

Rural Supplies Development, Moree

Development Assessment Report (DA25/5067)

October 2025





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Preface

This report details the Department of Planning, Housing and Infrastructure's (the Department) assessment of the development application for the Rural Supplies Development, Moree (the development).

The Department's assessment considers all documents submitted by The Trustee for Armatree Farming Trust (the Applicant), including the Statement of Environmental Effects and Additional Information, advice from government authorities, and all legislation and planning instruments relevant to the site and the development.

The report includes:

- a description of the development and the surrounding environment
- an assessment of the development against government policy and statutory requirements, including mandatory considerations
- an explanation of why the development is local development and who the consent authority is
- consideration of matters raised by government stakeholders
- an assessment of the likely environmental, social and economic impacts of the development and recommendations for managing any impacts during construction and operation
- an evaluation which weighs up the likely impacts and benefits of the development, having regard to the proposed mitigation measures and government advice, and provides a view on whether the impacts are, on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether development consent for the development should be granted and any conditions that should be imposed.

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1 Introduction

1.1 Development Background

The Trustee for Armatree Farming Trust (the Applicant) is seeking development consent for the construction and operation of a rural supplies development (the development) at 7 Harry Sullivan Avenue and 12 Perry James Crescent (the site), Moree, in the Moree Special Activation Precinct (SAP). A detailed description of the development is provided in **Section 2**.

The Moree SAP is a 4,716 hectare (ha) area, located to the south of the Moree township, incorporating the existing Moree Regional Airport and Inland Rail corridor. The key goal of the SAPs is to create jobs and fuel economic development across regional NSW. The Moree SAP leverages the region's existing strengths in agriculture, transport connections via the Newell Highway and rail, and will create jobs across a range of industries including value-added agriculture, horticulture, freight and logistics.

The development will establish a new business location for Delta Agribusiness (Delta Ag), an independent provider of agronomy services, agricultural supplies and products. Delta Ag operates an existing business at 80 Heber Street within the township of Moree and is seeking to relocate these operations outside the main township to the site to improve accessibility for customers (see **Figure 1**). The site has been identified by the Applicant as an appropriate location for the purposes of the development as it has direct connections to regional areas outside Moree via the Newell Highway and can provide easy access to products for crop spraying aircraft utilising Moree Regional Airport.



Figure 1 | Regional Context

1.2 Site Description

The site comprises approximately one hectare of undeveloped land owned by Moree Plains Shire Council within the Regional Enterprise Zone (REZ) of the Moree SAP and is legally described as Lots 9 and 10 DP 1212873 (see **Figure 2**). The site topography is relatively level and is clear of vegetation and built form. No Aboriginal or historic heritage sites or objects exist on the site.

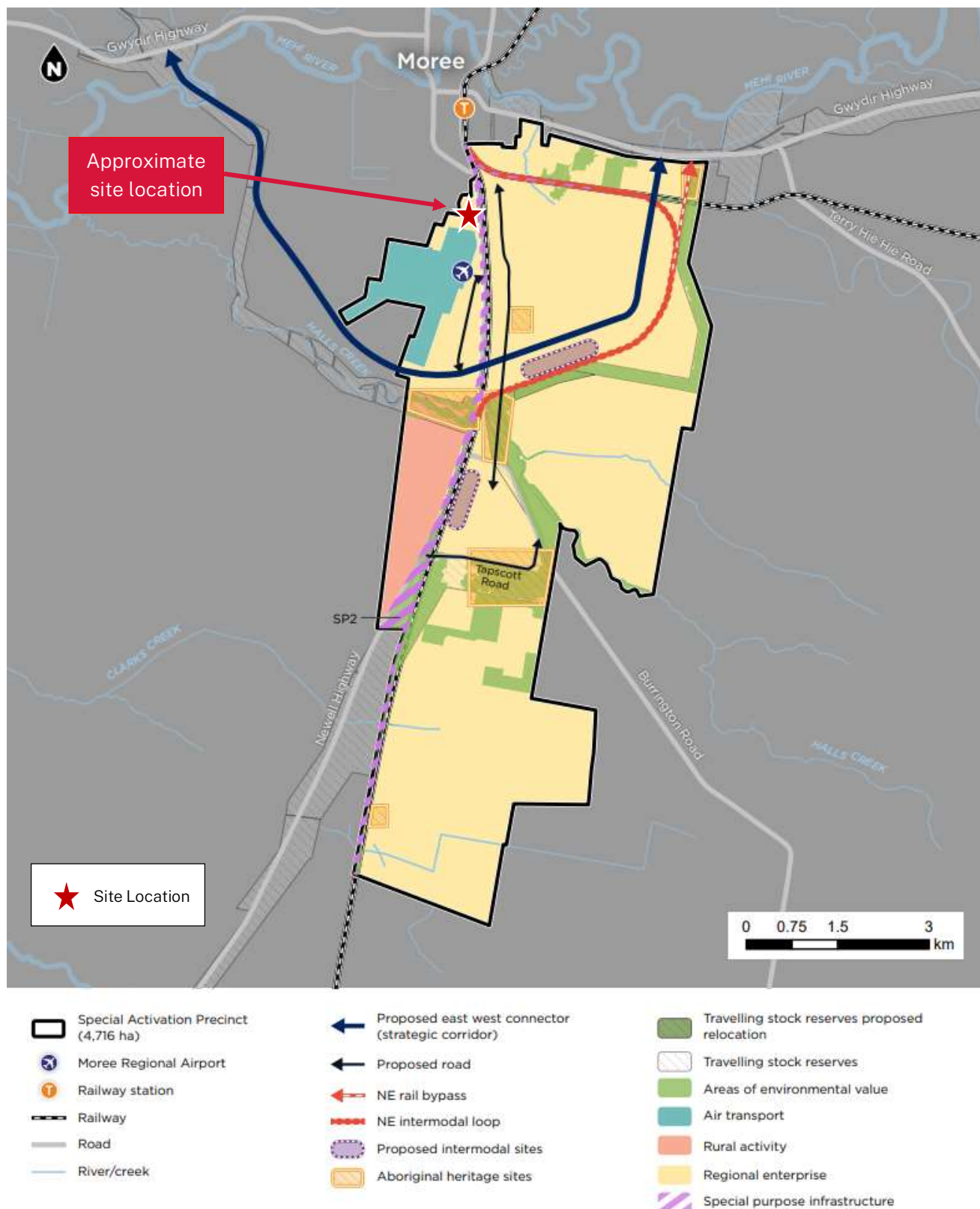


Figure 2 | Location within the Moree SAP

The site is located within Council's strategic Gateway North Estate, designated to provide a new, mixed-use precinct and regional hub for transport, logistics and tourism industries. Works to provide services to the site have been completed under a development consent granted in 2013 for subdivision of the Estate. Existing site services include reticulated water and sewer, underground stormwater, electricity and telecommunications. A three-metre-wide easement to drain water runs along the western boundary of Lot 9. Existing stormwater connections exist in the north-eastern corner of Lot 9 and south-western corner of Lot 10 (see **Figure 3**).

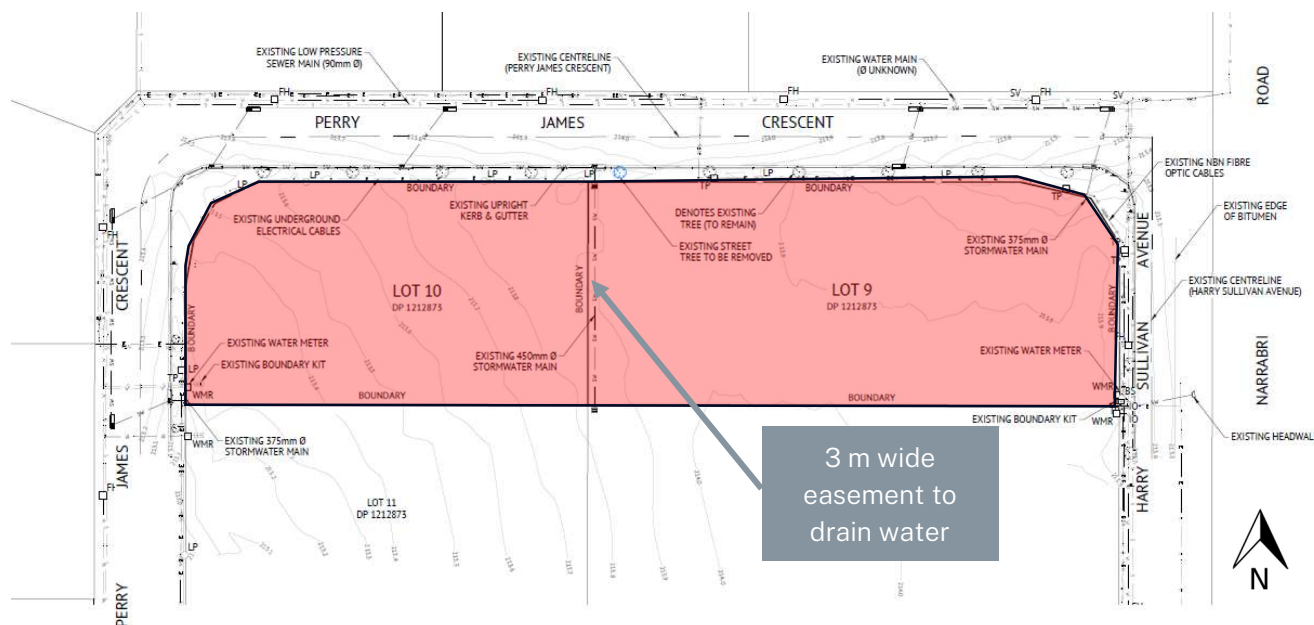


Figure 3 | Existing services

The site falls within the public safety area (PSA) at the end of the Moree Regional Airport Runway 01/19, as identified in the Moree SAP Master Plan (see **Figure 4**).

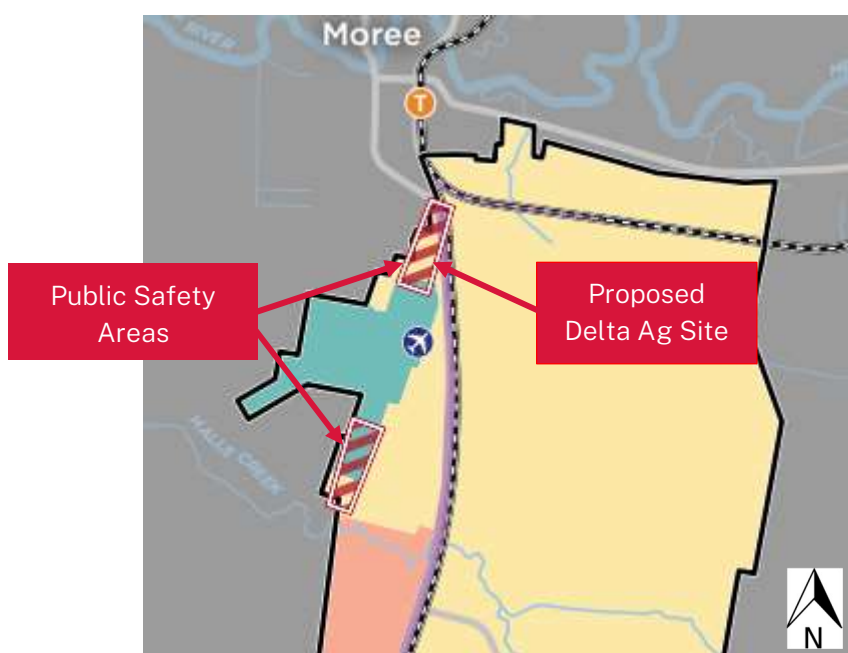


Figure 4 | Moree Regional Airport Public Safety Areas

1.3 Surrounding Land Uses

The closest sensitive land uses include the Gwydir Thermal Pools Motel and Caravan Park immediately to the north and residential areas approximately 200 m to the west (see **Figure 5**).

Other surrounding land uses include the Kingdom Hall of Jehovah's Witnesses to the west, the Moree Meteorological Station 350 m to the south-west, a Caltex petrol station and Moree Regional Airport 500 m to the south and other industrial land uses within the REZ to the east of the Newell Highway (see **Figure 5**).



Figure 5 | Surrounding Land Uses

2 Development

2.1 Description of the Development

The major aspects of the development are summarised in **Table 1** and shown in **Figure 6**, **Figure 7**, **Figure 8** and **Figure 9** below, and described in full in the SEE and Additional Information included in 0.

Table 1 | Main Aspects of the Development

Aspect	Description
Development Summary	Construction and operation of a rural supplies development comprised of two warehouses (Warehouses A and B), including internal fit-out of Warehouse A
Physical layout and design	Two, 24 m x 20 m warehouse buildings with a height of 7.745 m, including: - Warehouse A - reception area, four office spaces, a meeting room, staff room and amenities - Warehouse B – storage facility Two site access driveways and 15 car spaces, including two disabled spaces External storage areas on all-weather gravel or hardstand Business signage on northern, eastern and southern elevations
Site area	One hectare
Earthworks, civil works and services extensions	Minor earthworks for site preparation and construction purposes
Stormwater infrastructure	10,000 litre rainwater tank
Traffic	Approximately four light vehicles (LVs) and two heavy vehicles (HVs) per day
Access	Two site access driveways: - Harry Sullivan Drive – LV and HV access only - Perry James Crescent – LV and HV egress only
Landscaping	Planting of shrubs and landscaping along the road frontage on Harry Sullivan Avenue and Perry James Crescent
Hours of operation	8 am to 5.30 pm weekdays, 8 am to 12 pm Saturdays
Estimated development cost	\$870,000
Employment	Four full-time equivalent operational jobs

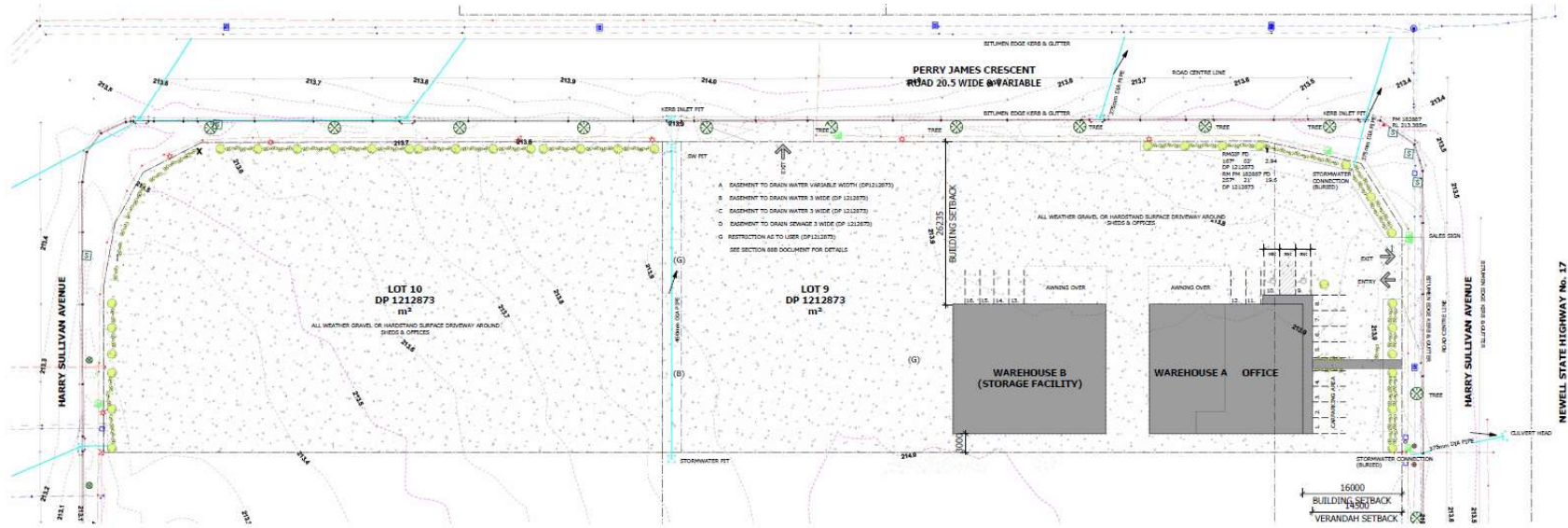


Figure 6 | Site Layout

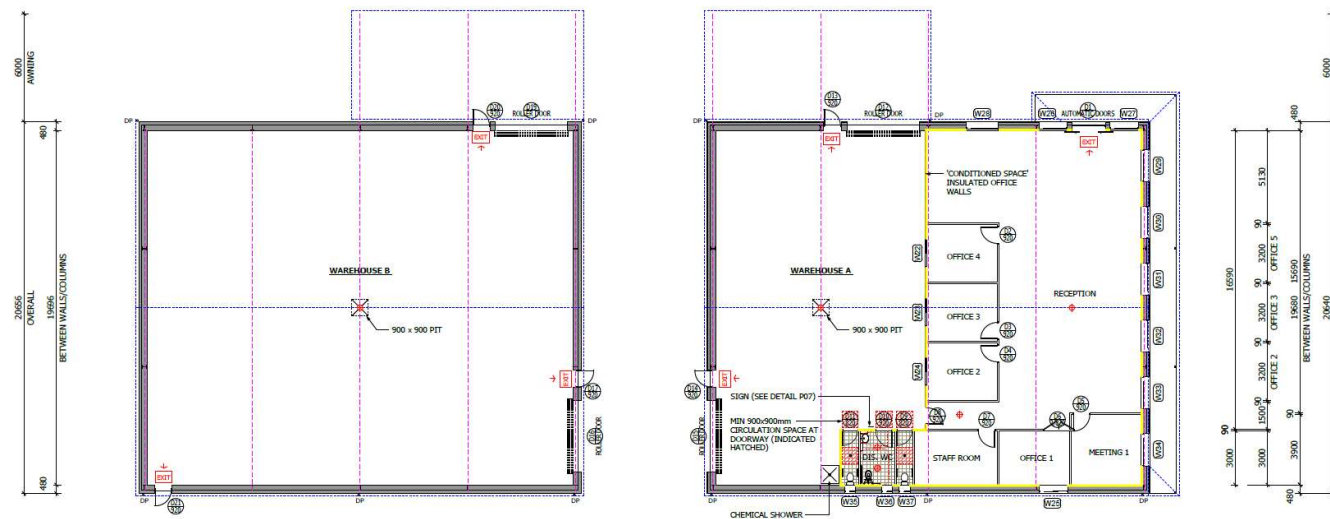


Figure 7 | Internal Fitout



Figure 8 | Artists Impression of Development (north-east perspective)



Figure 9 | Business Signage

2.2 Applicant's Justification for the Development

The Applicant has advised the development will enable Delta Ag to operate out of a new purpose-built and more functional facility in a more practical location for both staff and customers. The development would be located within a primary producer community and would provide additional local employment and agricultural services during construction and ongoing operation.

The site is appropriately serviced and has suitable site access to the broader regional road network via the Newell Highway.

Once the new premises is complete, Delta Ag will close its existing premises (ending the lease) and relocate to the new premises.

3 Strategic Context

3.1 Key Strategic Issues

Key relevant strategies, plans and policies relevant to the assessment of the development are outlined in **Table 2** below.

Table 2 | Summary of Key Government Strategies, Plans and Policies

Strategy, Plan or Policy	Comments
Moree SAP Master Plan	Provides the vision and principles for the Precinct, a Structure Plan and provisions to ensure that the vision is achieved. It also describes particular matters that should be addressed in more detail as part of the Delivery Plan. The development is consistent with the Master Plan vision and principles as it will facilitate the streamlined establishment of new and emerging industries aligned with the agricultural industry.
Moree SAP Delivery Plan	Sets out the performance criteria for development in the SAP to ensure consistency with the Moree SAP Master Plan. The development has been assessed against the performance criteria as part of the Department's assessment and is considered to be consistent with the Delivery Plan subject to the implementation of the Applicant's proposed management and mitigation measures and the Department's recommended conditions of consent.

4 Statutory Context

4.1 Permissibility and Assessment Pathway

Details of the permissibility of the development and the assessment pathway under which consent is sought are provided in **Table 3** below.

Table 3 | Permissibility and Assessment pathway

Consideration	Description
Permissibility	Permissible with consent Rural supplies developments are permissible with consent in the Regional Enterprise Zone of State Environmental Planning Policy (Precincts – Regional) 2021 (Precincts - Regional SEPP) (as an innominate land use).
Assessment pathway	Part 4 Development The development is in the Moree SAP, as identified in Schedule 1B of the Precincts - Regional SEPP and: - is permissible with development consent - requires approval from Moree Plains Shire Council under section 138 of the <i>Roads Act 1993</i> for the two driveway cross-overs - is not designated development under Schedule 3 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation). As such, the development is classified as a Part 4 integrated development under the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act).
Consent authority	Planning Secretary The Planning Secretary is the consent authority under Schedule 1B, Clause 3, of the Precincts – Regional SEPP
Decision-maker	Director On 11 May 2022, the Planning Secretary delegated the functions to determine Part 4 development applications to the Director, Industry Assessments where: – there are less than 15 unique public submissions in the nature of objections and – a political disclosure statement has not been made by the Applicant. The Department received no public submissions. No reportable political donations were made by the Applicant in the last two years. Accordingly, the application can be determined by the A/Director, Industry Assessments, under delegation.

4.2 Other Approvals and Authorisations

The development requires an Activation Precinct Certificate (APC) under the Precincts-Regional SEPP issued by Regional Growth and Development Corporation (RGDC). On 18 April 2024, the RGDC issued APC 255 for the development. APC 255 was issued on the basis that the development is consistent with the Moree SAP Master Plan and Delivery Plan, subject to the provision of a rainwater tank, installed in accordance with PC24 of the Moree SAP Delivery Plan.

Should development consent be granted, the development will also require an approval under the *Roads Act 1993* issued by Council. As such the development is classified as integrated development under section 4.46 of the EP&A Act.

In accordance with legislative requirements, the Department gave written notice to Council requesting General Terms of Approval (GTAs). The Department has consulted with and considered the advice of Council in its assessment of the development (see **Section 5** and **Section 1**) and has incorporated the Council's GTAs in the conditions of consent (see **Appendix C**).

4.3 Mandatory Matters for Consideration

Section 4.15 of the EP&A Act sets out matters to be considered by a consent authority when determining a development application (DA). The Department's consideration of these matters is shown in **Appendix C**.

4.4 Public Exhibition and Notification

In accordance with section 2.22 and Schedule 1 to the EP&A Act, the DA and any accompanying information of an SSD application are required to be publicly exhibited for at least 14 days. The application was on public exhibition from 2 May 2025 until 15 May 2025. Details of the exhibition process and notifications are provided in **Section 5**.

4.5 Objects of the EP&A Act

In determining the application, the consent authority should consider whether the development is consistent with the relevant objects of the EP&A Act (section 1.3), including the principles of ecologically sustainable development (ESD). The Department has fully considered these matters in **Appendix C**. The Department is satisfied that the development is consistent with the objects of the EP&A Act and the principles of ESD.

4.6 Biodiversity Development Assessment Report

Section 7.7 of the *Biodiversity Conservation Act 2016* (BC Act) requires Part 4 DAs to be accompanied by a Biodiversity Development Assessment Report (BDAR) if it is likely to significantly affect threatened species.

The Biodiversity Report prepared as part of the Moree SAP Master Plan did not identify any areas of high biodiversity value on the site. As such, the Department does not consider that the proposal will significantly impact threatened species, and consequently, a BDAR is not required.

5 Engagement

The Applicant undertook consultation with relevant local and State authorities prior to lodgement of the SEE. The Department undertook further consultation with these stakeholders, the community and affected landowners during the exhibition of the DA and throughout the assessment of the application. These consultation activities are described in detail in the following sections.

5.1 Consultation by the Applicant

As the authority responsible for delivery of development in the SAP, RGDC carried out a range of engagement activities with the community and government stakeholders during development of the Moree SAP Master Plan and Delivery Plan. Prior to lodgement of the DA, RGDC also engaged with SafeWork NSW, Moree Regional Airport and Council specifically regarding the proposal on behalf of the Applicant.

5.2 Consultation by the Department

5.2.1 Public Exhibition of the EIS

After accepting the DA, the Department:

- publicly exhibited the DA and accompanying SEE from 2 May 2025 until 15 May 2025 on the NSW planning portal
- notified occupiers and landowners in the vicinity of the site about the public exhibition
- notified and invited comment from relevant government agencies and Council.

5.3 Submissions and Advice

During the public exhibition period, the Department did not receive any submissions from the public or Council. Advice was received from five government authorities and one utility provider. A link to the full copy of the advice is provided in **Appendix B**. A summary of the government authority advice is provided in **Table 4**.

Table 4 | Summary of Government Authority Advice

Agency	Advice summary
AirServices Australia	Advised the development does not infringe the Obstacle Limitation Surface (OLS) of the Moree Regional Airport and therefore raised no concerns regarding the development.
Civil Aviation Safety Authority	Did not object, and confirmed the development sits below the OLS, impacts to aviation communications, navigation and surveillance (CNS) systems was unlikely, and a windshear assessment would not be required.

Agency	Advice summary
	Recommended the Department consider the National Airports Safeguarding Framework (NASF ¹) Guidelines and require the Applicant to adopt measures to minimise wildlife hazard risks and minimise distractions to pilots. It was also recommended that the Airport Manager be advised of the development, confirm if a PSA applies, and if mobile cranes are used, submit details to Moree Airport (for subsequent advice from CASA).
Essential Energy	Recommended any existing encumbrances in favour of Essential Energy be complied with, any activities in proximity to electrical infrastructure be undertaken in accordance with relevant guidelines, a 'Dial Before You Dig' enquiry should be undertaken and Safework NSW safety requirements relating to work near powerlines must be adhered to.
Fire and Rescue NSW	Recommended conditions requiring an Emergency Plan and Emergency Services Information Package in accordance with relevant Department and FRNSW guidelines.
SafeWork NSW	Recommended engaging with SafeWork to discuss the facility design and the arrangements for minimising health and safety risks so far as reasonably practical (SFARP), and recommended a range of management and mitigation measures be incorporated into the design to minimise health and safety risks.

The **Environment Protection Authority (EPA)** was consulted and advised it had no comment on the proposal.

Council did not provide any comments during the exhibition period.

5.4 Additional Information

Following the public exhibition period, the Department requested additional information regarding the storage and handling of dangerous goods (DG) and the specific controls (engineering and/or operational) to mitigate potential incidents associated with the storage and handling of DG and/or a warehouse fire, on-site traffic movements and site access arrangements, airport safeguarding in relation to the PSA and lighting design, building design, earthworks, waste and stormwater management.

On 3 June 2025, the Department met with the Applicant to discuss the request for information and clarify the assessment approach for the risk of a plane crash impacting the development in the PSA and the additional information regarding DG and a warehouse fire.

¹ The NASF is a national land use planning framework that aims to improve community amenity by minimising aircraft noise-sensitive developments near airports and improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

On 1 August 2025, the Applicant responded to the Department's request for additional information (see **0**). The Department published the Additional Information on the NSW planning portal and forwarded it to Council for comment.

The Additional Information included an updated Preliminary Hazard Analysis (PHA) that incorporated an assessment of aircraft crash risk, further consideration of the risk of a warehouse fire, and additional details on the storage and handling arrangements for Fumitoxin. The Additional Information clarified the Department's queries regarding all other matters, with the exception of stormwater management.

On 6 August 2025, the Department requested the Applicant address the previous request for information regarding the proposed approach to stormwater management. This information was not provided and the Department has therefore recommended conditions requiring the construction and operation of appropriate stormwater infrastructure, consistent with the Moree SAP Delivery Plan performance criteria (refer **Section 6.4** of this report).

On 25 September 2025, Council provided its GTAs for the development, which included a suite of standard requirements for the construction of a driveway crossover to the road reserve. Council also provided some additional information on the design of the Gateway North Subdivision, including site servicing and stormwater management system.

The Department has considered the issues raised in submissions, the Additional Information, including the supplementary stormwater information received from Council, in its assessment of the development.

6 Assessment

The Department has considered the SEE, the Applicant's Additional Information and supplementary stormwater information in its assessment of the development. The Department considers the key assessment issues are hazard and risk, traffic and access and airport safeguarding.

A number of other issues have also been considered. These issues are considered relatively minor and are assessed in **Table 5** and **Section 6.4** below.

6.1 Hazards and Risk

Some of the agricultural products proposed to be stored at the development are classified as dangerous goods (DGs). The proposed quantities of these products are above the thresholds as set out in the Department's 'Applying SEPP 33 Guidelines'. As such, the proposal is considered as potentially hazardous and may cause off-site impacts to surrounding residential areas and the Gwydir Thermal Pools Motel and Caravan Park located approximately 200 m to the west and 70 m to the north of the site, respectively.

As the development is located with the PSA of the Moree Regional Airport, there is also the potential for safety risks in the event of an aircraft crash.

Applicant's Assessment

A preliminary hazard assessment (PHA) was submitted to demonstrate the proposal would comply with the relative risk criteria as set out in the Department's *Hazardous Industry Planning Advisory Paper No.4 – Risk Criteria for Land Use Safety Planning* (HIPAP 4) and is compatible with the surrounding land uses. The PHA was undertaken in accordance with the Department's assessment guidelines, 'HIPAP 6 – Hazard Analysis' and 'Multi-level Risk Assessment' and identified all the chemicals proposed to be stored on site and the associated hazards.

The PHA was updated in response to the Department's request for additional information in relation to the storage and handling of dangerous goods (DG), the specific controls to mitigate potential incidents associated with the storage and handling of DG and/or a warehouse fire, and the potential risk of an aircraft crash.

The hazard that has the potential to result in off-site risk is associated with storage and handling of a pesticide known as 'Fumitoxin'. Fumitoxin tablets are generally used as a fumigant and classified as DG class 4.3 – 'Dangerous when wet'. When in contact with water, Fumitoxin will emit phosphine gas, which is toxic to humans. The other hazard resulting in off-site risk is a full warehouse fire involving Fumitoxin tablets and the subsequent emission of phosphine gas. Incidents involving all other toxic DG storages (such as Pirimor insecticide and Sprayseed herbicide) will not result in off-site impact as these products are not classified as toxic by inhalation.

Information provided by the Applicant with the updated PHA confirmed that Fumitoxin tablets are transported and stored in a flask, each containing 1.5 kilograms (kg) of product. The flask is well sealed, and fourteen (14) flasks are packaged into a case. The maximum inventory to be stored at the warehouse is 45kg, which is equivalent to approximately two cases.

The Applicant's consequence analysis confirmed that loss of containment of one flask of Fumitoxin would not result in toxic fatalities or injury at the caravan park or residential zoned areas. However, releases from a case (14 flasks) or the maximum inventory of Fumitoxin (45kg) could result in fatalities and/or injuries at the nearest residential receptors. Similarly, the updated PHA found a full uncontrolled warehouse fire could lead to releases of a toxic plume of phosphine gas due to the combustion of Fumitoxin that would extend to the caravan park (70 m to the north) but not to the residential zone area approximately 200 m to the west).

In terms of an aircraft incident, the updated PHA found such an incident could result in fatalities or injuries, damage to the warehouse buildings, leading to loss of containment of the stored DGs or initiating a warehouse fire event. The risk of aircraft crashes impacting the warehouse was estimated using the quantitative approach outlined in Guideline I of the *National Airports Safeguarding Framework – Managing the Risk in Public Safety Areas at the Ends of Runways* (NASF Guideline I). This approach takes into account the number of aircraft traffic movements at Moree Airport and probabilities leading to aircraft crash during take-off or landing. The PHA found the risk of aircraft crash at the proposed warehouses leading to a significant incident is 8.1E-6 per year, which meets the criteria specified in NASF Guideline I.

The updated PHA concluded the likelihood of a full inventory of Fumitoxin coming into contact with water and causing off-site impacts was considered 'extremely unlikely', while the likelihood of a single flask of Fumitoxin becoming wet, an uncontrolled warehouse fire, or an aircraft incident was considered 'very unlikely'.

The Applicant confirmed the storage and handling arrangements for Fumitoxin included compliance with Agsafe Industry Standard for the safe transport, handling and storage of agricultural and veterinary chemicals, and storage of all 'dangerous when wet' products, including Fumitoxin, within a double-walled steel cabinet with self-closing, close-fitting doors. The SEE also noted the need to ensure the design of the fire systems and equipment for the development ensures a warehouse fire to be quickly contained to ensure minimal off-site impacts.

The Applicant proposes to prepare an Emergency Response Plan for the development, which includes notification and action to be taken for the caravan park, residential areas and the airport. Additionally, the warehouse design would include necessary controls and risk reduction measures to ensure risks are reduced As Low As Reasonably Practicable (ALARP) for the loss of containment of Fumitoxin and a warehouse fire. Flammable products are to be stored within a flammable liquids storage cabinet in a fire-resistant compound within the main warehouse.

Government Authority Advice

SafeWork requested the Applicant engage with them prior to finalising the detailed design of the development to confirm the arrangements for minimising health and safety risks So Far As Reasonably Practicable (SFARP). Recommendations were made regarding the design of the smoke, fire detection and sprinkler system, to minimise the quantity of, and risk of exposure to, combustibles, and to ensure the provision of access around storage containers to inspect for leaks or damage. SafeWork also noted the quantities of any chemicals identified in Schedule 15 of the Work Health and Safety Regulation 2017 (WHS Regulation) would need to be considered prior to operation to determine if the development would be considered a Major Hazard Facility (MHF).

FRNSW recommended the Applicant prepare an Emergency Plan and an Emergency Services Information Package to address fire risk at the development.

Department's Assessment

The Department considers the updated PHA provides a robust assessment of hazards and risks associated with the development and has been prepared in accordance with relevant Department guidance. As Fumitoxin is proposed to be stored in a sealed flask within a flammable liquid steel cabinet, the Department agrees with the findings of the PHA that the likelihood of multiple Fumitoxin tablets reacting with a large body of water is unlikely. Additionally, it is understood these materials will be stored separately from other DG storages and do not require forklifts for handling. Therefore, the likelihood of a flask or case of Fumitoxin being dropped and damaged, resulting in Fumitoxin coming into contact with water is also highly unlikely. As such, the risk of fatality, injury and irritation is acceptable and complies with the HIPAP No.4 risk criteria.

Given the time it would take for a warehouse fire to develop to an uncontrolled state, the Department's concurs that an Emergency Plan should be prepared, as recommended in the PHA, which would include actions to notify and evacuate the caravan park, residential zone and the nearby airport.

The Department considers that, while the PHA has predicted a toxic plume of phosphine gas may extend to the nearby caravan park and residential areas, appropriate safeguards and management measures are proposed to be implemented to control the toxic risk. These controls include storing the Fumitoxin tablets in small quantities, in a well-sealed container and steel cabinets, and implementation of an Emergency Plan. These measures are considered effective controls to avoid Fumitoxin coming into contact with water and presenting a safety risk.

In addition, the Applicant must fulfill all relevant regulatory requirements under the WHS Regulation administered by SafeWork NSW. Together with the proposed controls outlined above, it is expected the Applicant can minimise the health and safety risks SFARP. As such, it is agreed that the risk of fatality, injury and irritation would be acceptable and comply with all relevant HIPAP 4 risk criteria. The proposal can be supported subject to imposing conditions requiring the transport movement of

DGs to and from the development to be below the threshold quantities listed in Applying SEPP 33 at all times and storing DGs in accordance with all relevant Australian Standards and EPA guidelines.

Based on SafeWork's advice, the Applicant is also required to provide evidence to the Planning Secretary reporting on the consultation outcomes with SafeWork on the arrangements of minimising work health and safety risks prior to the commencement of operation of the development.

The Department's assessment concludes that with these conditions and the Applicant's mitigation measures in place, the hazards and risks associated with the development can be managed.

6.2 Airport Safeguarding

As the site is approximately 500 m north of the Moree Regional Airport Runway 01/19, there is a risk of impacts to airport operations. This includes the risk of pilot distraction from lighting, building generated windshear and turbulence, infringement of the OLS, the risk of wildlife strikes (the development is within the three-kilometre (3 km) wildlife buffer), and interference with CNS systems.

Additionally, as the development is located within the 25 Australian Noise Exposure Forecast (ANEF) noise exposure contour, there is risk of airport noise impacting staff and customers at the development.

Applicant's Assessment

As part of the SEE, the Applicant noted section 6.1 of the Moree SAP Master Plan requires consistency with the NASF and section 7.3 of the Moree Plains LEP requires the consent authority to be satisfied the proposed development will not penetrate the OLS.

The Applicant provided an assessment against the relevant airport safeguarding matters identified in the Moree SAP Master Plan and the Moree Plains LEP in the SEE. Further information confirming lighting design was provided as part of the Additional Information.

The Applicant's OLS analysis found the maximum height of the warehouse buildings (7.745 m) would be below the OLS. The assessment was supported by evidence of consultation with CASA (carried out on behalf of the Applicant by RGDC regarding the proposal) which confirmed there was no risk to the OLS and no other concerns regarding the development with regards to lighting, windshear or wildlife risk.

The Applicant's Additional Information confirmed lighting would be designed to not exceed 1,000,000 lumens and would comply with the Australian Standard AS 4282 – 1997 Control of the Obtrusive Effects of Outdoor Lighting.

In terms of noise impacts from the airport on the development, the SEE confirmed the location within the 25ANEF is acceptable for commercial buildings, in accordance with (Building Site Acceptability Based on ANEF Zones) in AS 2021 – 2015. Therefore, no noise attenuation measures for aircraft noise are required.

Government Authority Advice

During the exhibition period, CASA confirmed a windshear assessment was not required, the development would not infringe the OLS and interference with CNS systems was unlikely. Noting the development is located within the 3 km wildlife risk buffer zone, recommendations were made to minimise the risk of wildlife attraction. This included storing waste in closed containers, avoidance of bird perching opportunities and packaging bird feed. CASA also advised lighting must comply with NASF Guideline requirements and recommended the consent authority confirm if a PSA applies, and if mobile cranes are used, submit details to Moree Airport (for subsequent advice from CASA).

AirServices Australia also confirmed the development does not infringe the OLS and advised it had no concerns regarding the development. Council did not raise any concerns as the Airport Manager.

Department's Assessment

The Moree SAP Master Plan aims to protect the operation of Moree Regional Airport and ensure appropriate development can be located near the airport. Key performance criteria adopted in the Master Plan are consistent with and based upon the NASF and the supporting suite of guidelines. The Department has considered the advice from CASA and AirServices and reviewed the NASF Guidelines and Moree Regional Airport Master Plan 2014 and consulted with Moree Plains Shire Council as the Airport Manager. Based on this advice, the Applicant's OLS analysis is considered robust and the Department is satisfied the development will not protrude into the protected airspace.

In terms of lighting, NASF Guideline E requires the maximum intensity of light sources measured at three degrees above the horizontal zone to be zero candela. As the Applicant has not addressed this requirement, conditions are recommended requiring development lighting to be designed to meet the requirements of the NASF Guidelines to prevent distraction to pilots.

NASF Guideline C identifies warehouse buildings that propose food storage within the 3 km wildlife buffer zone as having a low wildlife attraction risk and recommends monitoring any new developments of this nature. However, noting the advice from CASA regarding the storage of waste, bird perching and bird feed, the Department has recommended conditions consistent with CASA's advice to minimise the risk of wildlife strike.

The Department concurs with the Applicant's conclusions regarding aircraft noise impacts and therefore is satisfied the development is unlikely to be adversely affected by aircraft noise.

Matters regarding the PSA have previously been discussed in Section 6.1 of this report.

As construction details are not known at this stage, in line with CASA's advice, a note has been placed in the consent requiring the Applicant to submit details to the Airport Manager of the Moree Regional Airport (for subsequent advice from CASA), if mobile cranes are used.

The Department considers the development can be constructed and operated in line with the NASF requirements and guidelines. The development will protect ongoing airport operations, subject to the

implementation of the recommended conditions regarding lighting, wildlife risk management and mobile cranes. The Department's assessment concludes the development is unlikely to have an adverse impact on airspace operations and will not compromise the effective and ongoing operation of the Moree Regional Airport.

6.3 Traffic and Site Access

On-site traffic movements for customer and supplier delivery vehicles have the potential to conflict. This may cause safety risks and queuing on the public road network if not managed appropriately.

Applicant's Assessment

The Applicant's SEE predicted there would be between two to four customer vehicles visiting the site daily and no more than two heavy rigid vehicles (B-doubles) on site at any one time. Swept path diagrams were provided by the Applicant to demonstrate the movement of heavy and light vehicles into and within the site (refer **Figure 10**). B-doubles are expected to park adjacent to the building and staff would load and unload where necessary using forklifts as required.

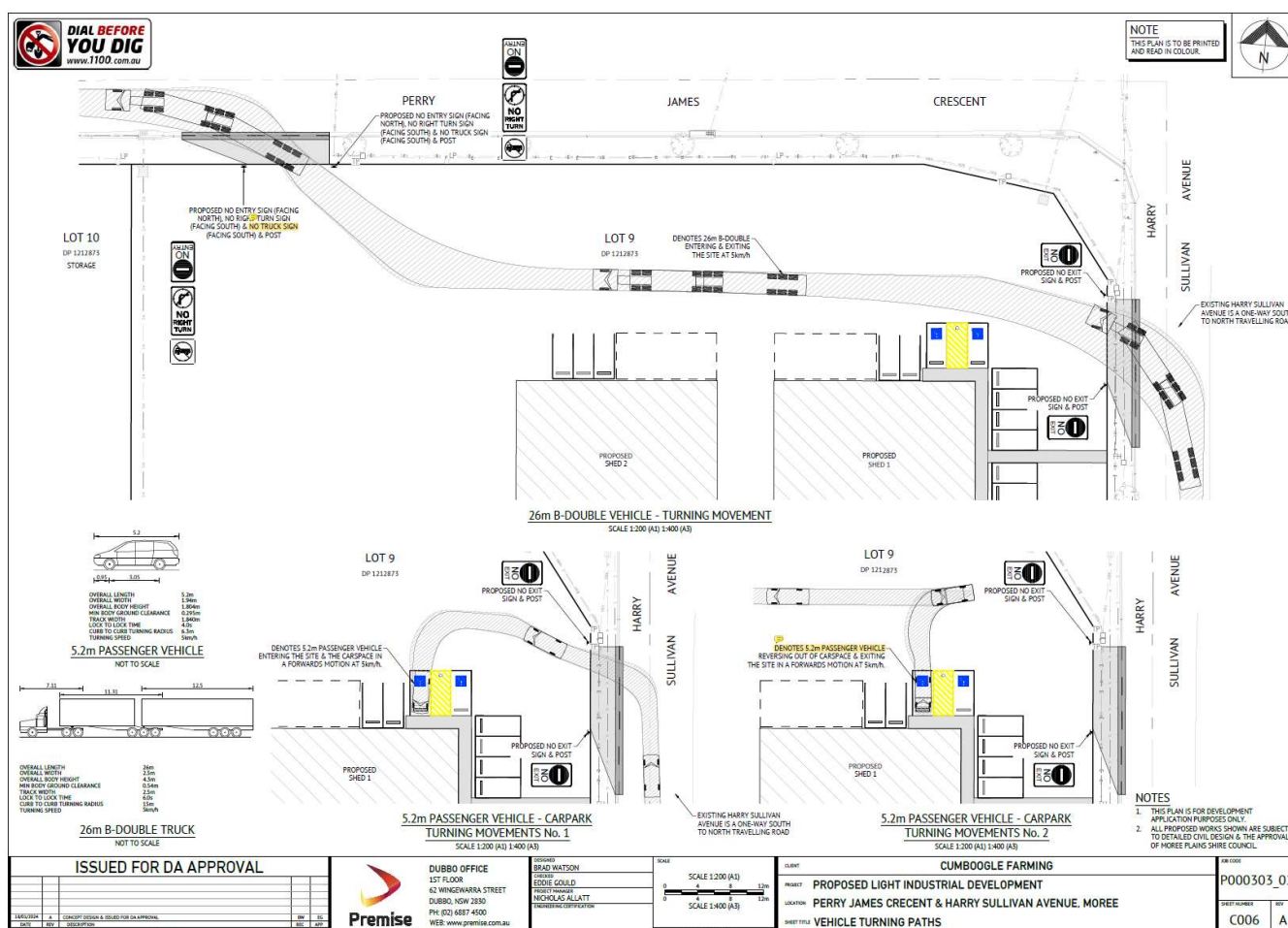


Figure 10 | Swept Path Diagrams

In response to concerns raised by the Department regarding the potential for conflicts between customer and delivery vehicles, the Applicant confirmed delivery times would be scheduled, where

possible, to avoid conflicting with peak customer times. Additionally, no more than two heavy rigid vehicles would be at the development at any given time.

In terms of access arrangements, the Applicant advised internal driveways will be designed to accommodate access only via Harry Sullivan Drive and egress only via Perry James Crescent. Both access driveways will be secured by a two-metre-high sliding gate which will be opened by staff outside of business hours to allow heavy vehicles making deliveries to the site to access the site and not queue on the public road network.

Government Authority Advice

Council did not raise any concerns regarding the proposed on-site traffic movements or access arrangements.

Department's Assessment

The Department notes the proposed on-site traffic arrangements, as depicted in **Figure 10**, demonstrate heavy vehicles can safely move through the site, and exit to Perry James Crescent in a forward direction. The swept path assessment has been carried out for a B-double, which is the largest vehicle expected to access the site and therefore represents a worst-case scenario. Given the scale of the site (~ 1 ha), there is sufficient space on the site for two trucks to park on the site at any one time outside of peak customer periods.

Proposed signage includes 'No Exit' signs at the Harry Sullivan Avenue site entry and 'No Entry', 'No Right Turn' and 'No Truck' at the Perry James Crescent site exit. The proposed 'No Truck' sign is not required at the Perry James Crescent site exit as heavy vehicles will be expected to use this driveway to exit the site to avoid turning movements within the site.

To ensure the appropriate site access arrangements are implemented during operations to protect the safety of customers and other people and vehicles on the site, conditions are recommended requiring 'Entry Only' signs on the Harry Sullivan Avenue site access driveway facing the road reserve to the east, and omitting the proposed 'No Truck' sign on the southern side of the Perry James Crescent site access driveway from the proposed traffic control signage strategy. This will ensure vehicle movements can only occur in a one-way direction into and out of the site. The Applicant must also ensure the development does not result in any vehicles queuing or parking on the public road network.

Conditions also require supplier deliveries to be restricted to non-peak times to avoid conflicts between heavy and light vehicles, particularly during loading and unloading activities. To ensure there is no queuing of heavy vehicles on the site, conditions restrict the development to having no more than two heavy vehicles on site at any one time.

The Applicant is also required to ensure internal hardstand areas, driveways and parking associated with the development are constructed and maintained in accordance with Australian Standards and

the swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, is in accordance with the relevant AUSTRROADS guidelines. All vehicles must be wholly contained within the site before being required to stop, all loading and unloading of materials is carried out on-site, and the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.

Council, as the Roads Authority, provided general terms of approval for the driveway crossing approval under section 138 of the *Roads Act 1993*.

The Department is satisfied the development will not generate large volumes of operational traffic and the movement of delivery vehicles and customer vehicles can be adequately managed to minimise safety risks by scheduling delivery times and adhering to Councils' site access design requirements and the implementation of an appropriate signage plan.

The Department's assessment concludes the development is unlikely to cause any safety risks or impacts to the efficiency of the public road network, subject to the implementation of the Department's recommended conditions of consent.

6.4 Other Issues

The Department's consideration of other issues is summarised in **Table 5** below.

Table 5 | Assessment of other issues

Findings and conclusions	Recommended conditions
Stormwater	
- Hardstand and roofs at the development will result in an increase in impervious surfaces across the site. This change will generate additional stormwater runoff volumes which may cause localised flooding off-site if the capacity of downstream drainage systems is insufficient. - The Applicant initially did not propose any on-site detention (OSD) or stormwater treatment measures to manage additional flows. However, in response to a request for the Department for OSD to be provided, the Applicant proposed to include a 10,000 litre (L) rainwater tank to capture roof runoff but assumed the existing subdivision drainage system (approved in 2013) would cater for the additional flows from the hardstand areas. - Council did not raise any concerns regarding the design of the stormwater system and provided some additional information regarding the design of the approved and constructed stormwater drainage system for the Gateway North Estate subdivision. The additional information confirmed the constructed drainage system included a piped drainage system that	Require the Applicant to: - finalise the detailed design of the stormwater management system prior to the commencement of construction - meet the stormwater design requirements of section 6.1.2.7 of the Moree SAP Delivery Plan - meet the stormwater design requirements of Performance Criteria PC23 regarding pervious

Findings and conclusions	Recommended conditions
discharged to a detention basin via an open swale drain on an adjoining lot to the south-west within the subdivision. The detention basin was designed to only cater for events up to and including a 20% Annual Exceedance Probability (AEP) event. • The Department notes the Moree SAP Delivery Plan outlines the broader stormwater and flood management strategy for the SAP. This includes an overarching design principle that requires lot-scale detention to maintain pre-development flow rates for all events up to and including the 1% AEP event and regional detention basins that will account for the 0.5% AEP event runoff. • Furthermore, Performance criteria PC23 of the Moree SAP Delivery Plan requires appropriate management of stormwater to ensure minimal nuisance, danger and damage to people, property and the environment. PC23 states that where a development site proposes less than 30% pervious surfaces that OSD and a 10,000 L rainwater tank is required to ensure pre-development flows are maintained and off-site impacts are avoided. • As the development design involves extensive areas of hardstand, the development will include less than 30% pervious surfaces. Therefore, to ensure the final stormwater system is designed to ensure off-site impacts are avoided, the Department has recommended conditions requiring the Applicant to ensure the detailed design of the stormwater management system meets the stormwater design requirements of section 6.1.2.7 of the Moree SAP Delivery Plan which requires OSD infrastructure to be designed to cater for all events up to, and including, the 1% AEP event. • The Department's assessment concludes that, subject to the implementation of the recommended conditions, the potential for off-site flooding impacts is unlikely and the additional stormwater runoff can be managed on-site to ensure it does not exceed pre-development flows.	surfaces and on-site detention infrastructure in Section 6.1.2.7 of the Moree Special Activation Precinct Delivery Plan; • be designed in accordance with Australian Standards and relevant EPA guidance.
Design and Visual Amenity	
• Building design, landscaping and business signage has the potential to impact the visual amenity from public places and residential areas surrounding the development if not appropriately designed and maintained. • The SEE included a Statement of Consistency against the Moree SAP Master Plan and Delivery Plan requirements and performance criteria, and a copy of APC 255 issued for the development. This included design requirements in	Require the Applicant to: • install the landscaping depicted in the architectural plans submitted with the SEE • maintain the landscaping for the

Findings and conclusions	Recommended conditions
relation to site layout, building design, setbacks, landscaping, lighting and signage. • The Applicant's assessment found landscaping will meet the aesthetic requirements of the surrounding industrial character of the neighbourhood and provide an improved public domain outcome despite a reduced rear setback (5 m requirement reduced to 3 m). A 2 m wide vegetated buffer will screen the perimeter fencing. Glazing and the proposed light colour palette (blue and cream) will promote energy efficiency and urban cooling, and the development orientation and signage will address the street and the intended function of the development. • Council did not raise any concerns regarding building design or visual amenity. • The Department notes performance criteria PC6 of the Moree SAP Delivery Plan requires a minimum 3 m width of landscaping unless existing vegetation exists and high-quality fencing is constructed consistent with PC31 requirements. As street trees exist along both road frontages and the development proposes additional planting of native shrubs consistent with the planting palette in the Delivery Plan, the Department considers a reduced setback of 2 m is acceptable. • Proposed business signage will be visible from the public domain and will provide legible, coherent, high quality and compatible with the design and construction of the development. No illumination is proposed. The proposed signage strategy is considered to be unobtrusive, appropriate in scale and design, and will not detract from the visual character of the precinct. • Given the distance to residential receivers to the west (300 m), the development is unlikely to cause adverse visual impacts from residential areas. Additionally, an existing vegetated buffer provides visual screening to the caravan park to the north. • The Department considers the proposed building design, landscaping and signage is consistent with the requirements of the Moree SAP Delivery Plan. A detailed consideration to the design and scale of the signage against the requirements of State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP) has found the signage is appropriate for the site and will not detract from the streetscape (see Appendix C). • Conditions are recommended requiring the proposed landscaping depicted on the development plans to be installed and maintained for the life of the development, ensure lighting is designed in accordance with Australian Standards and does not cause a nuisance to surrounding properties or the	duration of the development • ensure lighting associated with the development complies with Australian Standards and is mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network • erect all signage in accordance with the development plans included in the SEE.

Findings and conclusions	Recommended conditions
public road network, and erect all signage in accordance with the development. • The Department's assessment concludes the proposed character and nature of the development is considered consistent with other industrial and commercial developments in the vicinity and is unlikely to result in any adverse visual impacts.	

7 Evaluation

The Department's assessment of the application has fully considered all relevant matters under section 4.15 of the EP&A Act, the objects of the EP&A Act and the principles of ESD.

The Department has considered the development on its merits, taking into consideration the Moree SAP Master Plan and Delivery Plan that guide development in the area, the EPIs that apply to the development, and advice received from the relevant public authorities, including Council.

No submissions were received from the community and none of the government authorities or Council have objected to the proposal. The Department has sought to address any issues raised through consultation with both the government authorities and the Applicant.

The Department's assessment has found it is unlikely there would be any amenity impacts during operation of the development and risks associated with the storage and handling of toxic/hazardous products can be suitably managed. However, to ensure the potential for residual impacts and risks is minimised, the Department has recommended several conditions, including:

- for hazards and risks - the preparation of a comprehensive Emergency Plan and detailed emergency procedures for the development, requirements to store and handle all DGs in accordance with Australian Standards and EPA guidance and report on consultation outcomes with SafeWork regarding facility design to ensure compliance with the WHS Regulation to protect the health and safety of workers
- for airport safeguarding – lighting design to meet the requirements of the NASF Guidelines to prevent distraction to pilots, store waste in closed containers, design structures to avoid bird perching opportunities and ensure bird feed is packaged to minimise wildlife attraction
- for traffic and access – a revised signage strategy to ensure vehicle movements can only occur in a one-way direction into and out of the site, restrict supplier deliveries to non-peak times to avoid conflicts between heavy and light vehicles, design and maintain all site access driveways, parking and hardstand areas in accordance with Australian Standards and relevant AUSTROADS guidelines
- for visual amenity - install and maintain the landscaping for the duration of the development and ensure lighting complies with Australian Standards and is mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.

The Department is satisfied the impacts of the development can be appropriately managed through implementation of the recommended conditions of consent. The Department has also recommended conditions for the payment of development contributions and the Applicant's contribution to infrastructure upgrades to service the development, including the two site access driveways.

Overall, the Department's assessment has concluded the development will:

- provide local employment
- continue to provide agricultural services and products within a primary producer community in a safe manner
- deliver a functional facility in a more practical location for both staff and customers
- enable Delta Ag to expand its business which will support economic growth within the Moree SAP by directing \$870,000 in capital investment
- build on Council's strategic intent of Gateway North to support small and local business associated with the SAP and airside development.

The Department considers that these benefits can be realised without any significant amenity or environmental impacts and therefore, considers the development is in the public interest and should be approved, subject to conditions.

8 Recommendation

For the purpose of section 4.38 of the EP&A Act, it is recommended that the **A/Director, Industry Assessments**, as delegate of the Planning Secretary:

- **considers** the findings and recommendations of this report
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to grant consent to the application
- **agrees** with the key reasons for approval listed in the notice of decision
- **grants consent** for the application in respect of the Rural Supplies Building (DA25/5067) subject to the conditions in the attached development consent
- **signs** the attached development consent (**Appendix A**).

Recommended by:



9 October 2025

Sally Munk

Principal Planner

Industry Assessments

9 Determination

The recommendation is **adopted** by:

 10 October 2025

Joanna Bakopanos

A/Director

Industry Assessments

Glossary

Abbreviation	Definition
Additional Information	Correspondence from Premise Australia to the Department dated 1 August 2025
Applicant	The Trustee for Armatree Farming Trust
Council	Moree Plains Shire Council
DA	Development Application
Department	Department of Planning, Housing and Infrastructure (DPHI)
Development	The development as described in the SEE
DPHI	Department of Planning, Housing and Infrastructure
EDC	Estimated Development Cost
SEE	Statement of Environmental Effects titled ' <i>Statement of Environmental Effects for a Rural Supplies located Lot 9 & 10 in DP 1212873, being 7 Harry Sullivan Avenue & 12 Perry James Crescent, Moree</i> ' prepared by Premise Australia dated 28 March 2025, Issue P000303
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue NSW
LEP	Local Environmental Plan
Planning Secretary	Secretary of the Department
SafeWork	SafeWork NSW
SEPP	State Environmental Planning Policy

Appendices

Appendix A – List of Referenced Documents

The Department has relied upon the following key documents during its assessment of the development:

Statement of Environmental Effects

- ‘Statement of Environmental Effects for a Rural Supplies located Lot 9 & 10 in DP 1212873, being 7 Harry Sullivan Avenue & 12 Perry James Crescent, Moree’ prepared by Premise Australia dated 28 March 2025, Issue P000303

Government Authority Advice

- All advice received from relevant public authorities

Additional Information

- Correspondence from Premise Australia to the Department dated 1 August 2025

Statutory Documents

- Relevant considerations under section 4.15 of the EP&A Act (see **Appendix E**)
- Relevant environmental planning instruments, policies and guidelines (see **Appendix E**)
- All documents relied upon by the Department during its assessment of the application may be viewed at: <https://www.planningportal.nsw.gov.au/daex/under-consideration/rural-supplies-building-moree-da255067>

Appendix B – Submissions and Government Authority Advice

All submissions and government authority advice can be found here:

<https://www.planningportal.nsw.gov.au/daex/under-consideration/rural-supplies-building-moree-da255067>

Appendix C – Statutory Considerations

Table 6 | Mandatory Matters for Consideration

Matter for Consideration	Department's Assessment
Environmental planning instruments, proposed instruments and development control plans	The Department's consideration of the relevant EPIs (including draft instruments subject to public consultation under the EP&A Act) is provided in Appendix C .
Planning agreements	There is no planning agreement proposed.
EP&A Regulation	The Department has assessed the development in accordance with all relevant matters prescribed by the EP&A Regulation, the findings of which are contained in this report.
Likely impacts	The Department has considered the likely impacts of the development in detail in Section 6 of this report. The Department concludes that all environmental impacts can be appropriately managed and mitigated through the recommended conditions of consent.
Suitability of the site	The site is suitable for the development as it is located close to the Newell Highway and Moree Regional Airport, is permissible with consent, and is consistent with the Moree SAP strategic framework.
Public submissions	No public submissions were received.
Public interest	The development would generate up to 10 jobs during construction, four jobs during operation and direct \$870,000 in capital investment in the Moree Plains local government area. The environmental impacts of the development would be appropriately managed via the recommended conditions. The Department considers to the development is in the public interest.

Objects of the EP&A Act

A summary of the Department's consideration of the relevant objects (found in section 1.3 of the EP&A Act) are provided in **Table 7** below.

Table 7 | Objects of the EP&A Act and how they have been considered

Object	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The development will enable the expansion of a business that provides agricultural products and services in a primary producer community.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The Department's assessment has considered all social, economic and environmental considerations in a single holistic assessment and is satisfied the development can avoid environmental and amenity impacts while providing tangible social and economic benefits. The Department is satisfied that the development can be carried out in a manner that is consistent with the principles of ESD, noting the development includes the installation of a 10,000 litre rainwater tank to minimise water use.
(c) to promote the orderly and economic use and development of land,	The development is a permissible use which would promote orderly and economic development of land and would provide employment for four operational employees and promote economic growth in the Moree Plains LGA.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The site does not contain any areas of biodiversity value.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The site does not contain any items or areas of Aboriginal cultural significance.
(g) to promote good design and amenity of the built environment,	The development is consistent with the design requirements of the Moree SAP Delivery Plan.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Applicant is required to consult with SafeWork regarding the design of the building and storage arrangements for DGs to ensure compliance with the health and safety requirements of the WHS Regulation.

Object	Consideration
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department has consulted with, and given due consideration to, the technical expertise and comments provided by other Government authorities, including Council. This is consistent with the object of sharing the responsibility for environmental planning between the different levels of government in the State.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The application was exhibited in accordance with section 2.22 and Schedule 1 to the EP&A Act to provide public involvement and participation in the environmental planning and assessment of this application.

EP&A Regulation

Part 4, Division 1 of the EP&A Regulation requires the consent authority to consider additional matters for certain developments as part of the matters for consideration under section 4.15 of the EP&A Act. There are no additional matters in Division 1 of the EP&A Regulation that the consent authority must consider.

Environmental Planning Instruments (EPIs)

State Environmental Planning Policy (Precincts - Regional) 2021 (Precincts-Regional SEPP)

Schedule 1B of the Precincts Regional SEPP applies to land in the Moree SAP. The SEPP sets out the land use zones, zone objectives and land use tables.

The development is in the Regional Enterprise Zone which seeks to encourage regional enterprise and innovation in industry, provide opportunities for regional economic development and employment, attract industries that would contribute to and benefit from being close to major freight transport networks. Development for the purpose of rural supplies is permissible with consent as an innominate use in the Regional Enterprise Zone. The development is considered consistent with the zone objectives.

Section 3.8 of the Precincts-Regional SEPP requires the consent authority to have regard to the Moree SAP Master Plan and Delivery Plan when determining an application for development consent on land within the SAP. The Department has had regard to the requirements of the Master Plan and Delivery Plan in its assessment of the application and considers the development is consistent with the vision and principles of the Master Plan and performance criteria of the Delivery Plan.

State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)

Chapter 3 of the Resilience and Hazards SEPP aims to identify developments with the potential for significant off-site impacts, in terms of risk and/or offence.

The development is defined as potentially hazardous as the proposed quantities of DGs to be stored at the development are above the thresholds as set out in the Department's 'Applying SEPP 33 Guidelines'.

The Applicant prepared a PHA in accordance with the Applying SEPP 33 Guidelines. The Department's assessment has found the Applicant's updated PHA provides a robust assessment of hazards and risks associated with the development. The Department considers the risk of fatality, injury and irritation is acceptable and complies with the HIPAP No.4 risk criteria. The Department is satisfied appropriate safeguards and management measures are proposed to be implemented to control toxic risks.

The Department has recommended the Applicant be required to prepare an Emergency Plan that includes actions to notify and evacuate the caravan park, residential zone and the nearby airport.

In addition, the Applicant must fulfill all relevant regulatory requirements under the WHS Regulation administered by SafeWork NSW. Together with the proposed controls outlined above, it is expected the Applicant can minimise the health and safety risks SFARP.

Chapter 4 of the Resilience and Hazards SEPP aims to provide a State-wide approach to the remediation of contaminated land.

The site is not located on contaminated land as identified in the Moree SAP Master Plan.

State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP)

Chapter 3 of the I&E SEPP aims to ensure that outdoor signage is compatible with the desired amenity and visual character of an area, and provides effective communication in suitable locations, that is of a high-quality design and finish, in accordance with Schedule 5.

Table 8 | Consideration of Industry and Employment SEPP – Schedule 5 Assessment Criteria

Objective	Consideration
1. Character of the area	The proposed business identification signage is considered to be of a scale and design appropriate to the industrial nature of the area in which it is located.
2. Special Areas	The signage is not expected to be viewed from any surrounding special areas.

Objective	Consideration
3. Views and Vistas	The Department does not consider the proposal to obscure or dominate views or vistas as it will be located on the building façade.
4. Streetscape, setting or landscape	Given the large size of site, it is considered the amount and form of signage is appropriate for the site and will not detract from the streetscape.
5. Site and building	The height of the wall mounted identification signage on the eastern elevation will not exceed the ridge height of the warehouse building. The signage on the southern and northern elevation will only extend halfway along the building elevation and above the proposed awnings. The signage is therefore considered proportionate to the proposed warehouse building.
6. Associated devices and logos with advertisements and advertising structures	There are no safety devices, platforms or lighting devices proposed with the signage. The proposed signage would be consistent with the national branding for the Delta Agribusiness and include the logo/company name to the walls facing both Perry James Crescent and Harry Sullivan Avenue.
7. Illumination	Signage is not proposed to be illuminated.
8. Safety	The scale of the signs will not reduce the visibility of the road network or obscure sightlines. As such, it is not expected that the signage will cause a safety risk.

Moree Plains Local Environmental Plan 2011 (Moree Plains LEP)

Clauses 2.6-2.8, 5.1, 5.8, 5.10 and 7.3-7.5 of the Moree Plains LEP 2011 apply to land in the Moree SAP. Relevant clauses to the development are considered below.

Table 9 | Consideration of relevant clauses of the Moree Plains LEP

Clause	Consideration
7.3 Airspace Protections	The Department has considered airport safeguarding matters in Section 6 of this report. The Department's assessment concludes the development is unlikely to have an adverse impact on airspace operations and will not compromise the effective and ongoing operation of the Moree Airport and the community will be protected from airport operations.

Clause	Consideration
7.4 Development in areas subject to aircraft noise	The Department has considered the potential for aircraft noise impacts on the development in Section 6 of this report and is satisfied the development is unlikely to be adversely affected by aircraft noise.
7.5 Development in the vicinity of Moree Meteorological Station	The development site is located outside of the Moree Meteorological Station Height Limit Map.

The Applicant has assessed and designed the proposal having regard to the relevant considerations of the Moree Plains LEP. The Department is satisfied the development is consistent with the relevant clauses.

Appendix D – Recommended Instrument of Consent

The Instrument of Consent can be viewed on the Department's project website here - <https://www.planningportal.nsw.gov.au/daex/under-consideration/rural-supplies-building-moree-da255067>