



IRF25/589

Gateway determination report – PP-2023-2479

South Creek West Precinct 2 Belmore Road

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Acknowledgment of Country

The Department of Planning, Housing and Infrastructure acknowledges the Traditional Owners and Custodians of the land on which we live and work and pays respect to Elders past, present and future.

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Table 1 Reports and plans supporting the proposal

Relevant reports and plans
Belmore Road Precinct Planning Proposal
Draft Indicative Layout Plan
Urban Design Report (Urban Design Report – Infrastructure Schedule) (Urban Design Report – Response to Panel Decision) (Urban Design Report – Revision K Yield Calculations)
Draft Development Control Plan – Schedule 7 Belmore Road Precinct
Landscape Masterplan
Demographic, Social Infrastructure and Community Needs Assessment
Housing Needs and Economic Impact Assessment
Retail Demand Analysis
Preliminary Geotechnical and Salinity Assessment
Preliminary Ste Investigation (Contamination)
Preliminary Aboriginal Cultural Heritage Assessment Report
Historical Heritage Study
Watercycle Management Report
Biodiversity Assessment

Riparian Assessment

Strategic Bushfire Study

Infrastructure Servicing Strategy

Air Quality Assessment

Noise and Vibration Impact Assessment

Traffic, Transport and Access Assessment

Pre-Lodgement Minutes

Urban Heat Report

Response to Public Notification Submissions

Voluntary Planning Agreement Letter of Offer

1 Planning proposal

1.1 Overview

Table 2 Planning proposal details

LGA	Camden
PPA	Department of Planning, Housing and Infrastructure
NAME	Belmore Road Precinct (3,300 homes) (509 jobs)
NUMBER	PP-2023-2479
LEP TO BE AMENDED	The planning proposal seeks to amend the <i>SEPP (Precincts—Western Parkland City) 2021</i> by including the site within the SEPP and removing the site from Camden Local Environmental Plan 2010 (LEP).
ADDRESS	Belmore Road Precinct
DESCRIPTION	Various
RECEIVED	5/12/2024
FILE NO.	IRF25/589
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal

1.2 Objectives of planning proposal

The planning proposal contains objectives and intended outcomes that adequately explain the intent of the proposal. The proposal seeks to amend the land use zones, planning provisions and maps for the Belmore Road Precinct, known as South Creek West Stage 2.

The planning proposed sets out objectives as follows:

- rezone the subject land to part:
 - B1 Neighbourhood Centre
 - B6 Enterprise Corridor
 - E2 Environmental Conservation
 - E4 Environmental Living
 - RE1 Public Recreation;
 - R2 Low Density Residential; and,
 - R3 Medium Density Residential;
- include dwelling density bands for residential uses across the precinct;

- introduce Floor Space Ratio (FSR) provisions (where required) within the local centre;
- introduce height of building controls (where appropriate) across the precinct ranging from 9.5m to 16m (with bonuses for affordable housing) in the Medium Density Band 2;
- introduce an Additional Permitted Use of 'residential accommodation' on the western portion of the local centre to allow for residential accommodation at ground floor, if required;
- introduce a local provision requiring minimum affordable housing for any residential development in Medium Density Band 2; and,
- 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 objectives of this planning proposal are clear and adequate, with the exception of the following:

The proposal indicates the inclusion of a B1 Neighbourhood Centre Zone however this is inconsistent with the proposed zoning map that includes a B2 Local Centre Zone rather than a B1 Neighbourhood Centre Zone. A **Gateway condition** is recommended specify the proposed business zone.

1.3 Explanation of provisions

The planning proposal seeks to amend the *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (SEPP) by including the site within the SEPP and removing the site from Camden Local Environmental Plan 2010 (LEP), as indicated below:

Table 3 Current and proposed controls

Control	Current (Camden LEP 2010)	Proposed (Western Parkland City SEPP)
Zone	RU1 Primary Production RU4 Primary Production Small Lots E1 Local Centre	B2 Local Centre B6 Enterprise Corridor E2 Environmental Conservation E4 Environmental Living RE1 Public recreation R2 Low Density Residential R3 Medium Density Residential SP2 Infrastructure
Maximum height of the building	9.5m	9.5m (low density housing) 12m (south-west neighbourhood centre and medium density housing) 16m (neighbourhood centre/mixed-use developments)
Floor space ratio	N/A	2:1 (neighbourhood centres)

Minimum lot size	No Minimum Lot Size (MLS) (E1 Local Centre) 2ha (RU4 Primary Production Small Lots) 40ha (remainder of the site)	Nil
Residential Density	N/A	<u>Environmental Living</u> Maximum 10 dwelling per hectare <u>Low Density Band 1</u> 10 to 20 dwellings per hectare <u>Low Density Band 2</u> 20 to 25 dwellings per hectare <u>Medium Density Band 1</u> 25 to 35 dwellings per hectare <u>Medium Density Band 2</u> 35 to 60 dwellings per hectare
Number of dwellings	<60	Approximately 3,300 (estimate of 3,371 applied to Community Needs Assessment). Requires clarification.
Number of jobs	N/A	The Retail Demand Analysis prepared by Urbis (planning proposal Appendix G) indicates 509 direct jobs will be created.

The planning proposal contains an explanation of provisions that adequately explains how the objectives of the proposal will be achieved.

1.3.1 Introduction of new B6 Enterprise Corridor zone

As indicated above in Table 3, the proposal seeks to amend the *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (SEPP) by introducing a new zone (B6 Enterprise Corridor) at the northern end of the Belmore Road Precinct adjacent to Bringelly Road (Figure 1).



Figure 1: Excerpt from proposed zoning map showing the zone B6 Enterprise Corridor marked as per the legend (source: planning proposal, November 2024)

The proposal states that the objectives of the proposed new B6 Enterprise Corridor zone are as follows:

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

The proposed permitted uses are:

Amusement centres; Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Home industries; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Oyster aquaculture; Places of public worship; Pond based aquaculture; Public administration buildings; Recreation facilities (indoor); Respite day care centres; Service stations; Shop top housing; Tank-based aquaculture; Veterinary hospitals.

The planning proposal indicates that the proposed zone is appropriate as it is consistent with the approach taken for the Aerotropolis precinct to the immediate north and other growth centre employment precincts in the North West Growth Centre.

A review of relevant State policies indicates that a B6 Enterprise Corridor Zone has been applied under the *State Environmental Planning Policy (Precincts- Central River City) 2021*, within the Land Use Table for Appendix 10 The Hills Growth Centre Precincts Plan. It is noted that the objectives of The Hills B6 Zone are consistent with the B6 zone proposed by the planning proposal.

The Department is of the view that the Enterprise Zone applying to the Aerotropolis land is significantly different to the proposed B6 zone and cannot be used as a reason to support the introduction of the B6 zone proposed by the planning proposal.

There are no objections in-principle to the application of the zone under the planning proposal, as it intends to provide employment, and other opportunities, at a suitable location.

While this is the case, it is unclear from the information provided whether the proposed B6 Enterprise Corridor Zone is the most appropriate zone for this part of the subject land or whether another, established zone under the SEPP would be more appropriate.

To address this matter, it is recommended that the planning proposal be updated to justify the inclusion of the proposed new B6 Enterprise Corridor zone rather than another suitable zone.

A **Gateway condition** is recommended to this effect, including the need to add a note to the planning proposal (prior to exhibition) that the name of the zone, and associated provisions, may be altered at legal drafting stage.

1.3.2 Draft Belmore Road Precinct Indicative Layout Plan (ILP)

The proposal seeks to adopt a draft Indicative Layout Plan (ILP) prepared by Urbis (November 2024) (Planning Proposal Appendix A), which has incorporated appropriate key design and planning principles. The draft ILP accommodates approximately 3,300 dwellings (with a population of approximately 10,700 people) providing a mixture of dwelling types, and other key features, including:

- Village/neighbourhood centre that will support approximately 5,900m² of retail floorspace in GLA
- Employment precinct (northern end of the Precinct)
- Indicative school location co-located with playing fields
- 13.48ha passive open space and 16.04ha active open space (including three double playing fields)
- 14ha of riparian corridors providing a buffer of 20-30m for the primary watercourse through the Precinct.
- Retention of an existing local heritage item
- a network of pedestrian and cycle paths to provide connectivity between open space and active transport links along The Northern Road; and
- Provision of sub arterial roads (including the existing Belmore Road that is to be upgraded and a new road proposed along the western boundary to provide a north-south connection from Lowes Creek Maryland to Greendale Road), collector roads and local roads.

The draft Belmore Road Precinct ILP is shown in Figure 2:

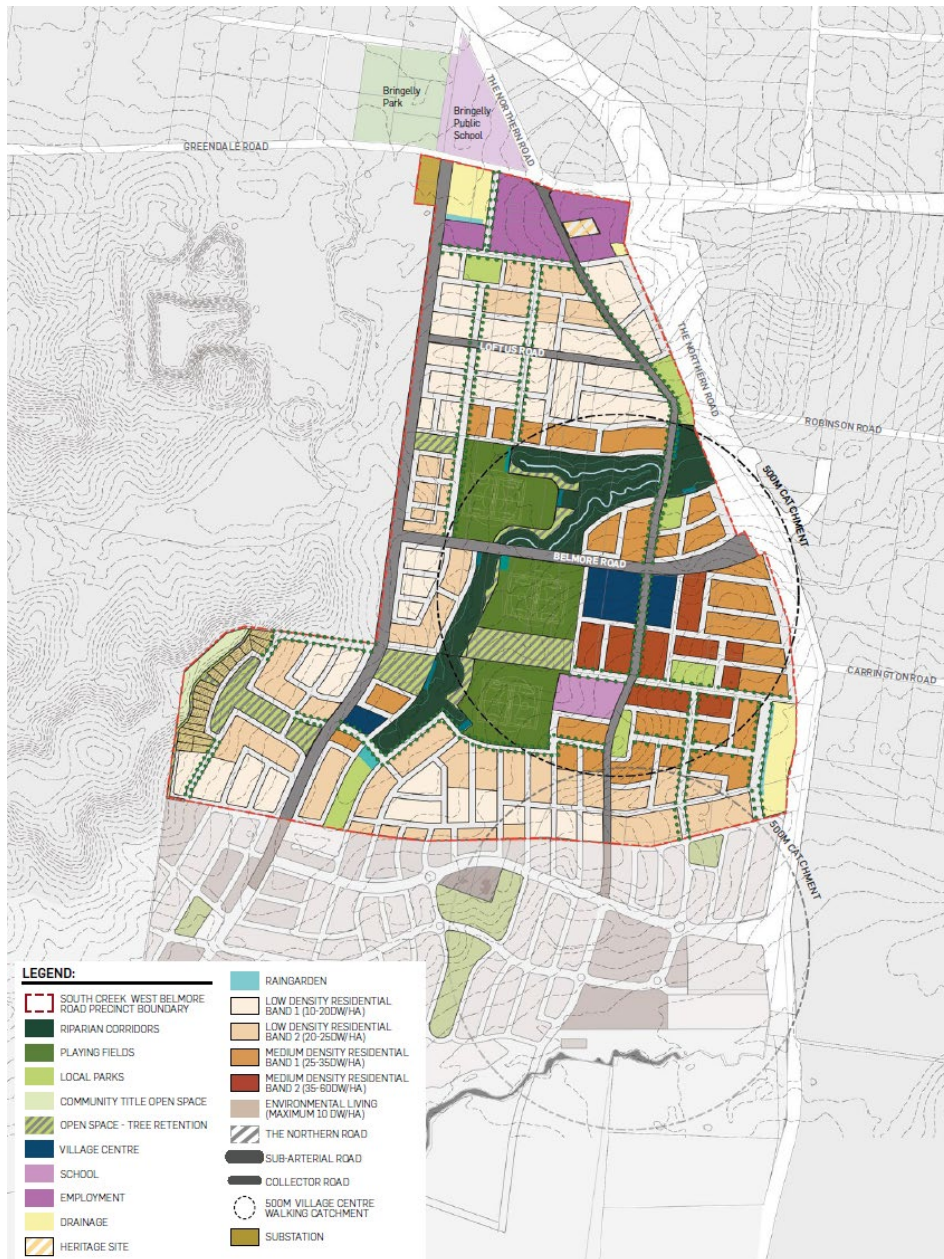


Figure 2: Draft Belmore Road Precinct Indicative Layout Plan (source: planning proposal, November 2024)

1.4 Site description and surrounding area

The proposal applies to the Belmore Road Precinct (Sub-Precinct 2), which forms part of the South Creek West Land Release Area (Figure 3). The sub-precinct is located within Bringelly at the western portion of the Camden LGA.

The site is bounded by Greendale Road to the north, The Northern Road to the east, the rezoned Lowes Creek Maryland Precinct to the south, and Sub-Precinct 1 of the South Creek West Release Area, to the west.

The site is currently zoned part RU1 Primary Production, part RU4 Primary Production Small Lots and part E1 Local Centre, comprising rural and agricultural land uses. It is currently in the ownership of multiple land owners, including the proponent - who owns a significant portion of the site (Figure 4 and Figure 5).

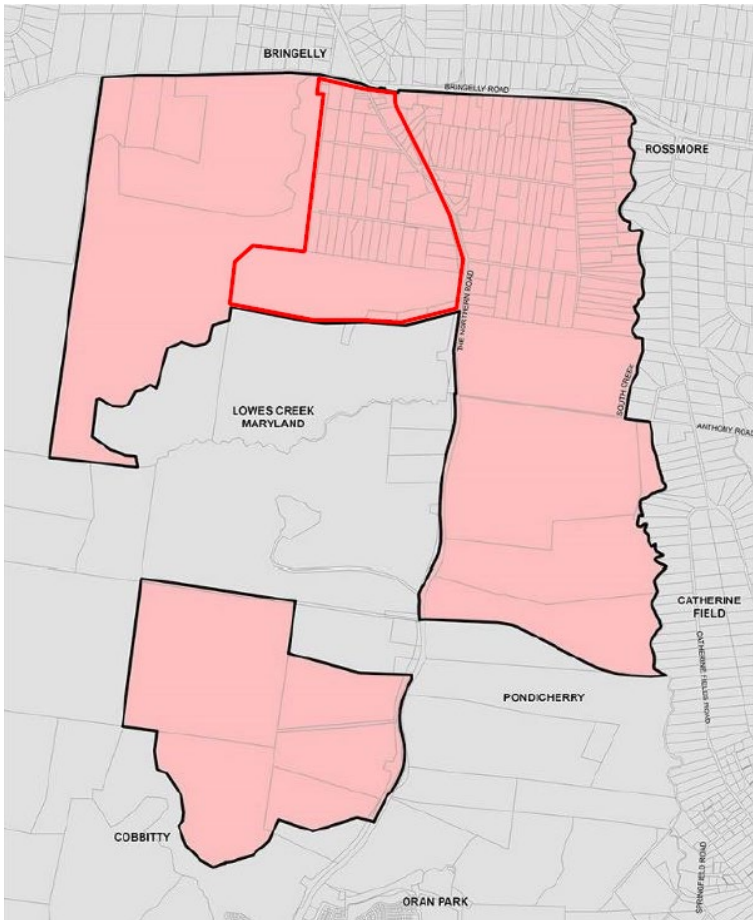


Figure 3 Subject site (red outlined) in the context of the South Creek West Land Release Area (source: planning proposal, November 2024)



Figure 4 Aerial imagery with the subject site outlined in red (source: Planning Proposal, November 2024)



Figure 5: Existing land ownership across the subject site (Source: Planning Proposal, November 2024)

1.5 Mapping

The planning proposal includes mapping showing the proposed changes to the following maps in the Precincts SEPP, which are suitable for community consultation:

- Land Application Map
- Land Zoning Map
- Residential Density Map
- Height of Building Map
- Floor Space Ratio Map
- Riparian Protection Area Map
- Heritage Map
- Additional Permitted Uses Map

It is noted that the Local Plan Making Guidelines advise current mapping should be included in planning proposals. A **Gateway condition** is recommended to this effect.

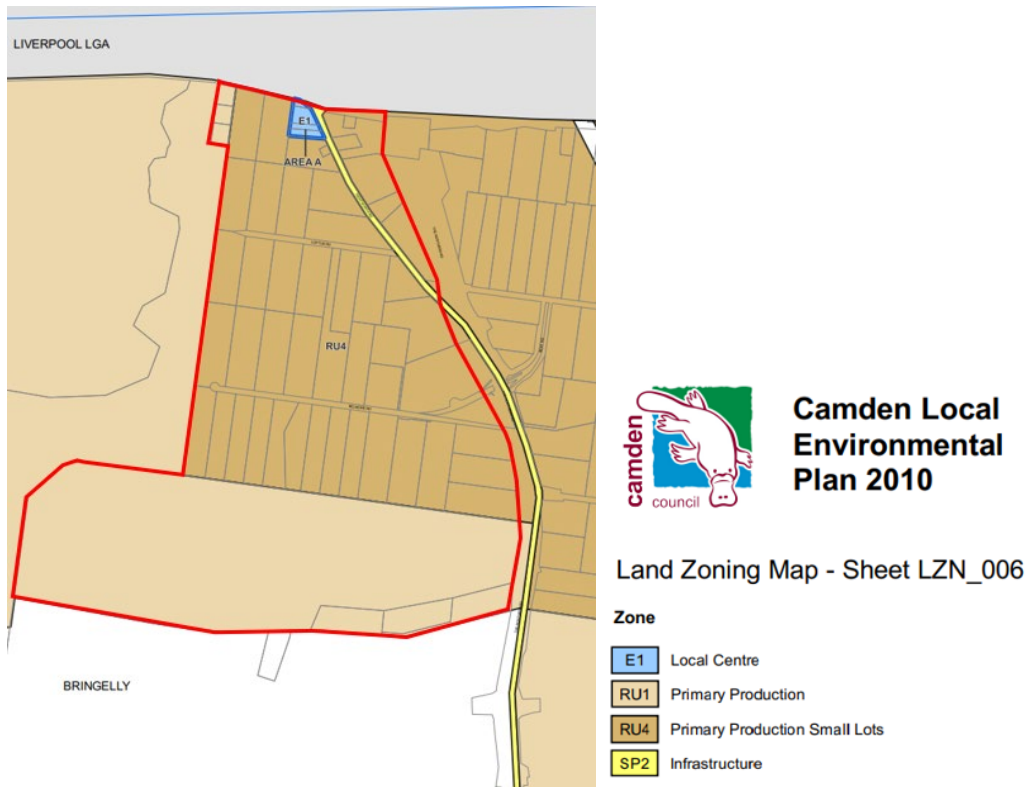


Figure 6: Current zoning map (Source: NSW Legislation)

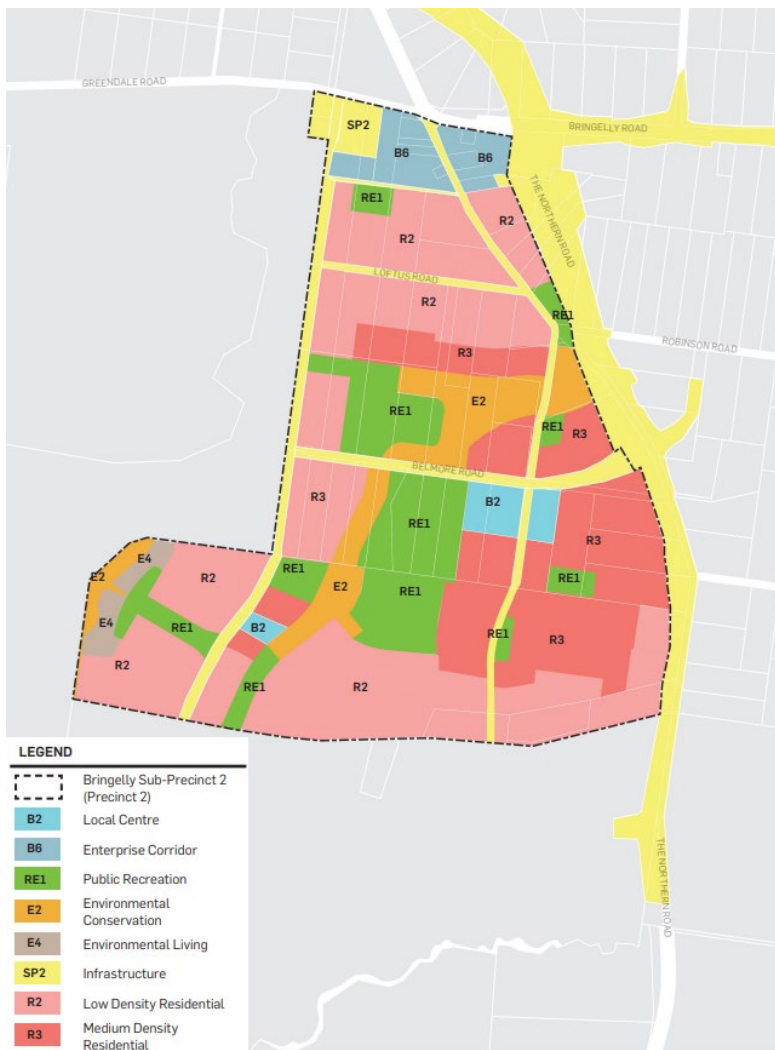


Figure 7: Proposed zoning map (Source: Planning Proposal, November 2024)

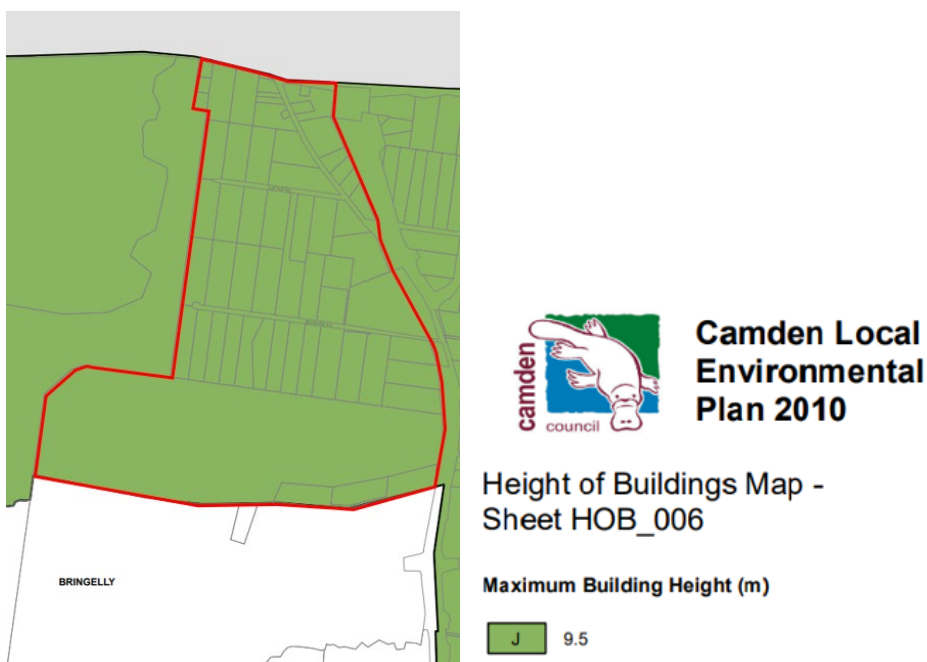


Figure 8: Current height of building map (Source: NSW Legislation)



Figure 9: Proposed height of building map (Source: Planning Proposal, November 2024)

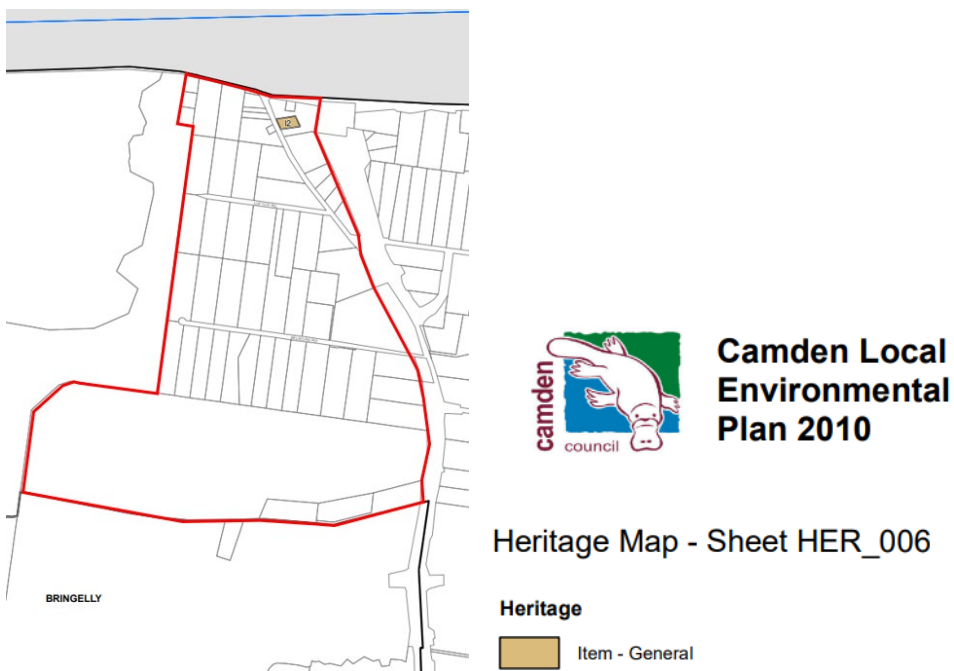


Figure 10: Current heritage map (Source: NSW Legislation)

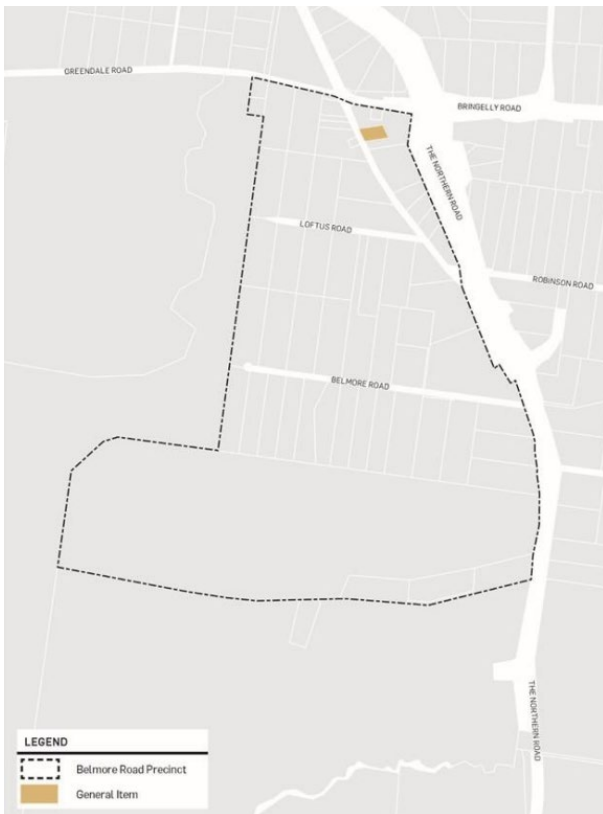


Figure 11: Proposed heritage map (Source: Planning Proposal, November 2024)



Figure 12: Proposed floor space ratio map (Source: Planning Proposal, November 2024)



Figure 13: Proposed permitted uses map (Source: Planning Proposal, November 2024)



Figure 14: Proposed riparian protection area map (Source: Planning Proposal, November 2024)

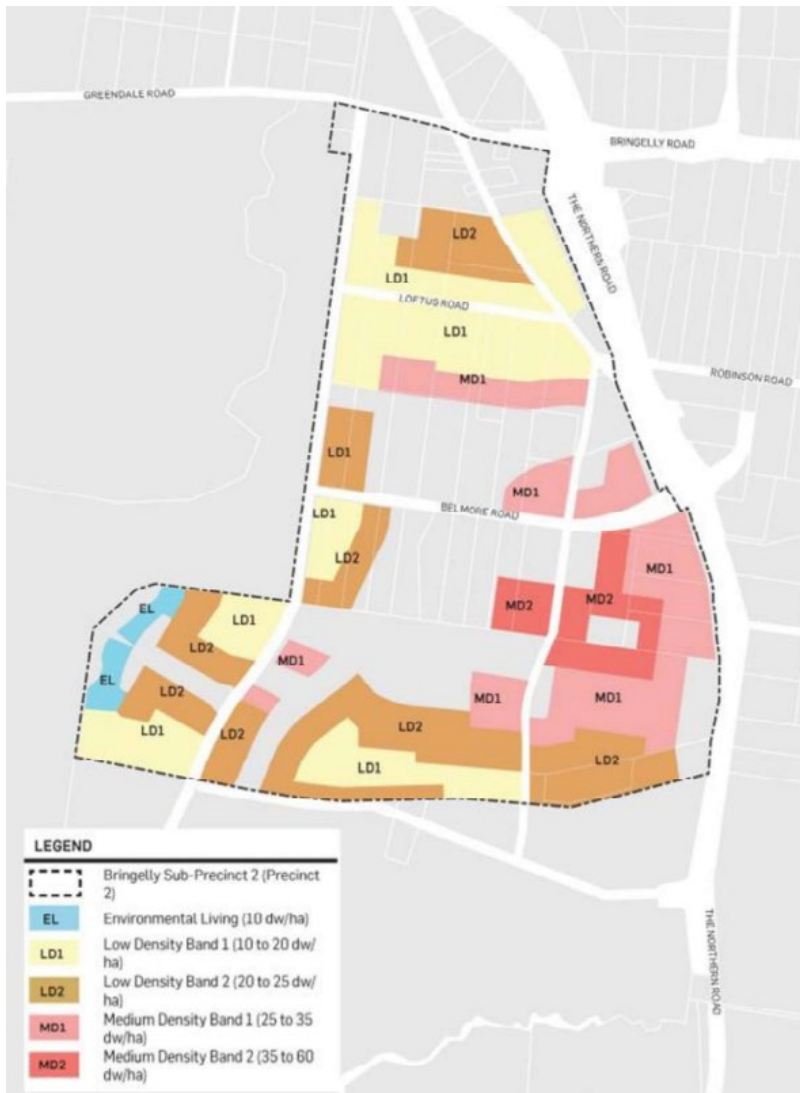


Figure 15: Proposed residential density map (Source: Planning Proposal, November 2024)

1.6 Background

Table 4 Background to the proposal to date

Date	Action/Description	By whom
2 November 2019	Belmore Road Precinct released for rezoning as part of the South Creek West Land Release Area by the Minister for Planning.	The Department of Planning and Environment (DPE)
14 April 2021	Planning proposal package submitted to Camden Council to amend the Western Parkland City Precinct SEPP	Proponent

22 August and 3 October 2022	Public exhibition of proposal	Camden Council
18 July 2023	The planning proposal was considered by the Camden Local Planning Panel (LPP). The LPP advised Council that the planning proposal should be forwarded to the Minister for Gateway Determination subject to conditions	Camden Local Planning Panel (LPP)
October 2023	the proponent updated the existing planning proposal to respond to the LPP	Proponent
27 February 2024	Proponent requested rezoning review	Proponent
7 June 2024	The Strategic Planning Panel of the Sydney Western City Planning Panel (Panel) issued a decision requiring the planning proposal to be updated in accordance with the Panel's conditions	Sydney Western City Planning Panel (Panel)
28 June 2024	The Panel determined that the planning proposal should be progressed to Gateway Assessment and appointed itself as the Planning Proposal Authority	Panel
November 2024	Planning proposal updated to address the Panel conditions/recommendations	Proponent
5 December 2024	Planning proposal submitted for Gateway Assessment in the Portal	DPHI

2 Need for the planning proposal

The proposal intends to facilitate urban development to meet residential demand within the Camden locality.

The amendments to the Growth Centres SEPP, and associated maps outlined in the Planning Proposal, are the most appropriate and best means of achieving the objectives and intended outcomes.

3 Strategic assessment

3.1 District Plan

The site is within the Western City District and the Greater Sydney Commission released the Western Parkland City District Plan on 18 March 2018. The plan contains planning priorities and actions to guide the growth of the district while improving its social, economic and environmental assets.

The planning proposal is consistent with the priorities for infrastructure and collaboration, liveability, productivity, and sustainability in the plan as outlined below.

The Department is satisfied the planning proposal gives to the District Plan in accordance with section 3.8 of the *Environmental Planning and Assessment Act 1979*. The following table includes an assessment of the planning proposal against relevant directions and actions.

Table 5 District Plan assessment

District Plan Priorities	Justification
Planning Priority W1: Planning for a city supported by infrastructure	The proposal will be well serviced by existing infrastructure and will take advantage of the opportunities offered by the nearby centres including Lowes Creek Maryland and Bradfield (within the Aerotropolis). The Belmore Road Precinct is also supported by an existing arterial road (The Northern Road) with regional access to established centres such as Campbelltown and Narellan.
Planning Priority W2 - Working through collaboration	The Precinct is being managed under a 'collaborative planning approach' currently being led by DPHI in collaboration with Council. The planning proposal will be subject to collaboration and engagement with the community, and other stakeholders, during public exhibition.
Planning Priority W3– Providing services and social infrastructure to meet people's changing needs	The proposal will facilitate greater access to services, commercial opportunities, and employment to meet the needs of the growing community in the Camden LGA. This intent is consistent with this planning priority. The Belmore Road Precinct has been designed to integrate with the rezoned Lowes Creek Maryland Precinct. The draft Belmore Road Precinct ILP seeks to ensure that land uses and road/pedestrian network connectivity occurs at the interface of the two precincts.
Planning Priority W4- Fostering healthy, creative, culturally rich and socially connected communities	The proposal seeks to encourage healthy communities that are socially connected through the provision of cycleways and shared paths that connect to the broader pedestrian/cycle network. The draft Belmore Road Precinct ILP also contains a waterway connected to riparian corridors and open spaces, and a number of playing fields which all promote opportunities for the community use.
Planning Priority W5- Providing housing supply, choice, and affordability, with access to jobs and services	The proposal seeks to provide housing near, the Aerotropolis, as well as the Lowes Creek Maryland, Pondicherry and Oran Park Precincts. Development will facilitate residential development to support local and regional commercial centres. The close proximity to existing and developing urban centres will provide residents with access to a range of jobs and services.
Planning Priority W6– Creating and renewing great places and local centres, and	The proposal appropriately addresses the conservation of Aboriginal cultural heritage and Connecting with Country, facilitated by relevant provisions and by provisions within the draft DCP. The site contains one local heritage item (listed under the LEP) which is proposed to be retained under the draft Belmore Road Precinct ILP and proposed mapping.

respecting the District's heritage	
Planning Priority W7 - Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City	<p>The draft Belmore Road Precinct ILP has been designed to ensure that the surrounding transport network, including roads, active transport options and public transport will be integrated.</p> <p>The integration of these networks and the potential access this provides to local retail, employment, social and educational activities, will assist in the delivery of a 30-min Western City.</p>
W11 Growing investment, business opportunities and jobs in strategic centres	The proposal recognises the need to for additional commercial uses in the area and ensures that new mixed-use development can benefit from the access and services in the proposed town centre
Planning Priority W12 - Protecting and improving the health and enjoyment of the District's waterways	The proposal seeks to protect and enhance the health of South Creek. An E2 Environmental Conservation Zone is proposed to follow the creek line and be maintained within riparian corridors and other open space areas. It is planned to have multiple raingardens throughout the precinct (following the riparian corridor) as shown on the draft Belmore Road Precinct ILP. In addition, the draft DCP contains provisions that aim to implement effective stormwater management practices.
Planning Priority W14- Protecting and enhancing bushland and biodiversity	The proposal seeks to preserve and enhance the riparian corridors of the primary watercourse within the site. The riparian corridors in the draft Belmore Road Precinct ILP will be actively managed as vegetated riparian zones under a Riparian Management Strategy. In addition, the draft DCP contains controls intended to protect and improve the health and quality of bushland and biodiversity.
Planning Priority W15- Increasing urban tree canopy cover and deliver Green Grid connections	The proposal seeks to increase the urban canopy cover through the provision of green links throughout Belmore Road Precinct. The draft Belmore Road Precinct ILP also includes specific areas identified for tree retention and additional areas of open space which will link to the broader Camden LGA open space network.

3.2 South West Growth Centre Structure Plan

In December 2022, DPHI released the updated Structure Plan (2022 SWGA Structure Plan) and the accompanying Guide to the South West Growth Area (SWGA) which replaced previous 'explanatory notes'.

A Section 9.1 Ministerial Direction has also been issued which requires planning proposals within the SWGA to demonstrate consistency with the 2022 Structure Plan and accompanying guide. Refer to section 3.6 for further detail.

3.3 Local

The proposal states that it is consistent with the following local plans and endorsed strategies. It is also consistent with the strategic direction and objectives, as stated in the table below.

Table 6 Local strategic planning assessment

Local Strategies	Justification
Camden Local Strategic Planning Statement (LSPS)	<p>The proposal gives effect to the Camden LSPS as follows:</p> <ul style="list-style-type: none"> (a) <i>Local Priority I&C- 1 – Aligning infrastructure delivery with growth.</i> The subject site of the Planning Proposal is located within the South Creek West Belmore Road Precinct within the SWGA which is designated for future urban growth. The proposal is consistent with this priority as it will facilitate further expansion of infrastructure and road upgrades which will assist in the release of future precincts. (b) <i>Local Priority I&C - 2 – Connecting Camden through integrated transport solutions.</i> The proposal is consistent with this priority by ensuring the surrounding transport network including roads, active transport and public transport is integrated into the proposed network of Belmore Road Precinct. This proposed network includes facilitating the delivery of sub arterial roads, which will promote public transport within the area. The proposed road network will link the Belmore Road Precinct to the future Western Sydney Aerotropolis and other precincts within the SWGA via The Northern Road. (c) <i>Local Priority I&C - 3 - Planning for the Delivery of the North South Rail and South West Rail Link Extension.</i> The subject site of the Planning Proposal is located close to the North South Rail corridor (to the east). The draft Belmore Road Precinct ILP has been designed with consideration to the rail corridor. 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. Planned public transport infrastructure includes the north-south rail link / south-west rail link extension and rapid bus services on The Northern Road. (d) <i>Local Priority Liveable 1 - Providing Housing Choice and Affordability for Camden's Growing and Changing Population.</i> The proposal is consistent with this local priority by providing additional housing to meet the needs of the changing demographic and growing community in the Camden LGA. (e) <i>Local Priority Sustainable 1 - Improving the Accessibility and Connectivity of Camden's Green & Blue Grid and Delivering High Quality Open Space.</i> The proposal is consistent with this local priority by designing a well-connected development which provides integrated cycleways and shared paths across the Precinct to enable residents easy access to amenities and facilitate connection to the broader network in the Camden LGA. (f) <i>Local Priority Sustainable 2 - Protecting and enhancing the health of Camden's waterways and strengthening the role and prominence of the Nepean River.</i> The proposal is consistent with this local priority by ensuring that the riparian corridors of South Creek are maintained and enhanced with the draft Belmore Road Precinct ILP providing riparian zones along the majority of the creek lines. (g) <i>Local Priority Sustainable 6 - Improving Camden's Resilience to Natural Hazards and Extreme Weather Events.</i> The proposal is consistent with this local priority with the supporting Watercycle Management Report (Planning Proposal Appendix L) prepared by J. Wyndham Price finding 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

	<p>the proposed detention basins. The planning proposal further states that updates to the technical reports post-Gateway will consider overflow and any impacts on the current stormwater network. Sydney Water is to be consulted during the formal consultation period and confirmation is to be sought that the precinct is able to be appropriately serviced.</p>
Connecting Camden – Community Strategic Plan 2036	<p>The proposal gives effect to the Camden Community Strategic Plan by addressing:</p> <p><i>Key Direction: Liveable – strong and integrated connections between our people and our services</i></p> <p><i>LB3 Our transport network is efficient, safe and integrated – locally and regionally</i></p> <p>The proposal is consistent with this Direction as it will increase transport choice (through existing infrastructure/planned upgrades and planned infrastructure and reduce car dependency by focusing higher density development towards the proposed village centre.</p> <p>The draft Belmore Road Precinct ILP also promotes walking and cycling as well as minimising travel demands by car within the precinct by creating a network of green streets and co-locating uses such as the neighbourhood centre, playing fields and future educational establishment.</p> <p><i>Key Direction: Prosperous – advancing local economic opportunities and job creation</i></p> <p><i>P1 Our business community is strong, thriving and connected at local, regional, national and international levels</i></p> <p><i>P2 Our LGA provides diverse local job opportunities, supported by skills and training pathways to employment</i></p> <p>The proposal will facilitate greater access to services, commercial opportunities and employment to meet the needs of the growing community in the Camden LGA. It recognises the need to for additional commercial uses in the area with the draft Belmore Road Precinct ILP including land specifically identified for employment and village centre uses.</p> <p>The close proximity to existing and developing urban centres will provide residents with access to a range of jobs and services.</p> <p><i>Key Direction: Balanced – providing sustainable and responsible solutions that enhance our heritage and natural environment</i></p> <p><i>B1 Our natural environment and waterways are protected, well maintained and enhanced for community enjoyment</i></p> <p>The proposal is consistent with this Direction as it will strengthen and enhance the existing natural environment by retaining riparian corridors and providing connectivity to the broader open space and Green Grid network.</p>
Cumberland Plain Conservation Plan	<p>Belmore Road Precinct is located within the boundary of the Cumberland Plain Conservation Plan. The majority of the site is biodiversity certified with the exception of the south west ridgeline and part of the ridge slope (ridgeline). The Department notes that this area of the site is proposed to be zoned as E2 Environmental Conservation, meaning that no further biodiversity certification is required.</p>



Figure 16: Excerpt from the South West Growth Centre Biodiversity Certification map under the Threatened Species Conservation Act 1995 – showing portion of the ridgeline within the proposal area that is not biodiversity certified (Source: NSW legislation)

A **Gateway condition** is recommended to require consultation with DCCEE (Conservation Programs, Heritage and Regulation [CPHR]) during formal consultation to ensure there are no outstanding Biodiversity certification requirements.

Camden Local
Housing Strategy

The proposal effects effect to the Camden Local Housing Strategy by addressing:

(a) *Priority 1- Providing housing capacity and coordinating growth with infrastructure*

i. *Objective 1- There is sufficient planning capacity to meet forecast housing demand*

The proposal is consistent with this objective as it seeks to provide housing capacity in the Belmore Road Precinct within the SWGA. The provision of this additional housing aligns appropriately with the availability of infrastructure, building on the existing service infrastructure in the vicinity.

ii. *Objective 2- Precincts in the SWGA are planned and released to align with enabling infrastructure provision*

The proposal is consistent with this objective as it will leverage off existing and future public transport opportunities (access to train and bus services) due to its proximity to The Northern Road and future nearby centres including Oran Park and The Aerotropolis. It is also supported by an Infrastructure Servicing Strategy. Refer to section 4.3 for further detail.

(b) *Priority 2- Delivering resilient, healthy and connected communities*

i. *Objective 4 - Neighbourhood design supports healthy and connected communities that are better placed*

The proposal is consistent with this objective as it delivers a neighbourhood design that will support a healthy and connected community within The Belmore Road Precinct. The proposed movement network provides neighbourhood connectivity

which encourages walkability to open space and riparian areas and key destinations for services and amenities.

(c) *Priority 3 - Delivering the right housing in the right location*

- i. *Objective 6 - Housing density is strategically located to activate town centres, promote walkability and optimise infrastructure*

The proposal is consistent with this objective as it seeks to deliver the right housing in the right location. The proposal includes a mix of housing typologies with higher density residential development located around core areas of high amenity.

(d) *Priority 4 - Increasing housing choice and diversity*

- i. *Objective 9- The mix of housing types matches the changing needs and preferences of the community*

The proposal is consistent with this objective as it seeks to deliver approximately 3,300 new dwellings through a range of housing types that matches the various needs and preferences of the community. It is supported by a range of technical studies and a draft Belmore Road Precinct ILP intended to bring forward housing choice that matches the changing needs and preferences of the community.

3.4 Local planning panel (LPP) recommendation

The planning proposal was considered by the Camden Local Planning Panel (LPP) on 18 July 2023. The Panel made the following recommendations:

1. The Panel considers that the Planning Proposal demonstrates strategic and site-specific merit.
2. The Panel notes that the Council's masterplan consultant has made a number of recommendations and that these recommendations will form part of the Council Officer's report to Council regarding the Planning Proposal.
3. That prior to the Proposal proceeding to Council for endorsement to submit the Planning Proposal for a gateway determination, the Panel recommends that the Council Officers further consider:
 - i. The need for future open space and other physical and social infrastructure associated with the employment land;
 - ii. That the proposed local park at the west of Lot 6, DP1216926 be identified as *open space – tree retention* given the identification of these trees as high conservation value vegetation;
 - iii. That the western ridgeline be identified for *tree retention* and C2 zone;
 - iv. The village centre be located on the western side of the proposed collector road only and not be fragmented by this major north-south road. The Panel was advised that the allocation of area for the village centre exceeds that required for the precinct and so if also reduced in area, should also be consolidated to the west of the collector road;
 - v. Options for the planning controls for the precinct to require provision of affordable housing; and
 - vi. The inclusion of the minimum allocation of public open space for future residents based on the benchmark of 2.83 hectares per 1000 people.
4. The Panel supports the Officer recommendations 1-10 as outlined within the report (below):

Summary of Council officer recommendations

Following the Local Planning Panel, and subject to endorsement by the Panel, the following Council officer recommendations are to be considered in amendments to the Planning Proposal Package:

1. Undertake further detailed investigation to identify an appropriate land use for 1089 The Northern Road, Bringelly.
2. Investigate opportunities to introduce provisions within the SEPP Amendment and/or DCP to encourage amalgamation of lots and coordinated development throughout the fragmented portion of the precinct.
3. Prior to reporting to Council further review the appropriateness of proposed land uses within the Wentworth Road Investigation Area, with consideration for the existing heritage item in this area.
4. Further investigate the lower portion of the western ridgeline (western part of the proponent's land) to determine whether proposed useable open space is sufficiently unconstrained, and subsequently determine any opportunities for public benefit.
5. Review the layout of the local park (on proponent's land near proposed school) to achieve a more favourable space for passive recreation while retaining the prominent hill-top location and views to Maryland and Birling through open space.
6. Introduce design and traffic mechanisms within the riparian to ridgeline open space connection to facilitate a positive pedestrian experience.
7. Prior to reporting the draft Planning Proposal to Council, the suitability of the revised school site is to be resolved with SINSW. In principle support is to be provided by SINSW prior to proceeding.
8. Review DCP provisions, with consideration for traffic noise impacts from sub arterial roads, to ensure that PPOS of dwellings remains protected from traffic noise.
9. Undertake ongoing consultation in accordance with the addendum to the PACHA (prepared by Niche Environment and Heritage dated 28 June 2022), including consultation with RAPs and Tharawal Land Council through a detailed field investigation of the precinct.
10. Maintain ongoing consultation with service providers throughout the progression of the Planning Proposal to ensure that the delivery timeframes are clear and remain as identified.

3.5 Sydney Western City Planning Panel recommendation

In February 2024 the proponent requested a rezoning review for the proposal.

The Strategic Planning Panel of the Sydney Western City Planning Panel (Panel) issued a decision (date of decision 7 June 2024) that agreed that the proposal had Strategic and Site-Specific Merit and recommended that the planning proposal proceed to Gateway assessment subject to revision to address a number of conditions (as follows):

The Panel recommends that prior to submitting the Planning Proposal for a Gateway determination, the Planning Proposal is to be revised

- *Resolution of the proposed zoning on the ridgeline land in the western most portion of the site to ensure that:*
 - *No urban development should occur on the ridgeline on the land with slope of 25% or greater, nor on the top of this area;*
 - *It responds appropriately to surrounding zones, including to the south; and*
 - *An appropriate implementation and/or management mechanism be provided to address any proposed open space and/or conservation zoning(s).*

The Panel also recommends that a contribution plan and a development control plan be prepared and exhibited concurrently with the planning proposal. A VPA involving the proponent and possibly other land owners in the precinct might be involved in funding the necessary infrastructure.

The Panel requires confirmation from the proponent, within two weeks from the date of this determination, that they agree to update the Planning recommendations and pay the alternate PPA fee.

Further consultation should be undertaken during the assessment of the planning proposal with all landowners.

As noted in the record of decision in accordance with Section 3.32(1) of the Environmental Planning and Assessment Act 1979, the Planning Panel as delegate of the Minister for Planning has determined to appoint itself as the Planning Proposal Authority (PPA) for this Planning Proposal.

3.6 Section 9.1 Ministerial Directions

The planning proposal's consistency with relevant section 9.1 Directions is discussed below:

Table 7 9.1 Ministerial Direction assessment

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
Direction 1.1 Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans	Yes	The proposal has adequately addressed the Western City District Plan. Refer to Section 3.1.
Direction 1.4 Site Specific Provisions The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls	Yes	The planning proposal includes detailed provisions including a draft site-specific schedule to the Camden Growth Centre Precincts Development Control Plan (DCP) to support the draft Belmore Road Precinct ILP. However, the proposed provisions are not considered to be unnecessarily restrictive.

<p>Direction 1.21</p> <p>Implementation of South West Growth Area Structure Plan</p> <p>The objective of this direction is to ensure that development within the South West Growth Area (also referred to as the South West Growth Centre) is consistent with Structure Plan and Guide dated December 2022.</p>	<p>Justifiably inconsistent</p>	<p>The proposal is inconsistent with the South West Growth Area Structure Plan in regard to some proposed road connections through the precinct, location of the proposed neighbourhood/village centre and location of the proposed mixed use/employment corridor within the site. However, it is noted that the planning proposal acknowledges these inconsistencies and provides appropriate justification.</p> <p>The proposed inconsistencies are considered justified in accordance with the terms of the Direction as the planning proposal achieves the overall intent of the Structure Plan and does not undermine the achievement of its objectives, planning principles and priorities for the South West Growth Area.</p>
<p>Direction 3.1</p> <p>Conservation Zones</p> <p>The objective of this direction is to protect and conserve environmentally sensitive areas.</p>	<p>Unresolved</p>	<p>The western portion of the precinct within the proponent's landholding contains some land which is steeply sloping and heavily vegetated.</p> <p>In response to the Panel's comments, originally proposed zones have been revised to be E2 Environmental Conservation and RE1 Public Recreation zoning. This response is to address the Panel's concern that no urban development occurs on the ridgeline.</p> <p>The Department notes, however, that this approach may not comprehensively address the Panel's concerns. It is considered that further consideration of proposed zones and management controls should be considered to address amenity and safety issues.</p> <p>Consequently, this direction remains unresolved and is to be further considered and addressed prior to finalisation.</p> <p>Recommended conditions address the issue, including the need to consult with DCCEEW (CPHR) during the formal exhibition period.</p> <p>Satisfaction of this issue will be subject to the outcome of consultation. A Gateway condition is recommended to this effect.</p>

Direction 3.2**Heritage Conservation**

The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.

Unresolved

The planning proposal is accompanied by a Preliminary Aboriginal Cultural Heritage Assessment (ACHA) report prepared by Niche Environment and Heritage, September 2023 (Planning Proposal Appendix J). Further work is required to be undertaken by the proponent, including consultation with Aboriginal stakeholders regarding the draft Belmore Road Precinct ILP and the development control plan (DCP), to inform the finalisation of a full ACHA report.

The proposal is supported by a Heritage Impact Statement (HIS) prepared by Eco Logical Australia, September 2024. Recommendations from this assessment have informed the planning proposal including the Master Plan, Urban Design Report and proposed amendments to the DCP.

There appear to be some inconsistencies across the planning proposal and supporting technical studies (including the HIS and Landscape Masterplan). These inconsistencies are a lack of identification of heritage items within and in the vicinity of the subject site.

Accordingly, there is a need for further investigation and assessment of Aboriginal sites and areas of moderate and high archaeological sensitivity. Consequently, it is appropriate that this direction remains unresolved and be further considered as part of consultation with Aboriginal stakeholders and DCCEEW (HNSW).

Gateway conditions are recommended to require consultation with DCCEEW (HNSW) and Aboriginal stakeholders during the formal consultation period and for the planning proposal to be amended prior to exhibition to ensure consistency across the planning proposal package.

<p>Direction 3.7</p> <p>Public Bushland</p> <p>The objective of this direction is to protect bushland in urban areas, including rehabilitated areas, and ensure the ecological viability of bushland.</p>	Yes	<p>The planning proposal is accompanied by technical studies including a Biodiversity Assessment, Riparian Assessment and Landscape Masterplan.</p> <p>The Riparian Assessment identifies a total of 12.2 hectares of riparian zone. The draft Belmore Road Precinct ILP provides 12.52 hectares of mapped riparian corridor containing the central creek system, which will assist with the retention of green connections. Some existing vegetation and watercourses is proposed to be removed with mitigation measures including revegetation through the precinct.</p> <p>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 DPHI's 40% tree canopy target for the Western Parkland City.</p> <p>In addition, retained riparian corridors in the draft Belmore Road Precinct ILP would be actively managed as vegetated riparian zones under a Riparian Management Strategy, (currently there is no active management of riparian corridors).</p> <p>A Gateway condition is recommended to require consultation with DCCEE (CPHR) during the formal consultation period.</p>
<p>Direction 4.1</p> <p>Flooding</p> <p>The objectives of this direction are to ensure appropriate consideration of flood prone land in line with government policies and plans when a planning proposal seeks to create, remove or alter a zone or a provision that affects flood prone land impacts both on and off the subject land.</p>	Yes	<p>The proposal area is partly affected by the PMF, however the planning proposal states that all proposed residential land is located above the PMF - with affected areas limited to those identified in the draft Belmore Road Precinct ILP as riparian corridors, other open space or drainage areas.</p> <p>The proposal is supported by a Watercycle Management Report prepared by J. Wyndham Prince, October 2023 (Planning Proposal Appendix L). The study concludes that there are no adverse external flood level impacts resulting from the Precinct in the 50%, 5% and 1% AEP events. Further refinement to the basin outlet structures to manage the intermediate 20% AEP event at Bringelly Road will be required as part of future assessments. A reduction in flood level adjacent to the existing Bringelly Public School is evident in all modelled events.</p> <p>The planning proposal acknowledges local flood level increases within the Precinct resulting from future development are expected. These, however, can be adequately managed through proposed detention basins within the precinct.</p> <p>Council's LEP and DCP contain existing provisions to ensure flood risk is assessed and mitigated in the detailed design of buildings and the public domain.</p>

		A Gateway condition is recommended to require consultation with DCCEEW (CPHR) and SES during the formal consultation period.
Direction 4.3 Planning for Bushfire Protection <p>The objective of this direction is to protect life, property and the environment from bush fire hazards and encourage sound management of bushfire prone areas.</p>	Yes	<p>The planning proposal is supported by a Strategic Bushfire Study that concludes future developments facilitated by the proposed rezoning will be able to achieve compliance with <i>Planning for Bushfire Protection 2019</i> and is not incompatible with the surrounding bushfire risk. The proposal can exist within the adjacent bushfire prone land.</p> <p>A Gateway condition is recommended to require consultation with RFS prior to the formal consultation period in order to address the direction 4.3 (1).</p>
Direction 4.4 Remediation of Contaminated Land <p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities</p>	Yes	<p>A Preliminary Site Investigation (contamination) report supporting the planning proposal (Planning Proposal Appendix I) identifies several sources of potential land contamination due to historical site uses that require further investigation. The report concludes that the majority of areas of concern are typical of a rural residential with agricultural activity and those encountered are unlikely to pose a contamination constraint to the proposed rezoning.</p> <p>Where further assessment on the degree of contamination and remediation works will be required, this would require 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 is considered unlikely to pose a contamination constraint and therefore the precinct, overall, found to be suitable to accommodate the proposed future land use activities.</p>

<p>Direction 5.1</p> <p>Integrating Land Use and Transport</p> <p>The objective of this direction is to ensure improve access to housing, jobs and services, increase transport choice and reduce dependence on cars, and support the efficient movement of freight.</p>	Yes	<p>The proposal is consistent with this direction as it will improve access to housing, jobs and services and increase transport choice (through existing infrastructure/planned upgrades and planned infrastructure - including rapid bus services on The Northern Road) and reduce car dependency by focusing higher density development towards both the Belmore Road centre and services within Lowes Creek Maryland, with the aim of creating walking catchments.</p> <p>The draft Belmore Road Precinct ILP promotes walking and cycling as well as minimising travel demands by car within the precinct by creating a network of green streets and co-locating uses such as the neighbourhood centre, playing fields and future educational establishment.</p> <p>A Gateway condition is recommended to require consultation with TfNSW during the formal consultation period.</p>
<p>Direction 5.2</p> <p>Reserving Land for Public Purposes</p> <p>The objectives of this direction are to facilitate the provision of public services and facilities by reserving land for public purposes, and removal of reservations of land for public purposes where the land is no longer required for acquisition</p>	Unresolved	<p>This Planning Proposal indicates it is consistent with this direction in that it does not create, alter or reduce existing zonings or reservations of land for public purposes.</p> <p>The Department notes however, that the proposal seeks to apply SP2 Infrastructure and RE1 Public Recreation Zones. Consequently, this direction remains unresolved and is to be further considered and addressed prior to exhibition.</p> <p>A Gateway condition is recommended to amend the planning proposal prior to exhibition to correctly address this direction.</p>
<p>Direction 5.3</p> <p>Development near Regulated Airports and Defence Airports</p> <p>The objectives of this direction are to ensure the safe and effective operation of regulated airports and defence airfields, that their operation isn't compromised by obstructive or hazardous development and that development is not adversely affected by aircraft noise.</p>	Yes	<p>The site is located approximately 4km south of the Aerotropolis, including the Western Sydney Airport.</p> <p>The proposal is supported by a Noise and Vibration Impact Assessment prepared by Marshall Day, September 2023 (Planning Proposal Appendix R) that found that for 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.</p> <p>While this is the case, as a precautionary measure, a Gateway condition is recommended that consultation occurs with the Civil Aviation Safety Authority to ensure that the OSL is not impacted.</p>

Direction 6.1**Residential Zones**

The objectives of this direction are to encourage housing variety and choice (for existing and future housing needs), ensure access to infrastructure and services and minimise the impact of residential development on the environment and resource lands.

Yes

The Direction is relevant as significant residential development is proposed. The proposal is consistent with the direction, as:

- it will broaden the choice of building types in the locality;
- make efficient use of existing infrastructure and services;
- be of good design.

Additionally, the proposal is consistent with this Direction as the subject site is located within the SWGA and is identified for new housing through State and Local Government strategic policies and directions.

Development will take advantage of the community infrastructure and services delivered through and around Pondicherry precinct and Oran Park precinct, resulting in minimal additional investment to be made by Government and will contribute to housing supply in areas of known current and future demand.

Clause 6.1 under Appendix 5 of the Precincts SEPP requires public utility infrastructure to be in place prior to development.

Determination conditions are recommended for consultation with relevant social and physical service providers.

<p>Direction 7.1</p> <p>Employment Zones</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> (a) encourage employment growth in suitable locations, (b) protect employment land in employment zones, and (c) support the viability of identified centres 	Unresolved	<p>It is noted that the planning proposal appears to address an outdated version of the section 9.1 Directions.</p> <p>The proposal encourages employment growth in a suitable location, facilitating the provision additional non-residential gross floor area (GFA) throughout the precinct including a small neighbourhood centre to support the local resident population and an employment precinct at the northernmost end fronting Greendale Road. The proposal is supported by technical reports including a Housing Needs and Economic Impact Assessment prepared by Atlas Economics that identifies that, overall, the draft Belmore Road Precinct ILP includes a 7.33ha employment precinct. It is noted that the total sqm of non-residential GFA is not clear from the information provided. A Gateway condition is recommended to clarify this in the planning proposal.</p> <p>The Department notes that the proposal seeks to remove an existing E1 Local Centre Zone under the LEP which is inconsistent with the Direction. Specifically, that -</p> <p><i>(1) A planning proposal must:</i></p> <ul style="list-style-type: none"> <i>(a) give effect to the objectives of this direction,</i> <i>(b) retain the areas and locations of Employment zones,</i> <i>(c) not reduce the total potential floor space area for employment uses and related public services in Employment Zones.</i> <p>Consequently, this direction remains unresolved and is to be further considered and addressed prior to exhibition.</p> <p>A Gateway condition is recommended to amend the planning proposal prior to exhibition to address the current version of the section 9.1 Direction 7.1 Employment Zones and in doing so, address the proposed removal of an existing E1 Local Centre Zone under the LEP in terms of the Direction.</p>
<p>Direction 9.1</p> <p>Rural Zones</p> <p>The objective of this direction is to protect the agricultural production value of rural land.</p>	Justifiably inconsistent	<p>The planning proposal does seek to rezone land from a rural zone to residential, employment and mixed use, as well as a range of other land uses.</p> <p>The proposed rezoning, however, is considered to be justifiably inconsistent with the terms of this direction as it aligns with the strategic direction for the site which has been identified as part of the broader South Creek West Land Release Area under the South West Growth Area Structure Plan.</p>

3.7 State environmental planning policies (SEPPs)

The planning proposal is generally consistent with all relevant SEPPs, as discussed below.

3.7.1 SEPP (Precincts – Western Parkland City) 2021 (Precincts SEPP)

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*.

The proposal does not inhibit the application of Chapter 2 or Chapter 3 of this SEPP. Any proposed development will be assessed against the relevant provisions of the SEPP at the DA stage.

3.7.2 SEPP (Housing) 2021

The planning proposal will deliver approximately 3,300 new dwellings.

It is supported by a Housing Needs and Economic Impact Assessment and a Urban Design Study which provide detailed site analysis and built form testing. These studies, as well as the proposed amendments to the Precincts SEPP and draft DCP have been informed by design quality principles including of the Apartment Design Guide.

3.7.3 SEPP (Biodiversity and Conservation) 2021

The proposal is supported by a Biodiversity Assessment that identified favoured feed tree species *Eucalyptus tereticornis* and *Angophora floribunda* which are habitat features of koalas, and as such the site is identified as a potential koala habitat in accordance with the SEPP. It is noted that the planning proposal indicates that the requirement for assessment and approval of threatened species and endangered ecological communities under the EPBC Act does not apply to land within the Growth Centres and therefore no further assessment against this SEPP is needed.

As a determination condition, consultation will be required with DCCEEW to allow further consideration to be given to this matter.

3.7.4 SEPP (Resilience and Hazards) 2021

The proposal is supported by a Preliminary Site Investigation that identified a total of (10) potential areas of environmental concern (PAECs) across the Precinct which require further investigation. The report confirms 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 at this time.

3.7.5 SEPP (Planning Systems) 2021

Chapter 2 of the SEPP is applicable to lands within the proposal and aims to identify development that is: regionally significant development, State significant development and State significant infrastructure.

The proposal does not inhibit the application of Chapter 2 of this SEPP. Any proposed development will be assessed against this chapter at the DA stage.

3.7.6 SEPP (Transport and Infrastructure) 2021

The proposal area is bound in part by The Northern Road which is identified as a State classified road.

The SEPP identifies consent, assessment and consultation requirements for certain types of infrastructure and adjacent development. This includes consideration of development in or adjacent to state road corridors.

The planning proposal seeks to facilitate increased development and density adjacent to The Northern Road. As such, the SEPP will require any future development application for the sites along The Northern Road corridor to require concurrence from TfNSW.

Consideration of the relevant provisions of the SEPP will be required during the DA stage.

3.7.7 SEPP (Exempt and Complying Development Codes) 2008

This SEPP is applicable to lands within the proposal and provides State-wide development controls for exempt and complying development.

The proposal does not inhibit the application of this SEPP. Any proposed development will be assessed against this SEPP at the DA stage.

3.7.8 SEPP (Building Sustainability Index: BASIX) 2004

This SEPP is applicable to lands within the proposal and provides regulations to ensure sustainable residential development across the State.

The SEPP would continue to apply to future housing development resulting from the planning proposal. Therefore, the proposal does not inhibit the application of this SEPP and any proposed development will be assessed against this SEPP at the DA stage.

3.7.9 SEPP 65 (Design Quality of Residential Apartment Development)

SEPP 65 applies to the proposal and aims to provide design principles and guidance for residential flat development.

The proposal contains zones where this SEPP applies and does inhibit the application of this SEPP. Any proposed development will be assessed against this SEPP at the DA stage.

4 Site-specific assessment

4.1 Environmental

The following table provides an assessment of the potential environmental impacts associated with the proposal.

Table 9 Environmental impact assessment

Environmental Impact	Assessment
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<p>Aboriginal Cultural Heritage – Connecting to Country</p>	<p>The planning proposal is supported by a Preliminary Aboriginal Cultural Heritage Assessment Report (Planning Proposal Appendix J) and subsequent addendum in response to council request for additional information. The Assessment identifies that the proposal area contains a number of known Aboriginal sites and areas of moderate and high archaeological sensitivity and that future investigation and assessment, and consultation with the Aboriginal community is required. The preparation of an Aboriginal Cultural Heritage Assessment (ACHA) will also be required to be completed.</p> <p>The planning proposal states that the draft Belmore Rod Precinct ILP embeds the opportunity to further develop Connecting with Country through additional consultation with the RAPs and design treatments. Aboriginal Stakeholder Engagement has also been identified as part of Council's future actions for the Belmore Road Precinct. The planning proposal confirms that detailed engagement with Aboriginal stakeholders will continue post Gateway determination.</p> <p>It is recommended that a Gateway Condition be included to require consultation with the Aboriginal Housing Office and Tharawal Local Aboriginal Land Council during the formal consultation period.</p>
<p>Non Aboriginal Heritage</p>	<p>The proposal is supported by a Heritage Impact Statement (HIS) prepared by Eco Logical Australia, September 2024 (Planning Proposal Appendix K). The HIS identifies existing and potential heritage items within the precinct and in the vicinity. The subject area contains 1 local heritage item 'Cottage' (Camden LEP 2010 Item No.12). One local heritage item is also located in the vicinity (adjacent to) the subject site 'Bringelly Public School' (Liverpool LEP 2008 Item No.7). There are no new heritage items proposed as part of the planning proposal. It is proposed to amend Clause 5.10 of Appendix 5 of the Precincts SEPP and Heritage Map HER_002 in order to reflect the existing heritage listing under the LEP.</p> <p>Consideration of built form controls for new development adjacent to the heritage item also have been considered as part of site-specific provisions in the draft DCP for the precinct.</p> <p>Recommendations from this assessment have informed the development of the Master Plan and the analysis and built form recommendations within the Urban Design Report Council have also integrated the HIA recommendations into proposed amendments to the DCP (Planning Proposal Appendix C).</p> <p>The department notes that there appears to be some inconsistencies across the planning proposal and supporting technical studies (including the HIS and Landscape Masterplan) in terms of identified heritage items within and in the vicinity of the subject site. It is recommended that a Gateway Condition be included to require that the planning proposal and supporting documents are to be amended prior to exhibition to ensure they are consistent to this effect.</p> <p>A Gateway condition is recommended to require consultation with DCCEEW (Heritage NSW) during the formal consultation period.</p>

Ridgeline land
development and
open space

The site includes part of a broader ridgeline and ridge slope (ridgeline) located at the south-western end of the proposal area (Figure 17):



Figure 17: Ridgeline land within the site as seen from above (Source: Planning Proposal Appendix B Urban Design Report – response to Panel Decision, September 2024)

In the Rezoning Review Record of decision (determination date 28 June 2024) the Panel requested that the planning proposal be revised prior to submission for a Gateway determination to address a number of recommendations relating to planning for the ridgeline:

- *Resolution of the proposed zoning on the ridgeline land in the western most portion of the site to ensure that:*
 - *no urban development should occur on the ridgeline on the land with slope of 25% or greater, nor on the top of this area;*
 - *it responds appropriately to surrounding zones, including to the south; and*
 - *an appropriate implementation and/or management mechanism be provided to address any proposed open space and/or conservation zoning(s).*

The Department notes that the *Urban Design Report – Response to Panel Decision* prepared by Inspire Planning - September 2024 (Planning Proposal Appendix B) demonstrates that the majority of the ridgeline land has a gradient in excess of 25% (Figure 18):

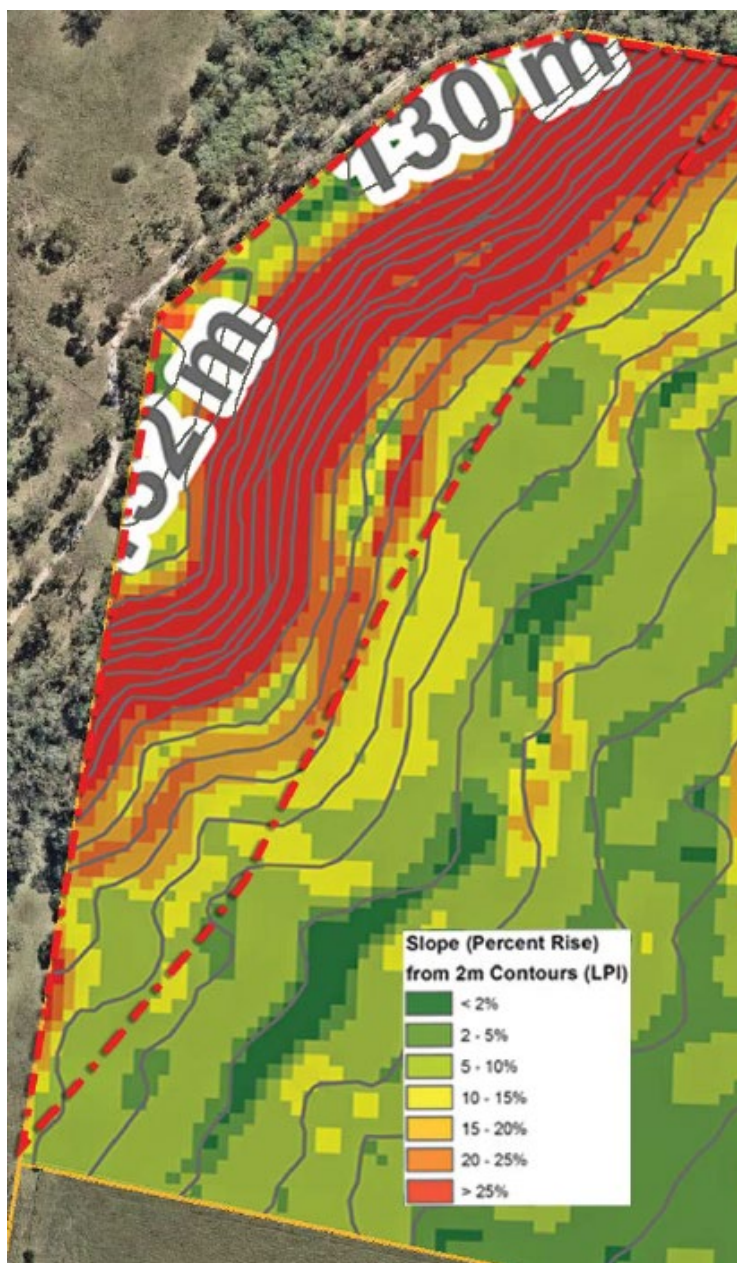


Figure 18: Slope analysis map showing ridgeline land outlined in red dashed line, with gradient above 25% coloured red (Source: Planning Proposal Appendix B Urban Design Report – response to Panel Decision, September 2024)

In response to the Panel recommendations that the proposed zoning of the ridgeline should respond appropriately to surrounding zones and that no urban development should occur on land with a slope of 25% or greater (or at the apex of the ridge), the proposal was amended to the following zoning (Figure 19):

- E4 (SEPP) Environmental Living for community title residential lots (lower portion of the ridgeline land)
- E2 (SEPP) Environmental Conservation for the community title open space (upper part of the ridgeline land)
- RE1 Public Recreation for the public open space to be dedicated to Council (lower part of the ridgeline land). This arrangement is illustrated in the following figure.

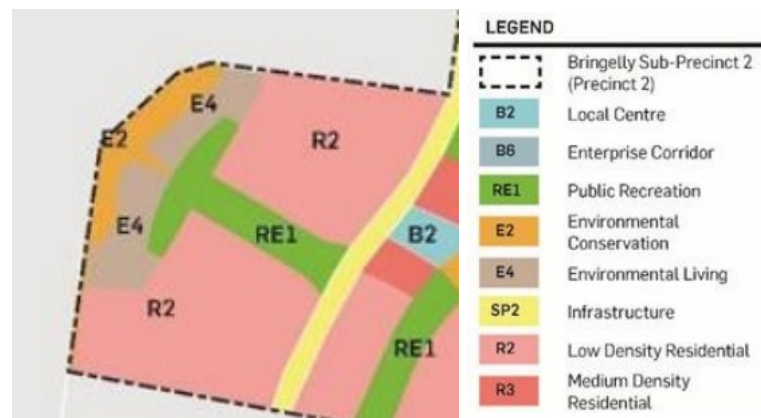


Figure 19: Excerpt from proposed zoning map (Source: Planning Proposal, November 2024)



Figure 20: excerpt from draft Belmore Road Precinct ILP (Source: Planning Proposal, November 2024)

The Department understands that the intention with the application of Environmental zones is to ensure that no urban development will occur on the top of the ridgeline land with a gradient of 25% or greater.

As illustrated in the draft Belmore Road Precinct ILP (Figure 20) it is proposed to provide an informal open space setting along the top portion of the ridgeline, with large lots supporting low density residential housing - zoned E4 Environmental Living on the lower portion of the ridgeline land.

The proposal indicates this will allow sufficient space for the (urban) development of the lot to occur where appropriate (i.e. where the gradient is less than 25%) while also safeguarding those parts of each lot that are not considered usable (i.e. gradient of greater than 25%) from urban development.

The planning proposal states that the large lots zoned E4 is to be managed by the community title arrangements and that the private ownership would not be evident for a user of the parkland setting.

The responsibilities of the association, established under community title, would be limited to vegetation, and weed management and upkeep of footpaths and fencing. Building envelope plans extending 30 metres from the front boundary will be

nominated in the lower parts of the lots and building design controls will address matters including design, roofscape, materials, colours, tree retention and associated outbuildings. The proponent suggests that these controls can also be reinforced in a S.88B instrument appended to the lot title.

From the information provided, it remains unclear how the Panel recommendations and desired outcomes for the ridgeline land are to be appropriately achieved. In particular how the proposal will ensure that housing development (including associated uses) will not occur on the ridgeline land with a gradient of 25% or greater. From Figure 18, it is unclear how this will be possible within the context of the draft Belmore Road Precinct ILP (refer to Figure 20).

It is also unclear whether the proposed zoning of the ridgeline land appropriately responds to surrounding zones and whether the proposed implementation and management measures can be achieved under the proposed arrangement.

A number of **Gateway conditions** are recommended to address the above prior to finalisation.

4.2 Social and economic

The following table provides an assessment of the potential social and economic impacts associated with the proposal.

Table 10 Social and economic impact assessment

Social and Economic Impact	Assessment
Delivery of new resources and services to the local area	<p>The Planning Proposal will have positive social impacts on the locality, delivering additional housing and public open space to service residents, visitors and workforce of the Camden LGA.</p> <p>The Demographic, Social Infrastructure and Community Needs Assessment prepared by WSP (October 2023) sets out a vision for the site being connected, green, community focused, with a strong identity, diverse housing choices, sustainable and well designed. The assessment states that the proposal will provide community and cultural facilities, open space and recreation areas, education and childcare facilities, and health and wellbeing infrastructure. It is noted that the assessment does not identify a need for land or space for emergency services on-site, as the site will be suitably serviced by other existing facilities</p> <p>A Gateway Condition is recommended to require consultation with NSW Health and other relevant public agencies during the formal consultation period.</p>
Delivery of land supply and housing	<p>The Planning Proposal is supported by a Housing Needs and Economic Impact Assessment prepared by Atlas Urban. It will deliver increased housing supply (approximately 3,300 dwellings) which will support the planned centres and employment areas of the SWGA, in particular the adjacent precinct of Lowes Creek Maryland. The future growth of the Aerotropolis, and associated infrastructure and jobs, will also be enhanced by the proposed delivery of additional housing.</p>

Employment

The proposal is supported by a Retail Demand Analysis prepared by Urbis, September 2023 (Planning Proposal Appendix G). The analysis estimates approximately 360 jobs will be generated by the proposed centre, providing local job opportunities for residents moving into the SWGA, as well as, contributing to job targets set out in the Greater Sydney Region Plan (2018).

The Department notes that there appears to be an inconsistency in the number of jobs proposed to come forward through the proposal. The planning proposal and supporting documents reference a range of job numbers from approximately 364 to 974. This requires clarification in the planning proposal. A **Gateway condition** has been included to this effect.

4.3 Infrastructure

The following table provides an assessment of the adequacy of infrastructure to service the site and the development resulting from the planning proposal and what infrastructure is proposed in support of the proposal.

Table 11 Infrastructure assessment

Infrastructure	Assessment
Traffic and Transport	<p>Belmore Road Precinct will be serviced by the surrounding upgraded arterial road network (i.e. The Northern Road). The proposal includes a Traffic, Transport and Access Assessment prepared by SCT Consulting, September 2023 (Planning Proposal Appendix S), which indicates that several upgrades are required to the local road network to support the projected population.</p> <p>The study concludes that the Belmore Road Precinct is feasible subject to assumptions and upgrading roads. The Department notes that the supporting study recommends significant road widening to The Northern Road to support the proposed development. This will be subject to review by Transport for NSW.</p> <p>A Gateway condition is recommended to require consultation with TfNSW during the formal consultation period.</p>
Infrastructure servicing	<p>It is noted that the proponent has submitted an updated version of the Infrastructure Servicing Strategy report prepared by Infrastructure and Development Consulting, dated August 2024 (Planning Proposal Appendix P).</p> <p>A Gateway condition is recommended to consult with Sydney Water, Endeavour Energy and any other relevant infrastructure providers during the formal consultation period to confirm that the entirety of the precinct can be serviced by required infrastructure.</p>

Infrastructure schedule

The site is currently not subject to a contributions plan and the panel recommended that a contributions plan be prepared and exhibited concurrently with the planning proposal.

Council's Contributions Team are proposing to amend the Growth Areas Contributions Plan (GACP) to include this land. The amendment will be referred to as GACP - Amendment 5. The GACP is to be an IPART reviewed plan. Once Amendment 5 is complete, it will be submitted to IPART to remove the infrastructure cap.

Council's Contributions Team met with the proponent and an updated infrastructure schedule and corresponding works maps are to be provided at a later date.

The proponent has also prepared a letter of offer to enter into a VPA dated 11 November 2024 (Planning Proposal Appendix W) (refer to section 4.5).

The preparation of a contributions plan and any associated planning agreement can occur concurrently with the progression of the planning proposal. As indicated (above) Council and the proponent are currently undertaking this work.

As indicated, the amending plan seeks to amend *State Environmental Planning Policy (SEPP) (Precincts—Western Parkland City) 2021*. Under the SEPP, clause 6.1 *Public utility infrastructure* will apply - which requires that development consent not be granted until suitable supporting infrastructure is available, defined within the clause as: the supply of water; the supply of electricity; and the disposal and management of sewerage.

Notwithstanding, to ensure that other supporting infrastructure is available, a **Gateway condition** is recommended that prior to finalisation it is to be demonstrated that arrangements have been made to secure suitable infrastructure to support the proposal.

4.4 Development Control Plan (DCP)

The Panel recommended that a Development Control Plan (DCP) be prepared and exhibited concurrently with the planning proposal. It is understood that the proponent is assisting Council to prepare an updated draft DCP, which responds to the revised draft Belmore Road Precinct ILP. The intention is that the DCP will be adopted prior to finalisation of the planning proposal.

A notation is to be included in the exhibited planning proposal that subdivision approval or development consent will not be issued until a DCP is in place. A **Gateway condition** has been included to this effect.

4.5 VPA

The Panel recommended that a VPA involving the proponent, and possibly other landowners in the precinct might be involved in funding the necessary infrastructure required for the site.

It is understood that the applicant subsequently wrote to council (Planning Proposal Appendix W) making an offer to enter into a Voluntary Planning Agreement (VPA) to deliver (construct and transfer) local infrastructure.

5 Consultation

5.1 Community

The planning proposal is categorised as a complex under the LEP Making Guidelines (August 2023) which includes a recommended period of public exhibition of 30 working days. In responding to a request for comments under the rezoning review process, however, Camden Council has recommended a minimum a 6 to 8 weeks public exhibition period in order to allow time for the community and Council to review the draft planning proposal package and provide submissions, and for outstanding issues to be further addressed. The Department considers a longer exhibition period of 8 weeks to be more appropriate and a **Gateway condition** is recommended to this effect.

5.2 Agencies

The proposal does not specifically raise which agencies will be consulted.

It is recommended the following agencies be consulted on the planning proposal and given 40 working days to comment:

- Transport for NSW (TfNSW)
- Sydney Water Corporation
- NSW Health (South Western Sydney Local Health District)
- NSW Department of Education
- Schools Infrastructure NSW (SINSW)
- NSW Environment, Energy and Science (Flooding and Water)
- State Emergency Services (SES)
- NSW Police Service
- NSW Fire Brigades
- Endeavour Energy
- Rural Fire Service (RFS)
- Heritage NSW (HNSW)
- Commonwealth Department of Climate Change, Energy, the Environment and Water (Commonwealth DCCEEW)
- NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW)
- Aboriginal Housing Office
- Tharawal Local Aboriginal Land Council
- Civil Aviation Safety Authority

6 Timeframe

The LEP Plan Making Guidelines (August 2023) establishes maximum benchmark timeframes for planning proposal by category. This planning proposal is categorised as complex.

The Department recommends an LEP completion date of 6 April 2026 in line with its commitment to reducing processing times and with regard to the benchmark timeframes. A condition to the above effect is recommended in the Gateway determination.

It is recommended that if progression of the planning proposal is supported at the Gateway stage it is accompanied by guidance in relation to meeting key milestone dates to ensure the LEP is completed within the benchmark timeframes.

7 Local plan-making authority

As the site/planning proposal is precinct wide and involves both local and State issues the Department recommends that Council not be authorised to be the local plan-making authority for this proposal.

8 Assessment summary

The planning proposal is supported to proceed with conditions for the following reasons:

- it is not inconsistent with the Western Parkland City District Plan and Councils local strategic plans, including the Local Strategic Planning Statement and Local Housing Strategy;
- it will deliver significant new housing supply and will provide improved housing choice and affordability in accessible and well serviced locations to support the SWGA and the future Western Sydney Airport;
- it will promote a coordinated and place-based approach to renewal and infrastructure delivery, deliver vibrant mixed-use centres and active streets, and new open space and public domain improvements;
- it seeks to progress the continued infrastructure growth within the SWGA with the addition of water, sewerage and electricity in areas which were not previously connected;
- the proposed mapping amendments are consistent with the surrounding land uses shown on the corresponding Growth Centres SEPP maps; and
- the proposal will have a positive outcome for the community and complement the existing and future land use of the surrounding area.

9 Recommendation

It is recommended the delegate of the Secretary:

- **agree** that any inconsistencies with section 9.1 Directions *1.21 Implementation of South West Growth Area Structure Plan, 9.1 Rural zones* are minor or justified and
- **note** that the consistency with section 9.1 Directions *3.1 Conservation Zones, 3.2 Heritage Conservation, 5.2 Reserving Land for Public Purposes and 7.1 Employment Zones* is unresolved and will require justification and/or further consultation.

It is recommended the delegate of the Minister determine that the planning proposal should proceed subject to conditions.

The following conditions are recommended to be included on the Gateway determination:

1. Prior to exhibition and agency consultation the planning proposal is to be updated to:
 - i. ensure the planning proposal and supporting technical documents are consistent in terms of:
 - reflecting the updated draft Belmore Road Precinct Indicative Layout Plan (ILP)
 - proposed number of dwellings, including affordable housing dwellings,
 - proposed job numbers,
 - proposed non-residential Gross Floor Area (GFA) in sqm, and
 - include relevant existing mapping.
2. Prior to exhibition amend the planning proposal to address the current version of the section 9.1 Direction *7.1 Employment Zones* and in doing so, address the proposed removal of an existing E1 Local Centre Zone under the LEP in terms of the Direction.

Further, as the proposal seeks to apply SP2 Infrastructure and RE1 Public Recreation Zones, amend the planning proposal to correctly address Section 9.1 Direction 5.2 Reserving Land for Public Purposes.

3. Prior to exhibition amend the planning proposal:
 - i. update the planning proposal to justify the inclusion of the proposed new B6 Enterprise Corridor zone rather than another suitable zone and include a note to the planning proposal that the name of the zone, and associated provisions, may be altered at legal drafting stage.
 - ii. specify whether a B1 Neighbourhood Zone or B2 Local Centre Zone is proposed.
4. Prior to exhibition and agency consultation, a Transport Management and Accessibility Plan (TMAP) is to be prepared to, among other things, determine land use and transport solutions to limit the anticipated transport impact of the planning proposal in particular, the TMAP is to address the accommodation of traffic movements within the extent of the planned Northern Road Corridor.
5. The TMAP is to be prepared in accordance with the Transport for NSW (TfNSW) draft TMAP Guidelines, on the following basis:
 - i. consultation is to be undertaken with relevant officers within TfNSW and the Department of Planning Housing and Infrastructure to determine a suitable modelling methodology; and
 - ii. consultation is to be undertaken to determine feasible and appropriate transport solutions to support the planning proposal.
6. The completed TMAP is to be included with exhibition and consultation material.
7. In relation to the ridgeline land, prior to finalisation, demonstrate:
 - i. the ability to provide public access along the top of the ridgeline land as identified in the planning proposal and whether suitable landscaping can be provided to enhance the scenic amenity of the ridgeline;
 - ii. the ability to provide on-going management of drainage lines and control of overland flow paths; and
 - iii. that housing development (including associated uses) will not occur on the ridgeline land with a gradient of 25% or greater.
8. If the above matters in condition 7 cannot be satisfactorily demonstrated, recommend an alternative zone(s), ownership and a revised management regime for that land and update the DCP accordingly.
9. Prior to finalisation of the planning proposal a site specific DCP is to be adopted. A notation is to be included in the exhibited planning proposal that subdivision approval or development consent will not be issued until a DCP is in place.
10. Prior to finalisation, it is to be demonstrated that arrangements have been made to secure suitable infrastructure to support the proposal.
11. Consultation is required with the following public authorities:
 - Transport for NSW (TfNSW)
 - Sydney Water Corporation
 - NSW Health (South Western Sydney Local Health District)
 - Schools Infrastructure NSW (SINSW)
 - State Emergency Services (SES)
 - NSW Police Service

- NSW Fire Brigades
- Endeavour Energy
- Rural Fire Service (RFS)

(Note: consultation is required with the RFS prior to community consultation to satisfy Section 9.1 Direction 4.3 Planning for bushfire protection)

- Commonwealth Department of Climate Change, Energy, the Environment and Water (Commonwealth DCCEEW)
- NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW)
- Heritage NSW (HNSW)
- Conservation Programs, Heritage and Regulation (CPHR)
- Civil Aviation Safety Authority
- Aboriginal Housing Office
- Tharawal Local Aboriginal Land Council
- Camden Council

12. The planning proposal should be made available for community consultation for a minimum of 40 working days.

The timeframe for the LEP to be completed is on or before 6 April 2026.



14/3/25

Terry Doran

Manager, Local Planning and Council Support



(Signature)

17 March 2025 (Date)

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