

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [PPO Engagement](#)
Cc: epanning.exhibitions@planning.nsw.gov.au
Subject: Webform submission from: Western Sydney Aerotropolis Draft Precinct Plans
Date: Friday, 12 March 2021 10:28:39 AM
Attachments: [hori-and-doris-lia_submission-on-draft-precinct-plan---drbc-landholding.pdf](#)

Submitted on Fri, 12/03/2021 - 10:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Tony Christopher

Last name

Lia

I would like my submission to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Bringelly

Submission file

[hori-and-doris-lia_submission-on-draft-precinct-plan---drbc-landholding.pdf](#)

Submission

submission on our property in attached file

I agree to the above statement

Yes

Disclaimer

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Hori and Doris Lia



Derwent Road, Bringelly

Derwent Road and Badgerys Creek Landowner Group

*Submission on Western Sydney
Aerotropolis Draft Precinct Plan*

10 March 2021

NSW Department of Planning, Industry and Environment
Western Sydney Aerotropolis Draft Precinct Plans
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

Lodged online via NSW Planning Portal

Dear Sir/Madam,

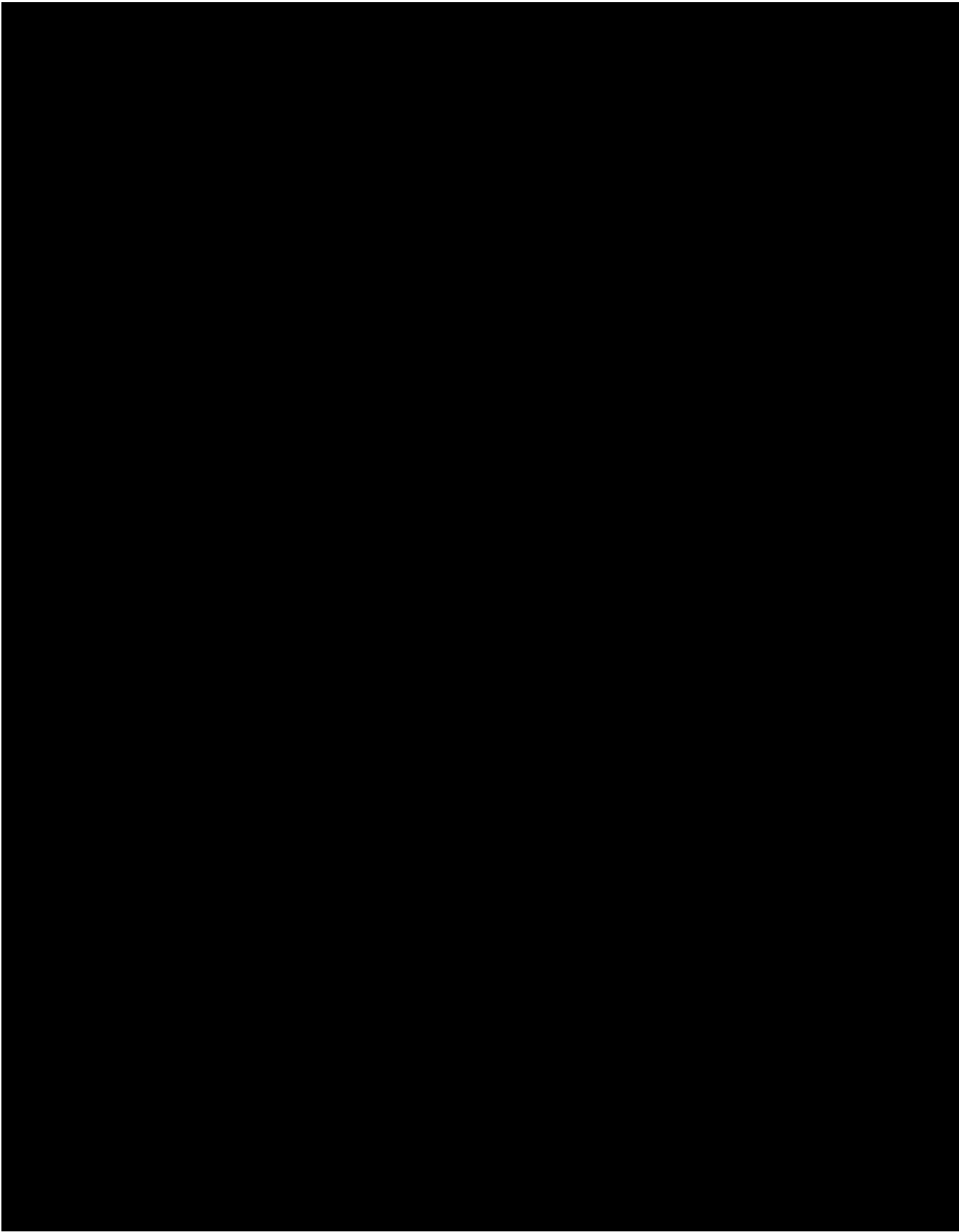
Re: Submission on Western Sydney Aerotropolis Draft Precinct Plans

Our Property is amalgamated with the Derwent Road and Badgerys Creek Landowner Group (DRBC Landowners) to prepare this submission on the Western Sydney Aerotropolis Draft Precinct Plan (Draft Precinct Plan). We thank the Department of Planning, Industry and Environment (DPIE) for the opportunity to comment.

Introduction - The Landholding

The DRBC Landowners comprises the owners of 24 landholdings that together control and own approximately 55 hectares to the immediate north west of the proposed Aerotropolis Metro station. By reference to this strategic location, the combined land holding is hereinafter referred to as the *DRBC landholding*. The location of *the DRBC Landholding* identified on Figure 1.

The landholding is strategically located within the Aerotropolis Core Precinct and zoned Enterprise by the *Western Sydney Aerotropolis SEPP* – see **Figures 2 and 3**.





Summary of this Submission and findings

On behalf of the DRBC Landowners we submit the following concerns and issues with the Draft Precinct Plan:

- The strategic importance, value and potential contribution of the combined landholding to the Aerotropolis Core has not been recognised by the Draft Precinct Plan in terms of the extent of development possible by way of either Floor Space Ratio (FSR) or Heights of Buildings (HOB).
- The DRBC Landholding is of a scale and location that can make a major contribution to the Aerotropolis Core.
- The DRBC Landowners act as a coordinated combined group for the purpose of planning the land.
- The Draft Precinct Plan is not a practical plan and provides limited guidance on how it is to be implemented.
- The proposed HOB and FSR controls are not supported by the DRBC Landowners. Their landholding is located within the Aerotropolis Core station precinct (as confirmed by the SIC – see **Figure 5**) and a walkable distance to the Metro. The Draft Precinct Plan presents an inequitable approach to land use planning of lands within the core precinct, with other lands at a further distance from the Metro being identified for greater density.
- The DRBC Landowners do not support the proposed setting aside of a large portion of their landholding as open space. The landholding has not been identified as an Environment and Recreation zone, or as being flood affected or containing high biodiversity value. The extent of open space on the landholding should therefore be reduced on this landholding.
- The Draft Precinct Plan, and draft land use framework in particular, is not clear and provides limited direction on the specific range of uses that will be permitted.
- A flexible and intensified approach to zoning and land use is needed to activate the Enterprise zone and it should include some appropriate forms of residential development as permitted uses to support employees.
- The development contributions as proposed by the Draft SIC and Liverpool Council are not supported by the DRBC Landowners. When combined with the extent of open space indicated by the Draft Precinct Plan, the financial burden is unacceptable and a major disincentive to the development of the landholding in the limited manner as proposed.
- It is unreasonable to impose such onerous development constraints on private landholders without understanding the practical economic and commercial consequences on future development, particularly when considering the strategic location of the land holding immediately adjacent to the proposed Metro.

The Landholding - Strategic Positioning

The DRBC Landholding is a significant opportunity to contribute to the Aerotropolis with the following confirming the strategic importance of the landholding:

- The DRBC Landholding forms part of the Aerotropolis Core precinct – **see Figure 2**. A landholding of this size and location can contribute significantly to the precinct, which is set to become the city centre of the Aerotropolis.
- The landholding is within the 800 – 1200 metre walkable catchment of the proposed Aerotropolis Core Metro Station and adjacent to a proposed Rapid Bus Corridor, making it well served by public transport. In addition, the site is accessible by key roads, being located immediately north of The Northern Road, between Badgerys Creek Road and Derwent Road. The landholding is therefore in a highly accessible location, with excellent access to key public transport and transport infrastructure routes. Accordingly, it is suitable for an increased density and range of uses.
- The DRBC Landowners provides a consolidated approach to a strategic parcel, with the opportunity to deliver a large unfragmented landholding. There are few other landholdings of this size to the immediate west of the Aerotropolis Core Metro station that provide one contiguous large parcel with the potential to deliver an integrated approach at this scale within walking distance of the proposed Metro station.
- The landholding is largely unconstrained by flooding and has not been identified as containing high biodiversity value (as confirmed by the SEPP).

The future development of this large parcel is therefore unconstrained with the potential to be an important contributor to the early development of the Aerotropolis and in particular the Aerotropolis Core Station Precinct which it forms part of (confirmed by the SIC – **see Figure 4**).

Through the learnings of the North West and South West Growth Areas over the years, in particular the unlocking of precincts, one of the greatest (and ongoing) challenges is land fragmentation. This landowner group is vested in trying to tackle the land fragmentation conundrum for Government within the Aerotropolis Core, west of Badgerys Creek Road. However, it requires further consideration to be given to the draft Land Use Planning Framework as applicable to the site, in order to establish a viable redevelopment of the site that is commensurate with the development contributions to support the Aerotropolis Core and broader Aerotropolis precinct.

Response to the Draft Precinct Plan

The Draft Precinct Plan identifies the following proposed uses on the landholding: business, enterprise and light industry, and includes a proposed enterprise centre— see **Figure 5**.

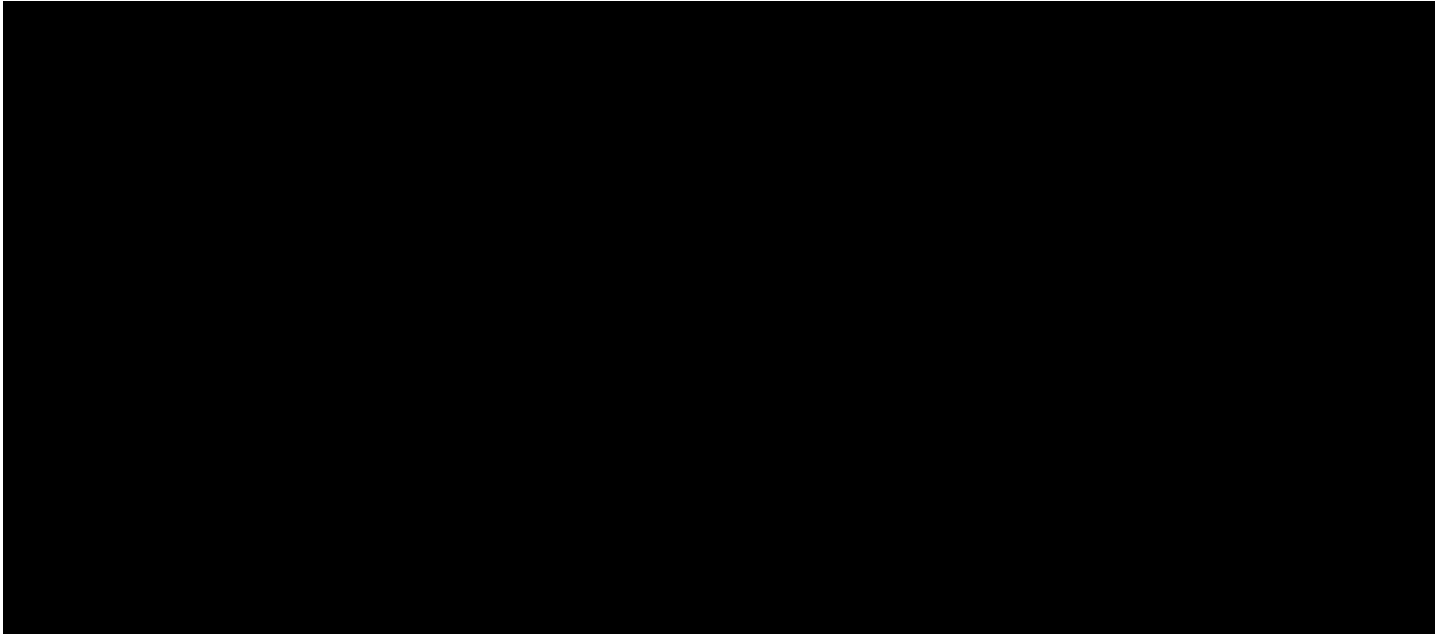


Figure 5: Precinct Plan Land Use Map – site outlined in red (*Precinct Plan*)

In response to the Draft Precinct Plan we provide the following specific comments on the following:

- Land Use
- Open Space
- Height and FSR
- State Infrastructure Contributions
- Social and Economic Impacts
- Sequencing
- Amalgamation

Land Use

The Precinct Plan states that mixed use employment and residential development is to be prioritised within 800 metres of the Metro station. The *DRBC Landholding* is within this 800 – 1200 metre catchment but no residential development is being permitted. The Aerotropolis City Centre is proposed to be “a regional-scale mixed-use centre focusing on retail, services and business activity, serviced by a metro station”. The subject landholding forms part of the walkable catchment to this centre and is located within the Aerotropolis Core Station Precinct – see **Figure 4**. Despite this, Badgerys Creek Road appears to have been identified as the boundary to the mixed use zone notwithstanding part of these landholdings being located within the 800m catchment of the Metro.

It is noted that the proposed Metro station is located in the northern area of the Aerotropolis Core Centre and the mixed use precinct extends south of Thompson’s Creek despite these lands being further away (approx. 1.8 kilometres) from the Metro station. The mixed use zone does not therefore align with the metro station being at the core of the centre. With this layout, the mixed use area (and associated higher density controls) crosses the existing creek and an area zoned Environment and Recreation area, creating a substantial disconnect from the majority of the core and station precinct.

Accordingly, extending the mixed use precinct beyond Badgerys Creek Road to Derwent Road will create a more centralised city with a Metro at its core and provide a better planning outcome for the Precinct by better aligning land use and infrastructure, enabling a greater scale of development and mix of uses in walking distance of the centre. Accordingly, we recommend that the Aerotropolis centre boundary (and associated height and FSR controls) be amended to extend further to the west – see **Figure 6** which provides a recommended plan showing a more appropriate mixed use centre boundary.

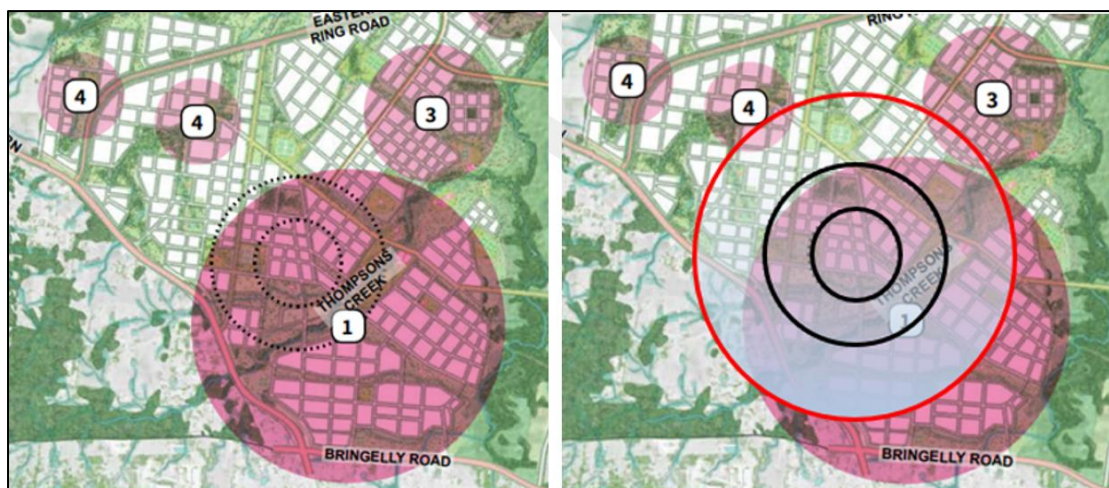


Figure 6:
Aerotropolis
Station Precinct
Centre (Existing
and
Recommended)

We understand that residential development within the Aerotropolis needs to be located in specific locations that comply with the relevant ANEF. The landholding is not impacted by ANEF – see **Figure 7**.

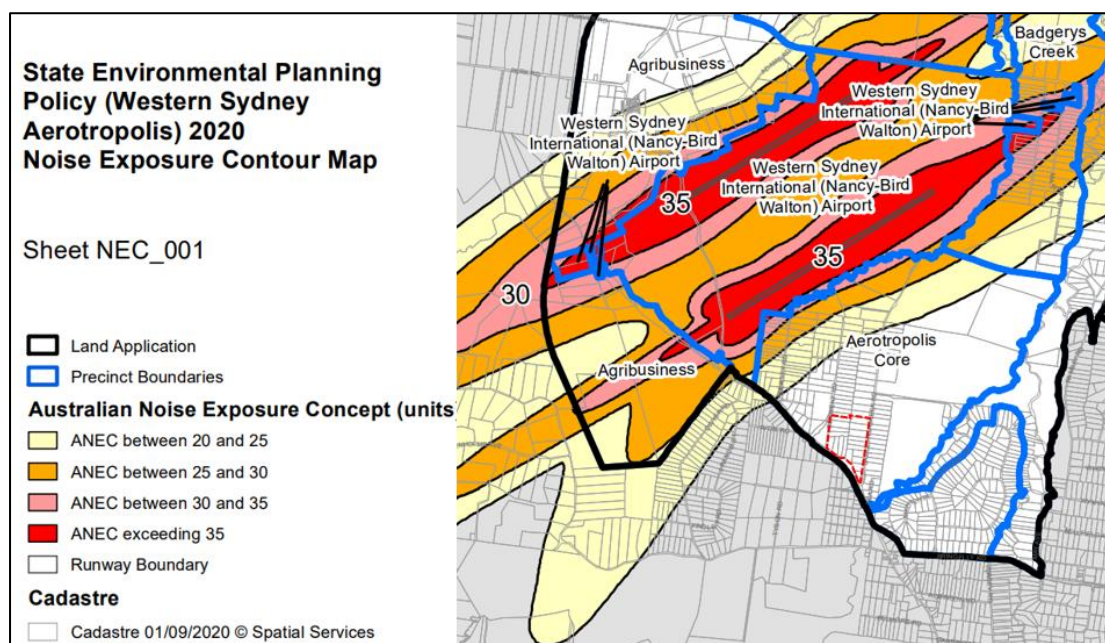


Figure 7: WSA
Noise Exposure
Contour Map
(Aerotropolis SEPP)

It is noted that these landholdings were previously identified as flexible mixed use in the LUIP. We are not aware of any explanation as to why this zone was removed from this landholding and replaced with Enterprise. As such it would not be a significant change to the Draft Precinct Plan and updated SEPP to rezone this land to flexible mixed use, considering a previous draft plan included residential use on this landholding.

We note that the preliminary flight paths (released in 2016) fly directly over the Aerotropolis Core which is zoned as mixed use residential. It is therefore not appropriate to apply the restriction on residential through an arbitrary border at Badgerys Creek Road even though the DRBC Landholding is within the same flight path.

Residential uses on the DRBC Landowners holding will not compromise the operating of the Airport when taking into account the Noise Exposure Mapping. Residential in a mixed use setting will be the best and highest order use when considering the proximity to the Metro precinct. This would contribute to a diversity of housing, delivery of a 30 minute city, and result in a more vibrant and economically viable outcome for the Enterprise Zone whilst still retaining its main role as business and employment uses.

If a change to the zoning is not supported by the Department, as a minimum, the SEPP and Draft Precinct Plans should provide a flexible and intensified zoning approach for the Enterprise Zone. A denser and mixed use commercial and business enterprise precinct at *DRBC Landholding* makes sense given its strategic location within walking distance from the Metro station. It would also provide the opportunity to deliver more jobs and a wider range of services to the surrounding community. As part of the Core precinct, the *DRBC Landholding* has the capacity to deliver a high quality urban design which could lead innovation, provide further floor space for key employment sectors, and enhance the mental and physical health of workers in the precinct with strong connections to open space and active transport.

Open Space

A large part of the landholding is identified as open space in the Draft Precinct Plan – see **Figure 5**. We note that the landholding is zoned for Enterprise and is not constrained by flooding or high biodiversity value (as confirmed by the SEPP).

In comparison, we understand that the proposed parkland along Thompsons Creek is zoned Environment and Recreation and a large portion of this land has been acquired by Government to deliver this open space parkland. It is therefore understandable that the Draft Precinct Plan identified this land as open space parkland. However, in the absence of any specific environmental or planning constraint, it is neither reasonable or equitable to propose this extent of open space on the DRBC Landholding zoned already for Enterprise use. Furthermore, we note that site is not identified as a hilltop or ridge park and is not identified as being flood affected land in the SEPP maps. Therefore, it would be unreasonable to have a significant amount of space on the landholding dedicated to open space.

In the absence of a justifiable basis for the extent of open space proposed, it is more appropriate that the uses and density of development on the land holding reflect its proximity to the future Metro station and Aerotropolis Core centre.

On behalf of the DRBC Landowners, we strongly object to the extent of open space both on economic and equity grounds. We strongly suggest that the proposed extent of open space indicated on the Draft Precinct Plan is excessive, and the practical developable potential of the landholding has been severely restricted. This is neither commercially viable or reasonable and the Draft Precinct Plan should be amended to reduce this impact on the future development of the land.

Alternatively, it is recommended that the Draft Precinct Plan provide a more flexible approach to enable landowners the opportunity to explore place based design approaches to deliver the best urban design outcome for the precinct. For example, including an aim to provide open space in a certain area rather than explicitly identifying private land as open space. As a minimum, to have certainty of the outcome on this landholding an incentive should be given as an offset to the dedication of open space to support financially viable development.

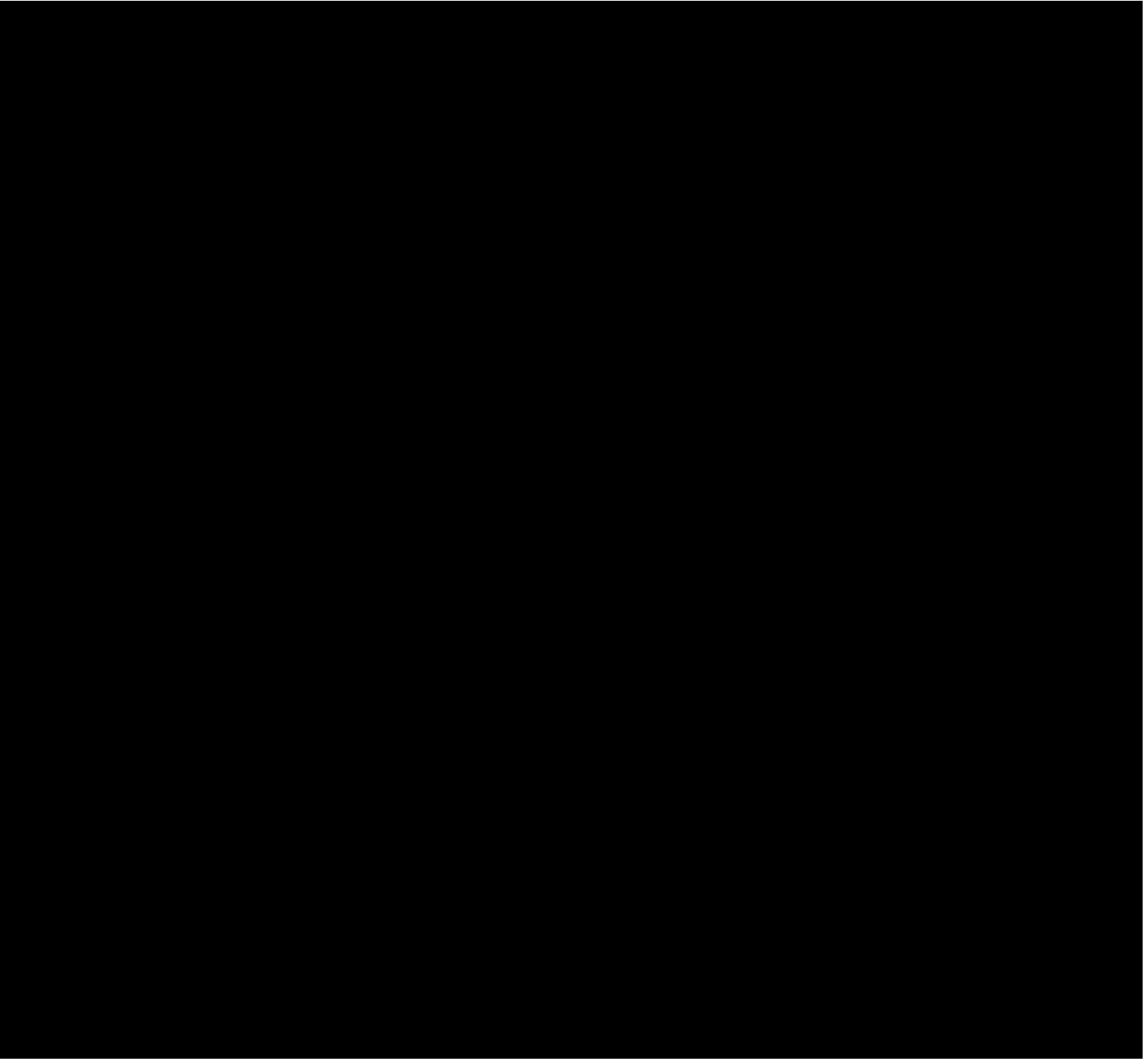
Height of Buildings (HOB) and FSR

We note that there are inconsistencies between the exhibited maps in the Draft Precinct Plan. The proposed HOB Controls identified in the Draft Precinct Plan are not supported by the DRBC Landowners. The controls are not appropriate for a station precinct location and do not reflect the potential of the site as part of the Aerotropolis Core city centre.

It is noted that there are significant inconsistencies between the HOB maps included in the precinct plans and precinct brochures. The HOB map in the Aerotropolis Core brochure identifies the eastern and southern parts of the site (fronting Badgerys Creek Road and The Northern Road) coloured to have a maximum HOB of 40-52.5 metres. However, has reference to the OLS control limiting the height to 15 metres with no explanation – see **Figure 8**. Inconsistent with this, the lots with frontages to Derwent Road have been identified for a height limit of 24 metres. Furthermore, we note that according to the Airport Safeguarding Tool, lots within the subject site can achieve building up to 44.5 metres in height – see **Figure 9**. Therefore, this is an inconsistent approach and there is no planning basis for not applying increased HOB and FSR on the DRBC Landholding.

We note that lands to the northeast of the station located at a further distance to the Metro station than these lots have also been identified for a maximum HOB of 40-52.5 metres. In addition, landholdings to the south of Thompsons Creek, have been identified for a higher height and FSR than our client's landholding which is closer to the Metro station– see **Figure 8**.

Significant development contribution rates are being applied to the DRBC Landholding due to it being identified as part of the station precinct (as confirmed by the Draft SIC) but the site has not been allocated appropriate controls to offset this cost and realise the potential of the land. This is further discussed below.



It is recommended that the Draft Precinct Plan be amended to increase the HOB and FSR controls on the *DRBC Landholding* to a density that is similar to the lands to the immediate east of the landholding and south of Thompsons Creek – See **Figure 8 and 10**. Additionally, we strongly suggest that the entire landholding have a height control of 40-52.5 metres, consistent with the eastern part of the site. It is noted that this would remain compliant with the OLS control over the site and deliver a better planning outcome for the landholding as a whole of site urban design approach.

SIC – Station Precinct

The Draft Precinct Plan states that mixed use employment and residential development is to be prioritised within 800 metres of the Metro station. Part of the landholding is within this 800m catchment, but no residential development is being permitted. However, in the Draft State Infrastructure Contributions scheme, also on exhibition, *“the Station Precinct charge will apply to land within approximately 1.2 kilometres of the proposed Metro station.”* The result is an additional development levy or burden being applied to the DRBC landowners despite no development benefit from the proximity to the proposed Metro. This is neither reasonable nor equitable.

This SIC charge is in addition to the extremely high Local Infrastructure Contributions charges which have been exhibited by Liverpool City Council to be at 6.5% of the cost of carrying out development, which for a site as large as the DRBC Landholding would incur an unreasonably high contribution when combined with the SIC.

It is only reasonable and appropriate to assume therefore that Government has formed the view that our clients’ land forms part of the station precinct. It is therefore also reasonable to assume that the DRBC Landholding should benefit in the same way as the balance of the Station precinct in terms of a mix of uses and density of development. This is particularly the case given and as stated, that our clients’ land is closer to the Station than much of the remainder of the Station precinct.

Social and Economic Impacts

The future development of DRBC Landholding will be severely compromised by the identification of a large portion of this land as open space, and the value of our client’s land significantly reduced as a result. It is not reasonable to impose such a significant burden on the use of landholdings without understanding the practical social and economic consequences.

We strongly recommend that prior to the adoption of the Draft Precinct Plans, an assessment of the social and economic impacts on landholdings be undertaken to take into account the real and practical implications of Government’s plans to restrict the use of private lands. This is of particular importance to those landholders that will be severely impacted as a result of the proposed planning controls.

On behalf of the DRBC Landowners we seek advice on what basis would the land for open space be set aside, that is, is it to be acquired or proposed to be dedicated? If it is to be dedicated, will that be recognised as an offset against any infrastructure contributions, State or Local?

Sequencing Plan

The DRBC Landowners support the Sequencing Map as included in the Precinct Plan. It is noted that the Aerotropolis Core Precinct should be included as a first priority area, particularly given the Metro is due to be operational in 2026 and it is vital that land use aligns with infrastructure to ensure a successful Aerotropolis. The DRBC Landholding has the capacity and the capability to be a catalyst site and could achieve the vision and objectives of the Aerotropolis (see Objectives IO1 and IO2).

Amalgamation

The Draft Precinct Plan encourages amalgamation of land to a minimum of 5 hectares directly to the west of Badgerys Creek Road in order “to achieve a consistent and feasible employment land development on the major arterial road.”

The DRBC landowners provide a consolidated approach, with a combined holding of approximately 55 hectares. This provides the opportunity to deliver a large unfragmented landholding in proximity to the Aerotropolis Metro station. There are few other landholdings of this size to the west of the Aerotropolis Metro station that provide one large parcel.

The amalgamation plan provided in the Draft Precinct Plan is unclear – see **Figure 11**. Accordingly, our client’s request guidance from the Department on the potential implications of amalgamation with particular reference to the following:

1. On what basis was the boundary of the amalgamation parcels determined?
2. What are the practical implications of the amalgamation parcels in terms of development controls?
3. Are there development incentives to support amalgamation?
4. What are the funding and delivery arrangements for providing the proposed open space and construction of the roads?
5. How does the Department intend to address isolated lots? That is, lots not forming part of a development parcel due to ownership and at risk of a less than optimal planning outcome through no fault of the landowner.

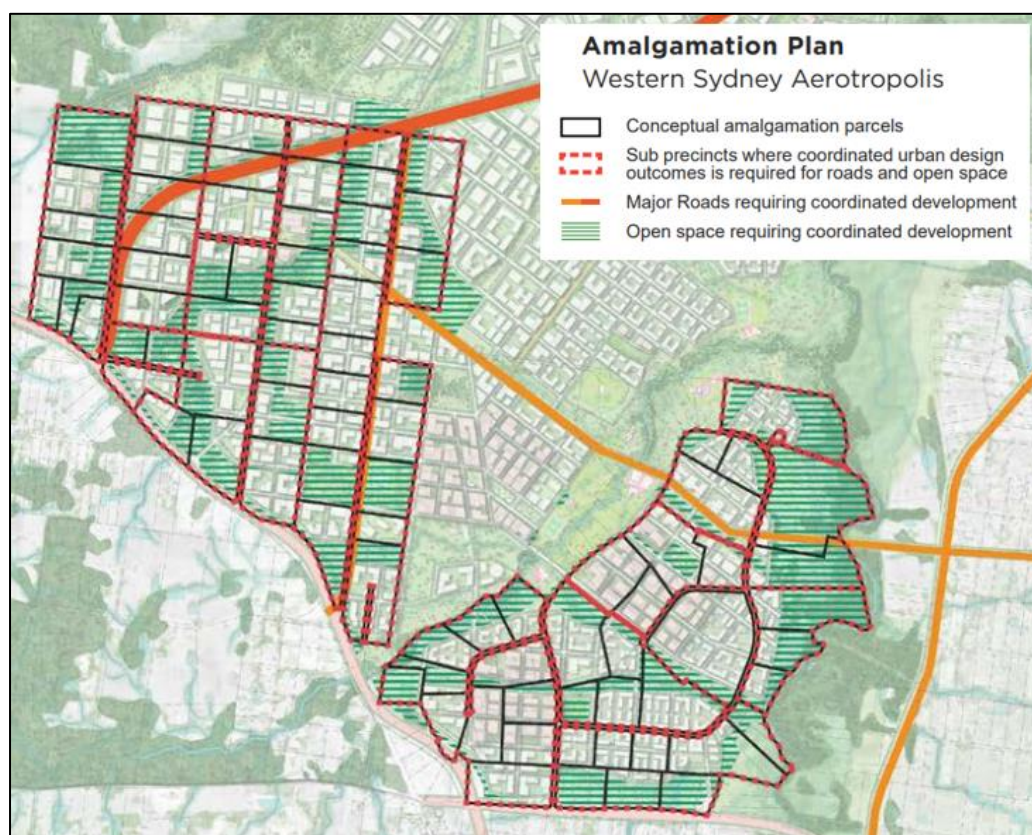


Figure 11:
Amalgamation Plan
(WSA Precinct Plan)

Conclusion and Recommendations

For the reasons set out above, we recommend the following:

- The Draft Precinct Plan be amended to reduce the amount of open space to enable this strategically located landholding to better contribute to the Aerotropolis Core precinct by supporting a larger and practical developable area. Alternatively, and as a minimum, to have certainty of the outcome on this landholding an incentive should be provided to offset the dedicated open space to make it financially viable to develop this landholding.
- No plan or planning controls should be adopted until a comprehensive Social and Economic Impact Assessment and Regulatory Impact Statement has been undertaken to better understand the implications of the proposed Precinct Plan on private landholdings. Once undertaken the social and economic impact assessment should be publicly exhibited.
- Subject lands to be rezoned as mixed use taking into consideration its location in proximity to the Metro Station and to ensure consistency in the zoning of lands in and around the centre. Alternatively, as a minimum, provide flexibility to allow for the expansion of uses in the Enterprise zone to provide flexible employment related uses in areas not constrained by the ANEF.
- The Draft Precinct Plan be amended to include more appropriate height and FSR controls for our client's landholding located within the Aerotropolis Core station precinct.
- All lands within the Aerotropolis Core precinct should be included as a first priority area in the Sequencing plan to align land use and infrastructure to ensure a successful Aerotropolis.
- The size (over 55 hectares) and the strategic location of the site despite being less than 100 hectares should be recognised as a significant catalyst.

Again, on behalf of the landowners, we thank the Department for the opportunity to comment on the Draft Precinct Plan and look forward to further engagement on the concerns raised with regards to this landholding.

Yours sincerely.

Hori and Doris Lia

■ Derwent Road, Bringelly

Derwent Road and Badgerys Creek Landowner Group

*Submission on Western Sydney
Aerotropolis Draft Precinct Plan*

10 March 2021

NSW Department of Planning, Industry and Environment
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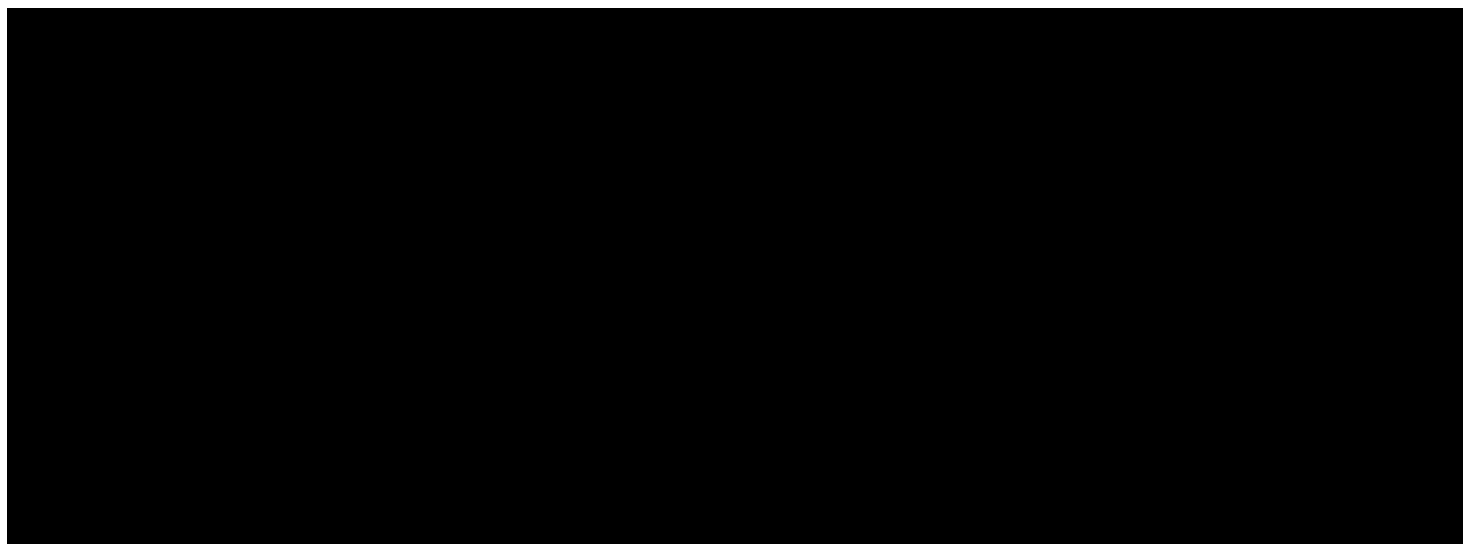
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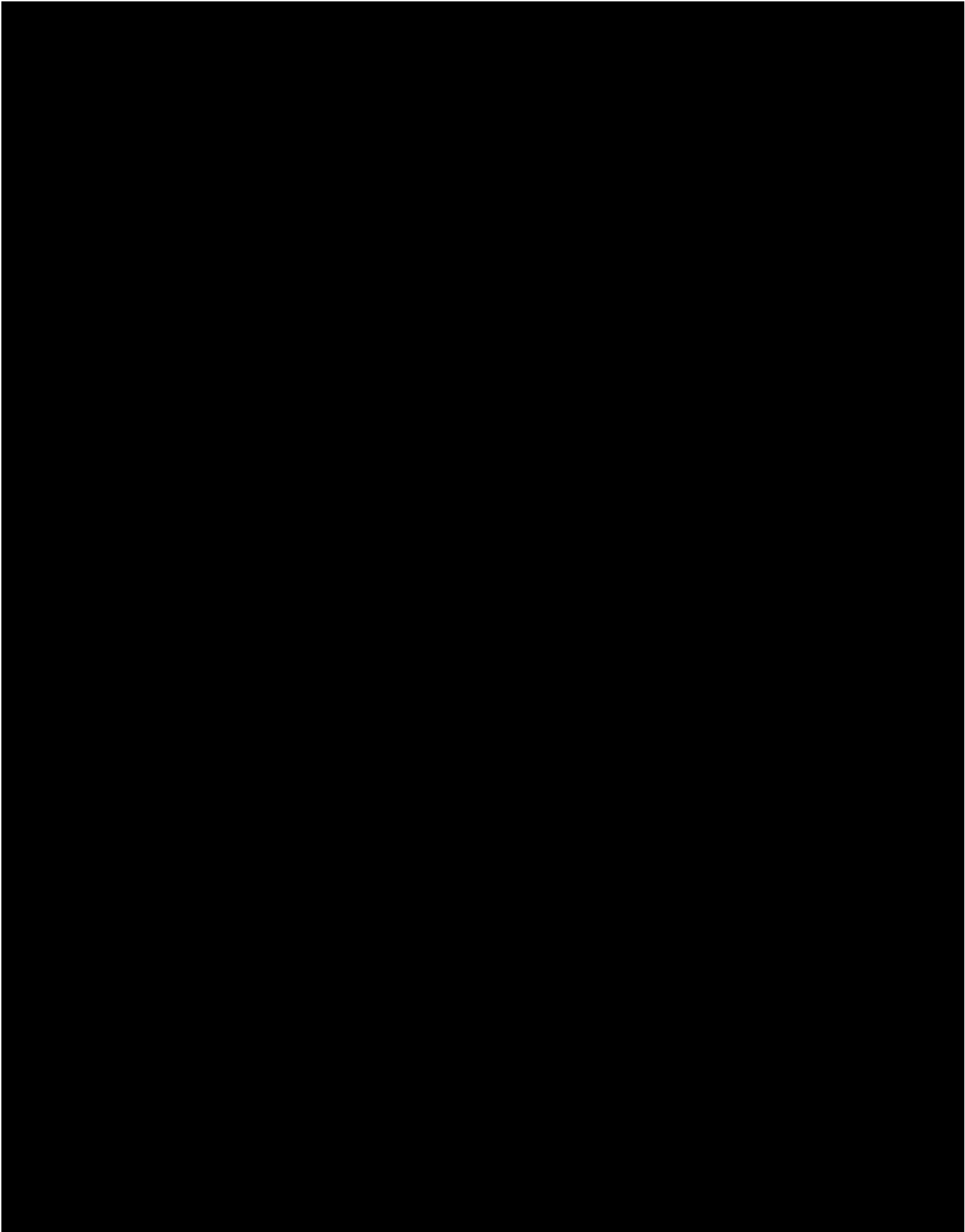
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The landholding is strategically located within the Aerotropolis Core Precinct and zoned Enterprise by the *Western Sydney Aerotropolis SEPP* – see **Figures 2 and 3**.



Summary of this Submission and findings

On behalf of the DRBC Landowners we submit the following concerns and issues with the Draft Precinct Plan:

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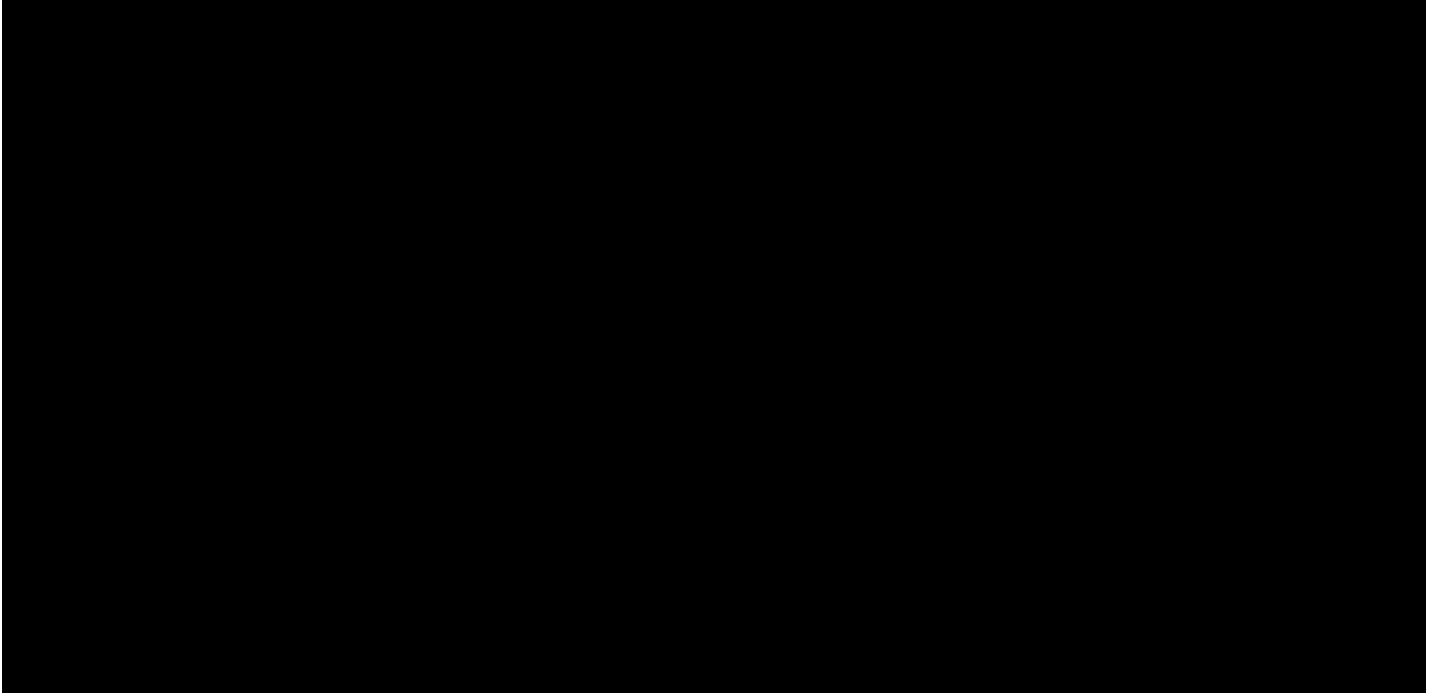
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- The landholding is largely unconstrained by flooding and has not been identified as containing high biodiversity value (as confirmed by the SEPP).

The future development of this large parcel is therefore unconstrained with the potential to be an important contributor to the early development of the Aerotropolis and in particular the Aerotropolis Core Station Precinct which it forms part of (confirmed by the SIC – **see Figure 4**).

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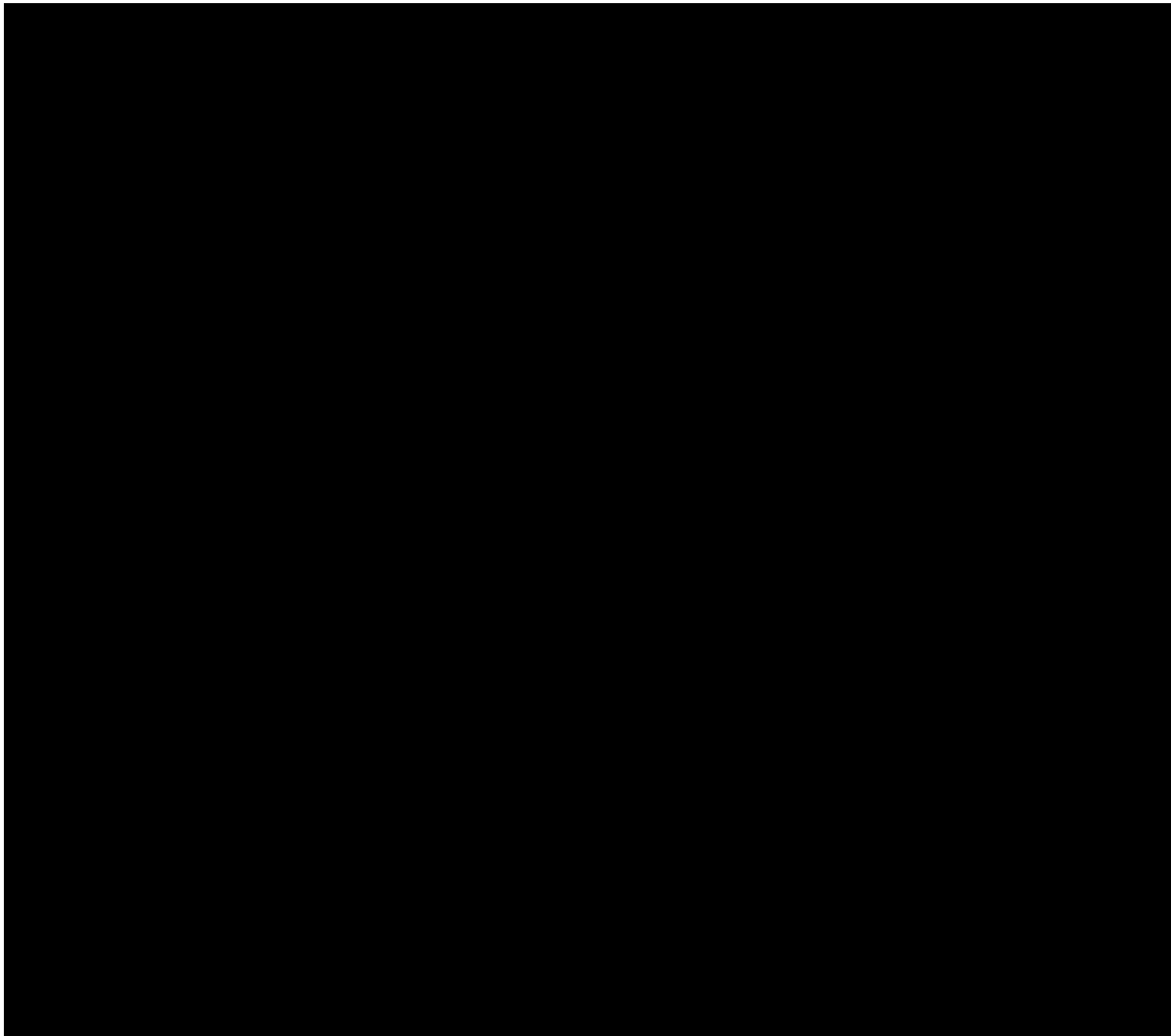
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Accordingly, extending the mixed use precinct beyond Badgerys Creek Road to Derwent Road will create a more centralised city with a Metro at its core and provide a better planning outcome for the Precinct by better aligning land use and infrastructure, enabling a greater scale of development and mix of uses in walking distance of the centre. Accordingly, we recommend that the Aerotropolis centre boundary (and associated height and FSR controls) be amended to extend further to the west – see **Figure 6** which provides a recommended plan showing a more appropriate mixed use centre boundary.



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If a change to the zoning is not supported by the Department, as a minimum, the SEPP and Draft Precinct Plans should provide a flexible and intensified zoning approach for the Enterprise Zone. A denser and mixed use commercial and business enterprise precinct at *DRBC Landholding* makes sense given its strategic location within walking distance from the Metro station. It would also provide the opportunity to deliver more jobs and a wider range of services to the surrounding community. As part of the Core precinct, the *DRBC Landholding* has the capacity to deliver a high quality urban design which could lead innovation, provide further floor space for key employment sectors, and enhance the mental and physical health of workers in the precinct with strong connections to open space and active transport.

Open Space

A large part of the landholding is identified as open space in the Draft Precinct Plan – see **Figure 5**. We note that the landholding is zoned for Enterprise and is not constrained by flooding or high biodiversity value (as confirmed by the SEPP).

In comparison, we understand that the proposed parkland along Thompsons Creek is zoned Environment and Recreation and a large portion of this land has been acquired by Government to deliver this open space parkland. It is therefore understandable that the Draft Precinct Plan identified this land as open space parkland. However, in the absence of any specific environmental or planning constraint, it is neither reasonable or equitable to propose this extent of open space on the DRBC Landholding zoned already for Enterprise use. Furthermore, we note that site is not identified as a hilltop or ridge park and is not identified as being flood affected land in the SEPP maps. Therefore, it would be unreasonable to have a significant amount of space on the landholding dedicated to open space.

In the absence of a justifiable basis for the extent of open space proposed, it is more appropriate that the uses and density of development on the land holding reflect its proximity to the future Metro station and Aerotropolis Core centre.

On behalf of the DRBC Landowners, we strongly object to the extent of open space both on economic and equity grounds. We strongly suggest that the proposed extent of open space indicated on the Draft Precinct Plan is excessive, and the practical developable potential of the landholding has been severely restricted. This is neither commercially viable or reasonable and the Draft Precinct Plan should be amended to reduce this impact on the future development of the land.

Alternatively, it is recommended that the Draft Precinct Plan provide a more flexible approach to enable landowners the opportunity to explore place based design approaches to deliver the best urban design outcome for the precinct. For example, including an aim to provide open space in a certain area rather than explicitly identifying private land as open space. As a minimum, to have certainty of the outcome on this landholding an incentive should be given as an offset to the dedication of open space to support financially viable development.

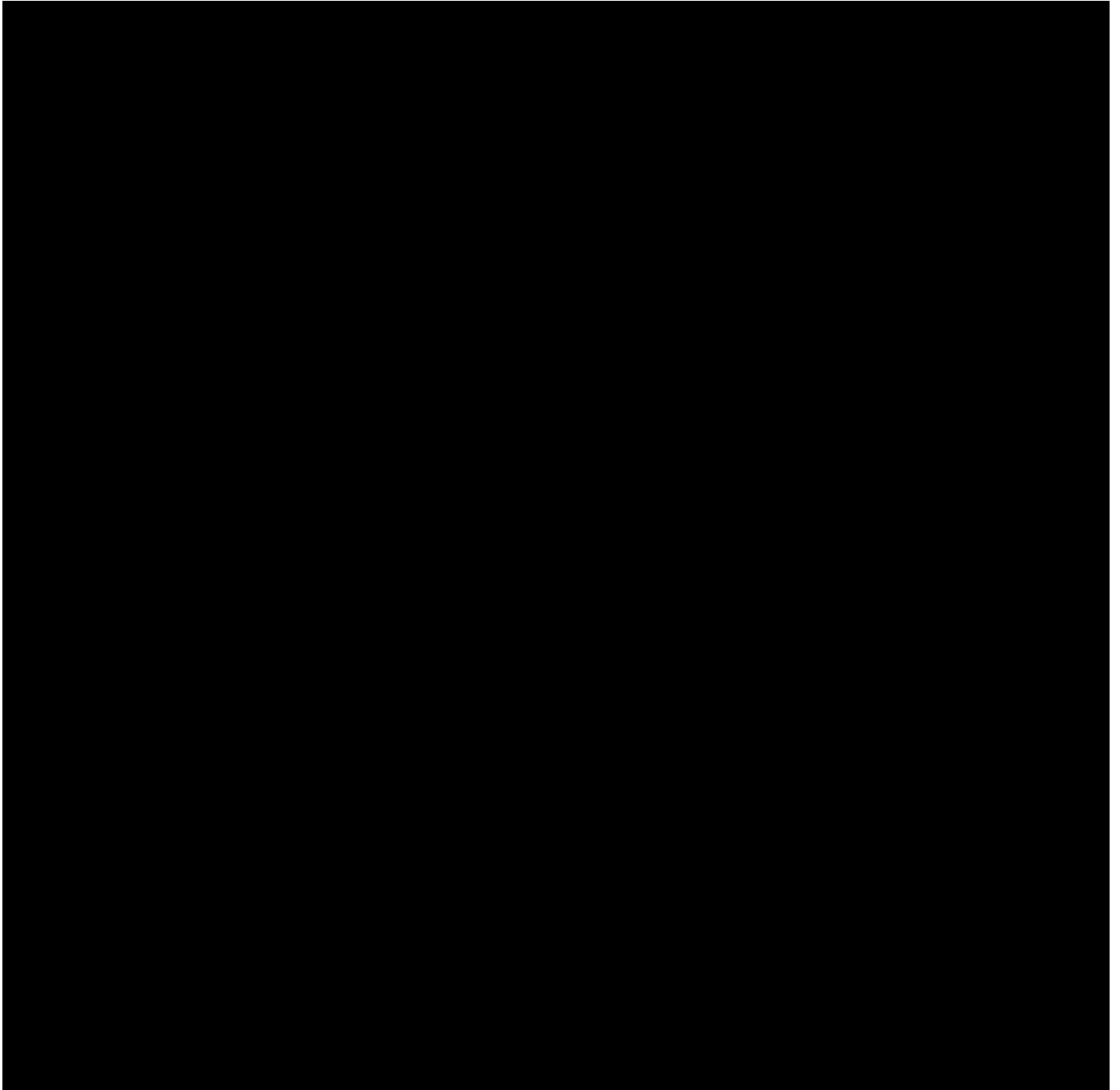
Height of Buildings (HOB) and FSR

We note that there are inconsistencies between the exhibited maps in the Draft Precinct Plan. The proposed HOB Controls identified in the Draft Precinct Plan are not supported by the DRBC Landowners. The controls are not appropriate for a station precinct location and do not reflect the potential of the site as part of the Aerotropolis Core city centre.

It is noted that there are significant inconsistencies between the HOB maps included in the precinct plans and precinct brochures. The HOB map in the Aerotropolis Core brochure identifies the eastern and southern parts of the site (fronting Badgerys Creek Road and The Northern Road) coloured to have a maximum HOB of 40-52.5 metres. However, has reference to the OLS control limiting the height to 15 metres with no explanation – see **Figure 8**. Inconsistent with this, the lots with frontages to Derwent Road have been identified for a height limit of 24 metres. Furthermore, we note that according to the Airport Safeguarding Tool, lots within the subject site can achieve building up to 44.5 metres in height – see **Figure 9**. Therefore, this is an inconsistent approach and there is no planning basis for not applying increased HOB and FSR on the DRBC Landholding.

We note that lands to the northeast of the station located at a further distance to the Metro station than these lots have also been identified for a maximum HOB of 40-52.5 metres. In addition, landholdings to the south of Thompsons Creek, have been identified for a higher height and FSR than our client's landholding which is closer to the Metro station– see **Figure 8**.

Significant development contribution rates are being applied to the DRBC Landholding due to it being identified as part of the station precinct (as confirmed by the Draft SIC) but the site has not been allocated appropriate controls to offset this cost and realise the potential of the land. This is further discussed below.



It is recommended that the Draft Precinct Plan be amended to increase the HOB and FSR controls on the *DRBC Landholding* to a density that is similar to the lands to the immediate east of the landholding and south of Thompsons Creek – See **Figure 8 and 10**. Additionally, we strongly suggest that the entire landholding have a height control of 40-52.5 metres, consistent with the eastern part of the site. It is noted that this would remain compliant with the OLS control over the site and deliver a better planning outcome for the landholding as a whole of site urban design approach.

SIC – Station Precinct

The Draft Precinct Plan states that mixed use employment and residential development is to be prioritised within 800 metres of the Metro station. Part of the landholding is within this 800m catchment, but no residential development is being permitted. However, in the Draft State Infrastructure Contributions scheme, also on exhibition, *“the Station Precinct charge will apply to land within approximately 1.2 kilometres of the proposed Metro station.”* The result is an additional development levy or burden being applied to the DRBC landowners despite no development benefit from the proximity to the proposed Metro. This is neither reasonable nor equitable.

This SIC charge is in addition to the extremely high Local Infrastructure Contributions charges which have been exhibited by Liverpool City Council to be at 6.5% of the cost of carrying out development, which for a site as large as the DRBC Landholding would incur an unreasonably high contribution when combined with the SIC.

It is only reasonable and appropriate to assume therefore that Government has formed the view that our clients' land forms part of the station precinct. It is therefore also reasonable to assume that the DRBC Landholding should benefit in the same way as the balance of the Station precinct in terms of a mix of uses and density of development. This is particularly the case given and as stated, that our clients' land is closer to the Station than much of the remainder of the Station precinct.

Social and Economic Impacts

The future development of DRBC Landholding will be severely compromised by the identification of a large portion of this land as open space, and the value of our client's land significantly reduced as a result. It is not reasonable to impose such a significant burden on the use of landholdings without understanding the practical social and economic consequences.

We strongly recommend that prior to the adoption of the Draft Precinct Plans, an assessment of the social and economic impacts on landholdings be undertaken to take into account the real and practical implications of Government's plans to restrict the use of private lands. This is of particular importance to those landholders that will be severely impacted as a result of the proposed planning controls.

On behalf of the DRBC Landowners we seek advice on what basis would the land for open space be set aside, that is, is it to be acquired or proposed to be dedicated? If it is to be dedicated, will that be recognised as an offset against any infrastructure contributions, State or Local?

Sequencing Plan

The DRBC Landowners support the Sequencing Map as included in the Precinct Plan. It is noted that the Aerotropolis Core Precinct should be included as a first priority area, particularly given the Metro is due to be operational in 2026 and it is vital that land use aligns with infrastructure to ensure a successful Aerotropolis. The DRBC Landholding has the capacity and the capability to be a catalyst site and could achieve the vision and objectives of the Aerotropolis (see Objectives IO1 and IO2).

Amalgamation

The Draft Precinct Plan encourages amalgamation of land to a minimum of 5 hectares directly to the west of Badgerys Creek Road in order *“to achieve a consistent and feasible employment land development on the major arterial road.”*

The DRBC landowners provide a consolidated approach, with a combined holding of approximately 55 hectares. This provides the opportunity to deliver a large unfragmented landholding in proximity to the Aerotropolis Metro station. There are few other landholdings of this size to the west of the Aerotropolis Metro station that provide one large parcel.

The amalgamation plan provided in the Draft Precinct Plan is unclear – see **Figure 11**. Accordingly, our client’s request guidance from the Department on the potential implications of amalgamation with particular reference to the following:

1. On what basis was the boundary of the amalgamation parcels determined?
2. What are the practical implications of the amalgamation parcels in terms of development controls?
3. Are there development incentives to support amalgamation?
4. What are the funding and delivery arrangements for providing the proposed open space and construction of the roads?
5. How does the Department intend to address isolated lots? That is, lots not forming part of a development parcel due to ownership and at risk of a less than optimal planning outcome through no fault of the landowner.

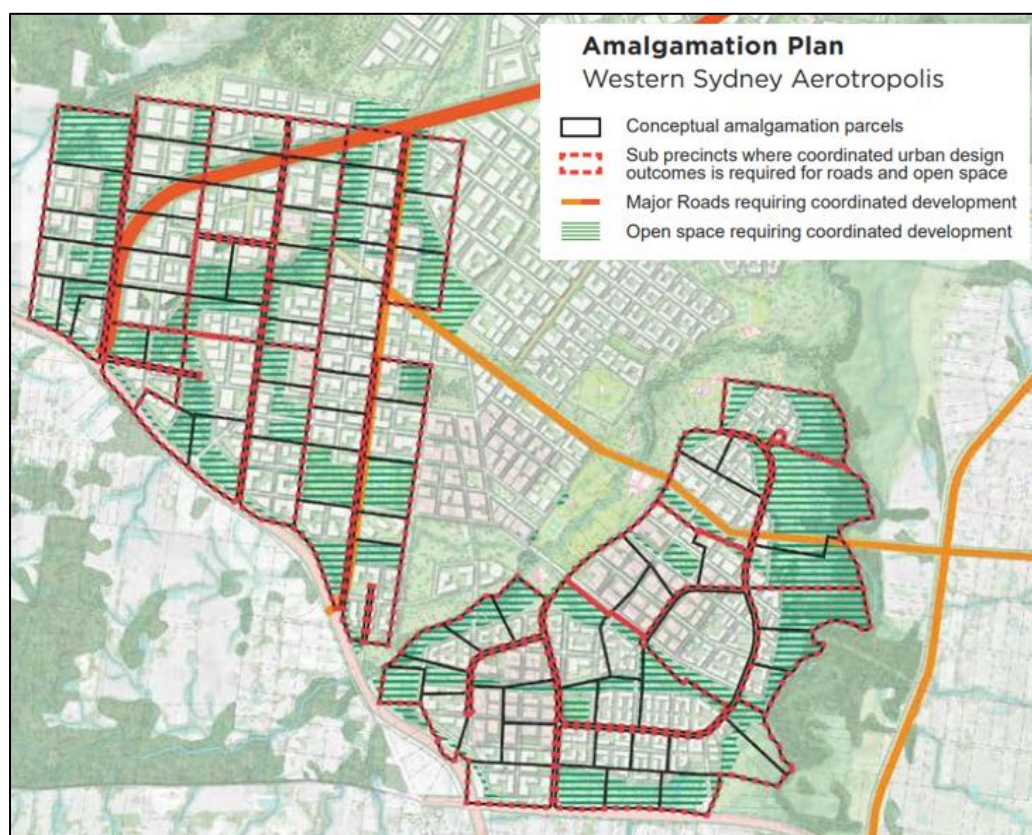


Figure 11:
Amalgamation Plan
(WSA Precinct Plan)

Conclusion and Recommendations

For the reasons set out above, we recommend the following:

- The Draft Precinct Plan be amended to reduce the amount of open space to enable this strategically located landholding to better contribute to the Aerotropolis Core precinct by supporting a larger and practical developable area. Alternatively, and as a minimum, to have certainty of the outcome on this landholding an incentive should be provided to offset the dedicated open space to make it financially viable to develop this landholding.
- No plan or planning controls should be adopted until a comprehensive Social and Economic Impact Assessment and Regulatory Impact Statement has been undertaken to better understand the implications of the proposed Precinct Plan on private landholdings. Once undertaken the social and economic impact assessment should be publicly exhibited.
- Subject lands to be rezoned as mixed use taking into consideration its location in proximity to the Metro Station and to ensure consistency in the zoning of lands in and around the centre. Alternatively, as a minimum, provide flexibility to allow for the expansion of uses in the Enterprise zone to provide flexible employment related uses in areas not constrained by the ANEF.
- The Draft Precinct Plan be amended to include more appropriate height and FSR controls for our client's landholding located within the Aerotropolis Core station precinct.
- All lands within the Aerotropolis Core precinct should be included as a first priority area in the Sequencing plan to align land use and infrastructure to ensure a successful Aerotropolis.
- The size (over 55 hectares) and the strategic location of the site despite being less than 100 hectares should be recognised as a significant catalyst.

Again, on behalf of the landowners, we thank the Department for the opportunity to comment on the Draft Precinct Plan and look forward to further engagement on the concerns raised with regards to this landholding.

Yours sincerely.

NOMINATED ARCHITECT: TONY LEUNG NSW 7133

SOLWAY RD, BRINGELLY

SUBMISSION TO DRAFT AEROTROPOLIS PRECINCT PLAN, NOV 2020

PREAMBLE

Aplus Design Group has been engaged by landowners of 50 Solway Rd, Bringelly to undertake a site investigation in context of Western Sydney Aerotropolis Plan .

The report investigates the strategic background for the site including analysis of Western Sydney Aerotropolis Precinct Plan and existing relevant local planning controls.

This assessment has been informed by extensive background research on current Western Sydney Aerotropolis Precinct Plan and State Environmental Planning Policy (SEPP), Greater Sydney Region Plan and Western City District Plan.

The submission is in response to current Draft Aerotropolis Precinct Plan Nov 2020, and aims to guide the planning framework to addresses key growth strategies to systematically innovate and plan for future urban systems to cultivate sound planning guidelines with the goal of environmentally safe, resilient and sustainable living.

In response to planning of Aerotropolis, NSW Planning Department needs to consider a broader precinct approach when planning for city of future which caters to diversity, distance, density and individuality. It is vital to undertake careful analysis of the relationship and interdependency of initial and remaining precincts.

This is only a preliminary high level study to provide suggestions and is subject to further council consultation and approvals.

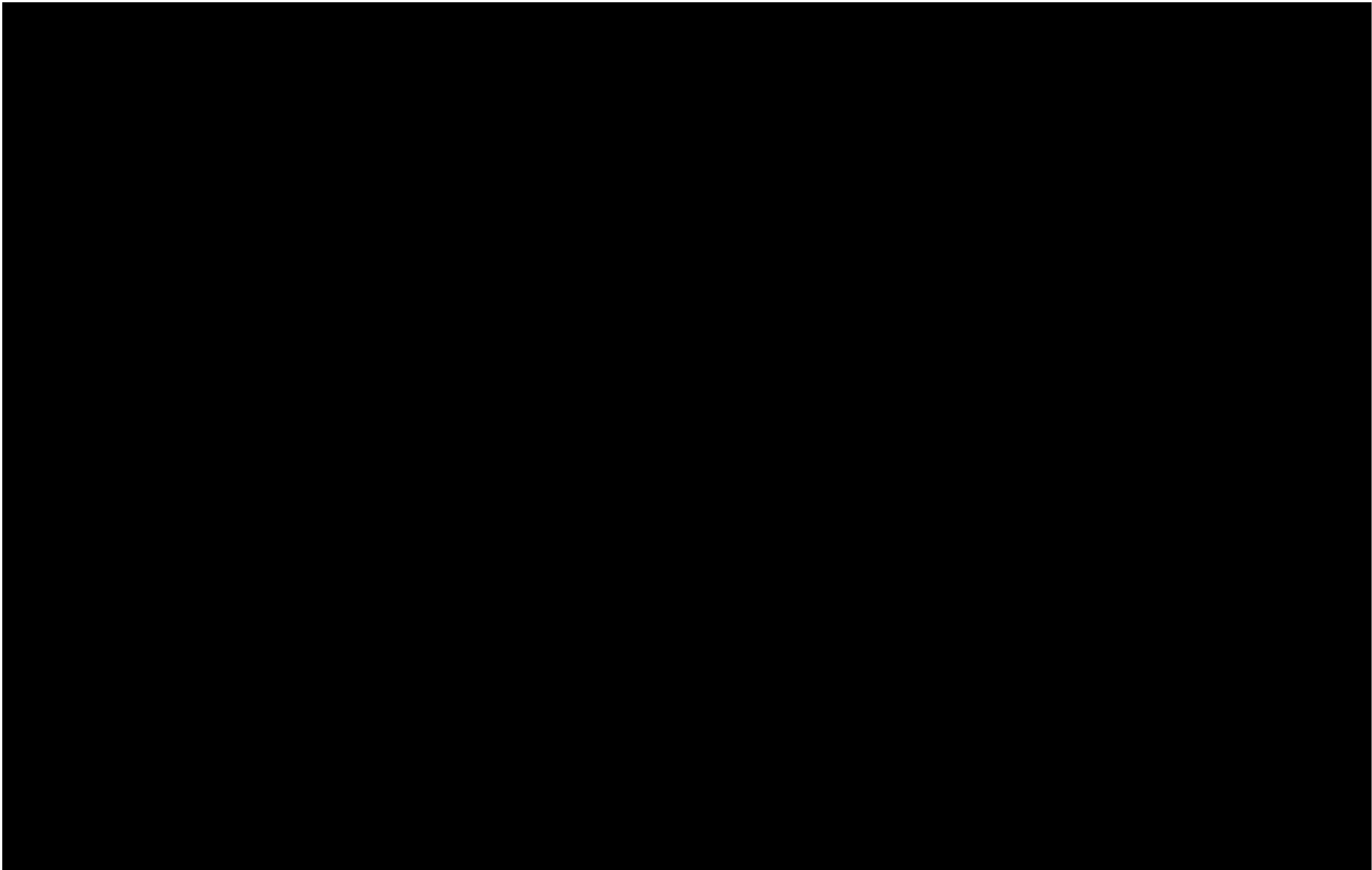


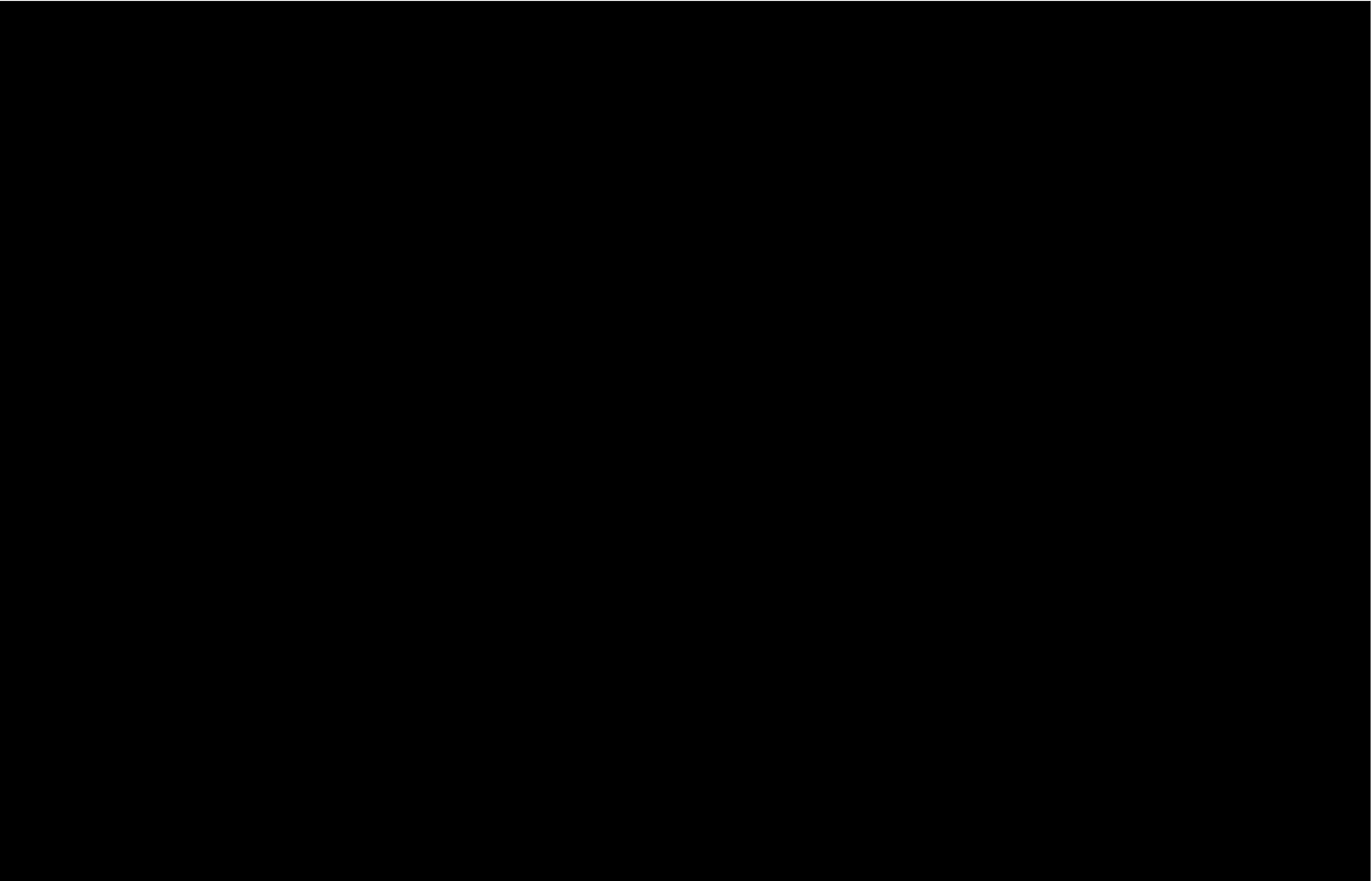
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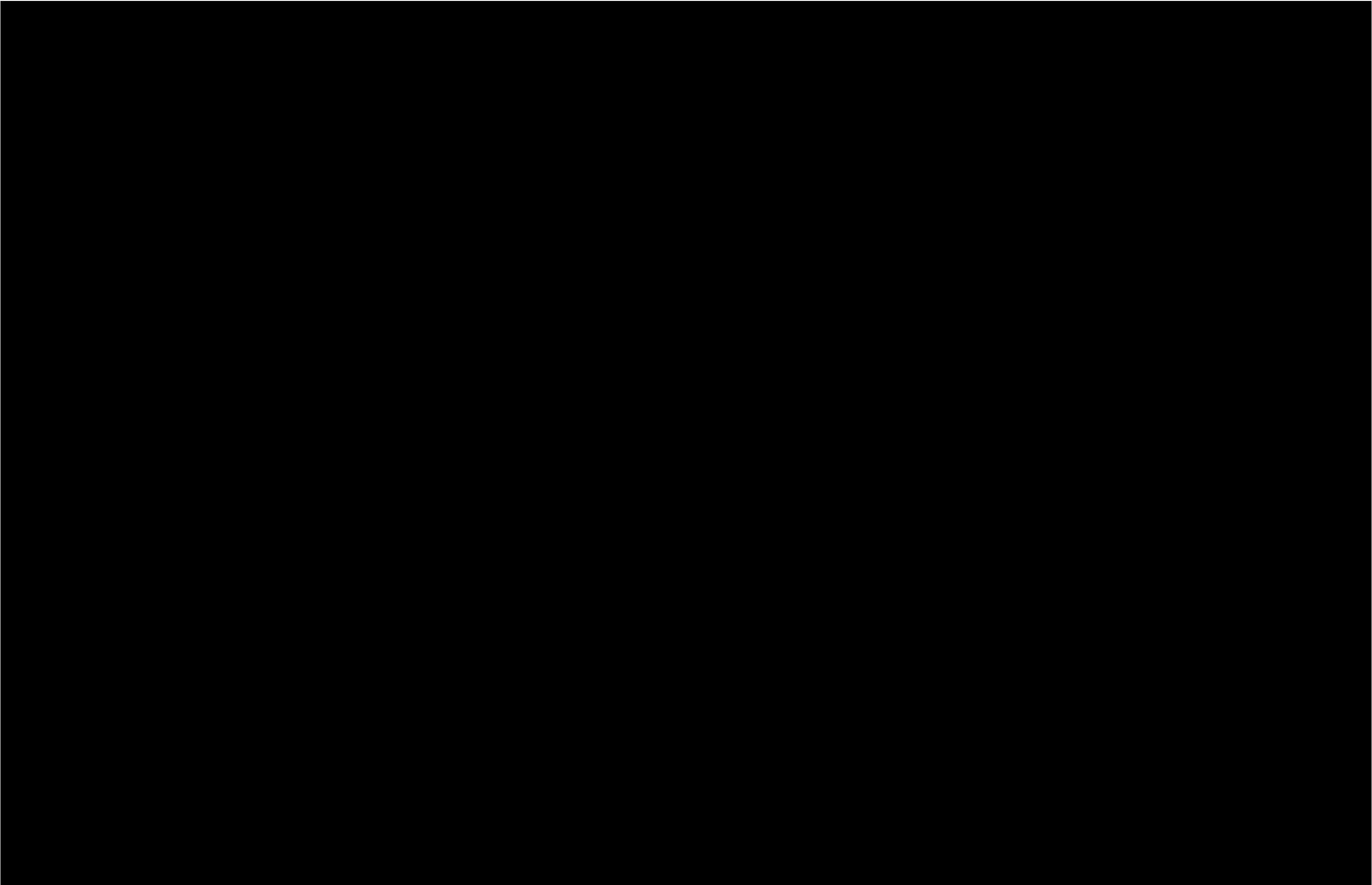
- 1. SITE CONTEXT**
- 2. FUTURE TRANSPORT ANALYSIS**
- 3. SEPP (WESTERN SYDNEY AEROTROPOLIS) 2020**
- 4. DRAFT AEROTROPOLIS PRECINCT PLAN**
- 5. APLUS RECOMMENDATIONS**
- 6. PRECEDENTS**
- 7. CONCLUSION**

1.

SITE CONTEXT

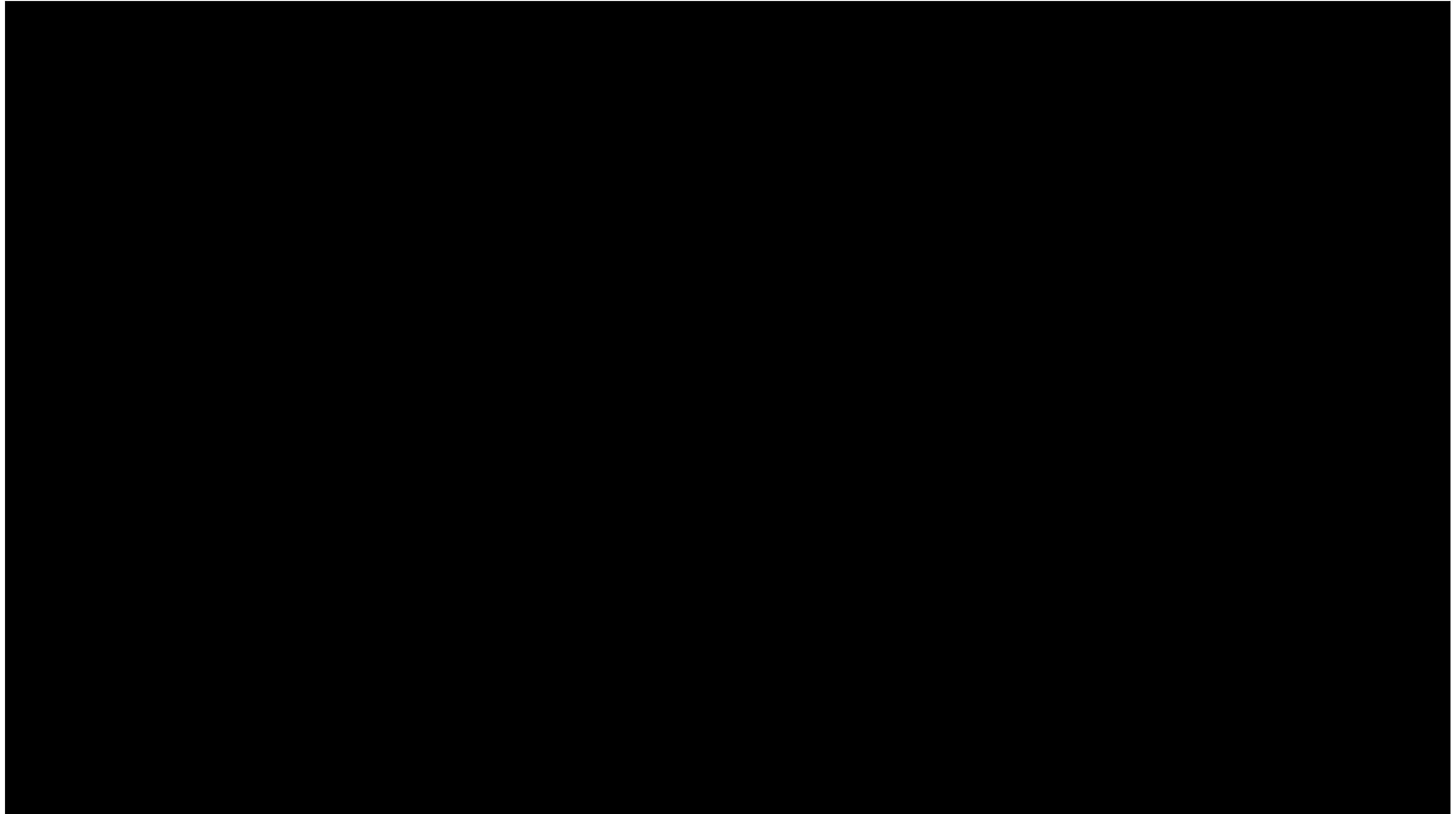


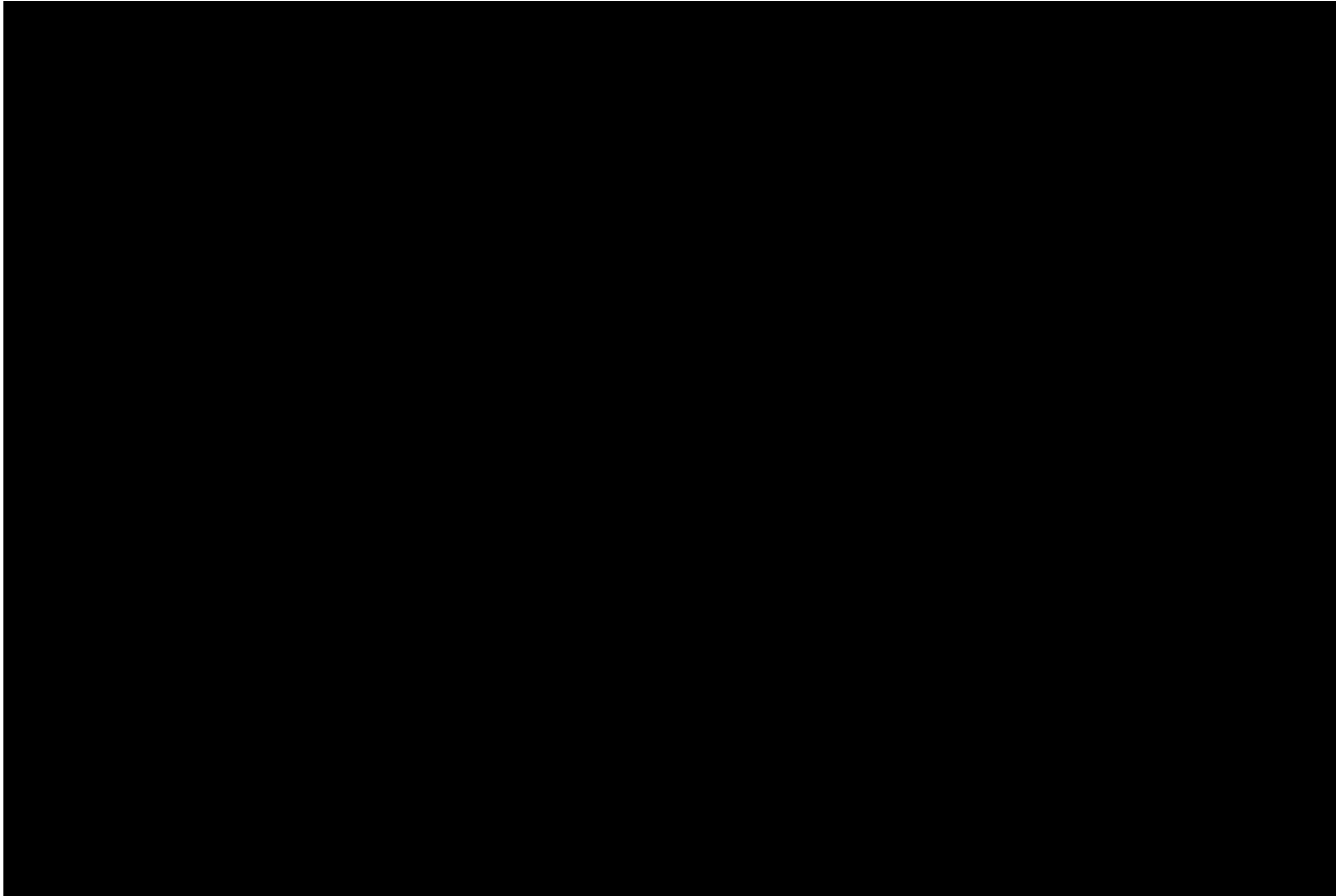




2.

FUTURE PUBLIC TRANSPORT CORRIDOR ANALYSIS

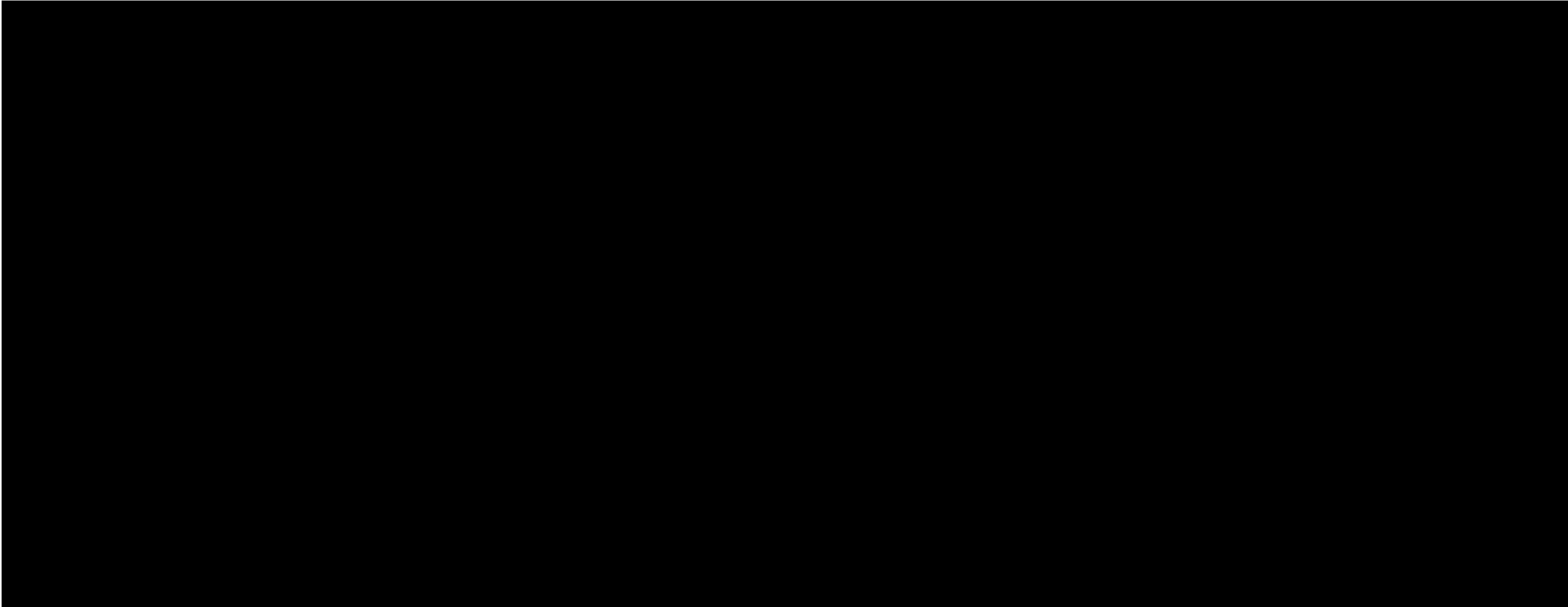




3.

**SEPP 2020
(WESTERN SYDNEY AEROTROPOLIS)**

AUSTRALIAN NOISE EXPOSURE CONCEPT PLAN



Land Application

Precinct Boundaries

Australian Noise Exposure Concept (units)

ANEC between 20 and 25

ANEC between 25 and 30

ANEC between 30 and 35

ANEC exceeding 35

Runway Boundary

Cadastre

Cadastre 01/09/2020 © Spatial Services

The subject site is located outside ANEC/ANEF 20 and above contour boundary and within 15-20 minute walk to metro station making the site appropriate for noise sensitive development such as commercial mixed use, business enterprise and mixed-use residential development.

The site is situated in Dwyers Precinct proposed for future phase development zone. However, the site is best suited for flexible planning outcomes to support high-density urban development benefiting from priority public transit corridor (the Northern Road) and in close-proximity to Aerotropolis Metro station.

OBSTACLE LIMITATION SURFACES



HOB

RL 125.5

[APPROX 30M-42M]

The plan showcases the Obstacle Limitation Surface which governs the maximum height of building within Western Sydney Aerotropolis Precinct Plan. The map forms part of the SEPP (Western Sydney Aerotropolis) 2020 approved in September 2020.

The maximum height permissible for subject site is **RL 125.5 (approx 30m - 42m)**

WESTERN SYDNEY AIRPORT
OBSTACLE LIMITATION SURFACES
1:50,000 @ A1
000 1200 1800 2400 3000

4.

**DRAFT AEROTROPOLIS
PRECINCT PLAN, NOV 2020**

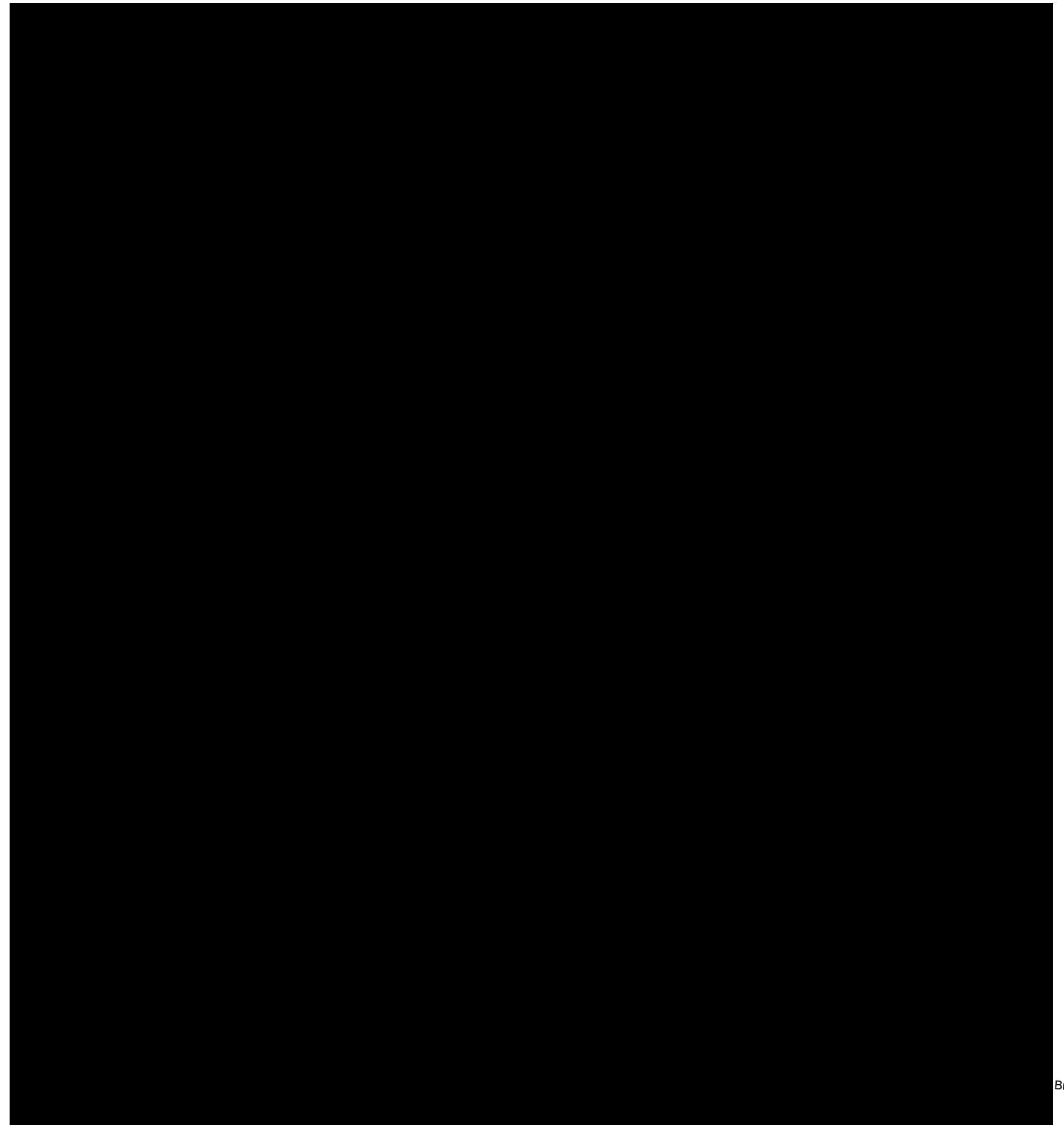
STRUCTURE PLAN

This plan indicates proposed land uses and high-level infrastructure aligning with Wester Sydney airport, Sydney Metro and Aerotropolis core.

This structure plan governs the mechanism for urban design and planning framework within initial precinct such as Aerotropolis core (Mixed use urban core), Northern Gateway (Strategic Innovation center), Badgerys Creek, Agribusiness Precinct and Wianamatta - South Creek defined as local and neighborhood hubs. The non-initial precincts including Rossmore defined urban land and Kemps Creek, Dwyers Precinct and North Luddenham Precinct have been identified as enterprise zones.

The proposed overview of Aerotropolis Core, Badgerys Creek, Northern Gateway and Wianamatta South Creek Precinct Plan catalyses on nurturing 'industry of future', the Enterprise Zone is broadly applied across large area of precinct to boost fast-reliable and productive employment growth within Western Parkland City district.

The plan provides disparate development hierarchy of centers with excessive reliance on Aerotropolis Core and Northern Gateway Precinct with a possibility to become industry bound CBD unable to tap whole of precinct potential for sustainable and resilient growth when shaping the future city from ground zero.



The Aerotropolis SEPP applies to approximately 6500 hectares of land currently provides statutory framework to initial precincts only.

Zoning Mixed Use- Aerotropolis Core – the new Aerotropolis; the ‘Global Airport City’ positioned to the south-east of the Airport the precinct will accommodate residential as well as multiple hubs with jobs in manufacturing, research and development, health and education, aerospace, defence, commercial, retail and civic uses.

Zoning Agribusiness - Agribusiness Precinct – Stretching the western side of the Airport and the newly upgraded Northern Road, this precinct is aims to be a catalyst for high value, local agricultural production and exports.

Zoning Enterprise- Badgerys Creek - Lands to the east of the Airport nestled along the western banks of South Creek, this precinct will support defence and aerospace operations as well as larger enabling industries in waste management, building and materials production.

Zoning Mixed Use and Enterprise - Northern Gateway - With major interfaces to the Airport, future M12 Motorway and Outer Orbital this precinct will support high technology industries, commercial, warehousing and logistics. This precinct is also home to the Sydney Science Park which will also generate thousands of knowledge jobs and accommodate future residents.

Zoning Environment and Recreation - Wianamatta – South Creek – The ‘green and blue lungs’ of the new Aerotropolis spanning along the banks of South Creek and it’s major tributaries. This precinct will accommodate soft-interfacing recreational infrastructure, cultural and community facilities as well as creek-side restaurants and cafes.

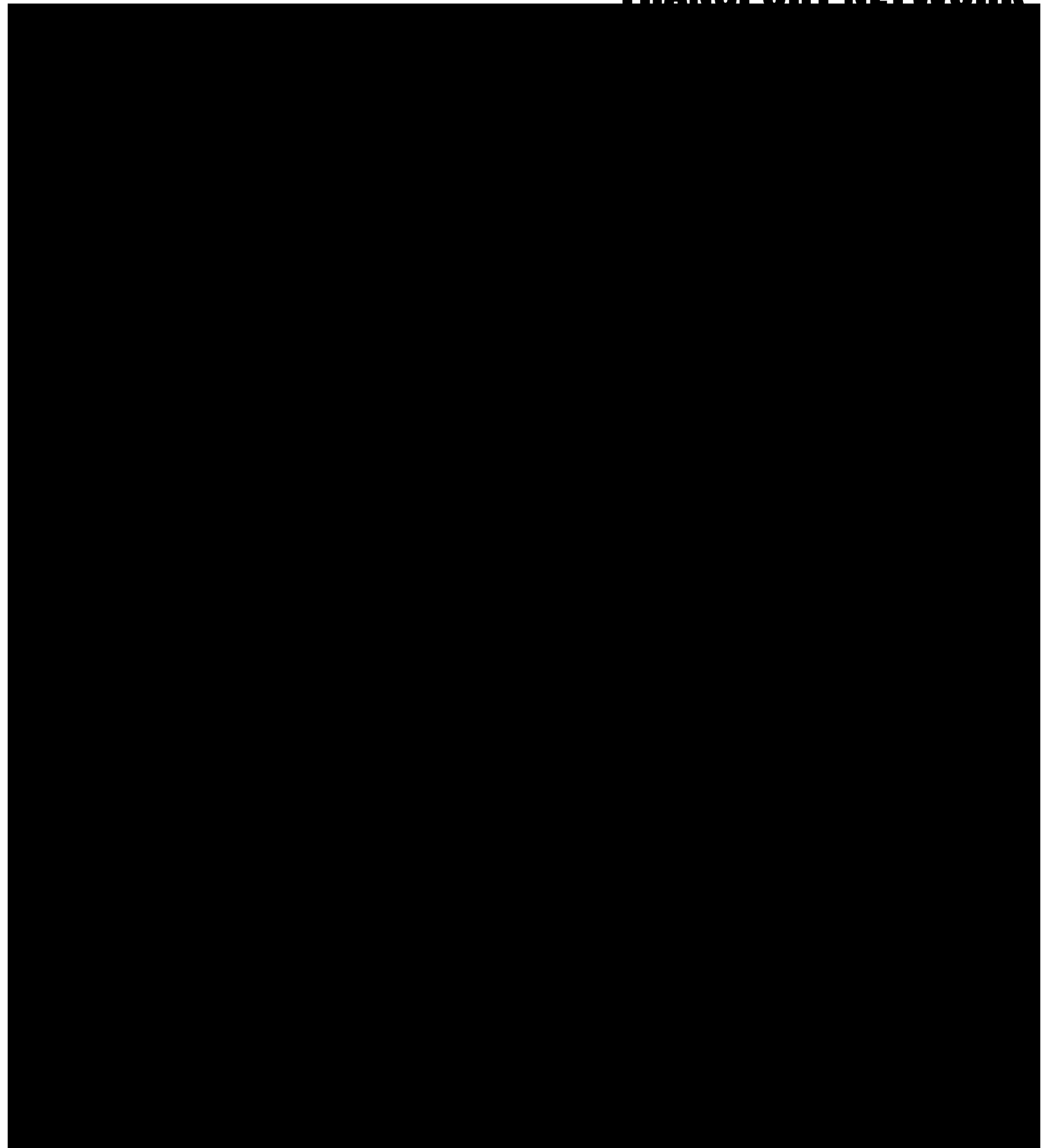


SUBJECT SITE

The Aerotropolis Core metropolitan center is framed around the Metro Station, Western Sydney Airport and newly upgraded transit corridors transforming Aerotropolis to leverage benefits of a transit-oriented development .

The precincts will be supported by a connected network of streets that support mixed use and employment activity Primary Arterial roads, such as the Eastern Ring Road, provide regional and freight accessibility. Centers are supported by a connected and frequent series of bus corridors.

The subject site envelops around the newly upgraded Northern Rd, Bringelly Rd and Aerotropolis Metro station. The proposed high-priority bus network or city shaping bus services will facilitate future urban growth spanning beyond Aerotropolis core. The subject site aims to accommodate high-density commercial and business mixed uses to support urban growth spanning towards South-West growth area.



The Aerotropolis Core and Badgerys Creek precincts collectively aims to support up to 78,000 jobs by 2056. The proposed mixed use zone concentration within Western Sydney Aerotropolis Plan also plans for up to 24,000 residents.

The proposed land use framework provides Mixed use zone only in the Aerotropolis Core and Northern Gateway which permits mix used residential development in relation to other types of land uses prohibiting residential development.

The Enterprise and Light industries envelops across large areas of the precinct permitting most forms of the industries and commercial activities, however lacks urban support system and accommodation facilities to comprehensively support the purport of future housing needs and market demands in close proximity to employment zone as described in Western Sydney City Deal.

Combined Land Use Plan
Western Sydney Aerotropolis



FLOOR SPACE RATIO PLAN

This plan provides Floor space ratio (FSR) controls which applies to development across the precinct.

Objectives:

1. Apply FSRs to Mixed Use Zone areas to achieve the appropriate mix of employment, business, social and residential development.
2. Achieve a density of employment in mixed use areas to ensure residential uses are not the predominant use.
3. Locate higher intensity mixed use employment and residential densities within 800m of the Metro station.

The proposed plan ensures desired built form outcome, employment and population targets to achieve appropriate bulk, massing, articulation and separation of development within the mixed use areas of the Aerotropolis.



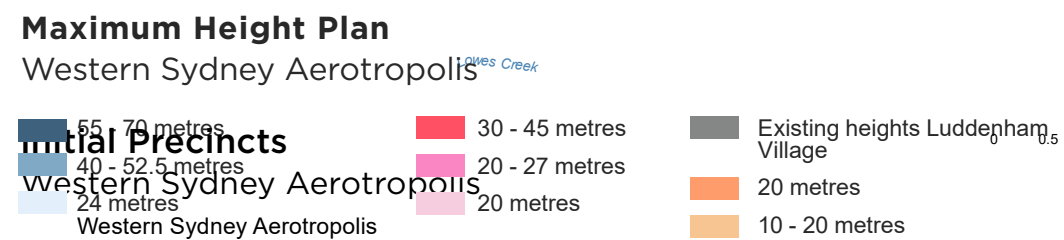
MAXIMUM HEIGHT PLAN

This plan provides Height of Building controls which applies to development across the precinct.

Objectives:

1. To design building heights to align with the role of each center, its typology and residential/employment density.
2. Apply the greatest height and urban density in the Aerotropolis Core and Northern Gateway around the Metro station.

The proposed plan ensures desired built form outcome, employment and population targets to achieve appropriate bulk, massing, articulation and separation of development within the mixed use areas of the Aerotropolis in compliance with obstacle limitation surface and the OLS controls to oversee construction development is contained within specified zones.



AEROTROPOLIS PRECINCT PLAN, NOV 2020

The Aerotropolis Precinct planning identifies strategic planning strategies primarily focusing on productivity, liveability, planning in partnership and sustainability.

A plus design group strongly commends and supports departments dynamic approach and innovate strategic thinking.

•Planning in partnership

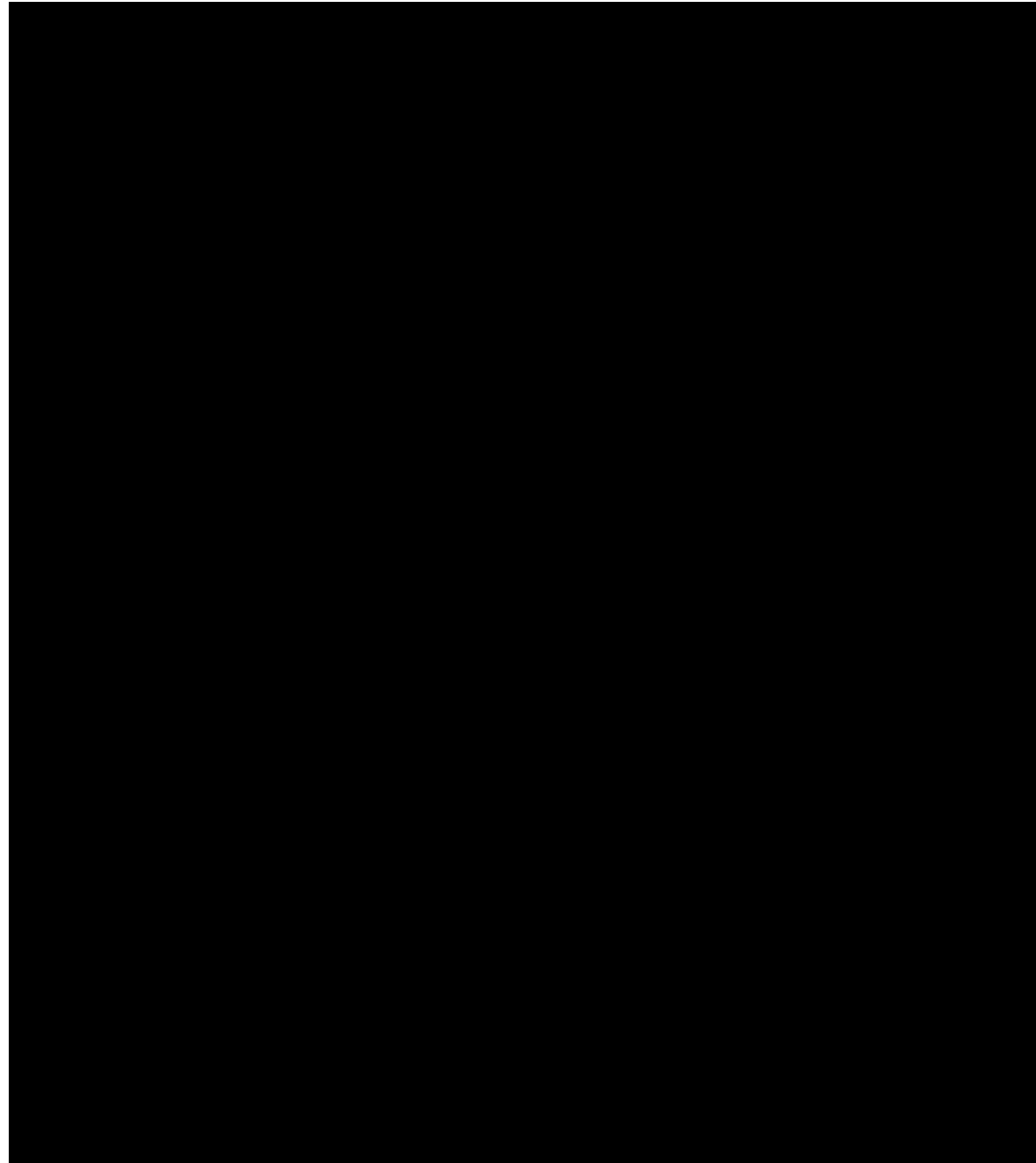
Plan for an increase in the proportion of homes within a 10-minute walk of quality public green and open space

•Liveability

Integrate residential development with local services, public open and green space, retail and compatible commercial development to create great places.

The Aerotropolis Core is defined by a 800m walking distance urban densities to ensure all development mix use and residential is close to high priority transit station. The need to orient development along transit station and planning for growth in Sydney is to accommodate Western Sydney increase in population density by 2056. For aerotropolis it means that a city must be walkable green, sustainable and livable and not decrease the livability of our growing city.

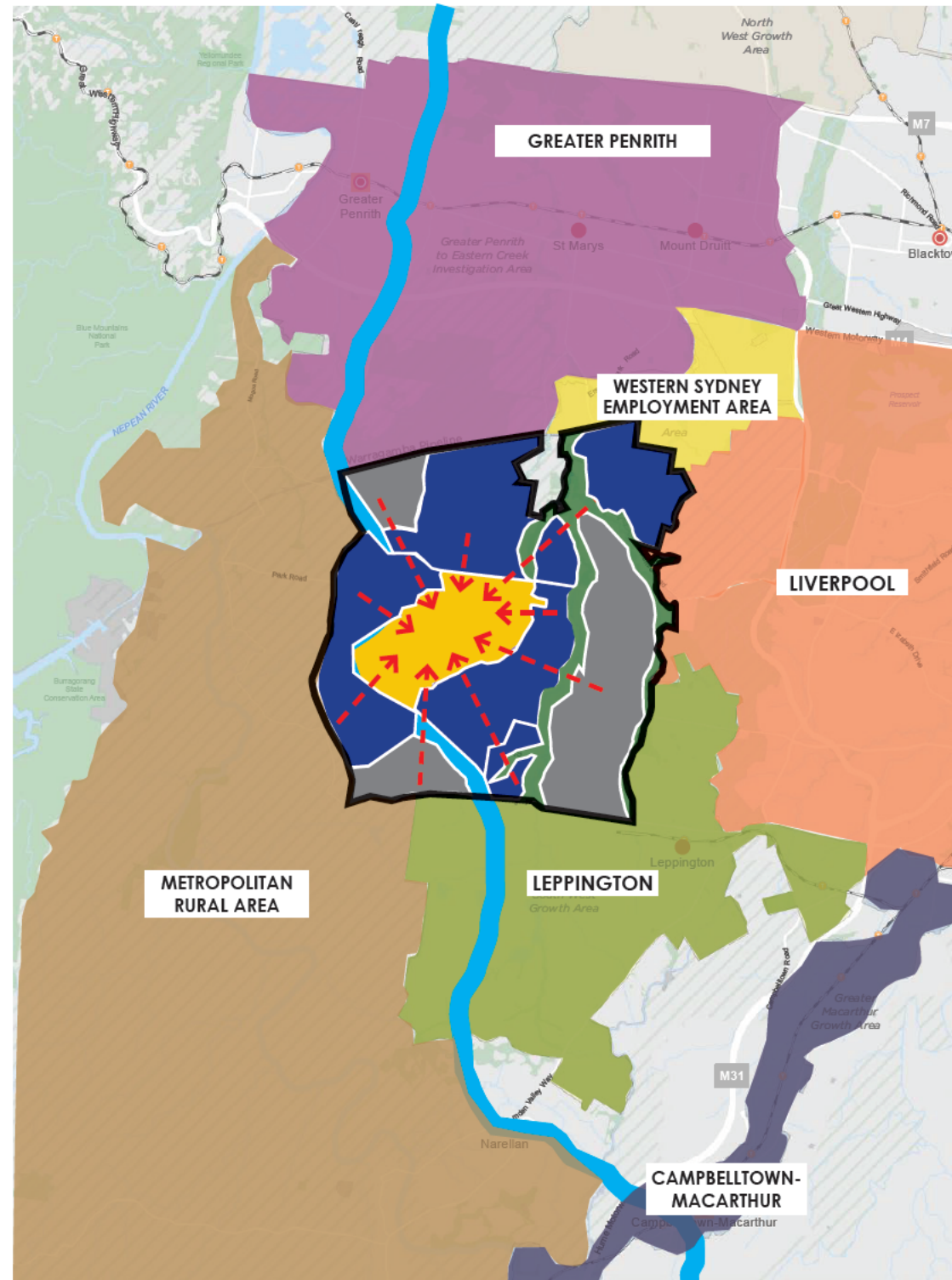
We also need to ensure that this 'new global city' focuses on how people-friendly public spaces serve to the community beyond Aerotropolis core prioritizing on human scale rather than build back car centric design which Sydney has been exposed to for last decades since the city we are planning for is the city for present and future generations.



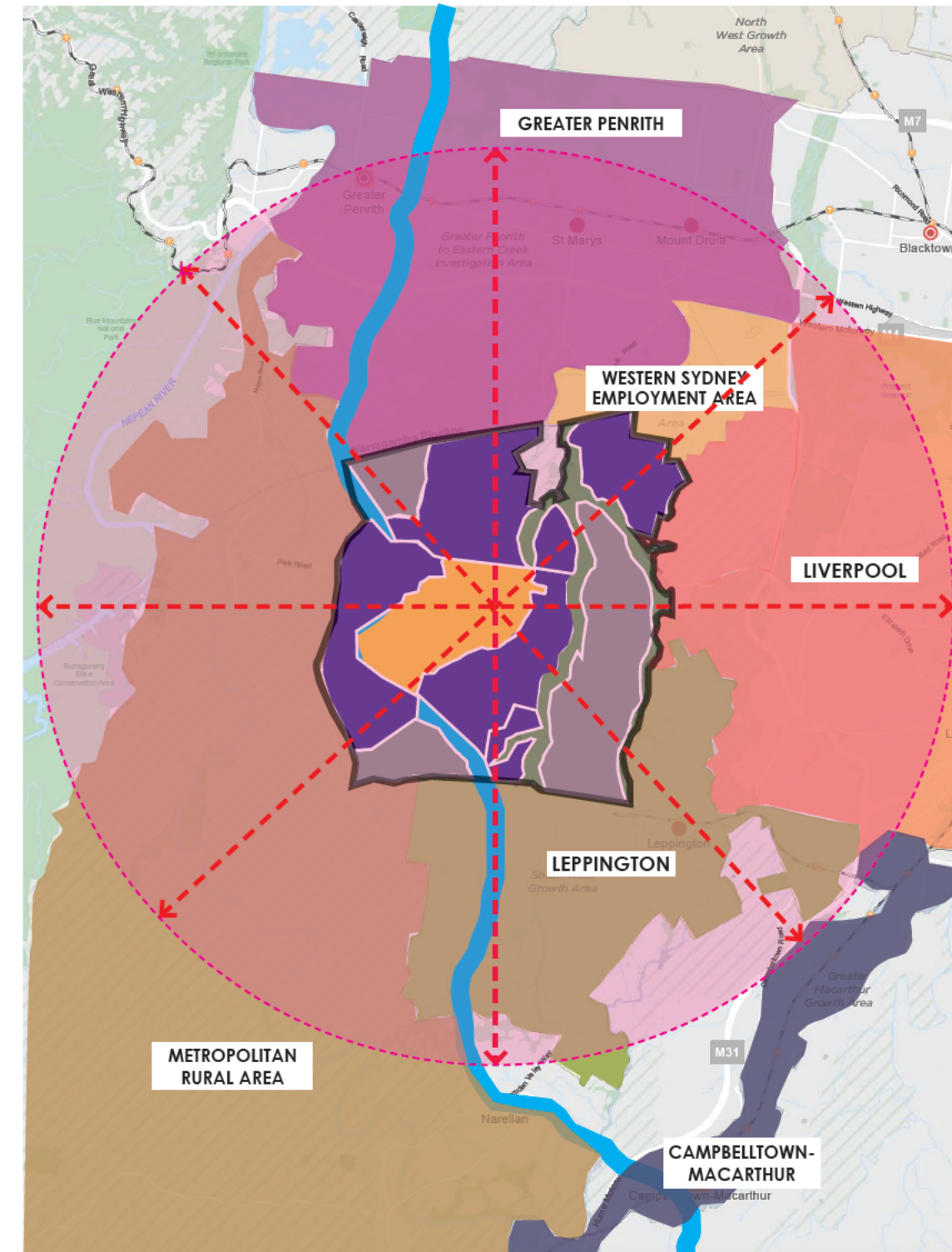
5.

APLUS RECOMMENDATIONS

BROADER PRECINCT APPROACH

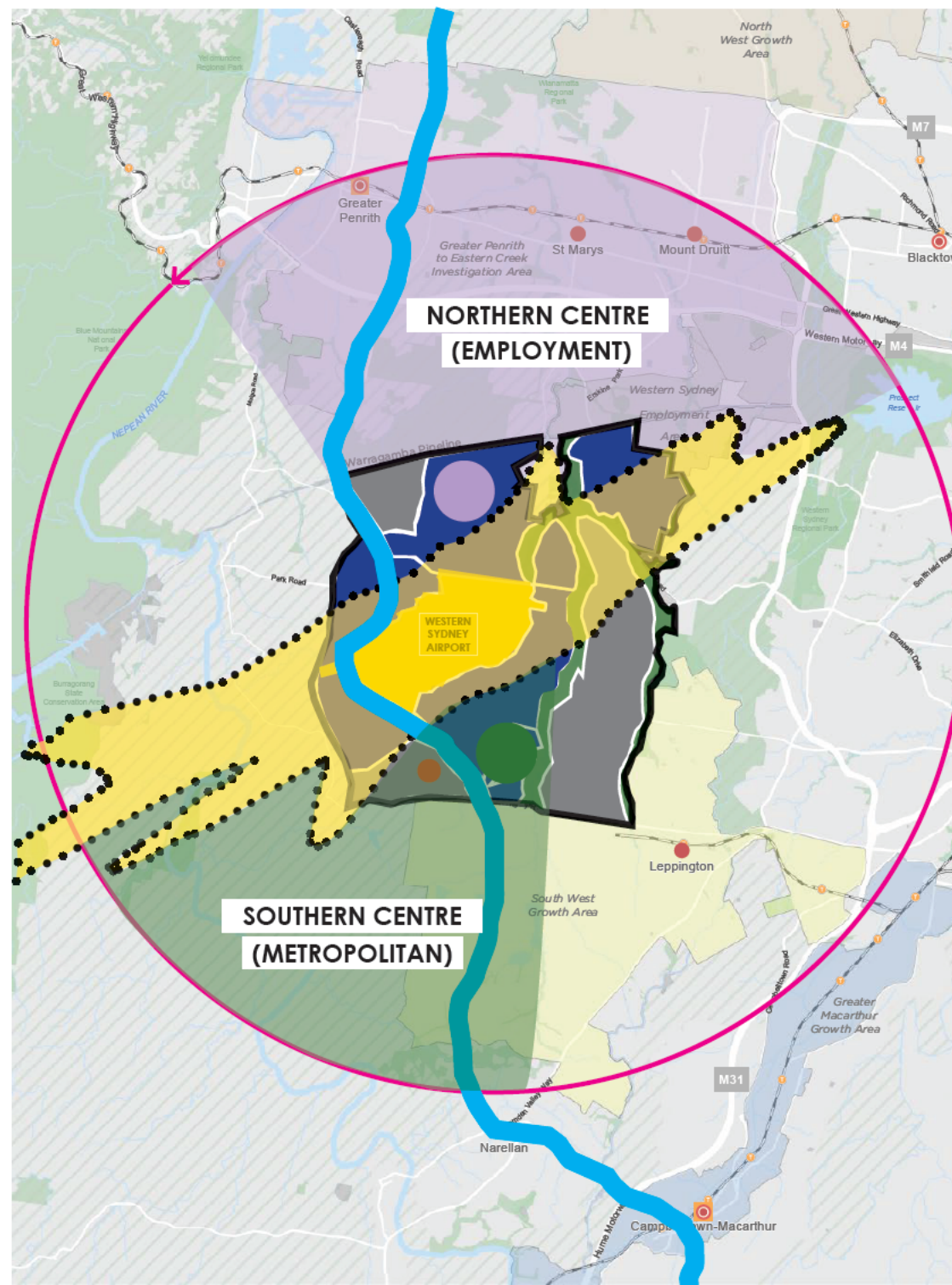


The draft Aerotropolis Precinct Plan Nov 2020 provides planning and development framework in initial precinct and the Aerotropolis core aligned along Western Sydney Airport. The draft precinct plan showcases nominated initial and future development precinct zoned along Western Sydney Airport Spine catering to Western Sydney airport creating an isolated precinct bubble lacking interconnectivity and inter-relationship within and outside Aerotropolis boundary.

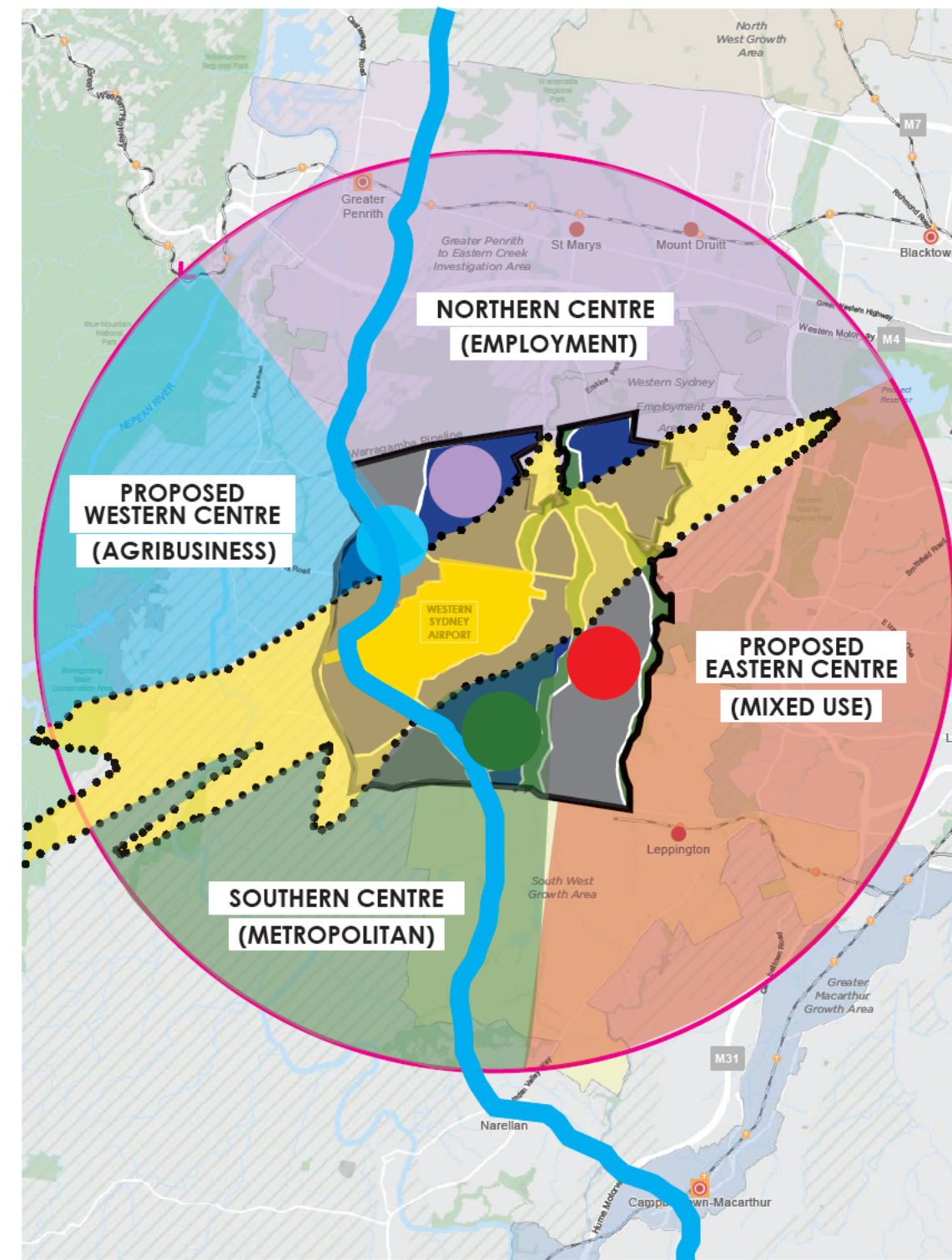


According to A+Design Group capacity analysis for the proposed draft Aerotropolis Precinct plan, we embrace complete precinct approach as it provides greater details about how proposed nominated precincts and Aerotropolis Core (initial and future precinct) would interweave with broader Western Sydney Parkland including Greater Penrith, Liverpool, Campbelltown-Macarthur and facilitate South-West growth area to serve future residents.

SERVING THE BROADER PRECINCT



The draft Aerotropolis Precinct Plan Nov 2020 provides planning and development framework in initial precinct and the Aerotropolis core aligned along Western Sydney Airport. The draft precinct plan nominates Aerotropolis core and Northern Gateway as northern and southern zones along Western Sydney Airport Spine catering to Western Sydney Airport. The analysis identifies that the northern and southern centers are incapacitated to support wider area.



According to A+Design Group capacity analysis for the proposed draft Aerotropolis Precinct plan, we embrace the complete precinct approach and recognizes the potential of eastern and western center as urbanized mixed use core maximising the potential to serve future growth population. Also the proposed zones are beyond noise sensitive zone and prove to extend support to Aerotropolis and Northern Gateway metropolitan and employment center.

The Western Sydney Aerotropolis Precinct capacity analysis embraces the scope and potential within nominated precinct encapsulating the power to serve wider precinct rather than concentrating major economic development only along Western Sydney Airport Spine.

1. The draft precinct plan proposes major development along Airport spine as represented in the adjoining map, concentrating and aligning initial precinct landuse as per airport facilitating services.

2. The proposed map demonstrate strategic viability of introducing Urbanized Center within Kemps Creek and Rossmore Precinct acting as an eastern gateway to Aerotropolis Core.

3. The proposed opportunity analysis recognizes the role of Aerotropolis and precincts in context to serving Western Sydney Airport a major economic stimulus, but also realizes the importance of Aerotropolis Core and precincts facilitating beyond Aerotropolis Core supporting wider growth areas including Greater Penrith, Liverpool, Campbelltown- Macarthur and South west growth area- Leppington.

4. The proposed plan highlights the importance of urbanized core in relation with Aerotropolis core, Northern Gateway and Agribusiness precinct serving as a mixed use center supporting future population growth, economic activity, retail an entertainment zone.

 WESTERN SYDNEY AEROTROPOLIS BOUNDARY

 SUBJECT SITE

 ANEC PLAN

 SOUTH- METROPOLITAN CENTRE

 NORTH- EMPLOYMENT CENTRE

 EAST- MIXED USE CENTRE

 WEST- AGRIBUSINESS CENTRE

THE 15 MIN WALKING CITY



Transit-oriented development promotes denser, mixed-used development around public transport services, enabling a large-scale shift away from reliance on private vehicles.

A successful 15-minute city neighborhood would provide access to housing, offices, restaurants, parks, hospitals and cultural venues located within the centre. The proposed 15min neighbourhood would fulfill six social functions: living, working, supplying, caring, learning and enjoying.

PROPOSED MASTERPLAN : LAND USE

The subject site 50 Solway Road, Bringelly is located in Dwyers Precinct within 1.4Km distance from Aerotropolis Metro station and Aerotropolis core.

Considering future growth and development fore casted for Aerotropolis Precinct 2056, it is crucial to plan for the development holistically and in congruence with the Westerns City district Plan, Penrith City LSPS, Liverpool City LSPS and South west growth areas.

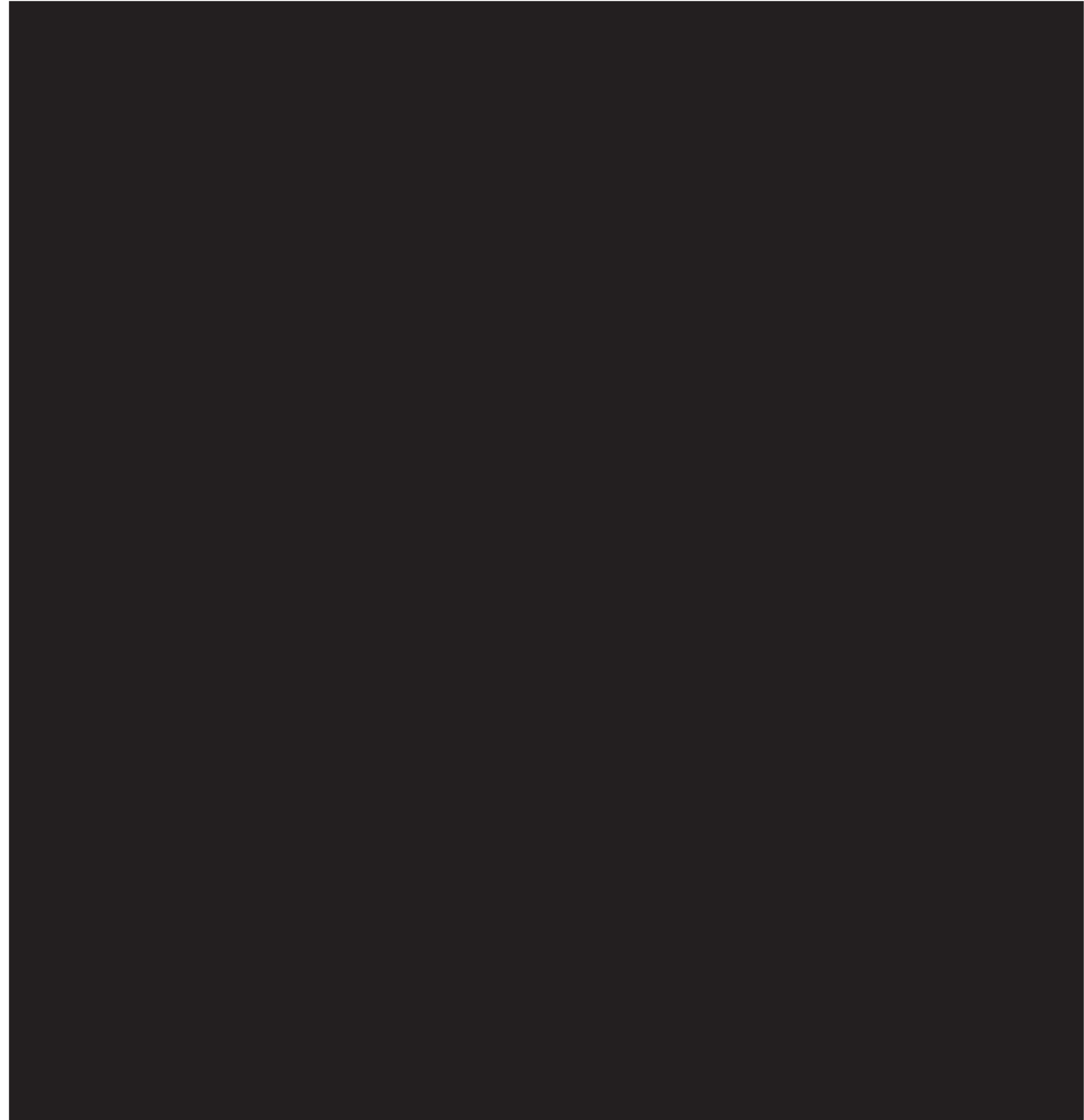
A plus design group would like to take this opportunity to propose landuse plan comprising of “whole of precinct approach”. Dwyers Precinct, Kemps Creek and Rossmore Precinct offer scope for compact, diverse and proximal urban development creating socially and ecologically responsive network mixed use precinct offering quality of life to residents and visitors.

Dwyers Precinct, Kemps creek and Rossmore Precinct is located outside the ANEC/ANEF 20 and above contour and is optimal to accommodate residential, mix-used commercial center to catalyses 15min neighborhood featuring integrated local services, employment zones, compatible commercial development reinventing the idea of urban proximity.

The proposed landuse plan showcases the proposed urbanized core along the Northern Road feasible to accommodate high density commercial center supporting Aerotropolis core and Agribusiness Precinct.

Combined Land Use Plan

Western Sydney Aerotropolis



The subject site 50 Solway Road, Bringelly is located in Dwyers Precinct within 1.4Km distance from Aerotropolis Metro station and Aerotropolis core.

Considering future growth and development fore casted for Aerotropolis Precinct 2056, it is crucial to plan for the development holistically and in congruence with the Westerns City district Plan, Penrith City LSPS, Liverpool City LSPS and South west growth areas.

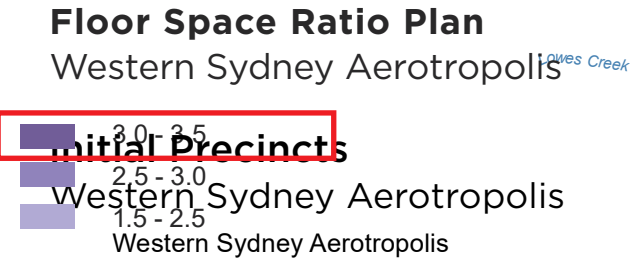
A plus design group would like to take this opportunity to propose floor space ratio plan comprising of “whole of precinct approach”. This plan governs the floor space ratio plan in response to proposed landuse map.

The densities have been distributed in response to support compact urban development and provide appropriate mix of uses, achieve a density of employment in mixed use areas creating 15 min neighborhood in Dwyers Precinct.

The demonstrated figure outlines proposed FRS range as described below;

Dwyers Precinct

- 1. Urbanized Core - FSR range 3.5: 1
- 2. Urban fringe area - FSR range 2.5:1



SUBJECT SITE

PROPOSED MASTER PLAN : HOB

The subject site 50 Solway Road, Bringelly is located in Dwyers Precinct within 1.4Km distance from Aerotropolis Metro station and Aerotropolis core.

Considering future growth and development fore casted for Aerotropolis Precinct 2056, it is crucial to plan for the development holistically and in congruence with the Westerns City district Plan, Penrith City LSPS, Liverpool City LSPS and South west growth areas.

A plus design group would like to take this opportunity to propose building heights plan comprising of “whole of precinct approach”. This plan governs the height of building plan in response to align with the role of each center, its typology and residential and employment density.

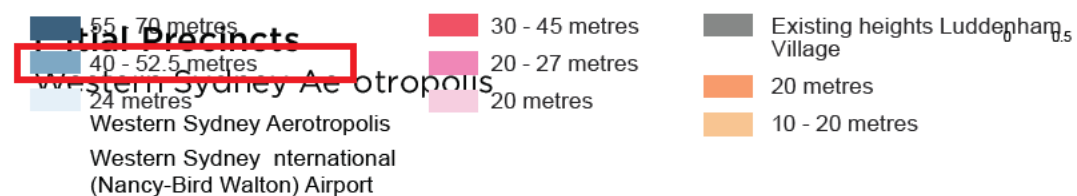
The demonstrated figure outlines proposed height of building range as described below;

Dwyers Precinct

1. Urbanized Core - 40- 52.5m Max Ht (meters above ground Level)
2. Urban fringe area - FSR range 24m Max Ht (meters above ground Level)

Maximum Height Plan

Western Sydney Aerotropolis



SUBJECT SITE

6.

PRECEDENTS



7.

CONCLUSION

CONCLUSION

A+ Design Group strongly supports the development of Aerotropolis and new global gateway and strongly commends development objectives.

Our recommendations are as follows:

1. In response to planning of Aerotropolis, NSW Planning Department needs to consider a broader precinct approach when planning for city of future which caters to diversity, distance, density and individuality.
2. It is vital to undertake careful analysis of the relationship and interdependency of initial and remaining precincts.
3. The urban analysis carried out by Aplus Design Group demonstrate that the residual areas with greater capacity to service the broader community are located around northwest and southeastern area within Western Sydney Aerotropolis boundary.
4. The draft aerotropolis precinct plan demonstrates that the whole aerotropolis aera would be catered by two centres located on the north and south. On other hand, our analysis demonstrates that the highest and best use for the aerotropolis precincts should include the east and west centers that would cater not just the immediate but support the adjoining growth areas around the interface of Western Sydney Aerotropolis boundary.

Subject site specific recommendations area as follows:

1. The proposed Aerotropolis Metro station and close proximity to Northern Rd would be a key driver to support density and additional jobs. The 15min city neighbourhood model for the Southern Metropolitan Centre would fulfill six social functions: living, working, supplying, caring, learning and enjoying.
2. The subject site will play a vital role in supporting the new metro station development by accommdating appropriate density.

PROPOSED FSR : 3.5 : 1

PROPOSED HEIGHT OF BUILDING : 30-42m (Max RL125.5)
(Based on OLS map)

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NOMINATED ARCHITECT: TONY LEUNG
NSW 7133 | QLD 4478 | NT 1023

APLUS DESIGN GROUP

A: Level 3, 9 Barrack St, Sydney NSW 2000
Ph: 1300 377 789 | W: www.aplusdg.com.au