
From: noreply@feedback.planningportal.nsw.gov.au on behalf of Planning Portal - Department of Planning and Environment <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 12 March 2021 5:58 PM
To: PPO Engagement
Cc: eplanning.exhibitions@planning.nsw.gov.au
Subject: Webform submission from: Western Sydney Aerotropolis Draft Precinct Plans
Attachments: a21012_50-solway-rd_draft-aerotropolis-precinct-plan-submission.pdf

Submitted on Fri, 12/03/2021 - 17:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Tony

Last name

Leung

I would like my submission to remain confidential

No

Info



Suburb/Town & Postcode

Sydney 2000

Submission file

[a21012 \[REDACTED\]-solway-rd_draft-aerotropolis-precinct-plan-submission.pdf](#)

Submission

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

Please refer to attached submission for detailed report.

I agree to the above statement

Yes

Disclaimer

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, on behalf of **Liverpool City Council**.

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.

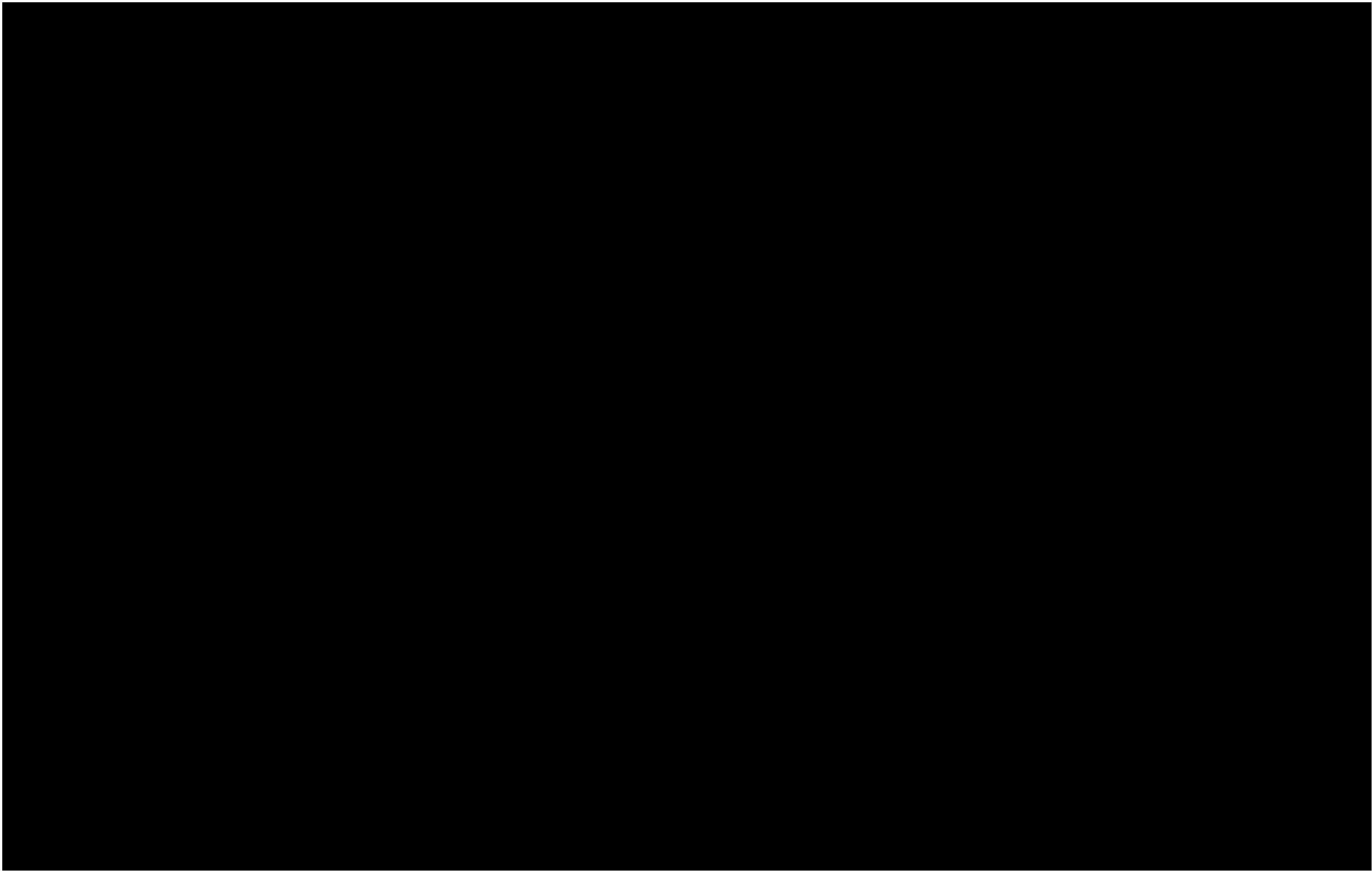


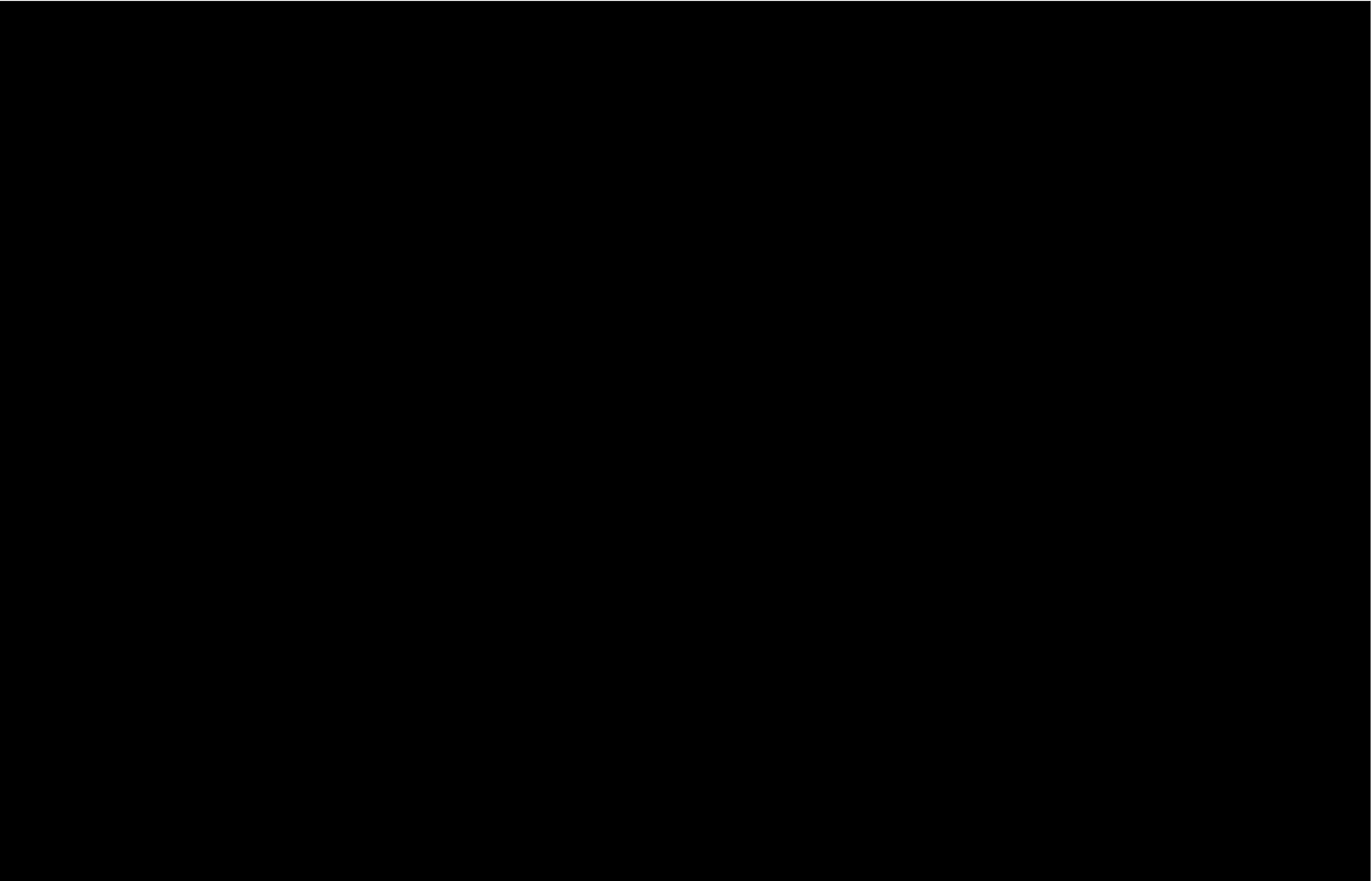
TABLE OF CONTENTS

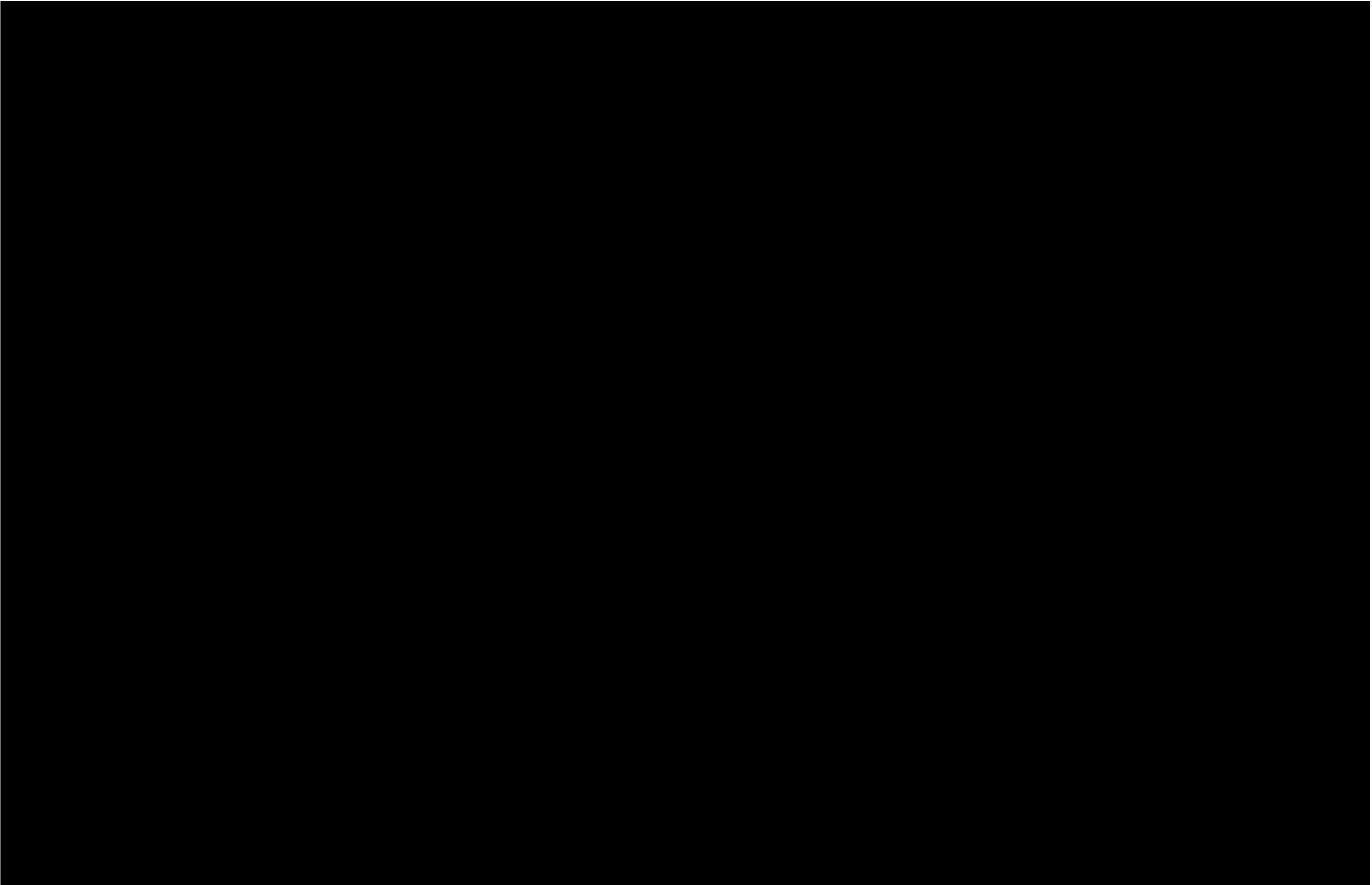
- 1. SITE CONTEXT**
- 2. FUTURE TRANSPORT ANALYSIS**
- 3. SEPP (WESTERN SYDNEY AEROTROPOLIS) 2020**
- 4. DRAFT AEROTROPOLIS PRECINCT PLAN**
- 5. APLUS RECOMMENDATIONS**
- 6. PRECEDENTS**
- 7. CONCLUSION**

1.

SITE CONTEXT

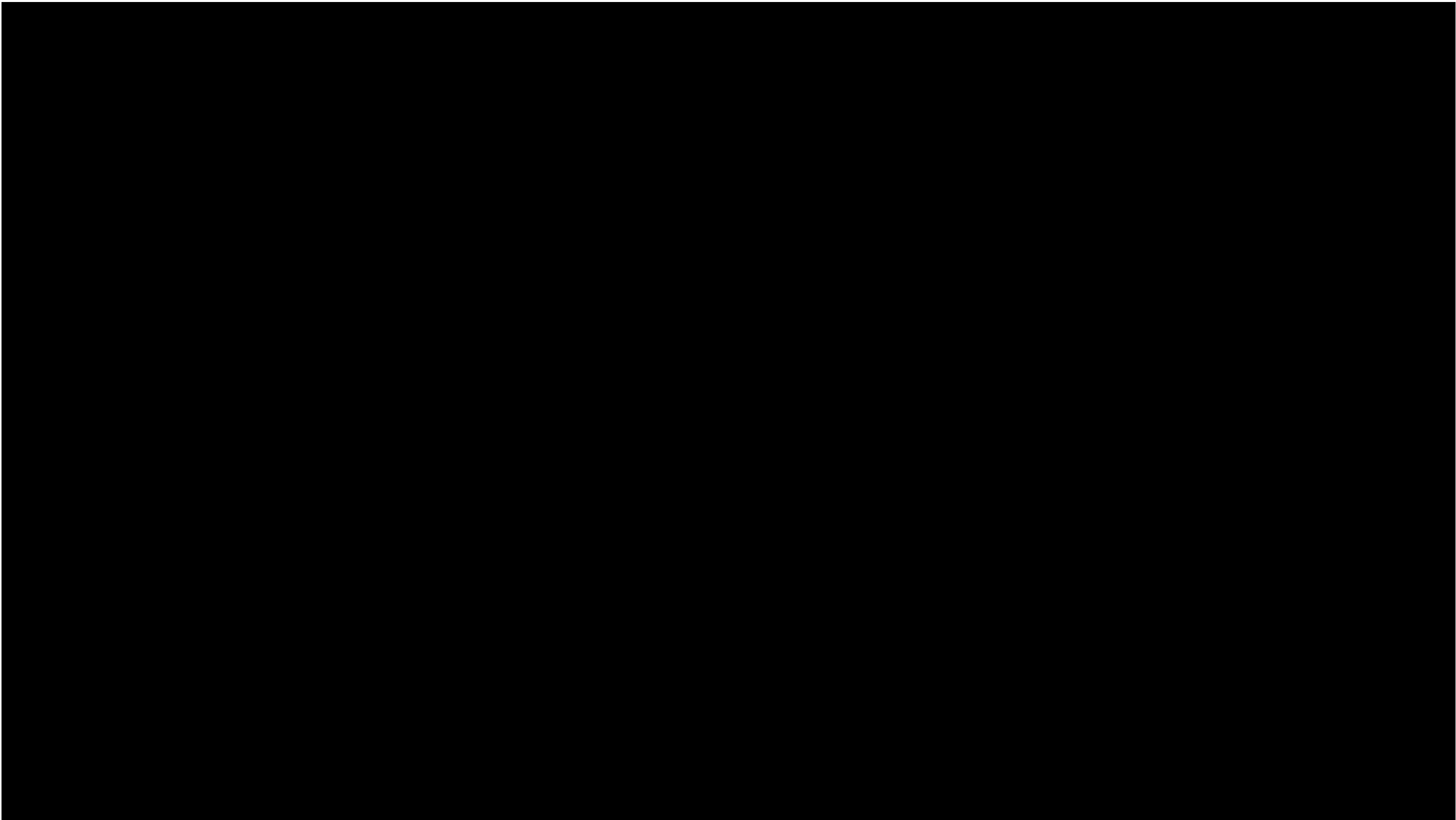


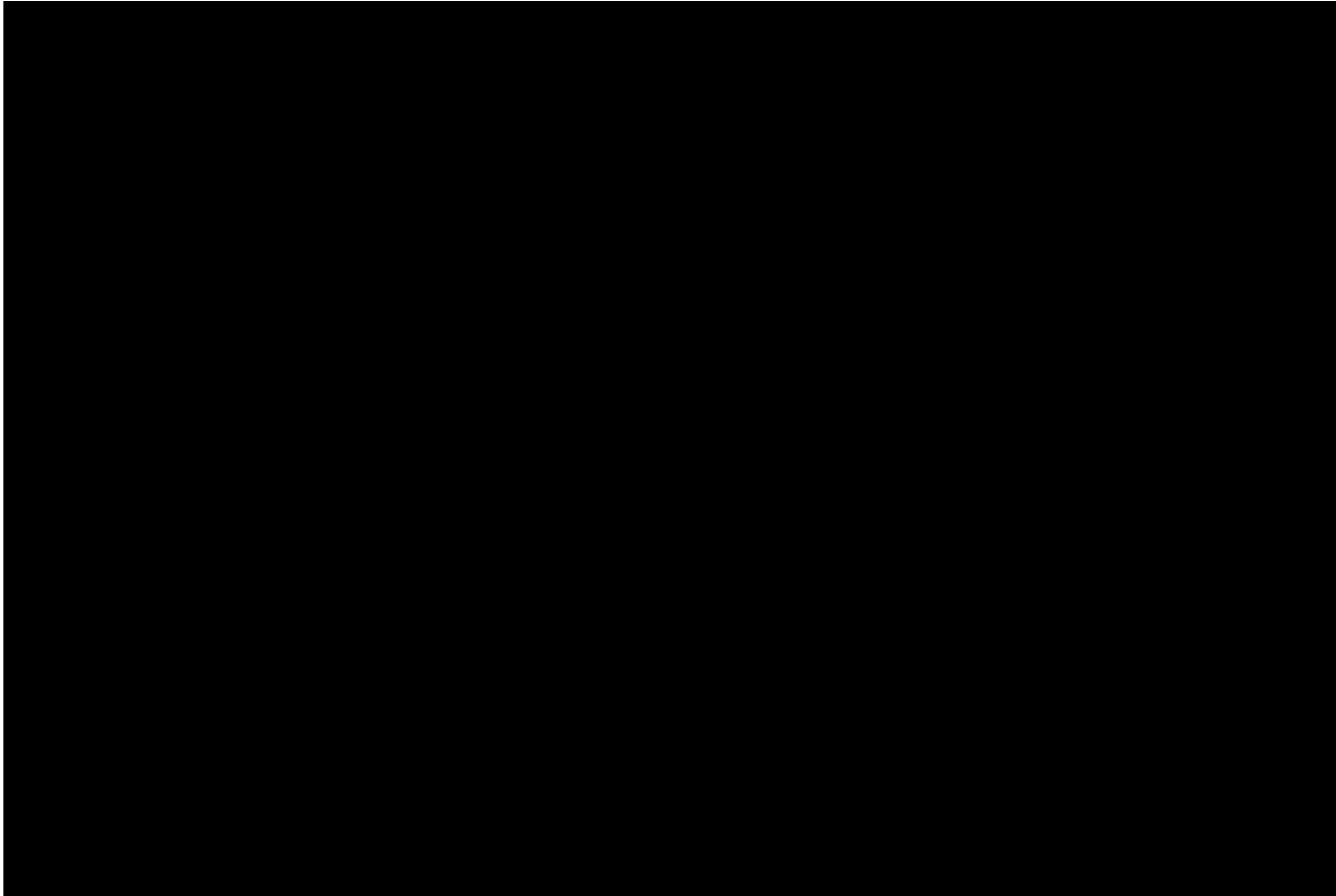




2.

FUTURE PUBLIC TRANSPORT CORRIDOR ANALYSIS

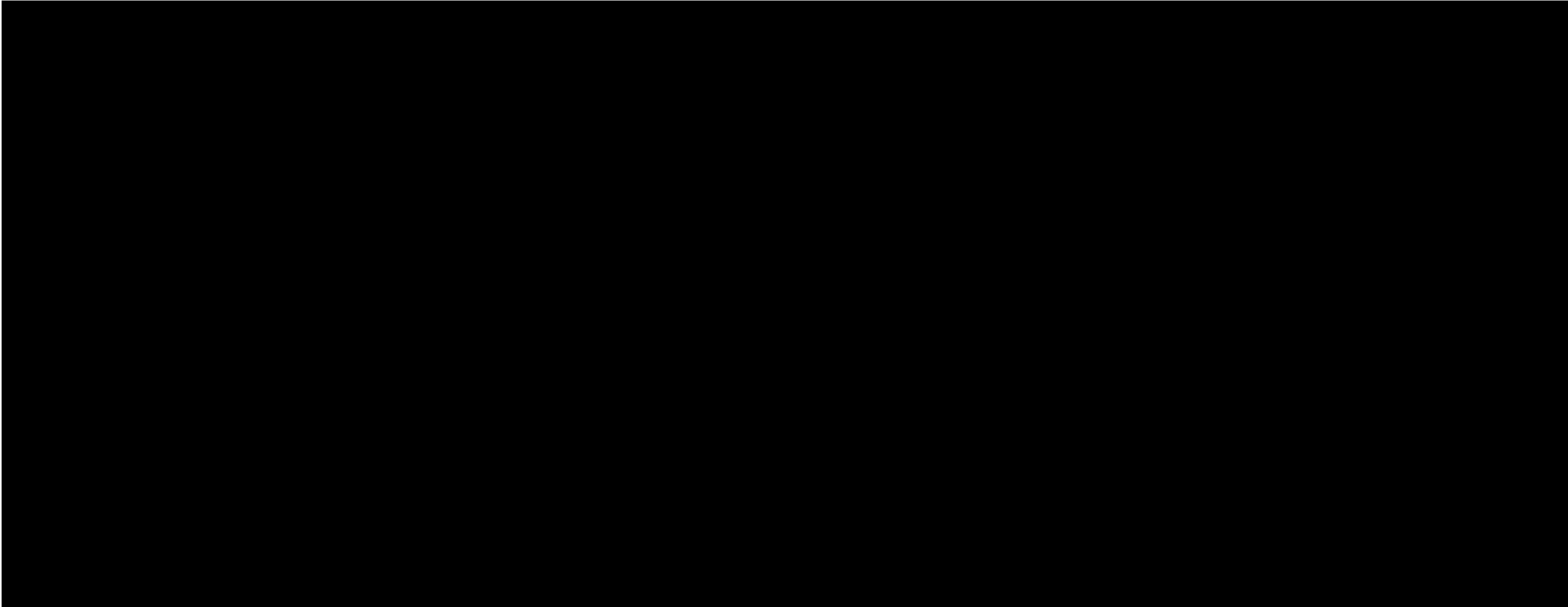




3.

**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.

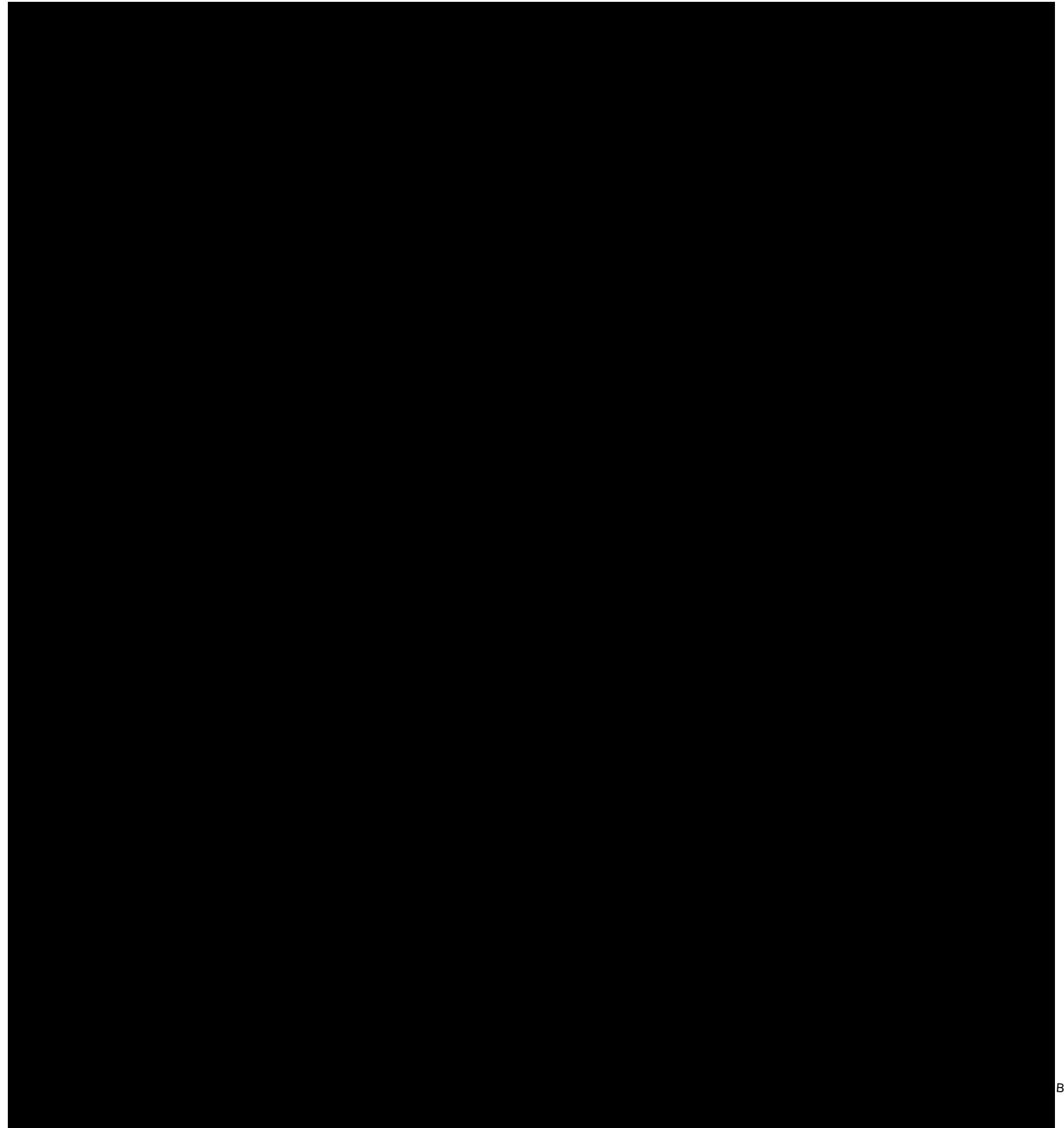
**DRAFT AEROTROPOLIS
PRECINCT PLAN, NOV 2020**

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.

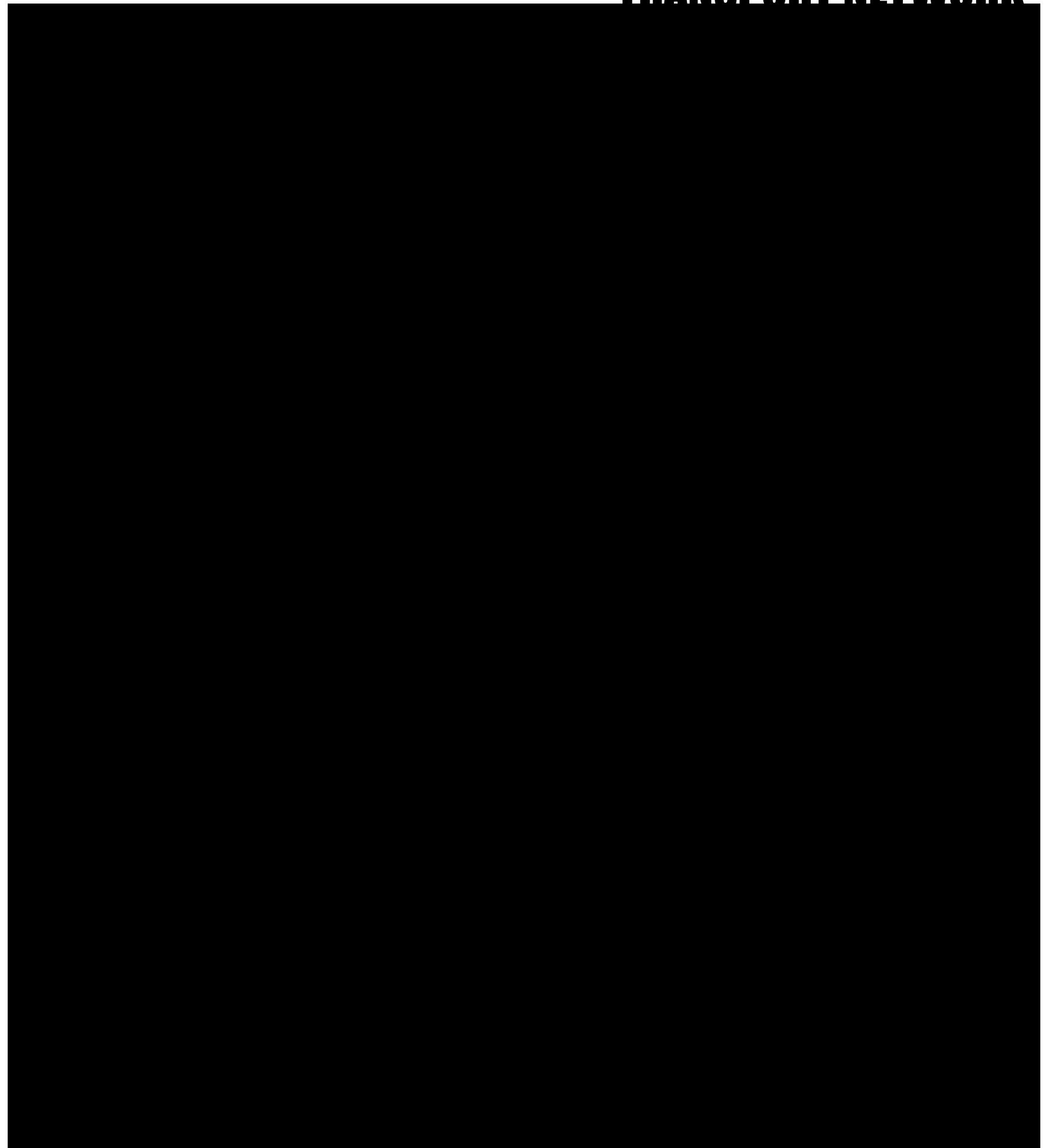


SUBJECT SITE

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.

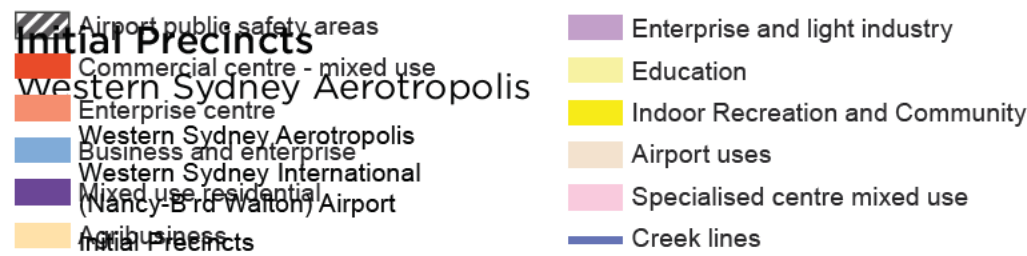


The Aerotropolis Core and Badgerys Creek precincts collectively aims to support up to 78,000 jobs by 2056. The proposed mixed use zone concentration within Western Sydney Aerotropolis Plan also plans for up to 24,000 residents.

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



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.



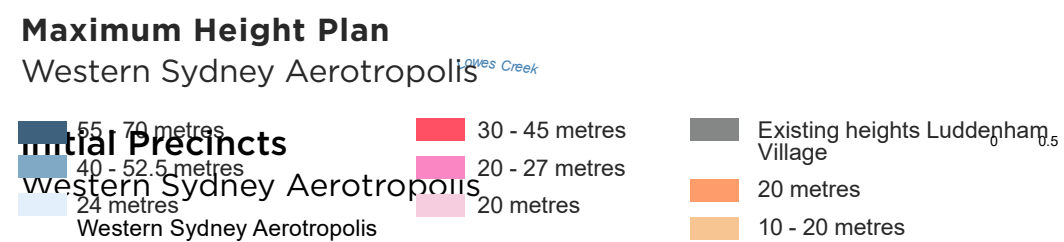
MAXIMUM HEIGHT PLAN

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

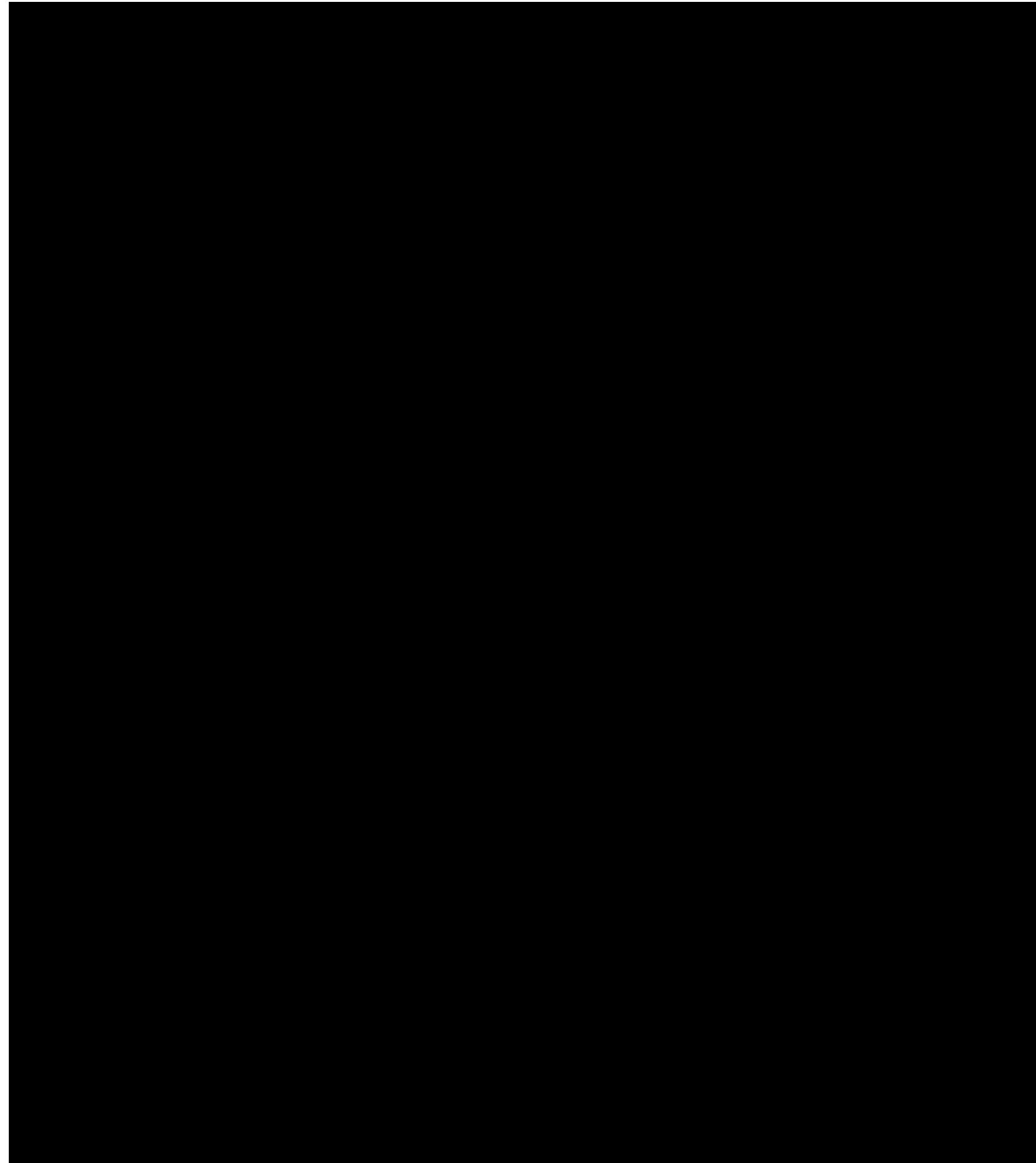
Plan for an increase in the proportion of homes within a 10-minute walk of quality public green and open space

•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.

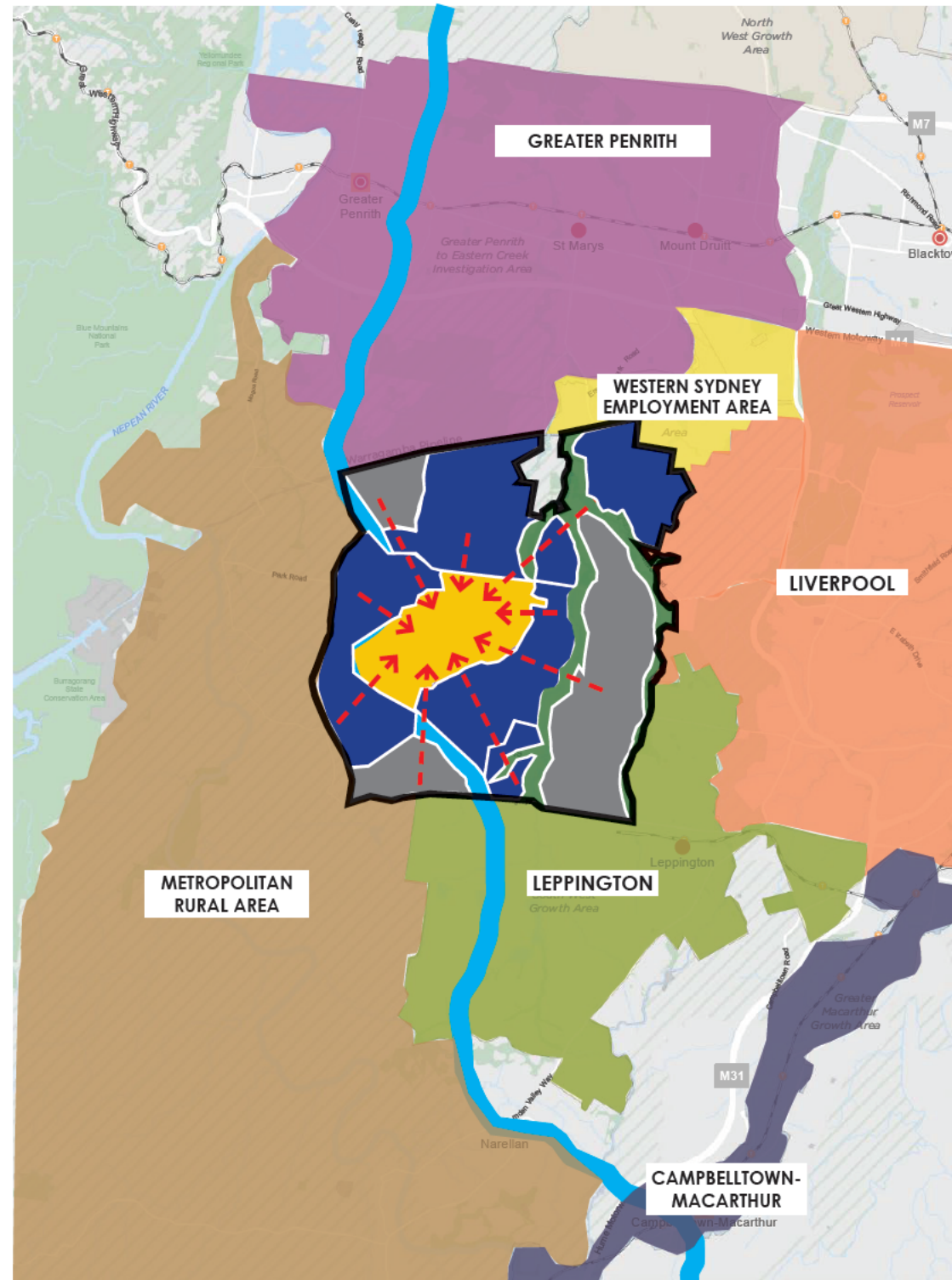
We also need to ensure that this 'new global city' focuses on how people-friendly public spaces serve to the community beyond Aerotropolis core prioritizing on human scale rather than build back car centric design which Sydney has been exposed to for last decades since the city we are planning for is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



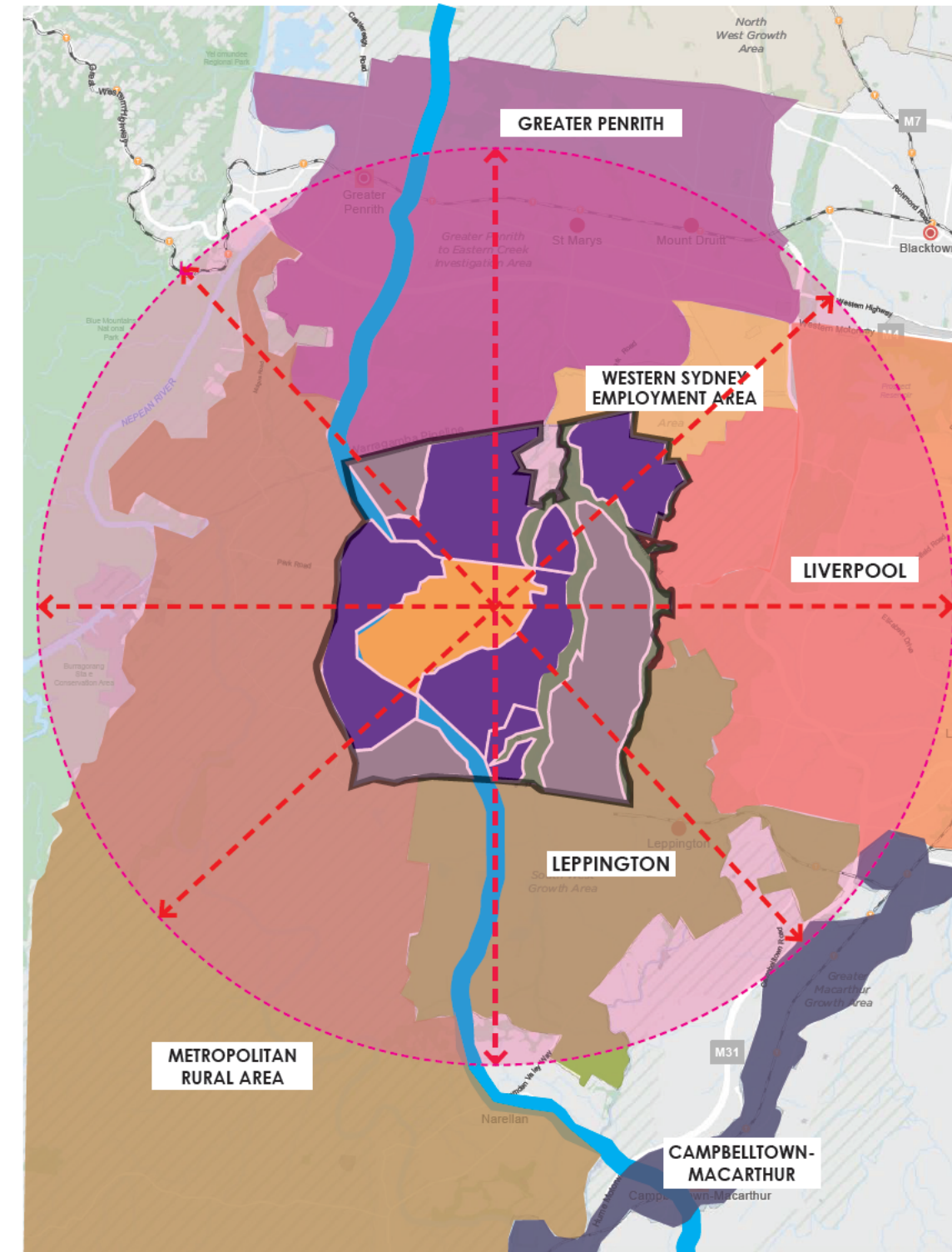
5.

APLUS RECOMMENDATIONS

BROADER PRECINCT APPROACH

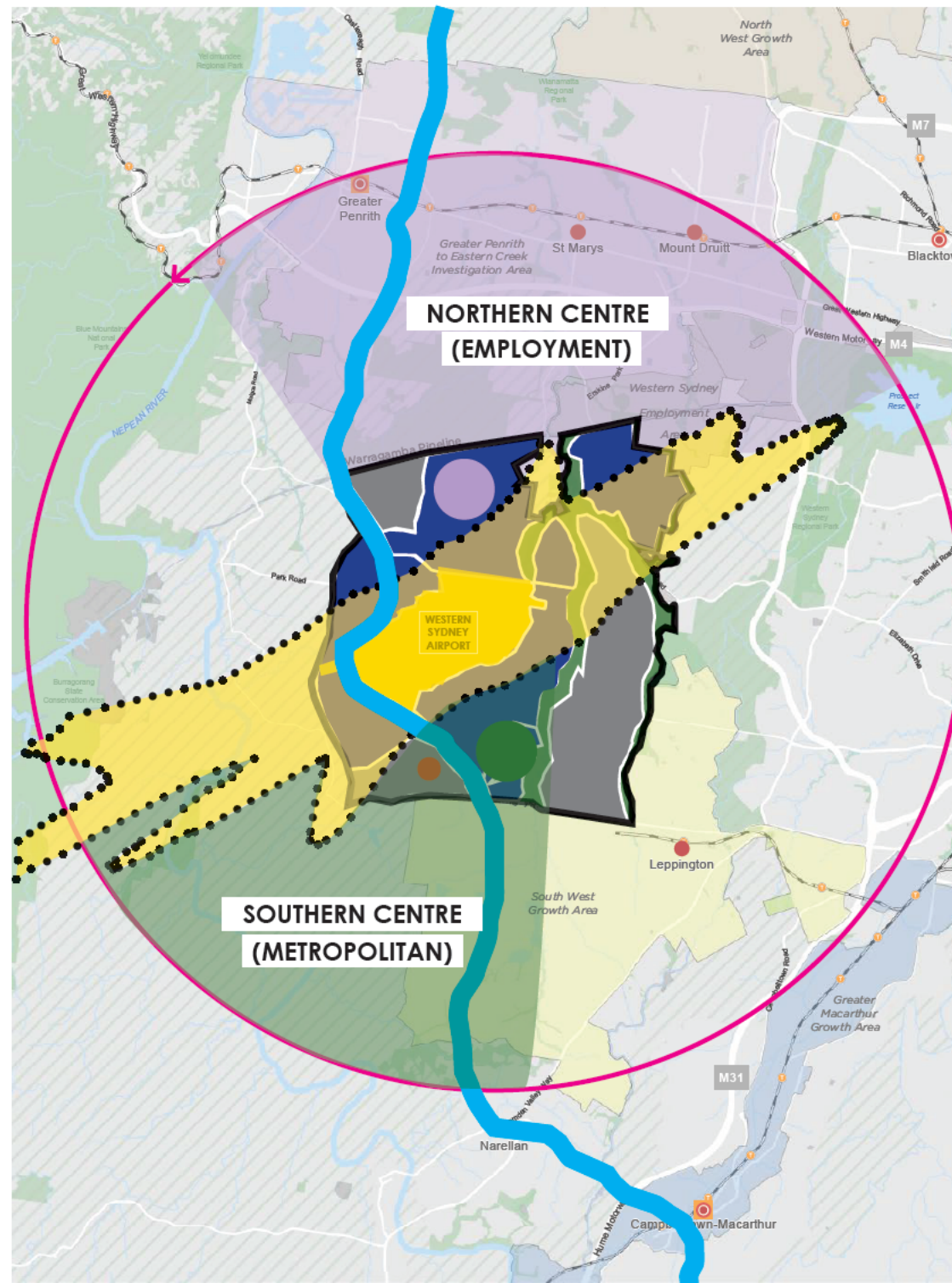


The draft Aerotropolis Precinct Plan Nov 2020 provides planning and development framework in initial precinct and the Aerotropolis core aligned along Western Sydney Airport. The draft precinct plan showcases nominated initial and future development precinct zoned along Western Sydney Airport Spine catering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

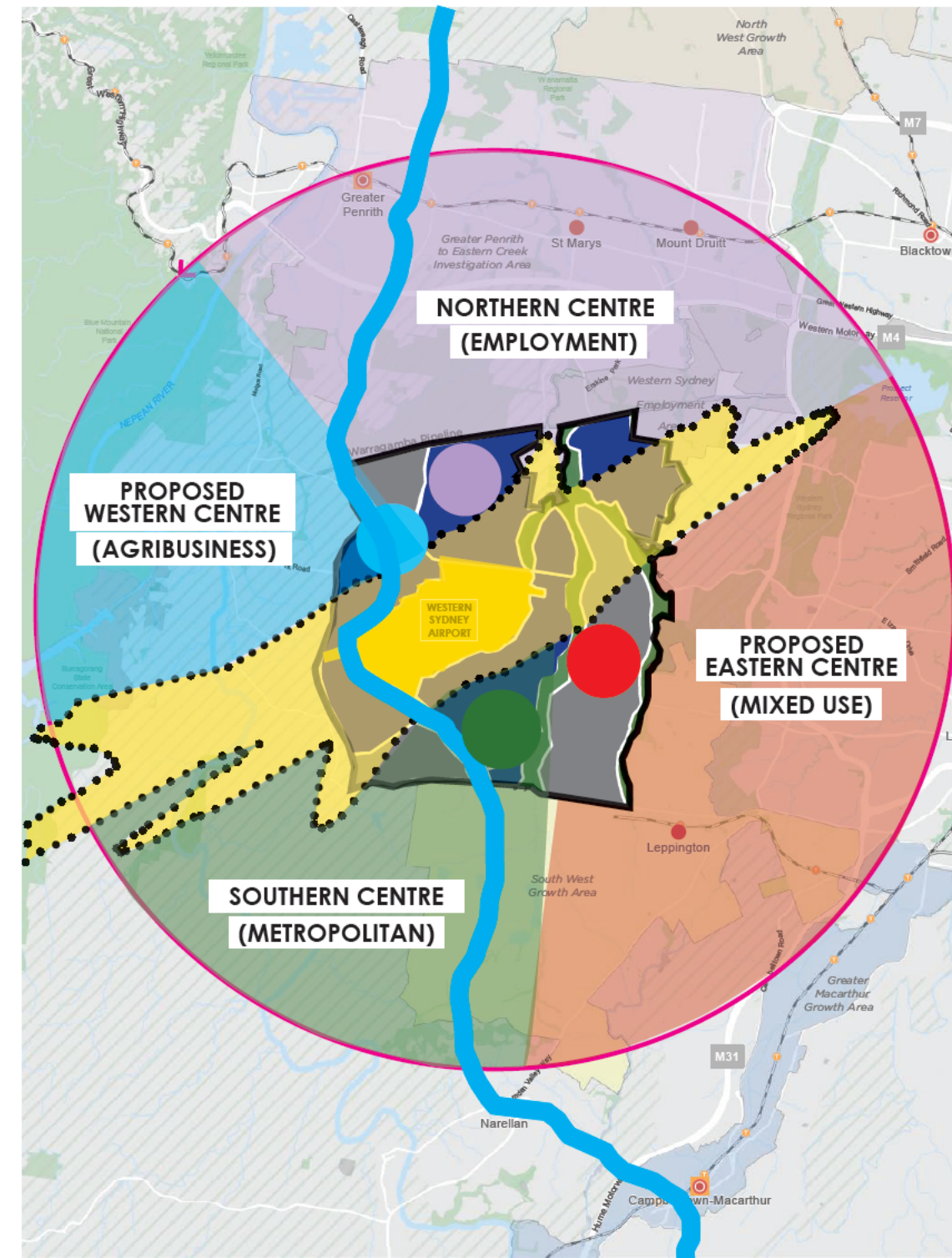


According to A+Design Group capacity analysis for the proposed draft Aerotropolis Precinct plan, we embrace complete precinct approach as it provides greater details about how proposed nominated precincts and Aerotropolis Core (initial and future precinct) would interweave with broader Western Sydney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

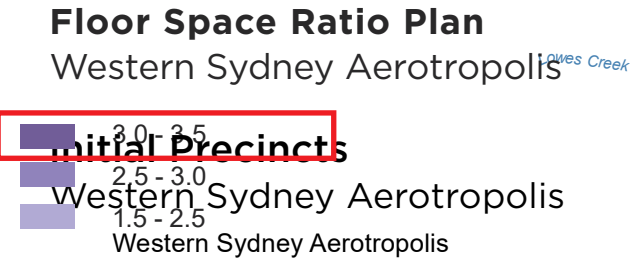
A plus design group would like to take this opportunity to propose floor space ratio plan comprising of “whole of precinct approach”. This plan governs the floor space ratio plan in response to proposed landuse map.

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.

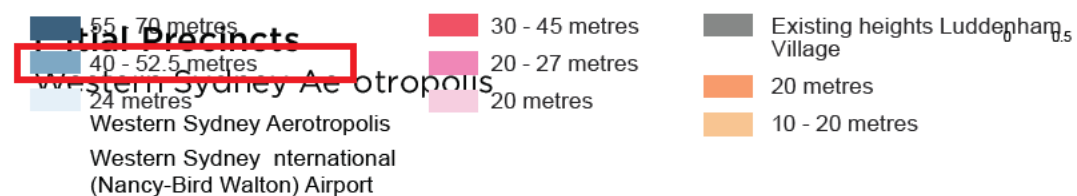
The demonstrated figure outlines proposed height of building range as described below;

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)**

DISCLAIMER

The scheme contained within this document has been prepared by a+ Design Group solely for the purpose of providing information about potential development.

The materials should not be considered to be error free or to include all relevant information.

Nothing in this document in any way constitutes advice or a representation by a+ Design Group nor does the transmission or sending of these materials create any contractual relationship.

Neither a+ Design Group nor any of its officers, employees, agents or contractors, will be liable for any direct or indirect loss or damage you may suffer or incur arising directly or indirectly from the use of any materials from this document.

A+ Design Group retains copyright and all present and future moral rights in all intellectual property in all the materials authored by it and in any works executed from these drawings and documents.



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