

Moree Plains LEP 2011 (Amendment No 1) - Rezoning part of the Moree Airport to B6 Enterprise Corridor

Proposal Title :	Moree Plains LEP 2011 (Amendment No 1) - Rezoning part of the Moree Airport to B6 Enterprise Corridor		
Proposal Summary :	To rezone part of Lot 1, DP 111137 from SP1 Air Transport Facility to B6 Enterprise Corridor to cater for a mixed use development providing services to the road transport industry, the travelling public and local community. It is proposed that the development may include a heavy vehicle highway service centre, truck washing facilities, fast food outlets and heavy vehicle parking. The land is currently owned by Council.		
PP Number :	PP_2012_MOREE_001_00	Dop File No :	12/01760

Proposal Details

Date Planning Proposal Received :	18-Jan-2012	LGA covered :	Moree Plains
Region :	Northern	RPA :	Moree Plains Shire Council
State Electorate :	BARWON	Section of the Act :	55 - Planning Proposal
LEP Type :	Spot Rezoning		

Location Details

Street :	Newell Highway		
Suburb :	City :	Postcode :	2400
Land Parcel :	Lot 1, DP 111137 - Land adjacent to the Moree Airport - Zoned SP1 Air Transport Facility.		

DoP Planning Officer Contact Details

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RPA Contact Details

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DoP Project Manager Contact Details

Contact Name :	
Contact Number :	
Contact Email :	

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Land Release Data

Growth Centre :	N/A	Release Area Name :	N/A
Regional / Sub Regional Strategy :	N/A	Consistent with Strategy :	Yes
MDP Number :		Date of Release :	
Area of Release (Ha) :	50.00	Type of Release (eg Residential / Employment land) :	Employment Land
No. of Lots :	0	No. of Dwellings (where relevant) :	0
Gross Floor Area :	0	No of Jobs Created :	0

The NSW Government Lobbyists Code of Conduct has been complied with : **Yes**

If No, comment :

Have there been meetings or communications with registered lobbyists? : **No**

If Yes, comment :

Supporting notes

Internal Supporting Notes :

External Supporting Notes : **The land is currently zoned SP1 Air Transport Facility under the Moree Local Environmental Plan 2011. The Planning Proposal intends to rezone part of Lot 1, DP 111137 to B6 Enterprise Corridor to enable the development of a mixture of uses that will cater to the needs of the road transport industry, the travelling public and the local community. The development of this site would create a southern gateway to Moree.**

Lot 1, DP 111137 encompasses the Moree Airport. The Planning Proposal intends to rezone approximately 50ha of land adjacent to the Newell Highway. The potential development of a highway service centre, truck washing facility, fast food outlets and heavy vehicle parking is not expected to affect the operation of the Airport. Road access to the airport may require reconfiguration depending on the final design and operation of new developments and Moree Plains Shire Council has undertaken preliminary discussions with Roads and Maritime Services (formerly the RTA).

Adequacy Assessment

Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? **Yes**

Comment : **The objectives and intended outcome of this Planning Proposal to amend the Moree Plains LEP 2011 so that part of Lot 1, DP 111137 is rezoned B6 Enterprise Corridor is adequately expressed.**

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Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? **Yes**

Comment : **The Planning Proposal provides indicative maps showing the proposed amendment to the Moree Plains LEP 2011 and explanation that the land is intended to be rezoned to B6 Enterprise Corridor.**

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? **Yes**

b) S.117 directions identified by RPA :

1.1 Business and Industrial Zones

2.1 Environment Protection Zones

2.3 Heritage Conservation

3.4 Integrating Land Use and Transport

3.5 Development Near Licensed Aerodromes

6.1 Approval and Referral Requirements

* May need the Director General's agreement

Is the Director General's agreement required? **Yes**

c) Consistent with Standard Instrument (LEPs) Order 2006 : **Yes**

d) Which SEPPs have the RPA identified?

SEPP No 33—Hazardous and Offensive Development

SEPP No 55—Remediation of Land

SEPP (Infrastructure) 2007

e) List any other matters that need to be considered :

Have inconsistencies with items a), b) and d) being adequately justified? **Yes**

If No, explain :

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment : **The Planning Proposal includes some indicative maps showing existing zones and the proposed zone. They are generally poor in quality and should be improved prior to public exhibition of the Planning Proposal.**

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment : **Council proposes to exhibit the Planning Proposal for 14 days. Notice is to be given in the local newspaper and on Council's website. No specific community groups have been identified by Council for consultation.**

Additional Director General's requirements

Are there any additional Director General's requirements? **No**

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? **Yes**

If No, comment :

Proposal Assessment

Principal LEP:

Due Date : **December 2011**

Comments in relation to Principal LEP : **The Moree Plains LEP 2011 is a Standard Instrument LEP. It was published on 9 December 2011.**

Assessment Criteria

Need for planning proposal :

Moree currently has a daily average of 1200 heavy vehicle travelling through the town on the Newell Highway. This is approximately 45% of the total traffic movements and many of the truck movements are by long haul interstate vehicles. Despite this volume of traffic there are no service stations that can easily cater for the refuelling or servicing of heavy vehicles. In addition, there is limited space for the parking of heavy vehicles. Council has identified this as a key deficiency within the town and wish to address the situation with the construction of a heavy vehicle 'truck stop' style of development that would cater for the large number of truck movements but also for other members of the travelling public. Council also envisage the development forming part of the southern gateway into Moree. The development would also include a variety of fast food outlets, truck wash facilities and parking for upward of 200 heavy vehicles.

The Moree Plains LEP 2011 did not cater for developments such as this which requires a large area of vacant land adjacent to the Newell Highway. Much of the other land zoned B6 Enterprise Corridor to the north of this site was already been taken up by developers.

The land is currently vacant apart from some signage, fencing and the access road to the Moree airport. The southern portion of the proposed rezoning area is used for agricultural purposes as is much of the land within the airport holding.

Enterprise Corridor

Consistency with strategic planning framework :

The Planning Proposal is consistent with all State Environmental Planning Policies that apply to this land.

No Regional Strategy applies to the Moree Plains LGA.

The Department endorsed the Moree Plains Growth Management Strategy (GMS) in April 2009. The GMS recommended a new enterprise corridor to be established to cater for commercial development with large floor space requirements. This was created in the Moree Plains LEP 2011 to the land north of the subject site and it has already been taken up by developers seeking to develop bulky goods retailing and automotive dealerships. Further B6 Enterprise Corridor land is therefore now required. The GMS did not specifically identify this site but the intent of the recommendation for the enterprise corridor supports the Planning Proposal.

The Planning Proposal is considered to be consistent with the intent of the GMS by providing for an enterprise corridor in this area and ensuring an appropriate gateway to Moree from the south.

In regard to s117 Directions, the proposal has been identified as being inconsistent with 2.1 Environmental Protection Zones and 2.3 Heritage Conservation.

2.1 Environmental Protection Zones

The Planning Proposal is inconsistent with this Direction as it does not include provisions to facilitate the protection and conservation of environmentally sensitive areas. However, the inconsistency is considered to be of minor significance as the Moree Plains LEP 2011 already includes such provisions and this Planning Proposal does not alter the existing provisions.

2.3 Heritage Conservation

The Planning Proposal is inconsistent with this Direction as it does not include provisions to facilitate the conservation of heritage items. However, the inconsistency is considered to be of minor significance as the Moree Plains LEP 2011 already includes such provisions and this Planning Proposal does not alter the existing provisions.

Council also identified that the Planning Proposal is consistent with the following directions:

1.1 Business Zones - as the Planning Proposal is consistent with the objectives of the Direction to encourage employment growth in suitable locations and to support the viability of identified strategic centres.

3.4 Integrating Land Use and Transport - as the Planning Proposal is consistent with the aims, objectives and principles of the policy documents Improving Transport Choice – Guidelines for planning and development (DUAP 2001) and The Right Place for Business and Services – Planning Policy (DUAP 2001).

3.5 Development near Licensed Aerodromes - as an appropriate obstacle limitation surface is included in Council's principal LEP. Further to this, additional provisions have been implemented in the principal LEP which address ANEF contours. Consultation will be undertaken with the Department of the Commonwealth responsible for aerodromes in accordance with this Direction.

6.1 Approval and Referral Requirements - as the Planning Proposal does not contain provisions requiring concurrence, consultation or referral.

The land is classified as 'operational' and no change to this classification is sought.

Environmental social economic impacts :

The Planning Proposal considers the environmental, social and economic impacts associated with the amendment and identifies no specific adverse impact of the proposal.

It is considered that the proposal will have a positive social and economic impact on the

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town in regards to the provision of jobs and retail services, and a reduction in escape expenditure.

Assessment Process

Proposal type : **Routine** Community Consultation Period : **14 Days**
 Timeframe to make LEP : **9 Month** Delegation : **DDG**
 Public Authority **Transport for NSW - Roads and Maritime Authority**
 Consultation - 56(2)(d) **Other**

Is Public Hearing by the PAC required? **No**
 (2)(a) Should the matter proceed ? **Yes**

If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

Other - provide details below

If Other, provide reasons :

An assessment of the site should be undertaken in accordance with SEPP 55 Remediation of Land and in particular Managing Land contamination - Planning Guidelines.

Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

Documents

Document File Name	DocumentType Name	Is Public
Cover_Letter_13012012.pdf	Proposal Covering Letter	Yes
Council_Resolutions_03112011.pdf	Proposal	Yes
Planning_Proposal_13012012.pdf	Proposal	Yes
Attachment_1_Location_Map.pdf	Proposal	Yes
Attachment_2_Existing_Zoning.pdf	Proposal	Yes
Attachment_3_PROPOSED ZONING.pdf	Proposal	Yes
Location Map.pdf	Map	Yes
Subject Site.pdf	Map	Yes
Proposed Zoning.pdf	Map	Yes

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions: **1.1 Business and Industrial Zones**
2.1 Environment Protection Zones

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- 2.3 Heritage Conservation
- 3.4 Integrating Land Use and Transport
- 3.5 Development Near Licensed Aerodromes
- 6.1 Approval and Referral Requirements

Additional Information :

It is recommended that:

1. the Planning Proposal be supported;
2. the Planning Proposal be amended prior to exhibition to include improved maps identifying the site and showing the proposed zoning of the land;
3. the Planning Proposal be considered as low impact and be exhibited for a period of 14 days;
4. contamination investigation studies be undertaken in accordance with, and that satisfy the requirements of, Clause 6 of SEPP 55 - Remediation of Land and the Contaminated Land Planning Guidelines to confirm that the site is suitable for rezoning;
5. the Planning Proposal should be completed within 9 months;
6. the Director General (or an officer of the department nominated by the Director General) agree that the inconsistencies with s117 Directions 2.1 Environmental Protection Zones and 2.3 Heritage Conservation are of minor significance.
7. consultation be undertaken with the Department of the Commonwealth responsible for aerodromes in accordance with s117 Direction 3.5 and the Roads and Maritime Services.

Supporting Reasons :

The Planning Proposal will have a positive social and economic impact on Moree by providing additional construction and retail jobs. It will also provide better services to the heavy vehicle transport industry and the travelling public. It is considered that the proposal will not adversely impact upon the operation of the Moree Airport.

Signature:



Printed Name:

STEVE MURRAY

Date:

27 JANUARY 2012