



Overview of Aerotropolis Core, Badgerys Creek & Wianamatta - South Creek Precinct Plans

November 2020

Acknowledgement of Country

Planning for the Western Sydney Aerotropolis acknowledges more than 60,000 years of continuous Aboriginal connection to the land that makes up NSW.

This Precinct Plan recognises that, as part of the world's oldest living culture, the Traditional Aboriginal and Torres Strait Islander Owners and Custodians of the Australian continent and adjacent islands share a unique bond to Country — a bond forged through thousands of years of travelling across lands and waterways for ceremony, religion, trading and seasonal migration.

Aboriginal people maintain a strong belief that if we care for Country, it will care for us. The Aerotropolis area is custodially cared for by three Aboriginal groups: the Darug, Dharawal and Gundungurra. Others, such as the Eora, Darkinjung, Wiradjuri and Yuin maintain trade or other obligatory care relationships with the area. The Deerubbin, Gandangara and Tharawal Local Aboriginal Land Councils also have local land holdings and responsibilities towards Aboriginal people living in the area.

This significant connection to Country has helped to shape this Precinct Plan.

Country takes in everything within the physical, cultural and spiritual landscape - landforms, water, air, trees, rocks, plants, animals, foods, medicines, minerals, stories and special places. It includes cultural practice, kinship, knowledge, songs, stories and art, as well as spiritual beings and people: past, present and future.

The 11,200 hectare of the Aerotropolis forms part of Country - the interconnected and complex system of water, landscape, geology, sky and culture important to Traditional Owners and Custodians. Country is emerging as an integral concept to urban design. It extends from the mountains, across the plains and rolling hills to the sea and beyond.

Artwork by Nikita Ridgeway



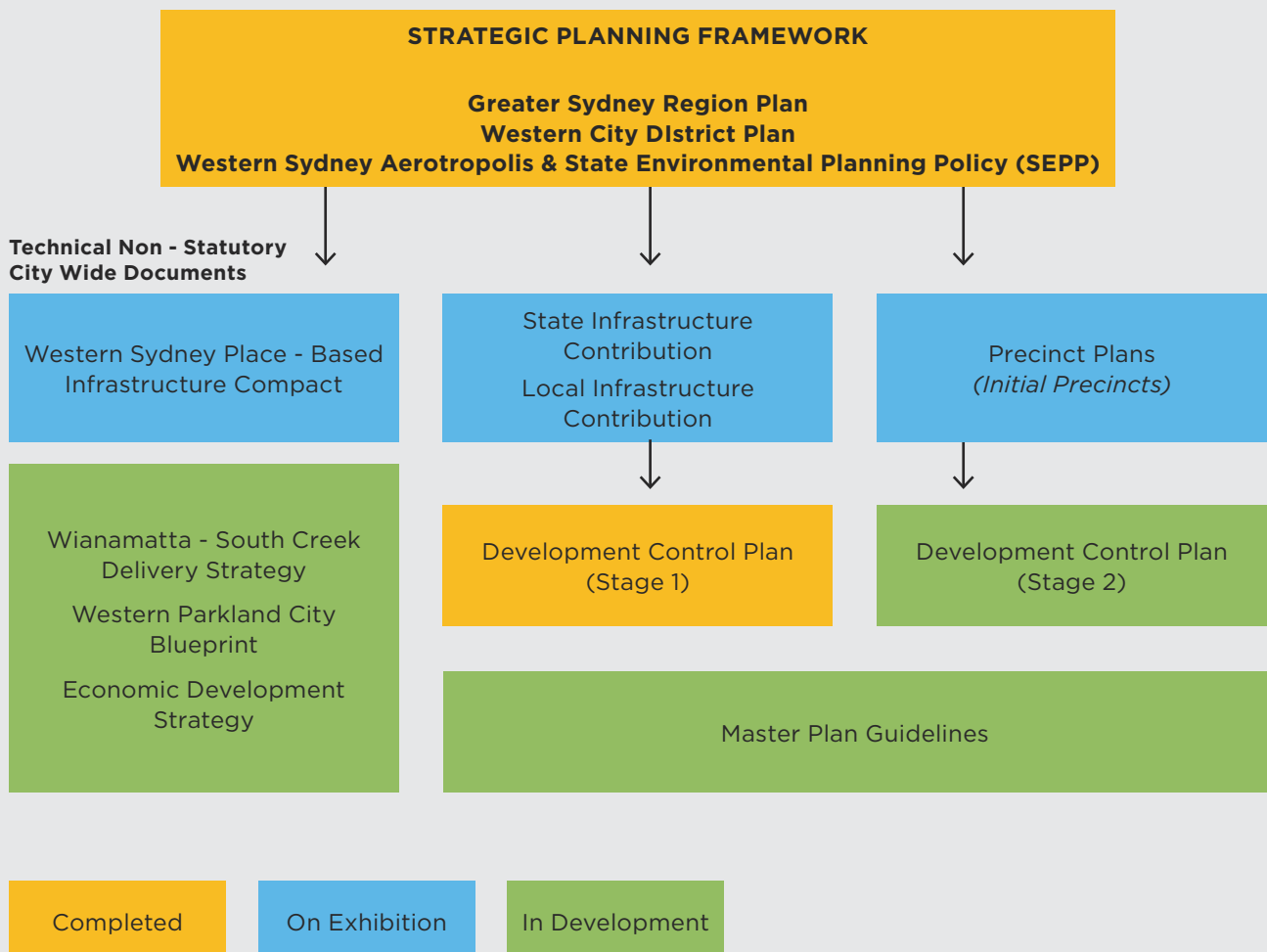
What is a Precinct Plan?

Consistent with State Environmental Planning Policy (Western Sydney Aerotropolis) 2020, precinct plans for the identified initial precincts have been prepared to provide a clear picture of the intended urban outcomes through to 2056 and beyond.

The precinct plans establish the strategic vision and general objectives, proposed land uses, performance criteria for development of land, and the approach to both infrastructure and water cycle management.

The precinct plans have been developed consistent with the objectives of the Western Sydney Aerotropolis Plan, and describe the intended outcomes to support the Aerotropolis' place within the Western Parkland City.

This brochure provides a summary of key precinct elements. For a full outline of requirements, refer to the Precinct Plan report.



The Aerotropolis

The Western Sydney Aerotropolis will be Australia's next global gateway. Leveraging the Western Sydney International (Nancy-Bird Walton) Airport and a significant pipeline of infrastructure projects, the Aerotropolis will become an economic powerhouse driving the productivity of New South Wales and Western Sydney through this century and beyond.

The Aerotropolis will play a critical role making Greater Sydney a 30-minute city. Connecting with the metropolitan centres of Liverpool, Penrith and Campbelltown, the Aerotropolis will provide unprecedented opportunities for the people of Western Sydney.

The Western Sydney Aerotropolis Plan (WSAP) will shape the emergence of the Aerotropolis in a parkland setting. Integrating urban development with city shaping infrastructure and blue-green corridors, the WSAP sets out a sequenced approach to how a world class city will be planned and developed over the coming decades.

The initial precincts addressed are:

- Aerotropolis Core
- Badgerys Creek
- Wianamatta - South Creek (adjacent to Aerotropolis Core and Badgerys Creek)
- Northern Gateway
- Agribusiness

1. Metropolitan centre – A Metropolitan Cluster or Aerotropolis City Centre acts as a regional-scale mixed-use centre focusing on retail, services and business activity, serviced by a metro station.
2. Specialised centre/precinct – strategic innovation and focused on an employment generator or theme - and contains a metro station.
3. Local centre – local convenience and a mix of uses, but does not have to include residential. Smaller scale and more local convenience
4. Neighbourhood hub – the District plan refers to employment activity hub or Indigenous business hub. In the enterprise zone this could be a hub of business, with community facilities.



Centre hierarchy



The Aerotropolis Core, Badgerys Creek and Wianamatta South Creek Precincts

The Aerotropolis Core, Badgerys Creek and Wianamatta-South Creek Precincts form a continuous urban parkland system. They will offer significant employment opportunities, propelled by their adjacency to the Western Sydney International (Nancy-Bird Walton) Airport.

The Core contains the City Centre for the Aerotropolis, forming a complementary centre to the metropolitan cluster of centres including Penrith, Liverpool and Campbelltown.

The City Centre and its Enterprise frame comprise a Parkland City in the true sense. It is a dense urban neighbourhood focused on both the new metro station and Wianamatta - South Creek system. Thompsons Creek will form the regional park, complemented by a network of linear corridors associated with retained creeks.

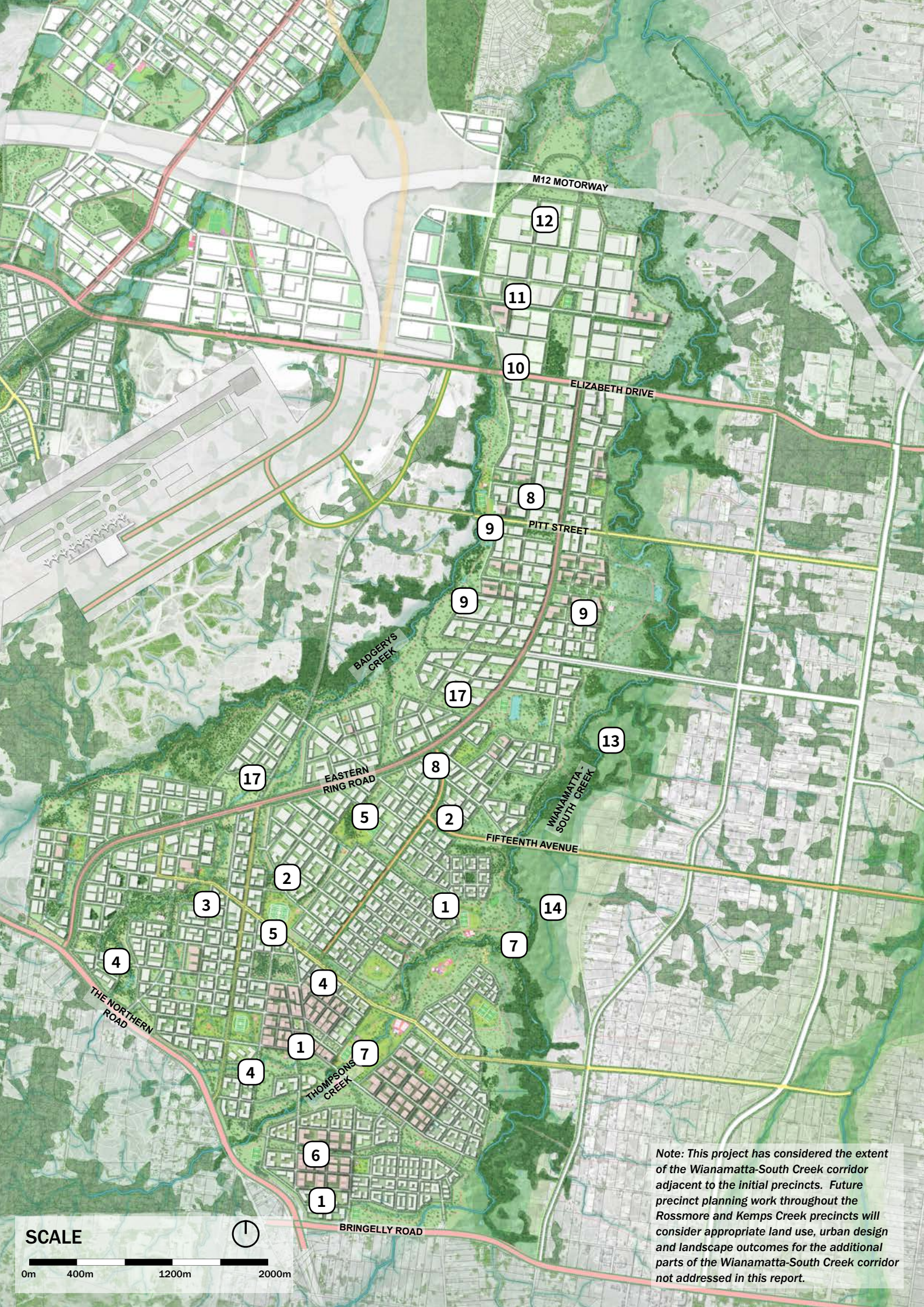
The Badgerys Creek precinct is entirely employment focused. It will complement the role of the business park within the Western Sydney International (Nancy-Bird Walton) Airport as well as the Northern Gateway employment functions.

The Wianamatta-South Creek precinct is defined by the Environment and Recreation zone as established by the Western Sydney Aerotropolis Plan.

The Precinct accommodates a range of environmental and recreation functions, including water flows, ecology and biodiversity functions, recreation and separate cycle routes.

1. An intense, large centre with several nodes - one at the Metro Station; a northern focus integrated with creek parkland and Fifteenth Avenue; a Kelvin Park centre.
2. Lower order, but still intense employment land lies north and west of the centre - each with its own focus amenity.
3. West of Badgerys Creek Road, development is coordinated over time to achieve creeks and existing vegetation in linked open space.
4. Open space aligned to existing ephemeral creeks.
5. Larger ridge top parks help share views and connect Wianamatta to the urban core.
6. Kelvin Grove is provided impetus via a potential additional Metro station (not a government commitment).
7. Thompsons Creek and the adjacent Wianamatta become the Aerotropolis regional park.
8. Badgerys Creek coordinated into an enterprise grid, utilising existing road and lot patterns where possible.
9. Badgerys Creek precinct centres aligned with the linear creek corridors to maximise amenity benefits.
10. Coordinated development north of Elizabeth Drive to integrate with Northern Gateway west of Badgerys Creek.
11. Waste transfer station retained for circular economy site (consistent with PIC), with potential future network shown.
12. Land north of the M12 corridor becomes conservation area.
13. High risk flood areas limited to creek and ecological functions.
14. Medium risk* flood areas provide active transport and parkland uses.
15. Low risk* flood areas contain active recreation and shared passive open space areas through to development.
16. Fragmented land within the Environment and Recreation zone (Wianamatta South Creek) is publicly accessible through long term development.
17. Existing quarries transition over time to employment land uses. Vegetation is retained where it aligns with flood and biodiversity objectives..

*Risk areas as defined by Liverpool City Council.



SCALE

0m 400m 1200m 2000m

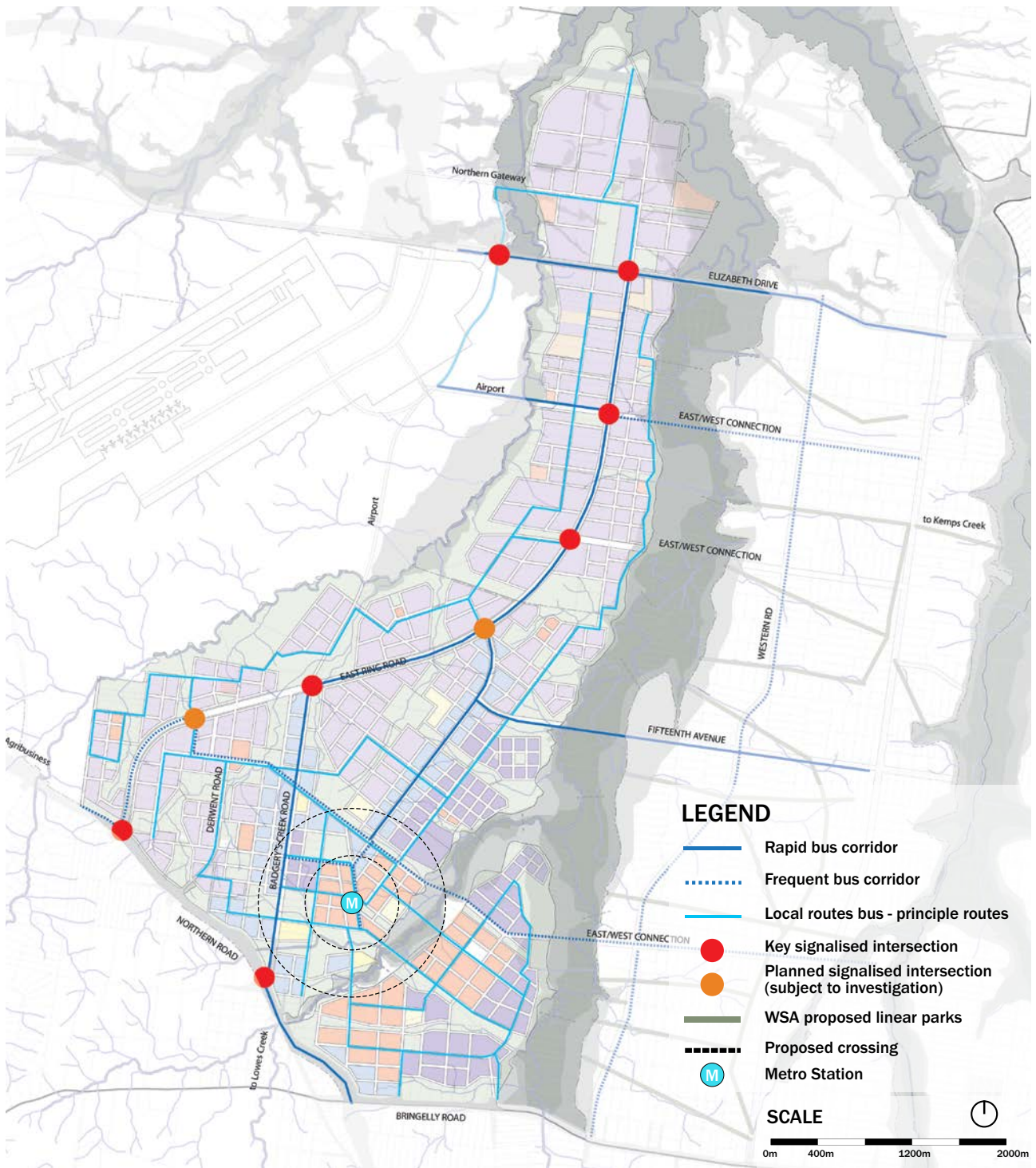


Note: This project has considered the extent of the Wianamatta-South Creek corridor adjacent to the initial precincts. Future precinct planning work throughout the Rossmore and Kemps Creek precincts will consider appropriate land use, urban design and landscape outcomes for the additional parts of the Wianamatta-South Creek corridor not addressed in this report.



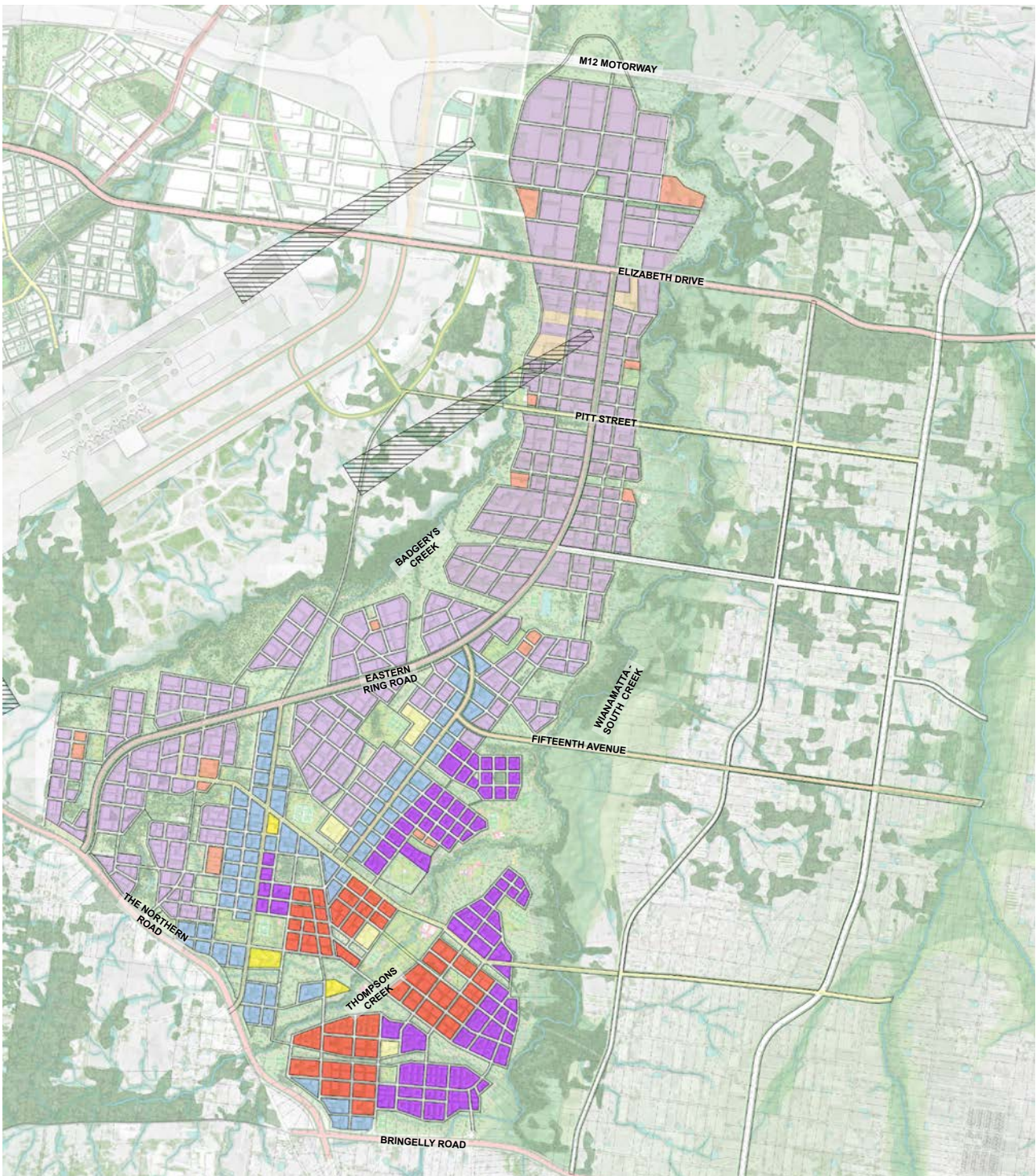
Artist impression of the Aerotropolis Core metropolitan centre





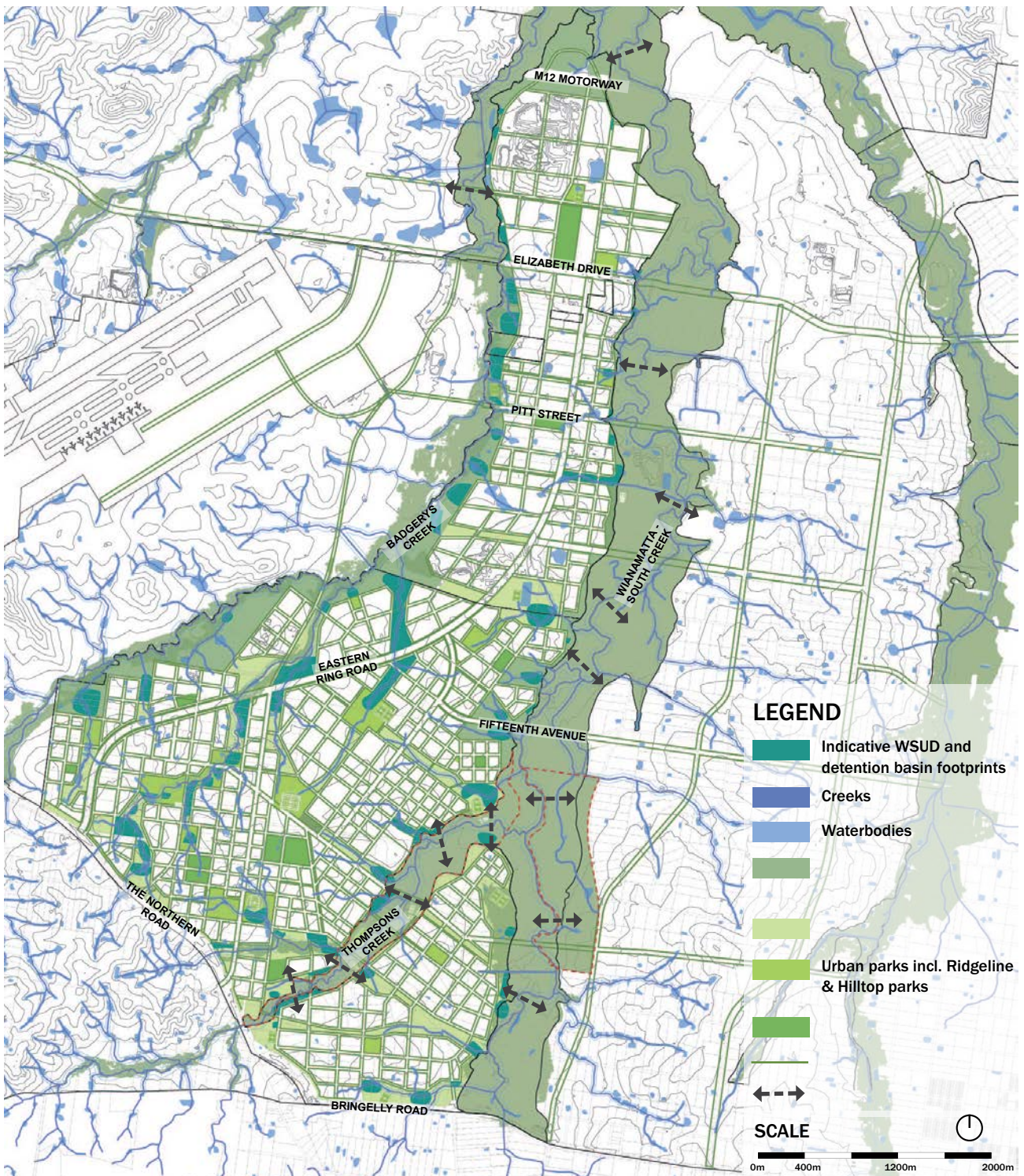
The Transport Framework

- The Aerotropolis Core metropolitan centre is framed around the Metro Station.
- The precincts will be supported by a connected network of streets that support mixed use and employment activity.
- Arterial roads, such as the Eastern Ring Road, provide regional and freight accessibility.
- Centres are supported by a connected and frequent series of bus corridors.
- Rapid bus corridors connect metropolitan centres with the Aerotropolis and Western Sydney (Nancy Bird Walton) International Airport.



The Land Use Framework

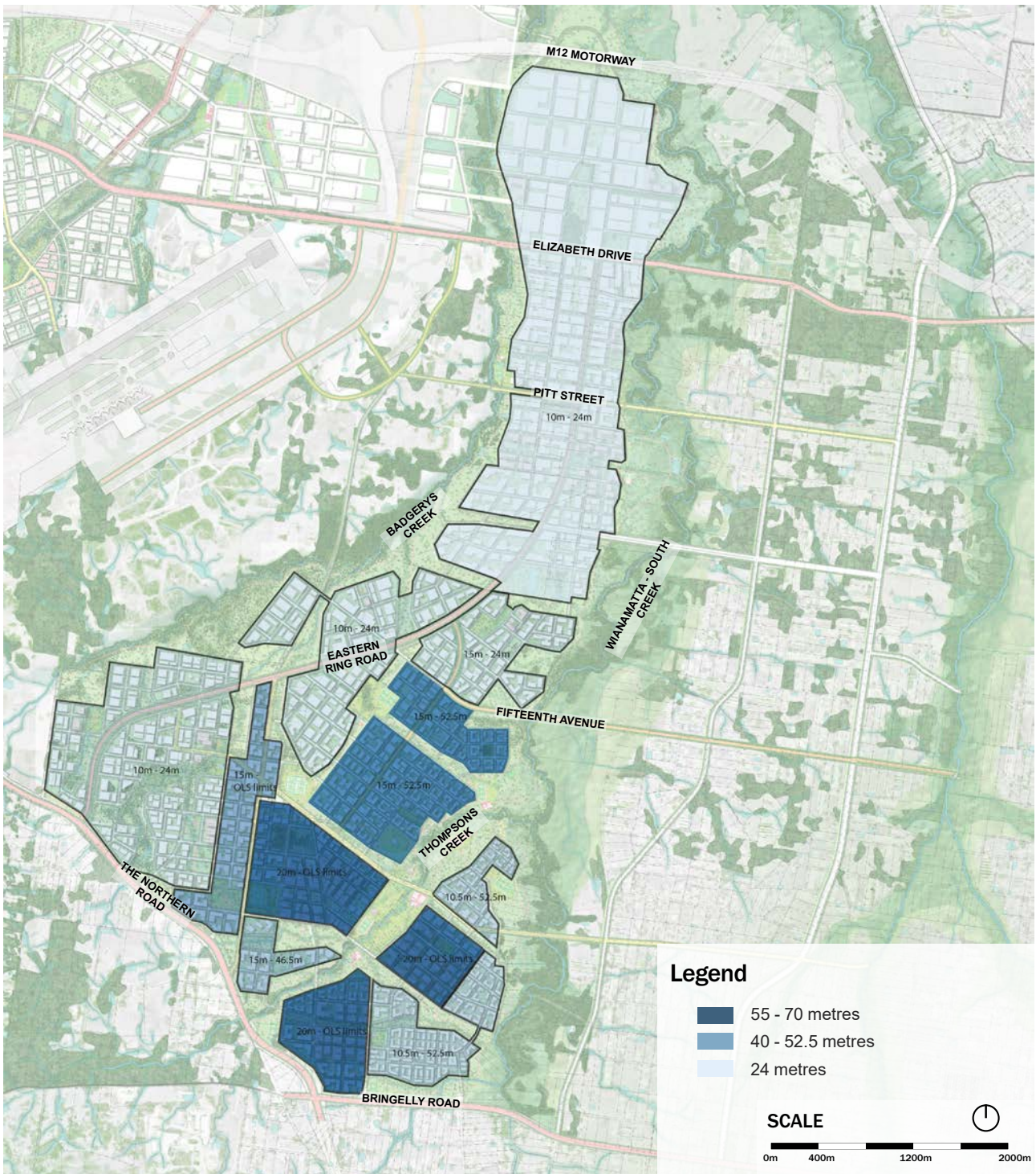
- The Aerotropolis Core and Badgerys Creek precincts collectively will support up to 71,000 jobs by 2056. In addition, the mixed use zone of the Western Sydney Aerotropolis Plan also plans for up to 24,000 residents.
- The metropolitan centre is focused around the Metro station, Thompsons Creek regional park, and a potential future station associated with future rail links
- Enterprise and Light Industry is applied to provide flexibility for low density industrial uses to be developed initially, and that land to transition over time for more dense employment outcomes
- Indicative employment zone centres are provided throughout the Enterprise and Light Industry areas to support worker amenity; these locations are indicative and may be re-accommodated subject to further detailed justification



The Open Space Framework

- Creek focused and alluvial parklands are the core ecological corridors.
- Active recreation and park and community amenities of a regional and district character are included outside of main flood areas.
- Passive, non structured recreation (like walking paths and boardwalks) is incorporated in adjacent to creek corridors.
- Parks have sufficient width to allow for vegetated riparian corridor and pockets of passive and active recreation of a local character.
- Ridgetop parks connect Country, topography, sky and landscape. These parks are established on the local high points to capture the breeze and allow for long views.
- Urban parks are surrounded by built form and generally located within the local city core or neighbourhood centre.
- Urban parks are associated with community and cultural amenities like a library and serve as a “village green” for local residents and workers.





The Height and Built Form Framework

Heights across the Aerotropolis are controlled cognisant of a range of factors:

- Achieving the density and population targets established by the Western Sydney Aerotropolis Plan
- Promoting the densest and tallest form within the mixed use centre of the Aerotropolis Core
- Providing for urban density adjacent to the amenity of parks and Wianamatta corridor
- Ensuring buildings and structures do not impede on the Obstacle Limitation Surface (OLS) associated with the airport
- The height map adjacent describes the height ranges that may be applied to achieve the desired built form and land use outcomes across the Aerotropolis Core and Badgerys Creek precincts.
- Building construction methods, including cranes or associated infrastructure need to be contained within the OLS height limit unless otherwise approved.

Maximum heights of buildings

			Aerotropolis	Badgerys Creek
			Maximum Height (metres above ground level)	Maximum Height (metres above ground level)
Mixed Use	Centre - Metropolitan	Core	55 - 70	-
		Frame (area that supports the core)	40 - 52.5	-
Enterprise	Centre - Local		24	24
	Centre - Local Employment		24	24
	Enterprise / General Employment		24	24

Note: Notwithstanding maximum heights, all buildings and structures, including equipment used during construction (such as cranes) are required to be contained within Obstacle Limitation Surface (OLS) limits established in the Western Sydney Aerotropolis Plan.

Guideline for employment density

Precinct	Jobs/hectare
All Precincts	City Centre: 130 - 400 jobs/ hectare Urban Services: 25 - 35 jobs/ hectare Office Park: 130 - 250 jobs/ hectare Campus Style Business Park: 75 - 130 jobs/ hectare General Industrial: 25 - 30 jobs/ hectare Large Logistics: 18 - 25 jobs/ hectare Education/ Community: 30 - 50 jobs/ hectare High Density Residential/ Mixed Use: 100 - 150 persons/ hectare Medium Density Residential Mixed Use: 35 - 85 persons/ hectare

Maximum block sizes

Land Use	Subdivision Block Size
Mixed use centre	Maximum 150x150m
Employment zone centres	Maximum 150x150m
Business uses	Maximum 150x150m
Light industry enterprise	Maximum 150x150m
High density residential mixed use	Maximum 150x150m
Medium density residential mixed use	Maximum 150x150m
Community infrastructure and schools	Maximum 150x150m
Agribusiness (outside centres including local)	Maximum 350 x 350m
Enterprise zone (outside centres including local)	Maximum 350 x 350m

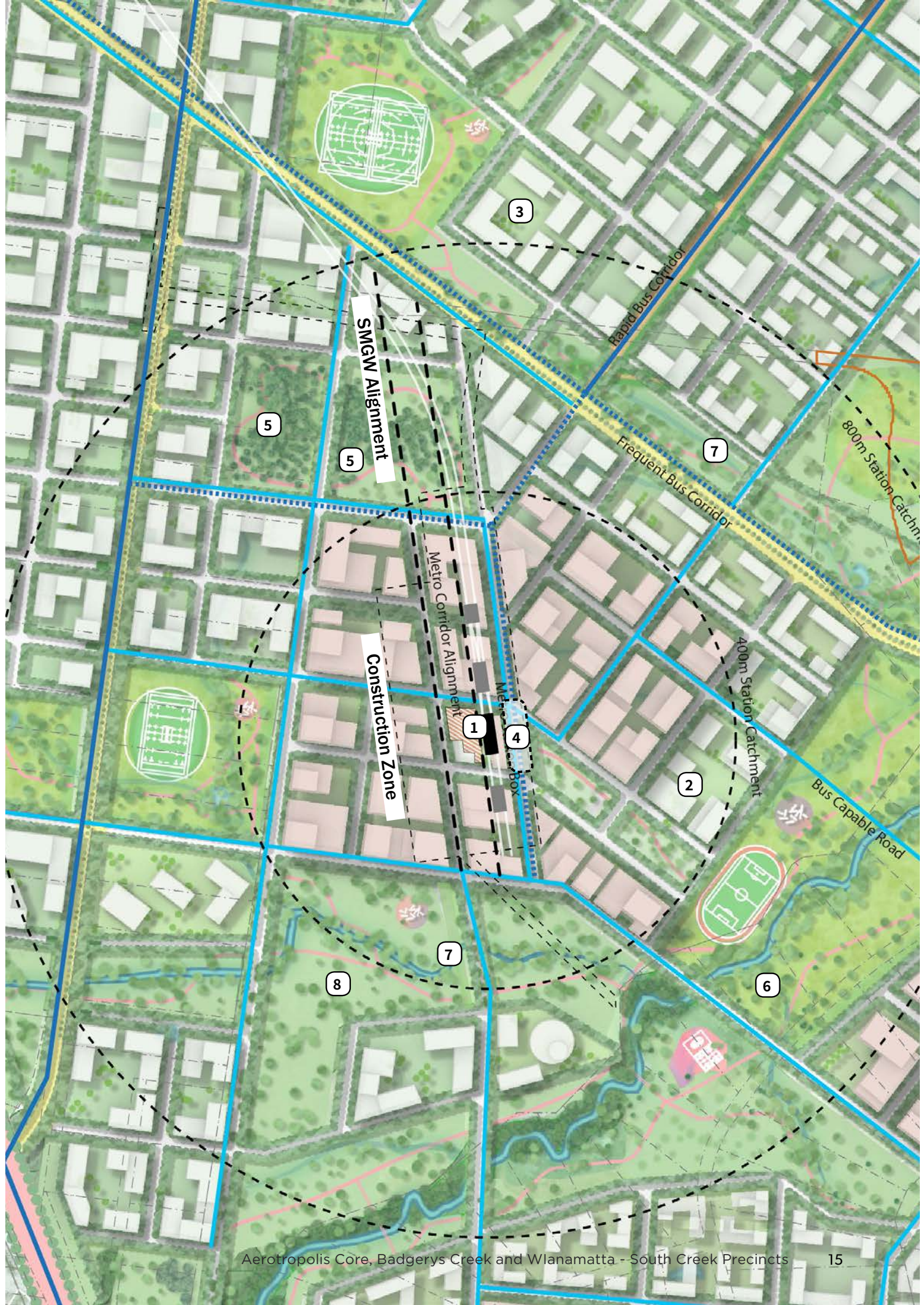
Aerotropolis Core Metropolitan Centre

The Metro Station at the Aerotropolis Core is a critical item of infrastructure that will catalyse development and enable the intended spatial, employment, liveability and connectivity outcomes.

To support the Metro, a dense, mixed use centre is planned. The key principles are:

- A connected grid of streets that provides a framework for dense, mixed use development
- Streets provide a direct link between the city core, Metro and creek system, and allow clear sight lines between station and Thompsons Creek
- Investigation of a civic plaza to support Metro arrival experience at the time of master planning
- A high quality public realm, including streets, parks and civic plazas
- Connectivity between bus and Metro transit, with investigation of a bus only plaza to be considered at the time of master planning
- Active streets within an 800 metre walkable catchment of the Metro Station
- Integrated / over-station development is supported, however it is subject to limitations associated to basements and structures. Heights of buildings above the Metro tunnel are subject to engagement with Transport for NSW
- Roads should align to the Metro station buildings, tunnel and corridor

1. Metro Station and Plaza
2. Public School
3. Secondary School
4. Potential bus station / plaza
5. Park and retained vegetation
6. Thompsons Creek Regional Park
7. Ephemeral Creek
8. Park to accommodate 1% AEP flood extent



Have your say on the Aerotropolis Precinct Plan

We invite you to provide feedback on the proposed Aerotropolis Precinct Plan.

You can have your say on the Department's website at:

planning.nsw.gov.au

Or write to:

Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Visit:

www.wscd.sydney/planning-partnership
www.planning.nsw.gov.au

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