Statement of Consistency for a rural supplies premises located at Lot 9 and Lot 10 DP 1212873

PROPERTY DETAILS

Legal Property Description	Lot 9 and Lot 10 DP 1212873
Special Activation Precinct	Schedule 1B Moree Activation Precinct
Land Use Zoning	Regional Enterprise Zone
Site constraints	Not applicable

APPLICATION DETAILS

Development type	Rural supplies
Description of proposal	Construction of rural supplies premises

RELEVANT EVALUATION DOCUMENTS

Legislation	State Environmental Planning Policy (Precincts - Regional) 2021 (SEPP Precincts - Regional)
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 Moree Delivery Plan is considered sufficient to also ensure consistency with the Moree Master Plan.

Executive summary

This Statement of Consistency (SoC) seeks approval for an Activation Precinct Certificate (APC) to develop a rural supplies premises on land at Lot 10 DP 1212873, 12 Perry James Crescent, Moree and Lot 9 DP 1212873, 7 Harry Sullivan Avenue Moree. The contents of this SoC is prepared in accordance with the template provided by NSW Regional Growth Development Corporation and is supported by the following information:

Appendix A - Architectural Plans;

Appendix B - Landowner's Consent;

Appendix C - Title Search;

Appendix D - Preliminary Hazard Assessment Report;

Appendix E - Obstacle Limitation Surface Level Moree Airport;

Appendix F - RGDC Advice – Moree Airport; and

Appendix G - Civil Engineering Plans.

It is requested that RGDC consider the contents of this application for APC approval.

Site and surrounds

The subject site comprises of Lot 10 DP 1212873, 12 Perry James Crescent, Moree and Lot 9 DP 1212873, 7 Harry Sullivan Avenue Moree. The site is located on the southern urban extent of the Moree township with direct connections via the Newell Highway at a distance of approximately 2.5 kilometres. The site is located in proximity to two (2) forms of short-term accommodation including a caravan park to the north and temporary workers accommodation for Inland Rail workers to the south.

The subject site is zoned REZ Regional Enterprise Zone and is located within the Moree Activation Precinct in accordance with the *State Environmental Planning Policy (Precincts-Regional) 2021.*

The site is relatively level and is clear of vegetation and built form. The site has existing access to key infrastructure including reticulated water and sewer, underground stormwater, electricity and NBN.

The subject site is depicted in **Figure 1**.

The subject site in the context of the surrounding locality is depicted in **Figure 2**.

Figure 1. Subject Site (source: nearmap)

Figure 2. Locality Map (source: nearmap)

Proposal

Premise has been engaged by Cumboogle Farming Pty Ltd to establish a business known as Delta Agribusiness (Delta Ag) in Moree. A key commercial offer of Delta Ag is their sale of farm supplies and inputs to the local region.

Some of these include:

- Agricultural chemicals
- Seed
- Animal health and nutrition
- Fertiliser and traces element products
- Oils and lubricants
- Fencing including electric fence systems
- Pet and produce
- Water equipment, tanks, and troughs
- General merchandise
- Animal handling systems

The proposal comprises of development for the purposes of rural supplies on the subject land. The following key components of the development include:

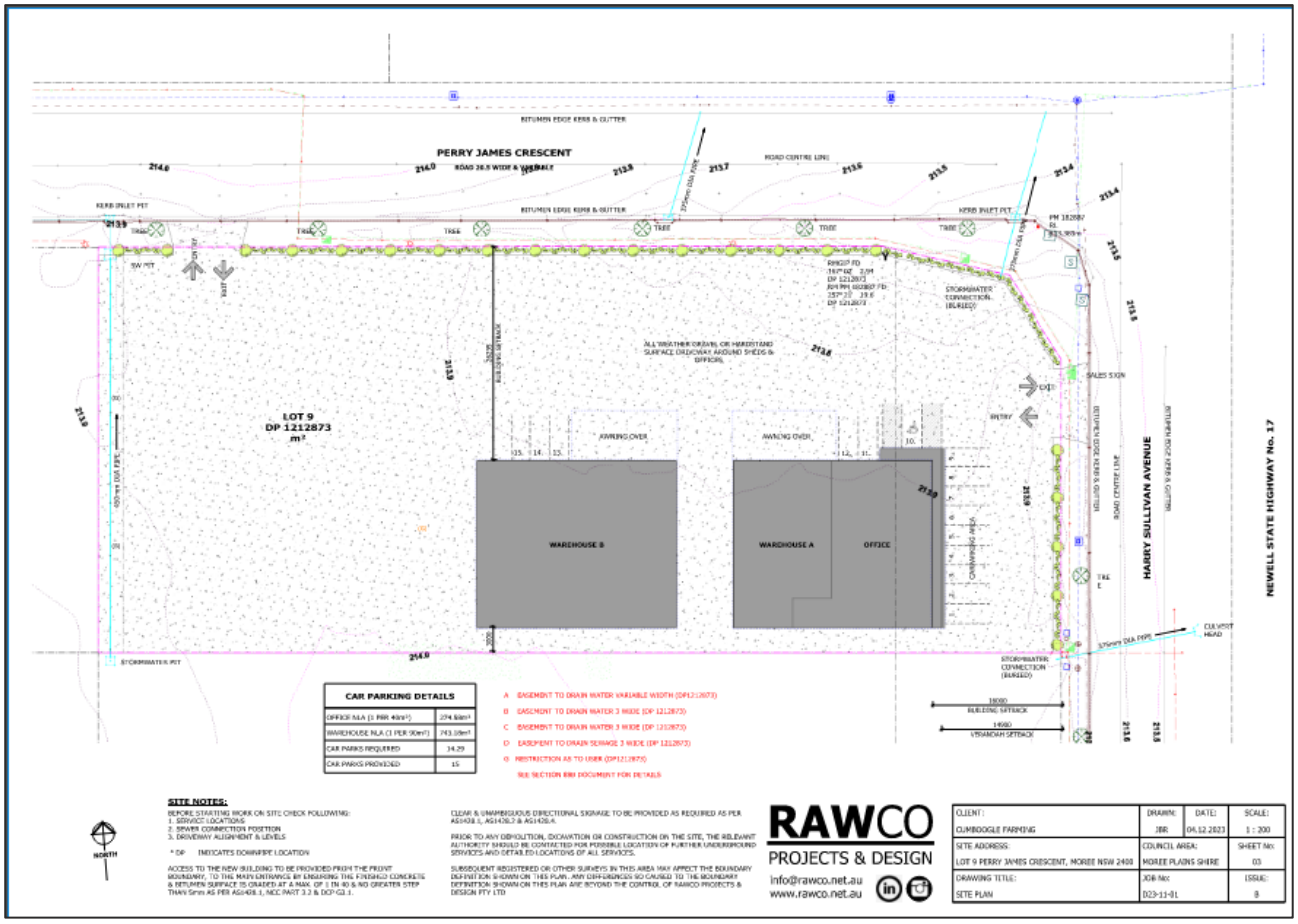
- Construction of two (2) shed buildings (24 m x 20 m) with a height of 7.745 m;
- Awnings will span a further 6 m on the northern side of both sheds for the purposes of loading and unloading in inclement weather;
- An awning will also extend a further 1.6m on a portion of the north, east and northern side of the main shed adjoining the main car parking area;
- Two-way vehicle access driveway from Perry James Crescent and Harry Sullivan Avenue into Lot 9, noting that B-double trucks would only be able to enter via Harry Sullivan Avenue;
- Planting of shrubs and landscaping is proposed along the road frontage on Harry Sullivan Avenue in proximity to the main customer entrance;
- The internal fit out of the main shed would include a reception area and office cubicles with the inclusion of staff amenities with the remaining shed area used for warehousing of rural supplies; and
- The outside area of the site, including the Lot 10, would include crushed road base for the storage of larger products i.e. water tanks, troughs, fencing and other farming equipment.

The proposed Delta Ag business hours would operate between 8 am and 5.30 pm with Saturdays open between 8 am and 12 pm. The business would be operated by a total of six (6) full-time staff members. Loading and unloading of goods would be undertaken by forklift solely within the site onto both small and large commercial vehicles. With the number of typical client visits to the premises ranging from two (2) to four (4) per day, mitigation of delivery and customer traffic would be timed to avoid any conflict.

The proposed site plan is depicted in **Figure 1**.

A copy of the architectural plans are provided as **Appendix A**.

Figure 1. Proposed Site Plan



Planning Considerations

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 2.

Development Specific Checklist

Refer to Appendix 3.

Documents that informed the evaluation

Refer to Appendix 4.

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.	The subject application has been prepared for the approval of by Regional Growth NSW Development Corporation (RDGC).	
(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.	This application has been prepared by Premise Australia Pty Ltd on behalf of Cumboogle Farming Pty Ltd. A copy of the landowner's consent is provided attached (**Appendix B**).	
(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.	The application has been prepared in accordance with the statement of consistency template and as advised by the RGDC. Client details are as follows: Applicant name and address: Cumboogle Farming Pty Ltd, 6L Benolong Road, Dubbo. A title search is provided attached for both subject allotments (**Appendix C**). The proposed development is for the purposes of a rural supplies premises comprising of two (2) 24 m x 20 m sheds and associated driveway and car parking area. The remaining area of Lot 9 and Lot 10 would be used as storage area comprising of crushed road base. The perimeter of the property would be secured by a 2m high man-proof mesh fence with barbed wire along the top. Gates to each entrance would be constructed using similar materials.	

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.	The subject site is located within the Moree Activation Precinct and is subject to the associated master plan and delivery plan under the Precinct SEPP. Assessment of the proposed development has been undertaken for consistency with the requirements of the abovementioned plans and is discussed further in this Statement of Consistency.	
(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.	
(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.	The proposed development is for the purposes of a rural supplies premises and would contain a mix of different chemicals typically supplied to the agricultural industry. To assess the likely impacts of this development on the surrounding land uses, a Preliminary Hazard Assessment (PHA) has been prepared and is provided as **Appendix D**.	

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.	Noted.	
(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.	Noted.	
(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.	Noted.	

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.	The proposed shed structures are not located within 10m of electrical infrastructure. With this said, the development would involve the construction of two (2) vehicle cross overs, one of which would be located on Harry Sullivan Avenue which also contains electrical infrastructure. Further details would be obtained from the electricity supply authority and a Section 138 Application would be obtained from Council before any construction works commence within this area.	

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.	A gas pipeline has not been surveyed within proximity of the development site.	

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	The development site is not located within a rail corridor.	

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.		

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.	The clauses of the Moree LEP are addressed as follows: Clause 2.6-2.8 – Not applicable. Subdivision, demolition or temporary use is not proposed. Clause 5.1 – Not applicable. Land acquisition is not relevant to this proposal. Clause 5.8 – Not applicable. Development proposed is a new build and does not relate to fire alarm conversions or building alterations. Clause 5.10 – Not applicable. The land is not mapped as a heritage item and Aboriginal heritage has not been identified in the Moree Delivery Plan. Clause 7.3-7.5 – The proposed development is located below the Obstacle Limitation Surface Level of the Moree Airport as identified by SMK consultants in **Appendix E**.	
Clause 12 Application of State Environmental Planning Policy (Transport and Infrastructure) 2021	**Proposal**	**RGDC Comment**

Clause 11 Application of Moree Plains Local Environmental Plan 2011	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), 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.	The sections of the SEPP are addressed as follows: 2.122 Traffic-generating development The proposed development is located within 90m of the connection to a classified road. Development for the purposes of industry is traffic generating development if it exceeds 5,000m². The internal floor area of the proposed development is approximately 1000m² and is therefore not considered to be traffic generating development in accordance with Schedule 3 of the SEPP. 2.31 – N/A 2.51(1) – N/A 2.94(1)(a) – N/A 2.105 – N/A 2.106(1) – N/A 2.126 – N/A 2.159(4) – N/A 2.52(1), 2.105, 2.106(1) – N/A 2.109(2), 2.111 – N/A 2.159(2)(a) – N/A	

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	The proposed development is for the purposes of rural supplies premises. Industrial and commercial uses are supported in the REZ zone under the provisions of the Moree Master Plan.	Yes
3.2.1 Gamilaroi Cultural Heritage	The subject site is not located within an area of Aboriginal heritage significance in accordance with the Master Plan.	Yes
3.2.2 Landscape and Design	The proposed landscaping includes the planting of low-lying, low maintenance, shrubs along the road frontage of Harry Sullivan Avenue in proximity to the proposed main building entrance. Detailed landscaping plans would be provided as part of the CDC application in accordance with the Moree Delivery Plan.	Yes
3.2.3 Skills, training and education for the Moree Community	Delta Agribusiness is a leading independent provider of farm inputs, farm advisory and agency services across Regional Australia. The business would employee a total of six (6) staff members of which would reside in the Moree Shire. The new business would generate further employment opportunities to the local Moree community.	Yes

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 (rural supplies) comprises of the construction of two (2) shed buildings each with an approximate total internal floor area of 1000m². The subject site comprises of 10,226m² in area and has direct connections via Perry James Crescent onto the Newell Highway. The subject site is located within the REZ and provides an opportunity for establishment of a rural supplies development. The nature of the proposed development provides convenient access to retail customers whilst providing heavy vehicle access for deliveries and large pick-ups.	Yes
2.2.2 Celebrate the local community and township and their Connection to Country.	The proposed development has been designed to incorporate the standard branding as portrayed by other Delta Agribusiness developments across Australia. Provision for landscaping has been incorporated in the development's design and is depicted in the attached site plans.	Yes
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.	Delta Ag operates Australia wide and will capitalise on the location of the site in proximity to the Moree town centre for local trade as well as the Newell Highway which connects the business to	Yes

	customers and suppliers across the Nation.	
2.2.4 Establish a framework that introduces likeminded business partnerships to facilitate practical, innovative and sustainable gali-water, waste and energy practices.	The establishment of a new agricultural retail business within the Moree Shire would offer further support to the farming industry within the area, further strengthening the local agricultural economy.	Yes
2.2.5 Protect, promote and enhance the biodiversity, environmental and agricultural values within and surrounding the precinct.	The subject site has been cleared of native vegetation and generally prepared for development.	Yes

Chapter 6 – Assessment Criteria

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 creek lines where maintenance and/or management will degrade the natural characteristics.	The establishment of Delta Ag within the Moree Shire would provide employment opportunity for an additional six (6) full time equivalent staff from within the local Moree community.	Yes
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 subject site is located below the Obstacle Limitation Surface level as depicted in the draft survey by SMK consultants (Appendix E). With this considered, the total height of the proposed shed buildings would be 7.745m and would unlikely result in significant impact on the operation of the nearby Moree Airport. Advice received from RGDC also confirms minimal impact of the proposed development on the airport's operations (Appendix F).	Yes

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.	The proposed landscaping for the development would include the planting of low maintenance, low-lying shrubs native to the area in accordance with Section 3.4 – Planting palettes. Planted areas would be located along Harry Sullivan Avenue in proximity to the front entrance of the business (eastern boundary). Also noting that street trees are located along both Perry James Crescent and Harry Sullivan Avenue. The proposed landscaping is outlined within the development plans. Transparent 2m high steel fencing is proposed to the perimeter of the property to secure the site, noting that the site includes both Lots 9 and 10. A 2 metre setback of this fencing is proposed to Harry Sullivan Avenue to allow for a landscape buffer in front to enhance the main entranceway into the site.	Yes
Small lots (Less than 5 hectares)					
PC7 Frontage widths and side and rear setbacks provide appropriate spacing between lots.	**A7.1** A minimum 5 metre setback is provided to side and rear boundaries. **A7.2** A minimum frontage of 60 metres.	**B7.1** 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. **B7.2** Frontage width may be reduced to create optimum solar orientation.	**U7.1** 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 would present to both Perry James Crescent and Harry Sullivan Avenue with the main customer entrance located from the east. In addition, customer and delivery vehicle access would be located to the north of the proposed sheds to provide opportunity for joint use. With this considered, the rear setback is proposed to be reduced to 3m to avoid the creation of unused space.	Yes
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 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.	**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.	The proposed front setbacks from the building wall to the street boundary would be approximately 26m and 15m respectively.	Yes

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.	Windows are proposed to the customer/office area of the building to allow adequate solar access and improved activation of the main entrance. The proposed shed doors into the storage portion of the business open to the north, providing optimal solar opportunities year-round.	Yes
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 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	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 risk (i.e. hazardous uses or facilities). U12.3 Building footprint sizes that result in an exceedance of overall impervious area.	The proposed buildings are orientated to capitalise on commercial exposure fronting the Newell Highway to the east. The buildings are located on site to allow for maximum use of the area to the north, east and west whilst provided legible access for both customer vehicles and B-double trucks. Lot 10 would remain largely undeveloped and used as an area to store farm equipment and other bulky merchandise. The front of the property would remain visible from the street from all aspects with the proposed fence to be of a transparent steel construction. A preliminary hazard assessment is provided attached which addresses the management of agricultural chemicals and the like (Appendix D).	Yes

	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.			The site is fairly level and would be graded to allow stormwater to fall to the street. Stormwater design is included in the attached stormwater management plans (Appendix G).	
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 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	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 building forms when viewed from streets and other public areas.	U13.1 Dark colours such as charcoal are not supported based on the temperature impacts of the local Moree climate and environment.	The proposed building design is depicted in the attached architectural plans (Appendix A).	Yes
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 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.*	Not applicable	Not applicable	The proposed vehicle access into the site is depicted in the attached swept path plans and includes loading and unloading to the front of the building a customer parking in proximity to the main entrance on the eastern side of the main building (Appendix G). In addition, delivery times would be scheduled where possible, to avoid conflicting with peak customer times. The internal driveway has been designed to accommodate two (2) way access for B-double trucks via Perry James Crescent and entry only access via Harry Sullivan Avenue (Appendix G). Both access driveways will be secured by a 2m high, sliding man-proof gate. The gate to Harry Sullivan Avenue will be automatic with remote access for approaching staff members to open which will avoid the requirement for a vehicle banking area within the site. The site will be opened prior to business operations each day and closed at the end of the day to secure the site during evening hours.	
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.	**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.	As above.	Yes

		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.			
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 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.	**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 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.*	**U16.1** Development that does not provide adequate parking. **U16.2** Large, uninterrupted areas of car parking visible from streets without any landscaping.	Car parking has been provided with reference to the Moree Plains Shire Council DCP 2013. In the absence of specific requirements for rural supplies development (retail) provision for parking is provided to suit the requirements of Industries (other than motor vehicle repair workshops) and office space. Industries - 1 space per 100 square metres of gross leasable floor area (GLFA) (whichever is the greater) Office – 1 space per 30 square metres of GLFA. The approximate gross leasable floor area of both buildings is approximately 1000m^2. The proposed development has been provided a total of 15 spaces inclusive of two (2) accessible spaces, consistent with the Moree Plains Shire DCP 2010. The proposed car parking design, including swept paths, is depicted in the attached civil engineering plans (Appendix G).	Yes
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.	**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	**U17.1** Loading, unloading or servicing within the public right of way.	As above, see attached swept path plans (Appendix G).	Yes

	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.	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.*			
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.	N/A
6.1.2.6 Transport infrastructure and utilities					
Utilities and services					

PC21 Adequate services are available to facilitate development.	A21.1 Development sequencing and staging is consistent with the infrastructure provision and capacity for the precinct in accordance with Chapter 4 – Infrastructure. A21.2 Development makes provision for and connects to the key infrastructure in accordance with Chapter 4 – Infrastructure, Moree Plains Shire Council's relevant guidelines and policies and/or the relevant Australian Standard, and/ or the respective utility suppliers standards and specifications, including as required: a) gali-water b) wastewater c) electrical d) telecommunications e) other utilities and services as required such as gas, hydrogen reticulation (including future hydrogen), recycled gali-water etc. *Note: The relevant utility suppliers should be consulted at the earliest possible time.* *The following suppliers service the Moree precinct: electricity supply – Essential Energy* • *gali-water supply – Moree Plains Shire Council* • *wastewater – Moree Plains Shire Council* • *telecommunications – NBN Co* • *drainage – Moree Plains Shire Council.* *Note: Council should be consulted on connections to utility services including for sewerage, drainage and approval under section 68 of the Local Government Act 1993. The process for seeking approval from the Council should commence at the earliest possible time and should run in parallel with the Activation Precinct Certification Process where possible.* *Note: Information will be required on the proposed sewer outflow requirements including general sewer and trade waste.* *For trade waste, nominate the expected material/ chemical composition. Depending on the trade waste, a separate approval may be required from Council or the Department of Planning and Environment.*	B21.1 A reduced design standard or design approach may be acceptable if the infrastructure is intended to be temporary whilst other development is established or the permanent infrastructure is being built, provided the design does not present a risk to life or property. B21.2 Development may occur in advance of infrastructure provision being in place, provided it can demonstrate that: a) capacity and loads for all utilities and services is known for future connection to infrastructure b) the development is a catalyst project that cannot be accommodated within existing land areas currently able to be serviced by existing infrastructure or c) the applicant contributes to the provision of infrastructure, at a rate commensurate to the bringing forward of such infrastructure. B21.3 Alternative locations for key infrastructure are identified as a result of further investigations and feasibility assessment.	U21.1 Development that compromises the planned and orderly delivery of infrastructure throughout the precinct, either due to location, sequencing, or demand generation.	The proposed development has access to reticulated water and sewer, electrical, Telstra/NBN and underground stormwater connections via Perry James Crescent. Stormwater would be managed back to the public street in accordance with the attached civil design plans (Appendix G).	Yes
PC22 Development protects existing and proposed utilities and services corridors.	A22.1 Development is appropriately designed, constructed, operated and maintained to protect existing and 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	Not applicable	U22.1 Development that impacts on existing and proposed utilities and services corridors.	As above.	Yes

	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.		
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 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*	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. *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).*	U24.1 Development does not seek to reduce potable gali-water use.	Noted.	

	gali-water demands and percentage to be delivered via onsite gali-water systems for the proposed 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.		
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.	The subject site has adequate area to provide erosion and sediment control through measures including but not limited to sediment fencing, stabilised access and geotextile fabric covers over stormwater pits. An erosion and sediment control plan would be provided as part of the CDC application to address management of construction and earthworks impacts on natural waterways.	
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. 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.	B29.1 Landscape responsive streets and places are developed, in accordance with Chapter 2 – Precinct design principles.	Not applicable	Landscaping design is depicted in the attached site plan. This includes the planting of native low-lying and low maintenance shrubs in proximity to the main customer entrance driveway. The proposed landscaping provides for a 2-metre-wide buffer to screen the main entrance fencing which would also be setback 2m from the eastern property boundary. Garden beds would be mulched to a depth of 75mm. It is noted that existing street trees are located along Perry James Cresent to the north which provide adequate amenity, shade and screening to the proposed mesh fence proposed to the northern portion of the property. The landscaping proposed is considered to sufficiently meet the aesthetic requirements of the surrounding industrial character of the neighbourhood. Landscaping detail is depicted in the attached Architectural Plans, including plant species and densities.	Yes
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	B30.1 Landscaping contributes to enhanced public domain outcomes consistent with Chapter 2 – Precinct design principles and Chapter 3 – Precinct revegetation strategy.	Not applicable	As above.	Yes

	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.				
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** Development achieves compliance with Moree Airport requirements. **A32.3** Development ensures lighting is located, directed and shielded to avoid glare directly to surrounding habitable areas. **A32.4** 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 d) security and sensor lighting, as required. **A32.4** 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.	**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.	All outdoor lighting would be compliant with the Australian Standards. Outdoor lights are to be shielded to ensure no light pollution above the horizontal plane to avoid disruption of the Moree Airport operations. Although business hours are within the daylight hours of 8 am to 5.30 pm, lighting is proposed to the internal and external areas of the development. Detailed lighting details would be provided as part of the CDC building plans.	Yes
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 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.	Waste from the development would likely include excess construction materials and operational waste generated by general office use. Construction waste would be managed using skip bins onsite which would then be periodically collected by a waste collection contractor. The construction waste would then be disposed of at the Moree Waste Management Facility. General operational waste would likely include recyclables and general waste from office	Yes

	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 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.			operations. This waste would be managed via Council's general waste collection services. The site has adequate space to accommodate the required general and recycling rubbish bins discreetly and out of view from the public domain. These rubbish bins would be relocated to the roadside for pick up as per Council's waste collection schedule. Bunding is to be included in the floor design of the building which provides for the management of any spills onsite. This does not discharge into Council's sewerage system and would be independently cleaned in accordance with relevant safety protocol as required.	
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 (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.*	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.	The proposed signage would be consistent with the national branding for the Delta Agribusiness and include the logo/company name to the walls facing both Perry James Crescent and Harry Sullivan Avenue. The signage detail is presented in the attached plans. The design of these signs is depicted in the attached Architectural Plans and complies with A34.1, A34.2, A34.3 and A34.4 of the Moree SAP Delivery Plan.	Yes.

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.	Further consultation with the RGDC Sustainability Team will be undertaken to assist potential businesses leasing the premises to address the EMS framework in the future.	Yes
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 utilise hydrogen as a renewable energy resource.*	Not applicable	Not applicable	As above.	
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 precinct 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.	As above. The management of waste during operation is outlined within **Section 6.1.2.10**	

6.3 Precinct wide

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 appropriately managed to protect human health, property and the biophysical environment.	A60.1 A preliminary hazard analysis is undertaken in accordance with 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.*	Not applicable	U60.1 Development that is determined to be hazardous or offensive.	The proposed rural supplies premises would include the storage of various fertilisers, fuels, pesticides and herbicides and various other chemicals on-site. A preliminary hazard assessment (PHA) has been prepared in support of this development which concludes that the risk posed to society from the proposed installation is in the 'negligible' region and requires that only a qualitative assessment be undertaken. This assessment is included in the PHA provided as Appendix D. In a summary, the PHA concluded with the following recommendation: The position of the site for the proposed development does meet the SEPP33 guidelines. Special consideration shall be made to the design and position of the goods within the proposed chemical and merchandise store to ensure incompatible materials are contained within separate compounds. It will be important to design the fire systems and equipment to ensure that a fire in the warehouse is quickly contained to ensure minimal off-site effect. It is recommended that the toxic liquids with a flammable liquid sub risk be stored within a fire-resistant compound within the main warehouse to also be contained within an approved cabinet within the storage warehouse. Size of bunds for each storage compound shall comply with the requirements of AS3833, AS1940 and AS4452. <u>Plan of Management:</u> The proposed Delta Ag business hours would operate between 8 am and 5.30 pm with Saturdays open between 8 am and 12 pm. The business would be operated by a total of six (6) full-time staff members. Loading and unloading of goods would be undertaken by forklift solely within the site onto both small and large commercial vehicles. With the number of typical client visits to the premises ranging from two (2) to four (4) per day, mitigation of delivery and customer traffic would be timed to avoid any conflict. Vehicle movements are depicted in the attached civil engineering plans. Transport route selection is to be undertaken as follows: a) pre-planned whenever possible to the extent practicable; b) selected to minimise the risk of personal injury or harm to the environment or property during the journey; c) avoid heavily populated or environmentally sensitive areas, congested crossings, tunnels and	Yes

				narrow streets, alleys or sites where there may be a concentration of people; and d) must observe any requirements for restrictions on the selection of the routes or times of travel which have been determined by the competent authority. Further detail pertaining to the acceptable transport routes for dangerous goods as well as the design recommendations for storage of these goods is detailed in the attached PHA in Appendix D.	

Moree Special Activation Precinct

Activation Precinct Certificate – Statement of Consistency