Western Parkland City Authority

Bradfield City Centre
Master Plan Application

Housing Strategy – Summary Statement

Prepared by Macroplan

October 2023 wpca.sydney

Acknowledgement of Country

Aboriginal people have had a continuous connection with the Country encompassed by the Western Parkland City (the Parkland City) from time immemorial. They have cared for Country and lived in deep alignment with this important landscape, sharing and practicing culture while using it as a space for movement and trade.

We Acknowledge that four groups have primary custodial care obligations for the area: Dharug/Darug, Dharawal/Tharawal, Gundungurra/Gundungara and Darkinjung. We also Acknowledge others who have passed through this Country for trade and care purposes: Coastal Sydney people, Wiradjuri and Yuin.

Western Sydney is home to the highest number of Aboriginal people in any region in Australia. Diverse, strong and connected Aboriginal communities have established their families in this area over generations, even if their connection to Country exists elsewhere. This offers an important opportunity for the future of the Parkland City.

Ensuring that Aboriginal communities, their culture and obligations for Country are considered and promoted will be vital for the future of the Parkland City. A unique opportunity exists to establish a platform for two-way knowledge sharing, to elevate Country and to learn from cultural practices that will create a truly unique and vibrant place for all.

Garungarung Murri Murri Nuru
(Beautiful Grass Country)
Artwork created by Dalmarri artists Jason Douglas and Trevor Eastwood for the Western Parkland City Authority

Version	Status	Date	Prepared By	Reviewer	Comments
1.0	Draft	Jan 2023	Macroplan	M.Chipchase	
1.1	Draft V2	Jan 2023	Macroplan	M.Chipchase	
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1.3	Final	June 2023	Macroplan	M.Chipchase	
1.4	Final	August 2023	Macroplan	H. Gilvear	
1.5	Final	September 2023	Macroplan	H. Gilvear	
1.6	Final	October 2023	Macroplan	H.Gilvear	

Executive Summary

The NSW Government has invested in and is committed to significant transport infrastructure around the Western Sydney Nancy Bird Walton International Airport (WSA), including major roads and the Sydney Metro Western Sydney Airport (WSA Metro), which will be a catalyst for jobs and housing in the Aerotropolis.

Consistent with Objective 9 of the Western Sydney Aerotropolis Plan, Bradfield City Centre can provide diverse and affordable housing that is located in close proximity to employment opportunities and transport.

The Bradfield City Centre has the capacity to deliver 10,000 apartments which will house a future population of 15,000 – 23,000 residents up to and beyond 2056 making a significant contribution to total housing supply within the Aerotropolis. The timing and delivery of residential dwellings will be subject to market demand and conditions.

Based on evidence from the market research and planning review; as well as considering indicative land uses (scale and composition), staging and transport planning; the Housing Strategy report prepared as part of this Master Plan establishes projected dwelling forecasts (i.e., demand) and housing supply before identifying potential planning capacity gaps to meet housing targets.

Between 2021 and 2056, the population of the Western Parkland City is projected by the Department of Planning and Environment (DPE) and Transport for NSW (TfNSW) to rise by about 720,000 from 1.16 million to 1.88 million which will create the need for about an additional 300,000 dwellings.

There has been a trend towards apartments within the Western Parkland City, which will be accelerated by the very significant investment in critical transport infrastructure linked to the new international airport, in particular the Metro rail, stimulating demand for higher density housing around the new station precincts. The metro/train sites – particularly the Bradfield City Centre - are ‘in the right locations’, where people would like to live.

It is estimated that the current potential supply of apartments in the Local Government Areas (LGAs) in Western Parkland City is 27,000-54,000, which may be adequate in the short term but not in the long term. As with housing more broadly, adequate supply is required if upward pressure on prices is to be mitigated

The very significant investment in critical transport infrastructure linked to the new international airport is expected to stimulate demand for the intended high-density development within the Bradfield City Centre. In turn, the projected resident and worker population, workforce, visitor, and student numbers which this development will produce will generate demand for usage of that transport infrastructure.

Specifically in relation to WSA Metro - the prime trigger for residential demand - the dwelling forecasts for Bradfield City Centre will support the realisation of the anticipated housing targets in the business case for WSA Metro.

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Glossary of Terms

Aerotropolis	Western Sydney Aerotropolis
Aerotropolis SEPP	Western Sydney Aerotropolis State Environmental Planning Policy
DCP	Development control plan
DPE	Department of Planning and Environment
LGA	Local Government Area
NSW Government	State Government for NSW
Precinct Plan	Western Sydney Aerotropolis Precinct Plan
SEPP	State Environmental Planning Policy
WPCA	The Western Parkland City Authority
WSA	Western Sydney Nancy Bird Walton International Airport
WSA Metro	Sydney Metro Western Sydney Airport
WSAP	Western Sydney Aerotropolis Plan

References

Ref	Title	Author	Date
1	*Population Projections*	*Department of Planning and Environment (DPE)*	*2022*
2	*Population Projections*	*Transport for NSW (TfNSW)*	*2022*
3	*Census*	*Australian Bureau of Statistics*	*2001, 2021*
4	*Regional Population*	*Australian Bureau of Statistics*	*2022*
5	*Blue Mountains Local Housing Strategy*	*Blue Mountains City Council*	*2020*
5	*Camden Local Housing Strategy*	*Camden Council*	*2021*
5	*Campbelltown Local Housing Strategy*	*Campbelltown City Council*	*2020*
5	*Fairfield Local Housing Strategy*	*Fairfield City Council*	*2022*
5	*Draft Hawkesbury Local Housing Strategy*	*Hawkesbury City Council*	*2020*
5	*Draft Liverpool Local Housing Strategy*	*Liverpool City Council*	*2020*
5	*Penrith Local Housing Strategy*	*Penrith City Council*	*2022*
5	*Final Wollondilly Local Housing Strategy*	*Wollondilly Shire Council*	*2021*

1 Introduction

1.1 Purpose of this report

This report accompanies the Master Plan Application for the Bradfield City Centre submitted to the Department of Planning and Environment (DPE). It sets out WPCA's vision for housing in Bradfield City over the immediate, medium and long term. It considers proposed land uses, staging and transport planning and the realisation of anticipated housing targets of the Bradfield City Centre.

The purpose of the report is to address the Master Plan Requirements and demonstrate how the housing development within Bradfield City Centre will complement government investment in transport infrastructure.

All matters were considered to have been adequately addressed within the Master Plan Application or in the accompanying appendices.

1.2 The Western Sydney Aerotropolis

The Western Sydney Aerotropolis is an 11,200-ha growth area within the Western Parkland City, the gateway and economic powerhouse of Western Sydney.

The Aerotropolis surrounds the new Western Sydney International Airport and includes 10 precincts which focus on advanced manufacturing, technology, research, training, education, freight and logistics, agribusiness, and mixed-use development.

The first phase of the Western Sydney Aerotropolis Planning Package was finalised in September 2020, and includes the *Western Sydney Aerotropolis Plan* (WSAP), *Western Sydney Aerotropolis (Aerotropolis) State Environmental Planning Policy* (Aerotropolis SEPP) and the *Western Sydney Aerotropolis Development Control Plan (DCP) Phase 1*.

On 1 March 2022, the Aerotropolis SEPP was consolidated into the State Environmental Planning Policy (Precincts – Western Parklands City) 2021 (Western Parkland City SEPP). The Aerotropolis Planning Package and supporting technical studies for the initial precincts was finalised on 25 March 2022. The Planning Package included amendments to the Western Parkland City SEPP and Aerotropolis Precinct Plan.

The proposed Master Plan Application for the Master Plan Site has been formed by the requirements of the WSAP, Western Parkland City SEPP, Final Aerotropolis Precinct Plan and the Phase 2 DCP, as required by the Master Plan Guidelines.

2 Bradfield City Centre

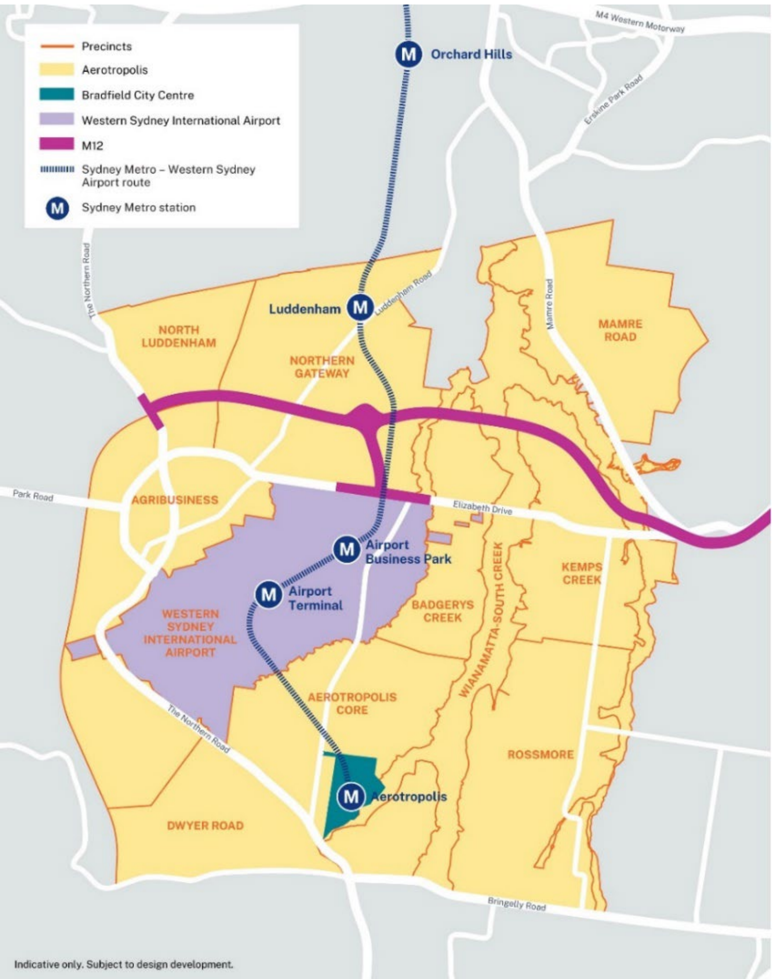
2.1 Strategic Context

The Bradfield City Centre is located to the south-east of the new Western Sydney International (Nancy-Bird Walton) Airport at the intersection of Badgerys Creek Road and The Northern Road (see **Figure 1** below).

The Sydney Metro Western Sydney Airport line runs through the site, providing connections from the key centre of St Marys through to stations at Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and the Aerotropolis which is located within the site.

The site is surrounded by several key roads and infrastructure corridors including Bringelly Road, Badgerys Creek Road, Elizabeth Drive, M12 and The Northern Road.

Figure 1 Strategic Context



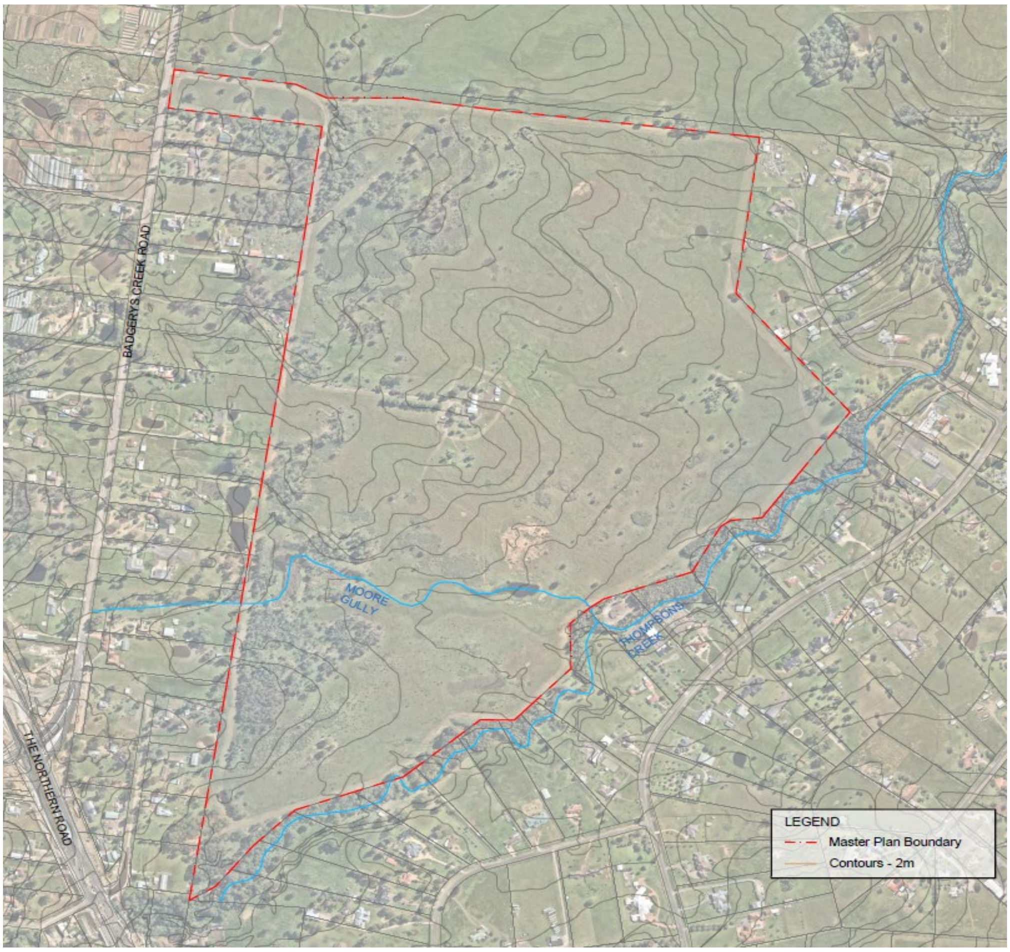
Set on natural waterways, Bradfield City Centre presents a rare opportunity to showcase the best urban design and to create a thriving, blue and green, connected City in which Australians will want to live, learn and work. The Bradfield City Centre will be a beautiful and sustainable 22nd Century City. It will foster the innovation, industry and technology needed to sustain the broader Aerotropolis and fast track economic prosperity across the Western Parkland City.

2.2 The Master Plan Site

The street address for Bradfield City Centre is 215 Badgerys Creek Road, Bradfield (the Site) within the Liverpool Council Local Government Area (LGA). The site is legally described as Lot 3101 DP 1282964 and has an area of 114.6 hectares, with road access to Badgerys Creek Road located at the north-western corner. The site spans across the Aerotropolis Core and Wianamatta-South Creek Precinct, within Western Sydney Aerotropolis. The Site is outlined in **Figure 2** below.

The Site is predominantly zoned Mixed Use under the Western Parkland City SEPP, with a small portion of Enterprise zoned land located on the north-western corner of the site. The site also includes Environment and Recreation zoned land mostly along Thompsons Creek in the sites south-east.

Figure 2 Master Plan Site



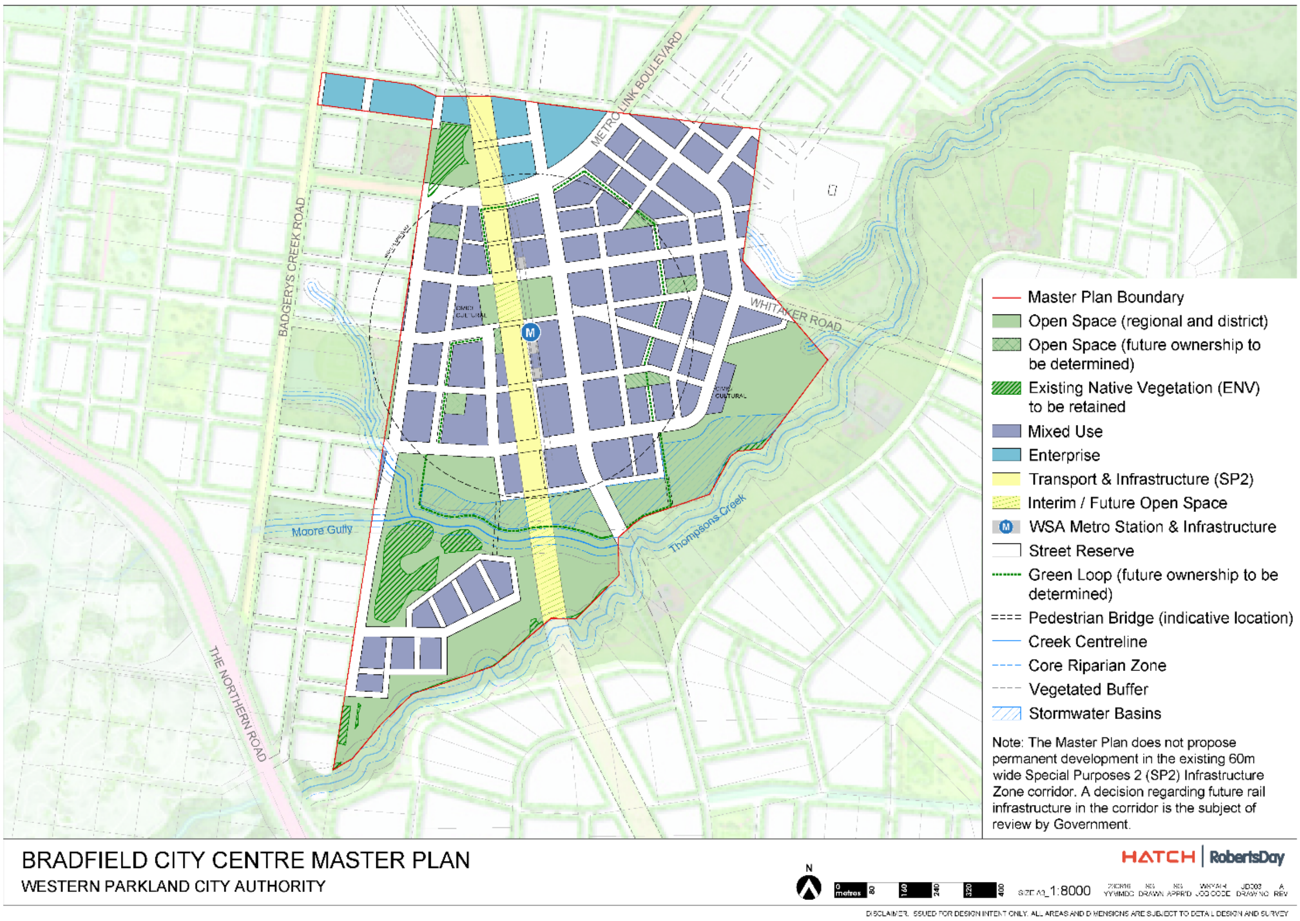
2.3 The Bradfield City Centre Master Plan

The Western Parkland City Authority has prepared a Master Plan (**Figure 3** below) in accordance with the DPE Master Plan Requirements.

The Master Plan sets out a framework for future development within the Bradfield City Centre which includes:

- Road network, key connectors to adjoining land and the regional road network (existing and future)
- Block structure
- Indicative open space network
- Sustainability strategy
- Social and infrastructure strategy
- Arts and culture strategy
- Infrastructure servicing strategy

Figure 3 Master Plan



2.4 The Proposal

The Bradfield City Centre Master Plan is intended to facilitate the growth of the centre over time. The Master Plan has established the following three planning horizons for technical assessments.

Table 1 - Planning and Development Horizons

Phase	Indicative Timeframe	Estimated employment	Estimated residential population	Estimated Gross Floor Area (cumulative)
Immediate	2026	1,000 - 1,200 jobs	0 residents	48,500sqm
Medium-term	2036	8,000 - 8,300 jobs	3,000 - 3,100 residents	341,000sqm
Long-term	2056	20,000 – 24,000 jobs	15,000 – 15,200 residents	1,258,000 sqm

Note: The table above is an estimate of the population and employment forecast used for the purposes of modelling only.

The master plan has the capacity to accommodate ~10,000 residential dwellings. In accordance with NSW Government policy a proportion of the residential dwellings will be affordable housing. The timing and delivery of residential dwellings will be subject to market demand and future master plan reviews that consider the impact of additional population on the scope and timing of social and physical infrastructure.

3 Key infrastructure

The Housing Strategy includes an overview of key infrastructure and planned infrastructure which will influence development of the Bradfield City Centre.

The construction of the Western Sydney Nancy Bird Walton International Airport is currently underway, with operations expected to commence in December 2026.

The WSA Metro line is also expected to commence operation in December 2026.

Furthermore, Bradfield City Centre will benefit from the NSW and Federal Government investment program to upgrade the following key arterial roads including:

- **Bringelly Road upgrade** (completed in December 2020)
- **Elizabeth Drive** (expected completion in 2024)
- **M12 Motorway linking the M7 Motorway to the Western Sydney Nancy Bird-Walton International Airport** (expected completion by 2026)
- **The Northern Road upgrade** (completed in November 2021)

These infrastructure projects are predicated on demand for their services being generated by development in the Aerotropolis, including in the Bradfield City Centre. The Bradfield City Centre Housing Strategy's targets are specifically designed to build the resident and worker population which will be a primary source of demand. It will be complemented by demand generated by commercial enterprises and community activity.

The impact of transport infrastructure underscores the high interdependence between land use and transport planning, which will see transport system impact upon the shape of the Bradfield City Centre. The success of residential development will depend in part on transport investments (e.g., Sydney Metro WSA) that delivers significant transport amenity which will draw higher demand for apartment living. In turn, the projected outcomes for the transport investment depend on the housing strategy delivering a core residential population (i.e., housing targets) to underpin its viability, efficiency, and sustainability (e.g., demand for transport such as commuters).

Furthermore, future residential development will encourage other employment activation, and help with the positioning of the Bradfield City Centre to attract white collar workers and knowledge intensive industries. These firms and workers typically prefer to be located in a vibrant, cosmopolitan precinct with a residential mix in safe, liveable residential neighbourhoods. The retail and hospitality activities which this will generate will create more local jobs within the Bradfield City Centre. Effectively, this will increase demand for transport which will support the realisation of the project outcomes for these infrastructure investments.

4 Demand

4.1 Projecting demand for housing

Population growth is the key driver of demand for dwellings but the growth in demand for dwellings has typically outpaced population growth in recent decades. This has reflected long-term socio-demographic factors such as the decline in birth rates leading to smaller families and increased life expectancy leading to an increase in single households. These factors have driven a long-term decline in terms of average household size.

Over the period 2021-56, the population of the eight Western Parkland City LGAs – Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly - is projected by DPE (2022)[1] and TfNSW (2022)[2] to rise by 62% (**Table 2**). Over the same period, the demand for housing is projected to rise by a more substantial 72%.

Table 3 shows the expected demand for apartments in Bradfield City Centre over 2021-56. It also represents expected completions as it is premised on supply responding to and accommodating that demand.

Table 2 - Western Parkland City Projections, 2021 to 2056

Western Parkland City projections								
	2021	**2026**	**2031**	**2036**	**2041**	**2046**	**2051**	**2056**
Population	1,160,309	1,215,998	1,308,558	1,418,423	1,539,361	1,656,279	1,768,513	1,876,825
Dwellings	412,544	442,813	484,177	532,046	583,374	627,430	669,851	711,012
Apartments	23,586	30,308	38,672	48,499	59,639	69,543	79,813	89,971
Apartments share %	5.7%	6.8%	8.0%	9.1%	10.2%	11.1%	11.9%	12.7%

Source: DPE (2022), TfNSW (2022), Macroplan

Table 3 - Apartment Dwelling Demand, Bradfield City Centre, 2026 to 2056 and beyond.

Western Parkland City projections							
	2026	**2031**	**2036**	**2041**	**2046**	**2051**	**2056**
BCC Apartments	0	471	1,353	2,412	3,588	5,000	6,647
BCC Share of WPC Apartments	n.a.	1.2%	2.8%	4.0%	5.2%	6.3%	7.4%

Source: WPCA Master Plan, Macroplan.

Note: The table above is an estimate of the residential forecast used for the purposes of modelling only.

The master plan has the capacity to accommodate ~10,000 residential dwellings. In accordance with NSW Government policy a proportion of the residential dwellings will be affordable housing. The timing and delivery of residential dwellings will be subject to market demand and future master plan reviews that consider the impact of additional population on the scope and timing of social and physical infrastructure.

4.2 Dwelling demand by housing type

4.2.1 Long term shift to apartments

There has been a long-term trend in Sydney towards apartments. Between 2001 and 2021, the total number of dwellings grew by 35% but over the same period the number of apartments grew by 105% and it accounted for 53% of growth and lifted its share of the dwelling stock from 18% to 27%. While single and group households favour apartments more strongly, the trend to apartments has been clear across all household types.

Table 4 - Households Type Share in Apartments, Greater Sydney, 2001 and 2021

Apartment share of all dwellings									
% Share of All Dwellings	**Couples with no children**	**Couples with children**	**Single parent**	**Other families**	**All families**	**Single HHs**	**Group HHs**	**Other**	**Total**
2001	17%	6%	13%	28%	11%	29%	36%	39%	18%
2021	29%	13%	18%	34%	20%	39%	47%	34%	27%

Source: ABS Census 2001 & 2021[3]

Spatially, the shift to greater density has been more pronounced in the inner areas of Sydney, reflecting the impact of the high value of land. In outer areas, where the value of land is lower, the markets have still been very much dominated by detached dwellings on single lots. However, the higher value of land around transport nodes (rail stations) has also encouraged higher density in these locations and this factor has contributed to a trend to apartments also occurring in outer areas. This is evident around stations in established areas such as Liverpool where the pressure for density is most apparent. Western Parkland City, as an outer urban market, has a higher share of detached houses in its dwelling stock but, albeit at a slower rate of change, there has also been a clear shift in preference towards apartments. This is observed across all household types. Over 2001-21, ABS Census data shows the share of detached houses declined from 83% to 79%, while the share of apartments rose from 4% to 7%.

Table 5 - Household Type Share in Apartments, Western Parkland City, 2001 and 2021

Apartment share of all dwellings									
% Share of All Dwellings	**Couples with no children**	**Couples with children**	**Single parent**	**Other families**	**All families**	**Single HHs**	**Group HHs**	**Other**	**Total**
2001	17%	6%	13%	28%	11%	29%	36%	39%	18%
2021	29%	13%	18%	34%	20%	39%	47%	34%	27%

Source: ABS Census 2001 & 2021[3]

4.2.2 Long term shift to apartments

The NSW DPE (2022) and Transport for NSW (2022) projections do not attempt to make projections by dwelling type. Hence, a number of scenarios have been modelled by Macroplan which project the share of apartments in the Western Parkland City out to 2056.

Under the preferred scenario, which takes into account the significant impact that the investment in the rail/metro infrastructure in the Western Parkland City will have on the market, the demand for apartments is expected to be 18,000 over the period 2026-2036 and 41,000 over the period 2036-2056.

The developing rail and metro network is creating highly sought-after locations which offer residents in the Western Parkland City the combination of increased connectivity to Greater Sydney and walkable access to retail and other community facilities. The Southwest rail line completed in 2016 was the first part of the new rail network, with two stations at greenfield locations in Edmondson Park and Leppington. As greenfield locations, these are generally lower cost locations compared with brownfield developments. The significant growth recorded by Edmondson Park over 2016-2021 has provided some firm evidence of the attraction which these locations offer. ABS population estimates[4] for small areas shows the population of Edmondson Park grew from 15,465 to 18,051 or a modest 17% over the 5 years 2011-16, and then grew a much faster 53% over the five years 2016-21 (i.e., from 18,051 to 27,677) as the benefit of the new train line out to Edmondson Park saw growth take off around the train station.

Therefore, the Bradfield City Centre, itself a greenfield site, will only enhance the options available and encourage the shift to apartment living. It will add to the overall diversity of housing in Western Parkland City.

The employment opportunities which will be located at or near Bradfield City will also add to the potential attraction of this location. Given Bradfield City Centres' mixed-use zoning and availability of transport infrastructure, the housing typology will be higher density with a diversity of apartment sizes (from studio to 4-bedroom units subject to market demand). Furthermore, a mix of tenures will also be delivered from owner-occupier, private rental, Build to Rent, student accommodation, short stay accommodation and social and affordable housing, in accordance with Government policy. Within the broader Aerotropolis, there is also additional land zoned for residential purposes that will facilitate a diversity of housing types (low and medium density) such as Aerotropolis South and Luddenham, which will contribute to the Western Parkland City housing targets[5].

Furthermore, the opening of the Western Sydney Nancy Bird Walton International Airport and WSA Metro line will fundamentally change the housing demand in the Western Parkland City. That is, it will put upside on Western Parkland City's share of Sydney's growth and increase the demand for high density living and similar accommodation types.

5 Supply

5.1 Apartment capacity

In terms of capacity for apartments, based on estimates for the eight Councils[5] (and excluding the WSA Aerotropolis), there is zoned capacity up to 54,000 apartments in the Western Parkland City. However, while these capacity estimates have already discounted sites which are poorly located (and unlikely to be developed on any reasonable scenario), it should be noted that there is still a high degree of uncertainty attached to these estimates. Most of the current capacity is on brownfield sites which brings with it the cost (both in time and cost) of aggregating suitable sites for development. Put another way, capacity sits on a cost curve comprising low cost (and well located) sites at one end and high-cost sites at the other end which are low probability of being developed. In a period of significant price escalation, some of these more marginal sites might be viable but in normal conditions, a good portion are unlikely to be developed.

Taking this into account, Western Parkland City's actual capacity for apartment dwellings is probably between 27,000 -54,000 dwellings. When this capacity for apartments is compared with demand (Table 2) for up to 25,000 over 2021-36 (the time horizon for Councils to assess supply against), it suggests capacity is currently adequate. However, given this normal 15-year target for capacity is a moving target, there will be a need for additional capacity but more specifically low cost-well located capacity to be added in the period ahead.

5.2 Implications for Bradfield City Centre

The Bradfield City Centre Master Plan will be adding capacity for more than 10,000 apartments in the long term (up to and beyond 2056). Dwelling targets have been expressed as a range around the current masterplan timeline in **Table 3** above. The timing and delivery of residential dwellings will be subject to market demand and conditions. Given the observed significant variation in projections of dwelling demand for Sydney and Western Parkland City, with the risk recently mostly on the upside for Western Parkland City, the WPCA would need to review these targets as events unfold. The development of apartments has been forecast to commence at a moderate pace in the early stages of Bradfield City Centre's establishment, but then accelerate once a critical mass has been achieved (post-2036).

By contrast with much of the apartment capacity identified in the Western Parkland City LGAs, the new metro/train locations are essentially greenfield sites with, in some cases, some need for aggregation of landholdings but some significant landholdings which makes the viability of development in those locations significantly higher than in brownfield sites. If the objective is to have capacity which can deliver apartments and keep a lid on price and cost pressures, then the capacity added by the WSA Aerotropolis, particularly Bradfield City Centre, is adding to the capacity – subject to market conditions - of private investors to deliver new dwellings on a reasonable time horizon.

Secondly, the metro/train sites are 'in the right locations' – locations which provide people with access to a train network connecting them to the wider metropolis - and their development could be expected to increase the level of demand for apartment living in Western Parkland Sydney. This is not simply a switch by way of displacing demand for detached housing, but this supply will likely also draw in demand from outside Western Parkland City. If so, this will contribute to easing any pressure on prices in those inner or middle LGAs. It also needs to be borne in mind that the significant number of jobs to be generated in the WSA employment precincts such as Bradfield City Centre, which will draw people to residential locations close to their work, means that there is a probability that the supply will generate demand closely matching supply.

5.3 Proposed staging

While long-term demand for housing in Western Parkland City is a major consideration, not least because it impacts on demand, the dwelling targets have also been based on the consideration of proposed land uses, staging and transport planning. The intended uses for the Bradfield City Centre – as outlined in the draft Master Plan - include a mixture of commercial, research and development, community, retail and education land uses, all of which will support and be supported by the residential uses.

In the immediate and medium-term phases, projected development is focussed more on commercial space which is partly driven by the growth in employment in the broader Aerotropolis area which is linked to the major investment in road infrastructure. This commercial development and initial retail development provides a base from which the opening of the WSA Metro in 2026 then starts to trigger demand for housing. This generates a sufficient population of residents, workers and visitors to support investment in education and community infrastructure (first stage in 2031-36) and expansion in retail which builds momentum and in turn supports increased demand for housing. This increase in demand is reflected in successive increases in the targets for housing over the medium-term and long-term.

While the WSA Metro is a critical trigger and driver of demand for housing in Bradfield City Centre, the dwelling targets are, in turn, also critical to generating demand for usage of that transport infrastructure. It is expected that the dwelling targets for Bradfield City Centre – in conjunction with demand from workers, visitors and students will support the business case for WSA Metro.

6 Conclusion

The Housing Strategy is part of an overall strategy to deliver a thriving modern liveable city centre – with an intertwined mix of commercial, retail and residential activity - from scratch. It does this by targeting the delivery of housing in stages, which relate to the delivery of infrastructure and align with the pace of commercial development, and also contributes to meeting the substantial projected long-term demand for housing – and more particularly apartments - in the Western Parkland City.

In line with the Councils in Western Parkland City committing to specific housing targets spanning the period 2021-36, the WPCA is committing to targets for 2026-31 (375-550 dwellings) and 2031-36 (700-1,000 dwellings). Furthermore, the Master Plan can contribute 5,000-5,500 for the period of 2036-56, making for delivery of more than 10,000 apartments in the long term (up to 2056 and beyond).

The dwelling targets have been based on the consideration of proposed land uses, staging and transport planning. The intended uses for the Bradfield City Centre – as outline in the Master Plan - include a mixture of commercial, research and development, community, retail and education land uses, all of which will support and be supported by the residential uses.

The very significant investment in critical transport infrastructure linked to the new international airport is expected to both directly and indirectly – via its impact on overall development in the Aerotropolis – stimulate demand for the intended high-density development around the Bradfield City Centre.

In turn, the projected resident population, workforce, visitor and student numbers which this development will produce will generate demand for usage of that transport infrastructure. Specifically in relation to Sydney Metro WSA - the prime trigger for residential demand - the dwelling targets for Bradfield City Centre will support the realisation of the anticipated housing targets in the business case for Sydney Metro WSA.

Western Parkland City Authority

T: 1800 312 999
E: hello@wpca.sydney
W: wpca.sydney