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URBIS

BELMORE ROAD PRECINCT PLANNING PROPOSAL

South Creek West Release Area

Prepared for
CKDIPTY LTD
8 July 2022

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EXECUTIVE SUMMARY

This Planning Proposal has been prepared by Urbis on behalf of CKDI Pty Ltd (CKDI, **the proponent**) and seeks to amend the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Precincts SEPP)* for the site located on The Northern Road, forming part of Sub-Precinct 2 in the South Creek West Land Release Area and is referred to as the **Belmore Road Precinct**.

The Belmore Road Precinct comprises 190ha of land and will accommodate up to approximately 10,500 people and builds on the NSW Government's vision and aspirations under the Western Sydney Growth Area program. In line with the NSW Government's vision, a diverse range of housing typologies will be planned, targeted for and delivered to meet the residential market desire in south-west Sydney. In addition, the precinct will integrate the delivery of a high amenity environment, focused around the principles of achieving a distribution of open space, community facilities, retail and other related non-residential land uses that directly correlates with the needs for the incoming population, but also responsive to the constraints and opportunities of the site. It will promote pedestrian walkability and connectivity to public places and spaces across the precinct, and fundamentally build on the green and blue grid objectives.

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment.

It is noted that this Planning Proposal is seeking an amendment to the Precincts SEPP, however, informed by pre-lodgement discussions with Camden Council this Planning Proposal has been prepared in accordance with the following guides:

- *A Guide to Preparing Local Environmental Plans* (December 2021); and
- *A Guide to Preparing Planning Proposals* (December 2018).

PROJECT HISTORY

The Belmore Road Precinct is located within the broader South Creek West Land Release Area (**SCW**), which is one of the largest greenfield precincts in Sydney. SCW comprises of five distinct precincts across approximately 1,500 hectares, including Sub-Precinct 2. A SCW Structure Plan is currently being developed by the Department of Planning and Environment (**DPE**) in conjunction with Camden Council. There is no known timeframe to when this structure plan will be publicly available. CKDI and its team of technical consultants have worked closely with Camden Council to ensure broader strategic inputs relating both directly and indirectly to the release area have been considered and where appropriate, addressed under this Planning Proposal.

In early 2020, DPE adopted a *New Approach to Precinct Planning*, providing a way forward for the planning and delivery of precincts. The new approach centres the planning system around people, places, public spaces and the environment, and provides councils and locals communities with greater responsibility in planning decisions. The Belmore Road Precinct was identified as a 'Collaborative Planning Precinct' under the new approach. It is the understanding of this planning proposal that Camden Council will lead the planning for the precinct with support from DPE.

SCW forms the western portion of the South West Growth Area (**SWGA**) and is one of 14 precincts. The Belmore Road Precinct is surrounded by active precinct planning by DPE and the Western Sydney Planning Partnership, including:

- Lowes Creek Maryland: Gazetted in July 2021, updates to the SEPP zoning are currently under consideration by Camden Council.
- Western Sydney Aerotropolis: The Aerotropolis Planning Package and supporting technical studies for the initial precincts was finalised on 25 March 2022.
- Tranche 41 (Part Pondicherry): Gazetted in March 2022.

The site is strategically located under 2 km south-west of the Western Sydney Aerotropolis. The Aerotropolis is planned to accommodate approximately 200,000 new jobs. The proximity of the Belmore Road Precinct to the Aerotropolis will provide housing choice and diversity for the future employees in the Western Parkland City.

VISION STATEMENT

Through a virtual and interactive workshop attended by representatives from Camden Council, DPE, and the proponent's team of technical advisors, a vision for the Belmore Road Precinct was developed. The agreed vision states:

The Belmore Road Precinct is Camden's Gateway to the Aerotropolis. The Belmore Road Precinct will reflect best practice in design and environmental outcomes to promote a leading precinct in greenfield communities. This creates a place where the natural environment integrates seamlessly with the built environment providing a direct link to the existing landscape character of Camden. This new neighbourhood will provide a sustainable living space and local jobs, which are close to the important high order jobs and services in the Aerotropolis. This new neighbourhood will promote the western parkland city planning principals set in State and local strategic plans by placing residents close to jobs, education and health facilities, services and great places.

The Belmore Road Precinct celebrates its natural environment through conservation of trees and riparian corridors. The precinct will provide open space opportunities connecting the precinct and broader green and blue grid. This precinct will create a sustainable place which protects residents from urban heat island effects, promotes resilience to climate change, and encourages an active, healthy and engaged community.

The Belmore Road Precinct exemplifies a community where residents live in healthy neighbourhoods served by well-maintained public spaces and facilities, schools and recreation areas, all within walking distance. Residents can choose from a variety of housing typologies that account for varying income levels and lifestyles. The neighbourhood centre anchors the community and provides goods and services for convenient local shopping. The centre creates a focal point for the community and encourages sociability within the Precinct.

The Belmore Road Precinct has a highly connected, permeable network with convenient access to public transport, public open spaces and facilities, and amenities. Cycleways and footpaths will connect across the Precinct to enable residents easy access to amenities. The road network has been designed to be capable of responding to all forms of public transport investment over time. This allows the precinct to evolve and respond as the Aerotropolis (i.e. employment land and agriculture precinct) and surrounding communities, such as Lowes Creek Maryland, develop.

Environmental heritage within the Belmore Road Precinct will be identified, protected and interpreted for its social, economic, aesthetic, historical and environmental value.

The above vision statement has informed the preparation of the Planning Proposal, and importantly the development of a draft indicative layout plan and concurrent draft site-specific development control plan.

PRE-LODGEEMENT CONSULTATION WITH CAMDEN COUNCIL

Throughout the preparation of this planning proposal and the key supporting technical investigations, an ongoing dialogue has been maintained with Camden Council.

A Pre-lodgement meeting was held with Camden Council on 17 March 2021 to discuss the imminent lodgement of the application. Minutes prepared by Council following this meeting are enclosed in **Appendix T**. The key areas of discussion included the potential impacts and connections to the broader South West Growth Area (**SWGA**) within Camden LGA and the following considerations:

Council Comment	Planning Proposal Reference
<u>Investigate potential for regional/district social infrastructure</u> Consideration should be given to this proposal to investigate a potential area within the precinct for regional/district social infrastructure. Early consultation is also recommended with School Infrastructure NSW on proposed school location and school type in the area prior to lodgement of the Planning Proposal.	Section 3.1.2 of this report identifies current social infrastructure in the SWGA including future infrastructure proposed as part of Lowes Creek Maryland. Details of consultation undertaken with relevant stakeholders relating to educational establishments in the region is included Demographic, Social

Council Comment	Planning Proposal Reference
<p><u>Connection to future Growth Area within Camden LGA</u></p> <p>Convenient access to public transport, public open space, community facilities and amenities is essential to ensure the success of the Precinct and the wider SWGA.</p> <p>Considerations should be given to maximise the opportunities to improve connectivity to the rest of the SWGA, including connection of public transport, community facilities and the green and blue grid.</p> <p>In addition, due to the Precinct's distance to the Western Sydney Aerotropolis, consideration should be given to the potential flow on traffic impacts from the Aerotropolis with further consultation with Transport for NSW, if it has not already occurred.</p>	<p>Infrastructure and Community Needs Assessment (Appendix E).</p> <p>The draft Indicative Layout Plan has been designed to provide a highly connected, permeable network with convenient access to public transport, public spaces and facilities, and amenities.</p> <p>Consideration of the Aerotropolis has been incorporated into the A Traffic, Transport and Access Assessment (TTAA) was undertaken by SCT Consulting (Appendix T).</p>
<p><u>Consultation with utilities and service providers</u></p> <p>It is recommended that the proponent consult with utilities and service providers (particularly with Sydney Water) on confirmation of the updated timing on servicing the precinct prior to lodging the Planning Proposal</p>	<p>Infrastructure & Development Consulting (IDC) have prepared an Infrastructure Servicing Strategy (Appendix Q) for the Precinct which identifies the existing services within the site's vicinity, reviews current and planned projects and provides potential servicing strategies for the Precinct.</p> <p>While the site is not currently serviced by the Sydney Water Potable water network, Sydney Water are in the advanced stages of design and/or construction of significant water upgrades with an expected completion in 2021/2022.</p>
<p><u>Community Engagement</u></p> <p>The precinct contains a high concentration of fragmented land ownership. Engagement with other landowners plays a critical role to ensure the success of the area. In this regard, a collaborative approach in engaging with local landowners within the South Creek West precinct and the wider community is needed.</p>	<p>This Planning Proposal acknowledges the importance of community engagement as part of the next phase of the precinct planning process. Some early and preliminary communications with landowners of the 'fragmented lands' within Precinct have taken place to date, however further engagement and consultation will be required.</p>

DRAFT INDICATIVE LAYOUT PLAN

This Planning Proposal is supported by a Draft Indicative Layout Plan (**Draft ILP**) prepared by Urbis which is underpinned by detailed technical investigations and the precinct vision development in collaboration with Camden Council and DPE. The Draft ILP has been guided by the following four key design principles:

1. Seamless integration with the blue, green and ochre grids – enhancing distinctiveness of the place through the grids, whilst promoting a healthier, liveable, and sustainable environments for future communities.

2. A well-defined and active community hub – designing a local centre that supports lifestyle convenience, leisure and entertainment, through a vibrant mix of land uses, services and facilities
3. Series of interconnected neighbourhood hubs – dividing the precinct into a series of smaller, walkable, and interconnected neighbourhood, each with their own unique place characteristics and local amenity.
4. Housing diversity – catering to variety of household types and needs by providing housing diversity and choice.

The Draft ILP informs the possible amendments to the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Precincts SEPP)*, and the precinct-specific Development Control Plan (**DCP**) sought to be adopted as part of this Planning Proposal.

INFRASTRUCTURE FUNDING

The Belmore Road Precinct forms part of the SWGA and will be subject to the Growth Centres State Infrastructure Contributions (**SIC**) to support regional infrastructure. Local developer contributions could be delivered prior to the finalisation of a formal contributions plan for the Belmore Road Precinct, through a Planning Agreement arrangement to be negotiated with Council following the initial review of and acceptance of the Planning Proposal and Draft ILP. Notwithstanding, it is understood that Council will aim to prepare a local contributions plan concurrent with this planning proposal process.

ECONOMIC IMPACTS OF THE PROPOSAL

Based on a high-level forecast of the expected take-up of residential and non-residential uses within a 10 year modelling period (i.e. up to 2031), carried out by Atlas Urban for the Belmore Road Precinct, and informed by historic take-up rates observed elsewhere within the SWGA, as well as current market conditions and the future economic outlook, it is estimated that the rezoning of this Precinct will:

- Result in a net increase in economic activity during the construction phase through a mix of direct and indirect (flow-on) activity, including supporting almost 5,800 full-time equivalent jobs (including 3,000 direct jobs):
- When operational, the Proposal is estimated to result in an annual net increase in economic activity by 2031 with:
 - \$543.2 million in output (including \$328.2 million in direct activity).
 - \$253.9 million contribution to GRP (including \$145.5 million in direct activity).
 - \$124.1 million in incomes and salaries paid to households (including \$74.8 million in direct income).
 - 1,569 FTE jobs (including 927 FTE directly related to activity on the Site).
- Additional local retail expenditure associated with the estimated delivery of approximately 2,688 new residential dwellings (*only part of the full estimated development yield for the Precinct*) are estimated to support significant economic activity through direct and flow-on impacts (per annum) by 2031, including:
 - \$239.5 million in output (including \$157 million in direct activity).
 - \$136.9 million in contribution to GRP (including \$91.9 million in direct activity).
 - \$70.7 million in incomes and salaries paid to households (including \$50.7 million in direct activity).
 - 1,122 FTE jobs (including 851 FTE jobs directly).

In addition to the significant economic activity supported by the Proposal, it is recognised that on the ground development of the Belmore Road Precinct sooner (i.e. rather than post-2031) would produce other important economic and social impacts. These include:

- **Supporting Housing Affordability:** increasing housing supply that ultimately will support housing affordability within the South West Region
- **Providing Significant Local Infrastructure:** delivering open space in addition to road and educational infrastructure to support the growth of the local community, as well as unlocking essential utility services.

- **Supporting Economic Diversification:** the Proposal will support a range of employment uses, helping to improve the diversity and resilience of the Camden economy.
- **Create a Buffer of Housing Supply:** as Belmore Road is held in majority ownership, the issues of land fragmentation observed elsewhere across the SWGA are to a degree mitigated within this precinct, therefore providing greater certainty in regard to the on the ground delivery of housing.
- **Increase in Rates and Taxation Revenues:** along with greatly increased economic activity, the Proposal will support significant taxation revenues to all levels of government including Council rates, payroll tax, stamp duty, and income tax.

CONCLUSION

This planning proposal is underpinned by a strong strategic context, which is confirmed by the sites position within the South Creek West Precinct of the SWGA. South Creek West is currently undergoing rezoning through the State Government's Precinct Planning Process, with this report relating only to a part of the South Creek West Precinct referred to as the '**Belmore Road Precinct**'. This Planning Proposal is seeking a rezoning through a Council led Gateway rezoning process in pursuit of a fast-tracked outcome to meet the housing demand within the SWGA.

A draft Indicative Layout Plan (**Appendix A**) has been developed to support the Planning Proposal and is informed by detailed technical investigations and an iterative workshop process that was held in collaboration with Camden Council which established the vision and design principles that underpin the Draft ILP.

The Planning Proposal is consistent with the intent, objectives and principles of the Greater Sydney Region Plan, the Western City District Plan and the Camden Council Local Strategic Planning Statement and local strategies. The proposed rezoning will deliver an 190ha residential self-sufficient community with a population of approximately 10,500 people offering a diverse living options, open space, a village centre, school, community facilities, and employment opportunities.

Informed by the undertaking of a detailed review of the site's strategic context and land capability to accommodate future urban land uses, it is evidenced that the site is suitable for the proposed rezoning.

INTRODUCTION

1.1. OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of CKDI Pty Ltd (CKDI, **the proponent**) and seeks to amend the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (**Precincts SEPP**) for the site located on The Northern Road, forming part of Bringelly Sub-Precinct 2 in the South Creek West Land Release Area, and is referred to as the '**Belmore Road Precinct**'. The intended outcome of this Planning Proposal is to amend the Precincts SEPP as follows:

- Rezoning the land to part:
 - B2 Local Centre
 - B6 Enterprise Corridor
 - E2 Environmental Conservation
 - RE1 Public Recreation
 - R2 Low Density Residential
 - R3 Medium Density Residential
- Inclusion of dwelling density bands for residential uses across the Precinct;
- Floor Space Ratio (FSR) provisions where required within the local centre; and
- Height of building controls where appropriate across the precinct ranging from 9.5m to 16m.
- Introduce a Local Provision relating to Urban Heat to ensure that new development incorporates effective design and ongoing operation to reduce and remove urban heating from the environment and protect community health and wellbeing.

The proposed amendments seek to transition the existing rural landscape into a new residential community, which importantly builds on the NSW Government's vision and aspirations under the Western Sydney Growth Areas program. In line with the NSW Government's vision, a diverse range of housing typologies will be delivered, planned and targeted to meet the residential market needs of south west Sydney. In addition, the precinct will integrate the delivery of a high amenity environment, focused around the principles of achieving an even distribution of open space, community facilities, retail and other related non-residential land uses. It will promote pedestrian walkability and connectivity to public places and spaces across the precinct, and fundamentally build on the green, blue and ochre grid objectives.

CKDI has engaged a suite of technical experts to guide and inform the preparation of this planning proposal to assist in creating a liveable and viable new community within the Camden Local Government Area (**LGA**).

The Belmore Road Precinct is within the South Creek West Land Release Area (**SCW**), which is one of the largest greenfield precincts in Sydney. SCW comprises of five distinct precincts across approximately 1,500 hectares, including the Belmore Road Precinct. A SCW Structure Plan is currently being developed by the Department of Planning and Environment (**DPE**) in conjunction with Camden Council. There is no known timeframe to when this structure plan will be publicly available. CKDI and its team of technical consultants have worked closely with Camden Council to ensure broader strategic inputs relating both directly and indirectly to the release area have been considered and where appropriate, addressed under this Planning Proposal.

SCW forms the western portion of the South West Growth Area (**SWGA**) and is one of 14 precincts. The Belmore Road Precinct is surrounded by active precinct planning including:

- Lowes Creek Maryland: Exhibited in 2018 by DPE and undergoing finalisation.
- Aerotropolis Core: The Aerotropolis Planning Package and supporting technical studies for the initial precincts was finalised on 25 March 2022.
- Tranche 41 (Part Pondicherry): Gazetted in March 2022.

The site is strategically located within 2 km south-west of the Western Sydney Aerotropolis. The Aerotropolis is planned to accommodate approximately 200,000 new jobs. The proximity of the Belmore Road Precinct to the Aerotropolis will provide housing choice and diversity for the future employees in the Western Parkland City. In addition, Oran Park Town Centre is approximately 7km south-west, which is an emerging centre in Camden LGA.

1.2. REPORT STRUCTURE

This report has been split into two parts:

- **Part A:** Strategic Positioning – to outline the key benefits of the rezoning and the role of the Belmore Road Precinct in the SWGA and greater role in the growth of Western Sydney.
- **Part B:** Planning Proposal – in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the **EP&A Act**) and the relevant guidelines prepared by the DPE.

It is noted that this Planning Proposal is seeking an amendment to the Precincts SEPP, however, based on feedback from Camden Council this Planning Proposal is consistent with the following guides:

- *A Guide to Preparing Local Environmental Plans* (December 2018); and
- *A Guide to Preparing Planning Proposals* (December 2018).

The Planning Proposal is structured as follows:

- **Chapter 2: Site and Planning History** – provides a description of the site and context.
- **Chapter 3: Site Investigations and Master Planning Approach** – provides a summary of the technical investigations and how the findings have been implemented into the precinct master planning.
- **Chapter 4: Planning Framework** – provides a summary of the relevant strategic planning policies and directions and statutory planning legislation controls.
- **Chapter 5: Indicative Layout Plan** – provides a description of the proposed Indicative Layout Plan
- **Chapter 6: Community and Stakeholder Engagement** – provides a summary of the engagement processes undertaken to date and outcomes.
- **Chapter 7: Planning Proposal**, including:
 - Part 1 – A statement of the objectives and intended outcomes of the proposed instrument.
 - Part 2 – An explanation of the provisions that are to be included in the proposed instrument.
 - Part 3 – The justification for those objectives, outcomes and the process for their implementation.
 - Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.
 - Part 5 – Details of the community consultation that is to be undertaken on the planning proposal.
 - Part 6 – A project timeline to detail the anticipated timeframe for the plan making process.

The Planning Proposal is supported by the technical documentation listed in **Table 1** overleaf.

Table 1 Supporting Documentation

Technical Input	Consultant	Appendix Reference
Draft Indicative Layout Plan	Urbis	Appendix A
Urban Design Report	Urbis	Appendix B
Draft Development Control Plan – Schedule 7 Belmore Road Precinct	Urbis	Appendix C
Landscape Masterplan	Urbis	Appendix D
Demographic, Social Infrastructure and Community Needs Assessment	WSP	Appendix E
Housing Market Needs and Economic Impact Assessment	Atlas Urban Economics	Appendix F
Retail Demand Analysis	Urbis	Appendix G
Preliminary Geotechnical and Salinity Assessment	Douglas Partners	Appendix H
Preliminary Site Investigation (Contamination)	Douglas Partners	Appendix I
Preliminary Aboriginal Cultural Heritage Assessment Report	Niche Consulting	Appendix J
Historical Heritage Study	Eco Logical Australia	Appendix K
Watercycle Management Report	J Wyndham Prince	Appendix L
Biodiversity Assessment	Eco Logical Australia	Appendix M
Riparian Assessment	Eco Logical Australia	Appendix N
Strategic Bushfire Study	Peterson Bushfire	Appendix O
Infrastructure Servicing Strategy	Infrastructure & Development Consulting	Appendix P
Air Quality Assessment (Stage 1)	SLR Consulting	Appendix Q
Noise and Vibration Impact Assessment	Marshall Day	Appendix R
Traffic, Transport and Access Assessment	SCT Consulting	Appendix S
Planning Proposal Pre-Lodgement Meeting Minutes	Camden Council	Appendix T
Urban Heat Report	Urbis	Appendix U

2. SITE AND PLANNING HISTORY

2.1. REGIONAL CONTEXT

The site is located within the Camden Local Government Area (**LGA**) and within the South West Growth Area (**SWGA**). It is located approximately 40km south west of Parramatta CBD and 60km south west of Sydney CBD. The site is in proximity to the Western Sydney Aerotropolis (**Aerotropolis**) and city shaping infrastructure, such as the Western Sydney Airport. The Aerotropolis is 4km north of the site and is projected to deliver 28,000 jobs by 2031.

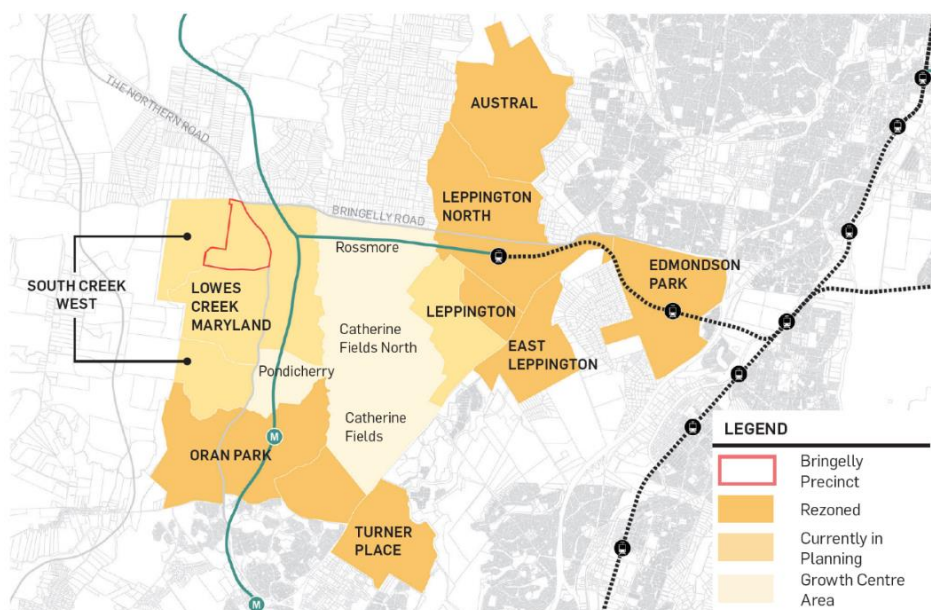
2.1.1. South West Growth Area

The SWGA is one of five major growth areas in Western Sydney and is expected to contribute to residential and employment growth. The SWGA is guided by the *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (**Precincts SEPP**). The aims of the Precincts SEPP are to:

- Co-ordinate the release of land for residential, employment, and other urban development in the North West Growth Area, South West Growth Area, Wilton Growth Area, and Greater Macarthur Growth Area,
- Enable the Minister from time-to-time designate land in growth areas as ready for release of development,
- Provide for comprehensive planning for growth areas,
- Enable establishment of vibrant, sustainable, and liveable neighbourhoods that provide for community wellbeing and high-quality local amenity,
- Provide controls for the sustainability of land in growth areas that have conservation value,
- Provide the orderly and economic provision of infrastructure in and to the growth areas,
- Protect and enhance land with natural and cultural heritage values, and
- Provide land use and development controls that will contribute to the conservation of biodiversity.

The SWGA is divided into 14 precincts, of which eight (8) have been rezoned under the Precincts SEPP for urban development. The precincts which have been rezoned for urban land uses have undergone significant development such as Oran Park, Catherine Fields (Part), Turner Road, East Leppington, Edmondson Park, Leppington, Austral and Leppington North. These precincts are supported by investment in infrastructure including road upgrades, South West Rail Link and utilities including water, sewer and electricity.

Figure 1 SWGA status of precinct planning with Belmore Road Precinct outlined in red



Source: Urbis

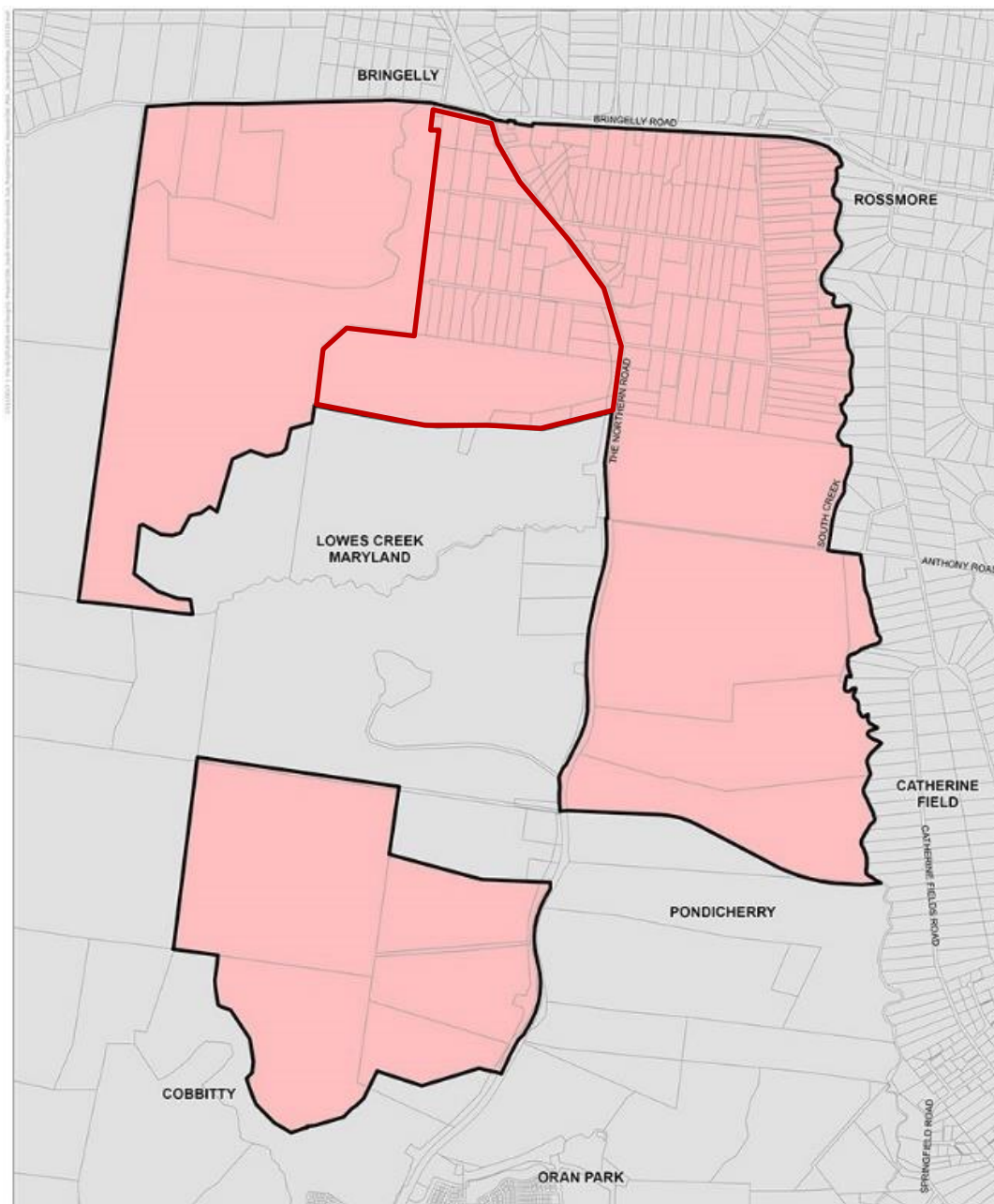
2.1.2. South Creek West Land Release Area

The South Creek West Land Release Area is one of 14 precincts in the SWGA.

Given the scale of the release area, the DPE have divided it into five distinct precincts numbered 1 – 5. The land to which this Planning Proposal relates to is referred to as *Bringelly Sub-Precinct 2*, also known as the Belmore Road Precinct. It totals approximately 190 hectares and is comprised of 55 lots. The precinct is characterised by rural residential and small-scale agricultural land uses and activities.

The precinct was released by the Minister for Planning on 24 November 2017 for urban development. The release formally commenced the rezoning process for land within the precinct, including the subject site. As part of the planning process, DPE intended to develop a structure plan to provide a high-level framework outlining road connections, green grid opportunities and integration with rezoned and exhibited precincts adjacent to the release area. At the time of preparing this Planning Proposal the structure plan has not yet been released to the public.

Figure 2 South Creek West Land Release Area



Source: DPE

2.1.3. New Approach to Precinct Planning

In early 2020, DPE adopted a *New Approach to Precinct Planning*, providing a way forward for the planning and delivery of precincts. The new approach centres the planning system around people, places, public spaces and the environment, and provides councils and locals communities with greater responsibility in planning decisions.

The new approach has allocated all existing precincts in Greater Sydney four planning pathways as shown in **Figure 3**. The two pathways of relevance to this Planning Proposal are:

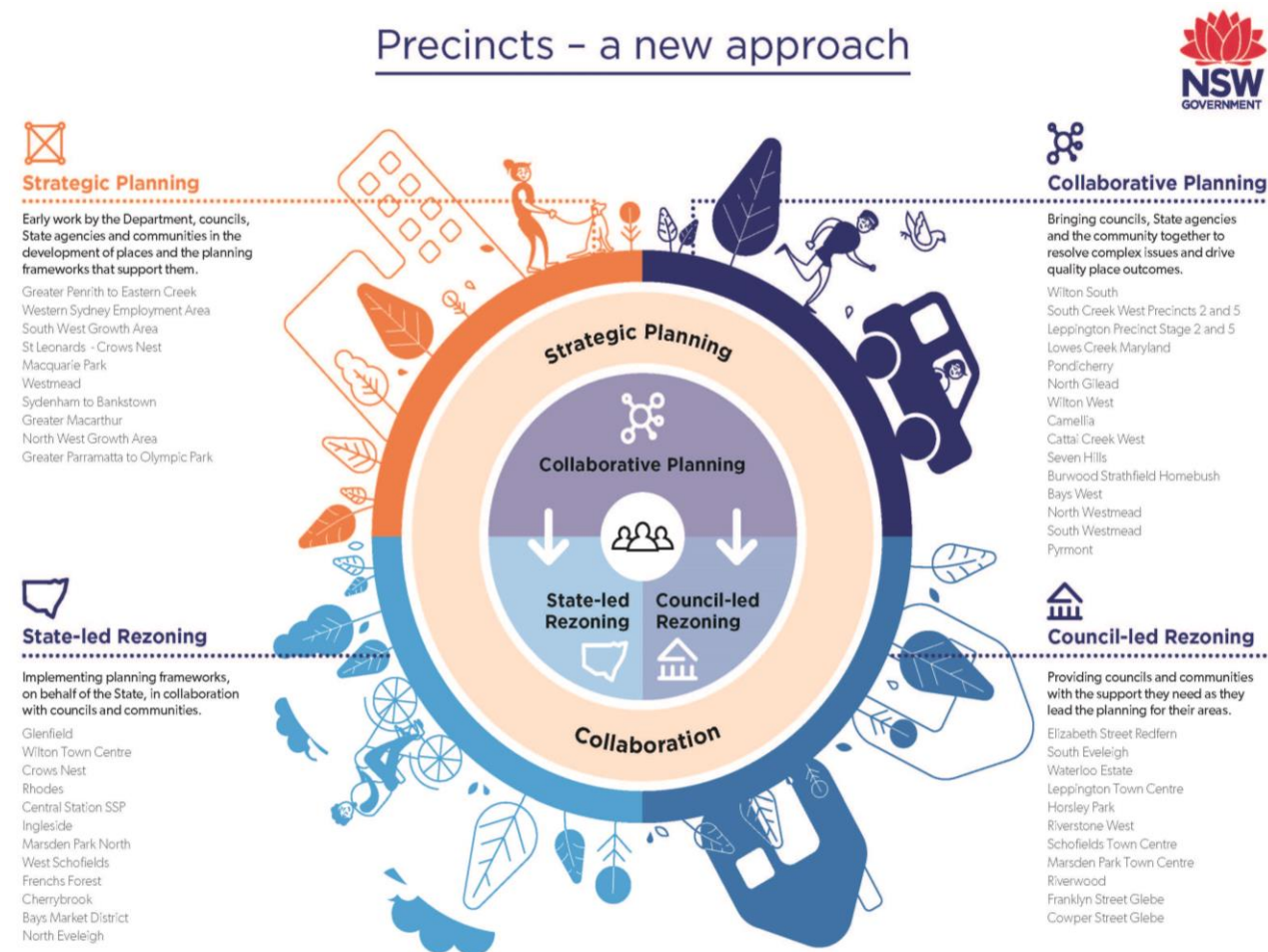
Strategic Planning Precincts (SWGA): Precincts which require the resolution of significant issues or challenges before any works towards rezoning can begin. Resolution will need to include early work by DPE, councils, state agencies and communities to develop planning frameworks which support the planning for these precincts.

Collaborative Planning Precincts (SCW Precincts 2 and 5): Precincts which rely upon the integration of the various inputs from public and private agencies for successful infrastructure timing and delivery. It is

DPE's intention that they will facilitate collaborative planning amongst these agencies, enabling precinct submissions which demonstrated holistic planning and delivery schedules.

In this new approach, Camden Council will lead the planning for the precinct with support from DPE.

Figure 3 DPE's New Approach to Precinct Planning

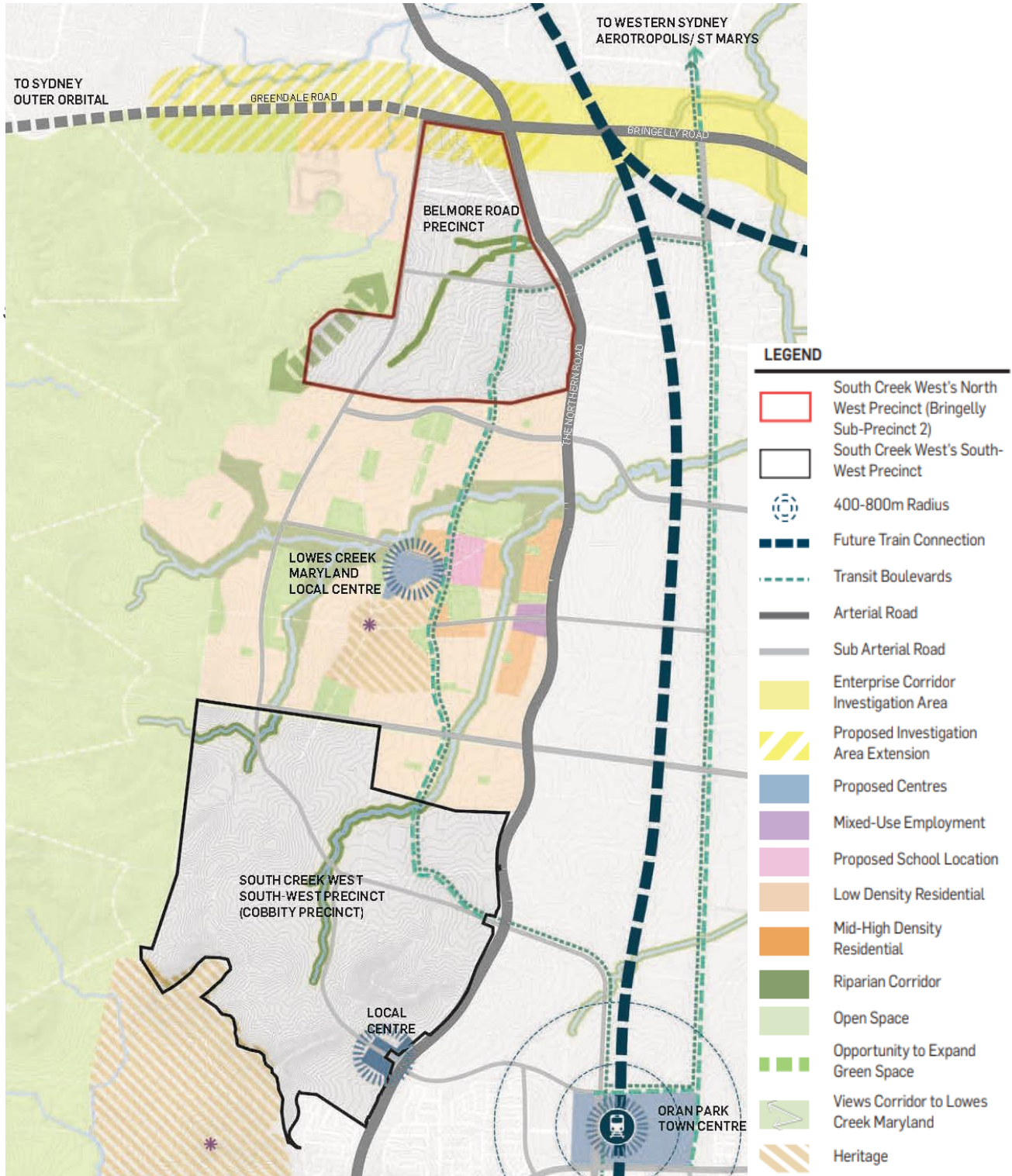


Source: DPE

2.2. BELMORE ROAD PRECINCT

The Belmore Road Precinct is located within the north-west portion of the South Creek West Land Release area within the suburb of Bringelly in the Camden LGA. The Precinct adjoins the Lowes Creek Maryland Precinct to the south and Rossmore Precinct to the east. **Figure 4** indicates the site located north of the Lowes Creek Maryland Precinct and the indicative location of proposed major infrastructure.

Figure 4 South Creek West Land Release Area – Indicative Structure Plan



2.3. SITE AND SURROUNDS

The Belmore Road Precinct (identified in **Figure 5**) totals approximately 190 hectares and is located within the Camden Local Government Area (LGA). The precinct has an irregular shape and is legally comprised of 55 lots. The site is bound by Greendale Road to the north, The Northern Road to the east, the Lowes Creek Maryland Precinct to the south and PGH Bricks factory to the west.

The southern portion of the precinct is predominately zoned 'RU1 Primary Production' and the northern portion is zoned 'RU4 Primary Production Small Lots'. The north-eastern corner is currently zoned as 'B1 Neighbourhood Centre'. The site comprises of large areas of existing rural residential and small-scale agricultural land use activities.

Existing land uses within the precinct comprise of the following:

- Small rural residential and agricultural lots with sheds and other ancillary structures make up most of the site.
- A large, consolidated lot is located at the southern end of the site, which currently accommodates Carwyn Park Agistment & Equestrian Centre.
- Bringelly Village centre at the corner of The Northern Road and Greendale Road which comprises a mix of retail operators including SPAR, FRESH, Super Cellars, NSW Lotteries, LJ Hooker, Australia Post, a local Pharmacy and Family Medical Centre.
- A concrete batching facility is located at the intersection between Belmore Road and The Northern Road and is owned by Roads and Maritime Services (RMS).

Approximately 76 hectares (40%) of the precinct is in single ownership, with the remainder being made up of a series rural lots owned by individual landowners. CKDI, as the major landholder in the precinct seeks to initiate the preparation of a planning proposal for the rezoning of the entire precinct, consistent with the Draft ILP (**Appendix A**) to facilitate an orderly redevelopment of the Belmore Road Precinct into a residential community.

The fragmented land ownership is located in the northern portion of the precinct. Typically, land fragmentation creates development and infrastructure coordination issues, and limits the ability to facilitate the early development of key local infrastructure. Through this Planning Proposal, early engagement processes have been adopted, along with the programmed delivery of infrastructure services and the clear understanding that a contribution framework will need to be established. This will ensure that future housing delivery is not hindered by the northerly fragmented land.

Further discussion on the level of engagement undertaken as part of this Planning Proposal to date is provided under Section 8.

Table 2 Summary of Lots that form the Belmore Road Precinct

Address	Lot / DP	Address	Lot / DP	Address	Lot / DP
20 Greendale Rd Bringelly	4/7/DP2650	48 Loftus Rd Bringelly	6/7/DP2650	15 Loftus Rd Bringelly	41/DP805926
10 Greendale Rd Bringelly	3/7/DP2650	38 Loftus Rd Bringelly	7/7/DP2650	5 Loftus Rd Bringelly	3/8/DP2650
1197 The Northern Road Bringelly	51/DP746911	1167 The Northern Road Bringelly	8/7/DP2650	1 Loftus Rd Bringelly	100/DP826948
1197 The Northern Road Bringelly	52/DP746911	16 Loftus Rd Bringelly	9/7/DP2650	1115 The Northern Road Bringelly	500/DP1219184

Address	Lot / DP	Address	Lot / DP	Address	Lot / DP
1193 The Northern Road Bringelly	1/DP1111775	55 Loftus Rd Bringelly	8/8/DP2650	-	501/DP1219184
1191 The Northern Road Bringelly	1/DP936272	47 Loftus Rd Bringelly	7/8/DP2650	108 Belmore Rd Bringelly	90/DP864637
1187 The Northern Road Bringelly	22/DP531414	37 Loftus Rd Bringelly	6/8/DP2650	98 Belmore Rd Bringelly	10/8/DP2650
1185 The Northern Road Bringelly	21/DP531414	27 Loftus Rd Bringelly	5/8/DP2650	88 Belmore Rd Bringelly	11/8/DP2650
54 Loftus Rd Bringelly	5/7/DP2650	68 Belmore Rd Bringelly	42/DP805926	78 Belmore Rd Bringelly	12/8/DP2650
58 Belmore Rd Bringelly	1/DP612995	42 Belmore Rd Bringelly	22/DP810113	48 Belmore Rd Bringelly	21/DP810113
1089 The Northern Road Bringelly	B/DP414758	73 Belmore Rd Bringelly	96/DP864637	1041 The Northern Road Bringelly	2/DP1216926
107 Belmore Rd Bringelly	91/DP864637	67 Belmore Rd Bringelly	97/DP864637	1 Belmore Rd Bringelly	3/DP1216926
97 Belmore Rd Bringelly	92/DP864637	63 Belmore Rd Bringelly	98/DP864637	1041 The Northern Road Bringelly	4/DP1216926
93 Belmore Rd Bringelly	93/DP864637	55 Belmore Rd Bringelly	99/DP864637	1041 The Northern Road Bringelly	5/DP1216926
87 Belmore Rd Bringelly	94/DP864637	47 Belmore Rd Bringelly	6/9/DP2650	The Northern Road Bringelly	19/DP1216926
83 Belmore Rd Bringelly	95/DP864637	37 Belmore Rd Bringelly	1/DP1216926	-	18/DP1216926
-	17/DP1216926	-	16/DP1216926	-	15/DP1216926
1011 The Northern Road Bringelly	7/DP1216926	1013 The Northern Road Bringelly	10/DP614494	1015 The Northern Road Bringelly	11/DP700210

Address	Lot / DP	Address	Lot / DP	Address	Lot / DP
1037 The Northern Road Bringelly	6/DP1216926	30A Greendale Road Bringelly	1//DP733115		

Figure 5 Belmore Road site aerial



Source: Near Maps / Urbis

3. SITE INVESTIGATIONS AND MASTERPLANNING APPROACH

CKDI have commissioned an extensive suite of technical investigations directed at undertaking detailed research and assessment to determine the suitability and capacity of the site to accommodate future urban purposes, and ultimately to inform the design and development of a Draft ILP.

The following sections provide a summary of the key findings of the technical investigations and commentary demonstrating how the Draft ILP design and master planning approach has responded to the studies. A copy of the Draft ILP is included at **Appendix A**.

3.1. HOUSING MARKET ANALYSIS

Atlas Urban Economics (**Atlas Urban**) have undertaken a Housing Needs and Economic Impact Assessment **Appendix F**) for the Precinct to identify the forecast dwelling demand and associated housing mix required to support the future community. Importantly, the work undertaken by Atlas Urban has taking into account historic take-up rates within the South West Region, but also assessed this against current market conditions post COVID-19.

Housing Supply

The Atlas Urban investigations examined closely supply versus demand within the South West Region. Based on anticipated growth in the LGA and existing housing supply, identified in **Figure 6**, the analysis identified that a dwelling supply of approximately 9,100 additional dwellings per annum is required over the next 20 years to meet current demand within the Region.

Figure 6 Remaining Dwelling Need, South West Region



The housing supply forecast investigations undertaken by Atlas Urban, which took into account, at a precinct level, delivery timeframes for infrastructure servicing, ownership patterns, market attitudes and the feasibility of development, indicated that circa 78,000 dwellings could be delivered across the South West Region over the next 20 years, excluding potential dwellings at South Creek West. Greenfield development is expected to account for the majority of new housing across the South West Region over the coming decades to 2041, accounting for 52% of all forecast new dwellings.

The market investigations undertaken by Atlas Urban as part of their analysis have identified strong demand for dwellings throughout the SWGA. Affordability issues in conjunction with lifestyle reasons is seeing a continuing trend towards owner occupier purchasers favouring smaller, denser product. Detached housing typologies remain the preferred product of choice for most prospective purchasers across the SWGA, although the popularity and acceptance of medium-density and high-density typologies is undoubtedly growing.

Market Densities

The market analysis and investigations carried out by Atlas Urban indicate a strong and sustained demand for dwellings across the SWGA. Detached housing typologies were identified as the preferred product of choice, however there are indicators to suggest growing interest and acceptance of medium-density and high-density typologies as well as smaller lot sizes to maintain detached dwellings.

Informed by a market review of on the ground density in neighbouring precincts within the SWGA (i.e Edmondson Park (north), Austral and Leppington North, East Leppington and Catherine Fields (part), it was evidenced that residential typologies are becoming more focused on smaller lot sizes, as the housing market acceptance of small lot housing and a denser product.

Giving consideration to the location of the Belmore Road Precinct immediately south-west of the Aerotropolis and west of the Bringelly Road Employment Investigation Corridor, Atlas Urban has identified that appropriate medium and higher density typologies could be considered within the precinct, in particular given the proximity to future employment opportunities and amenity. Subsequently, the potential market densities for the precinct identified in **Figure 7** were prepared by Atlas Urban to inform the Draft ILP. It is noted that the dominant typology remains the detached dwelling product.

Figure 7 Proposed Density Bands and Yield Mix

Dwelling Type	Density (Dw/ha)		Yield		% of Yield
	Min	Max	Min	Max	
Low-Density Band 1	10	20	416	831	25%
Low-Density Band 2	20	25	708	885	27%
Medium-Density Band 1	25	35	642	899	27%
Medium-Density Band 2	35	60	257	440	13%
Village Centre (2-3 storey apartments)	-	60	-	217	7%
Total			2,022	3,271	100%

Timing and Staging

Based on the market analysis and forecasts presented by Atlas Urban, there is an immediate and sustained opportunity for the Belmore Road Precinct to positively contribute to the current market demand, prior to a significant 'lag' in housing supply that is anticipated to result in a negative economic and social impacts.

Further, and having regard to the proposed product typologies reflected in Figure 7 above, it is understood and recognised that timing for the future redevelopment of the Belmore Road Precinct will largely be driven by the implementation and phasing of essential utilities and servicing. Notwithstanding, any future medium density housing typologies within the precinct must be located within proximity to primary open space areas, public transport, and retail facilities. That said, as retail land uses will not be entirely established until such time that a 'critical mass' of residents is established, the delivery of any medium to higher-density product will be a medium to longer-term proposition.

3.2. SOCIAL INFRASTRUCTURE

WSP has undertaken a detailed Demographic, Social Infrastructure and Community Needs Assessment (**Appendix E**) to inform the social infrastructure needs of the future Belmore Road Precinct population and consider the adequacy of the Draft ILP.

The assessment was conducted in the context of adjoining precincts including Lowes Creek Maryland, which sits between the Bringelly and Cobbitty site, and Austral and Leppington North to the east of the larger SCW Precinct. The future population growth and demographic characteristics expected through the delivery of the Aerotropolis and Western Parkland City has been considered as part of the assessment.

Demographic Context

WSP have estimated the future community of the Belmore Road Precinct to comprise an average future population of approximately 10,500 people. This estimate has been informed by the following assumptions:

- The precinct planning process considers a lower and upper limit estimate of dwellings on the site. For the purposes of testing and informing the assumptions for the Social Infrastructure and Community Needs Assessment a projected average estimate of 3,271 dwellings has been applied.
- The assessment considers the possible implications of the upper yield scenario.

- The average household size that has been applied is 3.1 people / household.

WSP undertook a review of the demographic context of the area to understand the potential needs for social infrastructure. WSP concluded that based on the characteristics of areas in the SWGA that are undergoing or planning similar forms of residential development, the future Bringelly population is likely to be characterised as follows:

- **Babies, pre-schoolers and primary schoolers** aged 0-11 years will account for a quarter of the future population and will have implications for childcare and primary school provisions, as well as open spaces, play spaces and health facilities.
- **High schoolers and young people** will require organised recreation and informal play spaces.
- **Young workforce, parents and home builders** aged 25-49 years will account for majority of the population and will require diverse passive and active open spaces, including areas for gathering, leisure and quiet spaces.
- **Empty nesters and older** will only account for a low proportion of the population. Nonetheless, accessibility and mobility for the elderly will need to be considered as well as provision of community and general spaces to promote social interaction.

Based on this assessment, WSP concluded that providing adaptable and flexible facilities that can easily be modified to adapt to evolving community needs will be essential to ensure that the infrastructure provided remains well suited.

Existing Social Infrastructure

Community and cultural facilities

The assessment found that there are no existing community and/or cultural facilities within the Precinct and the only community facility within 5km is the Bringelly Community Centre, situated in Bringelly Park and adjoining Bringelly Public School.

The Precinct is positioned amongst the following precincts which have proposed community and cultural facilities for the demand generated by their communities, indicated in **Table 3**. The proposed community and cultural facilities provided by these Precincts have been factored into the needs assessment for the Belmore Road Precinct.

Table 3 Future Community and Cultural Facility Provisions

Precinct	Community and cultural facility provision
Lowes Creek Maryland	Multipurpose community centre (up to 2,000sqm) with library services provision and (2) local community centres.
Austral and Leppington North	A range of community facilities, including a library.
Catherine Field	A 430sqm multipurpose community centre.

Open spaces

There are no existing public recreation or open space within the Precinct. The closest open spaces and recreation facilities are:

- Rossmore Reserve (active, local) within 2km to the east;
- Bringelly Park and Reserve (passive, local), directly north adjoining Bringelly Park Public School; and
- Carwyn Park Agistment and Equestrian Centre (specialised recreation), directly south.

The proposed public recreation and open spaces identified in **Table 4** have been considered in conjunction with Camden Council's *Draft Spaces and Places Strategy 2020* to inform the open space demands for the Belmore Road Precinct.

Table 4 Future Public Recreation and Open Space Provisions

Precinct	Open Space Provision
Lowes Creek Maryland	Up to 59 hectares of open space, incorporating 19 local parks, 6 double playing fields and 22 courts;
Austral and Leppington North	Approximately 135 hectares of open space, 60% of which is passive (81 hectares)
Catherine Field	Up to 30 hectares of open space, including 2 double playing fields and 4 outdoor courts.
Aerotropolis (as indicated in DPE's Draft Western Sydney Aerotropolis Plan)	District-scale open space (such as playing fields) and regional parks are provided towards the edge of centres to maximise catchment areas Sporting fields are shared with educational institutions, wherever possible.

Based on the above, WSP made the following conclusions regarding the current provision and future demand for public recreation areas and open space:

- Camden Council's Spaces and Places Strategy (2020) continues to adopt the historical Growth Centres Development Code standard of 2.83 hectares of open space per 1,000 people, and no longer distinguishes between active and passive spaces.
- Council's draft Sportsground Strategy (2020) supports the delivery of clustered sports grounds, through minimum requirement of 2 sports fields in new developments and demonstrated delivery of sports hubs and multiple sports code sporting grounds which foster activation;
- The site is in proximity to existing sports fields, but Camden Council and the Camden LGA community have identified that existing sports fields are operating at capacity; and
- The Camden community value walking and walking paths, play spaces and outdoor fields and find distance and inconvenient access the greatest impediments to current use of open and recreation spaces, highlighting the importance of an equally distributed network.

Education and childcare

There are no existing education or childcare facilities on the site. Nearby schools include Oran Park Public School, Oran Park Anglican College, Cobbitty Public School, Bringelly Public School and Leppington Public School which are expected to be at capacity subject to the projected demand of their immediate catchments/localities.

Camden Council operate Camden Family Day Care and other childcare options are provided by a mixture of private enterprises, not for profit and community groups.

Health and Wellbeing

There are no existing health and wellbeing facilities within 5km of the site and the nearest hospitals are 15-20km from the site, in Camden, Campbelltown and Liverpool. DPE's Draft Western Sydney Aerotropolis Plan (2019) identified the potential for world-class health facilities in the Aerotropolis including a major public hospital and a private hospital.

Emergency services within the vicinity of the precinct are as follows:

- **Ambulance:** The site is located within the NSW Ambulance (NSWA) South Western Sydney Zone 1. There is one existing ambulance station in the South Western Sydney Zone 1 in Camden.

- **Police:** The site is located in the Camden Local Area Command (LAC). Within this command, there are three police stations, located at Camden (Camden Police Area Command, or PAC), Picton and Narellan (head office).

Social Infrastructure Needs Assessment and Master Planning Approach

The demand for social infrastructure facilities and services has been generated through an analysis of the current supply, proposed infrastructure, key benchmarks, and the expected population yield and demographic as described in Section 0.

The needs assessment recommendations are summarised in **Table 5** below, and commentary on how the Draft ILP has responded to the demand is also provided.

Table 5 Social Infrastructure Needs Analysis

Social Infrastructure Category	Recommended Provision	Comment
Community and cultural facilities	<p>The population yields for the site:</p> <ul style="list-style-type: none"> ▪ Do not meet demand for a library or regional community centre. ▪ Meets demand for up to (2) neighbourhood level community centres. ▪ Generates demand for up to 900sqm of youth focused facilities located adjacent to open space. 	<p>Residents will have access to facilities in Lowes Creek Maryland, Austral and Leppington North and Catherine Field.</p> <p>The Draft ILP provides for a multi-purpose community centre proposed to be co-located with the school and playing fields.</p>
Open Space and recreation	<p>Demand is generated for:</p> <ul style="list-style-type: none"> ▪ 29.7 hectares of open space (active and passive) ▪ Up to 6 sports fields ▪ Up to 5-6 multipurpose courts ▪ Up to 5-6 playgrounds 	<p>The Draft ILP provides up to 46.5 hectares of open space, of which 30.21 hectares is identified as usable open space and is comprised of:</p> <ul style="list-style-type: none"> ▪ 11.4 hectares passive open space. ▪ 17 hectares active open space (including provision for sports fields within this space). ▪ 14 hectares riparian open space, of which 7ha is usable and provides connectivity to other open spaces. ▪ 4.2 hectares of open space associated with drainage basins, of which 2.11 hectares is usable. <p>WSP have identified that the Draft ILP delivers an adequate supply of open space (total and usable) for the preliminary population estimates.</p> <p>Sporting fields are located close to the riparian corridor to enhance the overall open space</p>

Social Infrastructure Category	Recommended Provision	Comment
		<p>network and range in sizes (between 4.2 and 7.2 hectares). Double playing field will be co-located with the village centre.</p> <p>Local Parks are distributed across the precinct based on every 400m radius. These local parks range between 0.5 and 5.8 hectares.</p>
Education and childcare	<p>Generated demand for:</p> <ul style="list-style-type: none"> 1 government primary school Up to 3 childcare facilities (344 places) 	<p>The Draft ILP provides for a 2 hectares public school which is co-located with the playing fields and village centre. Ongoing consultation with the Department of Education is required as the planning for the proposed school site progresses, particularly as it relates to the location, timing of delivery and equitable share use of spaces and facilities.</p> <p>Within the village centre, 2,500sqm of non-retail convenience-based facilities is provided which can accommodate either privately or community owned childcare facilities as the demand arises.</p>
Health and wellbeing	The population yields generate demand for up to 12 GPs and up to 2 General Team practices.	<p>Given the early stages of the precinct planning process, the Draft ILP does not indicate health and wellbeing facilities. The 2,500sqm of non-retail space provided within the village centre is capable of providing health and wellbeing facilities subject to further consultation with relevant public agencies.</p>

The Demographic, Social Infrastructure and Community Needs Assessment has indicated a need for a range of open space and social infrastructure within the Precinct.

The Draft ILP has been designed to support a thriving community whereby residents are supported by well-maintained public spaces and facilities, such as libraries, schools and recreation areas, all within walking distance. It is expected that through the incremental delivery of social infrastructure as the site is developed, the Precinct will deliver high-quality, embellished open spaces along the riparian corridor and in the active open spaces as well as a co-located community facility and services within the village centre (adjoining the school and sports fields).

3.3. LANDSCAPE CHARACTER

Urbis have prepared a Landscape Masterplan (**Appendix D**) for the Belmore Road Precinct which has been informed by the detailed technical studies undertaken for the project to identify the site opportunities and constraints and create an open space strategy and landscape masterplan for the precinct.

Rural character

The site is surrounded by a wider visual context that is broadly semi-rural and is characterised by nearly 200 years of cultural modification. The landscape visual character has changed significantly since the early 19th Century when native vegetation across the local areas of Bringelly and Cobbitty was cleared for agricultural uses. The retained rural and historical character is defined by its rural use, undulating topography, creek,

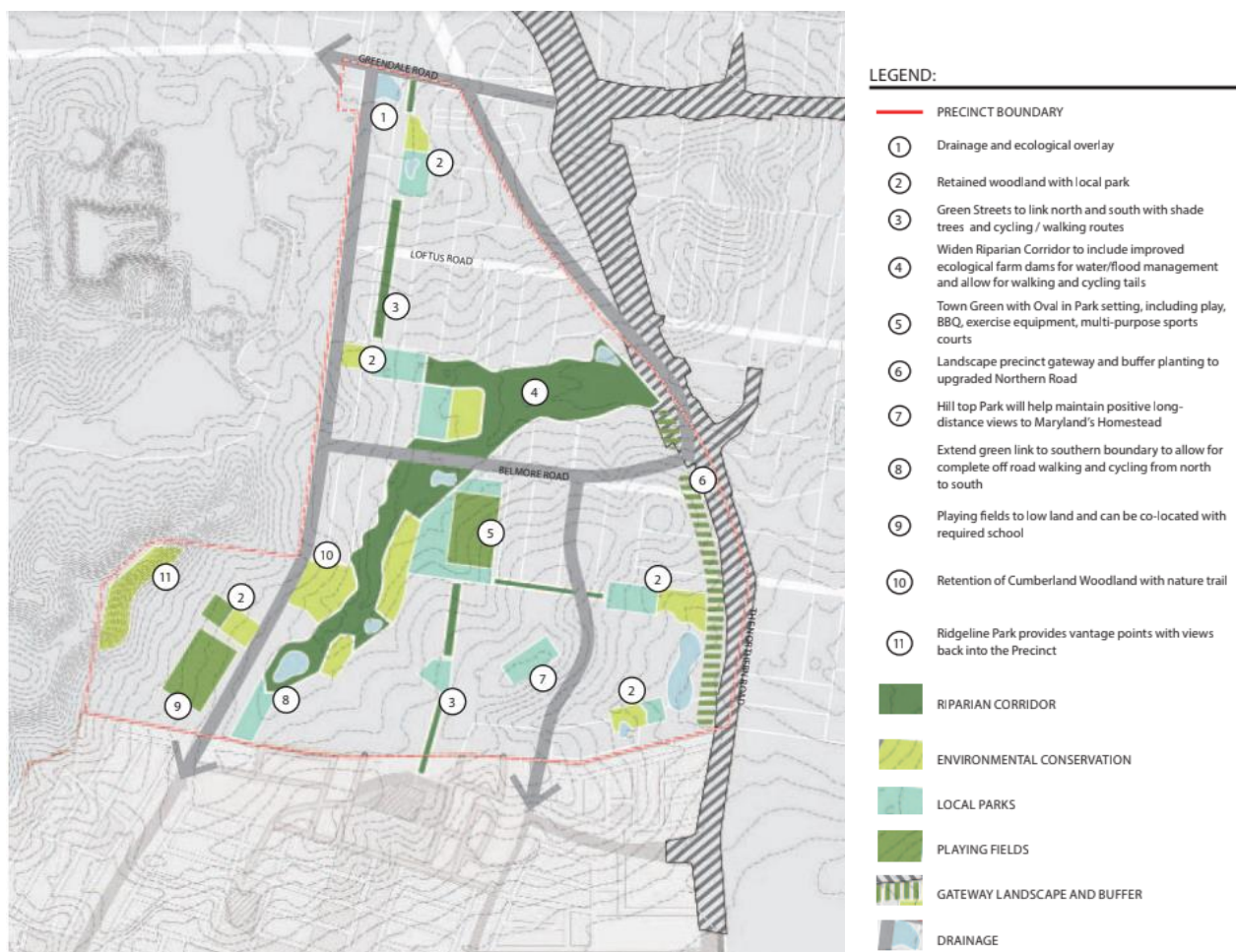
riparian corridors, woodland areas and scattered buildings. Further informed by the large allotments that form the precinct. The Northern Road is an historical access route, formerly the Cowpastures Road, which remains rural largely in character. The rural character of this road and the vistas through to historic properties and surrounding farmlands remains as a largely intact reminder of the colonial landscape character of the area.

The Landscape Masterplan defined four Landscape Character Areas (**LCA**) for the precinct, as follows:

- Area 1: Large Rural Allotments
- Area 2: Large rural allotments within woodland
- Area 3: The Northern Road Industrial Site
- Area 4: Open rural farmland

Based on the identified LCAs and existing site composition, vegetation and topography, opportunity areas were identified. The opportunity areas are identified in **Figure 8** below.

Figure 8 Landscape Opportunity Areas



Source: Urbis

Open Space Strategy

With consideration to the LCAs and opportunity areas and active and passive open space demand identified in the Demographic, Social Infrastructure and Community Needs Assessment (**Appendix E**) an Open Space Strategy has been designed for the precinct and is underpinned by the following principles:

- Protect Environmental Quality
- Active Lifestyles
- Connectivity within and Beyond
- A Green Heart

The Belmore Road Precinct Landscape Masterplan proposes 46.5 hectares of open space, with approximately 37.4 hectares (80%) as usable open space across an extensive network of connected open space that conserves and reflects the landscape character and biodiversity of the precinct.

Street Tree Masterplan

A Street Tree Masterplan has been developed for the precinct which provides an indicative layout of street trees and landscaping. The Street Tree Masterplan will help provide shade, comfort and amenity, particularly for pedestrians and to create visual order for the streetscapes.

3.4. LAND CAPABILITY INVESTIGATIONS

Soils

A Preliminary Geotechnical and Salinity Report was prepared by Douglas Partners (**Appendix I**) in support of the proposed rezoning. The report identifies the existing soil characteristics and any areas which will require further investigation.

The following soil characteristics were observed:

- Erosion potential – No obvious signs of soil erosion.
- Soil Salinity and Aggressivity – Sub-surface materials at the site are non-saline to slightly saline with non-aggressive to mildly aggressive concrete and steel.
- Site Preparation/Earthworks, Topsoil – Topsoil is relatively shallow and is unlikely to generate significant excess material.
- Site Preparation/Earthworks, Rock – The depth to top of rock was found to be variable, the southern areas seeing rock depths between 0.7m to 3m.
- Site Preparation – Silty topsoils and silty clays were observed.

With consideration of these factors, urban development can be accommodated with standard, engineering and land management practices as well as conventional earthmoving equipment. Additionally, for site preparation, conventional sediment and erosion control can be used during constructions.

Some further investigations will be required to address the following:

- Further investigations of the rock depths and rip ability required for the higher rock strength and imbedded sandstone that is found at the creek line, especially at the northern portions of the site.
- Detailed investigations will be required to identify the optimum pavement thickness, otherwise a subgrade CBR of 2% can be adopted.
- The site typically comprises of gently rolling slopes typically ranging from 1 to 5 degrees with the exception the south eastern and south western portions of the site which increases between 5 – 10 degrees and 15 – 25 degrees respectively. Further investigation will need to be undertaken to identify areas of instability and any need for remediation before development.
- Field inspections and in site testing will be required before any earthworks.
- Salinity investigations are to be undertaken prior to development application (**DA**).

Otherwise, the Preliminary Geotechnical Investigation confirms that the site is suitable for the proposed rezoning of the precinct. Some further investigations will be required during DA stages, however, conventional engineering and management methods can be used in response to the bulk of geotechnical characteristics.

Contamination

A Site Investigation (Contamination) was prepared by Douglas Partners (**Appendix I**) in support of the proposed rezoning. The report identifies any potential for contamination and any management required for future developments. This assessment was conducted through an on-site analysis of the existing geological environment and an assessment of historical records. The desktop geotechnical assessment identified the following:

- The precinct is mapped in a region with extremely low probability for acid sulphate soils.
- The precinct and the adjacent properties have not been included in the historical list of NSW contaminated sites and no notices or orders have been made under the Contaminated Land Management Act 1997.

- A concrete and asphalt batch plant license has been issued within the precinct as part of the Northern Road and Bringelly Road upgrade Stage 2, allowing for land-base extractive activity, crushing, grinding or separating and road construction.
- A former POEO license for the regulation of composting and related reprocessing or treatment was surrendered in 2004 with notices of unlawful receipt and stockpiling of materials. POEO Licenses have been issued for the Bringelly Brickworks west of the precinct and there have been clean up issue orders outside the site.
- Otherwise, the site has been used for rural and agricultural uses with small portions being used for industrial and commercial purposes as well as temporary asphalt/concrete processing plants.

A site walkover and review of geotechnical test pits identified a number of potential areas of concern, these included in **Table 6** below.

Table 6 Source of contamination and associated CoPC

Source of Contamination	Associated Contaminant of Potential Concern (CoPC)
Ground Disturbance and Fill associated with ground disturbances (ie: composting, levelling, demolition of former and current buildings on the site) and general filling observed in dams and in parts of the site.	Metals, total recoverable hydrocarbons (TRH), benzene, toluene, ethylbenzene, xylene (BTEX), polycyclic aromatic hydrocarbons (PAH), polychlorinated biphenyls (PCB), organochlorine pesticides (OCP), phenols and asbestos
Agricultural land use	OCP, OPP and metals.
Buildings and structures (including potentially stored chemicals)	Metals, TRH, BTEX, PAH, OCP, phenols, PCB and asbestos.
Timber Power Poles	Metals, TRH, BTEX and PAH.
Animal burials	Nutrients and microbiology (total coliforms)
Asbestos Impacted Fill.	Asbestos (bonded, friable and fines).
Electrical Substation	PCB, heavy metals and solvents.
Site compound and carpark	TRH, BTEX, heavy metals and phenols.
Concrete and asphalt batch plants	PAH, TRH, BTEX and heavy metals.
Septic Tanks	PAHs, Phenols, nutrients and pathogens.

Source: Douglas Partners

Receptors of these potential sources of contamination include future site users, construction workers, adjacent site users as well as surface water, groundwater and terrestrial ecology.

Otherwise, the bulk of the precinct was found to have typical PAECs for rural residential lands with agricultural uses. Further assessment on the degree of contamination and remediation works will be required, with targeted investigations including Detailed Site Investigations (DSI) to inform future DAs. Prior to any occupation, a hazardous building survey is recommended. Otherwise, the potential contamination at the site are considered unlikely to pose a contamination constraint and therefore the precinct is overall found to be suitable to accommodate the proposed future land use activities.

3.5. ABORIGINAL HERITAGE

Niche Consulting has prepared a Preliminary Aboriginal Cultural Heritage Assessment (**PACHA, Appendix J**) to inform the precinct planning process and associated Draft ILP. 30% of the site was surveyed whilst the remainder was assessed via desktop analysis.

Seventeen Aboriginal groups identified themselves as Registered Aboriginal Parties (**RAPs**) through the consultation process following the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.

The RAPs have also identified cultural values associated with the landscape, including, that creek lines were used as thoroughfares through the country and ridgelines as lookout points. The RAPs see the entire area is a cultural landscape and that every tree and stone is a cultural item as part of the wider landscape. As such, there are opportunities to incorporate heritage protections, conservation zones, active heritage management and incorporate, respond and celebrate Aboriginal heritage values into the design of the precinct, in consultation with the local Aboriginal community.

The PACHA identified that future phases of development would impact Aboriginal cultural heritage objects or sites and values, and as such, further assessment, consultation and investigation of the Aboriginal heritage constraints within the Precinct is required prior to any development works in accordance with the *National Parks and Wildlife Act 1974* and *National Parks and Wildlife Regulation*.

The PACHA also provided a list of recommendations which have been considered and incorporated into the design of the Draft ILP, none of which prohibit the precincts rezoning from an Aboriginal Heritage point of view.

Master Planning Approach

The Draft ILP embeds the opportunity to further develop Connecting with Country through additional consultation with the RAPs and design treatments such as the provision of an open space connection that celebrates the indigenous heritage values of the riparian corridor and ridgeline in the south-west corner of the Precinct. Design treatments include the provision of clear visual corridors and pedestrian or cycle links which are integrated throughout the precinct, particularly framing the central riparian corridor.

3.6. EUROPEAN HERITAGE

Eco Logical Australia (**ELA**) has prepared a Historical Heritage Study (**Appendix L**) to identify any potential impacts to archaeological heritage items on the site as well as to the existing heritage items that are in proximity to the site. This assessment was prepared in accordance with the process guided by the *Australia ICOMOS Burra Charter 1999*.

The precinct has historically been used for cattle grazing and farming since the early 1800s. No original homesteads or farming infrastructure remains on the site, with low potential for archaeological sites of the original homesteads being located within the site. The current rural residences, small farms and industrial premises at the site post-dates 1950 and are generally disturbed. As such, the site is not listed as a heritage item and a site survey conducted did not locate any archaeological sites. With consideration of the historical development of the area and the site survey, there is a low archaeological potential at the site.

Otherwise, three local heritage items are located in the areas immediately surrounding the precinct. This includes the Bringelly Public School (to the north), Maryland (to the south) and a Fibro House (to the east). The Bringelly School is a small brick building, established in 1878 on the corner of Bringelly Road and the Northern Road, demonstrating the history of education and settlement in the area. The Fibro House is an example of a rare 20th century development and the Maryland is a homestead and farm building that is historically representative.

Some of the early buildings can be viewed from the Northern Road, but not from the study area. The Bringelly Public School has no visual connection to the precinct, the Fibro House is obscured by trees.

As the precinct does not contain any heritage items no approval is required from the Heritage Council. Otherwise, any applicable building heights at the northern boundary will not overwhelm the Bringelly School and standard unexpected heritage find procedures can be executed during future excavation works. DCP provisions have been incorporated to ensure any future development adjoining the Fibro House is sensitive to its local heritage qualities, particularly in terms of building heights and visual impact. Considering the minimal European heritage constraints, the proposed rezoning of the precinct is appropriate.

3.7. WATER CYCLE MANAGEMENT AND FLOODING

J. Wyndham Prince (**JWP**) have prepared a Watercycle Management Report (**Appendix O**) which assesses the flooding impacts at the precinct and identifies the appropriate stormwater quantity and quality management required to support its future redevelopment. The report drew from the past investigations for the Lower Creek Maryland Precinct as well the Upper South Creek Flood Study. A number of different techniques and models were used to assess the relevant water quality and quantity outcomes.

Water Quality Management

A Model for Urban Stormwater Improvement Conceptualisation (**MUSIC**) was used to assess the Precinct's stormwater quality. A treatment train approach is proposed for the Precinct with a number of water quality devices including rainwater harvesting and reuse, gross pollutant traps, bioretention raingarden and on-lot treatments. With these water quality management practices, it was found that the pollutant reductions would be standard for low density residential and medium density residential catchments.

A Stream Erosion Index (**SEI**) was undertaken to ensure that the bio-retention devices do not increase stream forming flows by 3.5-5 times following development (compared to pre-development flows). The assessment found that they would be typical for a medium density residential catchment and they would be no greater than 3.5 times the stream forming flow of existing conditions.

Otherwise erosion and sediment measures will be implemented in accordance with council and Landcom guidelines and a site-specific Operation and Maintenance Manual is to be prepared for future DAs to ensure long term management.

Water Quantity Management

A hydraulic analysis was undertaken using XP-RAPTS modelling software as to determine the required basins to restrict post-development flows at key locations. The model was used to assess existing and proposed site conditions. The proposed water management strategy includes the provision for (5) detention basins located at the precinct boundary and where existing terrain naturally grades into surrounding properties. The hydrological modelling results demonstrated that the five detention basins will ensure that the post-development flows do not exceed existing flows during events up to and including the 1% AEP storm event.

Flood Impacts Assessment

While the precinct does not require regional flood evacuation, emergency management will be required. The existing riparian corridor and proposed basins are identified as the main methods of detention management and passive storage.

The USC TUFLOW hydraulic model was used to confirm the flood results provided by Council, with a trimmed focus on the Belmore Road Precinct. The trimmed model was compared to the larger council model and the trimmed model was also used to compare the existing and developed conditions of the precinct.

The trimmed model saw some differences from Council's model considering the inclusion of water levels with dams. Flood level increases within the riparian corridor were modelled due to the reduction in available passive storage due to the existing farm dams being filled to their spillway levels. Consequently, it was found that the existing flood behaviour saw overland flooding from an existing farm dam north of the precinct, flowing in a north-westerly direction. The central riparian corridor within the precinct saw some flood spillage from the existing farm dam locations.

The developed conditions saw the flooding external of the precinct act generally consistent with the existing flooding with some reductions behind the Bringelly Public School. The riparian corridor will contain flooding up to the 1% AEP with no evidence that 1% AEP flows will enter developable areas. During the PMF event there are some minor encroachments although the urban portion of the floodplain is generally safe to occupy. The design of the detention basins and further modelling will be able to manage these local, minor flood impacts.

As such, there are generally no adverse flood level impacts external to the site following development, and any local flood increases will be appropriately managed by the proposed detention basins. Additionally, considering the minimal flood encroachment following development, it is unlikely that climate change will have an impact. It is therefore considered that the flooding impacts are acceptable in accordance with the intended precinct master plan.

3.8. BIODIVERSITY

ELA have undertaken a Biodiversity Assessment (**Appendix M**) to identify and assess the biodiversity values of the site including the likely presence of threatened species, endangered ecological communities, vegetation conditions and habitat values, as well as the consistency of the Draft ILP with the Growth Centres Biodiversity Certification and Strategic Assessment Program.

Growth Centres Biodiversity Certification

Land within the South West Growth Centre (**SWGC**) was 'biodiversity certified' by the order of the *NSW Minister for the Environment* under the *Threatened Species Conservation Act 1995*. This Act has been superseded by the *Biodiversity Conservation Act 2016 (BC Act)* however, biodiversity certification remains in place. Biodiversity certification negates the requirement for impact assessment on threatened species under the BC Act, thus turning off the requirements for tests of significance or triggering the Biodiversity Offsets Scheme on all certified land within the North West Growth Centre and SWGC.

This strategic approach to the conservation of species and communities listed under the BC Act has been undertaken to streamline the development process and to ensure that the areas of highest conservation value have been identified and conserved. Further, the *Draft Growth Centres Conservation Plan 2007* assessed native vegetation across the entire Growth Centres area and identified areas of Existing Native Vegetation (**ENV**) which is subject to ground truthing at the time of rezoning.

The Precinct is mostly biodiversity certified and is therefore not obligated to retain any areas of ENV. As part of the Biodiversity Assessment, field surveys have been undertaken and the 'grounded truth' is provided in Section 3.8.1 below.

Strategic Assessment under the EPBC Act

In 2012, the Commonwealth Minister for the Environment announced that the program of development activities within the Growth Centres was approved under the EPBC Act Strategic Assessment process. Specifically, all actions associated with the development of the Western Sydney Growth Centres as described in the *Sydney Growth Centres Strategic Assessment Program Report 2010* have been assessed at the strategic level and approved in regard to their impact on the following matters of National Environmental Significance (**NES**):

- World Heritage Properties
- National Heritage Places
- Wetlands of International Importance
- Listed threatened species and communities
- Listed migratory species

These decisions indicate that the Commonwealth is satisfied that the conservation and development outcomes that will be achieved through the Western Sydney Growth Centres Program will satisfy their requirements for environmental protection under the EPBC Act. Provided that development activity proceeds in accordance with the Growth Centres requirements (such as the Biodiversity Certification Order, the Growth Centres SEPP and DCPs, Growth Centres Development Code etc.) then there is no requirement to assess the impact of urban development activities within the SWGC on the above-listed matters of NES and therefore no referral of activities to the Commonwealth Department of Environment is required.

3.8.1. Flora and Fauna

Approximately 34.55 hectares of vegetation in the precinct was identified in the Draft Growth Centres Conservation Plan 2007. The desktop assessment and field survey undertaken by ELA confirmed the presence of two vegetation communities, including:

- Cumberland Plain Woodland in the Sydney Basin Bioregion / Cumberland Plain Shale Woodlands and Shale Gravel Transition Forest; and
- River Flat Eucalypt Forest.

Furthermore, the desktop assessment and field survey validated 24.98 hectares of previously identified ENV and identified 33.87 hectares of Additional High Conservation Value Vegetation (**AHCVV**), much of which occurs on land in or adjoining riparian corridors.

The northern portion of the site has been subdivided and settled in rural lots. Whilst a native tree canopy exists throughout, the vegetation has generally been under-scrubbed and cleared. The southern portion of the site has been managed as agricultural land with large cleared areas and exotic pasture, which has reduced the structural and species diversity of some areas of remaining vegetation. Some large portions of the site are comprised of remnant patches of Cumberland Plain Woodland.

Ecological Constraints Assessment

ELA undertook an ecological constraints assessment for the existing vegetation on the site and the following table indicates that majority of the site is of 'low' ecological constraint.

Table 7 Ecological Constraints Assessment

Ecological Constraint	Area (ha)
High	62.66
Medium	5.26
Low	119.39

Threatened Species habitat

The Biodiversity Assessment has identified (3) threatened flora species and (15) threatened fauna species of having the potential to occur within the site.

Master Planning Approach

Although majority of the site is biodiversity certified, ELA have identified that there are clusters of good quality, mature trees adjoining the riparian corridors that would provide significant biodiversity and amenity outcomes if protected. Consequently, the Draft ILP has sought to protect areas of ENV through proposed environmental conservation, recreation, and infrastructure zones.

3.9. RIPARIAN CORRIDORS

ELA undertook a Riparian Lands Assessment (**Appendix N**) for the Precinct to identify key ecological and riparian land constraints to assist the design of the Draft ILP.

ELA field-validated watercourses and riparian zones along watercourses, predominately along the southern and central portions of the site. The creek lines were mostly altered from their natural state, with removal of native riparian vegetation for agricultural uses.

In total, there were (11) first order and (2) second-order watercourses that were accessible and assessed. Of the (11) first order reaches assessed, (8) did not meet the definition of a 'river' under the *Water Management Act 2000* (**WM Act**), as they had no channel with defined bed and banks. All other reaches met the definition of a 'river'.

The primary watercourse through the centre of the study area had riparian vegetation in good condition that was characteristic of *Cumberland Plain Woodland in the Sydney Basin Bioregion*, a Critically Endangered Ecological Community under the BC Act. This vegetation provided good habitat, contributed to bank stability and shaded parts of the watercourse. ELA have recommended that a Riparian Protection Area be implemented along this primary creek line, with the riparian corridor being fully revegetated in accordance with a vegetation management plan.

Master Planning Approach

The Draft ILP aligns with the recommendations of the Riparian Lands Assessment as it provides 13.6 hectares of mapped riparian corridor containing the central creek system which has the highest habitat value of the assessed watercourses. In addition, retained riparian corridors in the Draft ILP would be actively

managed as vegetated riparian zones under a Riparian Management Strategy, whereas currently there is no active management of riparian corridors.

3.10. BUSHFIRE

A Strategic Bushfire Study (**Appendix P**) was prepared by Peterson Bushfire, providing a detailed investigation into the landscape features and site influences on potential bushfire impacts within the precinct. An assessment of the vegetation, topography, fire weather, fire intensity patterns, fire history and ignition sources informed the bushfire scenario assessment.

Existing Site Conditions

Vegetation

The site is identified as bushfire prone as it contains or is within 100m of vegetation that has the potential to sustain or contribute to a bushfire attack. Additionally, the wider landscape was identified as being able to influence bushfire approaches. While the areas to the north are predominantly developed and managed, the study identified potential fire paths. This includes a bushfire traveling west to east from the woodland vegetated hills towards the precinct. Additionally, fires can travel from the woodland to the south towards the agricultural lands, potentially creating fast-moving grassfire. Across the precinct the bulk of vegetation are shale plains, shale hills woodlands as well as grasslands.

Topography

In regard to topography, the bulk of the site is gently undulating with the west side being hilly.

Fire Weather

The area has a temperate climate and rainfall predominantly occurs during summer. Bushfire season runs from October to March.

Fire Intensity Analysis and Potential Fire Scenarios

With consideration of the topography, vegetation and fire intensity, there are areas of higher intensity west of the site that can propagate towards the site. They are likely to spread across the vegetated hills, propagated by westerly winds. Additionally, the woodland and agricultural lands to the south are also identified as a potential fire scenario.

Bushfire Risk Profiles and Master Planning Approach

It was found that areas within 100m of the boundary were of medium risk while the rest of the precinct is low risk. There are no areas in the precinct that are identified as high risk. As such, vulnerable uses are situated in the low risk areas. The appropriate bushfire protection measures, including APZs, fire-fighting infrastructure and adequate access, can be integrated into future development in both risk regions. Additionally, the appropriate construction standards will be applied to any future building and road developments. The access provided by Greendale Road, The Northern Road and the future, release area to the south will accommodate safe evacuation.

The requirement for any additional emergency services will be considered under strategic emergency management planning facilitated by DPE and the applicable further ministerial objectives can be satisfied by the proposed rezoning and IPS.

Consequently, the future developments facilitated by the proposed rezoning will be able to achieve compliance with *Planning for Bushfire Protection 2019* and is not in-compatible with the surrounding bushfire risk. The proposal can exist within the adjacent bushfire prone land.

3.11. TRAFFIC

A Traffic, Transport and Access Assessment (**TTAA**) was undertaken by SCT Consulting (**Appendix T**) which assesses the traffic context of the region as well as the subsequent impacts and requirements of the proposed rezoning. This assessment involved a review of the existing travel data, existing transport conditions, the trip distribution generated by the proposed development as well as the planned and required infrastructure upgrades.

Anticipated Home and Dwelling Growth

The Belmore Road Precinct is located within the SCW region which is intended to accommodate 30,000 dwellings and 1,000 new jobs. The Belmore Road Precinct seeks to accommodate 3,271 dwellings and the two neighbouring precincts will see similar proposals submitted. The Cobbitty site, also within the SWGA is expected to have a dwelling yield of 3,814 dwellings and the Lowes Creek Maryland Precinct is similarly expected to seek development growth. As such, the transport assessment assumes that both the Cobbitty site and Lowes Creek Maryland Precincts will proceed in parallel when considering the transport demand and requirements.

With regard to the wider region, SWGA is intended to support at least 155,000 new homes. The Aerotropolis Core to the north is expected to accommodate 50,000-60,000 jobs and 20,000-24,000 residents. The Oran Park Precinct to the south is targeting 7,540 dwellings.

A 2016 Method of Journey to Work study of the region saw 72% of its population use private vehicles for travel, 9% used public transport, 0% cycled and 1% walk as their method of travel. While other studies across differing study areas saw variations in the distribution of travel methods, the general preference for private vehicles is mostly the same. However, the report identifies that the transport demands may see significant shifts following the proposed precinct developments and surrounding infrastructure upgrades.

Currently Planned Infrastructure Upgrades / Existing Infrastructure

The key road network(s) surrounding the precinct are identified as The Northern Road, Bringelly Road, Greendale Road and Belmore Road. They are characterised as follows:

- The Northern Road: is an arterial road that connects Narellan Road to the south and Greater Western Highway to the north, providing direct access to the wider Sydney region. The Northern Road has been upgraded to four lanes with the capacity for future six lane configuration and upgrades are planned at the Northern Road / Bringelly Road / Greendale Road intersection. Of note, this upgraded intersection is currently operating at an acceptable level of service, but is approaching capacity and The Northern Road experiences overcapacity during peak hours. Otherwise, The Northern Road also supports cycling at the eastern side.
- Bringelly Road: is a sub-arterial road that connects The Northern Road to Camden Valley Way. The road has been upgraded to six lanes between the eastern side of Upper Canal Bridge and the western side of the Eastwood Road Intersection and the rest of the road will be upgraded to a four lane divided road.
- Greendale Road: is a two lane collector road which connects Park Road to Bringelly Road and intersects with The Northern Road.
- Belmore Road: is a local road that intersects with the Northern Road.

Additionally, the Outer Sydney Orbital will be approximately 2.5km west of the subject precinct. In regard to the existing and planned public transport infrastructure:

- Currently train services are provided by the Leppington Railway Station 7km to the west of the precinct and low frequency buses service the Northern Road and Bringelly Road. The rural nature of the existing site provides few walking and cycling opportunities. Planned public transport infrastructure includes the north-south rail link / south-west rail link extension and rapid bus services on The Northern Road.
- Bringelly Metro Station is proposed to be located approximately 4km to the north. In addition to the new bus network, the travel patterns will need to be thoroughly understood post gateway.

Proposed Traffic Works

In accordance with the Draft ILP and the proposed precinct rezoning, the following traffic features are proposed:

- Connections and continuity to Lowes Creek Maryland precinct and Oran Park precinct to the south, the sub-arterial north-south connections providing alternatives to the Northern Road and subsequently alleviating pressure off The Northern Road.
- A town centre at the centre of the site and density clustered around the town centre, minimising the travel distance of residents to their local shops and encouraging sustainable and active transport

- A riparian corridor oriented diagonally through the middle of the precinct, that facilitates off-road shared paths across the majority of the precinct
- Cross sections for sub-arterial, collector and local roads, consistent with the LCM draft Development Control Plan that supports bus usage and shared paths for walking and cycling access. This will maximise the potential for buses to service the precinct and integrate with potential, future scheme and the pedestrian/cycling network can pair with the Northern Road to provide an extensive cycling network.

Otherwise, in accordance with the Sustainable transport and Travel Demand Management (TDM), a Travel Plan is recommended to be developed for the precinct as to assess and encourage efficient transportation and active transport. The implementation of the travel plan in addition to the infrastructure works across the Belmore Road Precinct will provide significant opportunities to reduce car travel.

Required Infrastructure Upgrades

Intersection modelling was undertaken for 2041 and 2031 which identifies the required infrastructure with consideration of the development yield of the proposal as identified in Section 5 of this report. The Belmore Road Precinct was found to have an expected trip generation of 2,600 during the AM peak and 2,914 during the PM Peak. This would be in addition to the Cobbitty AM peak of 3,543 and PM peak of 3,756. With the anticipated traffic demand, the current network capacity would be unable to accommodate the full demand to enter the network. As such, the following infrastructure works are to be provided by 2041:

- A six-lane corridor for The Northern Road
- Triple right turn lanes (south to east) and additional left turn lane (east to south) for Greendale Road / TNR / Bringelly Road interchange
- Additional turning lane from the precinct on the side roads (up to two lanes) at multiple intersections on The Northern Road
- Widen Greendale Road to two lanes in each direction between the north-south sub-arterial road and the Greendale Road / The Northern Road / Bringelly Road interchange
- Ban right turn for the east approach of The Northern Road / Belmore Road
- Dual right turn lanes on The Northern Road.
- Currently the region sees 73% of the population use cars with 9% using trains or buses. With such upgrades, the network will operate satisfactorily in 2041. Further refinement and optimisation of the upgrades as well as the evaluation of the internal road hierarchy/intersections are to be addressed post gateway. Additionally, DPE and TfNSW are to establish effective gateway conditions to ensure that any risks to the modelling conducted by SCT consulting are resolved post gateway.

Overall, the study concludes that the Belmore Road Precinct will support public and active transport usage and with the appropriate infrastructure upgrades, will effectively integrate into the wider road network with satisfactory operations in 2041.

3.12. SERVICING INFRASTRUCTURE

Infrastructure & Development Consulting (IDC) have prepared an Infrastructure Servicing Strategy (**Appendix P**) for the Precinct which identifies the existing services within the site's vicinity, reviews current and planned projects and provides potential servicing strategies for the Precinct.

Existing and proposed servicing arrangements

- **Water:** The site is not currently serviced by the Sydney Water Potable water network however, Sydney Water are in the advanced stages of design and/or construction of significant water upgrades with an expected completion in 2022/2023. These include, (2) 24ML reservoirs within Oran Park which will include 750mm and 600mm trunk water mains from the reservoirs along The Northern Road to Badgerys Creek Road and is expected to have sufficient capacity to supply the future Belmore Road Precinct.
- It is proposed that new water mains will be constructed within the standard shared trench allocation in the reserve of all new roads within the site. Trunk supply will be delivered by a 300mm ring main, constructed along the key collector roads within the site with smaller reticulation mains constructed along local roads to service the dwellings. No potable water lead ins will be required to service the site.

- **Sewer:** The site and surrounding area are not currently serviced by the Sydney Water sewer network. The site falls into three sewer catchments. Sydney Water's Growth Servicing Plan (**SWGSP**) indicates that the northern parts of the SCW release area are in the strategic planning phase, while the southern parts have been further progressed to the concept design phase. IDC Consulting have provided three servicing options for the precinct as summarised below:
 - **Option 1** – Connect to Bringelly and Bringelly North Carrier. This relies on Sydney Water having constructed the full length of the Bringelly and Bringelly North carrier by 2026. In this scenario, Catchment 2 would drain into the Bringelly Carrier and Catchment 3 to the Bringelly North Carrier via developer constructed lead in mains (refer Figure 4.4.1 of **Appendix P**).
 - **Option 2** – Drain to SP1209 via Pump Station. Catchment 2 and Catchment 3 to be drained into the Lowes Creek Carrier, requiring pump stations to be constructed within the precinct boundary at the low point of each catchment, whereby the pump stations would transfer flows to the low point in Catchment 1. Further discussions with Sydney Water will be required should this option be considered to confirm that sufficient capacity is available.
 - **Option 3** – The establishment of an interim on-site packaged wastewater treatment plant run by either Sydney Water or a third party could also be utilised until the regional Sydney Water infrastructure is operational. This would involve collecting waste water from dwellings via reticulation sewer mains which are pumped to a local treatment and water recycling plant.

A feasibility application has been lodged with Sydney Water to determine the servicing requirements for the site. This application is currently being assessed and should the strategy outlined by Sydney Water differ from the above, this report will be updated to reflect any change in advice.

- The wastewater strategies proposed by IDC Consulting will allow precinct development to progress ahead of the regional Sydney Water infrastructure having been delivered for sewer services.
- **Electricity:** The site is located within the Endeavour Energy electrical supply zone. The Bringelly Zone Substation (ZS) is located adjacent to the north west corner of the site boundary and has considerable residual capacity which could be used to supply the precinct. Whilst spare capacity cannot be reserved for developments and connection applications are assessed as they are received, it is expected that the significant infrastructure investment across the SWGA and WSA will provide capacity to support the development. Should there be no available capacity at the Bringelly ZS, Endeavour Energy have indicated the site would be serviced by either the Oran Park ZS or North Leppington ZS.
- **Telecommunications:** The site is located within the NBN fibre footprint and will be serviced by NBN Co. fixed line connections. The southern portion of the precinct is covered by satellite connection, although it is expected that fixed line connections will be available in these areas as development progresses.
- Rollout of Telstra's 5G network has commenced across western Sydney, although parts of the site can already access 5G coverage. Future infrastructure rollout across the SWGA and WSA will be staged to match the pace of development, with an expected coverage across the whole precinct over the coming years.

Based on the Infrastructure Servicing Strategy, it is viewed that the proposal can adequately be serviced with water, sewer, electrical, gas and telecommunication infrastructure.

3.13. AIR QUALITY

An Air Quality Assessment was prepared by SLR (**Appendix R**) which assesses the sources of air pollutants in the region and the degree of their air quality impacts onto the Belmore Road Precinct. The assessment was conducted with a desktop review of 17 air emissions sources within the region, predominantly being consisted of food and agricultural uses (e.g. duck farming) as well as some heavy industrial uses (e.g. Brickworks). Additionally, the Western Sydney Airport is planned to be located approximately 3,100m from the Precinct.

Following a site visit and assessment of the 17 sources, 10 are still operational and may generate adverse, air quality impacts. The following table provides the air quality assessment for these sources:

Emission Source	Distance	Assessment
W2R Compost Farm	2,500m South-west	Relatively close proximity and anticipated, continued operation.
Leppington Pastoral Company	4,100m North-west	Odour generated by manure and cleaning.
Chicken Sheds	5,900m South-west	Sheds can be operational.
Bringelly Brickworks (Boral)	200m West	Scale and nature of activities.
1Turf production	1,800m South-east	Considering distance and nature of works.
Chicken Sheds	4,500m South-east	Sheds are operational
Refrigerated chicken meat facility	4,500m South-east	Sheds are operational
Chicken sheds	4,500m South-east	Sheds are operational
Chicken sheds	3,500m North	Sheds are operational
Soil mixing business	4,100m North	Potential airborne dust impacts.

As such, the potential sources of adverse air quality impacts are as follows:

- Odour from the poultry farms, dairy farm and composting operation;
- Emissions of particulate matter, oxides of nitrogen, sulfur oxides and hydrogen fluoride, and individual air toxins from the Bringelly Brickworks and fugitive dust emissions from the associated quarrying operations; and
- Products of fuel combustion (including particulates) from local road traffic.

Subsequently, the assessment report identifies and considers the local wind conditions, the potential issues of the relevant pollutants, the recommended separation distances (based on intensity of operations) and the background air quality as to determine the probable air quality impacts. Following a more detailed assessment, the report concludes the following:

- Odour from the poultry farms will have no impact on the precinct due to the separation distance far exceeding the minimum, recommended separation distance.
- The composting operations are of a large enough separation distance that it will not have any air quality impact on the Belmore Road Precinct.
- Bringelly Brickworks are currently operational, and a DA was submitted in 2013 to increase production to 263,500 tonnes per annum. The assessment found that the maximum Nitrogen Dioxide were well below the criterion of 246µg/m³. However, the Particulate Matter emissions were found to be gradually increasing in the last five years with the 24hours average or 30µg/m³ or higher occurred 10.5% of the time. It is predicted that the cumulative 24-hour average PM10 concentration could potentially exceed the Project criterion of 50µg/m³ for up to around 10% of the time. As such, the concentration and averaging period of the Particulate Matter could exceed the NSW EPA criteria.

The assessment report recommends that a dispersion modelling study be conducted for Bringelly Brickworks using recent activity data and latest modelling software in line with the Approved Methods. Otherwise, no other existing or proposed air emission sources were identified by this assessment that would represent a constraint to the proposed rezoning or development of the precinct.

3.14. NOISE

Marshall Day Acoustics undertook a Noise and Vibration Impact Assessment (**Appendix R**) for the proposal to inform the design of the Draft ILP and ensure that the proposed land uses, and lots can be delivered without being affected by external noise impacts.

An assessment of aircraft, rail, quarry and road traffic noise and vibration impacts was undertaken, and a summary of the findings are provided in **Table 8**.

Table 8 Noise Impact Assessment

Noise / Vibration generator	Impact
Aircraft (Western Sydney Airport)	The site is well outside of the ANEF-20 contours and is classified as “acceptable”, therefore the site is not expected to be adversely impacted by aircraft noise and ground borne vibration levels are expected to be negligible.
Rail noise (Sydney Metro – Western Sydney)	The site is located greater than 1km west of the proposed Sydney Metro Western Sydney Rail Corridor and is not expected to experience noise impacts from passenger and freight activities along the rail line. Given its distance being greater than 25m, vibration impacts are not required to be assessed in accordance with the <i>NSW State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)</i> or the <i>NSW Department of Planning; Interim Guideline – Development Near Rail Corridors and Busy Roads</i> .
Quarry Noise (Bringelly Brickworks)	<p>Sensitive receivers within the precinct subject to potential noise impacts generated by Bringelly Brickworks include:</p> <ul style="list-style-type: none"> ▪ 55 Loftus Road, Bringelly ▪ 54 Loftus Road, Bringelly ▪ 20 Greendale Road, Bringelly <p>Provided that the operation of Bringelly Brickworks is appropriately managed in such a way that the requirements of the Noise Management Plan previously prepared for the site’s operation, and the Environment Protection License are adhered to any lot within the precinct will also be subject to compliant noise levels from the Bringelly Brickworks.</p>
Road Traffic	Traffic noise from The Northern Road and Greendale Road will be experienced at the proposed residential lots within the precinct. Noise modelling was undertaken for the expected 2041 noise, and control

Noise / Vibration generator	Impact
	measures are provided to manage potential road traffic impacts as detailed in Section 0.

Master planning approach

The following noise control measures have been integrated into the Draft ILP and will be adopted in the detailed DA stages of future development through specific DCP provisions.

- Position of dwellings within the subject lot – the layout of future individual lots within the proposed blocks will be positioned such that the first-row buildings (with a direct line of sight to The Northern Road) provide maximum noise shielding to the principal private open spaces.
- Physical Noise Controls (Fences) – Acoustic fences to be constructed in the form of boundary fences with heights ranging from 1.8m to 2.4m consistent with the modelling undertaken as part of the Noise and Vibration Impact Assessment, with finalised fencing alignments to be developed as part of a future review of the Final ILP.
- Architectural Treatments to dwellings - architectural noise control elements will be required to be incorporated into the design of dwellings within areas close to The Northern Road in order to ensure that target noise levels are achieved within internal spaces throughout the development.

Based on the above, the majority of the site can comply with applicable noise criteria without additional noise control measures. For residential development adjacent to The Northern Road, DCP provisions have been recommended to ensure that acoustic criteria are achievable. The proposed rezoning can therefore be supported from a noise and vibration point of view.

4. PLANNING FRAMEWORK

4.1. STRATEGIC PLANNING CONTEXT

The Planning Proposal is consistent with and supports a range of strategic planning outcomes established by Camden Council and the NSW Government. This chapter provides a brief overview of the strategic planning policies governing development in NSW and how the vision and intended outcomes for the subject site will implement or otherwise be consistent with relevant plans and policies. Detailed consistency of the proposal with the relevant State and local strategic planning matters is demonstrated in **Section 9.3.2** of this report.

4.1.1. NSW Premier's Priorities

In June 2019, The NSW Premier released a collection of fourteen (14) priorities for NSW. They have set targets and represent commitments by the NSW Government to deliver on key policy priorities. The Premiers Priorities aim to enhance the quality of life for people in NSW and tackle key social issues identified by the NSW Government.

The following priorities are of relevance to State and local strategic planning.

1. A strong economy
2. Well-connected communities with quality local environments
3. Green public space
4. Greening our city

Through the Western Sydney Airport and Aerotropolis, the Western Parkland City will be key to securing a strong economy for NSW and the region. New urban areas in the Western Parkland City such as the South West Growth Area will be central to supporting economic development in the region. Building green public space and cities are a core consideration of development in the region, realised through the planning around the South Creek riparian corridor.

4.1.2. A Metropolis of Three Cities: Greater Sydney Region Plan

A Metropolis of Three Cities: Greater Sydney Region Plan (Region Plan), finalised by the Greater Sydney Commission (**GSC**) in March 2018, provides a 40-year vision to (2056) and establishes a 20-year plan to manage growth and change for the Greater Sydney region. The Region Plan is built on a vision of three cities, “where most residents live within 30 minutes of their jobs, education and health facilities, services and great places”. It identifies four themes: *infrastructure and collaboration, liveability, productivity, and sustainability*. Within these four themes, a set of planning priorities and actions are identified to achieve the Region Plan’s vision. The Region Plan includes a high-level structure plan identifying key centres, employment areas, and important infrastructure contributions.

The site is located within the Western Parkland City, which is expected to grow from 740,000 in 2016 to 1.1 million residents by 2036. The vision for the Western Parkland City is a polycentric city harnessing the potential of the Western Sydney International Airport (WSA) and Aerotropolis, Liverpool, Greater Penrith and Campbelltown-Macarthur. These centres will establish the Western Economic Corridor, complemented by city shaping transport links such as the North South Rail Link, WSA, east-west mass transit corridor and a potential Outer Sydney Orbital in the long term.

The plan identifies that the WSA will be an economic catalyst for the District, allowing over 1.5 million people to live and work in the Western Parkland City as an alternative to the Eastern Harbour City. It will allow established and new neighbourhoods and centres, such as in the South West Growth Area to easily access economic opportunity and city shaping infrastructure.

Key strategic centres, trade gateways and collaboration precincts surrounding the site include the Western Sydney Airport and Aerotropolis, Western Economic Corridor, Leppington and Narellan Strategic Centre, Campbelltown Macarthur and the SWGA.

Figure 9 Sydney Region Plan's Structure Plan



Source: Greater Sydney Commission

The Region Plan sets (10) directions to achieve ‘a metropolis of three cities’. Under each direction, a series of objectives and actions are identified. This Planning Proposal contributes to the 30-minute city vision and responds to the key themes of the Region Plan as detailed in **Section 9.3.2** of this report.

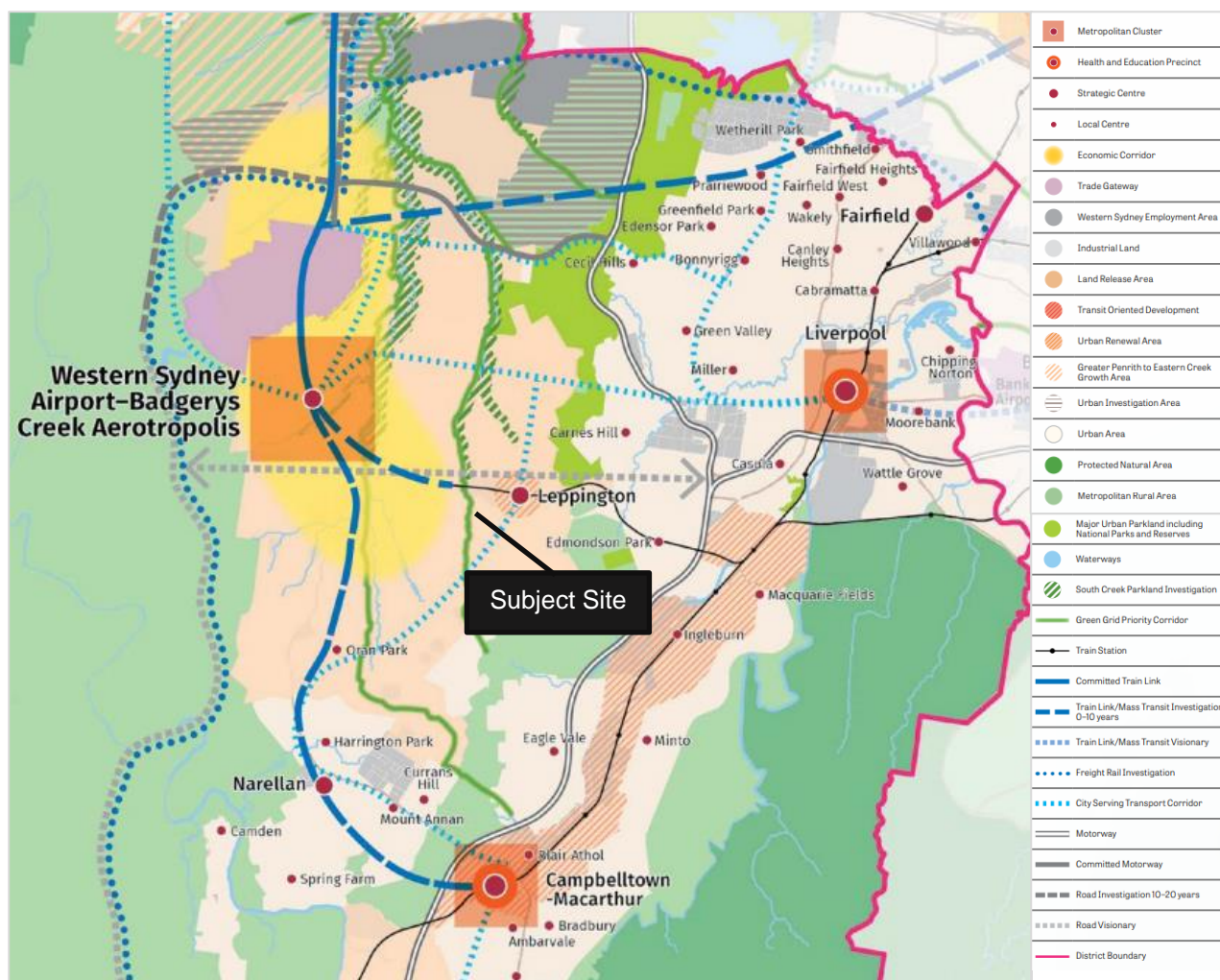
4.1.3. Western City District Plan

The *Western City District Plan* (**District Plan**) was finalised by the GSC in conjunction with the Region Plan in March 2018 and fulfils the directions and objectives of the Region Plan at a district level.

The site is located within the Western City District. The District Plan sets out planning priorities and actions for improving the quality of life for residents.

The District is expected to accommodate, 464,450 new residents, 370,200 jobs and 184,500 dwellings by 2036. The District Plan seeks to accommodate and support this growth through economic corridors, growth areas and infrastructure links and connections between strategic and metropolitan clusters and centres. Land release areas such in the SWGA will be key to ensuring housing supply and securing economic development for the region. The District Plan recognises the opportunities associated with the delivery of new suburbs within the SWGA, including the availability of land for a range of housing choices, connections with the Western Sydney Airport and broader Western Sydney Employment Area (**WSEA**). As such, several planning initiatives and transport corridors were commenced to integrate land use, transport and infrastructure activity along the north-south corridors including the SWGA.

Figure 10 District Plan's Structure Plan



Source: Greater Sydney Commission

The Planning Proposal is consistent with the Western District Plan as it aligns with the identified Planning Priorities as discussed in **Section 9.3.2** of this report.

4.1.4. NSW State Infrastructure Strategy 2018-2038

Infrastructure NSW published the Building Momentum State Infrastructure Strategy 2018-2038 (**SIS**), a 20-year Strategy that sets out Infrastructure NSW's independent advice on the current state of NSW's infrastructure and the needs and priorities over the next 20 years. It establishes six strategic directions which inform the recommendations contained within the SIS. Direction 1 of the SIS seeks to continuously improve the integration of land use and infrastructure planning. Built upon this direction is Infrastructure NSW's recommendation that NSW Government Agencies integrate the infrastructure priorities necessary to support Growth Areas, Planned Precincts and Growth Infrastructure Compacts. This includes factoring infrastructure and the associated costs into decisions about land rezoning and land release, and maximising opportunities for the co-location of different services.

The Belmore Road Precinct is located directly north of the Lowes Creek Maryland Precinct along the future Sydney Metro network (South-West Rail Link) which was identified for release by the DPE in 2017 and has since been supported by considerable investment in transport and service infrastructure. To ensure protection and the delivery of the North South Rail Line Corridor, where the future Sydney Metro – Western Sydney Airport connection will be provided, DPE has released a Corridor Protection SEPP. In addition to the ongoing State-led infrastructure planning which has been underway for the SWGA, a detailed analysis of servicing capabilities for the site has been undertaken by IDC Consulting (**Appendix P**) to ensure that following its rezoning, adequate infrastructure servicing can be provided and timed with its likely redevelopment.

4.1.5. Future Transport 2056

In March 2018, Transport for NSW (**TfNSW**) released the Future Transport Strategy 2056, the NSW Government's transport master plan. The plan presents a vision and strategy for managing the growth of transport services and infrastructure in NSW over the next 40 years. It has been developed alongside the GSC's Region Plan in order to provide an integrated planning framework for NSW, that supports the repositioning of Sydney as a metropolis of three cities.

For Greater Sydney, the plan is also built on the same vision of the 30-minute city, which it says will be underpinned by an integrated network of city-shaping, city-serving and centre serving corridors. To support this vision, transport for NSW has established 6 outcomes for Greater Sydney which demonstrate its aspirations for transport over the next 40 years. These outcomes will be used to guide transport services and infrastructure in Greater Sydney to 2056. The identified and relevant Greater Sydney outcomes include:

1. Successful places
2. A strong economy
3. Safety and performance
4. Accessible services
5. Sustainability

Transport networks in the Western Parkland City will be developed in order to support sustainability and job growth in the District. The plan identifies that strategic transport corridors, which include city-shaping, city-serving and centre-serving networks will integrate the city to create 30-minute connections to strategic centres and metropolitan centres and clusters. The WSA, as an economic catalyst, is also identified as a key node in this network that will be served by north-south rail links and east-west connections.

4.1.6. Camden Local Strategic Planning Statement

The Camden Local Strategic Planning Statement (**LSPS**) was finalised in March 2020. The LSPS identifies the vision for land use planning over the next 20 years. The purpose of the LSPS is to:

- Provide a 20-year land use vision for the LGA;
- Outline the characteristics which shape our local identity;
- Identify our shared values to be enhanced and maintained;
- Direct how future growth and change will be managed;
- Implement the Western City District Plan where relevant to our area; and
- Identify where further detailed strategic planning may be needed.

The vision is underpinned by four key themes: Infrastructure and collaboration, liveability, productivity and sustainability. These mirror the priorities of the Region Plan and District Plan and are critical to how Camden will grow and evolve. The establishment of (21) planning priorities and associated actions under these themes aligns with local planning strategies and seeks to improve land use planning within the local government area.

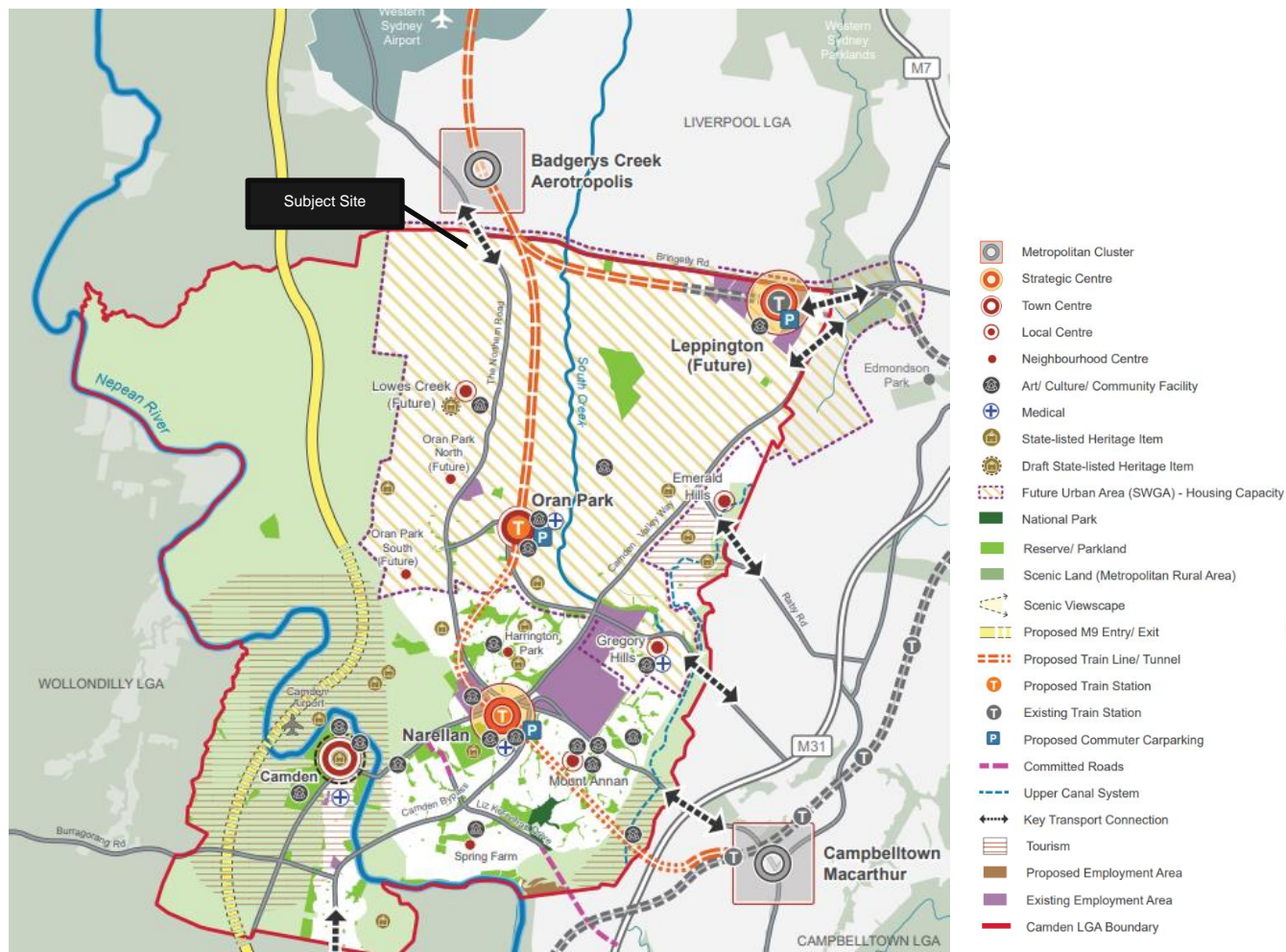
The Camden LGA contains the Nepean River which connects to other catchment areas and there are also metropolitan rural areas at the western expanse of the LGA. Planned new infrastructure within and surrounding the LGA is anticipated to create new jobs closer to homes, with an anticipated population growth of 140,000 people by 2040. New transport connections including the North-South Rail Link and M9 will unlock further opportunities for the creation of new places.

A significant portion of the northern part of Camden, forming the SWGA, has been identified for future urban development by the NSW Government. This area is expected to account for majority of residential growth with associated infrastructure required to be delivered in this area. As the SWGA develops, it is intended that new centres will be delivered to provide a diversity of employment and housing for future residents.

The LSPS Structure Plan (**Figure 11**) identifies the site as being situated within the Future Urban Area of the SWGA which is expected to foster majority of housing capacity in the next 20 years. In this context, it is

expected that land surrounding the site will be subject to significant change, with the Badgerys Creek Aerotropolis north of the site setting the context for this transformation.

Figure 11 Camden LSPS's Structure Plan



Source: Camden Council

The Planning Proposal and Draft ILP aligns with the LSPS as it has been developed in response to the LSPS's local priorities. Refer to **Section 9.3.2** of this report for an assessment of the Proposal's consistency with the LSPS's local priorities.

4.1.7. Camden Local Housing Strategy

The Camden Local Housing Strategy (LHS) was adopted on the 12 October 2021. It was prepared in response to region, district and local planning policy objectives to set a clear plan for housing in the Camden LGA over the next 10 and 20 years. Informed by a Market Housing Analysis (2019), it establishes projected housing demand and housing supply as well as capacity gaps that need to be met to achieve the housing targets for Camden.

Over the next 20 years (between 2015/16 and 2035/36), the LGA is forecasted to have the largest housing growth of any metropolitan Sydney council with an anticipated demand for an additional 49,625 dwellings with most residential growth set to occur in the SWGA. Of the SWGA precincts, SCW is expected to facilitate majority of dwelling capacity, targeted at 30,000 dwellings by 2040.

Within the 6 – 10 year growth period (between 2021/22 to 2025/26), there is a projected demand for 10,000 – 12,500 dwellings across the LGA. Under current planning controls it is anticipated that there will be sufficient capacity to meet the demand for attached dwellings and apartments. However, it is forecast that there will be a shortfall of between 2,812 and 5,128 detached dwellings which are the dominant housing typology in the LGA. This shortfall indicates that there is a need to rezone additional land within the SWGA to support the delivery of this housing typology.

To assist in planning future housing, the Camden LGA has been categorised into 'Settlement Areas' with SCW identified as 'Future Urban' land reflecting the LSPS structure plan. Future Urban Land is described as:

"Significant land use change planned through the release and rezoning of the SWGA. At present, a predominantly small and large lot agricultural area located in the northern part of the LGA. Lowest proportion of dwellings with 2+ bedrooms spare."

In particular, the Future Urban settlement area to which the site relates has a dwelling capacity ranging from 44,675 to 83,766. Therefore, its rezoning and redevelopment provides the opportunity to increase housing capacity and assist in meeting the short and long term housing demands of the LGA.

There is also a growing demand for affordable typologies within the LGA. By 2036, the demand for social and affordable housing is expected to grow by 4,592 households, representing an average annual growth rate of 5.6%, which is comparatively high relative to NSW which has an estimated lower annual growth rate of 1.5%.

The strategy identifies key priorities for Camden regarding the diversity, location and tenure of new homes:

- Priority 1 – Providing housing capacity and coordinating growth with infrastructure
- Priority 2 – Delivering resilient, healthy and connected communities
- Priority 3 – Delivering the right housing in the right location
- Priority 4 – Increasing housing choice and diversity
- Priority 5 – Addressing housing affordability

4.1.8. Camden Spaces and Places Strategy

The Camden Spaces and Places Strategy was exhibited from 16 September 2020 to 4 November 2020 and was subsequently adopted on 8 December 2020. The Strategy provides a strategic framework and action plan for the future management of social infrastructure including open space, recreation spaces and community facilities. The Strategy also identifies gaps in the provision of, and projected future demand for social infrastructure, establishes best practice benchmarks, informs capital works improvement plans and guides social infrastructure planning for future urban development in the LGA.

Within the Strategy, the types of social infrastructure of main focus include council-owned or managed passive open space, active open space and community facilities. Camden Council divide the LGA into three districts; the Rural District, Established District and Growth District. The Belmore Road Precinct falls within the Growth District which also includes the other land release areas in the SWGA. Demographic features of the Growth District which have informed the recreation focus areas include the dominant family demographic, a doubling population by 2036 and shift in housing types, likely to comprise more dense communities. The following recreation focus areas were identified:

- Accessible spaces with cycling facilities and close to public transport;
- Passive and active recreation opportunities, including play spaces for young and older children;
- Family friendly spaces with facilities for picnics and BBQs;
- Children's and youth programming at libraries and community spaces
- Study and practice spaces at libraries and community spaces;
- Sporting facilities for team and competition sports, which also cater for non-traditional Australian sports;
- Extended hours to access facilities outside of advertised trading hours for schools and business;
- Spaces that support interaction and social gathering; and
- Passive and active recreation opportunities in business districts.

The Growth District is expected to have a shortage of open space by 2025 which will increase by 2036 as the residential population changes and the demand for open space that can cater for large family gatherings and sports fields for non-traditional sports emerges.

The Planning Proposal and Draft ILP responds to the recreation focus areas through the careful planning for active and passive recreation areas including playing fields and local parks, as well as a village centre and school. The location and provision of social infrastructure can be assessed based on both qualitative and quantitative measures, however a key principle that has informed the proposed provision of social infrastructure in the Draft ILP is the interaction between these spaces and their adjoining land uses and residential densities, as well as a consideration towards its contextual setting whilst maintaining a 400m catchment rule in its siting.

As indicated in the Draft ILP, 17 hectares of land has been identified for playing fields which are co-located with the school and village centre to enable optimal access and maximise their utilisation through its proximity to higher density residential land. 11.4 hectares of local parks for passive recreation are provided across the remainder of the precinct, particularly towards the lower density residential areas to provide access to places for interaction and social gathering.

The Demographic, Social infrastructure and Community Needs Assessment prepared by WSP (**Appendix E**) assesses the Draft ILP in respect to council benchmarks and nearby precincts including those established under the Draft Camden Spaces and Places Strategy, to ensure that the proposed social infrastructure provision adequately responds to the needs of the future community. WSP undertook a qualitative and quantitative analysis of the proposed social infrastructure provision and concluded that the Draft ILP delivers an adequate supply of usable open space to cater for the future community.

4.1.9. Western Sydney Aerotropolis Plan

In September 2020, the NSW Government finalised the Western Sydney Aerotropolis Plan. The Plan was developed by the Western Sydney Planning Partnership, a collaboration between the local governments of Blacktown, Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith, Wollondilly and key state agencies. The Plan presents a framework for the development of the Western Sydney Airport and ten precincts that comprise the Western Sydney Aerotropolis. The framework consists of a five (5) point vision to guide development into creating a global gateway and world class international airport. The vision entails:

- A landscape-led approach
- Creating a global gateway
- Designing a cool, green new city with great places
- Transitioning to an Aerotropolis
- Retaining a green, biodiverse landscape.

The plan also gives effect to four (4) themes, ten (11) objectives and forty-seven (47) principles that are aligned with the GSC's Greater Sydney Region Plan. It recognises that it has been identified as the catalyst for economic growth in the Western Parkland City over the next 40 years and is key to realising the vision of the metropolis of three cities.

The plan also identifies the SWGA as an area that the Aerotropolis Plan will complement. New jobs and housing in this growth area will have access to the Aerotropolis through proposed mass transit links such as the South West Rail Link extension and the Fifteenth Avenue Smart Transit (FAST) corridor.

4.1.10. South West Growth Centre Structure Plan

The South West Growth Centre Structure Plan (**Structure Plan**) provides an overall framework on how the SWGA should develop, including centre hierarchy, potential land use opportunities, and infrastructure connections. It is contained in the Growth Centre SEPP. The Structure Plan identifies the following and is shown on **Figure 12** below.

- Part of the Northern Road, both to the south and north of the site as mixed use-employment corridors.
- It articulates land to the north west and south of the site as industrial/employment lands.

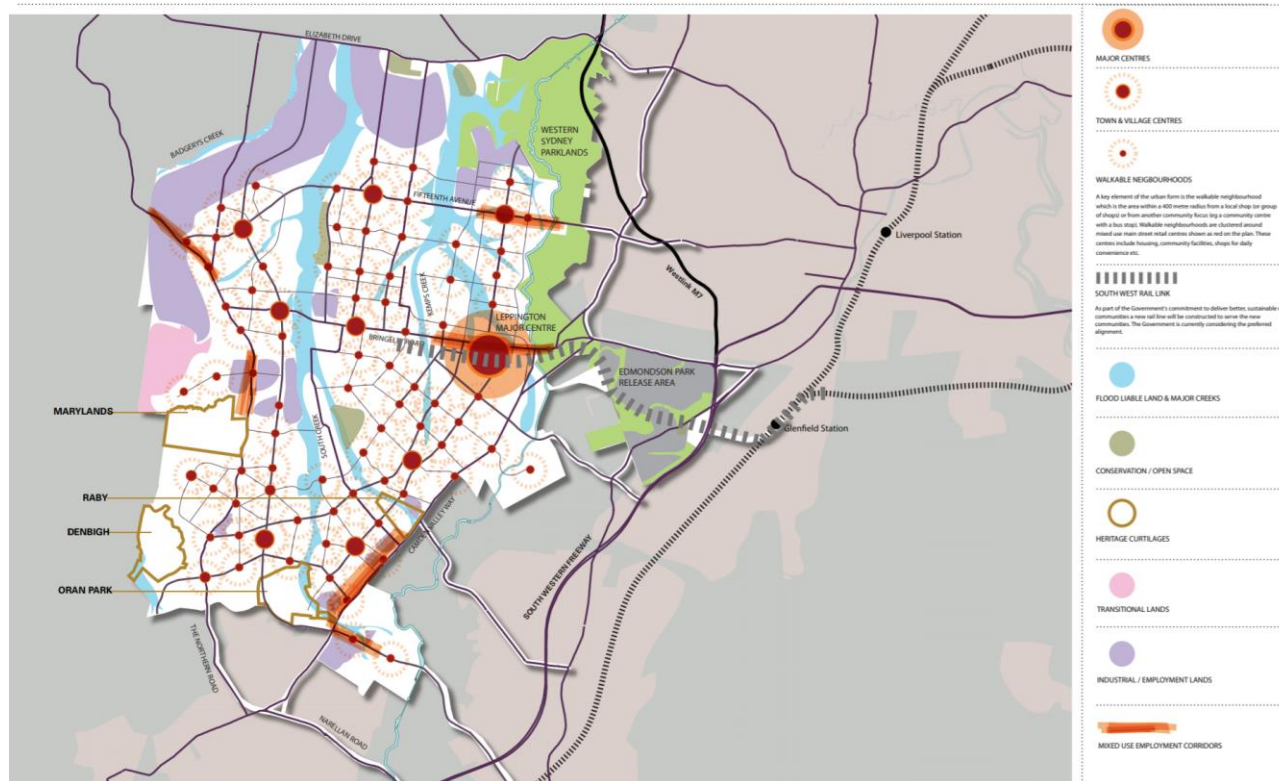
Additionally, the Structure Plan identifies the heritage curtilage of the Maryland Homestead to the south of the site, and a number of major, town and village centres and walkable neighbourhoods.

On 8 October 2015, the NSW Government announced a broader investigation into opportunities for new jobs and homes around the planned Western Sydney Airport in Sydney's west.

DPE are currently in the process of preparing an updated strategic plan for the South West Growth Area in collaboration with Camden Council. The new Western Sydney Growth Area will guide new infrastructure investment, identify new homes and jobs close to transport, and coordinate services in the area.

This plan should not preclude progressing any decision making for the Belmore Road Precinct, as the draft Indicative Layout Plan has been based on technical studies and site investigations which have considered the cumulative impacts on the region.

Figure 12 South West Growth Centre Structure Plan



Source: NSW Legislation

4.1.11. Draft Connecting with Country Framework

In March 2020, the Government Architect NSW (**GANSW**) released the *draft Connecting with Country* Framework, a framework for understanding the value of Aboriginal knowledge in the design and planning of places. The draft framework provides two key strategies for connecting with country which integrate cultural awareness and an Aboriginal perspective on project lifecycles.

The draft framework identifies four statements of commitment and principles of action to support implementation of the strategies. Specifically, the strategy seeks to support the wellbeing of country by providing opportunities for Aboriginal people to give guidance and leadership about how to fulfill the following commitments:

1. We will respect the rights of Aboriginal peoples to Indigenous cultural intellectual property, and we will support the right of Country to be cared for.
2. We will prioritise Aboriginal people's relationship to Country, and their cultural protocols, through education and enterprise by and for Aboriginal people.
3. We will prioritise financial and economic benefits to the Country where we are working, and by extension to the Traditional Custodians of that Country.
4. We will share tangible and intangible benefits with the Country where we are working, and by extension the Traditional Custodians of that Country, including current and future generations.

Niche Consulting has prepared a Preliminary Aboriginal Cultural Heritage Assessment Report (**PACHA**) (**Appendix J**) to inform the precinct planning process and associated Draft ILP. Seventeen Aboriginal

groups identified themselves as Registered Aboriginal Parties (RAPs) through the consultation process following the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.

The RAPs have also identified cultural values associated with the landscape, including, that creek lines were used as thoroughfares through the country and ridgelines as lookout points. The RAPs see the entire area is a cultural landscape and that every tree and stone is a cultural item as part of the wider landscape. As such, the ILP and associated Landscape Masterplan has been designed to respond, and celebrate Aboriginal heritage values into the design of the precinct, in consultation with the local Aboriginal community by incorporating open space along existing ridge lines and riparian corridors, whilst importantly seeking to retain mature trees and appropriately retain and enhance the significant waterway's that traverse through the Precinct. This approach has also been incorporated within the draft DCP, with specific development controls proposed to ensure designing with country is a key consideration for all future development applications.

This Precinct presents a unique opportunity to celebrate these important areas which will provide a benefit to the broader community, in particular by converting current privately owned land into public ownership.

4.1.12. Better Placed

In August 2017, the GANSW released *Better Placed*, the integrated design policy for NSW. Better Placed seeks to establish priorities and objectives that shape design to create well-designed built environments.

It presents a collection of priorities and objectives that aspire to shape design that addresses key challenges and directions and creates good design outcomes for NSW. Seven distinct objectives have been identified to create environments that are:

1. Better fit – contextual, local and of its place.
2. Better performance – sustainable, adaptable and durable.
3. Better for community – inclusive, connected and diverse.
4. Better for people – safe comfortable and liveable.
5. Better working – functional, efficient and fit for purpose.
6. Better value – creating and adding value.
7. Better look and feel – engaging, inviting and attractive.

By adopting the objectives of the Better Placed policy, development responds to the key challenges and directions for NSW.

Under the new approach to precinct planning, Council will play a greater role in influencing the outcomes of future precincts. This will include adopting a place-based approach, starting from considering the feel, aesthetic, form, history, and culture of an area, and recognising that existing local character can be reflected and strengthened in planning for the future. The Planning Proposal will support this approach by pursuing the associated actions of the LSPS:

- Implement the South Creek urban design principles contained within the District Plan for all future development areas around South Creek;
- Advocate for the retention of remnant vegetation in the master-planning of new communities;
- Continue biodiversity precinct master-planning to identify key actions to protect and enhance biodiversity across the LGA;
- Prepare a Green and Blue Grid Analysis;
- Consider the principles of Better Placed (Government Architect of NSW) within the Bringelly DCP; and
- Ensure that precinct planning considers and protects State and Local Heritage Items.

4.1.13. Greener Places

In November 2017, the GANSW released the Draft Greener Places Design Guide, the NSW Government's policy for green infrastructure in NSW. The guide presents a collection of priorities and four (4) principles and four (4) outcomes to guide design and planning in the delivery of green infrastructure in NSW, with a focus

on open space for recreation, urban tree canopy and bushland and waterways. Fundamentally, the policies seek to respond to the following NSW challenges:

- Health
- Climate resilience
- Rapidly growing population
- Changing lifestyle and demographics
- Infrastructure and urban renewal
- Biodiversity loss

Built upon the principles of integration, connectivity, multifunctionality and participation the draft Guide seeks to achieve the following outcomes:

1. Conservation of the natural environment
2. Increased access to open space
3. Improved connectivity to promote active living
4. Increase urban greening to ameliorate climate extremes

The draft Guide provides recommendations for planning new development in greenfield sites to maximise opportunities for well-located and accessible parks and public open spaces that provide for a diverse range of recreational activities. The desired outcome for greenfield areas is to base public open space around natural systems, which support connectivity, active transport and a diversity of settings which enhance the local character. Additionally, such practice offers opportunities for improved water-sensitive urban design and habitat conservation, ultimately creating a stronger blue and green grid.

Urban tree canopy is a key priority of the draft Guide, supported by three (3) strategies, and an indicative target of 40% urban tree canopy cover across the Greater Sydney Region and other urban areas across NSW by 2056. To achieve this target, the following strategies are provided:

1. Protect, maintain and enhance the existing urban tree canopy;
2. Create an interconnected urban tree canopy across NSW; and
3. Build knowledge and awareness of urban tree canopy across State and local government, and the community.

Finally, the draft Guide seeks to enhance bushland and waterways across NSW and adopts five key strategies to connect, protect, restore, enhance and create urban habitat. The strategies apply to remnant, transition and urban environments that provide connections between core habitats.

4.2. STATUTORY PLANNING CONTEXT

4.2.1. NSW Environmental Planning and Assessment Act 1979

Environmental Planning and Assessment Act 1979 (EP&A Act) is the principal planning and assessment legislation for NSW. It promotes orderly land use and development and the integration of environmental, social and economic interests within a framework of ecologically sustainable development.

This Planning Proposal is made to Camden Council and has been prepared in accordance with Section 3.33 of the EP&A Act and the guidelines published by the DPE, namely, 'A Guide to Preparing Local Environmental Plans' (December 2018) and 'A Guide to Preparing Planning Proposals' (December 2018).

4.2.2. Section 9.1 Directions

Section 9.1 Directions of the EP&A Act require Councils to address a range of matters when seeking to rezone land with an LEP. There is no statutory requirement for the Directions to be considered during Precinct Planning. Nevertheless, as the site of this Council led Planning Proposal is within the SWGA, the Directions have been addressed as part of this submission, with the Draft ILP and associated documentation found to be consistent with the relevant directions, as discussed in **Section 9.3.2**.

4.2.3. Environment Protection and Biodiversity Conservation Act 1999

Environment Protection and Biodiversity Conservation Act 1999 is the Commonwealth's central framework for the protection of the Australian environment. It provides for the conservation and protection of biodiversity and natural and cultural places and heritage. It further promotes principles for ecologically sustainable development which are achieved through conservation and sustainable resource use.

4.2.4. Biodiversity Conservation Act 2016 No. 63

Biodiversity Conservation Act 2016 No. 63 (BC Act) is the NSW Governments principal framework for environmental protection across NSW. It provides for the protection and conservation of biodiversity and ecosystems in NSW and promotes the use of the ecologically sustainable development principles. The Draft ILP has been designed in accordance with mapped Native Vegetation to ensure that areas of important biodiversity are enhanced and retained.

4.2.5. Environmental Planning and Assessment Regulation 2000

Environmental Planning and Assessment Regulation 2021 (EP&A Reg) is the accompanying legislation to the EP&A Act. It prescribes the regulations for the functioning of the EP&A Act across NSW.

4.2.6. State Environmental Planning Policy (Precincts – Western Parkland City)

State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Precincts SEPP) is the principal Environmental Planning Instrument that guides precinct planning in Camden. The Camden Growth Centres Precinct Plan under Appendix 5 of the State Environmental Planning Policy (SEPP) provides the localised framework for the implementation of the Precincts SEPP.

The aims of the Precincts SEPP are to:

- (a) co-ordinate the release of land for residential, employment and other urban development in the North West Growth Centre, the South West Growth Centre, the Wilton Growth Area and the Greater Macarthur Growth Area,
- (b) to enable the Minister from time to time to designate land in growth centres as ready for release for development,
- (c) to provide for comprehensive planning for growth centres,
- (d) to enable the establishment of vibrant, sustainable and liveable neighbourhoods that provide for community well-being and high-quality local amenity,
- (e) to provide controls for the sustainability of land in growth centres that has conservation value,

- (f) to provide for the orderly and economic provision of infrastructure in and to growth centres,
- (g) to provide development controls in order to protect the health of the waterways in growth centres,
- (h) to protect and enhance land with natural and cultural heritage value,
- (i) to provide land use and development controls that will contribute to the conservation of biodiversity.

The Precincts SEPP does not contain planning controls applicable to the site. It is the intent of this Planning Proposal to rezone the land and insert localised development controls into the Precincts SEPP to enable the orderly development of land within the precinct. Specifically, the proposal seeks to zone the land in accordance with the *Precincts SEPP, Appendix 5 Camden Growth Centres Precinct Plan*.

4.2.7. Camden Local Environmental Plan 2010

Camden Local Environmental Plan 2010 (CLEP 2010) provides the current development standards for the site. It is the intention of this Planning Proposal to rezone the site under the Precincts SEPP, as such, the CLEP 2010 has been included for contextual understanding only.

Land Use Zoning

Majority of the site is currently zoned RU4 Primary Production Small Lots and RU1 Primary Production with a small portion of lots on the northern site zoned B1 Neighbourhood Centre.

Height of Building

The site is the subject of a 9.5m height provision.

Minimum Lot Size

The portion of the site zoned RU4 Primary Production Small Lots is the subject of a 2 hectare minimum lot size, while the remainder is subject to a 40 ha minimum lot size except for that zoned B1 Neighbourhood Centre which does not have an applicable minimum lot size.

Heritage Conservation

There are no items of local heritage significance identified in Schedule 5 of the Camden LEP 2010 contained within the site.

There are however two items of local heritage significance adjacent to the northern portion of the site. One item is adjacent the site where it has a frontage on Greendale Road at the north end of the site. The other heritage item is adjacent to the site where it has a frontage to the Northern Road, also at the northern portion of the site.

5. INDICATIVE LAYOUT PLAN

Urbis has prepared a draft Indicative Layout Plan (**Draft ILP**) for the site, illustrated in **Figure 11**, which has informed the planning provisions proposed under this SEPP amendment. The Draft ILP has been shaped by a comprehensive site analysis and identification of the site opportunities and challenges, ensuring the appropriate and considered use of land. The following sections outline the indicative layout for the site, contained within the Urban Design Report enclosed in **Appendix B** to support this Planning Proposal request.

5.1. DESIGN PRINCIPLES

Urbis has established a set of design principles to inform the preparation of the Draft ILP enclosed in **Appendix A**. These design principles aim to support the overall objectives of the Planning Proposal and are provided below.

1. Integrating the Green and Blue Grid by creating a resilient environment which responds to the natural setting of South Creek West.

The Belmore Road Precinct celebrates its natural environment through conservation of important trees and riparian corridors. This creates a sustainable community which protects residents from urban heat island effects and promotes resilience to climate change. The setting and design of homes enables an energy efficient response through housing design, and supports the low carbon aspirations set within this Precinct.

South Creek is a major tributary of the Hawkesbury-Nepean River, starting from Narellan in the South West District, it flows north all the way to Windsor where it connects to the Hawkesbury River. GANSW has identified the potential for a continuous open space corridor along the entirety of South Creek that provide ecological protection and enhancement, improved stormwater treatment and a regionally significant recreation and active transport corridor for Western Sydney. The Draft ILP reflects this vision by providing riparian zones along the creek that provide opportunity for activation and high quality green space within the precinct.

2. Creating an activated community hub with centralised retail, convenience-based facilities and amenity

A neighbourhood centre is located at the core of the Belmore Road Precinct. The centre creates a focal point for the community and encourages social gathering within the Precinct. The centre provides a range of uses highly accessible to all residents including retail, community spaces and educational facilities.

The Belmore Road Precinct provides a highly connected, permeable network with convenient access to public transport, public spaces and facilities, and amenities. The road network has been designed to be capable of responding to all forms of public transport investment over time. This allows the precinct to iteratively evolve and respond as the Aerotropolis and surrounding communities, such as Lowes Creek Maryland. Cycleways and footpaths will connect across the Precinct to enable residents' easy access to amenities.

3. Creating a network of neighbourhood hubs

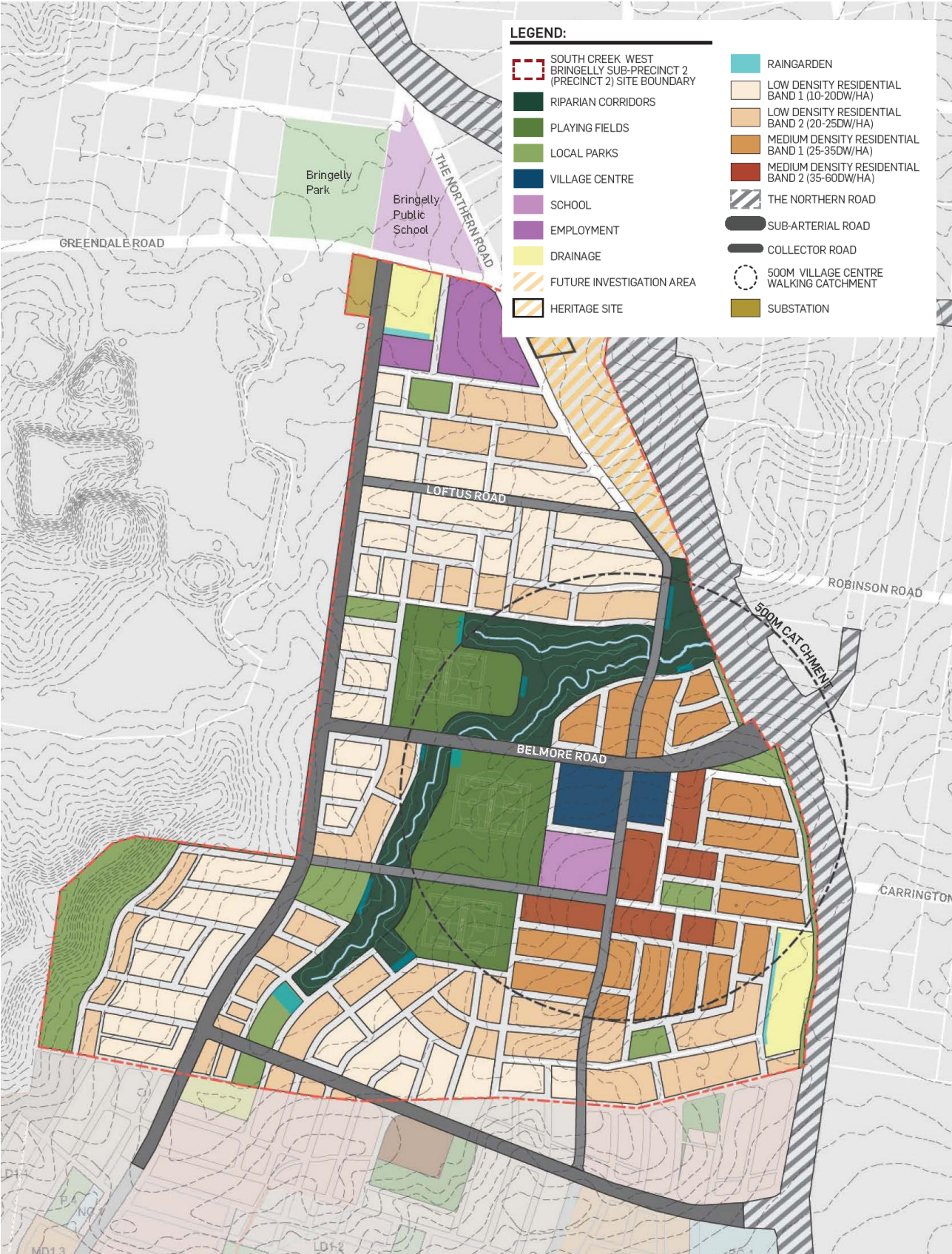
The Belmore Road Precinct exemplifies a thriving community where residents live in healthy neighbourhoods served by well-maintained public spaces and facilities, such as libraries, schools and recreation areas, all within walking distance. Residents can choose from a variety of housing choices to match all income levels and lifestyles with clusters of community surrounding open spaces to reflect existing green and blue spaces.

4. Provide a diverse mix of housing to enable flexibility in meeting varied needs and changing demands of future households.

Recent trends have proven the stability of the housing market activity within the SWGA compared to the North West Growth Area, with the presence of affordable options within the market. This is evidenced through the growing number of younger purchasers, and the continued shift towards smaller lot and dwelling sizes. Considering this, the planning proposal, through the proposed environmental planning instrument (EPI) including density bands amendments will present the opportunity and flexibility to deliver a mix of housing typologies across the site as described below.

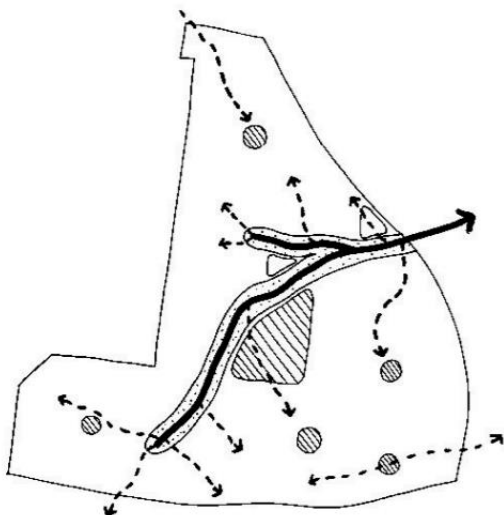
The proposed mix has been calculated based on the recommendations of the Housing Market Needs Assessment which has been undertaken by Atlas Economics and is summarised below.

Figure 13 Indicative Layout Plan

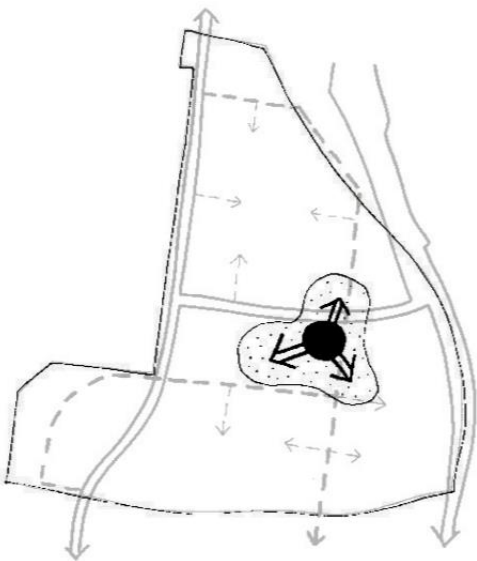


Source: Urbis

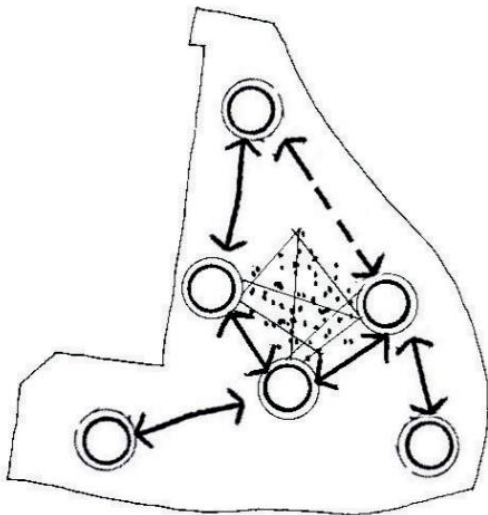
Figure 14 Design Principles



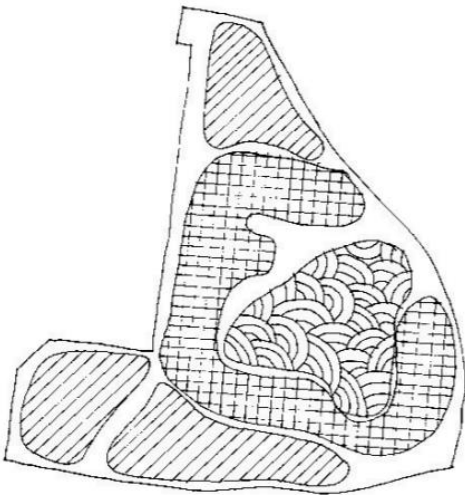
Seamless Integration with the Blue, Green and Ochre Grids



A Well Defined and Active Community Hub at the heart of the Precinct



Series of Interconnected Neighbourhood Hubs



Provision of Housing Diversity and Choice

5.2. LAND USES AND DISTRIBUTION

The primary objective of the redevelopment of the site is to deliver compatible land uses within its unique natural ecological setting. The arrangement of land uses has been situated to celebrate the natural site assets and mitigate the site challenges, including taking advantage of local views, providing activation along riparian corridors and areas of vegetation, and consideration of areas with high Aboriginal sensitivity.

The distribution of land uses across the site takes advantage of the large scale of the site whilst also ensuring an efficient and sensitive development of the landholding. The development strategy varies across the site depending on the local context, with the residential areas promoting a walkable and highly amenable residential community, balanced by the employment lands along the Northern Road.

Table 9 Proposed Land Use and Distribution

Use	Description	Area (HA)/ Percentage of Precinct
Residential	Including a mix of densities and housing typologies across the site outlined in Section 5.3 .	110 (57.7%)
Local Centre	The local centre will support local retail, community spaces and convenience-based facilities. Specific objectives and controls for the local centre are identified in <i>Draft Development Control Plan – Schedule 7 Belmore Road Precinct</i> is provided at Appendix C .	3.6 (1.9%)
Educational Establishment	To meet the expected demands of the Belmore Road Precinct, a 2 hectare school government public school is co-located with the playing fields and the local centre, where future multi-purpose community centre will be located.	2.0 (1%)
Roads	See Section 5.4 of this report.	14.8 (7.7%)
Substation	The operation of Bringelly Zone Substation will be retained, with an opportunity to expand in the future.	0.8 (0.4%)
Employment Land	The northern end of the Precinct is dedicated for employment generating uses to response to the Employment-based Precinct at Badgerys Creek. Specific objectives and controls for employment land are identified in <i>Draft Development Control Plan – Schedule 7 Belmore Road Precinct</i> is provided at Appendix C .	4.9 (2.6%)
Riparian Corridor	Combination of passive and active open spaces that are seamlessly integrated with an enhanced riparian corridor, providing a central green node which extends the open space outlook and provides for multi-functional open spaces, including incorporation of pedestrian route and cycle network along the edges.	14.0 (7.3%)
Landscape Buffer	A total of eleven (11) bio-retention raingardens have been proposed across the Belmore Road Precinct to manage	1.0 (0.5%)

Use	Description	Area (HA)/ Percentage of Precinct
	stormwater quality runoff. These raingardens will be integrated with the landscape design of the open spaces.	
Local Parks	A series of open spaces that offer a varied set of amenities across the Belmore Road Precinct. The proposed catchment and accessibility configuration for Local Parks has been designed to maximise accessibility from surrounding residential areas and provide safe and equitable access	11.4 (6.0%)
Playing Fields	Providing varied public amenity which are integrated into the natural and enhance landscape serving new neighbourhoods and connecting into the wider community	17.0 (8.9%)
Drainage Basins	The Draft ILP proposes a water management system that is integrated with the open space network. There are five (5) basins proposed across the precinct, with three (3) integrated with the riparian corridor.	4.2 (2.2%)

It is important to note that the current Draft ILP has identified a specific area in the north eastern corner of the precinct as subject to *future investigation*. The subject parcel of lands is bounded by The Northern Road to the east, Wentworth Road to the west and Bringelly Road to the north. Following the recently completed alignment works for The Northern Road, the subject parcel of lands presents some challenges that require further investigation to identify a suitable future land use(s). This will require ongoing investigations and communications with Council.

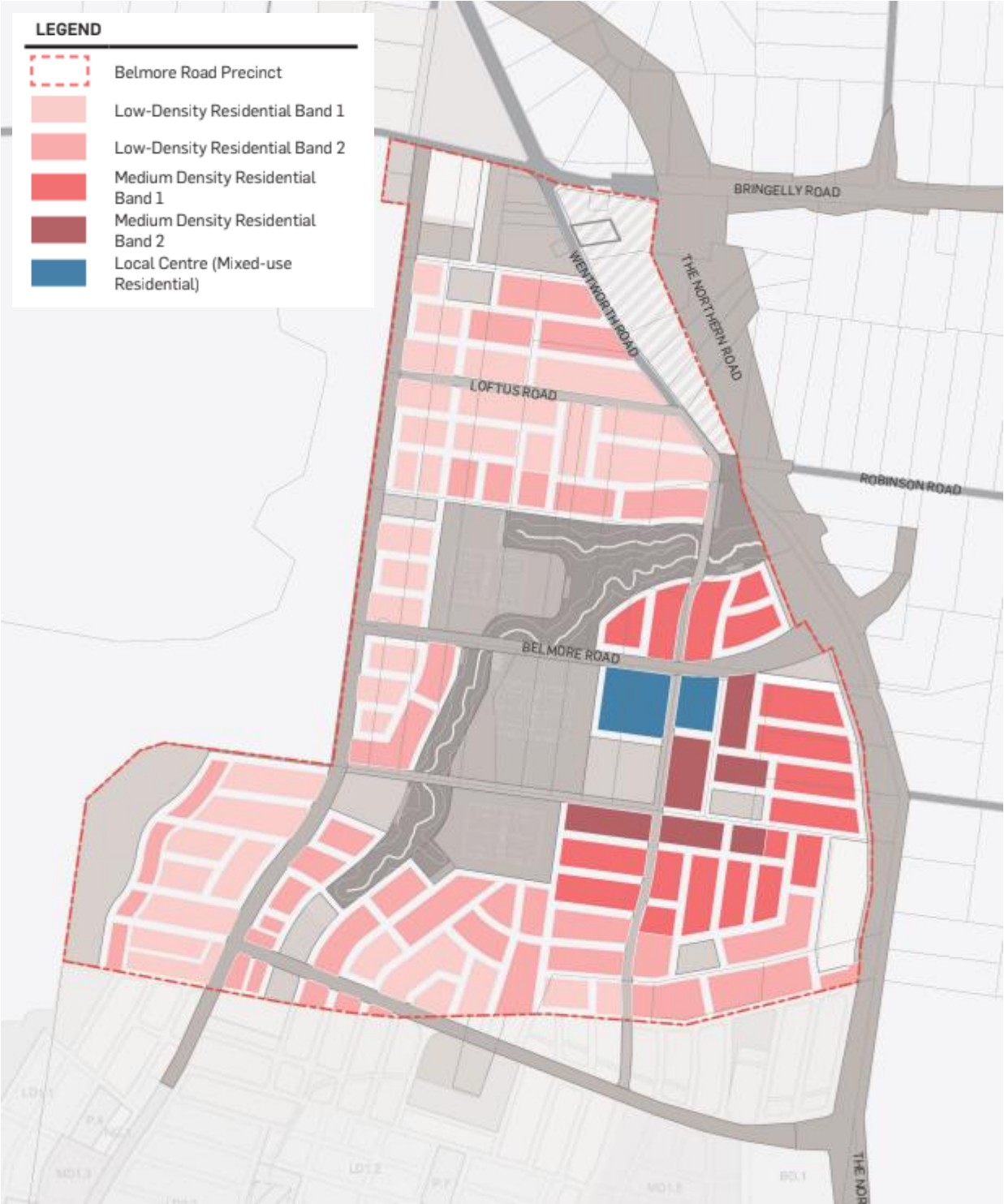
5.3. DENSITY BANDS

To ensure that the proposed mix can be realised throughout the precinct as a result of the making of the proposed EPI amendments, the introduction of 'minimum to maximum' density bands are proposed under this planning proposal. This approach is consistent with the density bands for Lowes Creek Maryland to the south.

HOUSING TYPES & LOT SIZES	DENSITY RANGE (DW/HA)	AREA (HA)	MAXIMUM YIELD (DWELLING)	% OF BELMORE ROAD PRECINCT
Low Density Residential Band 1	10 - 20	41.6	831	25%
<ul style="list-style-type: none"> Large Detached Housing (450-600m²) Detached Housing (350-450m²) 				
Low Density Residential Band 2	20 - 25	35.4	885	27%
<ul style="list-style-type: none"> Large Detached Housing (450-600m²) Detached Housing (350-450m²) Attached: Semi-detached / Rear (150-350m²) 				
Medium Density Residential Band 1	25 - 35	25.7	899	27%
<ul style="list-style-type: none"> Large Detached Housing (450-600m²) Detached Housing (350-450m²) Attached: Semi-detached / Rear (150-350m²) 				
Medium Density Residential Band 2	35-60	7.3	440	13%
<ul style="list-style-type: none"> Detached Housing (350-450m²) Attached: Semi-detached / Rear (150-350m²) Units (Low-rise, walk-up apartments) 				
Apartments (above retail podium of local centre)	60	3.6	217	7%
<ul style="list-style-type: none"> 2-3 storeys apartment 				
TOTAL	-	-	3,271	100%

Each density band has adopted a mix of housing typologies to enable housing diversity to be delivered and realised within the Belmore Road Precinct. The following table presents a summary of the target dwelling yield and distribution across the Belmore Road Precinct.

The Belmore Road Precinct has the potential to deliver up to 3,271 dwellings. Considering the above, as well as the housing targets and growth for the SWGA, the following density bands are proposed under this planning proposal for the Precinct.



Density bands are not proposed within the neighbourhood centre as height and FSR controls are intended to best serve and drive the built form outcomes in this location of the precinct.

5.4. STREET DESIGN AND ROAD NETWORK

The road network of the Belmore Road Precinct has four main categories, including sub-arterial road, local streets, neighbourhood streets and open space links:

Sub-Arterial Roads

Belmore Road will be upgraded as a sub-arterial road, providing main access to the Belmore Road Precinct from the Northern Road. The connection to Lowes Creek Maryland and existing Bringelly facilities up north will be enhanced through the proposed north-south connection along the western boundary of the Precinct.

Collector Roads

Loftus Road and Wentworth Road will be the local connectors of the Belmore Road Precinct, providing safe access between the sub-arterial routes and neighbourhood streets. These roads bisect the precinct enabling efficient distribution between all three north-south routes, especially for the local trips. The Draft ILP also proposes to extend Wentworth Road further south to create a direct link from Lowes Creek Maryland.

The proposed width allows for bus capable travel lanes and shared paths on both sides of the road, which supports public transport, walking and cycling access and provides connections to key local destinations.

Local Streets

Local roads divide up the blocks between the sub-arterial and collector roads. Slow speed environments within residential neighbourhoods that may promote community uses and informal sharing of street space between all street users are encouraged. They provide traffic calming and maximise verge space for street tree planting.

Green Streets

Three main streets were pre-determined as major open space connections. Green streets incorporate activation and stormwater management measures including vegetation to slow, filter, and cleanse stormwater runoff from impervious surfaces and improve the overall amenity of riparian corridors.

5.4.1. Future Public Transport Network

Both sub-arterial road and local streets are designed to enable the possibility to accommodate a future bus network. The bus network will have the potential to connect to future Sydney Metro - Western Sydney Airport line.

5.4.2. Southern Boundary Road

The current road network in the Draft ILP responds to the adopted Lowes Creek Maryland Precinct Plan. Connection with the southern boundary road has also been prepared under this Planning Proposal to align with the current ILP amendments for Lowes Creek Maryland currently being considered by Council. The primary aim of this road to improve the interface and delivery of this piece of road infrastructure, as well as provide an opportunity to enhance the connectivity between both precincts. Engagement with the adjoining landowner took place in preparing this Planning Proposal, and there is certainly an openness and willingness to further discuss the alignment of the southern boundary road post lodgement of the Planning Proposal.

5.5. COMMUNITY BENEFITS

WSP have undertaken a detailed Demographic, Social Infrastructure and Community Needs Assessment to inform the potential demographic and social infrastructure needs of the future Bringelly population and adequacy of the Draft ILP.

The assessment was conducted in the context of adjoining precincts including Lowes Creek Maryland, which sits between the 'sub precincts' of Bringelly and Cobbitty, and Austral and Leppington North to the east of the larger South Creek West Precinct. The assessment has undertaken a review of relevant strategic documents and the existing site conditions, including geographical opportunities and constraints to determine the social infrastructure needs of the future community and ultimately consider the adequacy of the social infrastructure proposed within the Draft ILP.

With an expectation that the Belmore Road Precinct will accommodate up to 10,500 additional residents, the following social infrastructure is proposed within the Precinct:

Table 10 Proposed Provision of Open Space

Open Space Type	Site / Percentage of Land	Useable open space / Percentage of Land
Playing Fields	17.0 hectares (8.9%)	17.0 hectares (8.9%)
Local Parks	11.4 hectares (6%)	11.4 hectares (6%)
Riparian Corridors	14.0 hectares (7.3%)	7.0 hectares (3.6%)
Drainage Basins	4.2 hectares (2.2%)	2.1 hectares (1.1%)

The draft ILP adopts a 400m catchment rule in locating open spaces. This helps to create a series of interconnected neighbourhood across the Precinct, whilst enriching the leisure and recreational experience.

The open spaces proposed under the Draft ILP is designed around a landscape program that aims to form synergy with surrounding amenities and enable active use of these spaces in community daily life. This has driven the assumption to consider 50% of both riparian corridor and drainage basin as additional usable open space.

In addition to providing an open space program that is well connected and integrated with Bringelly Park, Bringelly Public School, and the proposed amenities and facilities at Lowes Creek Maryland. The Draft ILP aims to provide a range of leisure and recreational experience including:

- A 2,360 square metre multi-purpose community centre and other convenience based facilities within the neighbourhood centre.
- Identifying a site for a potential Government Primary School (2 hectares) adjacent to open space and in close proximity to the neighbourhood centre.

5.6. STAGING

A SCW Structure Plan is currently being developed by DPE in collaboration with Camden Council. There is no known timeframe to when this structure plan will be publicly available. CKDI and its team of technical consultants have worked closely with Camden Council to ensure broader strategic inputs relating both directly and indirectly to the release area have been considered and where appropriate addressed under this planning proposal.

In the absence of a revised structure plan for the South Creek West Area, the Belmore Road Precinct provides a logical extension of the Lowes Creek Maryland precinct. Once finalised, the Belmore Road Precinct and the Cobbitty Precinct (on the southern side of the Lowes Creek Maryland precinct) will complete the precinct planning along the western edge of the newly updated The Northern Road.

There is opportunity to stage the development to meet servicing requirements and market demands as presented in and addressed by this Planning Proposal.

6. CAMDEN GROWTH CENTRE PRECINCTS DEVELOPMENT CONTROL PLAN

This Planning Proposal seeks to introduce a site-specific Schedule to the *Camden Growth Centre Precincts Development Control Plan* to support the Precincts development in accordance with the Draft ILP and supporting technical investigations.

Draft Development Control Plan – Schedule 7 Belmore Road Precinct is provided at **Appendix C** and includes the vision for the Belmore Road Precinct, the Draft ILP and relevant figures associated with the DCP controls and site-specific controls relating to the Local Centre and Employment Precinct.

There are no amendments required to the main body of the DCP as part of this Planning Proposal or Draft DCP submission.

7. INFRASTRUCTURE DELIVERY AND DEVELOPER CONTRIBUTIONS

7.1. REGIONAL INFRASTRUCTURE

The SWGA area is subject to Special Infrastructure Contributions (**SIC**) under Part 7 Subdivision 4 of the EP&A Act. The SIC provides for a one-off financial contribution payable by any developer or landowner in the North West and South West Growth Areas who is developing or subdividing land in a manner triggered by the provisions of the SIC plan. The SIC will help fund regional infrastructure required for development in the SWGA over the next 30 years. The proponent will make the required contribution to be determined at part of the Draft ILP process. Concurrently, the proponent will also be looking to explore the opportunity of a planning agreement which may address both regional and local contributions in the absence of a site-specific Section 7.11 Plan.

7.2. LOCAL CONTRIBUTIONS

Local development contributions will be required to deliver the local infrastructure items and upgrades required under this Planning Proposal and the Draft ILP. It is understood that Council will aim to prepare a local contributions plan for the Belmore Precinct concurrently with this Planning Proposal. Notwithstanding this, CKDI as the proponent of this Planning Proposal could seek to enter into a Planning Agreement arrangement for the delivery of the required (proportionate) local infrastructure. It is anticipated that through the planning proposal process, negotiations relating to a Planning Agreement will progress, with a letter of offer to be presented to Council at the appropriate time during the planning proposal process.

8. COMMUNITY AND STAKEHOLDER ENGAGEMENT

Guided by the new approach to the precinct planning framework, and the designation of the Belmore Road Precinct as a 'Collaboration Precinct', the Proponent's technical advisory and investigation teams has collaborated with Camden Council throughout the preparation of this Planning Proposal. The collaborative process also included the establishment of a vision for the precinct that involved both Camden Council and DPE. This collaboration involved a virtual visioning workshop which took place in May 2020, and was attended by Council, a representative from DPE and the Proponents Technical Advisory Team. The outcomes of this workshop have been closely considered in preparing this Planning Proposal.

It is also recognised that the Precinct is made up of various fragmented landowners located in the central and northern section of the Precinct. The Proponent has undertaken some very preliminary discussions around the process and its intent to prepare a Planning Proposal for the Precinct. No formal discussions have otherwise taken place in regard to the Draft ILP, as it is intended that this will importantly occur as part of the Planning Proposal process once formally lodged with Camden Council. The Proponent understands the importance of the ongoing engagement and community consultation process that will need to occur.

On March 17 2021, a formal pre-lodgement meeting was held at Camden Council's offices. In attendance were various members of Council's Strategic Planning Team and the Proponents project team. A formal record of this meeting and the feedback from Council is provided in the Meeting Minutes attached under Appendix T. The feedback and comments from Council have been considered, where relevant, in this Planning Proposal Report.

9. PLANNING PROPOSAL

The Planning Proposal has been prepared in accordance with Section 3.33 (formerly Section 55) of the EP&A Act and the relevant guidelines prepared by the NSW Department of Planning and Environment.

It is noted that this Planning Proposal is seeking an amendment to the Precincts SEPP, however, based on feedback from Camden Council this Planning Proposal is consistent with the following guides:

- *A Guide to Preparing Local Environmental Plans* (December 2018); and
- *A Guide to Preparing Planning Proposals* (December 2018).

This section is structured as follows:

- **Part 1** – A statement of the objectives and intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the Planning Proposal and the process for the implementation.
- **Part 4** – Mapping.
- **Part 5** – Details of community consultation that is to be undertaken for the Planning Proposal.
- **Part 6** – Project timeline.

9.1. PART 1: OBJECTIVES AND INTENDED OUTCOMES

The intended outcome of this Planning Proposal is to amend the Precincts SEPP in order to facilitate the urban development of the Belmore Road Precinct as envisaged as part of the South West Growth Centre and established in the Region Plan and District Plan.

A Draft ILP (**Appendix A**) has been prepared by Urbis to support the rezoning, informed by extensive specialist consultant studies which are discussed in Section 3 of this report. The site will comprise approximately 3,271 dwellings and a population of 10,500 people within a thriving community.

9.2. PART 2: EXPLANATION OF PROVISIONS

The objectives and intended outcomes of the Planning Proposal will be facilitated through amendments to CLEP and the Precincts SEPP and associated land use mapping provisions. Details are provided below of the Precincts SEPP Mapping amendments required. Corresponding amendments will also be required to the CLEP 2010 Maps extending the area identified as the Growth Centre on those maps. As the CLEP 2010 mapping amendments are a consequence of the Growth Centre expansion, they are not discussed further in this report.

9.2.1. Precincts SEPP

Amendments are proposed to the following clauses and associated maps within Precincts SEPP, with any required amendment discussed as part of this Planning Proposal.

- Floor Space Ratio Map: Sheet FSR_002 and FSR_003
- Height of Buildings Map: Sheet HOB_002 and HOB_003
- Land Zoning Map: Sheet LZN_002 and LZN_003
- Residential Density Map: Sheet RDN_002 and RDN_003

Explanations of the proposed amendments are detailed in the following sections.

Amendments to Land Application Map

Clause 1.3 of Appendix 5 of the Precincts SEPP and the Land Application Map are proposed to be amended to incorporate Bringelly Sub-Precinct 2. This approach is consistent with other precincts in the Camden LGA including Catherine Fields Precinct, East Leppington Precinct, Leppington North Precinct, Leppington Precinct and the Pondicherry Precinct which are all incorporated into the current Land Application Map.

Amendments to the Clause 2.2 Land Zoning

Clause 2.2 of Appendix 5 of the Precincts SEPP and the associated Land Zoning Map Sheet LZN_002 and LZN_003 is proposed to be amended to reflect the land uses proposed within the Draft ILP (see **Figure 13**).

The Precincts SEPP, *Appendix 5 Camden Growth Centres Precinct Plan, Part 2 Land Use Table* is proposed to be amended by this Planning Proposal to introduce new zones reflecting recent reform to employment and environmental zones, resulting in an amendment to Clause 2.1.

The proposed land use zones include:

- B2 Local Centre
- B6 Enterprise Corridor
- E2 Environmental Conservation
- RE1 Public Recreation
- R2 Low Density Residential
- R3 Medium Density Residential

A breakdown of each proposed land use is provided in **Table 11** below, with the intended permitted uses to be delivered by the proposal also identified.

Table 11 Proposed land use zones

Proposed zone	Permitted uses	Explanation of provision
B2 Local Centre	<i>Business premises; Centre-based childcare facilities; Community facilities; Entertainment facilities; Office premises; Recreation facilities (indoor); Registered clubs; Retail premises; and Shop top housing.</i>	<p>The proposal includes a <i>E1 Local Centre</i> zone where the village centres is proposed in the Draft ILP to allow for a variety of local business and retail uses to service the day-to-day needs of the future community.</p> <p>It is intended that the E1 zone will be developed to comprise a range of ground floor retail and non-retail uses, with shop-top housing above.</p>
E2 Environmental Conservation	<i>Drainage; Recreation areas; and Roads.</i>	<p>The <i>E2 Environmental Conservation</i> zone follows the riparian protection area and ensures these culturally and ecologically significant corridors are maintained into the future. Recreation areas are permitted within the E2 zone and will contribute to passive recreation area.</p>
RE1 Public Recreation	Local parks and areas for active recreation.	<p>The <i>RE1 Public Recreation</i> zone currently permits uses that are shown on the land zoning map, including any development that is ordinarily incidental or ancillary to development for that purpose. The precinct Draft ILP identifies all areas proposed to be zoned RE1 as local parks or playing fields, as such, only these uses or those ancillary to them will be permitted in the RE1 zone.</p>

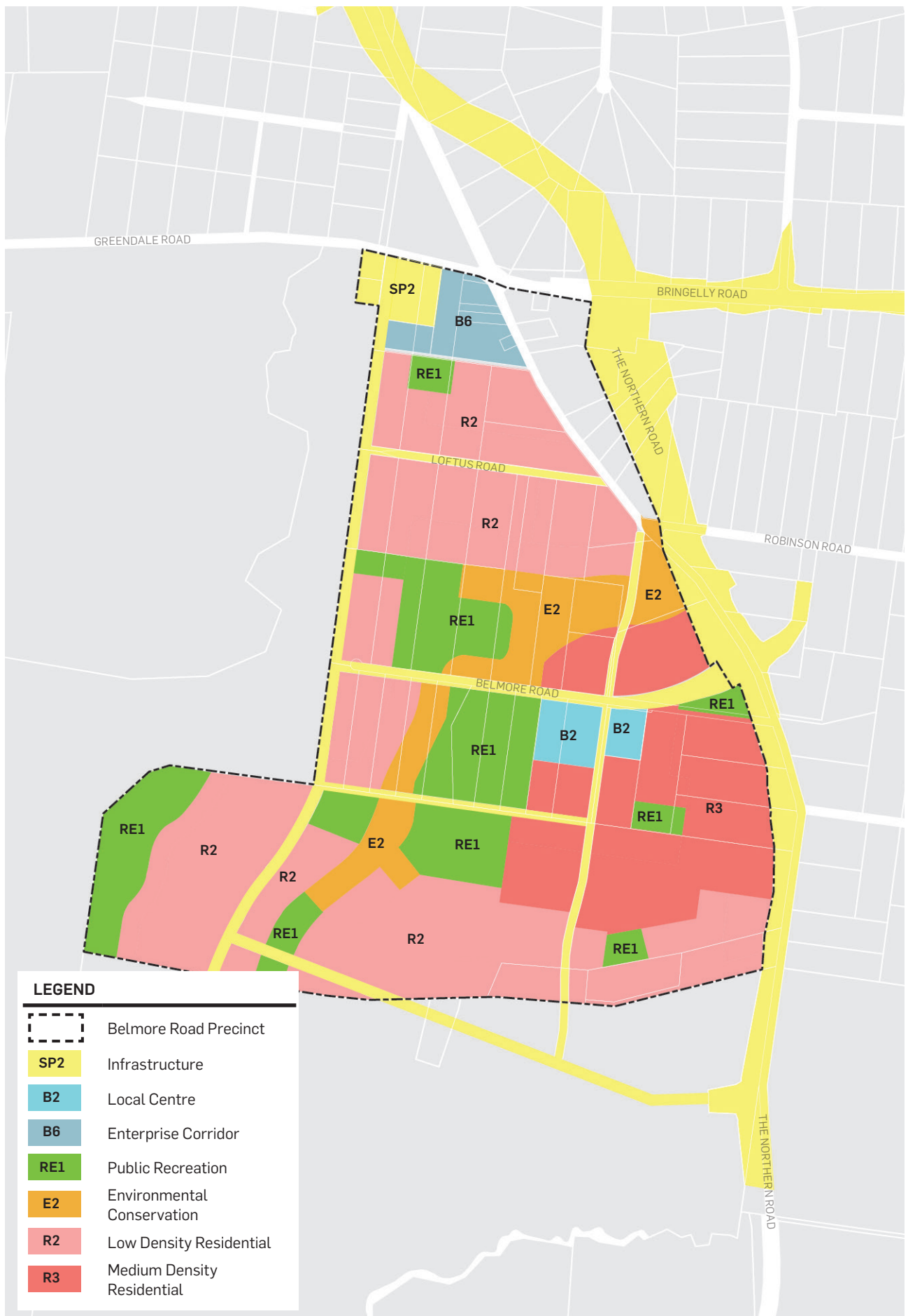
Proposed zone	Permitted uses	Explanation of provision
R2 Low Density Residential	<p><i>Boarding houses; Dual occupancies; Dwelling houses; Secondary dwellings; Semi-detached dwellings; Seniors housing; Shop top housing; and Studio dwellings.</i></p> <p>Clause 6.7 of the <i>Camden Growth Centres Precinct Plan</i> of the Growth Centres SEPP permits <i>Attached dwellings, manor homes and multi dwelling housing</i> within the R2 zone.</p>	<p>The proposal includes the provision of <i>R2 Low Density Residential</i> to facilitate the low-density residential outcomes reflected in the Draft ILP and is consistent with the permissible land uses for the zone contained in the Precincts SEPP. The R2 zone will allow for a variety of low-density residential uses, supplemented with detailed controls provided in the Draft DCP and Draft ILP to ensure that the aims of the land use zone are achieved.</p>
R3 Medium Density Residential	<p><i>Attached dwellings; Boarding houses; Dual occupancies; Dwelling houses; Group homes; Manor homes; Multi dwelling housing; Residential flat buildings; Secondary dwellings; Semi-detached dwellings; Seniors housing; and Studio dwellings.</i></p>	<p>The proposal includes provision of <i>R3 Medium Density Residential</i> to facilitate the medium density residential outcomes reflected in the Draft ILP and is consistent with the permissible land uses for the zone contained within the Precincts SEPP. The R3 zone will allow for a variety of residential land uses which are subject to greater building heights and residential densities than that permitted in the R2 zone.</p>
B6 Enterprise Corridor	<p><i>Business premises, Community facilities, Garden centres, Hardware and building supplies, Hotel or motel accommodation, Landscaping material supplies, Light industries, Oyster aquaculture, Passenger transport facilities, Plant nurseries, Tank-based aquaculture, Waterhouse or distribution centres.</i></p> <p><i>Pond-based aquaculture</i> will be identified as a prohibited land use in the E3 zone.</p>	<p>The proposal includes <input type="checkbox"/> <i>B6 Enterprise Corridor</i>. This land use zone is proposed as a new use which is consistent with the approach undertaken for the Aerotropolis precinct to the north and other growth centre employment precincts in the North West Growth Centre.</p> <p>The objectives of the B6 Enterprise Corridor zone are as follows:</p> <ul style="list-style-type: none"> ▪ <i>To promote businesses along main roads and to encourage a mix of compatible uses.</i> ▪ <i>To provide a range of employment uses (including business, office, retail and light industrial uses).</i> ▪ <i>To maintain the economic strength of centres by limiting retailing activity.</i> <p>The B6 zone will be a transition zone between the Western Sydney Aerotropolis and the Belmore Road Precinct to enable employment generating uses in response to the</p>

Proposed zone	Permitted uses	Explanation of provision
		employment-based precinct at Badgerys Creek.

In addition to the Precincts SEPP, *Appendix 5 Camden Growth Centres Precinct Plan, Part 2 Land Use Table*, Clause 2.1 is required to be amended to include the proposed B6 Enterprise Corridor zone.

The proposal seeks to zone all areas identified as local parks and sporting fields and sub-arterial roads throughout the precinct. The Draft ILP identifies a bio-retention basin at the south-east corner of the precinct. This basin is not proposed to be zoned SP2, however is identified as a permitted use within the R2 zone to accommodate variability in sizing without the need for a subsequent rezoning.

Figure 15 Proposed Land Zoning Map



Amendments to the Clause 4.3 Height of Building

Clause 4.3 of Appendix 9 of the Precincts SEPP and Height of Building Map Sheets HOB_002 and HOB_003 are proposed to be amended to include the proposed Height of Building (**HOB**) controls consistent with the Draft ILP (see **Figure 14**). The proposal imposes HOB controls for the low and medium density residential areas, and the village centre.

Building heights of 9.5m to 16m are proposed in the precinct and are sited as follows:

- 9.5 metres applies to low density housing (Low Density Bands 1 and 2) and medium density (Medium Density Band 1), allowing for developments of up to three-storeys in height.
- 12 metres for medium density housing (Medium Density Band 2) residential uses, allowing for possibility of three storey walk up apartments.
- 16 metres applies to the neighbourhood centre where mixed-use developments are proposed and will allow for a maximum height of 4 storeys, accounting for 1-storey retail podium and 2-3 storeys residential apartments.

The Urban Design Report prepared by Urbis provides benchmarking for the proposed heights with similar case studies across the North West and South West Growth Centres including the Turner Road neighbourhood centre, North Village in North Kellyville and the Rouse Hill town centre. The report also demonstrates the typical lot sizes and density of different housing typologies and the possible end products across the Precinct.

The Precincts SEPP development standards relating to HOB are found in *Appendix 9 Camden Growth Centres Precinct Plan, Part 4, Clause 4.3* and are unaltered by this Planning Proposal.

Figure 16 Proposed Height of Building Map



Amendments to the Clause 4.4 Floor Space Ratio

Clause 4.4 of Appendix 5 of the Precincts SEPP and Floor Space Ratio Map Sheets FSR_002 and FSR_003 are proposed to be amended to include the Belmore Road Precinct proposed Floor Space Ratio (**FSR**) controls consistent with the Draft ILP (see **Figure 15**). The proposal only imposes mapped FSR controls to the local centre and employment precinct along the northern site boundary. Appropriate controls provided within the DCP, in conjunction with mapped density bands and building height controls, will ensure that appropriate massing of residential development is achieved.

The Growth Centre SEPP development standards relating to FSR are found in *Appendix 9 Camden Growth Centres Precinct Plan, Part 4, Clause 4.4* and are unaltered by this Planning Proposal.

Figure 17 Proposed Floor Space Ratio Map



Amendments to the Residential Density Map and associated clauses

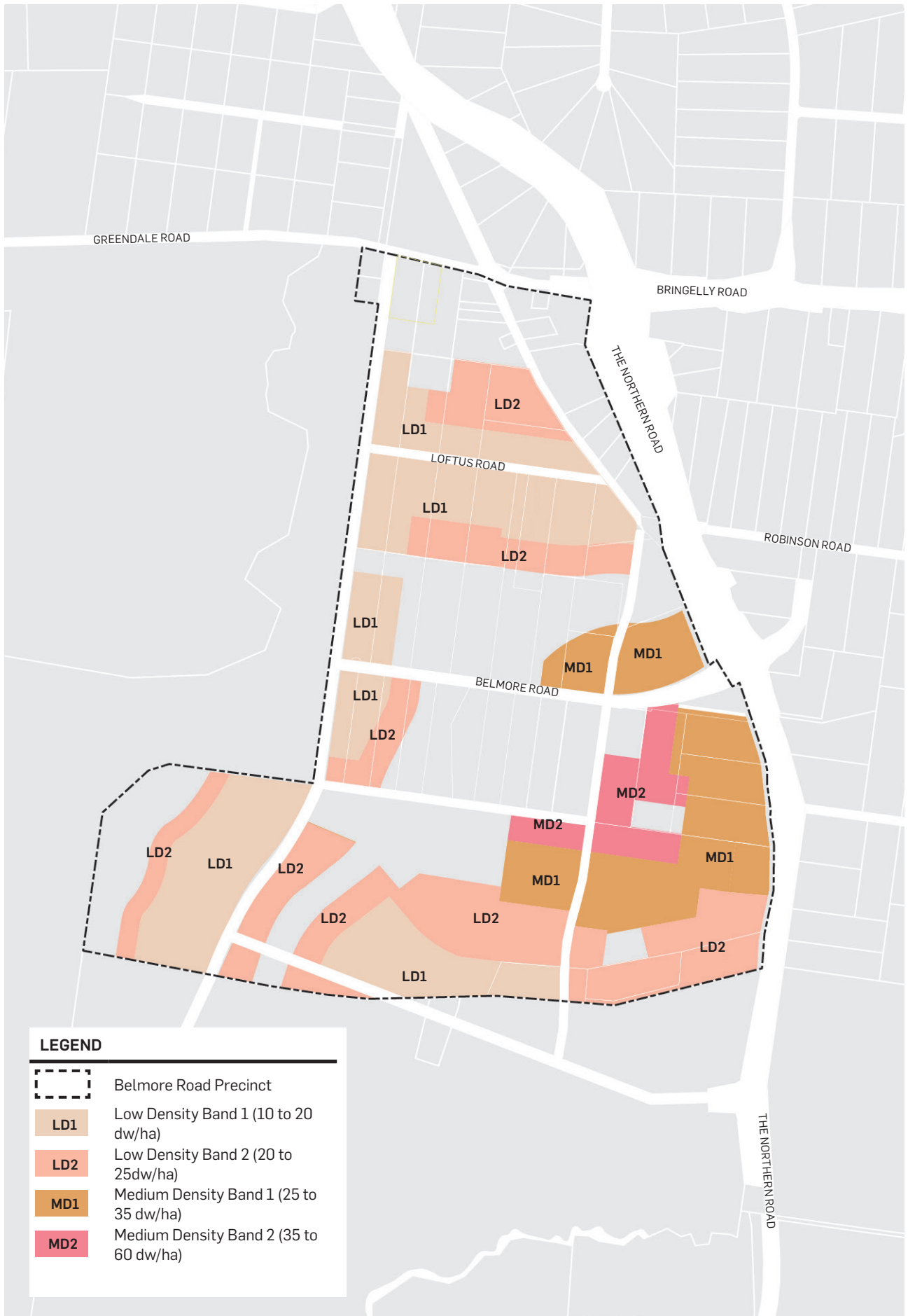
Clause 4.1B of Appendix 9 of the Precincts SEPP and Residential Density Map Sheet RDN_002 and RDN_003 is proposed to be amended to include the proposed residential density bands applicable to the Belmore Road Precinct (see **Figure 16**). The following density bands are proposed:

- Low Density Band 1 – 10 to 20 dwellings per hectare
- Low Density Band 2 – 20 to 25 dwellings per hectare
- Medium Density Band 1 – 25 to 35 dwellings per hectare
- Medium Density Band 2 – 35 to 60 dwellings per hectare

The introduction of density bands, which will be supported by detailed DCP provisions and height of building controls, will guide the built form and scale of future residential development across the precinct. This density approach follows the regimes of other Growth Centre Precincts including Lowes Creek Maryland, Catherine Fields, East Leppington, Leppington North Precinct and Leppington Precinct within the Camden LGA.

Amendments to *Clause 4.1AB Minimum lot sizes for residential development in Zone R2 Low Density Residential Zone and R3 Medium Density Residential* will be required to incorporate the Belmore Road Precinct into the objectives of the Clause.

Figure 18 Proposed Residential Density Map



Amendments to the Local Provisions

Cumberland Council and Penrith Council have recently introduced local provisions into their Local Environmental Plans to ensure that new development incorporates effective design and ongoing operation to reduce and remove urban heating from the environment and protect community health and wellbeing.

It is acknowledged that Camden Council is considering proposing a similar local provision within the CLEP. Given the site is located in the South-West Growth Centre, any controls within the CLEP would not apply to the Belmore Road Precinct.

To ensure that urban heat is addressed by future controls, it is suggested that *Appendix 5 Camden Growth Centres Precinct Plan* of the Precincts SEPP incorporates a local provision relating to Urban Heat.

The suggested wording is provided below (based on the adopted provision from the Cumberland Local Environmental Plan, published in November 2021).

Appendix 5 Camden Growth Centres Precinct Plan – Clause 6.9 Urban Heat

(1) The objective of this clause is to ensure new development incorporates effective design and ongoing operation to –

- (a) reduce and remove urban heating from the environment, and*
- (b) protect community health and wellbeing.*

(2) In deciding whether to grant development consent for the purposes of commercial premises, industries or residential accommodation, the consent authority must consider whether –

- (a) the facade and roof of the proposed building and paved surfaces are designed to reduce adverse effects of solar heat on the surrounding land, including private open space and the public domain, and*
- (b) the awnings and eaves of the building are designed to provide shelter from the sun and improve public comfort at street level, and*
- (c) the heating, ventilation and air conditioning systems of the building are designed to minimise the release of heat in the direction of private open space and the public domain, and*
- (d) the development maximises the use of green infrastructure that is strategically designed and managed to support a good quality of life in an urban environment, and*
- (e) the development accommodates sufficient tree canopy, open space and deep soil zones to achieve urban cooling benefits, and*
- (f) the building is designed to achieve high passive thermal performance.*

In this clause –

deep soil zone -

(a) means the soft landscaped part of a site area used for growing trees, plants and grasses that -

- (i) is unimpeded by buildings or structures above and below ground, and*
- (ii) provides opportunities for groundwater infiltration and canopy trees, and*

(b) does not include basement car parks, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways and roof areas.

green infrastructure means the network of green spaces, natural systems and semi-natural systems that support sustainable communities and includes waterways, bushland, tree canopy and green ground cover, parks and open spaces.

solar heat means radiant heat contained in the full spectrum of sunlight.

Further discussions will be required with Camden Council to ensure a holistic approach to urban heat is achieved across the LGA.

9.3. PART 3 – JUSTIFICATION

9.3.1. Section A – Need for the Planning Proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

Bringelly is located within the SWGA and forms part of the Western City District as defined in the District Plan and Region Plan. The Region Plan established a 40-year vision for the growth of Sydney, with the District Plan setting a 20-year plan for the delivery of that vision.

The rezoning of the site for a new residential community, including local open space and retention of ecologically significant areas aligns with the objectives and directions of both the Region and District Plan.

The draft Camden Local Housing Strategy informs the housing objectives identified in the Camden Local Strategic Planning Statement. The Planning Proposal is consistent with the following planning priorities established within the draft Camden Local Housing Strategy:

- *Providing housing capacity and coordinating growth with infrastructure*

The SCW land release area is identified to deliver 30,000 dwellings. The proposed rezoning of the Belmore Road Precinct seeks to progress the development of the SWGA and deliver approximately 3,300 dwellings in the short term. The Planning Proposal is supported by an Infrastructure Servicing Strategy (**Appendix P**) which identifies that planned infrastructure services will meet the demand of the future population and should the development of the precinct progress ahead of the broader servicing plans, local services including water, sewer, gas, electricity and telecommunications can be provided, thus creating a nexus between the planning design and delivery of homes and supporting infrastructure.

- *Delivering resilient, healthy and connected communities*

The Belmore Road Precinct will deliver a thriving community where residents live in healthy neighbourhoods served by well-maintained public spaces and facilities, including libraries, schools and recreation areas all within walking distance. Demonstrated in the Urban Design Report (**Appendix B**), the village centre is the centre point of the vibrant neighbourhood which will anchor the community and provide goods and services for the day-to-day needs of residents. Finally, the Draft ILP provides a highly connected, permeable network with convenient access to public transport, public space and amenities.

- *Delivering the right housing in the right location*

The Belmore Road Precinct is located in one of the most strategically important parts of Greater Sydney, within a 10-minute drive of the future Western Sydney Airport and Western Sydney Aerotropolis which is set to become one of the largest employment hubs in Greater Sydney. Future mixed business and enterprise corridor uses along Bringelly Road, and a potential train station in Bringelly are valuable opportunities the Precinct can leverage. The Precinct has the potential to provide a significant quantum of new housing to market and provide affordable housing formats in close proximity to these employment lands. Through the progression of this Planning Proposal, the future resident workforce can benefit from the economic opportunities facilitated by the future Aerotropolis and Western Sydney Airport upon its completion in 2026.

- *Increasing housing choice and diversity*

The Draft ILP will deliver diverse housing typologies that are consistent with the findings of the Housing Market Needs Assessment (**Appendix F**). The Belmore Road Precinct, in particular, has the potential to support a housing mix with higher-density typologies, with its proximity to Western Sydney Aerotropolis. Recent trend has proven the stability of the housing market activity at SWGA compared to North West Growth Area, with the presence of affordable option. This is evident through the growing number of younger purchasers, and the continued shift towards smaller lot and dwelling sizes. As such, the Draft ILP will deliver a range of diverse housing across the four density bands.

- *Addressing housing affordability.*

The Belmore Road Precinct has an important role as part of the SWGA to deliver affordable options for price sensitive households which is represented by the growing younger demographic within the area. As such, up to 95% of the housing proposed to be delivered by the Draft ILP will comprise affordable typologies as recommended by the Housing Market Needs Assessment (**Appendix F**).

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the Planning Proposal which seeks to rezone the site and implement specific development standards supplemented with a Draft ILP, is consistent with Government policy and approaches to the rezoning of land and is considered the best means of achieving the objectives and intended outcomes.

As discussed, Section 2.1.3 of this report, the DPE's *New Approach to Precinct Planning* was adopted in early 2020 and provides a way forward for the planning and delivery of precincts. The new approach centres the planning system around people, places, public spaces and the environment, and provides councils and locals communities with greater responsibility in planning decisions.

In this new approach, Camden Council would lead the planning for the precinct with support from DPE.

9.3.2. Section B – Relationship to Strategic Planning Framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including an exhibited draft plans or strategies)?

Yes, as described in Section 4.1 of this report and summarised in Table 12, the Planning Proposal is entirely consistent with the objectives and actions of *A Metropolis of Three Cities: Greater Sydney Region Plan* (2018), the *Western City District plan* (2018) and *Western Sydney Aerotropolis Plan*.

Table 12 Relationship to Strategic Planning Framework

Strategic Plan	Consistency
<i>A Metropolis of Three Cities: Greater Sydney Region Plan</i> (2018)	<p>The Planning Proposal is consistent with <i>A Metropolis of Three Cities: Greater Sydney Region Plan</i> and reflects the following directions:</p> <p>A City Supported by Infrastructure</p> <p>The Planning Proposal rezones the land to provide for residential, recreation, employment and special infrastructure uses with the provision for an internal road network. Combined, the precinct will utilise identified future transport infrastructure and co-locate areas for public recreation and services to maximise access and patronage. Open space for active and passive recreation can be flexibly designed to allow for a range of social infrastructure including sportsgrounds and community facilities consistent with Camden Council's Spaces and Places Strategy.</p> <ul style="list-style-type: none">▪ <i>Objective 3: Infrastructure adapts to meet future needs</i>▪ <i>Objective 4: Infrastructure use is optimised</i> <p>A City for People</p> <p>The Planning Proposal co-locates services and infrastructure at the heart of the precinct where the high dwelling density is expected to occur. Playing fields adjoin the village centre to provide for a mix of uses and create a healthy, walkable neighbourhood. A 400m catchment rule has been adopted for the provision of local parks throughout the remainder of the precinct, ensuring that access to open space is within walking distance of homes. The network of open space provided within the precinct will encourage active transport including opportunities for pedestrian routes and cycle networks along park perimeters. Three streets within the precinct are identified as major</p>

Strategic Plan	Consistency
	<p>open space connections, and have been designed to incorporate landscaped buffers and extensive tree planting.</p> <ul style="list-style-type: none"> ▪ <i>Objective 6: Services and infrastructure meet communities' changing needs</i> ▪ <i>Objective 7: Communities are healthy, resilient, and socially connected</i> <p>Housing the City</p> <p>The Draft ILP proposes a mix of diverse housing typologies to cater for the changing needs of future communities. Housing types proposed include detached housing, semi-detached housing, terrace housing and low-rise apartments. The proposed housing typologies will retain a village feel whilst respecting the existing local character. Apartment development is situated closely to the village centre and will have access to ground floor retail to support the daily needs of residents. The Precinct will contribute toward the Western City District 20 year target of 184,500 dwellings and support housing affordability through increased supply.</p> <ul style="list-style-type: none"> ▪ <i>Objective 10: Greater housing supply</i> ▪ <i>Objective 11: Housing is more diverse and affordable</i> <p>A city of great places</p> <p>The Draft ILP supports a liveable and healthy network of streets and open space to encourage a walkable community. The integration of dwelling homes and local parks provides opportunities for gathering and passive recreation activities, this is further enhanced by the village centre located at the heart of the precinct. By co-locating the village centre and playing fields with the medium density residential areas along Belmore Road, community connections and safety will be enhanced and provides the environment for improved social and economic participation, particularly through the walkability of this area. Accessibility, connectivity and amenity have been key considerations in defining the location of recreation and retail land uses and it is viewed that the proposed siting of retail uses will best service the day-to-day needs of local residents.</p> <p>The site's context within the SWGA, among new release areas subject to rezoning proposals establishes the expectation that the site will change significantly. Nonetheless, the Draft ILP has been sensitively designed to retain the elements of the area which complement Camden's broader rural agricultural character. A significant riparian corridor has been retained that traverses the site and comprises <i>Cumberland Plain Woodland</i>, a critically endangered ecological community. Furthermore, the proposal has taken into consideration the GANSW's <i>Draft Connecting with Country</i> to adopt a framework that seeks to give appreciation to local indigenous Aboriginal heritage at all phases of the project life cycle, this is addressed in Section 3.5. It is therefore viewed that the proposal will contribute to a city of great places.</p> <ul style="list-style-type: none"> ▪ <i>Objective 12 – Great places that bring people together</i>

Strategic Plan	Consistency
	<ul style="list-style-type: none"> ▪ <i>Objective 13 – Environmental heritage is identified, conserved, and enhanced</i> <p>Jobs and skills for the city</p> <p>The neighbourhood centre will deliver a double-supermarket shopping centre with a total GLA of 14,000sqm, anchored by two full-line supermarkets and 1,000sqm of mini-major floorspace potentially relating to a large chemist and discount variety store and 2,500sqm of specialty retail floor space. In addition to the 11,500sqm of retail floor space, a further 2,500sqm of non-retail floorspace will be provided in the centre and relate to uses such as gyms, medical centre/suites and local financial services to support the daily needs of the future residents. The Retail Demand Analysis prepared by Urbis at Appendix G demonstrates that a total of 509 direct jobs will be delivered within the village centre reaching a vast trade area and contributing a retail spend of up to \$473 million. Respectively, the provision of retail space, its proximity to medium density residential, and the access and movement strategy provided in the Urban Design Report (Appendix B) creates a walkable and productive local centre consistent with Objective 22 of the Region Plan.</p> <ul style="list-style-type: none"> ▪ <i>Objective 22 – Investment and business activity in centres</i> <p>A City in its Landscape</p> <p>The proposal retains a significant corridor for environmental conservation running north-south directly through the site. This land comprises Cumberland Plain Woodland in good ecological condition and has been retained due to its ecological values as well as the intention to retain tree canopy where possible. In order to improve the management of vegetation, ecological habitats and waterway health, a secure future ownership arrangement is important. This is to be further worked through as part of the precinct planning process.</p> <p>The Landscape Strategy adopted for the precinct recognises the need to enhance the green grid and tree canopy cover, especially in new residential areas. As such, the proposal retains a large portion of the existing trees on site and proposes street trees along the local road network to provide a vegetated urban character and contribute to the DPE's 40% tree canopy target for the Western Parkland City.</p> <p>Road widths accommodate the provision of shared walking and cycle paths along 'green streets' across the entire precinct (refer Appendix B).</p> <ul style="list-style-type: none"> ▪ <i>Objective 27 – Biodiversity is protected, urban bushland and remnant vegetation is enhanced</i> ▪ <i>Objective 31 – Public open space is accessible, protected and enhanced</i> ▪ <i>Objective 32 – The Green Grid links parks, open spaces, bushland and walking and cycling paths</i> ▪ <i>Objective 30: Urban tree canopy cover is increased</i>

Strategic Plan	Consistency
<p><i>Western City District Plan (2018)</i></p>	<p>The Planning Proposal is consistent with Western City District Plan and reflects the following planning priorities:</p> <p>Infrastructure and collaboration</p> <p>The site benefits from future transport infrastructure including the State-led Sydney Metro extension and upgrades to the Northern Road. As demonstrated in Section 3.12, adequate local infrastructure including water, sewer, electrical, gas and telecommunications can be provided to service the future community. Local contributions will form part of future engagement with Camden Council.</p> <ul style="list-style-type: none"> ▪ <i>W1 Planning for a city supported by infrastructure</i> <p>Liveability</p> <p>The Draft ILP has been based on several detailed technical studies which inform the housing, social and economic needs of the community, these include:</p> <ul style="list-style-type: none"> ▪ Demographic, Social Infrastructure and Community Needs Assessment (Appendix E); ▪ Retail Demand Analysis (Appendix G); and ▪ Housing Market Needs Assessment (Appendix F). <p>These investigations have sought to ensure that the future home, retail and social infrastructure demand is met within the Precinct.</p> <p>As summarised in Section 3 of this report, the provision of dwellings, open space and employment uses proposed in the Draft ILP will adequately meet the needs of the future precinct population and provide for a self-sufficient community.</p> <ul style="list-style-type: none"> ▪ <i>W3 Providing services and social infrastructure to meet people's changing needs</i> ▪ <i>W4 Fostering healthy, creative, culturally rich and socially connected communities</i> ▪ <i>W5 Providing housing supply, choice and affordability with access to jobs and services</i> ▪ <i>W6 Creating and renewing great places and local centres, and respecting the District's heritage</i> <p>Productivity</p> <p>Whilst the site is not identified as a strategic or local centre, the master planning process adopts a number of the principles of centre establishment to create a self-sufficient yet integrated precinct. The Draft ILP incorporates a range of community uses including playing fields, local parks and a school.</p> <p>Additionally, future employment areas are provided at the north of the site and the village centre will deliver retail and non-retail employment uses.</p>

Strategic Plan	Consistency
	<ul style="list-style-type: none"> ▪ <i>W9 Growing and strengthening the metropolitan city cluster</i> ▪ <i>W11 Growing investment, business opportunities and jobs in strategic centres</i> <p>Sustainability</p> <p>The Draft ILP retains a 14 hectares riparian corridor which is sought to be zoned E2 Environmental Conservation and part RE1 Public Recreation to allow for the provision of local parks. A total of 32.7ha of local parks and playing fields are provided across the precinct with 50% of the riparian corridor and area designate for basins providing additional useable open space and will form part of the landscape and public domain experience. Trees are retained where possible with a street tree masterplan also proposed. Overall, the proposed ILP and Landscape Masterplan will result in a minimum 31% tree coverage across the site. Further details on sustainability measures to mitigate the urban heat effect are outlined in the Urban Heat Report prepared by Urbis (Appendix U).</p> <ul style="list-style-type: none"> ▪ <i>W12 Protecting and improving the health and enjoyment of the District's waterways</i> ▪ <i>W14 Protecting and enhancing bushland and biodiversity</i> ▪ <i>W18 Delivering high quality open space</i> ▪ <i>W19 Reducing carbon emissions and managing energy, water and waste efficiently</i>
<i>Future Transport 2056</i>	As outlined in the Future Transport 2056 Strategy, future transport investment in the region includes the South West Rail Link extension which will support the 30-minute city vision by providing access between future homes and jobs, particularly those within the Western Sydney Aerotropolis.
<i>Western Sydney Aerotropolis Plan</i>	The Precinct is located directly south of the Western Sydney Aerotropolis. The Western Sydney Aerotropolis Plan identifies that new housing in the SWGA will benefit from access to jobs within the Aerotropolis. The Plan identifies transport corridors within the vicinity of the site including the indicative M5 Motorway Extension, South West Rail Link Extension Corridor and the North South Rail Line Corridor.
<i>NSW Premier's Priorities</i>	The Planning Proposal and Draft ILP aim to achieve strong design-focused outcomes and align with the Premier's Priorities to increase the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space by 10 per cent by 2023 (Priority 11: Greener Public Spaces), and to increase the tree canopy and green cover across Greater Sydney by planting 1 million trees by 2022 (Priority 12: Greening Our City).

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Yes, the Planning Proposal is consistent with the following relevant local strategy and planning studies as described in Section 4.1 of this report and summarised in **Table 13** below.

Table 13 Relationship to Local Strategic Plans and Planning Studies

Strategic Plan	Consistency
<i>Camden Local Strategic Planning Statement</i>	<p>The Planning Proposal and Draft ILP aligns with the LSPS as it has been developed in response to the LSPS's local priorities and is consistent with the following:</p> <p>Infrastructure and Collaboration</p> <p>The Infrastructure Servicing Strategy (Appendix P) demonstrates that the site can be adequately serviced with water, sewer, electrical, gas and telecommunication infrastructure, all of which align with the infrastructure plans exhibited by the relevant service provider, except for sewer which can be delivered ahead of the Sydney Water Growth Servicing Plan.</p> <p>Further, the site benefits from significant transport infrastructure upgrades, including the North-South Rail Link and The Northern Road.</p> <ul style="list-style-type: none"> ▪ <i>Local Priority L1 Aligning infrastructure delivery with growth</i> <p>Liveability</p> <p>The Planning Proposal will deliver 3,271 dwellings across approximately 191 hectares of land. The Draft ILP comprises a mix of dwelling typologies consistent with the Housing Market Needs Assessment Analysis (Appendix F) and will contribute to housing affordability.</p> <p>Public open space is provided in the form of local parks for passive recreation and sports fields for active recreation. Sport fields are co-located with a school and the medium density bands to maximise access to open space.</p> <p>Bringelly Village Centre, which comprises an approximate area of 1.6 hectares will support the delivery of a 4,000sqm supermarket, a 1,200sqm multi-purpose community centre and other convenience-based facilities. Within this centre, there is opportunity to provide a library of up to 800sqm and a 500sqm youth recreation space.</p> <p>The mixed-use model adopted within the Precinct core will foster a vibrant, healthy and socially connected community.</p> <ul style="list-style-type: none"> ▪ <i>Local Priority L1 Providing housing choice and affordability for Camden's growing and changing population</i> ▪ <i>Local Priority L3 Providing services and facilities to foster a healthy and socially connected community</i> ▪ <i>Local Priority L4 Encouraging vibrant and connected centres which reflect Camden's evolving character</i> ▪ <i>Local Priority L5 Supporting cultural infrastructure to promote cultural and creative spaces</i>

Strategic Plan	Consistency
	<p>Productivity</p> <p>The Planning Proposal delivers land for employment uses, including retail and non-retail uses in the local centre and an enterprise corridor zone in the northern portion of the site. Based on the provision of employment land, the village centre will deliver 509 direct jobs within proximity to future transport infrastructure and the Aerotropolis.</p> <ul style="list-style-type: none"> ▪ <i>Local Priority P1 Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District</i> ▪ <i>Local Priority P2 Creating a network of successful centres</i> ▪ <i>Local Priority P6 Leveraging Camden's natural and cultural assets to promote local agricultural production and increase tourism</i> <p>Sustainability</p> <p>The Planning Proposal zones land for environmental conservation to ensure that the green and blue grid is protected and enhanced within the precinct. Local parks and sports fields will deliver high quality open space and street trees will contribute to urban tree canopy cover. In response to the sustainability controls outlined in the LSPS as well as the Camden Local Housing Strategy and Sustainability Strategy, an Urban Heat Report has been prepared by Urbis (Appendix U) which respond to a range of actions and priorities and aims to embed sustainability into urban planning and design of the Precinct and create sustainable and resilient urban environments.</p> <ul style="list-style-type: none"> ▪ <i>Local Priority S1 Improving the accessibility and connectivity of Camden's Green and Blue Grid and delivering high quality open space</i> ▪ <i>Local Priority S2 Protecting and enhancing the health of Camden's waterways, and strengthening the role and prominence of the Nepean River</i>

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes, the Planning Proposal is consistent with the following applicable State Environmental Planning Policies (SEPP):

Table 14 Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	<p>The Biodiversity Assessment (Appendix M) contains an assessment of the Proposal against the provisions of the SEPP. The Assessment identified favoured feed tree species <i>Eucalyptus tereticornis</i> and <i>Angophora floribunda</i> which are habitat features of koalas, and as such the site is identified as a potential koala habitat in accordance with the SEPP.</p> <p>The requirement for assessment and approval of threatened species and endangered ecological communities under the EPBC Act does not apply to</p>

State Environmental Planning Policy	Comment
	land within the Growth Centres and therefore no further assessment against this SEPP is needed.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Detailed compliance with the BASIX SEPP mandated levels of energy and water efficiency requirements will be demonstrated within all future development applications relating to residential uses on the site.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	The provisions of the SEPP may be relevant for future developments on the site.
State Environmental Planning Policy (Housing) 2021	Not applicable at this stage. Provisions for affordable or diverse housing may be considered as part of the future residential subdivision and development of the site.
State Environmental Planning Policy (Industry and Employment) 2021	Not applicable at this stage. Compliance with the relevant provisions in relation to advertising or signage will be considered at the DA stage.
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	Detailed compliance with the Apartment Design Guide and SEPP 65 will be demonstrated within all future development applications relating to residential flat buildings on the site.
State Environmental Planning Policy (Planning Systems) 2021	The application of the Planning Systems SEPP is dependent on the context of future development applications on the site. Specifically, development for the purposes of convention centres, exhibition centres and entertainment facilities with a CIV of more than \$30 million and development for other tourist related purposes with a CIV of more than \$100 million is identified as state significant development (SSD). Future applications will either be progressed through the DPE SSD approval pathway if relevant, or alternatively through the Camden Council traditional approval pathway.
State Environmental Planning Policy (Precincts—Central River City) 2021	Not applicable. The site is within the Parkland City.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	Not applicable. The site is within the Parkland City.
State Environmental Planning Policy (Precincts—Regional) 2021	Not applicable. The site is not identified as a state significant precinct.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	This SEPP is the subject of this Planning Proposal.

State Environmental Planning Policy State Environmental Planning Policy (Primary Production) 2021	Comment Not applicable. The proposal does not result in any: <ul style="list-style-type: none"> ▪ Primary production and rural development; ▪ State significant agricultural land; or ▪ Marine waters or oyster aquaculture
State Environmental Planning Policy (Resilience and Hazards) 2021	In the event of a change of land use, the planning authority must consider whether the land is contaminated, if the land can be suitably remediated for the proposed use. The Preliminary Site Investigation (Appendix I) identified a total of (9) potential areas of environmental concern (PAECs) across the Precinct which require further investigation. Douglas Partners confirmed that majority of the PAECs are typical of a rural residential with agricultural activity and those encountered are unlikely to pose a contamination constraint to the proposed rezoning
State Environmental Planning Policy (Resources and Energy) 2021	Not applicable. The proposal does not result in any mining, petroleum production and/or extractive industries.
State Environmental Planning Policy (Transport and Infrastructure) 2021	The provisions of this SEPP will be relevant to the future development of the site. The Planning Proposal will facilitate the rezoning for a future educational facility to meet the services needs of the community. Any development on the site which incorporates the subdivision of 200 or more allotments, and the development of 300 or more residential dwellings, will require concurrence from the Roads and Maritime Services. Consideration of the relevant provisions of the SEPP will be required during the DA stage.

Q6 - Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

Yes. the Planning Proposal is consistent with the applicable Ministerial Directions under section 9.1 of the EP&A Act, as discussed in **Table 15** below.

Table 15 Section 9.1 Directions

Section 9.1 Direction	Comment
<u>Focus area 1: Planning Systems</u>	
1.1 Implementation of Regional Plans	The Planning Proposal is consistent with the overall intent of the Western City District Plan, and will not undermine the achievement of its vision, land use strategy, policies, outcomes or actions. Consistency with Regional and District Plan is discussed in Table 12 of this report. The Planning Proposal is consistent with the objectives of this direction.
1.2 Development of Aboriginal Land Council land	The Planning Proposal has considered the relevant provisions of chapter 3 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> . It is noted this site is not identified within the Land Application Map and a delivery plan has not been prepared for the site.
1.3 Approval and Referral Requirements	This is an administrative requirement for Council.

Section 9.1 Direction	Comment
	It is noted that the proposed amendments do not require the concurrence, consultation or referral of development applications to a Minister or public authority and do not incorporate designated development
1.4 Site Specific Provisions	The planning proposal and associated mapping has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with Parkland City SEPP.
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
1.6 Implementation of Northwest Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
1.10 Implementation of the Western Sydney Aerotropolis Plan	Not applicable
1.11 Implementation of Bayside West Precincts 2036 Plan	Not applicable
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable
1.14 Implementation of Greater Macarthur 2040	Not applicable
1.15 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable

Section 9.1 Direction	Comment
1.16 North West Rail Link Corridor Strategy	Not applicable
1.17 Implementation of the Bays West Place Strategy	Not applicable
<u>Focus area 2: Design and Place</u>	
<i>This Focus Area was blank when the Directions were made and this Planning Proposal was prepared.</i>	
<u>Focus area 3: Biodiversity and Conservation</u>	
3.1 Conservation Zones	The Planning Proposal facilitates the protection and conservation of the riparian corridor which is identified as a sensitive environmental area containing endangered ecological communities. This area is proposed to be zoned E2 Environmental Conservation to ensure that it is protected and maintained.
3.2 Heritage Conservation	There are no local or state heritage items located within the precinct. Three Aboriginal items are located on site, further investigation is required during the future development application stage.
3.3 Sydney Drinking Water Catchments	This direction does not apply to the Camden LGA.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	This direction does not apply to the Camden LGA.
3.5 Recreation Vehicle Areas	Not applicable, the site does not comprise a beach or a dune adjacent to or adjoining a beach
<u>Focus area 4: Resilience and Hazards</u>	
4.1 Flooding	The site is not identified as flood prone land under any SEPP or LEP. The Watercycle Management Report (Appendix L) confirms that there are no adverse external flood level impacts resulting from the Precinct. Local food level increases within the Precinct resulting from future development are expected, however can adequately be managed through the proposed detention basins.
4.2 Coastal Management	Not applicable. The proposal does not result in any changes to the current: <ul style="list-style-type: none"> Coastal wetlands and littoral rainforests area map; Coastal vulnerability area map; Coastal environment area map; and Coastal use area map.
4.3 Planning for Bushfire Protection	Not applicable. The site is not identified as Bushfire Prone Land or proximate to Bushfire Prone Land on Council's published Bushfire Prone Land Map.
4.4 Remediation of Contaminated Land	The Preliminary Site Investigation (Appendix I) identified a total of (9) potential areas of environmental concern (PAECs) across the Precinct which require further investigation. Douglas Partners confirmed that majority of the PAECs

Section 9.1 Direction	Comment
	are typical of a rural residential with agricultural activity and those encountered are unlikely to pose a contamination constraint to the proposed rezoning. A Preliminary Contamination and Acid Sulfate Soils Investigation has been prepared by Douglas Partners and is enclosed in Appendix I . The assessment identified a total of (9) potential areas of environmental concern (PAECs) across the Precinct which require further investigation. Douglas Partners confirmed that majority of the PAECs are typical of a rural residential with agricultural activity and those encountered are unlikely to pose a contamination constraint to the proposed rezoning.
4.5 Acid Sulfate Soils	The Preliminary Site Investigation (Appendix I) confirms that the site is mapped in a region of extremely low probability of occurrence and is topographically well above the estuarine environments in which Acid Sulphate Soils (ASS) form. The Precinct is unlikely to be affected by ASS however this will be confirmed through further investigations during DA phases.
4.6 Mine Subsidence and Unstable Land	No applicable. The site is not identified on land that is within a declared mine subsidence district in the <i>Coal Mine Subsidence Compensation Regulation 2017</i> pursuant to section 20 of the <i>Coal Mine Subsidence Compensation Act 2017</i> .
<u>Focus area 5: Transport and Infrastructure</u>	
5.1 Integrating Land Use and Transport	The site will benefit from significant investment in road, rail and air-based transport infrastructure in the region anchored by the Western Sydney Airport. By providing a residential community within proximity to the proposed transport infrastructure, including the north-south rail extension the proposal aligns with the objectives of Direction 5.1.
5.2 Reserving Land for Public Purposes	This Planning Proposal is consistent with this direction in that it does not create, alter or reduce existing zonings or reservations of land for public purposes.
5.3 Development Near Regulated Airports and Defence Airfields	The precinct is located approximately 12.5km south of the future Western Sydney Airport and is not located on land that is in an ANEF or ANEC contour of 20 or greater. The proposal is therefore acceptable and will not impact on airport operations.
5.4 Shooting Ranges	Not applicable. The proposal does not seek to rezone land adjacent to and/or adjoining an existing shooting range
<u>Focus area 6: Housing</u>	
6.1 Residential Zones	<p>The Planning Proposal and associated Site Specific Development Control Plan prepared by Urbis (refer to Appendix C) must include provisions that encourage the provision of housing that will:</p> <ul style="list-style-type: none"> ▪ broaden the choice of building types and locations available in the housing market, and ▪ make more efficient use of existing infrastructure and services, and ▪ reduce the consumption of land for housing and associated urban development on the urban fringe, and ▪ be of good design.

Section 9.1 Direction	Comment
6.2 Caravan Parks and Manufactured Home Estates	Not applicable
<u>Focus area 7: Industry and Employment</u>	
7.1 Business and Industrial Zones	<p>The Planning Proposal does not affect land within an existing or proposed business or industrial zone.</p> <p>Notwithstanding this, the Proposal will deliver a total of 14,000sqm commercial floor space and provides approximately 507 direct employment opportunities, whilst still retaining the viability and operation of existing business and industrial zones within the Camden LGA. The location of an economic and residential offering on the site will also prevent existing industrial and business zones from being rezoned for higher-order land uses, such as residential.</p>
7.2 Reduction in non-hosted short-term rental accommodation period	This direction does not apply to the Camden LGA.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	This direction does not apply to the Camden LGA.
<u>Focus area 8: Resources and Energy</u>	
Mining, Petroleum Production and Extractive Industries	Not applicable. This proposal does not propose mining, petroleum production and/or extractive Industries
<u>Focus area 9: Primary Production</u>	
9.1 Rural Zones	This direction does not apply to the Camden LGA.
9.2 Rural Lands	<p>The site is within the South West Growth Centre and has identified as a Future Urban Growth Area.</p> <p>Direction 9.2 is not applicable to this Planning Proposal.</p>
9.3 Oyster Aquaculture	Not applicable. The site is not identified as a 'Priority Oyster Aquaculture Area'.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	This direction does not apply to the Camden LGA.

9.3.3. Section C – Environmental, Social and Economic Impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

As demonstrated in **Section 3.8** of this report, the Belmore Road Precinct is biodiversity certified by the order of the *NSW Minister for the Environment* under the *Threatened Species Conservation Act 1995*. Nonetheless, a detailed Biodiversity Assessment (**Appendix M**) has been undertaken and the site was found to contain a number of significant environmental features, including Cumberland Plain Woodland (a critically

endangered ecological community under both the BC Act and EPBC Act) and habitat features associated with potential habitat for a number of threatened flora and fauna species.

The Planning Proposal retains areas of high value biodiversity in good condition through the zoning of the central riparian corridor for Environmental Conservation. Vegetation is retained in areas identified as local parks to avoid unnecessary impacts to potential threatened ecological communities where possible.

Based on the Ecological Assessment, it is considered that proposal results in acceptable impact to potential ecological communities. Further investigations will be undertaken at the development stage to mitigate impacts to ecological communities where possible.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Section 3 of this report details the potential environmental impacts uncovered through detailed site investigations. Below provides a summary of the potential environmental impacts resulting from the Planning Proposal and how they are proposed to be managed:

Traffic

The Traffic, Transport and Access Assessment (**Appendix S**) identified that several upgrades are required to the local road network to support the projected population. Overall, the study concludes that the Belmore Road Precinct will support public and active transport usage and with the appropriate infrastructure upgrades, will effectively integrate into the wider road network with satisfactory operations in 2041.

Aboriginal Heritage

Niche Consulting has prepared a Preliminary Aboriginal Cultural Heritage Assessment (PACHA) (**Appendix J**) to inform the precinct planning process and associated Draft ILP. Seventeen Aboriginal groups identified themselves as Registered Aboriginal Parties (RAPs) through the consultation process following the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.

Cultural values associated with the landscape, including creek lines used as thoroughfares through the country and ridgelines as lookouts were identified. Respectively, the Draft ILP embeds opportunity to incorporate heritage protections, conservation zones, active heritage management and incorporate, respond and celebrate Aboriginal heritage values into the design of the precinct, in consultation with the local Aboriginal community.

Geotechnical

A Preliminary Geotechnical and Salinity Report was prepared by Douglas Partners (**Appendix I**) in support of the proposed rezoning. The report identifies the existing soil characteristics and any areas which will require further investigation. Douglas Partners concluded that the site is geotechnically suitable for the proposed rezoning of the precinct. Some further investigations will be required during later development application stages as detailed in Section 3.4, applications but otherwise, conventional engineering and management methods can be used in response to the bulk of geotechnical characteristics.

Contamination/Salinity

A Site Investigation (Contamination) was prepared by Douglas Partners (**Appendix I**) in support of the proposed rezoning. The report identifies any potential for contamination and any management required for future developments. This assessment was conducted through an on-site analysis of the existing geological environment as well as through an assessment of historical records. A site walkover and review of geotechnical test pits identified several potential areas of concern, detailed in Section 3.4. Further investigation into the degree of contamination and remediation works associated will be required, in the form of a Detailed Site Investigation (**DSI**) which would inform future DAs.

Nonetheless, Douglas Partners confirmed that the potential contamination at the site are considered unlikely to pose a contamination constraint on the proposed rezoning and the precinct is overall found to be suitable for rezoning.

Bushfire

A Strategic Bushfire Study (**Appendix P**) was prepared by Peterson Bushfire, providing a detailed investigation into the landscape features and site influences on potential bushfire impacts within the precinct.

It was found that areas within 100m of vegetation that has potential to sustain or contribute to a bushfire attack were of medium risk while the rest of the precinct is low risk. There are no areas in the precinct that are identified as high risk. As such, vulnerable uses are situated in the low risk areas. The appropriate bushfire protection measures, including APZs, fire-fighting infrastructure and adequate access, can be integrated into future development in both risk regions.

Peterson Bushfire concluded that future development facilitated by the proposed rezoning will be able to achieve compliance with *Planning for Bushfire Protection 2019* and is not in-compatible with the surrounding bushfire risk. The proposal can exist within the adjacent bushfire prone land.

Flooding

The Watercycle Management Report (**Appendix O**) prepared by J. Wyndham Prince assessed the flooding impacts at the precinct and identified the appropriate stormwater quantity and quality management required.

It was found that generally no adverse flood level impacts external to the site will result following development, and any local flood increases can be appropriately managed by the proposed detention basins. Additionally, considering the minimal flood encroachment following development, it is unlikely that climate change will have an impact. It is considered that the flooding impacts are acceptable in accordance with the intended precinct master plan.

Odour

An Air Quality Assessment was prepared by SLR (**Appendix R**) which assessed the sources of air pollutants in the region and the degree of their air quality impacts onto the Belmore Road Precinct site area.

The assessment report recommended that a dispersion modelling study be conducted for Bringelly Brickworks using recent activity data and latest modelling software in line with the Approved Methods. Otherwise, no other existing or proposed air emission sources were identified by this assessment that would represent a constraint to the proposed rezoning or development of the precinct.

Noise

Marshall Day Consulting undertook a Noise and Vibration Impact Assessment (**Appendix R**) for the precinct which assessed the aircraft, rail, quarry and road traffic noise and vibration impacts. The assessment found that the precinct is not affected by aircraft, rail or quarry noise impacts however road traffic along The Northern Road and Greendale Road may affect certain lots across the precinct.

It was concluded that subject to the careful positioning of dwellings within the subject lots, implementation of physical noise controls (fences) and architectural treatments to dwellings adjacent to the Northern Road, the Planning Proposal should be supported from an acoustic point of view.

Urban Heat

An Urban Heat Report has been prepared by Urbis (**Appendix U**) to address how the the Planning Proposal, Draft ILP and associated documentation have considered measures to mitigate the effects of urban heat. Overall, the Draft ILP and associated documentation has been designed with consideration of both State and Local strategic directions associated with urban heat and provides an overall design which encourages tree coverage, provides shelter in heat events and encourages efficient housing design.

To ensure future development within the precinct responds to urban heat and the urban heat island effect, the following recommendations are presented in this Planning Proposal:

- Consider the introduction of a precinct specific provision under the Precincts SEPP relating to Urban Heat (refer to **Section 9.2.1**)
- Include measures in the site-specific draft DCP that address Urban Heat, with a particular focus on the street network and public domain.
- Introduce additional controls into the draft site-specific draft DCP that relate to specific development controls aimed at achieving sustainable and resilient buildings through building design and material choice.

Overall, the Belmore Road Precinct is considered to reflect best-practice approaches for sustainable development.

Q9. Has the planning proposal adequately addressed any social and economic effects?

Social Impacts

A detailed Demographic, Social Infrastructure and Community Needs Assessment (**Appendix E**) was prepared by WSP to support the design of the Draft ILP and ensure that the social infrastructure needs of the Belmore Road Precinct are adequately met. Detailed in **Section 3.2** of this report, the future Belmore Road Precinct will require a variety of open spaces and social infrastructure to cater for residents, student and worker populations.

The Draft ILP proposes the following provision of social infrastructure:

- Sporting fields ranging between 4.2 and 7.2 hectares located close to the riparian corridor to enhance the overall open space network. Double playing field will be co-located with the village centre and riparian corridor to increase connection across the precinct.
- Parks ranging between 0.5 and 5.8 hectares are distributed across the Precinct based on maintaining access within a 400m radius.
- Village centre will accommodate 2,500sqm of non-retail convenience-based facilities to service the day-to-day needs of future residents.
- A 2 hectare government public school is co-located with the playing fields and the village centre, where a future multi-purpose community centre will be located.

Table 5 demonstrates that the proposed social infrastructure will meet the generated needs of the future Belmore Road Precinct community.

Economic Impacts

An Economic Impact Assessment (**Appendix F**) was prepared by Atlas Urban for the Belmore Road Precinct. This report was informed by historic take-up rates observed elsewhere within the SWGA, as well as current market conditions and the future economic outlook. It is estimated that the rezoning of this Precinct will result in the following economic benefits:

- Result in a net increase in economic activity during the construction phase through a mix of direct and indirect (flow-on) activity, including supporting almost 5,800 full-time equivalent jobs (including 3,000 direct jobs):
- When operational, the Proposal is estimated to result in an annual net increase in economic activity by 2031 with:
 - \$543.2 million in output (including \$328.2 million in direct activity).
 - \$253.9 million contribution to GRP (including \$145.5 million in direct activity).
 - \$124.1 million in incomes and salaries paid to households (including \$74.8 million in direct income).
 - 1,569 FTE jobs (including 927 FTE directly related to activity on the Site).
- Additional local retail expenditure associated with the estimated delivery of approximately 2,688 new residential dwellings (*only part of the full estimated development yield for the Precinct*) are estimated to support significant economic activity through direct and flow-on impacts (per annum) by 2031, including:
 - \$239.5 million in output (including \$157 million in direct activity).
 - \$136.9 million in contribution to GRP (including \$91.9 million in direct activity).
 - \$70.7 million in incomes and salaries paid to households (including \$50.7 million in direct activity).
 - 1,122 FTE jobs (including 851 FTE jobs directly).

In addition to the significant economic activity supported by the Proposal, it is recognised that on the ground development of the Belmore Road Precinct sooner (i.e. rather than post-2031) would produce other important economic and social impacts. These include:

- **Supporting Housing Affordability:** increasing housing supply that ultimately will support housing affordability within the South West Region
- **Providing Significant Local Infrastructure:** delivering open space in addition to road and educational infrastructure to support the growth of the local community, as well as unlocking essential utility services.
- **Supporting Economic Diversification:** the Proposal will support a range of employment uses, helping to improve the diversity and resilience of the Camden economy.
- **Create a Buffer of Housing Supply:** As the Belmore Road Precinct is held in majority ownership, the issues of land fragmentation observed elsewhere across the SWGA are to a degree mitigated within this precinct, therefore providing greater certainty in regards to the on the ground delivery of housing.
- **Increase in Rates and Taxation Revenues:** Along with greatly increased economic activity, the Proposal will support significant taxation revenues to all levels of government including Council rates, payroll tax, stamp duty, and income tax.

9.3.4. Section D – State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the planning proposal?

This Planning Proposal seeks to deliver on the imperatives of the SWGA through the rezoning of land for residential development. The site is located adjoining Lowes Creek Maryland precinct which is currently undergoing a developer-led rezoning process and will benefit from considerable recent investment in transport and service infrastructure, including the North-South Rail Link and The Northern Road.

Furthermore, the Planning Proposal will deliver local active and passive space to service the future population and community need for the Belmore Road Precinct, as discussed in **Section 3.2** of this report.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

9.4. PART 4 – MAPPING

As outlined in Section 9.2, the following maps in the Precincts SEPP will require amendment:

- Land Application Map
- Land Zoning Map
- Height of Buildings Map
- Floor Space Ratio Map
- Residential Density Map

The proposed SEPP Maps are included in Part C of the Urban Design Report enclosed in **Appendix B**.

9.5. PART 5 – COMMUNITY CONSULTATION

Division 3.4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the amended Planning Proposal will be publicly exhibited for at least 28 days in accordance with Department of Planning, Industry and Environment Guidelines *A Guide to Preparing Local Environmental Plans*.

At a minimum, the notification of the public exhibition of the Planning Proposal is expected to involve:

- A public notice in local newspaper(s);
- Notification on the Camden Council website; and
- Written correspondence to owners and occupiers of adjoining and nearby properties and relevant community groups.

In terms of consultation with Council, the proponent has had several informal meetings with Council staff prior to the lodgement of this Planning Proposal.

9.6. PART 6 – PROJECT TIMELINE

In accordance with the requirements set out in 'A guide to preparing planning proposals', **Table 15** sets out the anticipated project timeline, in order to provide a mechanism to monitor the progress of the planning proposal through the planning making process.

Table 16 Anticipated Project Timeline

Process	Indicative Timeframe
Planning Proposal submitted to Camden Council and Officer Review	April 2021 – June 2022
Initial Community Consultation	July 2022
Council Meeting to support Planning Proposal to proceed to Gateway	October 2022
Camden Council forward Planning Proposal to the NSW Department of Planning and Environment	November 2022
Gateway Determination	December 2022
Update Planning Proposal (technical studies)	January – March 2023
Public Exhibition and Consultation	April 2023
<i>Public Hearing (if required)</i>	<i>April 2023</i>
Post Exhibition Review (consideration of submission)	May – July 2023
Submission to the NSW Department of Planning and Environment for Finalisation	August – September 2023
Legal Drafting of the SEPP	October – November 2023
Notification of the SEPP	December 2023
Total	17 Months from initial consultation

10. CONCLUSION

This Planning Proposal seeks Council support to rezone land for urban development within the South Creek West Precinct of the SWGA, located in the Camden LGA. South Creek West is currently undergoing rezoning through the State Government's Precinct Planning Process, with this report relating only to a part of the South Creek West Precinct, namely, the Belmore Road Precinct. This Planning Proposal is seeking a rezoning through a Council led Gateway rezoning process, under the Collaboration Precinct Planning approach, in pursuit of a fast-tracked outcome to meet the housing demand within the SWGA.

A draft Indicative Layout Plan (**Appendix A**) has been developed to support the Planning Proposal and is informed by a series of detailed technical investigations and an iterative workshop process in collaboration with Camden Council which established the vision and design principles that underpin the Draft ILP.

The Planning Proposal is consistent with the intent, objectives and principles of the Greater Sydney Region Plan, the Western City District Plan and the Camden Council Local Strategic Planning Statement and local strategies. The proposed rezoning will deliver an 190ha residential self-sufficient community with an estimated average population of approximately 10,500 people, offering a diverse living options, open space, a village centre, school, community facilities, and employment opportunities.

The Planning Proposal will be facilitated through an amendment to the Precincts SEPP which will be supported by a site specific Development Control Plan under Schedule 7 of *Camden Growth Centre Precincts Development Control Plan*.

We request Council's consideration and support for this proposal and to forward the Planning Proposal to the NSW Department of Planning, Infrastructure and Environment for Gateway Determination.

DISCLAIMER

This report is dated 8 July 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of CKDI LIMITED PTY LTD (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX C

DRAFT DEVELOPMENT CONTROL PLAN – SCHEDULE 7 BELMORE ROAD PRECINCT

APPENDIX E

**DEMOGRAPHIC, SOCIAL
INFRASTRUCTURE AND COMMUNITY
NEEDS ASSESSMENT**

APPENDIX H

PRELIMINARY GEOTECHNICAL AND SALINITY ASSESSMENT

APPENDIX I

PRELIMINARY SITE INVESTIGATION (CONTAMINATION)

APPENDIX J

PRELIMINARY ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT

APPENDIX R

NOISE AND VIBRATION IMPACT ASSESSMENT

APPENDIX S

TRAFFIC, TRANSPORT AND ACCESS ASSESSMENT

APPENDIX U

URBAN HEAT REPORT