



Catherine Park North Planning Proposal

Environmental Planning and Assessment Act 1979

Springfield Road, Catherine Field NSW

September 2025

urbanco

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ABBREVIATIONS

Abbreviation	Full Name
AEC	Area of Environmental Concern
AEP	Annual Exceedance Probability
AHIP	Aboriginal Heritage Impact Permit
AHIMS	Aboriginal Heritage Information Management System
APZ	Asset Protection Zone
BASIX	Building and Sustainability Index
BCO	Growth Centres Biodiversity Certification Order
BDAR	Biodiversity Development Assessment Report
Council	Camden Council
CFP	Catherine Field Precinct
CSP	Community Strategic Plan
DA	Development Application
DCP	Development Control Plan
DPHI	Department of Planning, Housing & Infrastructure
DSI	Detailed Site Investigation
EPA	Environmental Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act</i>
EPI	Environmental Planning Instrument
GSRP	Greater Sydney Region Plan
HPC	Housing and Productivity Contribution
ILP	Indicative Layout Plan
LEP	Local Environmental Plan
LGA	Local Government Area
LHS	Local Housing Strategy
LSPS	Local Strategic Planning Statement
LVSA	The Landscape and Visual Scenic Assessment
Minister	Minister for Planning
NDA	Net Developable Area
NRAR	Natural Resources Access Regulator

Abbreviation	Full Name
PAD	Potential Archaeological Deposit
PAEC	Potential Areas of Environmental Concern
PBP 2019	Planning for Bushfire Protection 2019
PCT	Plant Community Type
Proponent	Harrington Estates Pty Ltd
RAP	Remediation Action Plan
SEPP	State Environmental Planning Policy
SIC	Special Infrastructure Contribution
SIS	NSW State Infrastructure Strategy 2018–2038
SWGA	South West Growth Area
TIA	Traffic Impact Assessment
VMP	Vegetation Management Plan
WCDP	Western City District Plan
WPC	Western Parkland City
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

1 BACKGROUND

1.1 Introduction

On behalf of Harrington Estates Pty Ltd, this Planning Proposal seeks to rezone approximately 54 hectares of land to enable urban development for new housing, open space and recreation, major roads and stormwater management.

A Planning Proposal was lodged on the NSW Planning Portal in June 2022. This Planning Proposal is an updated version that addresses modifications to the Draft Indicative Layout Plan (ILP), consultation outcomes with Camden Council and State government agencies, State and local planning policy changes, and updated and additional technical assessments.

The site is located wholly within the Camden Local Government Area and is approximately 42 kilometres south-west of the Sydney CBD.

The site is to be zoned under *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (WPC SEPP), the principal Environmental Planning Instrument (EPI) that will apply to the land once rezoned.

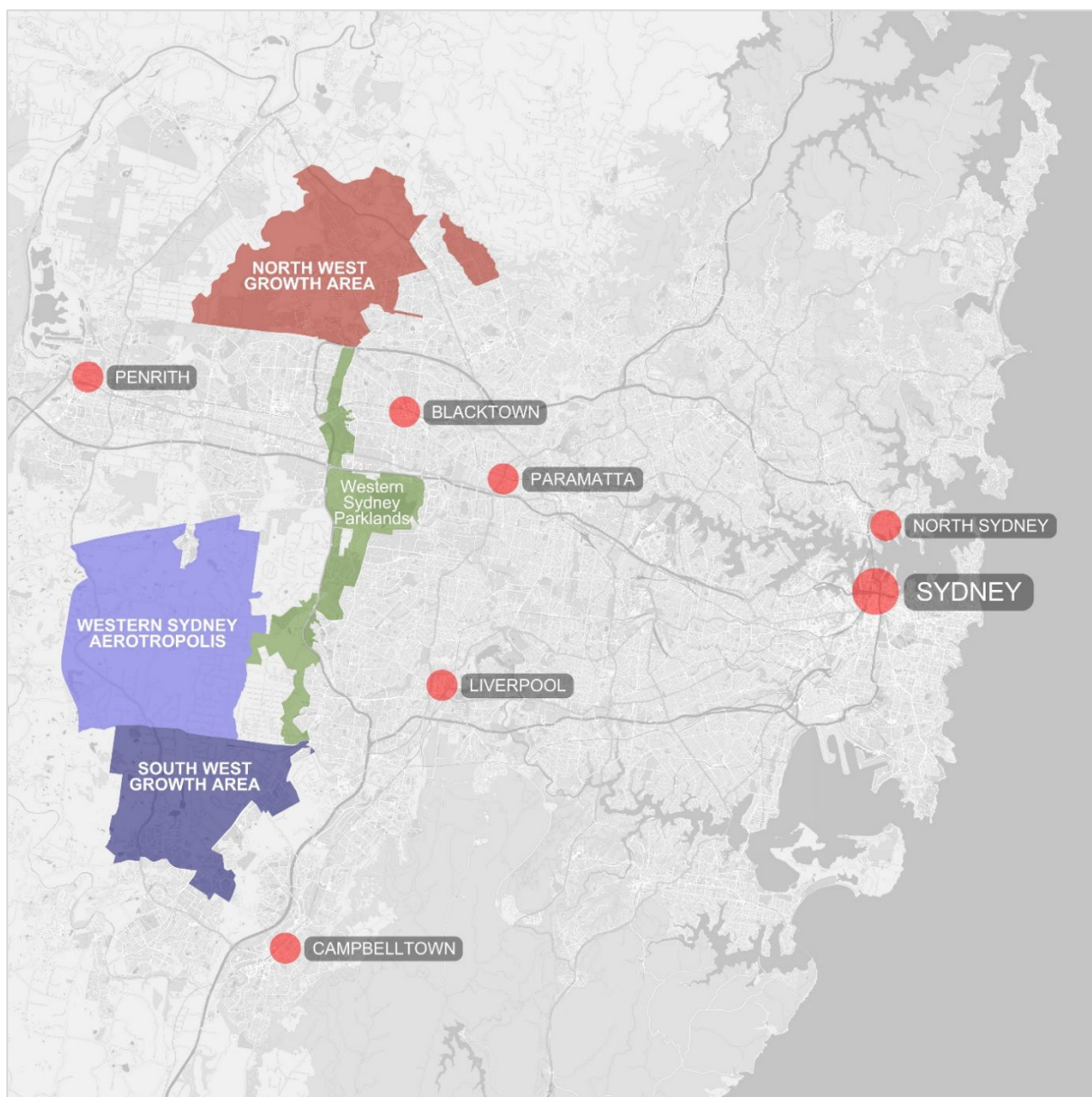


Figure 1 – Sydney's Growth Areas

The site is located in the ‘Catherine Field Precinct’ within the South West Growth Area (SWGA). The SWGA was identified in 2005 by the NSW Government to accommodate urban growth for new housing and employment land over the next 30 years.

Most of the Catherine Field Precinct has not been released for planning (see **Figure 2**). All the land within the SWGA west of South Creek has been zoned or is under planning. The Catherine Field Precinct (excluding the Catherine Fields Part Precinct) is one of three Precincts in the SWGA that is not released.

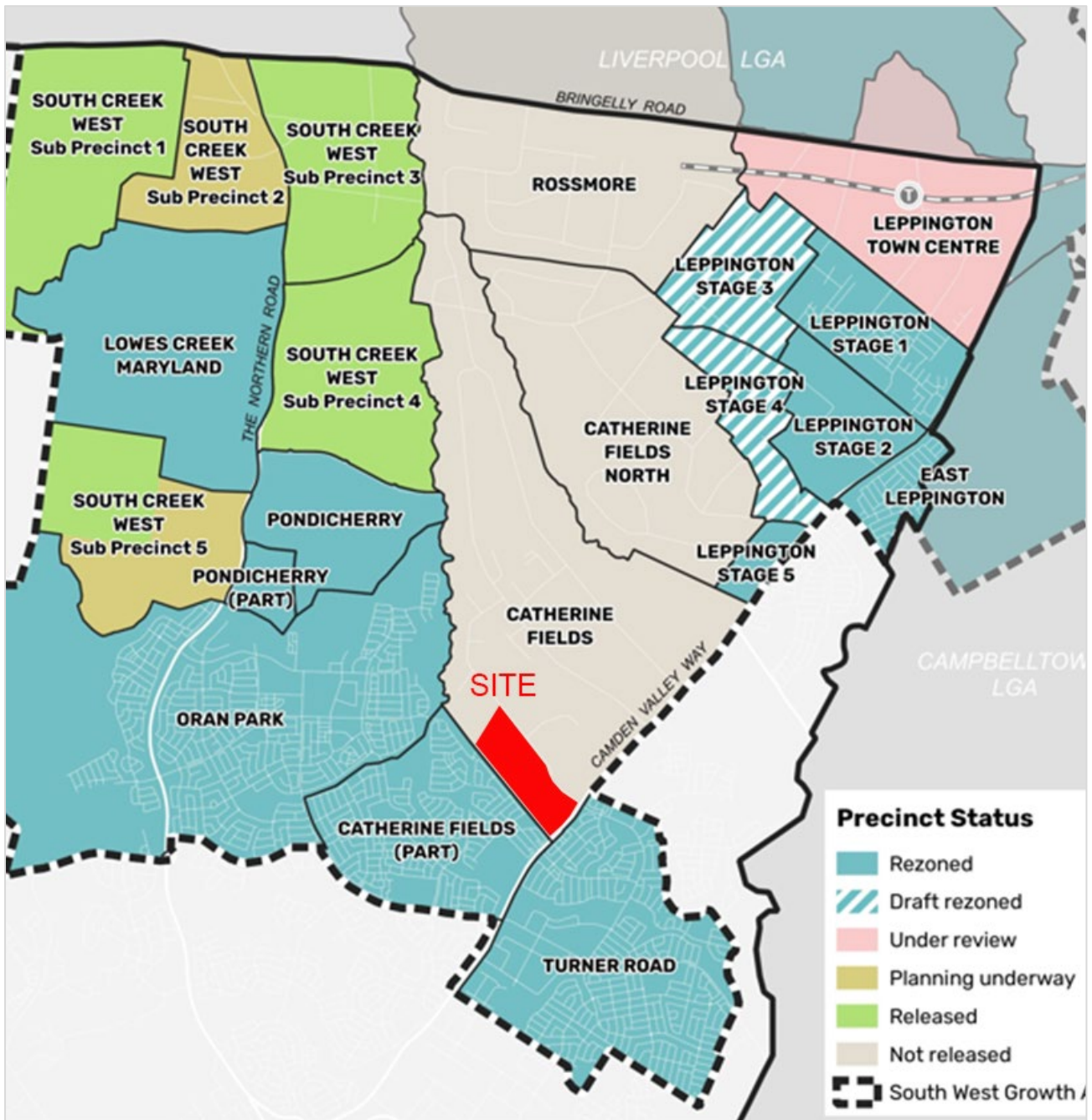


Figure 2 – SWGA Planning Status Map (Source: camden.nsw.gov.au)

This proponent-initiated Planning Proposal will deliver new housing and social infrastructure for the SWGA that is consistent with the strategic and statutory planning frameworks applying to the locality.

1.2 Purpose and Structure

The purpose of this Planning Proposal is to explain and demonstrate the intended outcomes in rezoning the site for urban purposes.

The structure of the Planning Proposal is in two main parts. The first part of the Planning Proposal considers the following:

- A description of the land comprising the site and analysis of the existing site characteristics its context in the locality.
- Identifying the State and local strategic and statutory planning frameworks.
- Explaining the planning and design objectives, vision and principles that guided the urban structure and informed the proposed zoning for the site.
- A summary of the findings in the technical assessments undertaken to inform the Draft Indicative Layout Plan (ILP) and zoning.
- Illustration of the draft Indicative Layout Plan and the rationale to support the proposed design.
- Confirmation of the infrastructure and servicing requirements to support the proposed new urban area and how delivery of new housing within the site can be supported.

The second part of the Planning Proposal adopts the Department for Planning, Housing & Infrastructure's (DPHI) format in the Local Environmental Plan Making Guideline (August 2023). This part of the Planning Proposal responds to the planning considerations of planning strategies and statutory planning requirements of State and local government. The second part confirms the draft planning package is consistent with relevant planning documents, and documents how it satisfies the strategic merit and site-specific merits of the proposal.

The Planning Proposal will need to be placed on public exhibition for the community and stakeholders to comment. Any requirements to address feedback received during the public exhibition period can then be undertaken post-exhibition.

2 PLANNING PROCESS

2.1 Statutory Planning Pathway

The NSW Government published an updated LEP Making Guideline in August 2023. The Guideline provides a revised rezoning process for advancing a Planning Proposal.

Whilst the new Guideline specifically applies to LEPs, it provides an evaluation and assessment structure appropriate for amendment to the WPC SEPP.

Under the Guideline this Planning Proposal is categorised as 'Complex'.

2.2 Proponent-initiated Planning Proposal

This Planning Proposal is a 'proponent-initiated' proposal. Harrington Estates Pty Ltd holds the majority of landholdings within the site and is advancing the planning for around 54.5 hectares within the Catherine Field Precinct in the SWGA.

The proponent-initiated Planning Proposal includes a Draft Indicative Layout Plan (ILP) and is supported by technical assessments identified during the pre-lodgement engagement process with Council.

The Planning Proposal is to be submitted to Council for consideration and assessment through the Planning Portal and in accordance with the LEP Making Guideline (August 2023).

2.3 Pre-Lodgement Consultation with Council

A pre-lodgement meeting was held on 15 February 2021 that identified the site subject to this Planning Proposal.

Council's written advice following the pre-lodgement meeting stated:

"The Planning Proposal must provide an Indicative Layout Plan for assessment that details the full range of land uses proposed on the site (including any potential non-residential land uses such as neighbourhood centres, schools, open space, drainage land etc.). The Indicative Layout Plan must also detail the proposed local street network to ensure an acceptable future subdivision layout and road network can be provided on the site."

In addition to the Draft Indicative Layout Plan (ILP), the written advice listed technical assessments to be included in this Planning Proposal.

- *Traffic Impact Assessment*
- *Water Cycle Management and Flooding Report*
- *Services Infrastructure Assessment*
- *Social Infrastructure Assessment*
- *Heritage Impact Statement*
- *Aboriginal Archaeological Assessment*
- *Bushfire Report*
- *Ecological Report – including Biodiversity and Riparian Assessment (if the latter is applicable)*
- *Land Capability Report – including Contamination and Salinity assessment*
- *Odour Impact Assessment*
- *Acoustic Report*

At a subsequent meeting in February 2022 Council requested the Planning Proposal include an Urban Heat Report and advised that an Odour Impact Assessment is not required. This Planning Proposal considers urban heat and Urban Heat Island effects within the main Planning Proposal document.

3 SITE CONTEXT

3.1 Land Details

The site includes 21 landholdings that are all in multiple ownership in part. The land details subject to this Proposal are listed in **Table 1** and shown in **Figure 3**.

Table 1: Land Details

Land Details	Land Details
Lot 37 DP215521	Lot 33 DP215522
Lot 38 DP215521	Lot 34 DP215522
Lot 39 DP215521	Lot 13 DP215520
Lot 40 DP215521	Lot 102 DP1173578
Lot 41 DP215521	Lot 103 DP1173578
Lot 42 DP215521	Lot 13 DP203127
Lot 1 DP534799	Lot 14 DP203127
Lot 2 DP534799	Lot 15 DP203127
Lot 3 DP534799	Lot 8 DP1173813
Lot 4 DP534799	Lot 9 DP1173813
Lot 32 DP215522	

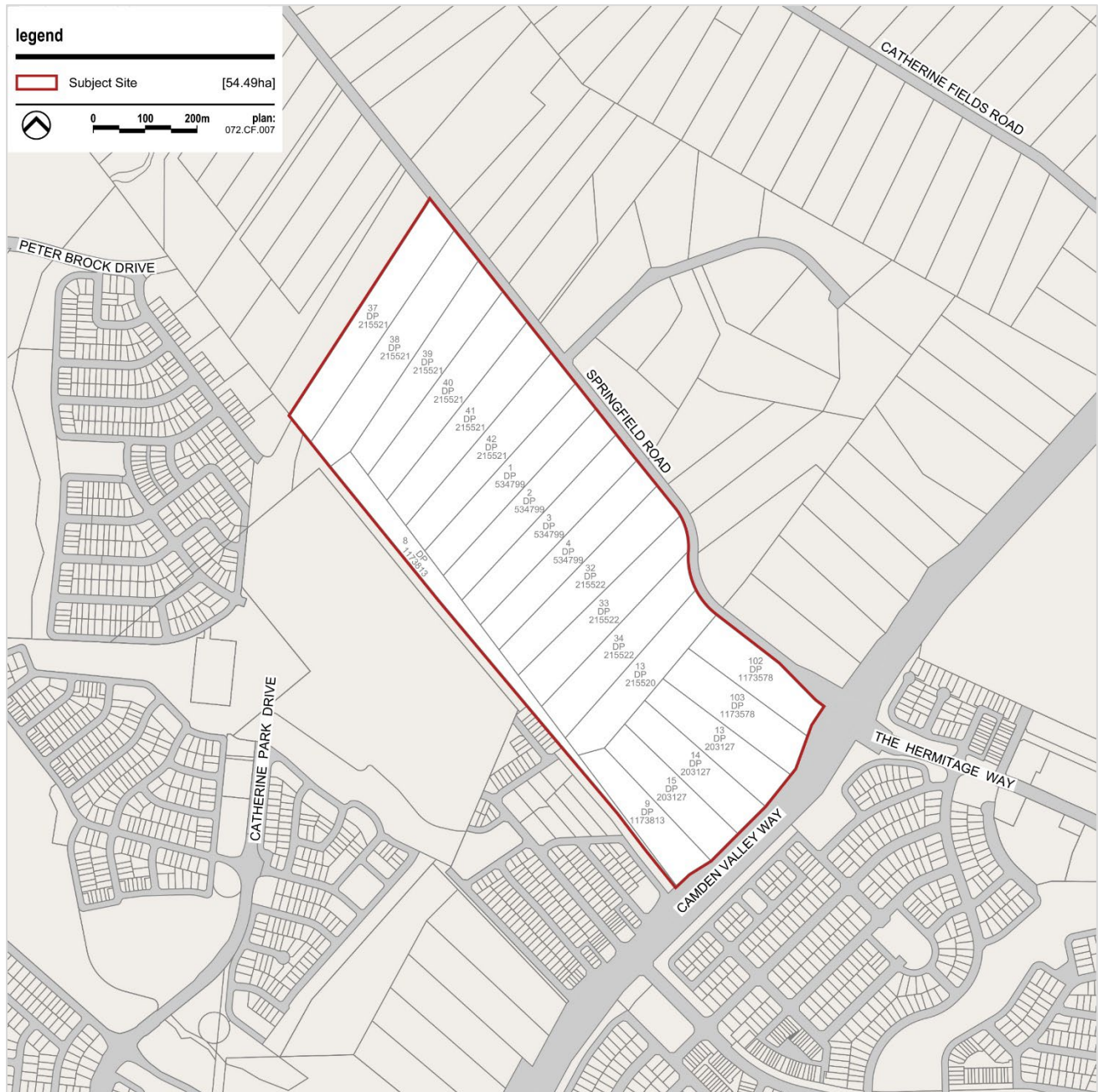


Figure 3 – Land Details

3.2 Site Location

The site is located approximately 43 kilometres southwest of the Sydney CBD and is in the Camden Council Local Government Area (LGA).

The site is 16 kilometres southeast of Liverpool and the future Western Sydney Airport is 13 kilometres to the north.

The site is 9 kilometres northeast of Camden and Oran Park is 3 kilometres to the west.

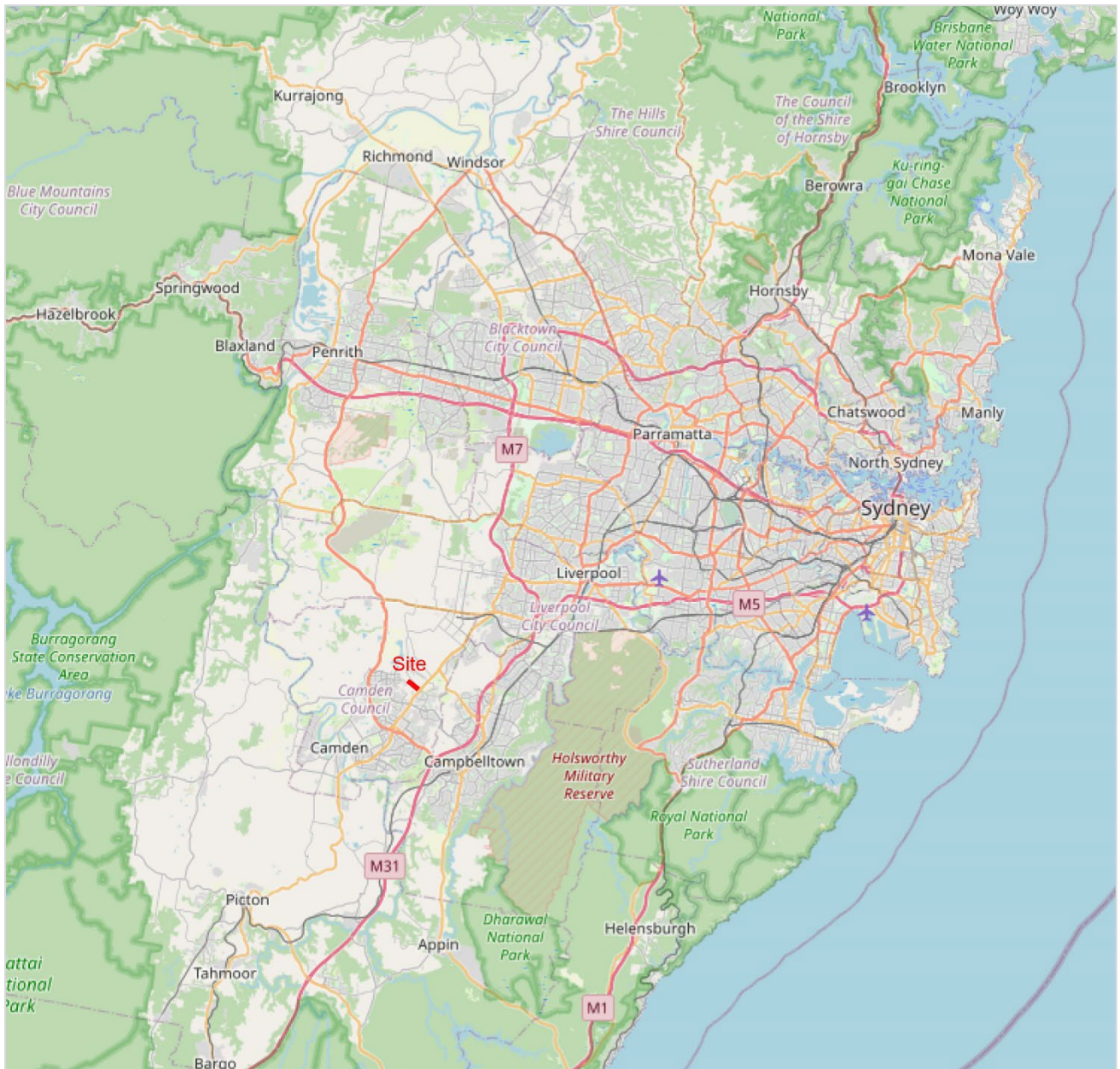


Figure 4 – Site Location

3.3 Site Description

The site is approximately 54.5 hectares in area and is bounded by Camden Valley Way to the southeast, Springfield Road to the northeast. Luke’s Lane, a private road constructed by Greenfields Development Company to provide access to Oran Park Town, forms the inner northwest boundary and Catherine Park Estate is adjacent to the southwest boundary.

There are 21 landholdings in the site and land is predominantly characterised by cleared grazed land, market gardens, rural lifestyle homes and farm dams.

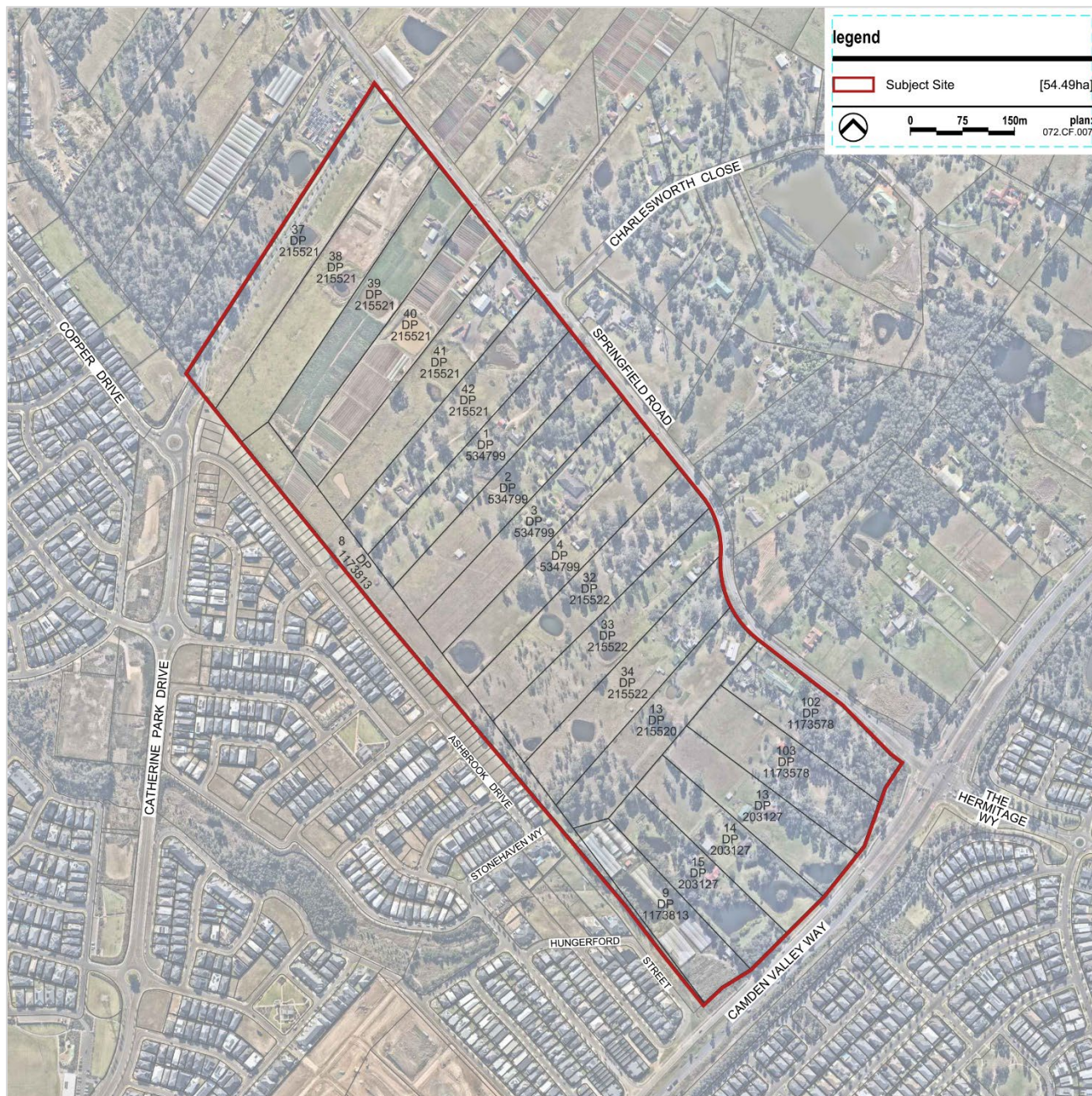


Figure 5 – Site Plan

Access and Transport

Springfield Road is the primary road providing access with 1.25 kilometres of frontage to the Site. Camden Valley Way is the major arterial road serving the southern portion of the SWGA and provides approximately 440 metres of road frontage. There are multiple local residential street connections from Catherine Park and urban land south of the Site adjacent to Camden Valley Way. Whilst Luke’s Lane is a private road within the site.

Access to the M5 and M7 motorways is via Camden Valley Way with Raby Road, Gregory Hills Drive, Narellan Road and Cowpasture Road with all providing direct connections to the Sydney motorway network.

The Rickard Road extension is planned to the northwest and Catherine Park Drive extends to the western corner of the site. The Rickard Road extension will provide an alternative transport route to Camden Valley Way between the Oran Park and Leppington Town Centres with dedicated lanes for public transport.

There are existing bus routes in Camden Valley Way and Springfield Road. The nearby bus routes are listed in **Table 2** and shown in **Figure 6**. The existing bus routes and stops provide public transport access and connections to the major centres of Liverpool CBD and the Oran Park, Leppington, Narellan and Minto town centres.

Table 2: Local Bus Routes and Service Frequency

Route No.	Route Description	Frequency Peak Period	Frequency Off-Peak Period
850	Oran Park Town Centre – Leppington Town Centre via Camden Valley Way	45 minutes	60 minutes
857	Narellan Town Centre – Minto via Springfield Rd & Catherine Field Rd	90 minutes	180 minutes
858	Narellan – Liverpool via Springfield Road & Catherine Fields Road	30 minutes	60 minutes

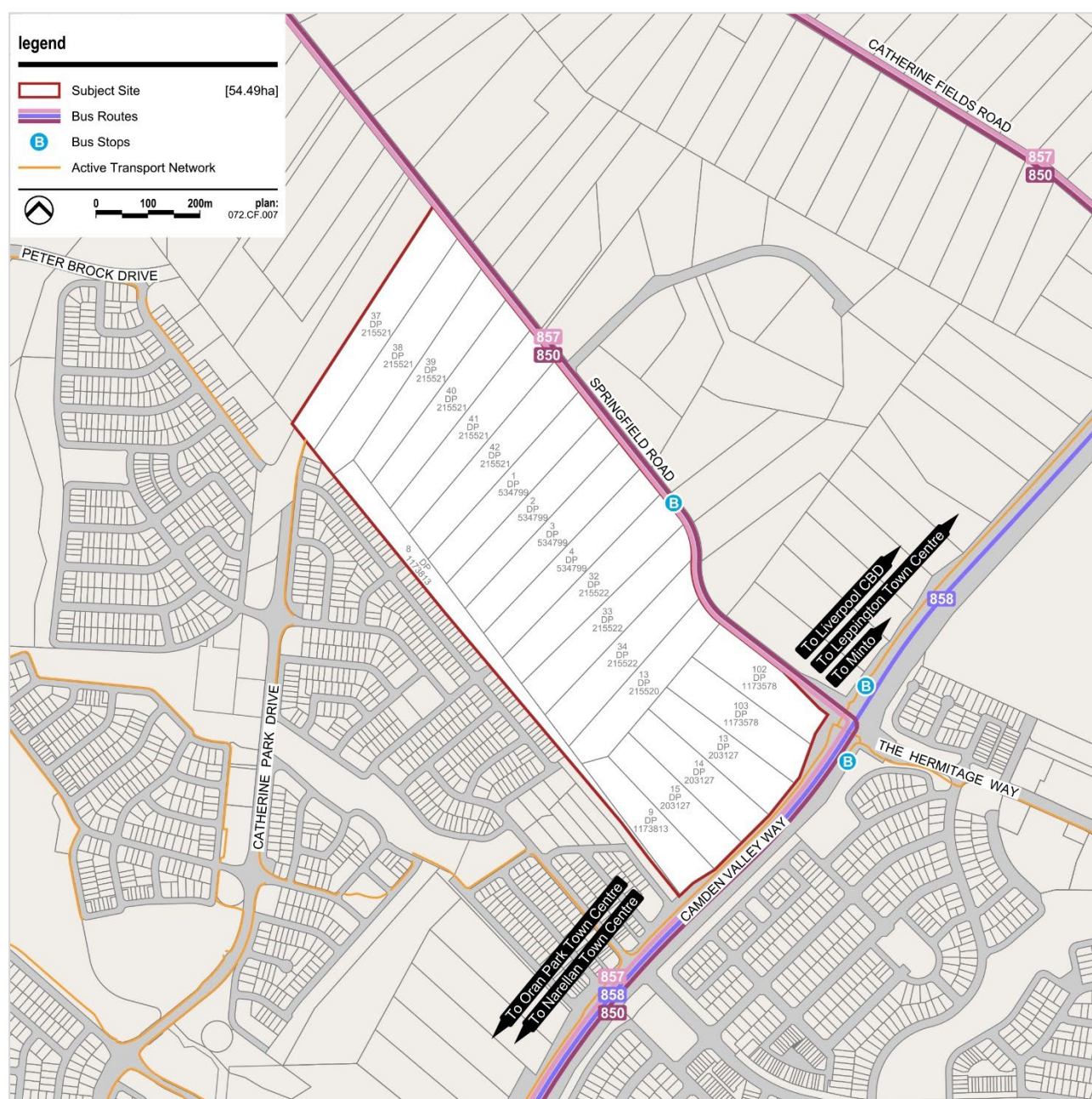


Figure 6 – Existing Active and Public Transport Routes

There are existing regional pathways within Camden Valley Way that connect to activity centres to the north, south and east of Camden Valley Way. The existing active transport network provides access to shops, services, recreation facilities and schools in Gledswood Hills, Catherine Park, Oran Park, Emerald Hills, Gregory Hills, Narellan and Harrington Park.

Topography and Landform

The highest point of the site is to the southeast adjacent to Springfield Road and the lowest point is in the northwest portion of the site. The land levels extend from around 80m RL to the highest elevation of approximately 130m RL. The more elevated portions of the site are to the southeast adjacent to Camden Valley Way. The lowest points within the site are adjacent to the northwest boundary.

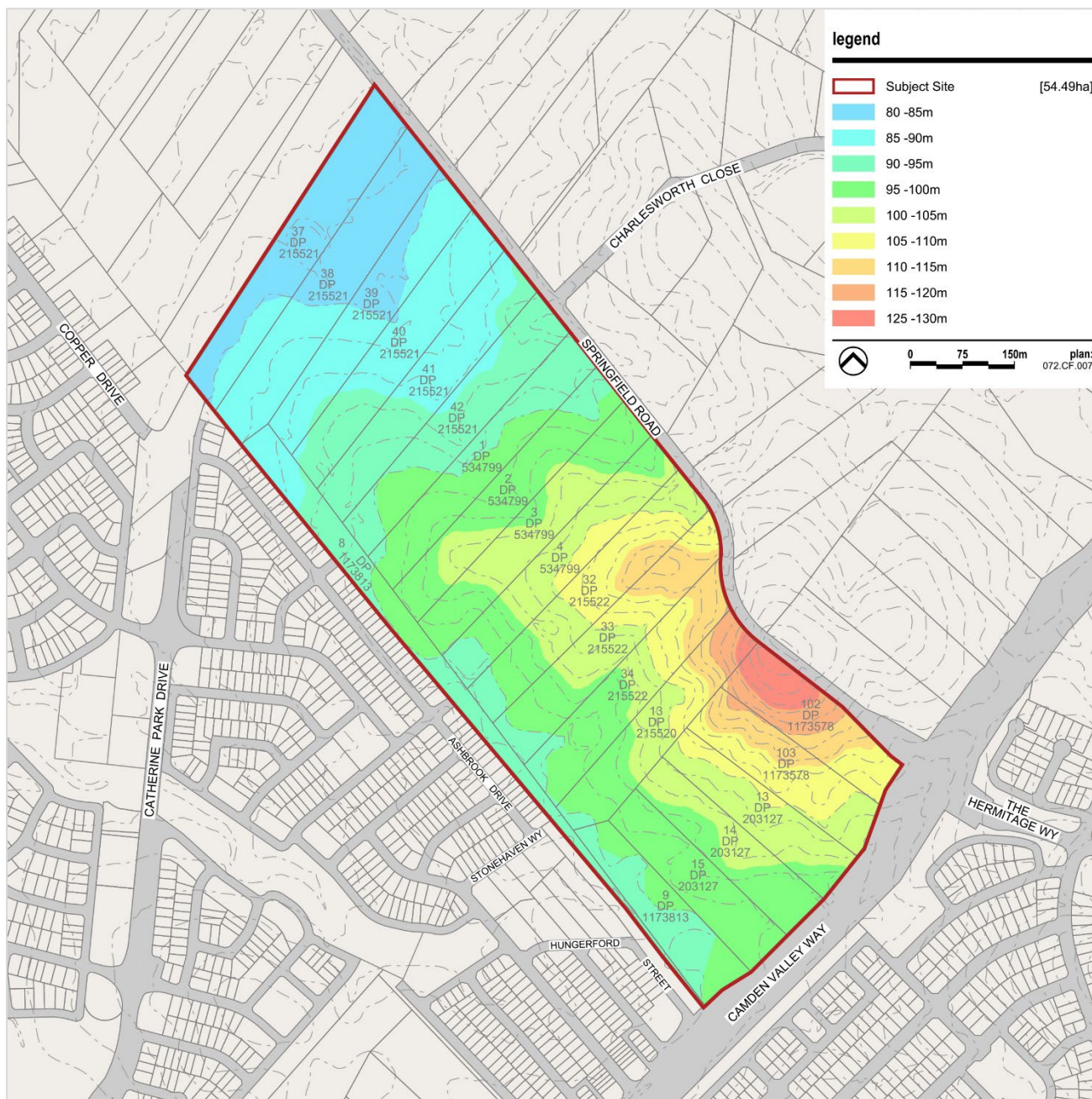


Figure 7 – Topography

The site is undulating and generally falls from the east to the southeast and northwest. The majority of sloping land within the site is less than 5 percent and almost the entire site has slopes less than 10 percent. There are

a few small, isolated pockets where slopes are over 10 percent and up to 20 percent. There are two ridgelines extending from the southeast to the northwest.

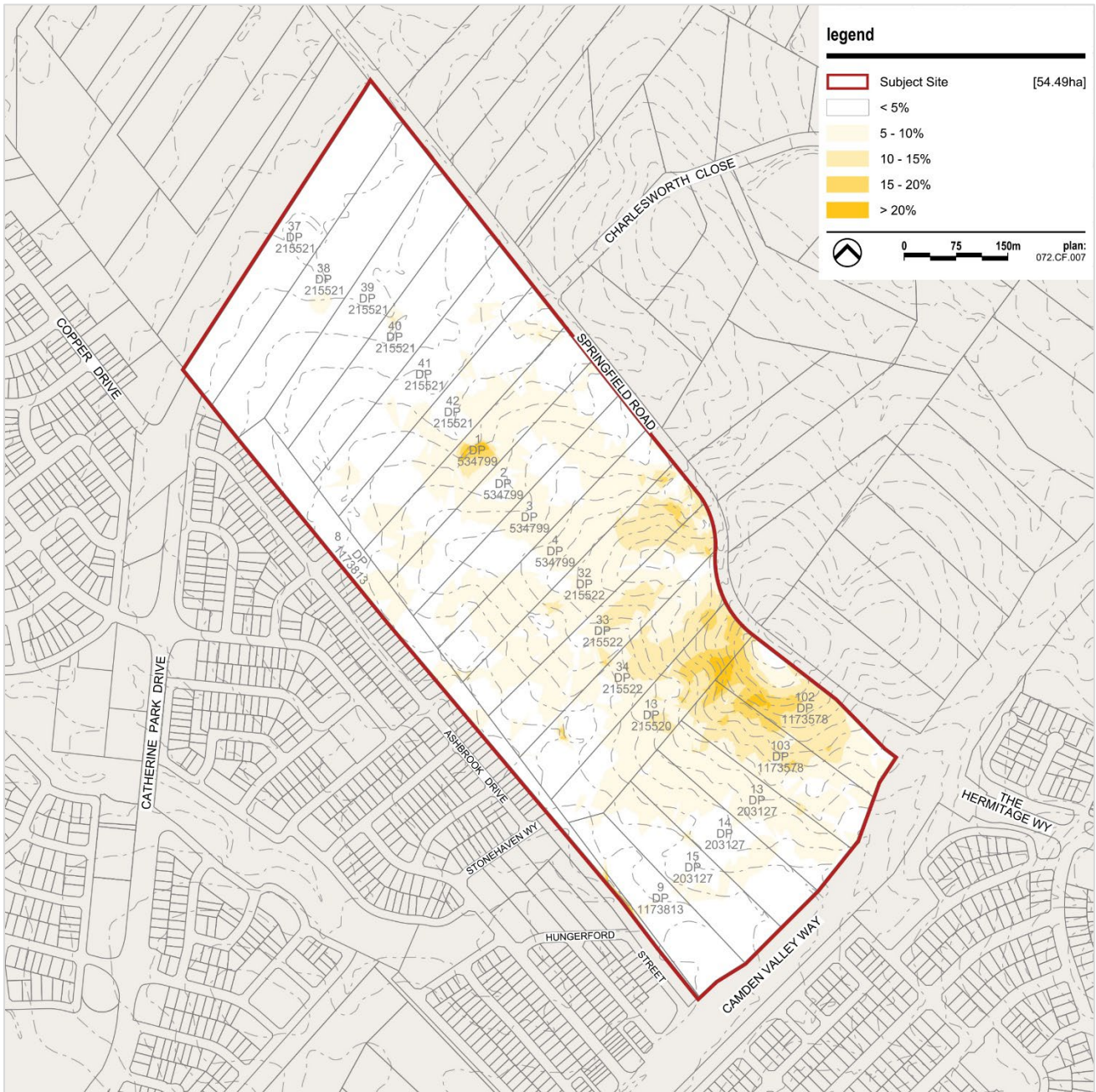


Figure 8 – Landform

Catchments and Drainage Lines

The land contains the upper catchment areas due to its elevation and there is a single broad catchment within the site and numerous drainage lines that typically contain online farm dams. The catchment flows into to South Creek to the southwest through Catherine Park and to the northwest through larger rural/rural lifestyle lots. As the land is within upper level of the catchment, there is no evidence of extensive significant flooding within the lower-lying drainage areas. There are numerous farm dams located along the drainage lines and the drainage lines are generally cleared of any vegetation.

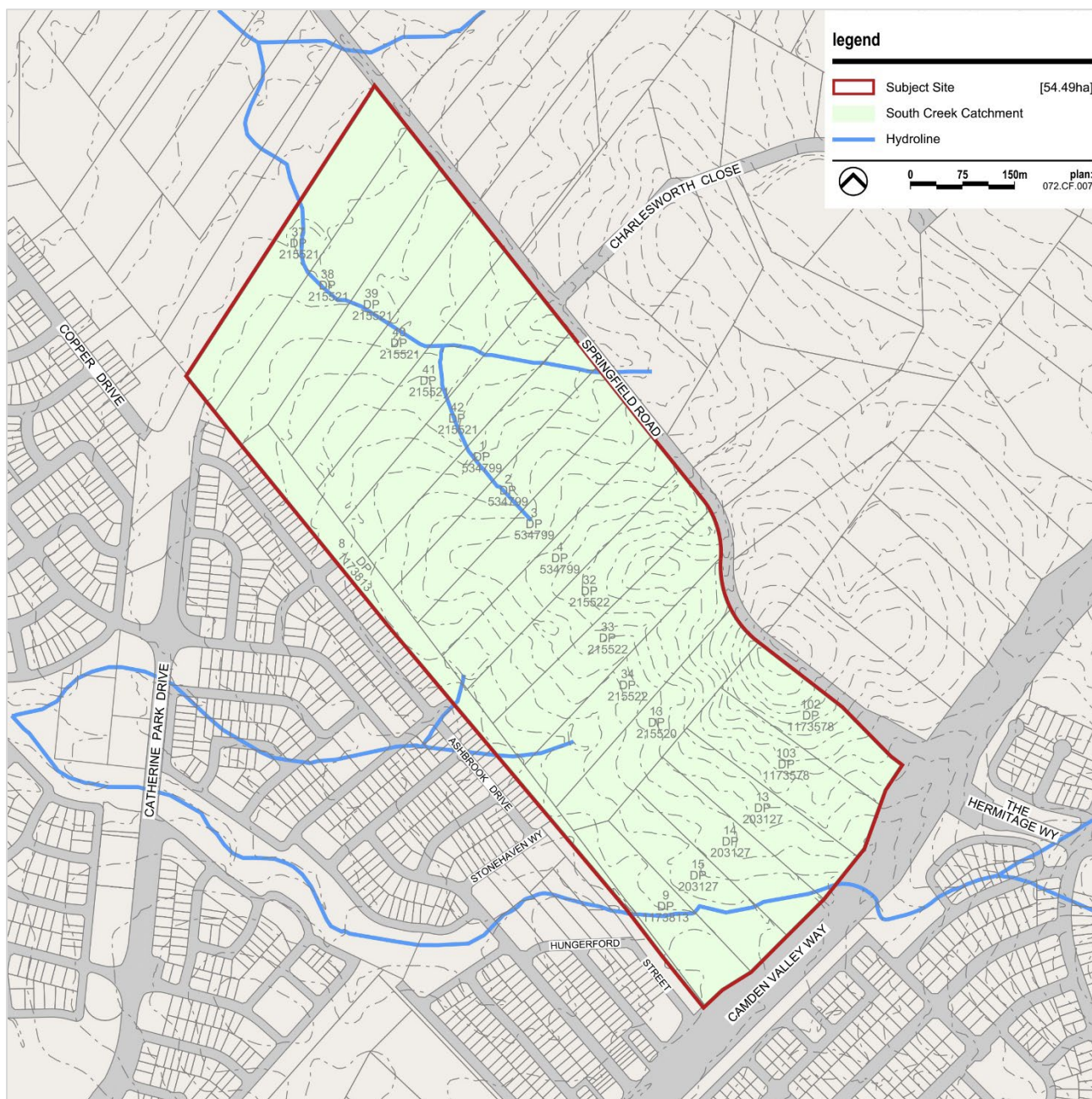


Figure 9 – Catchments and Drainage Lines

Transmission Lines

There are no high voltage transmission lines within the site. Overhead transmission lines are located in the Springfield Road and Camden Valley Way road reserves. These overhead transmission lines provide electricity to the houses within the site.

Local Climate

The local seasonal climate for the locality is characterised by warm to hot humid conditions with above average number of rainy days during peak summer. In peak winter, the days are cooler with less humid and below average number of rainy days. A summary of key annual seasonal climatic statistics is outlined in **Table 3**. The climatic statistics are for the Camden Airport AWS which has been in operation since 1943.

Table 3: Local Climatic Statistics (Camden Airport AWS)

Element	January	July
Mean maximum temperature (°C)	29.7	17.4
Mean minimum temperature (°C)	17.0	3.0
Mean 9am temperature (°C)	21.6	8.6
Mean 3pm temperature (°C)	27.7	16.0
Mean rainfall (mm)	80.6	35.4
Mean number of days of rain ≥ 1	5.0	2.9
Mean 9am wind speed (km/h)	6.5	5.8
Mean 3pm wind speed (km/h)	17.2	14.6

[Source: Bureau of Meteorology www.bom.gov.au]

The prevailing winds for January and July are shown in **Figure 10**.

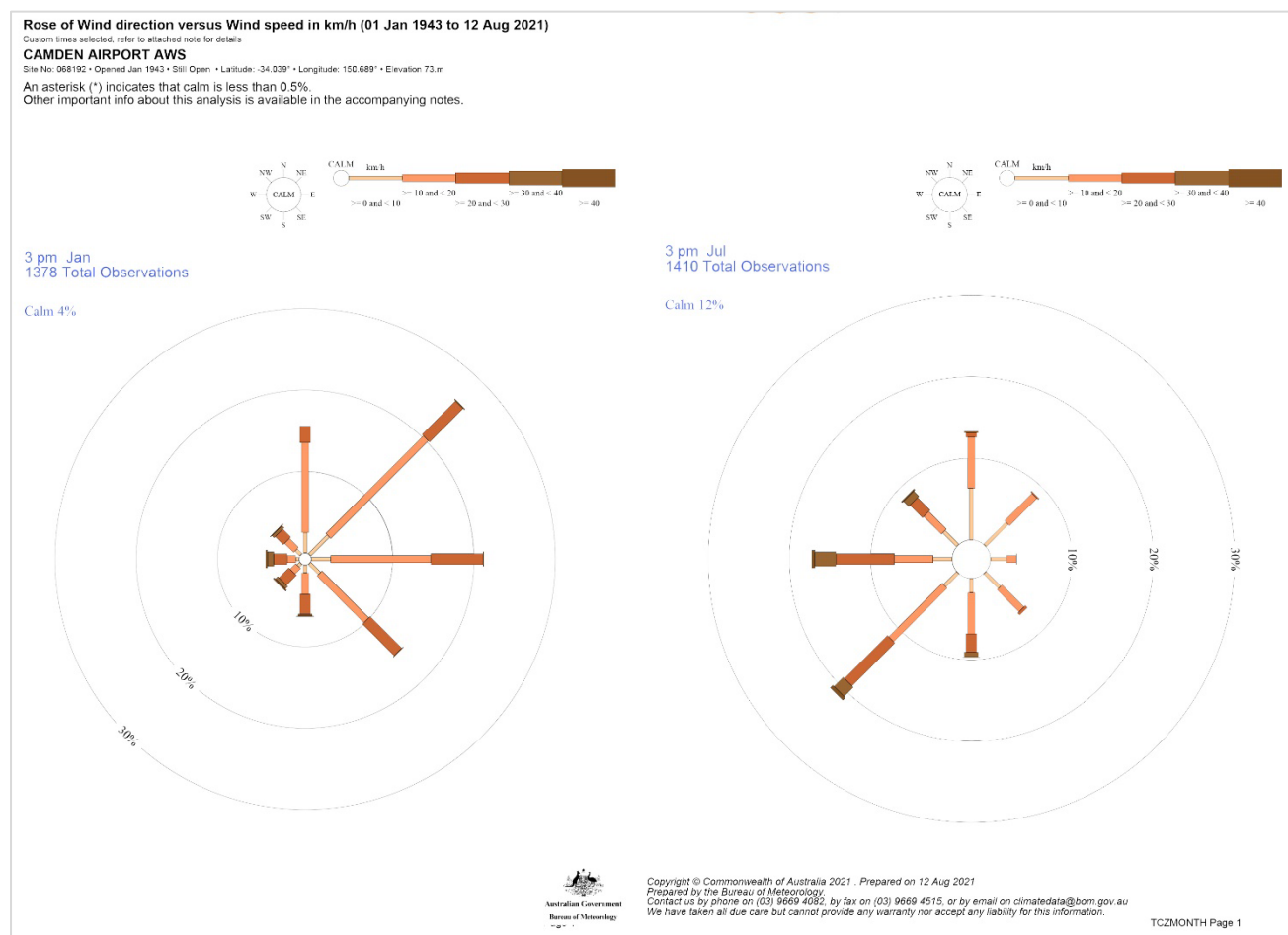


Figure 10 – Local Wind Roses for January and July (Source: Bureau of Meteorology www.bom.gov.au)

The locality in peak summer is predominantly subject to winds from the northeast and east of 10-20 kilometres per hour. The winds are predominantly from the southwest with speeds of 10-20 kilometres per hour in the winter.

3.4 Current Land Use and Zoning

Camden LEP 2010 is the principal planning instrument applying to the site. The current land use zoning is “RU4 Primary Production Small Lots’ and RU1 Primary Production’. The current zoning is shown in **Figure 11**. Current land uses generally consist of rural residential land with large rural lifestyle homes and small lot agricultural activities, including market gardens and small numbers of stock for grazing.

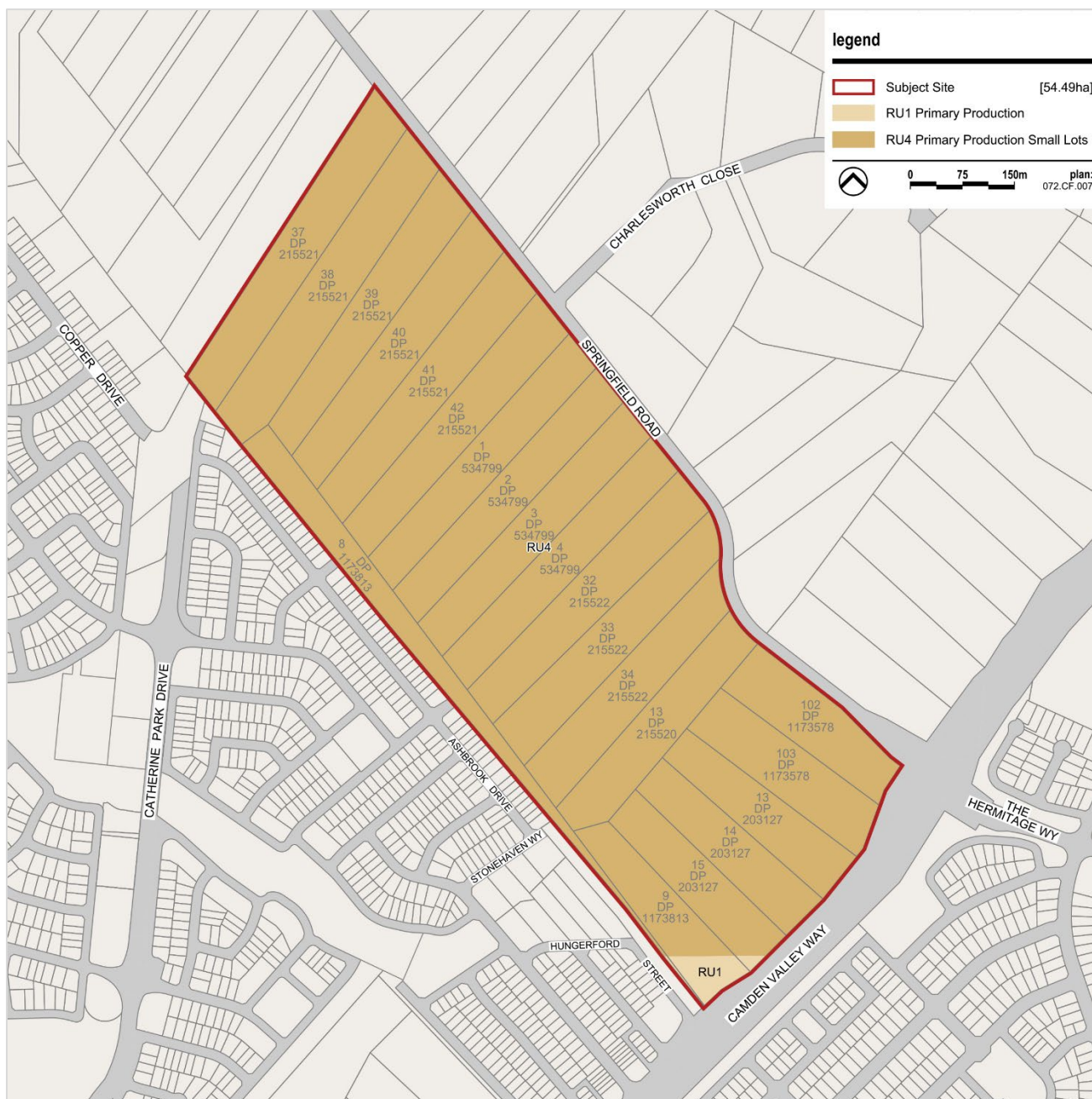


Figure 11 – Existing Zoning

3.5 Surrounding Land Use and Development

Existing land uses and development on land in the vicinity of the site include:

- Catherine Fields (Part) Precinct is to the south of Springfield Road and was rezoned in December 2013 and provides for over 3,200 dwellings.
- Catherine Park Estate is adjacent to the southwest boundary, which is within the Catherine Fields (Part) Precinct. Stage 9 in Catherine Park includes multiple local residential street connections as planning anticipated future connections to urban development within the site.
- Land to the north and northeast comprises the broader Catherine Field Precinct and the Catherine Field North Precinct. These Precincts contain larger rural residential, rural lifestyle and small lot

agricultural land uses, similar to the existing land uses within the site.

- Oran Park Precinct is located to the west of the site. Oran Park is nearing full development and contains the Oran Park Town Centre, the largest regional centre closest to the site.
- The Leppington Precinct is to the north. Stage 1 of the Leppington Precinct was rezoned in November 2015 to provide 2,500 dwellings. Stages 2 and 5 were recently rezoned to provide an additional 2,400 dwellings.
- The Leppington North Precinct, north of the Leppington Precinct, was rezoned in December 2013 and includes the Leppington Town Centre and Leppington Railway Station.
- The Turner Road Precinct is to the southeast and is nearly fully developed.
- East of Camden Valley Way is the release area of Gledswood Hills and further north is Emerald Hills release area. Both of these urban release areas are nearly fully developed.

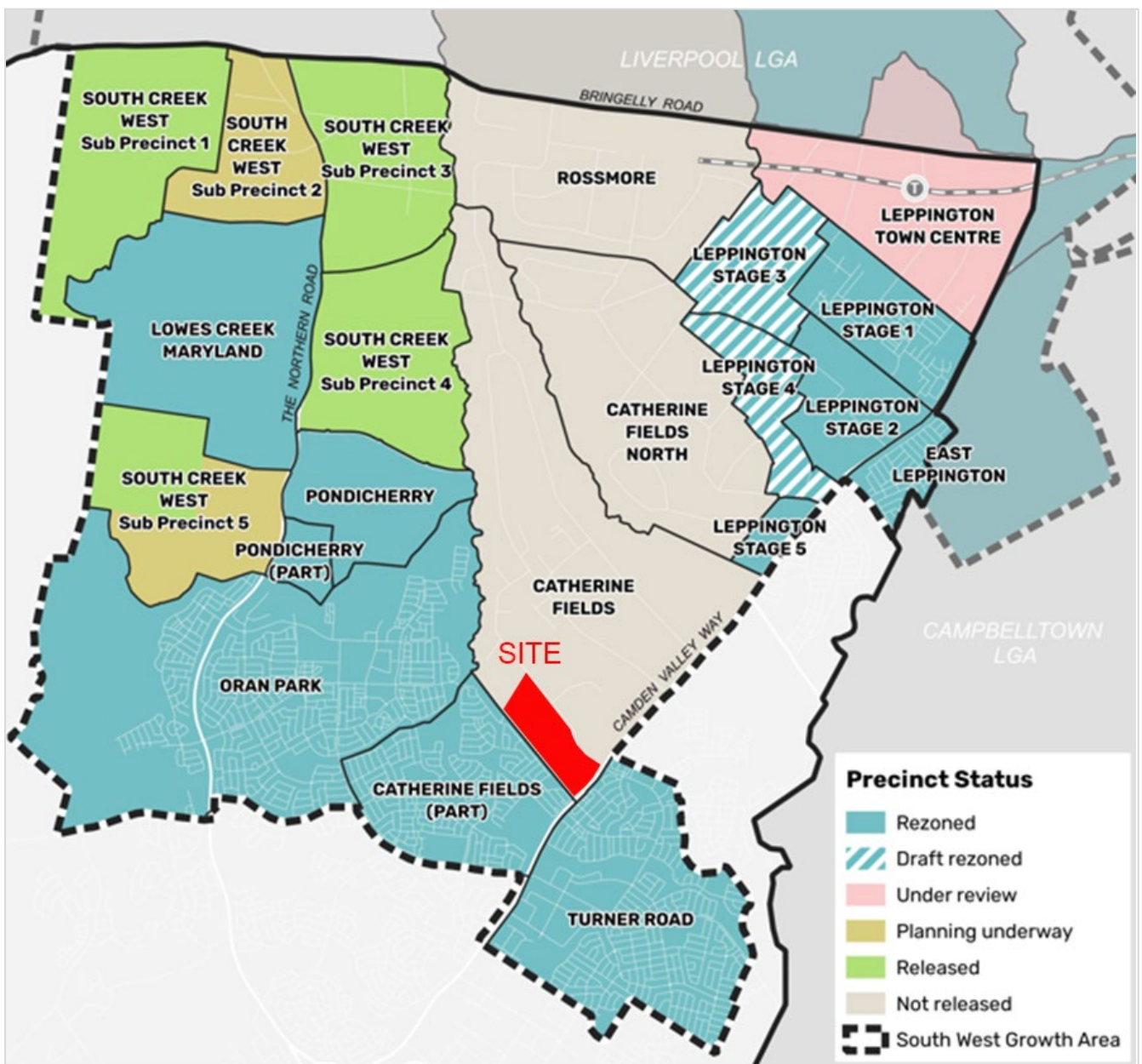


Figure 12 – South West Growth Area (Source: www.camden.nsw.gov.au)

4 PLANNING FRAMEWORK

4.1 State Planning Context

4.1.1 Strategic Planning

The NSW Government has formed framework of strategies to guide growth within NSW and Greater Sydney Region. The strategies guide investment, planning, urban growth, housing and infrastructure in Greater Sydney and correspond with the ‘three cities’ model. The site is within the Western Parkland City and a summary of the relevant strategies are in **Table 4**.

Table 4: State Strategic Planning Policies

Policy	Description
NSW 2021 State Plan – A Plan to Make NSW Number One	<p>The <i>NSW 2021 State Plan – A Plan to Make NSW Number One</i> is a 10 year plan to guide government policy and budget decision making and deliver on community priorities. The five key strategies are:</p> <ul style="list-style-type: none"> • rebuild the economy; • return quality services; • renovate infrastructure; • strengthen local environments and communities; and • restore accountability to Government. <p>There are 32 goals that have been developed in association with the five key strategies. The State Plan goals that relate to this Planning Proposal are:</p> <ul style="list-style-type: none"> • <i>Goal 1 - Improve the performance of the NSW economy</i> • <i>Goal 5 - Place downward pressure on the cost of living</i> • <i>Goal 20 - Build liveable centres</i> • <i>Goal 22 - Protect our natural environment</i> • <i>Goal 24 - Make it easier for people to be involved in their communities</i> • <i>Goal 29 - Restore confidence and integrity in the planning system</i> • <i>Goal 32 - Involve the community in decision-making on Government policy, services and projects.</i>
NSW Infrastructure Strategy 2018-2038	<p>The <i>NSW State Infrastructure Strategy 2018–2038 (SIS)</i> builds on the NSW Government’s major long-term infrastructure plans over the last seven years. The Western Parkland City comprises identified large developable areas for greenfield development and by 2056 nearly 2 million people will live in this City. The SIS identifies the western corridor with a central aerotropolis adjacent to the new Western Sydney Airport. The infrastructure response to the Planning Proposal includes:</p> <ul style="list-style-type: none"> • <i>Prioritise intercity road connections to support access from all directions.</i> • <i>Provide a north-south mass transit connection, for example the T1 Western Line to Western Sydney Airport.</i> • <i>Prioritise sustainable transport connections, particularly walking and cycling infrastructure within the city.</i> • <i>Facilitate high quality digital connectivity infrastructure as part of all development.</i> • <i>Provide social infrastructure, such as schools, social housing and hospitals, to support population growth.</i> • <i>Provide additional cultural and recreational infrastructure.</i> • <i>Encourage local council and private investment in recreation infrastructure.</i> • <i>Facilitate South Creek catchment to become an enabler of world class water management, urban greening and climate control.</i> • <i>Deliver a freight network to support a growing city, and the next tranche of container imports into Sydney.</i>
Future Transport 2056	<p><i>Future Transport 2056 (FT 2056)</i> sets the 40-year vision, directions and principles to guide transport investment in the long-term. It is coordinated with the State Plan and SIS as well as the Sydney Metropolitan region and district plans. FT 2056 maps the ‘30 minute city’ for the Greater Sydney network and the future networks for road, rail and rapid bus services.</p> <p>The site is adjacent to an identified future rapid bus route between Oran Park Town Centre and Leppington Town Centre. This rapid bus connection provides direct connections to the existing and future metropolitan rail network.</p>

Policy	Description
A Metropolis of Three Cities – The Greater Sydney Region Plan	<p><i>A Metropolis of Three Cities – The Greater Sydney Region Plan</i> (GSRP) was released by the Greater Sydney Commission in March 2018. The plan outlines a vision for Greater Sydney as a metropolis of three cities, incorporating the Western Parkland City, the Central River City and the Eastern Harbour City. The GSRP sets a framework for the delivery of housing, employment and transport connections which will include:</p> <ul style="list-style-type: none"> • An increased urban tree canopy and a network of open space, framed by a protected natural area. • An additional 725,000 dwellings by 2036 creating new communities and urban renewal areas that support new and existing centres and enhance local character. • Places for 817,000 additional jobs by 2036 with a strong focus on economic corridors, health and education precincts and strategic centres. • A 30-minute city that connects people to jobs, businesses, schools and services and supports the economic efficiency of trade gateways <p>The GSRP outlines 10 directions and associated objectives across four broad principles. The GSRP identifies the site as a 'Land Release Area' that is identified as the SWGA.</p> <p>A detailed response to the Planning Proposal is provided in Part B of this Planning Proposal.</p>
Western City District Plan	<p>The Western City District Plan (WCDP) was released by the Greater Sydney Commission in March 2018. The plan outlines a vision for the Western Parkland City as one of three cities in Greater Sydney. The WCDP informs local strategic planning statements and local environmental plans, including the assessment of planning proposal and continues the framework for the delivery of housing, employment and transport connections in the GSRP.</p> <p>The WCDP identifies the site within a 'land release area' and for future housing. A detailed response to the Planning Proposal is provided in Part B of this Planning Proposal.</p>
South West Growth Centre Structure Plan	<p>The South West Growth Centre Structure Plan guides the planning of the SWGA and individual Precincts, including the Catherine Field Precinct.</p> <p>The Structure Plan was updated by DPHI in December 2022 to better align with the delivery of new urban growth and projected future urban growth in the SWGA. The Structure Plan provides a high-level presentation of the intended outcomes for the SWGA and each Precinct.</p>

4.1.2 Statutory Planning

The *Environmental Planning and Assessment Act 1979* is the principal planning legislation in NSW. There are numerous subordinate statutory planning instruments and other Acts that need to be considered as part of a Planning Proposal. A summary of the State statutory planning framework is in **Table 5**.

Table 5: State Statutory Planning Framework

Instrument	Description
Environmental Planning and Assessment Act 1979	<p>The <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) is the principal planning legislation and the statutory planning context for making Environmental Planning Instruments, environmental assessment and approvals.</p> <p>Part 3 Planning instruments</p> <p>Environmental Planning Instruments including SEPPs are made under Part 3. This Planning Proposal is in accordance with the planning provisions in this part.</p> <p>Section 7.11</p> <p>Section 7.11 of the EP&A Act provides for councils to prepare and implement a contributions plan or planning agreement to accumulate payments to fund the provision of local services required by a development.</p> <p>A plan for section 7.11 contributions will need to be adopted for the area subject to this Planning Proposal.</p> <p>Section 9.1</p> <p>Section 9.1 Directions of the EP&A Act require planning proposals to address</p>

Instrument	Description
	various matters when proposing to rezone land. These considerations have been applied to this Planning Proposal and are assessed in detail in detailed response is provided in Part B of this Proposal.
Environmental Planning and Assessment Regulation 2021	The <i>Environmental Planning and Assessment Regulation 2021</i> (EP&A Regulation) Clause 34 in the EP&A Regulation relates to in Sydney region growth centres with the preparation of a Development Code and implementation of the Growth Centre Structure Plan. The Planning Proposal considers the South West Growth Centre Structure Plan.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	The <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i> (WPC SEPP) is the primary statutory plan governing the release and rezoning of land in the Western Parkland City Growth Centres. The WPC SEPP applies planning provisions and establishes the broad planning controls required to oversee the development of the SWGA. The Planning Proposal for the site will amend Appendix 5 Camden Growth Centres Precinct Plan, to assign the zoning and planning controls for the site.
Housing and Productivity Contribution	The NSW Government introduced the Housing and Productivity Contribution (HPC) in June 2023, which applies a more consistent approach to contributions throughout Greater Sydney. The Housing and Productivity Contribution replaces the previous Special Infrastructure Contribution (SIC) in the NSW planning legislation and is a fair and consistent development charge that will help fund the delivery of infrastructure. Development and subdivision within the site will be subject to HPC payments for the delivery of scheduled infrastructure items for the SWGA, including the delivery of the Catherine Park Drive and Rickard Road Extension.
Biodiversity Act 2020	Biodiversity Certification has been granted for the SWGA. The Biodiversity Certification addresses biodiversity issues upfront and it is no longer required to undertake a threatened species assessment with Development Applications in areas classified as 'certified' under the Biodiversity Certification Order. The site in the Planning Proposal is mapped as being Biodiversity Certified.
Other Legislation	Other legislation and planning instruments influence the planning outcomes for the site. Other legislation relating to waterways, traffic, heritage and bushfire are also considered in this Planning Proposal.

4.2 Local Planning Context

Council has built a framework of lead and supporting strategies to guide growth within the Camden LGA. Council's local strategic and statutory planning layers are outlined in **Table 6** with an explanation on how the Planning Proposal relates to each strategy or instrument.

Table 6: Local Strategic and Statutory Planning Framework

Instrument	Description
Camden Local Strategic Planning Statement	The Camden Local Strategic Planning Statement (LSPS) was finalised in March 2020 and outlines broad economic, social, and environmental land use needs for the Camden LGA over the next 20 years. The LSPS lists local planning priorities for Camden LGA and informs the assessment of Planning Proposals. A detailed response to the Planning Proposal is provided in Part B of this Planning Proposal.
Sustainability Strategy 2020-24	Camden's <i>Sustainability Strategy 2020-24</i> sets a sustainability framework to make the Camden LGA. There are five key themes as follows: <ul style="list-style-type: none"> <i>Building Sustainable Communities - to increase awareness, knowledge and capacity in our communities so that they can respond</i>

Instrument	Description
	<p><i>and take action on sustainability issues;</i></p> <ul style="list-style-type: none"> • <i>Creating Sustainable Urban Environments - to embed sustainability principles into urban planning and design to support the delivery of low carbon communities;</i> • <i>Improving Resilience to Climate Change - to understand the climate risk for the Camden LGA and build resilience to climate and natural disasters;</i> • <i>Protecting Our Natural Environments - to improve biodiversity management and the health of our waterways; and</i> • <i>Leading by Example - to demonstrate leadership to the community by improving the sustainability performance of Council.</i> <p>Sustainability is about creating new urban areas that protect important environmental assets and reduce adverse impacts on the natural environment and the urban environment where people live.</p> <p>The Sustainability Strategy seeks to embed sustainability into urban planning and design by reducing carbon emissions and expanding the urban tree canopy within the Camden LGA and implementation of other strategies to mitigate the urban heat island effect. There is also emphasis to deliver energy and water efficiency and reduce waste.</p> <p>The Planning Proposal adopts urban design that will enable capacity to develop and expand an urban tree canopy with green spaces spread throughout the site. There are large public green spaces for refuge during extreme heatwaves and intent to maximise street tree plantings to develop the urban canopy. The Planning Proposal also protects a riparian area within the broader South Creek catchment.</p>
Camden Local Housing Strategy	<p>Camden's <i>Local Housing Strategy</i> (LHS) sets a plan for housing in within the Camden LGA over the next 10 and 20 year periods. There are five key priorities as follows:</p> <ul style="list-style-type: none"> • <i>Priority 1 – Providing housing capacity and coordinating growth with infrastructure</i> • <i>Priority 2 – Delivering resilient, healthy and connected communities</i> • <i>Priority 3 – Delivering the right housing in the right location</i> • <i>Priority 4 – Increasing housing choice and diversity</i> • <i>Priority 5 – Addressing housing affordability</i> <p>The South West Growth Area (SWGA) is to contain the majority of capacity to meet housing demand and that land zoned for housing is supported by infrastructure. In addition, new communities are resilient, healthy and connected and housing is delivered in the appropriate location.</p> <p>The Planning Proposal seeks to rezone land for new housing supported by social and servicing infrastructure within the SWGA. New housing in a range of densities will offer choice and diversity for prospective homeowners with greater housing supply within a constrained housing market. The outcomes of the Planning Proposal include an urban layout and structure that encourages healthy and connected communities with easy access to recreation facilities and activity centres in the broader locality and higher densities are located to areas offering higher residential amenity.</p>
Community Strategic Plan	<p>The <i>Community Strategic Plan</i> is the community's plan for the Camden LGA and bring together all levels of government, business, and local community organisations and residents. A detailed response to the Planning Proposal is provided in Part B of this Planning Proposal.</p>
Spaces and Places Strategy	<p>The Camden Spaces and Places Strategy aims to address various challenges in providing, delivering and maintaining public spaces and provide a strategic framework and action plan to support the significant role that Council plays in the provision of open space, play spaces and community facilities to meet the needs of current and future populations. This strategy uses three planning districts, rural, established and growth, to analyse the populations trends and review benchmarks for the provision of social infrastructure.</p>

Instrument	Description
Camden Local Environmental Plan 2010	<p><i>Camden Local Environmental Plan 2010</i> (Camden LEP) was gazetted on 3 September 2010 and applies to land within the Camden LGA. The site is currently zoned RU4 Rural Small Holdings and R5 Large Lot Residential. Following gazettal of this Planning Proposal in the WPC SEPP, the planning provisions in Camden LEP 2010 will no longer apply to land within the site.</p>
Camden Growth Centres Development Control Plan 2011	<p><i>Camden Growth Centres Development Control Plan 2011</i> applies to land subject to Appendix 5 in the WPC SEPP. Following gazettal of this Planning Proposal in the WPC SEPP, the Camden Growth Centre Precincts DCP will apply the development controls for all forms of development in the site. Schedule 4 Catherine Field Part Precinct should be amended to incorporate the site as it forms part of the Catherine Field Precinct.</p> <p>Since the lodgement of the initial Planning Proposal, Council has introduced new development controls for ridgelines. This Planning Proposal includes an assessment of the ridgelines as intended by these new provisions.</p>

5 PROPOSED PRECINCT PLANNING OUTCOMES

5.1 Proposal Summary

5.1.1 Proposal Overview

The Catherine Park North Planning Proposal is a proponent-initiated proposal that seeks to rezone approximately 54.5 hectares of land within the Catherine Field Precinct to enable urban development for new housing, open space and recreation, major roads and stormwater management.

The Planning Proposal is supported by a draft Indicative Layout Plan (ILP) that provides a range of housing types at varying densities throughout the site. The Planning Proposal is also supported by various technical assessments that provide critical information to analyse and assess the suitability of the site for the proposed use.

The Proposal will provide a range of social infrastructure, including open space, recreation and community facilities for the future community, and deliver road and utilities infrastructure to service the broader SWGA.

5.1.2 Design Philosophy

The design of the Draft ILP is based on these objectives:

1. Create a new estate that fosters community building and relationships and high liveability standards
2. Design a desirable place where people will want to live, learn, work and play
3. Encourage people to participate by providing spaces and places for a range of facilities for all ages
4. Promote a design that allows a mix of residential housing with smaller lot housing being located in areas and adjacent to features of higher amenity
5. Facilitate public and active transport services and connections
6. Encourage active, healthy lifestyles and walkable neighbourhoods
7. Respond to the natural and physical attributes of the site
8. Evolve a design that embodies the development vision

5.1.3 Vision

The vision for the site is to create a new community that is underpinned by design excellence with a strong identity and community focus and embodies the high standards that have been implemented at Catherine Park and Harrington Grove.

Creating a strong identity and a welcoming, cohesive community requires the implementation of well-considered and balanced design objectives. The urban design is to embrace the design principles and deliver these principles intently, requiring a high standard of planning for a new community that will seamlessly extend from Catherine Park.

An identity and sense of place is essential to fostering the delivery of the new community with all the material elements (urban layout, public spaces, landscaping) and immaterial elements (friendships, participation, acceptance). New, sustainable housing is to provide for a range of different households and set a high standard for living within a new greenfields development in South West Sydney.

The community will have access to quality local parks and recreation areas and active transport links within and surrounding the site. The design needs to facilitate a mix of places and spaces that encourage people to

connect with each other frequently to grow relationships and a sense of belonging to where they live.

The community needs to be well-connected to a range of shopping, sporting, education and recreation facilities in the broader locality with through active transport links and every dwelling needs to be within a short walk from a local park.

5.2 Planning and Design Principles

5.2.1 Land Use

- Design new urban areas to inform land use and the location of residential areas that are highly accessible to local parks and recreation areas.
- Locate higher residential densities in closer proximity to areas of higher amenity, including local parks and green spaces that contain active transport facilities.
- Enable a range of housing and encourage a range of household types to create better housing choice.
- Spatially disperse local parks to enable easy and convenient access for residents and users.
- Locate drainage areas to use land efficiently and properly manage stormwater runoff.
- Improve building energy efficiency and support the construction of urban environments that mitigate the effects of urban heat.

5.2.2 Public Domain

- A diverse range of experiences from how people use the public domain and move within the site and socially interact with others.
- A public domain framework of open space, riparian areas and green spaces connected with human-scale streets and active transport to create a connected network of public places and spaces.
- Active and passive recreation facilities form community and/or open space activity nodes within walking distance of less than 400 metres and that are linked by active transport and streets networks.
- Housing to orientate to open space and riparian areas to enhance opportunities for surveillance and enhance safety in the public domain.

5.2.3 Sustainability

- Sustainable housing with energy and water efficient design standards to minimise carbon emissions and preserve water supplies.
- Materials and finishes used for housing and construction are durable and improve microclimate by reduce effects of urban heat.
- Green spaces and streets provide increased densities of trees to expand the urban tree canopy and reduce impacts from urban heat effects.

5.2.4 Natural Environment

- Topography of landforms are to adopt responsive design for locating housing, local parks and drainage areas.
- Integrate drainage facilities with the over land flow of stormwater runoff through new urban areas treat water to protect the environment.

- Encourage plantings in drainage areas with native trees, shrubs and grasses.

5.2.5 Transport and Access

- Enable multiple connections into the surrounding existing and future road network to maximise connected and efficient transport networks.
- Deliver multiple connections to the regional pedestrian and cycle paths in Camden Valley Way and broader networks in South Creek and major roads are to be enabled.
- Facilitate a residential street hierarchy that effectively allows the movement of vehicles and active transport throughout the site.
- Internal residential streets are to interface with open spaces, drainage areas and Camden Valley Way.
- Residential streets are to be human-scale to encourage pedestrian use and cycling in a safe residential environment.
- Residential streets are to provide easy and safe access to local parks, recreation areas and public transport.
- No public road access to Camden Valley Way.

5.2.6 Heritage

- Archaeological sites and potential archaeological sites are to be comprehensively investigated and assessed with Aboriginal groups before being disturbed and developed.
- Areas and items of Aboriginal cultural heritage significance are to be appropriately protected and managed if discovered during development within the site.

5.3 Site Assessments

5.3.1 Aboriginal Heritage

There are no Aboriginal Heritage Information Management System (AHIMS) sites within the site (see **Figure 13**), however there are seven (7) Aboriginal archaeological sites located within proximity to the site.

The Aboriginal archaeological assessment prepared by Kelleher Nightingale Consulting (**Appendix 1**) recorded new Aboriginal archaeological sites and a Potential Archaeological Deposit (PAD) site (see **Figure 14**). The remaining land within the site has low archaeological potential due to disturbance from ongoing land use practices or unfavourable landform contexts.

The Aboriginal archaeological assessment adopted a ‘due diligence’ methodology to consider the site for potential for Aboriginal cultural heritage. A summary of the findings in the due diligence assessment is in **Table 7**.

Table 7: Summary of Aboriginal Sites

Aboriginal Item	Description and Location	Significance Level
Springfield Road AFT 1	<i>Site Richmond Road Colebee AFT 1 comprised an isolated artefact identified within the rear of the property located at 33 Springfield Road, Catherine Field (Lot 13 DP 215520). The site also comprised the rear of properties located at 761, 769 and 775 Camden Valley Way, Catherine Field. (pat lots 13, 14 & 15 DP203127).</i>	Moderate
Springfield Road AFT 2	<i>Springfield Road AFT 2 comprised an isolated artefact recorded within the rear of the property located at 73</i>	Moderate

Aboriginal Item	Description and Location	Significance Level
	<i>Springfield Road, Catherine Field (Lot 2 DP534799). The site also encompassed properties located at 59, 67 and 79 Springfield Road, Catherine Field (Lots 1, 3 & 4 DP 534799).</i>	
Springfield Road IF 1	<i>Springfield Road IF 1 consisted of an isolated artefact recorded within the south eastern corner of the property located at 793 Camden Valley Way, Catherine Field (Lot 102 DP1173578).</i>	Low
Springfield Road PAD 1	<i>Springfield Road PAD 1 was identified within the rear of properties located at 45, 53 and 59 Springfield Road, Catherine Field (Lots 32 & 33 DP215522, Lot 4 DP534799).</i>	Moderate

Based on the preliminary design, the sites will be impacted by the future development. Future detailed design for the project should take the location of the identified sites into consideration and avoid impact where possible. If impact to identified sites cannot be avoided an AHIP for the proposal would be required.

The Aboriginal heritage assessment makes the following observations and recommendations:

- The archaeological sites and PAD area will be at least partially impacted by proposed rezoning and subsequent development.
- Future detailed design for the project should take the location of the identified sites/PAD area into consideration and avoid impact where possible.
- All potentially impacted archaeological sites will require the implementation of a process for the management / mitigating of Aboriginal cultural heritage.
- Archaeological test excavation is proposed for Springfield Road AFT 1, Springfield Road AFT 2 and Springfield Road PAD 1 located within the study area.
- An AHIP issued under section 90 (1) of the *National Parkes and Wildlife Act* is required prior to impacting Aboriginal archaeological sites. The AHIP will include a process of Aboriginal community consultation in accordance with the Heritage NSW Aboriginal cultural heritage consultation requirements for proponents 2010 and preparation of an Aboriginal Cultural Heritage Assessment Report (CHAR) in accordance with the Heritage NSW Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW.

Kelleher Nightingale Consulting has advised that an ACHAR for the proposed development should be prepared following rezoning. This recommendation is consistent with the requirements of Heritage NSW and Camden Council regarding further Aboriginal heritage assessment for the proposal. The ACHAR, and the formal Aboriginal community consultation process, should be commenced following rezoning in order to prepare a detailed significance and impact assessment in accordance with the *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW*.

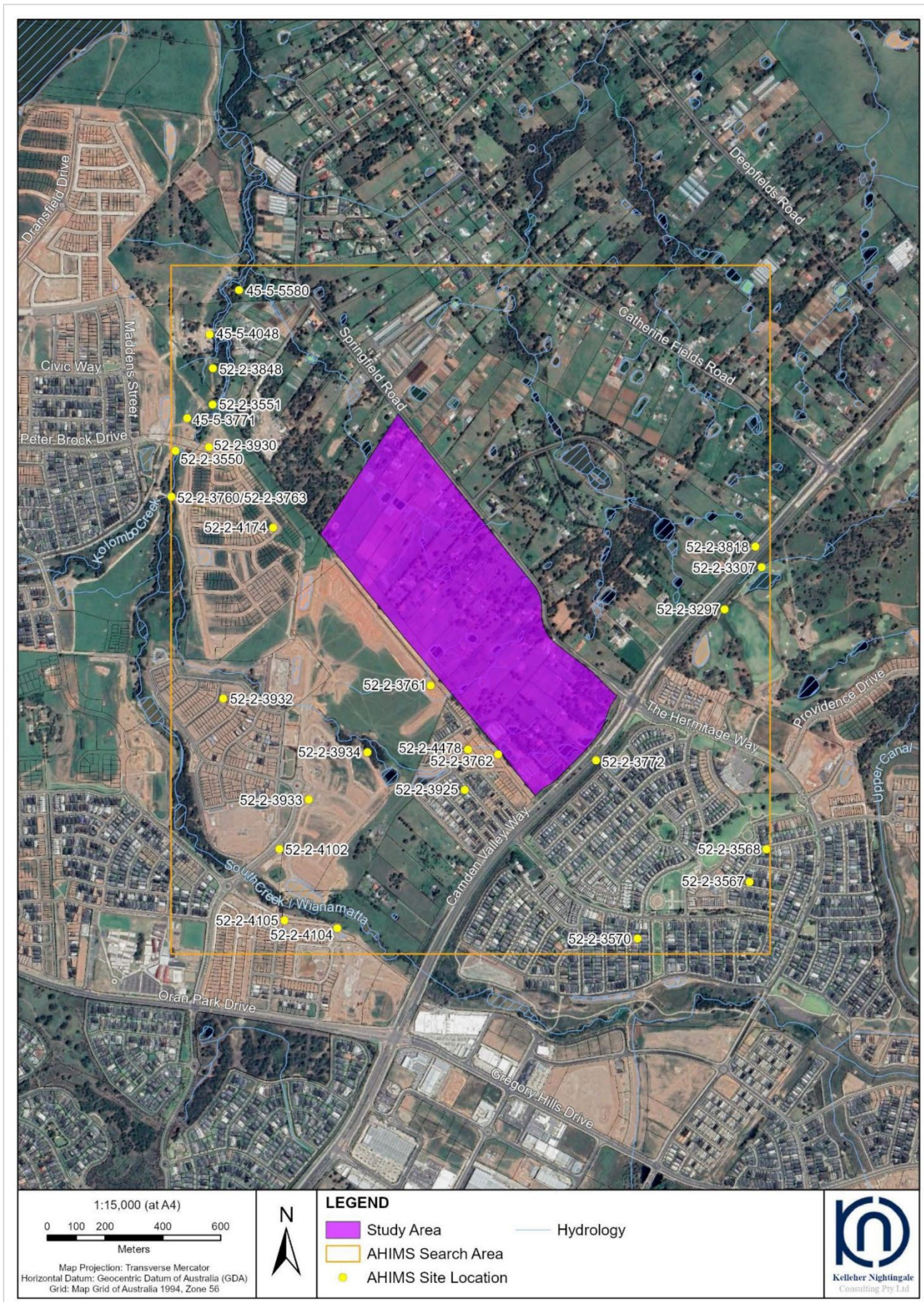


Figure 13 – AHIMS Sites (Source: Kelleher Nightingale Consulting)



Figure 14 – Archaeological Sites (Source: Kelleher Nightingale Consulting)

5.3.2 Connecting with Country

The site is within Dharug Country and Connecting with Country has been facilitated and documented by Yerrabingin (**Appendix 2**). Yerrabingin led a Connecting with Country research and community engagement project that focuses on integrating Dharug cultural knowledge into design and development through a collaborative, Country-focused approach.

The objectives of the Connecting with Country assignment included:

- Embed Dharug cultural knowledge and values into the Catherine Park North development.
- Respect, revitalise, and regenerate the cultural landscape while delivering contemporary housing and infrastructure.
- Collaboratively engage First Nations community members and stakeholders in the design process to ensure local voices shape outcomes.

Six elements that support a deep understanding of 'Country' and place, listed in **Figure 15**, were embraced to convey the intent and findings, embodying Aboriginal cultural values into Cathrine Park North.

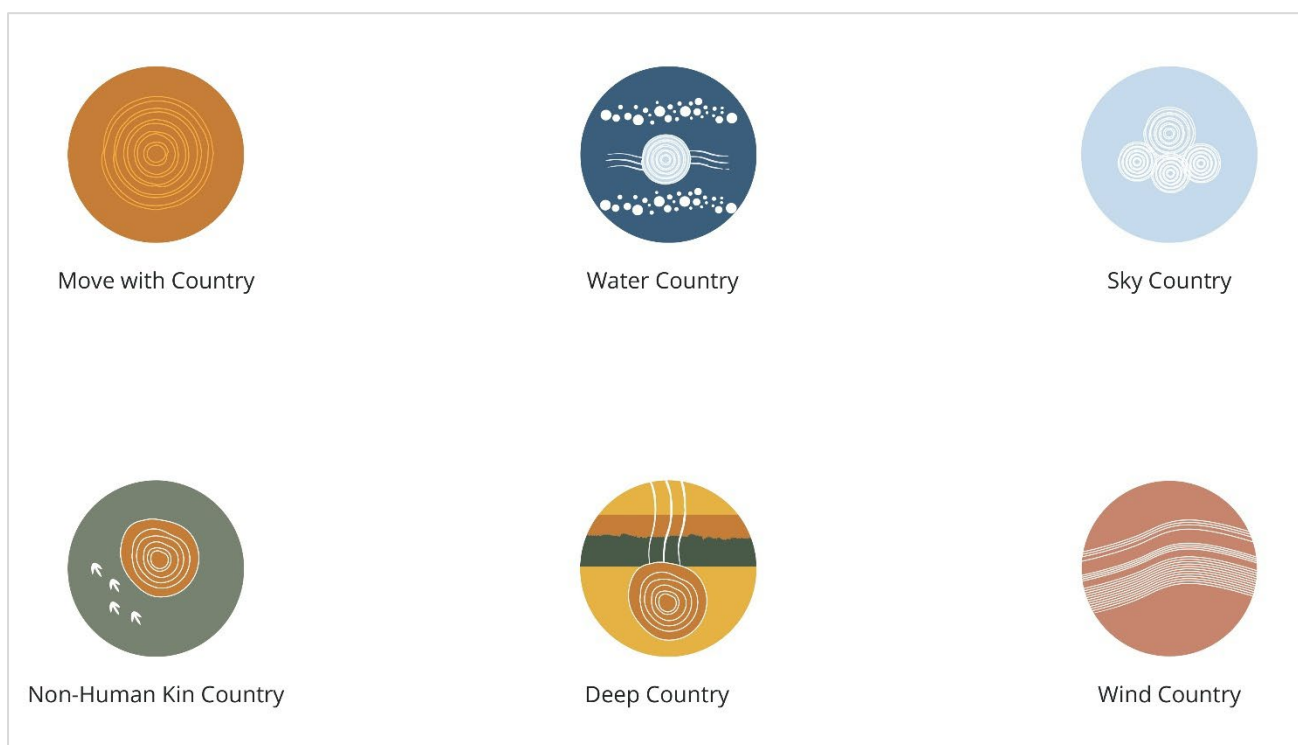


Figure 15 – Elements of Country (Source: Yerrabingin)

In considering the six elements of Country, Yerrabingin curated workshops with local Aboriginal community members to explore and gather their input to achieve the following:

- prioritising sustainability, custodianship, and reciprocal care for Country in all design elements.
- regeneration of ecological systems, restoration of native flora/fauna, and respectful engagement with the history and stories of Dharug Country.
- create a high-quality precinct fostering identity, community cohesion, and connection to Country for all residents and visitors.

A Connecting with Country workshop was held on 21 August 2025 to collect information on local Aboriginal cultural values from Aboriginal representatives. The key outputs from the workshop are listed in **Table 8**.

Table 8: Key Workshop Outputs

Community Observations	Community Values	Community Recommendations
<ul style="list-style-type: none"> The site is culturally and ecologically rich, defined by interrelated elements: Deep Country (geology, artefacts), Water Country (wetlands/creeks), Non-Human Kin Country (native species), Sky Country (astronomy), Wind Country (seasons), and the imperative to Move with Country (paths, practices, stories) Dharug peoples possess and perpetuate knowledge through art, stories, ceremonies, language, and sustainable land practices; these must be acknowledged and incorporated. Existing development (agriculture, dams, clearing) has impacted soils, water, and biodiversity—but opportunities for restoration exist. 	<ul style="list-style-type: none"> Deep Country: Artistic elements could expose geology, showcase artefacts, educate about soils/ochres, and celebrate ancient landforms in public spaces. Water Country: Features such as water play areas, misting systems, biofiltration, and connections to natural waterways honour the site's role as "land between two rivers". Move with Country: Roads, paths, and gathering spaces should follow natural contours and kangaroo lines; scar trees, ring trees, and wayfinding can serve as cultural markers. Non-Human Kin Country: Use of native plants for bush tucker, weaving, medicine, and signage in Dharug language; biodiversity planting to restore ecosystems. Sky Country: Opportunities include dark-sky-friendly lighting, lookouts for star/constellation observation, language stairs, and storytelling pavilions incorporating celestial themes. Wind Country: Kinetic art, wind chimes, pavilion spaces, and landscaping that responds to seasonal changes; educational features about six Dharug seasons. Overarching theme: Designs should invite gentle gathering, sensory engagement, and ongoing education about Country's interconnected systems. 	<ul style="list-style-type: none"> Commit to regenerative custodianship by restoring native vegetation and water systems, consulting Aboriginal knowledge holders, and prioritising sustainable, ecological management in maintenance. Incorporate sensory, educational zones to teach about geology, flora, fauna, water cycles, and astronomy—making everyday experiences regenerative and instructive. Uphold ongoing community engagement with Dharug elders and members, ensuring their stories, practices, and priorities remain central throughout design and operation. Prioritise landscape-led design that celebrates the elements of Country; use cultural burning, abstain from chemical pesticides, create habitat corridors, and embed traditional ways of caring for land. Foster accessible spaces for ceremony, gathering, play, and storytelling—where infrastructure works in harmony with topography, waterways, and seasonal cycles

The translation of the recommendations into planning outcomes includes the integration of design elements derived from the elements of Country and the education of Country.

The key design ideas to Connect with Country include the following themes:

- Plant native trees, shrubs and grasses
- Prioritise landscape-led design that celebrates the elements of Country
- Create meeting places and incorporate educational materials to enable people to understand Country
- Maintain ongoing community engagement with Dharug elders and members in various design elements for public spaces

- Adopt Aboriginal land and water management practices to ensure healthy land, vegetation and waterways.

5.3.3 Visual and Ridgeline Analysis

A visual and ridgeline analysis has reviewed the visual prominence of the site and how the site fits within local, district, and regional landscape character. The Landscape and Visual Scenic Assessment (LVSA) by ADW Johnson (**Appendix 3**) confirms the site has low visual significance and restricted visibility. Specific discussion on the visual impacts of the proposed Draft ILP, design response and development outcomes is in **Section 5.5.4**.

The LVSA has explicitly considered the significance of the high point in the southeast adjacent to Springfield Road and the associated ridgeline, which has been assessed in the context Council's DCP provisions for ridgelines and its heritage significance concerning Catherine Park House (aka Oran Park House).

A visual catchment defined by a 5km viewshed analysis shows most actual views are obstructed or muted by existing development, trees, and topography. The greatest visibility is within 2km of the site, with views from greater distances being negligible.

The assessment examined 28 vantage points, finding restricted visibility of the site due to terrain, vegetation, and existing development. Only 15 locations provided any visibility, with clear, direct lines of sight limited to five locations immediately adjacent to the site and limited visibility from Catherine Park House (aka Oran Park House) to the site (see **Figure 16**).



Figure 16 – Oran Park House view looking East (Source: ADW Johnson)

The assessment finds that the site is visible from only a limited number of close vantage points, and visibility decreases rapidly with distance due to intervening elements. In considering the significance of the ridgeline and scenic values, the assessment finds that the local ridgeline is not highly prominent or possesses an intact rural setting that would require special scenic retention, and its current setting is already dominated by suburban growth and infrastructure.

5.3.4 Biodiversity

Native vegetation that corresponds with the Cumberland Shale Plains Woodland ecological community exists within the site. The biodiversity assessment prepared by Anderson Environmental & Planning (**Appendix 4**) identifies two environmentally significant vegetation communities that have scatter remnants throughout the site. The remaining areas are cleared and used for intensive agriculture (see **Figure 17**).

As the site currently comprises numerous small rural holdings, large lot rural lifestyle properties and market gardens/intensive agriculture, the field investigations confirmed some remnant stands of native vegetation with the highest concentration of trees in the south adjacent to Camden Valley Way and Springfield Road.

The biodiversity assessment identified native stands of vegetation align with the Cumberland Plain Woodland ecological community, being Cumberland Shale Plains Woodland and a small tract of Native Vegetation Acacia Dominated.

Field survey results identified that the majority of the site comprised non-remnant / cleared land and was primarily used for farming practices. However, native stands of vegetation were identified on site. The trees are predominately scattered and canopy only. A smaller tract of the native vegetation in the southeast comprised 1.26ha of connected vegetation, which was highly disturbed and canopy only.

The Growth Centres Biodiversity Certification Order (BCO) applies to the site. The BCO includes 41 Relevant Biodiversity Measures that need to be satisfied to maintain certification. The biodiversity assessment confirms the site satisfies the 41 Relevant Biodiversity Measures and the site is located within biodiversity certified lands. In addition, the site does not contain tracts of remnant vegetation that are larger than 4ha with good connectivity and have more than 10% canopy cover that is likely to provide greater biodiversity value and long-term ecological viability as the larger patch size. The tracts are also not located within a riparian protected area or vegetation protected area.

The biodiversity assessment concludes the site is within biodiversity certified land and the native vegetation on site does not satisfy the criteria for preservation. Accordingly, there is no further NSW threatened species assessment is required.

Additional advice was sought from Anderson Environmental & Planning in response to potential prospects to retain and increase tree canopy and enhance biodiversity on both public and private land (**Appendix 5**). The additional specialist advice confirms:

- The site has full Biodiversity Certification under the Sydney Region Growth Centres Biodiversity Certification Order, and remnant vegetation removal has already been offset.
- The site is not mapped as “Native Vegetation” under the Growth Centres Conservation Plan and has no Cumberland Plain Conservation Plan controls.
- Current tree canopy coverage is below (<10%) of the future target of at least 40%, as promoted in urban heat and landscape goals.
- Retaining existing trees may complicate proper urban planning and create long-term infrastructure issues.
- Hollow-bearing trees present liability and safety concerns if retained in parklands.
- Alternative habitat features (poles with hollows, nest boxes) and use of local provenance seed or topsoil can support fauna and local biodiversity

Additional recommendations to the initial biodiversity assessment undertaking strategic tree planting to efficiently achieve desired canopy cover, retaining trees only where they align with long-term parkland or open space use, and deploying habitat features (i.e. nest boxes and repurposed hollows) to support native fauna in place of retaining hollow-bearing trees that may pose safety risks. In addition, the collection and use local seed and topsoil should be undertaken where possible to maintain local provenance in new landscaping.

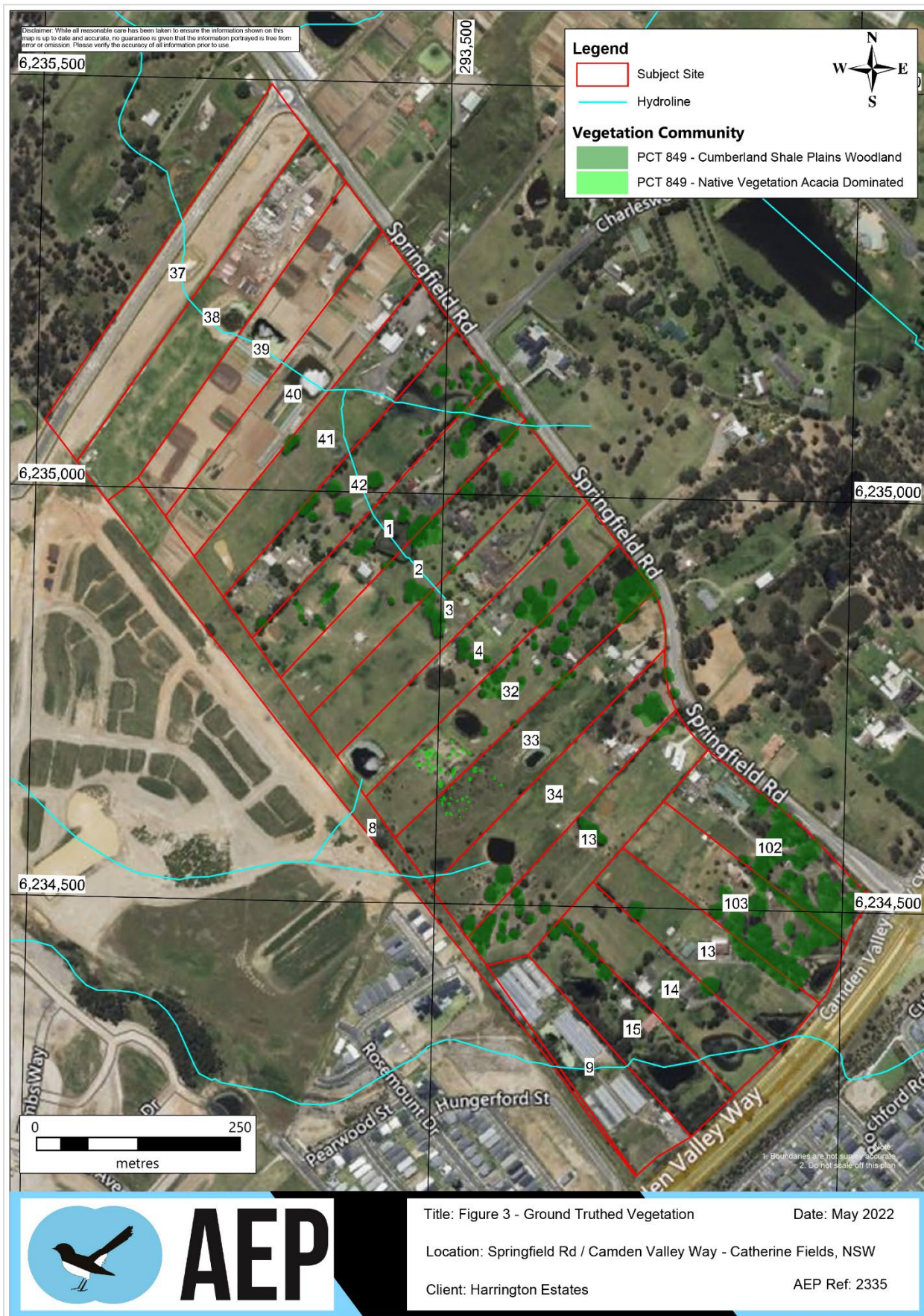


Figure 17 – Vegetation Mapping (Source: Anderson Environmental & Planning)

5.3.5 Riparian Corridors

There are no waterways that show key features of NRAR watercourses classifications present within the site. The riparian assessment prepared by Anderson Environmental & Planning (**Appendix 6**) identifies intermittent farm dams with no connection or associated streams within the site following site survey to ground-truth the NRAR dataset (see **Figure 18**).



Figure 18 – Riparian Site Assessment (Source: Anderson Environmental & Planning)

5.3.6 Bushfire

Asset protection zones (APZ) will need to be provided for future residential development adjacent to bushland areas on the outer edge of the site. The bushfire assessment prepared by Anderson Environmental & Planning (**Appendix 7**) maps the location of APZs shown as 'BAL – FZ' (Flame Zone) in **Figure 19**.

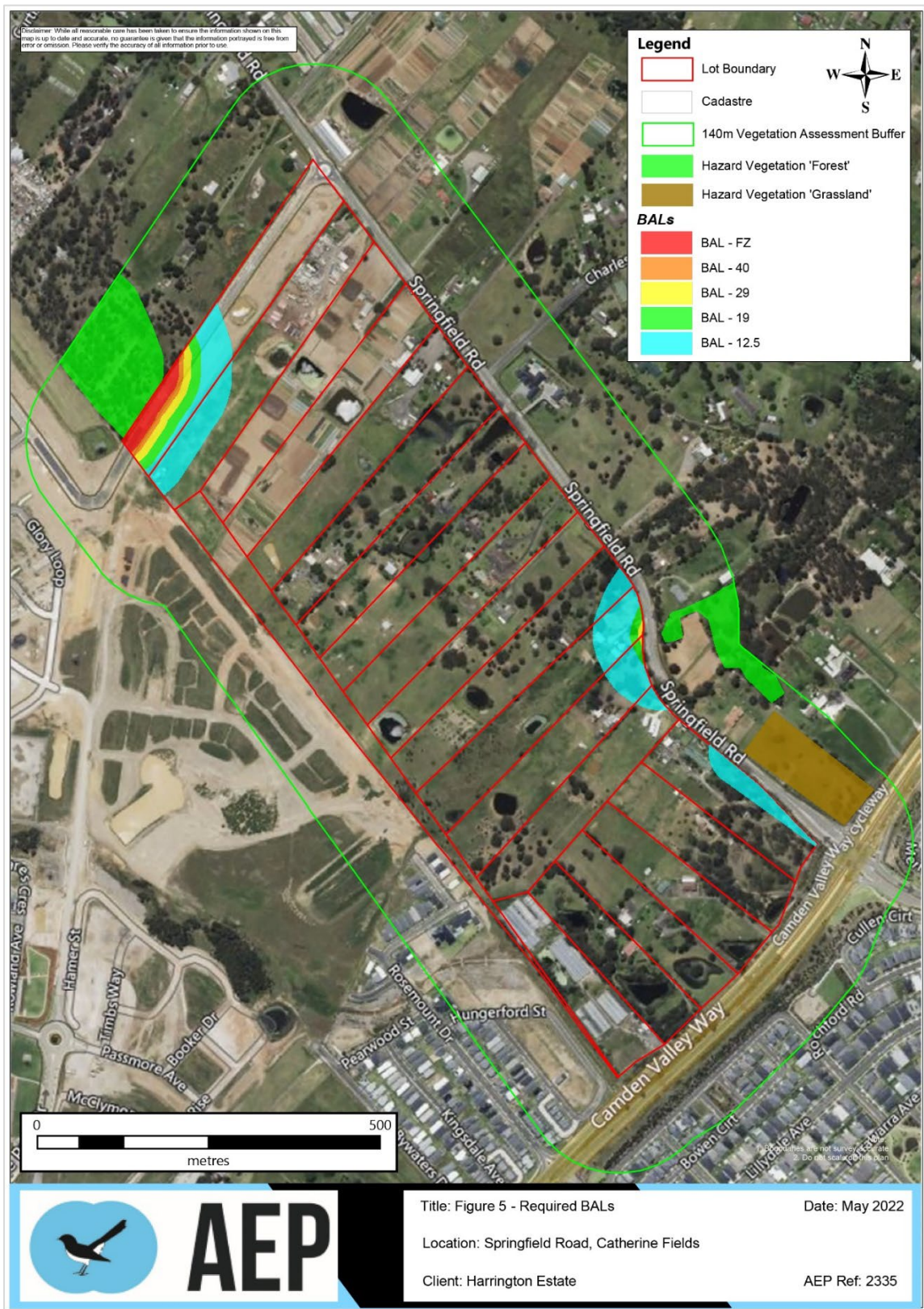


Figure 19 – Bushfire Assessment (Source: Anderson Environmental & Planning)

The bushfire assessment identifies the bushfire hazard areas and indicates projected Bushfire Attack Levels (BAL), which will apply construction standards to residential buildings. More detailed assessment of the BAL construction standards will need to be undertaken at the development approval stages once the design and delivery of land development within the site is progressed.

Bushfire threat has been assessed for the site and the bushfire assessment concludes that the Draft Indicative Layout Plan can meet the objectives of Planning for Bushfire Protection 2019 (PBP 2019). The bushfire also concludes:

- Perimeter roads can comply with the relevant requirements of PBP 2019.
- Suitable access / egress is provided off Springfield Road and Camden Valley Way via the proposed internal road network and there are no issues with evacuation, safe haven zones, or firefighting logistics. [Note that additional access egress will be provided with connection to extension of Catherine Park Drive]
- A reticulated water supply system will need to be delivered in accordance with AS2419.1 – 2017.

5.3.7 Heritage

There are no existing State or local listed European heritage items within the site. The heritage assessment prepared by Niche Environment and Heritage identifies the existing State listed item of Catherine Park House (aka Oran Park House) in the district area of the site (**Appendix 8**). The heritage assessment confirms there are no National, State or local listed heritage items within the site, and the existing listed heritage properties do not impose any heritage constraints within the site.

The heritage assessment includes a view assessment of the subject site and Catherine Park House (aka Oran Park House) (see **Figure 20**).



Figure 20 – Heritage Viewpoints and Views (Source: Niche Environment and Heritage)

The impacts of development within the site are assessed to have nil, negligible or minimal impact on Catherine Park House.

The heritage assessment makes the following conclusions about Catherine Park House:

1. *This HHIA has found that the proposed Catherine Fields Part Precinct Extension development will have minimal impacts on the identified view lines to and from Oran Park identified in the CMP (2019) and Schedule 4 – Catherine Field (Part) Precinct (2020) of the Camden Growth Centre Precincts DCP.*
2. *The proposal will have no impact on significant views along the north/south line of the entrance driveway.*
3. *The proposal will have a negligible impact on significant views south-east/north-west to and from Oran Park House past the Coach House to South Creek. The views to these significant structures and features within the SHR curtilage will be retained and the proposed development will have a negligible impact on the background to these views, as there is substantial residential development already within the background.*
4. *The existing views of Oran Park from the area of the proposed development are of low sensitivity, as they are distant views of low quality, have been already impacted by residential development and are currently only available as small glimpses. These views have also been obstructed by intervening power lines and disrupted by a mobile phone relay tower previously placed in the high point of the Springfield Road ridgeline. The proposed Catherine Fields Part Precinct Extension development is likely to create additional views to Oran Park in the public domain as the proposed development is on land gently sloping to the west and provides more publicly accessible road space than currently exists in this area.*
5. *Much of the landscape between Oran Park and the proposal is already residential development. Additional residential development further from Oran Park will have minimal impacts on views from Oran Park House towards the east.*

5.3.8 Stormwater Catchments

The site is within the South Creek catchment. The water cycle management assessment prepared by Craig & Rhodes (**Appendix 9**) defines three (3) sub-catchments (see **Figure 21**).

All sub-catchments are within the South Creek catchment. The largest sub-catchment flows through Catherine Park Estate and the other two sub-catchment flow to the northwest towards South Creek. The largest sub-catchment includes upper catchment flows from the east of Camden Valley Way and there are also some flows from the northern side of Springfield Road.

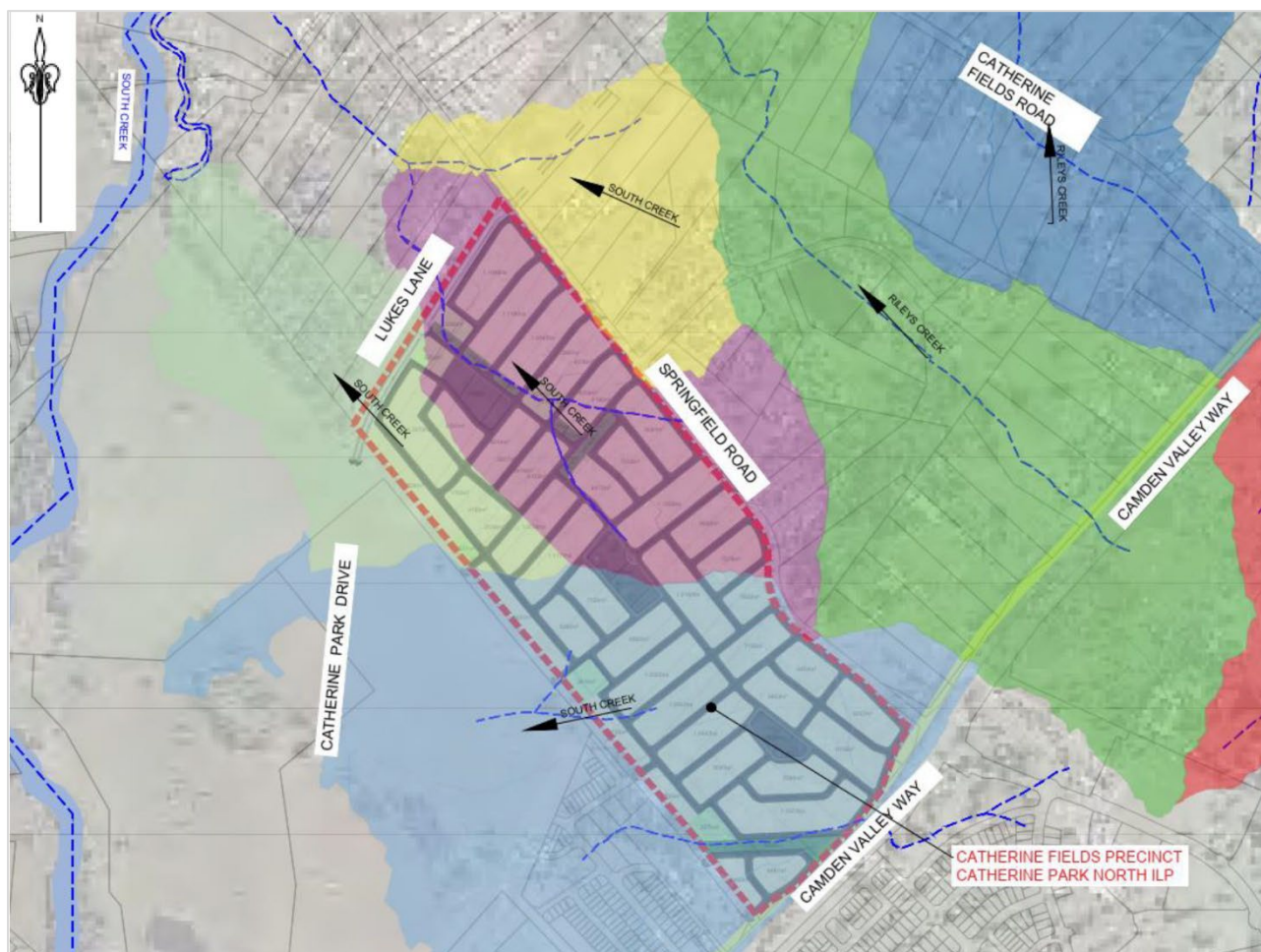


Figure 21 – Existing Sub-catchments (Source: Craig & Rhodes, May 2022)

5.3.9 Flooding

The existing flood conditions show minor flood impacts (shallow flood depths between 0-0.5m) for the site during significant storm events. The water cycle management assessment prepared by Craig & Rhodes (**Appendix 9**) has modelled the existing flood conditions using calibrated hydraulic modelling data for the Upper South Creek Catchment.

Existing flood conditions for the 1% AEP (100 year event) applying to the site are shown in **Figure 22**. Areas subject to minor flooding align with drainage lines within the site, which are typically chains of farm dams. Farm dams were assumed to be full for the assessment.

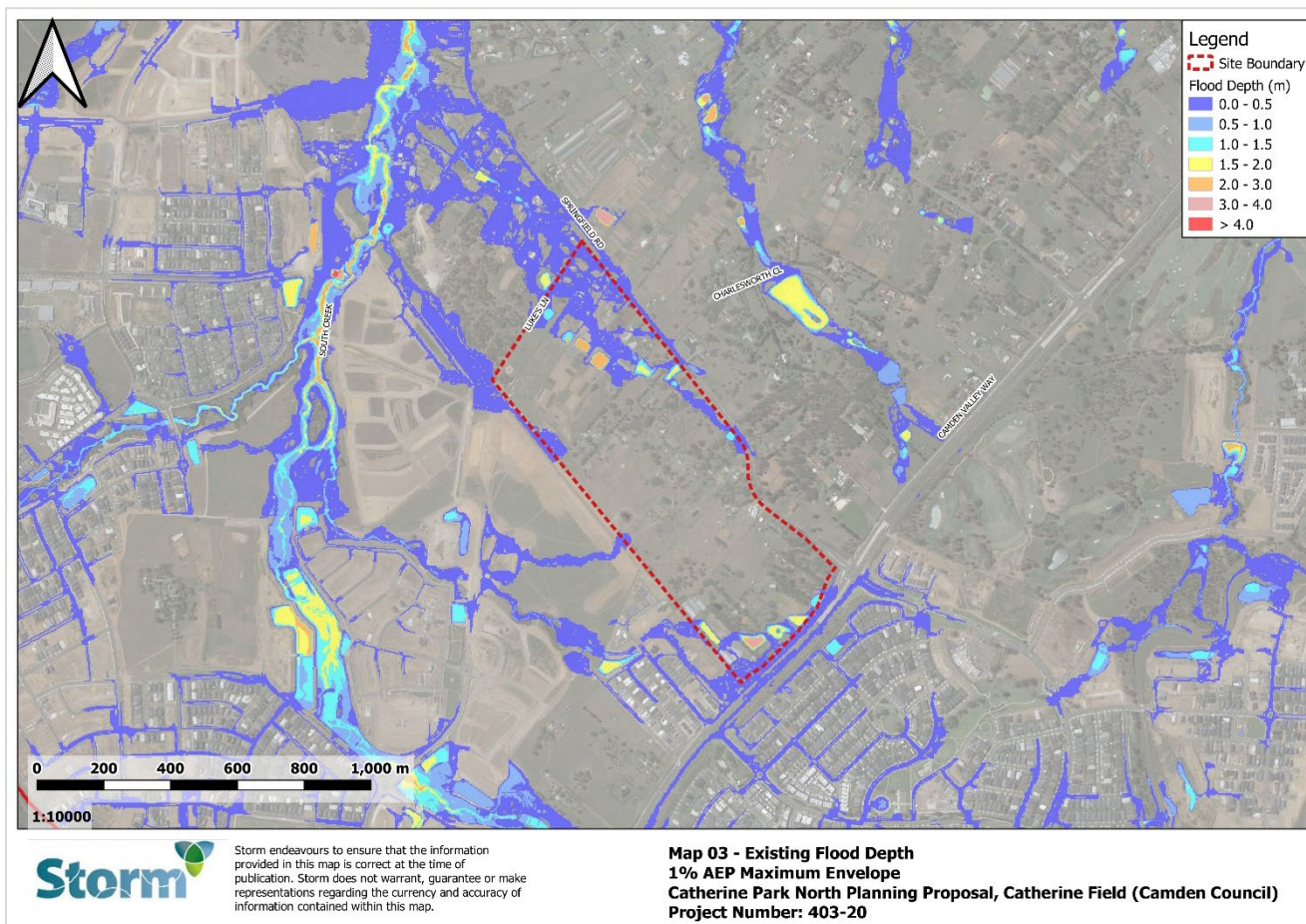


Figure 22 – Existing Flood Conditions 1% AEP (Source: Craig & Rhodes)

5.3.10 Land Contamination

The results of the contamination investigation for the site has assessed the potential for significant contamination is low and the site can be made suitable for a residential development subject to implementation of the investigation and management measures. Douglas Partners has prepared two land contamination assessments for the site (refer Part 1 in **Appendix 10** and Part 2 in **Appendix 11**), which relate to separate study areas. The assessments include review of existing reports, desktop analysis, and site walkover across the landholdings and sampling and testing.

Land within the site identified potential areas of environmental concern (PAEC) with imported fill and fill impacted with suspected asbestos, stored wastes, fuel storage, hazardous building materials in current and former buildings, market gardens, and the presence of septic tanks and timber power poles. The PAEC identified in the land contamination assessment are considered typical of sites containing rural residential land uses in the broader Region.

The land contamination assessment recommends that more intrusive investigations (Detailed Site Investigation (DSI)) of any identified PAEC should be undertaken at the DA stage. The DSI should be prepared in accordance with NSW EPA endorsed guidelines and include site inspection, targeted investigations of the PAEC. It was also assessed that some dams have high concentrations of nutrients, and a dam dewatering plan should be prepared prior to dewatering.

If a DSI confirms contamination that requires remediation or management, a Remediation Action Plan (RAP) is required to guide any remediation works.

Depending on the project programme requirements, the DSI and RAP can either be undertaken for the whole site or in a staged manner.

It is likely that houses and sheds within the site will contain hazardous building materials and it is recommended that hazardous building materials surveys be undertaken before demolition by a licenced asbestos removal contractor.

5.3.11 Land Stability

The site is suitable for the proposed residential development, including housing, roads, and parks, with low risk of slope instability. A land stability assessment prepared by Douglas Partners (**Appendix 12**) has assessed the geotechnical stability of "steep land" within the site.

The local geology is dominated by Bringelly Shale and a resistant sandstone band forming two high points with soils that are generally highly plastic and poorly drained. Historical aerial imagery confirms the site has remained stable since at least 1961, with only earthworks for dams and dwellings influencing localised slopes.

The assessment characterises most of the site features gentle slopes of 5–15%, with some localised steeper areas around 15–20% and isolated constructed batters from farm dams and platform fills. The steepest natural slopes located in the southwest of the highest high point (33 Springfield Road) reach around 20% (11°) with a 10m elevation change. However, these steeper areas not considered a significant instability risk.

The assessment recommends that the Planning Proposal can progress and there are no constraints relating to land stability. Furthermore, additional geotechnical investigation should be undertaken during the DA stages to verify findings and provide guidance for bulk earthworks and excavation.

5.3.12 Salinity

The site has moderate to high salinity potential and the site is suitable for the proposed rezoning with implementation of management measures. The salinity assessment and management plan prepared by Douglas Partners (**Appendix 13**) reviewed NSW Government salinity mapping and included a site impact assessment salinity conditions within the site. Areas with potential for salinity conditions were observed onsite (see **Figure 23**).

The test results show mild aggressivity to concrete, mild to moderate aggressivity to steel and the presence of moderately saline soils were observed in the current investigation. The salinity assessment recommends further investigations at the DA stage for landholdings that were not accessible for intrusive site investigations and where development proposed excavation greater than 3 metres below the existing ground level.

The salinity management strategies involve intrusive salinity investigations within a proposed development footprint prior to development so that an appropriate salinity management plan can be prepared. The salinity management plan will need to include appropriate management strategies to address the site-specific salinity constraints. These investigations and management measures can be implemented at the DA stages of development.

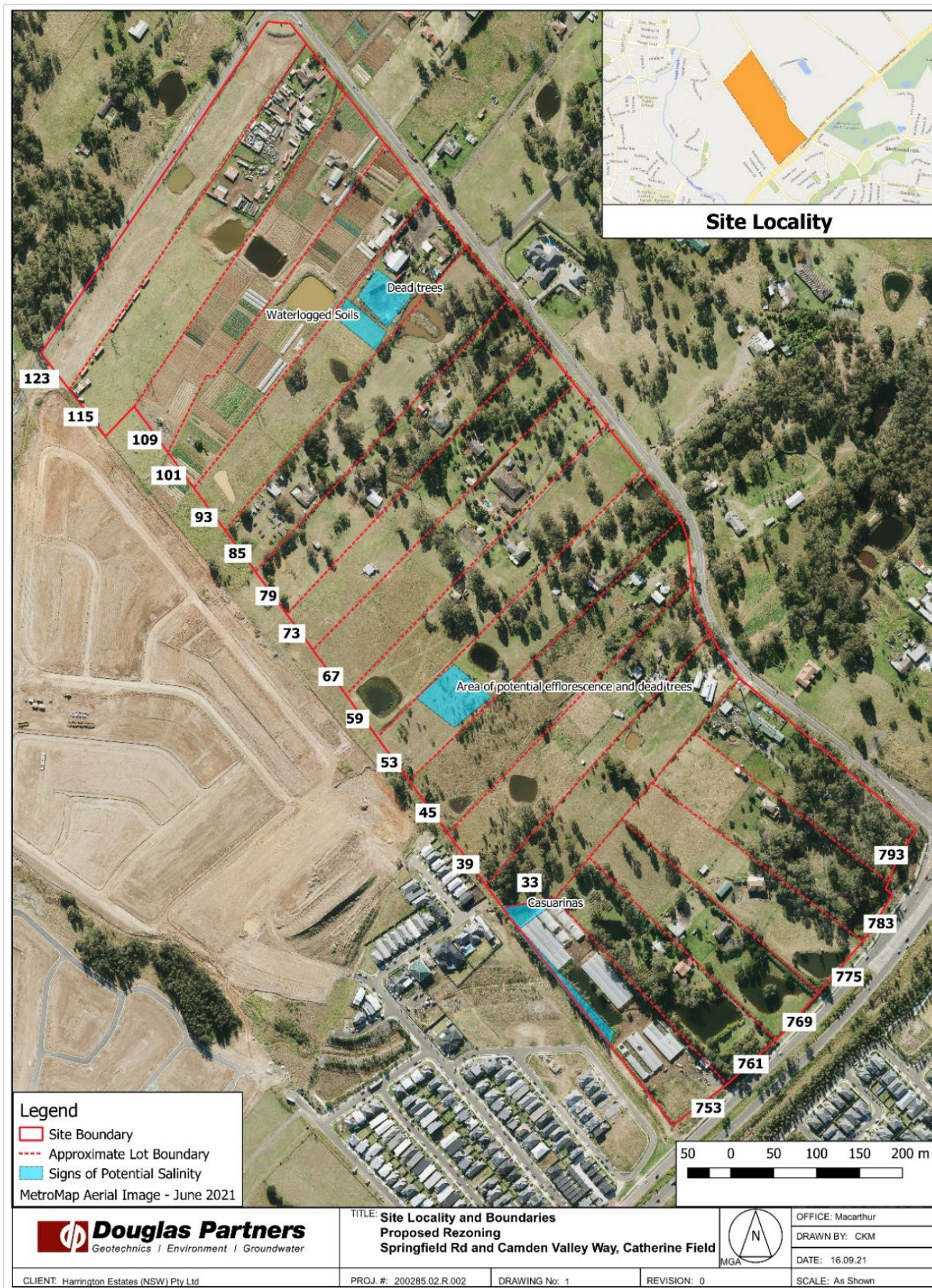


Figure 23 – Salinity (Source: Douglas Partners)

5.3.13 Roads and Access

The area surrounding the site has been subject to various road upgrades and there are road works that are either under investigation or planned to be delivered in the future. The traffic and transport assessment prepared by Colston Budd Rogers & Kafes Pty Ltd (**Appendix 14**) has reviewed the existing roads and upgrades, and future roads in the locality.

The assessment also identifies existing public and active transport services in the area, with access available from Springfield Road, Luke's Lane (future extension of Catherine Park Drive) and through the newly developed areas of Catherine Park and broader development within the Catherine Fields Part Precinct.

The assessment lists the following road infrastructure as completed, planned or under investigation.

- *upgrade of Camden Valley Way to a dual carriageway (completed)*
- *traffic signals at the intersection of Camden Valley Way/Springfield Road (completed);*
- *upgrade and extension of Rickard Road between Bringelly Road and Oran Park Drive to a 4 lane sub-arterial road (under investigation – to be completed in stages); and*
- *upgrade of Springfield Road to a 4-lane sub-arterial road (future works).*

The future Rickard Road extension is identified as a strategic public transport transit corridor that will ultimately link the Leppington and future Oran Park stations. Rickard Road only exists as a constructed roadway from Bringelly Road to Heath Road and a significant section of the future transit corridor requires detailed integrated planning with future urban growth and land acquisition to enable the delivery of the future road.

The future extension to Rickard Road has been subject to high-level investigations to identify a route alignment. In June/July 2020, TfNSW consulted with the community on a 'recommended option' for the extension of Rickard Road between Heath Road and Springfield Road. The 'recommended option' was based on the previous strategic route study undertaken in 2014 which did not lock in or fix a preferred route. This consultation phase did not seek public review or comment on the Rickard Road alignment to the south of Springfield Road between Springfield Road and Catherine Park Drive, as this section of the future Rickard Road, now named Catherine Park Drive, was being completed by adjacent developers within the Catherine Field (Part) Precinct (CFPP). The entire section of Catherine Park Drive within the CFPP has been delivered. Catherine Park Drive is an existing road that connects to the westernmost portion of the site, where the future Rickard Road extension will need to connect at this point to deliver the planned outcome for the major road network in the locality.

TfNSW released a community consultation report in December 2020, which made the following acknowledgements and conclusions:

- The project is at the strategic design phase. The level of detail that can be provided is limited, but as project development progresses into the concept design phase, more detail will become available.
- Detailed investigations, additional field work and modelling will be carried out to complement the work undertaken to date and further refine the preferred option with consideration of identified constraints and refinement of land use planning.
- TfNSW acknowledges concerns from property owners regarding potential impacts to their property and actively seeks to avoid or minimise these to the extent reasonable and practical during the design process. Property acquisitions would be managed by Council in future stages of the Rickard Road upgrade.
- The southern section of Rickard Road between Oran Park Drive and Springfield Road has been constructed or approved for construction as part of the Catherine Field (Part) Precinct developments. The plans in the 2020 options study did not use the correct DA approved alignment of Catherine Park Drive. The options study was still using old data and hence the discrepancy with the alignment

between Springfield Road and Catherine Park Drive.

- More detail will be provided on the design of future intersections within the precincts which have not yet been rezoned as part of future phases of the Rickard Rd project. The corridor study area has not undergone a corridor preservation protection process. Rickard Road corridor is not currently reserved outside of established precincts. Management of fragmented ownership needs to be planned. Corridor reservation will not proceed at this time. A mechanism to fund potential acquisition has yet to be identified.
- High or very high risks for the Rickard Rd project include key stakeholders not being identified and / or consulted with during development of strategic route option, which may result in late changes to the proposed design and constraints on the strategic design due to approved development applications, which may affect the operation of the completed upgrade.
- Further development of the alignment would consider where the number of property acquisitions can be reduced and aim to avoid the creation of small or odd shaped residual land parcels where feasible.
- The delivery of this project is dependent on multiple factors, such as funding availability and future land use planning to inform rezoning and future urban development.

The alignment of the Rickard Road extension does not properly transition to the constructed Catherine Park Drive. Arup, author of the assessments that informed the exhibited Rickard Road options route alignment, has subsequently prepared a review of the future road alignment and determined a need to re-assess the southern section of the Rickard Road extension, which is planned to traverse the north-western edge of the site

The latest Arup assessment has reviewed the previous route analysis reports and current approvals and planning for the locality, and explains why the Rickard Road extension, specifically the link to Catherine Park Drive, requires review to properly integrate with changes in land use, road alignments, and development approvals that have altered the original strategic plans for the locality. The key factors requiring re-assessment of the road include:

- The previous strategic route options were developed before many detailed development proposals and were not updated to account for newer approved subdivisions and road works.
- Several development applications have since been approved that do not fit the strategic Rickard Rd alignment, resulting in mismatches between planned corridors and on-the-ground realities.
- The constructed Catherine Park Drive deviates from the planned route, The original route's alignment conflicted with many registered lots and overlooked consolidated holdings and current planning proposals.
- Changes in the built environment, especially the existence and use of Lukes Lane (an existing road connection between Catherine Park Drive and Springfield Road) and altered intersection locations, mean the original route is no longer optimal for property impacts, traffic operations, and future growth.

The re-assessment of the alignment of the Rickard Road extension has demonstrated that a revised alignment for the future road is warranted to achieve a proper connection to Catherine Park Drive, which is discussed in **Section 5.5.6**.

Notwithstanding the need for a revised alignment of the Rickard Road extension, the site will link to active transport connections in existing and future residential precincts surrounding the site and there are existing bus services that operate along Camden Valley Way. There is also potential for bus services to be augmented along Springfield Road and future public transport connections within the extension of Catherine Park Drive.

5.3.14 Noise

The main source of noise emissions is from Camden Valley Way. The acoustic assessment prepared by Aecom identifies Camden Valley Way as the road with the higher noise impacts. Springfield Road and the

future Catherine Park Drive extension are also identified as having potential to impose noise levels above the required standards (see **Figure 24** and **Appendix 15**).

The acoustic assessment concludes it is likely that noise mitigation measures will be required to meet the SEPP road traffic noise criteria. Conceptual noise control measures and management strategies that can be implemented to minimise potential adverse impacts on future residential receivers. These could include noise barriers, buffer zones, building and architectural layouts and building construction materials.

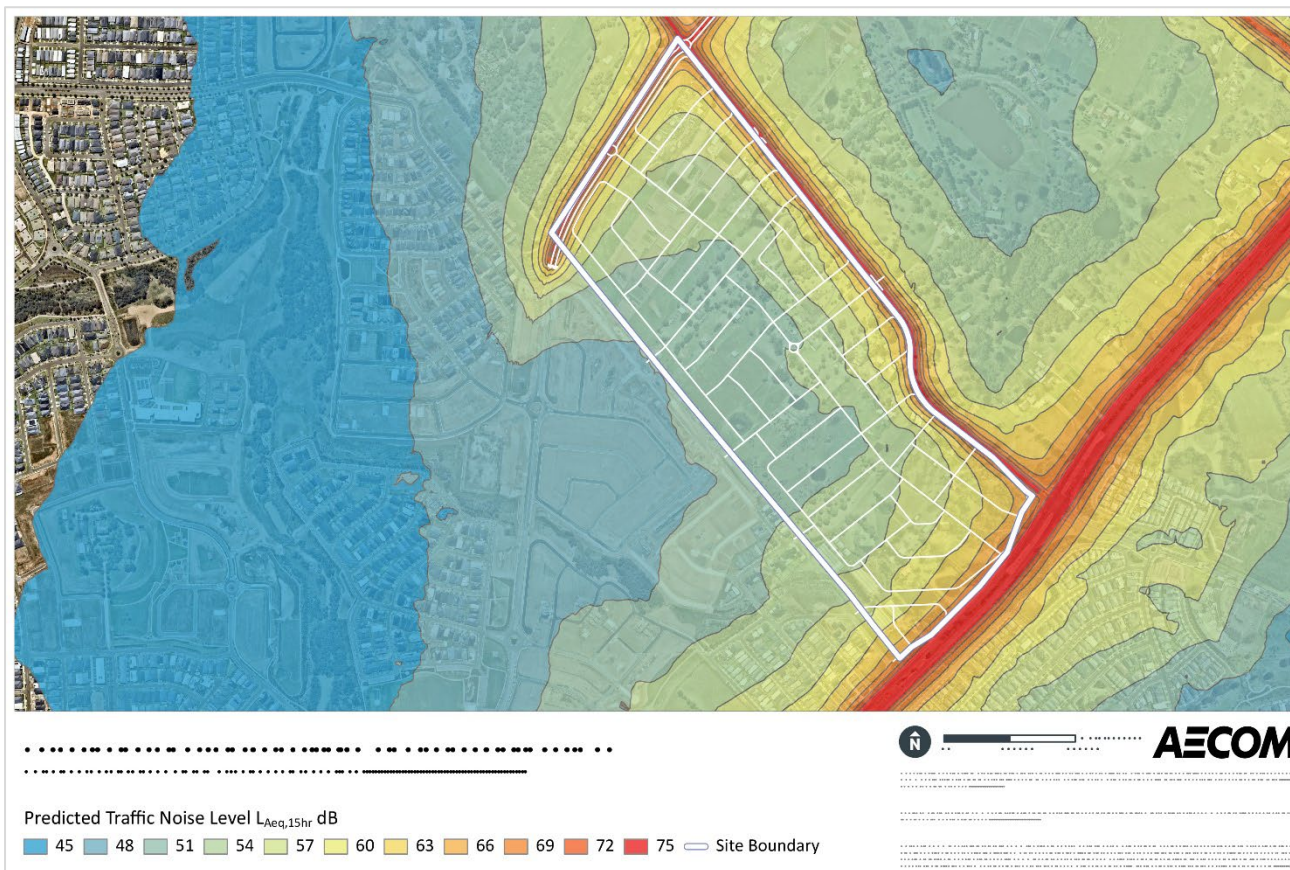


Figure 24 – Daytime Noise Emissions (Source: Aecom)

5.3.15 Economics and Retail Analysis

Land within the site adjacent to Camden Valley Way is identified for mixed use development in the SWGA Structure Plan. An Economics and Retail Assessment by Ethos Urban (**Appendix 16**) has reviewed the strategic planning framework, economic context and land uses for the locality and concludes residential development is the most efficient and appropriate use for Catherine Park North, while employment and retail needs can be satisfied by established or proposed centres elsewhere in the local area and broader Western Parkland City.

The assessment reviewed the suitability of the portion of the site identified for mixed use development but found this would not be the most appropriate use of this land. The main findings of the assessment include:

- State and local planning strategies prioritise residential development for the subject site.
- Over 20 years of undeveloped employment land supply remains in Camden LGA and much more in the Western Parkland City, with the majority of new employment land capacity located around the Western Sydney Aerotropolis, not Catherine Field.
- Projected employment growth within Catherine Field is modest (only +180 jobs expected by 2041), confirming its role as primarily residential rather than employment-focused. Most future jobs will be in

nearby strategic centres like Narellan, Leppington, or the Aerotropolis.

- Piecemeal development along Camden Valley Way is discouraged; employment and large format retail uses are better suited to clustering in designated precincts.
- Camden LGA is forecast to triple in population by 2036, with strong demand for new dwellings. The Catherine Park North site is well-positioned to help meet these demands, supporting targets such as 10,200 new dwellings by 2029 for Camden Council.
- Future residents at Catherine Park North have ready access to a wide range of retail facilities in established and planned nearby centres, including Oran Park Podium, Narellan Town Centre, Gregory Hills, and proposed new local centres.

The assessment recommends that the site is best positioned to deliver new housing and address regional supply and affordability objectives, and that any limited need for mixed-use or employment land should be met by other sites already identified for these functions in the region's strategic centres.

5.4 Site Analysis

Overlaying key findings provides a clear understanding of the areas that are more suited for certain types of development and areas that require better environmental management. An overlay of the key findings is shown in **Figure 25**.

The combined site analysis is essential to understanding the site and sets a clear framework to evolve the design of the Structure Plan.

The key considerations for the site include the landform and the need to facilitate overland flows within the upper catchments that flow through the site, which need to be accommodated within the development layout.

The landform is sloping from a high point in the south near Springfield Road, which falls downwards to the southwest, west and north. Slopes are predominantly less than 5 percent and most of the site is almost entirely below 10 percent except for some isolated steep slopes adjacent to the highest point and man-made batters for dams and dwellings.

New residential development is located to the southwest and road connections have been provided to connect to future development within the site.

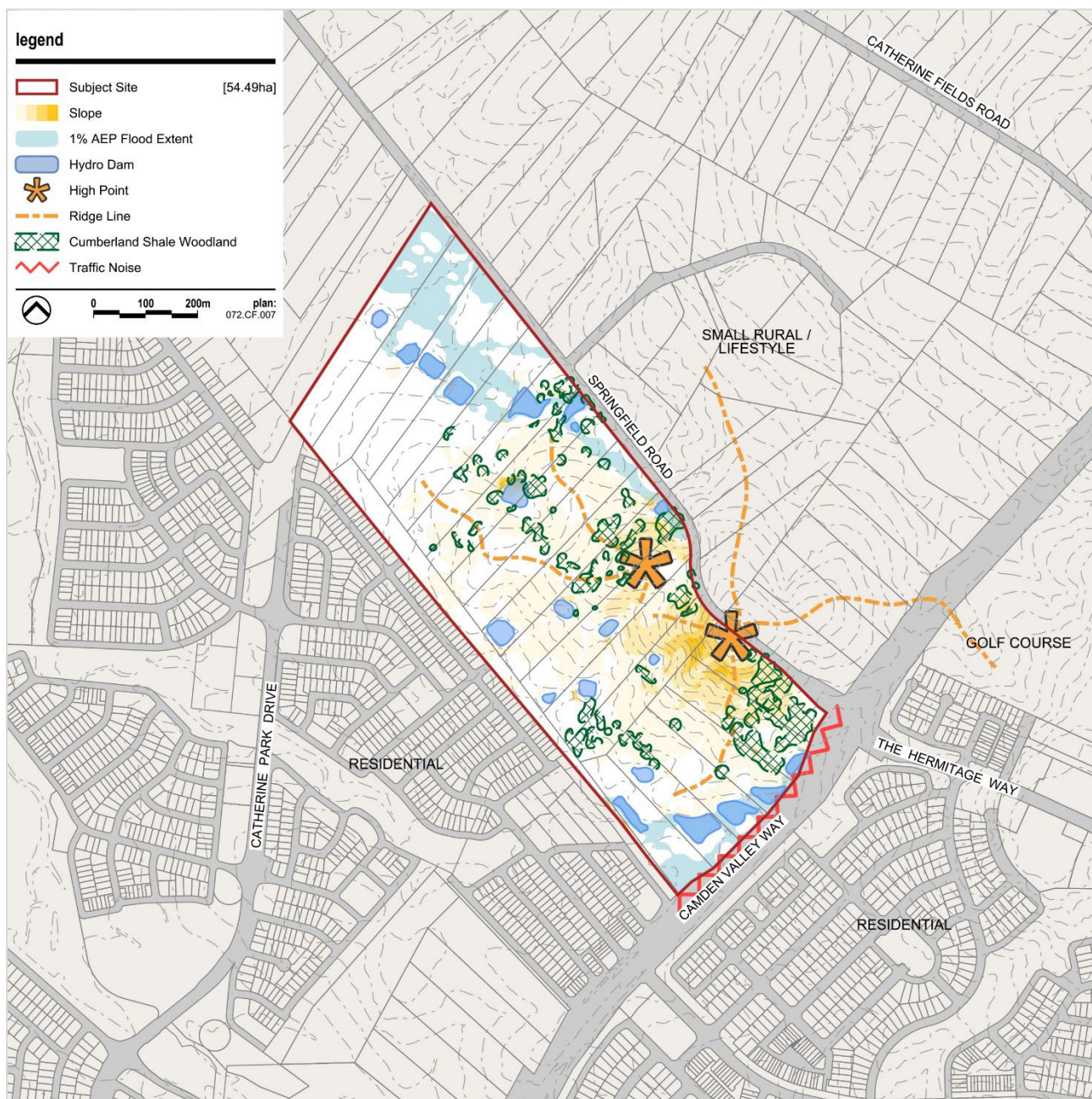


Figure 25 – Site Analysis

5.5 Draft Indicative Layout Plan

5.5.1 Draft ILP Design

The Draft ILP establishes the urban structure and spatial land use for the site. It identifies the mix of land uses, the indicative road pattern with key roads, active and local open space areas, and stormwater management facilities and overland flow paths within the site.

The Draft ILP illustrates the intended planning outcome that will inform land use zoning and future development within the site. The Draft ILP design is informed by the findings of the technical assessments that have investigated, interrogated, ground-truth tested and assessed the existing conditions of the site and requirements to support future development.

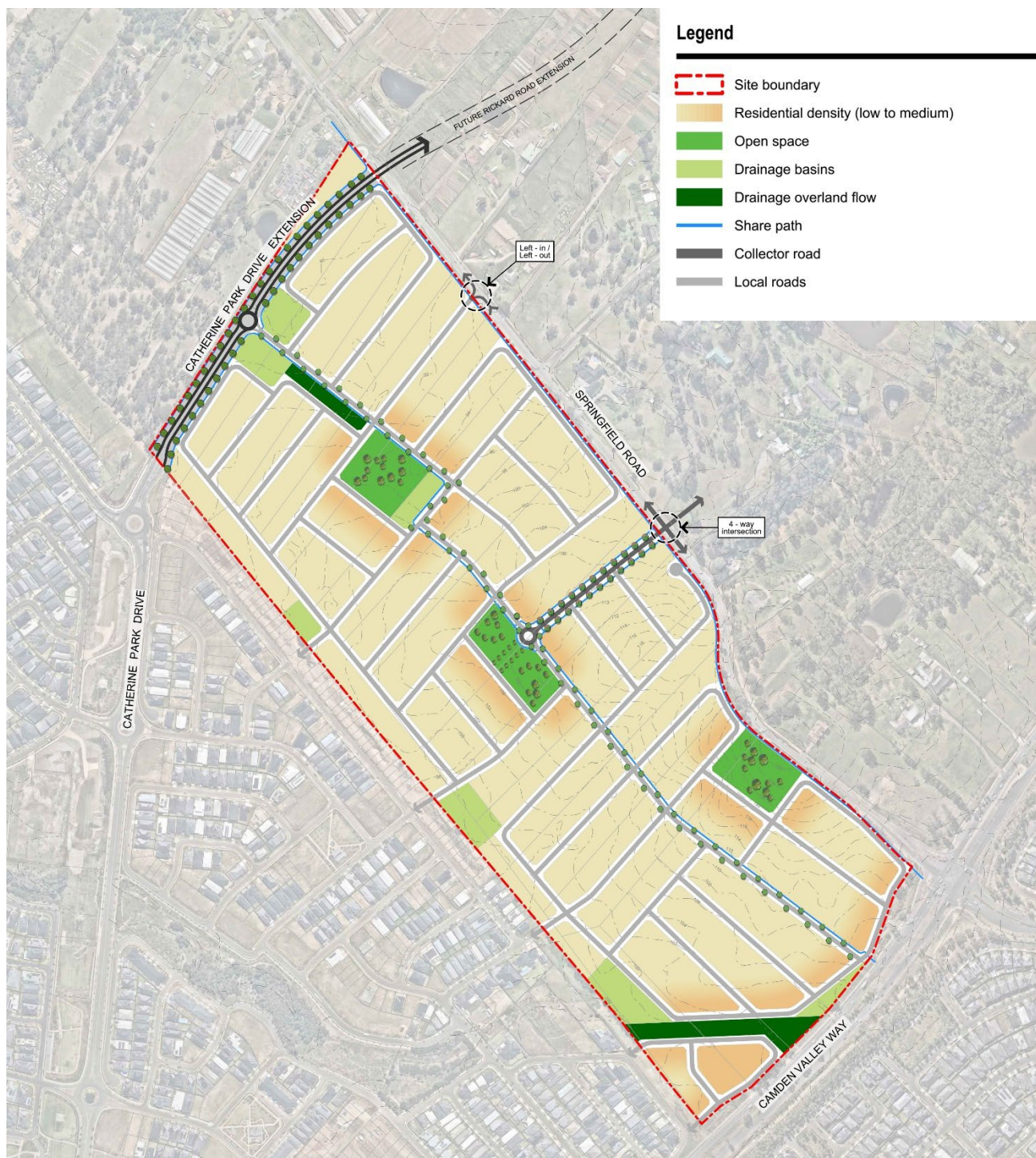


Figure 26 – Draft Indicative Layout Plan

The draft Indicative Layout Plan delivers approximately 900-1000 dwellings and a population of around 2,700 people. There will be a range of housing types at varying densities throughout the site. The Draft ILP illustrates the design intent that will comprise a mix of housing types ranging mostly from detached dwellings to townhouses and terrace-style housing to be located adjacent to areas exhibiting higher levels of amenity, such as open space.

The site is identified for low to medium density residential development with single dwellings on lots ranging in size from below 200m² and averaging around 350m² and other types of residential accommodation including attached and semi-attached housing, typical of recently developed urban growth areas in other similar areas

of Western Sydney.

Higher densities comprising small lot housing are to be located in areas offering higher amenity, including home sites adjacent to local parks and other well-presented green spaces such as drainage areas. Areas designated with higher residential densities will also provide more opportunities for affordable housing.

A mix of low to medium residential densities are within the remaining residential areas with minimum densities of 20 dwellings per hectare. These densities align with the current delivery of housing within the lower density areas within the SWGA.

The site is surrounded by future major roads of Springfield Road and Catherine Park Drive with the future Rickard Road extension to the northeast. Key roads are provided within the site that provide convenient vehicle access to the adjoining Springfield Road and Catherine Park Drive, and the existing urban areas within Catherine Park and the Catherine Fields Part Precinct to the southwest.

Local parks are located throughout the site to provide convenient access to open space for all future residents with overland flow drainage areas offering opportunities for active recreation links and areas of higher amenity.

5.5.2 Urban Structure

The urban structure presents a new residential area comprising low to medium density housing in the current context of new greenfields development that is being delivered in the SWGA. The urban structure for the Draft ILP is illustrated in **Figure 27**.

The road layout and residential block design in the Draft ILP provides a permeable and functional urban structure with interconnected streets and regular block sizes. All forms of vehicular and active transport have travel route options that provide choice which enable people to move around the site with ease and efficiency.

Residential blocks have varying dimension to respond to the landforms and natural drainage flow paths. Typical residential blocks have dimensions between 150 metres and 250 metres in length and 56 metres to 70 metres in width.

The Draft ILP integrates with the surrounding area with multiple intersections to Springfield Road, a connection to the future Catherine Park Drive, and multiple local street connections to the existing urban areas to the southwest. There are no intersections with Camden Valley Way. The key internal roads form connections between the surrounding roads to facilitate easy travel in and out of the site.

The internal street layout adopts direct, straight streets that provide clear sightlines making a high standard of legibility within the urban structure that is simpler to navigate and safer for pedestrians. The alignment of the streets also respond to the natural landform to allow stormwater runoff to drain to the stormwater management facilities.

The urban structure provides accessible connections to the adjoining major road network to enable convenient connections to local centres and public transport services. With strategic siting of bus stops and allowance for a bus route through the site, all residential areas will be able to access public transport within 400m (5 minute walk).

Residential development adjacent to major roads (arterial, sub-arterial, major collector roads) provides local streets along the road boundaries to orientate dwellings to the major roads and avoid the rear fences of residential allotments facing these roads. This provides a better streetscape and improves pedestrian safety and landscape amenity along the active transport routes within the road.

Higher residential densities are to be located closer to areas of higher amenity to capture the higher levels of amenity. Three open space areas are spatially dispersed across the site, so most residential areas are within 200 metres (less than 3 minute walk) of a local park, and all homes within 400 metres of a local park. The size and types of public open space areas allow for a range of activities including informal and active recreation.

Water cycle management facilities are located within and adjacent to overland flow drainage paths and at the

lower-lying areas near the site boundary to capture and treat stormwater before being discharged into the natural system or properties surrounding the site. These facilities form part of the deep soil areas within the site and provide additional opportunities to expand the tree canopy.



Figure 27 – Urban Structure

5.5.3 Housing and Population

A mix of residential densities and housing types is provided with areas of higher dwelling densities closer to areas that offer higher residential amenity.

The majority of the land within the site is proposed to contain low to medium density residential development that is typical of new housing currently being delivered throughout the SWGA, which typically exceeds 20 dwellings per hectare. Areas of 20 dwellings per hectare predominantly comprise detached housing on Torrens Title residential allotments. There is also provision for attached, semi-detached, dual occupancies and secondary dwellings, where these forms of housing satisfy the existing applicable minimum lot size and development standards.

Areas with higher densities comprise integrated detached or abutting housing on smaller Torrens Title residential allotments, and other forms of smaller lot housing in attached and semi-detached dwellings. Multi dwelling housing and manor homes are also allowed.

Residential lot sizes vary with minimum lot sizes from below 200m² for attached and semi-detached dwelling types and increasing to over 300m² and averaging around 350m² for detached dwellings. A broad range of housing options provided within the site will encourage diverse and affordable housing options.

The Draft ILP includes a total net developable area (NDA) of 43.6 hectares. The NDA definition adopts the version in the Camden Council Growth Centres DCP to calculate dwelling densities.

To calculate the projected population the NDA for the 20 dwellings per hectare density, an average dwellings per hectare is assumed, which provides a projected dwelling yield. Applying an average household size to the projected dwelling yield then provides the projected population generated by the Draft ILP

Table 9: Population Projections

Dwelling Type	Projected Dwelling Yield (No.)	Average Household Size (persons)	Projected Population (persons)
Townhouses / abutting dwellings (30%)	275	2.5	687
Detached Dwellings (70%)	641	3.2	2051
Totals:	916		2738

The housing type and population projections establish the basis for demands for social and community infrastructure for the future population. Importantly, these calculations will inform the requirements to be delivered under the Section 7.11 Contributions Plan.

5.5.4 Landscape Master Plan

A vision responding to local topography, biodiversity, bushfire risk, historic connections, and social infrastructure needs has been prepared for the proposed development. The Landscape Master Plan prepared by ADW Johnson (**Appendix 17**) sets out an open space network for community wellbeing, including key parks, walkable street hierarchy, and integration with natural and cultural values to foster a distinct identity (see **Figure 28**). The vision responds to local topography, biodiversity, bushfire risk, historic connections, and social infrastructure needs.

Residential streets with dedicated pedestrian and cycle paths, strong canopy cover, and permeability goals will facilitate movement throughout the development and will integrate with the key anchors for delivering an attractive and liveable place for future residents. The key anchors the master plan include:

- *Community Green – a flexible and inclusive gathering space, integrating play, gardens, and event lawns to foster belonging and local pride.*
- *Wellbeing Links – a connected network of paths, courts, and open space loops forming a central green spine. Designed for all ages, these links encourage walking, cycling, and daily activity, provide shaded and accessible routes, and support both ecological health and social interaction.*
- *Hilltop Park – a landmark destination that celebrates topography with panoramic views, nature play, and storytelling spaces, strengthening identity and connection to Country*



Figure 28 – Landscape Master Plan (Source: ADW Johnson)

The Landscape Master Plan emphasises the importance of quality open space networks, community connection, and sustainable design. Key design themes, objectives and outcomes are aimed at enhancing character and identity, community building and promoting health and wellbeing, and future-proofing public spaces.

The Master Plan provides a palette for planting and materials in open space areas, and a schedule for street tree plantings.

5.5.5 Urban Heat

An assessment of the potential effects and management of urban heat from the proposed future development has been considered and urban heat can be successfully mitigated with the implementation of mitigation measures. The Urban Heat assessment prepared by ADW Johnson (**Appendix 18**) proposes a robust framework for incorporating urban heat resilience into the planning and design of new communities, combining policy, quantitative modelling, and practical mitigation strategies to achieve more liveable, sustainable, and climate-resilient neighbourhoods.

Communities in the Western Sydney suburbs can be severely impacted by the effects of urban heat and key challenges in managing these impacts include:

- Western Sydney is experiencing increasing summer heat conditions, resulting in heightened risks to human health, infrastructure, and biodiversity, with projected increases in the number of extreme heat days per year.
- Rapid urbanisation combined with local geography intensifies urban heat, exposing communities to higher temperatures and posing chronic health and amenity impacts.
- Heatwaves can cause increased demand on energy and water systems, infrastructure degradation, and disruptions to transport and emergency services.
- Urban heat contributes to mass fauna deaths and significant productivity losses, estimated at \$6.9 billion annually in Australia.
- Urban heat mitigation must be embedded in early planning and design stages to ensure liveable and resilient communities

A comprehensive planning approach is required to address the effects of urban heat. A quantitative assessment of the Draft ILP acknowledges around 7.75ha of public open space provided (2.25ha on-site, 5.5ha off-site) that will be landscaped, and with a combined street tree and green infrastructure planning targets a canopy cover of 40% (with at least one tree per lot, and minimum deep soil areas of 15% in residential zones), public open spaces, parks, and drainage basins reinforce local cooling and biodiversity.

This approach aligns with best practice and policy as it aligns with government guidelines such as the WSROC Urban Heat Planning Toolkit, Greener Places Design Guide, and Camden Council's Local Strategic Planning Statement.

With the recommended mitigation strategies of tree planting, cool pavements, water-sensitive urban design (WSUD), shade provision, permeable surfaces, and orientation for natural ventilation, the Draft ILP received a 3-star rating for urban heat resilience, with high compliance on cool streets and parks, and indicative compliance for homes and buildings at later stages.

The assessment makes the following recommendations for urban heat mitigation controls:

- Minimise hard surfaces and maximise landscaped/green areas.
- Design for passive thermal performance and comfort, especially during heatwaves.
- Prioritise shade and landscaping in areas with high pedestrian, transport, and community activity.
- Use cool (high albedo/permeable) paving and WSUD features where appropriate.
- Support tree canopy and green cover targets:
 - Canopy cover of 40% across low-density residential (overhead/underground power), streets, and open spaces.
 - Minimum 15% deep soil area for residential lots.
- Facilitate native plant use for habitat connectivity and long-term biodiversity resilience.

DCP controls have been developed to implement the above controls and are included in a Draft DCP amendment to be submitted to allow it to be publicly exhibited with this Planning Proposal.

5.5.6 Visual Impact

The Landscape and Visual Scenic Assessment (LVSA) by ADW Johnson (**Appendix 3**) has considered the visual impacts of the proposed Planning Proposal outcomes. As discussed in **Section 5.3.3**, site has low visual significance and restricted visibility and is not on a ridgeline that has high scenic landscape values.

The LVSA does note that the highest visibility is confined to a small portion of the site at its ridgeline, but the significance is moderate compared to other urban features., and whilst the local ridgeline does not require retention in its current rural form, it should be integrated into the neighbourhood identity through planting, open space, and sensitive built form (see **Figure 29**).



Figure 29 – Area of Highest Visibility (Source: ADW Johnson)

The LVSA includes the following recommendations for future development:

1. *Provide street trees with mature height taller than the 9m maximum height of building to retain trees as a landscape feature on the land.*
2. *Avoid bright colours or highly illuminated or reflective materials in visually exposed locations.*
3. *Provide an open space network, including the street network, to allow users to experience district views to the west.*
4. *Provide trees within and around the highest point to retain the landscape character of tree canopy with sky.*

5.5.7 Social Infrastructure

Active recreation facilities, local parks and community facilities are provided to support the future community. A social infrastructure plan prepared by WSP has considered the projected future population and their needs for schools, recreation facilities, sporting fields, local parks and civic and community facilities. The Social Infrastructure Plan is in **Appendix 19**.

The Social Infrastructure Plan considers a range of strategic planning documents, in particular the Council's *Spaces and Places Strategy 2020*. In addition to the high-order regional strategies applying to the SWGA, the Social Infrastructure Plan considers various Camden Council social infrastructure strategic and statutory policies, including:

- *NSW Government Architect, Draft Greener Places Guide, 2020*
- *Camden Council, Local Strategic Planning Statement, 2020*
- *Camden Council, Community Strategic Plan, 2017*
- *Camden Council, Spaces and Places Strategy 2020, 2020*
- *Camden Council, Camden Libraries Strategy 2021-2025, 2021*
- *Camden Council, Sportsground Strategy 2020-2024, 2020*
- *Camden Council, Catherine Fields (Part) Precinct Section 94 Contributions Plan, 2013.*

The Social Infrastructure Plan reviewed the existing community profile for the locality and the provision for existing social infrastructure.

No major shortfalls in the provision of local community facilities and open spaces exist in the locality. However, with the ongoing urban growth in the SWGA, there is a need to deliver social infrastructure to meet the demands of the future populations within these growth areas. The *Spaces and Places Strategy 2020* notes a need for regional community facilities.

Council's *Spaces and Places Strategy 2020* "identifies a general need for more functional, ambitious, innovative and embellished open space, recreation spaces and community facilities." The priority for community facilities is to upgrade existing facilities to expand and broaden their function and purpose as opposed to providing more neighbourhood level community centres. The Leppington Town Centre will have a direct transport connection and is to include a library, cultural and performing arts centre, and community centre floorspace. The Oran Park Town Centre will also be connected to the site by the same strategic transport corridor and includes Council offices and a library with community facilities

Open space and recreation facilities need to be planned with new urban growth with more neighbourhood and local level open spaces that address the needs of a culturally diverse population, including passive uses, formal playing fields and informal sports. Playing fields are important as there is an expected shortfall of playing fields by 2036 and it is expected that new developments provide playing fields and active recreation

facilities to meet the demands of the new population.

Recommended provision of social infrastructure in the social infrastructure plan for the site is outlined in **Table 10**.

Table 10: Recommended Social Infrastructure Provision

Item	Requirement based on <i>Spaces and Places Strategy 2020</i>	On-site required or contribution to off-site	Proposed in Draft ILP	Assessment and recommendations
1 Total open space	7.75ha in total based on 2.83 ha / 1000 people	Passive recreation space in the form of three local parks to be provided on site. Two parks of .77 ha and one park of .71 ha providing a total of 2.25 ha on site. Open space provided in the form of off-site contribution to equivalent of 5.5 ha..	See below	Catherine Park North does not meet population thresholds for on-site provision of active recreation in form of sports fields. Active recreation is provided on site in form of multipurpose outdoor court.
2 Active Open Space	Demand generated 1.5 sports fields based on Council standard of one field / 1,850 people	a) Sportsfield is recommended to be provided off-site as part of a larger sports precinct b) Council preference is for minimum of double playing field provision. Catherine Park North creates demand for approximately 1.5 sports fields	n/a	Off-site contributions likely to be located in the broader area given relative proximity to Catherine Park Sports Precinct and predicted growth due to additional development. It is recommended that contributions be made to district facilities/ spaces that are within reasonable accessible distance from the site. As per the logic used in the Catherine Fields (Part) Precinct Section 94 Contributions Plan, contributions could be made to upgrade existing facilities Catherine Field Reserve, Deepfields Road. The preferred approach, exact location and nature of contributions should be discussed and negotiated with Council.
3 Passive open space	Total 2.25ha provided on site Local parks should be a minimum of 0.5 ha	Local park 1 - 0.77 ha Local park 2 - 0.77 ha Local park 3 - 0.71 ha	Detention basins and overland flow areas, with proper levels of embellishment, engineering and design, can provide recreation/ linear opportunities, and connect areas. None of these areas has been included in public open space provision	All future residents will be within 400m of a proposed park as shown by Figure 7.1 below. All parcels to connect with walking/cycling facilities, rest points and potentially additional equipment such as natural play or fitness stations.

Item	Requirement based on <i>Spaces and Places Strategy 2020</i>	On-site required or contribution to off-site	Proposed in Draft ILP	Assessment and recommendations
4 Playspace	One high quality play space	To be provided on-site in neighbourhood park	Playspaces are included within two local parks and nature playspace in the third local park (see Landscape Master Plan Report)	Provided in accordance with 1:2,000 people standard in <i>Spaces and Places Strategy</i> Playspaces are to be shown on detailed plans The outcomes of Council's Playspace Strategy (currently being prepared) should be reviewed as part of detailed design
5 Outdoor court	One multipurpose court to cater for basketball, netball, and other ball games	To be provided on-site in Wellbeing Park.	A multipurpose court is included within the central local park (see Landscape Master Plan Report)	Provided in accordance with 1:2,000 people standard in <i>Spaces and Places Strategy</i> Informal use not for competition Courts are to be shown on detailed plans
6 Natural areas	Riparian corridors and other natural areas utilised for both environmental protection and appropriate recreational use	Connect to riparian corridors in Catherine Fields (Part) Precinct	There will not be riparian corridors but there will be overland flow areas providing active recreation opportunities.	Embellishments are encouraged to allow passive uses and active transport with due consideration given to environmental protection if/as relevant Maximise active connections across the site, connecting dwellings to open spaces, and creating an open space network within the site and connecting to adjacent areas when possible including CFP. Detailed design should consider diversity of uses, shade, seating, wayfinding and connections to broader active network and other open/ riparian spaces.
7 School	No requirement for new school site	n/a	A school site is not proposed	Continue engaging with SINSW to ascertain demands and needs
8 Community centre space	Demand generated for 113sqm of neighbourhood community floorspace	To be provided as off-site contributions	n/a	Off-site contributions made in accordance with 42sqm per 1,000 people standard in <i>Spaces and Places Strategy</i> – to be discussed and negotiated with Council
9 Regional community centre/library	Demand generated for approximately 35sqm of regional community floorspace	Contributions towards regional floorspace	n/a	Contributions made in accordance with 13sqm per 1,000 people standard in <i>Spaces and Places Strategy</i> in the SWGA – to be discussed and negotiated with Council

(Source: *Catherine Park North Planning Proposal Social Infrastructure Plan, August 2025* by WSP)

Open Space

The Draft ILP includes three local parks with a combined area of 2.25 hectares. The projected population generates demand for a 1.5 sports fields and sports field is recommended to be provided off-site as part of a larger sports precinct, as Council's preference is for double sports fields. The Draft ILP also includes various drainage overland flow swales that can also adopt a recreation function and drainage basins that can be designed for co-use for recreation purposes.

There are three local parks identified on the Draft ILP. Each local park is positioned to provide easy access for local residents with local open space being within 400 metres or less for most of the residential areas. This equates to a typical walk time of less than 3 minutes.

The local parks range in size from large passive open spaces that can accommodate a range of playspaces, picnic and BBQ areas, informal active areas, landscaped areas and features, and public art and interpretive

media to meet the various needs of a diverse community. The Landscape Master Plan (**Appendix 17**) provides more detail on the function and design for each of the local parks and how they will best serve the future residents.

A contribution in a Section 7.11 Contributions Plan towards higher order active open space and recreation facilities to be provided outside the site (a future regional facility is planned for the Catherine Field/Catherine Field North Precincts). The 7.11 Contribution Plan can also collect development contributions to deliver local sports fields in the locality.

A specialist review of the open space provision and rationale for open space has been conducted by ATX (**Appendix 20**). The open space review emphasises a nuanced, quality-focused approach to public open space planning instead of a purely numerical standard, as it recognises the importance of meeting community needs, providing diverse uses, and balancing on-site and off-site provision within the context of specific precincts.

Public open space is essential for positive community outcomes and wellbeing and a practical approach combines traditional standards (2.83 ha/1,000 people) with a performance-based method focused on quality and diversity. Access to local open space is critical and local parks should be within 400 metres of all residents, supporting equity and walkability. In addition, provision of local open space is to include diverse functions such as play, fitness, social gathering, and quiet contemplation, and public open spaces should be networked for integration and efficiency, using local parks and regional assets together.

The importance of quality is emphasised in the NSW Government's Draft Greener Places Design Guide (2020), which states:

Planning that relies on a spatial standard such as 2.8 ha / 1000 people is only effective with high levels of quality control and often works against opportunities for multiple use and innovative solutions. Moving towards a performance-based approach encourages planners to look beyond spatial standards or percentages of land area. It encourages consideration of the range of recreation opportunities required and what strategies are available to achieve them. The aim of the performance-based approach is to allow more innovation in planning, more efficient use of land for recreation, and a focus on the quality of the outcome rather than just the quantity.

There is a clear policy shift towards prioritising quality in delivering new public open space areas and ensuring local open space is easily accessible. **Figure 30** provides the broader spatial context of the accessibility of the proposed residential areas to sports fields and local parks in the locality.

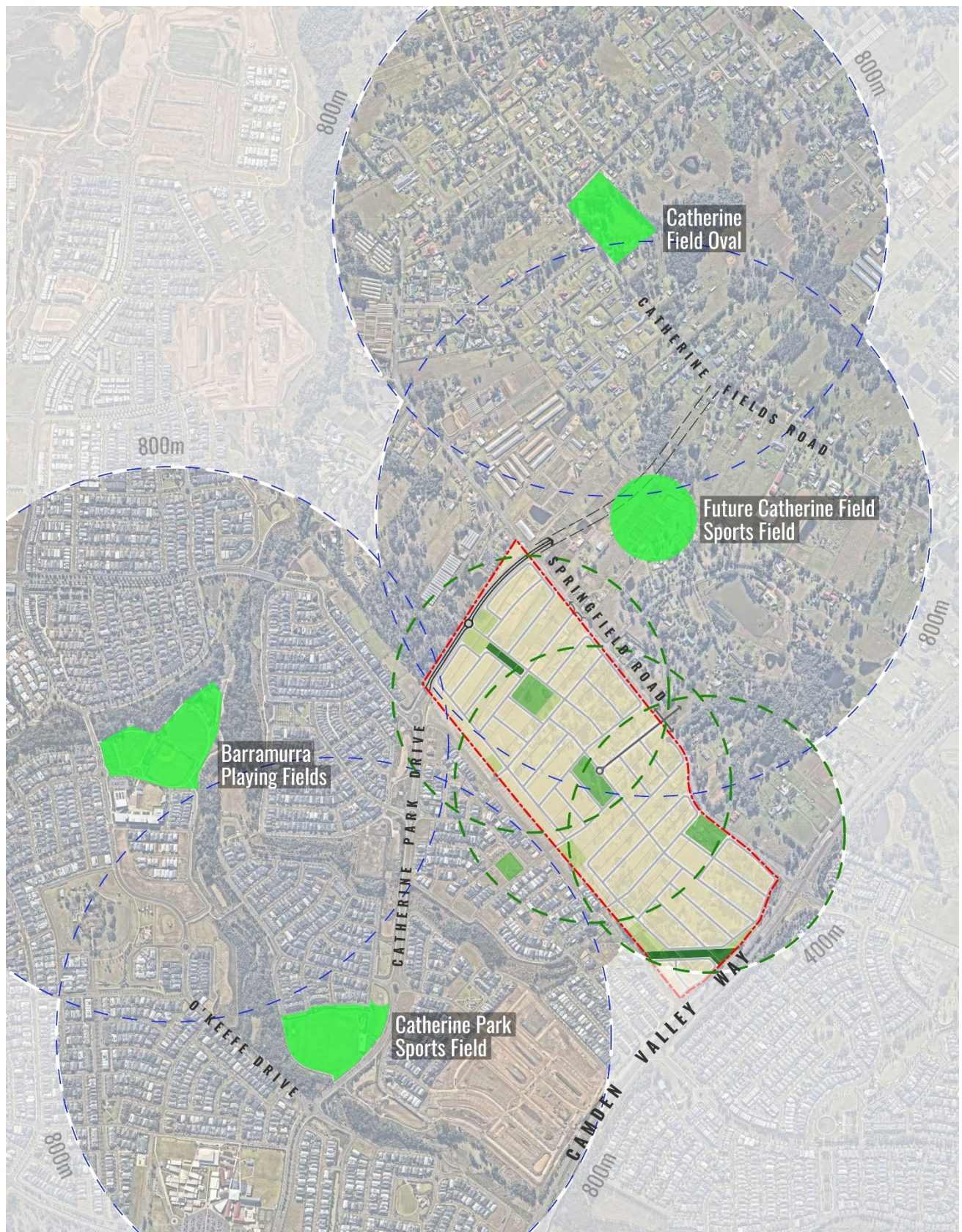


Figure 30 – Public Open Space Context

A review of the proposed provision of open space in the broader context confirms that the Planning Proposal meets Council's requirements for public open space provision. Catherine Park North is an extension of CFPP.

It was not considered as part of the original Catherine Field Precinct, as it was initiated under the Precinct Accelerated Protocol process. However, if the public open space for Catherine Park North and CFPP were considered together as an integrated network or full precinct, the amount of public open space provided would address Council’s requirements exactly, which is demonstrated in **Table 11**.

Table 11: Combined precinct public open space provision

	Catherine Field (part precinct)	Catherine Park North	Combined
Total population	10,212	2,738	12,950
Public open space required ha (2.83 ha/1000)	28.9	7.75	36.65
Open space provided on site	16.0	2.25	18.25
Open space off-site contribution	12.9	5.5	18.4
Total public open space provided	28.9	7.75	36.65

(Source: ATX)

Table 11 above shows that when considered as a combined precinct-wide (Catherine Field (part) and Catherine Park North), there is provision for 36.65 hectares of public open space. This quantum of public open space aligns with Council standards for an on-site to off-site split of around 50:50.

Community Facilities

The demand for community centre floor space of 113m² is not considered to be of a scale to deliver a standalone facility. It is noted that the playing fields planned in the Planning Proposal to the north of the site are a suitable location for neighbourhood community facilities for this Planning Proposal.

A contribution in a Section 7.11 Contributions Plan towards higher order community and civic facilities outside the site (including upgrades to facilities at Catherine Field Reserve at Deepfields Road) is to be made to support the future population within the site.

Schools

There is no requirement for a school within the site, but ongoing consultation with Schools Infrastructure NSW will be ongoing to coordinate the delivery of new housing and education facilities in the locality.

5.5.8 Traffic and Transport

The site is well supported with existing and future major roads in the locality. The traffic and transport assessment prepared by Colston Budd Rogers & Kafes Pty Ltd (**Appendix 14**) identifies the existing major roads and upgrades/future roads in the locality. There are existing and future major roads on three boundaries of the site that will provide direct connection between the site and the regional road network, noting direct vehicle access to Camden Valley Way is proposed. The assessment also identifies requirements for residential collector and local streets within the site.

The traffic and transport assessment confirms that the road hierarchy of existing and future roads and streets can support the traffic generated by future development within the site. The road hierarchy is illustrated in **Figure 32** which demonstrates transport connectivity surrounding and within the site.

The traffic assessment identified that the road works have either been completed or planned to accommodate future traffic in the area:

- *Rickard Road upgrade and extension (under investigation) with traffic signals at the intersection of Rickard Road and Springfield Road;*
- *upgrade of Camden Valley Way with traffic signals at the intersection with Springfield Road (completed); and*

- upgrade of Springfield Road to a 4-lane sub-arterial road (future works – funded by developments either side of Springfield Road by S7.11 contributions or SIC arrangements).

The traffic assessment also identifies needs for active transport connections to connect to the existing network and to make provision for public transport within the site.

Rickard Road Extension

Arup has undertaken the re-assessment of the Rickard Road extension and its connection with Catherine Park Drive, as discussed in **Section 5.3.13**. Following engagement with TfNSW and Camden Council to review the Rickard Road Extension, the road alignment was progressed by Arup (**Appendix 21**). The revised alignment is shown in **Figure 31** and addresses primary concerns raised by Council in regard to the distance between future intersections along an upgraded Springfield Road and the changed impacts to properties in comparison to the impacts that had been publicly exhibited and notified.



Figure 31 – Revised Rickard Road alignment (Source: Arup)

The proposed road alignment includes the anticipated locations for Dick Johnson Drive and Peter Brock Drive and demonstrates the broader future road network in the locality.

Arup advocates the revised Rickard Road extension alignment in **Figure 31** as the optimal outcome for all stakeholders and on the following merits:

- Horizontal geometry is relatively generous, utilising R600m horizontal curves which provide greater than 70kph design speed with adverse crossfall;
- The alignment intersects Catherine Fields Road at generally the same location as the 2020 alignment, but moved slightly south-east to position within one land parcel;
- The alignment intersects Springfield Road approximately 110m north of the crossing location of the 2020 alignment. The resulting intersection is also approximately square to Springfield Road, which is

better than the previous alignments;

- The revised intersection location results in no additional land holdings being impacted, compared to the alignment that Council previously consulted on with the community;
- The distance between the proposed Rickard Road intersection with Springfield Road is approximately 360m from the proposed future Peter Brock Drive intersection with Springfield Road. This intersection spacing is considered to be more than reasonable to provide safe and efficient operations of traffic movements;
- The distance between the proposed future Peter Brock Drive intersection with Springfield Road is approximately 250m from the proposed future Dick Johnson Drive intersection with Springfield Road. This intersection spacing is considered to be more than reasonable to provide safe and efficient operations of traffic movements; and
- The alignment of the proposed Rickard Road Extension south-west of Springfield Road generally utilises the alignment of the existing Luke's Lane to connect to Catherine Park Drive.

A Traffic and Transport Assessment by Bitzios Consulting (see **Appendix 22**) has reviewed Arup's revised alignment, specifically assessing the merits of road geometry, intersection orientation and spacing, road hierarchy, and alignment with trunk public transport priority movements. The Traffic and Transport assessment concludes that the new alignment is:

- More consistent with Catherine Park Drive geometry to the southwest with more effective intersection layout.
- Distance between the intersections locations at Rickard Road/Lukes Lane/Springfield Drive with Springfield Road/Peter Brock Drive was 'more than sufficient' for signalised intersections with turn pocket provisions.
- No additional properties were impacted.

The alignment of the Rickard Road extension in **Figure 31** provides an optimal outcome for the future road that considers all stakeholder views and avoids a poor urban design outcome that will adversely affect future urban development in the locality. Accordingly, the revised alignment developed by Arup is adopted in the Draft ILP.

Arterial Roads and Sub-arterial Roads

Camden Valley Way is the principal arterial road servicing with southern portion of the SWGA. It has been upgraded to accommodate the future growth with future capacity for six lanes. Signalised intersections have also been delivered at the Camden Valley Way/ Springfield Road intersection, which has been designed to accommodate the future upgrades to Springfield Road.

Camden Valley Way is a major north-south arterial connection and public transport route. It provides good access from the site the M7 and M5 Motorways via Cowpasture Road, Raby Road and Narellan Road.

Springfield Road is adjacent to the northwest boundary and is to be upgraded to a sub-arterial road between the Catherine Park Drive extension to the northwest and Camden Valley Way to the southeast. This road provides a major direct connection to distribute traffic within the site to the existing and planned major transport network in the locality.

A 4-way intersection to Springfield Road from the site is located approximately 500 metres from the intersection to Camden Valley Way. The 4-way provides a full turning intersection that also provides access to the land on the opposite side of Springfield Road, which is subject to a separate Planning Proposal. A second left-in/left-out intersection to Springfield Road is proposed further northwest, which is to provide a secondary access from Springfield Road to better distribute traffic in and out of the site.

The existing and planned surrounding major road network provides good connectivity between the site and

the regional road network.

A contribution in a Section 7.11 Contributions Plan towards the upgrading of Springfield Road to a sub-arterial is to be made to support the future transport needs for the site.

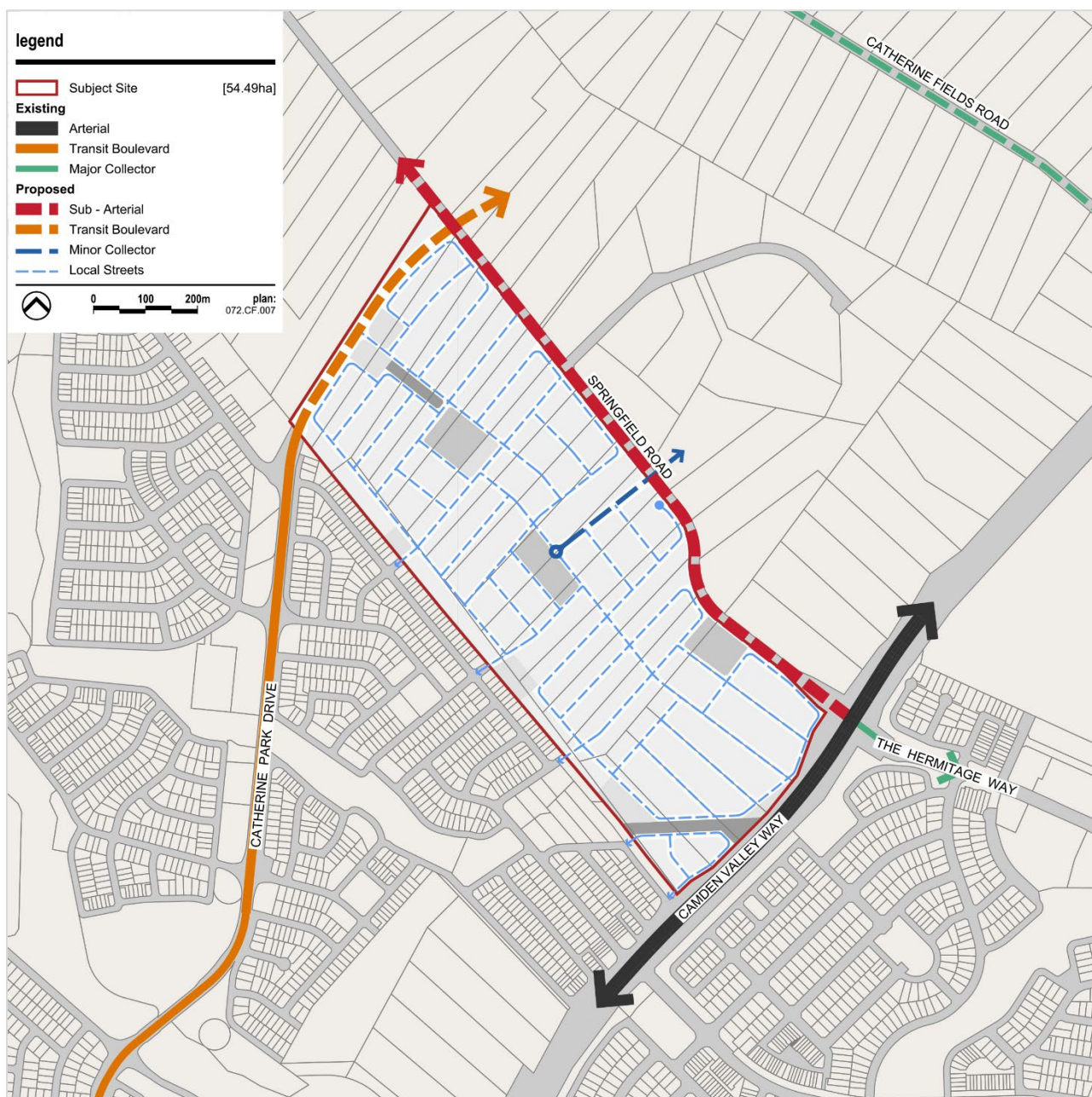


Figure 32 – Road Hierarchy

Collector and Local roads

A minor collector road from the 4-way intersection in Springfield Road into the site is the main road entrance and closest access from Camden Valley Way. This road provides a direct connection to distribute traffic within the site to the existing and planned major transport network. There is also the secondary local street connection to Springfield Road and another local road connection to Catherine Park Drive. There are also up to five local residential street connections to the existing and newly constructed residential areas to the southwest in Catherine Park Estate and south of the site adjacent to Camden Valley Way.

The surrounding connections to major roads and local street connections to the southwest provide good connectivity the broader road network and public transport routes. The remaining roads within the site are local streets to provide access to people homes and connections for non-vehicle forms of transport.

The local residential street layout is designed to:

- Provide direct local connections to local parks and existing active transport network.
- Provide direct, efficient connections between residential areas and collector roads and the major road network.
- Locate and design for roads to enable the site to drain in response to the existing landforms.
- Street frontages are provided to open space, drainage areas and major roads to avoid rear fences on boundaries of major roads.
- Allow flexibility at the detailed subdivision design stages to accommodate consolidation of fragmented landholdings or alternative road layouts that provide a good development outcome.

A contribution in a Section 7.11 Contributions Plan towards the delivery of minor collector roads and important local street connections within the site is to be made. Any requirements to acquire land to enable the proper and coordinated delivery of key roads within the site can be supported by the acquisition map in the Western Parkland City SEPP.

Active Transport

Regional active transport connections exist within Camden Valley Way and new regional active transport connections will be provided in the surrounding major roads of Springfield Road and the Catherine Park Drive extension. Key roads within the site will provide strategic active transport connections to the surrounding regional active transport network (see **Figure 33**).

The grid pattern adopted for the local residential street layout enables accessible active transport routes within the site. Pedestrians and cyclists can conveniently connect to the strategic active transport routes to access local parks and public transport.

A key active transport connection extends through the site from Camden Valley Way to the future extension of Catherine Park Drive. This connection will include off-street walking and cycling paths that link to the future open space areas and connect with the broader active transport network.

Safe pedestrian and cyclist movement will be provided in off-road shared paths located adjacent to major roads, collector roads and within overland flow paths. These shared paths will be complemented with shared paths in open space areas and other drainage areas where appropriate. Pedestrian paths are to be provided in all local residential streets.

A contribution for the delivery of share paths in drainage areas, key roads and open space areas is to be made in a Section 7.11 Contributions Plan.

Public Transport

Buses will operate along Springfield Road and the Catherine Park extension, and the Transit Boulevard forming the Rickard Road extension (to the north of the site) in addition to existing regular services that operate along Camden Valley Way. With appropriately located bus stops on these roads, dwellings within the site would be located within less than 400 metres walking distance of bus services.

A contribution for the delivery of public transport infrastructure (bus stops and shelters) is to be made in a Section 7.11 Contributions Plan.

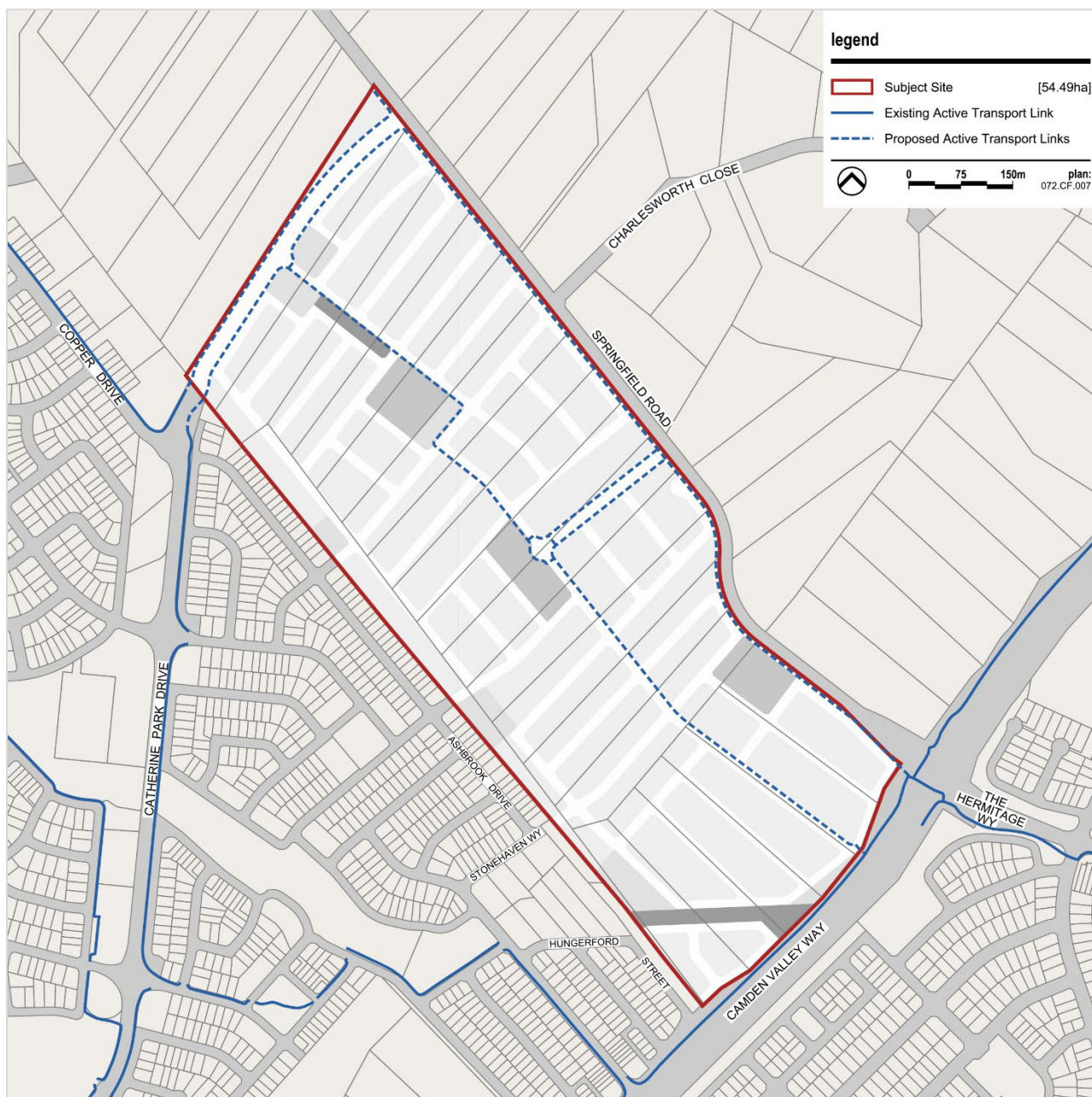


Figure 33 – Active Transport

5.5.9 Water Cycle Management

The water cycle management comprising a network of flood detention basins and bioretention basins will effectively manage stormwater and there will be no adverse impacts within the Upper South Creek catchment. The Water Cycle Management Assessment prepared by Craig & Rhodes (**Appendix 9**) has modelled and assessed pre- and post-development hydraulic conditions and determined the requirements to ensure that development in accordance with the Draft ILP will achieve or exceed standards for managing stormwater flows and water quality treatment. The Water Cycle Management Assessment indicates that “the flow attenuation provided by the proposed detention basins is conservative and generally exceeds that required to maintain existing flow conditions in the downstream catchment.”

The site has several sub-catchments that naturally flow in different directions (see **Figure 34**) which require numerous basins and water quality facilities throughout the site. As part of the iterative process for evolving the Draft ILP design, the post-development catchments were defined and basin requirements for location, size and capacity were modelled and determined.

There are a total of six (6) sub-catchments and six (6) basins to service the development (see **Figure 28**).

Each basin is sized to provide detention and water quality to meet Council’s engineering standards and specifications. There are also numerous swales to convey overland flows, which will also form important ‘green’ elements to the ‘green grid’. With proper treatment, these swales will form ‘green links’ within the development.

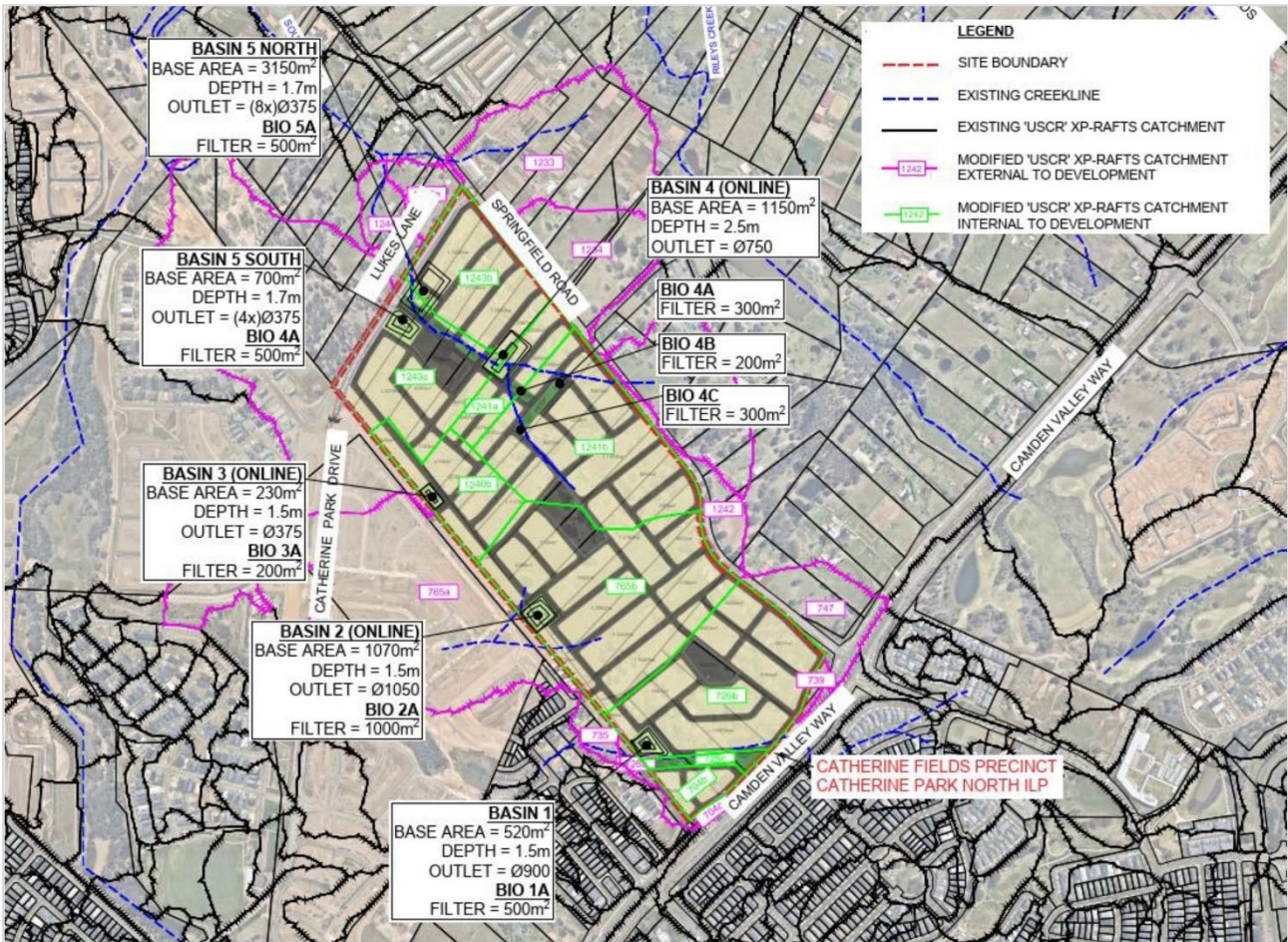


Figure 34 – Detention and Water Quality Basins (Source: Craig & Rhodes, May 2022)

The existing 1% annual exceedance probability (AEP) flood depths and extents were modelled (see **Figure 35**) and the design flows at the basin outlets were compared under pre-development and post-development flood conditions to assess the potential impact of the Draft ILP layout and the effectiveness of the flood management strategy. The 1% AEP flood levels are contained within the drainage areas of the site and do not affect residential land, as shown in **Figure 35**.

The six (6) basins identified on the Draft ILP will properly achieve the water cycle management requirements for the site to prevent flooding of residential areas and ensure the necessary water quality standards are met before stormwater flows from the urban areas to the natural areas within the South Creek catchment. Some of the larger basins will have potential for multi-use purposes for recreation and typically all basins will contribute to deep soil areas and ‘green’ areas within the site.

A Section 7.11 Contributions Plan is associated with an acquisition provision in the Western Parkland SEPP will formalise the land for drainage and the construction of the drainage facilities.

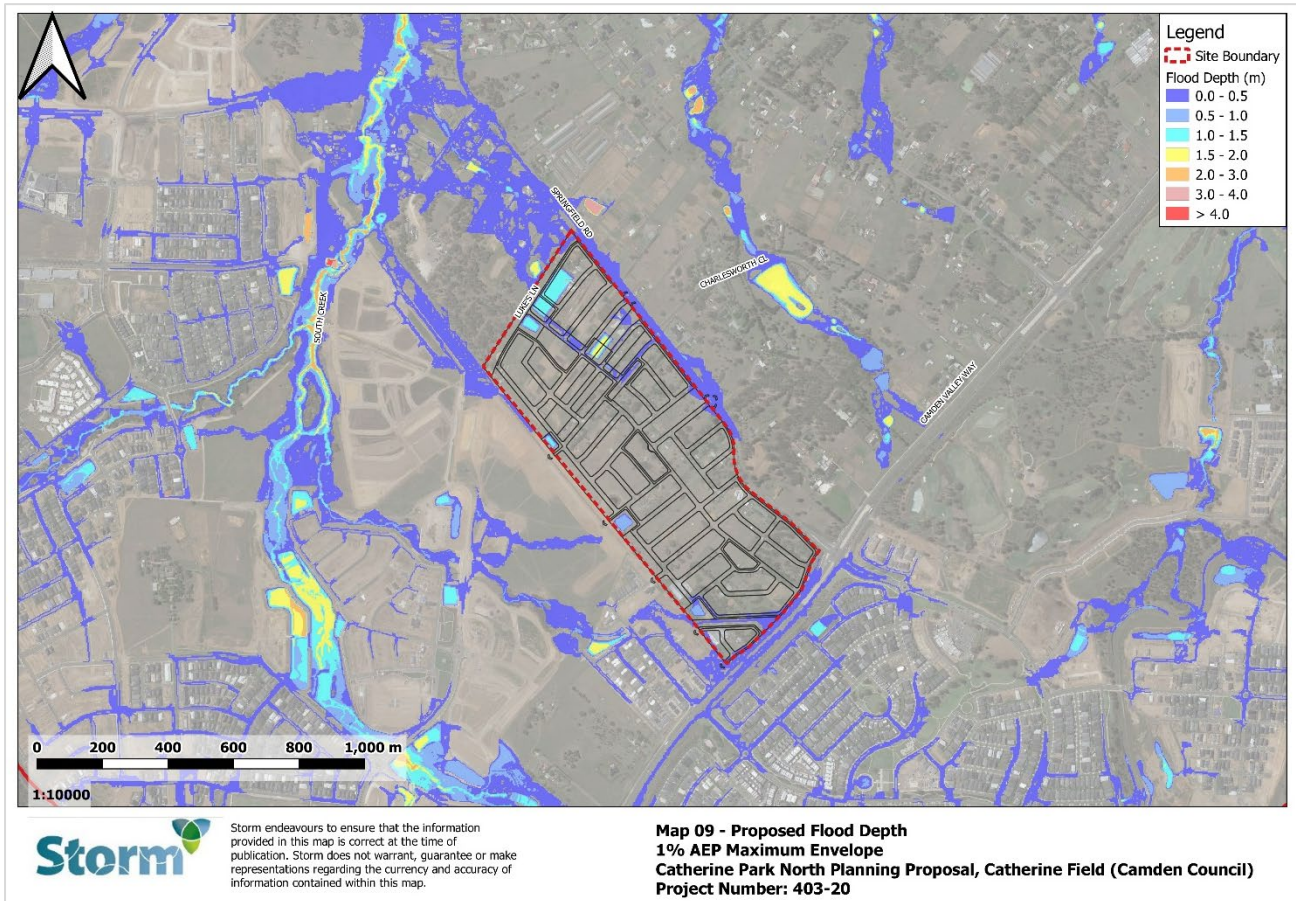


Figure 35 – Post-development Flood Conditions 1% AEP (Source: Craig & Rhodes, May 2022)

6 INFRASTRUCTURE

6.1 Infrastructure Servicing Strategy

There is adequate infrastructure to support the Planning Proposal by sequencing service connections and projected delivery of new residential allotments with the planned rollout of major new infrastructure assets and upgrades to existing infrastructure.

The servicing and infrastructure assessment prepared by Craig & Rhodes (**Appendix 23**) provides an assessment of available and planned servicing infrastructure for the broader region and explains how services can support the Planning Proposal.

The servicing and infrastructure assessment included consultation with relevant utilities and authorities. Further consultation with some utilities is anticipated once the rezoning process commences as this Planning Proposal will trigger formal engagement and consultation.

6.1.1 Infrastructure Requirements

The servicing and infrastructure assessment identifies servicing infrastructure requirements for water and wastewater, electricity, natural gas and telecommunications for the site in the Planning Proposal. A yield of 900-1,000 dwellings is projected for the servicing demands under the Planning Proposal. Greater detail on each of the infrastructure requirements in the servicing and infrastructure assessment is summarised in Sections 6.1.2 to 6.1.6.

6.1.2 Potable Water

Water supply is currently provided through the Leppington Elevated Water Supply Zone and Sydney Water has advised that there is limited capacity with existing infrastructure to service the Planning Proposal.

Hydraulic modelling and assessment of servicing options has been progressed on behalf of Sydney Water to ensure future housing will be serviced. This will include the trunk infrastructure required to service growth within the Leppington Elevated Water Supply Zone, which will include the site.

Sydney Water has confirmed they will continue to work with the proponent to progress water and wastewater modelling to ensure capacity will be aligned with housing delivery.

Development within the site may require extension and amplification of the trunk water main, which will be confirmed by Sydney Water in its Notice of Requirements on application for a Section 73 Certificate as part of the DA process.

6.1.3 Wastewater

Sydney Water initially advised that there are capacity constraints in the existing wastewater network to service the proposed development.

Since lodgement of the initial Planning Proposal, further detailed hydraulic modelling has been undertaken in conjunction with Sydney Water to assess the capacity of the network over the project horizon. This analysis has identified servicing options to ensure that housing delivery will align with infrastructure capacity within the wastewater network.

The proposed development program is aligned with the proposed wastewater infrastructure upgrade works within the catchment, including the completion of the upgrade to West Camden Treatment Plant and the commissioning of the Upper South Creek Advanced Water Recycling facility. Confirmation of long term servicing availability and the application of any interim servicing arrangements (if required) will require concurrence from Sydney Water prior to the gazettal of the rezoning. The proponent understands Sydney Water is agreeable to the proposal progressing through the planning assessment process on the basis that the development program and planned infrastructure network upgrades are broadly aligned, with potential interim servicing options being available if required.

6.1.5 Telecommunications

NBN Co. has confirmed telecommunication services are available for the entire site, which is serviced by NBN's fixed line infrastructure. The proposed development can be serviced by NBN Co.

6.1.6 Natural Gas

There is no existing residential natural gas network traversing the site.

Jemena Gas has confirmed that natural gas infrastructure is available on the eastern side of Camden Valley Way near the corner of The Hermitage Way. A connection can be extended across Camden Valley Way through Springfield Road to service the site.

6.2 Land Fragmentation

The site comprises fragmented landholdings and planning and assessment of subdivision and housing needs to demonstrate that a development proposal can be serviced with essential servicing infrastructure.

The majority of the site has been secured by the proponent of this proponent-initiated Planning Proposal. This will enable development to be delivered without consideration of existing land boundaries, which will allow significantly better urban design and coordination of services. It will also allow for more coordinated site investigations and reduce the need for temporary drainage and road infrastructure.

Notwithstanding, the site is within an identified growth area and the Planning Proposal will initiate collaboration between Council, DPIE and utility servicing authorities to plan and connect the timely delivery of servicing infrastructure.

6.3 Funding of Local Infrastructure

A Section 7.11 Contributions Plan is to be prepared with Camden Council.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

Objective

1. To amend *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* by including land identified within the Catherine Field Precinct of the SWGA for new urban growth and housing at Springfield Road and Camden Valley Way in Catherine Field NSW to enable urban development for new housing, open space and recreation, major roads and stormwater management.

Intended outcomes

- Contribute to the increasing housing supply in South West Sydney in accordance with State and local strategic planning priorities and directions.
- Permit and encourage a mix of housing that is diverse and affordable.
- Delivery new recreation facilities, local parks and public open space to meet the future needs of the Catherine Field Precinct.
- Enhance and protect the environmental values of riparian areas.
- Contribute to the upgrading of major roads including Springfield Road and extension of Catherine Park Drive.

PART 2 – EXPLANATION OF PROVISIONS

The Planning Proposal will amend *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (WPC SEPP) by:

1. Amending ‘Appendix 5 Camden Growth Centres Precinct Plan’ to make it apply to certain land in the Catherine Field Precinct.
2. Amending the maps in the WPC SEPP relevant to the site.

The existing clauses of WPC SEPP including ‘Chapter 3 Sydney region growth centres’ and ‘Appendix 5 Camden Growth Centres Precinct Plan’ will not be amended by this Planning Proposal.

The provisions in the parts listed below in ‘Appendix 5 Camden Growth Centres Precinct Plan’ will apply to the site without changes.

Part 1 Preliminary

Part 2 Permitted or prohibited development

Land Use Table

Part 4 Principal development standards

Part 5 Miscellaneous provisions

Part 6 Additional local provisions

Table 12 summarises the proposed zones of land and the rationale for the application of the respective zones.

Table 12: Proposed land use zones and their application

Zone	Application and rationale
R2 Low Density Residential	A mix of dwelling types that are predominantly detached dwellings on Torrens Tile allotments that are predominantly larger than 300m ² in size. Other types of ‘residential accommodation’ that are permissible in the R2 zone in appropriate locations
R3 Medium Density Residential	A mix of dwelling types that are predominantly detached dwellings on smaller Torrens Tile allotments (predominantly around 200m ² to 300m ² in size) with higher residential densities in appropriate locations that exhibit higher levels of amenity. Other forms of housing include attached dwellings, semi-detached dwellings, studios, dual occupancies and some detached dwellings with secondary dwellings.
SP2 Infrastructure (Classified Road)	Applies to land that is required for public purposes for the delivery of the Catherine Park Drive extension and the widening for Springfield Road.

The mapping in the WPC SEPP is to be amended to apply the zoning, development standards and planning provisions. The following maps that apply to the site will be replaced:

- Land Zoning Map
- Land Reservation Acquisition Map
- Height of Buildings Map
- Residential Density Map

Key maps are shown in Part 4 to demonstrate the intended outcomes.

Camden LEP 2010 maps will be amended by removing the site from the LEP and including it in the SEPP.

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

Section A— Need for the Planning Proposal

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

The Camden Structure Plan in the LSPS identifies the site within the 'Future Urban Area (SWGA – Housing Capacity)' (see **Figure 37**).

A key principle for new urban growth in the LSPS is that new greenfield housing growth is contained within the SWGA.

The site is within the unreleased area of the SWGA in the Catherine Field Precinct. This unreleased area for the Catherine Field Precinct is projected to deliver over 5,000 dwellings.

The Planning Proposal includes a site that is located within an area identified for new urban growth and new housing within the Camden LGA.

The Planning Proposal is consistent with the strategic objectives and intended outcomes for changing spatial land use and new urban growth in Camden LSPS.

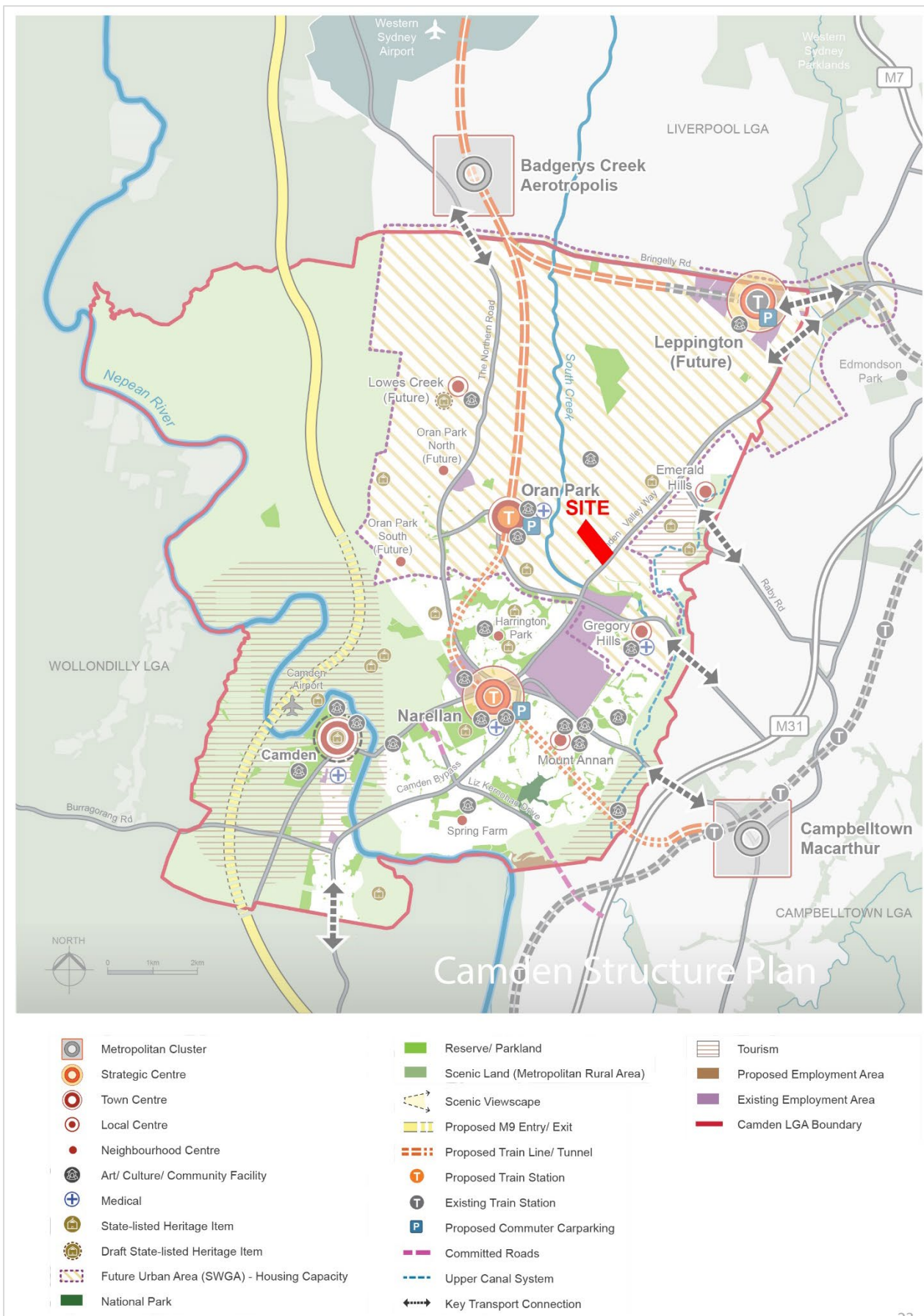


Figure 37 – Camden LSPS Structure Plan

Table 13: Camden LSPS Priorities

LSPS Priority	Comment on consistency with LSPS Priority
Infrastructure and Collaboration	
Local Priority I1 Aligning infrastructure delivery with growth	<p>The site is adjacent to high-order major arterial roads delivered to support transport demands and a new strategic transport corridor is planned to the northwest of the site with the extension of Catherine Park Drive, which will connect to the extension of Rickard Road. Both these existing and future transport corridors will provide public transport, active transport and road connections to major centres in the regional including Leppington Town Centre and Station, Oran Park Town and Narellan Centre.</p> <p>New urban growth is to be supported by the necessary infrastructure. Early engagement with Sydney Water has been undertaken and further engagement including Council and DPIE will be required to ensure the timing and delivery of essential services to support new housing supply is required.</p> <p>The servicing assessment and strategy in Appendix 23 presents the strategy for delivering and aligning infrastructure with new urban growth.</p>
Local Priority I2 Connecting Camden through integrated transport solutions	<p>The proposal provides for the future transport corridors for the extension of Catherine Park Drive and integrates with the existing transport corridor of Camden Valley Way and surrounding active transport network. With road upgrades associated with the Planning Proposal, new housing within the site will be well-connected with active transport, public transport and private transport to the broader region.</p>
Local Priority I3 Planning for the delivery of the North South Rail and South West Rail Link Extension	<p>This Local Priority does not influence the Planning Proposal.</p>
Local Priority I4 Working in partnership to deliver a more liveable, productive and sustainable Camden	<p>A "key action of the LSPS is for Council to develop a strategy which will be used to advocate for key infrastructure to support growth in the Camden LGA." Key infrastructure required to enable greater housing supply in South West Sydney and Camden LGA is water and wastewater services. The Planning Proposal will be a catalyst for further engagement with Sydney Water to provide more servicing to support the rezoning of land within the SWGA.</p>
Liveability	
Local Priority L1 Providing housing choice and affordability for Camden's growing and changing population	<p>There is housing capacity within the Catherine Field Precinct for over 5,000 dwellings and the Planning Proposal will be a significant contributor to housing within this Precinct. The Planning Proposal will provide for a range of housing options consistent with the types of housing in today's housing market and the future changing household makeup and population.</p> <p>The Planning Proposal is consistent with the principles to contain housing growth within the SWGA and promote a diverse mix of housing at a scale that enables healthy and walkable neighbourhoods.</p>
Local Priority L2 Celebrating and respecting Camden's proud heritage	<p>The Planning Proposal includes assessments for Aboriginal and historic heritage. Aboriginal cultural values gathered through Connecting with Country workshops are integrated into this proposal and Aboriginal PAD sites and items have been identified as part of the technical assessments. Identification of these sites will trigger more intrusive investigations when DA for development within the areas of Aboriginal heritage are progressed.</p>

LSPS Priority	Comment on consistency with LSPS Priority
Local Priority L3 Providing services and facilities to foster a healthy and socially connected community	The Planning Proposal includes an assessment on social infrastructure requirements and three large local parks are proposed to provide the future community accessible recreation facilities for a range of age groups. With new active transport connections within the site and existing active connections surrounding the site, the new community will have access to a range of active and passive that will encourage socially connected and healthy neighbourhood.
Local Priority L4 Encouraging vibrant and connected centres which reflect Camden's evolving character	There are no centres planned within the site.
Local Priority L5 Supporting cultural infrastructure to promote cultural and creative spaces	There is opportunity to integrate various cultural spaces and places to support community visual and performing arts events.
Productivity	
Local Priority P1 Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District	Whilst there are no centres planned within the site, the planning for the site can be flexible to allow local services in appropriate locations if the opportunity presents.
Local Priority P2 Creating a network of successful centres	This Local Priority does not influence the Planning Proposal.
Local Priority P3 Strengthening the Strategic Centres of Narellan and Leppington	This Local Priority does not influence the Planning Proposal.
Local Priority P4 Ensuring a suitable supply of industrial and urban services land	This Local Priority does not influence the Planning Proposal.
Local Priority P5 Leveraging industry opportunities created by Camden's proximity to the Western Sydney Airport and Aerotropolis	This Local Priority does not influence the Planning Proposal.
Local Priority P6 Leveraging Camden's natural and cultural assets to promote local agricultural production and increase tourism	This Local Priority does not influence the Planning Proposal.
Sustainability	
Local Priority S1 Improving the accessibility and connectivity of Camden's Green and Blue Grid and delivering high quality open space	The Draft ILP provides a green grid framework that connects local parks, overland flow paths and drainage areas with nearby green spaces and riparian protection areas. Every dwelling within the site will be highly accessible to green spaces by being located within less than 3 minutes walking distance.
Local Priority S2 Protecting and enhancing the health of Camden's waterways, and strengthening the role and prominence of the Nepean River	The hydrolines have been assessed and there are no classified streams within the site.
Local Priority S3 Protecting Camden's Rural land	This Local Priority does not influence the Planning Proposal.
Local Priority S4 Protecting and restoring environmentally sensitive land and enhancing biodiversity	The site is within the land identified as having biodiversity certification in the SWGA. There is no environmentally sensitive land mapped within the site and plantings in green spaces, the urban tree canopy and biodiversity will be enhanced.
Local Priority S5	The Planning Proposal to rezone land does not provide a

LSPS Priority	Comment on consistency with LSPS Priority
Reducing emissions, managing waste and increasing energy efficiency	mechanism to reduce emissions. However, with good building design and specific planning controls, reductions in emissions, better waste management and improved energy efficiency can be achieved.
Local Priority S6 Improving Camden's resilience to hazards and extreme weather events	The Draft ILP design adopts a spatial dispersion to create cooler refuge areas in medium sized parks and green spaces and disperse cooler temperatures in adjoining housing and development. The Planning Proposal combined with the emerging government initiatives to reducing urban heat effects (lighter coloured roofs, more plantings, increasing the urban tree canopy) will make the new urban areas more resilient to extreme heat.

Q2. Is the Planning Proposal the best way of achieving the objectives or intended outcomes, or is there a better way?

The NSW statutory planning framework for land within the SWGA is to be zoned under *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* and zoning under *Camden Local Environmental Plan 2010* is to be removed from the Instrument. A Planning Proposal is required to achieve the intended outcomes for the site.

Section B — Relationship to Strategic Planning Framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal will give effect to objectives and actions under ‘A Metropolis of Three Cities - the Greater Sydney Region Plan’ (GSRP) and the ‘Western City District Plan’ (2018).

A Metropolis of Three Cities - the Greater Sydney Region Plan (2018)

The GSRP was released by the Greater Sydney Commission in March 2018. The plan outlines a vision for Greater Sydney as a metropolis of three cities, incorporating the Western Parkland City, the Central River City and the Eastern Harbour City, where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The GSRP sets a framework for the delivery of housing, employment and transport connections which will include:

- An increased urban tree canopy and a network of open space, framed by a protected natural area.
- An additional 725,000 dwellings by 2036 creating new communities and urban renewal areas that support new and existing centres and enhance local character.
- Places for 817,000 additional jobs by 2036 with a strong focus on economic corridors, health and education precincts and strategic centres.
- A 30-minute city that connects people to jobs, businesses, schools and services and supports the economic efficiency of trade gateways.

The GSRP incorporates a clear focus on the delivery of urban renewal, housing, employment, and transport opportunities within Strategic Centres across the Sydney Metropolitan Area.

The GSRP identifies the site as a ‘Land Release Area’ that is identified as the SWGA. Land release areas are to contribute to a large part of the growth in new communities and new housing.

The GSRP outlines 10 directions and associated objectives across four broad principles being Infrastructure & Collaboration, Housing, Connectivity & Employment and Landscape & Sustainability.

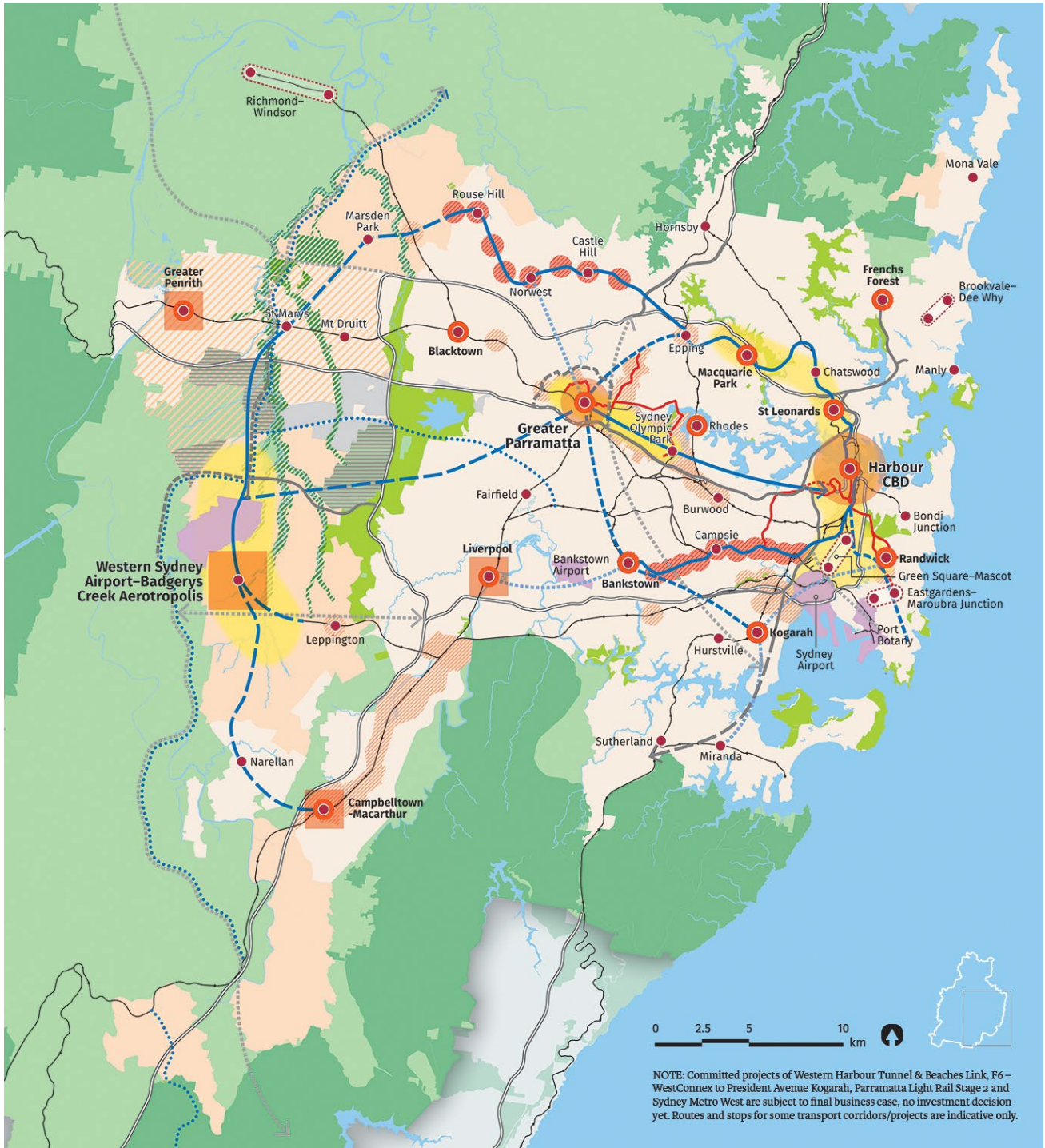


Figure 38– Greater Sydney Region Plan

The directions and objectives provide the basis for implementation of the GSRP to guide local and regional strategic planning outcomes and are required to be considered in the preparation of planning proposals.

Consideration of the GSRP directions and objectives is in **Table 14**.

Table 14: Consistency with Greater Sydney Region Plan

GSRP Directions and Objectives	Comment on consistency with GSRP
Infrastructure and Collaboration	
<p>Objective 1 Infrastructure supports the three cities</p> <p>Strategy 1.1 Prioritise infrastructure investments to support the vision of A Metropolis of Three Cities.</p> <p>Strategy 1.2 Sequence growth across the three cities to promote north-south and east-west connections.</p>	<p>The Planning Proposal is supported by existing infrastructure already delivered for the SWGA. Essential services infrastructure and road upgrades is to be coordinated with the delivery of new urban growth within the site.</p>
<p>Objective 2 Infrastructure aligns with forecast growth –growth infrastructure compact</p> <p>Strategy 2.1 Align forecast growth with infrastructure.</p> <p>Strategy 2.2 Sequence infrastructure provision across Greater Sydney using a place-based approach</p>	<p>New urban growth in the site is within a Land Release Area planned to contain a large part of new housing. The growth is to be supported by new essential services and roads that have been planned and yet to be delivered. Urban growth within the site will be the catalyst for delivering new services and roads in the locality.</p>
<p>Objective 3 Infrastructure adapts to meet future needs</p> <p>Strategy 3.1 Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans.</p>	<p>Infrastructure for the SWGA has been delivered and/or planned to support new urban growth. The Planning Proposal will assist in deliver additional infrastructure that with service the site and the broader area.</p>
<p>Objective 4 Infrastructure use is optimised</p> <p>Strategy 4.1 Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.</p>	<p>The Planning Proposal will better optimise existing infrastructure provided to support growth within the SWGA. Additional new infrastructure is to be delivered to support urban growth within the site and the broader SWGA, which will optimise existing and future infrastructure assets.</p>
<p>Objective 5 Benefits of growth realised by collaboration of governments, community and business</p>	<p>The site is not within an identified collaboration area.</p>
Liveability	
<p>Objective 6 Services and infrastructure meet communities' changing needs</p> <p>Strategy 6.1 Deliver social infrastructure that reflects the needs of the community now and in the future.</p> <p>Strategy 6.2 Optimise the use of available public land for social infrastructure.</p>	<p>The Planning Proposal enables urban growth at a scale that can facilitate the delivery of a range of services and social infrastructure to meet the needs of the community.</p> <p>There is no public land within the site available for social infrastructure.</p>
<p>Objective 7 Communities are healthy, resilient and socially</p>	<p>The Planning Proposal will deliver three large local parks. These spaces will form important meeting places for the community to engage in range of active</p>

GSRP Directions and Objectives	Comment on consistency with GSRP
<p>connected</p> <p>Strategy 7.1 Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities.</p>	<p>and passive activities to socially connect with other members of the community and encourage healthy, active lifestyles.</p>
<p>Objective 8 Greater Sydney's communities are culturally rich with diverse neighbourhoods</p>	<p>The creation of a new community within the site will not impede State and local government initiatives to foster cultural richness with a wide array of skills, languages, cultures and experiences.</p>
<p>Objective 9 Greater Sydney celebrates the arts and supports creative industries and innovation</p> <p>Strategy 9.1 Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden</p>	<p>Smaller-scale opportunities for integration of creativity and innovation in the delivery of social infrastructure can be considered.</p>
<p>Objective 10 Greater housing supply</p>	<p>The Planning Proposal will enable new housing in an area identified for urban growth and increased housing supply.</p>
<p>Objective 11 Housing is more diverse and affordable</p>	<p>New urban growth within the site adopts a residential zone that permits a range of residential accommodation types to encourage diverse housing, particularly in areas with higher amenity and access to transport. With the allowances for housing in <i>State Environmental Planning Policy (Housing) 2021</i> the site can deliver diverse and affordable housing options for the SWGA</p>
<p>Objective 12 Great places that bring people together</p> <p>Strategy 12.1 Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places.</p> <p>Strategy 12.2 In Collaboration Areas, Planned Precincts and planning for centres:</p> <ul style="list-style-type: none"> • investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking • ensure parking availability takes into account the level of access by public transport • consider the capacity for places to change and evolve, and accommodate diverse activities over time • incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations. 	<p>The site is not part of a Collaboration Area. The design approach in the Draft ILP is to deliver a new urban area where local residents can walk to a local park in less than 3 minutes and to provide a range of facilities for a different age groups and their needs to create a sense of place and community. These places are to be accessible, connected and have high levels of amenity in a safe and secure environment.</p>
<p>Objective 13 Environmental heritage is identified, conserved and enhanced</p> <p>Strategy 13.1 Identify, conserve and enhance environmental heritage</p>	<p>Environmental heritage has been assessed for the site and no significant features of items of environmental heritage exist within the site.</p>

Productivity

GSRP Directions and Objectives	Comment on consistency with GSRP
<p>Objective 14 A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</p> <p>Strategy 14.1 Integrate land use and transport plans to deliver the 30-minute city.</p> <p>Strategy 14.2 Investigate, plan and protect future transport and infrastructure corridors.</p>	<p>The site is well connected to existing and planned public transport and active transport networks, and major arterial roads. These transport connections provide walkable and access to shopping, health and recreation facilities and services within 30 minutes.</p> <p>Integration with the future strategic transport corridor of the extension of Catherine Park Drive will enhance transport connections for the site.</p>
<p>Objective 15 The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p>	<p>The site is not within these economic corridors.</p>
<p>Objective 16 Freight and logistics network is competitive and efficient</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Objective 17 Regional connectivity is enhanced</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Objective 18 Harbour CBD is stronger and more competitive</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Objective 19 Greater Parramatta is stronger and better connected</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Objective 20 Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Objective 21 Internationally competitive health, education, research and innovation precincts</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Objective 22 Investment and business activity in centres</p> <p>Strategy 22.1 Provide access to jobs, goods and services in centres</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Objective 23 Industrial and urban services land is planned, retained and managed</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Objective 24 Economic sectors are targeted for success</p> <p>Strategy 24.1 Consider the barriers to the growth of internationally competitive trade sectors including engaging with industry and assessing regulatory barriers.</p> <p>Strategy 24.2 Consider issues when preparing plans for tourism and visitation.</p> <p>Strategy 24.3 Protect and support agricultural production and mineral resources (in particular construction materials) by preventing inappropriately dispersed urban activities in rural areas.</p> <p>Strategy 24.4 Provide a regulatory environment that enables economic opportunities created by changing technologies.</p>	<p>Not relevant to the Planning Proposal.</p>

GSRP Directions and Objectives	Comment on consistency with GSRP
Sustainability	
<p>Objective 25 The coast and waterways are protected and healthier</p>	<p>Overland flow paths are provided which will manage and treat stormwater.</p>
<p>Objective 26 A cool and green parkland city in the South Creek corridor</p>	<p>The new urban area incorporates green links that connect to South Creek and provides green spaces in close proximity to South Creek.</p>
<p>Objective 27 Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>Strategy 27.1 Protect and enhance biodiversity.</p>	<p>Vegetation on site will be managed and resolved in accordance with the biodiversity certification applying to the SWGA.</p>
<p>Objective 28 Scenic and cultural landscapes are protected</p> <p>Strategy 28.1 Identify and protect scenic and cultural landscapes.</p> <p>Strategy 28.2 Enhance and protect views of scenic and cultural landscapes from the public realm.</p>	<p>The site does not contain significant features of scenic and cultural importance. The heritage assessment confirms view to and from Catherine Park House (aka Oran Park House) will not be impacted by the Planning Proposal.</p>
<p>Objective 29 Environmental, social and economic values in rural areas are protected and enhanced</p> <p>Strategy 29.1 Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes.</p> <p>Strategy 29.2 Limit urban development to within the Urban Area, except for the investigation areas at Horsley Park, Orchard Hills, and east of The Northern Road, Luddenham.</p>	<p>The site is not part of the Metropolitan Rural Area and is identified as Urban Land Release in the GRSP.</p>
<p>Objective 30 Urban tree canopy cover is increased</p> <p>Strategy 30.1 Expand urban tree canopy in the public realm.</p>	<p>A significant portion of the site is identified for open space and drainage. Plantings in these areas can expand the urban tree canopy that will be enhanced with street tree plantings and trees within residential properties.</p>
<p>Objective 31 Public open space is accessible, protected and enhanced</p> <p>Strategy 31.1 Maximise the use of existing open space and protect, enhance and expand public open space</p>	<p>The Planning Proposal will delivery around 2ha of new open space land and a public open space area is located within less than a 3 minute walk from all residential areas within the site.</p>
<p>Objective 32 The Green Grid links parks, open spaces, bushland and walking and cycling paths</p> <p>Strategy 32.1 Progressively refine the detailed design and delivery of:</p> <ul style="list-style-type: none"> • Greater Sydney Green Grid priority corridors • opportunities for connections that form the long-term vision of the network • walking and cycling links for transport as well as leisure and recreational trips. 	<p>The Draft ILP forms a green grid of open space and drainage areas. These green spaces create opportunities to connect active transport connections within the site and external riparian and bushland areas in the locality.</p>

GSRP Directions and Objectives	Comment on consistency with GSRP
<p>Objective 33 A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>Strategy 33.1 Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050 especially through the establishment of low-carbon precincts in Planned Precincts, Growth Areas and Collaboration Areas.</p>	<p>Broader State and local government planning policy initiatives on net-zero for the SWGA and Western Sydney District can be implemented.</p>
<p>Objective 34 Energy and water flows are captured, used and re-used</p>	<p>Broader State and local government planning policy initiatives on energy and water for the SWGA and Western Sydney District can be implemented.</p>
<p>Objective 35 More waste is re-used and recycled to support the development of a circular economy</p>	<p>Broader State and local government planning policy initiatives on circular economy for the SWGA and Western Sydney District can be implemented.</p>
<p>Objective 36 People and places adapt to climate change and future shocks and stresses</p> <p>Strategy 36.1 Support initiatives that respond to the impacts of climate change.</p>	<p>Broader State and local government planning policy initiatives on climate change for the SWGA and Western Sydney District can be implemented.</p>
<p>Objective 37 Exposure to natural and urban hazards is reduced</p>	<p>Not applicable as the Planning Proposal does not propose any new urban development in areas of identified natural hazard.</p>
<p>Objective 38 Heatwaves and extreme heat are managed</p> <p>Strategy 38.1 Mitigate the urban heat island effect and reduce vulnerability to extreme heat.</p>	<p>The Draft ILP adopts a spatially disperses cooler areas that are easily accessible to for local residents and provide a colling effect for housing adjacent to parks and green spaces. The proposal also commits to a mature tree canopy that is consistent with best practice and the inclusion of DCP provisions to support mitigation of the effect from urban heat. With broader State and local government planning policy initiatives on urban heat for the SWGA and Western Sydney District, such as planting more trees and building materials and finishes, widespread polices to reduce the effect of urban heat can be implemented.</p>

This Planning Proposal is consistent and gives effect to the GSRP by:

- Providing new urban growth and housing supply in an area identified for new residential communities.
- Optimising existing infrastructure provided to support growth within the SWGA and facilitating new social and servicing infrastructure to support new housing and the liveability of residents.
- Releasing a new urban area where future residents can walk to local parks in less than 3 minutes and have access to public and active transport connections.

Western City District Plan (2018)

The Western City District Plan (WCDP) was released by the Greater Sydney Commission in March 2018. The plan outlines a vision for the Western Parkland City as one of three cities in Greater Sydney. The WCDP informs local strategic planning statements and local environmental plans, including the assessment of planning proposals.

The WCDP continues the framework for the delivery of housing, employment and transport connections in the GSRP within the 10 directions for a metropolis of three cities and applies it to the Western Parkland City.

The WCDP applies Planning Priorities to each direction listed in the GSRP

The WCDP identifies the site as a 'Land Release Area' that is identified as the SWGA. Land release areas are to contribute to a large part of the growth in new communities and new housing.

The WCDP notes that current initiatives and opportunities for additional capacity for housing supply exist in Catherine Field within the SWGA.

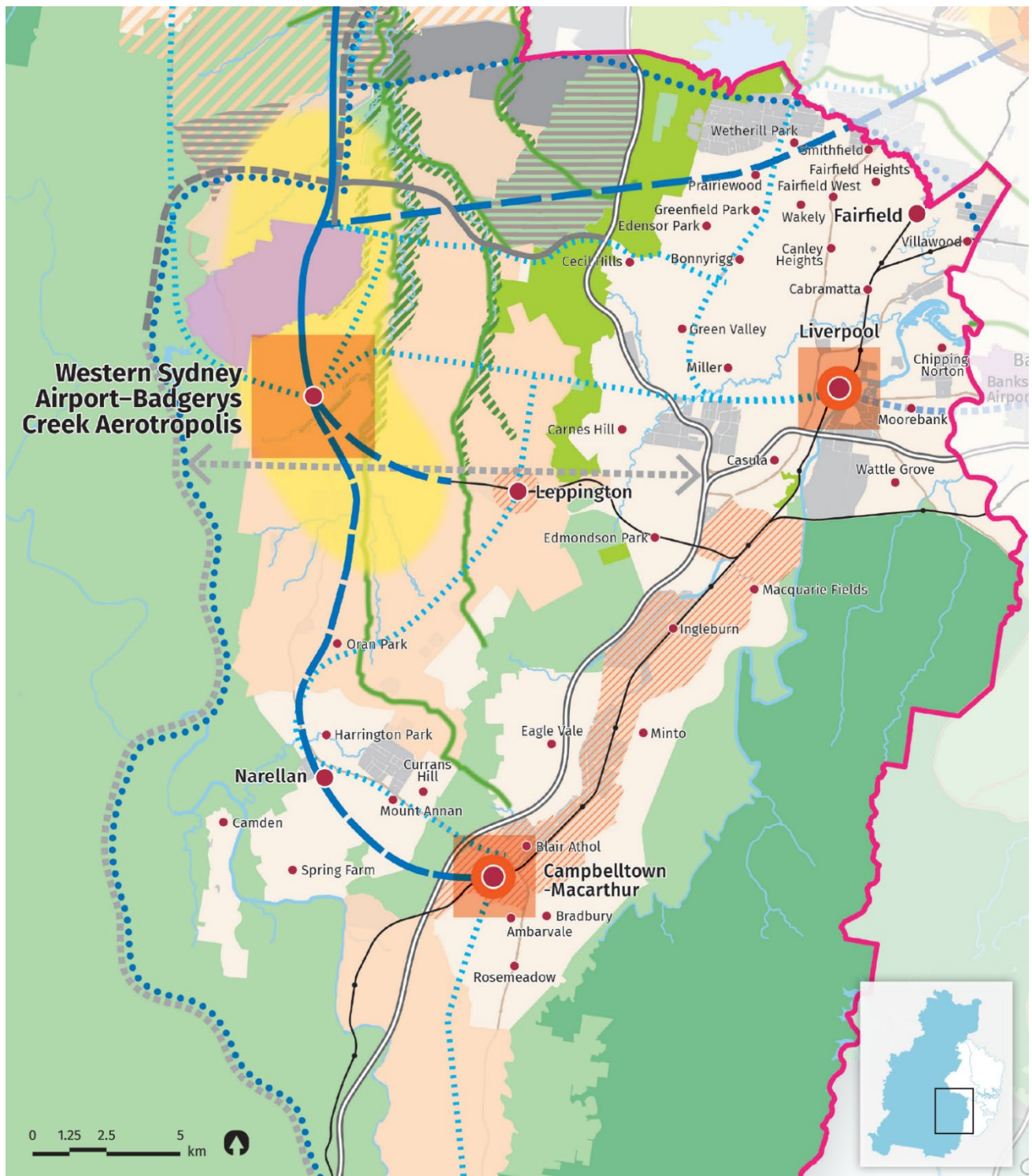


Figure 39 – Western City District Plan

The planning priorities provide the basis to give effect of the WCDP to guide local and regional strategic planning outcomes and are required to be considered in the assessment of planning proposals.

Consideration of the WCDP planning priorities is in **Table 15**.

Table 15: Consistency with Western City District Plan

WCDP Planning Priorities	Comment on consistency with WCDP
Infrastructure and Collaboration	
<p>Planning Priority W1 Planning for a city supported by infrastructure Relevant Action(s) 4. Sequence infrastructure provision using a place-based approach.</p>	<p>The site is adjacent major roads that have been delivered to support growth in South West Sydney. The Planning Proposal creates coordination for essential services infrastructure and road upgrades in the locality to align with new urban growth within the site.</p>
<p>Planning Priority W2 Working through collaboration Relevant Action(s) 8. Coordinate land use and infrastructure for the Western City District.</p>	<p>The Planning Proposal initiates collaboration between Council, DPIE, TfNSW and utilities to coordinate delivery for essential services infrastructure and roads.</p>
Liveability	
<p>Planning Priority W3 Providing services and social infrastructure to meet people’s changing needs Relevant Action(s) 9. Deliver social infrastructure that reflects the needs of the community now and in the future.</p>	<p>The Planning Proposal has assessed the projected social infrastructure needs of the community and these needs area reflected in the Draft ILP. There will also be contributions toward off-site facilities to ensure the needs of the future community are met.</p>
<p>Planning Priority W4 Fostering healthy, creative, culturally rich and socially connected communities Relevant Action(s) 11. Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by: a. providing walkable places at a human scale with active street life b. prioritising opportunities for people to walk, cycle and use public transport c. co-locating schools, health, aged care, sporting and cultural facilities d. promoting local access to healthy fresh food and supporting local fresh food production. 16. Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.</p>	<p>The Draft ILP includes three large local parks. These spaces will form important recreational and meeting places for the community to engage in range of active and passive activities to socially connect with other members of the community and encourage healthy, active lifestyles.</p>
<p>Planning Priority W5 Providing housing supply, choice and affordability, with access to jobs, services and public transport</p>	<p>The Planning Proposal will enable new housing in an area identified for urban growth and increased housing supply. With the allowances for housing in <i>State Environmental Planning Policy (Housing) 2021</i> the site can also deliver diverse and affordable housing options.</p>

WCDP Planning Priorities	Comment on consistency with WCDP
<p>Planning Priority W6 Creating and renewing great places and local centres, and respecting the District's heritage</p> <p>Relevant Action(s) 19. Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by:</p> <ul style="list-style-type: none"> a. prioritising a people-friendly public realm and open spaces as a central organising design principle b. recognising and balancing the dual function of streets as places for people and movement c. providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres d. integrating social infrastructure to support social connections and provide a community hub e. recognising and celebrating the character of a place and its people. 	<p>The Draft ILP illustrates active and passive recreational spaces that are spatially located to ensure residential are within a short walk to quality open space. These areas interface with residential development to create safe and friendly spaces that will encourage social interaction with the local community.</p>
Productivity	
<p>Planning Priority W7 Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City</p> <p>Relevant Action(s) 25. Investigate, plan and protect future transport and infrastructure corridors.</p>	<p>The site is well connected to existing and planned public transport and active transport networks, and major arterial roads.</p> <p>The strategic transport corridor for the extension of Rickard Road is to the north and Catherine Park Drive is to be extended to Springfield Road. Key strategic transport connections are protected and urban growth within the site will be able to access the future road.</p>
<p>Planning Priority W8 Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Planning Priority W9 Growing and strengthening the metropolitan cluster</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Planning Priority W10 Maximising freight and logistics opportunities and planning and managing industrial and urban services land</p>	<p>Not relevant to the Planning Proposal.</p>
<p>Planning Priority W11 Growing investment, business opportunities and jobs in strategic centres</p>	<p>Not relevant to the Planning Proposal.</p>
Sustainability	
<p>Planning Priority W12 Protecting and improving the health and enjoyment of the District's waterways</p> <p>Relevant Action(s) 67. Protect environmentally sensitive areas of waterways. 68. Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water-based transport.</p>	<p>The drainage areas have been assessed and are substantially modified with farm dams and changes to natural drainage patterns. Overland flow paths will form an important feature to incorporate active transport connections within the site.</p>
<p>Planning Priority W13 Creating a Parkland City urban structure and identity,</p>	<p>The new urban area incorporates drainage areas that connect to South Creek and provides green spaces in</p>

WCDP Planning Priorities	Comment on consistency with WCDP
with South Creek as a defining spatial element	close proximity to South Creek.
<p>Planning Priority W14 Protecting and enhancing bushland and biodiversity</p> <p>Relevant Action(s)</p> <p>72. Protect and enhance biodiversity by:</p> <ul style="list-style-type: none"> a. supporting landscape-scale biodiversity conservation and the restoration of bushland corridors b. managing urban bushland and remnant vegetation as green infrastructure c. managing urban development and urban bushland to reduce edge-effect impacts. 	Vegetation on site will be managed and resolved in accordance with the biodiversity certification applying to the SWGA.
<p>Planning Priority W15 Increasing urban tree canopy cover and delivering Green Grid Connections</p> <p>Relevant Action(s)</p> <p>74. Progressively refine the detailed design and delivery of:</p> <ul style="list-style-type: none"> a. Greater Sydney Green Grid priority corridors and projects important to the District b. opportunities for connections that form the long-term vision of the network c. walking and cycling links for transport as well as leisure and recreational trips. 	The Draft ILP provides a green grid framework that connects local parks and drainage areas. The green spaces within the site will form important green connections within the South Creek catchment and Catherine Field Precinct.
<p>Planning Priority W16 Protecting and enhancing scenic and cultural landscapes</p>	The site does not contain significant features of scenic and cultural importance.
<p>Planning Priority W17 Better managing rural areas</p>	Not relevant to the Planning Proposal.
<p>Planning Priority W18 Delivering high quality open space</p> <p>Relevant Action(s)</p> <p>80. Maximise the use of existing open space and protect, enhance and expand public open space by:</p> <ul style="list-style-type: none"> a. providing opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow b. investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas (over 60 dwellings per hectare) are within 200 metres of open space c. requiring large urban renewal initiatives to demonstrate how the quantity of, or access to, high quality and diverse local open space is maintained or improved d. planning new neighbourhoods with a sufficient quantity and quality of new open space e. delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses f. delivering or complementing the Greater Sydney Green Grid g. providing walking and cycling links for transport as well as leisure and recreational trips. 	<p>A significant area within the site is identified for open space and drainage.</p> <p>The Planning Proposal will expand the offer for open space and recreation facilities in the locality and broader land within the Catherine Field Precinct.</p> <p>The open spaces areas are to contact a range of active and recreation facilities to suit all members of the community to promote social interaction and inclusiveness.</p> <p>Residential areas are within in 400 metres of local open space, which is within the 400 metre standard.</p> <p>The location of the open space assets is spatially dispersed within the site and connected with overland flow paths where possible.</p> <p>Plantings in these areas can expand the urban tree canopy that will be enhanced with street tree plantings and trees within residential properties.</p>

WCDP Planning Priorities	Comment on consistency with WCDP
<p>Planning Priority W19 Reducing carbon emissions and managing energy, water and waste efficiently</p>	<p>Broader State and local government planning policy initiatives on reducing carbon emissions and creating more energy and water efficient urban environments for the SWGA and Western Sydney District can be implemented for the site.</p>
<p>Planning Priority W20 Adapting to the impacts of urban and natural hazards and climate change Relevant Action(s) 88. Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards. 89. Mitigate the urban heat island effect and reduce vulnerability to extreme heat.</p>	<p>The site is not subject to flood impacts and a bushfire assessment demonstrates the future housing can meet the requirements of Planning for Bushfire Protection. The Draft ILP adopts a spatially dispersed, cooler areas that are easily accessible to for local residents and provide a colling effect for housing adjacent to parks and green spaces. With broader State and local government planning policy initiatives on urban heat for the SWGA and Western Sydney District, such as planting more trees and building materials and finishes, widespread polices to reduce the effect of urban heat can be implemented.</p>

This Planning Proposal is consistent and gives effect to the WCDP by:

- Planning new urban growth and housing supply in an area identified for new residential communities.
- Providing social infrastructure to meet the future needs of the community with sporting fields and local parks that are within 400 metres of residential areas.
- Integrating new development with existing and future infrastructure planned to support urban growth within the SWGA.
- Encouraging healthy community with where future residents can walk to local parks in less than 3 minutes and have access to public and active transport connections.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

The Planning Proposal will give effect to Camden Council’s LSPS and Community Strategic Plan.

Local Strategic Planning Statement

The Camden LSPS identifies the site within an area designated for new urban growth and new housing within the Camden LGA titled ‘Future Urban Area (SWGA – Housing Capacity)’ (see **Figure 37**).

The LSPS states that new greenfield housing growth is to be contained within the SWGA and the delivery of this principle is the LSPS.

The site is within the unreleased portion of the Catherine Field Precinct projected to deliver over 5,000 dwellings.

The Planning Proposal is consistent with the Local Priorities in the LSPS (see **Table 13**) with particular emphasis on meeting the following priorities:

Local Priority L1 - Providing housing choice and affordability for Camden’s growing and changing population

Local Priority L3 Providing services and facilities to foster a healthy and socially connected community

Local Priority I2 Connecting Camden through integrated transport solutions

Local Priority S1 Improving the accessibility and connectivity of Camden’s Green and Blue Grid and delivering high quality open space

The Planning Proposal is consistent with the Camden LSPS and gives effect to its strategic objectives and intended outcomes for new urban growth.

Community Strategic Plan

The Community Strategic Plan (CSP) is the community’s plan for the Camden LGA and bring together all levels of government, business, and local community organisations and residents.

The CSP places importance on the provision of new housing in appropriate locations and integrating urban growth with public transport, roads and infrastructure. In addition, new housing is to be supported with quality parks and recreational facilities of the existing and future community.

The Planning Proposal seeks to deliver new urban growth in a suitable location that has been identified to increase housing supply in the Camden LGA. New development is connected with existing and future transport systems and will provide a range of active and passive open space areas in large, accessible local parks.

The Planning Proposal is consistent and gives effect to Camden Council’s Community Strategic Plan.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

The Planning Proposal is consistent with other applicable State and regional studies or strategies.

Table 16: Consistency with Other State and Regional Studies and Strategies

State and regional studies or strategies	Description
NSW 2021 State Plan – A Plan to Make NSW Number One	<p>The <i>NSW 2021 State Plan – A Plan to Make NSW Number One</i> is a 10 year plan to guide government policy and budget decision making and deliver on community priorities. The five key strategies are:</p> <ul style="list-style-type: none"> • rebuild the economy; • return quality services; • renovate infrastructure; • strengthen local environments and communities; and • restore accountability to Government. <p>There are 32 goals that have been developed in association with the five key strategies. The State Plan goals that relate to this Planning Proposal are:</p> <ul style="list-style-type: none"> • <i>Goal 1 - Improve the performance of the NSW economy</i> • <i>Goal 5 - Place downward pressure on the cost of living</i> • <i>Goal 20 - Build liveable centres</i> • <i>Goal 22 - Protect our natural environment</i> • <i>Goal 24 - Make it easier for people to be involved in their communities</i> • <i>Goal 29 - Restore confidence and integrity in the planning system</i> • <i>Goal 32 - Involve the community in decision-making on Government policy, services and projects.</i> <p>The Planning Proposal is consistent with the State Plan and will contribute to achieve the goals in the Plan.</p>
NSW Infrastructure Strategy 2018-2038	<p>The <i>NSW State Infrastructure Strategy 2018–2038</i> (SIS) builds on the NSW Government’s major long-term infrastructure plans over the last seven years. The Western Parkland City comprises identified large developable areas for greenfield development and by 2056 nearly 2 million people will live in this City. The SIS identifies the western corridor with a central aerotropolis adjacent to the new Western Sydney Airport. The infrastructure response to the Planning Proposal includes:</p>

State and regional studies or strategies	Description
	<ul style="list-style-type: none"> • <i>Prioritise sustainable transport connections, particularly walking and cycling infrastructure within the city.</i> • <i>Facilitate high quality digital connectivity infrastructure as part of all development.</i> • <i>Provide social infrastructure, such as schools, social housing and hospitals, to support population growth.</i> • <i>Provide additional cultural and recreational infrastructure.</i> • <i>Encourage local council and private investment in recreation infrastructure.</i> <p>The Planning Proposal is consistent with the NSW Infrastructure Strategy as infrastructure will support housing growth and provides social infrastructure to meet the demands of the future population.</p>
Future Transport 2056	<p><i>Future Transport 2056 (FT 2056) sets the 40-year vision, directions and principles to guide transport investment in the long-term. It is coordinated with the State Plan and SIS as well as the Sydney Metropolitan region and district plans. FT 2056 maps the '30 minute city' for the Greater Sydney network and the future networks for road, rail and rapid bus services.</i></p> <p>The site is adjacent to an identified future rapid bus route between Oran Park Town Centre and Leppington Town Centre. This rapid bus connection provides direct connections to the existing and future metropolitan rail network.</p>

Q6. Is the planning proposal consistent with applicable SEPPs?

The in-force State Environmental Planning Policy (SEPP) Instruments guide land use and planning outcomes across the State and Sydney Metropolitan Region. A review of the Planning Proposal and its intended outcomes and objectives against all relevant SEPPs is outlined in **Table 17**.

This review demonstrates that the proposal is consistent with all relevant and applicable SEPP.

Table 17: Consistency with State Environmental Planning Policies

SEPP	Comment on consistency with SEPP
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Refer to the chapter below.
Chapter 2 Vegetation in non-rural areas	Approval to clear native vegetation does not require a permit or approval as the site is biodiversity certified.
Chapter 3 Koala habitat protection 2020	Not relevant to this Planning Proposal.
Chapter 4 Koala habitat protection 2021	Not relevant to this Planning Proposal.
Chapter 5 River Murray lands	Not relevant to this Planning Proposal.
Chapter 6 Water Catchments	The site is not flood prone and water treatment facilities are to be provided to ensure discharge into the Nepean River meets necessary standards.
Chapter 7-12 (Repealed)	
Chapter 13 Strategic conservation planning	The proposed future development is entirely within an area that is subject to a biodiversity certification order.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	The exempt and complying provisions will continue to apply to the site.
State Environmental Planning Policy (Housing) 2021	Refer to the chapter below.

SEPP	Comment on consistency with SEPP
Chapter 2 Affordable housing	Affordable housing residential development enabled by new zones in this Planning Proposal will be subject to the provisions of Chapter 2. The proposal will increase opportunities for affordable housing under the Housing SEPP.
Chapter 3 Diverse housing	Diverse housing residential development (i.e. secondary dwellings, group homes, build to rent accommodation) enabled by new zones in this Planning Proposal will be subject to the provisions of Chapter 3. The proposal will increase opportunities for more diverse housing under the Housing SEPP.
Chapter 4 Design of residential apartment development	Apartments are not a likely form of residential development anticipated for the site.
Chapter 5 Transport orientated development	The site does not contain a TOD site.
Chapter 6 Low and mid rise housing	Land zoned R2 Low Density Residential and R3 Medium Density Residential by this proposal will be subject to the non-discretionary provisions to facilitate various forms of low and mid rise housing.
State Environmental Planning Policy (Industry and Employment) 2021	Refer to the chapter below.
Chapter 2 Western Sydney employment area	Not relevant to this Planning Proposal.
Chapter 3 Advertising and signage	The provisions of Chapter 3 will continue to apply (as relevant) and this proposal will not impede the ongoing assessment of DAs for signage.
State Environmental Planning Policy (Planning Systems) 2021	Refer to the chapter below.
Chapter 2 State and regional development	Not relevant to this Planning Proposal.
Chapter 3 Aboriginal land	Not relevant to this Planning Proposal.
Chapter 4 Concurrences and consents	The Planning Proposal does not affect the implementation of Chapter 4.
State Environmental Planning Policy (Precincts—Central River City) 2021	Not relevant to this Planning Proposal.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	Not relevant to this Planning Proposal.
State Environmental Planning Policy (Precincts—Regional) 2021	Not relevant to this Planning Proposal.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	Refer to the chapter below.
Chapter 2 State significant precincts	Not relevant to this Planning Proposal.
Chapter 3 Sydney region growth centres	This proposal seeks to amend the WPC SEPP by applying zoning and associated mapping to the site and applying the provisions in Appendix 5 Camden Growth Centres Precinct Plan.
Chapter 4 Western Sydney Aerotropolis	Not relevant to this Planning Proposal.
Chapter 5 Penrith Lakes Scheme	Not relevant to this Planning Proposal.
Chapter 6 St Marys	Not relevant to this Planning Proposal.

SEPP	Comment on consistency with SEPP
Chapter 7 Western Sydney Parklands	Not relevant to this Planning Proposal.
Chapter 8 Greater Macarthur Growth Area	Not relevant to this Planning Proposal.
State Environmental Planning Policy (Primary Production) 2021	Not relevant to this Planning Proposal.
State Environmental Planning Policy (Resilience and Hazards) 2021	Refer to the chapter below.
Chapter 2 Coastal management	Not relevant to this Planning Proposal.
Chapter 3 Hazardous and offensive development	Not relevant to this Planning Proposal.
Chapter 4 Remediation of land	The site has been investigated for potential contamination and the possibility for significant contamination constraints to development low. The site is considered suitable for the proposed rezoning. More detailed assessment will be required at the DA stage for development areas within the site. The land contamination assessment in Appendix 10 .
State Environmental Planning Policy (Resources and Energy) 2021	Not relevant to this Planning Proposal.
State Environmental Planning Policy (Sustainable Buildings) 2022	Refer to the chapter below.
Chapter 2 Standards for residential development—BASIX	Residential development enabled by this Planning Proposal will be subject to the provisions of BASIX.
Chapter 3 Standards for non-residential development	Not relevant to this Planning Proposal.
Chapter 4 Miscellaneous	Not relevant to this Planning Proposal.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Refer to the chapter below.
Chapter 2 Infrastructure	The subject site does not incorporate any identified infrastructure projects. Future DAs within the site that meet the criteria for traffic generating development to be referred to TfNSW and a DA proposing residential development adjacent to Camden Valley Way will require assessment for noise impacts. A traffic assessment and acoustic assessment that assesses impacts are included in this Planning Proposal.
Chapter 3 Educational establishments and child care facilities	No education establishments or child care facilities are identified in the Planning Proposal.
Chapter 4 Major infrastructure corridors	Not relevant to this Planning Proposal.
Chapter 5 Three ports—Port Botany, Port Kembla and Newcastle	Not relevant to this Planning Proposal.
Chapter 6 Moorebank Freight Intermodal Precinct	Not relevant to this Planning Proposal.

Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

A review of the Planning Proposal and its intended outcomes and objectives against the Minister's Local Planning Directions is outlined in **Table 18**.

Table 18: Consistency with Ministerial Directions

Ministerial Direction	Comment on consistency with Local Planning Directions
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	This Planning Proposal demonstrates that it is consistent with the Western City District Plan.
1.2 Development of Aboriginal Land Council land	No rezoning of Aboriginal Land Council land is proposed.
1.3 Approval and Referral Requirements	The proposal is consistent as it does not propose any additional clauses relating to approval processes and referral requirements.
1.4 Site Specific Provisions	The Planning Proposal does not introduce any site-specific provisions.
1.4A Exclusion of Development Standards from Variation	Not relevant to this Planning Proposal.
Focus area 1: Planning Systems – Place-based	
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not relevant to this Planning Proposal.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not relevant to this Planning Proposal.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not relevant to this Planning Proposal.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not relevant to this Planning Proposal.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not relevant to this Planning Proposal.
1.10 Implementation of Western Sydney Aerotropolis	Not relevant to this Planning Proposal.
1.11 Implementation of Bayside West Precinct Plan	Not relevant to this Planning Proposal.
1.12 Implementation of Planning Principles for Cookes Cove Precinct	Not relevant to this Planning Proposal.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan.	Not relevant to this Planning Proposal.
1.14 Implementation of Greater Macarthur 2040	Not relevant to this Planning Proposal.
1.15 Implementation of Pyrmont Peninsula Place Strategy	Not relevant to this Planning Proposal.
1.16 North West Rail Link Corridor Strategy	Not relevant to this Planning Proposal.
1.17 Implementation of the Bays West Place Strategy	Not relevant to this Planning Proposal.
1.18 Implementation of the Macquarie Park Innovation Precinct	Not relevant to this Planning Proposal.
1.19 Implementation of the Westmead Place Strategy	Not relevant to this Planning Proposal.
1.20 Implementation of the Camellia-Rosehill Place Strategy	Not relevant to this Planning Proposal.
1.21 Implementation of South West Growth Area Structure Plan	The South West Growth Area Structure Plan was updated in December 2022. The proposal has considered the intent of the Structure Plan and a detailed assessment of the mixed use area adjacent to Camen Valley Way was reviewed in an Economics and

Ministerial Direction	Comment on consistency with Local Planning Directions
	Retail Assessment (Appendix 16). The assessment recommends that the site is best positioned to deliver new housing and address regional supply and affordability objectives, and that any limited need for mixed-use or employment land should be met by other sites already identified for these functions in the region's strategic centres.
1.22 Implementation of the Cherrybrook Station Place Strategy	Not relevant to this Planning Proposal.
Focus area 2: Design and Place	
No directions.	
Focus area 3: Biodiversity and Conservation	
3.1 Conservation Zones	The Planning Proposal seeks to zone land that has been assessed for environmental values and no environmental zones are proposed. An assessment of the riparian and biodiversity areas is included in this Planning Proposal.
3.2 Heritage Conservation	Not relevant to this Planning Proposal.
3.3. Sydney Drinking Water Catchments	Not relevant to this Planning Proposal.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not relevant to this Planning Proposal.
3.5 Recreation Vehicle Areas	Not relevant to this Planning Proposal.
3.6 Strategic Conservation Planning	The site is within an area subject to a Biodiversity Conservation Order. No land within the site is identified as Avoided Land or a Strategic Conservation Area.
3.7 Public Bushland	The site is within an area subject to a Biodiversity Conservation Order and is designated as certified, meaning that clearing native vegetation can occur without undertaking a Biodiversity Development Assessment.
3.8 Willandra Lakes Region	Not relevant to this Planning Proposal.
3.9 Sydney Harbour Foreshores and Waterways Area	Not relevant to this Planning Proposal.
3.10 Water Catchment Protection	Not relevant to this Planning Proposal.
Focus area 4: Resilience and Hazards	
4.1 Flooding	The site is not subject to flooding.
4.2 Coastal Management	Not relevant to this Planning Proposal.
4.3 Planning for Bushfire Protection	The site is subject to land mapped as bushfire prone and the Planning Proposal will need to be presented to the NSW Rural Fire Service for review. A bushfire assessment is included in the Planning Proposal that outlines APZs and provisions for access and water supply for fire fighting purposes.
4.4 Remediation of Contaminated Land	The site has been investigated for potential contamination and the site is considered suitable for the proposed rezoning. More detailed assessment will be required at the DA stage for each individual site within the site. The land contamination assessment prepared is in Appendix 10 .
4.5 Acid Sulfate Soils	Consideration of acid sulfate soils was included in the land contamination assessment and there is no risk

Ministerial Direction	Comment on consistency with Local Planning Directions
	pertaining to the site.
4.6 Mine Subsidence and Unstable Land	The site is not within a mine subsidence area.
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	The Planning Proposal will rezone land for residential purposes includes a Draft ILP that provides an indicative road layout that enable convenient access to housing, recreational facilities and public transport. The site also abuts public transports routes within Camden Valley Way and future strategic public transport routes within the extension of Catherine Park Drive.
5.2 Reserving Land for Public Purposes	The Planning Proposal does not alter or reduce any existing zonings for reservations of land for public purpose.
5.3 Development Near Regulated Airports and Defence Airfields	Not relevant to this Planning Proposal.
5.4 Shooting Ranges	Not relevant to this Planning Proposal.
5.5 High pressure dangerous goods pipelines	Not relevant to this Planning Proposal.
Focus area 6: Housing	
6.1 Residential Zones	The Planning Proposal includes provisions that will enable the provision of housing encourage a range of building types is a location that requires greater supply in the housing market. The Planning Proposal includes a good design within the Draft ILP that embodies the efficient use of land and provision of infrastructure and services. The Planning Proposal is supported with a servicing assessment and strategy that demonstrates how the land can be serviced.
6.2 Caravan Parks and Manufactured Home Estates	The Planning Proposal does not seek to amend any provisions relating to caravan parks or manufactured homes.
Focus area 7: Industry and Employment	
7.1 Employment Zones	Not relevant to this Planning Proposal.
7.2 Reduction in non-hosted short term rental accommodation period	Not relevant to this Planning Proposal.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not relevant to this Planning Proposal.
Focus area 8: Resources and Energy	
8.1 Mining, Petroleum Production and Extractive Industries	Not relevant to this Planning Proposal.
Focus area 9: Primary Production	
9.1 Rural Zones	The Planning Proposal is within an identified urban growth area and is in accordance with the Metropolitan Regional Plan and Western Sydney District Plan.
9.2 Rural Lands	Not relevant to this Planning Proposal.
9.3 Oyster Aquaculture	Not relevant to this Planning Proposal.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not relevant to this Planning Proposal.

The objectives and intended outcomes are consistent with the relevant Ministerial Directions.

Section C — Environmental, Social and Economic Impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

Biodiversity Certification has been granted over applicable land in the Western Parkland City SEPP, which includes the site. Biodiversity Certification balances the protection and management of biodiversity conservation values with the supply of land for urban growth in South West Sydney.

The biodiversity assessment identified native stands of vegetation align with the Cumberland Plain Woodland ecological community, being Cumberland Shale Plains Woodland and Cumberland Shale Hills Woodland (**Appendix 4**). The field survey of the native stands of vegetation confirmed the trees are predominately scattered and canopy only. A smaller tract of the native vegetation in the southeast near the corner of Camden Valley Way and Springfield Road was more concentrated with the remaining areas of native vegetation being highly disturbed with no understory and fragmented. However, given the site is mapped as 'biodiversity certified land' and the native vegetation on site does not satisfy the criteria for preservation.

Clearing of the land is permitted without further ecology assessment under the Biodiversity Certification applying to the site.

Q9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

The Planning Proposal includes a comprehensive assessment of potential environmental effects with site-specific technical assessments for Aboriginal cultural heritage, acoustics, biodiversity, bushfire, heritage, land contamination, riparian areas, salinity, and water cycle management including flooding.

There are no likely environmental effects on biodiversity and heritage. Areas of Aboriginal cultural heritage have been identified and further assessment will be necessary during the DA stages. All other potential environmental effects in relation to acoustics, bushfire, land contamination, salinity and water cycle management can be resolved and mitigated through detailed investigations and design responsive development during development assessment for land development and new housing.

Q10. Has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal is intended to have a positive social and economic effects.

The Social Infrastructure Plan (see **Appendix 19**) assessed the local demographic profile and projected future demographic profile to assess the future needs of the community. The assessment has determined the social infrastructure needs to be provided within the site for recreation, playspaces, informal public open space areas and community floorspace. The Social Infrastructure Plan also assessed the demands for offsite recreation, sporting facilities, community and civic uses such as regional sports centres, regional community and arts facilities and libraries. The assessment also considers demands for public schools.

The Planning Proposal makes provision for a range of recreation, public open space and community facilities within the site. The Planning Proposal also identifies the requirements for offsite services and facilities where contributions can be made under a Section 7.11 Contributions Plan.

There are no centres or commercial areas designated within the site.

The Planning Proposal will enable the ongoing delivery of new residential areas with opportunities for housing that is diverse and more affordable. These outcomes will have both positive social and economic effects.

Section D — Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

Adequate infrastructure is and will be available for the Planning Proposal with the planned delivery of infrastructure for the South West, including wastewater service upgrades and delivery of the Lowes Creek STP and Catherine Park Road extension.

The Planning Proposal includes servicing and infrastructure assessment (**Appendix 23**), a social infrastructure plan (**Appendix 19**) and transport and traffic assessment (**Appendix 14**). These assessments collectively assessed the existing infrastructure and the future requirements for servicing, transport and social infrastructure to support the proposed outcomes in the Planning Proposal.

The servicing and infrastructure assessment provides an assessment of available and planned servicing infrastructure for the broader region and explains how services can support the Planning Proposal in the early stages of the delivery of new housing.

Detailed explanation of the infrastructure requirements is outlined in Section 6 Infrastructure of this Planning Proposal.

Section E — State and Commonwealth Interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Preliminary consultation has been undertaken with State public authorities and a summary of these views and outcomes is in **Table 19**.

Table 19: Government Agency Engagement on Planning Proposal (June 2022)

Agency	Council/Agency Views	Outcome
Sydney Water	<ul style="list-style-type: none"> • Objection <ul style="list-style-type: none"> ○ Due to the constraints in the existing water and wastewater networks to service the proposed site, Sydney Water does not support the proposed rezoning. • Water Servicing <ul style="list-style-type: none"> ○ The proposed site is located within the Leppington Elevated Water Supply Zone and there is no capacity in the water supply zone to service the proposed development. ○ Sydney Water is taking steps to deliver reticulation amplifications to service the rezoned precincts within the SWGA in line with the Department’s growth forecast from c 2025/26 onwards subject to funding approval. • Wastewater Servicing <ul style="list-style-type: none"> ○ The proposed site is located within the Lowes Creek Catchment and there is no capacity in the existing wastewater networks to service the proposed development prior to 2028/29. ○ A new wastewater pump and staged amplifications are required to service the catchment, which is estimated from circa 2028 onwards (subject to funding approvals). ○ Feasibility Application CN193479 noted an opportunity to service part of the proposed development via CN189843. However, the completed hydraulic modelling suggested that this is NOT an option. ○ Based on the infrastructure delivery uncertainties and timescales mentioned above, the proposed rezoning would not be supported by Sydney Water for a considerable period of time. 	Following further investigation and modelling, Sydney Water is supportive of the Planning Proposal progressing. There are therefore no residual issues to resolve to progress to the Gateway Determination.
TfNSW	<ul style="list-style-type: none"> • The <i>South Western Sydney – Transport Structure Plan</i> is currently being prepared by TfNSW • The proposal is premature as Precinct has not been released and does not have the guidance of a broader precinct plan. 	Following further engagement and development of a traffic modelling methodology, TfNSW withdrew its objection and is supportive of the Planning

Agency	Council/Agency Views	Outcome
	<ul style="list-style-type: none"> A comprehensive traffic and transport impact assessment (transport assessment) should be prepared. A three-tier modelling process should be adopted to evaluate the overall road-based traffic impacts for the planning proposal. Rickard Road extension design has been given to Council. 	Proposal progressing. There are therefore no residual issues to resolve to progress to the Gateway Determination.
Environment and Heritage Group	<ul style="list-style-type: none"> Council should assess and consider CPN sites more broadly with an adjacent Planning Proposal, which would offer a greater opportunity to retain the existing Cumberland Plain Woodland located on the southeast portion of the CPN site. Biodiversity assessment needs to consider other relevant biodiversity measures. Retention of native vegetation should be considered. Unclear on tree canopy target. Recommends that existing vegetation is mapped and retained through DCP controls and the Green Grid is implemented via DCP mapping and controls, including a canopy cover target. 	<p>Further assessment of the policy context and suitability of retention of native vegetation has been completed, and the proposal is consistent with State biodiversity policies. In addition, further assessment and commitments to tree canopy targets are included in this updated proposal.</p> <p>A Draft DCP has been prepared that includes tree canopy targets in enclosed with this proposal.</p>
SINSW	<ul style="list-style-type: none"> A school site is required for CPN and SRN proposals 	Following further engagement with SINSW, a school is not required within the site as a new school is being planned on the north side of Springfield Road.
Endeavour Energy	<ul style="list-style-type: none"> Servicing strategy has already been resolved for proposal Development can be serviced by mobile substation at Catherine Park 	Noted.
SES	<ul style="list-style-type: none"> Flood assessment should consider full range of flood events, including PMF. 	The flood assessment identified minimal PMF flood affectation which can be managed as part of the overall development within the site.
NSW RFS	<ul style="list-style-type: none"> Proposal is in accordance with <i>Planning for Bushfire Protection</i> 	Noted.
Fire & Rescue NSW	<ul style="list-style-type: none"> New fire station planned in Catherine Field North Precinct Social Infrastructure Assessment should address emergency services 	Noted.
Heritage NSW (Aboriginal heritage)	<ul style="list-style-type: none"> The following recommendations of the Assessment are supported including preparation of program of test excavation for identified sites within the study area and ACHAR It is beyond the scope of HNSW involvement to comment on the draft ILP in relation to Design with Country principles. 	<p>An ACHAR is being progressed for the site that will advance simultaneously with the Planning Proposal.</p> <p>A Connecting with Country framework response is included with this updated proposal.</p>
Heritage NSW (non-Aboriginal heritage)	<ul style="list-style-type: none"> Assessment for historic archaeological heritage Camden Growth Centre Precincts DCP identifies a view line between Oran Park House and the Springfield Road Ridge, which is located within the boundary of the subject site. The DCP should be referenced in relation to the identified view line and assessed against in the HIA. 	The Heritage Assessment has been updated and there is no requirement for archaeological assessment. The DCP has also been considered in the Assessment.

Strategic Merit

An assessment of the Strategic Merit Test criteria is in **Table 20**.

Table 20: Strategic Merit Test Assessment

Strategic Merit Test Criteria	Response
<p><i>Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or</i></p>	<p>The Draft ILP is consistent with the directions, objectives and planning priorities in the Greater Sydney Region Plan (see Table 14) and Western City District Plan (see Table 15).</p> <p>The Draft ILP is consistent with the SWGA Structure Plan as it locates a local centre and provides the intended major transport connections. The only deviation is from an area designated for potential mixed-use development. However, the suitability of this land use in this location has been reviewed, and it has been determined that the site is best positioned to deliver new housing and address regional supply and affordability objectives, and that any limited need for mixed-use or employment land should be met by other sites already identified for these functions in the region’s strategic centres.</p>
<p><i>Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or</i></p>	<p>The Planning Proposal is consistent with the Camden Council LSPS and Council’s Local Housing Strategy. The site is within an area designated as a ‘Future Urban Area (SWGA) – Housing Capacity’ and consistent with the relevant Local Priorities (see Table 13).</p>
<p><i>Respond to a change in circumstances that has not been recognised by the existing planning framework</i></p>	<p>The Planning Proposal will deliver new urban growth in an area identified and planned for new housing that is supported by existing and future infrastructure to support growth within the SWGA. The proposal is wholly consistent with the existing strategic planning framework.</p> <p>An assessment of water and wastewater capacities completed in consultation with Sydney Water indicates that there appears to be sufficient water and wastewater capacity and servicing options available, such that Sydney Water is supportive of the Planning Proposal to proceed to Gateway. This overcomes the issue that was otherwise faced with delays in the delivery of essential water and wastewater infrastructure in the SWGA.</p> <p>Greater Sydney is experiencing the growing pressures of a housing crisis. Since the lodgement of the Planning Proposal in June 2022, there has been a decline in the rate of production of new housing and house prices and rents have continued to rise. Whilst Federal and State governments are implementing policies and committing resources to increase housing supply within Greater Sydney, the existing strategic planning framework has not been changed in response to the housing crisis. The Planning Proposal will assist in providing much-needed housing within an area long earmarked for residential development, thereby responding to a change in circumstances (i.e. the housing crisis) that has not yet been recognised by the existing strategic planning framework.</p>

The Planning Proposal meets the strategic merits test requirements.

Site-specific Merit

An assessment of the Site Specific Merit Test criteria is in **Table 21**.

Table 21: Site Specific Merit Test Assessment

Site Specific Merit Test Criteria	Response
<i>the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)</i>	<p>The site has been investigated and assessed for various environmental considerations including biodiversity, riparian corridors and heritage.</p> <p>The land is within an area that is biodiversity certified and assessment of the riparian areas within the site confirms there are no streams that meet the NRAR Waterfront Guidelines assessment criteria.</p> <p>The main environmental hazard consideration is the threat from bushfire. An assessment of bushfire submitted with the Planning Proposal confirms the Planning Proposal can meet the required bushfire safety standards.</p> <p>The Planning Proposal will restore areas of the natural environment in an urban context, comply with biodiversity certification requirements and properly manage all environmental hazards.</p>
<i>the built environment, social and economic conditions</i>	<p>It is well documented that Sydney is currently in a housing supply crisis and federal and State governments have initiated numerous strategies to increase housing supply. With new additional housing in the Catherine Fields Precinct, there will be a greater critical mass of local residents that will assist in accelerating the delivery and economic sustainability of key retail, commercial, health, education and community facilities and services that are existing and have been planned for the area.</p> <p>The Draft ILP also includes greater diversity in housing and with the provision for low to medium densities, which provides greater opportunities to deliver affordable housing options.</p> <p>The traffic assessment concludes that there are no impacts that cannot be satisfactorily resolved, and the additional investigative assessment by Arup provide a high quality solution to the future alignment of Rickard Road and the extension of Catherine Park Drive.. In addition, the site and proposed development outcome has convenient access to existing major transport infrastructure in the SWGA that has been delivered to support new urban growth (i.e. Camden Valley Way and traffic signals at the intersections with Camden Valley Way at Springfield Road). In addition, the Planning Proposal will contribute to major road upgrades for the Rickard Road extension, Springfield Road to a 4-lane sub-arterial road.</p>
<i>existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates</i>	<p>The site is within an identified area for future urban growth and housing supply (being the SWGA) and land to the south in the CFPP has been developed for new urban growth. Land to the north is subject to a separate Planning Proposal for urban development and land to the west is to be developed for this purpose in the future. Land to the east is being developed to provide new housing.</p> <p>Land in the vicinity is either new urban development or planned for new housing in State and local planning strategies.</p>

The Planning Proposal meets the site specific merit requirements.

PART 4 – MAPS

The maps in the *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* are to be amended as shown in **Figure 40** to **Figure 43**.

Land Use Zoning Map

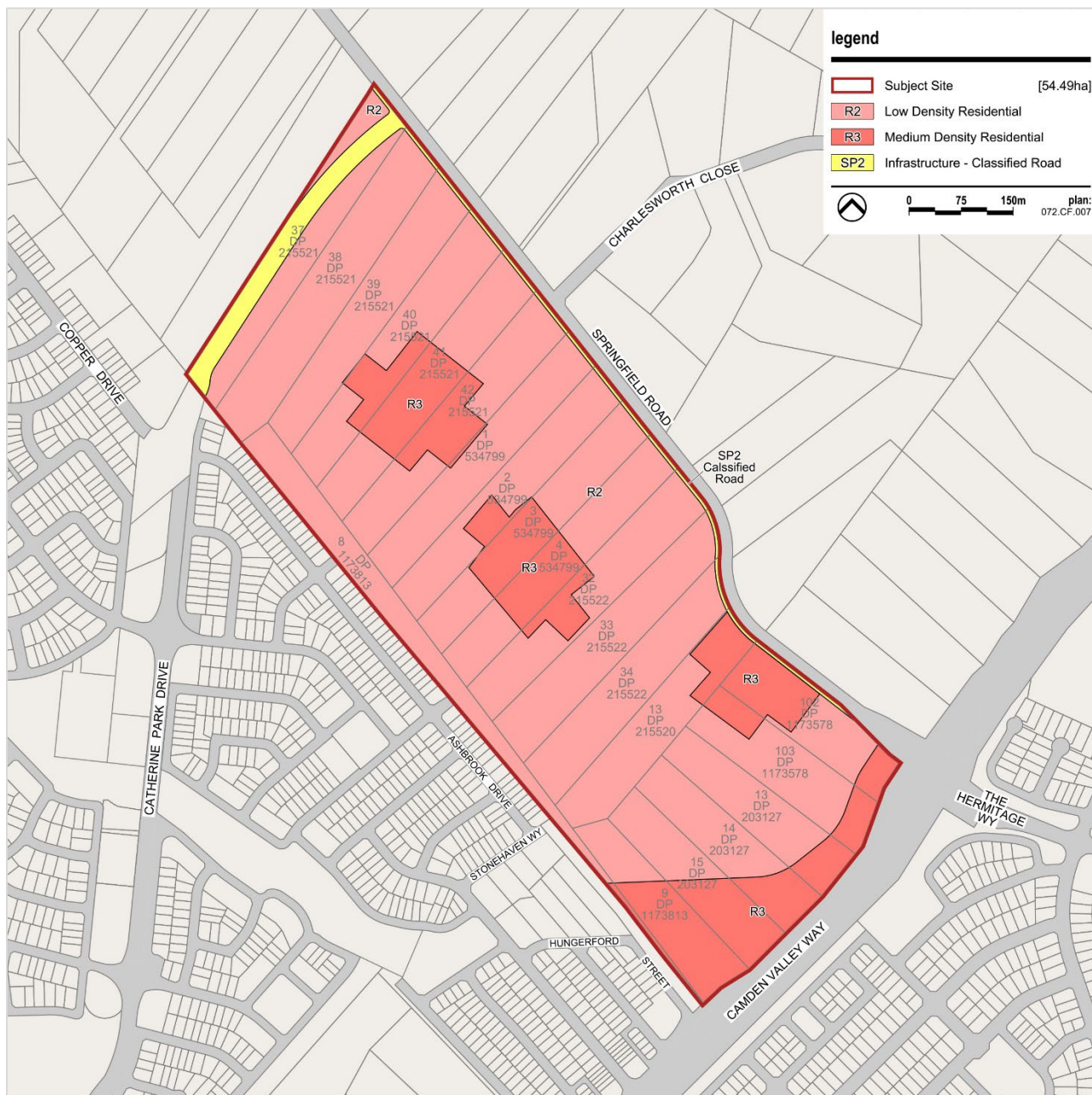


Figure 40 – Proposed Land Use Zoning

Height of Buildings Map



Figure 41 – Proposed Height of Buildings

Residential Density Map

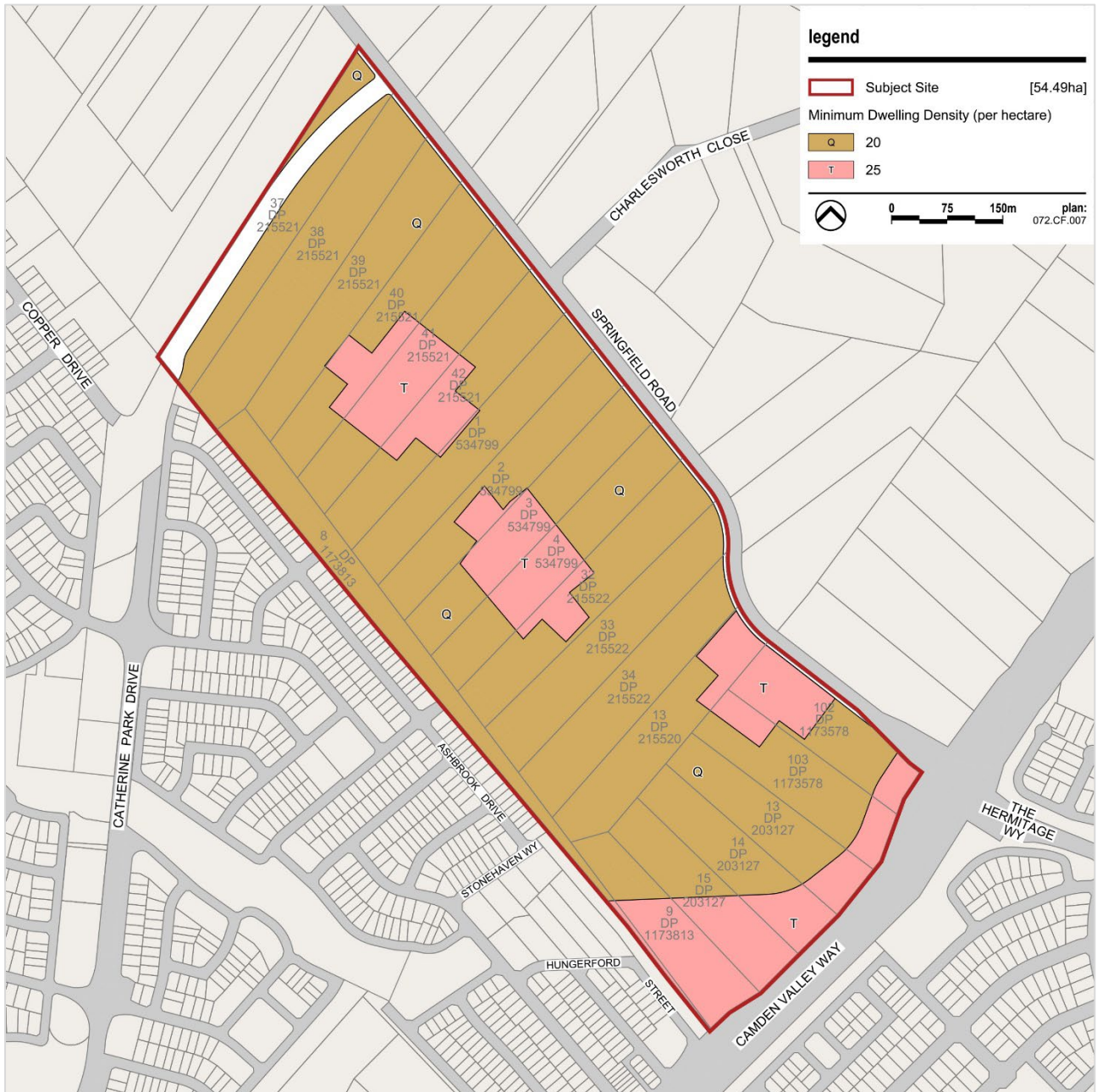


Figure 42 – Proposed Residential Density

Land Reservation Acquisition Map

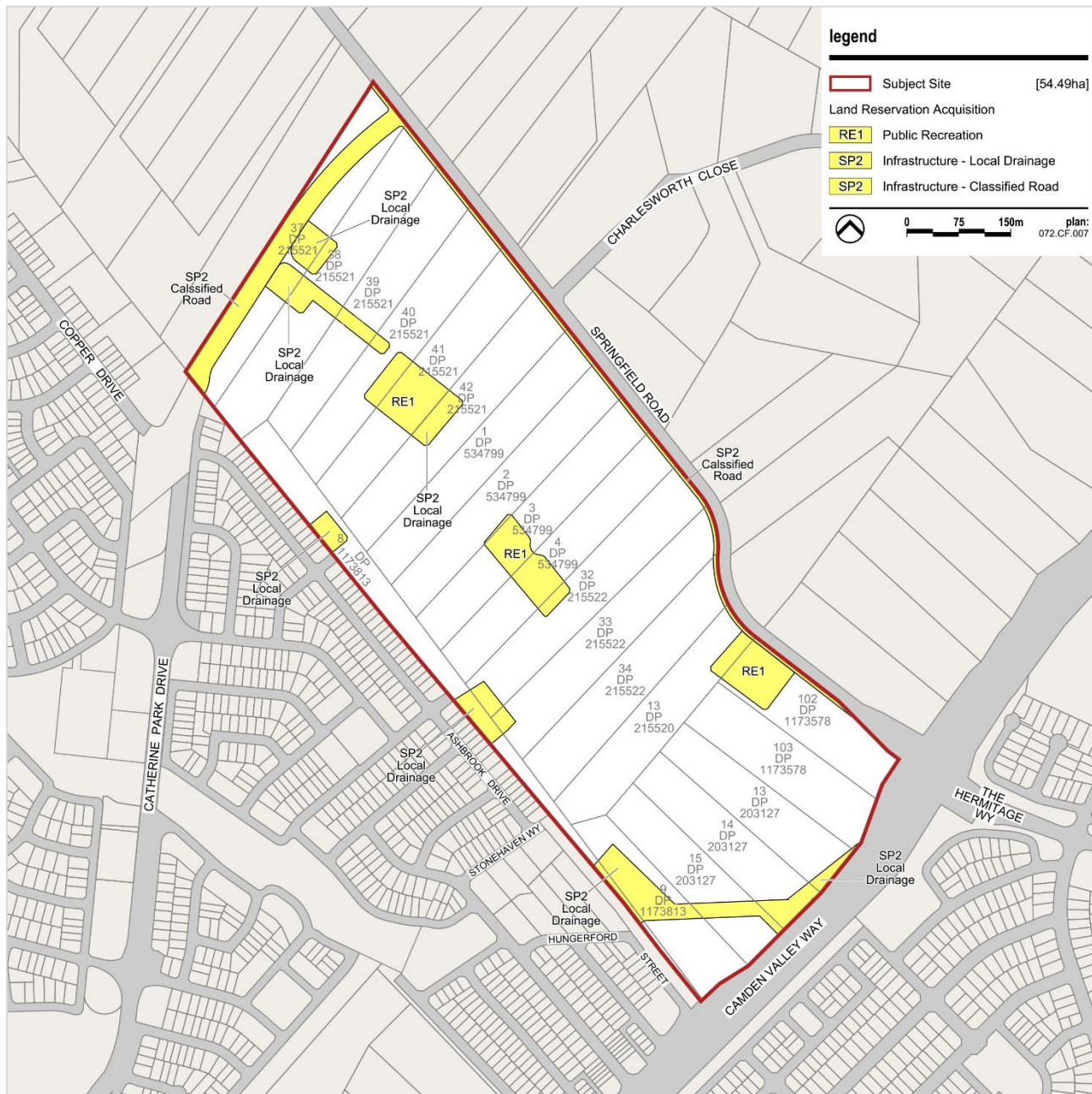


Figure 43– Proposed Land Reservation Acquisition

PART 5 – COMMUNITY CONSULTATION

Community consultation is to be undertaken in accordance with the DPIE *Local Environmental Plan Making Guideline December 2021*. It is note that the Planning Proposal would be categorised as ‘complex’, and the maximum public exhibition period is 30 working days.

PART 6 – PROJECT TIMELINE

An indicative project timeline for the Planning Proposal is outlined in **Table 22**.

Table 22: Indicative project timeline

Stage	Timeframe and/or date
Consideration by council	June 2022 to December 2025
Council decision	December 2025
Gateway Determination	February 2025
Pre-exhibition	December 2025 to February 2026
Commencement and completion of public exhibition period	March 2026
Consideration of submissions	April 2026
Post-exhibition review and additional studies	July 2026
Submission to Department of Planning, Housing & Infrastructure	August 2026
Gazettal of LEP amendment	September 2026

APPENDIX 1
Aboriginal Archaeological Assessment

APPENDIX 2

Connecting with Country

APPENDIX 3
Landscape and Visual Scenic Assessment

APPENDIX 4
Biodiversity Assessment

APPENDIX 5
Biodiversity Advice Letter

APPENDIX 6

Riparian Assessment

APPENDIX 7

Bushfire Assessment

APPENDIX 8

Heritage Assessment

APPENDIX 9
Water Cycle Management Assessment

APPENDIX 10
Land Contamination Assessment (Part 1)

APPENDIX 11
Land Contamination Assessment (Part 2)

APPENDIX 12
Land Stability Assessment

APPENDIX 13

Salinity Assessment and Management Plan

APPENDIX 14
Traffic and Transport Assessment

APPENDIX 15
Acoustic Assessment

APPENDIX 16
Economics and Retail Assessment

APPENDIX 17
Landscape Master Plan

APPENDIX 18
Urban Heat Assessment

APPENDIX 19
Social Infrastructure Plan

APPENDIX 20
Public Open Space Review

APPENDIX 21

Rickard Road Link (Revised Alignment) Letter

APPENDIX 22

Rickard Road Link Alignment Traffic and Transport Assessment

APPENDIX 23
Utility Servicing Assessment

