

Moree Special Activation Precinct

Master Plan and Precincts-Regional SEPP

Frequently Asked Questions – March 2022

This document answers questions about the main elements in the Moree Special Activation Precinct master plan and Precincts-Regional SEPP.

What are Special Activation Precincts?

Special Activation Precincts are dedicated areas in regional locations identified by the NSW Government to become thriving business and employment hubs. The Government will prioritise planning and investment for these precincts.

The Special Activation Precincts program is an important part of the NSW Government's 20-year *Economic Vision for Regional NSW – Refresh*, led by the Department of Regional NSW and funded by the \$4.2 billion Snowy Hydro Legacy Fund.

The Department of Planning and Environment is responsible for preparing the streamlined planning framework for the precincts, which includes two key parts:

1. *State Environmental Planning Policy (Precincts-Regional) 2021* (Precincts-Regional SEPP)
2. Precinct master plans

Precinct delivery plans will be prepared by Regional Growth NSW Development Corporation (the corporation) after the completion of the first two parts of the framework.

The aim is to develop a master plan and conduct an environmental assessment upfront to reduce the cost and time for investors and businesses to set up in the precincts.

The original Activation Precincts SEPP has been consolidated with four other SEPPs into the Precincts-Regional SEPP as of March 2022. All documentation and plans can be viewed at www.planning.nsw.gov.au/moreesap

What is the Moree Special Activation Precinct?

In December 2019, Moree was announced as a Special Activation Precinct (the precinct) which is estimated to create around 4,000 new jobs by 2061.

The master plan provides the blueprint for the Moree precinct for growth over the next 40 years. The location of the precinct extends south of the township and the Gwydir Highway, spanning both sides of the Newell Highway and the proposed Inland Rail corridor (refer to the master plan for a map of the area).

An amendment to the Precincts-Regional SEPP to introduce planning controls for the precinct has been finalised. The planning controls will come into effect once a delivery plan is drafted, exhibited and endorsed. The preparation and exhibition of the delivery plan is expected to occur in the first half of 2022.

While the delivery plan is being finalised, development in the area can continue under the *Moree Plains Local Environment Plan 2011*. Any future development applications within the precinct, prior to the delivery plan being in place, will need to be consistent with the final master plan.

What are the planning controls proposed for the Moree Special Activation Precinct?

The Precincts-Regional SEPP has been amended to include precinct-specific provisions such as:

- A new Regional Enterprise Zone that permits a broad range of industrial, infrastructure and other employment uses.
- A new Rural Activity Zone that applies to a portion of land west of the Newell Highway to provide a transition between the Regional Enterprise Zone and the surrounding rural area.
- Certain low impact uses identified as exempt development.
- Most permissible uses to be undertaken as complying development.
- Mapping of environmentally sensitive areas (comprising high value vegetation and areas of Aboriginal cultural heritage) where exempt and complying development will not be permitted.

The master plan also contains guiding principles, aims and criteria for air quality, noise, and odour; landscape and visual impacts; flooding and stormwater; built form; transport and infrastructure; and requirements for development to be included in the delivery plan.

Refer to the master plan and Precincts-Regional SEPP at the [Planning Portal](#) for more information.

What are the main changes being proposed to the current zoning?

The *Moree Plains Local Environmental Plan 2011* will no longer apply to land within the Moree Special Activation Precinct once the delivery plan is finalised.

A new Regional Enterprise Zone of 4,084 hectares has been established to the east of the Newell Highway and the area adjoining the Moree Regional Airport, allowing for a broad range of land uses including:

- industrial and commercial development
- horticulture and high value-add agriculture
- intermodal terminals
- freight and logistics
- circular economy (reuse and repurpose waste) uses

A new Rural Activity Zone of 275 hectares allows for continuing agricultural land uses, light industry and solar farms, ensuring no new residential uses are established that would be impacted by the Regional Enterprise Zone.

The NSW Government will issue Activation Precinct Certificates for developments that meet the requirements of the master plan and delivery plan prior to obtaining development consent.

What type of industries are planned for the Regional Enterprise Zone?

In addition to land uses described above, business, commercial and retail uses, educational establishments and training facilities are permitted in the Regional Enterprise Zone.

Hazardous and offensive industries, which differ to potentially hazardous development addressed below, will be prohibited land uses.

State Environmental Planning Policy No 33 – Hazardous and Offensive Development will continue to apply to potentially hazardous development within Special Activation Precincts. The Precincts-Regional SEPP and the Moree Special Activation Precinct master plan provide the processes for identifying and managing risk.

How will potentially hazardous industries be monitored to ensure they don't breach their license?

Potentially hazardous development and potentially offensive industries will be permitted as complying development if they meet the requirements of the Moree precinct schedule to the Precincts-Regional SEPP. Potentially hazardous development and potentially offensive industries within the precinct must show how potential impacts and risks can be identified and managed under *State Environmental Planning Policy No 33 – Hazardous and Offensive Development*.

Due to the sensitive nature of potentially hazardous and offensive developments, a specific process has been established for these uses in the master plan and Precincts-Regional SEPP to mitigate risks. Moree Plains Shire Council and the NSW Environment Protection Authority (EPA) will manage enforcement to ensure businesses in the precinct do not breach their licences or conditions of consent.

The corporation will also conduct ongoing monitoring of noise and air in the precinct to support the NSW EPA and Council in their enforcement.

When and where will development occur first?

The precinct has been master planned for staged development over 40 years.

The first stage of development will be in the northern part of the precinct where there is available water, sewer and electricity. These services will be improved and extended to cater for expected growth in demand within the first five to ten years from rezoning.

Will there be acquisitions?

Land impacted by proposed development of the precinct may need to be acquired. The Regional Growth NSW Development Corporation (the corporation) will manage acquisitions in accordance with the NSW Government's guiding principles and standards of property acquisition.

For more information on the acquisition process visit www.propertyacquisition.nsw.gov.au

The corporation will contact landowners directly, that may need to be acquired, to discuss the process further.

Will current access points to the Newell Highway change?

The master plan aims to improve access to the precinct, with plans to upgrade the intersection of Tapscott Road and Newell Highway and close the Burrington Road intersection and existing level crossing at the Newell Highway.

How does the recently announced Moree Intermodal Overpass integrate with the precinct?

The Moree Intermodal Overpass (MIO) is located to the south of Moree Regional Airport and crosses Newell Highway and the Inland Rail corridor. The MIO will provide grade separation between rail and road, significantly improving safety and heavy vehicle access. The MIO will also provide a smoother route for freight to the Special Activation Precinct, ensuring that goods get to ports and markets more efficiently. The MIO serves as a future link for the East-West Connector, a road bypass south of Moree which will reduce freight traffic through the Moree township.

The eastern portion of the proposed East-West Connector has been considered in the Moree Special Activation Precinct Final Business Case and it is intended to deliver this portion in stages during implementation of the project. The final business case will allocate funds to:

- acquire the road corridor for the East West Connector east of the Newell Highway; and
- deliver the first section of the eastern portion of the East West Connector which improves heavy vehicle access and allows activation of the regional enterprise zone within the Moree Special Activation Precinct.

The MIO project, expected to cost \$44 million, recently received a \$35.2 million funding commitment from the Federal Government, with the remaining funds being provided by the Australian Rail Track Corporation and Moree Plains Shire Council.

How do the intermodal terminals work and how does it relate to Inland Rail?

Intermodal terminals play a significant role in the consolidation, storage and transfer of freight between road and rail. They provide connectivity to ports and regional networks.

Moree is in a strategic location along the Inland Rail. As part of the Inland Rail project, a 5.8 kilometre rail siding will be constructed from Tapscott Rd linking north to the current Moree Manildra/GrainCorp rail siding. This siding will service existing facilities as well as open up opportunities for expanded and new facilities such as container terminals.

Additional rail infrastructure concepts such as a rail bypass and intermodal terminal sites in the north of the precinct have been considered in the master planning. These are considered as strategic concepts at this stage. Any development proposed within this area will be carefully considered to not compromise the future placement of these infrastructure items. The master plan will be reviewed and updated to ensure it aligns with strategic planning and infrastructure design principles as development progresses.

For more information about intermodal terminals and the Inland Rail, see:

<https://www.inlandrail.gov.au/for-business/understanding-the-freight-supply-chain/intermodal-terminals>

How will the amenity of surrounding residents be protected?

An analysis of the potential air quality, odour and noise impacts generated by the proposed development on surrounding land has been undertaken and is outlined in the master plan.

The master plan has been designed to protect and mitigate potential impacts on existing residents. Any proposed development within the precinct will need to comply with air quality, odour and noise management measures that will be set out in the delivery plan to inform where industries are best located, and how environmental impacts should be managed.

Lighting design controls are also outlined in the master plan to ensure impacts on surrounding residents are avoided and will be further managed through the delivery plan.

What type of development can happen near the airport?

Moree Regional Airport has retained its zoning for aviation purposes under the Precincts-Regional SEPP.

Land adjacent to the airport is zoned for Regional Enterprise, which allows for a broad range of uses including industrial and commercial, freight and logistics and horticultural. Future development in the vicinity of the airport must meet legislative aviation controls and are outlined in the master plan.

What role will Council continue to have?

Moree Plains Shire Council will continue to approve development applications in the precinct, taking the precinct's master plan into consideration, until the delivery plan is approved.

The *Moree Plains Local Environmental Plan 2011* will no longer apply to land within the precinct once the delivery plan has been finalised and the land has been rezoned under Precincts-Regional SEPP.

Following this, the corporation will continue to work closely with Council on development approvals as required, and Council will remain the enforcement authority along with the NSW EPA for issues such as noise and odour.

I'm interested in talking to someone about setting up my business in the precinct. Who can I speak to?

The corporation is available to discuss investment opportunities in the precinct and can be contacted on 1300 REGION (73 44 66) or info@rgdc.nsw.gov.au.

What are the next steps?

As the master plan is now finalised, the corporation will prepare for construction and development within the precinct. This includes:

- Preparing and exhibiting the delivery plan that outlines the stages and requirements for development (the plan will go on public exhibition).
- Undertaking a tendering process to select contractors to design and build supporting infrastructure.
- Beginning construction of enabling infrastructure (roads, sewer, water).

Where can I get more information?

W: www.planning.nsw.gov.au/moreesap or www.rgdc.nsw.gov.au/precincts/moree

P: 1300 73 44 66

E: activationprecincts@regional.nsw.gov.au

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