

PLANNING PROPOSAL – MINOR AMENDMENTS - MOREE PLAINS SHIRE

December 2013

INTRODUCTION

Moree Plains LEP 2011 has now been in operation for over 12 months. As a result of early operational experience with the plan it has become evident that the plan would benefit from a series of minor changes. These changes, in summary are:

1. To make secondary dwellings permissible with consent from Council within the R5 Large Lot Residential Zone;
2. To make detached dual occupancies permissible with consent from Council within the RU1 Primary Production Zone and include certain restrictions on their location with a new clause;
3. To provide for additional flexibility relating to rural workers dwellings;
4. To amend a minor mapping anomaly where an area identified as R5 Large Lot Residential should remain as RU1 Primary Production;
5. To provide for a temporary worker accommodation, in particular to meet the needs of the agriculture and mining industries in the RU1 Primary Production Zone;
6. To make water storage facilities permissible with consent from Council within the RU1 Primary Production Zone;
7. To vary the minimum lot size map for land within the RU4 Primary Production Small Lots Zone at Ashley; and
8. To rezone a small area of B6 Enterprise Corridor Zone to R2 Low Density Residential Zone adjacent to the Moree Airport.

The Planning Proposal addresses each of these eight items under the various Parts below.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

1. **To make secondary dwellings permissible with consent from Council within the R5 Large Lot Residential Zone.** The intended outcome is to have secondary dwellings permissible within all residential zones. At the present time the R5 zone is the only residential zone not to permit secondary dwellings.
2. **To make detached dual occupancies permissible with consent from Council within the RU1 Primary Production Zone and include certain restrictions on their location with a new clause.** The intended outcome is to permit detached dual occupancies within the RU1 Zone while ensuring that they remain in close proximity to an existing dwelling, share the same access and remain on the same title by including an additional clause in the LEP.
3. **To provide for additional flexibility relating to rural workers dwellings.** The intended outcome is to permit more than one rural workers dwelling on land where this is justified by the agricultural operation of the land.
4. **To amend a minor mapping anomaly where an area identified as R5 Large Lot Residential should remain as RU1 Primary Production.** The intended outcome is to clarify the zoning of an area of land that has been inadvertently mislabelled R5 Large Lot Residential on the Land Zoning Map in the LEP.
5. **To provide for a temporary worker accommodation, in particular to meet the needs of the agriculture and mining industries.** The intended outcome is to provide for two types of accommodation for temporary workers. This would include permanently constructed accommodation for seasonal workers (for example for the cotton ginning industry) and also temporarily constructed accommodation for temporary workers such as mining camps.
6. **To make water storage facilities permissible with consent from Council within the RU1 Primary Production Zone.** The intended outcome is to permit water storage facilities as a use within the RU1 zone

7. **To vary the minimum lot size map for land within the RU4 Primary Production Small Lots Zone at Ashley.** The intended outcome is to vary the lot size map to require a minimum lot size of 10ha for the subdivision of land or the erection of a dwelling instead of the 20 ha currently required.
8. **To rezone a small area of B6 Enterprise Corridor Zone to R2 Low Density Residential Zone adjacent to the Moree Airport.** The intended outcome is to rezone an area of land from B6 to R2. This land is accessed from residential areas, and would not have direct access from adjoining B6 areas.

PART 2 – EXPLANATION OF PROVISIONS

The final drafting of amendments to the Moree Plains LEP 2011 is undertaken by Parliamentary Counsel. However, it is expected that the following changes to the LEP will be made as a result of this Planning Proposal.

1. To make secondary dwellings permissible within the R5 Zone;

Secondary dwellings are prohibited in the R5 Zone by the Moree plains LEP 2011. This is a drafting error made during the preparation of the comprehensive LEP. The inclusion of secondary dwellings within this zone would improve consistency by making them permissible within all residential zones.

It is proposed to insert "secondary dwellings;" in Subclause 3 of the Zone R5 Large Lot Residential Land Use Table.

2. To expand permissible uses within the RU1 Zone to include detached dual occupancies with certain restrictions;

People in the rural zone in particular wish a degree of separation between dwellings when undertaking a dual occupancy. This is particularly the case where a dual occupancy is occupied by older members of a farming family who want to remain "on the land" but not live in a household adjoining that of other family members.

Traditional reasons against supporting detached dual occupancies within the RU1 Zone relate to the loss of agricultural land, the potential for subdivision facilitating the dual occupancy on a separate allotment, and the impacts associated with additional access roads /tracks.

It is suggested that the best method of addressing these issues would be to include a local provision which includes heads of consideration that Council need to be satisfied with prior to granting consent. This would include requiring a shared access road, the dual occupancy being on the same title as the existing approved dwelling, and the dual occupancy being within 200 m of an existing approved dwelling.

There are existing controls on the minimum floor area and subdivision of dual occupancy developments already within the provisions of the Moree Plains LEP 2011.

It should be noted that within Moree Plains Shire, particularly within the RU1 Zone, the "homestead" area would typically be some 5 ha and would include not only a homestead building but a range of outbuildings and other facilities. This land is not part of land used for agricultural production and the proposed clause would ensure this was the case. The 200 m provision would keep any detached dual occupancy within the vicinity of the existing

homestead and would also ensure that no additional access road or track were provided which would ensure no additional impacts on agricultural land and would reinforce that the dual occupancy is part of the homestead group.

Consideration was given to utilising a Development Control Plan provision however these are non-statutory and it is considered that enhanced protection would be provided by the use of a local provision rather than relying on a DCP which can be varied by Council.

3. To provide for additional flexibility relating to rural workers dwellings

The Moree Plains LEP 2011 only permits one rural workers dwelling on land comprising of an agricultural or rural industry. This is more restrictive than in the former LEP. Several situations have arisen where there is a legitimate need for more than one rural workers dwelling on a large property. Recently gazetted LEPs have a slightly different 'rural workers' dwelling clause' that does not limit the number of rural workers dwellings, while still maintaining an appropriate set of "tests" for demand.

It is proposed to amend the clause relating to rural workers dwellings in line with other recently gazetted clauses such as the Tenterfield LEP 2013.

4. To amend a minor mapping anomaly where an area identified as R5 should remain as RU1

Map 4BA shows an area of land zoned RU1 Primary Production to the west of Birrawee Place, Moree but with a label of R5. This is a minor error and label is to be removed and the area is to remain Zoned RU1 Primary Production.

Maps showing this are attached. (Appendix C)

5. To provide for a temporary worker accommodation, in particular to meet the needs of the cotton and mining industries

There is a growing need for seasonal and longer term worker accommodation in particular for the cotton industry but also potentially for other rural and mining industries. At the present time there is no clear statutory path in Moree Plains LEP 2011 for providing such accommodation

It is proposed to introduce a local clause that includes the following objectives:

- to enable development for temporary workers' accommodation if there is a demonstrated need to accommodate employees due to the nature of the work or the location of the land on which that work is carried out,
- to ensure that temporary workers' accommodation is appropriately located,
- to ensure that the erection of temporary workers' accommodation is not likely to have a detrimental impact on the future use of the land or to conflict with an existing land use,
- to minimise the impact of temporary workers' accommodation on local roads and infrastructure.

The clause will only apply to the RU1 Primary Production Zone and will require the temporary workers' accommodation to be within 5 km of a mining lease or large scale infrastructure. Council must be satisfied that there is demand of the temporary workers' accommodation, it will not prejudice other development, water and sewerage treatment is provided and when no longer needed the land is restored to its previous condition.

It is proposed to define temporary workers' accommodation as: *any habitable buildings and associated amenities erected on either a permanent or temporary basis for the purpose of providing a place of temporary accommodation for persons employed to carry out large-scale infrastructure, including development for the purposes of an agricultural industry, rural industry, extractive industry, mining, renewable energy or an electricity transmission or distribution network.*

6. To make water storage facilities permissible with consent from Council within the RU1 Primary Production Zone

This provision is to correct a drafting error in the Moree Plains LEP 2011. It is proposed to insert "water storage facility;" in Subclause 3 of the Zone RU1 Primary Production Land Use Table.

7. To vary the minimum lot size map for land within the RU4 Primary Production Small Lots Zone at Ashley

The Moree Growth Management Strategy proposed a minimum lot size of 10ha. The Moree Plains LEP 2011 established a minimum lot size is 20 ha. Indications are that this size is not proving desirable in the market as both the cost of and the maintenance of allotments of this size is considered excessive by potential purchasers. 10ha is probably at the upper end of the range to allow this use to achieve its planning intent in that area.

It is proposed to amend the Lot Size Map for the RU4 zoned land around Ashley from 20ha to 10ha. Maps showing this are attached. (Appendix C)

8. To rezone an area of B6 Enterprise Corridor Zone to R2 Low Density Residential Zone adjacent to the Moree Airport.

As a result of the recent approval of the "Gateway Development" at South Moree, a subdivision pattern for the B6 area adjoining the Moree Airport has now been determined. A residual area of B6 land would occur, such land forming a logical extension of existing residential zoned at Amaroo. The proposal would provide a modest increase in residential land, in a flood-free location.

It is proposed to amend the Land Zoning Map and Lot Size Map for the area in South Moree to facilitate this rezoning. Maps showing this are attached. (Appendix C)

The land would adjoin the Moree Radar Facility, operated by the Bureau of Meteorology, and the proposed residential use would have lesser height implications than commercial development on the land which is currently able to occur under the B6 zoning. The height map for buildings surrounding the facility would continue to apply. Building heights of 8.1 m and upwards would be able to occur without breaching the referral surface to the Bureau. This would permit single storey development close to the facility, and double storey development further away.

The land would be affected by the Height Obstacle Limitation Surface for the Airport. This has referral triggers for development exceeding 7.6 m on a very small portion of the site; rising progressively across the site to 17.6 metres then to 27.6 metres. This would also permit single storey development to occur in affected areas without breaching height limit requirements; with two storey development being unproblematic across most of the site.

The land would not be affected by the 20 ANEF contours for Moree Airport. These have recently been revised, noting that newer aircraft are much quieter than the aircraft on which the last contour set (1999) were modelled, which did partially include the subject land within the ANEF 25 contour. Moree is not subject to flight training "circuits" and has relatively modest levels of general aviation. Route services are currently provided by Brindabella Airlines, and consist of 3 flights per weekday with one on Saturday and 2 on Sunday. The service aircraft is a BAE Jetstream J41 turboprop aircraft. The earliest arrival is 8:15 am, and the latest departure is 19:00 pm. There are no route service movements during sleep disturbance periods. There is no history of noise complaints from current airport operations, which includes some other existing residential uses within the 25 ANEF contour. Given both the low frequency of flights and the predictability of timing, noise is not anticipated as an issue. The main service aircraft has an Effective Perceived Noise in Decibels (EPNdB) of 76.8 which is consistent with latest generation turboprop aircraft. (Source: www.jetac.com; 28 October 2013).

A formal SEPP 55 review has been undertaken, as part of the subdivision of the land, and this did not identify any issues provided that spot sampling were undertaken with any building demolition. No building demolition is proposed or required.

In summary, although the land is affected by a number of constraints, it is considered suitable for residential development on the basis of continuity with other residential areas and also lack of issues on nearby residential lands of similar character. The proposed mapping changes are included in Appendix C. The current ANEF and height maps from the Draft Moree Regional Airport Master Plan 2013 are provided at Appendix D.

PART 3 – JUSTIFICATION

Section A. Need for the Planning Proposal

Is the Planning Proposal a result of any strategic study or report?

This Planning Proposal is not the result of a specific study or report. This issues that this Planning Proposal addresses have been identified through operational experience with the new LEP.

The Planning Proposal is consistent with the Moree Plains Growth Management Strategy which underpins Moree Plains LEP 2011. Specific justification for each of the proposed changes is outlined in Part 2 of this Planning Proposal.

Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A Planning Proposal is required for statutory reasons.

Section B. Relationship to Strategic Planning Framework

Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The proposal is consistent with the objectives and actions of the applicable regional strategy. In particular, the proposal has been considered against the provisions of the New England North West Strategic Regional Land Use Plan.

The proposal is considered to be consistent with the following identified relevant areas for the reasons as stated:

Economic Development and Employment

The proposal would facilitate the use of land for development and employment.

Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

The proposal is consistent with the Moree Growth Management Strategy which identifies, in particular, an appropriate size for RU4 land at Ashley. The proposed rezoning of land near the Moree Airport to R2 Low Density Residential is a logical extension of the residential zone and would provide appropriate land uses adjacent to the neighbouring B6 zoned land. There is a dedicated chapter in Council's Development Control Plan 2013 on the neighbouring B6 land. Other changes are of minor consequence and are not contrary to the relevant planning strategies.

Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal is consistent with applicable State Environmental Planning Policies (refer to Appendix A).

Is the Planning Proposal consistent with applicable Ministerial Directions (s. 117 directions)?

Refer to Appendix B.

Section C. Environmental, Social and Economic Impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No additional adverse effects are anticipated, subject to normal merit assessment of development.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No significant environmental effects are anticipated, in particular given proposed requirements on temporary worker's accommodation.

How has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal would enhance the operation of both existing and likely future agricultural industries, mining industries and the like through the development of a framework for temporary workers' accommodation. No other provisions of the Proposal are considered to have significant social or economic effects.

Is there adequate public infrastructure for the planning proposal?

There are no additional infrastructure implications from the proposal except for the provision of temporary workers accommodation. The proposed Clause requires specific consideration of infrastructure requirements to support such housing.

What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination?

No specific consultations have been undertaken other than the consultations undertaken with Draft Moree Plains LEP 2011. Additional consultations are proposed following a Gateway Determination. These would include the Bureau of Meteorology and the Moree Airport Manager, together with Air Services Australia. Should the Gateway Determination identify any additional consultations these would be undertaken.

PART 4 – MAPPING

Proposed mapping changes are as described in Appendix C and D.

PART 5 – COMMUNITY CONSULTATION

Community consultation would commence by giving notice of the public exhibition of the planning proposal:

- a) in the Council's news page of the Moree Champion; and on Council's web-site at www.mpsc.nsw.gov.au;

Public exhibition of the Planning Proposal would be for 14 days.

The written notice would provide:

- b) a description of the objectives or intended outcomes of the planning proposal; the land affected by the planning proposal; advise and when the planning proposal can be inspected; give the name and address of the Council for the receipt of submissions; and indicate the last date for submissions.

During the exhibition period, the following material will be made available for inspection:

- c) the planning proposal, in the form approved for community consultation by the Director General of Planning; the gateway determination; and any studies or reports relied upon by the planning proposal (such as the Growth Management Strategy and the Report to Council).

Public exhibition of the Planning Proposal would be carried out in accordance with the requirements of the EPA Act, EPA Regulations and the Gateway determination.

PART 6 – PROJECT TIMELINE

The anticipated project timeline for completion of the Planning Proposal is outlined in Table 1.

Table 1 - Project Timeline

Task	Anticipated timeframe
Date of Gateway Determination	Late December 2013
Completion of required technical information, studies	Complete
Government agency consultation (pre exhibition as required by Gateway Determination)	No additional pre-exhibition consultation is anticipated.
Any changes made to Planning Proposal resulting from technical studies and government agency consultations. Resubmit altered Planning Proposal to Gateway panel. Revised Gateway determination issued, if required.	No specific changes are anticipated.
Commencement and completion dates for public exhibition.	Early January 2013 for 14 days
Dates for public hearing	None likely to be required
Consideration of submissions, report from public hearing and Planning Proposal post exhibition	None likely to be required
Date of submission of proposal to Department to finalise the LEP.	April 2014

Appendix A: Consideration of State Environmental Planning Policies

SEPPs apply to the Moree Plains local government area, as at 30th of May 2013. These are as set out in Table 2, below:

Table 2 – SEPPS applying to Moree Plains LGA

SEPP	Relevant	Consistent	Comment
No. 6 Number of Storeys in a Building	No	n/a	Proposal does not involve changes to any buildings.
No. 21 Caravan Parks	No	n/a	The proposal would not affect items addressed by the SEPP
No. 22 Shops and Commercial Premises	No	n/a	No shops and commercial premises would be affected. The B6 land is currently undeveloped.
No. 30 Intensive Agriculture	Yes	Yes	Parts of the proposal would enhance the successful operation of intensive agriculture and rural industries.
No. 32 Urban Land Consolidation (Redevelopment of Urban Land)	No	n/a	The proposal would not lead to the re-development of urban land as described in the SEPP.
No. 33 Hazardous and Offensive Development	No	n/a	No areas involving hazardous or offensive development would be affected. Should temporary workers' accommodation be sought for such development the 5km proximity criterion would provide ample buffers to such development.
No. 36 Manufactured Home Estates	No	n/a	The proposal would not affect items addressed by the SEPP
No. 44 Koala Habitat Protection	No	n/a	No rezonings are proposed that would affect koala habitat. The provisions of the SEPP would continue to apply to any land the subject of an application following the proposed changes.
No. 50 Canal Estate Development	No	n/a	Proposal would not affect canal estates.
No. 55 Remediation of Land	No	n/a	None of the land is identified as requiring remediation. The provisions of the SEPP would continue to apply to any land the subject of an application following the proposed changes.
No. 62 Sustainable Aquaculture	No	n/a	Proposal does not affect any relevant land.
No. 64 Advertising and Signage	No	n/a	Proposal would not affect items addressed by the SEPP

Appendix A: Consideration of State Environmental Planning Policies

SEPP	Relevant	Consistent	Comment
No. 65 Design Quality of Residential Flat Development	No	n/a	Proposal would not affect items addressed by the SEPP.
Housing for Seniors or People with a Disability 2004	Yes	Yes	Proposal would facilitate additional scope for secondary dwellings.
Building Sustainability Index: BASIX 2004	No	n/a	Proposal would not affect items addressed by the SEPP
Major Development 2005	Yes	Yes	The Proposal through providing for temporary workers' accommodation would facilitate development types addressed by the SEPP.
Mining, Petroleum Production and Extractive Industries 2007	Yes	Yes	The Proposal through providing for temporary workers' accommodation would facilitate development types addressed by the SEPP.
Temporary Structures 2007	No	n/a	Proposal would not affect items addressed by the SEPP
Infrastructure 2007	Yes	Yes	The Proposal through providing for temporary workers' accommodation would facilitate development types addressed by the SEPP.
Rural Lands 2008	Yes	Yes	Proposal for detached dual occupancies in the RU1 Zone would be consistent with the matters for consideration at Clause 10 of the SEPP. The Proposal would not lead to additional subdivision of rural lands.
Exempt and Complying Development Codes 2008	No	n/a	Proposal would not affect items addressed by the SEPP
Affordable Rental Housing 2009	Yes	Yes	Proposal would facilitate additional flood free housing including secondary dwellings which represent affordable housing.
SEPP (State and Regional Development) 2011	Yes	Yes	The Proposal through providing for temporary workers' accommodation would facilitate development types addressed by the SEPP
Draft State Environmental Planning Policy (Competition)	No	n/a	Proposal would not affect items addressed by the SEPP. This SEPP is now beyond the 3 year timeframe requiring consideration.

Appendix B: Consideration of Section 117 Directions

The planning proposal is consistent with the applicable Section 117 directions. Refer to the Checklist against the Section 117 Directions set out in Table 3, below.

Table 3 – Section 117 Directions Consistency

1. Employment and Resources

Direction	Relevant	Consistent	Reason
1.1 Business and Industrial Zones	No	n/a	No industrial zones are affected. The proposal would slightly reduce the area of the B6 Zone. This zone was significantly expanded in Moree Plains LEP 2011 and there is no pressure on the zone. The area remaining still represents a major increase over the previous provision. The proposal is inconsistent, however in the circumstances of the case is considered to be of minor significance.
1.2 Rural Zones	Yes	Partially	Specific provisions have been incorporated to protect agricultural land. The proposed increase in density in land zoned RU4 at Ashley is consistent with the Moree Plains Growth Management strategy and is therefore in accordance with the inconsistency provisions at Clause 5.
1.3 Mining, Petroleum Production and Extractive Industries	No	n/a	No changes to these industries are proposed.
1.4 Oyster Aquaculture	No	n/a	Does not apply to any of the land within the proposal
1.5 Rural Lands	Yes	Yes	The Direction applies as a minimum lot size is being varied for RU4 zoned land at Ashley. The Proposal is consistent with SEPP (Rural Lands) 2008 as outlined above.

2. Environment and Heritage

Direction	Relevant	Consistent	Reason
2.1 Environment Protection Zones	No	n/a	Proposal would not alter provisions relating to protection and conservation of environmentally sensitive areas.
2.2 Coastal Protection	No	n/a	Land is not within the Coastal Zone.
2.3 Heritage Conservation	No	n/a	The proposal would not alter existing provisions related to the conservation of heritage items.

Appendix B: Consideration of Section 117 Directions

Direction	Relevant	Consistent	Reason
2.4 Recreation Vehicle Areas	No	n/a	The Proposal would not affect existing restrictions on development of land for recreational vehicles.

3. Housing, Infrastructure and Urban Development

Direction	Relevant	Consistent	Reason
3.1 Residential Zones	Yes	Yes	The proposal would encourage wider variety and choice of housing within the R5 Zone, make better use of existing infrastructure, and reduce the consumption of land for housing. Additional land would be provided within the R2 zone adjoining existing development. Existing provisions ensure satisfactory servicing arrangements.
3.2 Caravan Parks and Manufactured Home Estates	No	n/a	Provisions relating to an existing Caravan Park and its permissibility would not be changed.
3.3 Home Occupations	No	n/a	Provisions relating to home occupations would not be affected
3.4 Integrating Land Use and Transport	No	n/a	Provisions relating to integrating land use and transport would not be affected.
3.5 Development Near Licensed Aerodromes	No	n/a	Provisions would affect land near Moree Airport with some land proposed for rezoning to residential. Consultation has occurred with the Airport Manager. Development can occur within the current OLS provisions which are included in the current LEP. No land would be rezoned that exceeds the 20 ANEF contour. The current LEP already includes reference to AS 2021-2000. The proposal would therefore be consistent with the Direction.
3.6 Shooting Ranges	No	n/a	No land is close to a shooting range.

4. Hazard and Risk

Direction	Relevant	Consistent	Reason
4.1 Acid Sulfate Soils	No	n/a	Land is unaffected by acid sulfate soils
4.2 Mine Subsidence and Unstable Land	No	n/a	Land is unaffected by mine subsidence

Appendix B: Consideration of Section 117 Directions

Direction	Relevant	Consistent	Reason
4.3 Flood Prone Land	Yes	Yes	Relevant provisions are included within MPLEP 2011. The proposed residential rezoning is flood free.
4.4 Planning for Bushfire Protection	Yes	Yes	The Proposal may facilitate development on bushfire prone lands. The requirements of Planning for Bushfire Protection would apply to any development applications.

5. Regional Planning

Direction	Relevant	Consistent	Reason
5.1 Implementation of Regional Strategies	No	n/a	No regional strategy applies
5.2 Sydney Drinking Water Catchments	No	n/a	Land is not within a water catchment
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	No	n/a	Land is not on the NSW Far North Coast
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	No	n/a	Land is not on the NSW Far North Coast
5.8 Second Sydney Airport: Badgerys Creek	No	n/a	Land is not within the relevant area

6. Local Plan Making

Direction	Relevant	Consistent	Reason
6.1 Approval and Referral Requirements	Yes	Yes	No additional concurrence, consultation or referral procedures are included
6.2 Reserving Land for Public Purposes	Yes	Yes	No existing zonings or reservations would be affected and no new zonings or reservations are proposed
6.3 Site Specific Provisions	Yes	Yes	The proposal affects specific sites, but does not change the zone or introduce additional uses with the exception of the change of zone near Moree Airport, where a zone change is proposed to facilitate residential development.

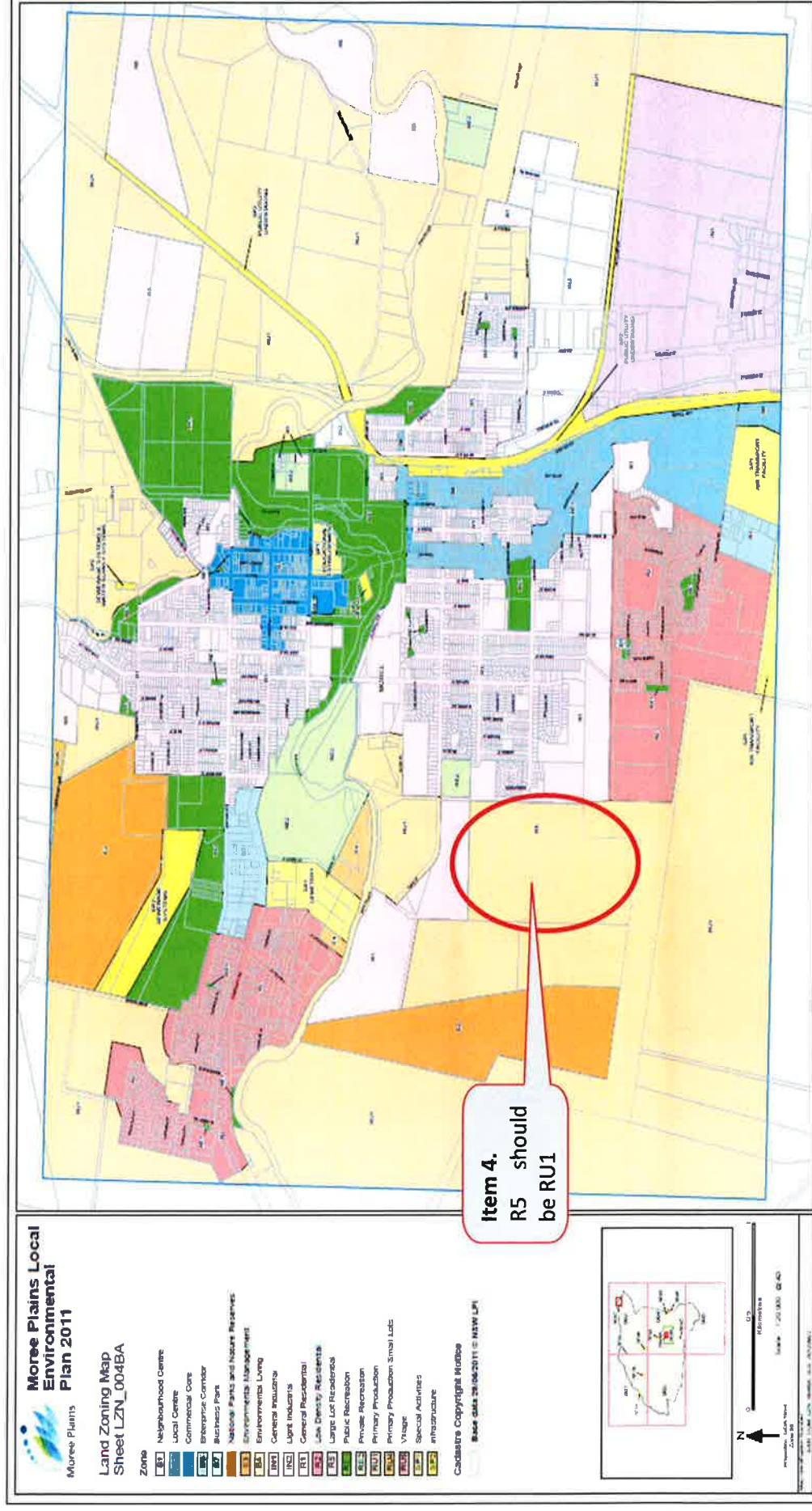
Appendix B: Consideration of Section 117 Directions

7. Metropolitan Planning

Direction	Relevant	Consistent	Reason
7.1 Implementation of the Metropolitan Strategy	No	n/a	Land is not within the Metropolitan area

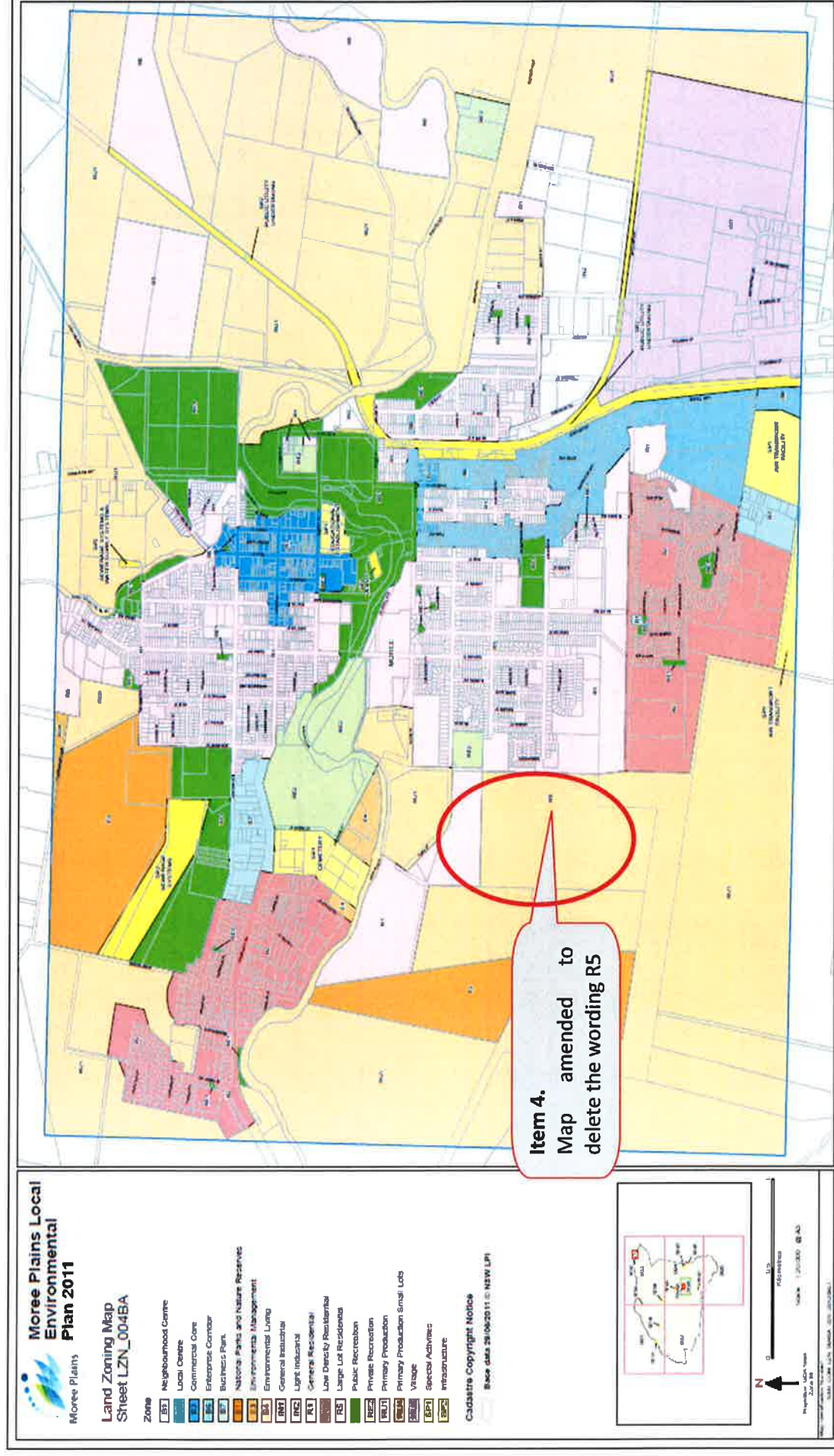
LZN_004BA Existing Map

- Appendix D: ANEF and Height Mapping – Moree Airport



LZN_004BA Proposed Map

- Appendix D: ANEF and Height Mapping – Moree Airport



LSZ_004 Existing Map



**Moree Plains Local
Environmental
Plan 2011**

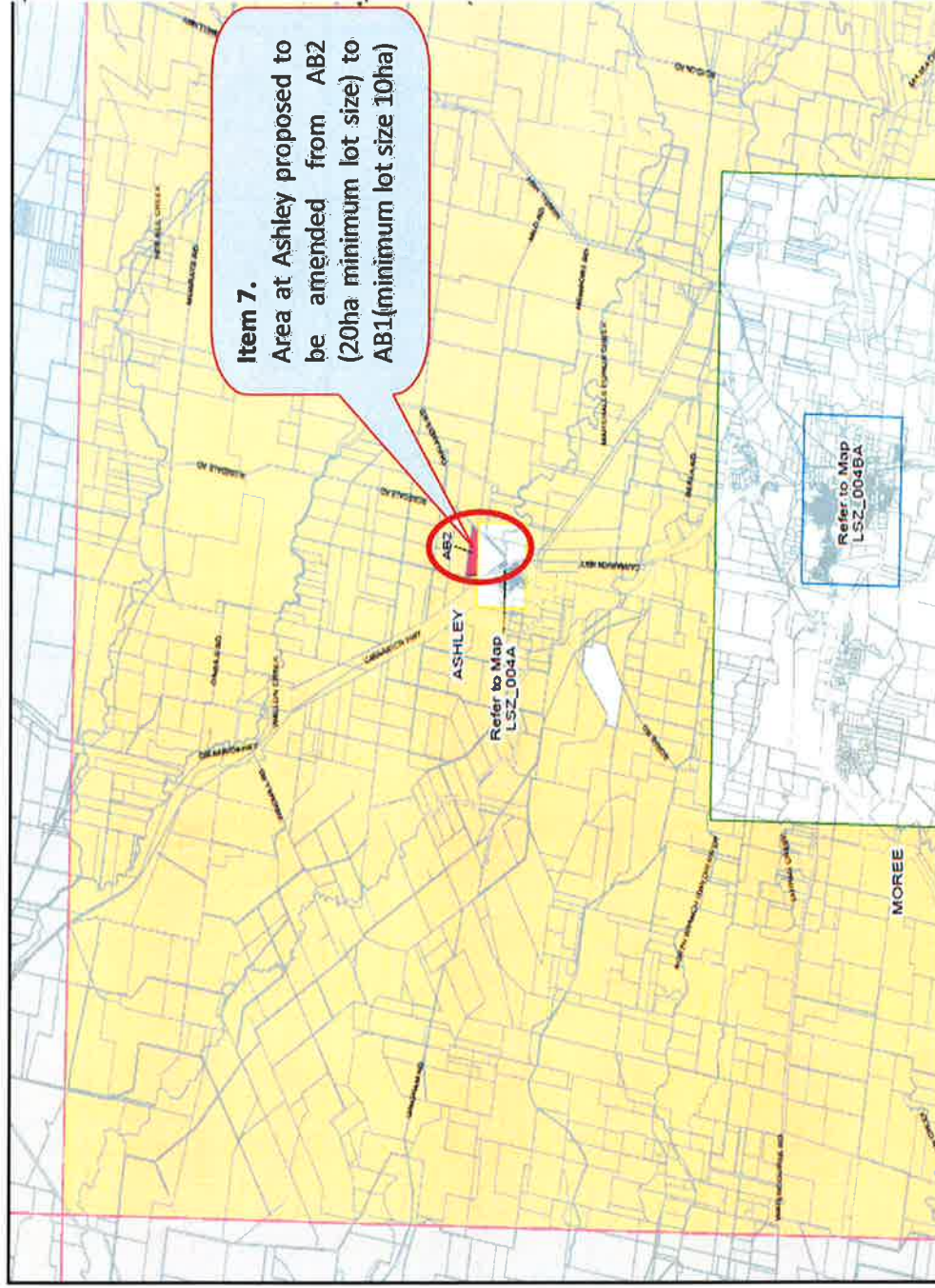
**Lot Size Map
Sheet LSZ_004**

Minimum Lot Size (m²)

O	650
Q	700
S	800
U	1,000
	2.5 ha
AA	5 ha
AB1	10 ha
AB2	20 ha
AD	100 ha

Cadastre

Base data 29/06/2011 © NSW LPM



- Appendix D: ANEF and Height Mapping – Moree Airport

LSZ_004 Proposed Map



Moree Plains Local Environmental Plan 2011

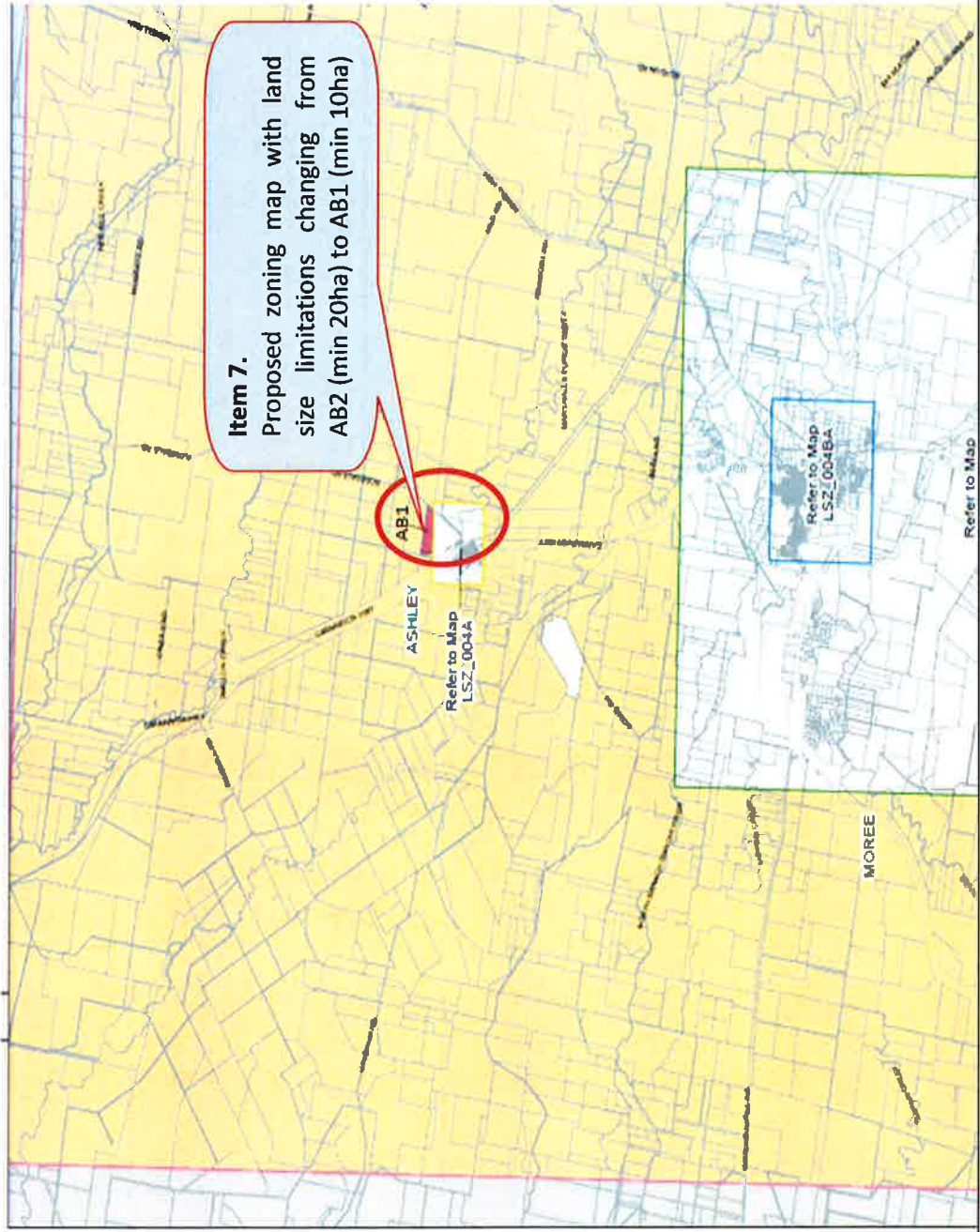
Lot Size Map Sheet LSZ_004

Minimum Lot Size (m²)

O	650
Q	700
S	800
	1,000
	2.5 ha
AA	5 ha
AB1	10 ha
AB2	20 ha
AD	100 ha

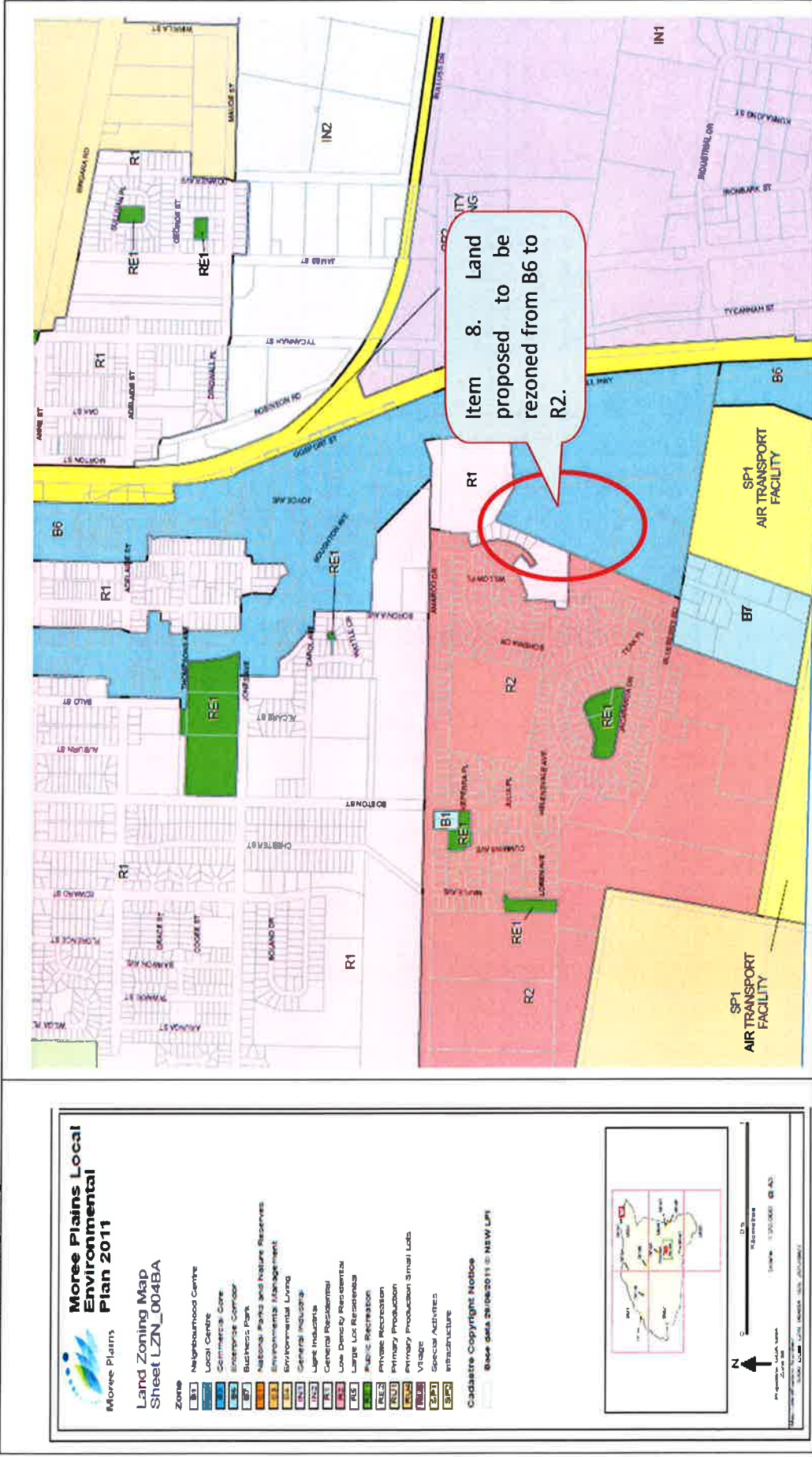
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Base data 29/06/2011 © NSW LPMA



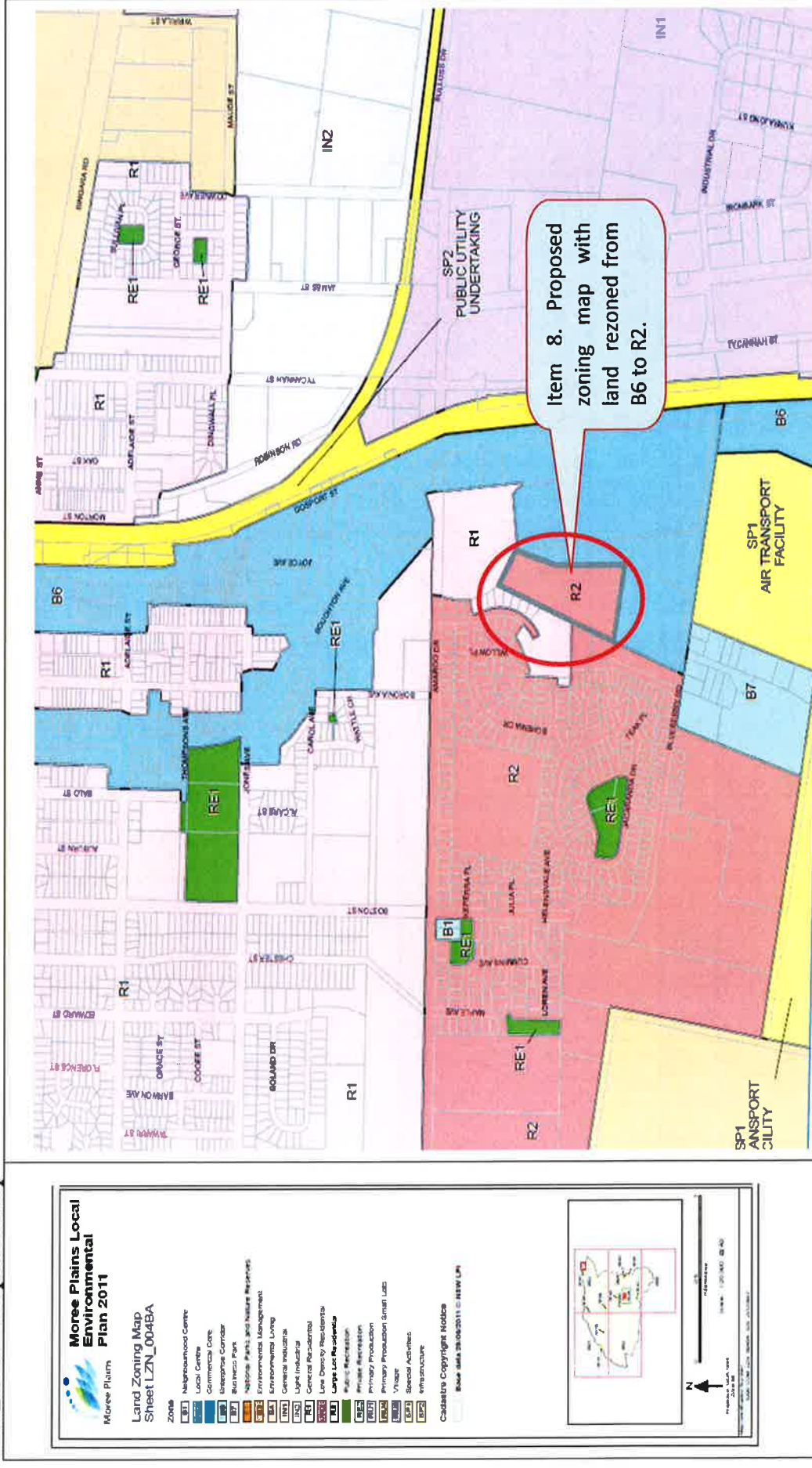
• Appendix D: ANEF and Height Mapping – Moree Airport

LZN_004BA Existing Map



• Appendix D: ANEF and Height Mapping – Moree Airport

LZN_004BA Proposed Map



- **Appendix D: ANEF and Height Mapping – Moree Airport**

