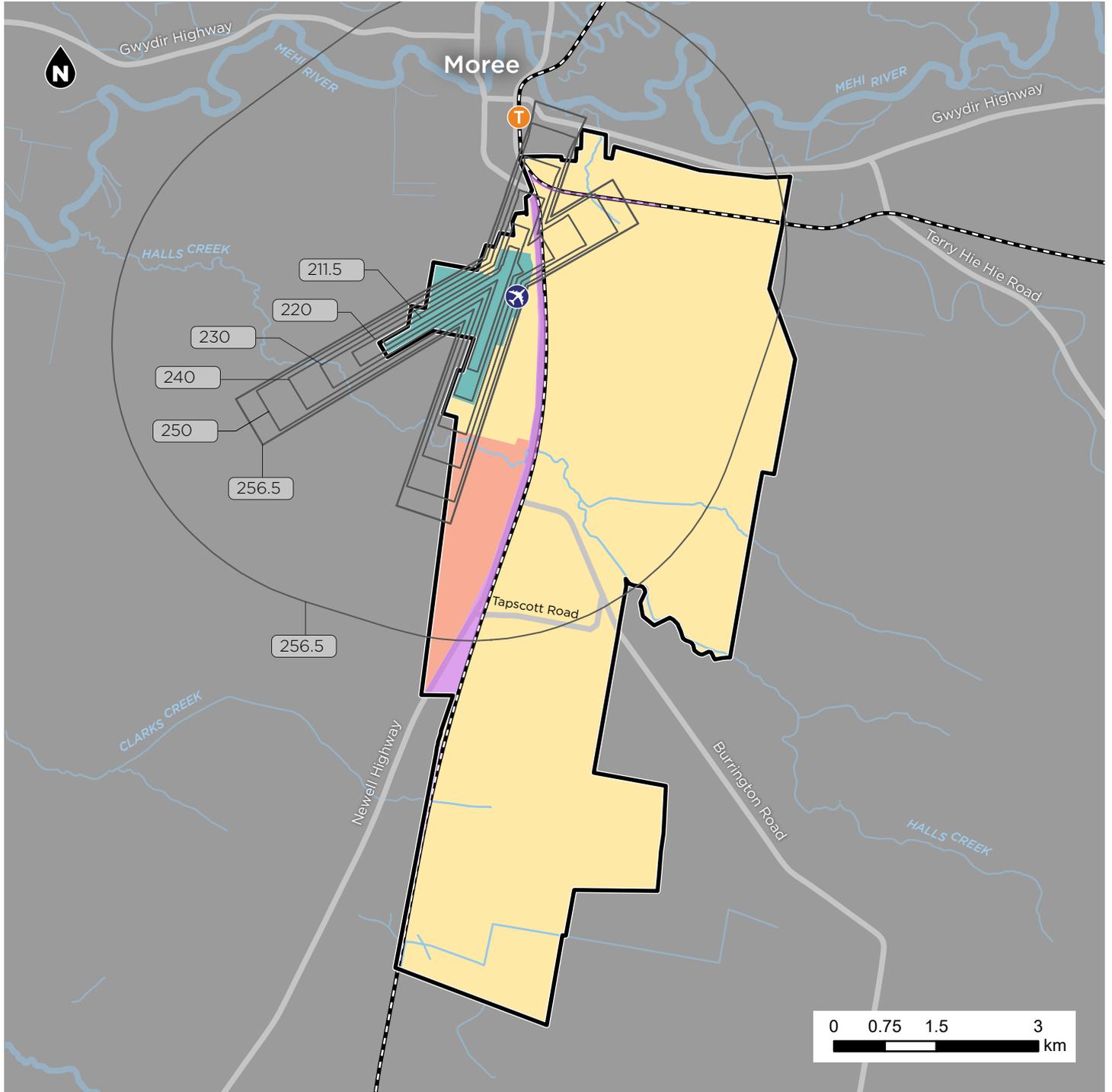
- A. These controls are to be consistent with the relevant NASAG framework or any new Regulation that may apply to the Airport and extend to managing windshear (Figure 23), wildlife (Figure 24), lighting (Figure 25) and public safety (Figure 26).
- B. The maximum height of buildings, stacks and plume rise applies to land surrounding Moree Regional Airport as depicted in Figure 21.
- C. Any development on land to which Figures 21 to 26 apply cannot be exempt or complying development.
- D. The consent authority must consult with the Commonwealth body for any development that penetrates the OLS as mapped on Figure 21 Moree Regional Airport Obstacle Limitation Surface and consider any advice received prior to approving development. Clauses 7.3 and 7.4 of *Moree Plains Local Environmental Plan 2011* will continue to apply as appropriate.
- E. In order to manage the impacts of aircraft noise on development, the Issuing Authority of an Activation Precinct Certificate is to consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021–2015. The Issuing Authority is to also be satisfied the development will meet the indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021–2015. Clause 7.4 of *Moree Plains Local Environmental Plan 2011* will apply to land mapped on Figure 27 Moree Regional Airport Australian Noise Exposure Forecast (ANEF).

- F. The following land uses should be avoided within the distances shown on Figure 24 Moree Regional Airport Wildlife Hazards:
- **Group A uses:** Putrescible waste disposal sites should be avoided within 13km of the runway. This land use is to be prohibited in the Regional Enterprise zone.
 - **Group B uses:** The following land uses should be avoided within 3km of the runway. Land uses between 3km and 8km of the runway should include measures to discourage wildlife unless acceptable design responses are approved, as outlined in the Moree Airport Master Plan:
 - sewerage treatment facilities
 - commercial fish processing
 - bird sanctuaries and fish reserves
 - artificial water body (including water management structures such as detention basins or wetlands and dams and enclosed tanks)
 - aquaculture
 - turf farming
 - animal farming with potential to attract birds/bats)
 - fruit farming
 - food processing plants.
 - **Group C uses** (as stated in the Moree Airport Master Plan): The following land uses should include measures to manage waste disposal, where they are located within 15km of the runway, unless acceptable design responses are approved, as outlined in the Moree Airport Master Plan:
 - race-tracks
 - fair grounds
 - outdoor theatres
 - drive-in restaurants.
 - sports grounds.
- G. For any development that is within Zone A, B, C or D as shown on Figure 25 Moree Regional Airport Lighting Restrictions, the consent authority is to consider whether the maximum intensity of light sources during construction and operation of the development will meet the criteria shown on the lighting restrictions area map prior to issuing an Activation Precinct Certificate.
- H. An assessment is required for industries in close proximity to the airport as mapped on Figure 23 Moree Regional Airport Windshear Assessment Trigger to determine the plume velocity. A detailed assessment is required for buildings that are:
 - 1200m or closer perpendicular from the runway centreline (or extended runway centreline)
 - 900m or closer in from the runway threshold (towards the landside of the airport)
 - 500m or closer from the runway threshold along the runway.
- I. Before granting consent for a development that will penetrate the 1:35 surface in the windshear assessment trigger area, the Consent Authority is to consider whether a windshear assessment is required and, if so, if it has been undertaken. The type of assessment required is outlined in NASAG Framework Guideline B Managing the Risk of Building Generated Windshear and Turbulence at Airports. Controls should apply to the existing and future, extended runway configurations.
- J. Development is not to contravene Council's Airport Master Plan.
- K. Development is not to compromise the operation of the Moree Meteorological Station. Obstacle limitation surface controls are set out at Figure 22 Moree Meteorological Station Obstacle Limitation Surface.

Supporting provisions to be developed as part of the Delivery Plan

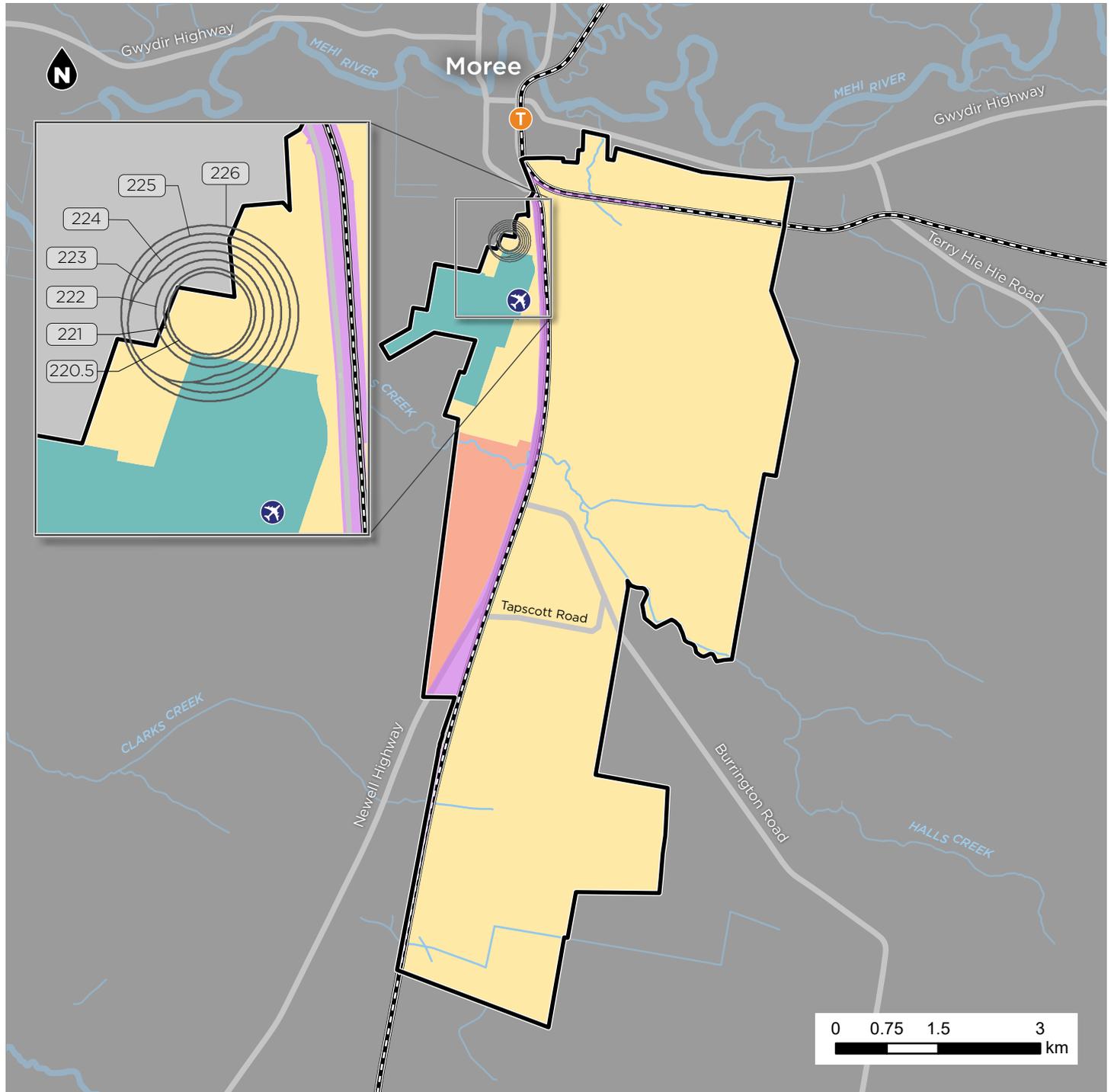
1. Work with Council to review Council's Airport Master Plan in relation to the Precinct and the airside opportunities created within the Precinct.
2. Obtain the concurrence of the Airport Manager to development proposals that are affected by any of the airport safeguarding controls set out in this section of the Master Plan prior to the issue of an Activation Precinct Certificate.

Figure 20: Moree Regional Airport Obstacle Limitation Surface



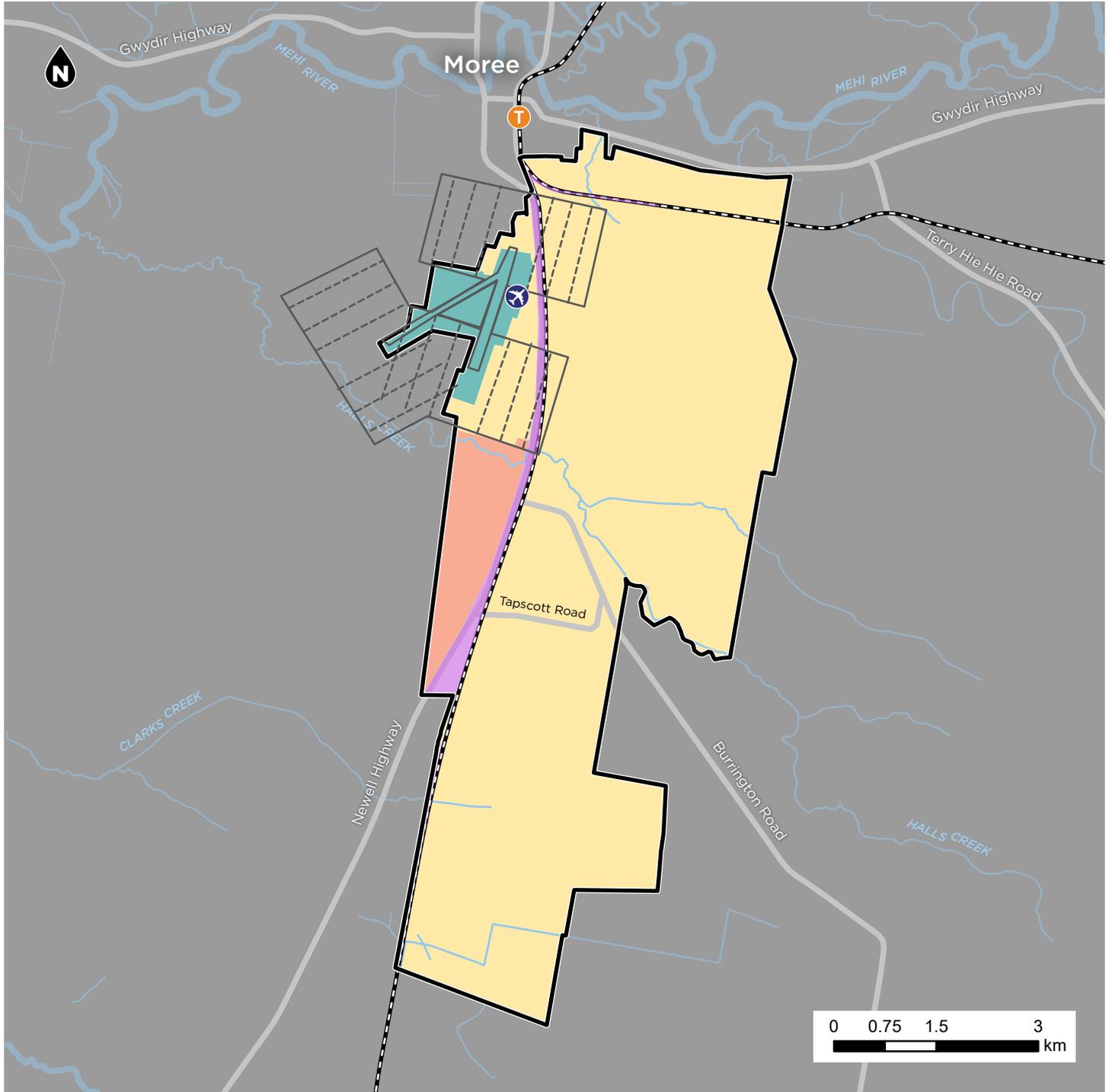
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|--|---|
|  Special Activation Precinct (4,716 ha) |  Air transport |
|  Moree Regional Airport |  Rural activity |
|  Railway station |  Regional enterprise |
|  Railway |  Special purpose infrastructure |
|  Road |  Obstacle Limitation Surface - m (A.H.D) |
|  River/creek | |

Figure 21: Moree Meteorological Station Obstacle Limitation Surface



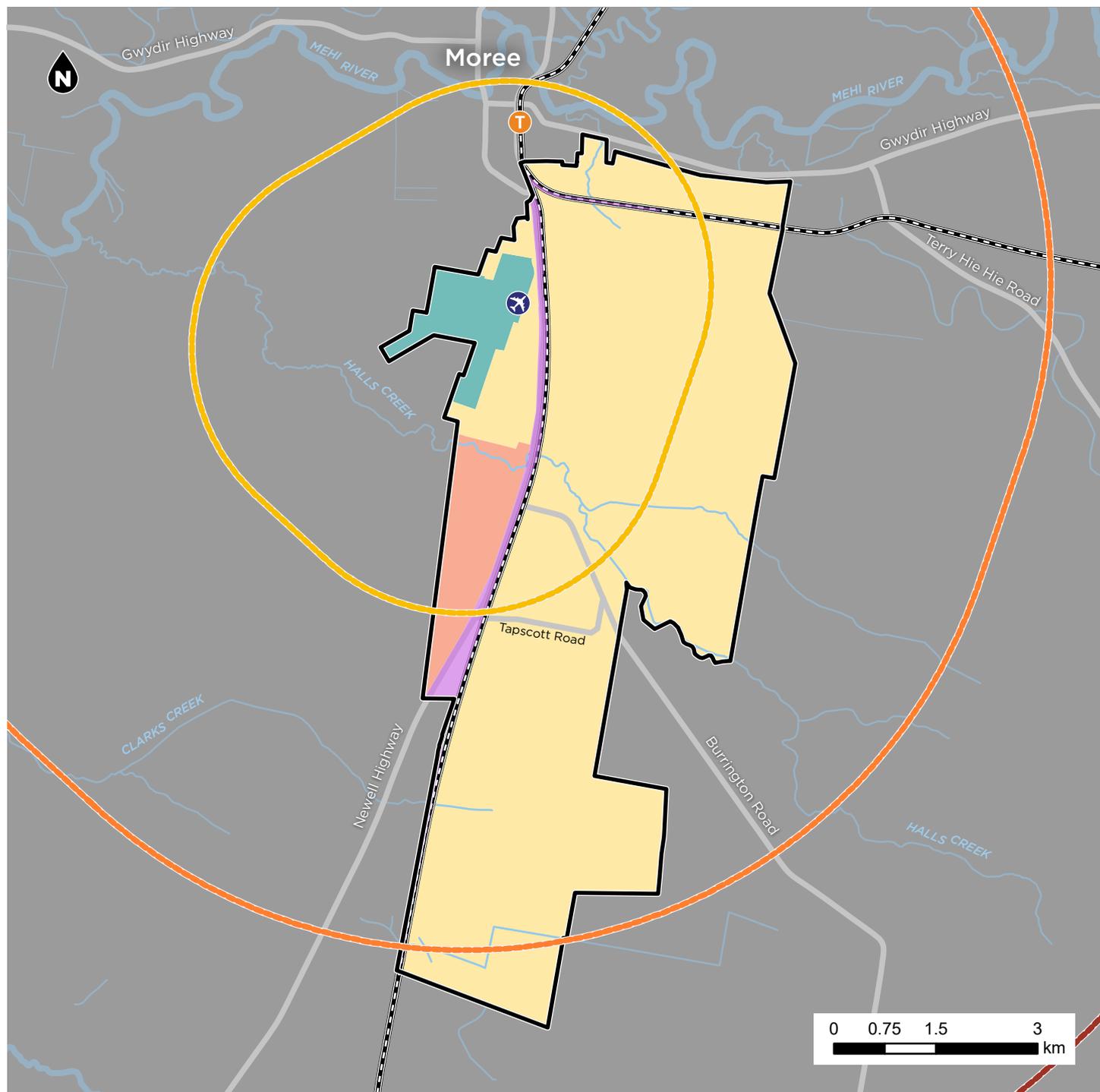
- | | |
|--|---|
| Special Activation Precinct (4,716 ha) | Air transport |
| Moree Regional Airport | Rural activity |
| Railway station | Regional enterprise |
| Railway | Special purpose infrastructure |
| Road | Meteorological Station Height Limit - m (A.H.D) |
| River/creek | |

Figure 22: Moree Regional Airport Windshear Assessment Trigger



- | | |
|--|---|
|  Special Activation Precinct (4,716 ha) |  Air transport |
|  Moree Regional Airport |  Rural activity |
|  Railway station |  Regional enterprise |
|  Railway |  Special purpose infrastructure |
|  Road |  Windshear assessment trigger area |
|  River/creek | |

Figure 23: Moree Regional Airport Wildlife Hazards

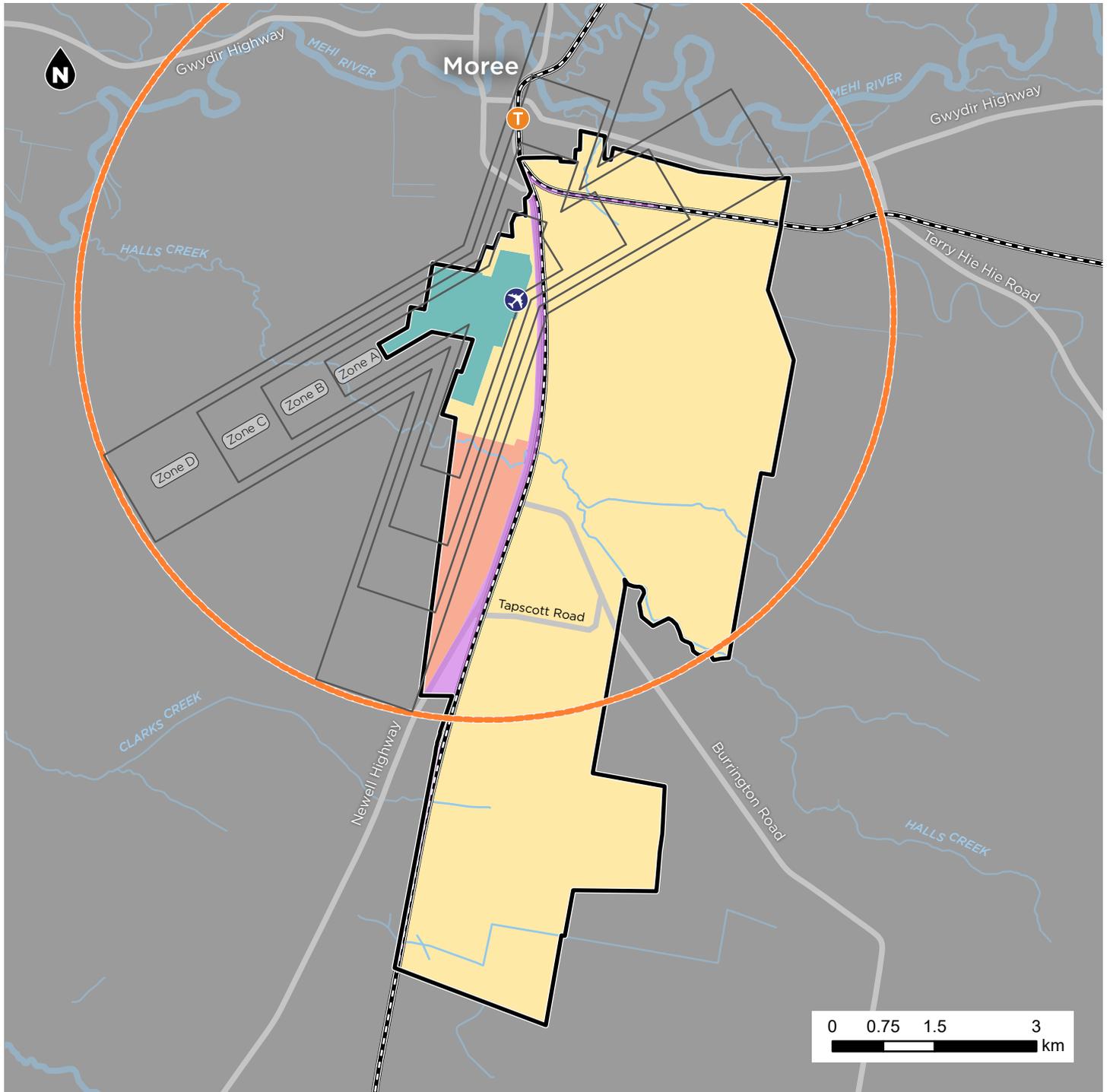


- Special Activation Precinct (4,716 ha)
- Moree Regional Airport
- Railway station
- Railway
- Road
- River/creek

- Air transport
- Rural activity
- Regional enterprise
- Special purpose infrastructure

- Wildlife buffer**
- 3km
 - 8km
 - 13km

Figure 24: Moree Regional Airport Lighting Restrictions



Special Activation Precinct (4,716 ha)

Moree Regional Airport

Railway station

Railway

Road

River/creek

Air transport

Rural activity

Regional enterprise

Special purpose infrastructure

Airport lighting restrictions

6km radius

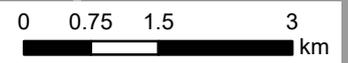
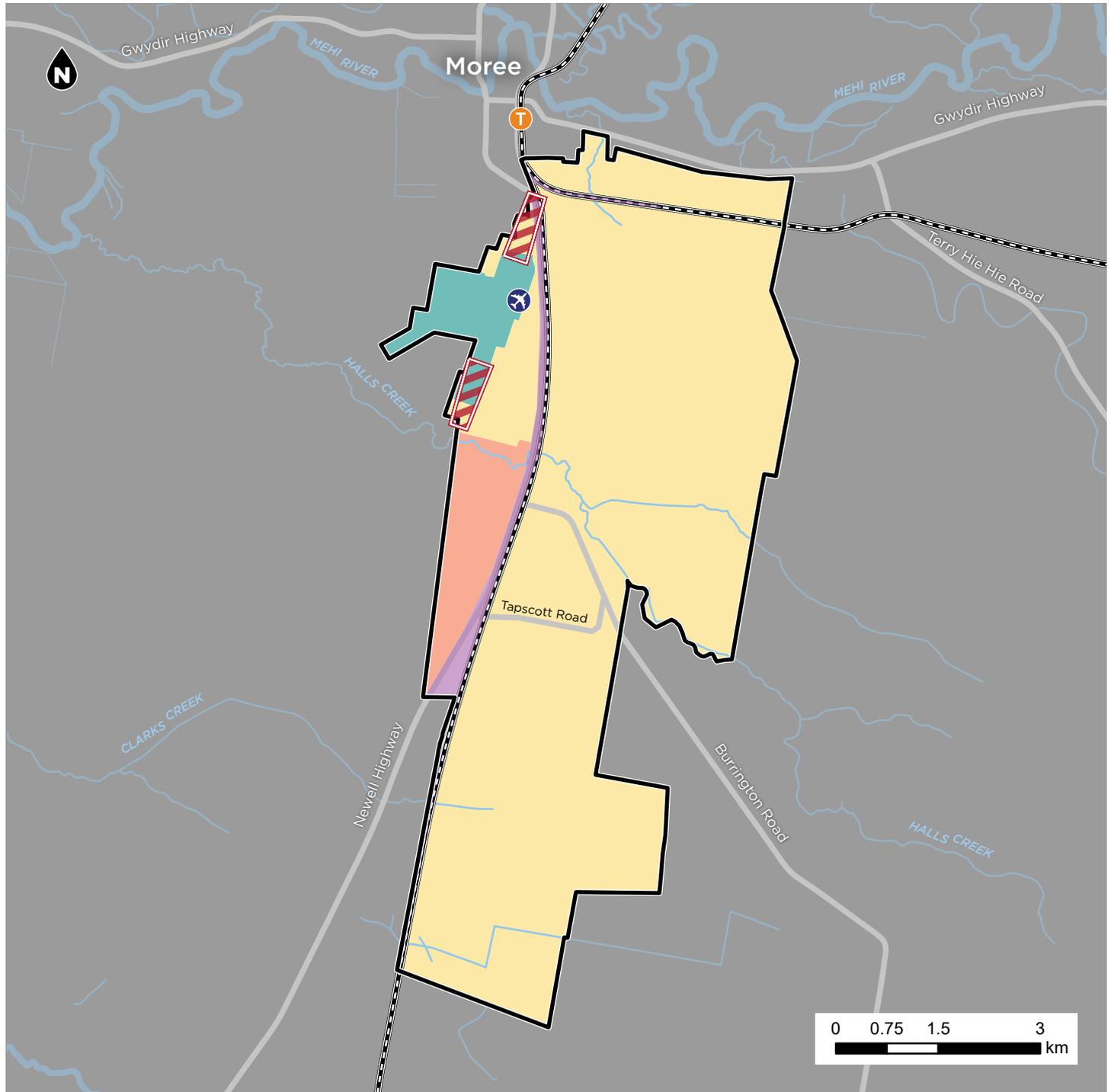
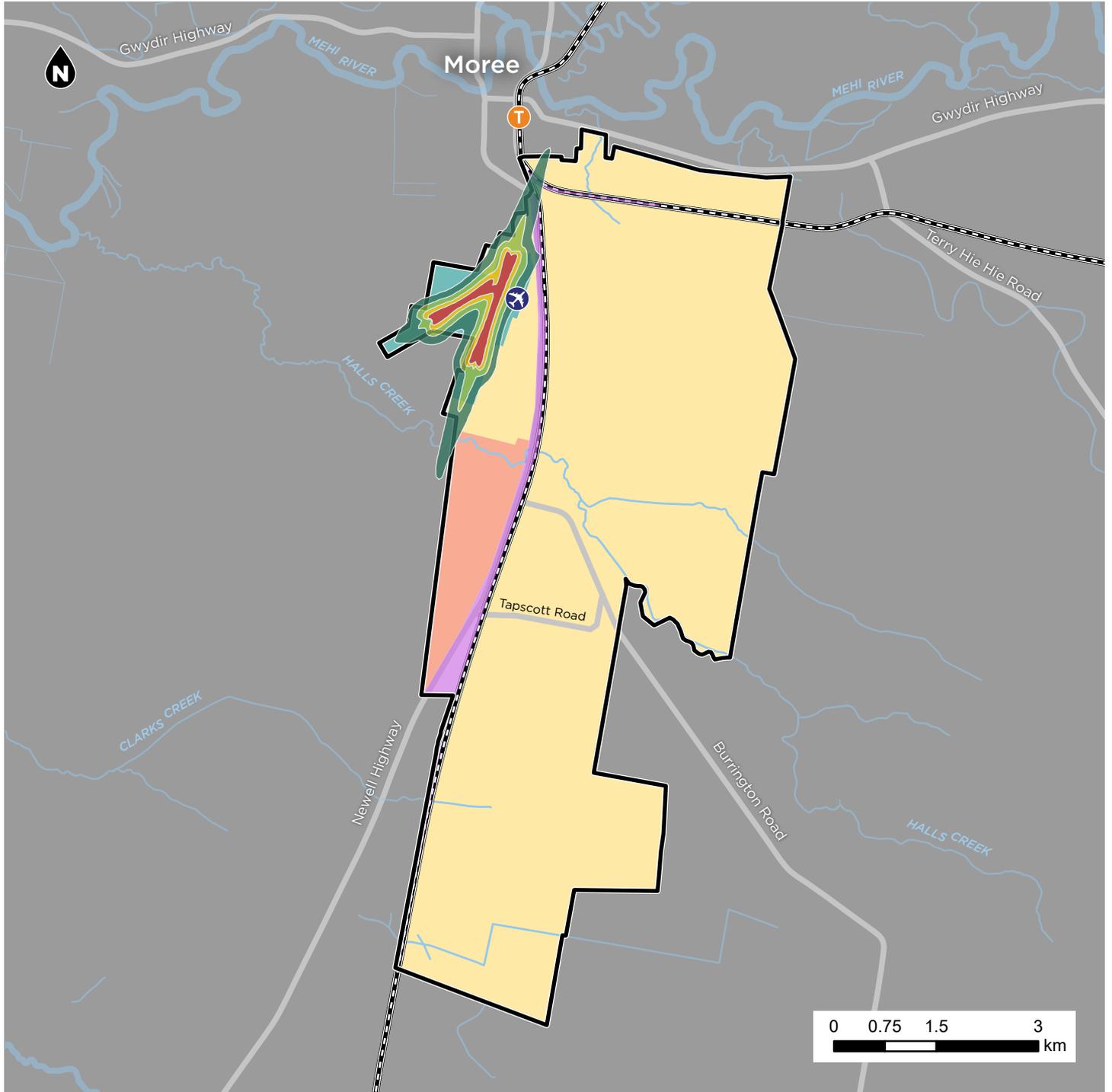


Figure 25: Moree Regional Airport Public safety



- | | |
|--|--|
|  Special Activation Precinct (4,716 ha) |  Air transport |
|  Moree Regional Airport |  Rural activity |
|  Railway station |  Regional enterprise |
|  Railway |  Special purpose infrastructure |
|  Road |  Public safety areas |
|  River/creek | |

Figure 26: Moree Regional Airport Australian Noise Exposure Forecast (ANEF)



-  Special Activation Precinct (4,716 ha)
-  Moree Regional Airport
-  Railway station
-  Railway
-  Road
-  River/creek

-  Air transport
-  Rural activity
-  Regional enterprise
-  Special purpose infrastructure

- Australian Noise Exposure Forecast (ANEF)**
-  20
 -  25
 -  30
 -  35

7

Staging and Development



7.1 Development Enablers

The timing of development in the Precinct will be influenced by a number of factors including access to existing infrastructure, and the attraction of investors to development drivers such as available water to support commercial and industrial operations, and the upgrade of, or new, road and rail infrastructure.

These factors will support development across the Precinct, including around the airport. Access to existing grain handling operations at the centre of the Precinct and the forthcoming completion of the Inland Rail and major road infrastructure will concentrate development closer to these infrastructure components. Equally important will be the ability to access suitable water to support horticultural and high-value agricultural operations within the Precinct.

Planning for the rehabilitation of Halls Creek and protection of heritage sites will continue to ensure environmental outcomes for the Precinct.

Key enabling infrastructure will provide greater certainty on the nature and location of development over the life of the project. Priority infrastructure to support development in the first five years is outlined below:

- ARTC Rail Siding – a 5.8km rail siding constructed as part of the Inland Rail by ARTC will provide the opportunity for early stage investment in intermodal facilities.
- Moree Intermodal Overpass and connecting roads.
- Protection of the rail corridor from the Inland Rail through the Precinct.
- Enabling infrastructure as outlined in Section 5.1 of this Master Plan to provide early road and rail access.
- Utility infrastructure including gali-water, sewer, NBN, communications and electricity supply.
- A loop road through the centre of the Precinct with connections to the north south road.

This master plan is a 40 year strategic planning document. It is not envisaged that all land will be developed or serviced. Some land may continue to be utilised for agricultural purposes or used for purposes such as solar, which do not require significant infrastructure upgrades.

Appendices



Appendix 1:

Supporting documents

The Moree Special Activation Precinct Master Plan process relied on the following technical studies to understand the environmental impact of development scenarios and test the rigour and risk of upfront strategic environmental and planning assessment.

Moree Special Activation Precinct Structure Plan	A1	Community and Social Infrastructure	A2
Sustainability	A3	Traffic and Transport	B1
Flooding and Water Quality Management	B2	Utilities	B3
Renewable Energy	B4	Biodiversity	C1
Bushfire	C2	Heritage	C3
Contamination	C4	Hydrogeology	C5
Air Quality, Odour and Noise	C6	Water Demand	D1
Economic Assessment	E1	Aboriginal Community Study	F1

Appendix 2: Gamilaraay Dictionary

Gamilaraay word	English word
<i>Yurrul</i>	Bush
<i>Yuu</i>	Dust
<i>Yuul</i>	Food
<i>Wugawa</i>	Flood
<i>Dhawun</i>	Ground
<i>Dhulu</i>	Tree
<i>Gali (noun)</i>	Water
<i>Warrambul</i>	Watercourse



Moree Special Activation Precinct Master Plan

March 2022

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