
Special Activation Precinct

MOREE

Draft Master Plan

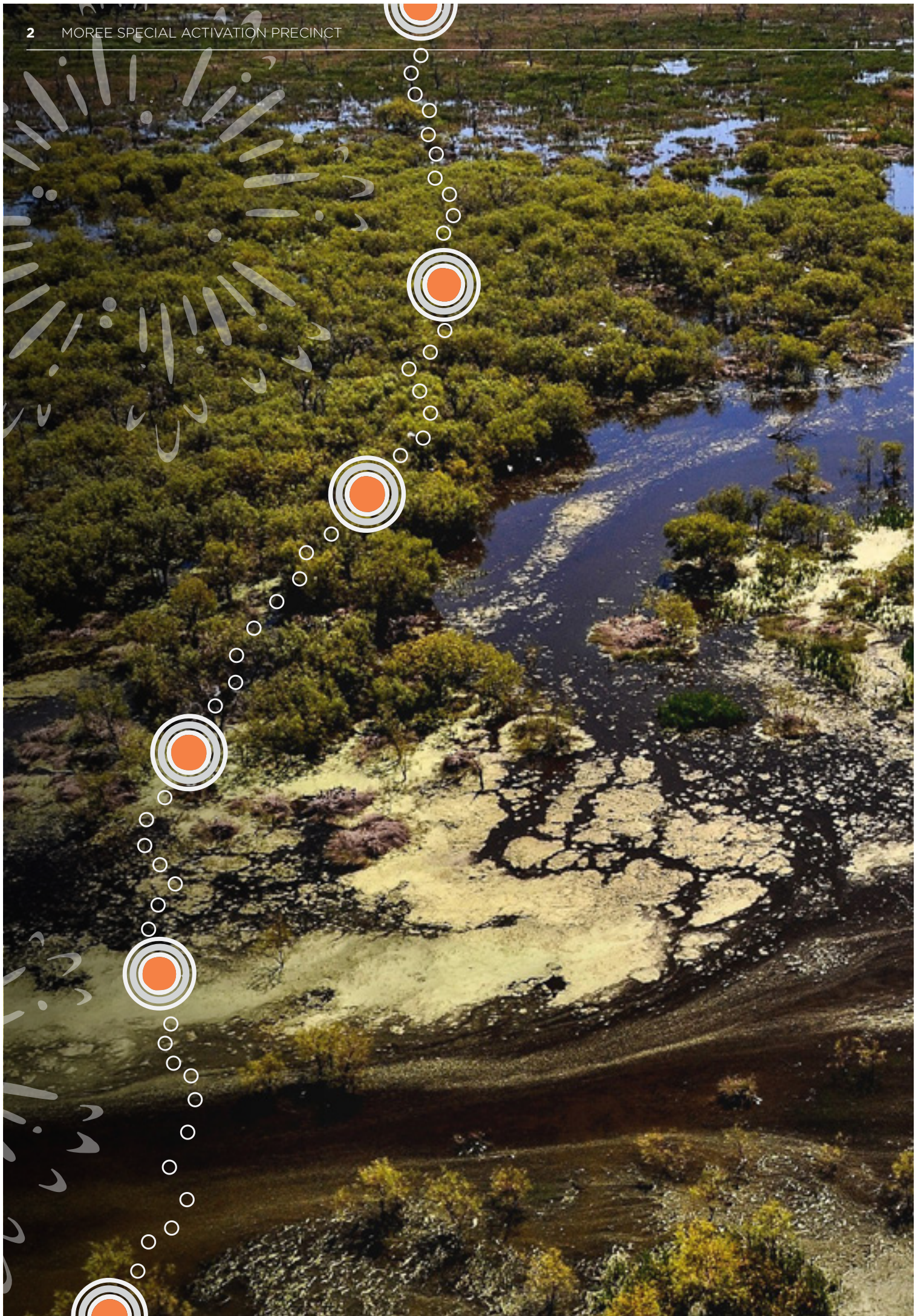
May 2021





Contents

Acknowledgement of Country	3	4 Environment and Sustainability	41	6 Airport Safeguarding	72
Executive summary	4	4.1 Biodiversity, vegetation and riparian corridors	42	6.1 Protection of airport operations	73
1 Strategic Context	9	4.2 Air Quality and Odour	46	7 Staging and Development	76
1.1 A unique opportunity for the Moree Region	10	4.3 Noise	50	7.1 Development enablers	77
1.2 Gamilaroi/Gomeroi cultural heritage	12	4.4 Bushfire	52	Appendices	79
1.3 Moree Special Activation Precinct context	13	4.5 Flood Risk Management	54	Appendix 1: Supporting documents	80
1.4 Planning Framework	15	4.6 Water Resources (Stormwater and Groundwater)	57	Appendix 2: Gamilaraay Dictionary	81
2 Vision	19	4.7 Assessing hazardous and offensive development	60	Have your say	83
2.1 Vision and Principles	20	4.8 Managing development on contaminated land	61		
2.2 Structure Plan	22	4.9 Fire, Safety, Human Health and Biosecurity	63		
3 Provisions of this draft Master Plan	25	4.10 Sustainability and Climate Change	64		
3.1 Land Use and Zoning	26	5 Transport	67		
3.2 Place and Landscape	31	5.1 Transport network	68		
		5.2 Road network performance and active transport	69		
		5.3 Rail network performance	70		



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 2020 NAIDOC theme, we acknowledge that the land on which the Moree Special Activation Precinct developments 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.

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 industrial and commercial infrastructure projects in certain areas of regional NSW to attract and grow businesses, provide more employment opportunities and stimulate the regional economy.

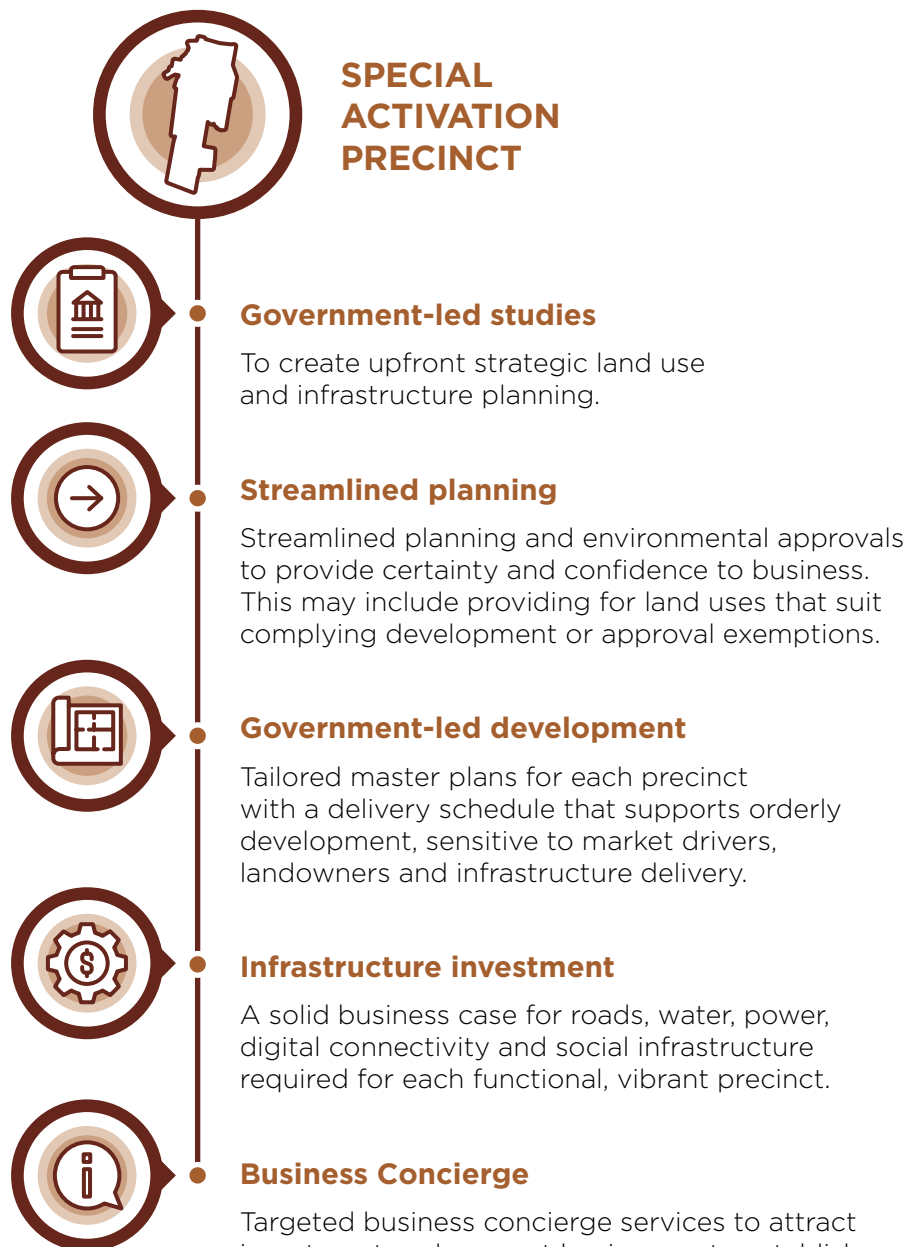
The NSW Government is supporting this approach by:

- 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 for streamlined approvals and infrastructure is in place to start-up quickly and efficiently.

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 Deputy Premier announced Moree as a Special Activation Precinct 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 significant solar energy potential of the region and Moree's access to high quality and secure water supplies 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, allowing for large footprint 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 the Connecting with Country guidelines to shape the draft Master Plan and partnerships with the indigenous community to activate Aboriginal owned 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 draft Master Plan is an important part of the planning framework for the Precinct. Once made, it will be a statutory planning document that supports the new Activation Precincts SEPP.

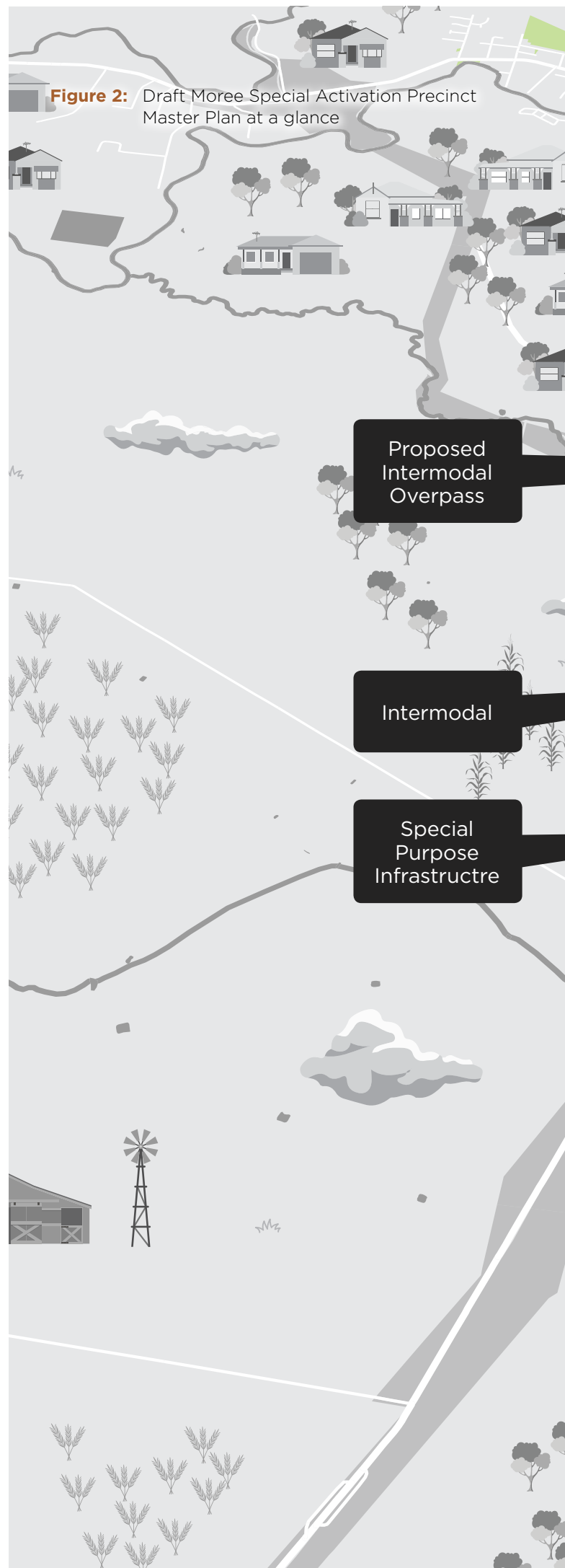
It provides the Vision and Principles for the Precinct, a Structure Plan and provisions to ensure that the vision of the precinct is achieved. It also describes particular matters that should be addressed in more detail as part of the Delivery Plan, to be prepared in the next stages. An overview of the planning framework for the Precincts and how the Master Plan fits within it is provided in Section 1.2 of the draft Master Plan.

Principles

There are supporting principles that fall into seven overarching themes that have been developed to guide the planning and preparation of the draft Master Plan – Sustainability, Social Outcomes, Economic Outcomes, Aboriginal Planning and Design, Environment, Movement, and Infrastructure. Specific aims and performance criteria have been developed in response to the underlying technical evidence base to guide the development of the Precinct.

The draft 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 Activation Precincts State Environment Planning Policy (SEPP) established under the Environmental Planning and Assessment Act 1979, master plan and the Delivery Plan.
- 6** The Activation Precincts 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, gali-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.
- 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
4,716ha

Intermodal
Loop

Proposed rail
corridor
for future
expansion



Intermodal

Gwydirville

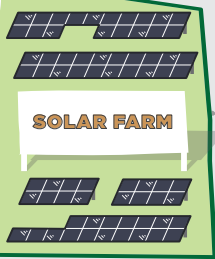
POTENTIAL
HORTICULTURE

Potential
Horticulture/
Solar Farms



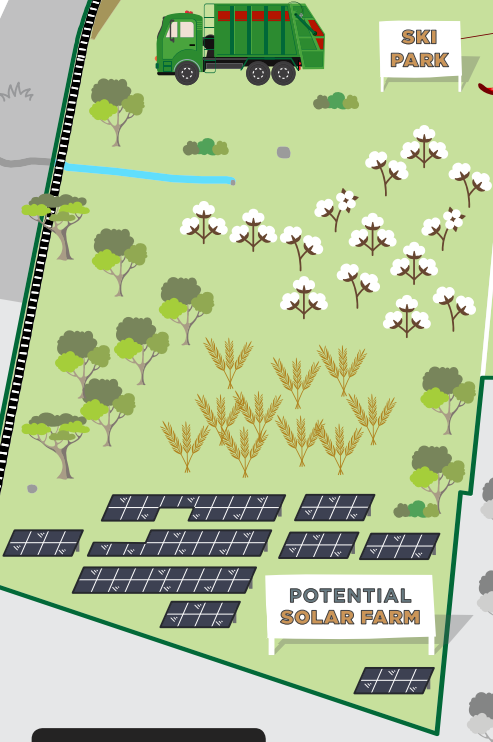
Travelling
Stock Route

SKI
PARK



SOLAR FARM

Employment
projection
4,000
new jobs by 2060 (approx.)



POTENTIAL
SOLAR FARM

Inland Rail

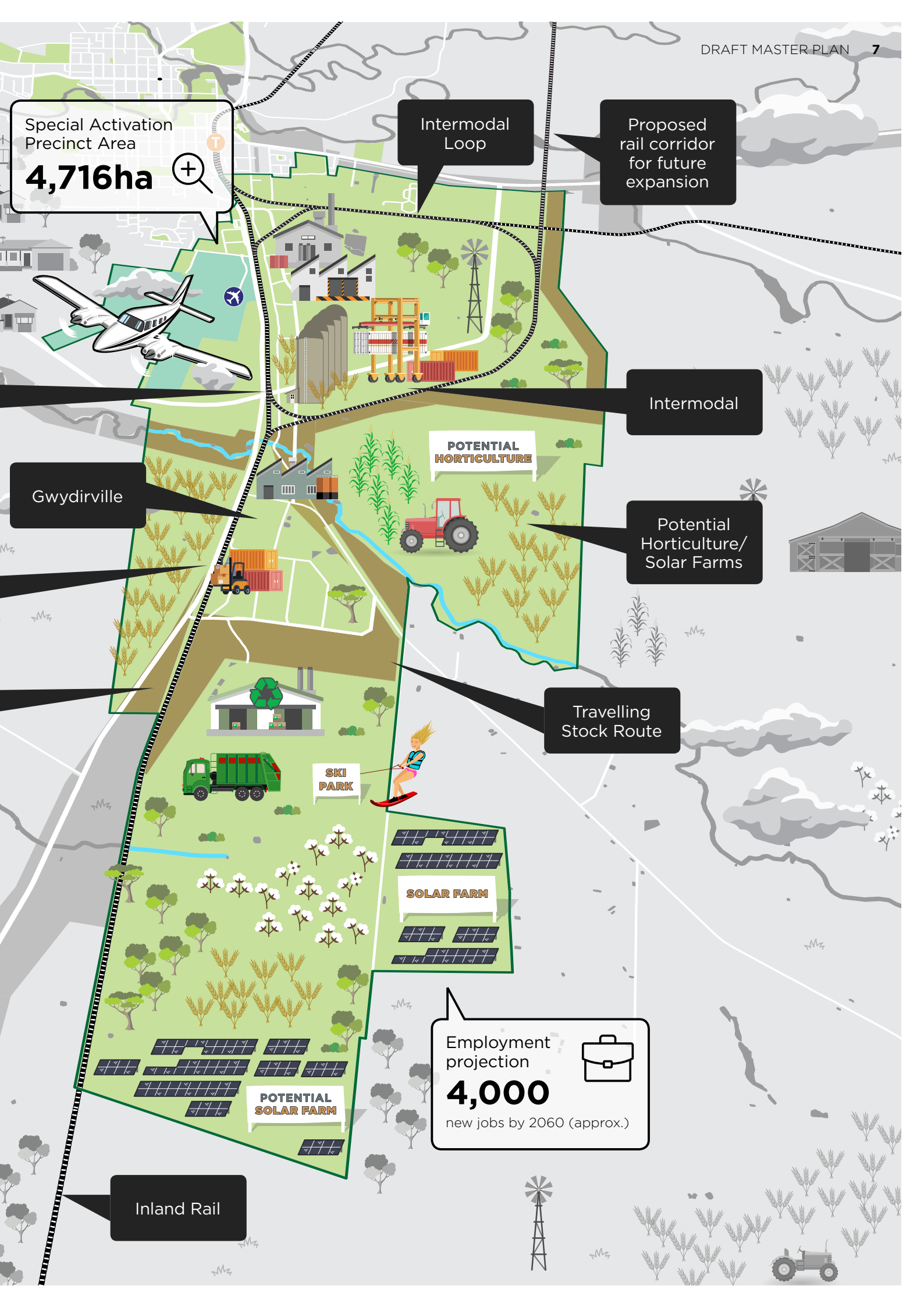




Image: Courtesy of Destination NSW

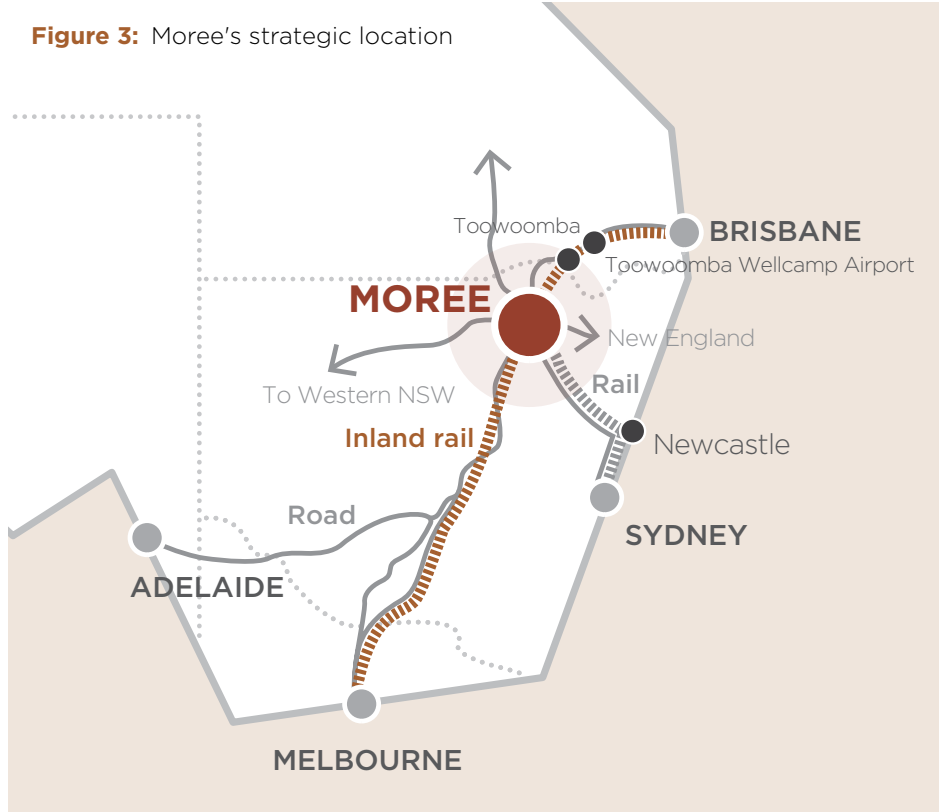
1

Strategic Context



1.1 A unique opportunity for the Moree Region

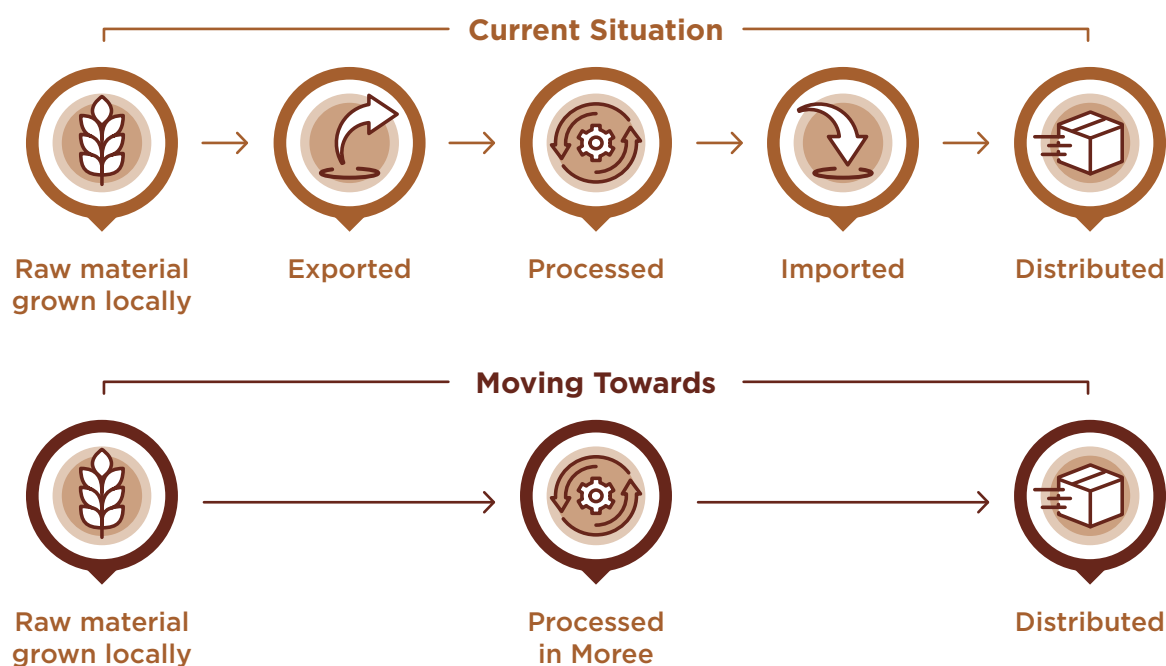
Figure 3: Moree's strategic location



Population:
13,159

Images courtesy
of Moree Plains
Shire Council,
Destination NSW

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. Regional employment is also dominated by this sector and the reduction in overall job numbers in primary production is a key contributor to Moree's population decline over the past 20 years.

Over the period 2001-20, the Moree Plains LGA has seen its population decline from 16,100 to 13,077, or 18%. Most of this decline 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 population projections for Moree predict a further decline through to 2041. However, the job creation opportunities through the SAP 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. 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 mapped at Figure 3.

As global demand grows for processed, traceable and sustainable food products, Moree is uniquely positioned to build on its significant natural endowments, farming knowledge and technology and access to Inland Rail in order to value add in food and fibre production.

1.2 Gamilaroi/Gomeroi cultural heritage

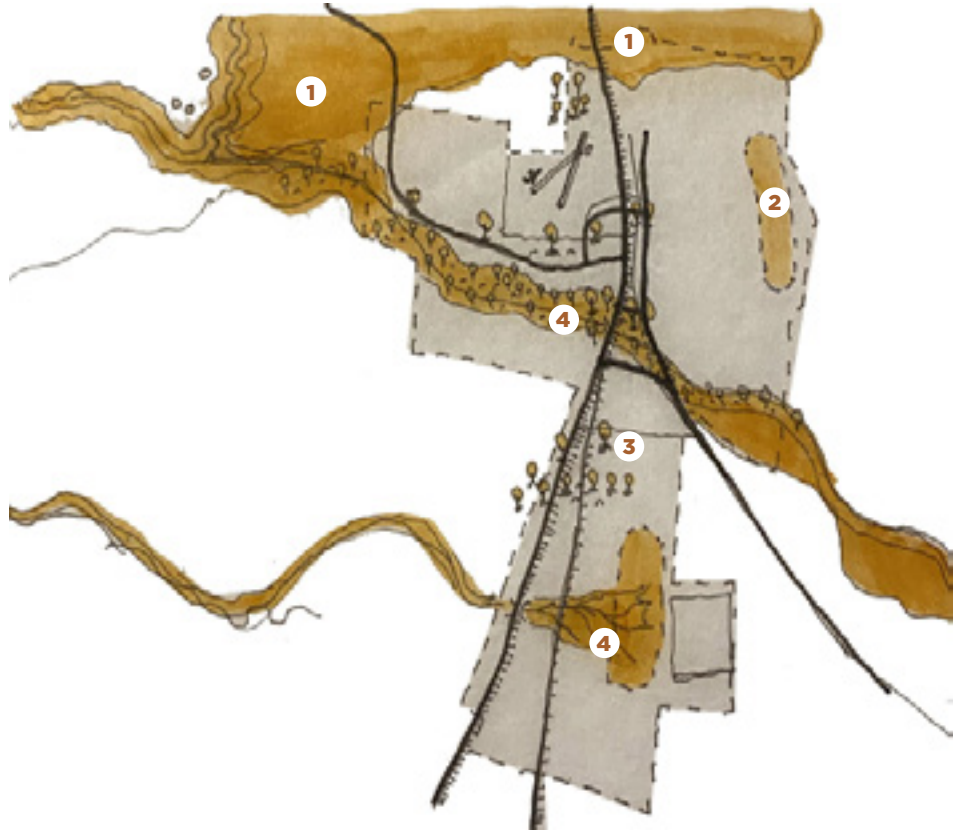
Moree and its surrounding region have a deep, complex and unique Aboriginal history, with the town located on one of the largest Indigenous nations in Australia, Gamilaroi Country.

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 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 an improved social and economic outcome for their people.

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 to activate Aboriginal-owned land within the Precinct 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 draft 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.

The opportunities enabled within the draft Master Plan include:

Rail opportunities

1. Provide for a future Inland Rail eastern alignment opportunity and required rail infrastructure, including intermodals and sidings/spur lines.
2. The Precinct will provide for intermodal facilities.
3. Encourage export opportunities via Newcastle Port to allow for local production and global consumption.

Building off agriculture

1. Leverage northern transport connections to South East Queensland to take advantage of agricultural markets.
2. Explore opportunities to leverage the existing gali-water supply through protected agriculture (greenhouses and glasshouses) and nutraceuticals.
3. Work with industry to enhance and grow opportunities for:
 - a. cotton.
 - b. grains (wheat, chickpeas, canola, etc).
 - c. nutraceuticals, medicinal cannabis.
 - d. protected agriculture.
 - e. horticulture (pecans, almonds and possibly citrus).
4. Encourage diversity through value-added activities and supply chain guarantees.
5. Investigate innovation in agriculture and new cropping opportunities due to the region's black soil.

Airport alignments

1. Explore opportunities for new and emerging industries that align with established land uses such as drone development and piloting.
2. Enable investment opportunities associated with the airport and the integration of air and land activities.

Infrastructure

1. Ensure connectivity to the township is protected and enhanced for the community.
2. Build on and integrate transport connectivity and public transport opportunities, including on-demand services.
3. Optimise existing infrastructure to facilitate the efficient delivery of development.

Environment

1. Provide for growth across the Precinct for land uses that can benefit from the region's existing gali-water supply.
2. Gali-water reuse and sustainable energy management will be a standard approach across the Precinct recognising its importance.
3. Avoid, minimise impact or offset areas of high biodiversity value.
4. Avoid developing wugawa-flood prone areas.
5. Provide access to utilities and sustainable gali-water and energy resources.

Connection to Country

1. Foster partnerships that enable collaboration with the local Aboriginal community on skills pathways, traineeships, and employment opportunities in the Precinct.
2. Respect the Gamilaroi people's rights, obligations and roles as Traditional Custodians of the land and warrambul-watercourses and waterways.
3. Co-design opportunities, including engaging and working with Aboriginal people and communities to determine the Aboriginal culture and stories reflected in the Precinct's design.
4. Incorporate the Opportunity, Choice, Healing, Responsibility, Empowerment (OCHRE) (NSW Government, 2013) plan to foster collaborative opportunities, including education and employment opportunities.

Innovation

1. Enable the Precinct to become an innovation hub that encourages commercialisation and R&D opportunity.
2. Promote early-adopters through incubator or activation spaces.
3. Explore opportunities to encourage diversification based on market trends, such as ethical consumption and exploring alternative crops.

Energy

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

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.

The planning approach can be summarised as follows:

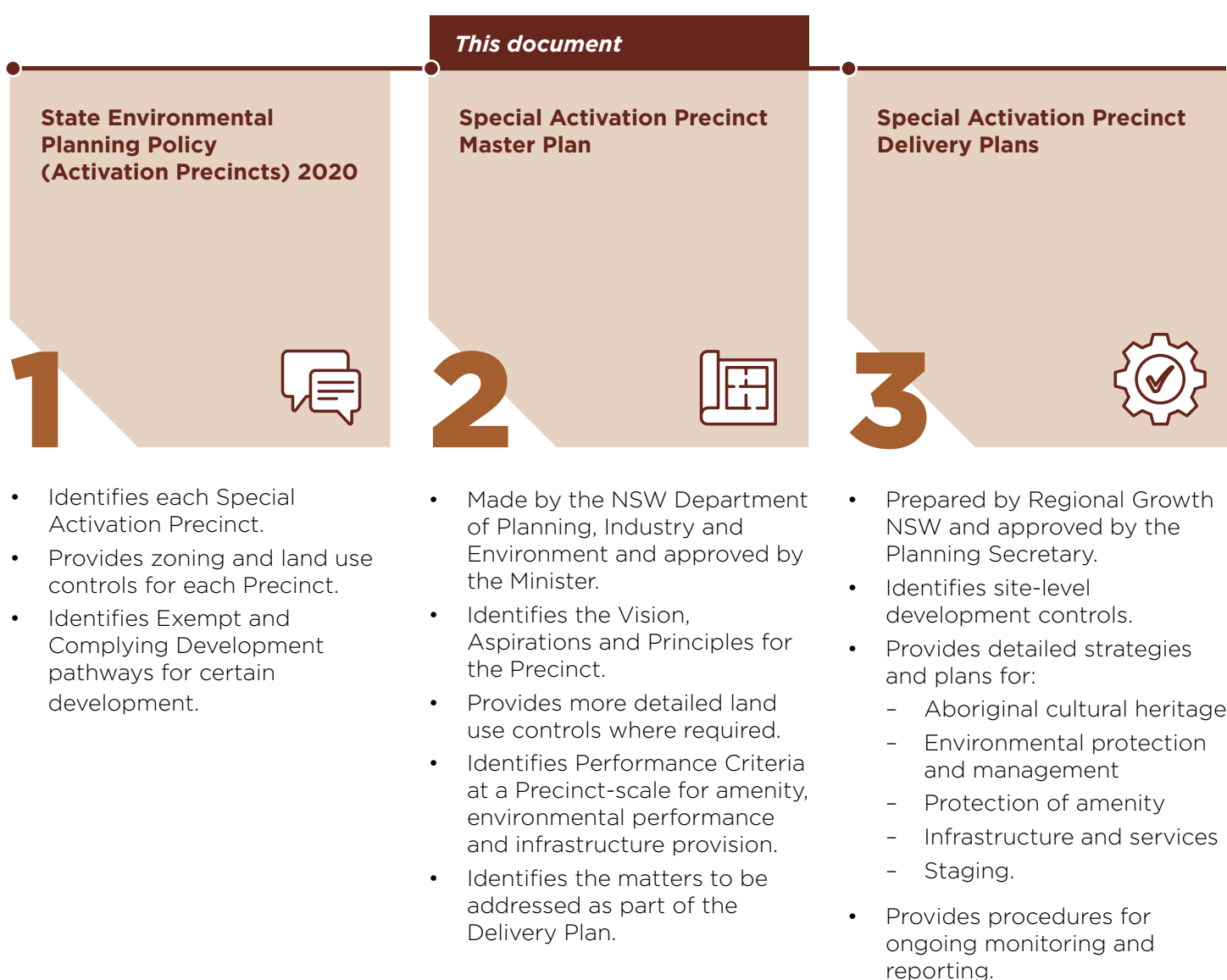
1. A flexible Regional Enterprise Zone that allows for a wide range of employment and industrial uses, including over the existing industrial area, and providing a streamlined planning process for a wide range of businesses.
2. A Rural Activity Zone that protects the amenity of land located west of the 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 to respond to Closing the Gap targets.
5. Protecting areas of high biodiversity enabling green corridors to be rehabilitated along existing waterways and travelling stock reserves along with Aboriginal heritage.
6. Setting targets for the Precinct to become an Eco-Industrial precinct (built on the United Nations Industrial Development Organisation (UNIDO) framework which will include achieving 100% energy self-sufficiency, integrating best practice gabi-water cycle initiatives and preserving vegetation/creating habitat wherever possible.

1.4 Planning Framework

The following planning framework 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.

Any reference to Special Activation Precinct in this Master Plan has the same meaning as Activation Precinct in State Environmental Planning Policy (Activation Precincts) 2020.

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, Industry 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, Industry and Environment

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

Regional Growth NSW Development Corporation

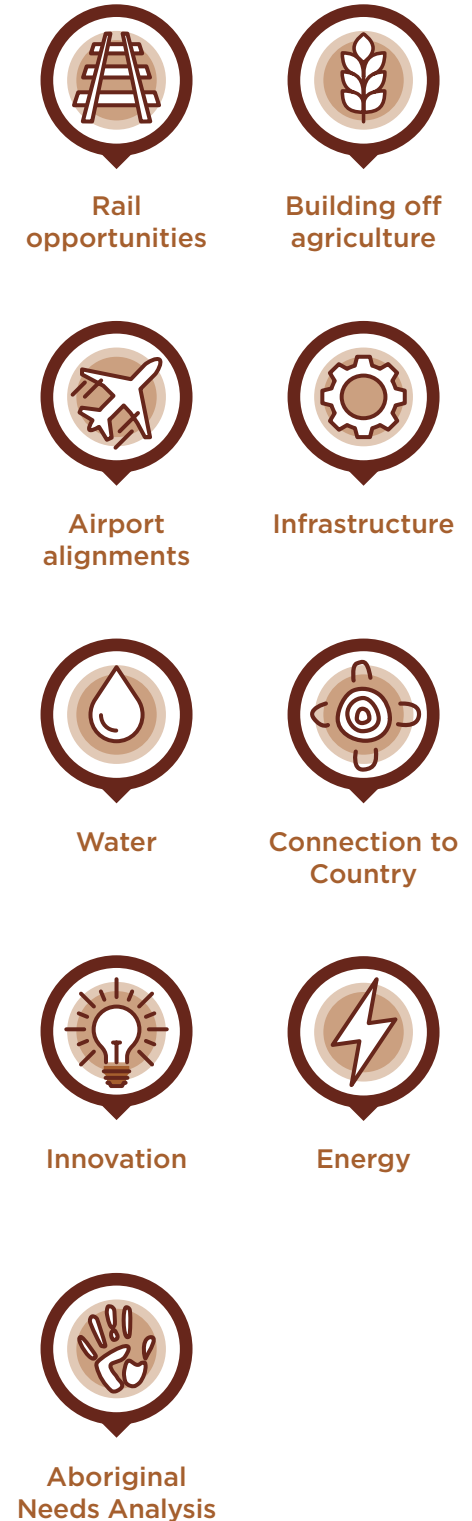
The delivery of Special Activation Precincts in regional NSW is the responsibility of the Regional Growth NSW Development Corporation.

Regional Growth NSW Development Corporation is a one-stop shop to support investors and will develop catalyst enabling infrastructure, support the attraction and facilitation of investment in the Precinct, providing support on planning and environmental approval processes, and creating 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 draft master plan applies to the land identified as the Moree Special Activation Precinct in Schedule 3 of the Activation Precincts SEPP. The area is shown in the illustrative master plan in Figure 2.

Figure 7: Focus areas for delivery



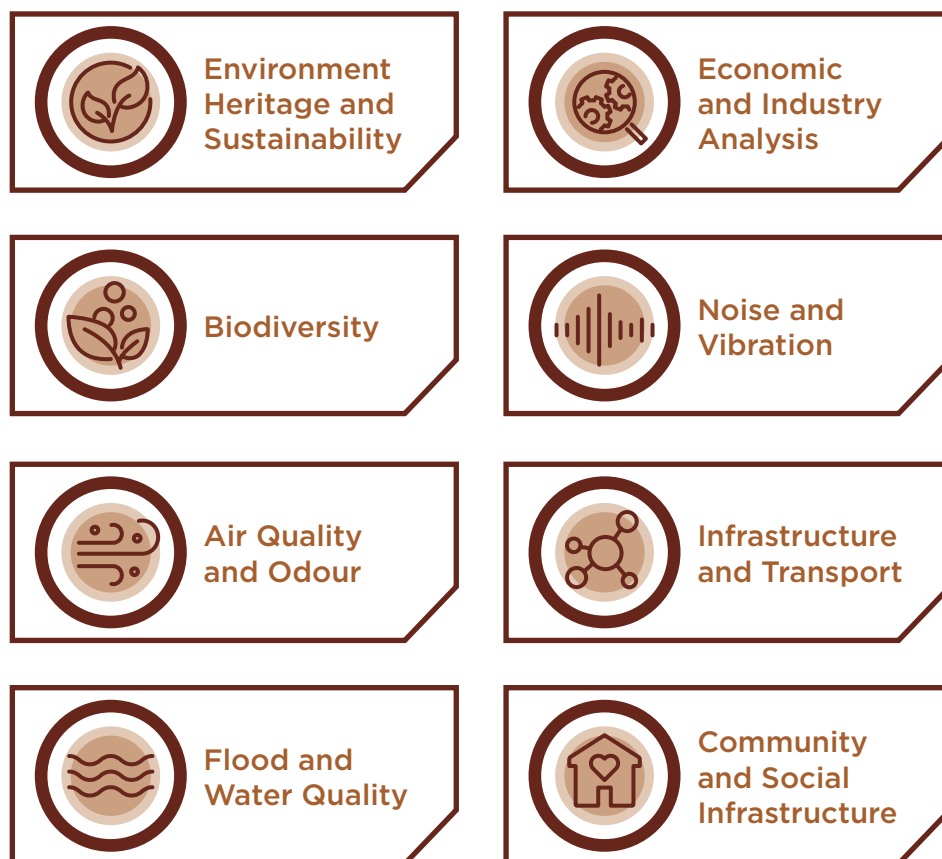
1.4.3 Work undertaken to date

Planning for the Moree Special Activation Precinct began in 2020 with technical experts engaged to undertake strategic environment and planning studies. The Moree Special Activation Precinct comprises 4,716 ha of industrial, rural and special purpose zoned land including the existing Moree Regional Airport and the new Inland Rail.

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

Technical studies underpinned the evidence base which informed the development of the draft Master Plan as shown in Figure 8.

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 project'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.



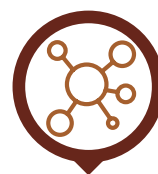
Social and community infrastructure

- 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 R&D
- 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 opportunities for value-add to food and fibre

2.2 Structure Plan

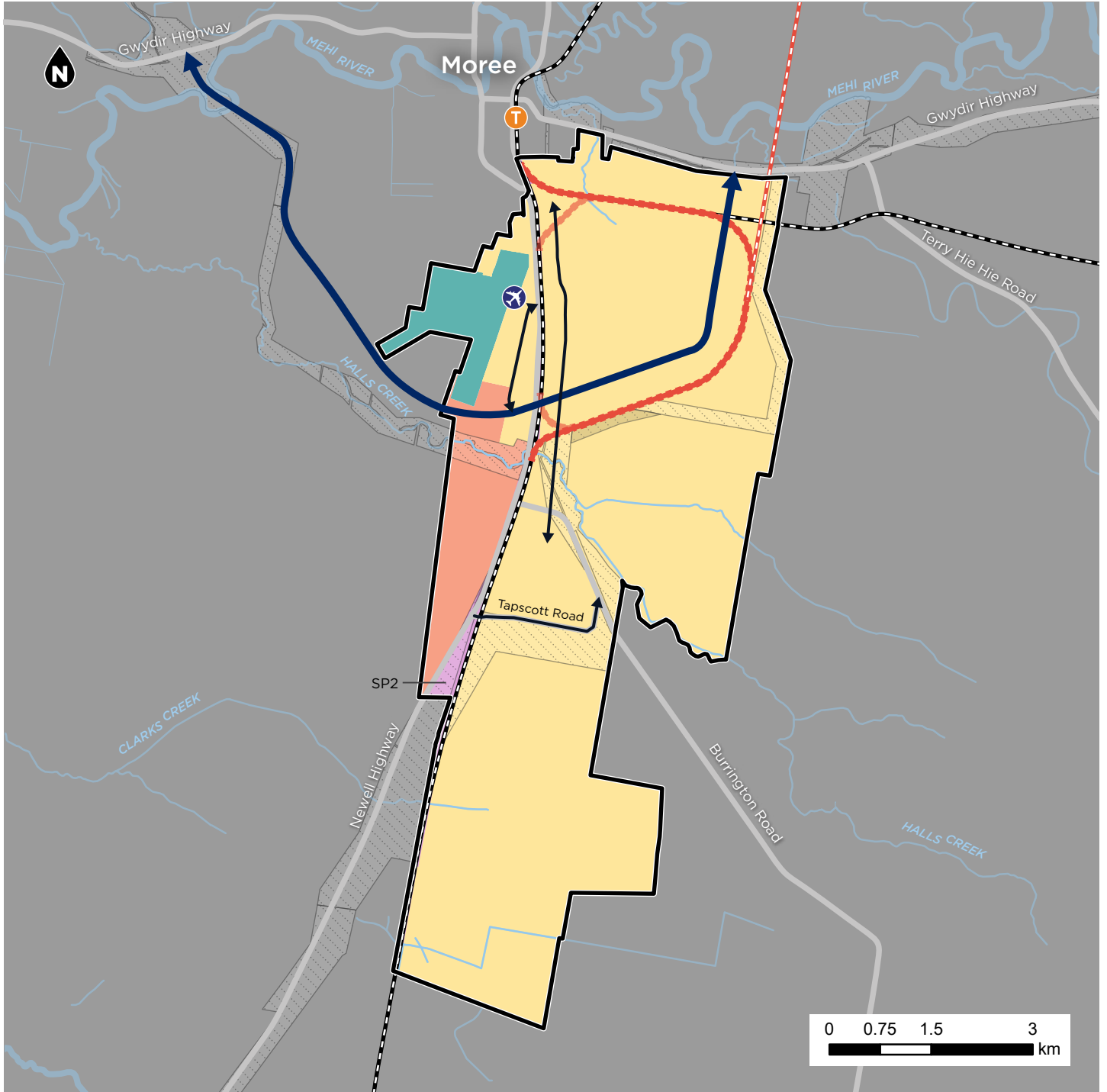
The purpose of the Structure Plan is to illustrate the strategic planning intent for the Precinct. It provides a guide for future development with two distinct main areas defined - the industrial core and rural landscape buffer. It also identifies the layout and nature of infrastructure, and other key 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 Activation Precincts 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 after the Master Plan has been finalised. 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 draft 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 galv-water quality.

Figure 9: Draft Structure Plan



- | | | |
|--|---|---|
| Special Activation Precinct (4,716 ha) | Proposed East West Connector (Strategic Corridor) | Air Transport |
| Moree Regional Airport | Proposed Road | Rural Activity |
| Rail Station | NE Rail Bypass | Regional Enterprise |
| Railway | NE Intermodal Loop | Special Purpose Infrastructure |
| Road | Potential rail link | Travelling Stock Reserves |
| River/Creek | | Travelling Stock Reserves proposed relocation |



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 draft Master Plan



3.1 Land Use and Zoning

3.1.1 Land use

Land within the Precinct is primarily zoned RU1 Primary Production under the *Moree Plains Local Environmental Plan 2011* which permits a broad range of agricultural and industrial land uses. Other land use zones presently allow for a range of light and general industry, as well as business park and enterprise use.

The new zoning shown at Figure 11 and described in Table 1 provides a flexible approach to support industrial and employment activity across the Precinct with the use of the Regional Enterprise Zone under the Activation Precincts SEPP and overall guidance of the Master Plan.

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. The zone boundaries were informed by iterative testing and modelling of industry and noise, odour and air quality.

The continued operation of Moree Regional Airport will be protected under the Activation Precincts SEPP with the transfer of the Special Activities Zone from *Moree Plains Local Environmental Plan 2011*. The Special Activities Zone will ensure the airport can continue to operate with compatible adjacent development in the Regional Enterprise Zone. 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.

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 Activation Precincts 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 4.6 Water Resources (Stormwater and Groundwater).

Aims

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



Figure 10: Grassy woodland adjacent to cultivated land, an intergrade between Poplar Box – Belah woodland and Coolibah – River Coobah – Lignum woodland wetland (Source: Biodiversity Report, Aurecon, February 2020)

Performance criteria

Consistency with the vision and intent for the Moree Special Activation Precinct

- A. An Activation Precinct Certificate and development consent can only be issued for development that is permissible under the Activation Precincts SEPP and is consistent with the Master Plan and Delivery Plan.
- B. In considering the suitability of the development, and consistency with the relevant zone objectives as set out in the Activation Precincts SEPP, the Issuing Authority must be satisfied that the development meets the performance criteria and development controls in this Master Plan and in the Delivery Plan.

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 a Delivery Plan for the land. 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 draft Master Plan allows for neighbourhood shops, 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 will not compromise the intent of the zone and the Special Activation Precinct by introducing more sensitive uses and generating pedestrian or vehicle traffic in areas otherwise identified for a broad range of industrial uses.
 - iii. The uses would not be better located in other places, such as the Moree City Centre.
 - iv. 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 Activation Precincts 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 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

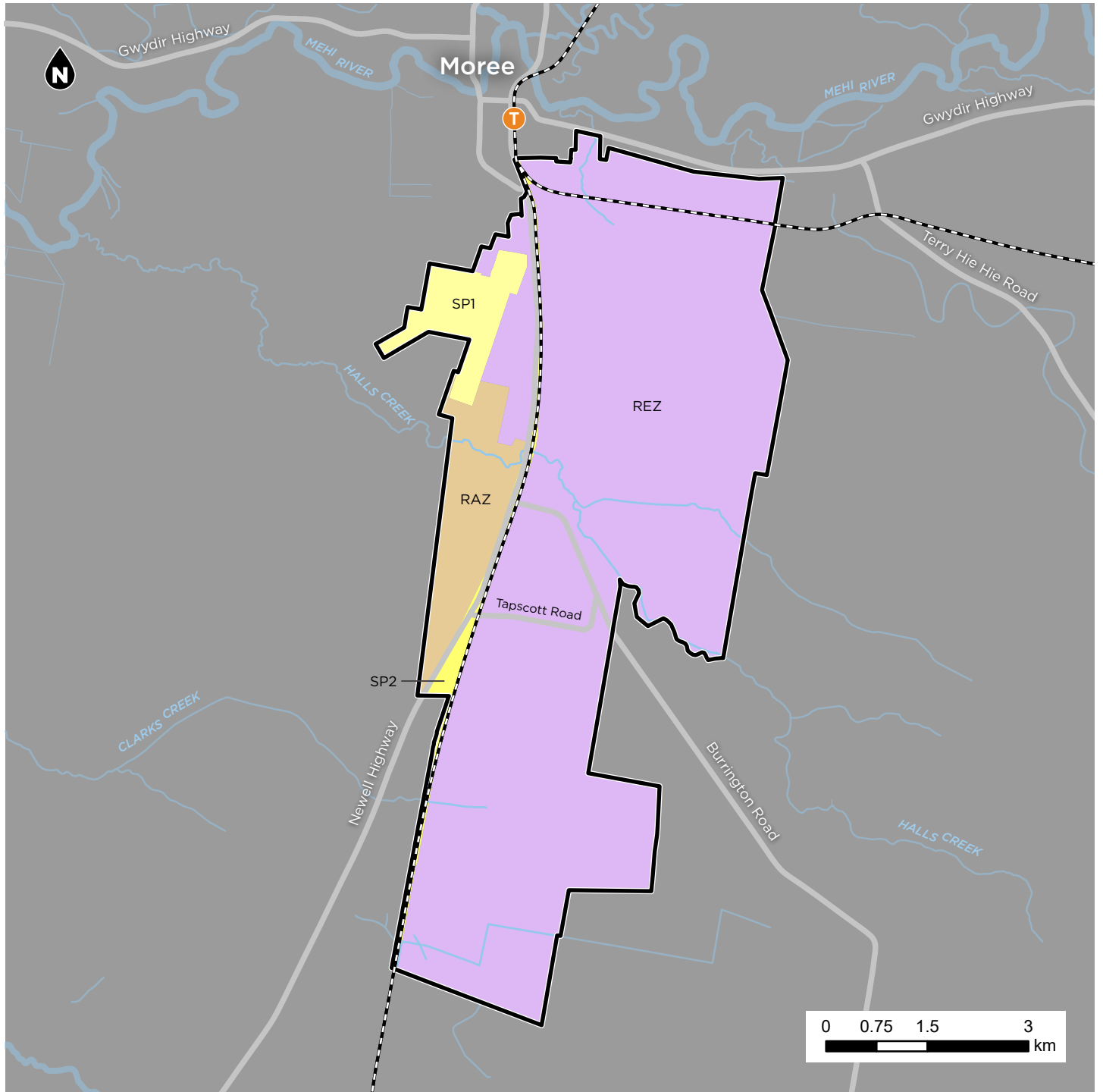
- A. Large scale freight transport facilities, transport depots or truck depots are encouraged to include heavy vehicle driver accommodation to manage heavy vehicle driver work health and safety consistent with the National Heavy Vehicle Regulator fatigue management framework.

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).

Figure 11: Moree Special Activation Precinct Proposed Zoning Map



Special Activation Precinct (4,716 ha)

Moree Regional Airport

Rail Station

Railway

Road

River/Creek

Proposed Zoning

RAZ Rural Activity Zone

REZ Regional Enterprise Zone

SP1 Special Activities

SP2 Infrastructure

Table 1: Land Use Zones and Permitted Land Uses
(NB Permitted land uses are included for information only. The land use table will be located in the Activation Precincts SEPP and is outlined in the Discussion Paper).

Zone	Intent of the zone	Permissible land uses
Regional Enterprise Zone (REZ)	<ul style="list-style-type: none"> To accommodate a wide range of industry and employment uses To provide a suitable location for heavier industries where they can be separated from sensitive uses and impacts can be attenuated. To give stakeholders certainty about the location of environmental impact-generating activities. To ensure that the services and infrastructure required to support these uses can be delivered in an orderly way. To ensure the intended uses are located to optimise access and connectivity to the road and rail To provide for recreation opportunities and some appropriate businesses services and amenities in suitable locations. 	Agriculture, Commercial Premises, Electricity Generating Works, Industry, Rural Industry, Sewerage System, Signage, Waste or Resource Management Facility, Water Supply System; ancillary uses and supporting infrastructure
Rural Activity Zone (RAZ)	<ul style="list-style-type: none"> To provide an appropriate location for agricultural and other supporting uses where they can continue to operate in a high amenity, landscaped setting. To provide a transition from the Regional Enterprise Zone to more sensitive residential and rural zones in the vicinity. To ensure the protection of the Moree Special Activation Precinct landscape setting and to celebrate its topography and outlooks to and from the Precinct. 	Agriculture, ancillary uses and supporting utilities and infrastructure
Special Activities (SP1)	<ul style="list-style-type: none"> To complement the provisions of the Infrastructure SEPP and continue flexible and adaptive management of public infrastructure land applying to Moree Regional Airport. 	Air and transport infrastructure
Special Purpose Infrastructure (SP2)	<ul style="list-style-type: none"> To continue flexible and adaptive management of public infrastructure land. 	Any purpose shown on the Land Zoning Map, waste or resource management, water supply systems

3.2 Place and Landscape

3.2.1 Gamilaroi cultural heritage

The Gamilaroi people are acknowledged as the custodians of the Special Activation Precinct throughout planning and development. 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. The Heritage Analysis undertaken for the Master Plan concluded that there are likely to be many unrecorded sites present within the Precinct, and field survey was required to identify their location. They will be protected, maintained and enhanced through the 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.

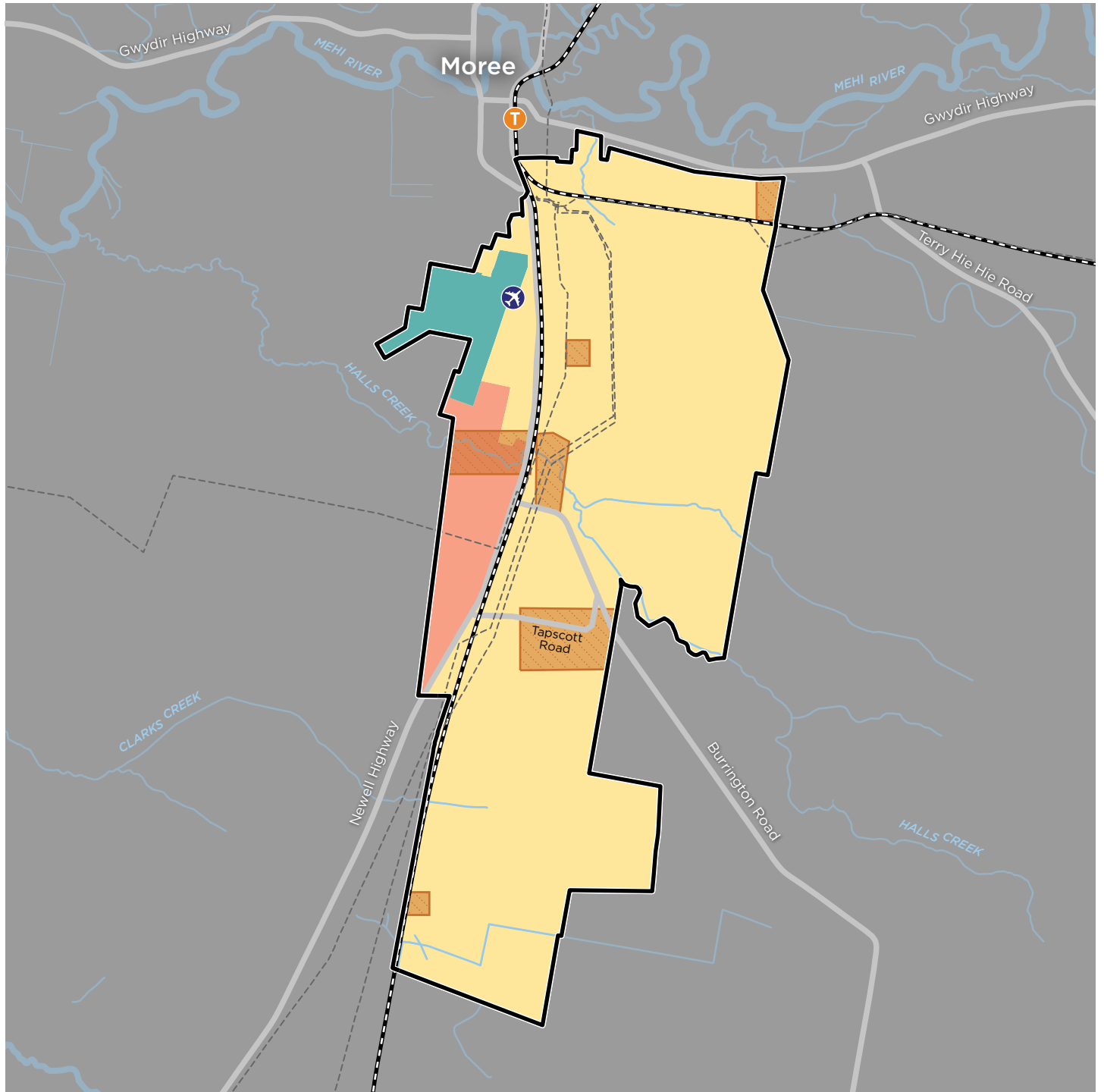
The draft Master Plan seeks to:

- retain and celebrate Moree's proud Aboriginal culture and heritage.
- empower Indigenous people (designers, Elders etc.) 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

- To 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.
- To ensure Aboriginal culturally significant places and artefacts are protected, maintained and enhanced.
- To promote development and Precinct design that recognises its Connection to Country.

Figure 12: Aboriginal Heritage



- | | |
|--|-------------------------------|
| Special Activation Precinct (4,716 ha) | Air Transport |
| Moree Regional Airport | Rural Activity |
| Rail Station | Regional Enterprise |
| Railway | Aboriginal Heritage sites |
| Road | Electricity transmission line |
| River/Creek | |

Performance criteria

1. 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:
 - a. Maintain and advance Aboriginal sites in the Precinct,
 - b. Maintain ongoing dialogue regarding Designing with Country, that includes “letting Country speak for herself”, considering place, history and spirit, hills, plains, waterways.
2. The Moree Special Activation Precinct be used as a Designing with Country Case Study.

Protecting the place and sites

1. The land indicated as land to be reserved for heritage, culture and habitat 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 further assessment areas on Figure 12. Areas requiring further heritage assessment should be suitably assessed and any land identified as having Aboriginal cultural heritage significance will be included on an Environmentally Sensitive Areas (ESA) map contained in Schedule 3 of the Activation Precincts SEPP. The ESA 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 to consider other initiatives and promote collaboration to deliver these opportunities:

1. The Delivery Plan must provide details around the specific assessment requirements for land where additional heritage impact assessment is required.
2. An Aboriginal Cultural Heritage Management Plan must be developed as part of the Delivery Plan.
3. Provide for Aboriginal community involvement opportunities for employment and land management practices.
4. Provide storage space in the Precinct or an alternate suitable location to retain and manage any Aboriginal heritage items found on Country.
5. 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.

6. Align with major initiatives outlined within the Opportunity, Choice, Healing, Responsibility, Empowerment (OCHRE) (NSW Government, 2013) 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 culturally inform management of cultural sites and knowledge.
7. Incorporate the Connecting with Country Draft Framework into the planning, design and delivery of the built environment.
8. Delivery of the Precinct should demonstrate incorporation of the following principles:
 - **Aboriginal Led** - All aspects that relate to Gamilaroi Country should be led by Aboriginal people including traditional owners, Elders, artists etc.
 - **Community involvement** - the Moree Gamilaroi people should have early and frequent involvement in the decisions that will affect their Country.
 - **Appropriately designed** - Any potential outcomes that come from the project should be appropriately designed to ensure an authentic representation of traditional and contemporary Gamilaroi identity.
 - **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** - Building and designing 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** - Using vegetation, orientation and placement of buildings, optimum solar efficiency can be achieved depending on the season.
- **High view points** - Maintaining the integrity and quality of high points is important to establish and understand Country and our place in it.

- **Promote culture** - Designing with Country will 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 need to 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.
9. Establish an Aboriginal Engagement Strategy that coordinates Reference Groups.
 10. 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:
 - Rationalisation 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
 11. 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.

Aims

- To respect and respond to the regional and rural character.
- To establish high quality industrial development in the Precinct.
- To ensure buildings and structures are resilient to the local climate and conditions.
- To 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 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.

Supporting information to be provided as part of the Delivery Plan

1. A design guide that includes directions around building materials and colour selections must be provided.
2. Colours and materials must support minimisation of visual impacts.
3. Streets should be as active and green as possible to improve human comfort, amenity and walkability.
4. Historical items within the Precinct should be celebrated and activated, as appropriate.
5. Dual naming of streets, places and specific sites should be incorporated into developments.
6. Retail or office components should be oriented towards the primary street frontage and provide entries to the street where appropriate.
7. Front setbacks should provide generous planting, including canopy trees.
8. Car parking areas, hard stand areas and loading docks in the front setback should be minimised.
9. Multiple car entries should be avoided where possible.
10. All buildings should be accessible by pedestrians via safe, clear walkways.
11. Buildings are efficient, well-designed and incorporate generous landscaping. This will be achieved by:
 - ensuring building bulk, orientation and design contributes to the energy efficiency of buildings.
 - considering how the building could be designed to be a flexible space for other uses in the future.
 - careful building siting to minimise impact on existing vegetation, providing opportunities for landscaping on-site, minimising hardstand areas wherever possible and mitigating impacts on neighbours.
 - providing vegetated side and rear boundaries, where appropriate, to connect habitat corridors, minimise visual impact and increase tree canopy.
 - incorporating preparedness for natural hazards and climate change into design.
 - adopting low-emissions building products and integrated renewable energy generation systems.
 - utilising building materials that minimise urban heat impacts.
12. Buildings and structures shall be designed to perform reliably on black soils where encountered in the Precinct.
13. Controls for managing cut and fill must be provided.
14. Requirements for demolition and decommissioning must be provided.
15. The Delivery Plan must encourage best practice approaches to lighting design.

3.2.2 Skills, training and education for the Moree community

Aims

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

Performance criteria

Skills, training and education

- Work with TAFE and other vocational training providers and universities to provide training courses aligned with the occupations in the Precinct.
- 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.
- Procurement policies must 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.
- Procurement policies are to be reviewed at regular intervals to assess Indigenous and local employment rates and distribution across occupations and industries.

Service coordination

- Access to a community hub will meet the immediate needs of employees in the Precinct.
- The design and operation of businesses within the Precinct will discourage anti-social behaviour through operational practices.

Infrastructure and amenity

- Locate the community hub appropriately within the Special Activation Precinct, so that it is easily accessible to both Precinct workers and the public.
- Design the community hub so it can be expanded as a live site as future areas of the Special Activation Precinct become developed or as demand increases.
- Co-locate flexible/hirable workspace with retail offerings and the community hub or explore opportunity for flexible/hirable workspace to be integrated into the community hub, whilst cognisant of the Moree township.
- Co-locate retail near the community hub to assist with hub activation as well as support hub users (access to yuul-food and beverage).
- Curate a diverse retail offering for the Precinct which caters to different price points, consumer options and 24 hour operations without detracting from the Moree town centre.
- Provide landscaped open space near retail offerings for worker amenity.
- Design open spaces for the enjoyment of workers in the Special Activation Precinct. This includes designing to increase thermal comfort (e.g. shade).

- H. Provide high quality, well lit, with appropriate security surveilled (as per CPTED principles) pedestrian and active transport links and pathways concurrent with the Special Activation Precinct's development.
- I. Incorporate the 'Designing with Country' principles outlined in The Aboriginal Community Study.

Aboriginal partnerships and outcomes

- A. 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).
- B. Explore the opportunity for the hub operations to be directly or jointly operated by Moree Local Aboriginal Land Council.
- C. Identify opportunities for viable commercial outcomes for the Aboriginal community.
- D. Establish and maintain genuine processes for community participation in decision-making.
- E. Develop an Aboriginal Outcomes, Culture and Country plan.
- F. Develop a Gamilaroi (or Cultural) Arts Strategy.
- G. 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 provisions to be developed as part of the Delivery Plan

1. The Delivery Plan should consider:
 - i. how the public domain, including Aboriginal cultural and values, will be delivered.
 - ii. ongoing Aboriginal cultural heritage management and consultation that may be required to successfully deliver the Precinct.
2. Design guidance for buildings should consider how building design, siting and materials form part of a broader interpretation strategy including the protection of views and vistas.

NSW Government 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 a Safety Management Plan for the Precinct which considers hours of operation, activation times and potential for anti-social behaviours.
3. Develop an Industry Relocation Strategy that includes a focus on the social infrastructure, amenity and services components required to attract workers and families.
4. Develop a Workforce Development Strategy that considers the 'wrap around' support services required to support participation of Indigenous community and identifies how workers will be attracted to the Precinct.



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 draft Master Plan seeks to protect and enhance these biodiversity values. Complimenting the controls set out in the draft Master Plan, an Environmentally Sensitive Areas map (that draws on the information presented in Figure 17: High value biodiversity areas to be retained) will be contained within Schedule 3 of the Activation Precincts SEPP identifying land of environmental importance where complying development cannot occur.

Aims

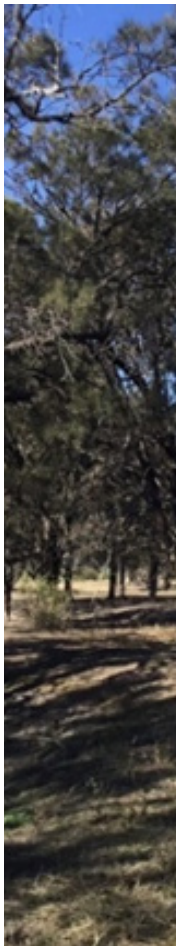
- To preserve the Precinct's landscape, cultural, heritage and biodiversity values.
- To minimise the removal of native vegetation associated with Halls Creek and the existing travelling stock reserves.
- To increase the number of dhulu-trees in the precinct, including strategic revegetation to connect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

Above right:

Figure 13: 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:

Figure 14: 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 17 is not to be removed except as part of an approved strategic biocertification.
- C. Riparian corridors, as shown in Figure 18, are 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:

Figure 15:
Poplar Box –
Belah Woodland

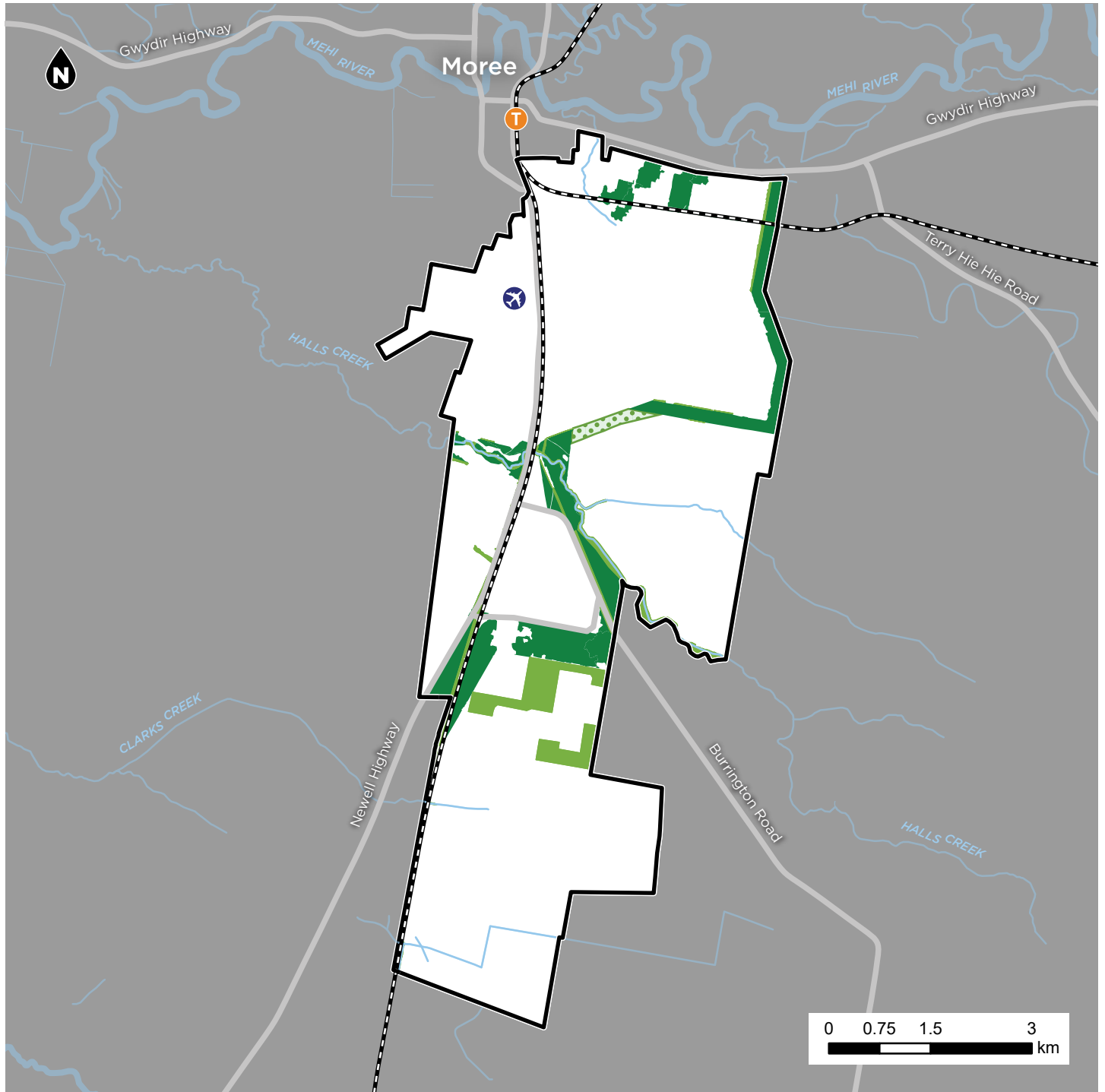
Below left:


Figure 16:
Belah woodland
on alluvial plains,
Source:
Biodiversity
report, Aurecon
2020.

Supporting information to be provided as part of the Delivery Plan

1. Develop a Landscape and Vegetation 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. Site-level setback and landscape controls.
 - d. Planting and maintenance strategy.
 - e. If any new public open space, or publicly accessible areas or paths are proposed, a strategy for the long-term ownership and management.
 - f. Specific areas of public land to be planted by public authorities.
 - g. Front, rear and side setback controls and planting requirements for private lots.
 - h. Riparian corridors, setbacks and potential design objectives for development interfacing with warrambul-watercourses.
2. The vegetation and landscape plan should demonstrate how the landscape can be designed to provide Connection to Country.

Figure 17: High value biodiversity areas to be retained



 Special Activation Precinct (4,716 ha)


 Moree Regional Airport


 Rail Station

 Railway

 Road

 River/Creek

 Potential Offsets

 Protected Vegetation












 Connectivity Corridor

Figure 18: Riparian corridors



-  Special Activation Precinct (4,716 ha)
-  Moree Regional Airport
-  Rail 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 and live near the Precinct is maintained. This approach provides certainty, avoids individual modelling for each development proposal 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.

Aims

- To maintain air quality and amenity for people who work and live in the Precinct and its surrounds.
- To ensure that development minimises impacts on air quality and amenity.
- To ensure the ongoing monitoring of the air quality in the Precinct.



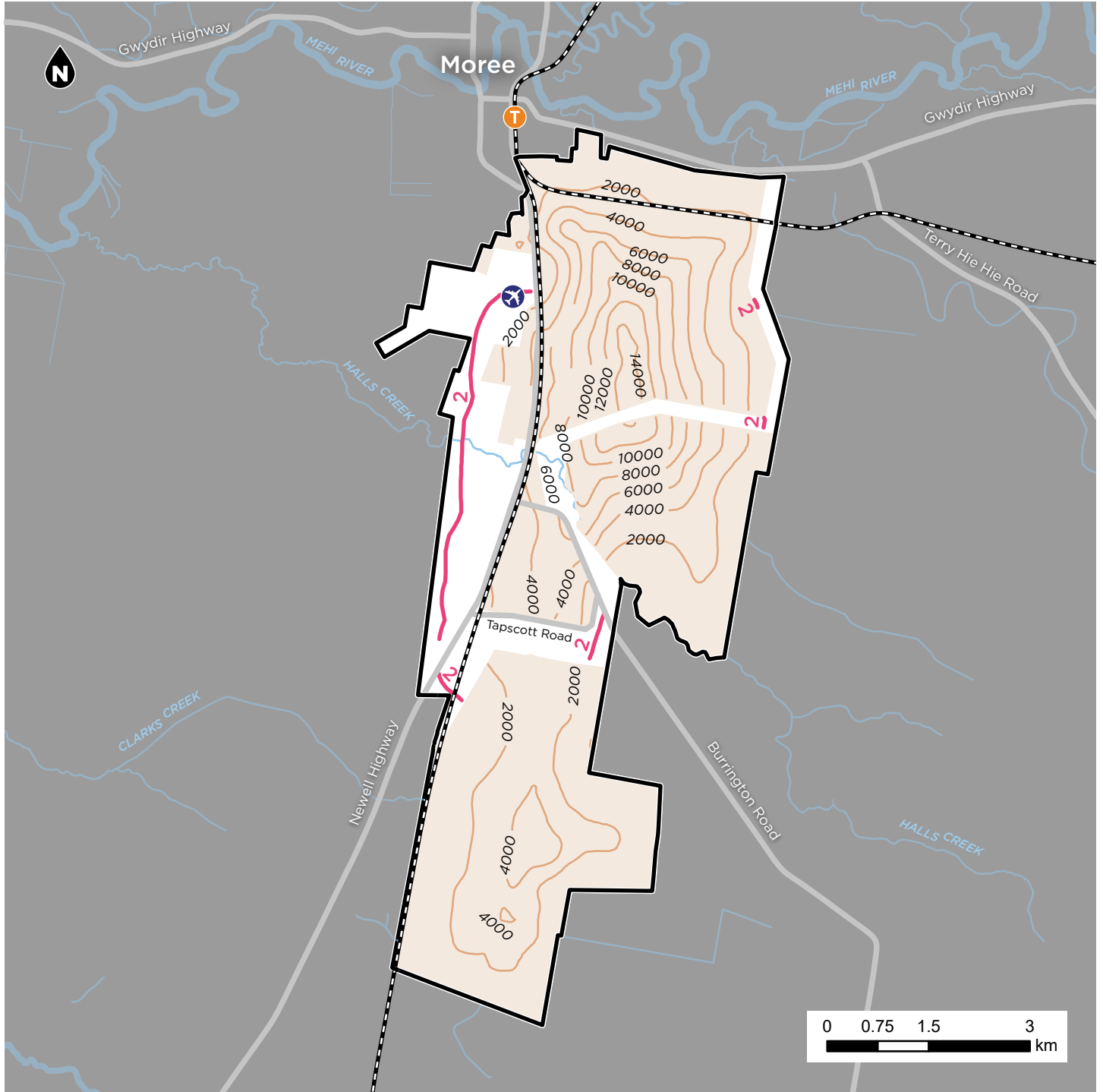
Performance criteria










- A. An individual odour emitting operation must not result in exceedance of the cumulative Received Odour Limits Contours for any receiver shown at Figure – Maximum Received Odour Limits and Maximum Odour Emission Rates.
- B. Development must not exceed the odour emission rate per hectare from the site in accordance with the Maximum Odour Emission Rate shown at Figure 19 – Maximum Received Odour Limits and Maximum Odour Emission Rates.
- C. An individual odour emitting operation must not result in exceedance of the cumulative Received Odour Limits Contours for any receiver shown at Figure 19 – Maximum Received Odour Limits and Maximum Odour Emission Rates.
- D. Development must not exceed the air quality emission rate per hectare from the site in accordance with the Maximum Nitrogen Oxides (NO_x) Emission Rate shown at Figure 20 – Air Quality Impact.
- E. An individual air quality impacting operation must be not result in exceedance of the cumulative Extent of Impact Limits Contours shown at Figure 20 – Air Quality Impact.
- F. Development with stacks should be in the preferred location in Figure 20. Development for any stacks outside of this location will need to be subject to additional impact assessment as part of any application for development.
- G. 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 and odour modelling demonstrate compliance can be achieved.

Supporting information to be provided as part of the Delivery Plan

1. The Delivery Plan must develop yuu-dust criteria for the Precinct.
2. The Delivery plan must outline the mitigation and management measures that will be adopted to minimise air quality (including yuu-dust) and odour impacts of the Precinct.
3. The Delivery Plan must set out the monitoring and reporting process for air quality and odour.

Figure 19: 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 |
|  Rail Station |  Sources modelled |
|  Railway | |
|  Road | |
|  River/Creek | |

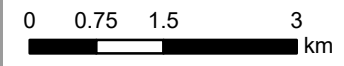
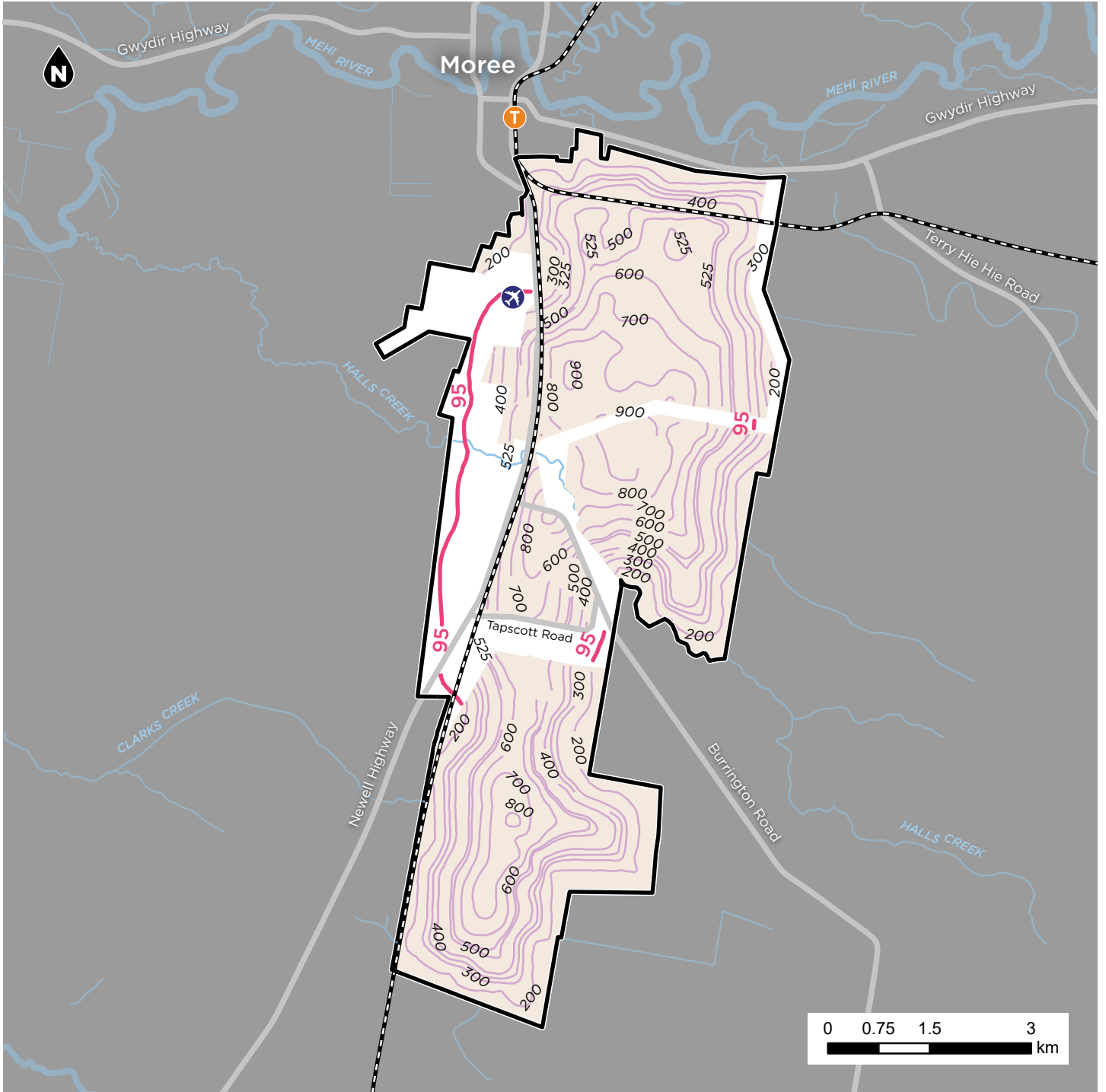


Figure 20: Air Quality Impact



Special Activation Precinct (4,716 ha)

Moree Regional Airport

Rail Station

Railway

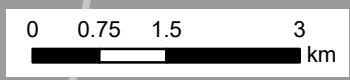
Road

River/Creek

Maximum NOx Emission Concentration (mg/m³)

Extent of impact from any operations (95 µg/m³)

Sources modelled



4.3 Noise

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 as 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.

Aims

- To manage the emission of noise for people who work and live in the Precinct and its surrounds.
- To ensure that development minimises noise impacts.
- To ensure the ongoing monitoring of the Precinct for noise performance.

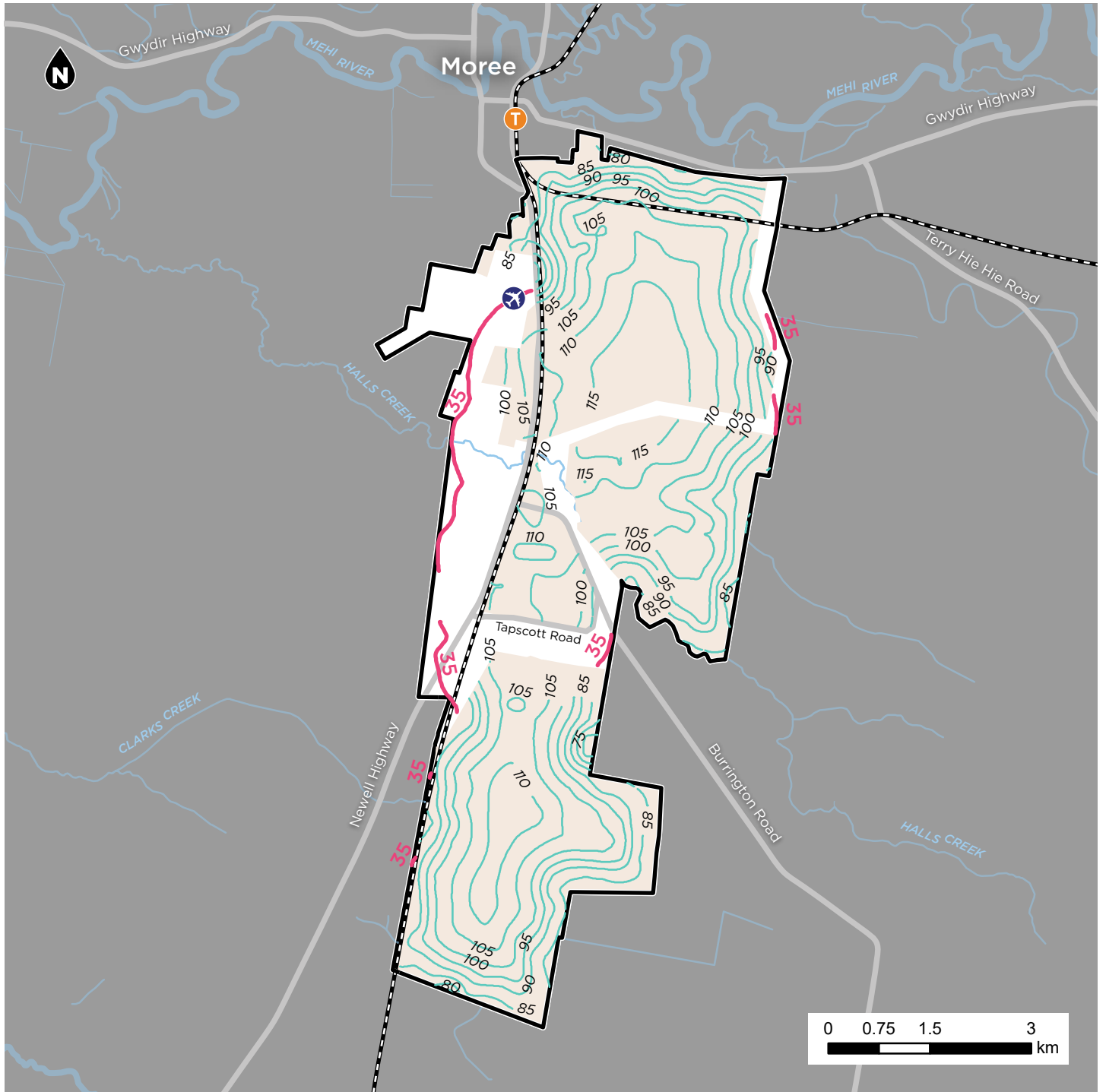
Performance criteria

- A. Development must demonstrate noise generated is consistent with the sound power allowance per hectare as set out on Figure 21 - Noise Emission map from the source site.
- B. Development must demonstrate noise generated is consistent with the sound power allowance per hectare as set out on Figure 21 - Noise Emission map.
- C. The Regional Growth NSW Development Corporation is responsible for ensuring that the cumulative impacts of development are consistent with this precinct-scale target, through the issue of individual Activation Certificates.

Supporting information to be provided as part of the Delivery Plan

1. Any construction or operational management plan must include noise and vibration considerations.
2. The Delivery Plan must set out the monitoring and reporting process for noise generated from within the Precinct including an outline of how the cumulative noise impacts from the Precinct will be managed to ensure the noise criteria is met.
3. Location of monitoring stations are to be preserved to enable their delivery.

Figure 21: Noise Emission map



- Special Activation Precinct (4,716 ha)
- Moree Regional Airport
- Rail Station
- Railway
- Road
- River/Creek
- 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 Bush Fire 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

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

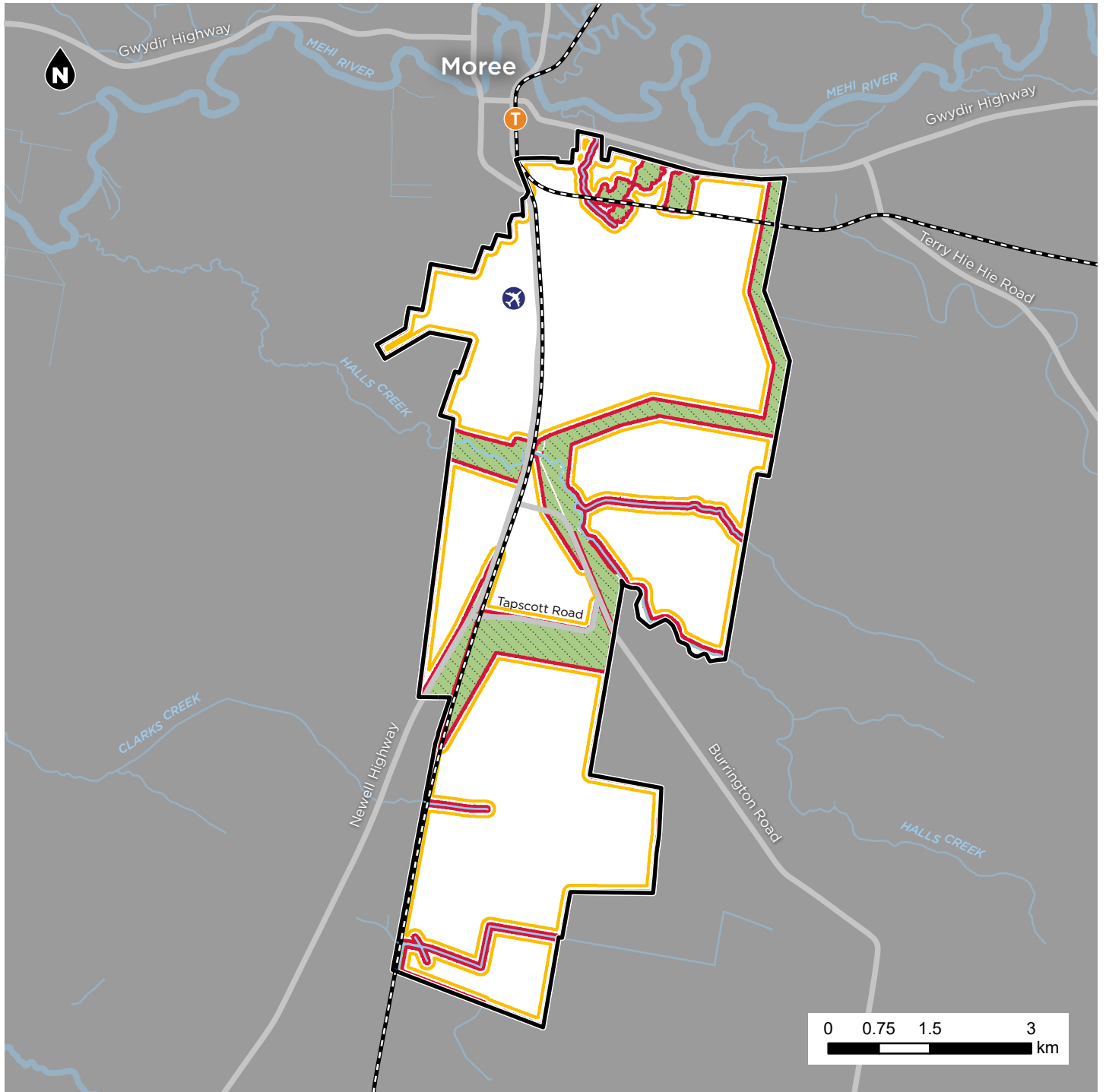
Performance criteria


- A. Asset Protection Zones are to be maintained in accordance with the dimensions and requirements identified within Appendix 4 of PBP (NSWRFS 2019) for all areas adjoining yurrul-bush fire prone land as mapped on Figure 22, including as part of a staged or partial development of the Precinct.
- B. All landscaping is to comply with Appendix 4 of PBP (NSWRFS 2019) and relevant environmental approvals required under *Biodiversity Conservation Act 2016*.
- 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 (NSWRFS 2019).
- D. Existing 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 (NSWRFS 2019) must be met for all stages of development within the Special Activation 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 (NSWRFS 2019).

Supporting information to be provided as part of the Delivery Plan


1. The Delivery Plan must address the performance criteria required by PBP set out in Section 5.3 and Section 5.4 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 22: Bushfire Protection Measures



 Special Activation Precinct (4,716 ha)

 Moree Regional Airport


 Rail Station

 Railway

 Road

 River/Creek

 Vegetated areas

 100 m guideline

BAL Radiant Heat (kw/m2)

 40

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 (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 (4.6 Water Resources (Stormwater and Groundwater) and consideration should be made of 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 23: Flood prone land, can be modified to incorporate development.

Aims

- To minimise the flood risk to life, property and the environment associated with the use of the land in the Precinct.
- To 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.
- To maintain the existing flood behaviour, flood function and the environment.
- To ensure safe and appropriate uses of land in the Precinct.
- To enable safe evacuation from land in the Precinct.

Performance criteria

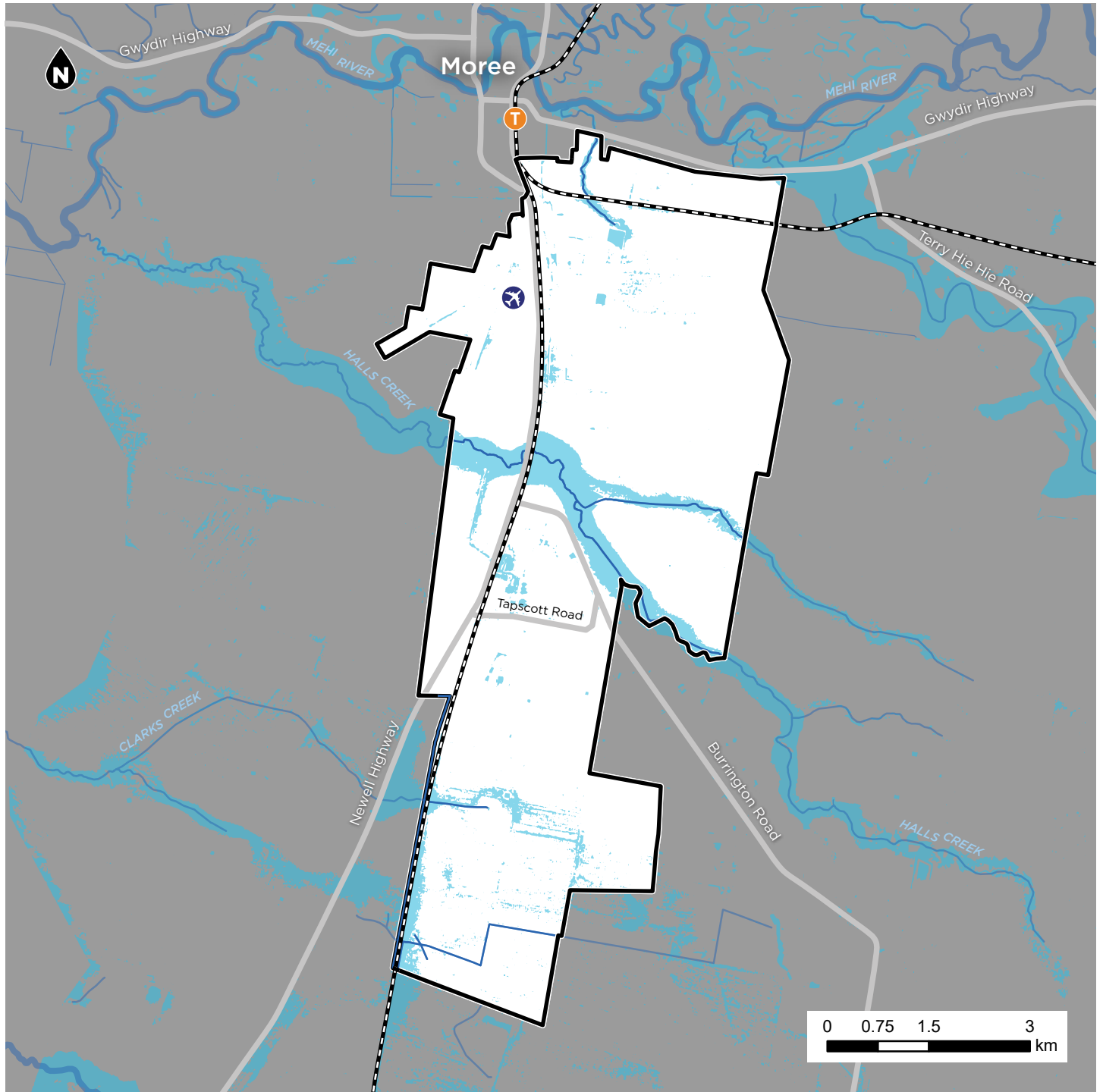
- A. The Flood Planning Area (FPA) is the 1 in 100 Annual Exceedance Probability (AEP) with climate change flood extent to ensure land is set aside for the managing of the existing and future flood risk associated with climate change. The FPA is shown in Figure 23: Flood prone land.
- B. The Special Floodplain Considerations (SPC) area is the area between the FPA and the Probable Maximum Flood (PMF) extent. The SPC area is shown in Figure 23: Flood prone land.
- C. 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.
- D. Development must generally, occur outside of the flood planning area (shown at Figure 23: 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.


- E. 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 for the incremental flows between the 1 in 100 AEP and up to the 1 in 100 AEP event with climate change
- F. 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
- G. 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.
- H. The following land uses are not permitted within the land mapped within the FPA (shown at Figure 16: Flood prone land) unless it can be demonstrated that risks can be suitably managed (e.g. through freeboard levels):
 - i. Intensive livestock agriculture
 - ii. Liquid fuel depots
 - iii. Highway service centres
 - iv. Rural industries
 - v. Service stations
 - vi. Sewerage systems
 - vii. Heavy industrial storage establishments
 - viii. Turf farming
 - ix. Waste or resource management facilities
 - x. Water supply systems
 - xi. Freight transport facilities

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 23: 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 23: Flood prone land



 Special Activation Precinct (4,716 ha)

 Flood prone land

 Moree Regional Airport

 Rail 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

- To ensure regular stormwater flows are maintained across the Precinct for environmental flow purposes for waterways in and downstream from the Precinct.
- To ensure stormwater runoff quality is appropriately managed across the Precinct.
- To ensure the condition of waterbodies and their riparian zones are protected.
- To protect the highly productive groundwater resources, including those mapped at Figure 24, and to minimise the impacts of development on the quality, quantity and levels of groundwater.
- To 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.
- To ensure regular stormwater flows are maintained across the Precinct for environmental and cultural flow purposes for waterways in and downstream from the Precinct.
- To ensure stormwater runoff quality is appropriately managed across the Precinct and contributes to the irrigation of landscaped areas.
- To ensure the condition of waterbodies and their riparian zones are protected.

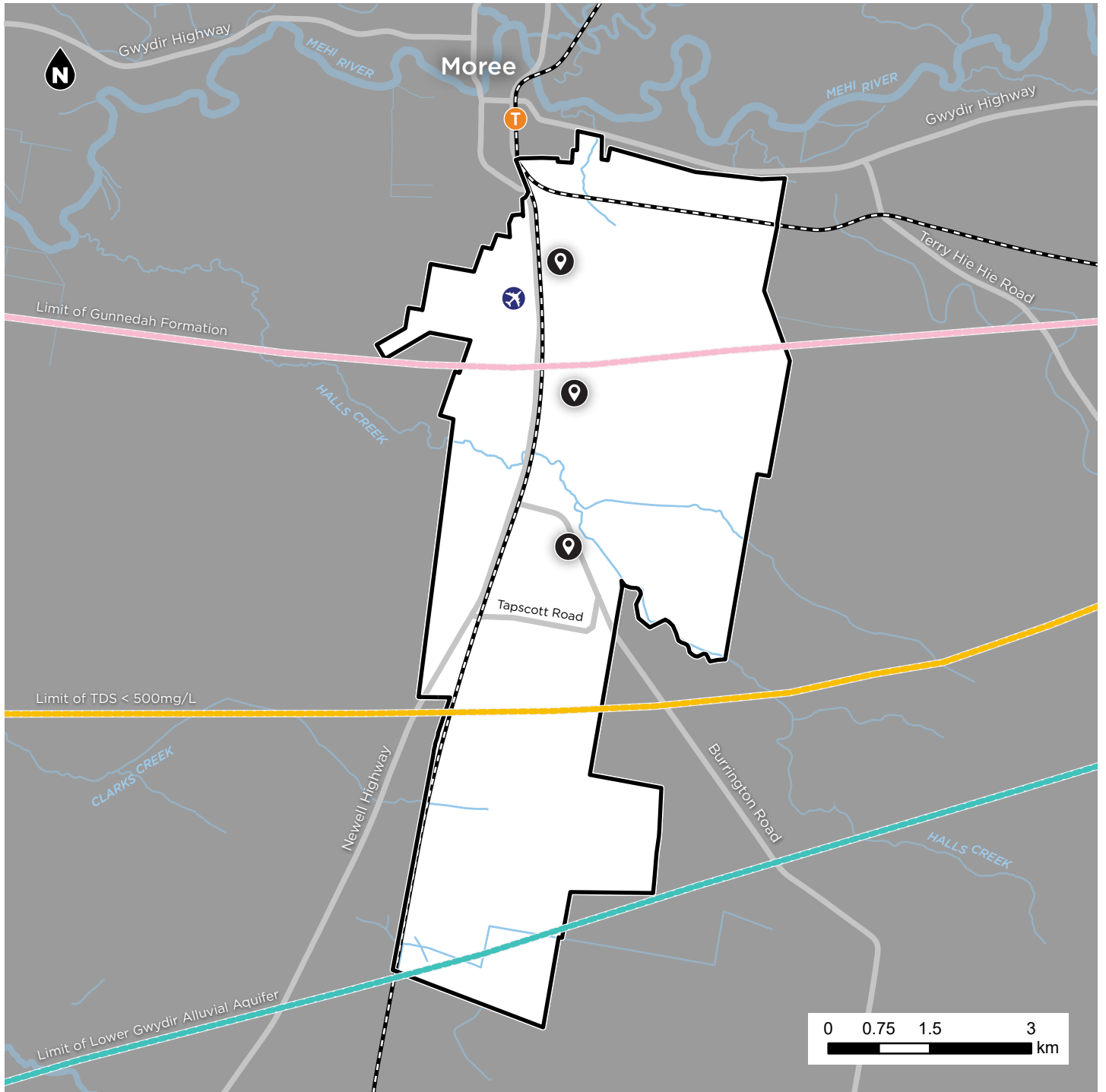
Performance criteria











- 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 storm water 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; and
 - iv. consider the potential for water reuse.
- F. Erosion and sediment control should be managed during construction to ensure impacts to waterways are minimized 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.

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. An erosion and sediment management plan must be prepared to help inform Construction Management Plans for individual developments.
4. The Delivery Plan must provide site specific controls for how Performance Criteria B i) and ii) will be achieved.
5. The Delivery Plan should incorporate water sensitive urban design principles for the management of water quality and efficiency.
6. A Precinct-wide integrated water cycle management strategy is to be prepared in conjunction with Council's integrated water cycle management strategy.

Figure 24: Groundwater sources



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

4.7 Assessing 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 Activation Precincts SEPP and the Master Plan.

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

Aims

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

Performance criteria

- A. Prior to the 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.

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 Activation Precincts SEPP.

The Activation Precincts SEPP requires that an Activation Precinct Certificate cannot be issued unless the Issuing Authority has considered whether the land is contaminated and is satisfied the subject land is suitable for the proposed development or will be after remediation.

Aims

- To ensure that development adequately addresses contaminated land.

Performance criteria

- Sensitive uses are not permitted to be located on contaminated lands.
- Prior to issuing an Activation Precinct Certificate, the Issuing Authority must:
 - consider whether the land is contaminated (in considering whether land is contaminated (but not limited to) refer to Figure 25: Areas of environmental interest);

- 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), or
 - is on the list of sites notified under section 60 of the Contaminated Land Management Act 1997.
- 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; and
- 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.
- consult with the EPA on the matters outlined in B i.-iv.

Note: Detailed site investigations are required to further understand potential contamination risks in the priority areas mapped in Figure 25: Areas of potential environmental concern.

- 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:
 - the land is suitable for the intended purpose of the development having regard to the contamination status of the land; or
 - the land would be so suitable if the remediation works specified in the statement were carried out.

Supporting provisions to be developed as part of the delivery plan

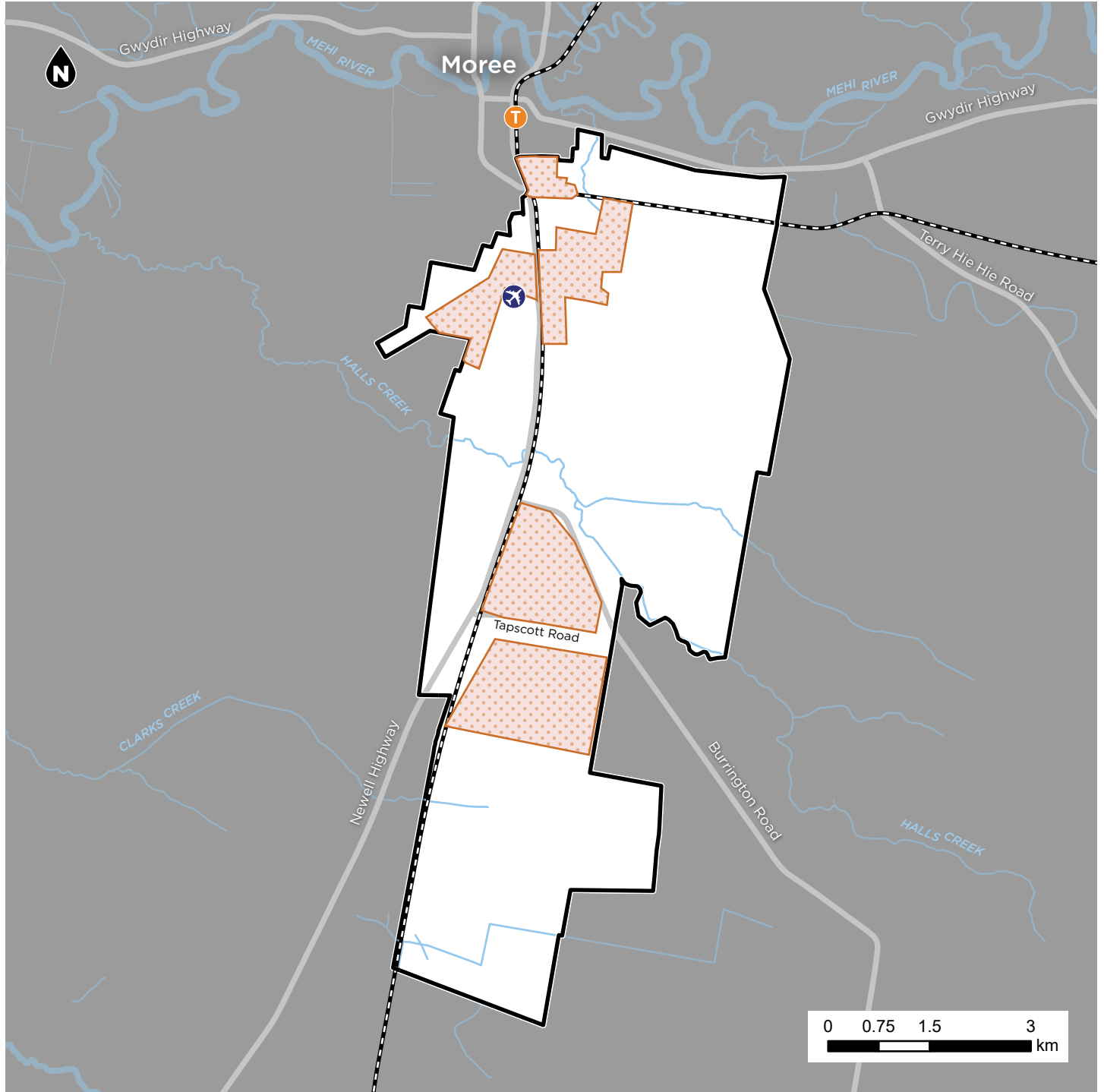
- The Delivery Plan must detail how development on contaminated lands will be recorded and monitored across the Precinct.


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.

Figure 25: Areas of potential environmental concern



 Special Activation Precinct (4,716 ha)

 Areas impacted by potential land contamination

 Moree Regional Airport

 Rail 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 Activation Precincts SEPP which means that sensitive land uses such as childcare facilities cannot be complying development in bushfire prone lands.

Aims

- To ensure the Precinct provides a safe place for people to work, visit and live near.
- To ensure appropriate consideration is given to hazards and risks.
- To ensure emergency services personnel can appropriately carry out their duties and can do so in a safe manner.
- To ensure workers and the community are kept safe at all times.
- To ensure that development in bushfire prone areas is suitably designed to minimise the risk to property and life.
- To ensure biosecurity is managed to protect our economy, environment and community.

Performance criteria

- A. Development must conform to the specifications and requirements of the current version of Planning for Bush Fire Protection 2019 published by the NSW Rural Fire Service. Bushfire requirements will only apply where land is located within a bushfire prone area. As clearing and development occur (and the risk changes), areas identified as bushfire prone will be adjusted over time.
- B. Developments that receive combustible waste material must consider Fire and Rescue NSW's Fire Safety Guideline - Fire Safety in Waste Facilities.
- C. New intensive agriculture development 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 be supported by a bushfire report which addresses performance criteria A.
2. 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 including 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 sensitive receptors and detail how these impacts will be managed.

4.10 Sustainability and Climate Change

The draft 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

- To establish the precinct as an Eco-Industrial Park and set a new standard for environmental performance for industrial precincts.
- To establish a robust framework for ongoing monitoring and reporting.
- To ensure industries maximise efficiencies, reduce emissions and collaborate to deliver a net zero emissions precinct.
- To establish a circular economy framework with closed looped systems that maximise resource efficiency.
- To integrate blue and green infrastructure in a way that supports ecological function and provides amenity through biophilia.
- To ensure climate risks are managed.

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 be 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 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. an appropriate pathway, timeframe and targets for how the Precinct will reach net zero emissions, and if external certification is achievable.
 - c. climate resilience and management.
2. The Delivery Plan should provide examples and guidance for businesses on how to meet Eco-Industrial precinct standards and achieve net zero emissions targets.
3. 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 with 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. 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. Over time the east west connector will be extended toward the north west to connect back to Gwydir Highway.

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

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 188 kilometres of track upgrade within the existing rail corridor and construction of approximately 1.6 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. Extended rail siding located south of Halls Creek able to support a southern intermodal terminal.
4. North-South Link road sealing and realignment of Bullus 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.

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

- To ensure a safe and efficient freight accessibility and internal road network that avoids reliance on railway level crossings.
- To meet future heavy vehicle productivity aims as set out in Transport for NSW's Heavy Vehicle Access Policy Framework.
- To provide safe access for all transport users to the Precinct including active transport measures on higher order roads to the Gateway and the north of the Precinct.
- To deliver a connected precinct with industrial and commercial spaces linked with multimodal infrastructure.
- To identify the transport network infrastructure components required to facilitate development over the life of the Precinct.
- To protect key transport corridors such as the higher order road network, intermodal sites and the proposed internal rail corridor (Figure 26).
- To identify the strategic corridor of the east-west connector beyond the Precinct.

Performance criteria

- A. The internal street network and connections to existing highways would 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.
- 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. 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.
- F. All transport infrastructure should avoid impacts on biodiversity values.

Supporting provisions to be developed as part of the Delivery Plan

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
 - Long-term ownership and management
 - Interface arrangements for intermodal crossing points

5.3 Rail network performance

Aims

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

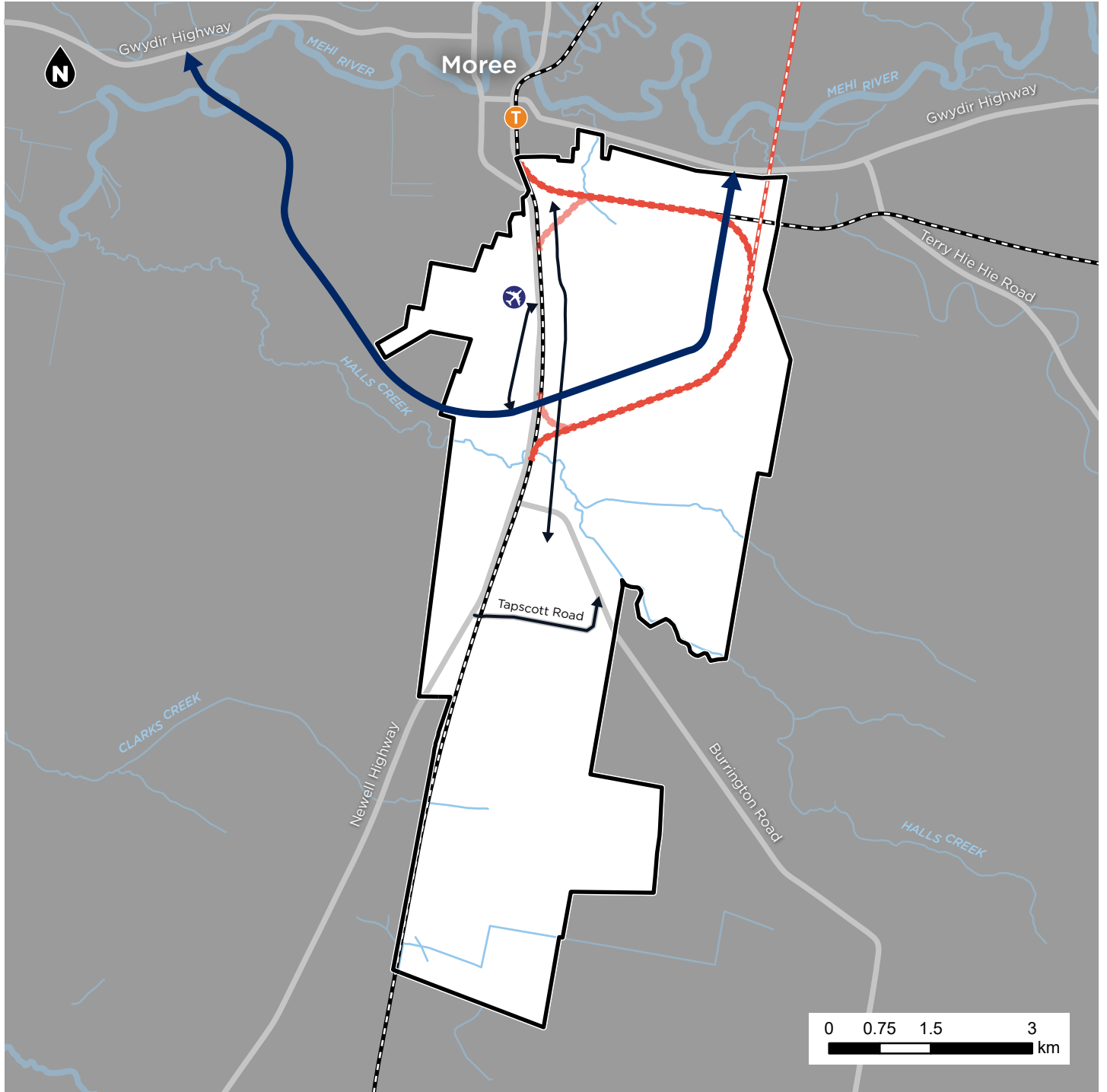
Performance criteria












- Signalling should be automated.
- Operational shunting to avoid crossing the key road network.
- Minimise shunting on main line to ensure efficient movement, in line with ARTC standards.
- The internal road and rail networks should be compatible with the National Land Transport Network.
- East-West connector and spine roads:
 - 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.
 - 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 set-back from the road.
- 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:
 - 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.
 - 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.

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.

Figure 26: Key Transport Infrastructure



- | | |
|--|---|
|  Special Activation Precinct (4,716 ha) |  Proposed East West Connector (Strategic Corridor) |
|  Moree Regional Airport |  Proposed Road |
|  Rail Station |  NE Rail Bypass |
|  Railway |  NE Intermodal Loop |
|  Road |  Potential rail link |
|  River/Creek | |

6

Airport Safeguarding



6.1 Protection of airport operations

Moree Regional Airport, located within the north western part of the Precinct, is a key infrastructure component 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 draft 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 Activation Precincts 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 transfer 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

- To protect the operation of Moree Regional Airport.
- To ensure appropriate development can be located near Moree Regional Airport.
- To provide for the effective and ongoing operation of the Moree Meteorological Station.

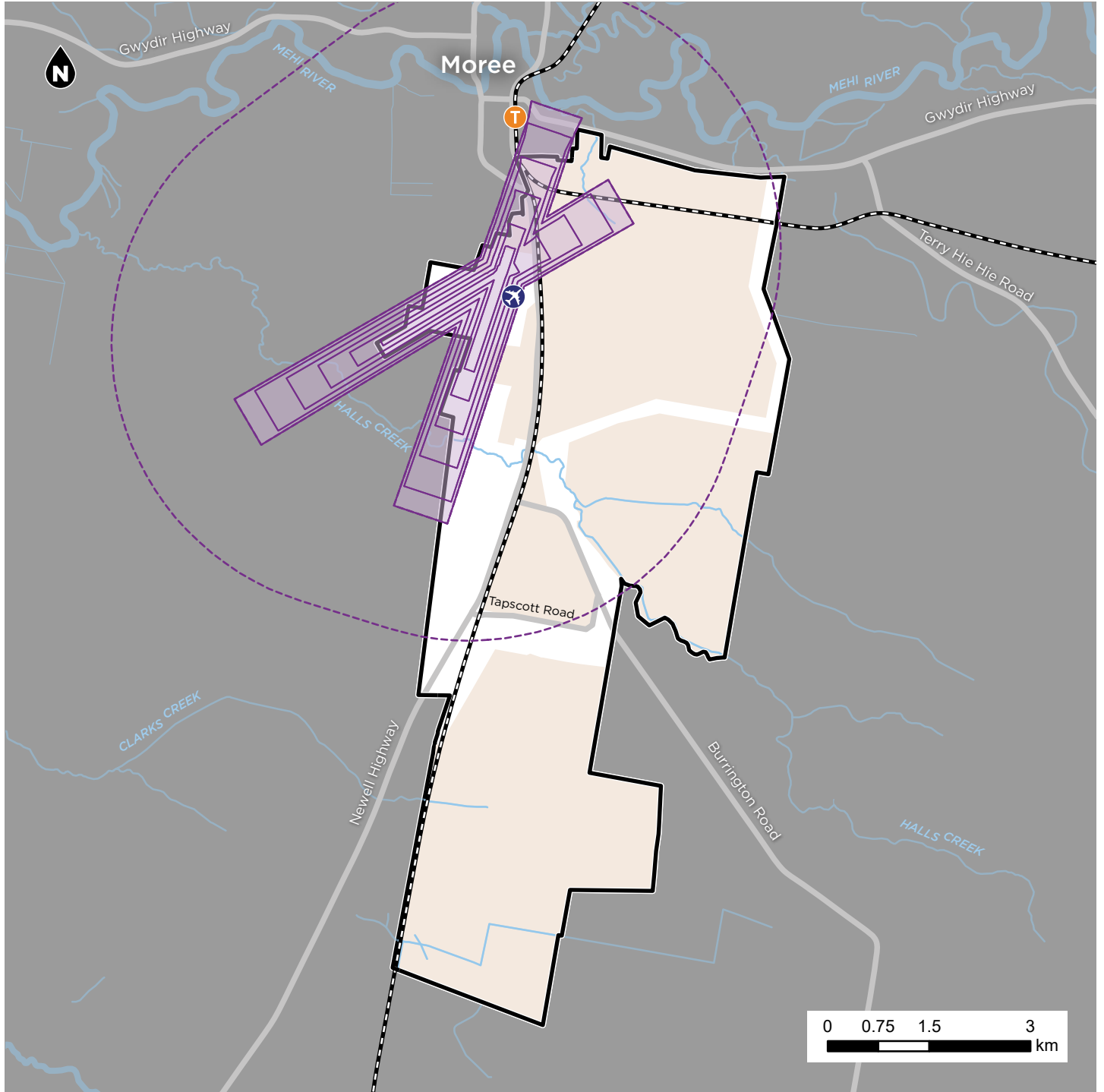
Performance criteria

- A. The maximum height of buildings, stacks and plume rise applies to land surrounding Moree Regional Airport as depicted in Figure 27.
- B. 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 28), wildlife, lighting and public safety.
- C. Development is not to contravene Council's Airport Master Plan.
- D. Development is not to compromise the operation of the Moree Meteorological Station.

Supporting provisions to be developed as part of the Delivery Plan

1. Work with Council to review Council's Airport Master Plan in the context of the Precinct and the airside opportunities created within the Precinct.

Figure 27: Obstacle Limitation Surface











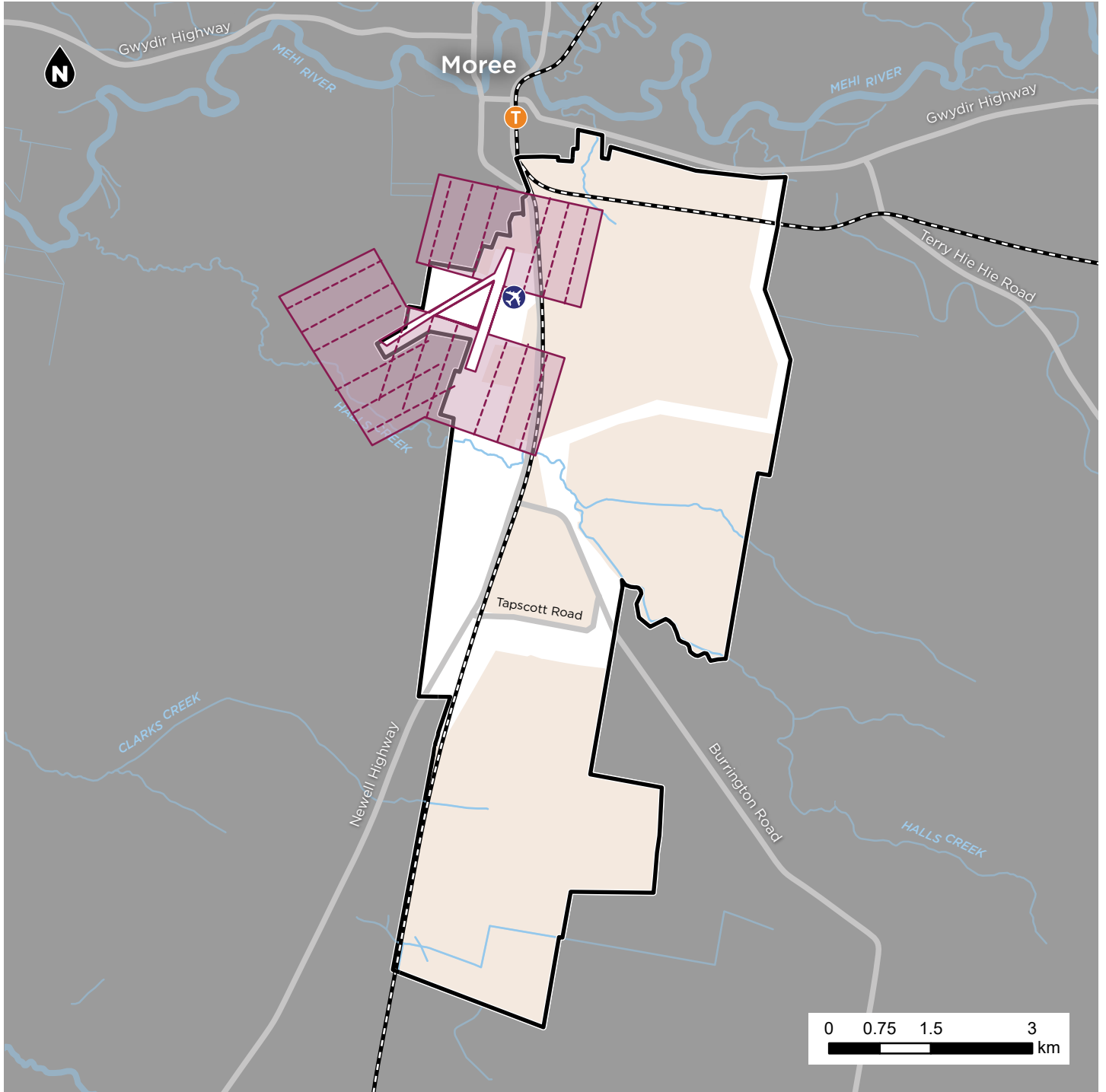








-  Special Activation Precinct (4,716 ha)
-  Moree Regional Airport
-  Rail Station
-  Railway
-  Road
-  River/Creek
-  Obstacle limitation surface (OLS)
Runway base elevation - 212m
-  Sources modelled

Figure 28: Airport windshear assessment trigger



- | | |
|--|---|
|  Special Activation Precinct (4,716 ha) |  Windshear assessment trigger area |
|  Moree Regional Airport |  Sources modelled |
|  Rail Station | |
|  Railway | |
|  Road | |
|  River/Creek | |

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 or new road and rail infrastructure.

The geography of the Precinct provides potential for development to occur in the north east and centre of the Precinct, and in the Gateway, proximate to 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.

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

- ARTC Rail Siding – a 2km 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.
- The rehabilitation of Halls Creek and heritage sites will enhance environmental outcomes for the Precinct and support the establishment of an active transport movement corridor.
- 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 draft 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



Have your say

The Department of Planning, Industry and Environment welcomes your feedback during public exhibition of the Moree Special Activation Precinct Discussion Paper for the Activation Precincts State Environmental Planning Policy amendment and draft Moree Special Activation Precinct Master Plan.

Your feedback will help us better understand the views of the community, which will inform the finalisation of the Activation Precincts SEPP amendment and the Moree Special Activation Precinct Master Plan.

The Department will publish all individual submissions and produce a submissions report, summarising the main themes and action taken, after the exhibition period has ended.

To make a submission online please follow the steps below:

View the Discussion Paper, Moree Special Activation Precinct draft Master Plan and supporting documents:

planningportal.nsw.gov.au/exhibition

1. Read our Privacy Statement and decide whether to include your personal information in your submission.
2. Fill in the online submission form. Your submission can either be typed or uploaded as a PDF and should include:
 - a. the name of the proposal (Activation Precincts SEPP, Moree Special Activation Precinct draft Master Plan or both).
 - b. a brief statement on whether you support or object to the proposal.
 - c. the reasons why you support or object to the proposal.
3. Ensure you disclose reportable political donations. Anyone lodging submissions must declare reportable political donations (including donations of \$1,000 or more) made in the previous two years.
4. Agree to our online statement and lodge your submission.

You may also lodge your submission via post by sending it to:

Executive Director
Key Sites and Regional Assessments
Department of Planning, Industry and Environment
Locked Bag 5022,
Parramatta NSW 2124

All submissions will be made public in line with our objective to promote an open and transparent planning system. If you do not want your personal details published, please state this clearly at the top of your submission.

To find out more, please visit:

planning.nsw.gov.au/Plans-for-your-area/Special-Activation-Precincts



Moree Special Activation Precinct Draft Master Plan

May 2021

© Crown Copyright, State of New South Wales through the Department of Planning, Industry and Environment 2021

ISBN 978-1-76058-440-5

Copyright Notice

In keeping with the Department of Planning, Industry and Environment's commitment to encourage the availability of information, you are welcome to reproduce the material that appears in this document for personal, in-house or non-commercial use without formal permission or charge. All other rights are reserved. If you wish to reproduce, alter, store or transmit material appearing in this draft for any other purpose, a request for formal permission should be directed to:

Department of Planning,
Industry and Environment

Locked Bag 5022,
Parramatta NSW 2124

You are required to acknowledge that the material is provided by the Department or the owner of the copyright as indicated in this draft Moree Special Activation Precinct Master Plan and to include this copyright notice and disclaimer in any copy. You are also required to acknowledge the author (the Department of Planning, Industry and Environment) of the material as indicated in this document.

Disclaimer

While every reasonable effort has been made to ensure that this document is correct at the time of printing, the State of New South Wales, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance or upon the whole or any part of this document.

The information contained in this publication is based on knowledge and understanding at the time of writing May 2021 and may not be accurate, current or complete. The State of New South Wales (including the NSW Department of Planning, Industry and Environment), the author and the publisher take no responsibility, and will accept no liability, for the accuracy, currency, reliability or correctness of any information included in the document (including material provided by third parties). Readers should make their own inquiries and rely on their own advice when making decisions related to material contained in this publication.



planning.nsw.gov.au