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Planning Proposal Report

Rezoning of land at Craigie Lea Lane – Narromine Heavy
Industrial Precinct.

Client: Narromine Shire Council

Site Address: 397 Craigie Lea Lane, Narromine

22 May 2024

Our Reference: 40038-PR01_C 1

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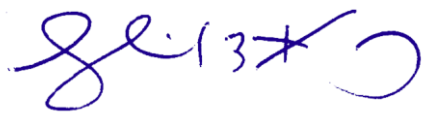
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Project Name:	Planning Proposal Report for
Client:	Narromine Shire Council
Project Number:	40038
Report Reference:	40038-PR01_C 1
Date:	11 June 2024

Prepared by:	Reviewed by:
	
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1. INTRODUCTION

1.1. Background of development around the Planning Proposal area.

Inland Rail Network

The Australian Government has committed to delivering a significant piece of national transport infrastructure by constructing a high-performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. Inland Rail is a major national program that will enhance Australia's existing national rail network and serve the interstate freight market. The Inland Rail route, which is about 1,700 kilometres (km) long, involves:

- Using the existing interstate rail line through Victoria and southern NSW
- Upgrading about 400 km of existing track, mainly in western NSW
- Providing about 600 km of new track in NSW and south-east Queensland.

The Inland Rail Program has been divided into 13 sections, 7 of which are in NSW. The objectives of the Inland Rail Program are to:

- Provide a rail link between Melbourne and Brisbane that is interoperable with train operations to Perth, Adelaide, and other locations on the standard-gauge rail network, to serve future rail freight demand, and stimulate growth for inter-capital and regional/bulk rail freight;
- Provide an increase in productivity that will benefit consumers through lower freight transport costs;
- Provide a step-change improvement in rail-service quality in the Melbourne to Brisbane corridor and deliver a freight rail service that is competitive with road;
- Improve road safety, ease congestion and reduce environmental impacts by moving freight from road to rail;
- Bypass bottlenecks within the existing metropolitan rail networks, and free up train paths for other services along the coastal route; and
- Act as an enabler for regional economic development along the Inland Rail corridor.

Narromine sits along the path of the Inland Rail, serving as a crucial junction linking two significant inland rail projects: the Narromine to Narrabri and Parkes to Narromine lines.

Narwonah Material Distribution Centre

The Narwonah Material Distribution Centre (MDC) forms a key component of the Inland Rail Program. It is in regional NSW, south of the township of Narromine (Figure 1). The proposed MDC is used for temporary track material storage and management prior to their distribution to multiple Inland Rail projects and sections across NSW, including Narromine to Narrabri (N2N).

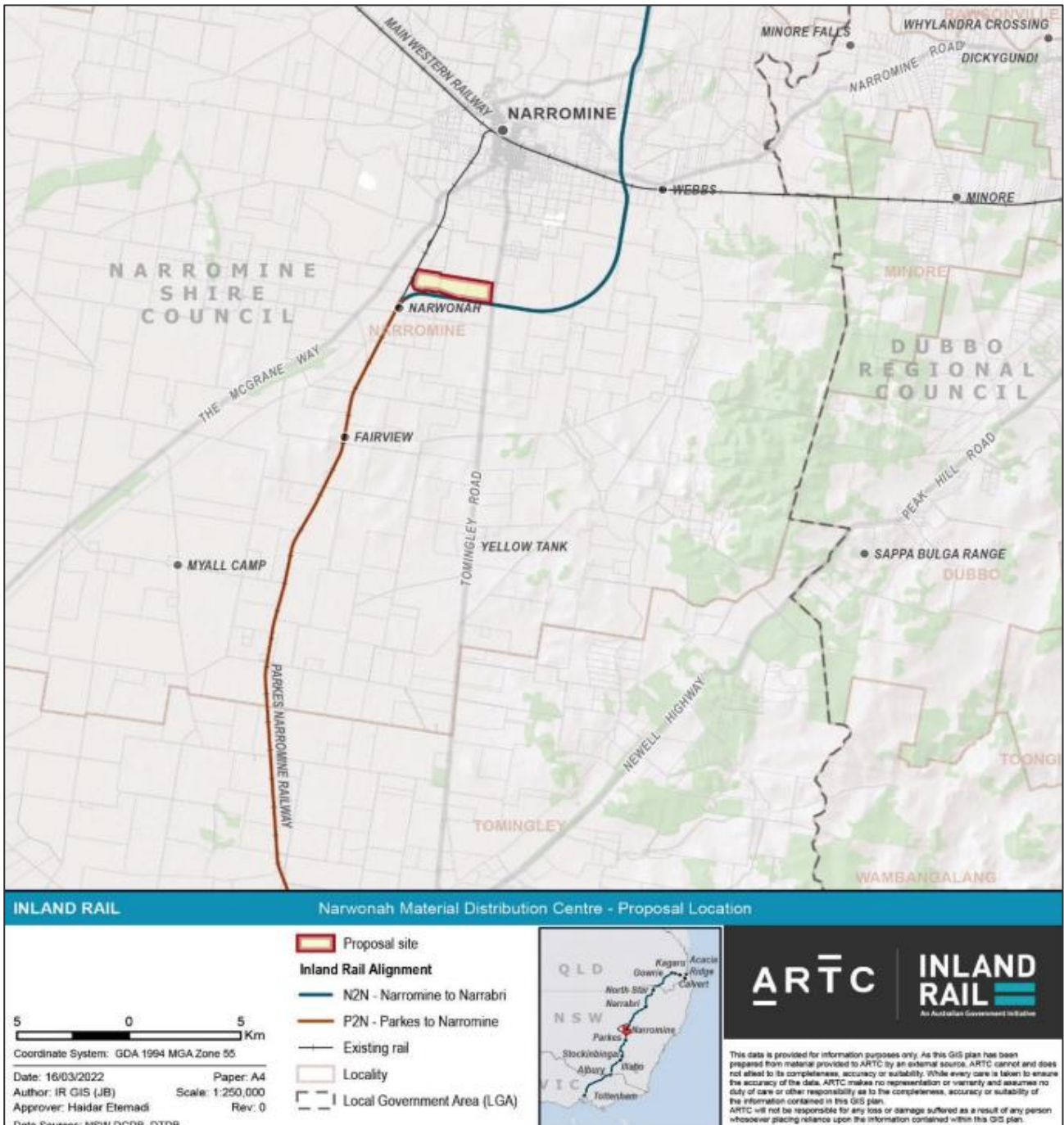


Figure 1: Inland Rail Alignment (Narwonah Material Distribution Centre)
Source: Inland Rail (Edited by Barnson Pty Ltd)

Narromine Heavy Industrial Precinct

In February 2021, the NSW Government affirmed its support for the Narromine Heavy Industrial Precinct and Freight Exchange by successfully securing \$9 million in funding from the Growing Local Economies Fund. The Industrial Hub, covering approximately 100 hectares, is designed to accommodate a total of 29 allotments for industrial use across various sectors.

Presently, the provisions of the Narromine Local Environmental Plan 2011 are not conducive to the further subdivision or development of the land adjoining the MDC area. Therefore, Narromine Shire Council is seeking to introduce amendments to the LEP to establish a viable framework for the continued development of the land.

Craigie Lea Lane Road Upgrade

Narromine Shire Council is currently preparing the environmental assessment for the proposed public road upgrades of Craigie Lea Lane Road. The upgrades include the sealing and widening of Craigie Lea Lane Road from the intersection of Tomingley Road to McGrane Way. The upgrades will allow for two-way traffic and has been upgraded to support the MDC and service industrial uses that will be accommodated within the future Heavy Industrial Precinct.

1.2. Planning Proposal

Narromine Shire Council has engaged Barnson Pty Ltd to assist with the preparation of a Planning Proposal affecting a portion of (referred to as the site) 397 Craige Lea Lane, Narromine, legally described as Lot 2 in Deposited Plan 1294897, that seeks to amend the *Narromine Local Environmental Plan 2011* by way of:

1. Land Rezoning - The Planning Proposal aims to revise the existing land zoning of the property by introducing an E5 – Heavy Industrial Land Zone to a specific area within the site.
2. Adoption and modification of Land Use Table - The proposal involves incorporating the E5 – Heavy Industrial Land Use Table into the Local Environmental Plan (LEP) and adjusting the land use table to establish specific objectives and type of development that are permissible in the zone. These objectives are designed to guide the future development of the site in alignment with the strategic vision, which focuses on supporting the agriculture industry and facilitating freight exchange.
3. Adjustment Minimum Allotment Size Adjustment to the current Minimum Allotment Size requirements are proposed to facilitate the orderly and economic subdivision of RU1 – Primary Production zoned land and subdivision of E5 – Heavy Industrial zoned land.

Consistent with the NSW Government Planning & Environment's *Planning Proposals: Local Environmental Plan Making Guideline* (the Guide), this Planning Proposal has been prepared in the following format:

- Part 1 – Objectives or intended outcomes
- Part 2 – Explanation of Provisions
- Part 3 – Justification and strategic and site-specific merit
- Part 4 – Maps
- Part 5 – Community Consultation
- Part 6 – Project Timeline

1.3. Proponent

The proponent for this Planning Proposal is Narromine Shire Council.

1.4. Consultant

Josh Eagleton

Barnson Pty Ltd

Suite 34/361 Harbour Drive

Coffs Harbour NSW 2450

1.5. Supportive Documentation

This Planning Proposal is backed by various documents and specialist consulting reports, all cited within this Planning Proposal document. These materials can be found at Attachment A - Supportive Document, referred as "Attachment A" through this report.

2. PLANNING PROPOSAL AREA

2.1. Location and Title

Land impacted by the Proposal

The parcel impacted by the planning proposal has been identified as Lot 2 DP1294897. Presently, Lot 2 is divided into two distinct sectors, referred to herein as the eastern and western portions, as outlined in Figure 2. A copy of the Deposited Plan has been provided at Attachment A. Notably, the proposed alteration to the land zoning affects only 99.65ha (part of eastern portion of Lot 2) whilst the alteration to the minimum allotment size relates to all portions (east and west) of Lot 2, as delineated in Figure 3 below.

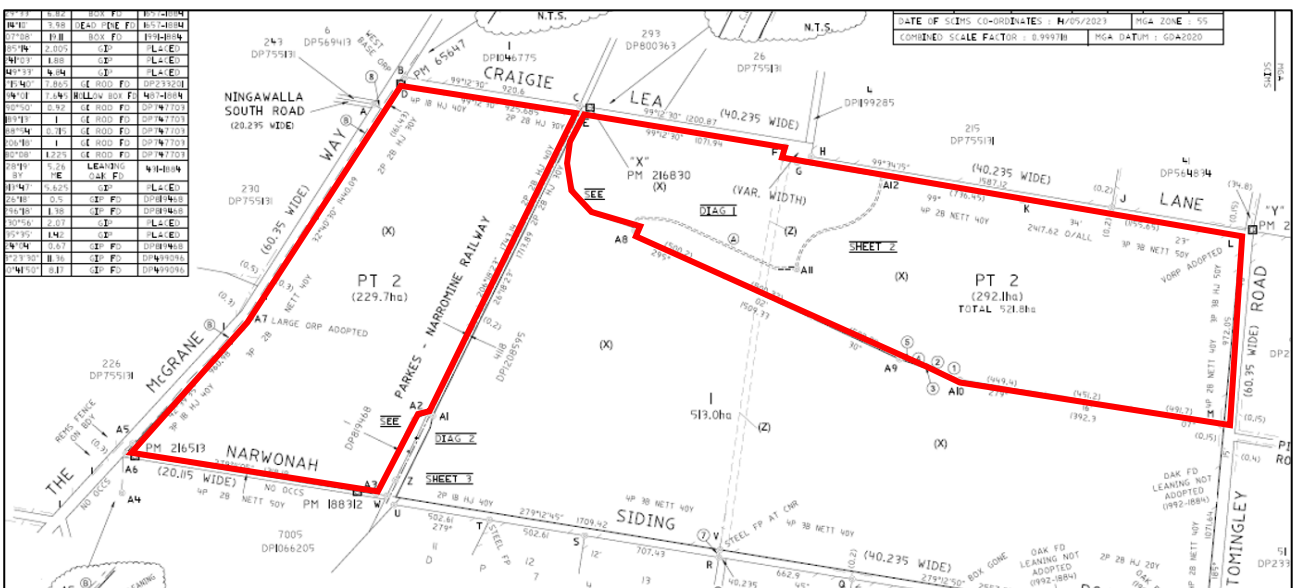


Figure 2: Existing Deposited Plan of Lot 2 in DP 1294897

Source: Deposited Plan

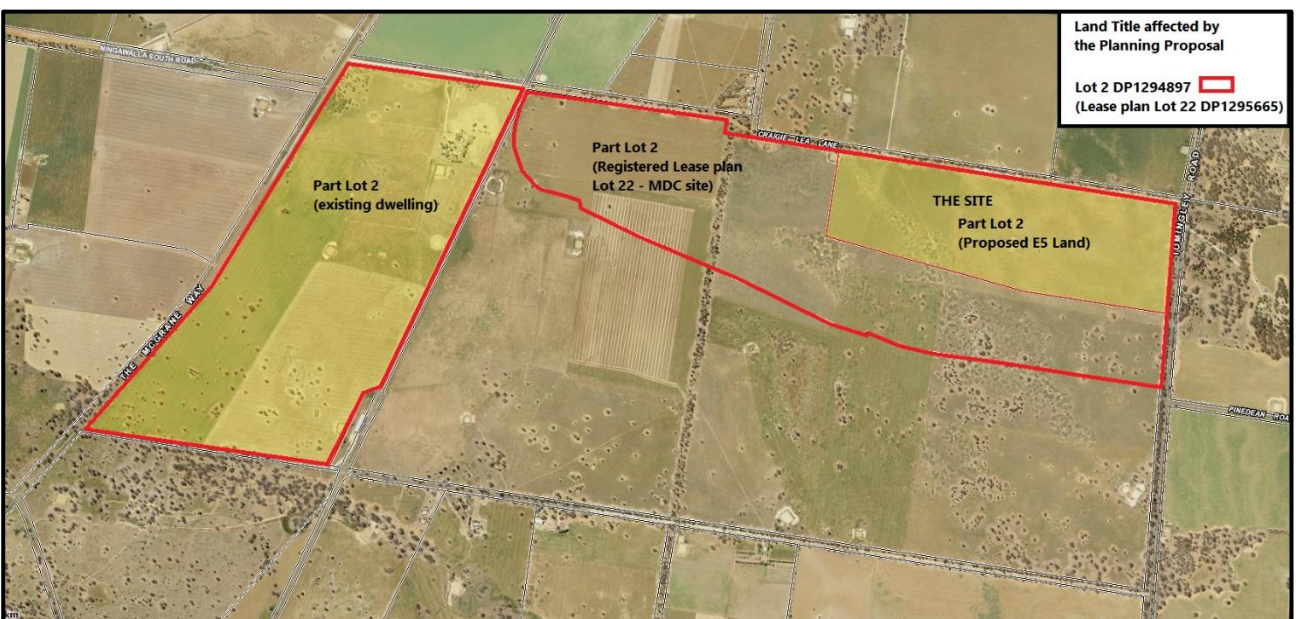


Figure 3: Aerial Image of Lot 2 in DP 1294897.

Source: SIXMAPS (Edited by Barnson Pty Ltd)

Table 1 below provides a breakdown of each allotment.

Table 1: Land affected by the Planning Proposal

Existing Lot	Location	Details	Area
Pt 2 (DP1294897)	Western Side of Railway	Supports existing dwelling – Minimum Allotment Size Reduction	229.7ha
Pt 22 (DP1295665)	Eastern Side of Railway	Lease Plan for MDC - Lot 22 DP1295665 registered on the title - Minimum Allotment Size Reduction	192.5ha
Pt 2 (DP1294897)	Eastern Side of Railway	Proposed to be zoned E5 and Minimum Allotment Size Reduction	99.6ha

Table 2 Provides a summary of the key attributes of the site.

Table 2: Subject Land Details Summary

Street Address:	397 Craigie Lea Lane
Suburb:	Narromine
Subject Land Property Description:	Part Lot 2 in Deposited Plan 1294897
Existing Land Zone Land Zoning:	RU1 – Primary Production
Local Government Area:	Narromine Shire Council

A copy of the titles and deposited plans have been provided at Attachment A.

Image 1 -3 below depicted the site. The pictures were taken in November 2023 by Barnson.



Image One: Craigie Lea Lane

Image One captures the view facing east along Craigie Lea Lane, featuring the site on the right side of the photograph. The lane is presently an unsealed road situated within a 40-metre road reserve, lined with vegetation on both sides. It's important to note that Craigie Lea Lane is currently undergoing a Part 5 Environmental Assessment that proposes road upgrade.



Image Two: Junction of Craigie Lea Lane and Tomingley Road

Image Two was captured at the junction of Craigie Lea Lane and Tomingley Road. In contrast to Craigie Lea Lane, Tomingley Road is a paved two-way road and located within a 65-metre wide road reserve. Functioning as an arterial road, Tomingley Road serves as a vital connection linking Narromine CBD, the site, and the surrounding areas to Tomingley and the Newell Highway (zoned SP2 Infrastructure).



Image Three: Site

Image Three was taken from the northeastern corner of the site, offering a southwest view across the land affected by this Planning Proposal and the broader Material Distribution Centre (MDC) area. The terrain is level and predominantly clear of vegetation, with only some vegetation along the road frontage or on the eastern and western sides of the allotment.

2.2. Existing Land Use

The site is located within the Local Government Area (LGA) of Narromine Shire and is therefore subject to the provisions of the *Narromine Local Environmental Plan 2011* (NLEP 2011). The NLEP 2011 establishes a policy framework for land use planning decisions and guides the community in terms of how land can and cannot be used within the Shire. The site is zoned RU1 – Primary Production (Refer to Figure 4 below). The site is located approximately seven (7) kilometres south of the Narromine Central Business District and is generally surrounded by other similar rural product allotments. There are several surrounding land uses, which includes a railway siding, MDC, cropping and livestock grazing in proximity to the site. The site sits approximately 1.5 kilometres south of the existing R5 – Large Lot Residential precinct that is situated along Tomingley Road, known as “Villeneuve Estate”. – Figure 4.

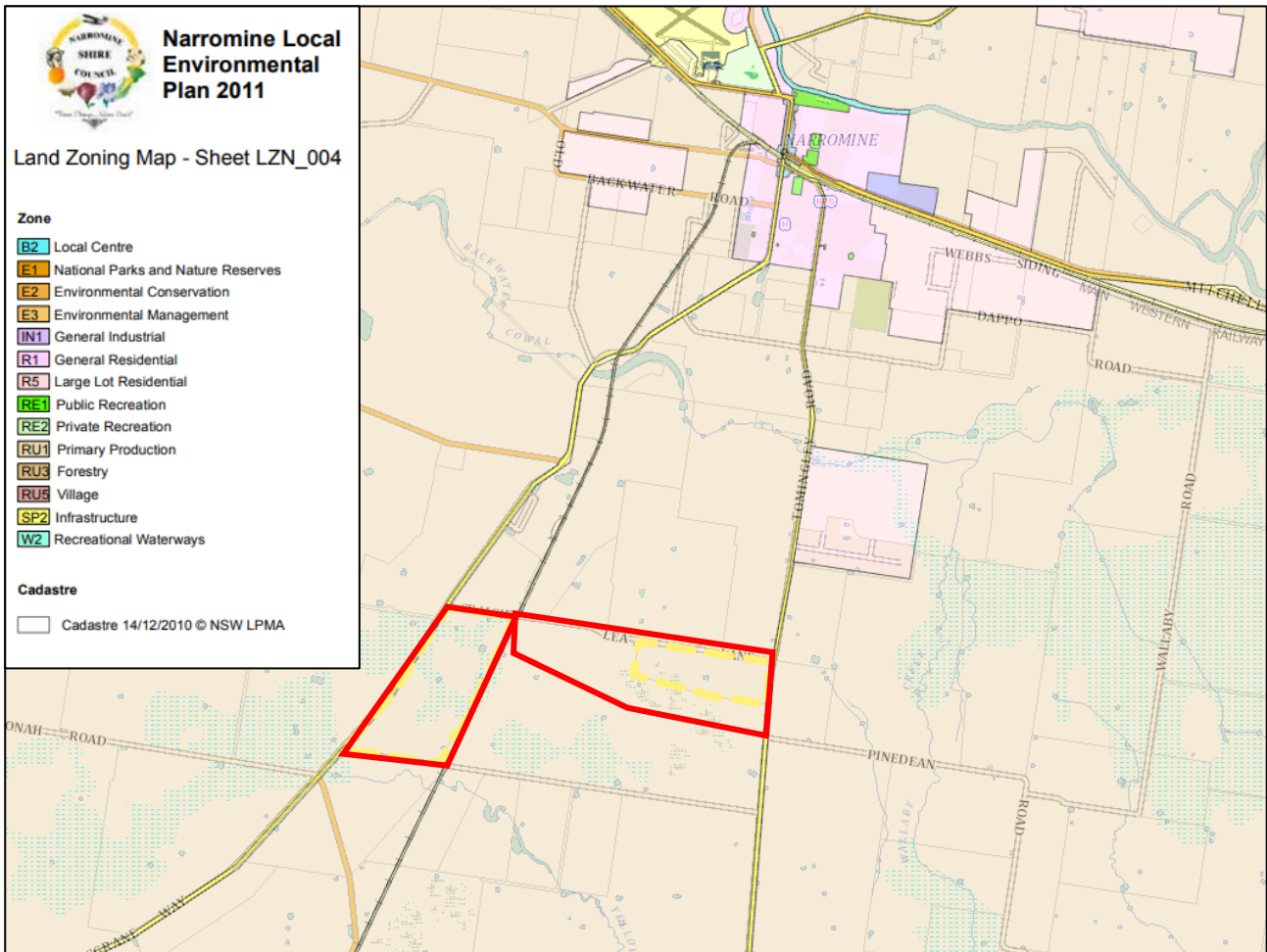


Figure 4: Existing Land Use Zones – Narromine Local Environmental Plan 2011
Source: NLEP 2011 – Edited Barnson Pty Ltd

2.3. Existing Lot Size

The current Minimum Allotment Size for the subject site is 400 hectares under the NLEP 2011 – Figure 5. It is noteworthy that the land zoned RU1 Primary Production typically adheres to a 400-hectare Minimum Allotment Size. However, a small section of RU1 Land, located opposite the property, has a minimum allotment size of 80 hectares (which was historically addressed through a Planning Proposal 2014/05).

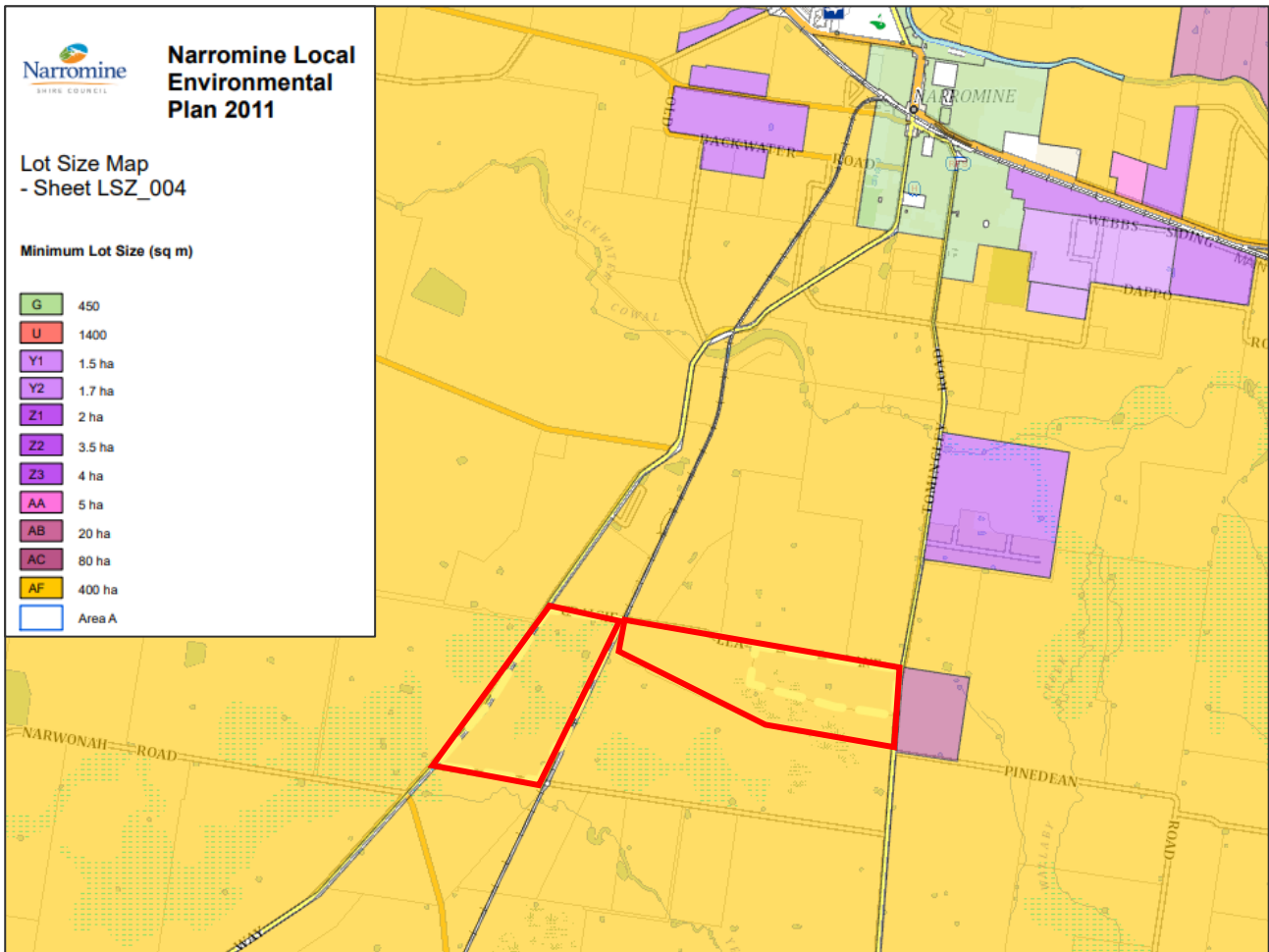


Figure 5: Existing Minimum Allotment Size – Narromine Local Environmental Plan 2011
Source: NLEP 2011 – Edited Barnson Pty Ltd

2.4. Topography

Barnson was engaged to undertake a site survey in this area, and the results have been incorporated into Figure 6 and within Attachment A, providing an illustration of the site and its topographic slope. The landscape generally slopes from Tomingley Road to the west, decreasing from approximately 248m AHD to 244m AHD, resulting in a 4-metre descent over a distance of about 1.5 kilometres. Despite the predominantly level nature of the site, there is a noticeable overland flood path running through the centre and along the southern boundary.

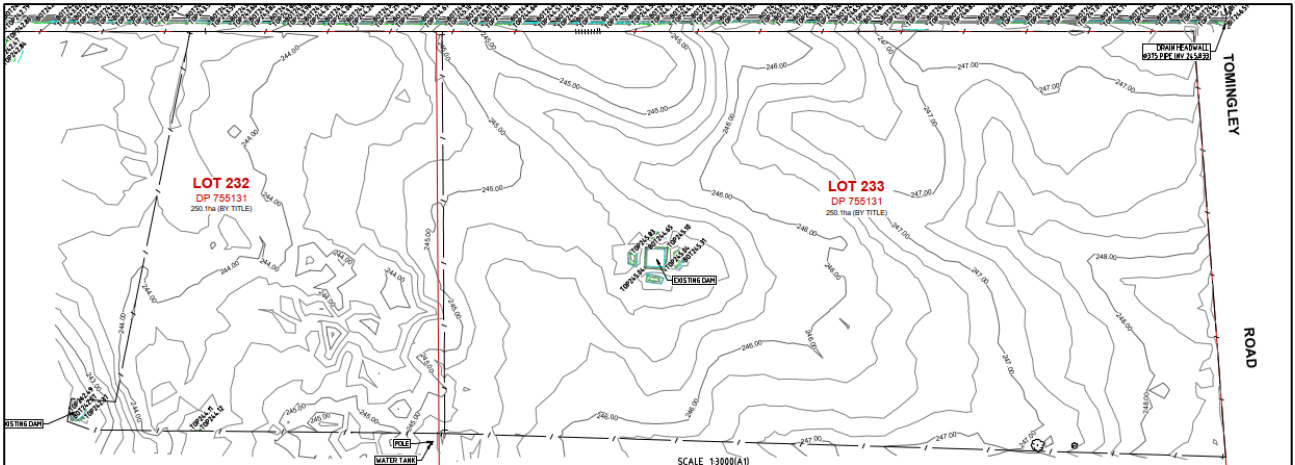


Figure 6: Topography of the Planning Proposal Area.

Note: Please disregard former lot descriptions the area above illustrates the portion of Lot 2 subject to a change in land zoning

Source: Barnson Pty Ltd.

2.5. Heritage

European Heritage

The site and immediate surrounding area have not been identified on the existing NLEP 2011 Heritage Mapping to accommodate any heritage items or to be located within a heritage conservation area. A review of Schedule 5 of the NELP 2010 does not locate any items within proximity to the subject site. The closest items have been identified in Figure 7– These include:

- Item I22 Tantitha Homestead, located along Tantitha Road at Lot 37 in Deposited Plan 42130

The site is located more than 12km away from these items.

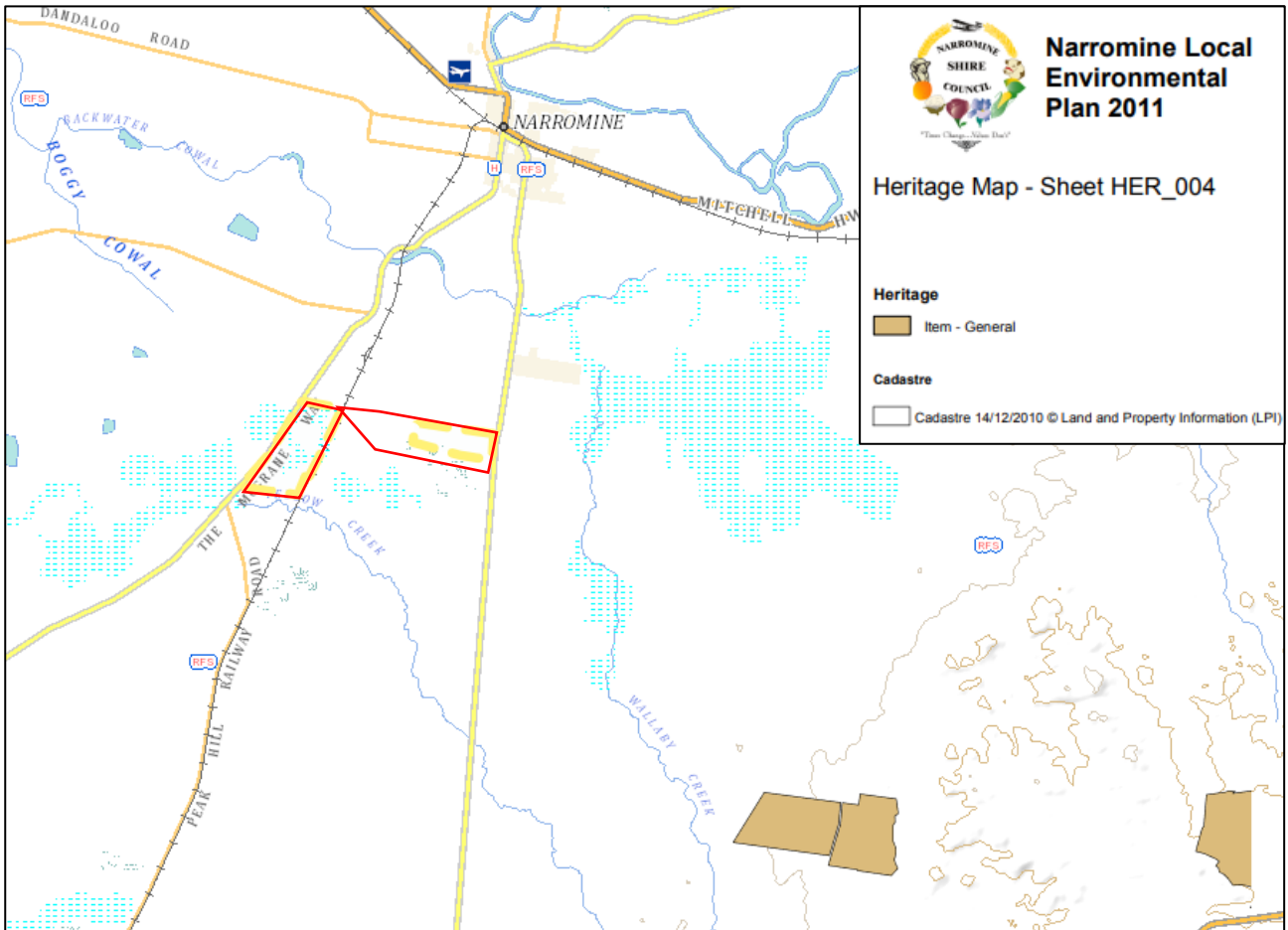


Figure 7: Heritage Map – Narromine Local Environmental Plan 2011
Source: NSW Legislation - Edited Barnson Pty Ltd

Aboriginal Cultural Heritage

The property under consideration in the planning proposal currently exhibits characteristics of a modified and disturbed area, largely devoid of vegetation. In the course of preparing the Planning Proposal, Narromine Shire Council enlisted the services of OzArk Environment and Heritage to produce an Aboriginal Due-Diligence Assessment Report – a copy of which is available in Attachment A. The report's preparation involved a desktop analysis, confirming the absence of previously recorded Aboriginal sites within the study area. With the exception of the corridors along Craigie Lea Lane, the entire study area qualifies as "disturbed land."

A search conducted on March 17, 2023, using the Aboriginal Heritage Information Management System (AHIMS) within a 5 x 5 km search area (GDA Zone 55 Eastings: 610694–620637, Northings: 6420967–6430960) revealed 24 recorded Aboriginal sites within that broader search area. Importantly, none of these sites are located within the specific study area, as depicted in Figure 8.

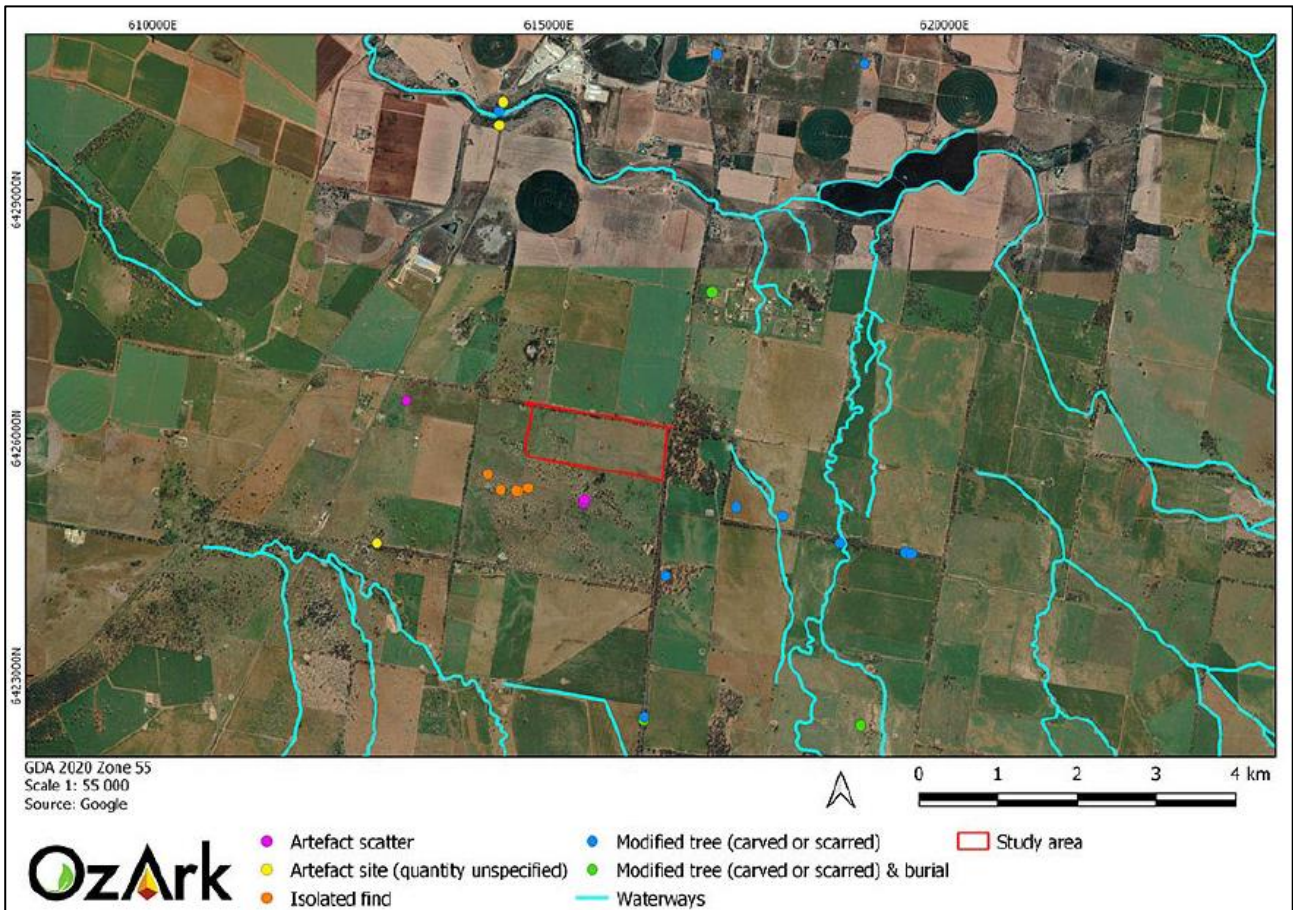


Figure 8: AHIMS Search (Proposed “E5 Land” Site Shown in Red Above)
Source: Ozark Environment and Heritage

Findings from the AHIMS search indicate that modified trees, such as those with carvings or scars, are the most likely recorded site type in the region, followed by isolated finds. Culturally modified trees have been previously documented along creek or drainage lines and road corridors, where mature trees are more likely to be present. The AHIMS search also reveals that artefact sites have predominantly been recorded on landforms with Gilgai and/or along the Macquarie River. Other recorded sites include modified trees associated with burials, artefact scatters, and artefact sites with unspecified quantities.

Given that the western part of the study area contains Gilgai, there is an increased potential for artefact sites, such as isolated finds or low-density scatters, to be present. Any scarred trees, if found, would likely be restricted to the road corridors. Due to past disturbances, such as ploughing, any artefact sites would exist in a secondary context.

A visual inspection of the northern boundary of the study area conducted by OzArk Archaeologist Imogen Crome on April 26, 2023, confirmed that the study area consists of flat plains with remnant mature vegetation. Grey and Bimble box species remain within the road corridor at the northern end, some of which have been naturally scarred. However, no vegetation displayed comprehensive signs of cultural modification.

The ground cover primarily consists of long grasses and weeds, significantly limiting ground surface exposure within the study area to approximately 0-10%. Areas with increased visibility (10-15%) result from exposure due to wild animal trampling.

The visual inspection did not identify any Aboriginal sites or landforms with subsurface archaeological potential. The lack of archaeological potential is attributed to the undifferentiated nature of the landform and the absence of resources, such as water, which would have attracted Aboriginal occupation. While the proposed works are anticipated to impact the ground surface, it is concluded that no Aboriginal objects or intact archaeological deposits will be harmed. Notably, Council are consulting with the Local Aboriginal Land Council within respect to Aboriginal Cultural Heritage within the area.

2.6. Flora and Fauna

OzArk Environment & Heritage (OzArk) has been engaged by Narromine Shire Council (the client) to undertake a Biodiversity Site Suitability Assessment of the proposed site of a freight hub associated with the east-west greenfield take-off point for the Narromine to Narrabri (N2N) rail corridor, on the property "Cragie Lea" near Narromine, NSW – located within Attachment A. An area of approximately 800 ha of this property was assessed in April 2021 ("initial assessment area") as part of the N2N programme. Subsequently, an area in the northeastern corner of this property was earmarked for future development of a freight hub and was subjected to additional assessments in April 2023. This area approximately 100 ha in size and including part of the road corridor in Craigie Lea Lane, was defined as the "subject site" of this study – Figure 9.

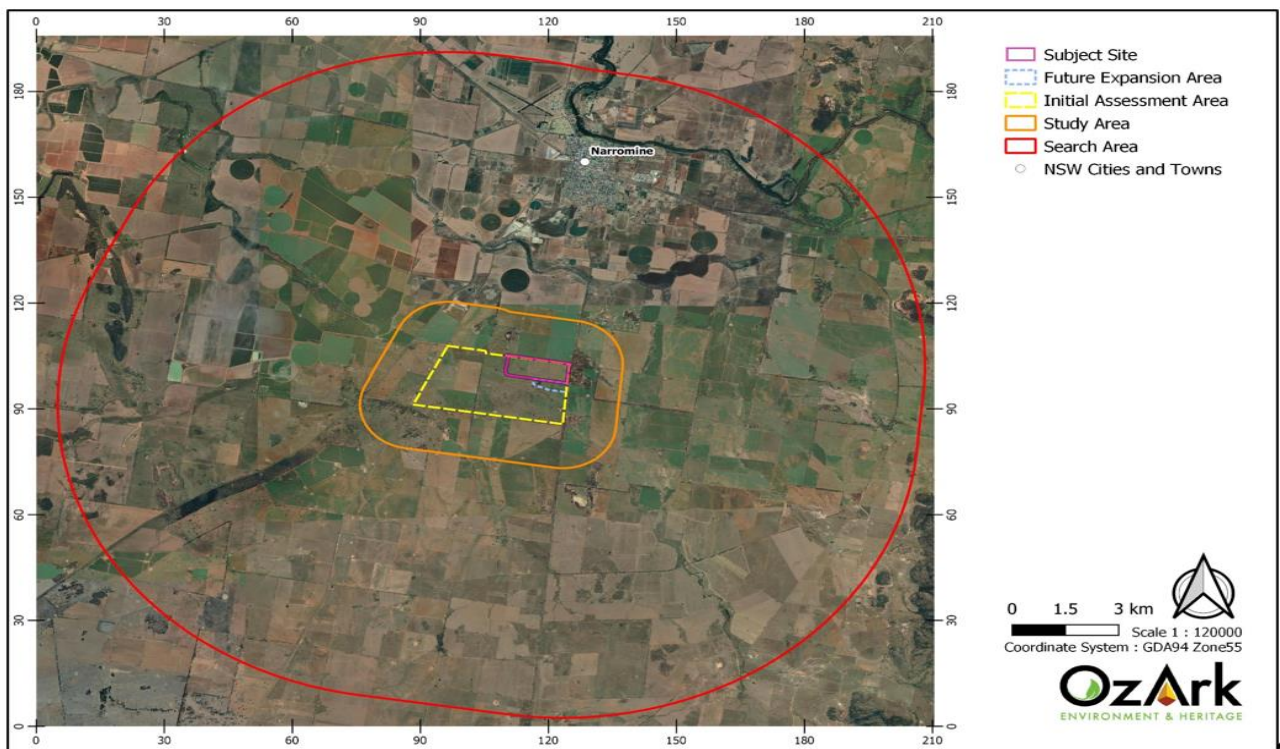


Figure 9: Regional Location of Subject site (Proposed "E5 Land" Site Shown in Red Above)

Source: Ozark Environment and Heritage

As per the BioNet Vegetation Classification Database, all Plant Community Types (PCTs) identified within the subject site are linked to Threatened Ecological Communities (TECs). Additionally, various TECs listed under the BC Act and EPBC Act were identified, showing similarities in structure or composition with the site's vegetation, although not catalogued in the BioNet Database.

The results of the field survey for each community were evaluated against composition and condition thresholds for each vegetation type. A summary of the findings has been provided below:

1. The field survey verified the presence of these PCTs within the subject site. The vegetation within the site comprises a mix of derived and/or natural grasslands, small ephemeral wetlands, isolated remnant trees, and remnant woodland communities in the road corridor. Consequently, a total of five PCTs were documented within the subject site. The extent of each PCT within the subject site and the future expansion area is detailed in Table 3, respectively. Figure 10 maps the vegetation communities within the site.
2. The boundaries between specific communities, especially PCT 45 and PCT 250, and between PCT 53 and the surrounding grasslands, are likely to fluctuate based on seasonal conditions. The mapping of each community within the site reflects conditions observed during the surveys. Although much of the paddock was initially classified as non-native, field surveys revealed that this area is predominantly occupied by native groundcover species, with only minor areas of disturbance. Consequently, it has been classified as a derived grassland community (PCT 250).
3. Additionally, the area modelled as containing PCT 45 was found to host numerous Gilgai-associated wetlands, which were mapped as a separate ephemeral wetland community (PCT 53).
4. The survey also identified patches of a Fuzzy Box (*Eucalyptus conica*)-dominated community within the road corridor (PCT 201), intergrading with PCT 82. Minor occurrences of a narrow-leaved eucalypt consistent with Pilliga Box (*E. pilligaensis*) or a hybrid between Pilliga Box and Grey Box (*E. microcarpa*) were noted in the road corridor. These individuals were mapped to PCT 82. Note that additional areas of the BC Act- and EPBC Act-listed Grey Box EECs and the BC Act-listed Fuzzy Box EEC occur in the northern road corridor of Cragie Lea Lane. It was noted that the Fuzzy Box community in particular was extensive on the northern side of the road.



Figure 10: Plant Community Types (PCT)
Source: Ozark Environment and Heritage

Table 3: PCT within site boundaries.

PCT ID	PCT Name	Associated TEC	Area in Site	TEC Conditions met (BC Act)
45	Plains Grassland on alluvial mainly clay soils in the Riverina Bioregion and NSW South Western Slopes Bioregion	BC Act, CE: Artesian Springs Ecological Community in the Great Artesian Basin.	12.56	No
53	Shallow freshwater wetland sedgeland in depressions on floodplains on inland alluvial plains and floodplains	BC Act, CE: Artesian Springs Ecological Community in the Great Artesian Basin.	4.07	No
82	Western Grey Box - Poplar Box - White Cypress Pine tall woodland on red loams mainly of the eastern Cobar Penepplain Bioregion	BC Act, E: Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Penepplain, Nandewar and Brigalow Belt South Bioregions. EPBC Act, E: Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Penepplain, Nandewar and Brigalow Belt South Bioregions.	2.67	Yes. Areas mapped as PCT 82 were dominated by Grey Box (E. microcarpa) and understorey possessed associated native species. No condition thresholds are specified for the BC Act TEC.
201	Fuzzy Woodland on alluvial brown loam soils mainly in the NSW South Western Slopes Bioregion	BC Act, E: Fuzzy Box Woodland on alluvial Soils of the South Western Slopes, Darling Riverine Plains and Brigalow Belt South Bioregions.	0.70	Likely. Areas mapped as PCT 82 were dominated by Grey Box (E. microcarpa) and understorey possessed associated native species. Many sites appeared to meet the thresholds for

PCT ID	PCT Name	Associated TEC	Area in Site	TEC Conditions met (BC Act)
				consideration as this TEC; however, guidelines specify that surveys should take place in spring and, given the scope of the present survey, closer attention to each individual patch may be required to determine whether it meets the threshold conditions. Some patches fell below the 0.5 ha minimum size threshold and were excluded from consideration.
250	Derived tussock grassland of the central western plains and lower slopes of NSW	<p>BC Act, CE: White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions.</p> <p>EPBC Act, CE: White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions.</p> <p>BC Act, E: Inland Grey Box Woodland in the Riverina, NSW South</p>	96.32	<p>Yes.</p> <p>All areas of PCT 201 belong to this community. The listing applies to all remnant woodland in which Fuzzy Box (<i>Eucalyptus conica</i>) is the dominant species and does not specify a minimum patch threshold.</p>

PCT ID	PCT Name	Associated TEC	Area in Site	TEC Conditions met (BC Act)
		<p>Western Slopes, Cobar Penepplain, Nandewar and Brigalow Belt South Bioregions.</p> <p>EPBC Act, E: Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Penepplain, Nandewar and Brigalow Belt South Bioregions.</p>		
		<p>EPBC Act, CE: White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions.</p>		<p>No. Sites lacked associated species.</p>
		<p>BC Act, CE: White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions.</p>		<p>No. Sites lacked associated species.</p>

PCT ID	PCT Name	Associated TEC	Area in Site	TEC Conditions met (BC Act)
		BC Act, E: Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Peneplain, Nandewar and Brigalow Belt South Bioregions.		Yes (Part). Areas adjacent to or largely enclosed by PCT 82, and where the understorey was consistent with the TEC description, were considered to belong to the derived grassland form of this TEC. Areas of PCT 250 that could not confidently be assumed to have formerly been dominated by Grey Box (<i>Eucalyptus microcarpa</i>) as they may have been derived from other woodland types, such as Fuzzy Box (<i>Eucalyptus conica</i>), were not included in this TEC. While it is likely that much larger areas of PCT 250 were historically derived from a former Grey Box woodland, this cannot be stated with certainty.

The most significant identified constraints associated with any proposal situated in the subject site or future expansion area are the relatively large areas of TEC that would be impacted and the presence of the threatened Bluegrass. Ozark confirmed that significant efforts to reduce impacts to these entities are encouraged in order for future development to comply with the requirement to avoid and/or minimise impacts to biodiversity values. It is noted that the proposed concept subdivision detailed in this report illustrates how the land could be potentially subdivided whilst retaining and protecting the Bluegrass and the land identified as “typical habitat” for blue grass.

2.7. Hazard

Bushfire Prone Land

The Planning Proposal site is located in Bushfire Prone Land under section 10.3 of the EP&A Act-Figure 11. Thus, the site has been assessed in accordance with Direction 4.3 issued by the Minister for Planning under Section 9.1.(2) of the *Environmental Planning and Assessment Act 1979* and *Planning for Bushfire Protection 2019*.

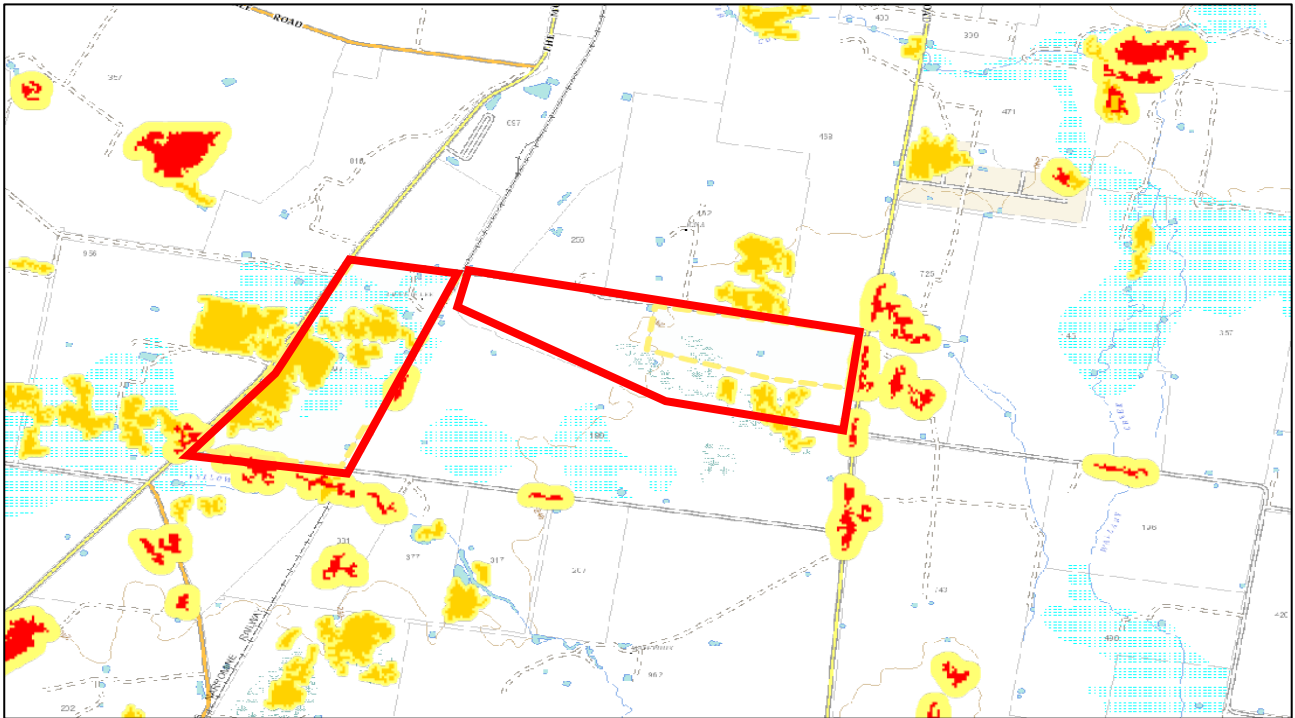


Figure 11: Bushfire Prone Land

Source: Narromine Bushfire Prone Land Map – Edited by Barnson Pty Ltd

Under these directions, planning proposals should follow the objectives:

- to protect life, property and the environment from bush fire, by discouraging the establishment of incompatible land uses in bush prone areas; and
- to encourage sound management of bush fire prone areas. Under Direction 4.4 a relevant authority is required to consult with the NSW Rural Fire Service (RFS) through the preparation of a bush fire assessment.

As part of the preparation of the Planning Proposal Barnson Pty Ltd were engaged to prepare a Strategic Bushfire Study – located within Attachment A. Taking into account the bushfire hazard at the landscape level, which includes the history of infrequent wildfires, smaller fire extent, fragmented continuity of the hazard, and the low likelihood and reduced severity of potential bushfire attack scenarios, the overall risk of bushfires is deemed low. None of the elements of the landscape bushfire risk evaluation suggest that the proposed development in the planning proposal should be considered unsuitable under the Strategic Planning Principles or exclusion criteria within PBP. Additionally, the risk exposure can be decreased even further by implementing the bushfire protection measures discussed in Section 4 of the report and summarised Table 4 below.

Table 4: Strategic Bush fire Study

Asset Protection Zones	Section 8.3.1 of PfBP 2019 does not provide for any specific bushfire performance requirements, including Asset Protection zones.
Access	The site has optimum access to both Craigie Lea Lane and Tomingley Road.
Water Supplies	Lead in work will be undertaken to connect the site to water

Electricity supply	Lead in work will be undertaken to connect the site to electricity.
Construction Requirements.	<p>Under the building classification system within the National Construction Code (NCC) Class 5 to 8 buildings (which include offices, factories, warehouses and other commercial or industrial facilities) do not have specific bushfire performance requirements under the NCC and as such building construction standards under AS 3959:2018 (SA 2018) or the NASH standard (NASH 2014) do not apply as a set of deemed to satisfy provisions.</p> <p>New construction shall be in accordance with the general fire safety provisions of the NCC and incorporate the additional ember protection measures listed in Section 4.8.3 of the report.</p>
Landscaping	APZ/Landscaping is to be managed in accordance with PfBP 2019. Detailed Landscaping plans are able to be provided as part of Development Application that details the type of landscaping to be proposed on the site.
Emergency Management Planning	Emergency Management Planning and operation plan is able to be prepared and provided as part of a Development Application that is in accordance with PfBP 2019.

After assessing the Planning Proposal against the bushfire strategic planning requirements of PfBP, the following observations have been made regarding the future development:

- It does not present or encounter an unacceptable risk;
- It does not result in unfavourable development consequences;
- It aligns with the strategic planning principles of PBP;
- Proper bushfire protection measures can be implemented to decrease the residual risk to a suitable level; and
- It does not negatively impact the bushfire risk of current development or neighbouring landowners and their capacity to carry out bushfire management.

Furthermore, the evaluation outlined in this report confirms compliance with PfBP.

Additionally, correspondence from NSW RFS was received and addressed after the gateway stage. A copy of this correspondence can be found in Attachment A.

Flooding

As part of the preparation of the Narwonah MDC Review of Environmental Factors a Hydrology and Hydraulic Report was prepared by ARTC– located within Attachment A. An examination of the existing technical assessment reveals that the proposed site features relatively flat terrain with a 0.5% grade sloping in a north-westerly direction. The proposal site contains localised depressions and small farm dams. It is noteworthy that the proposal site is situated outside the flood planning area – Figure 12. Nevertheless, it is susceptible to temporary overland flood flows during or immediately after substantial rainfall events, often in the form of convective thunderstorms producing intense rainfall across localised catchments within a few hours. These events generate

shallow overland flows that discharge through the site. Although such flooding is likely to be transient and last only a few hours, some ponded run-off may persist in terrain depressions. The existing flood hazard for the 1% AEP and PMF and the depth at both events are shown at are shown in Figures 13 and 14.



Figure 12: Narwonah Material Distribution Centre – Surface Water
Source: ARTC In Land Rail – Review of Environmental Factors

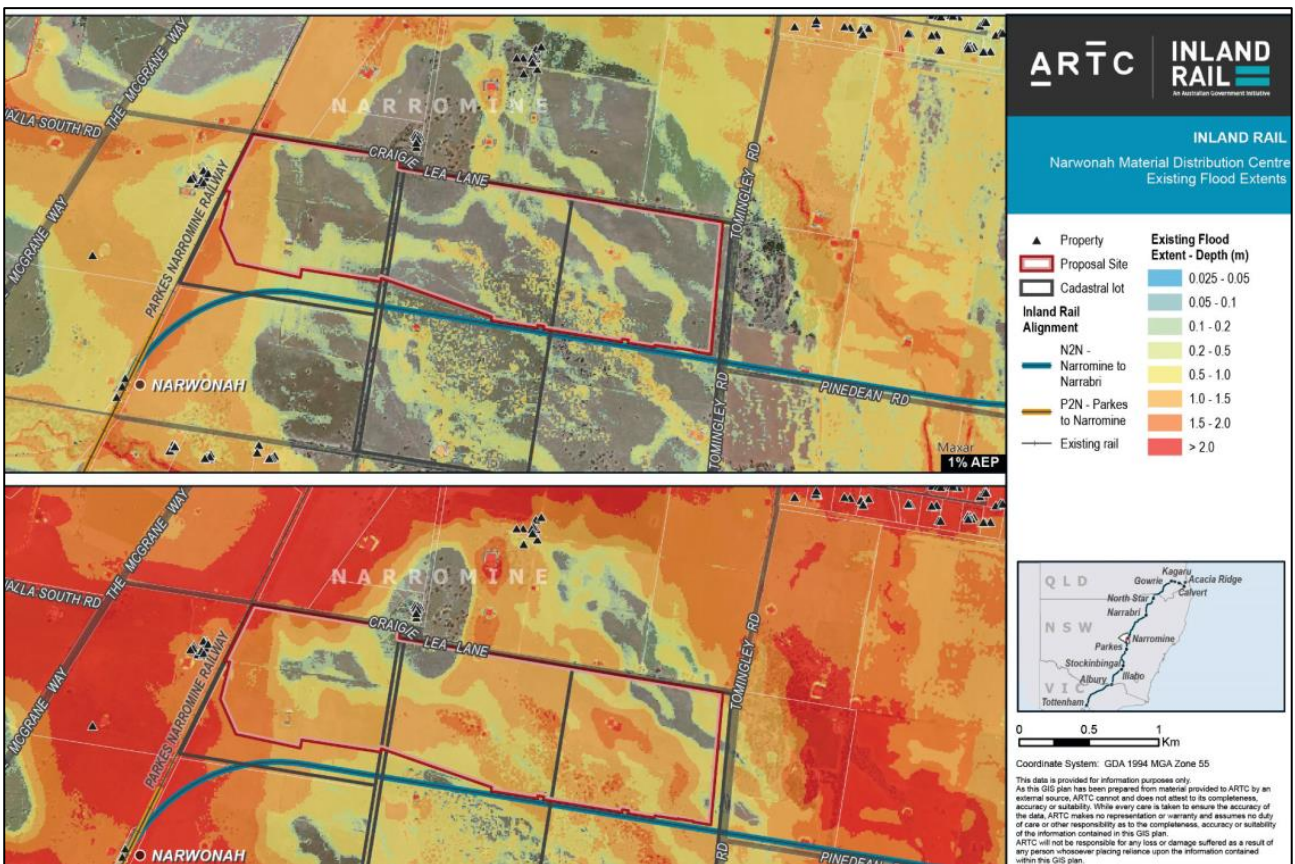


Figure 13: Narwonah Material Distribution Centre – Existing Flood Extent
Source: ARTC In Land Rail – Review of Environmental Factors

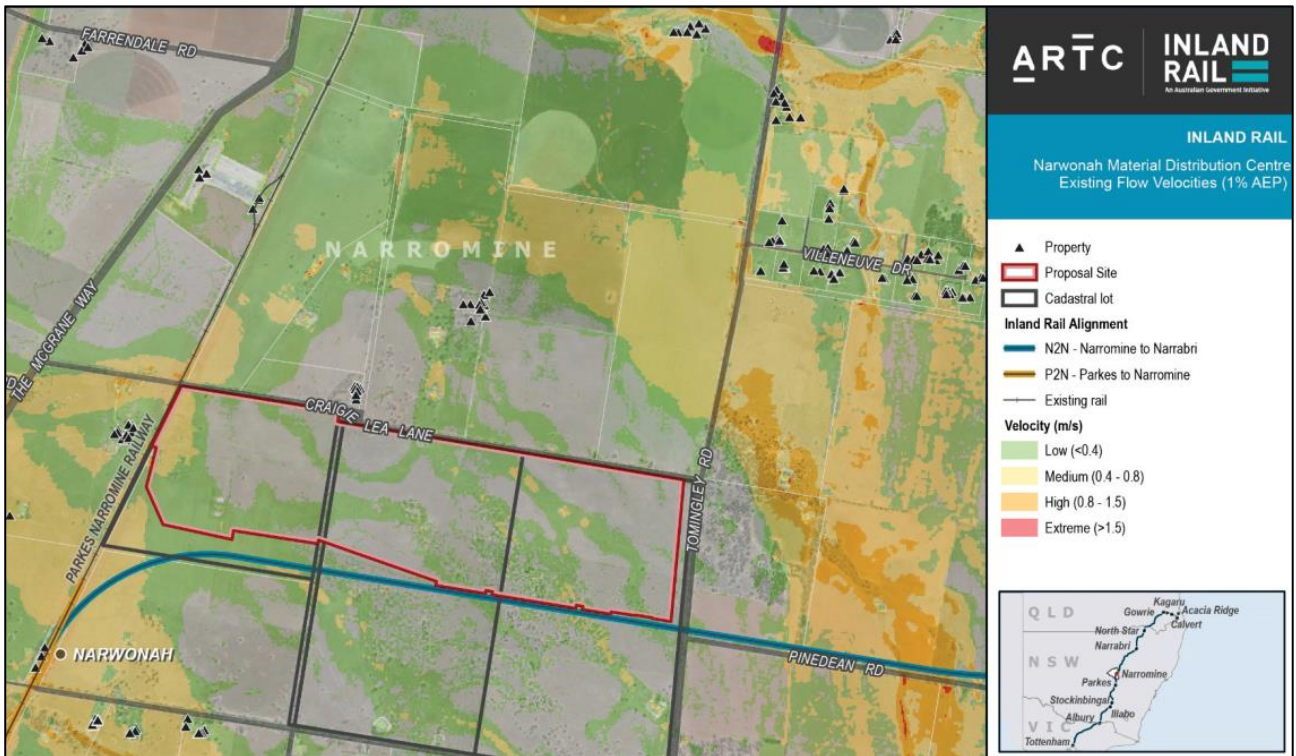


Figure 14: Narwonah Material Distribution Centre – Existing Flow Velocities
Source: ARTC In Land Rail – Review of Environmental Factors

2.8. Land and Soil Capabilities.

Land and Soil

An examination of the Land and Soil Capability mapping in New South Wales was conducted, affirming that the Planning Proposal Area falls within Land and Soil Capability Class 4, as indicated in Figure 15. Class 4 denotes land with moderate to severe limitations for certain uses, necessitating careful management to avert soil and land degradation. Specialised management practices, backed by substantial knowledge, expertise, inputs, investment, and technology, can effectively overcome these limitations. Notably, the site is not within the boundary of State Significant Farmland.

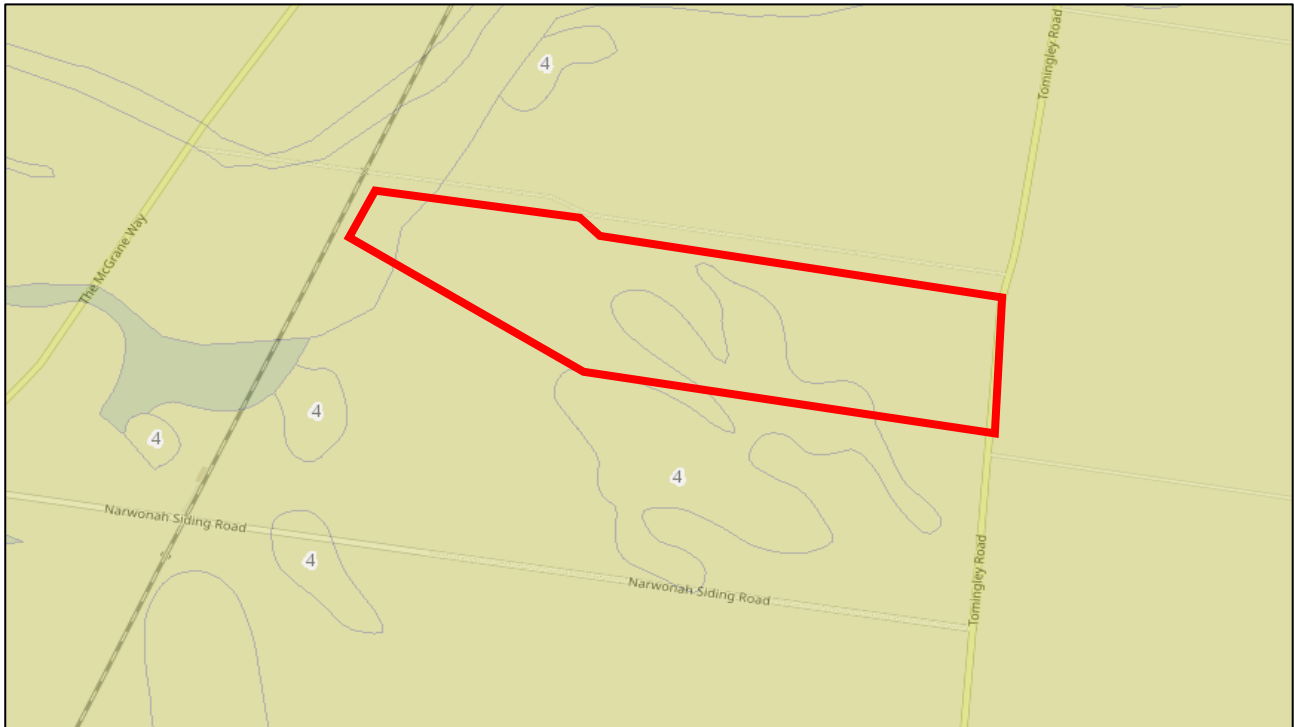


Figure 15: Land and Soil Capability
Source: NSW Government

Contamination and Sulphate Soils

A Site Contamination Investigation was undertaken by Barnson Pty Ltd- located within Attachment A. A desktop review of information available for the site, and the site in general, identified activities associated with the historical and current use of the as having a potential to contaminate surface soils. The Subject Site has historically been used for agricultural (pastoral) purposes and the site is currently unoccupied (apart from minor activities associated with MDH) and covered in vegetation (mainly tall pasture grass). The site is separated into several paddocks with steel wire fencing and gates and include several earthen farm dams constructed to collect rain for stock water supply purposes. A portion of the site is covered in a series of small mounds and depressions known as Gilgai. The depressions seasonally fill with water and retains this water as a result of underlying expanding clay soils.

Barnson previously conducted an assessment of potential contamination at the site. The preliminary site investigation report (Barnson, 2021) identified the following as potential sources of contamination:

- Historical livestock farming activities.
- Historical cropping activities
- Storage of demolition waste
- Vehicles and equipment

Considering the potential sources relevant to the subject site, a wide variety of contaminants may be present. With the historical agricultural activities considered the primary potential source of contamination, the residues of agricultural chemicals such as pesticides and fertilisers are accepted as the most likely contaminants. Of interest here are chlorinated organic compounds which historically have been widely used as insecticides, fungicides, herbicides and soil fumigants in agriculture and which are stable enough in the environment (persistent) to remain in soil for extended periods of time. Inorganic compounds that contain heavy metal including arsenic, copper, lead and mercury were also historically used as pesticides, particularly in the control of external

parasites on sheep. The use of fertiliser, although not commonly considered a source of soil contamination, potentially could lead to a build-up of heavy metals such as cadmium in soils in areas where it has been extensively applied.

- The potential presence of fuels and lubricants are further potentially relevant to the on-site storage, maintenance or movement of vehicles and equipment in the operation of the farm.
- Based on this understanding of the site history and activities, the contaminants of potential concern identified for the investigation of the Subject Site include:
- Pesticides (organochlorines, organophosphates);
- Hydrocarbons (mainly fuel and lubricants); and
- Heavy metals (As, Cd, Cr, Cu, Pb, Hg, Ni and Zn).

The report (Barnson, 2021) involving targeted site sampling see Figure 16, concluded that the site investigation conducted to determine the presence and significance of potential contamination associated with the identified sources, revealed that none of the potential sources identified are likely to have contributed significant quantities of contamination to the surface soils of the subject site.

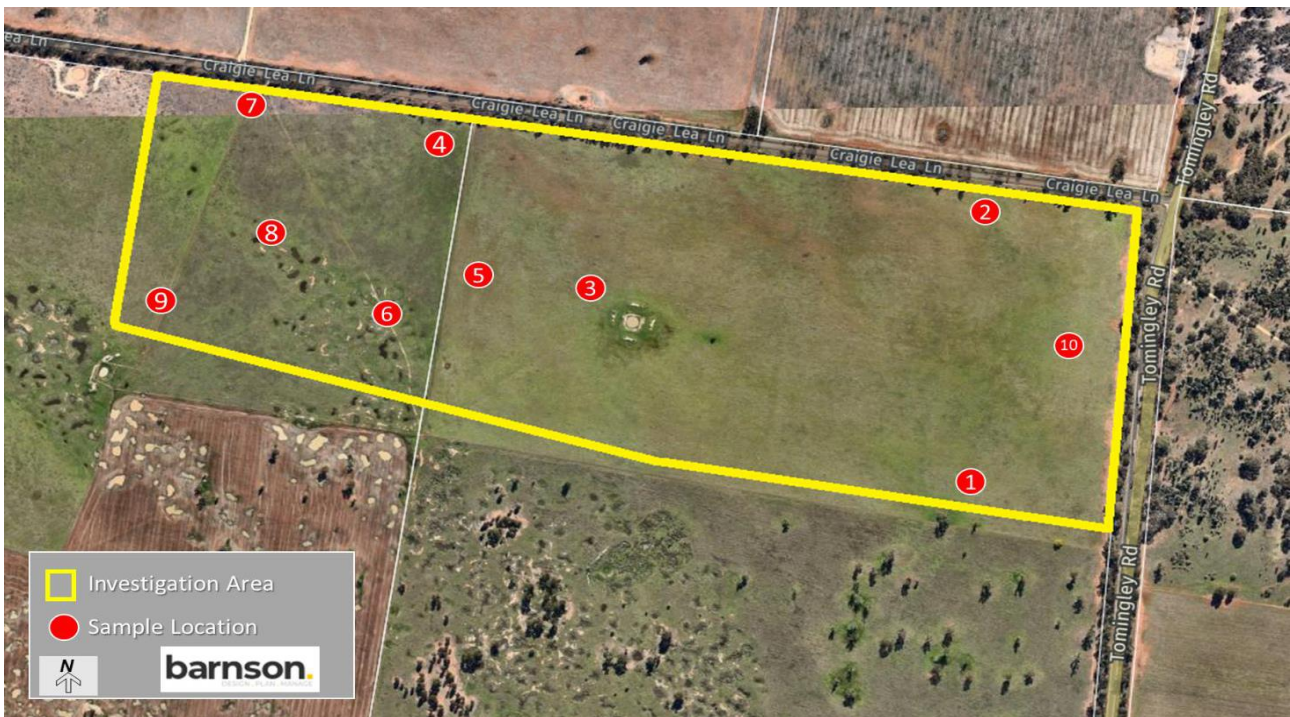


Figure 16: Approximate locations of confirmatory soil samples collected at the Investigation Area
Source: Barnson – Site Contamination Investigation

Direct comparison of the analytical results presented in Site Contamination Investigation show that the detected metal concentrations in samples collected from the investigation area are well below the health and ecological risk-based criteria values. The general low concentrations of heavy metals detected suggest naturally occurring element abundance and is most likely not related to any of the potential sources of contamination identified for the investigation area.

The samples of soil collected in the high traffic areas contained no elevated concentrations of hydrocarbons or heavy metals, while the samples collected from the Gilgai contained no detectable concentrations of either pesticides or hydrocarbons. These results verify the assertion that the activities previously undertaken at the site did not contribute significant or widespread contamination to the surface soils.

The report concludes that the review of the available historical information, including contaminated sites databases and aerial photographs indicated a low potential for significant environmental contamination to be present across the site. The site investigation conducted to determine the presence and significance of potential contamination associated with the identified sources, revealed that none of the potential sources identified are likely to have contributed significant quantities of contamination to the surface soils of the Investigation Area.

Based on the findings of the desktop review, site investigation and confirmatory sampling and analysis, it is concluded that the site is suitable for the future proposed development and use. The environmental media such as surface soils and surface water at the site are unlikely to present a risk of impact to the health of humans or the environment and further investigation is not required. The report recommend that any material excavated at the site as part of the redevelopment, be classified in accordance with the general solid waste (NSW EPA, 2014) guidelines and appropriately disposed.

2.9. Services

Electricity Services

Narromine Shire Council has enlisted the services of JLE Group to facilitate the formulation of a strategy for establishing electricity connectivity at the site. JLE, representing Narromine Shire Council, has collaborated with Essential Energy (EE) to gain a deeper understanding of the necessary load requirements and network capacities in the vicinity. Despite the availability of services, an ongoing assessment of connection options remains in progress. Notably the site sits adjacent to existing EE services – Figure 17.

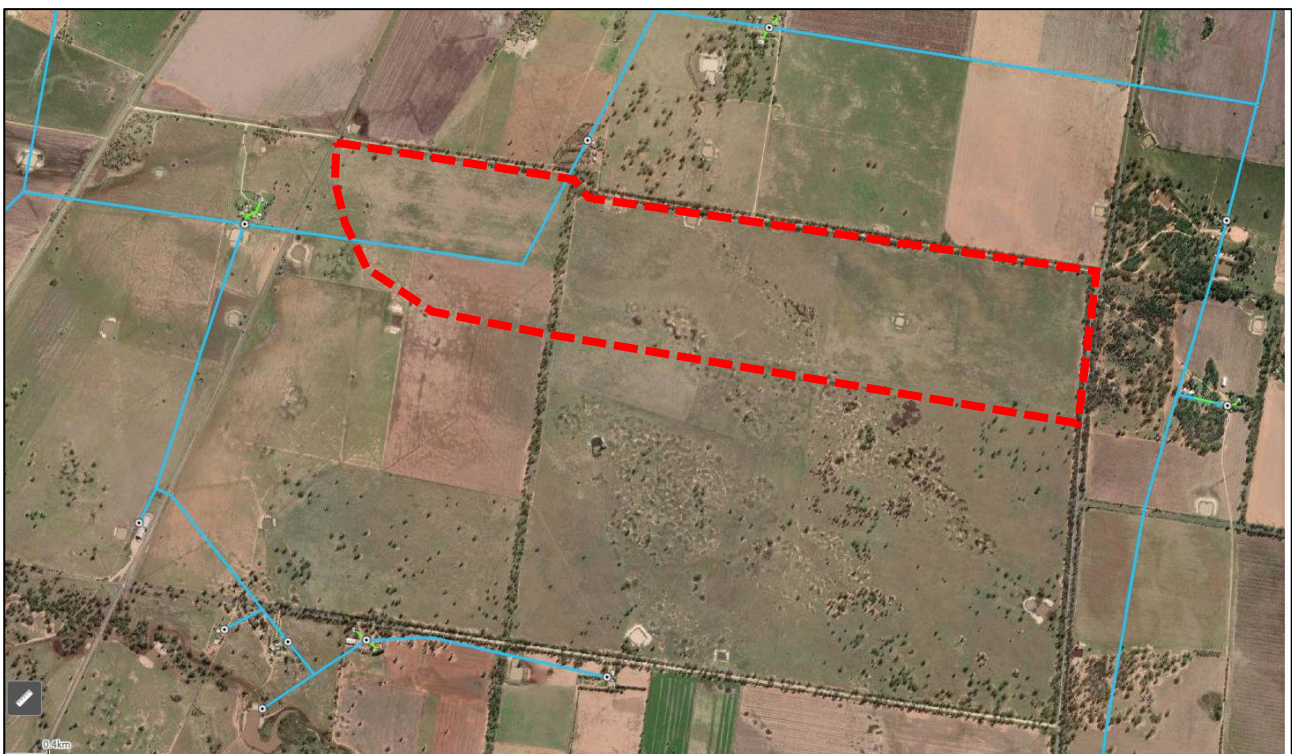


Figure 17: Planning Proposal Area (existing electricity services) (Proposed “E5 Land” Site Shown in Red Above)

Source: Essential Energy

Sewer

The proposed site does not benefit from an existing or nearby sewer connection, necessitating on-site wastewater management for the planned development. In preparation for the Planning Proposal, Narromine Shire Council enlisted Barnson Pty Ltd to compile an Onsite Effluent Management Report - located within Attachment A. This report outlines the outcomes of a site inspection and geotechnical investigation conducted in the Investigation Area, supporting design recommendations for on-site wastewater management. The assessment considers the limitations of both the Subject Site and Investigation Area to guide the design and placement of a system or systems capable of accommodating wastewater effluent from the proposed development.

Barnson Pty Ltd analysed the proposed on-site waste management system in accordance with the NSW Government-endorsed 'Silver Book' (1998) and the ANZ Standard 1547:2012 'On-site Domestic Wastewater Management.' Additional insights were sought from the NSW Water 'Designing and Installing On-site Wastewater Systems' 2019 guideline and the Narromine Shire Council 'Sewage Management Plan.' Due to variations in soil characteristics, the investigation area is divided into two sections, and calculations involving soil parameters are conducted for each area.

For this specific site, both irrigation and absorption methods are considered for managing treated effluent. However, based on the soil properties in Area B, the placement of absorption-based effluent disposal is not recommended in that area. The calculations presented below for absorption disposal pertain solely to Area A. The assessment of system requirements for managing on-site wastewater from the proposed development was predicated on the assumption that the proposed subdivision could accommodate up to 200 persons, resulting in an estimated maximum total daily flow of 8,600 litres. Upon conducting site-specific measurements using soil samples from the investigation, two distinct areas with different soil properties, labelled as Area A and Area B, were identified. Consequently, the system requirements for each area were determined – Figure 18.

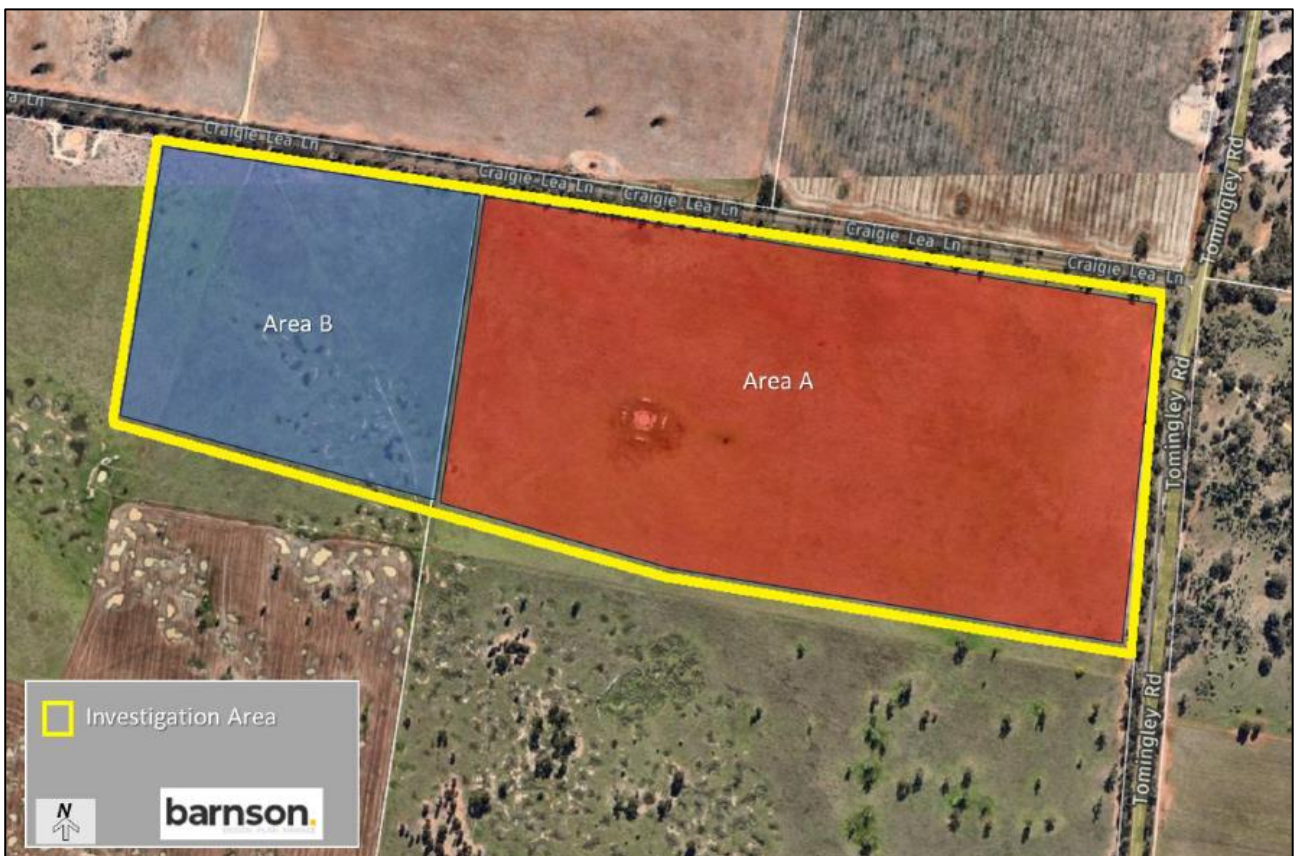


Figure 18: Investigation Area – Onsite Effluent Management Report -(Proposed “E5 Land” Site Shown in Yellow Above)

Source: Barnson Pty Ltd

Area A - For Area A, the assessment indicated that either a standard septic tank or an aerated wastewater treatment system (AWTS) could be used. A standard septic tank system should have a minimum capacity of 10,150 Litres, with primary treated effluent disposal into absorption beds or trenches covering a total area of 860m². In the case of an AWTS system for Area A, it is recommended to have a surge tank with a minimum capacity of 20,300 Litres, from which the AWTS will pump wastewater for treatment. Secondary treated effluent should be disposed of through drip or spray irrigation fields, although absorption beds may be suitable in areas with more permeable soil.

Area B - For Area B, only systems capable of producing secondary treated effluent are recommended. Drip or spray irrigation fields for effluent disposal should have a minimum area of 3,304m² in Area A and 3,937m² in areas with clay-rich soils (Area B), noting capacity is available for both scenarios.

Figure 19 and the reporting prepared presents a possible servicing approach utilising AWTS for the precinct. During the Development Application phase, a more comprehensive assessment will confirm the most suitable and cost-effective method for the Council to establish a precinct-wide system. Nonetheless, the report highlights that the land is well-suited for on-site effluent management.

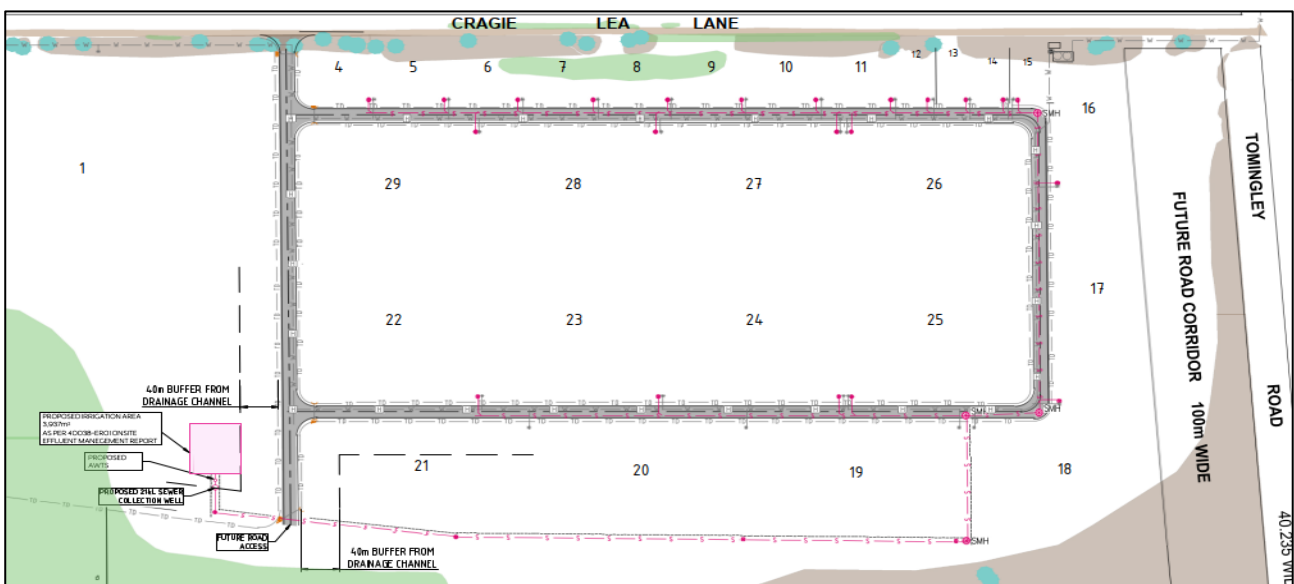


Figure 19: Investigation Area – Onsite Effluent Management Report

Source: Barnson Pty Ltd

Water

The forthcoming development, aligned with the proposed changes in this planning proposal, hinges on securing a potable water connection. Narromine Shire Council is presently in the process of exploring initiatives for potable water infrastructure that will ultimately link the area to an existing water treatment plant. This investigation is ongoing with positive response for the piping of water to an onsite dedicated reservoir which can be boosted and deliver a reticulated supply across the site.

2.10. Access and Traffic

In preparing this Planning Proposal, the Narromine Shire Council has collaborated with the NSW Government agency, Transport for New South Wales. In response, Transport for NSW has requested a comprehensive Traffic Impact Study to thoroughly evaluate the effects of the future Planning Proposal and its subsequent development on the classified road network, local road connections with classified roads, and how the Planning Proposal will enhance public transport. The Traffic Impact Study is currently underway and will be submitted to Transport for NSW as part of the consultation process. McLaren Traffic Engineering and Road Safety Consultants have been engaged by the Council to assist in the study's preparation.

It's important to note that a number of transport and traffic projects are underway in the area, including the upgrade of Craigie Lea Lane and various intersection improvements. Due to the concentration of projects near the subject site, a formal working group has been established to ensure coordination among all ongoing works. This group comprises representatives from Narromine Shire Council, Inland Rail, and Transport for New South Wales, including Project Development Manager, Property Development Manager, Valuations and Acquisitions Manager, Customer Engagement Officer, and Community Technical Partner. The establishment of this working group is a valuable asset to the community, ensuring that the delivery of works proceeds in a logical and coordinated manner. Discussion will be assisted by the Transport Impact Study for this Planning Proposal.

3. EXISTING LEGISLATIVE FRAMEWORK

3.1. Narromine Local Environmental Plan 2011

NLEP 2011 was gazetted on 9th of December 2011. NLEP 2011 adopts the Standard Instrument LEP Template required by the NSW Government.

3.2. Existing Land Use Zoning

The subject site is zoned RU1 – Primary Production. The Tomingley Road and existing railway line are zoned SP2 - Infrastructure pursuant to the NLEP 2011. A copy of the RU1 – Primary Production and SP2 - Infrastructure Land Use Table has been provided below.

Zone RU1 Primary Production

1 Objectives of zone

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*
- *To encourage diversity in primary industry enterprises and systems appropriate for the area.*
- *To minimise the fragmentation and alienation of resource lands.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*

2 Permitted without consent

Environmental protection works; Extensive agriculture; Forestry; Home occupations; Roads; Water reticulation systems

3 Permitted with consent

Agritourism; Air transport facilities; Airstrips; Animal boarding or training establishments; Aquaculture; Bed and breakfast accommodation; Boat launching ramps; Boat sheds; Building identification signs; Business identification signs; Camping grounds; Cellar door premises; Cemeteries; Community facilities; Correctional centres; Depots; Dual occupancies (attached); Dwelling houses; Eco-tourist facilities; Environmental facilities; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Freight transport facilities; Heavy industrial storage establishments; Heavy industries; Helipads; Home-based child care; Home businesses; Home industries; Home occupations (sex services); Industrial training facilities; Information and education facilities; Intensive livestock agriculture; Intensive plant agriculture; Jetties; Landscaping material supplies; Mooring pens; Moorings; Open cut mining; Recreation areas; Recreation facilities (major); Recreation facilities (outdoor); Roadside stalls; Rural industries; Rural workers' dwellings; Sewerage systems; Veterinary hospitals; Water recreation structures; Water supply systems

4 Prohibited

Any development not specified in item 2 or 3

Zone SP2 Infrastructure

1 Objectives of zone

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

2 Permitted without consent

Roads

3 Permitted with consent

Aquaculture; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose

4 Prohibited

Any development not specified in item 2 or 3

3.3. Existing Minimum Allotment Size and Subdivision provisions

The NLEP 2011 includes a number of clauses in Part 4 – Principal Development Standards of the LEP that currently govern the subdivision of rural lands. These include:

Clause 4.1 Minimum Allotment Size

Clauses 4.1 of the NLEP applies to subdivision of any land shown on the Lot Size Map and that required for development consent. Pursuant to Clause 4.1 Subclause 3, the size of any lot resulting from a subdivision of land to which this clause applies is not be less than the minimum size shown on the Lot Size Map. Map LSZ_004 of the LEP illustrates a 400ha Minimum Allotment Size over the entire property. This Minimum Allotment Size requirement is the minimum requirement for most land zoned RU1 – Primary Production zoned land within the LGA.

Clause 4.1AA Minimum Subdivision lot size for community title scheme

Clause 4.1AA of the LEP applies to the subdivision of land zoned RU1 – Primary Production under the Community Land Development Act 2021. Similar to Clause 4.1, Subclause 3 of Clause 4.1AA requires lot/s resulting from the subdivision of land, other than the lot comprising the association property within the meaning of the Community Land Development Act 2021 is not to be less than the 400ha Minimum Allotment Size that applies to the property.

Clause 4.2 Rural Subdivision

Clause 4.2 of the LEP applies to the subdivision of land zoned RU1 – Primary Production. Pursuant of Subclause 3 of this clause, a lot less than the 400ha Minimum Allotment Size for the purpose of primary production on the proviso that the lot cannot be created if an existing dwelling would, as the result of the subdivision, be situated on the lot and that a dwelling cannot be erected on such a lot.

Clause 4.1C Exceptions to minimum lot sizes for certain split zones

The clause applies to land that contains residential or an employment zones and land in the RU1 Primary Production Zone. This clause requires all of the land zoned RU1 in the original lot to be included with land in a resulting lot that contains residential or employment zone land that meets the applicable min lot size.

3.4. Terrestrial Biodiversity

Clause 6.4 – Terrestrial Biodiversity relates to part of the development of the land (Figure 20 below). Before determining a development application to which the clause applies, the consent authority must consider whether or not the development has an adverse impact on the ecological values of the property, habitat and survival of fauna or if it diminishes the biodiversity structure, function and composition of the land. A development application must demonstrate how the development is sited and will manage significant impact. Notably a large portion of the site is clear of mapped sensitive lands, with the majority of the mapped land generally correlating with the biodiversity values identified in Ozark Environmental Assessment discussed earlier.

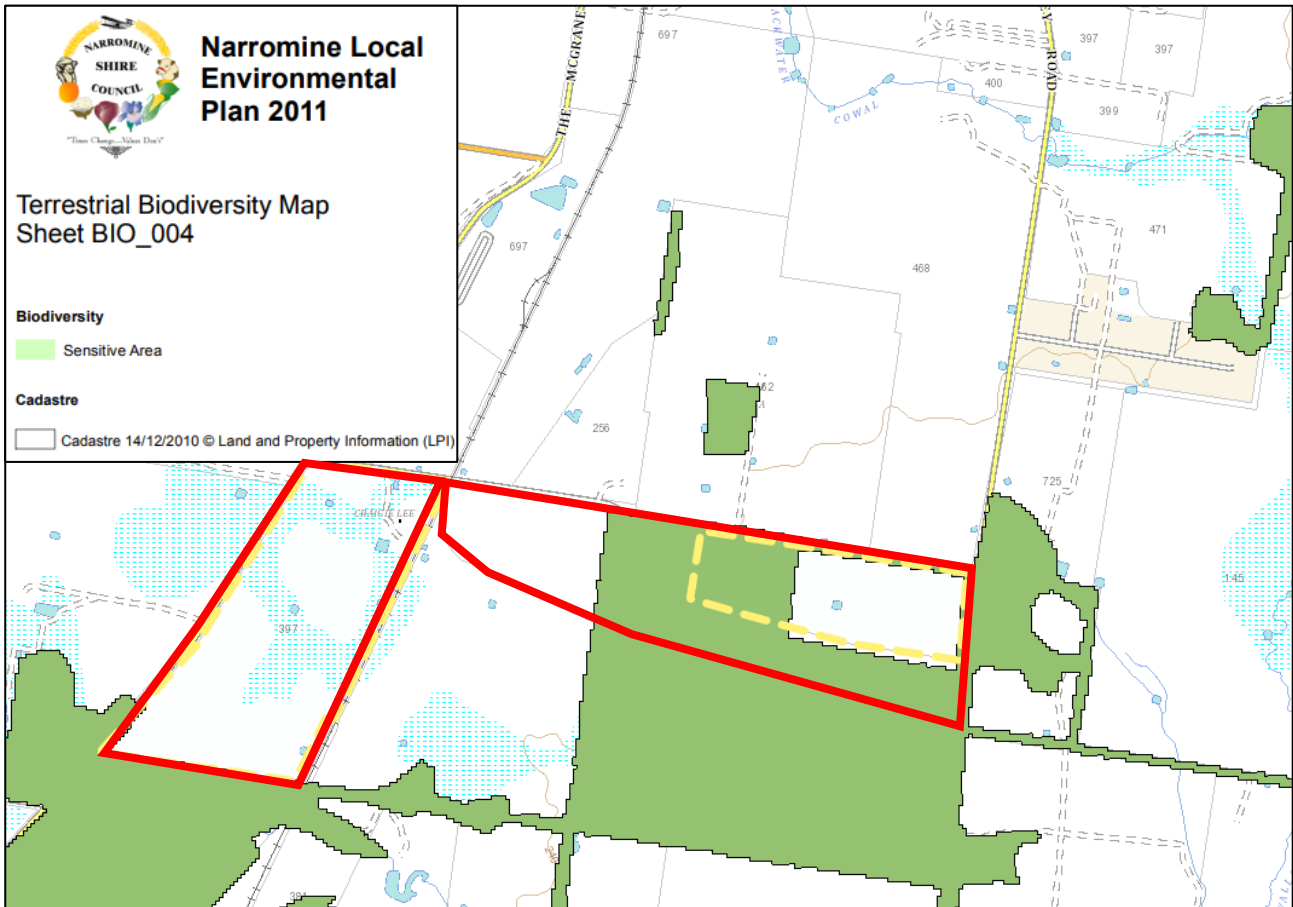


Figure 20: Terrestrial Biodiversity Map

Source: NLEP 2011

4. DEVELOPMENT CONCEPT

4.1. Overview

The Planning Proposal is supported by a concept land subdivision package prepared by Barnson Pty Ltd. The package presents a potential development concept that could be proposed over the property if the Planning Proposal is supported. The package has been prepared in support of the proposed amendment to the LEP proposed within this Planning Proposal. The goal of this proposal is to establish a Heavy Industrial Precinct in close proximity to the upcoming Inland Rail project. This Planning Proposal is accompanied by a potential Subdivision Plan, which correlates with the proposed LEP amendments relating to land zoning and minimum allotment size proposed under this Planning Proposal - Figure 21 and located within Attachment A.

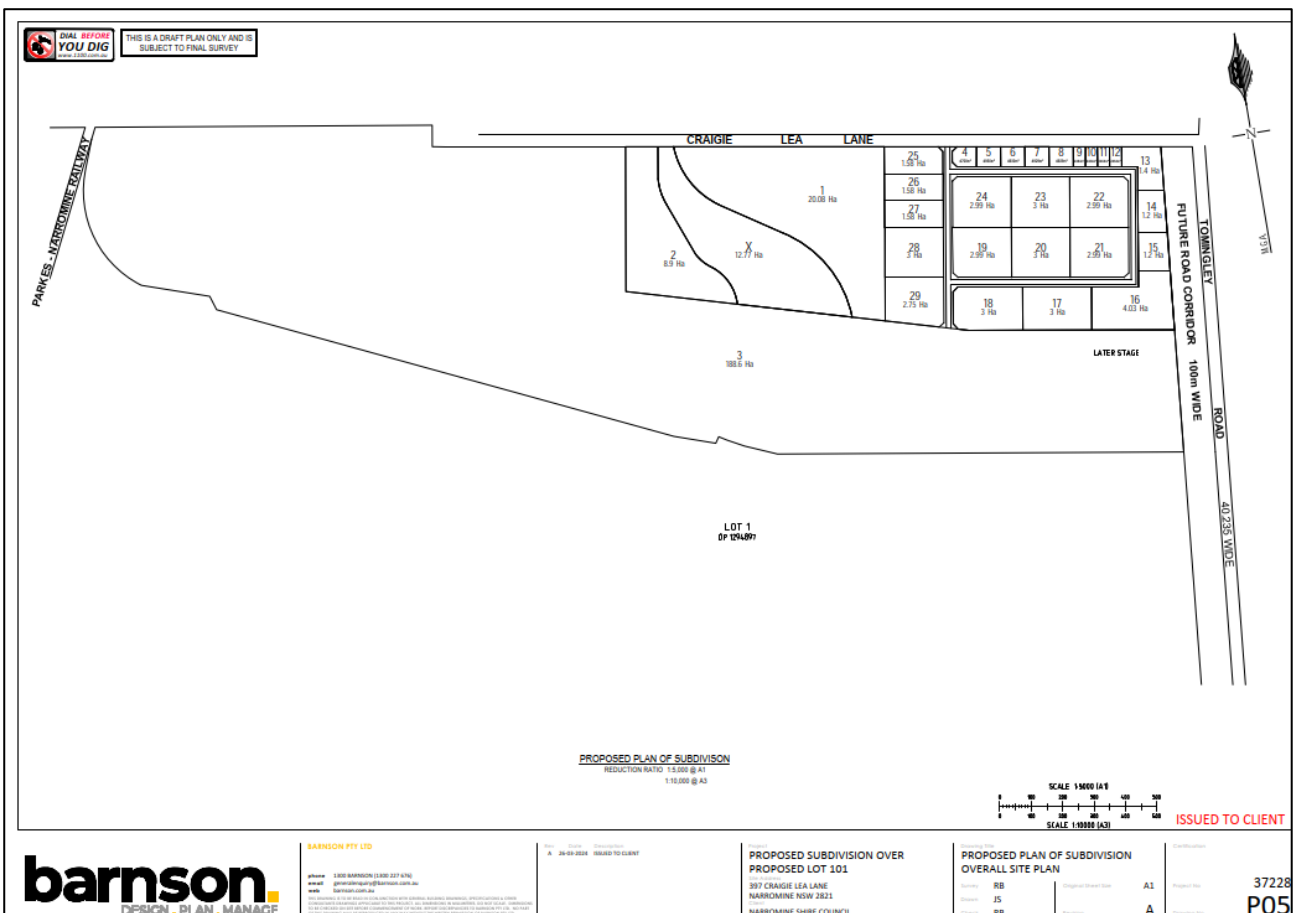


Figure 21: Subdivision Plan

Source: Barnson Pty Ltd

In summary

- The indicative lot layout allows for a mixture of lot sizes from 2,464m² to 20 ha. Notably the MDC lot is identified to be 118.6ha.
- Not shown on this plan, but, proposed to be created as its own lot is the western part Lot 2, which will have a lot area of 229.7ha
- The concept layout allows for the future expansion of the Tomingley Road corridor for the planned road over rail grade separation construction.

- The concept layout also seeks to avoid development of the land with the highest levels of biodiversity. By placing known high environmental values within separate lots or at the rear of lots here they can be preserved.
- A site wide effluent management system would be incorporated into the development.
- Ensures appropriate vehicular access to the precinct without causing adverse effects on the surrounding transportation and traffic network.

5. PLANNING PROPOSAL

5.1. Part 1 – Objectives or Intended Outcomes

The Intention of this Planning Proposal

The Planning Proposal is seeking to facilitate amendments to the Narromine LEP by way of:

1. Land Rezoning - The Planning Proposal aims to revise the existing land zoning of the property by introducing an E5 – Heavy Industrial Land Zone to a specific area within the site.
2. Adoption and modification of Land Use Table - The proposal involves incorporating the E5 – Heavy Industrial Land Use Table into the Local Environmental Plan (LEP) and adjusting the land use table to establish specific objectives and type of development that are permissible in the zone. These objectives are designed to guide the future development of the site in alignment with the strategic vision, which focuses on supporting the agriculture industry and facilitating freight exchange.
3. Adjustment Minimum Allotment Size Adjustment to the current Minimum Allotment Size requirements are proposed to facilitate the orderly and economic subdivision of RU1 – Primary Production zoned land and subdivision of E5 – Heavy Industrial zoned land.

The key outcomes of this Planning Proposal

The anticipated outcomes of this project include:

- Boosting employment opportunities to stabilise population growth.
- Create further employment/business land that is located appropriately to support agricultural/rural industry.
- Augmenting the presence of small, medium, and large industrial business in the Region.
- Elevating the value-added processing of agricultural produce into consumer products.
- Capitalising on existing local specialisations while encouraging diversification.

The Planning Proposal includes comprehensive supporting information.

The Planning Proposal includes a suite of supporting plans and reporting to:

- Describe the subject land, its locality, the current zoning.
- Request an amendment to the land zoning and minimum allotment size clause in the LEP.
- Address the 'Gateway Determination Assessment' Criteria under Part 3 of the EP&A Act 1979.
- Provide justification for the LEP amendment and demonstrate the net community benefits which follow.
- Demonstrate that the Planning Proposal is consistent with NSW Department of Planning, Housing and Infrastructure and Council broad strategic direction for the locality.

5.2. Part 2 – Explanation of Provisions

5.2.1. Land Rezoning

This Planning Proposal seeks to alter the current RU1 Primary Production Land Use zone over the land to E5 – Heavy Industrial. Figure 22 below illustrates the Existing Land Zone, taken from the Narromine LEP 2011. Whilst Figure 23 illustrates the proposed land to be rezoned. Table 5 provides an understanding of the breakdown of land to be rezoned.

Table 5: Land Zone Breakdown of Lot 2

	Existing (Western)	Existing (Eastern)	Proposed (Eastern)
RU1 – Primary Production	229.7 ha	292.1ha	192.45ha
E5 – Heavy Industrial	-	-	99.65ha

NOTE: Please disregards “proposed” Lot numbers of Figure 22 and 23.

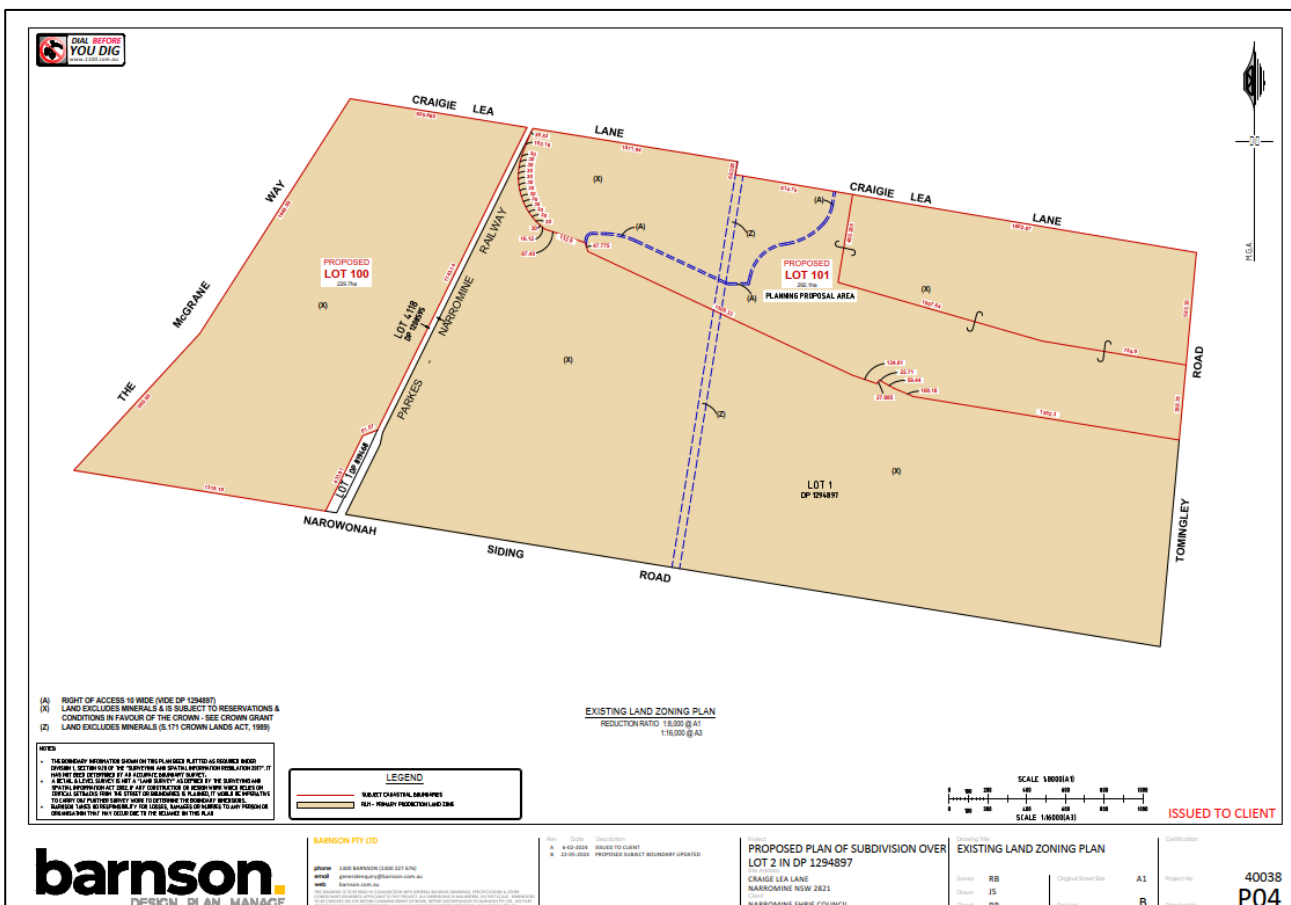


Figure 22: Existing Land Zone Map
Source: Barnson Pty Ltd

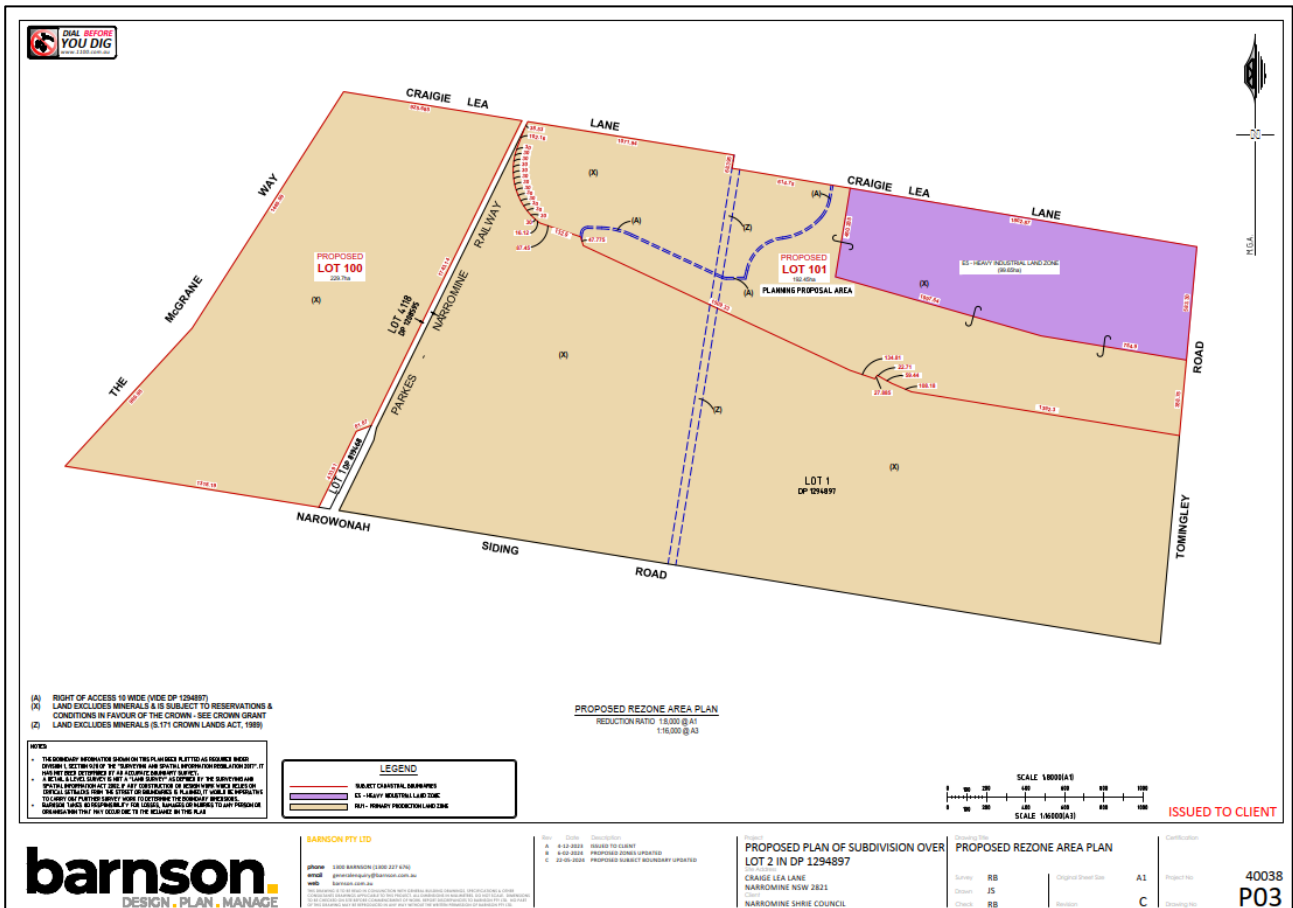


Figure 23: Proposed Land Zone Map
Source: Barnson Pty Ltd

5.2.2. Adoption and modification of Land Use Table

Introduction of E5 - Heavy Industrial Land Use

The Planning Proposal seeks to adopt the Principal Local Environmental Plan Standard Instrument (SI) for the E5 – Heavy Industrial Zone into the Narromine LEP. Noting that:

- Building Identification Signs, Business Identification Signs and Roads are all permitted without consent.
- The Standard Instrument for E5 – Heavy Industrial objectives has been adopted, with the inclusion of one additional objective, being: ‘To provide opportunities for intermodal freight exchange and related industries’.
- Rural Industries; Waste or resource management facility; Any other development not specified in items 2 or 4 are permitted development with consent.

The Narromine Shire Council aims to incorporate this additional objective to ensure that forthcoming developments take into account the connection between the Inland Rail, Narwonah MDC, and the prospective growth of the Narromine Heavy Industrial Precinct. This added goal is crucial to guarantee that the future development of the area aligns with and encourages the establishment of value-adding businesses, including agricultural business, in the area that capitalise on the Inland Rail linkage and the Freight Exchange. The inclusion of an objective specific to the Council strategic vision for the area, is unlike the remaining employment areas within the LGA. This specific objective ensures that the development of the precinct differs and is not in competition

with the existing employment precincts and encourages development suitable for its intended purpose. Specifically providing an area for industries to be separated from other landuses.

The proposed E5 – Heavy Industrial Land Use Table seeks to allow *Environmental Protection Works, Water Reticulation Systems* to be development permitted without consent. Notably, the Land Use table has adopted the Standard Instrument for those developments permitted with consent, with the inclusion of *Rural Industries; Waste or resource management facility*. The E5 – Heavy Industrial Land Use Table also states that *Any other development not specified in item 2 or 4* of the E5 – Heavy Industrial Land Use Table is also permitted.

Council have carefully refined the land use table by incorporating a list of development types deemed “prohibited” for areas zoned for heavy industrial use. This strategic decision stems from the need to mitigate potential conflicts in land use, ensuring compatibility between the designated zones and the nature of the proposed developments – see table below:

<p><i>Zone E5 Heavy Industrial</i></p> <p><i>Direction—</i></p> <p><i>1 Objectives of zone</i></p> <ul style="list-style-type: none"> • <i>To provide areas for industries that need to be separated from other land uses.</i> • <i>To ensure the efficient and viable use of land for industrial uses.</i> • <i>To minimise any adverse effect of industry on other land uses.</i> • <i>To encourage employment opportunities.</i> • <i>To provide opportunities for intermodal freight exchange and related industries.</i> <p><i>2 Permitted without consent</i></p> <p><i>Building identification signs; Business identification signs; Roads; Environmental protection works; Water reticulation systems</i></p> <p><i>3 Permitted with consent</i></p> <p><i>Data centres; Depots; Freight transport facilities; General industries; Hazardous storage establishments; Heavy industries; Industrial training facilities; Offensive storage establishments; Oyster aquaculture; Tank-based aquaculture; Warehouse or distribution centres; Rural Industries; Waste or resource management facility; Any other development not specified in item 2 or 4</i></p> <p><i>4 Prohibited</i></p> <p><i>Advertising structures; Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Commercial premises; Community facilities; Crematoria; Eco-tourist facilities; Schools; Entertainment facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Function centres; Health services facilities; Highway service centres; Home businesses; Home industries; Home occupations; Home occupations (sex services); Home-based child care; Information and education facilities; Jetties; Local distribution premises; Marinas; Mooring pens; Moorings; Mortuaries; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Sex services premises; Stock and sale yards; Tourist and visitor accommodation; Veterinary hospitals; Water recreation structures</i></p>

5.2.3. Adjustment to Minimum Allotment Size

Minimum Allotment Size (Clause 4.1)

The Planning Proposal seeks to modify to Lot Size Map (LSZ_004) of the NLEP 2011 to provide a pathway for future subdivision of land. Figure 24 illustrates the current Minimum Allotment Size for the site, being 400ha for the entire Subject Site. The Planning Proposal seeks to modify the Minimum Allotment Size to:

- Permit the subdivision of land and creation of employment lots within the eastern portion of Lot 2.
- Permit the creation of two (2) separate rural lots (illustrated as Proposed Lot 100 and 101 on the plans).

Therefore, the Planning Proposal seeks to adopt a 2000 m² over the land that is subject to be rezoned to E5 – Heavy Industrial whilst the RU1 – Primary Production zoned land is to adopt a 180ha Minimum Allotment Size – Figure 25.

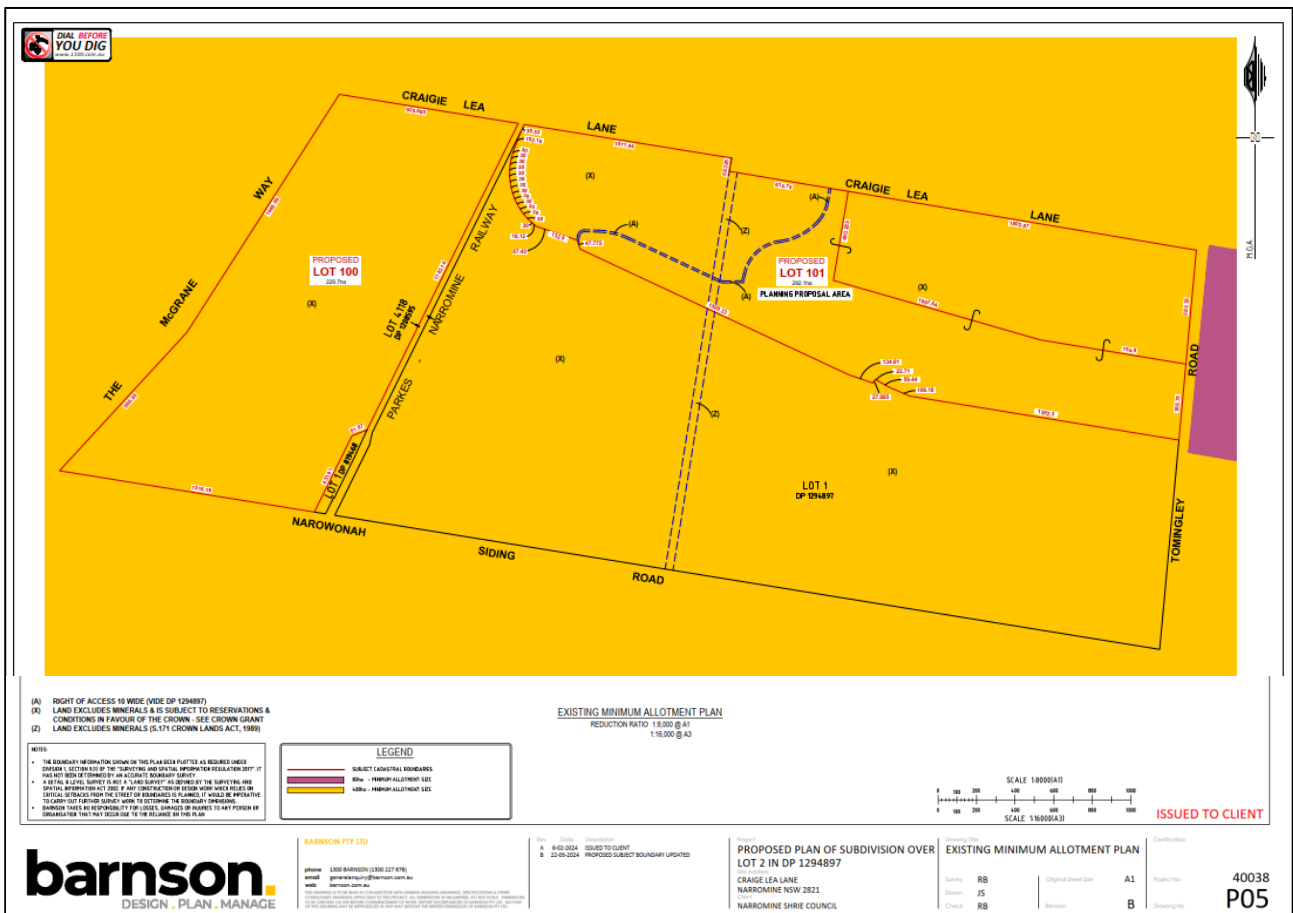


Figure 24: Existing Minimum Allotment Size
Source: (Edited by Barnson 5/02/2024)

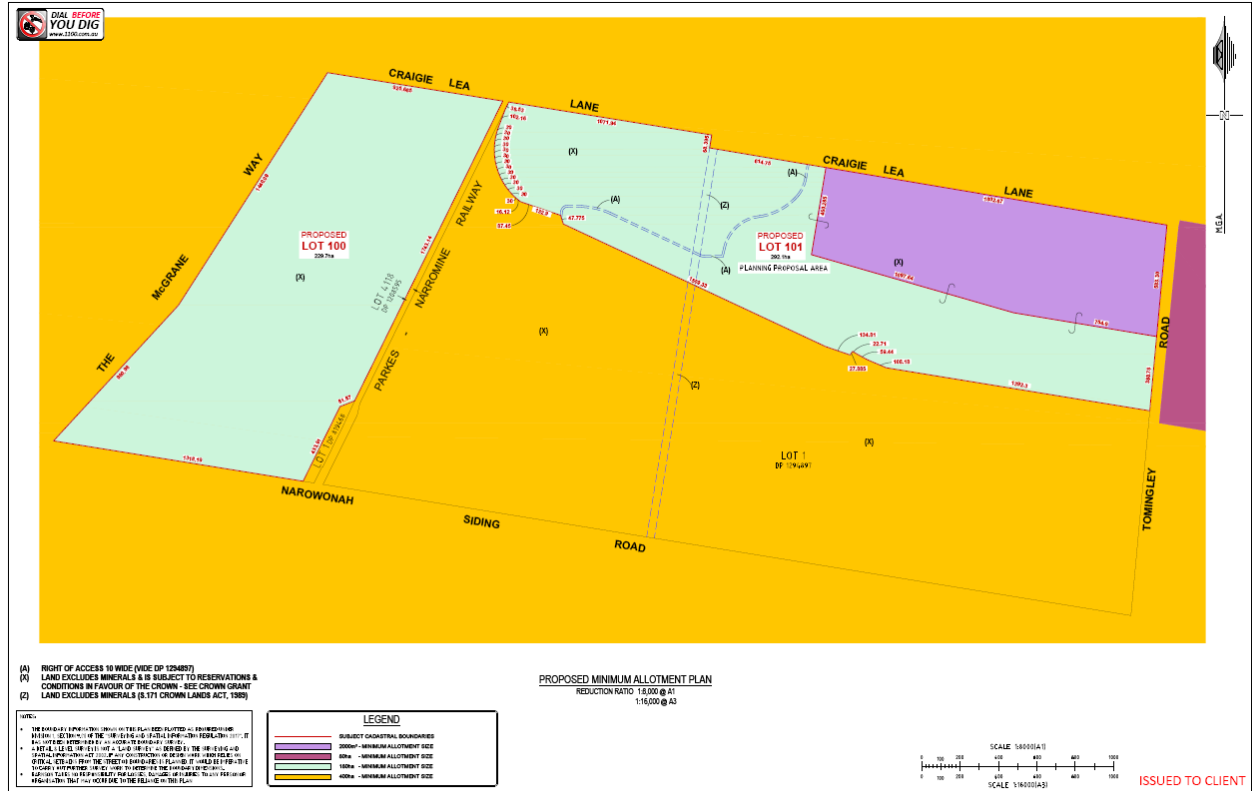


Figure 25: Proposed Minimum Allotment Size
Source: (Edited by Barnson 11/06/2024)

5.3. Part 3 – Justification

5.3.1. Section A – Need for the Planning Proposals

Is the planning proposal a result of an endorsed LSPS, strategic study or report?

Narromine Shire Local Strategic Planning Statement 2020

The Planning Proposal is consistent with the Narromine Shire Local Strategic Planning Statement 2020, specifically it is consistent with the following priorities:

Priority 7 – Development Diversification and sustainability of the local business and industry base

The Planning Proposal aligns with the Priority 7. Its primary focus is on releasing additional employment lands to bolster the agricultural sector. The Proposal strives to support sustainable and efficient practices by guaranteeing direct access to supportive intermodal freight exchange, such as the Inland Rail project and other key freight routes. This strategy facilitates the efficient and effective movement of agricultural goods while also cultivating synergies among different industries, thereby fostering economic growth and resilience within the region.

Priority 8 - Encourage employment and skills development to address industry and grow the regional knowledge base.

The Planning Proposal aligns with the actions under this goal. The Planning Proposal endeavours to refine the Local Environmental Plan (LEP) by creating a new heavy industrial precinct. Strategically aligned with the Inland Rail network and the MDC area, the initiative centres on amplifying employment prospects and nurturing businesses across varying scales. Highlighting the integration of transport infrastructure and related industries, the plan aims to maximize the value-added journey of agricultural produce. By capitalising on local strengths and promoting diversification, the proposal aspires to forge a robust and competitive heavy industrial nucleus that will not directly compete with the existing employment zones within the LGA.

Priority 9 – Manage Natural environments for current and future generations.

The Planning Proposal aligns with Priority 9 of the Local Strategic Planning Statement (LSPS). It aims to rezone land within the proposal area that possesses minimal environmental significance. The Proposal will not have adverse effects on water supply for rural development, and it does not impact low-lying sensitive areas. It is worth noting that further investigation will be undertaken to determine any High Environmental Values within the boundaries of the Planning Proposal and if necessary appropriate strategic planning provisions will be included in the scope of the planning proposal to protect these.

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

The modification of the LEP to establish a Heavy Industrial Precinct that seeks to support agricultural/rural industry, support employment growth in the region and leverage on the inland rail project is the best means of achieving the intended objectives of the planning proposal.

The Narromine LEP presently encompasses two employment zones, namely E1 – Local Centre and E4 – General Industrial, located within Narromine and Trangie. The details of both land-use tables are provided below for reference. It is noteworthy that, in the analysis presented in Table 6 below, demonstrates that there is resemblance between the E5 – Heavy Industrial Land Zoning and E4 – General Industrial Land Use Tables. The key differentiation lies in the utilisation of the E5 – Heavy Industrial land zoning, allowing for more intensive land uses while strategically mitigating potential conflicts in land use. This includes imposing limitations on certain development types and incorporating specific objectives to steer development within the area, distinguishing it from established employment precincts. Additionally, the E5 zone is physically segregated from areas susceptible to land use conflicts, further reinforcing its distinct purpose.

The adoption of the E5 – Heavy Industrial Land Zone and proposed Land Use Table is well-aligned with the key objectives of the Planning Proposal by way of:

1. The initiative enhances employment prospects by creating a dedicated precinct for more intensive industries, contributing to job creation and thus stabilising population growth. The strategic location of this zone supports economic expansion, fostering a favourable environment for sustained employment opportunities.
2. By designating a specific area for development types currently unsupported within established employment zones, the plan ensures the creation of additional employment and business land. This not only facilitates the growth of more intensive business and supportive agriculture industries but also optimises the utilisation of resources in a manner conducive to sustainable economic development.
3. The proposed plan promotes inclusivity by accommodating a range of industrial businesses, from small enterprises to larger ones. This diversity within the industrial landscape encourages a balanced economic ecosystem, fostering growth opportunities for businesses of varying scales.
4. The proposal presents opportunities for intermodal freight exchange, particularly with industrial sectors, and other industries such as agriculture. This initiative aims to streamline logistics and enhance collaboration among various sectors.

In summary, the adoption of the E5 – Heavy Industrial Land Zone and proposed Land Use Table not only addresses the outlined outcomes but also brings about additional advantages that contribute to the overall economic vibrancy and sustainability of the region.

Zone E1 Local Centre

1 Objectives of zone

- To provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area.
- To encourage investment in local commercial development that generates employment opportunities and economic growth.
- To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works; Home-based child care; Roads; Water reticulation systems

3 Permitted with consent

Amusement centres; Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation facilities (indoor); Respite day care centres; Service stations; Shop top housing; Tank-based aquaculture; Veterinary hospitals; Waste or resource transfer stations; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Cemeteries; Correctional centres; Crematoria; Electricity generating works; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Industrial training facilities; Industries; Open cut mining; Recreational facilities (major); Rural industries; Rural workers' dwellings; Sewage treatment plants; Vehicle body repair workshops; Waste or resource management facilities; Water treatment facilities; Wharf or boating facilities

Zone E4 General Industrial

1 Objectives of zone

- To provide a range of industrial, warehouse, logistics and related land uses.
- To ensure the efficient and viable use of land for industrial uses.
- To minimise any adverse effect of industry on other land uses.
- To encourage employment opportunities.
- To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.
- To minimise any adverse effect of industry on the natural environment.

2 Permitted without consent

Environmental protection works; Roads; Water reticulation systems

3 Permitted with consent

Business premises; Depots; Freight transport facilities; Garden centres; General industries; Goods repair and reuse premises; Hardware and building supplies; Heliports; Industrial retail outlets; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Local distribution premises; Neighbourhood shops; Oyster aquaculture; Rural supplies; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Commercial premises; Eco-tourist facilities; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Function centres; Health services facilities; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Information and education facilities; Open cut mining; Public administration buildings; Registered clubs; Residential accommodation; Respite day care centres; Schools; Tourist and visitor accommodation; Wharf or boating facilities

Table 6: Existing and Proposed employment zone comparison

Development Type	E5 – Heavy Industrial	E4 – General Industrial	E1 Local Centre	Comments
Data Centres	Permitted	Permitted captured by Light Industries	- Permitted captured by Light Industries	- Data Centre, type of High Technology Industry, Type of light industry, Type of industry
Depots	Permitted	Permitted	Permitted captured by "Any other development not specified in Item 2 and 4"	-
Freight Transport Facilities	Permitted	Permitted	Prohibited	
General Industries	Permitted	Permitted captured by "Any other development"	- Prohibited – only type of Industries that is	The General Industries is a type of Industry

Development Type	E5 – Heavy Industrial	E4 – General Industrial	E1 Local Centre	Comments
		not specified in Item 2 and 4". All type of (General, Heavy and Light) Industries is permitted.	permissible is Light Industries.	
Hazardous Storage Establishments	Permitted	Permitted – captured by "Any other development not specified in Item 2 and 4"	Prohibited, captured by Heavy Industrial Storage Establishment.	Hazardous Storage Establishment is a type of heavy industrial storage establishment,
Heavy Industries	Permitted	Permitted – captured by "Any other development not specified in Item 2 and 4"	Prohibited	Heavy Industry is a type of Industry
Industrial Training Facilities	Permitted	Permitted	Prohibited	
Offensive Storage Establishments	Permitted	Permitted – captured by "Any other development not specified in Item 2 and 4"	Prohibited	Offensive Storage Establishment is a type of Heavy Industrial Storage Establishment
Oyster Aquaculture	Permitted	Permitted	Permitted	
Warehouse or distribution Centres	Permitted	Permitted – captured by "Any other development not specified in Item 2 and 4"	Permitted – captured by "Any other development not specified in Item 2 and 4"	

Development Type	E5 – Heavy Industrial	E4 – General Industrial	E1 Local Centre	Comments
Rural Industries	Permitted	Permitted – All Types	Prohibited	Rural Industry is a type of Industry
Waste or resources management facility	Permitted	Permitted	Prohibited	
Business Premises	Permitted - Prohibited Commercial Premises)	Permitted - Office Retail Premises Prohibited	Permitted (Retail, Office and Business Premises)	

5.3.2. Section B – Relationship to the strategic planning framework

Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Central West and Orana Regional Plan 2041

Central West and Orana Regional Plan 2041 is a 20-year blueprint for the future of the Central West and Orana area and includes five overarching goals. The goals and the Planning Proposals consistency have been addressed below at Table 7.

Table 7: Central West and Orana Regional Plan 2041

Part 1 – Region-Shaping Investment	
Objective	Comment
Objective 1 - Deliver the Parkes Special Activation Precinct and share its benefits across the region	The Planning Proposal does not directly impact the Parkes Special Activation Precinct. Nonetheless, the Heavy Industrial Precinct proposed in Narromine is example of local development that has the capability to support and complement one another.
Objective 2 - Support the States Transition to Net Zero by 2050 and deliver the Central West Orana Renewable Energy Zone	The Planning Proposal aligns with the intended objective. It aims to rezone land suitable for upcoming industrial development near freight nodes, ultimately curbing and minimising emissions linked to pertinent industries, such as agriculture.

<p>Objective 3 – Sustainably Manage extractive resources land and grow the critical minerals sector</p>	<p>The Planning Proposal aligns with this objective by aiming to safeguard road, rail, and freight routes from developments that could potentially impact the extractive resources and critical mineral sector. Notably, the Planning Proposal has taken into account the MDC and Inland Rail route, actively pursuing LEP amendments that complement these infrastructure projects.</p>
<p>Objective 4 – Leverage inter-regional transport connections</p>	<p>The Planning Proposal aligns with the objective by endorsing a Heavy Industrial precinct that will ultimately capitalise on the proposed Inland Rail Intermodal hub and MDC which will ultimately connect Narromine and the Heavy Industrial Precinct to the wider NSW and beyond.</p>
<p>Part 2: A sustainable and resilient place</p>	
<p>Objective 5 – Identify, protect and connect important environmental assets</p>	<p>The Planning Proposal is supported by environmental studies that have identified potential environmental values over the land. Notably, the Planning Proposal identifies that these areas are mostly low lying and may not be suitable for development. Further investigation is being undertaken to determine if these areas require strategic planning protection, through the adoption of conservations zones.</p> <p>Nonetheless, it is worth mentioning that the potential environmental values identified on the site, are already protected the Terrestrial Biodiversity mapping and subsequent clause in the LEP, which is not proposed to be altered under this Planning Proposal.</p>
<p>Objective 6 – Support connected and healthy communities</p>	<p>The Planning Proposal is not inconsistent with this objective.</p>
<p>Objective 7 – Plan for resilient places and communities.</p>	<p>The Planning Proposal has examined the site's vulnerability to constraints, including flooding. The Planning Proposal area is susceptible to temporary overland flood flows during or immediately after substantial rainfall events, often in the form of convective thunderstorms producing intense rainfall across localised catchments within a few hours. These events generate shallow overland flows that discharge through the site. Although such flooding is likely to be transient and last only a few hours, some ponded run-off may persist in terrain depressions.</p>
<p>Objective 8 – Secure resilient regional water resources</p>	<p>The Planning Proposal area does not affect any marsh areas or river systems. The region site will have access to secure water systems. The eventual land development will need to comply with any LEP or DCP regulations related to groundwater, as well as meet specified targets for water quality and quantity. The</p>

	Planning Proposal aligns with the current council directives on this issue.
Objective 9 – Ensure site selection and design embraces and respects the regions landscapes, character and cultural heritage.	The Planning Proposal aligns with these objectives as it refrains from endorsing development on land identified for accommodating Aboriginal heritage. Ongoing consultation will be undertaken between Narromine Shire Council and the Local Aboriginal Land Council as part of the Gateway process.
Objective 10 – Protect Australia first Dark Sky Park	The Planning Proposal area is located within 200km of the Sliding Spring Observatory. Narromine LEP has not adopted the Sliding Spring Observatory Clause in the LEP. Nonetheless, the Council will ensure that any further development meets the Dark Sky Planning Guidelines.

Part 3: People, centres, housing and communities

Objectives 11 – Strengthen Bathurst, Dubbo and Orange as innovative and progressive regional cities	The Planning Proposal aims to rezone the land, enhancing support for heavy industrial development in the area. Additionally, it seeks to bolster the agricultural business and foster broader economic growth and diversification throughout the region.
Objectives 12 – Sustain a network of healthy and prosperous centres	The proposed rezoning will ultimately encourage investment, diversify industry, and generate new job opportunities, all of which will be advantageous for both the immediate and broader regional community.
Objectives 13 – Provide well located housing options to meet demand	The Planning Proposal is unrelated to housing. However, it does endorse the growth of employment within the region, ultimately contributing to residential and population expansion.
Objective 14 – Plan for diverse affordable, resilient and inclusive housing	The Planning Proposal is not inconsistent with this objective.
Objective 15 – Manage rural residential development	The Planning Proposal is not inconsistent with this objective.
Objective 16 – Provide accommodation options for seasonal, temporary and key workers.	The Planning Proposal is not inconsistent with this objective.

Objective 17 - Coordinate smart and resilient utility infrastructure
The Planning Proposal is not inconsistent with this objective.

Part 4: Prosperity, productivity, and innovation

Objective 18 – Leverage existing industries and employment areas and support new and innovative economic enterprises
The Planning Proposal aligns with this objective by advocating for an amendment to the LEP, allowing for the establishment of an additional employment precinct in the form of a Heavy Industry Precinct within Narromine Shire LGA. This new precinct is carefully designed to avoid direct competition with existing employment zones.

Instead, it introduces a distinct E5 – Heavy Industrial Land Use zone, specifically crafted to prevent potential land use conflicts stemming from heightened development intensity, especially in the context of heavy industrial operations linked to the agriculture, rail and freight industry.

This strategic differentiation ensures the precinct evolves in line with the land use objective, creating a harmonious integration with the intermodal freight exchange and related industries that often involve more intensive activities.

Objective 19 – Protect agricultural production values and promote agricultural innovation, sustainability and value-add opportunities
The main objective of the Planning Proposal is to establish a new employment zone near the inland rail project without compromising agricultural production and values in the region. The choice of this specific land is intentional, as it is adjacent to the MDC and inland rail project and currently affected by these developments. Thus, the selected land serves to optimise project consolidation, minimize land use conflicts, and safeguard valuable agricultural resources.

Objective 20 – Protect and leverage the existing and future road, rail and air transport networks and infrastructure.
The Planning Proposal does not impact present or future road, rail, or air transport systems. Instead, its focus is on leveraging the inland rail route and the proposed MDC area. Ultimately, the Planning Proposal seeks to rezone land adjacent to the inland rail to further facilitate the growth of agriculture, industrial, and freight industries.

Objective 21 – Implement a precinct-based approach to planning for higher education and health facilities
The Planning Proposal is not in consistent with this objective.

Objective 22 – Support a diverse visitor economy
The Planning Proposal is not in consistent with this objective.

Objective 23 – Supporting Aboriginal aspirations through land use planning

The Planning Proposal aligns with the objective and has proactively collaborated with the Local Aboriginal Land Council (LALC). Extensive studies have been conducted to explore the cultural significance of the site.

Importantly, the findings confirm that the site lacks any Aboriginal heritage significance, relics, or items of importance. Nonetheless, Narromine Shire Council will seek further advice from the Local Aboriginal Land Council in relation to the sites cultural values.

Part 5: Local Government Priorities

Location - Narromine

The Planning Proposal harmoniously corresponds with the established priorities outlined by Narromine Shire Council for the Local Government Area (LGA). In particular, it is well-aligned with the council's emphasis on establishing a freight intermodal hub, specifically geared towards agricultural commodities in conjunction with the Inland Rail. Additionally, the proposal actively supports the council's overarching goal of pinpointing opportunities for the LGA in the evolving regional economy, capitalising on its accessibility to Inland Rail and Dubbo.

Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Narromine Local Strategic Planning Statement 2020

In the preceding sections of this report, it is explained that the Narromine Local Strategic Planning Statement (LSPS) does not provide explicit details regarding the specific site earmarked for rezoning. Rather, the document highlights the imperative for the creation of additional employment lands to play a supportive role in the agricultural sector while capitalising on the strategic advantage offered by the inland rail infrastructure.

The Planning Proposal, when scrutinised in light of the Narromine LSPS, demonstrates consistency with the overarching objectives articulated by the Council. By aligning with the emphasis on fostering heavy industrial activities and supporting agriculture, the proposal complements the broader vision outlined in the LSPS. In essence, the intended rezoning is strategically positioned to contribute positively to the economic landscape by creating employment opportunities and leveraging the advantages provided by the inland rail network. Consequently, the planning proposal can be viewed as a cohesive and congruent extension of the Council's strategic planning framework.

Narromine Shire Community Strategic Plan 2027

The Planning Proposal is in accordance with the strategic vision articulated in the Narromine Shire Community Strategic Plan 2027. Specifically, it aligns with:

- *Goal 2 Growing our Economy*– by way of fostering economic growth by promoting employment diversity within the shire. This alignment ultimately contributes to the sustainability and expansion of the local population, while also attracting new industries and development to the area.
- *Goal 3 Protecting and Enhancing our environment* – aiming to preserve the natural and built environment. This entails ensuring that any environmental values are preserved and not compromised within the land slated for rezoning.

The planning proposal is consistent with the Narromine Shire Community Strategic Plan 2027

Narromine Shire Employment Land Strategy 2018

The Planning Proposal aligns with the strategic vision outlined in the Narromine Shire Employment Land Strategy, specifically targeting emerging employment lands. The strategy underscores the potential for leveraging the area's robust agribusiness, strategic transport connections, proximity to Dubbo, and the growing mining sector. In collaboration with various stakeholders, including Council, the aim is to attract industry, create job opportunities, and foster overall growth as proposed in the strategy.

The Plan also advocates exploring development opportunities along the ARTC Inland Rail Project, encompassing an industrial precinct and Freight Exchange. It further emphasizes exploring possibilities along the existing and future corridor for the development of agricultural land, specifically for agriculture-related industries. The Planning Proposal is in line with the Narromine Shire Employment Land Strategy 2018.

Narromine Shire Council – Economic Development Strategy

The Economic Development Strategy of the Narromine Shire Council identifies key industries in the area and proposes actions to sustain and expand existing businesses while also exploring opportunities in emerging sectors. One significant initiative outlined in the strategy is the Inland Rail Project, which aims to create industrial lands supportive of the project's objectives. The Planning Proposal aligns with the strategic goals of the Council's Economic Development Strategy.

It is acknowledged that the Planning Proposal may have implications for rural land use and potentially impact the agricultural sector due to rezoning, leading to a reduction in land available for agricultural purposes. This is particularly significant considering the heavy reliance of the Narromine Shire on agriculture. However, the proposal aims to mitigate such impacts and foresees the creation of approximately 200 new full-time jobs, with additional indirect employment opportunities expected, especially in the transport, agriculture value-adding, and warehousing sectors.

The development of the precinct is projected to contribute significantly to the region's economic output, estimated at \$108 million if all 200 jobs are filled within the precinct, with an anticipated \$14.6 million in wages and salaries. Considering the existing constraints on the original property due to the Materials Distribution Centre, amending the LEP to allow for the creation of industrial precinct is deemed highly beneficial due to its strategic location and consistent with the economic strategy.

Is the planning proposal consistent with any other applicable State and regional studies or strategies?

NSW State Infrastructure Strategy 2018-2038

In 2012, the initiation of the first State Infrastructure Strategy and Long-Term Transport Master Plan laid the groundwork for the current implementation of significant projects. This Planning Proposal aligns with several key objectives, including:

- Objective 3.4: A Thriving Regional NSW is Fundamental to the State Environment. The Planning Proposal aims to facilitate community growth by establishing a employment precinct that is supported by efficient freight and service routes. The emphasis is on leveraging competitive advantages in agriculture and primary resource manufacturing.
- Objective 10.1: Optimise land use where Infrastructure capacity exists. The Planning Proposal is in harmony with this goal, as it primarily focuses on connecting people with employment opportunities, services, and amenities by strategically planning for growth and development around interchange hubs and freight routes.

The Planning Proposal is consistent with the NSW State Infrastructure strategy 2019-2038.

Central Orana Regional Economic Development Strategy 20-Year Economic Vision for Regional

The Planning Proposal is in harmony with the strategy to position Narromine (being part of Central Orana) as an innovative and interconnected business destination. This involves sustaining investments in freight and logistics precincts, as well as intermodal hubs. Given Central Orana's strategic centrality, located between Melbourne and Brisbane and between Sydney and Adelaide, it functions as a crucial transportation crossroads offering diverse transport options. This strategic positioning makes it an ideal site for establishing a heavy industrial precinct, which will be supported by the inland rail network and MDC. The Planning Proposal is in line with the strategy to position Central Orana as a dynamic and interconnected business hub by expanding its employment zones strategically. This expansion aims to bolster local and regional industries while capitalising on nationwide initiatives such as the Inland Rail project.

20-Year Economic Vision for Regional NSW - NSW Freight and Ports Plan

In 2013, the NSW Government unveiled the Freight and Ports Strategy. The NSW Freight and Ports Plan 2018-2023 provided industry stakeholders with the essential continuity and certainty required for impactful, long-term investments. These investments, far-reaching in their effects, not only bolster individual businesses but also sow the seeds for the future growth and prosperity of the entire state This Planning Proposal is in line with the plan, and specifically:

- *Objective 1 – Economic Growth* – By way of encouraging development in and around government infrastructure.
- *Objective 2: Efficiency, Connectivity, and Access.* Capitalising on the imminent streamlined and interconnected transportation infrastructure that will ultimately bolster the economic prosperity of the region,
- *Objective 3: Capacity.* Orchestrating strategic investments in and around the rail freight network.

The Planning Proposal is consistent with the 20-Year Economic Vision for Regional NSW - NSW Freight and Ports Plan.

Is the planning proposal consistent with applicable SEPPS

Table 8 on the following pages provides a summary of SEPP, their relevant and how the proposed Planning Proposal is consistent with the instrument.

Table 8: State Environmental Planning Policies

SEPP	Comments
SEPP (Housing) 2021	Nothing in this Planning Proposal impacts the operation of this SEPP.
SEPP (Planning Systems) 2021	Nothing in this Planning Proposal impacts the operation of this SEPP.
SEPP (Resource and Energy) 2021)	Nothing in this Planning Proposal impacts the operation of this SEPP.
SEPP (Resilience and Hazards) 2021	<p>Chapter 2 of the SEPP applies to the land. Notably the provisions within this Chapter relate to potential hazardous or offensive development. The proposed Heavy Industrial Precinct and the adopt of the E5 – Heavy Industrial Land Use Table seeks to limit land use conflicts on the land by limiting the type of permitted use. Any further development application <i>may</i> need to consider the provisions of Part 3 of this SEPP.</p> <p>Chapter 4 of the SEPP applies to the land. As part of the preparation of the Planning Proposal a Site Contamination Investigation was undertaken by Barnson Pty Ltd (located within Attachment A). This investigation revealed no evidence of contamination. Based on the findings of the desktop review and site investigation it can be stated with a reasonable level of confidence that the Investigation Area is suitable for the proposed centre development and associated land use.</p>
SEPP (Transport and Infrastructure) 2021	Consistent - The SEPP is the primary planning instrument addressing the provision and operation of infrastructure across the State. Referral to the NSW Transport for NSW (TfNSW) may be required for certain development. The SEPP would continue to apply to the site.
SEPP (Primary Production) 2021	<p>The Planning Proposal still retains a portion of Rural land zoning. Therefore, the SEPP will still apply to the proposed future development of the land. Notably, the planning proposal is not inconsistent with the SEPP, as it does not impact State Significant agricultural land. As part of the preparation of the Planning Proposal, Narromine prepared a Land Use Conflict Risk Assessment (located within Attachment A). The report has considered the potential land use conflicts that may arise from the creation of a new Heavy Industrial Precinct, surrounded by rural land. The potential land use conflicts have been considered and discussed in Section 5.3.3 of this report. Notably, the potential land use conflicts are manageable.</p> <p>Narromine Shire Council adheres to the 'Right to Farm Policy', ensuring farmers can practice agriculture without interference. Which will be upheld and not altered as a result of this creation of the new heavy industrial precinct.</p>

SEPP – Biodiversity and Conservation 2021 – Koala Habitat	Chapters 3 and 4 of the Biodiversity and Conservation SEPP aims to encourage the ‘proper conservation and management of areas of natural vegetation that provide habitat for Koalas to ensure a permanent free-living population over their present range and reverse the current trend of Koala population decline’. The Narromine LGA is included in Schedule 2 of the SEPP and hence is subject to the requirements of the SEPP. As the subject site falls on land zoned RU1 – Primary Production within the Narromine Shire Council Local Government Area, the provisions of Chapter 3 of the SEPP apply to any future developments. The Planning Proposal is not inconsistent with the SEPP. The SEPP would continue to apply to the site.
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Is the planning proposal consistent with the applicable Ministerial Directions (Section 9.1)

Table 9 is a list of Directions issued by the Minister for Planning to relevant planning authorities under section 9.1(2) of the Environmental Planning and Assessment Act 1979. These directions apply to planning proposals lodged with the DPHI on or after the date the particular direction was issued and commenced.

Table 9: Ministerial Directions Assessment

Direction	Applicable	Comment
1. Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	The Planning Proposal is found to be consistent with the overall intent of the Central West and Orana Regional Plan 2041.
1.2 Development of Aboriginal Land Council Land	No	The site has not been identified within the Land Application Map of the State Environmental Planning Policy (Aboriginal Land) 2019.
1.3 approval and Referral Requirements	Yes	Noted.
1.4 Site Specific Provisions	Yes	Noted
1.4A	No	N/A
2. Focus Area 1: Planning System – Place based		

Direction	Applicable	Comment
1.5 Parramatta Road Corridor Urban Transformation Strategy	No	N/A
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No	N/A
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	No	N/A

Direction	Applicable	Comment
1.10 Implementation of the Western Sydney Aerotropolis Plan	No	N/A
1.11 Implementation of Bayside West Precincts 2036 Plan	No	N/A
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	No	N/A
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	No	N/A
1.14 Implementation of Greater Macarthur 2040	No	N/A
1.15 Implementation of the Pymont Peninsula Place Strategy	No	N/A
1.16 North West Rail Link Corridor Strategy	No	N/A

Direction	Applicable	Comment
1.17 Implementation of Bays West Place Strategy	No	N/A
1.18 Implementation of Macquarie Park Innovation Precinct	No	N/A
1.19 Implementation of Westmead place strategy	No	N/A
1.20 Implementation of the Camellia Rosehill Place Strategy	No	N/A
1.21 Implementation of South West Growth Area Structure Plan	No	N/A
1.22 Implementation of the Cherrybrook Station Place Strategy.	No	N/A

3. Focus Area 2: Design and Place

This Focus Area was blank when the Directions were made.

4. Focus Area 3: Biodiversity and Conservation

3.1 Conservation Zones	Yes	Currently the Planning Proposal does not propose to include conservation zones within the planning proposal area. However,
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Direction	Applicable	Comment
		ongoing investigation are currently underway to determine if there is a need to strategically include environmental zones over any environmental sensitive lands. Notably, the site does accommodate mapped terrestrial biodiversity lands, which are not proposed to be altered under this proposal.
3.2 Heritage Conservation	Yes	<p>During the preparation of the Planning Proposal, Narromine Shire Council engaged OzArk Environment and Heritage to prepare an Aboriginal Due-Diligence Assessment Report, located within Attachment A.</p> <p>The report concluded that the property being considered in the planning proposal presently displays characteristics of a modified and disturbed area, largely lacking in vegetation. The desktop analysis confirmed the absence of previously recorded Aboriginal sites in the study area, except for the corridors along Craigie Lea Lane, designating the entire study area as "disturbed land."</p> <p>A search conducted on March 17, 2023, using the Aboriginal Heritage Information Management System (AHIMS) within a 5 x 5 km search area (GDA Zone 55 Eastings: 610694–620637, Northings: 6420967–6430960), identified 24 recorded Aboriginal sites within the broader search area. Importantly, none of these sites were found within the specific study area. A visual inspection of the northern boundary of the study area by OzArk Archaeologist Imogen Crome on April 26, 2023, did not reveal any Aboriginal sites or landforms with subsurface archaeological potential. The absence of archaeological potential is attributed to the undifferentiated nature of the landform and the lack of resources, such as water, that would have attracted Aboriginal occupation. While the proposed works are expected to impact the ground surface, it is concluded that no Aboriginal objects or intact archaeological deposits will be harmed.</p> <p>The Planning Proposal aligns with Direction 3.2 – Heritage Conservation of the Ministerial Directions by conducting suitable assessments to ensure the conservation of Aboriginal areas, objectives, places, or landscapes. Notably, the Aboriginal Due Diligence Assessment Report should be forwarded to Narromine Local Aboriginal Land Council as part of the Post-Gateway determination review for additional comments and consideration.</p>
3.3 Sydney Drinking Water Catchments	No	N/A

Direction	Applicable	Comment
3.4 Application of C3 and C3 Zones and Environmental Overlays in Far North Coast LEPs	No	N/A
3.5 Recreation Vehicle Area	No	N/A
3.6 Strategic Conservation Planning	No	Ministerial Direction 3.5 – Strategic Conservation Planning is not relevant to his Planning Proposal as the Planning Proposal area is not mapped to be “avoided land” or “strategic conservation area” under the State Environmental Planning Policy (Biodiversity and Conservation 2021).
3.7 Public Bushland	No	N/A
3.8 Willandra Lakes Region	No	N/A
3.9 Sydney Harbour Foreshores and Waterways Area	No	N/A
3.10 Water Catchment Protection	No	N/A
5. Focus Area 4: Resilience and Hazards		
4.1 Flooding	Applicable	The NSW Flood Plain Development Manual from the Department of Infrastructure, Planning, and Natural Resources (DIPNR) in 2005 defines the flood planning area as the land below the flood planning level, subject to flood-related development control. Flood-liable land, synonymous with flood-prone land, refers to areas susceptible to flooding up to the Probable Maximum Flood (PMF) event, covering the entire floodplain without excluding those below the flood planning level. The Planning Proposal site, depicted in Figure 13, is not within the flood planning area.

Direction	Applicable	Comment
		<p>However, it is within flood-labile land and, therefore, flood-prone, making Ministerial Direction 4.1 Flood applicable.</p> <p>An analysis of the technical assessment from the Narwonah Material Distribution Centre Review of Environmental Factors, including the Hydrology and Hydraulic Report and current flood studies, indicates the proposed site's relatively flat terrain with a 0.5% grade sloping northwest. Despite being outside the flood planning area the site is susceptible to temporary overland flood flows post-heavy rainfall, typically from convective thunderstorms producing intense rainfall within hours. Although transient, such flooding may persist briefly in terrain depressions.</p> <p>The Planning Proposal has carefully considered the policies under Clause 2 of Direction 4.1, with Narromine Shire Council adopting a Flood Risk Management Plan 2021, specifically the "Narromine Shire Council – Flood Policy for Development in Urban Flood Plains." This policy applies to commercial and industrial development and is generally consistent with the Planning Proposal. It proposes amending the Local Environmental Plan (LEP) to allow industrial development on land above the 2% annual exceedance level plus 500m (consistent with council policy). Most of the site is situated above this level or is able to support development above this level. The Planning Proposal aligns with this direction by considering provisions within flood studies adopted by Narromine Shire, prepared in accordance with the NSW Flood Prone Land Policy and the Floodplain Development Manual 2005.</p>
4.2 Coastal Management	Not applicable	<p>The site is not located within a coastal zone nor is it located within a coastal wetlands and littoral rainforests area, coastal vulnerability area, coastal environment area and coastal use area - and as identified by chapter 2 of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>.</p>
4.3 Planning for Bushfire Protection	Yes	<p>The site has been identified and mapped as Bushfire Prone Land under Section 10.3 of the EP&A Act - As outlined in Section 2.9 of this document, As part of the preparation of this Planning Proposal, Barnson Pty Ltd was commissioned to conduct a Bush Fire Study, which can be located within Attachment A of this report. The study has been prepared in accordance with the requirements outlined in the New South Wales Rural Fire Service policy – <i>Planning for Bushfire Protection 2019</i>. It thoroughly examines the bushfire hazard in the vicinity of the Planning Proposal area, focusing specifically on the necessary measures to support the future development of the land. Notably, the Planning Proposal area, particularly the envisioned E5 – Heavy Industrial Precinct, is deemed suitable for development.</p>

Direction	Applicable	Comment
		<p>Consequently, the Bush Fire Study attests that the proposed Planning Proposal aligns with the provisions of Direction 4.3. It specifically illustrates that the planning proposal would facilitate the preparation of a future industrial application capable of adhering to the stipulations regarding Asset Protection Zones, Access, Services, Landscaping, and Building Construction outlined in the Planning for Bushfire Protection 2019 policy.</p>
4.4 Remediation of contaminated land	Yes	<p>The Planning Proposal area has a historical agricultural use, making it subject to Ministerial Directions, specifically Direction 4.4. The historical agricultural activities on the site are detailed in Table 1 of the Contaminated Land Planning Guidelines prepared by the NSW Government.</p> <p>In the preparation of the Planning Proposal, Barnson was tasked with conducting a Site Contamination Investigation (located within Attachment A). As part of this assessment, a thorough desktop review of available information for the investigation area and the site at large identified activities associated with both historical and current use that have the potential to contaminate surface soils.</p> <p>Following the investigation aimed at determining the presence and significance of potential contamination from identified sources, it was revealed that none of these potential sources are likely to have contributed significant quantities of contamination to the surface soils of the Investigation Area. Based on the comprehensive findings from the desktop review, site investigation, and confirmatory sampling and analysis, the conclusion is drawn that the Investigation Area is suitable for the proposed future development and use. The environmental media, such as surface soils and surface water in the Investigation Area, are unlikely to pose a risk of impact to the health of humans or the environment, obviating the need for further investigation.</p> <p>In light of this, the Planning Proposal is deemed consistent with Direction 4.4, as it aims to modify land zones over areas not considered contaminated, making them suitable for the intended change of use development.</p>
4.5 Acid Sulfate Soils	No	N/A

Direction	Applicable	Comment
4.6 Mine Subsidence and unstable land	No	N/A
5. Focus Area 5 – Transport and Infrastructure		
5.1 Integrating land use and transport	TBC	<p>The Ministerial Direction applies to the Planning Proposal as it seeks to alter a zone to E5 – Heavy Industrial, being an employment zone.</p> <p>Narromine Shire Council has engaged with Transport for NSW, who have provided preliminary comments and requirements for TFNSW to consider the proposal further. As such, specialist consultants are engaged to undertake studies in line with this direction. Any specialist studies that will be prepared are to be provided to all authorities as part of the Gateway process.</p>
5.2 Reserving land for public purposes	No	N/A
5.3 Development near regulated airports and defence airfields	No	N/A
5.4 shooting ranges	No	N/A
6. Focus Area 6: Housing		
6.1 Residential Zones	No	N/A
6.2 Caravan Parks and Manufactured Home Estates	No	N/A
7. Focus Area 7: Industry and Employment		

Direction	Applicable	Comment
7.1 Employment Zones	Yes	<p>Ministerial Direction 7.1 – Employment Zones applies to this Planning Proposal, given its direct association with E5 – Heavy Industrial Land, classified as an employment zone.</p> <p>The Planning Proposal safeguards existing employment land and zones within the Local Government Area (LGA) by retaining E1 – Local Centre and E4 – General Industrial land zones. Simultaneously, it introduces an E5 – Heavy Industrial Land Zoning, modified land use table, and objectives aimed at supporting the agricultural and freight industry. This strategy ensures that future development aligns with and promotes the establishment of value-adding businesses in the Industrial Precinct, leveraging the Inland Rail linkage and the Freight Exchange.</p> <p>Distinct from other employment areas in the LGA, the Planning Proposal includes an objective specific to the Council's strategic vision for the area, guiding the future development in line with the vision for the area and specifically not in competition with the existing employment precincts. The Planning Proposal has the potential to generate a significant number of direct jobs upon completion, representing a net growth for the locality as the site is currently vacant.</p> <p>The Planning Proposal and the proposed amendments align with the Narromine Shire Local Strategic Planning Statement 2020, specifically Action 39, which aims to explore opportunities arising from the Shire's central location, capitalise on value derived from truck and freight movement, and support the shire's agriculture industry. Additionally, these align more broadly with the vision for the region's objectives outlined in Part 4 of the Central West and Orana Regional Plan 2041.</p> <p>The proposed amendments ultimately serve to protect existing employment land and centres while fostering employment growth in a suitable area of Narromine.</p>
7.2 Reduction in non-hosted short term rental accommodation period	(Revoked 18 November 2019)	N/A
7.3 Commercial and Retail Development	No	N/A – not within applicable LGAs.

Direction	Applicable	Comment
along the Pacific Highway, North Coast		
8.Focus Area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	No	N/A – not within applicable precinct.
9. Focus Area 9: Primary Production		
9.1 Rural Zones	Yes	<p>Ministerial Direction 9.1 is relevant to this Planning Proposal intends to change the zoning of existing rural land to employment use. This proposed rezoning contradicts Clause 1(a) of the Direction. However, a Planning Proposal can deviate from the Direction if it is justified by a strategy endorsed by the Planning Secretary. Notably, Narromine Shire Council has not yet adopted a strategic plan pinpointing the specific land covered by the planning proposal.</p> <p>Nevertheless, the Planning Proposal aligns with several Strategic Planning Policies, including the Narromine Local Strategic Planning Statement and Employment Land Strategy. Both strategic highlight a long-term strategic vision centred around the inland rail project, fostering future development around the rail system to complement the agricultural and freight industry. This strategic approach is also broadly supported by the Central West and Orana Regional Plan 2041.</p> <p>The Planning Proposal adheres to the objectives of the Direction, as it does not negatively impact the agricultural production value of rural land. The chosen planning proposal area strategically leverages the proposed inland rail network and the location of MDC, offering a suitable location without potential land use conflicts from the rezoning. The site is situated away from existing sensitive land uses, making it suitable for heavy industrial purposes. Additionally, the site has a Land Soil Capability of Class 4, with no biophysical Strategic Agricultural Land or Drastic State Significant Agricultural Land mapping over it and distanced from Agricultural Intensive Land Uses identified in the Narromine Agriculture Land Strategy 2013.</p>

Direction	Applicable	Comment
		<p>The Planning Proposal is anticipated to have a positive impact by facilitating direct access to industrial zoned land. It aims to protect and enhance the agriculture industry, promoting its ability to access freight infrastructure.</p>
9.2 Rural Lands	Yes	<p>Ministerial Direction 9.2 is integral to this Planning Proposal, with a primary focus on preserving the intrinsic value of agricultural production within an existing rural zone. The proposal aims to refine the LEP, introducing new heavy industrial zones over a small portion of rural land and establishing a pathway for the creation of rural lots below the Minimum Allotment Size.</p> <p>The Planning Proposal seamlessly aligns with various strategic initiatives endorsed by the Planning Secretary. Notably, although the Narromine Shire Council has yet to adopt a strategic plan delineating the covered land, the Narromine Local Strategic Planning Statement and Employment Land Strategy underscore a visionary perspective. This outlook centres around the inland rail project, fostering prospective development around the rail system to complement the agricultural and freight industry—an approach broadly supported by the Central West and Orana Regional Plan 2041.</p> <p>The focal point of the Planning Proposal is the modification of land zoning for a specific rural area adjacent to the proposed MDC and inland rail network. Deliberate measures are taken to minimize potential conflicts arising from rezoning. This is accomplished by strategically defining the boundaries of the heavy industrial precinct, positioning it in proximity to the mentioned projects and away from sensitive receivers and existing land uses susceptible to future development impacts.</p> <p>Furthermore, the Planning Proposal has considered the natural and physical constraints of the site, encompassing topography, flood and bushfire impact, land capability, accessibility, service availability, and potential conflicts related to rural land use (see LUCRA Report located within Attachment A). Despite these constraints, the Planning Proposal confidently concludes that the site is well-suited for future development.</p> <p>The anticipated positive impacts of the Planning Proposal are significant, aiming to not only streamline direct access to industrial-zoned land but also to safeguard and elevate the agriculture industry. The proposal is aligned with sustainable land</p>

Direction	Applicable	Comment
		use practices, promoting accessibility to freight infrastructure while harmonising with the evolving landscape.
9.3 Oyster Aquaculture	No	The site is not located near any Priority Oyster Aquaculture Area
9.4 Farmland of State Regional Significance on the NSW Far North Coast	No	N/A

5.3.3. 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 because of the proposal?

The Planning Proposal has been supported by a Site Suitability Assessment, prepared by OzArk Environment and Heritage. A copy of the report accompanies this Planning Proposal and is located within Attachment A.

Based on the current Proposal the proposal would clear up to approximately 100 ha (including only proposed E5 Land) of vegetation within the subject site belonging to five

Plant Community Types (PCTs):

- PCT 45 – Plains Grass grassland on alluvial mainly clay soils in the Riverina Bioregion and NSW South Western Slopes Bioregion.
- PCT 53 – Shallow freshwater wetland sedgeland in depressions on floodplains on inland alluvial plains and floodplains.
- PCT 82 – Western Grey Box - Poplar Box - White Cypress Pine tall woodland on red loams mainly of the eastern Cobar Peneplain Bioregion.
- PCT 201 – Fuzzy Box Woodland on alluvial brown loam soils mainly in the NSW South Western Slopes Bioregion.
- PCT 250 – Derived tussock grassland of the central western plains and lower slopes of NSW.

The most common of these was PCT 250 (96.32 ha), followed by PCT 45 (12.56 ha), PCT 53 (4.07 ha), PCT 82 (2.67 ha), and PCT 201 (0.70 ha).

Two Threatened Ecological Communities (TECs) were positively identified within the subject site and one within the future expansion area:

- BC Act, Endangered: Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Peneplain, Nandewar and Brigalow Belt South Bioregions
- EPBC Act, Endangered: Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia.

Additional areas of these TECs occur on the northern side of the Cragie Lea Lane road corridor. A greater extent of the BC Act-listed Fuzzy Box Endangered Ecological Community (EEC) occurs on this northern side than within the subject site.

One threatened plant species, Bluegrass (*Dichanthium setosum*), was recorded during the field survey. One small population was recorded within the subject site. This species is listed as vulnerable under the BC and EPBC Acts. As the subject site is located at the southern limit of the known range of this species, this occurrence is likely to constitute an important population. Consequently, impacts to this species may be deemed significant and therefore trigger entry into the Biodiversity Offsets Scheme and/or referral to the Minister under the EPBC Act.

Six threatened fauna species (four birds and two bats) were detected either during the field surveys or by means of recording devices. All six species are listed as vulnerable under the BC Act, while one, the Superb Parrot (*Polytelis swainsonii*), is also listed as vulnerable under the EPBC Act. As these species are highly mobile, they are likely to make use of both the subject site and future expansion area, as well as much of the road corridor.

A total of 175 threatened species or populations are known or predicted to occur within the three IBRA subregions that fall within 10 km of the subject site. Impacts to 81 of these may occur as a result of clearing of the subject site. Clearing of the future expansion area may result in impacts to 67 of these species. Impacts to up to 42 species identified by a Matters of National Environmental Significance search may result from future development within these areas. Tests of significance have not been conducted for these species; consequently, it cannot be stated with certainty whether these impacts would be significant. In the case of many species, particularly marine and migratory species, the impacts are likely to be negligible.

The field survey identified 44 hollow-bearing trees (42 live and two dead) within the subject site and an additional six (all live) within the future expansion area (Figure 5-1). Hollows were classed as either small (< 20 cm diameter) or large (≥ 20 cm diameter) to provide an indication of the species most likely to make use of them. The trees within the subject site contained a total of 28 large and 99 small hollows, as well as one stick nest. Six habitat trees (all live) were recorded within the future expansion area, containing a total of one large and 14 small hollows. Additional habitat trees containing nests and hollows were recorded in the northern side of the road corridor and outside of the western limit of the subject site within the southern road corridor.

The most significant identified constraints associated with any proposal situated in the subject site are the relatively large areas of TEC that would be impacted and the presence of the threatened Bluegrass. Currently, Council have engaged OzArk to undertake seasonal surveys of the site to ground truth the mapping of the Blue Grass habitat. These surveyors are currently ongoing and efforts to reduce impacts to these entities will be implemented through adoption of conservation land zoning that will further protect the habitat from future development. This report covers the current form of the proposal and is intended only to assess constraints and limitations within the proposal site. It does not constitute a finalised biodiversity assessment. Notably, a Biodiversity Development Assessment Report is currently being prepared in accordance with the initial feedback provided by Department of Climate Change, Energy, the Environment and Water.

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

The following is a summary of other likely environmental effects as result of the Planning Proposal or any other constraints within the Planning Area.

Constraints	Comments
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Servicing	<p>In the preparation of the Planning Proposal, Barnson Pty Ltd conducted an Onsite Effluent Management Report, which included a soil assessment. This assessment aimed to determine the optimal effluent system for supporting the heavy industrial precinct, especially in light of the decision not to proceed with sewer lead-in works. The report is located within Attachment A H, outlines two potential systems suitable for precinct-wide effluent disposal.</p>
Noise Impacts	<p>The site is situated approximately 7 kilometres away from the Narromine Central Business District and just 1.5 kilometres from the nearest residential area designated as R5- Large Lot Residential. Surrounded by rural lands dotted with scattered rural dwellings, the site enjoys a considerable distance from these sensitive residential zones, effectively minimizing or eliminating potential noise disturbances in the future.</p> <p>Furthermore, its strategic positioning adjacent to the MDC and inland rail project, as well as its proximity to major arterial road networks, ensures optimal accessibility for freight and road transportation. This advantageous location in the heavy industrial precinct not only facilitates convenient access but also mitigates noise impacts due to its separation from residential areas. In essence, the site's locality, shielded from sensitive land uses, guarantees minimal noise disruptions, thus making it an ideal location for industrial operations.</p>
Highest and best use of land	<p>The Planning Proposal has examined the site and the implications of the of the inland road and MDC project on the property and has proposed amendments to the LEP that would allow for the optimal use of the land while safeguarding valuable agricultural resources from loss.</p> <p>Lot 2 currently finds itself intersected by both the ambitious inland rail project and the operational activities of the MDC. This diverse array of use/operations has resulted in the fragmentation of the lot, leaving its rural potential largely untapped and unsupported by the existing statutory planning controls governing the site. Therefore, it becomes imperative to reevaluate these provisions to unlock the full potential of the land, aligning it with the overarching strategic vision for the region.</p> <p>The western expanse of Lot 2 remains relatively untouched by the influences of the inland rail project or the MDC, presenting an opportunity to explore the creation of a distinct rural allotment within this section, separate from the activity of the eastern precinct.</p> <p>Conversely, the eastern portion of the site bears the impact of the inland project and the MDC, necessitating a shift towards a more suitable utilisation, such as the establishment of the heavy industrial precinct. This strategic realignment not only ensures a harmonious separation from sensitive land uses but also leverages its strategic proximity to the inland rail and MDC, supporting intermodal freight exchange and related industries.</p>
Bushfire	<p>As part of the preparation of the Planning Proposal, a Strategic Bushfire Study was prepared by Barnson Pty Ltd which has assessed the Planning Proposal against the relevant provisions within the NSW RFS policy – Planning for Bushfire Protection 2019.</p> <p>A copy of this report has been provided within Attachment A</p>
Site Contamination	<p>As part of the preparation of the Planning Proposal a Site Contamination Investigation was prepared by Barnson Pty Ltd. This investigation revealed no evidence of contamination. Confirmatory soil samples collected at the subject</p>

	<p>site showed concentrations of all potential contaminants investigated (metal hydrocarbons, PAHs, PCBs and pesticides) were below health risk-based criteria in all surface soil samples. A copy of this report has been provided within Attachment A</p>
Aboriginal Culture Heritage	<p>As part of the preparation of the Planning Proposal a Aboriginal Due-Diligence Assessment Report was prepared by Ozark Environment and Heritage. The AHIMS recorded no sites within the Planning Proposal Area and the visual inspection did not identify any Aboriginal sites or landforms with subsurface archaeological potential. It was determined that no Aboriginal objects or intact archaeological deposits will be harmed by the Planning Proposal notably, as part of the Gateway process, the Narromine Shire Council will consult with the Local Aboriginal Land Council.</p> <p>A copy of this report has been provided within Attachment A</p>
Flooding	<p>As part of the preparation of the Planning Proposal, the Narwonah MDC Review of Environmental Factors a Hydrology and Hydraulic Report was reviewed– A copy of this report has been provided within Attachment A. An examination of the existing technical assessment reveals that the proposed site features relatively flat terrain with a 0.5% grade sloping in a north-westerly direction. Although such flooding is likely to be transient and last only a few hours, some ponded run-off may persist in terrain depressions. Notably, the land is suitable for further development and future subdivision of built form over the property will be required to consider the applicable control/policies pertaining to development within flood prone land.</p>
Land Conflict	<p>Use As part of the preparation of the Planning Proposal a Land Use Conflict Risk Assessment was prepared by Narromine Shire Council – A copy of this report has been provided within Attachment A. The assessment determined that the major uses at risk are:</p> <ul style="list-style-type: none"> - Nearby Rural and Residential areas; - Grazing and Copping Industries; and - Material Distribution Centre/Industrial Uses. <p>Each have been discussed below:</p> <p><u>Nearby Residential Areas</u></p> <p>The proposed rezoned land is over 500m away from residential areas, with tree coverage in between. The main risk is increased traffic, which could moderately impact the local community, potentially leading to complaints. To address this, Craigie Lea Lane will be upgraded and widened, and the intersection with Tomingley Road will have additional turning lanes. These improvements will reduce dust, noise, and safety concerns for nearby residents.</p> <p><u>Grazing and cropping industries</u></p> <p>The main risks, such as noise from cropping or industrial activities, are low in a rural setting, with no additional mitigation needed besides maintaining existing tree line buffers. Dust from fields is expected but will be minimized with buffer maintenance.</p> <p>Narromine Shire Council adheres to the 'Right to Farm Policy', ensuring farmers can practice agriculture without interference. Groundwater contamination risks are low due to absence of bores on the rezoned lot, and any approved industry</p>

must mitigate contamination potential. With no nearby irrigated cropping registered on Council systems.

Material Distribution Centre

The Materials Distribution Centre, previously approved and operating south and west of the proposed industrial rezoning, leases land from Narromine Shire Council. Land Use Conflicts are low; thus no specific mitigations are advised. Despite the low risk, the area between the Material Distribution Centre and the rezoning site will be fenced with rural-style fencing and 'no trespassing' signs.

The proposed rezoning is strategically situated to bolster the region's agriculture industry, capitalising on the advantageous location of the precinct in close proximity to the inland rail network and the proposed MDC area. The site selection ensures the safeguarding of sensitive land uses, including the Narromine CBD, residential neighbourhoods, and various industries such as the airport, ensuring that the precinct's location avoids any proximity-related amenity issues.

Significantly, the delineation of planning proposal boundaries is thoughtfully crafted to navigate away from state significant farmland and areas characterised by soil capabilities conducive to more intensive agriculture uses. This conscientious approach serves as a protective measure, safeguarding the region's agricultural productivity. Moreover, the proposed rezoning is intentionally bounded to mitigate potential adverse effects on adjacent agricultural land uses, promoting a harmonious coexistence with existing operations.

The proposed industrial precinct seamlessly aligns with both state and local strategic planning policies. Consequently, the Planning Proposal advocates for a pertinent amendment to the Local Environmental Plan (LEP), ensuring the realisation of the community's long-term vision for the region. This proposal not only supports the region's agriculture industry but also reflects a forward-looking and community-driven approach in achieving sustainable development.

Has the planning proposal adequately addressed any social and economic effects?

It is anticipated that significant positive economic and social outcomes for Narromine LGA and broader NSW will come about due to the proposed amendment to the LEP and establishment of an heavy industrial precinct in Narromine. These anticipated benefits encompass:

Stimulating Private Investment and Business Expansion:

- Facilitating the growth of the transport, agricultural and warehousing industry, which already constitutes a notable economic specialisation in Narromine.
- Creating additional job opportunities and supporting local businesses, especially in areas like secondary processing of agricultural products.
- Encouraging the establishment of niche manufacturing and industrial enterprises, fostering local entrepreneurship, and diversifying the region's economy.

Increasing Employment Opportunities

- Drawing on experiences from comparable projects in regional NSW, Victoria, and Queensland, the proposal aims to directly create 65-140 long-term jobs for locals, with even higher short-term employment during construction.

- Offering a variety of job opportunities at different skill levels, including unskilled positions, mid-skilled roles, and higher-skilled positions in areas like warehouse management and logistics support. Anticipating a positive impact on the Narromine economy by supporting families and reducing socio-economic disadvantage through increased job availability.

Producing Cost Savings and Enhancing Market Access for Agriculture:

- Providing local farmers with improved access to the Inland Rail, connecting Narromine to the ports of Brisbane and Melbourne.
- Access and reducing transportation costs for the agricultural industry.

Encouraging population growth and youth retention in the area:

- Creating new jobs and fostering entrepreneurship to attract and retain talented young individuals in Narromine.
- Preventing the depletion of the working-age population and preserving the distinctive character of the town.

The suggested amendments to the LEP through the introduction of an additional employment lands precinct in the Narromine Local Government Area (LGA) does not directly compete with the current employment zones in the region. As mentioned earlier in this Planning Proposal, the proposed objectives of introducing the E5 – Heavy Industrial Zone, along with its objectives and land use tables, guide development in the area to accommodate potential land uses that may have manageable impacts but are not suitable for the existing employment-zoned land. The rezoning of land, specifically separating it from sensitive land uses with the aim of supporting the inland rail, ensures that the proposal does not create competition with existing precincts. Instead, it establishes a suitable precinct capable of accommodating more intensive land uses.

This also applies to the potential impact that the additional precinct may have on neighbouring LGAs, such as the Parkes Special Activation Precinct. Similar to this project, it is situated along the inland rail network. However, in contrast to the goals of the current precinct, the Parkes Special Activation Precinct operates as a Master Plan precinct, delineating the adoption of zones to guide development in support of various industries, including freight and agriculture. Nevertheless, unlike the present proposal, the Parkes Special Activation Precinct employs a more flexible land zoning approach, necessitating the incorporation of land use restrictions on potential intensive land uses within its boundaries due to the potential conflicts that could arise and the precinct's proximity to existing sensitive land use.

5.3.4. Section D – State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

The council is currently conducting a comprehensive review of all infrastructure, encompassing electricity and potable water, to identify any necessary upgrades and preparatory work for connecting the precinct to existing services. Additionally, the council has been in communication with service providers such as Essential Energy to explore potential servicing options.

Noteworthy is the examination of situations where certain services, such as sewage infrastructure, will not be connected to the site. Investigations have been carried out to ascertain the most suitable methods for servicing the precinct, and these findings are included in this Planning Proposal.

What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

As part of the preparation of this Planning Proposal, Narromine Shire Council undertook consultation with several agencies. Table 10 below provides a summary of the consultation taken. A copy of the agencies' responses referred to in the table below have been provide at A copy of this report has been provided within Attachment A.

Table 10: Consultation

Agency/Stakeholder	Summary of Actions
Department of Planning, Housing and Infrastructure	<ol style="list-style-type: none"> 1. Narromine Shire Council has introduced the project to the NSW Department of Planning, Housing and Infrastructure in late 2023 and provided a copy of the Scoping Report, which introduced the proposal and its objectives. 2. No formal comments were received from NSW Department of Planning, Housing and Infrastructure, however, general support was given to the Planning Proposal objectives. 3. Ongoing discussion and contact to update DPHI has been undertaken by Council staff (Phil Johnston Director Community and Economic Development). 4. NSW Department of Planning, Housing and Infrastructure did recommended that that earlier consultation with Department of Climate Change, Energy, the Environment and Water, Department of Primary Industries – Agriculture. Transport for NSW, and NSW Rural Fire Service should be undertaken. 5. Post receiving the advice received from NSW Department of Planning, Housing and Infrastructure, further consultation with those suggested division were undertaken and are detailed below. 6. Council intended to remain available to NSW Department of Planning, Housing and Infrastructure throughout the Gateway process.
Department of Climate Change, Energy, the Environment and Water	<ol style="list-style-type: none"> 1. The Scoping Report was provided to Department of Climate Change, Energy, the Environment and Water on the 7th of December 2023 2. A TEAMS Meeting was held on the 15th of December 2023 with Department of Climate Change, Energy, the Environment and Water. 3. Formal comments been received by Department of Climate Change, Energy, the Environment and Water (dated 21 January 2024), who generally supported the objectives of the Planning Proposal and had recommended further investigation to support the Planning Proposal. 4. Narromine Shire Council is currently undergoing the reengagement of specialist consultants (Ozark) to assist with providing the additional information. This includes ground truthing of habitat and the preparation of a Biodiversity Development Assessment Report and the undertaken of seasonal surveys to confirm the extent of Blue Grass habitat within the subject site.
Transport for NSW	<ol style="list-style-type: none"> 1. The Scoping Report was sent to Transport for NSW on the 7th of December 2023. 2. Further advice on the Planning Proposal was received on the 22nd of December 2023 (provided by Andrew Lisseden A/Team Leader Development Services). 3. Narromine Shire Council has engaged specialist consultants (McLaren Traffic Engineering and Road Safety Consultants) to assist with the

Agency/Stakeholder Summary of Actions

	<p>development of a Transport Impact Assessment which addressed the agencies queries.</p> <p>4. Report is currently underway and will be provided to NSW Department of Planning, Housing and Infrastructure and Council upon completion.</p>
DPI Agriculture:	<p>1. The Scoping Report was sent to Department of Primary Industries - Agriculture on the 7th of December 2023.</p> <p>2. A letter dated the 21st of December 2023 was provided by Nita Scott – Agricultural Land Use Planner.</p> <p>3. The agency raised concerned that the proposal may be inconsistent with local and regional strategic planning frameworks, including the Central Wets Orana Regional Plan 2041. Notably, this Planning Proposal has provided a detailed analysis of the strategic policies pertaining to the site and how the Planning Proposal has contributed to the strategic direction for the region.</p> <p>4. In addition, Narromine Shire Council addressed the concerns raised by agencies by preparing a Land Use Conflict Report. This report evaluates the proposed project in relation to nearby sensitive land uses and suggests potential mitigation measures to manage potential conflicts.</p>
NSW RFS	<p>1. The Scoping Report was provided to NSW RFS on the 7th of December 2023.</p> <p>2. No further comments have been received. Nonetheless, this Planning Proposal is accompanied by a Strategic Bushfire Study, which has been prepared in accordance with the NSW RFS policy – Planning for Bushfire Protection 2019.</p> <p>3. As part of the Gateway process, ongoing consultation will be undertaken by Narromine Shire Council.</p> <p>4. NSW RFS did return comments (dated 11 March 2024) and a copy of these are provided at Attachment A. In response to the comments provided an updated Strategic Bushfire Study has been prepared and is located at Attachment A.</p>
Local Aboriginal Land Council	<p>1. The scoping report was provided to the Narromine Local Aboriginal Land Council.</p> <p>2. No comments have been received. Nonetheless, the Planning is accommodated by an Aboriginal Due-Diligence Assessment Report which did not identify any aboriginal items or artifacts within the Planning Proposal area. Nonetheless, Narromine Shire Council will undergo formal consultation with the LALC as part of the Gateway process.</p>

5.4. Part 4 – Mapping

The plans provided at Attachment A clearly outline the Planning Proposal and associated likely development requirements. The plans include:

- Land Zoning Map – Proposed amendment to the Land Zoning Map.
- Minimum Allotment Size – Proposed amendment to the Minimum Allotment Size Map.

5.5. Part 5 – Community Consultation

It is expected that the Planning Proposal would not be a Low Impact Proposal and therefore community consultation would be undertaken in accordance with the requirements set out in *Local Environmental Plan Making Guidelines – Complex Planning Proposal*

The consultation would include:

- Notification in a newspaper that circulates in the area affected by the planning proposal;
- Notification on the website of the RPA; and
- Notification in writing to affected and adjoining landowners, unless the planning authority is of the opinion that the number of landowners makes it impractical to notify them.

5.6. Part 6 -Project Timeline

The following indicative project timeline is provided:

Table 11: Indicative Project Timing

Stage	Timing
Consideration by Council	50 days
Council Decisions	TBA
Gateway Determination	25 Days
Pre-exhibition	TBA
Commencement and completion of public exhibition period	95 Days
Consideration of submission	TBA
Post-exhibition review and additional studies	TBA
Submission to Department for finalisation	55 Days
Gazettal of LEP amendments.	TBA

6. CONCLUSION

Narromine Shire Council has engaged Barnson Pty Ltd to assist with the preparation of a Planning Proposal affecting 397 Craigie Lea Lane, Narromine, legally described as Lot 2 in Deposited Plan 1294897, that seeks to amend the *Narromine Local Environmental Plan 2011* by way of:

1. Land Rezoning - The Planning Proposal aims to revise the existing land zoning of the property by introducing an E5 – Heavy Industrial Land Zone to a specific area within the site.
2. Adoption and modification of Land Use Table - The proposal involves incorporating the E5 – Heavy Industrial Land Use Table into the Local Environmental Plan (LEP) and adjusting the land use table to establish specific objectives and type of development that are permissible in the zone. These objectives are designed to guide the future development of the site in alignment with the strategic vision, which focuses on supporting the agriculture industry and facilitating freight exchange.
3. Adjustment Minimum Allotment Size Adjustment to the current Minimum Allotment Size requirements are proposed to facilitate the orderly and economic subdivision of RU1 – Primary Production zoned land and subdivision of E5 – Heavy Industrial zoned land.

The strategic decision to review and revise the land's zoning aligns directly with the directions within both state and local strategic policies. These policies, acting as guiding beacons, have mandated the council to amend its Local Environmental Plan (LEP) in sync with the regional agricultural and freight landscape, capitalising on pivotal state initiatives such as the inland rail project. The essence of the Planning Proposal is to execute these strategic visions by rezoning land in Narromine, cultivating an environment conducive to agricultural expansion and seamlessly integrating businesses with vital freight networks.

In architecting the Planning Proposal, the council has introduced a distinctive land zoning, denoted as E5 – Heavy Industrial—a employment zone currently absent from the prevailing employment zones in Narromine. The incorporation of this land zoning, coupled with the proposed land use table and specific precinct objectives, ensures a phased and harmonious evolution of the area, steering clear of conflicts with existing employment zones and strategically designated state employment precincts within and around the Local Government Area (LGA).

In addition to the Planning Proposal, a set of specialised reports accompanies this application, focusing on the site's constraints and acknowledging its development as an emerging employment precinct in Narromine Shire. The overall conclusion drawn from the Planning Proposal and these expert reports strongly confirms the appropriateness of the site for its designated purposes. Therefore, Barnson is of the view that:

- (a) *Support this preliminary Planning Proposal based on the information provided in this report; and*
- (b) *Resolve to refer this Planning Proposal to NSW Department of Planning, Housing and Infrastructure for a Gateway Determination to endorse its public exhibition.*

Pending endorsement by NSW Department of Planning, Housing and Infrastructure, the Planning Proposal will be exhibited in accordance with the criteria outlined in the Gateway Determination. The outcome of the exhibition and referrals to various government departments will be subsequently reported to Council for determination.

APPENDIX A

**Attachment A – Supportive
Document**