



# Overview of the Northern Gateway Precinct Plan

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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

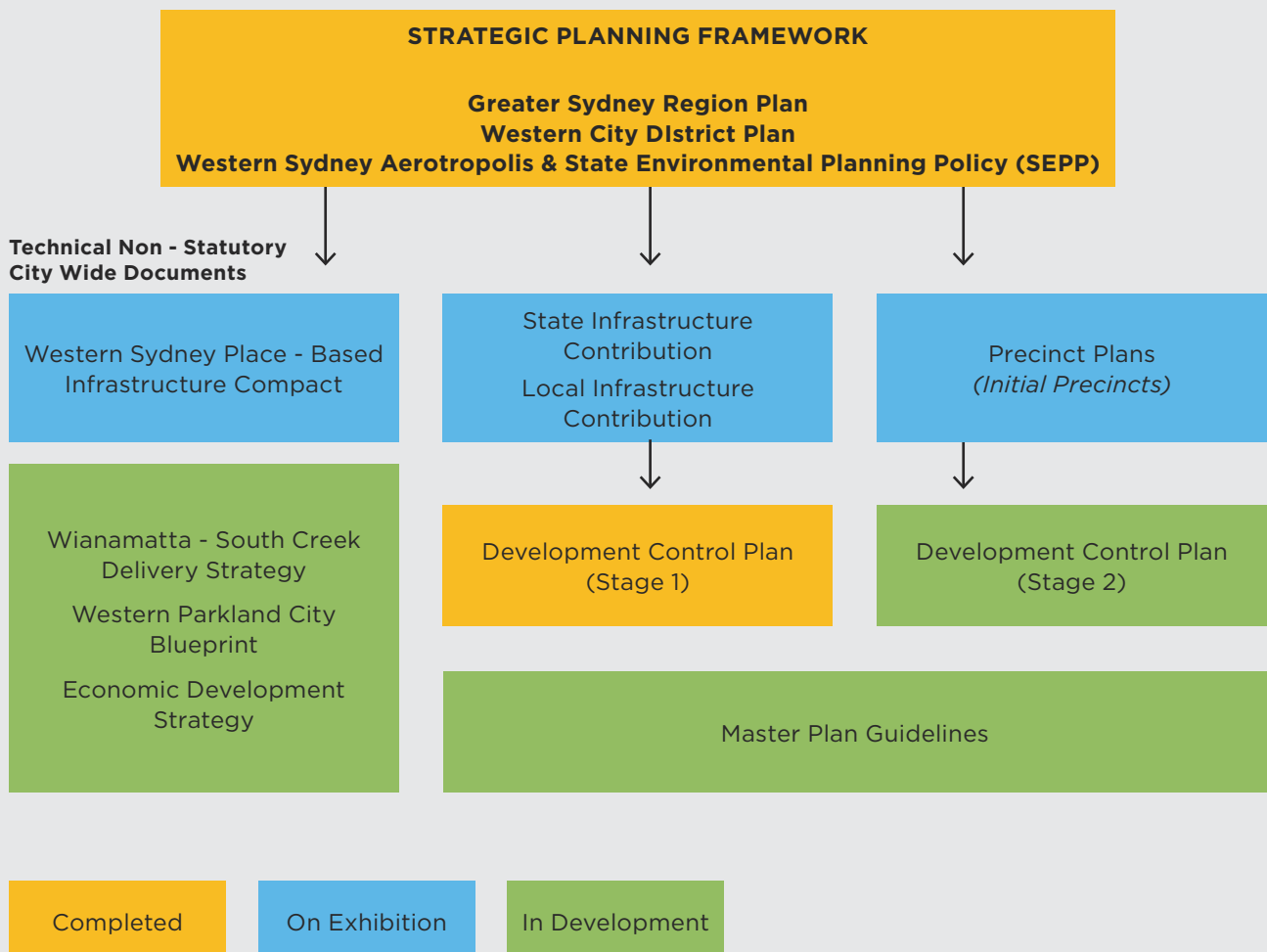
# What is a Precinct Plan?

***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.

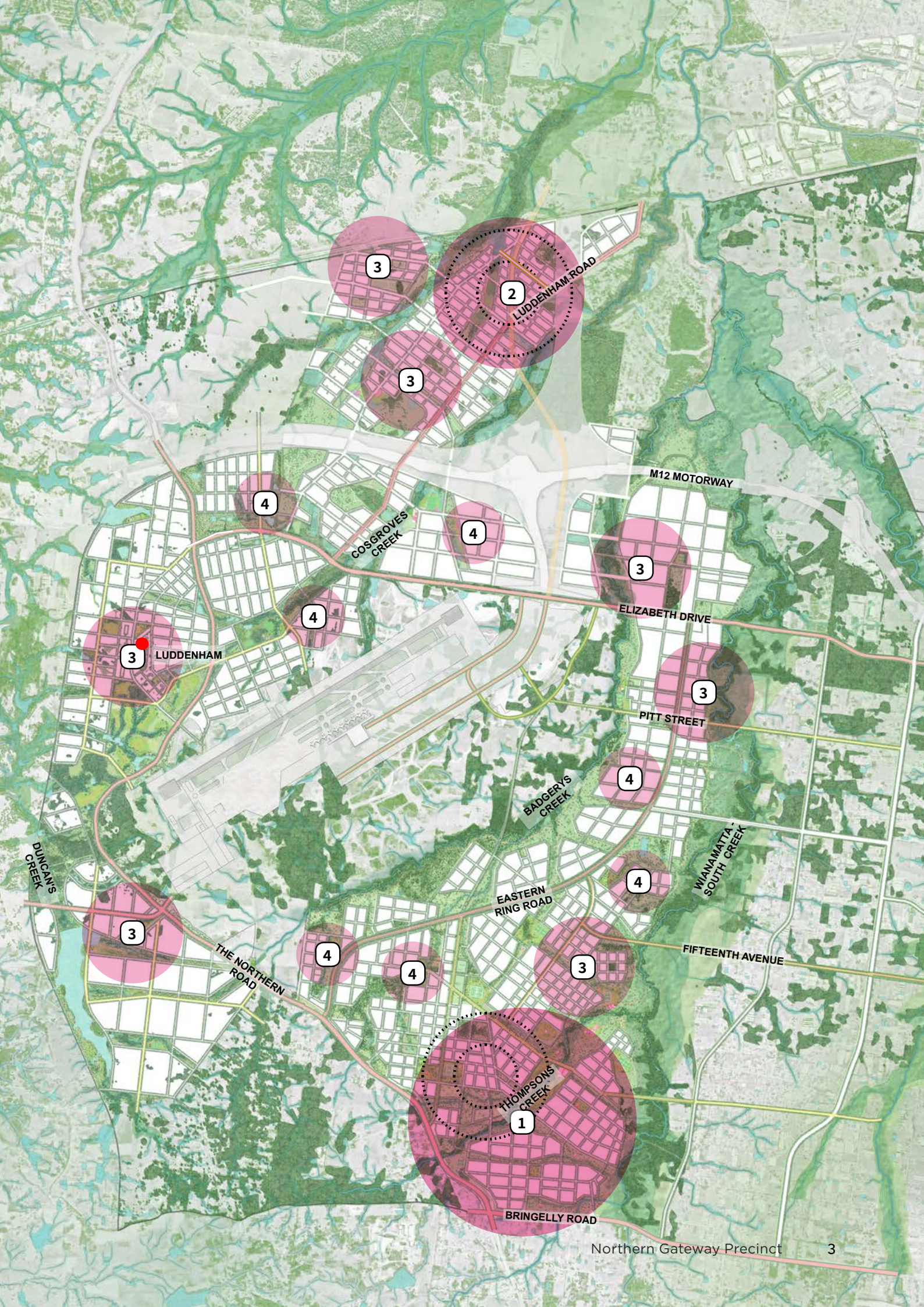
The initial precincts addressed are:

- 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



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# The Northern Gateway Precinct

The Northern Gateway Precinct Plan is an ambitious urban project that will guide for decades to come the development of this strategic 1,616 hectare new piece of metropolitan Sydney.

The initial precincts will develop relationships of reciprocal benefits with the new Western Sydney International (Nancy- Bird Walton) Airport. The scale of this coordinated planning has never been attempted in Sydney before.

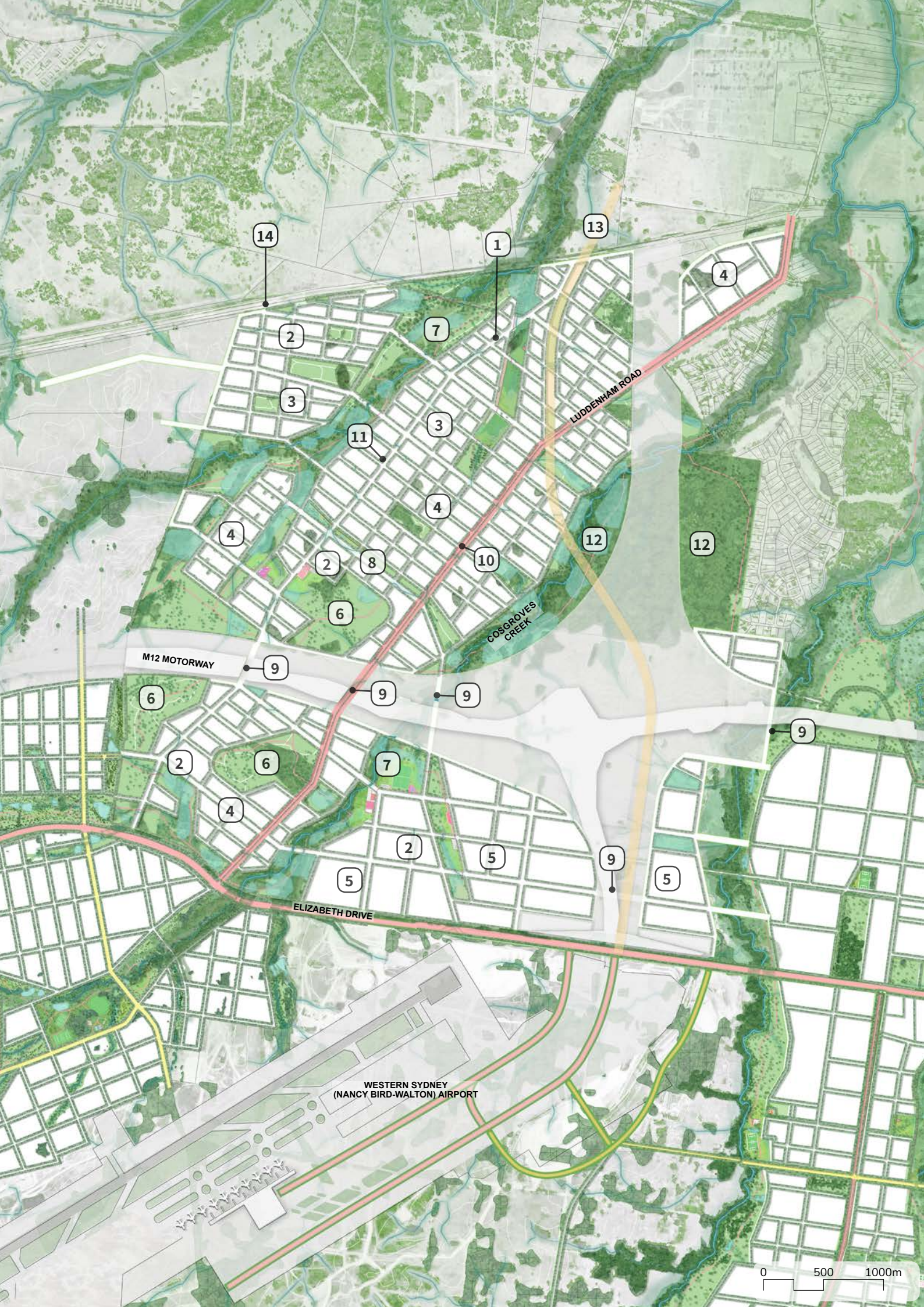
Landscape and interpreting connection to country are crucial considerations in the layout. Relating to the site's unique topography, increasing urban tree canopy, improving infiltration and water treatment are at the heart of the plan.

The creek lines, with their remnant vegetation, potential archaeology and flood capacity roles, will be protected and form the primary Green Grid across the precinct and connecting to the adjoining areas.

The conical hilltops in the south west of the precinct will also be protected, designated as future parks. These parks will enjoy a panoramic outlook across the precinct, southwards to the expanse of the airport itself, and west to the nearby Blue Mountains.

Over time the Northern Gateway Precinct will develop as a support precinct for the airport, with jobs in warehousing and distribution, and manufacturing.

1. Specialised Centre. A hub with strategic innovation and a focus on employment. Contains Metro station. Integrated with the creek parkland
2. Local centre, each with its own focus and amenity.
3. Mixed used zoning to support the strategic centre and other enterprise areas throughout the precinct.
4. Finer grain employment area with smaller building types on steeper land. Lot sizes are smaller to minimise extent of cut and fill associated with larger scale building typologies.
5. Larger scale employment area located on flatter parts of the precinct. These areas will accommodate larger block typologies.
6. Hilltop parks retained as key features. They provide connection to Country by providing creek to hilltop connections, celebrating the natural landscape and providing scenic views across the precinct and beyond.
7. Riparian Parks-Creeks, open space and existing woodland retained. In lower risk flood zones these areas contain active recreation and a range of shared passive open spaces.
8. Creek to creek connection with linear park provide active recreation and a range of shared passive open spaces up valleys and connecting development over the ridge line.
9. Critical connections across major infrastructure corridors. The M12, Outer Sydney Orbital corridors disconnect the precinct into alienated fragments of land. In order to achieve minimum walkability and connectivity throughout the precinct, active and vehicular crossings are proposed over and under these corridors.
10. Luddenham Road. This is the primary urban roadway and serves as the major freight and regional rapid bus corridor.
11. Paired street to Luddenham road. This is a major structuring spine and will serve as a main frequent bus and active transport corridor.
12. Remnant woodland becomes conservation area.
13. Potential strategic crossing over the Warragamba Pipeline to improve connectivity to the Greater Penrith to Eastern Creek (GPEC) investigation area. New road bends slightly to cross pipeline next to Metro line. This would also serve as an active crossing.
14. Potential for another strategic crossing over the pipeline to further improve connectivity of the Aerotropolis with the GPEC area.



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LUDDENHAM ROAD

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M12 MOTORWAY

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ELIZABETH DRIVE

WESTERN SYDNEY  
(NANCY BIRD-WALTON) AIRPORT

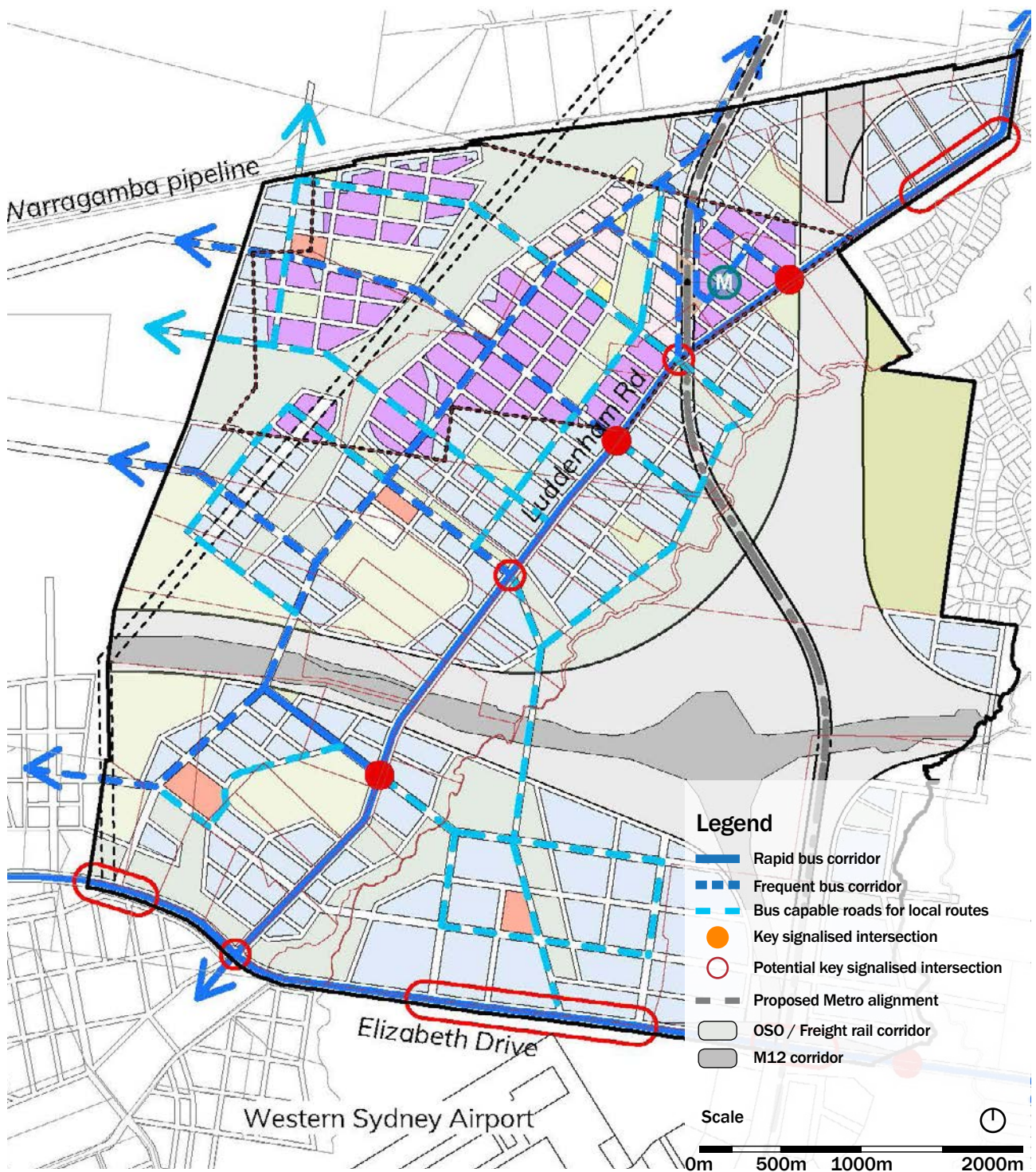
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View of the central riparian park within the Specialised Centre

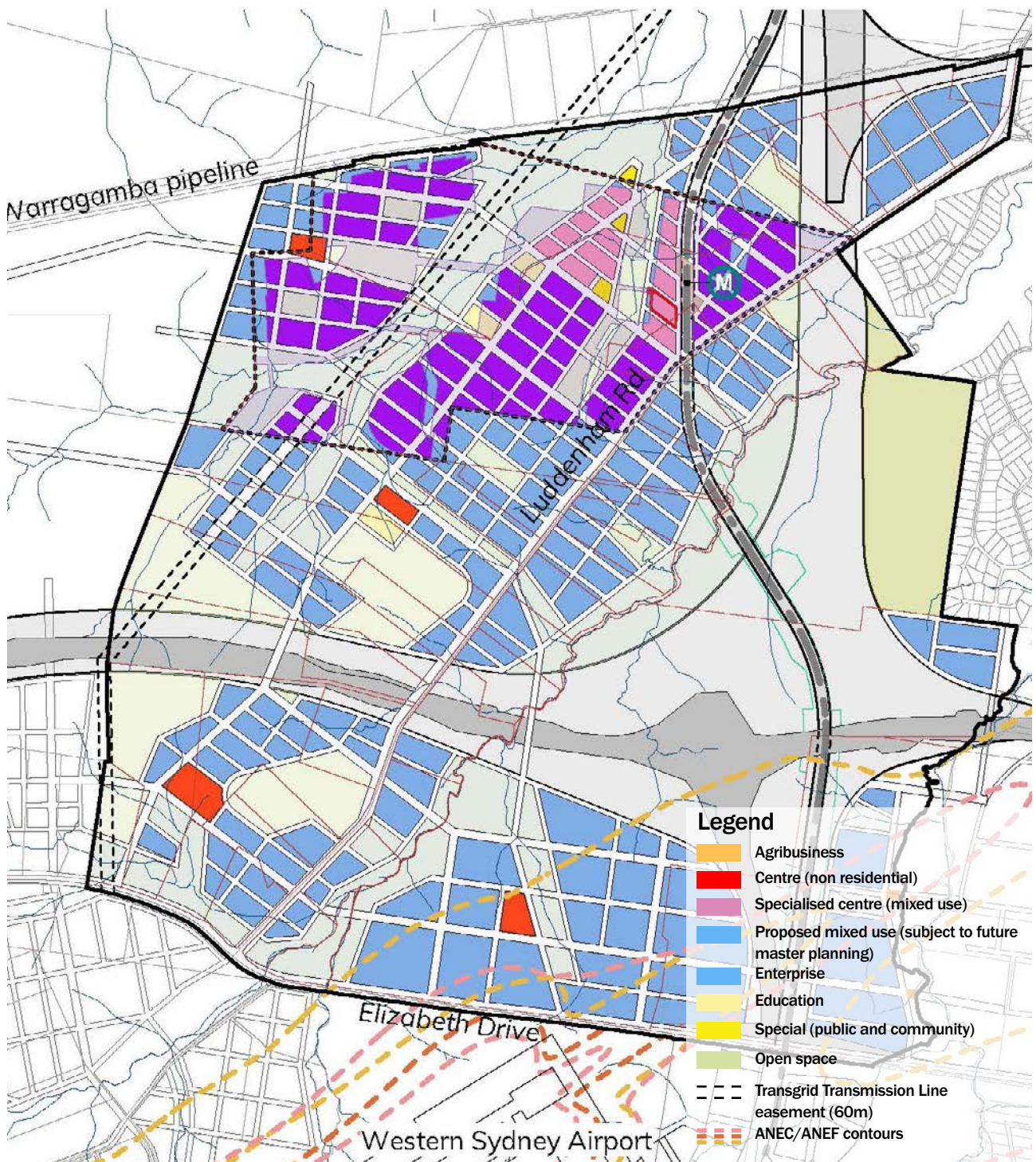






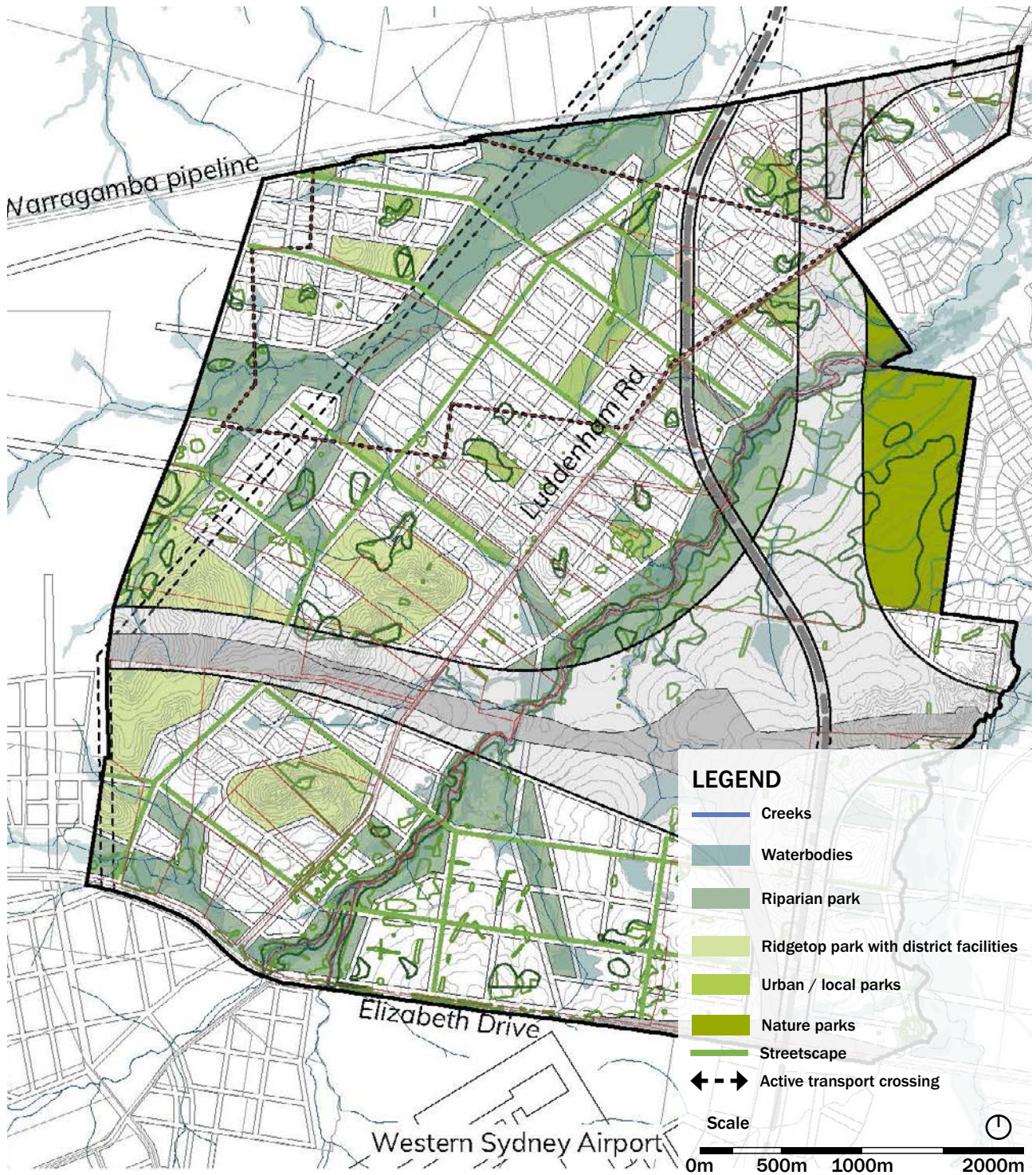
### The Transport Framework

- The Northern Gateway Precinct will be supported by a connected network of streets that support mixed use and employment activity.
- The Strategic Centre is supported by the Luddenham Metro Station.
- A rapid bus corridor connects metropolitan centres with the airport and Aerotropolis.
- Local bus and active transport networks connect centres with enterprise and mixed use precincts.



## The Land Use Framework

- The highest densities and greatest mix of uses will be concentrated in the Strategic Centre around the metro station.
- Around the Strategic Centre a mix of uses are enabled by the zoning. These areas are supported by a generous and connected street system, forming tight urban blocks.
- Away from the Strategic Centre, the blocks become larger and the prescribed uses encourage major warehousing, distribution and manufacturing activities.
- A number of smaller local centres distributed across the precinct will provide diversity and some convenience retail uses.
- Given the precinct's location to the airport, there are constraints associated with noise. Parts of this precinct are in ANEF contours 20 or greater which will limit the types of land use within the southern portion of the site.

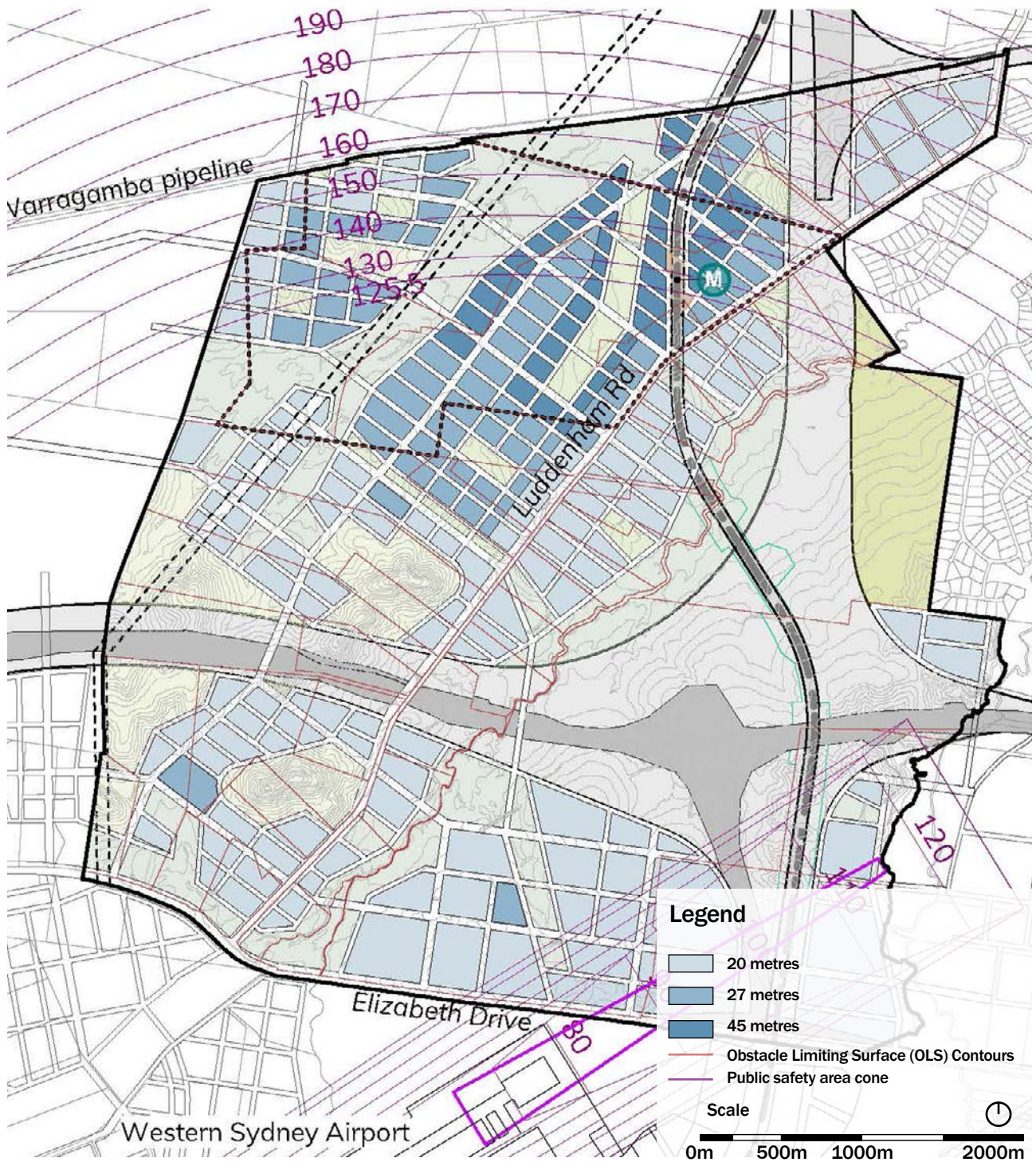


### The Open Space Framework

- Linear parklands along the often-ephemeral creeks play an important role in riparian vegetation preservation and waterway health. This network of open space is an important connector and forms the armature to the parkland city.
- Waterways will be maintained in a natural state, including the maintenance and restoration of riparian area and habitat.
- Ridgeline & Hilltop Parks are District or local in character - dependant upon size. These incorporate significant areas of remnant vegetation tend to have steep slopes with some lesser gradients around their lower perimeter where active recreation, community amenities and playgrounds are to be accommodated.
- Urban parks and pocket parks are situated to provide open space for all within walking distance.



View down valley of a hilltop park in the mixed used zone, looking towards the Specialised Centre.



### The Height and Built Form Framework

- The highest buildings are concentrated in and around areas of high amenity in the Specialised Centre and mixed use areas. These areas will have ready access to the metro station, local and regional bus services and the generous parklands that thread through this major new centre for Western Sydney.
- Within the specialised centre, the dominant building height will be 27 metres, which is predominantly in the form of a perimeter block street wall type. The street wall type will be punctuated by 45 metre high point towers.
- Within the mixed-use area, buildings generally have a maximum height of 27 metres, reducing to 20 metres away from park frontages and further from the core.

### Maximum heights of buildings

			Northern Gateway
			Maximum Height (metres above ground level)
Mixed Use	Centre - Specialised	Core	30 - 45
		Frame (area that supports the core)	20 - 27
Enterprise	Centre - Local		20-27
	Centre - Local Employment		20-27
	Enterprise / General Employment		20

*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

# 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](http://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](http://www.wscd.sydney/planning-partnership)  
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