Statement of Consistency for a Battery Energy Storage System located at Lot 82 & Lot 144 DP 751780

PROPERTY DETAILS

Legal Property Description	Lot 82 DP 751780 Lot 144 DP 751780 Lot 1 DP 999486
Special Activation Precinct	Schedule 1B Moree Activation Precinct
Land Use Zoning	Regional Enterprise Zone
Site constraints	Bushfire prone, partially flood affected

APPLICATION DETAILS

Development type	Electricity Generating Works
Description of proposal	Battery Energy Storage System (BESS)
Permissibility	Permissible in the Regional Enterprise Zone and consistent with the land use objectives of the zone.
Assessment pathway	The development will require a development application to be lodged under Section 4.15 of the *Environmental Planning and Assessment Act 1979*. The development is not Designated Development according to Schedule 3 clause 50(b) of the of the *Environmental Planning and Assessment Regulation 2021.*

RELEVANT EVALUATION DOCUMENTS

Legislation	State Environmental Planning Policy (Precincts - Regional) 2021 (SEPP Precincts - Regional) State Environmental Planning Policy (Resilience and Hazards) 2021
Master Plan	Moree Special Activation Precinct Master Plan, March 2022 (Moree Master Plan)
Delivery Plan	Moree Special Activation Precinct Delivery Plan (Stage 1) (Moree Delivery Plan) It is noted that the Moree Delivery Plan seeks to deliver the principles and aims and performance criteria set out in the Moree Master Plan, and in accordance with clause 3.10(3)(b) of SEPP Precincts – Regional is consistent with the Moree Master Plan. As such, the evaluation of the proposed development against the

RELEVANT EVALUATION DOCUMENTS	
	Moree Delivery Plan is considered sufficient to also ensure consistency with the Moree Master Plan.

Executive summary

This Statement of Consistency (SOC) has been prepared by NGH on behalf of AE BESS 2 Pty Ltd as Trustee for AE BESS 2 Unit Trust to support the proposed development of a 120-megawatt (MW) battery energy storage system (BESS), referred to as Moree BESS, at Bulluss Drive, Moree.

The SOC has been prepared to support an application to the Regional Growth New South Wales (NSW) Development Corporation (RGDC) for an Activation Precinct Certificate (APC) application for the proposed development. The subject land is identified as Lot 82 Deposited Plan (DP) 751780 and part of Lot 144 DP751780 and Lot 1 DP 999486, refer to Figure 1.

The BESS would connect to the National Energy Market (NEM) via TransGrid's 132 kilovolt (kV) Moree Bulk Supply Point substation, immediately to the north (Lot 1 DP999486). The connection would be via a short underground transmission line to a new 132kV bay within the Moree Bulk Supply Point substation.

The subject land is currently undeveloped and mapped as containing non-native vegetation (Aurecon, 2021). No remnant vegetation occurs within the subject land and, as such, no threatened ecological community (TEC) has the potential to occur. The subject land is not considered to comprise any biodiversity values of note.

One first order ephemeral waterway occurs within the northeast corner of the subject land. The development site would be located approximately 260 metres (m) southwest of this waterway. Noting the relatively flat topography of the subject land and, with the implementation of appropriate controls, it is considered unlikely that the development would have an impact on this waterway.

The subject land is mapped as occurring on Category 3 bushfire prone land. The proposed development would comply with all relevant aspects of Planning for Bushfire Protection (RFS, 2019) and the *Rural Fires Act 1997.*

Given the nature of the proposed development as potentially hazardous development, a Preliminary Hazard Analysis (PHA) has been prepared.

The proposal has been reviewed against the design requirements and performance objectives of the Moree SAP Master Plan, Delivery Plan and Structure Plan. It is considered that the proposal is consistent with these requirements and objectives.

Site and surrounds

The subject land comprises Lot 82 DP751780 and part Lot 144 DP751780 and would be connected to TransGrid's 132 kilovolt (kV) Moree Bulk Supply Point substation (Lot 1 DP999486) by an underground transmission line. The proposed development site is located off Bulluss Drive, in the Moree SAP. The proposed development site comprises of around 4.06 hectares.

The land has been selected based on proximity to the TransGrid Moree Bulk Supply Point Substation. The proposed development footprint was refined from a larger area in response to identified site constraints.

The subject land is currently undeveloped. It is devoid of stands of remnant vegetation. An existing borrow pit turned farm dam is present in the north-western portion of the subject land. The land has been historically used for livestock grazing.

Moree Regional Airport is located approximately 1 kilometre (km) to the southwest. The Inland Rail corridor and the Newell Highway occur approximately 300 metres (m) to the west of the subject land. Grain storage and associated rail infrastructure are the closest developments to the subject land. General industrial developments, including metal fabrication, concrete manufacturing and vehicle associated industries, are located to the south (around Industrial Drive) and the north (along James Street). The Gwydir Thermal Pools Motel and Caravan Park is located around 400m west of the proposal.

The proposed development site is identified as partially flood affected and bushfire prone land. The land is free of other constraints.

Proposal

The proponent, AE BESS 2 Pty Ltd as Trustee for AE BESS 2 Unit Trust, intends to construct and operate a 120MW/480MWh BESS on the subject land. An underground transmission line would connect the BESS to a new bay within the TransGrid Moree Bulk Supply Point substation, located immediately north of the development site.

The proposed development would generally include the following elements. Refer to the accompanying plans and details prepared by WSP.

- Approximately 140 containerised battery systems, each consisting of around 40 battery modules, which themselves contain lithium iron phosphate (LFP) cells, and other ancillary equipment such as the liquid cooling system and control systems. The approximate dimensions are 6.05m long x 2.44m wide x 2.90m high, as per the accompanying details.
- Approximately 42 skid-mounted Power Conversion Systems (PCS) comprising of; the inverters, which convert direct current (DC) to alternating current (AC); the medium-voltage transformer, which converts the inverter output voltage to the medium-voltage of the system (33 kilovolt); and the medium voltage switchgear, which contains the medium voltage circuit breakers and disconnectors for the PCS. The approximate dimensions for the PCS are also 6.05m long x 2.44m wide x 2.90m high, as per the accompanying details.
- A 33kV switch room, which collects all the individual medium voltage cables from the PCS units in one location, before connection to the high-voltage transformer. Auxiliary power is supplied from a low-voltage room, which is connected to the medium-voltage switch room. Underground cables would connect the switch room, power conversion units and batteries, to allow for easy access and minimal disruption. The approximate dimensions are approximately 14.52m long x 5.2m wide x 3.8m high, on an elevated platform approximately 2.7m above ground level, as per the accompanying details.
- An internal HV substation including 33kV/132kV step up transformer and associated components to enable underground connection to the Moree Bulk Supply Point substation, refer to accompanying plans and details prepared by WSP.
- Associated ancillary infrastructure, refer to accompanying plans and details prepared by WSP, including:
  - Bulk earthworks (predominantly fill of average depth of 1m) across the development site including infill of former borrow pit in the north-western corner. The existing site has approximately 0.5% of fall west

to east and bulk earthworks are required to ensure the site drains and stormwater is managed as required by the Delivery Plan criteria.

- Concrete foundations and pad footings for the buildings and structures including containerised batteries and power conversion stations.
- Construction laydown area.
- Stormwater drainage infrastructure including new detention basin of approximately 800 cubic metres.
- Internal access roads and tracks.
- Security fencing to site perimeter and to internal substation, as per accompanying details prepared by WSP.
- Perimeter landscape screening as per accompanying Landscape Plan.
- On-site car parking.
- Operations and maintenance (O&M) building of approximately 780sqm, with the roof peak approximately 5.6m above ground level.
- Underground cabling connecting site infrastructure.
- Auxiliary low-voltage transformers.
- Water tank.
- Pump out sewerage holding tank.

Refer to Figure 2 for the detailed design.

A short underground transmission cable will connect the proposed development to the adjacent Moree Bulk Supply Point Substation. The connection type will be subject to Transgrid's requirements and will involve termination at either an existing 132kV bay or a newly constructed 132kV bay on the 132kV Transgrid busbar.

As part of this connection, Transgrid will be responsible for the following works within their lot:

- Construction of either an 132kV bay or preparation of an existing 132kV bay to facilitate the integration of the BESS within the substation infrastructure. Installation of associated secondary high-voltage equipment required for the selected connection option, ensuring compliance with Transgrid's technical and operational standards
- Execution of any necessary civil works to support the bay construction or modification, including foundation works, trenching, and structural reinforcements as required
- The final design and scope of these works will be determined in coordination with Transgrid's technical and regulatory requirements.

Figure 1 Proposed development site

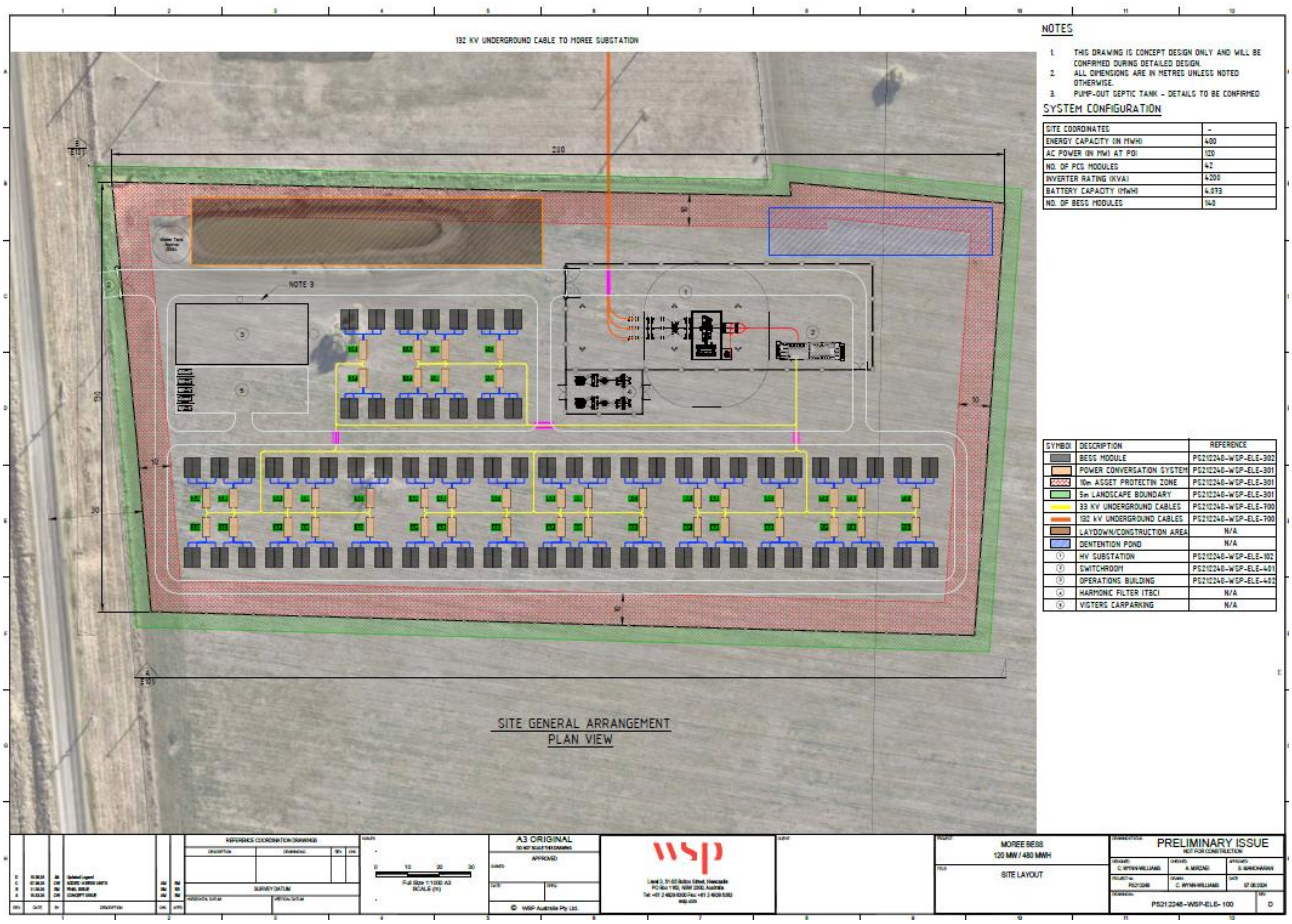

Figure 2 Proposed site layout (Source: WSP, 2024)

Compliance with relevant parts of the SEPP Precincts – Regional

Refer to Appendix 1.

Compliance with the Master Plan

Refer to Appendix 2.

Compliance with the Delivery Plan

Refer to Appendix 3.

Development Specific Checklist

Refer to Appendix 4.

Documents that informed the evaluation

Refer to Appendix 5.

Appendix 1 – SEPP (Precincts - Regional)

Clause 3.9 Applications for Activation Precinct applications	Proposal	RGDC Comment
(1) An application for an Activation Precinct certificate in respect of proposed development on land within an Activation Precinct may be made to the issuing authority.	This Statement of Consistency accompanies an application for an Activation Precinct Certificate.	
(2) An application may be made only by the person who proposes to carry out the proposed development with the consent of the owner of the land to which the Activation Precinct certificate relates.	Noted. The applicant for the development is the proponent, AE BESS 2 Pty Ltd as Trustee for AE BESS 2 Unit Trust and landholder consent accompanies the APC application.	
(3) An application must be in the form approved by the Development Corporation and include the following information— (a) the name and address of the applicant, (b) the address, and particulars of title, of the subject land, (c) a description of the proposed development.	Noted.	

Clause 3.10 Determination of applications for Activation Precinct certificates	Proposal	RGDC Comment
(3) The issuing authority may issue an Activation Precinct certificate for development on land only if— (a) there is a master plan and delivery plan that apply to the land concerned, and (b) the issuing authority is of the opinion that the development is consistent with the master plan and delivery plan.	There is an adopted Master Plan and Delivery Plan in place for the Moree SAP.	
(4) If the issuing authority is of the opinion that the development is not consistent with the master plan and delivery plan for the land, the issuing authority is to give the applicant an opportunity to modify the application to ensure that it is consistent.	Noted.	

Clause 3.10 Determination of applications for Activation Precinct certificates	Proposal	RGDC Comment
(6) Clauses 12 and 13 of State Environmental Planning Policy No 33—Hazardous and Offensive Development and clause 7 of State Environmental Planning Policy No 55—Remediation of Land apply to an application for an Activation Precinct certificate that relates to complying development in the same way as they apply to an application for development consent. Note— State Environmental Planning Policy No 33—Hazardous and Offensive Development and State Environmental Planning Policy No 55—Remediation of Land apply to development within an Activation Precinct that is not complying development. (7) For the purposes of subclause (6), any reference in those clauses to a development application, development consent or a consent authority is to be read as a reference to an application for an Activation Precinct certificate, the issuing of an Activation Precinct certificate or the issuing authority, respectively.	Noted.	

Clause 3.11 Activation Precinct certificates for complying development involving potentially hazardous or offensive industry	Proposal	RGDC Comment
(2) If the Development Corporation is the issuing authority in relation to an application to which this clause applies, the Development Corporation must not issue an Activation Precinct certificate without the approval of the Planning Secretary.	Not applicable.	
(3) The Planning Secretary may grant approval for the purposes of subclause (2) only if satisfied that the development does not pose an unacceptable risk in the locality to human health, life, property or the biophysical environment.	As above, not applicable.	

Clause 3.11 Activation Precinct certificates for complying development involving potentially hazardous or offensive industry	Proposal	RGDC Comment
(4) This clause does not affect the issue of an Activation Precinct certificate that relates to development proposed to be carried out with development consent. (5) In this clause— ***potentially hazardous industry*** and ***potentially offensive industry*** have the same meanings as in State Environmental Planning Policy No 33—Hazardous and Offensive Development.	Not applicable.	

Clause 3.13 Development near electricity transmission and distribution networks	Proposal	RGDC Comment
(1) The issuing authority must not issue an Activation Precinct certificate for the following development unless the issuing authority has consulted the electricity supply authority for the area in which the development is to be carried out— (a) development that involves the penetration of ground within 10 metres of— (i) an underground electricity power line, or (ii) an electricity distribution pole, or (iii) any part of an electricity tower, (b) development on land— (i) within or immediately adjacent to an easement for electricity purposes, or (ii) immediately adjacent to an electricity substation, or (iii) within 5 metres of an exposed overhead electricity power line. (2) In this clause— ***electricity supply authority*** has the same meaning as in Part 3, Division 5 of State Environmental Planning Policy (Infrastructure) 2007.	Noted, the electricity supply authority TransGrid would be consulted.	

Clause 3.14 Development in pipeline areas	Proposal	RGDC Comment
(1) The issuing authority must not issue an Activation Precinct certificate for development on land within the measurement length of a relevant pipeline unless the issuing authority— (a) has consulted the operator of the relevant pipeline, and (b) is satisfied that the development will adequately deal with potential risks to the integrity of the pipeline. (2) In this clause— ***measurement length*** has the same meaning as in Australian and New Zealand Standard AS/NZS 2885.1:2018, Pipelines—Gas and liquid petroleum, Part 1: Design and construction.	No known pipelines are located within the measurement length.	

Clause 3.15 Development in rail corridors	Proposal	RGDC Comment
(1) The issuing authority must not issue an Activation Precinct certificate for the following development unless the issuing authority has consulted the rail authority for the rail corridor— (a) development that involves— (i) a new level crossing, or (ii) the conversion into a public road of a private access road across a level crossing, or (iii) a likely significant increase in the total number of vehicles or the number of trucks using a level crossing, (b) development on land that is in or adjacent to a rail corridor if the development— (i) is likely to have an adverse effect on rail safety, or (ii) involves the placing of a metal finish on a structure in a rail corridor used by electric trains, or (iii) involves the use of a crane in air space above a rail corridor, or	Not applicable.	

Clause 3.15 Development in rail corridors	Proposal	RGDC Comment
(iv) is located within 5 metres of an exposed overhead electricity power line that is used for railways or rail infrastructure facilities, (c) development that involves the penetration of ground to a depth of at least 2 metres below ground level (existing) on land— (i) within, below or above a rail corridor, or (ii) within 25 metres, measured horizontally, of a rail corridor, or (iii) within 25 metres, measured horizontally, of the ground directly below a rail corridor, or (iv) within 25 metres, measured horizontally, of the ground directly above an underground rail corridor. (2) Land is adjacent to a rail corridor for the purpose of subclause (1)(b) even if it is separated from the rail corridor by a road or road related area. (3) In this clause— ***level crossing*** means a level crossing over railway lines. ***rail authority*** for a rail corridor has the same meaning as in State Environmental Planning Policy (Infrastructure) 2007, Part 3, Division 15. ***rail corridor*** has the same meaning as in State Environmental Planning Policy (Infrastructure) 2007, Part 3, Division 15. ***road*** related area has the same meaning as in the Road Transport Act 2013.		

Clause 3.16 Consultation procedure	Proposal	RGDC Comment
An issuing authority that is required to consult with a person or body under this Division must— (a) within 2 days of receiving an application for an Activation Precinct Certificate, give written notice of the application to the person or body, and (b) consider any submissions received from the person or body within 14 days of giving the written notice to the person or body.	Noted.	

Schedule 1B Moree Activation Precinct

Clause 11 Application of Moree Plains Local Environmental Plan 2011	Proposal	RGDC Comment
(1) Moree Plains Local Environmental Plan 2011, clauses 2.6-2.8, 5.1, 5.8, 5.10 and 7.3-7.5 apply to land in the Moree Activation Precinct in the same was as they apply to land to which that plan applies. (2) A reference in Moree Plains Local Environmental Plan 2011, clause 5.10 and 7.3-7.5 to the consent authority is to be read as reference to the consent authority for the Moree Activation Precinct.	Noted.	
Clause 12 Application of State Environmental Planning Policy (Transport and Infrastructure) 2021	**Proposal**	**RGDC Comment**
(1) State Environmental Planning Policy (Transport and Infrastructure) 2021, Chapter 2 applies to land in the Moree Activation Precinct, subject to the modifications set out in this section. (2) The following zones in the Moree Activation Precinct are taken to be a prescribed zone for the purposes of the specified provisions of State Environmental Planning Policy (Transport and Infrastructure) 2021— a) the Regional Enterprise Zone for sections 2.31, 2.51(1), 2.94(1)(a), 2.105, 2.106(1), 2.126 and 2.159(4) b) the Rural Activity Zones for sections 2.52(1), 2.105 and 2.106(1),	Noted.	

Clause 11 Application of Moree Plains Local Environmental Plan 2011	Proposal	RGDC Comment
c) all zones for sections 2.109(2) and 2.111. (3) State Environmental Planning Policy (Transport and Infrastructure) 2021, section 2.41(1), (3) and (4)(f)(ii) and (iii) does not apply to land in the Moree Activation Precinct. (4) For the purposes of State Environmental Planning Policy (Transport and Infrastructure) 2021, section 2.159(2)(a), the Regional Enterprise and Rural Activity Zones are taken to be an equivalent land use zone.		

Appendix 2 – Moree Master Plan

Compliance with the Moree Master Plan

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
3.1.1 Land Use		
Protecting rail frontage for future infrastructure		
Development in the northeast of the Precinct is strategically important and may be an optimal location for the expansion of rail-related freight and logistics facilities, as well as a long term regional rail corridor in the future. The potential location, design and expansion of this area would be detailed as part of the Delivery Plan. These lots have the same development potential as the land in the remainder of the Regional Enterprise Zone, however, an Activation Precinct Certificate should not be issued for development that might compromise long term, opportunities and subdivision of large strategic lots should be avoided.	The subject land is not within a strategically important location, in terms of rail-related freight and logistics facilities.	
Appropriate locations for retail, business services		
The Master Plan allows for food and drink premises and business premises where: i. the uses are required to service the needs of the Special Activation Precinct business population. ii. the uses would not be better located in other places, such as the Moree city centre. iii. the use is, where possible, co-located with other retail and business uses and open space to form concentrated nodes of activity throughout the Precinct.	Not applicable.	
Hydrogen development		
A. Hydrogen is a class 2.1 flammable gas and therefore may be potentially hazardous. Potentially hazardous development must follow the potentially hazardous development process outlined in the Precincts-Regional SEPP and this Master Plan prior to an Activation Precinct Certificate being issued.	Not applicable.	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
B. Consultation with Safe Work NSW, Fire and Rescue NSW, the Department's Industry Assessments and the Environment Protection Authority (EPA) is required prior to the issue of an Activation Precinct Certificate for hydrogen development.	Not applicable.	
Appropriate locations for solar		
A. Solar energy farms will be permissible as Complying Development in the Regional Enterprise Zone.	Not applicable.	
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.	Not applicable.	
Heavy vehicle fatigue management		
A. Large scale freight transport facilities, transport depots or truck depots are encouraged to include heavy vehicle driver accommodation to manage heavy vehicle driver work health and safety consistent with the National Heavy Vehicle Regulator fatigue management framework subject to the use being compatible with the amenity considerations.	Not applicable.	
3.2.1 Gamilaroi Cultural Heritage		
A. Establish an Aboriginal Reference Group through an Indigenous-led community process to enable an ongoing dialogue with the Aboriginal community, with the involvement of the NSW Aboriginal Land Council. The remit of the Aboriginal Reference Group is to: i. maintain and advance Aboriginal sites in the Precinct	Not applicable.	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
ii. maintain ongoing dialogue regarding Designing with Country, that includes "letting Country speak for herself", considering place, history and spirit, hills, plains and waterways.		
B. The Moree Special Activation Precinct be used as a Designing with Country Case Study.	Not applicable.	
Protecting the place and sites		
1. Land identified as having heritage, cultural and habitat values on Figure 9: Moree Special Activation Precinct Structure Plan is to be retained as a place of significance.	The subject land is not within an area of high biodiversity, cultural or heritage value according to Figure 9.	
2. Aboriginal culturally significant places and sites should be integrated with areas of environmental significance and green space (where appropriate) across the Precinct.	Not applicable.	
3. Further Aboriginal cultural heritage assessment must be undertaken in accordance with the 'Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW' prior to any development on the land indicated as Aboriginal Heritage sites on Figure 10. The areas requiring further heritage assessment should be suitably assessed and any land identified as having Aboriginal cultural heritage significance is on the Environmental Conservation Areas Map contained in Schedule 2A of the Precincts-Regional SEPP. The map indicates locations where complying development cannot occur.	The subject land is not within the identified area of heritage significance.	
Protecting landscape value		
1. Development in the Precinct should have regard for the natural topography and views and vistas to and from the Precinct.	The proposed development would be low scale and clustered together with existing utilities infrastructure.	
3.2.2 Landscape and Design		
A. Aboriginal design elements are to be integrated into public spaces, and encouraged on private land, particularly at the north east of the	Not applicable, noting the location and size of the	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
Precinct to improve amenity and conserve cultural heritage and areas.	development, as well as relevant safety requirements.	
B. Dual naming should be incorporated into the development.	Noted.	
C. Development should celebrate the Grain Silos with consideration given to locally designed silo art.	Not applicable to the subject land or proposed development.	
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.	Not applicable to the subject land.	
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.	The subject land may be considered a future higher density area; however, it is unlikely to make a significant contribution to the amenity of the area by way of the infrastructural and passive nature of the proposed development. Landscape screening along the boundaries is proposed.	
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 favourable microclimates around developments to provide relief from Moree's hot summers.	Landscape screening along the boundaries is proposed.	
H. Site earthworks must work with the topography of the Precinct and be appropriate for the intended land use.	Earthworks would be required for the proposed development to achieve the stormwater management requirements of the Delivery Plan. Currently, the site falls from west to east at a grade of only 0.5%. The earthworks have been designed to be compatible with the topography of the surrounding area, meet the needs of the	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
	proposed development and avoid impacts on adjoining properties. Batters have been incorporated into the design of the site, rather than retaining walls.	
I. Develop a Gamilaroi (or Cultural) Arts Strategy.	Not applicable to the proposed development.	
J. Seek opportunities to collaborate with local and Aboriginal artists to deliver public art which ties the Precinct together and reflects the local landscape e.g. murals on grain silos (such as the silo art trail), public art in open spaces and design features on buildings.	Not applicable, noting safety requirements and the nature of the development.	
3.2.3 Skills, training and education for the Moree Community		
A. The NSW Government will work with vocational training providers and universities to develop education and training that aligns with the needs of the core industries in the Moree Plains area including, specifically, those within the Precinct, with such education and training being provided by, but not limited to, vocational and university training.	Noted.	
B. Ensure businesses and tenants have procurement and recruitment policies that prioritise residents across a range of occupations, particularly managers, professionals, and technicians and trade workers.	Noted.	
C. Procurement policies should, where possible, adhere to the principles outlined in the NSW Aboriginal Procurement Policy and the Indigenous Procurement Policy (IPP) and are to consider the representation of Indigenous residents across a range of occupations (e.g. managers, professionals, and technicians and trade workers) and Aboriginal owned businesses.	Noted.	
D. Procurement policies are to be reviewed at regular intervals to assess Indigenous and local employment rates and distribution across occupations and industries.	Noted.	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
E. Indigenous procurement policies should aim to be reflective of local demographics (e.g. the proportion of Indigenous residents in Moree should be the Indigenous procurement target).	Noted.	
Infrastructure and amenity		
A. Provide for a community hub appropriately within the Precinct to cater for employees so that it is easily accessible to both Precinct workers and the public.	Not applicable.	
B. Design the community hub so it can be expanded as a live site as future areas of the Precinct become developed or as demand increases and meet the evolving needs of the Precinct.	Not applicable.	
C. Provide landscaped open space near retail offerings for worker amenity.	Not applicable.	
D. Design open spaces for the enjoyment of workers in the Precinct. This includes designing to increase thermal comfort (e.g. shade).	Not applicable.	
E. Provide high-quality, well-lit pedestrian and active transport links and pathways with appropriate security surveillance (as per Crime Prevention Through Environmental Design principles) concurrent with the Precinct's development.	Security fencing would be installed around the development site. Surveillance equipment is also proposed.	
F. Incorporate the 'Designing with Country' principles outlined in the Aboriginal Community Study.	Noted.	
6.1 Protection of Airport Operations		
A. These controls are to be consistent with the relevant NASAG framework or any new Regulation that may apply to the Airport and extend to managing windshear (Figure 23), wildlife (Figure 24), lighting (Figure 25) and public safety (Figure 26).	Noted.	
B. The maximum height of buildings, stacks and plume rise applies to land surrounding Moree Regional Airport as depicted in Figure 21.	The proposed development would not penetrate the Obstacle Limitation Surface (OLS), refer to the accompanying Windshear Assessment Map within the Windshear Assessment prepared by NGH. The	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
	minimum height of the OLS affecting the proposed development site is 230m AHD. The surveyed height of the proposed development site is 212m AHD. The maximum height of all proposed buildings and structures, inclusive of the depth of proposed site filling, is up to 8.5 metres. Therefore the OLS would not be penetrated by the proposed development.	
C. Any development on land to which Figures 21 to 26 apply cannot be exempt or complying development.	The proposed electricity generating works are subject to a development application.	
D. The consent authority must consult with the Commonwealth body for any development that penetrates the OLS as mapped on Figure 21 Moree Regional Airport Obstacle Limitation Surface and consider any advice received prior to approving development. Clauses 7.3 and 7.4 of Moree Plains Local Environmental Plan 2011 will continue to apply as appropriate.	The proposed development would not penetrate the Obstacle Limitation Surface (OLS). No further action required.	
E. In order to manage the impacts of aircraft noise on development, the Issuing Authority of an Activation Precinct Certificate is to consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021—2015. The Issuing Authority is to also be satisfied the development will meet the indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021—2015. Clause 7.4 of Moree Plains Local Environmental Plan 2011 will apply to land mapped on Figure 27 Moree Regional Airport Australian Noise Exposure Forecast (ANEF).	Not applicable, the proposed development is infrastructural/industrial in nature and would not be sensitive to aircraft noise. The subject land is also located at an acceptable distance from the Moree Airport.	
F. The following land uses should be avoided within the distances shown on Figure 24 Moree Regional Airport Wildlife Hazards: –**Group A uses:** Putrescible waste disposal sites should be avoided within 13km of the runway. This land use is to be prohibited in the Regional Enterprise zone.	The proposed development is within 3km of the runway. It is not a sensitive use referred to as Group A, B or C uses and therefore no further action is required.	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
–**Group B uses:** The following land uses should be avoided within 3km of the runway. Land uses between 3km and 8km of the runway should include measures to discourage wildlife unless acceptable design responses are approved, as outlined in the Moree Airport Master Plan: –sewerage treatment facilities –commercial fish processing –bird sanctuaries and fish reserves –artificial water body (including water management structures such as detention basins or wetlands and dams and enclosed tanks) –aquaculture –turf farming –animal farming with potential to attract birds/bats) –fruit farming –food processing plants. –**Group C uses** (as stated in the Moree Airport Master Plan): The following land uses should include measures to manage waste disposal, where they are located within 15km of the runway, unless acceptable design responses are approved, as outlined in the Moree Airport Master Plan: –race-tracks –fair grounds –outdoor theatres –drive-in restaurants. - sports grounds.		
G. For any development that is within Zone A, B, C or D as shown on Figure 25 Moree Regional Airport Lighting Restrictions, the consent authority is to consider whether the maximum intensity of light sources during construction and operation of the development will meet the criteria shown on the lighting restrictions area map prior to issuing an Activation Precinct Certificate.	The proposed development is within the Zone B area for lighting restrictions. According to the Moree Airport Master Plan, lights within Zone B are restricted to an intensity of 50 candela (cd). Construction works would only be carried out during daytime hours and therefore night time lighting is not considered to be required.	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
	The proposed development would have minimal need for lighting, compared to other industrial and infrastructural uses, existing and likely future, in the SAP. Once operational, the BESS would require general security lighting around the perimeter of the site and approximately four light poles within the internal HV substation compound. Further detailed design for the proposed development including lighting selections would be required. Evidence can be provided prior to the commencement of works demonstrating that any lighting requirements would not exceed the intensity threshold of 50 candela applicable in Zone B.	
H. An assessment is required for industries in close proximity to the airport as mapped on Figure 23 Moree Regional Airport Windshear Assessment Trigger to determine the plume velocity. A detailed assessment is required for buildings that are: –1200m or closer perpendicular from the runway centreline (or extended runway centreline) –900m or closer in from the runway threshold (towards the landside of the airport) –500m or closer from the runway threshold along the runway.	The proposed development is in the affected area however, it is not a type of development that would generate a plume so no further assessment would be necessary.	
I. Before granting consent for a development that will penetrate the 1:35 surface in the windshear assessment trigger area, the Consent Authority is to consider whether a windshear assessment is required and, if so, if it has been undertaken. The type of assessment required is outlined in NASAG Framework Guideline B Managing the Risk of Building Generated Windshear and Turbulence at Airports. Controls should apply to the existing and future, extended runway configurations.	The proposed development is within the Windshear Trigger Area. Refer to accompanying Windshear Assessment. The proposed development would not trigger the 1:35 surface as the buildings and structures would not exceed 8.5metres in height (inclusive of the depth of	

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
	proposed fill above natural ground levels) and is to be located over 280 metres from the runway centreline/extended runway centreline as required. No further assessment is required.	
J. Development is not to contravene Council's Airport Master Plan.	Not affected, given the proposed development complies with the aforementioned controls.	
K. Development is not to compromise the operation of the Moree Meteorological Station. Obstacle limitation surface controls are set out at Figure 22 Moree Meteorological Station Obstacle Limitation Surface	Not affected.	

Appendix 3 – Moree Delivery Plan

Chapter 2 – Precinct Design Guidelines

Relevant design requirements	Proposal	Compliance (Yes/ No/ N/A)
2.2.1 Clearly articulate and reinforce the precinct's point of difference, optimising investment return through smart design, siting and clustering of businesses leveraging direct access to the Inland Rail.	The proposed development is considered well-suited to the Moree SAP and will underpin and help to achieve the 100% renewable energy target nominated for the SAP. Whilst it would not make a significant contribution to the public domain and amenity of the area, it would provide a critical supporting function to the wider precinct.	
2.2.2 Celebrate the local community and township and their Connection to Country.	The subject land is not identified as a sensitive site for Indigenous heritage. Wherever possible, local native dhulu-trees and vegetation suited to the area has been selected for vegetation screening.	
2.2.3 Provide a safe and efficient movement network that facilitates access to international markets by being a world class precinct with well-designed freight, a skilled workforce and convenient operations, leveraging Inland Rail and the Newell Highway.	The proposed development would provide supporting functions to the wider precinct.	
2.2.4 Establish a framework that introduces likeminded business partnerships to facilitate practical, innovative and sustainable gali-water, waste and energy practices.	The proposal would facilitate sustainable energy practices and contribute to the 100% renewable energy target nominated for the SAP. The proposed development can assist in attracting and supporting renewable energy generation in the precinct, given it would make more efficient use of excess energy in the grid, allowing industry to make use of this during evening and night time hours.	

2.2.5 Protect, promote and enhance the biodiversity, environmental and agricultural values within and surrounding the precinct.	The proposed development would not have an impact on the creek line occurring within the northeast portion of the subject land. Existing vegetation, occurring within proximity to the creek line would be maintained throughout the life of the development, providing habitat for flora and fauna.	

Chapter 6 – Assessment Criteriaf

6.1 Regional Enterprise Zone

6.1.1 Land Uses

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
Regional Enterprise Zone					
PC1 Development within the Regional Enterprise Zone is compatible with the future envisaged industrial development within the zone, and focused on: a. enabling economic development through circular economy industry clusters b. establishing export-orientated businesses and regionally relevant Industries c. generating employment opportunities. *Note: optimising land uses and minimising the risk of conflict associated with incompatible land uses and the sterilisation of land.*	**A1.1** Demonstrate economic and employment benefits, and alignment with relevant policy (including but not limited to): a. NSW Regional Development Framework b. Moree Shire Council Workforce Attraction and Retention Strategy. **A1.2** Consultation with Safe Work NSW, Fire and Rescue NSW, the Department of Planning and Environment's Industry Assessments and the EPA is undertaken for: a. hydrogen development; and b. other renewable energy opportunities where required *Note: The master plan provides that hydrogen development will be a permissible land use within the Regional Enterprise Zone. This includes production, storage and refuelling activities.* *Note: for developments that include solar energy generating facilities, waste and resource recovery facilities, dangerous goods and large isolated buildings to ensure agencies can implement effective and appropriate risk control measures.*	Not applicable	**U1.1** Sensitive land uses (such as centre-based child care facilities) that would compromise existing or future envisaged industrial development. **U1.2** Sterilising of developable land, as well as isolating creeklines where maintenance and/or management will degrade the natural characteristics.	During operation, the proposed development would provide 5 full-time jobs, thereby supporting regional growth within the township of Moree, which is consistent with the NSW Regional Development Framework and the Moree Shire Council Workforce Attraction and Retention Strategy. The capital investment value of the proposed development is significant, likely one of the largest single private investments in the Moree SAP over its lifetime and would generate significant economic activity and expenditure in the Moree area. Consultation would be undertaken with Safe Work NSW, Fire and Rescue NSW, the Department of Planning and Environment's Industry Assessments team. The EPA has been consulted and provided formal advice regarding the proposed development in response.	
Moree airport					
PC3 Moree Regional Airport operations are protected.	**A3.1** Development achieves compliance with Moree Airport requirements by responding to the National Airports Safeguarding Framework (NASAG Framework) and obtain concurrence as required.	Not applicable	Not applicable	The proposed development would be consistent with the requirements of the with the National Airports Safeguarding Framework (NASAG Framework). The proposed development would not have an impact on the operation of the Moree Airport. Refer to responses earlier in this report against the Master Plan criteria and supporting Windshear Assessment prepared by NGH.	

6.1.2 Controls that apply to all development

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
6.1.2.2 Development on various lot sizes					
General					
PC6 Lot boundary delineation, amenity and privacy between lots.	**A6.1** A minimum 3 metre width of landscaping: a. is provided from front boundary; and b. comprises locally sourced, minimum 75L sized native dhulu-trees in accordance with AS2303:2018, with middle level strata shrubs native to the area in accordance with Section 3.4 – Planting palettes between the dhulu-trees. **A6.2** Buildings are set back a minimum 6 metres from the edge of the riparian corridor, creeklines and/or TSR.	**B6.1** Boundary planting may not be required if: a. existing/remnant vegetation exists b. high quality fencing is constructed consistent with PC34 fencing c. the side or rear boundary adjoins the creekline or TSR.	Not applicable.	Refer to accompanying Landscape Plan for the proposed development. A landscape screening buffer is proposed along the front boundary as a minimum. This landscaping would be a minimum of 3m wide and comprise locally sourced Dhulu trees (minimum 75L in accordance with AS2303:2018) and native shrubs. No development is proposed within 6m of a riparian corridor, creek lines and/or TSR.	
Medium lots (5 - 10 hectares)					
PC8 Frontage widths and side and rear setbacks provide appropriate spacing between lots.	**A8.1** A minimum 9 metre setback is provided to side and rear boundaries. **A8.2** A minimum frontage of 100 metres.	**B8.1** Reduced setbacks may be considered where good public domain outcomes are achieved through the provision of landscaping in accordance with Chapter 2 – Precinct design principles. **B8.2** Frontage width may be reduced to create optimum solar orientation.	**U8.1** Development resulting in a series of long, skinny lots where the majority of the street frontage is used for driveway/access with no space for dhulu-trees planting and/ or public domain improvements.	The proposed development site does not comprise at least 5 hectares.	
Large lots (10 hectares and greater)					
PC9 Side and rear setbacks provide appropriate spacing between lots.	**A9.1** A minimum 9 metre setback is provided to side and rear boundaries. **A9.2** Access driveways and parking can be accommodated within side and rear setbacks where adjoining a compliment.	**B9.1** Reduced setbacks may be considered where good public domain outcomes are achieved through the provision of landscaping in accordance with Chapter 2 – Precinct design principles.	Not applicable	Not applicable.	
6.1.2.3 Setbacks					
Setbacks					
PC10 Development contributes to good public domain outcomes by providing suitable setbacks from the street, creeklines and TSR.	**A10.1** Buildings are set back a minimum 9 metres from the edge of the road reserve for a local road and 20 metres from the edge of the road reserve from a Distributor Road. **A10.2** For sites that have a side or rear boundary fronting a local road, buildings should not be positioned	**B10.1** Reduced setbacks may be considered where good public domain outcomes are achieved in accordance with Chapter 2 – Precinct design principles and screen planting in accordance with Chapter 3 – Landscaping.	**U10.1** Development hard up against riparian corridor, regional stormwater basin or TSR compromising open space function, wugawa-flood conveyance, bank stability or future ability to provide access to and/or along the corridors.	A 9m front setback to Bulluss Drive would be substantially exceeded for the proposed development. The forwardmost structures would be the containerised BESS and operations and maintenance building. The proposed development site does not occur within 6m of a riparian corridor, creek lines and/or a TSR.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	more than 3 metres from any site boundary. **A10.3** Buildings are set back a minimum 6 metres from the edge of the riparian corridor, creeklines and/or TSR and include bushfire setbacks/buffers.			The development would comply with requirements detailed in Appendix 4 of Planning for Bushfire Protection (PBP) (RFS, 2019). A Bushfire Assessment Report will be provided as part of the Development Application.	
6.1.2.4 Building Design					
Building performance					
PC11 Buildings are: a. oriented to accommodate energy efficient development to take advantage of solar orientation in gaining thermal efficiencies and avoiding western facade orientation b. incorporates natural ventilation as the primary measure for cooling buildings and reducing thermal loads c. maximises natural daylight d. to have a high quality appearance, reflect the function and not obstruct the visibility of neighbouring buildings to achieve their purpose e. has a roof design to maximise capture and storage of roof runoff f. clustered to promote shared benefits associated with the inland rail and Newell Highway g. clustered to promote businesses with a common need and attraction to high quality black soils; promoting shared infrastructure and local gali-water resources h. designed to promote expansion from initial agricultural and industrial operations into manufacturing, processing and packing.	**A11.1** Facades are to be composed with an appropriate scale, vertical articulation and proportion responding to the building's context and use. **A11.2** Vertical farms are oriented to optimize natural light specific to growing requirements. **A11.3** Buildings are designed to maximise the north and south exposure. **A11.4** Buildings are designed to minimise east and west facing orientation or provide adequate shading. **A11.5** Glazing is provided to northern sides to benefit from winter solar access, particularly for offices and other parts of buildings where people work and inhabit. **A11.6** Buildings are orientated to maximise natural cross flow ventilation and incorporate adequate openings. **A11.7** Natural daylight is maximised to workspaces and areas people inhabit by incorporating skylights, courtyards, light wells or roof lighting strips to all warehouse and process/manufacturing areas. **A11.8** Roof design and orientation facilitates capture, storage and on-site re-use of roof runoff.	**B11.1** Building design considers natural climate control design elements to improve building energy efficiencies, natural ventilation and maximise natural daylight in accordance with Chapter 2 – Precinct design principles. **B11.2** Articulation is achieved through change of colour and materials. **B11.3** Where business function limits the ability for the building to be articulated. **B11.4** Where the intent for the primary building to be expanded in the future requires blank or unarticulated walls.	**U11.1** Buildings overshadowing planned/existing vertical farms compromising growth potential.	Based on the nature of the proposed development, these controls are not considered to be relevant.	
Building size, footprint and layout					
PC12 Building size, footprint and layout is functional and responds to the function and needs of the industry, user and existing and future operations.	**A12.1** Building layout provided is clear and legible from the street and any other public corridors. **A12.2** Clear delineation of customer and back-of-house facilities. **A12.3** Layout demonstrates how expansion may occur and ensures	**B12.1** Buildings are designed through careful building placement, design, access and landscaping, in accordance with Chapter 2 – Precinct design principles. **B12.2** Mitigation of western sun through demonstrated landscape screening/shading plan.	**U12.1** Buildings located in wugawa-flood-prone areas that will adversely impact on flooding (for example, buildings compromising flood function, such as floodways). **U12.2** Buildings located in wugawa-flood prone areas that are not compatible with the wugawa-flood	The proposed development is considered to be consistent with this objective. The proposed BESS has been thoughtfully and thoroughly designed in a manner that meets the operational requirements, manufacturers specifications as well as mitigation and management of fire and safety hazards and risks.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	that neighbouring expansion is not impacted. **A12.4** Adequate separation between hazardous and non-hazardous uses/facilities. **A12.5** Building layout and design enhances crime prevention through passive and active surveillance achieved through: a. passive surveillance of street and public areas b) visibility of parking areas from adjacent properties and the public street c) building design which limits the ability for unauthorized entry d) clear demarcation between the public and private realm e) eliminating public areas with minimal or no surveillance f) building design and site layout which avoids entrapment areas. **A12.5** Building siting that considers the surrounding levels and minimises earthworks operations.		risk (i.e. hazardous uses or facilities). **U12.3** Building footprint sizes that result in an exceedance of overall impervious area.	A Flood Impact Statement has been prepared by a Chartered Professional Engineer, which concludes no flood impact as a result of construction.	
Facades and main entrance					
PC13 Buildings: a) address the street with clear views to the main entrance b) express the intended function of the development.	**A13.1** The primary street frontage incorporates: a) the main building entry b) simple and bold elements and an easy to see entrance for all users c) direct access from on-site car parking for visitors, workers and customers d) access to end-of-trip facilities and amenities e) business signage and wayfinding signage into the main building entry. **A13.2** The main building entry is designed as a focus point and includes glazing to at least 50 per cent of the main office building entry. **A13.3** Glazing is shaded by awnings or building elements to avoid reflection. **A13.4** Colour palettes involve a range of subtle and natural colour tones and use local materials wherever possible: a) highlight colours used in strategic locations	**B12.1** Buildings are designed through careful building placement, design, access and landscaping, in accordance with Chapter 2 – Precinct design principles. **B12.2** Facades along the primary street frontage: a) express the intended function of the building and its component uses b) present a resolved form and design and represent the uses in each part of the building c) form a coherent whole as part of a complex of buildings d) include identifiable entrances that are scaled appropriately e) include external shading and passive design features with a distinct function integrated within the building façade vernacular f) provide interest to the building design and contribute to an attractive precinct g) contribute to breaking down the scale and massing of	**U13.1** Dark colours such as charcoal are not supported based on the temperature impacts of the local Moree climate and environment.	Signage will be installed to indicate the developments' function. The development will not be accessible by the general public; therefore, direct access to car parking facilities and amenities is not considered necessary.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	b) the balance of the precinct should use primary colours that are lighter in shade to increase both colour longevity, urban cooling and energy efficiency. Light colours such as cream shades are encouraged, including cooling colours such as light blues and greens c) bold colours to be used to draw attention to entrances, safe areas and/or no-go areas	building forms when viewed from streets and other public areas.			
6.1.2.5 Car parking and access					
Car parking and access					
PC14 Ensure the safe and efficient movement of vehicles entering and exiting the development without adversely affecting the existing and future service and safety levels of the road.	**A14.1** Provide suitable staff, visitor and service access/es to the site. **A14.2** Ensure vehicular access/es have a suitable separation distance to all other access drives (including those on adjacent properties) and do not adversely impact on the safety and efficiency of the surrounding road network. **A14.3** Heavy vehicle access separated from general traffic access and circulation roads. **A14.4** Ensure the primary vehicle access provides access to the main visitor car park and the main building/s. **A14.5** Design for the maximum design vehicle expected to access the site. **A14.6** Design all vehicle accesses in accordance with the relevant Council standards and guidelines and Australian Standards 2890.1:2004 and 2890.2:2018 **A14.7** All vehicles must enter and exit the development site in a forward direction. **A14.8** Battle- axe arrangements or shared driveways are acceptable **A14.9** Cul de sacs are acceptable solutions if development ensures: a) turning circles are adequate for AB Triples b) sufficient vehicle passing and traffic distribution is demonstrated c) a public easement/shared or pedestrian path is provided as an extension of the cul de sac	Not applicable	Not applicable	The design of the proposed development has specifically considered heavy vehicle movements, which will be required during the construction process. Swept paths are indicated on the accompanying plans. All vehicle access arrangements has been designed in accordance with the relevant Council standards and guidelines and Australian Standards 2890.1:2004 and 2890.2:2018. All vehicles will access and exit the site in a forward direction. Once operational, it is likely that the development will only need to be accessed by light vehicles for repairs and maintenance. Visitor carparking is not required given the nature of the proposed development; however, parking is provided for staff, contractors and others who would visit the site.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	to provide an overall connected thoroughfare network *Note: The Roads Authority should be consulted on access and egress requirements and approval under section 138 of the Roads Act 1993. The process for seeking approval from the Roads Authority should commence at the earliest possible time and should run in parallel with the activation Precinct Certification Process where possible.*				
PC15 Vehicular access is compatible with the surrounding road network.	**A15.1** Vehicular access to the land is provided by a road other than a classified road. *Note: The Roads Authority should be consulted on access and egress requirements and approval under section 138 of the Roads Act 1993. The process for seeking approval from the Roads Authority should commence at the earliest possible time and run in parallel with the Activation Precinct Certification Process.*	**B15.1** Vehicular access is designed to ensure that development does not compromise the effective, and ongoing operation and function of any adjoining classified roads. **B15.2** Development is designed to consolidate the access of multiple tenancies or lots to reduce the number of accesses to any classified road. *Note: Where access is proposed from a classified road it is recommended that in principal support for the development be obtained from TfNSW prior to the lodgement of an application for an Activation Precinct Certificate. Issue of an Activation Precinct Certificate does not guarantee approval under section 138 of the Roads Act 1993 for any proposed vehicular access to a classified road.*	**U15.1** Vehicular access designed such that the safety, efficiency and ongoing operation of the classified road is adversely affected. **U15.2** Multiple, single service access drives to a classified road. **U15.3** Access from a classified road where suitable access is available from a local or unclassified road.	The proposed development would not be accessed from a classified road.	
PC16 Adequate light vehicle parking is provided on site that is safe and conveniently integrated within the site.	**A16.1** Visitor car parks for light vehicles are located next to the main building entry. **A16.2** Movement of pedestrians throughout the light vehicle car park is clearly delineated and visible for all users of the car park to minimise conflict with vehicles. **A16.3** Light vehicle parking is provided at a rate applicable to the proposed use or uses on the land, as contained within the RTA Guide to Traffic Generating Developments, 2002. **A16.4** 5% of the light vehicle car parks are designed, constructed and wired to be 'electric vehicle ready' level 2 car charger in convenient and visible locations. **A16.5** All car parking, access and manoeuvring areas, and internal roadways are designed in accordance with Australian Standard 2890.1:2004 and Australian Standard 1428.1:2021. **A16.6** Car parking spaces for people with a disability are provided in accordance	**B16.1** Light vehicle/car parks are designed: a) having regard to the activities proposed on the land and the intensity of the use b) in accordance with the Australian Standards for efficient and safe vehicle circulation and parking c) to provide adequate space for parking and manoeuvring of vehicles (including bicycles) d) to reduce pedestrian and vehicle conflicts e) to be safe and conveniently integrated within the site; and f) to minimise the visual impact of on-site parking through landscaping. **B16.2** A reduced rate of parking (including a reduced rate of electric vehicle parking) may be appropriate if it can be demonstrated that: a) the development has operational management or specific activities that warrant a reduced demand or	**U16.1** Development that does not provide adequate parking. **U16.2** Large, uninterrupted areas of car parking visible from streets without any landscaping.	Five parking spaces are proposed for the development, which is considered more than adequate for the operation of the proposed BESS. Once operational, it is likely that the development will only need to be accessed by light vehicles for repairs and maintenance. One space would be provided for people with a disability in accordance with the Access to Premises Standards, the Building Code of Australia and Australian Standard 2890.6:2009. Electrical vehicle parking is not proposed at this stage due to the operational nature of the site requiring less staff and involving tradesperson vehicles rather than passenger vehicles, which would be more likely electric vehicles. Noting that security fencing and surveillance measures are already proposed for the development, additional security controls are not considered necessary.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	with the Access to Premises Standards, the Building Code of Australia and Australian Standard 2890.6:2009. **A16.7** Light vehicle car parking is constructed of asphalt or concrete with parking bays and circulation aisles clearly delineated. **A16.8** Design of the car park ensures that passive surveillance is possible and, where appropriate, incorporate active measures such as cameras and security patrols. **A16.9** Where car/light vehicle parking is proposed in a H2 and above wugawa-flood hazard area, provision of bollards to prevent vehicles floating off-site in a flood wugawa-flood up to the Probable Maximum Flood.	b) the development has formal access to car parking in other locations. **B16.3** Where parking rates are not defined by the RTA Guide to Traffic Generating Developments, 2002 the proposed parking rate shall be supported by parking surveys of similar land uses or if a unique development based on a first principles approach. *Note: The issuing authority may require a traffic and parking study to be prepared by a suitably qualified person to demonstrate the reduced rate of parking is appropriate.*			
PC17 Development provides adequate space for parking and manoeuvring of service and heavy vehicles.	**A17.1** Heavy vehicle and trailer parking is provided separately to light vehicle/car parking. **A17.2** On-site loading facilities are provided to accommodate the anticipated heavy vehicle demand for the site. **A17.3** Loading dock circulation areas for service and heavy vehicles are: a) integrated into the design of developments b) separated from staff/visitor car parking areas and waste storage and collection areas c) located away from the circulation path of other vehicles d) located at the rear or sides of the buildings behind the front building line e) screened from the street. **A17.4** Access, parking, manoeuvring and loading facilities for industrial development are designed in accordance with Australian Standard 2890.2 - 2018 and Performance Based Standards 'An introduction for road managers' (National Heavy Vehicle Register – May 2019). **A17.5** Adequate space is provided on site for reversing of heavy vehicles in designated loading bays and loading docks.	**B17.1** The design of parking and manoeuvring areas for service and heavy vehicles accessing the site meets the day to day needs of the business and does not create any safety risks or impacts on the public road network. *Note: The issuing authority may require a traffic and parking study to be prepared by a suitably qualified person to demonstrate the design and space for parking and manoeuvring of service and heavy vehicles is adequate.*	**U17.1** Loading, unloading or servicing within the public right of way.	As outlined above, the design of the proposed development has specifically considered heavy vehicle movements, which will be required during the construction process. Swept paths are indicated on the accompanying plans. An Over-sized over-mass route assessment will be undertaken as part of the Development Application.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
PC18 Safe and convenient pedestrian paths and cycle ways are provided.	**A18.1** End of journey facilities are provided on site for staff, including: a) secure, highly visible and conveniently located bike racks b) shower facilities c) lockers. **A18.2** Pedestrian and cyclist access is: a) provided from the street frontage to the main building entry b) a minimum 1.5 metres wide. **A18.3** Pedestrian and cyclist access is designed for universal access and to the relevant Australian Standards 1428.1-2009 and Disability Discrimination Act 1992 Standards and Guidelines relating to site and building access for people with disabilities and mobility difficulties. **A18.4** All cycle routes and facilities are consistent with the relevant requirements of "Austroads Cycling Aspects of Austroads Guides" and Roads and Maritime Services' "Bicycle Guidelines" including line-marking, signage and logos and Moree Shire Council policies regarding bicycle access.	**B18.1** The design of the site ensures that pedestrian and cyclist needs are adequately and safely accommodated.	Not applicable	Not applicable to the proposed development.	
6.1.2.6 Transport infrastructure and utilities					
Streets and movement					

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
PC19 Development ensures a safe and efficient road network is provided for all users within the precinct.	**A19.1** A servicing road network is in place to the standards set out in Chapter 4 and intersection capacities can accommodate the anticipated additional traffic volumes of the development. **A19.2** Development provides for public transport where required in accordance with Section 4.2.11 – Active and public transport.	**B19.1** Provision of new public roads or upgrades to a road or intersection, for development in advance of public road provision to safely cater for the anticipated traffic flows or specific vehicle types servicing the development and demonstrate that: a) road and lane widths allow for two-way movement and turning movements of the largest design vehicle b) provide adequate turning paths for the largest design vehicle at intersections and for property access c) road widths are set to minimise kerbside restrictions and regulatory signage d) sufficient width is provided for drainage functions and drainage facilities are provided e) either sufficient space for shared infrastructure, or provision of infrastructure within the road reserve is not required due to its location elsewhere or within an easement on adjacent private property f) life cycle costs for construction and maintenance are minimised g) provide adequate on-street parking, where required h) provide landscaping and street dhulu-tree planting in accordance with Section 3.4 – Species list i) provide lighting in accordance with relevant local and/or Australian Standards. **B19.2** Development in advance of public road provision demonstrate the advanced roads (and utilities) will integrate with the staged public road provision. *Note: A traffic impact assessment prepared by a suitably qualified person is required and considers the principles in Chapter 4 – Infrastructure and the suitability of the proposal in terms of the design and location of the road, and the likely nature, volume or frequency of traffic generated by the development.*	**U19.1** Roads that are not suitable to service the development in terms of traffic volumes or vehicle types. **U19.2** Roads are designed and/or constructed in a manner that is not suitable for asset transfer to the relevant public authority. **U19.3** Roads that do not include provision for planned and anticipated utilities. **U19.4** Roads that do not include provision for pedestrians, cyclists and public transport.	Not applicable, these controls relate to the provision of new roads throughout the precinct.	
Utilities and services					
PC22 Development protects existing and proposed utilities and services corridors.	**A22.1** Development is appropriately designed, constructed, operated and maintained to protect existing and	Not applicable	**U22.1** Development that impacts on existing and proposed utilities and services corridors.	The proposed development would not compromise existing easements affecting the land. The proposed development is supported by TransGrid through a connection agreement.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	proposed utility and services corridors in accordance with: a) Chapter 4 – Infrastructure b) Part 3, Division 2 of the Precincts-Regional SEPP; and relevant requirements for development adjacent to or likely to affect utility and services corridors within the Transport and Infrastructure SEPP.				
6.1.2.7 Stormwater and groundwater					
Stormwater					
PC23 Stormwater generated on-site is appropriately managed to ensure minimal nuisance, danger and damage to people, property and the environment. *Note; Any future development of water quality targets, at a precinct-wide scale, should be set out using the Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land Use Planning Decisions (2017) to help guide design.*	**A23.1** Sites include 40 percent pervious surfaces to control runoff generation and capture rainwater and surface gali-water runoff and maintain pre-development flow rates for all events up to, and including, the 1% AEP. *Note: pervious surfaces may include:* • *dhulu-tree planting* • *mulched garden beds with planting* • *planting for screening purposes* • *pervious surface treatments, including compacted rubble, decorative gravels and inorganic mulches/sands* • *drainage areas and WSUD treatments* • *grasslands and rehabilitated/revegetated areas* • *planting to any existing creek lines or surrounding remnant vegetation.* **A23.2** On-site stormwater detention infrastructure is: a) provided to capture rainwater and surface runoff and maintain pre-development flow rates for all events up to, and including, the 1% AEP at a specified capacity per lot b) constructed and operated in accordance with Australian Rainfall and the Australian Standard for Plumbing and Drainage: Part 3 Stormwater Drainage AS/NZ3500.3.2021	**B23.1** When sites include less than 30 per cent pervious surfaces, on-site stormwater detention infrastructure is provided to capture rainwater and surface runoff and maintain pre-flow rates for all events up to, and including, the 1% AEP at a capacity nominated by a Stormwater Management Plan prepared by a suitably qualified Chartered Professional Engineer of Engineers Australia. **B23.2** Onsite stormwater infrastructure is designed, constructed and operated: a) to not impede or necessitate alterations to the precinct-wide stormwater infrastructure b) to not impact on flood risk management requirements c) in accordance with the Australian Standard for Plumbing and Drainage: Part 3 Stormwater Drainage to ensure that the system capacity is calculated in accordance with Australian Rainfall and Runoff (Engineers Australia, 2019).	**U23.1** Suitable onsite stormwater detention infrastructure is not provided. **U23.2** Onsite stormwater detention infrastructure impacts precinct-wide stormwater infrastructure, flood risk management requirements or other utilities. **U23.3** The subdivision and development of land does not appropriately consider the spatial requirements required for the management of stormwater within the subject property and for the immediate properties surrounding.	A Stormwater Management Plan has been prepared for the proposed development to provide on-site stormwater detention infrastructure to capture rainwater and surface runoff and maintain pre-flow rates for all events up to, and including, the 1% AEP at a capacity. Onsite stormwater detention infrastructure will be constructed and operated in accordance with the Australian Rainfall and the Australian Standard for Plumbing and Drainage: Part 3 Stormwater Drainage AS/NZ3500.3.2021	
PC24 Development integrates best-practice gali-water cycle management initiatives with both quantity and quality aspects for gali-water management.	**A24.1** Development provides the following onsite rainwater capture, storage facilities and re-use of gali-water in irrigation, industrial processes, toilet flushing, evaporative cooling or for other non-drinking purposes: a) for development with a building footprint less than 6,000	**B24.1** Development demonstrates equivalent or better alternatives for integrating best-practice gali-water cycle management initiatives in order to reduce potable gali-water use but maintain environmental flows.	**U24.1** Development does not seek to reduce potable gali-water use.	The development would have a building footprint substantially less than 6,000 square metres. A water tank with a volume of 200,000L is proposed for the development. Water would be used for dust suppression, landscaping and as a firefighting supply.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	square metres a rainwater tank with a minimum of 10,000 litres or b) for development with a building footprint greater than 6,000 square metres onsite rainwater storage tanks equivalent to a minimum of 1.65 litres storage per square metre of gross floor area. *Note: Information is required to be provided on the proposed potable gali-water and non-potable gali-water demands and percentage to be delivered via onsite gali-water systems for the proposed development.*	*Note: This is defined by 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).*		Inception of groundwater table is not expected during the construction or operation of the development.	
6.1.2.8 Earthworks					
Earthworks and retaining walls					
PC27 To: a) protect and minimise disturbance to natural landforms and design buildings and siteworks that respond sensitively to the natural topography b) take into account the stability of land having regard to its topography, geology and soils as part of site planning principles c) minimise disturbance of vegetation that stabilises land.	**A27.1** Earthworks should be designed and specified in accordance with AS3798 and the recommendations of Piccolo et al (2019) whereby there should be a landform performance specification documented in an Interim Geotechnical Design Advice letter (IGDA) (informed by relevant geotechnical testing). The earthworks design should describe the design intent and document the inspection, testing reporting and certification requirements for the Geotechnical Inspection and Testing Authority. The earthworks are to be designed by a geotechnical engineer registered on the National Engineers Register of Engineers Australia. **A27.2** Design and site layout minimises the need for cut and fill, including minimisation of offsite disposal of fill. **A27.3** Proposed batters for the creation of building pads are designed to be stable with considerations to expected drainage and flooding. **A27.4** Levels for access are assessed for the expected vehicles. **A27.5** Retaining walls (if required) are designed and integrated into the landscape. *Note: All retaining walls (if required) proposed for the site are to be identified in the application for the proposed Activation Precinct Certificate.*	**B27.1** Earthworks outcomes that require offsite disposal of fill to a development site within the precinct that requires fill to establish its earthworks. Applications for both developments sites would need to be lodged concurrently for council to assess the movement of material.	**U27.1** Filling, excavation or retaining walls that impact on areas of high value biodiversity or the amenity and functionality of adjoining properties. **U27.2** Filling, excavation or retaining walls located within easements. **U27.3** Filling, excavation or retaining walls that do not consider access from the planned road network. **U27.4** Filling, excavation or retaining walls that impede or restrict access to existing and proposed utility infrastructure.	The proposed earthworks would be carried out in accordance with the relevant requirements of AS3798. An IGDA has not yet been prepared for the proposed earthworks but could be prepared upon further detailed design and provided prior to commencement. The proposed development site is relatively flat (less than 1% fall across the site) and in addition to neighbouring the TransGrid substation, the site was specifically selected in this regard. The application is supported by a Bulk Earthworks Plan and Stormwater Management Plan. Bulk earthworks (filling) across the site is required to achieve the Delivery Plan and operational requirements for stormwater management. Filling across the site ranges from nil (north-east corner) to approximately 1.8m (south-west corner) and gently slopes across the site. There would be no requirement for off-site disposal of fill, unless in situ materials are deemed unsuitable for any reason during the construction phase. Batters have been incorporated into the site layout and designed to be stable with considerations to expected drainage and flooding. No retaining walls are proposed.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
Erosion and sediment control					
PC28 Protect waterways, drainage systems and groundwater quality, flows and drainage patterns during demolition, construction and ongoing operation phases of development.	**A28.1** An Erosion and Sediment Control Plan (ESCP) is prepared by a suitably qualified person in accordance with Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) prior to applying for a Complying Development Certificate. The ESCP should specifically address the local soil type and include relevant construction phase treatment measures, such as flocculation prior to discharge.	Not applicable	**U28.1** Development results in an impact upon surface or ground gali-water quality.	An ESCP has been prepared by a qualified civil engineer in accordance with Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004). With the implementation of the ESCP, the risk of the proposed development impacting nearby waterways, drainage systems and/or groundwater quality is considered low.	
6.1.2.9 Landscaping					
Landscaping					
PC29 Landscaping creates a distinctive and memorable experience for users and are used in high-visitation areas. *Note: A landscape plan prepared by a qualified landscape architect or consultant will be required for all development proposals that illustrates the proposed landscape design for the development proposal.*	**A29.1** Landscaped areas to the primary street frontage, main entrance driveway, street interfaces, car parks and other open space areas provided for customers and staff within developments include: a) mulch to a depth of 75mm b) irrigated garden beds to a minimum width of 1500mm, except for any garden bed to the primary street frontage along the front fence is to be a minimum 2 metres width c) plant species in accordance with Section 3.4 – Planting palettes. **A29.2** Car park landscaping: a) provides one large tree at a minimum between every 5 car spaces or one medium tree every 3 spaces, evenly through the parking areas. All tree stock to be in accordance with Australian Standard 2303:2018 tree stock for landscape use, with a minimum pot installation size of 200L. b) is located adjacent to the edge of all car parks and pathways c) includes plant species in accordance with the planting palettes in Section 3.3.2 Landscape treatments d) retains existing vegetation of ecological value and e) uses recycled gali-water or on-site stormwater for irrigation.	**B29.1** Landscape responsive streets and places are developed, in accordance with Chapter 2 – Precinct design principles.	Not applicable	Landscape buffers would be established to the perimeter of the proposed development and exceed the required minimum widths. Proposed species are in accordance with section 3.4 of the delivery plan. The proposed landscaping would consist of locally sourced Dhulu trees and native shrubs in accordance with AS2303:2018. Mulch will be applied to a minimum depth of 75mm. Pot sizes of 75L have not been specified as these are challenging to obtain and successfully transplant on the site; however, the proposed landscaping will be supported by a length period of maintenance to ensure successful establishment. Plantings will be maintained and watered using rainwater captured onsite. Carpark landscaping has not been proposed as landscape screening would be established around the perimeter and protected by an Asset Protection Zone (APZ) to manage the potential fire hazard.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	A29.3 Irrigated mature dhulu-trees are provided along both sides of the driveway with dhulu-trees height and spread at maturity considering the height of the largest design vehicle to use the driveway. **A29.4** Gali-Water sensitive urban design (WSUD) measures are integrated into landscape design such as irrigating garden beds using stormwater captured on-site and recycled gali-water.				
PC30 Landscaping: a) retains and protects areas of high value biodiversity in the site landscape design b) builds on the ecology, habitat and biodiversity of the precinct and wider region c) uses revegetation practices and predominately endemic species d) uses perimeter buffer planting to screen development	**A30.1** Landscape design integrates the following areas: a) remnant vegetation, including paddock dhulu-trees b) precinct biodiversity corridors, riparian corridors and strategic revegetation sites. **A30.2** New vegetated and landscaped areas that form a green corridor are integrated into the landscape design on the site and provide additional connectivity to existing vegetated areas. **A30.3** Where feasible, vegetation clearing is minimised. **A30.4** The planting palette in Section 3.4.1 – Biodiversity focused revegetation is used to inform the species selection and minimum planting density for the site.	**B30.1** Landscaping contributes to enhanced public domain outcomes consistent with Chapter 2 – Precinct design principles and Chapter 3 – Precinct revegetation strategy.	Not applicable	No areas of high biodiversity value occur within the development site. The proposal would involve the removal of approximately 4ha of non-native vegetation. Landscape buffers to the perimeter of the site are proposed in accordance with the delivery plan requirements.	
Lighting					
PC32 Ensure lighting: a) is energy efficient and maximises on site comfort, safety and security b) avoids impacts to surrounding sensitive receivers.	**A32.1** Development achieves compliance with Australian Standards 4282:2019 for outdoor lighting. **A32.2** **A32.3** Development achieves compliance with Moree Airport requirements. **A32.4** Development ensures lighting is located, directed and shielded to avoid glare directly to surrounding habitable areas. **A32.5** Main building entry lighting includes: a) solar lit bollards or pole top lights along the main building entrance path b) controlled uplighting (timer) to selected dhulu-trees along the primary vehicle access c) appropriately illuminated (backlighting, uplighting) business signage, as required	**B32.1** Lighting is provided along the main building entry, primary vehicle accesses and in car parks which contribute to the achievement of a safe night-time environment for staff and visitors as well as supporting an active and connected precinct, in accordance with Chapter 2 – Precinct design principles.	**U32.1** Development that does not mitigate lightspill to sensitive receivers that are adjacent or within direct line of sight. **U32.2** Development that creates dark corners or pockets, risking user safety. **U32.3** Development that does not appropriately light pedestrian pathways creating slip or trip hazards and risking user safety.	Lighting for the proposed development would comply with the Australian Standard 4282:2019 for outdoor lighting, as well as lighting requirements for the Moree Airport. Security lighting would be required around the perimeter of the site and for the HV substation compound to ensure site and user safety and security. Residential receivers outside of the SAP are located approximately 500m away and the proposed development would not create lightspill that adversely affects such receivers. No permanent night lighting is proposed any lighting would be for security purposes or emergency maintenance works.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	d) security and sensor lighting, as required. **A32.6** Car park lighting: a) is designed to ensure safe and continuous access to the main building entrance/s b) is designed in a way that considers CPTED principles c) includes solar lit bollards or pole top lights along pedestrian path/s d) includes security and sensor lighting, as required.				
6.1.2.10 Service and storage areas					
Service and storage areas					
PC33 Service and storage areas: a) are functional and practical b) do not detract from the operational efficiency of the precinct or surrounding areas.	**A33.1** Service and storage areas are: a) located behind the main building line and to the rear or side of buildings, where possible b) appropriately sealed or treated c) screening structures are a maximum height of 3 metres. *Note: Screening can use a range of approaches including landscaping, perforated metal screens, fencing and other creative approaches that integrate screening into the site appearance so as not to be a dominant element of the site's presentation to a street.* **A33.2** Service and storage areas include a dedicated area set aside for waste storage and collection based on calculated waste and recycled material generation rates for the particular business, building size, and potential future expansion. *Note: The issuing authority may require a waste management plan to be prepared which details the waste management and minimisation activities to be carried out during operation of the premises/development.* **A33.3** Waste storage and collection areas are: a) flexible in their design to allow for source separation and future changes in the operation, tenancies and uses b) located away from primary street frontages, where applicable c) suitably screened from public areas to reduce the impacts of noise, odour	Not applicable	**U33.1** Waste collection within the public right of way. **U33.2** Waste collection within the site's car parking and pedestrian movement areas where user safety is at risk or compromised. **U33.3** Waste, chemical and hazardous goods storage areas within drainage easements and/or on flood prone land.	The service and storage area would not be located forward of the main building line. It would be sufficiently screened by the perimeter landscape buffer. The area would be appropriately surfaced as indicated by the accompanying plans and details.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	d) designed and located to ensure the access and manoeuvring area is suitable for the collection vehicle and allow the vehicle to enter and exit the site in a forward direction, where possible e) provide grease traps where there is a likelihood of liquid waste entering the drainage systems. **A33.4** Service and storage areas are located and sized to take into account potential synergies with neighbouring businesses as part of a circular economy where waste transfer to and from sites can occur in an efficient manner. **A33.5** Communal storage/collection facilities are located and sized: a) where the design makes it difficult for all tenants to have ready access to a collection point or b) where the site characteristics restrict vehicle entry. **A33.6** Service and storage areas include space and facilities for bin washing that are bunded and connected to a treated wastewater system.				
6.1.2.11 Signage					
Business signage					
PC34 Business signage visible from the public realm contributes to legible, coherent and visually attractive identification of businesses and locations throughout the precinct, and provide for business identification that is: a) appropriate for the industrial and agricultural use b) designed and positioned for safety of motorists and freight transport.	**A34.1** Signage is to be high quality, durable and compatible with the design and construction of the development. **A34.2** Building signage: a) is limited to a logo/company badge/name b) is made from suitable materials such as acrylic letters/logos or recycled materials that maintain a high quality visual appearance for the anticipated life of the sign c) is visible from the primary street frontage d) complies with Australian Standard 1319-1994. **A34.3** Freestanding pylon signage is a maximum height of 8 metres, maximum width of 2.5 metres and maximum advertising area of 15 square metres per advertising face and limited to advertisements for all relevant businesses on the site	**B34.1** Additional signage may be appropriate where it can be demonstrated that it is: a. complementary to the scale of the allotment and buildings on the site b. compatible with the signage that is within the streetscape c. needed to provide directions and identification to additional entries on the site, particularly if located on another street frontage d. needed to aid in identifying key building entry points to particular elements of the land use activity (such as reception and other departments), or separate buildings on the site e. consistently sized and designed as a suite with a common appearance and materiality.	**U34.1** Signage that: flashes, moves or is animated in any way and/ or incorporates LED screens. **U34.2** Large and obtrusive signage that detracts from the visual character of the precinct. **U34.2** Proliferation of signage along site frontages. **U34.3** Provision of third-party advertisements within the precinct. **U34.4** Signage that encroaches into turning paths and/or does not meet height clearances for the highest design vehicle.	Signage will be erected at the site entry, to identify the proposed development.	

Performance criteria	Acceptable solutions How to achieve it	Alternative solutions What could be negotiated	Unacceptable solutions What we don't want to see	Proposal	Compliance (Yes/ No/ N/A)
	(including where multiple tenancies apply). **A34.4** Where illuminated: a) include illumination, time automation and overrides as required b) include sensors to control lighting in concert with natural daylighting c) utilise the most energy efficient LED fittings including light colour control, dimming and output. *Note: The Roads Authority must be consulted early in the Activation Precinct Certification process with regards to signage within 250 metres of, and visible from, a classified road, and appropriate approvals obtained where required.*				
Wayfinding signage					
PC35 Wayfinding signage is used and designed to assist visitors, staff and customers to navigate large sites with multiple buildings and access points.	**A35.1** Wayfinding signage is located at key vehicle and pedestrian entry points, building entries and other key sites of cultural significance. **A35.2** Wayfinding signage: a) is designed as a suite and integrated into the landscape design b) is appropriately sized to suit users of all abilities navigating the site c) remains visible during all hours of the day and night d) provides for users of all abilities through their positioning, size and content e) is constructed of hardy and sustainable materials sourced locally, including the use of steel and hardwood timber. **A35.3** Wayfinding signage emphasises Gamilaroi culture and is designed in conjunction with the Gamilaroi community. Signage should: a) incorporate 'Welcome to Country' acknowledgment in key locations b) integrate Indigenous design iconography through interpretive elements c) communicate dual naming of locations and features d) identify sites with cultural importance, communicating cultural heritage, traditional practices or story telling; and integrate interpretive elements into built form, such as pavements, walled surfaces.	**B35.1** Development enhances the experience and functionality of businesses within the precinct through wayfinding signage which reflects Moree's rural character and Gamilaroi cultural heritage.	**U35.1** Signage that: a) is roof mounted or applied to roof materials b) flashes, moves or is animated in any way c) incorporates LED screens. **U35.2** Large and obtrusive signage that detracts from the visual character of the precinct. **U35.3** Proliferation of signage along site frontages.	Signage will be provided at the site entry, to identify the proposed development. Noting the nature and size of the proposed development, additional wayfinding signage is not considered necessary.	

6.1.4 Sustainability

Sustainability					
PC39 Development supports and contributes to the principles of the UNIDO for Eco-Industrial Park framework and a carbon neutral precinct.	**A39.1** Development demonstrates a commitment to contributing towards the Moree Special Activation Precinct accredited ISO14001 EMS framework **A39.2** If required, the applicant commits to contributing data in accordance with the precinct EMS framework. *Note: Access to the Moree Special Activation Precinct accredited ISO14001 EMS framework can be obtained from the corporation.*	**B39.1** The applicant: a) commits to developing an ISO14001 EMS framework within 12 months from the date of approval or provides a copy of an existing ISO14001 EMS accreditation for the development and b) commits to contributing data in accordance with the precinct EMS framework.	**U39.1** Development does not demonstrate a commitment to the principles of the UNIDO Eco-Industrial Park framework and a carbon neutral precinct.	The proponent will commit to contributing data, in accordance with the precinct EMS framework (once made publicly available for review by proponents) or if not relevant or suitable, would develop an EMS framework for the proposed development specifically, prior to the commencement of works.	
Note: The EMS framework is scalable depending on the size and nature of businesses within the precinct. For small businesses, a commitment to the EMS framework and annual data for energy and gali-water consumption would be required e.g. by supplying electricity bills.					
PC40 Development supports energy efficiency through the use of renewable energy.	**A40.1** Development: a) maximises energy capture and reuse through roof top mounted solar PV b) utilises an equivalent or better alternative onsite renewable energy generation system and/or c) utilises/connects to an offsite renewable energy resource. *Note: Information on the proposed electricity demand and consumption and percentage proposed to be delivered via renewables (onsite and offsite) will be required.* *Note: Information on the proposed gas demand and percentage to be delivered via hydrogen will be required in circumstances that the development proposes to uti lise hydrogen as a renewable energy resource.*	Not applicable	Not applicable	The proposed development would inherently support energy efficiency by making more effective use of existing energy in the grid.	
PC41 Development supports energy efficiency through the use of renewable energy.	**A41.1** Development: a) design and layout considers shared infrastructure such as driveways and car parking, where applicable b) provides space for required service corridor easements in accordance with Chapter 4 – Infrastructure c) contributes to the clustering of like land uses with similar transport, utility and service infrastructure needs, where applicable and d) takes advantage of existing and proposed shared systems relating to resource handling and storage, fuel or gali-water storage, on-site energy generation, resource processing and the use of by-products from other businesses.	Not applicable	Not applicable	The proposed development site has been specifically selected for the purpose of clustering together with the existing TransGrid substation and minimising the necessary transmission line connection. The proposed development also protects the existing service corridors that relate to the existing TransGrid substation and make use of an existing site that is heavily constrained in this regard.	

PC42 To minimise the overall environmental impacts of waste by: a) encouraging development to facilitate ongoing waste avoidance b) encouraging development to embed circular economy principles into its planning and operations c) requiring on-site waste separation and other design and siting standards which assist waste collection and management d) encouraging building designs and construction techniques that minimise waste generation e) maximising opportunities to reuse and recycle building and construction materials as well as other waste in the ongoing use of a premise and f) reducing the demand for waste disposal.	**A42.1** Development has: a) identified basic resource flows within and outside the pr ecinct that will contribute to reducing waste to landfill and promote the use of recycled and reclaimed materials or b) waste and resource management systems in place which aim to reduce waste to landfill and maximise the use of recycled and reclaimed materials. *Note: The identification of resource flows is scalable depending on the size and nature of the business i.e. may be simply demonstrated through a diagram.* *Note: The issuing authority may require a waste management plan to be prepared which details the waste management and minimisation activities to be carried out during operation of the premises/development.* **A42.2** Development incorporates the use of recycled or reclaimed materials in construction where possible. *Note: The issuing authority may require a waste management plan to be prepared which details the waste management and minimisation activities to be carried out during*	Not applicable	**U42.1** Development that does not identify how it aims to reduce waste to landfill.	Wastes would be managed in accordance with the accompanying Waste Management Plan developed for the proposed development. Resource flows are also identified in the Waste Management Plan; however, it is noted that prefabricated equipment and infrastructure components have been selected from CATL and SMA which employ sustainability measures such as use of reclaimed and recycled materials as inputs, reducing the weight of components to save materials and transport costs and the reuse and recycling of byproducts. Prefabrication also assists in more consolidated management of waste products, which is undertaken by the manufacturer in a more sophisticated and efficient manner than is likely to be achieved with on-site fabrication.	

6.3 Precinct wide

6.3.1 Environment

6.3.1.1 Landscape character					
Landscape character					
PC47 Protect the rural landscape character and features such as riparian corridors and remnant vegetation within the precinct.	**A47.1** Development is designed and sited to: a) retain and enhance areas of remnant vegetation, biodiversity corridors, riparian corridors, culturally significant dhulu-trees and rocky outcrops b) maintain existing mature dhulu-trees c) identify indigenous heritage features which should be protected and retained in place on site d) avoid or minimise alteration to natural features such as drainage lines and waterways, hill tops and ridgelines.	**B47.1** Where mature dhulu-tree are unable to be retained suitable offset plantings are provided on the site.	**U47.1** Development that does not integrate site specific solutions.	A 260m buffer has been provided between the proposed development site and the creekline situated in the northeast corner of the subject land. Noting that the subject land is mapped as containing non-native vegetation, it is considered unlikely that the proposed development would have an impact on rural landscape character, existing riparian corridors, or remnant vegetation within the precinct.	

PC48 Protect the rural landscape character and features such as riparian corridors and remnant vegetation within the precinct.	**A48.1** A minimum 5 metre privately owned and maintained landscaped buffer applies to all lots adjacent to the Newell Highway and proposed bypass. *Note: Landscaped buffers should be informed by the site's natural features and landscape and reflect the bioregion and vegetation typologies of the precinct in accordance with Chapter 3 – Precinct revegetation strategy.*	Not applicable	Not applicable	Not applicable.	
6.3.1.2 Aboriginal cultural heritage					
Gamilaroi cultural heritage					
PC49 Aboriginal culturally significant places, sites and objects are protected.	**A49.1** Development avoids impacts to Aboriginal cultural heritage and is undertaken in accordance with the precinct's Cultural Heritage Management Plan. *Note: Access to the precinct's Cultural Heritage Management Plan can be obtained from the corporation.* **A49.2** The design and layout of development, streets, lots and infrastructure retains (in place) and integrates scarred dhulu-trees, identified artefact sites and other indigenous cultural heritage places of importance within areas of environmental significance and green space that is publicly accessible. **A49.3** Development promotes the history and landscape values of the site by considering story-telling and memory through site layout, building design and/or interpretative signage. *Note: The Cultural Heritage Management Plan provides further guidance on how development may promote the history and landscape values of the precinct.* **A49.2** The design and layout of development, streets, lots and infrastructure retains (in place) and integrates scarred dhulu-trees, identified artefact sites and other indigenous cultural heritage places of importance within areas of environmental significance and green space that is publicly accessible.	**B49.1** Where development cannot avoid impacts to Aboriginal cultural heritage, development undertakes an Aboriginal cultural heritage assessment. *Note: Part 6 of the National Parks and Wildlife Act 1974 (NPW Act) provides specific protection for Aboriginal objects and declared Aboriginal places by establishing offences of harm. Harm is defined to mean destroying, defacing or damaging an Aboriginal object or declared Aboriginal place, or moving an object from the land. Anyone proposing to carry out an activity that may harm an Aboriginal object or a declared Aboriginal place must investigate, assess and report on the harm that may be caused by the activity they propose. The Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW provides guidance on the process to f ollow when investigating and assessing whether Aboriginal cultural heritage values and objects are present and the harm a proposed activity may cause to them. It also includes the requirements for an Aboriginal cultural heritage assessment report.* *Where necessary an Aboriginal Heritage Impact Permit will be required after development consent is granted. The application for an Aboriginal Heritage Impact Permit may be commenced before development consent is granted.*	**U49.1** Aboriginal culturally significant places and sites are harmed, except where an Aboriginal Heritage Impact Permit has been issued. **U49.2** The Aboriginal community being prevented from accessing sites and places of cultural significance.	Not applicable, the proposed development avoids mapped areas of cultural heritage.	
6.3.1.3 Biodiversity, vegetation and riparian corridors					
Biodiversity					

PC50 Aboriginal culturally significant places, sites and objects are protected.	**A50.1** Development is to be sited, designed and managed to avoid adverse impacts, and protect and enhance areas of high value biodiversity as shown in Map 8.2 **A50.2** Development retains dhulu-trees and native grasslands where possible, and incorporates them into site landscaped areas. **A50.3** Development increases the number of dhulu-trees and area of native grassland in the precinct in accordance with Chapter 3 – Precinct revegetation strategy. *Note: The issuing authority may require a written advice statement to be prepared by a suitably qualified person which confirms that the development proposal will not directly or indirectly impact on areas of high value biodiversity. Note: The issuing authority may require an arborists report to be prepared by a suitably qualified arborist where any Tier 1 and/or Tier 2 dhulu-trees are to be removed or may be affected by the development proposal.* *Note: A landscape plan will be required for all development proposals.* *Note: Development consent is required under the Precincts-Regional SEPP for clearing of native vegetation on land identified within an environmentally sensitive area on the Moree Activation Precinct Environmentally Sensitive Areas Map.*	**B50.1** Where development is likely to impact areas of high value biodiversity, it demonstrates: a) there is no feasible alternative and b) planting of additional native species in other locations on the site will be undertaken at an area ratio of 10:1 in accordance with Section 3.4.1 – Biodiversity focused revegetation. *Note: A report will be required to be prepared by a suitably qualified person that identifies any potential adverse impact the proposed development may have on the following:* *a) native vegetation community* *b) the habitat of any threatened species, population or ecological community* *c) a regionally, state or nationally significant species of plant, animal or habitat* *d) a habitat corridor* *e) a wetland* *f) the biodiversity values within a reserve, including a road reserve or a stock route and* *g) a description of any proposed measures to be undertaken to ameliorate any such potential adverse impacts.* *Note: Any clearing of native vegetation will need to be assessed and offset in accordance with the Biodiversity Conservation Act 2016.*	**U50.1** Avoidable removal of areas of high value biodiversity or mature dhulu-trees. **U50.2** Overly dense planting of riparian corridor areas or other areas of flood conveyance that has not been assessed using flood modelling and which may result in a flood impact on adjacent lands.	The subject land is mapped as containing non-native vegetation **Invalid source specified.**. As such, no areas of high biodiversity value occur within the subject land. The proposal would result in the planting of Dhulu trees and native shrub species within the proposed vegetation buffer, refer to Figure 2. Where practicable, disturbed areas will be rehabilitated with native grasses. As such, it is considered that the development would result in an increase in the number of Dhulu trees and native grasses occurring onsite.	
Note: Biodiversity Offsets Scheme (BOS) under the Biodiversity Conservation Act 2016 applies to: • *local development (assessed under Part 4 of the Environmental Planning and Assessment Act 1979) that triggers the BOS threshold or is likely to significantly affect threatened species based on the test of significance in Section 7.3 of the Biodiversity Conservation Act 2016* • *state significant development and state significant infrastructure projects, unless the Secretary of the Department of Planning and Environment and the environment agency head determine that the project is not likely to have a significant impact* • *biodiversity certification proposals* • *clearing of native vegetation in urban areas and areas zoned for environmental conservation that exceeds the BOS threshold and does not require development consent* • *clearing of native vegetation that requires approval by the Native Vegetation Panel under the Local Land Services Act 2013.*					
Riparian corridors					
PC51 Contribute to the preservation and enhancement of natural waterways and riparian habitats in order to improve gali-water health and protect the area's character and biodiversity.	**A51.1** Development: a) avoids or minimises alteration to natural features such as drainage lines and waterways b) makes provision for buffer areas in accordance with the Water Management Act 2000 and as set out in the master plan for the preservation and maintenance of riparian corridors and habitat protection as shown in Map 8.2 c) revegetates riparian corridors in accordance with Chapter 3 – Precinct revegetation strategy. *Note: The issuing authority may require a report to be prepared by a suitably qualified person which identifies any potential adverse impacts on waterways and riparian habitats and a description of the proposed measures that may be*	**B51.1** Reduced setbacks to riparian corridors may be considered in accordance with the requirements of the Water Management Act 2000. *Note: Consultation with the NSW Natural Resources Access Regulator is undertaken early in the Activation Precinct Certification process and appropriate approvals obtained where required.*	**U51.1** Riparian corridor works that are not compatible with flood conveyance requirements.	Noting that the proposed development site is situated approximately 260m southwest of the nearest first order waterway, with the implementation of the ESCP it is considered unlikely that the proposed development would have an impact on natural waterways and riparian habitats.	

	undertaken to ameliorate any potential adverse impact. *Note: A landscape plan prepared by a qualified architect or consultant will be required for all development proposals that illustrates the proposed landscape design for the development proposal.*				
Groundwater					
PC52 Protect groundwater quality, flows and drainage patterns during demolition, construction and ongoing operation phases of development. *Note: Where applicable, a development must obtain the appropriate gali-water licence in accordance with the Water Management Act 2000 and consider the relevant Water Sharing Plan.*	**A52.1** Development that the issuing authority considers has the potential to contaminate groundwater is supported by a Groundwater Management Plan prepared by a suitably qualified person. The Groundwater Management Plan is prepared in accordance with best practice groundwater management requirements in developing site specific usage, drainage, and mitigation measures for the site. **A52.2** Development proposals that will temporarily or permanently interfere with groundwater flows and impacts the gali-water table will require a hydrogeological report to be prepared by a suitably qualified hydrogeological and/or geotechnical engineer. *Note: The master plan provides that the following land uses are not appropriate within the groundwater protection zone unless the issuing authority is satisfied that the development is unlikely to adversely impact existing groundwater sources, is unlikely to adversely impact future extraction from groundwater sources for domestic and stock gali-water supplies and is designed to prevent adverse environmental impacts, including the risk of contamination of groundwater sources from onsite storage or disposal facilities:* *a) industries* *b) intensive livestock agriculture* *c) rural industries* *d) sewerage systems* *e) turf farming* *f) waste or resource management facilities* *g) gali-water supply systems* *h) works comprising waterbodies (artificial).* **A52.3** Development within 750 metres of an existing registered bore for stock, domestic, irrigation and/or gali-water supply use must ensure that the proposed works do not create an aquifer interference activity as designed within the Water Management Act 2000. *Note: Consultation with the NSW Water is undertaken early in the Activation Precinct Certification process and appropriate licences or approvals obtained where required. Note: The*	Not applicable as the development will not penetrate the groundwater table and is not proposing extraction of groundwater.	**U52.1** Extraction of groundwater from the Lower Gwydir Alluvium. **U52.2** Direct seepage of untreated stormwater or industry liquids into the dhawun-ground.	The proposed development is not a type that would be considered to contaminate groundwater. Design measures would be implemented to ensure the containment of any chemicals related to the proposed development. There are nineteen (19) groundwater bores within 750m of the development site. No excavation would be required for the proposed development, excepting the development of a small detention basin in the north-eastern corner of the site. Therefore, the likelihood of intercepting groundwater flows or causing aquifer interference is considered to be low. During construction and operation, potable water may be used for staff amenities, whilst non-potable water needs would be supplied via captured rainwater where possible. The proposed development does not intend to directly access groundwater resources.	

	Water Management Act 2000 defines an aquifer interference activity as that which involves any of the following: • *the penetration of an aquifer* • *the interference with gali-water in an aquifer* • *the obstruction of the flow of gali-water in an aquifer, NSW Aquifer Interference Policy 2 | DPI - NSW Office of Water, September 2012* • *the taking of gali-water from an aquifer in the course of carrying out mining or any other activity prescribed by the regulations* • *the disposal of gali-water taken from an aquifer in the course of carrying out mining or any other activity prescribed by the regulations.*				

6.3.2 Environmental hazards

6.3.2.1 Flood risk management					
Groundwater					
PC53 Protect groundwater quality, flows and drainage patterns during demolition, construction and ongoing operation phases of development. *Note: Where applicable, a development must obtain the appropriate gali-water licence in accordance with the Water Management Act 2000 and consider the relevant Water Sharing Plan.*	**A53.1** Development within the flood planning area, shown in Map 8.5: a) ensures building floor levels and flood sensitive equipment (including electric motors and switches) are located at or above the flood planning level (being the 0.2% AEP flood level) b) ensures utilities and services (e.g. electrical and telecommunications services) are adequately flood proofed.	**B53.1** Development may be considered appropriate where it is unable to meet the minimum levels available from the corporation but is supported by a flood engineering report that demonstrates how flood risk will be managed and mitigated. **B53.2** Flood proofing of existing buildings may be considered where it can be proven to limit loss of, or damage to, the operation of the activity.	**U53.1** Buildings and other structures located within areas of higher risk. **U53.2** Buildings (and the operations within them) or supporting structures with a high capital value of machinery or materials being at risk of damage from flooding (up to and including the PMF).	The proposed building floor levels and flood sensitive equipment (including electric motors and switches) would be located above the flood planning level (being the 0.2% AEP flood level).	
PC54 Development will not significantly alter flow distributions and velocities to the detriment of other properties or the environment of the floodplain.	**A54.1** Filling is not undertaken in the flood planning area as shown in Map 8.5, except where it can be demonstrated that there are no adverse changes to flood behaviour or environmental impacts associated with changes to flood behaviour (such as erosion). **A54.2** The use of structural controls (including fences) that physically alter the flow behaviour is minimised. *Note: A flood engineering statement, prepared by a Chartered Professional Engineer with expertise in flood risk management will be required as part of any development addressing filling within the flood planning area.*	**B54.1** Development may be considered appropriate where it is unable to meet the minimum levels available from the corporation but is supported by a flood engineering report that demonstrates how flood risk will be managed and mitigated.	**U54.1** Buildings and other structures located within areas of higher risk. **U54.2** Buildings (and the operations within them) or supporting structures with a high capital value of machinery or materials being at risk of damage from flooding (up to and including the PMF).	The proposed development would involve filling of the existing farm dam, which was originally a borrow pit for Council. However, there would be no impact on the movement of floodwaters given the existing dam does not connect with other floodwaters in the area and is not inundated by floodwaters.	
PC55 Development will not adversely affect the safe and efficient evacuation from the land or impact the capacity of existing evacuation routes for the surrounding area.	**A55.1** Development layout within a site does not result in isolation or create evacuation challenges for users. *Note: The issuing authority may require a site-based flood emergency response plan to be prepared by a suitably qualified person.*	Not applicable	**U55.1** The following sensitive, vulnerable or critical uses are not proposed within the flood planning area or the special flood considerations area: a) community facilities	The nominated site access point and main transportation route are not located within flood prone land; therefore, the proposed development would not adversely affect the safe and efficient evacuation of the land or impact the capacity of existing evacuation routes for the surrounding area.	

			b) centre-based child care facilities c) educational establishments d) emergency services facilities e) research stations (flood vulnerable activities only).		
PC56 Protect groundwater quality, flows and drainage patterns during demolition, construction and ongoing operation phases of development. *Note: Where applicable, a development must obtain the appropriate gali-water licence in accordance with the Water Management Act 2000 and consider the relevant Water Sharing Plan.*	**A56.1** Hazardous materials are: a) stored above the flood planning level; and/or b) stored or contained in a way that is designed to avoid release of the materials during floods.	Not applicable	**U56.1** Release of hazardous materials during flooding events (including rarer flood events up to and including the Probable Maximum Flood). This includes pollutants such as onsite effluent or tailings treatment or chemical storage.	As indicated above, the existing borrow pit is mapped as flood prone land; however, it should not be considered as such. It is inundated during a rainfall event but not by floodwaters during a major flooding event. It is not connected to any floodwaters or floodway during a major flood event. Therefore, any potentially hazardous materials on the site are considered to be located above the flood planning level and are considered to be contained in a manner that would not be affected during a flood event.	
6.3.2.2 Bush fire protection					
Bushfire protection					
PC57 Development identified on grassland, as shown on the NSW Department of Planning and Environment ePlanning Spatial Viewer- 'Bushfire Prone Land (Non-EPI) map', requires an asset protection zone from the grass fire hazard.	**A57.1** Where development is not within 50 metres of grassland no further assessment is required. *Representations are made to the issuing authority that demonstrate that the proposed development is not within 50 metres of grassland.* **A57.2** Development within 50 metres of grassland must comply with the requirements of: a) the latest version of PBP b) Rural Fires Act 1997 (including requirements for bush fire safety authority for development for a 'special fire protection purpose'). *Note: To satisfy this requirement a bushfire hazard assessment and management plan will be required in accordance with PBP.*	Not applicable	Not applicable	The subject land is mapped as occurring on Category 3 bushfire prone land, as per the ePlanning Spatial Viewer- 'Bushfire Prone Land (Non-EPI) map'. The proposed development incorporates a 10m Asset Protection Zone (APZ) in accordance with the requirements of Planning for Bushfire Prevention (PBP) (RFS, 2019) and the *Rural Fires Act 1997.* An on-site firefighting water supply of up to 200,000L would be provided. The accompanying Preliminary Hazard Analysis details all of the credible potential fire hazards associated with the development and the extensive fire protection and suppression systems involved.	
PC58 Development for a special fire protection purpose minimises risk to life and property from bush fire.	**A58.1** Development for a special fire protection purpose must comply with the requirements of: a) the latest version of PBP b) Rural Fires Act 1997. *Note: A bushfire hazard assessment and management plan will be required in accordance with PBP for a special fire protection purpose.* *Note: A bush fire safety authority will be required in accordance with section 100B of the Rural Fires Act 1997 for development of bush fire prone land for a special fire protection purpose.*	Not applicable	**U58.1** Development of a special fire protection purpose that would compromise existing or future envisaged industrial development within the Regional Enterprise Zone.	Not applicable, the proposed development is not a SFPP.	

6.3.3 Environmental impact management

6.3.3.1 Potentially hazardous and offensive development					
Potentially hazardous and offensive development					
PC60 Potentially hazardous and potentially offensive industries are	**A60.1** A preliminary hazard analysis is undertaken in accordance with	Not applicable	**U60.1** Development that is determined to be hazardous or offensive.	A Preliminary Hazard Analysis (PHA) has been prepared for the proposal.	

appropriately managed to protect human health, property and the biophysical environment.	clause 3.11 and 3.12 of State Environmental Planning Policy Resilience and Hazards (2021). *Note: Clauses 3.11 and 3.12 of State Environmental Planning Policy Resilience and Hazards (2021) apply to an application for an Activation Precinct Certificate that relates to complying development in the same way as they apply to an application for development consent.* **A60.2** Development that is a potentially hazardous and/or potentially offensive industry: a) has been identified as either low, medium or high risk by the Department of Planning and Environment b) complies with State Environmental Planning Policy Resilience and Hazards (2021) Chapter 3 Hazardous and Offensive Development. *Note: Any development that is determined to be hazardous or offensive, is prohibited in the precinct.* *The master plan requires that prior to an Activation Precinct Certificate being issued, potentially hazardous development must be identified as either low, medium or high risk by the Department of Planning and Environment. Potentially hazardous development that is high risk is not complying development and will require a development application.* *The Department of Planning and Environment should be consulted, and written advice sought on whether a proposed development that is potentially hazardous and potentially offensive is low, medium or high risk prior to making an application for an Activation Precinct Certificate.* *The corporation will require the Planning Secretary's approval to issue an Activation Precinct Certificate.*				
6.3.3.3 Noise					
Noise					
PC64 To minimise impacts on the acoustic amenity of noise-sensitive receivers *Note: The Environment Protection Authority should be consulted with early in the Activation Precinct Certification process to determine the level of assessment required. Guidance on how the noise impact risk can be determined and the associated level of assessment required is contained within the SAP Assessment Framework - NOISE.*	**A64.1** Development that produces noise emissions must: a) identify the potential noise impact risk and determine the level of assessment and management required. Guidance on how the noise impact risk can be determined is contained within the SAP Assessment Framework - NOISE b) be designed to achieve impact assessment criteria established in accordance with the NSW EPA Noise Policy for	Not applicable	**U64.1** Development is not designed to achieve the noise outcomes in accordance with the NS W EPA Noise Policy for Industry (2017) (NPfI) (or as updated). **U64.2** Noise emissions are not minimised through the implementation of BMP and BATEA. **U64.3** Development that will generate significant noise impact at noise-sensitive receptors.	A Noise Impact Assessment (NIA) has been prepared in accordance with the NSW EPA Noise Policy for Industry (2017) (NPfI). The SAP Assessment Framework for Noise is not currently available.	

	Industry (2017) (NPfI) (or as updated) c) be designed to include best management practice (BMP) and best available technology economically available (BATEA) to minimise noise emissions. **A64.2** Development that has the potential to significantly impact sensitive receivers will require a noise impact assessment prepared by a suitability qualified person in accordance with the NSW EPA Noise Policy for Industry (2017) (NPfI) (or as updated) to be submitted with the application for an Activation Precinct Certificate. **A64.3** Where the issuing authority determines that on-site noise monitoring is required, commit to providing the corporation an annual statement setting out how the site-based noise monitoring and reporting regime has been complied with. *Note: The SAP Assessment Framework - NOISE is under development in 2022/2023, and expected to be in place in 2023.* *Note: An operational environmental management plan should identify the environmental impacts, and management activities and controls related to managing and minimising noise emissions, including how the environmental management activities and controls will be monitored and reviewed.* *Note: Mitigation measures may include lower sound power level equipment; silencers, mufflers or dampeners placed on equipment; adjusted operational times for when equipment is in use; implement quiet work practices; maintain equipment; limit simultaneous use of equipment; architectural treatments or a suitable alternative mitigation measure.*				

Appendix 4 – Development specific checklist

Document Type	Description	NGH comment
Development Specific Checklist	The issuing authority will prepare a Development Specific Checklist which sets out what supporting documents are required to be submitted with the application for an Activation Precinct certificate for the proposed development. The Development Specific Checklist is required to be completed and submitted with the application for an Activation Precinct certificate.	Noted.
Architectural Plans		
Elevations and sections	Elevations and sections clearly document the proposed building/s or works. Elevations and sections must be drawn to 1:100 scale (or other appropriate scale), be viewed from each direction and include the following details: • Date, plan number, amendment number • Building facade, windows, roof profile • External finishes (e.g. wall, roof, window, door and fence materials, paint colours, etc) • Window and door schedule (showing all dimensions) • Existing and finished ground levels, floor levels, ceiling levels and roofline levels (show driveway grade) • Chimneys, flues, exhaust vents and ducts (show height in relation to adjoining roof levels); • Retaining walls and fences (indicate height); and • Extent of excavation or filling of the site.	Refer to accompanying typical elevations and sections of the proposed buildings and structures.
Floor plans	Floor plans clearly document the proposed building/s or works. Plans must be drawn to 1:100 scale (or other appropriate standard scale) and include the following details: • North point (true north) and scale (show ratio and bar scale) • Title block indicating name of architect/designer, date of preparation, plan number, amendment number (where relevant) and client's name and address of subject property • Location of proposed new buildings, alterations or works (show setback distances from boundaries and adjoining buildings) • Room layout, partitioning, location of windows and doors • Room dimensions, areas and proposed use of each room • Courtyard dimensions and areas • Walls and fences • Total floor area and floor space ratio • Disabled persons access (if required) • Vehicle entrance and exit driveways • Car parking and loading areas (show dimensions); and	Refer to accompanying general floor plans of the proposed buildings and structures.

Document Type	Description	NGH comment
	• Waste bin storage and collection facilities.	
Landscape plan	A landscape plan prepared by a qualified landscape architect or consultant that illustrates the proposed landscape design for the development proposal. The landscape plan should demonstrate an understanding of the site and its context. The scale of the plan should match the scale of the architectural and survey plans and show the following details: • North point (true north) and scale (show ratio and bar scale); • Name of the landscape designer or company, their contact details and professional qualifications; • Date, plan number, amendment number (where relevant); • Finished surface levels, embankments and grades (indicate extent of cut and fill); • Location, species and canopy spread of all existing trees to be retained or removed, including any affected trees on adjoining properties or adjoining land; • Arboricultural advice detailing the protection or removal of trees; • Proposed tree and shrub planting, including number of each species, their location, massing and mature height, and any proposed edging and mulching; • Proposed surface treatments and restoration e.g. turf, paving, bank stabilisation, mounds; • Reduced levels at the base of trees and their height and canopy spread; • Driveways and carparking areas; • Location of letter boxes, drying areas and garbage receptacles; • Finished surface levels, including embankments, grades and contours; • Location of stormwater pipes and pits, including any onsite detention; • Proposed fences and retaining walls (indicate height and material); • Erosion and sediment control measures; and • Maintenance program.	Refer to accompanying landscape plan.
Schedule of colours, materials and finishes	A schedule of colours, materials and finishes provides samples, and identifies the location, of materials and colours on the building façade and specific architectural features. It includes the composition of the materials and colours and should contain building elevation/s which clearly identify the location of each type of material and colour finish.	Refer to accompanying plans and details of the proposed buildings and structures, identifying the colours, materials and finishes.
Site plans	Site plans show the exact location of buildings and other features on the site drawn to 1:100 scale (or at the same scale as the plans and	Refer to accompanying

Document Type	Description	NGH comment
	elevations). The plan must include the following details: • North point (true north) • Scale (show ratio and bar scale), lot dimensions and areas • Date, plan number, amendment number • Position of all existing structures, contours and spot levels • Position of structures, including trees on adjoining land (including the street and adjoining parks or open space), especially window locations in adjoining buildings with top and bottom of sill heights; • Position of existing trees on both the site and adjoining sites (including the street and adjoining parks or open space), and reduced level at the base of such trees, and their height and canopy spread; and • The location and levels of any solar panels on adjoining lots.	general site plan.
Any other plans that demonstrate how the proposal addresses the assessment criteria		Not envisaged.
General		
Cost estimate report for development	Cost estimations forecast the resources and associated costs needed to execute a development. These reports must explain the methodology used to calculate the estimate. The value of works estimate must include the value of costs such as labour (i.e. specialist tradespeople) as well as the value of materials and fixtures to be used, as opposed to what the developer is paying for them. For example, if labour is being provided "for free", that labour still has a value which must be accurately included in the estimate of the value of works. • For development with a value of $0 to $150,000, a cost summary report may be prepared by the applicant or a suitably qualified person. • For development with a value of greater than $150,000 to $3 million, a cost summary report may be prepared by suitably qualified person. • For development with a value of greater than $3 million, a detailed cost report is to be prepared by a registered quantity surveyor.	Refer to accompanying cost estimate report.
Owner's consent	A document which provides evidence that the owner of the land on which the development is to be carried out consents to the application.	Owners consent has been provided.
Plan of management	A plan of management demonstrates how a proposal will be managed to minimise adverse amenity impacts. A plan of management may include details about how the establishment will operate, including: • Type of business • Number of staff • Expected number of customers or clients • Hours and days of operation	Refer to accompanying Plan of Management.

Document Type	Description	NGH comment
	• Number of patrons and building safety (for entertainment venues) • Plant, machinery and production processes • Type and quantity of goods handled • Arrangements for transport, loading and unloading of goods • Hazardous materials and processes • Noise controls • Complaints management; and • Servicing arrangements.	
Statement of consistency	A written statement demonstrating the compliance of the proposal with the relevant provisions of the applicable Master Plan and Delivery Plan.	This report.
All development		
Erosion and sediment control plan	An erosion and sediment control plan provides details of how the site will be managed to prevent stormwater pollution, erosion and sedimentation. It should show the following details: **Basic site information** • North point (true north) • Scale (show ratio and bar scale) • Date, plan number and name of person who has prepared the plan • Contours – initial and final; and • Existing and proposed boundaries. **Construction details** • 'Site' or 'disturbed area'; • Location of stockpiles and secure chemical storage area; • Location of temporary and permanent Soil and Water Management Controls; and • Vehicle access point/s. **Stormwater management** • Location of drains, downpipes, pits and watercourses; • Proposed integration with on-site detention/infiltration; and • Stormwater discharge point (if proposed). **Major projects** • Details on staging of works; • Location of any vegetation to be removed; and • Proposed re-vegetation program.	Refer to accompanying ESCP.
Stormwater drainage plan	The stormwater and drainage plan will illustrate how stormwater runoff from the site will be managed. It is essential to incorporate the proposed drainage design in the initial design process as problems with discharging stormwater runoff from the site may require a	Refer to accompanying Stormwater Management Plan.

Document Type	Description	NGH comment
	redesign. Sites that fall away from the street frontage may have difficulty discharging stormwater runoff to the street, requiring a drainage easement to be negotiated through a neighbouring property to discharge the stormwater. The drainage design must be prepared by a registered civil engineer and include provision for on-site detention (OSD) where necessary.	
Waste management plan	A waste management plan details waste management and minimisation activities to be carried out during demolition, construction and operation of the premises/development. The waste management plan will need to: • Specify waste by type and volume and nominate reuse and recycling potential • Nominate siting of waste storage and recycling facilities for demolition, construction and final use • Detail how and where residual wastes will be disposed of; and • Explain how ongoing waste management of the site will operate.	Refer to accompanying Waste Management Plan.
Windshear Assessment	The Windshear Assessment is to be prepared in accordance with the NASAG Framework Guideline B Managing the Risk of Building Generated Windshear and Turbulence at Airports.	Refer to accompanying Windshear Assessment.
Sustainability		
Identification of resource flows	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. The identification of resource flows includes information on the basic resource flows for a business within and outside a Special Activation Precinct that will contribute to reducing waste to landfill and promote the use of recycled and reclaimed materials. The identification of resource flows is scalable depending on the size and nature of the business i.e. may be simply demonstrated through a diagram.	Refer to accompanying Waste Management Plan.
Proposed utilities demand and consumption	Information is required on the proposed utilities demand and consumption for the proposed development, including the percentage proposed to be delivered via renewable energy (onsite and/or offsite). Utilities include water, sewer, gas, stormwater, electricity, etc.	Refer to accompanying summary of utilities demand and consumption.

Document Type	Description	NGH comment
Statement demonstrating alignment with the UNIDO Eco-Industrial Park Framework	Special Activation Precinct master plans have 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. To ensure the precincts can achieve its goals and fully embed these frameworks and principles, an ISO 14001 Environmental Management System (EMS) has been developed for each precinct which incorporates an Environmental Management Framework and an Environmental Management Register. The EMS contains targets, actions objectives and outcomes to achieve environmental protection, sustainability and circular economy outcomes. The aim is to ensure the long-term protection and improvement of the precinct's health and resilience, while integrating economic development with ecologically sustainable principles. A statement is required that demonstrates how the proposed development will align with the UNIDO Eco-Industrial Park Framework. This may include: • a statement demonstrating a commitment to contributing to the precinct's accredited ISO14001 EMS framework (including targets); • providing a copy of an existing ISO14001 EMS accreditation for the development; or • a statement that an EMS framework for the proposed development will be developed within 12 months of the date of approval of the development. The EMS framework is scalable depending on the size and nature of businesses within the precinct. For small businesses, a commitment to the EMS framework and annual data for energy and water consumption would be required e.g. by supplying electricity bills.	Refer to accompanying statement.
Environmental impact management		
Noise impact assessment	A noise impact assessment prepared by a suitability qualified person in accordance with the NSW EPA Noise Policy for Industry (2017) (NPfI) (or as updated). The noise impact assessment will need to demonstrate that the proposed development will not create an adverse impact at the nearest existing noise-sensitive receiver including details of any on-site noise mitigation measures to be incorporated as part of the development.	Refer to accompanying Noise Impact Assessment.
Preliminary hazard analysis	SEPP (Resilience and Hazards) requires the preparation of a preliminary hazard analysis (PHA) for potentially hazardous industry. For development proposals classified as 'potentially hazardous industry' the policy establishes a comprehensive test by way of a	Refer to accompanying Preliminary Hazard Analysis.

Document Type	Description	NGH comment
	preliminary hazard analysis (PHA) to determine the risk to people, property and the environment at the proposed location and in the presence of controls. A preliminary hazard analysis is undertaken in accordance with clause 12 and 13 of State Environmental Planning Policy (Resilience and Hazards) 2021.	

Appendix 5 – Supporting assessments

Refer to following list of supporting assessments that accompany the application for an APC:

- Development design plans including
  - Site plan
  - Floor plans
  - Elevations and sections
  - Schedule of colours, materials and finishes
- Cost estimate report for development
- Plan of management
- Waste management plan including identification of resource flows
- Statement of Consistency
- Erosion and sediment control plan
- Stormwater management plan and bulk earthworks plan
- Windshear Assessment
- Summary of utilities demand and consumption
- Statement regarding UNIDO Eco-Industrial Park Framework
- Noise impact assessment
- Preliminary hazard analysis
- Flood Impact Statement