

Talia Walker

From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 14 June 2021 10:03 PM
To: DPIE PSVC Special Activation Precincts Mailbox
Cc: DPE PS ePlanning Exhibitions Mailbox
Subject: Webform submission from: The draft Moree Special Activation Precinct Master Plan
Attachments: sap---response-to-draft-masterplan.pdf

Submitted on Mon, 14/06/2021 - 21:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

██████████

Last name

██████████

I would like my submission to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Bayswater 3153

Please select if you support or object the Moree SAP

Support

Submission file

[sap---response-to-draft-masterplan.pdf](#)

Submission

Dear SAP Team,

Thankyou for the opportunity to make a submission regarding the draft masterplan.

I have attached to this transmission a PDF file providing some thoughts on the Masterplan area as its currently laid out. Identified in the letter is an issue about connectivity and safety with the current areas outlined in the plan.

As we have been engaged with council for over three years we are very keen to see the area developed and connected in a manner to efficiently and safely see this strategic hub thrive which is positioned strategically with the intersect of rail, road and air.

As a team we identified back in 2017 that Moree had a great opportunity for commercial/agricultural/logisitics development as it

was the epicentre for all agricultural uses in the northern and north western parts of the state.

Moree having access to a consistent water supply makes it a very unique place and assures its position as one of the leading areas for agricultural farming.

Having the Department of Planning developing a business case to elevate the area to a Special Activation Precinct only enhances what already is one of the great produces of agricultural goods in Australia.

From our perspective we are very keen to see this region become ratified as a SAP as this will only further support the development and investment of the region and our aspirations to work collectively and cohesively with Council to see Moree thrive.

Our development of the land known as the [REDACTED] would be further supported by the delivery of an approved SAP and would provide further confidence for Procon and our business partners to further invest in the region.

The initial development by [REDACTED] would see investment exceed some \$45m which will boost employment and with further opportunities within a SAP approved area allow us to enhance our development in delivering logistical and commercial opportunities.

[REDACTED] is very excited about the potential of the area and look forward to continuing our positive collaboration with Moree Shire in releasing this great opportunity in the region.

I am very happy to for the SAP Team to engage with me further if support of this submission is required.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I agree to the above statement

Yes



Dear SAP Team,

Attached is an enlarged map of the proposed Masterplan that has two areas identified in **red** hatching and the other in **blue** hatching

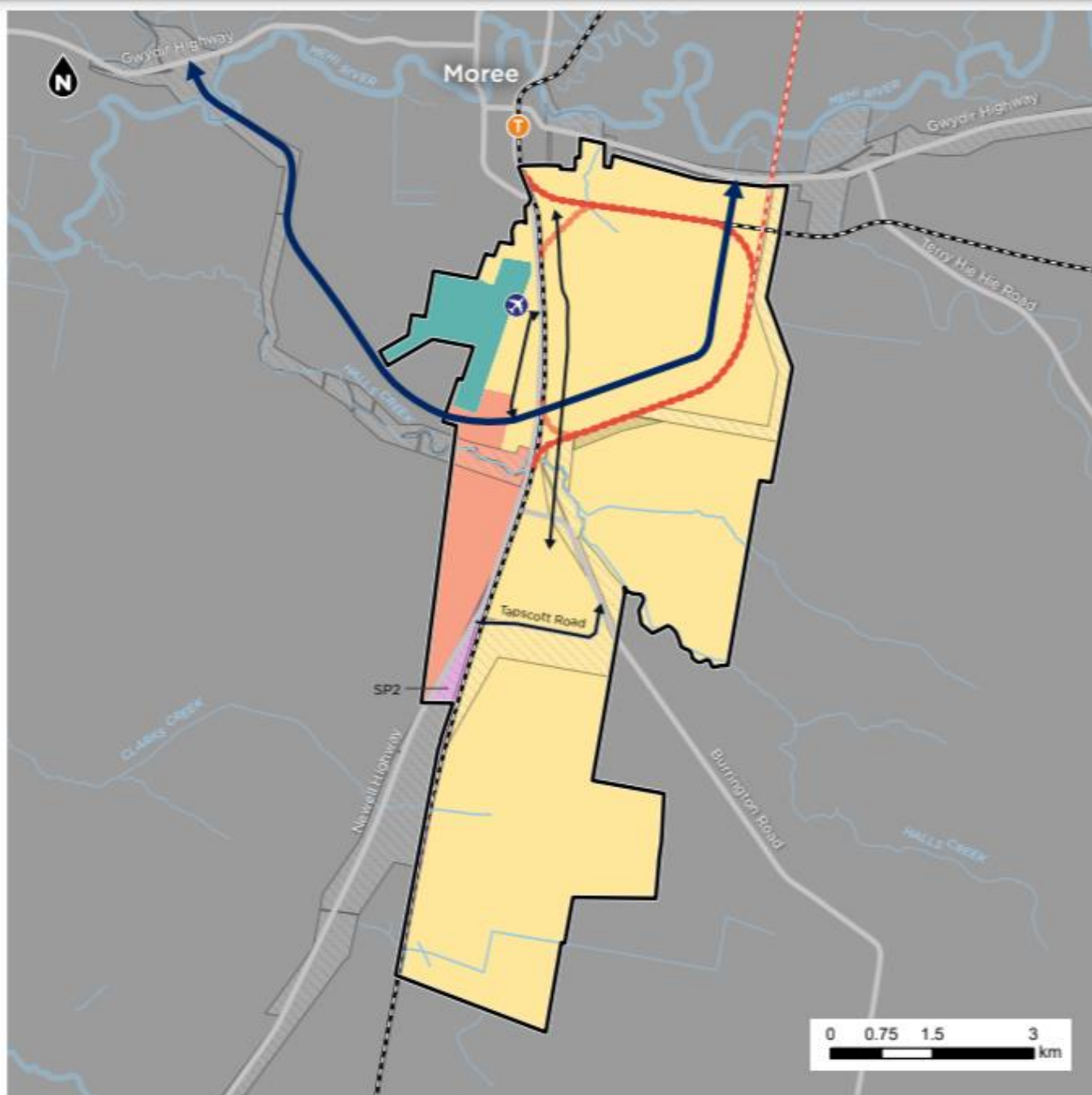
The purpose of highlighting these two areas is; the **red** hatched Rural Activity area and the **blue** hatched Regional Enterprise area seem to be disjointed in their application.

It would seem to make sense that the red hatched area should be Regional Enterprise to have continuity of design and use as the balance of the zone running along the airport. Furthermore, the logical demarcation point for a transition in uses would be the proposed East/West Connector bypass Road so all land to the south of this (including the blue hatched area) should convert to Rural Activity.

Considering the close proximity of the overpass bridge and the likelihood that this area will remain 110klm zone this enterprise area (**blue** hatching) not only lacks connectivity but may suffer from no access to the highway or at best a compromised access making it unsafe for vehicles to enter and exit the Newell.

Furthermore, access for commercial purposes on to the East/West connector would be also compromised and could cause additional safety issues as well.

Therefore, it is proposed that the SAP should alter both of these areas to create greater connectivity, better use of the land and there position in relation to safety and access. **Blue** hatching alter to Rural Activity and **red** hatching alter to Regional Enterprise.



Special Activation Precinct
(4,716 ha)

Moree Regional Airport

Rail Station

Railway

Road

River/Creek

Proposed East West Connector
(Strategic Corridor)

Proposed Road

NE Rail Bypass

NE Intermodal Loop

Potential rail link

Air Transport

Rural Activity

Regional Enterprise

Special Purpose Infrastructure

Travelling Stock Reserves

Travelling Stock Reserves
proposed relocation