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DRAFT DEVELOPMENT CONTROL PLAN SCHEDULE 7 BELMORE ROAD PRECINCT

Camden Growth Centres Precinct
Indicative DCP

Prepared for
CKDIPTY LTD
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PART 1 – INTRODUCTION

1.1 NAME AND APPLICATION OF THIS SCHEDULE

This Schedule forms part of the *Camden Growth Centre Precincts Development Control Plan* (also referred to as ‘the DCP’).

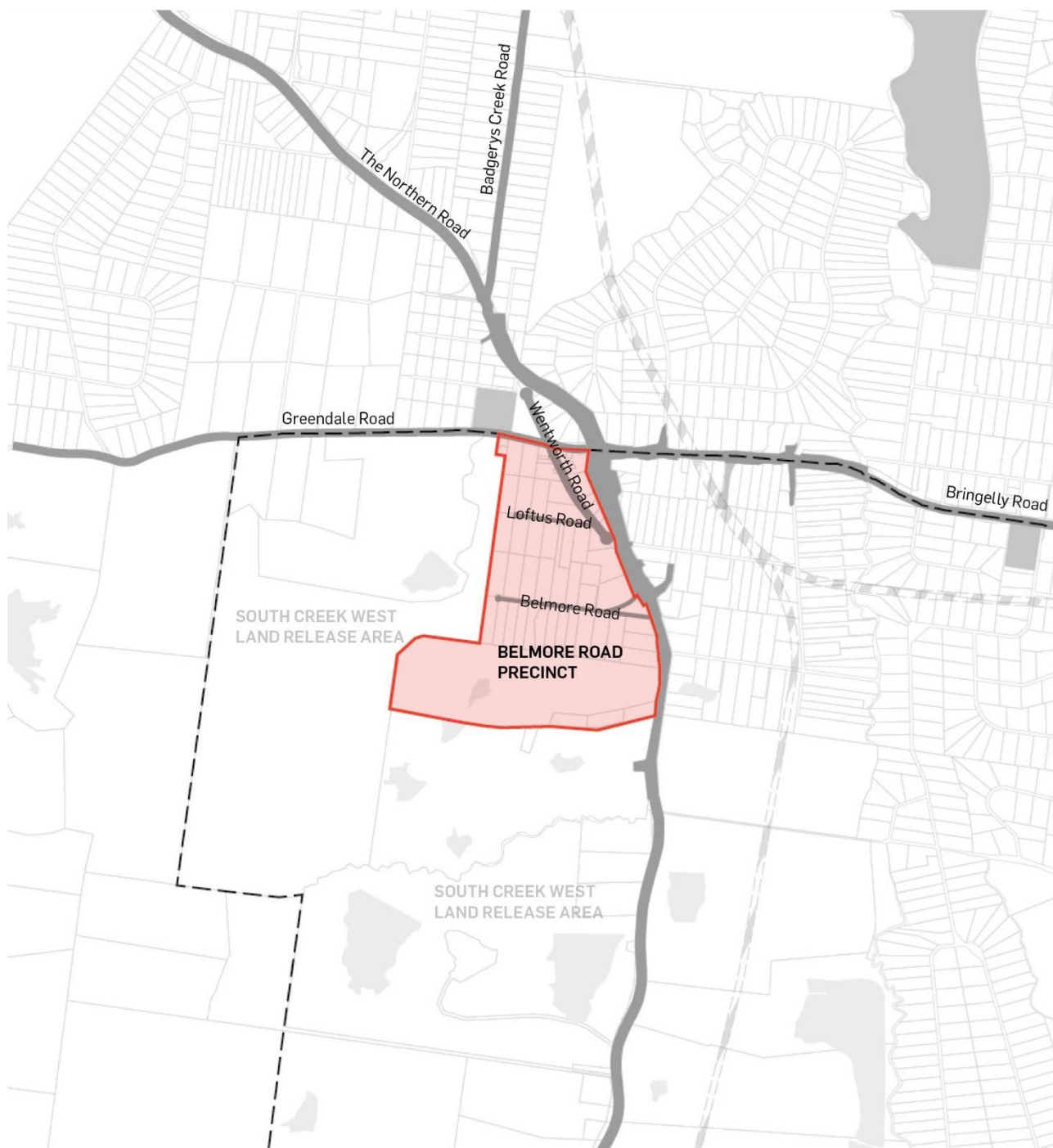
This Schedule applies to all development on the land in the Bringelly Sub-Precinct 2, known as the **Belmore Road Precinct**. This Schedule and related amendments to the DCP give effect to the provisions of this DCP for land within the Belmore Road Precinct as shown on the Land Application Map, identified in **Figure 1**.

1.2 STRUCTURE OF THIS SCHEDULE

This Schedule should be read in conjunction with the main body of the DCP and is in addition to the main body of the DCP. In the event of an inconsistency between this Schedule and the main body of this DCP, this Schedule takes precedence. **Table 1** summarises the structure of Schedule 7 – Belmore Road Precinct

Table 1 Structure of this schedule

Part	Summary
1 – Introduction	Identifies the land to which this Schedule applies.
2 – Development Planning	Establishes an overall vision and Indicative Layout Plan for the Belmore Road Precinct. Provides Precinct specific figures that support the controls in Part 2 of the main body of the DCP in relation to the Belmore Road Precinct
3 – Centres Development Control	Provides specific objectives and controls that apply to land within the Local Centre identified on the ILP. These controls are in addition to those in Part 5 of the DCP.
4 – Site Specific Controls	Specific objectives and controls for development in certain parts of the Precinct, including the employment land.



LEGEND

	Land to which this Precinct Plan applies		Key Roads
	South West Growth Area		Corridor Protection SEPP (North-South Rail Link)
	Cadastral Boundaries		Open Space
			Water Bodies

Figure 1 – Land Application Map



PART 2 – DEVELOPMENT PLANNING AND DESIGN

2.1 BELMORE ROAD PRECINCT – PRECINCT PLANNING VISION

The Belmore Road Precinct is Camden’s Gateway to the Aerotropolis. Building on its foundation as a place rich in heritage and character, the Precinct will reflect best practice in design and environmental outcomes in greenfield communities. This creates a place where the natural environment integrates seamlessly with the built environment, providing a direct link to the early landscape character of Camden.

This new neighbourhood will provide a living space, which is close to the important high order jobs in Western Sydney, located within the Aerotropolis. This proximity promotes the 30-minute city vision 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 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. The vibrant 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 social gathering within the Precinct.

The Belmore Road Precinct has 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 overtime. This allows the precinct to iteratively evolve and respond as the Aerotropolis and surrounding communities, such as Lowes Creek Maryland, develop.

Cycleways and footpaths will connect across the Precinct to enable residents easy access to amenities. 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.

2.2 INDICATIVE LAYOUT PLAN

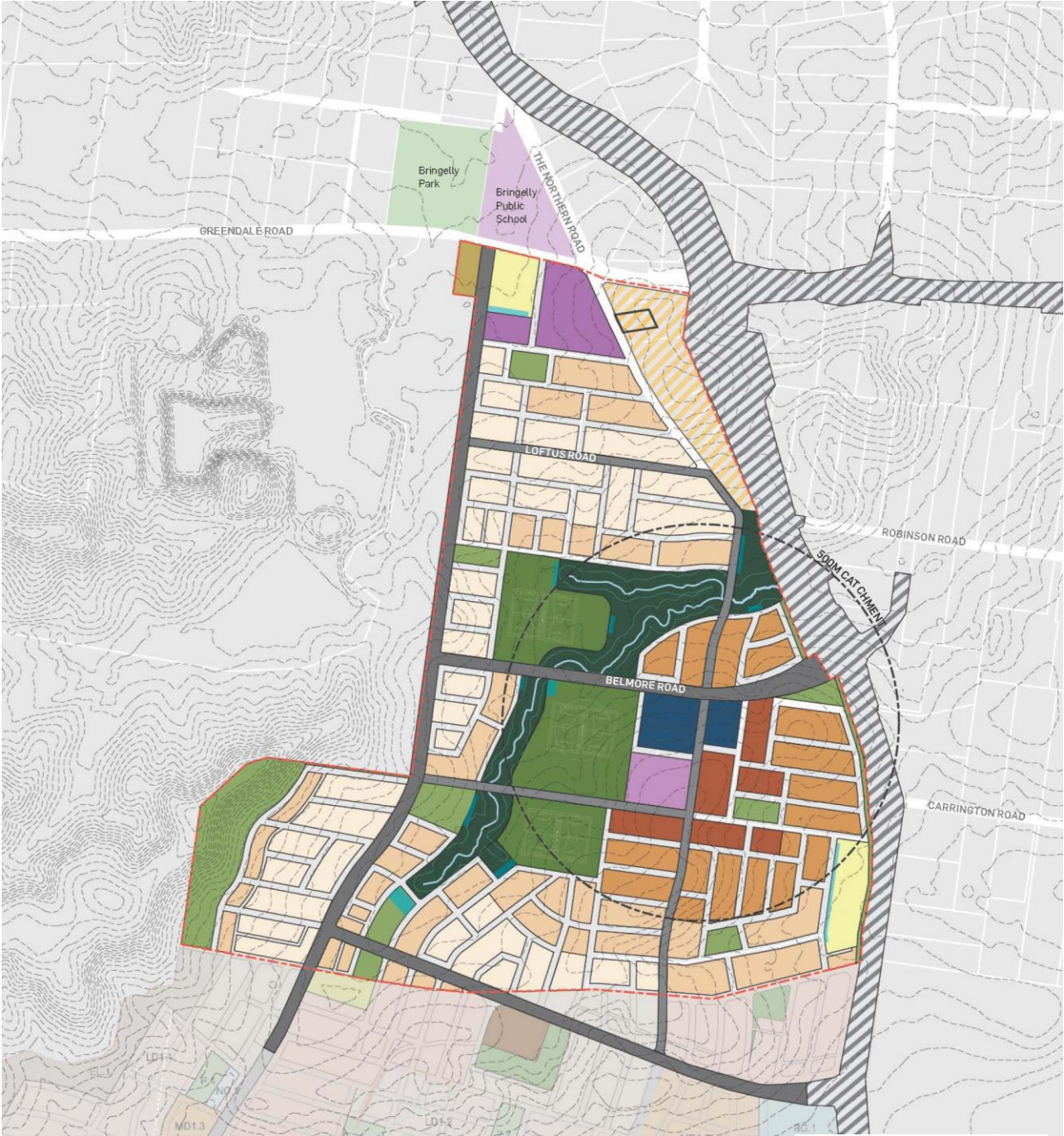


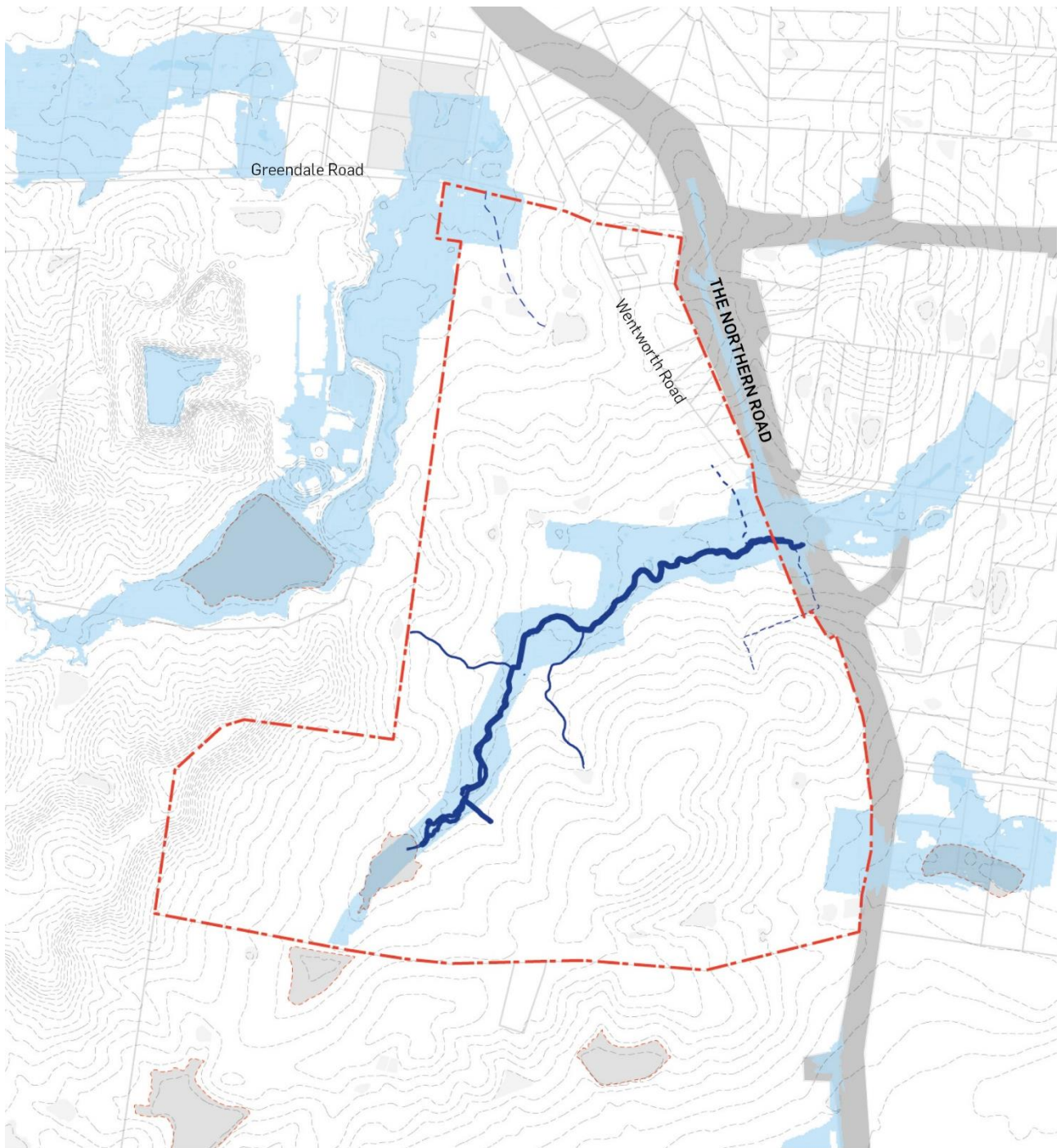
Figure 2 – Indicative Layout Plan



2.3 REFERENCED FIGURES

Table 2 Referenced figures

Referenced Figure	Section in the main body of the DCP
Figure 1 – Land Application Map	Section 1.2
Figure 2 – Indicative Layout Plan	Section 2.2
Figure 3 – Flood Prone Land	Section 2.3
Figure 4 – Key Elements of the Water Cycle Management and Ecology Strategy	Section 2.3
Figure 5 – Indigenous cultural heritage	Section 2.3
Figure 6 – European cultural heritage	Section 2.3
Figure 7 – Bushfire risk and APZ requirements	Section 2.3
Figure 8 – Geotechnical Constraints – Potential Areas of Concern	Section 2.3
Figure 9 – Noise - Indicative offset distances	Section 2.3
Figure 10 – Residential structure	Section 2.3
Figure 11 – Precinct Road Hierarchy	Section 2.4
Figure 12 – Pedestrian and Cycle Network	Section 2.4
Figure 13 – Proposed Street Hierarchy	Section 2.4
Figures 14 – 25 – Proposed Road Sections	Section 2.4
Figure 26 – Open Space Network	Section 2.5
Figure 27 – Location of Local Centre and Employment Precinct	Section 3.1
Figure 28 – Indicative Layout of Local Centre (Ground floor)	Section 3.1
Figure 29 – Indicative Layout of Local Centre (Above Podium)	Section 3.1
Figure 30 – Indicative Layout of Employment Precinct	Section 4.1

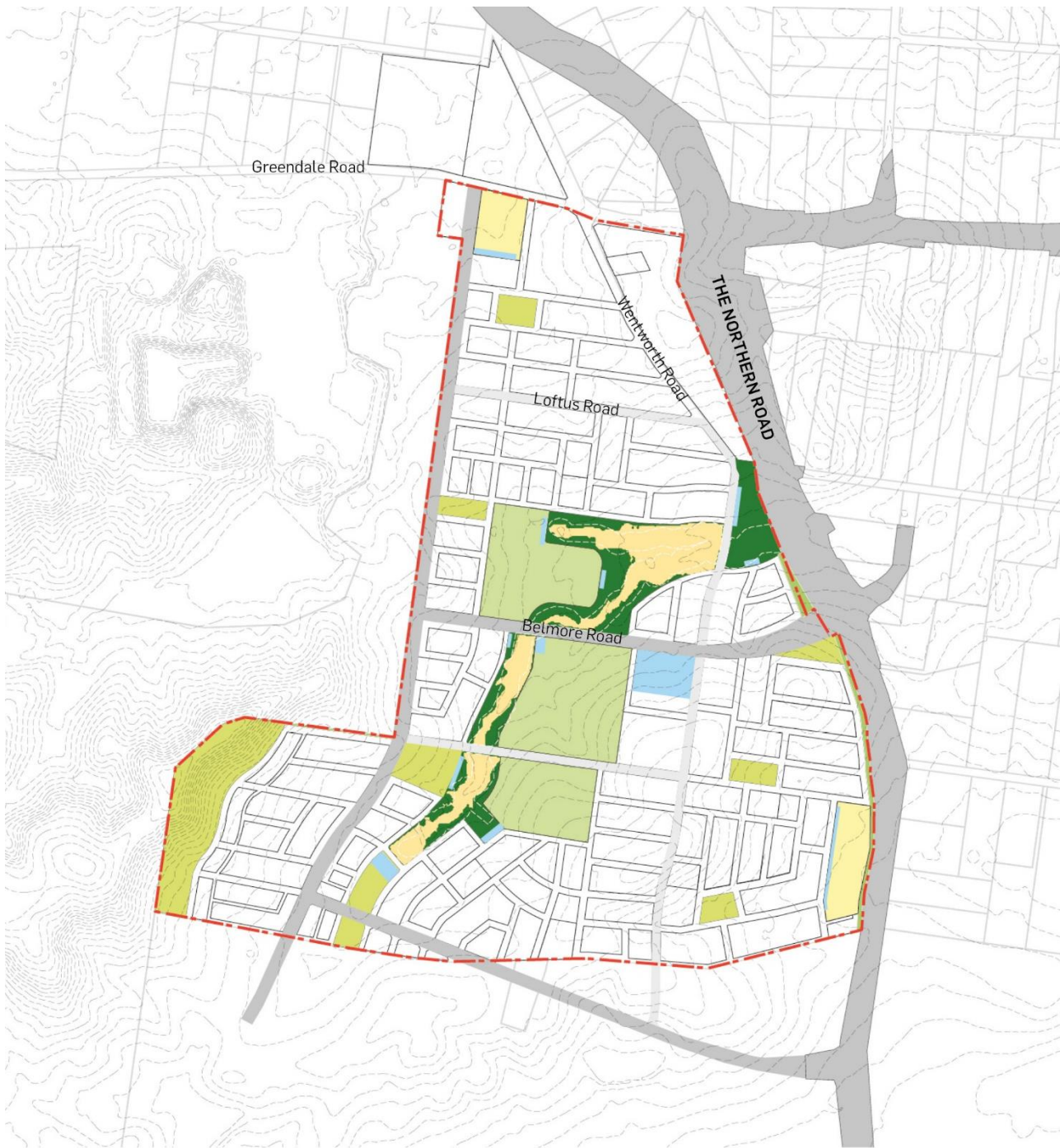


LEGEND

	Belmore Road Precinct		Existing Dams
	The Northern Road		Post-Development Flood Extent (1 in 100 year)
			Existing Creek

Figure 3 – Flood prone land



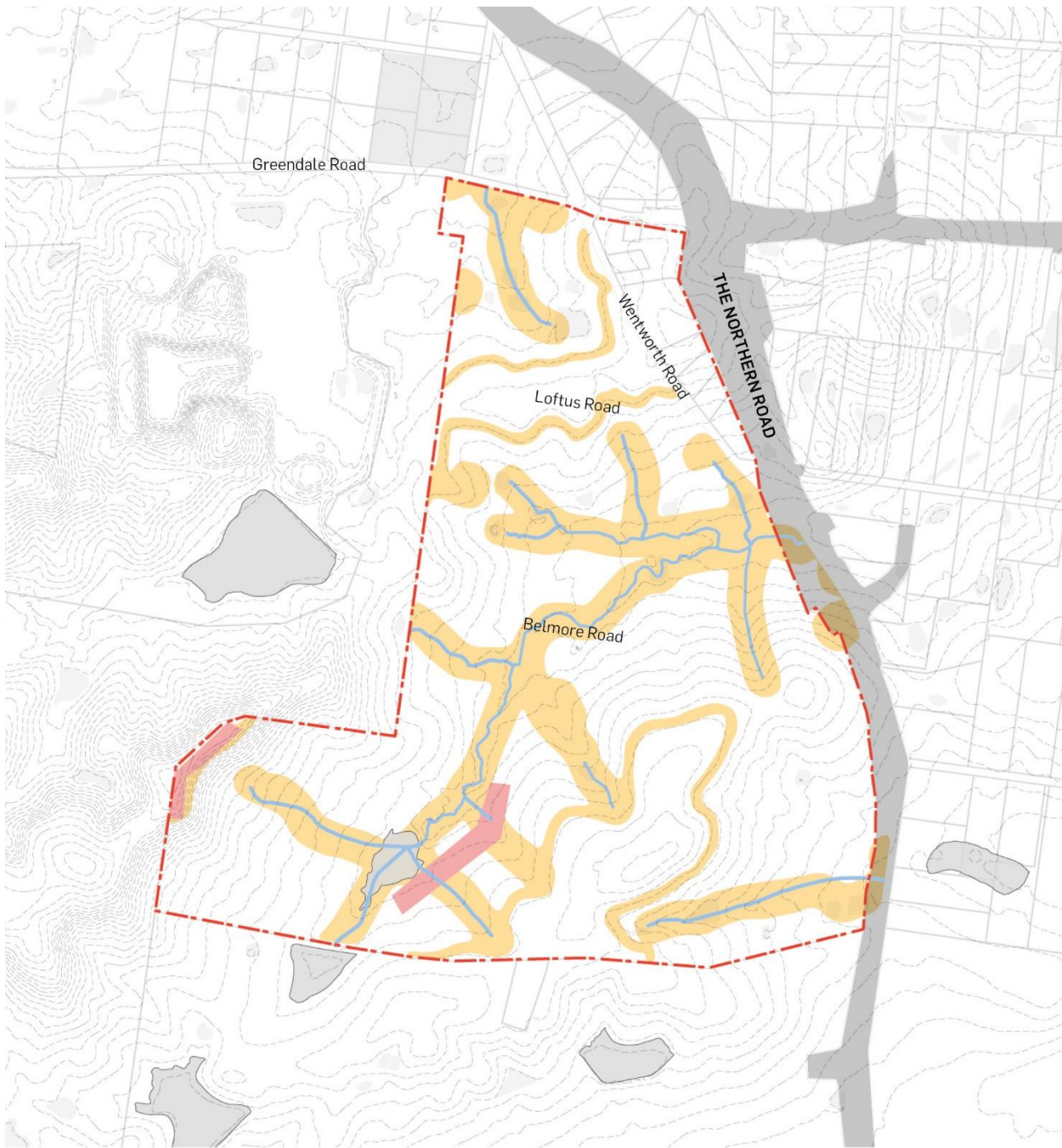


LEGEND

	Belmore Road Precinct		Open Space and Landscape Buffer		Open Space Connection (Landscape Buffer)
	The Northern Road		Playing Fields		Drainage Basins
	Sub-Arterial Road		Riparian Corridor		Rain Gardens
	Collector Roads				

Figure 4 – Key Elements of the Water Cycle Management and Ecology Strategy



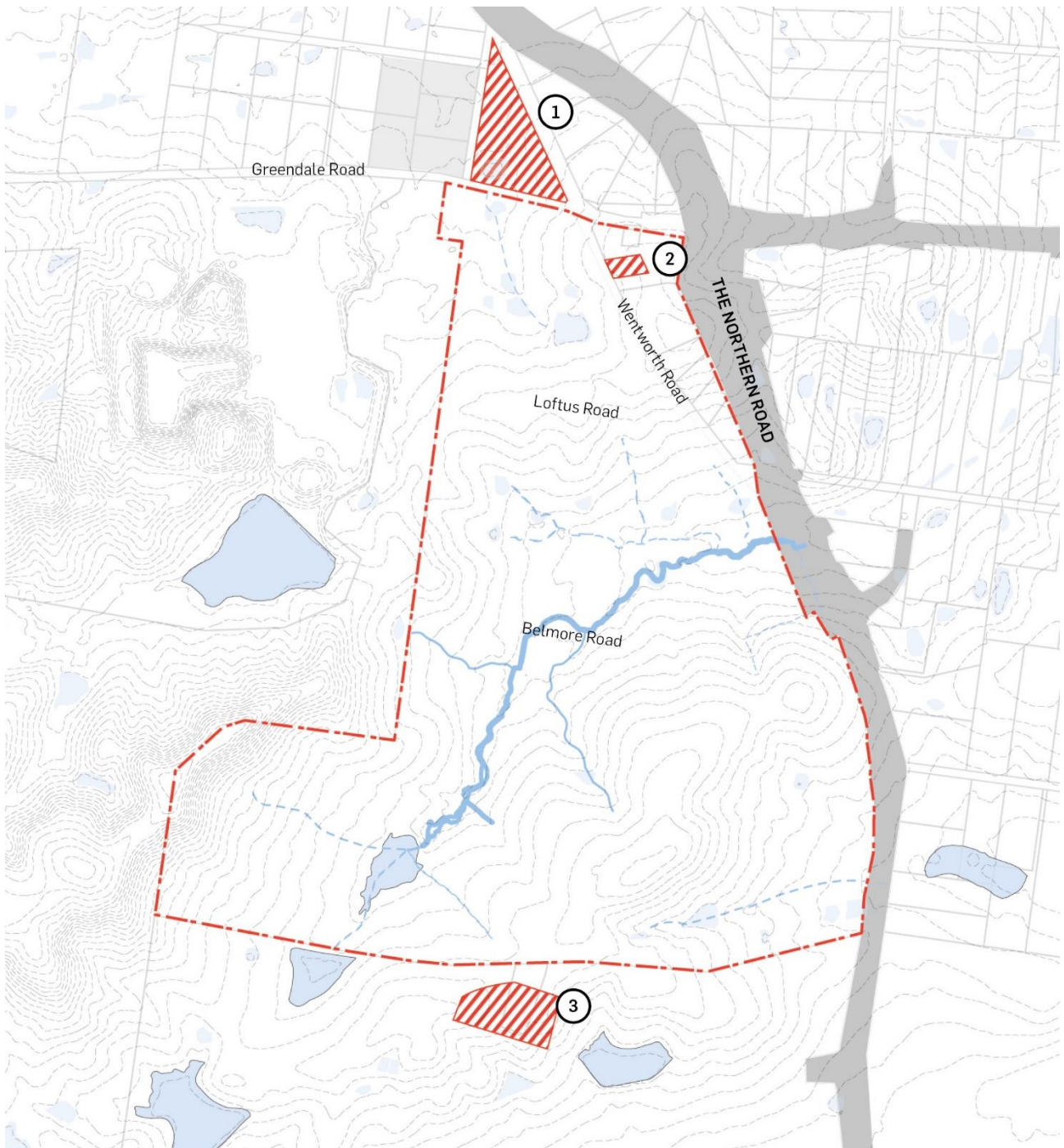


LEGEND

	Belmore Road Precinct		Areas of Medium to High archaeological potential
	The Northern Road		Areas with potential archaeological deposit
	Existing Dams		Potential areas of cultural value

Figure 5 – Indigenous Cultural Heritage





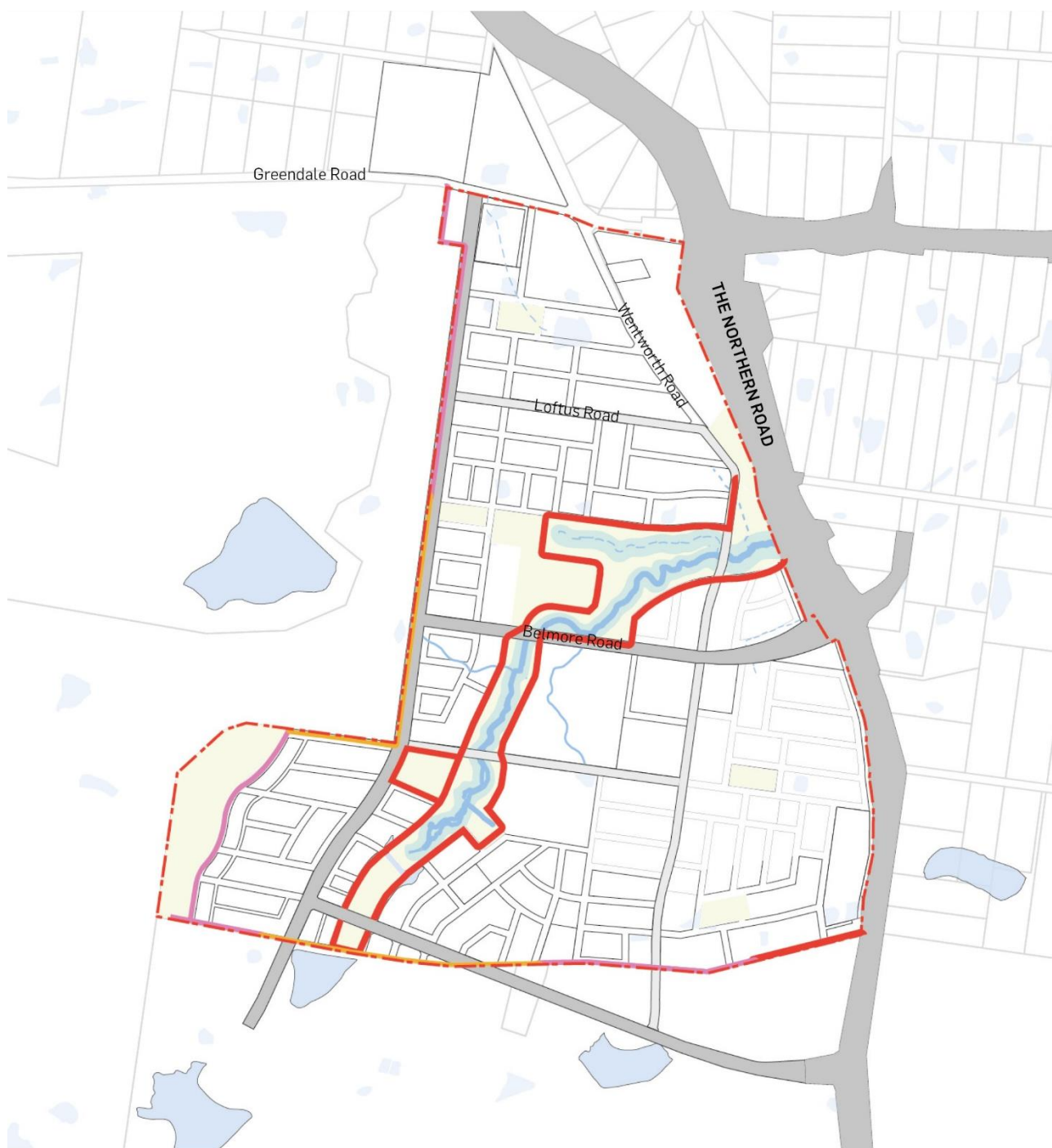
LEGEND

	Belmore Road Precinct
	The Northern Road
	Existing Creeks and Dams
	Listed Heritage Item

- | | |
|---|--|
| ① | Bringelly Public School Group (I7), including schoolhouse and former Headmaster's residence |
| ② | Fibro House (I2) |
| ③ | Birling Homestead 1937 |

Figure 6 – European Cultural Heritage



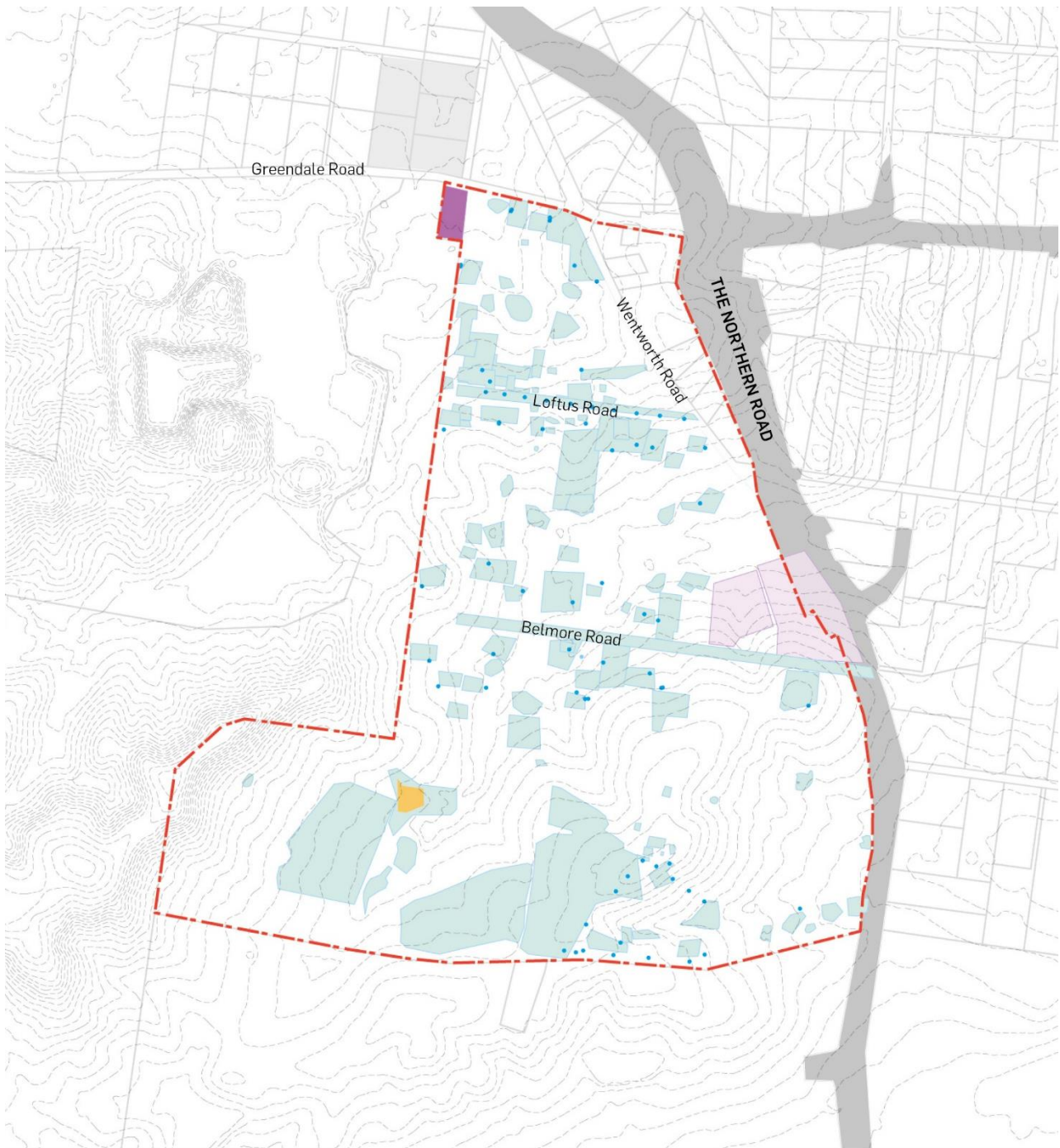


LEGEND

	Belmore Road Precinct		Existing Creeks and Dams		12m Asset Protection Zone (Grassland / downslope 0-5°)
	The Northern Road		Open Space and Riparian Corridor		16m Asset Protection Zone (Woodland / downslope 0-5°)
	Sub-Arterial Road		10m Asset Protection Zone (Grassland/ Upslope or Flat)		
	Collector Roads				

Figure 7 – Bushfire Risk and APZ Requirements



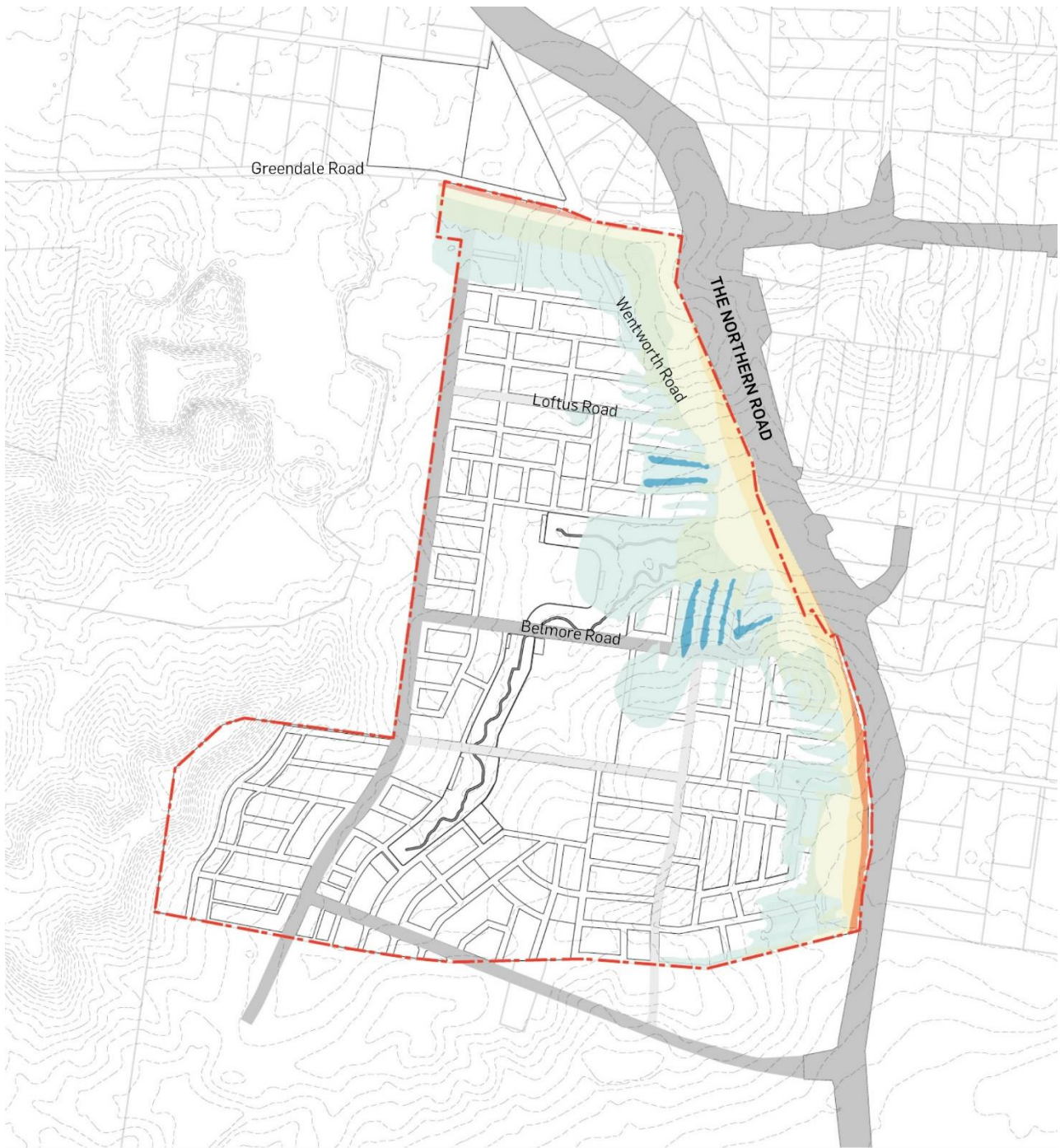


LEGEND

	Belmore Road Precinct		Asbestos Impacted Fill		Timber Power Poles and Spetic Tanks
	The Northern Road		The Northern Road Site Compound, Car Park, Concrete and Asphalt Batch Plant		Other Potential Areas of Environmental Concerns
			Electrical Substation		

Figure 8 – Geotechnical Constraints – Potential Areas of Concern



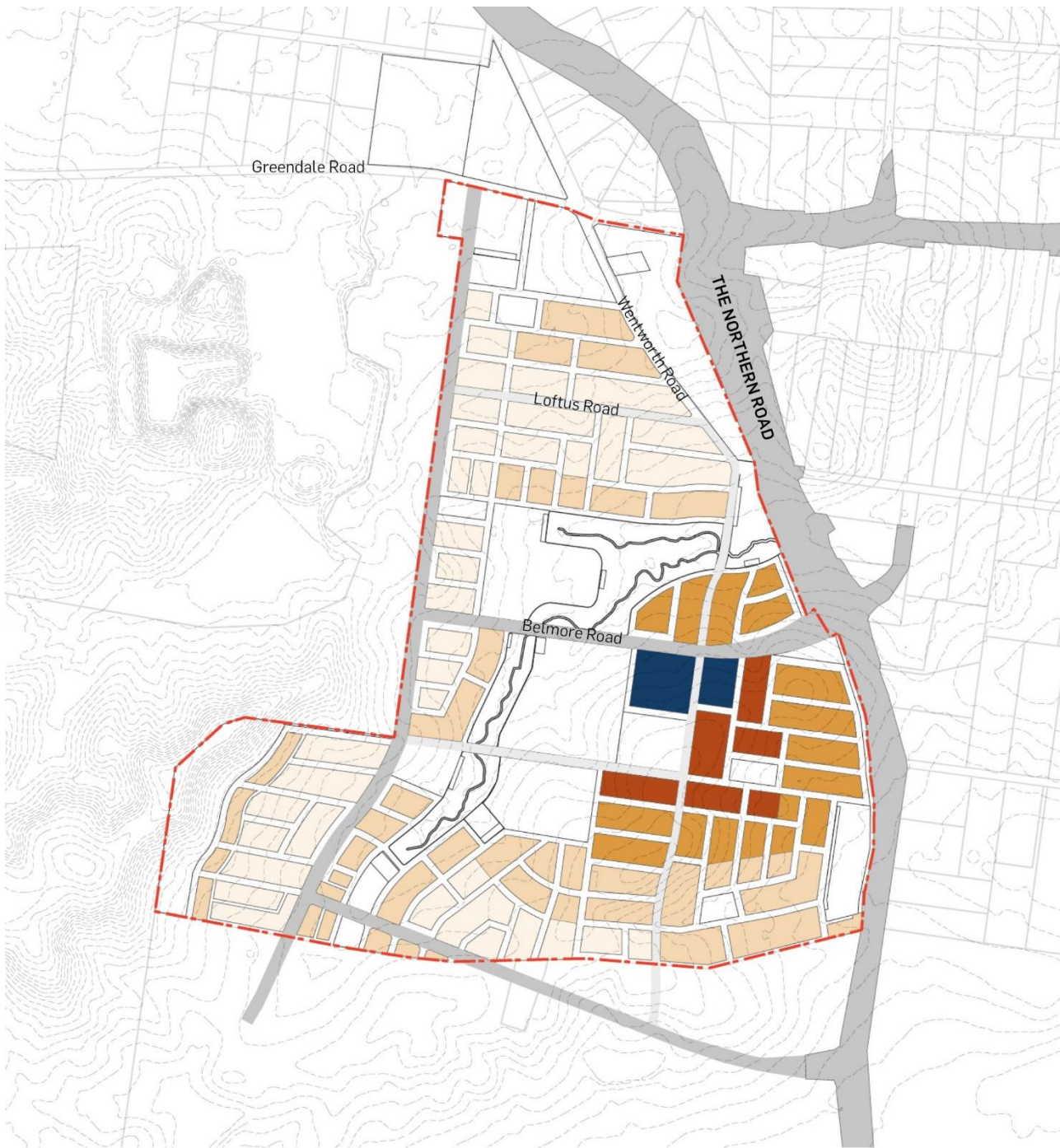


LEGEND

	Belmore Road Precinct		<50		60-65
	The Northern Road		50-55		65-70
	Sub-Arterial Road		55-60		>70
	Collector Roads				

Figure 9 – Noise - Indicative offset distances



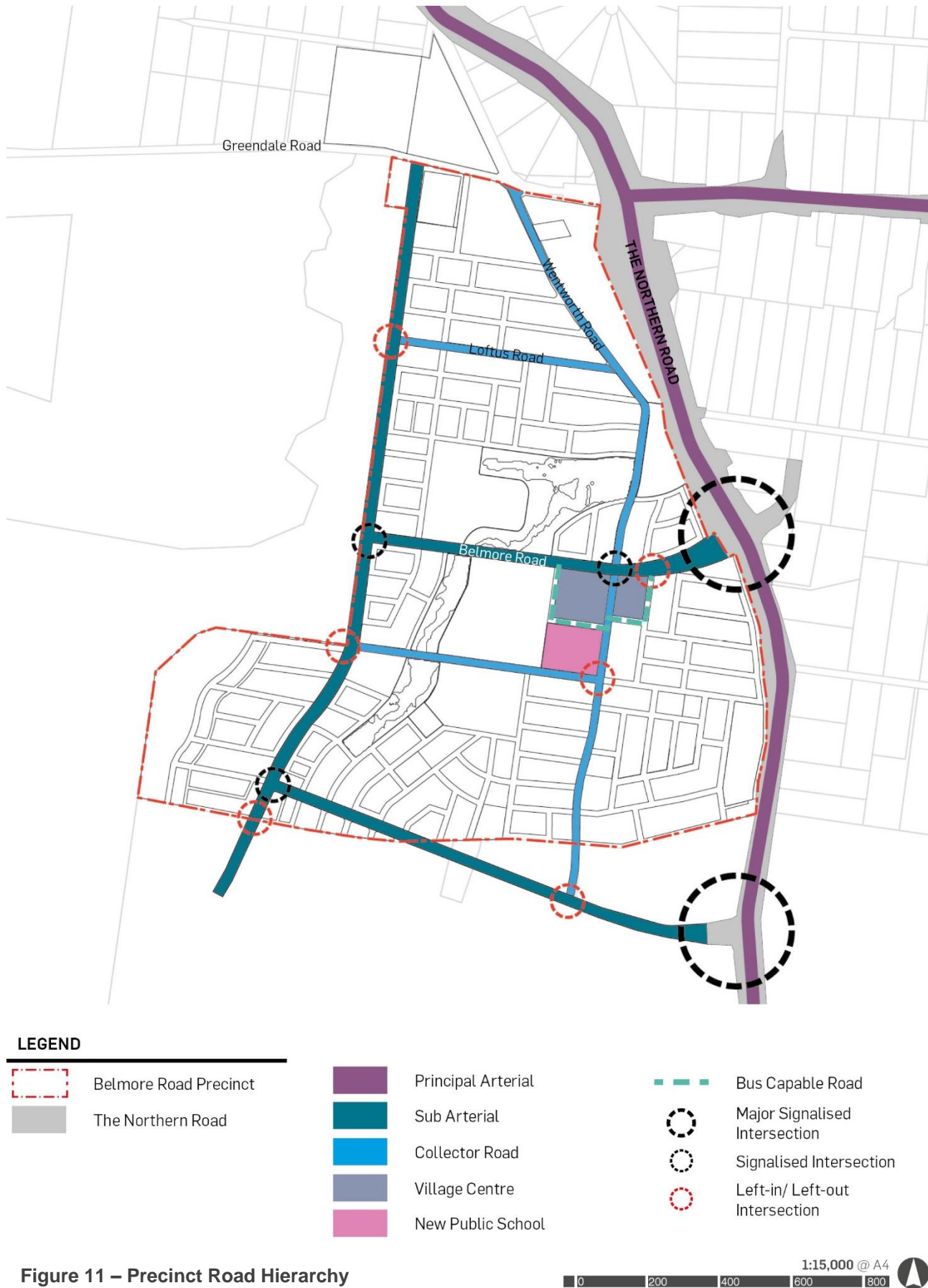


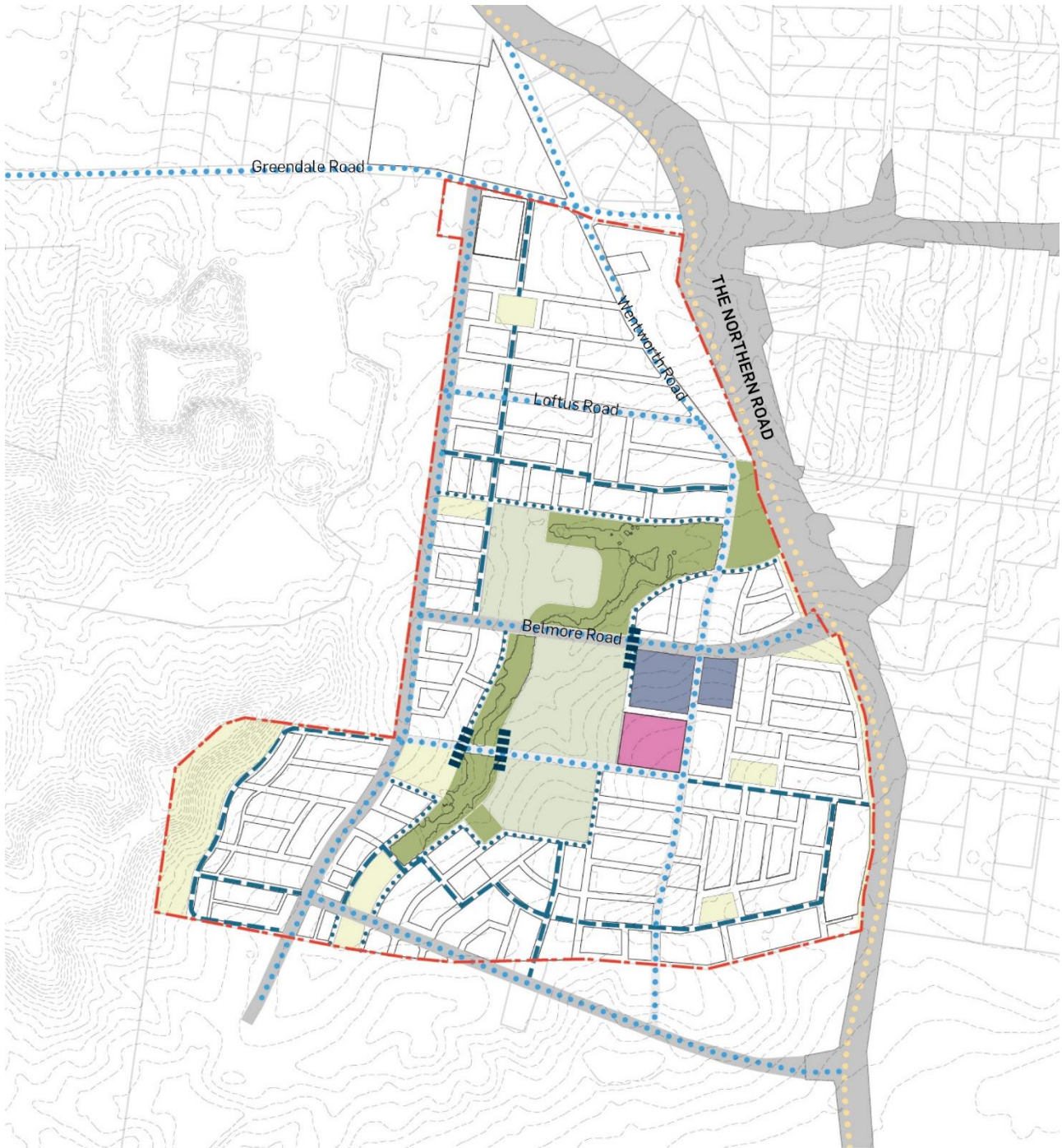
LEGEND

	Belmore Road Precinct		Low Density Band 1 (10 to 20 dw/ha)
	The Northern Road		Low Density Band 2 (20 to 25 dw/ha)
	Sub-Arterial Road		Medium Density Band 1 (25-35dw/ha dw/ha)
	Collector Roads		Medium Density Band 2 (35-60 dw/ha)
			Local Centre

Figure 10 – Residential Structure

2.4 STREET DESIGN AND ROAD NETWORK



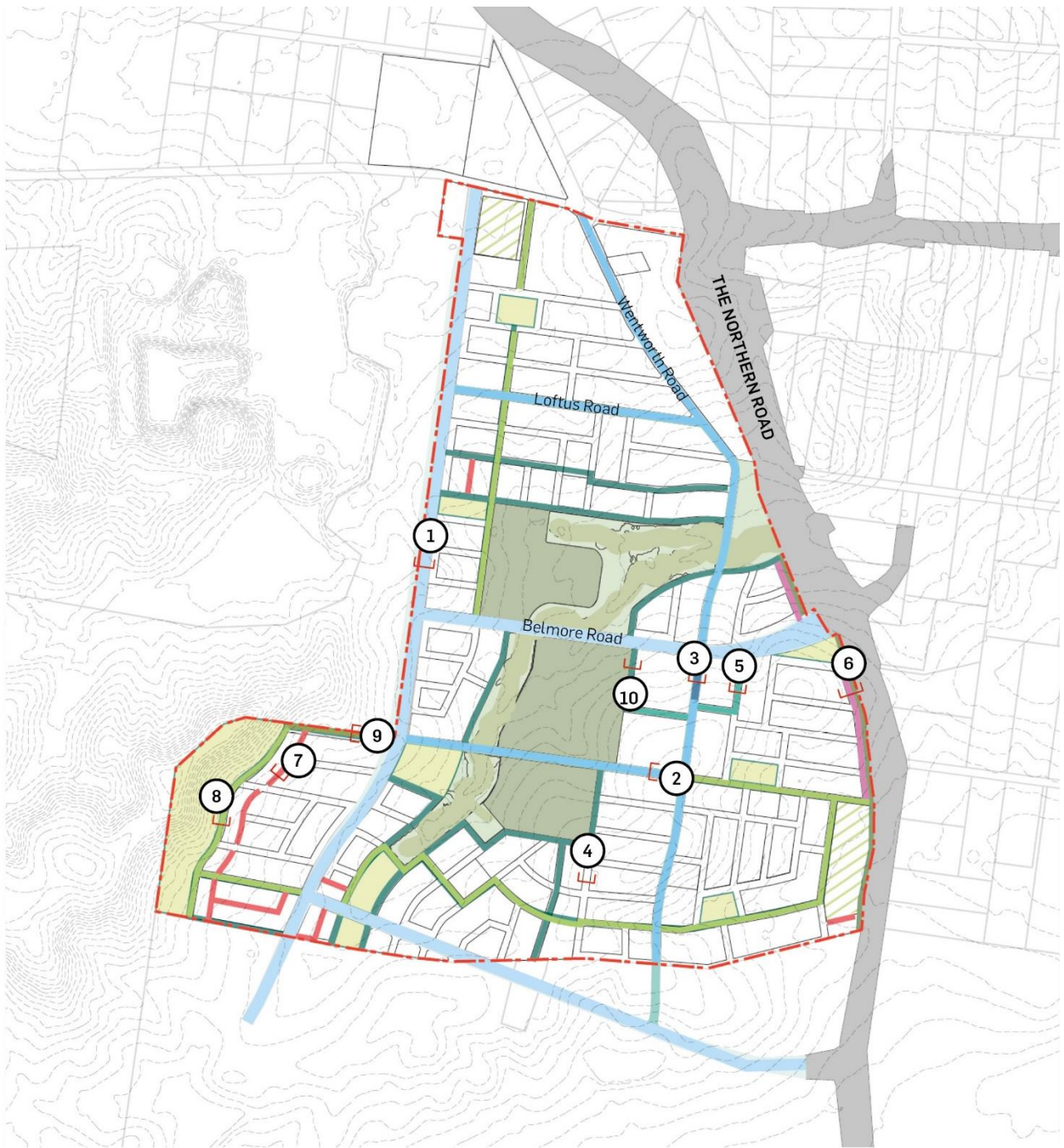


LEGEND

	Belmore Road Precinct		Regional Cycle Route		Proposed Park Streets
	The Northern Road		Proposed Off Road Sharepath		Key Pedestrian Crossings to Creek
	Sub-Arterial Road		Proposed Green Streets (with Sharepath along Riparian Corridor and Open Space)		Village Centre
	Collector Roads				New Public School

Figure 12 – Pedestrian and cycle network





LEGEND

	Belmore Road Precinct		Green Streets (18m)		Riparian Corridor
	The Northern Road		Typical Local Streets (16m)		Landscape Buffer along the Northern Road
	Sub-Arterial Roads (29.1m)		Local Parks		Dual-use Drainage Basins
	Collector Roads (21m)		Sporting Fields		

Figure 13 – Proposed Street Hierarchy



2.4.1 Street Design

Objectives

- (a) To create a safe and permeable road network that caters for pedestrians, cyclists and vehicles.
- (b) To contribute to the amenity of the place and integrate with surrounding land use and adjoining built form.
- (c) To ensure that new streets provide street trees and canopy cover to reduce the urban heat island effect.
- (d) To reflect the important and varied role streets play in urban environments; as public spaces, places for social interaction, service provision, movement connections, water and flood management, biodiversity and environmental functions.
- (e) Prioritise healthy living, including design to mitigate and adapt to heat, and design for active transport.

Controls

- 1. Consistency with the following cross sections and **Table 3** is expected for all sub arterial, collector and local roads to ensure consistency of road layout and cross-section across the precinct.
- 2. For all public domain, use pavements which are permeable and have low heat conductivity, resulting in less solar absorption. When using permeable pavers, it must be demonstrated there is no impact on the salinity or sodicity of underlying soils.
- 3. Mature trees should be retained and incorporated into the subdivision and public domain design, where possible to contribute to the mature tree canopy cover in the neighbourhood, to provide visually interesting streetscapes, improve public amenity, improve air quality, and enhance tree canopy cover.
- 4. Appropriate plant species are to be selected for the site conditions with consideration given to trees providing shade in summer and allowing sunlight in winter and to provide habitat.
- 5. Lighting for streets should use energy efficient LED lighting

Table 3 Street typologies

Street typology	Role and modal priorities
Sub-arterial Roads	Higher-order neighbourhood streets, that typically facilitate the connection of the arterial road network to other precincts and the Northern Road as well as local street networks, although with a greater emphasis on placemaking outcomes, and may still include active transport and pedestrian amenity.
Collector Roads	<p>Bisect the precincts between the sub-arterial road and The Northern Road, enabling efficient distribution between all three north-south routes, especially for the local trips.</p> <p>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.</p>
Local Roads	<p>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.</p> <p>Cross sections have been prepared for both bus capable and general local roads.</p>

Street typology	Role and modal priorities
Green Streets	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.
Laneways	Narrow, rear access slow speed environments that service residential housing, discourage vehicular thoroughfare and encourage informal sharing of street space between all street users.

2.4.2 Pedestrian and Cycle Network

Objectives

- (a) To encourage the use of public transport through the provision of integrated bus, pedestrian and cycle routes within the Precinct.
- (b) To encourage the use of active transport through the provision of pedestrian and cycle routes within the Precinct.
- (c) To prioritise public transport infrastructure provision to deliver and support the 30-minute city and meet current and future demand.
- (d) To provide opportunities to extend the pedestrian and cycle routes beyond the Precinct.
- (e) To provide a network for pedestrian and cyclists to traverse across the Precinct safely.

Controls

1. The design of all roads (local, collector and sub-arterial) will provide for on or off-road cycle lanes and/or pedestrian/shared paths.
2. The design of all sub-arterial and collector roads will provide for shared paths on both sides.
3. All roads should reflect the proposed cycle network (see Figure 13)
4. Provide high quality, safe and accessible end-of-trip facilities (centralised cycle hubs that are integrated within the development at convenient locations, on-street secure bicycle storage located conveniently at end of cycle destinations, parking hubs for shared bikes, lockers and showers).

1A) SUB-ARTERIAL ROAD (TYPE A)- (30.6)

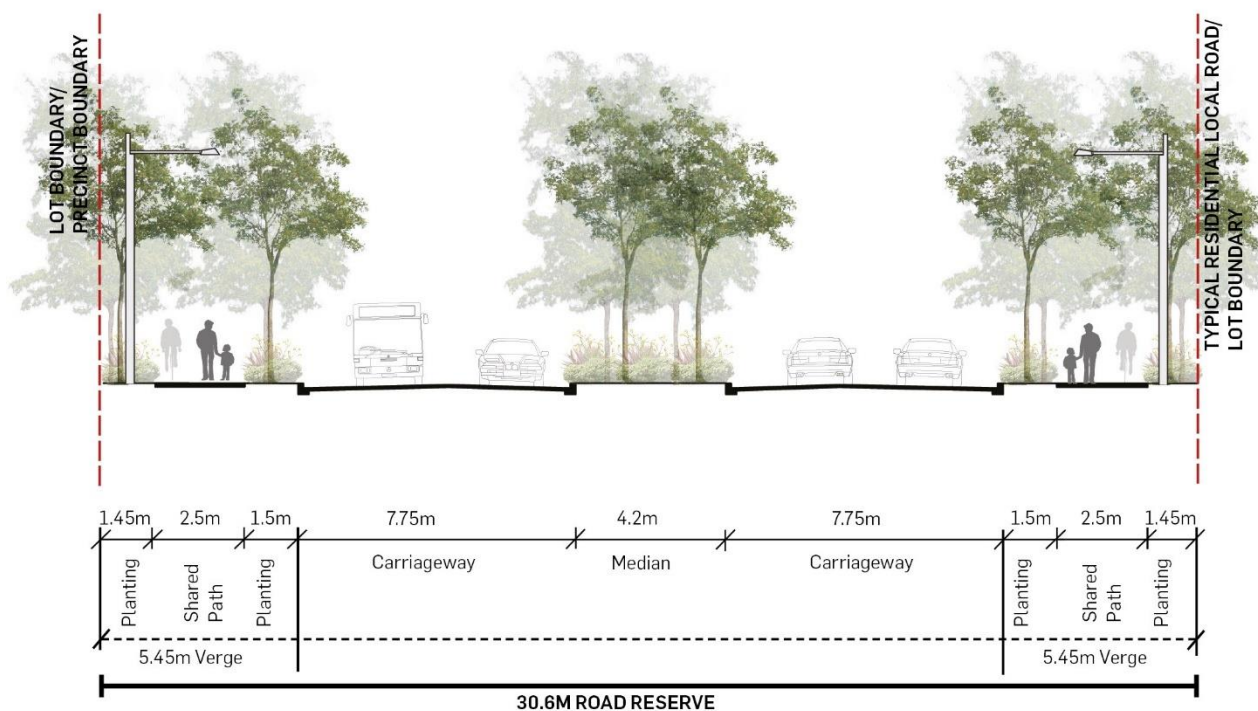


Figure 14 Belmore Road Precinct Sub-Arterial Road Type A (30.6m)



1B) SUB-ARTERIAL ROAD (TYPE B)- (30.6M)

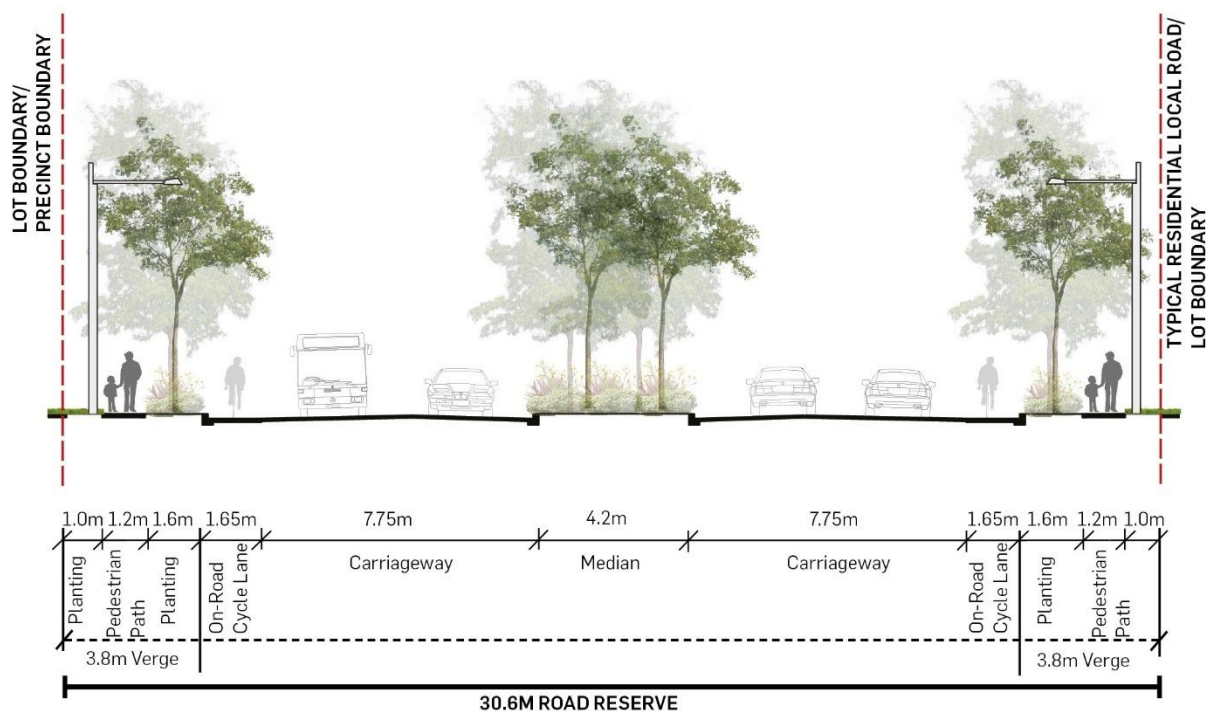


Figure 15 Belmore Road Precinct Sub-Arterial Road Type B (30.6m)



2 COLLECTOR ROAD (21M)

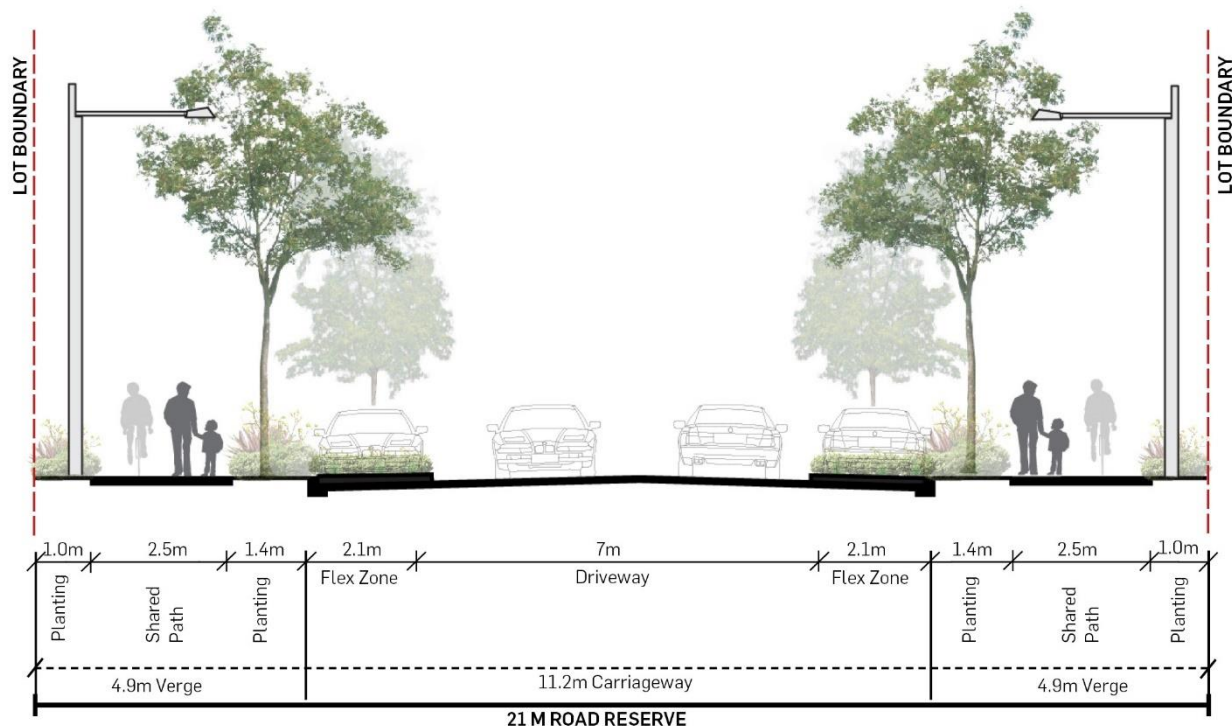


Figure 16 Typical Collector Road (21m)

3 LOCAL CENTRE'S COLLECTOR ROAD (21M)

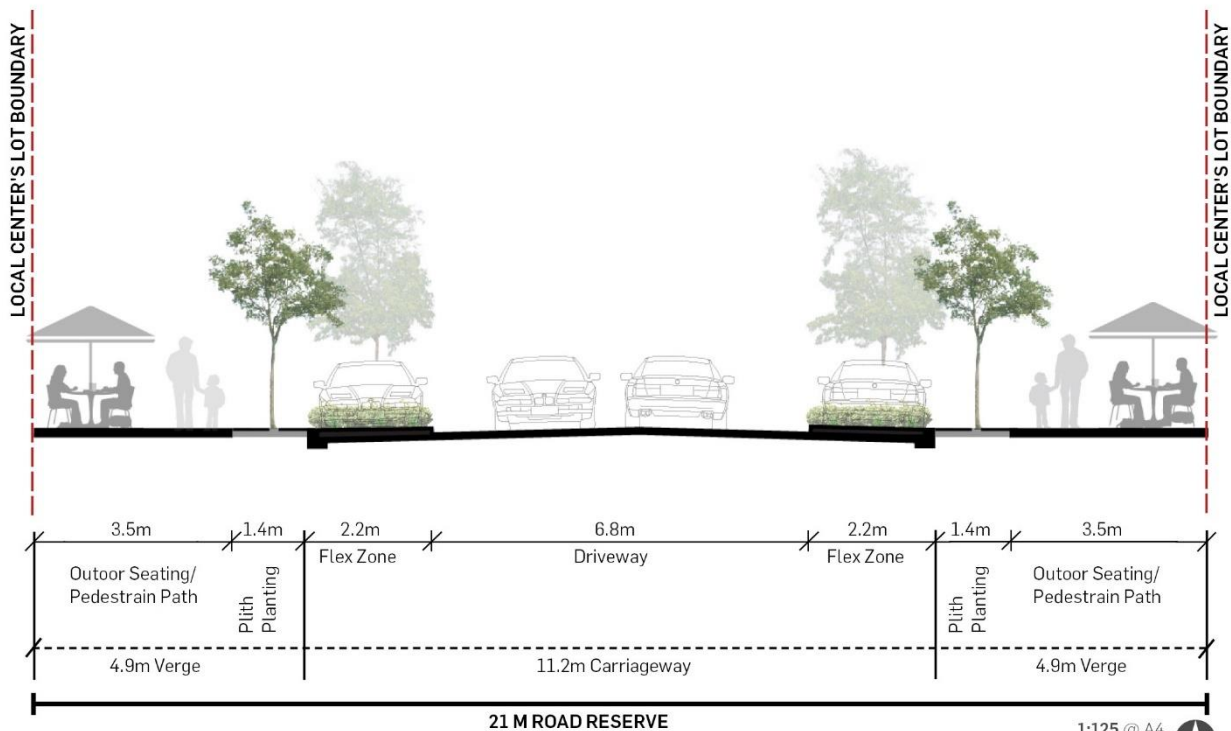


Figure 17 Local Centre's Collector Road (21m)

④ TYPICAL LOCAL ROAD (16M) - FOR RESIDENTIAL

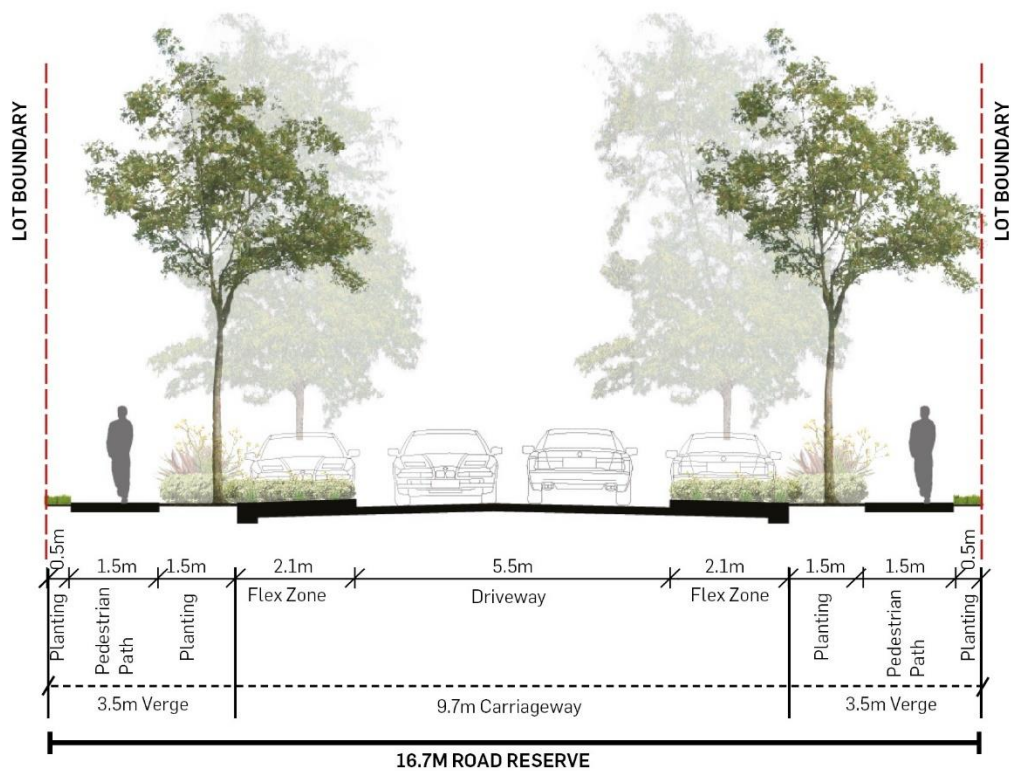


Figure 18 Local Road (16m)



⑤ LOCAL CENTRE ROAD- (18.2M)

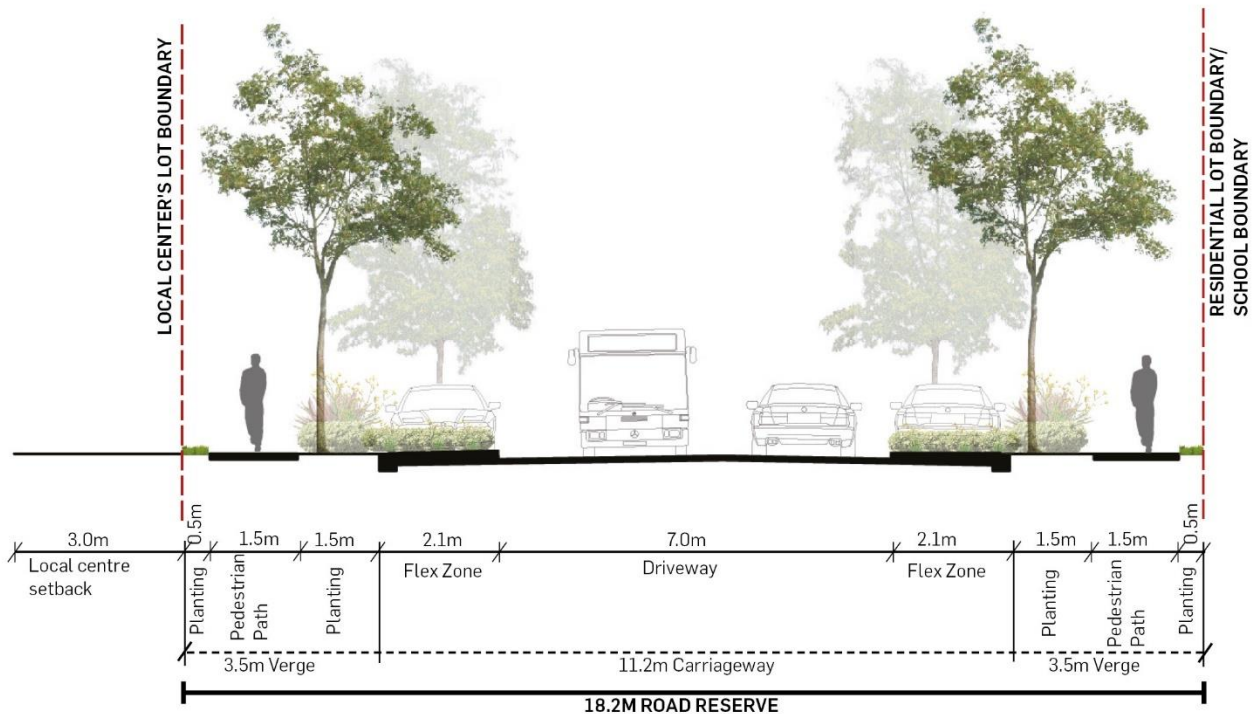


Figure 19 Local Centre Road (18.2m)



6 LOCAL ROAD (ALONG THE NORTHERN ROAD)- 16.7M +10M LANDSCAPE BUFFER

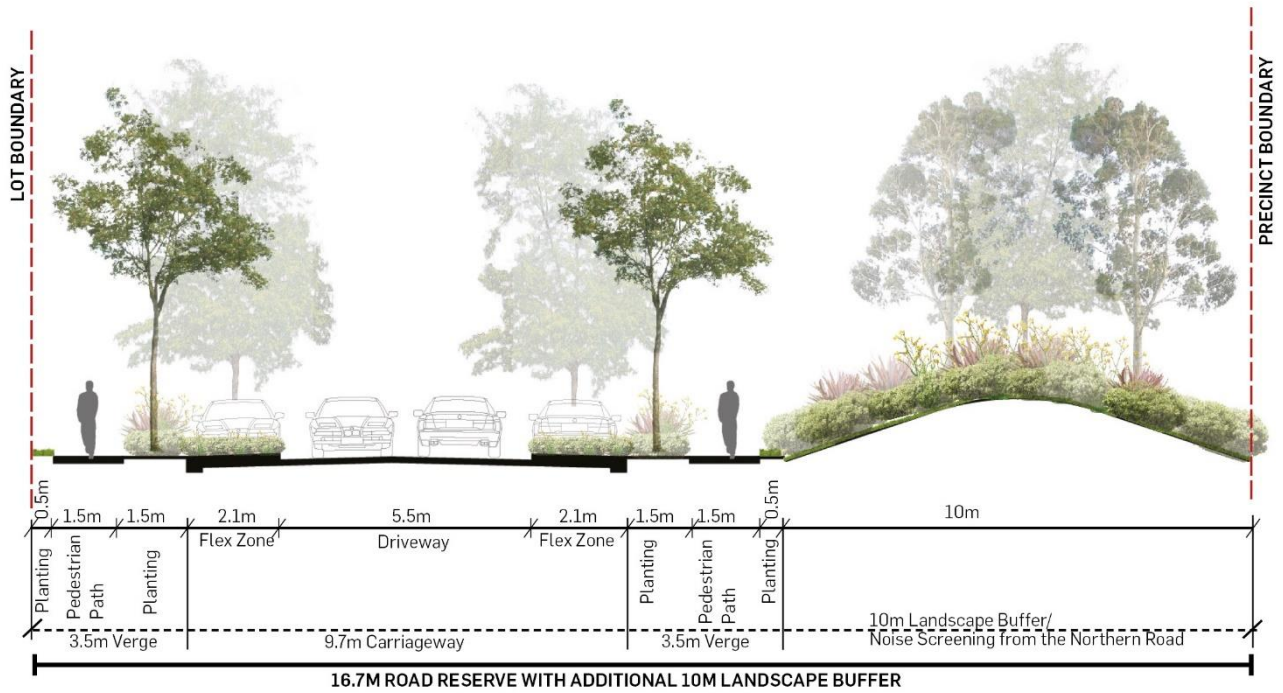


Figure 20 Residential Local Road along the Northern Road (16.7m + 10m)



7 LANEWAY (8M)

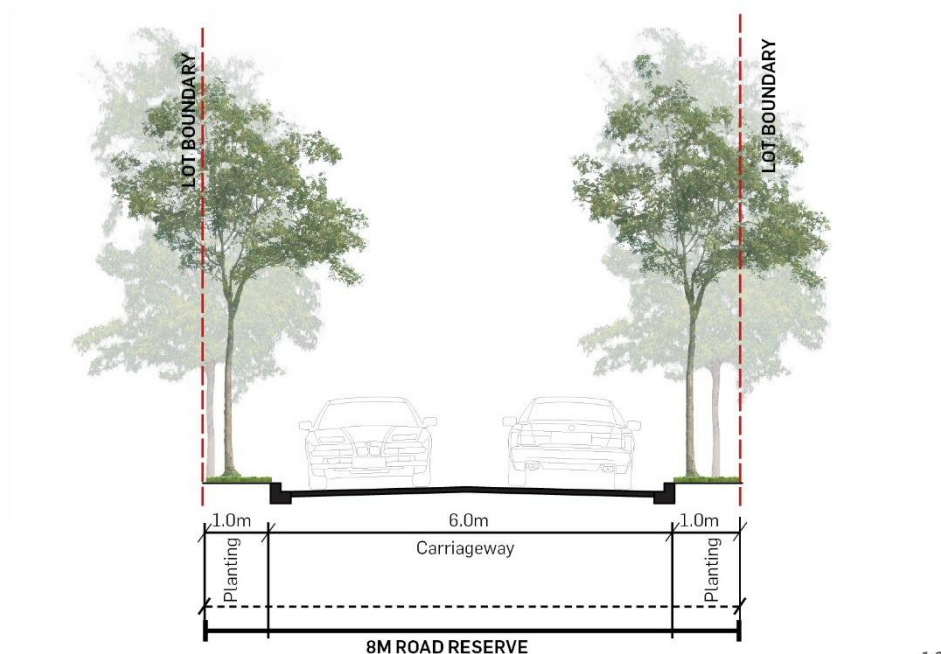


Figure 21 Laneways (8m)



8A GREEN LINK STREET (16.7M)

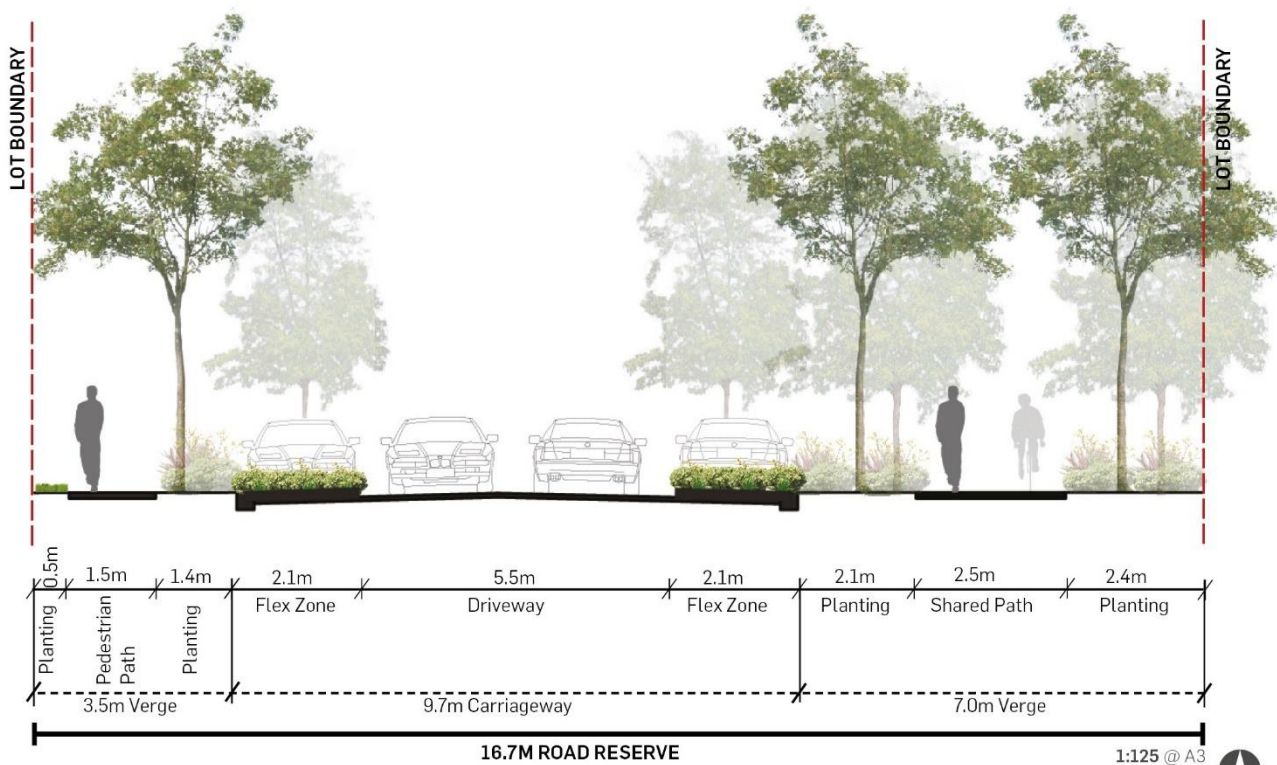


Figure 22 Typical Green Link Street (16.7m)

8B GREEN LINK STREET (16.7M)

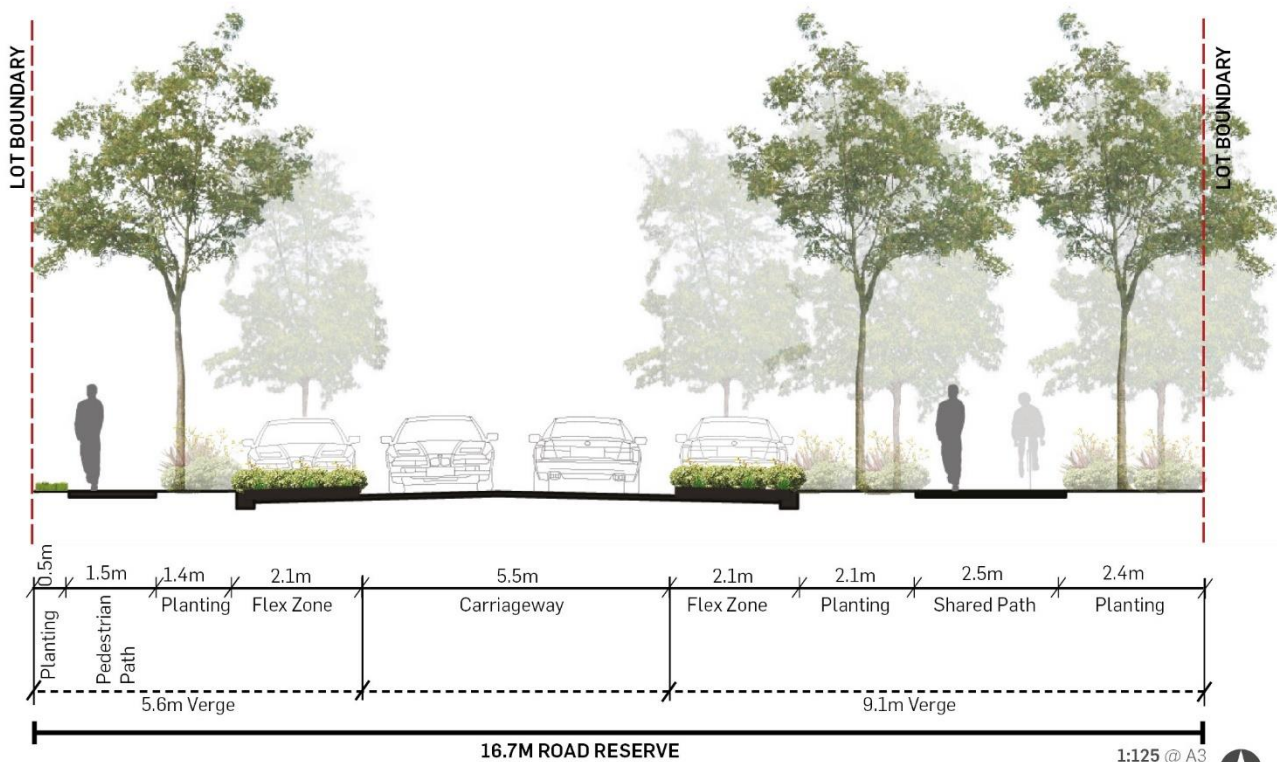


Figure 23 Green Link Street with Flex Zone (16.7m)

9 GREEN LINK STREET WITH ADDITIONAL LANDSCAPE BUFFER (ALONG SOUTH-WESTERN BOUNDARY) - (16.7M+ 5M)

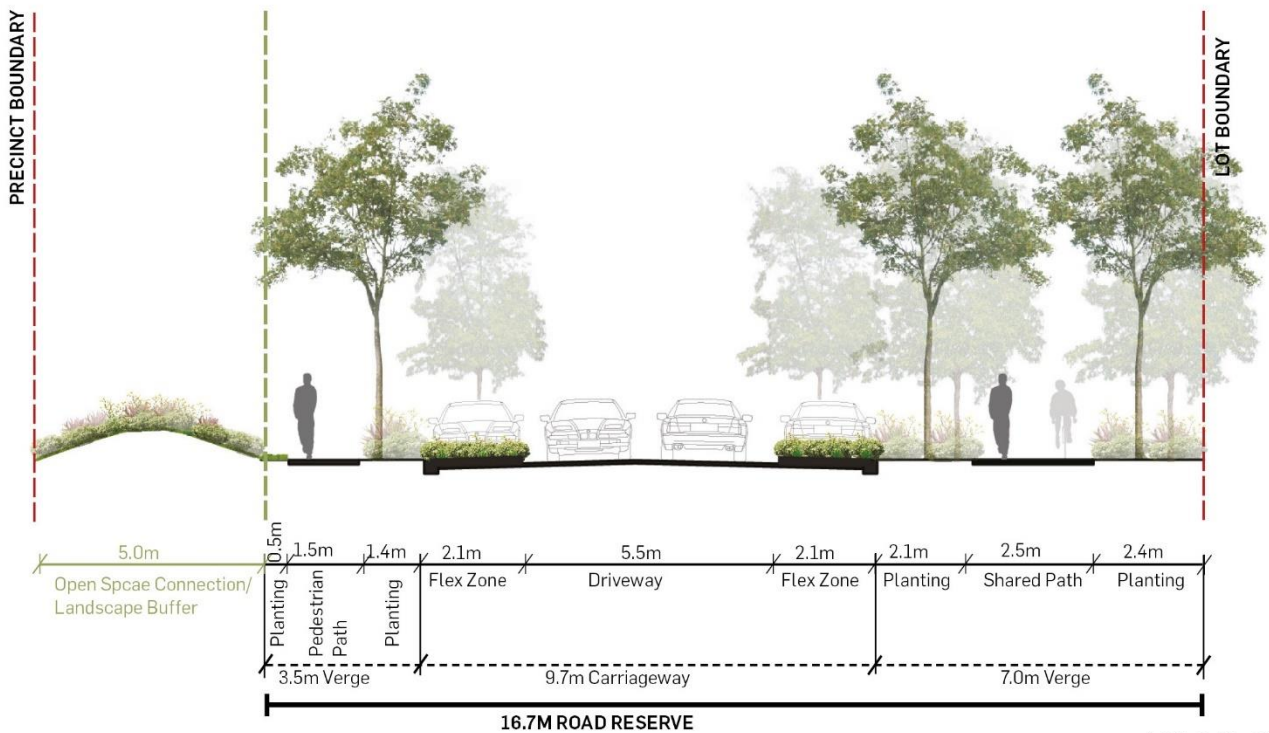


Figure 24 Green Link Street with Additional Landscape Buffer (21.7m)

10 PARK STREETS- (13.6M)

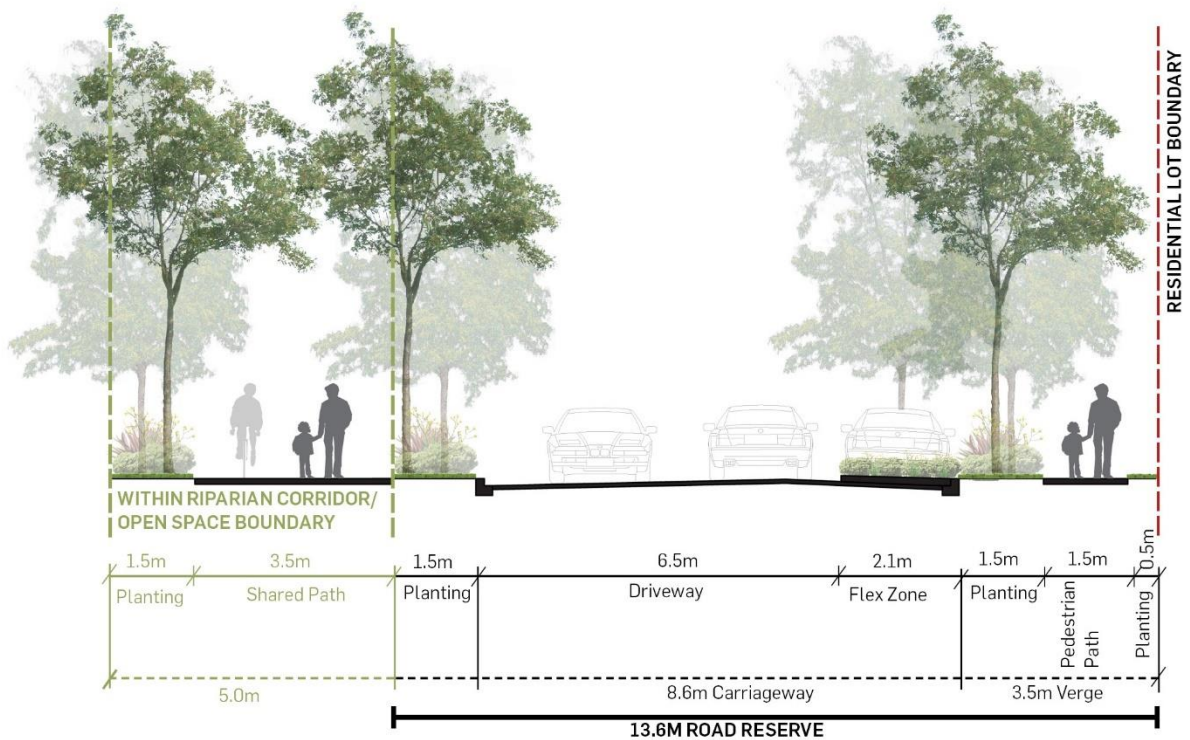


Figure 25 Park Street (13.6m)

2.5 OPEN SPACE AND RECREATION NETWORK

Objectives

- (a) To provide open space to local residents for social interaction and passive recreation activities.
- (b) To establish a sense of place and orientation within the neighbourhood by locating open space to take advantage of significant or prominent landscape features, such as views, high points, and areas of natural and cultural heritage significance.
- (c) To provide for the equitable distribution of public open space and recreation opportunities.
- (d) To ensure high quality design and embellishment of all public open space.
- (e) To encourage the use of the major creek corridors and drainage land for passive recreation purposes consistent with environmental objectives.
- (f) Design open space with measures that contribute to a reduction in the number of very strong and extreme heat stress day.
- (g) Street trees and open space planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street level in winter
- (h) Harness the effects of blue and green infrastructure to enable urban cooling.

Controls

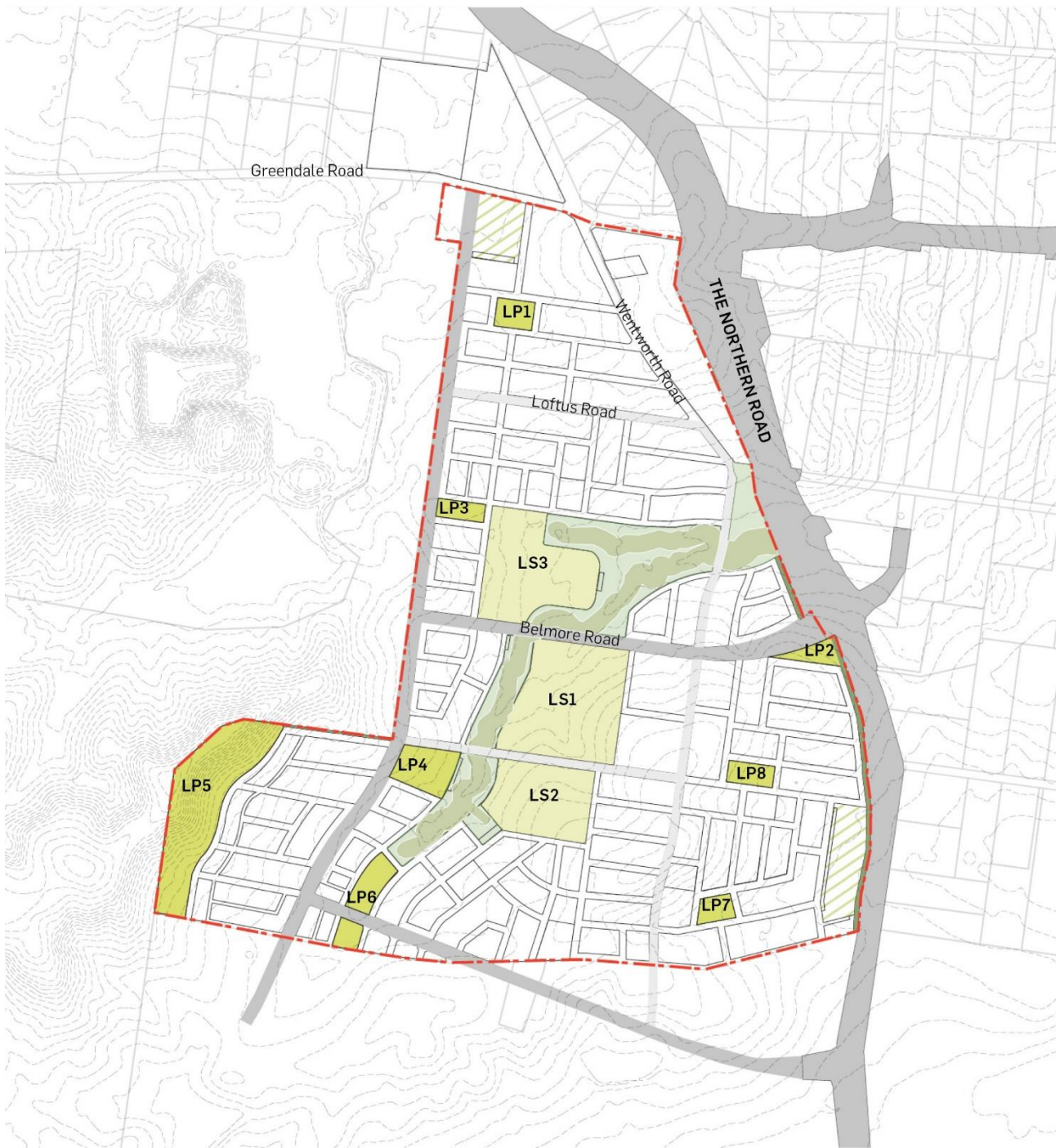
1. Local sporting fields, neighbourhood parks, recreation activity nodes and other passive open space areas (i.e. environmental conservation, riparian corridors and dual-use drainage) are to be provided generally in accordance with the ILP (see Figure 3)
2. The minimum provision of open space facilities is to be consistent with Table 4.
3. The following principles are to be taken into consideration in the location of neighbourhood parks:
 - a. where possible, parks are to be located in accordance with the Indicative Layout Plan (refer to **Figure 3**)
 - b. In certain locations, drainage basins as identified in **Figure 26**, can serve a dual-use for both drainage and passive open space
 - c. Parks are to be located as focal points within the residential neighbourhoods. All dwellings should be located no further than 400 – 500m from a park
 - d. where possible, parks are encouraged to be co-located with community and educational facilities, and be highly accessible and linked by pedestrian and/or cycle networks
 - e. parks shall be located and designed to accommodate remnant vegetation and areas of cultural significance where appropriate, and should be linked and integrated with riparian corridors
 - f. parks shall be bordered by streets on all sides with houses oriented towards them for surveillance
 - g. For any recognised shortfall of open space, a strategy to provide alternative active open space should be provided ie. sporting clubhouses, public indoor recreational facilities or other spaces available for community use.
4. Promote connection to Country by using Indigenous plant species, where appropriate.
5. The detailed design of local sporting fields, neighbourhood parks, recreation activity nodes are to be generally in accordance with the following:
 - a. the need for a range of play spaces and opportunities to cater for all ages
 - b. the provision of adequate parking, lighting and waste management facilities
 - c. the inclusion of interpretative signage detailing local history, Aboriginal cultural values, environmental education themes and the like

- d. the provision of amenities such as seating and shade structures, drinking fountains, street lighting, street information signs, planter boxes, feature fencing and the like.
2. Where riparian corridors are proposed to be in public ownership, they are to provide opportunities for pedestrian paths and cycleways, fitness trails and additional open space in a manner that maintains the environmental and cultural significance of these areas. A range of themed elements such as boardwalks, eco-pathways and educational tracks shall be incorporated in appropriate locations to reflect the importance of the site.
6. A Public Domain and Landscape Plan is to be submitted for each local sporting field, neighbourhood park, recreation activity node and other passive open space areas at the time of subdivision of the adjoining residential area. The selection of landscape species for public open space areas is to consider bushfire risk. The Plan is to provide details on these elements:
 - a. earthworks
 - b. street furniture
 - c. plant species and sizes
 - d. play equipment
 - e. utilities and services
 - f. public art
 - g. hard and soft landscaping treatments
 - h. signage and lighting
 - i. any entry statements
 - j. waste facilities; and
 - k. interpretive material.

Table 4 Summary of Open Space and Recreation Requirements

Open Space Type	Minimum size/number
LS1 – Local Sporting Fields	7.1 HA
LS2 – Local Sporting Fields	4.2 HA
LS3 – Local Sporting Fields	5.6 HA
LP1 – Local Park	0.6 HA
LP2 – Local Park	0.5 HA
LP3 – Local Park	0.5 HA
LP4 – Local Park	1.4 HA
LP5 – Local Park	5.8 HA
LP6 – Local Park	0.9 HA
LP7 – Local Park	0.4 HA
LP8 – Local Park	0.6 HA
LP9 – Local Park	0.5 HA

7. For all public domain, use pavements which are permeable and have low heat conductivity, resulting in less solar absorption. When using permeable pavers, it must be demonstrated there is no impact on the salinity or sodicity of underlying soils.
8. Mature trees should be retained and incorporated into the subdivision and public domain design and retained to contribute to the mature tree canopy cover in the neighbourhood, to provide visually interesting streetscapes, improve public amenity, improve air quality, and enhance tree canopy cover.
9. Appropriate plant species are to be selected for the site conditions with consideration given to trees providing shade in summer and allowing sunlight in winter and to provide habitat.
10. Lighting for streets, parks and any other public domain spaces should use energy efficient LED lighting



LEGEND

	Belmore Road Precinct		Local Parks (LP)		Dual-use Drainage Basins
	The Northern Road		Local Sporting Fields (LS)		
	Sub-Arterial Road		Riparian Corridor		
	Collector Roads		Landscape Buffer along the Northern Road		

Figure 26 – Open Space and Recreation Network



2.6 MITIGATING URBAN HEAT

Objectives

- (a) Design built form and open space with measures that contribute to a reduction in the number of very strong and extreme heat stress days.
- (b) Manage urban heat island effects to ensure a high level of comfort for workers and residents throughout the year, with a focus on hot days and the summer period.
- (c) Minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials

Controls

Building Orientation and Design

- 1. Subdivision is to maximise opportunities for solar access to lots taking account of slope and aspect and prevailing winds including consideration of required maximum building heights, building separation, setbacks and likely future orientation of dwellings and green infrastructure, including open space areas.
- 2. Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access to maximise passive cooling and where practical, minimise the need for air conditioning. Where possible, buildings should be orientated to include a north facing roof where a solar hot water system or collector can be installed.
- 3. Western and northern building facades should be designed to incorporate eaves, awnings or external shading devices to shield the building from hot summer sun, while allowing direct sunlight in winter.
- 4. Tree planting should also be encouraged on western and northern building facades to shade external walls.
- 5. All buildings should incorporate maximum efficiency appliances (4 star NABERS applicable to office development and 5 Green Star to all other development), such as 100% energy efficient lighting and 5-star efficient cooling and heating systems.
- 6. To minimise energy use, buildings should:
 - a. Seek to incorporate on-site renewable energy sources to supplement energy needs;
 - b. Use high levels of insulation as a simple means of reducing energy consumption; and
 - c. Provide effective metering systems to monitor the energy performance of buildings

Building Materials

- 1. The following should be considered in the choice of building materials in all developments:
 - a. Energy efficiency;
 - b. Use of renewable resources;
 - c. Maintenance cost and durability;
 - d. Recycled or recyclable materials;
 - e. Minimal PVC content; and
 - f. Ideally locally sourced materials.
- 2. External finishes should contain a combination of non-reflective materials and light colours to minimise reflection and heat retention. Dark or black external wall colours (including roofs) should not exceed 10% of the total wall space in any development.
- 3. Integrate green infrastructure into buildings, including healthy vegetation, green walls, and irrigation in open spaces.
- 4. Encourage water retention in irrigation systems used.

2.7 INDIGENOUS HERITAGE

Engaging with Aboriginal culture and heritage is more than physical objects and places of significance and require a better understanding of and connection to Country, including narratives and the relationship between places.

Country, for First Peoples, relates not only to the cultural group and land to which they belong, it is also their place of origin in cultural, spiritual and literal terms. Country includes not only the land but also waters and skies, the journeys between them and incorporates the tangible and intangible, knowledges and cultural practices, identity and reciprocal relationships, belonging and wellbeing. Aboriginal heritage consists of objects and places that are of significance to Aboriginal people because of their traditions, observances, law, customs, beliefs and history. It may comprise of physical or non-physical elements.

Objectives

- (a) To facilitate the conservation of Indigenous heritage items and areas of cultural heritage significance.
- (b) To protect areas of high cultural value and ensure development is designed to care for and connect to Country.

Controls

1. Further investigations in the form of a full Aboriginal Cultural Heritage Assessment (ACHA) is required as part of any Development Application to confirm the nature, extent and significance of Aboriginal heritage identified in the Precinct (refer to **Figure 5**).
2. Reference should also be made to the Bringelly Interpretation Plan
3. The proposed zoning of land with Aboriginal archaeological potential allows for flexibility to conserve areas of medium and high Aboriginal significance. Open space and recreation uses including passive open space, environmental conservation and riparian corridors and should aim to conserve areas of medium and high Aboriginal significance.

2.8 AIR QUALITY

Objectives

- (a) To ensure appropriate levels of odour do not impact quality of life for future residents.

Controls

1. Prior to development approval, dispersion modelling study be conducted for Bringelly Brickworks using recent activity data.

2.9 NOISE

Objectives

- (a) To ensure appropriate levels of odour do not impact quality of life for future residents.

Controls

1. Residential development shall be designed to comply with *Council's Environmental Noise Policy* (2018) that incorporates DECC's Environmental Criteria for Road Traffic Noise.
2. Residential properties fronting The Northern Road and sub-arterials within the Precinct are to be designed to incorporate mitigation strategies for reducing road traffic noise impacts. These include:
 - a. acoustically optimizing the site layout
 - b. designing building layouts to place less noise sensitive usages near to the source of the noise to provide maximum noise shielding to the principal private open spaces
 - c. Implementation of acoustically treated fencing
 - d. Inclusion of architecturally designed noise control elements within areas close to The Northern Road in order to ensure that target noise levels are achieved within internal spaces throughout the development.
3. Where external traffic noise level limits exceeded the appropriate levels at the façade of residential properties, the development will be deemed to comply with Council's Environmental Noise Policy if:
 - a. the principal open space area of the residential premises complies with the relevant noise limit, and
 - b. the internal noise levels identified in sub-clause (2) are achieved.
4. Where noise impacts remain after the use of the above measures, the residential impacts should be managed by construction techniques and façade treatments (e.g. double-glazing windows, increased wall thickness, winter gardens and mechanical ventilation).

2.10 GEOTECHNICAL AND SALINITY

Objectives

- (a) To ensure development is located away from low lying areas such as creeks and dams where salinity is concentrated.
- (b) To manage salinity as development progresses

Controls

1. Where the slope of the site is between 5 and 10 degrees, details of engineering solutions to mitigate stability of the land should be incorporated into any application.
2. Where the slope of the site is between 11 to 25 degrees, further investigation is to be undertaken to identify any areas of instability which may need remediation prior to development.

2.11 CONTAMINATION

Objectives

- (a) To ensure development is located away from potential areas of environmental concern (PAECs) that have been identified across the Precinct (refer to **Figure 9**)

Controls

1. Further assessment of soil at the site would be required to assess the presence, degree and extent of contamination and any remediation requirements associated with the potential contamination sources identified.
2. Targeted investigations of all PAECs should be undertaken, in the form of a Detailed Site Investigation (DSI) to inform any future DA.
3. Remaining areas of the site (i.e. areas outside of the identified PAEC) should also be investigated albeit at a low density of testing. This testing should include the area on the southern boundary where several mature trees were noted to have died.

2.12 BIODIVERSITY AND RIPARIAN

Objectives

- (a) To protect waterways from further degradation and where necessary improve their environmental function to mimic natural systems.
- (b) Improve the necessary health and quality of the existing waterways and riparian corridors within the Precinct
- (c) Improve public access to, and along, the riparian corridors; providing connected green space
- (d) Protect and enhance flora, fauna and urban bushland
- (e) Provide riparian vegetation buffers; allowing the recovery and reinstatement of more natural conditions within currently highly modified waterway
- (f) To conserve, protect and enhance native riparian vegetation and associated habitat.
- (g) To restore and rehabilitate degraded riparian land and only allow development which is compatible with the conservation values of these areas.
- (h) To protect and improve water quality.
- (i) To maintain and enhance bed and bank stability.
- (j) To ensure that development in the Precinct is integrated with the significant and sensitive environmental conditions.

Controls

1. A Vegetation Management Plan is required to be prepared and implemented for the Precinct in accordance with NRAR Guidelines for Vegetation Management Plans, which would incorporate details for the rehabilitation of riparian areas adjacent to land to be developed (refer to Figure 5). All future DAs for controlled activities in, on or under waterfront land will be assessed by the Department of Industry to minimize potential harm to waterfront land. This includes all land within 40m of the highest bank of a river, lake or estuary.
2. In order to protect soil and water management during construction phase the following measures shall be implemented:
 - a. locate the water sensitive urban design (WSUD) measures off line until the commissioning phase of development. This will ensure that stormwater generated during construction is routed around the WSUD measures.
 - b. delay landscaping of the WSUD measures to the final stages of construction to reduce the risk of surface degradations and plant loss
3. All vegetation within the riparian corridor that will not be affected by drainage infrastructure will be protected by way of land zoning and placed in public ownership.

2.13 BUSHFIRE

Objectives

(a) To mitigate and manage bushfire hazard risk within the Precinct and on adjacent lands.

Controls

1. All development in adjoining bushfire prone vegetation with asset protection zones (APZs) must include adequate setbacks (refer to **Figure 7**)
2. The design specifications set out in the New South Wales Rural Fire Service's *Planning for Bushfire Protection* (2019) are to be applied to future development, including the construction of access roads, the provision of water, electricity, and gas services, and special fire protection purpose development.
3. Any amendments to the ILP should ensure that access points are still available at the following locations to ensure safe evacuation routes:
 - North onto Greendale Road
 - East onto The Northern Road
 - South into future adjoining release area.

PART 3 – CENTRES DEVELOPMENT CONTROLS

3.1 BELMORE ROAD LOCAL CENTRE

The Local Centre within the Belmore Road Precinct (**Belmore Road Local Centre**) is a new activity hub supporting the needs of future communities and the growing communities in the surrounding neighbourhood. The local centre will offer retail services (both essential and non-essential) along with leisure and recreational opportunities, supporting lifestyle of the new communities and their wellbeing.

Belmore Road Local Centre will accommodate two new supermarkets and retail shops that supports the daily needs of the communities and ancillary services such as gym and medical centre. A multi-purpose community centre will be co-located with the new playing field, along the western boundary of the local centre. The community centre will support the delivery of a new library, a youth recreation space, and a childcare centre.

Objectives

- (a) To provide a cluster of services incorporating new opportunities for retail, commercial and community uses to service the needs of the people who live and work in The Belmore Road Precinct.
- (b) To provide facilities for the local community commensurate with the site's role in the local and regional retail hierarchy and not undermine the established hierarchy of other centres including Lowes Creek Maryland and the Aerotropolis.
- (c) To maximise opportunities for views to the Scenic Hills and adjacent open spaces including the riparian corridor.
- (d) To take advantage of open space and the riparian corridor to maximise amenity and activate outdoor space and recreation opportunities.
- (e) To consider environmental impacts including potential flooding risks.
- (f) To provide activation and connection across north-south connector road.
- (g) To promote the principles of ecologically sustainable development for the design of the centre.
- (h) To minimise adverse impacts including noise, overshadowing and traffic on residential land adjacent to the centre.

Controls

General

- 1. The centre is to be located generally in accordance with **Figure 27**.
- 2. The centre is to contain a mix of local convenience retail, community uses and ancillary retail services such as gym and medical centre.
- 3. The centre is to support a maximum gross leasable floor area of 14,000m², with a floor space ratio of 2:1 and a maximum two storey podium and maximum height of 8 storeys.
- 4. Active frontages are to be provided in accordance with

Apartment Design

- 5. Proposed built form is to be designed generally in accordance with built form shown in **Figure 28** and **Figure 29**. Any discrepancies should reflect the following setbacks:
 - Ground Floor: zero setback
 - An additional 3m tower setback is to be provided from podium built line.
- 6. Communal Open Space is to be provided above the retail podium, with direct access from the apartments.

Parking and Access

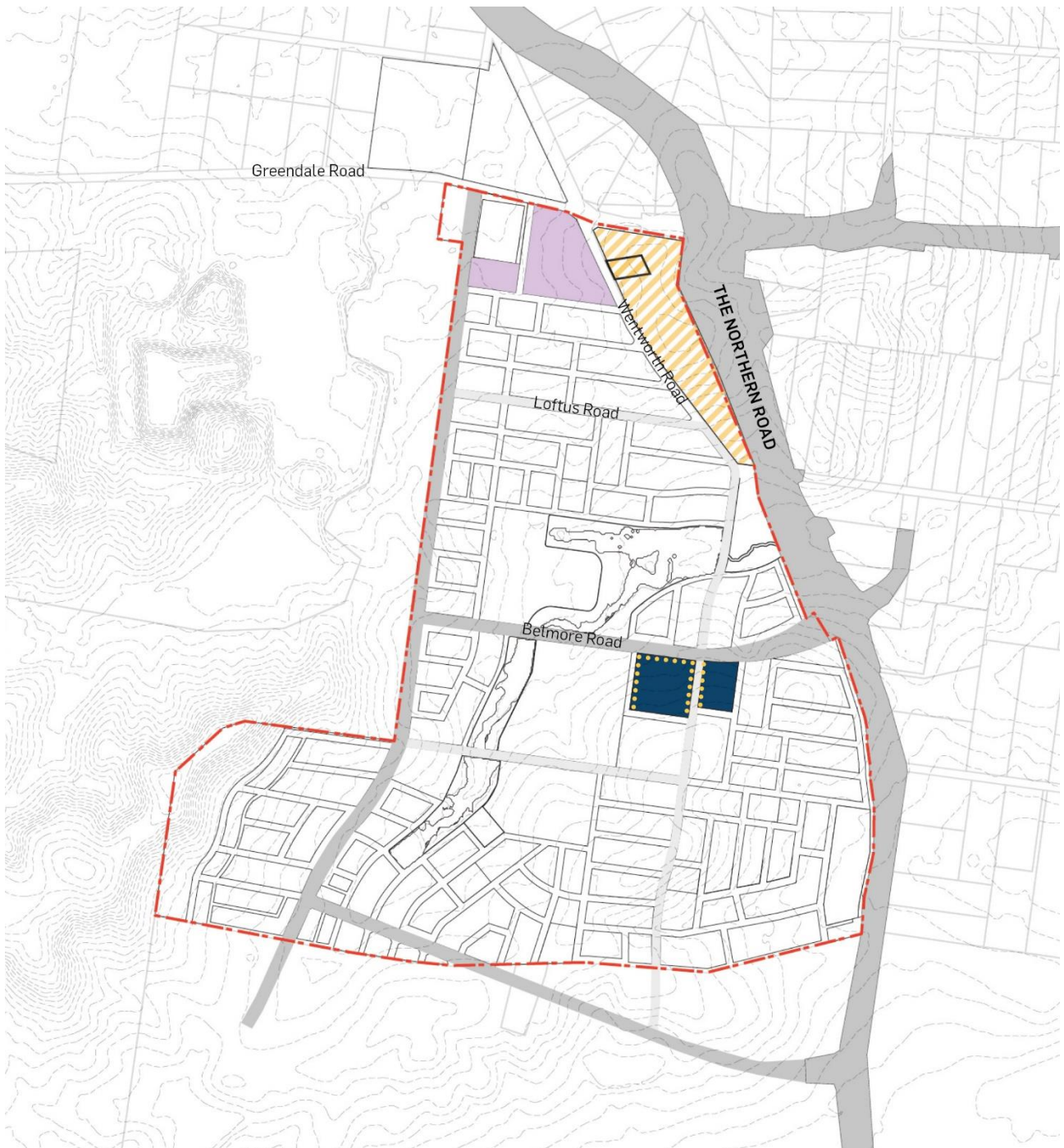
7. Access to parking, loading docks and waste collection areas are to be provided in accordance with **Figure 28** with no access or loading available directly off Belmore Road
8. At-grade parking areas are to be located behind the building lines, towards the southern boundary of the local centre, consistent with **Figure 28**.
9. Access to residential apartment at ground level is to be accounted for in the retail configuration.

Public domain

10. A Public Domain Landscape and Interpretation Plan shall be prepared for the centre, which includes the co-ordination of street furniture and lighting.
11. The design of the plaza, placement of street trees and open space planting should co-relate with the playing field, complementing the landscape character and visual amenity of the Belmore Road Precinct.
12. Weather protection for pedestrians is to be provided along active frontages indicated in **Figure 28**.
13. Planting including street trees is to be of the species that are locally indigenous to the Cumberland Plain.
14. A 3 metre vegetated setback is to be provided along Belmore Road, the active frontages and the community centre frontage.

Ecologically sustainable development

15. Development applications are required to incorporate measures consistent with ecologically sustainable development principles, including waste reduction, water and energy conservation and utilisation of recycled and renewable construction materials.
16. 50% of rooftops within the Local Centre must be either vegetated, light coloured or irrigated using harvested stormwater.



LEGEND

	Belmore Road Precinct		Active Frontages		Heritage Listed Site
	The Northern Road		Local Centre		
	Sub-Arterial Road		Employment Precinct		
	Collector Roads		Future Investigation Area		

Figure 27 – Location of Local Centre and Employment Precinct





LEGEND

	Belmore Road Precinct's Village Centre		Safe Pedestrian Crossings		Large Format Retail
	Landmark Corner		Parking and Loading Area Entrances		Community Centre & Child Care Centre
	Potential Laneway		Supermarket Entrances		Convenience-based facilities (incl. medical centre, gym etc.)
	Key North-South Pedestrian Connection		Ground Floor Residential Lobby Access		Loading Area
	Pedestrian Connections		Active Retail Frontages		Car Parking Area

Figure 28 – Indicative Layout of Local Centre (Ground floor)





LEGEND

- Belmore Road Precinct's Village Centre
- Retail Podium
- Residential Apartments
- Communal Open Space

Figure 29 – Indicative Layout of Local Centre (Above Podium)



PART 4 – SITE SPECIFIC CONTROLS

4.1 EMPLOYMENT PRECINCT

The Employment Precinct within the Belmore Road Precinct is a transition zone that correlates with Badgerys Creek Aerotropolis to the immediate north-east. The Employment Precinct supports the growth of local employment, catering the needs of local businesses and enterprises.

Objectives

- (a) To support existing local businesses and enterprises within the Belmore Road Precinct
- (b) To enhance the built form character of the existing Bringelly Village Centre as a landmark feature that marks the northern entrance of The Belmore Road Precinct
- (c) To provide a mix of lot configuration that has flexibility to support office, bulky good retailing, office-warehouse and other light industrial type of development.
- (d) To provide a clear road hierarchy and well-defined streets to support the different land uses of employment and residential.
- (e) To provide efficient circulation for the business and enterprises uses.
- (f) To provide sufficient landscape buffer to maintain visual amenity for the lower density dwellings at the immediate south of the employment precinct.
- (g) To protect local heritage items and response to the heritage character.

Controls

1. The employment precinct is to be located generally in accordance with **Figure 30**.
2. The employment precinct is to contain a mix of office, local convenience retail, bulky good retailing, office warehouses, and other light industrial uses.
3. The employment precinct is to support up to 70% site coverage, with a minimum of 15% pervious surfaces and a maximum height of 3 storeys:
 - a. 1 storey – generally provides 70% site coverage to support typical commercial uses/bulky good retail premises, as permitted within the E3 Productivity Support zone.
 - b. 3 storeys – generally provides 40% site coverage to support retail based uses or community facilities, as permitted within the E3 Productivity Support zone.
4. All development within the employment precinct will be subject to a site specific DA to confirm the compliance of all objectives.
5. The employment precinct is to support existing established businesses and enterprises, including the Bringelly Village Centre.
6. The potential expansion of employment precinct is to retain the local heritage item, as identified in **Figure 30**.
7. 50% of rooftops within the Employment Precinct must be either vegetated, light coloured or irrigated using harvested stormwater.

Parking and Access

8. At-grade parking areas are to be located at the front of the building. The frontage will need to account for up to 25 metre setback to accommodate parking access and circulation.
9. The employment precinct will be served by the sub-arterial road, Wentworth Avenue and the Local Road, off Greendale Road.
10. Roads are to reflect the Indicative Layout Plan to ensure sufficient carriageway and verge widths are provided to allow streets to perform their designated functions within the employment areas of the precinct.

11. Access driveways for the business and enterprise lots are to be provided as 11m road reserve width, with a minimum of 1m landscape verge on both sides.
12. Access to lots are to be provided in accordance to **Figure 30**.

Public Domain

13. Provide a high quality co-ordinated landscaping theme including a minimum 3 metre setback on all frontages around the employment precinct boundary.
14. Emphasise entry points and corner elements. Provide pedestrian amenity and shelter at the entrances to buildings.
15. Development should:
 - a. Be designed so that the rear of the building provides visual interest through articulated building facades when viewed from residential areas and The Northern Road.
 - b. Avoid long expanses of blank walls.
 - c. Provide a co-ordinated signage theme, which minimises the number, size and extent of signage.
 - d. Address the relevant street frontages.
16. The placement of street trees and open space planting is to enhance and maintain visual amenity for the surrounding residential development.



LEGEND

	Belmore Road Precinct		Lots Access
	Belmore Road Precinct's Employment Precinct		Lots
	Min. 3m Landscape Setback		Existing Building
	5m Landscape Buffer		Indicative Building Layout

Figure 30 – Indicative Layout of Employment Precinct



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