

Department of Planning, Housing and Infrastructure

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Discussion Paper - Bradfield City Centre Masterplan Application

Amendments to Western Sydney Aerotropolis Precinct Plan and Development Control Plan.

October 2023



Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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1 Executive Summary

This Discussion Paper sets out proposed amendments to Western Sydney Aerotropolis Precinct Plan, and Western Sydney Aerotropolis Development Control Plan.

The proposed changes have been sought by the Proponent (Western Parkland City Authority) in connection with an application for master plan approval for the Bradfield City Centre under section 4.41 of the Western Parklands City SEPP. The draft master plan is concurrently on exhibition and also available to be reviewed on the NSW planning portal.

1.1 Strategic Planning Context

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).

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.

Bradfield City Centre 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.

Figure 1 Western Sydney Aerotropolis

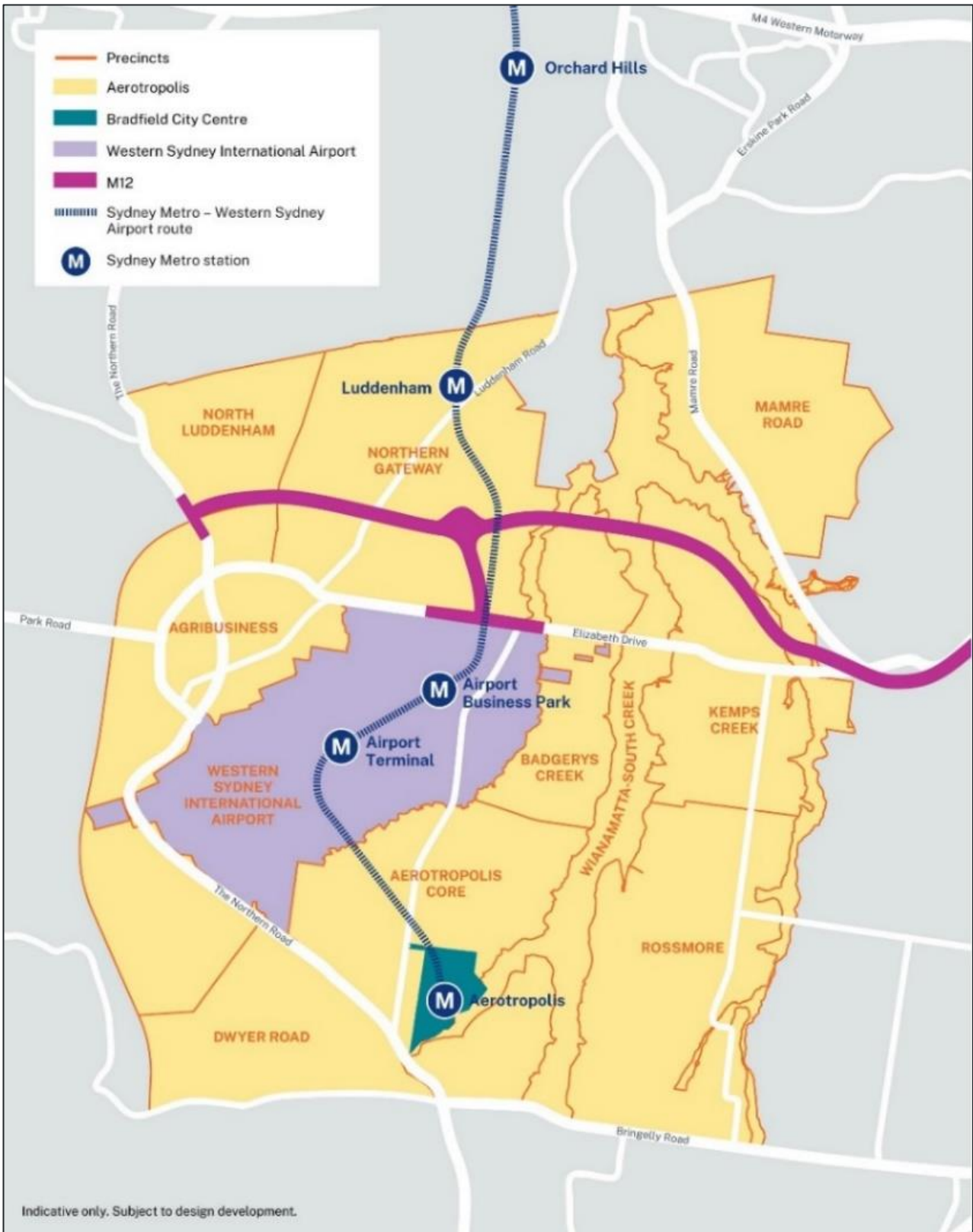


Figure 2 Bradfield City Centre



1.2 Purpose of this Discussion Paper

This Discussion Paper provides an explanation of amendments proposed to the following statutory planning documents:

- Western Sydney Aerotropolis Precinct Plan March 2022 (Precinct Plan).
- Western Sydney Aerotropolis Development Control Plan November 2022 (Aerotropolis DCP)

2 Proposed changes to the Western Sydney Aerotropolis Precinct Plan

Amendments are proposed to the following Plans within the Western Sydney Aerotropolis Precinct Plan.

- Land Use and Structure Plan (Figure 3)
- Blue – Green Infrastructure Framework (Figure 5)
- Total Water Cycle Management (Figure 6)
- Transport Network (Figure 8)
- Active Transport Network (Figure 9)
- Street Hierarchy Plan (Figure 10)

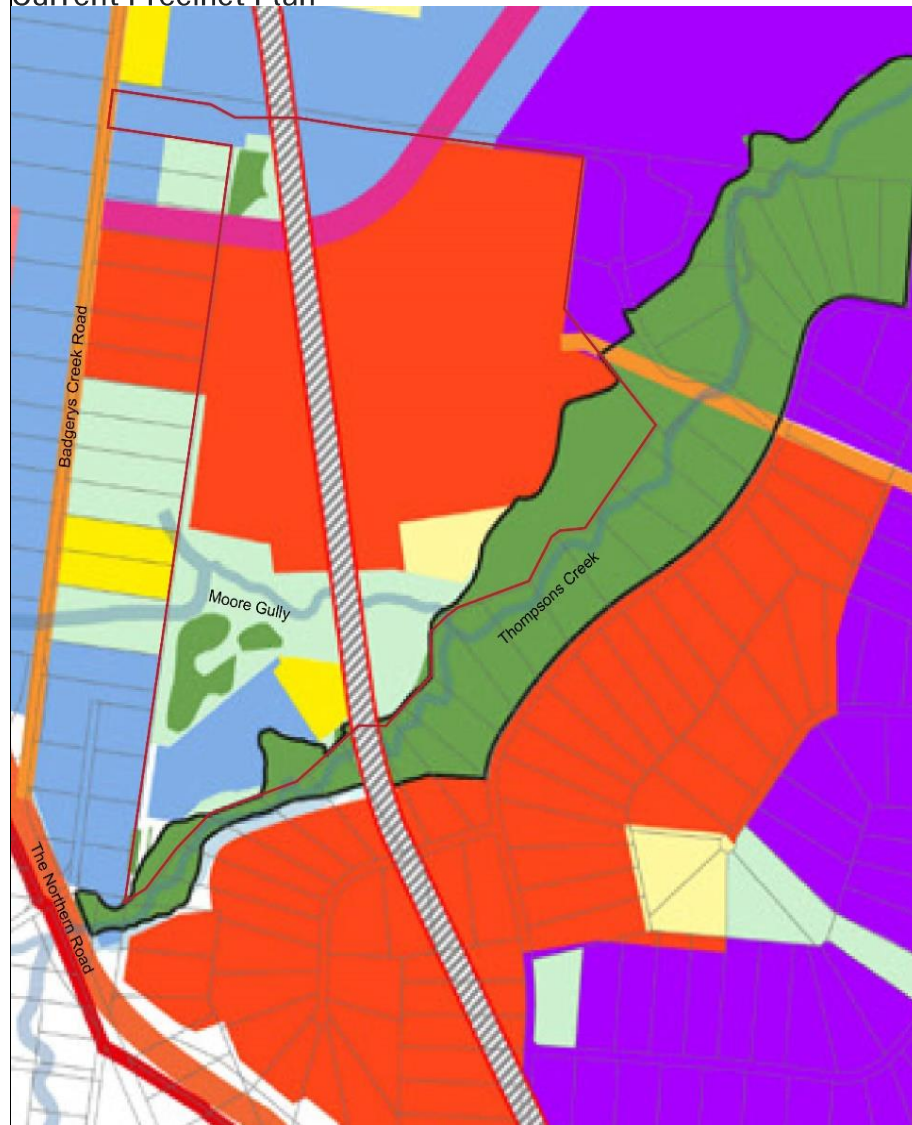
A brief explanation of the proposed internal and external changes to the Plans is provided in Table 1 below.

Table 1 - Western Sydney Aerotropolis Precinct Plan Amendments

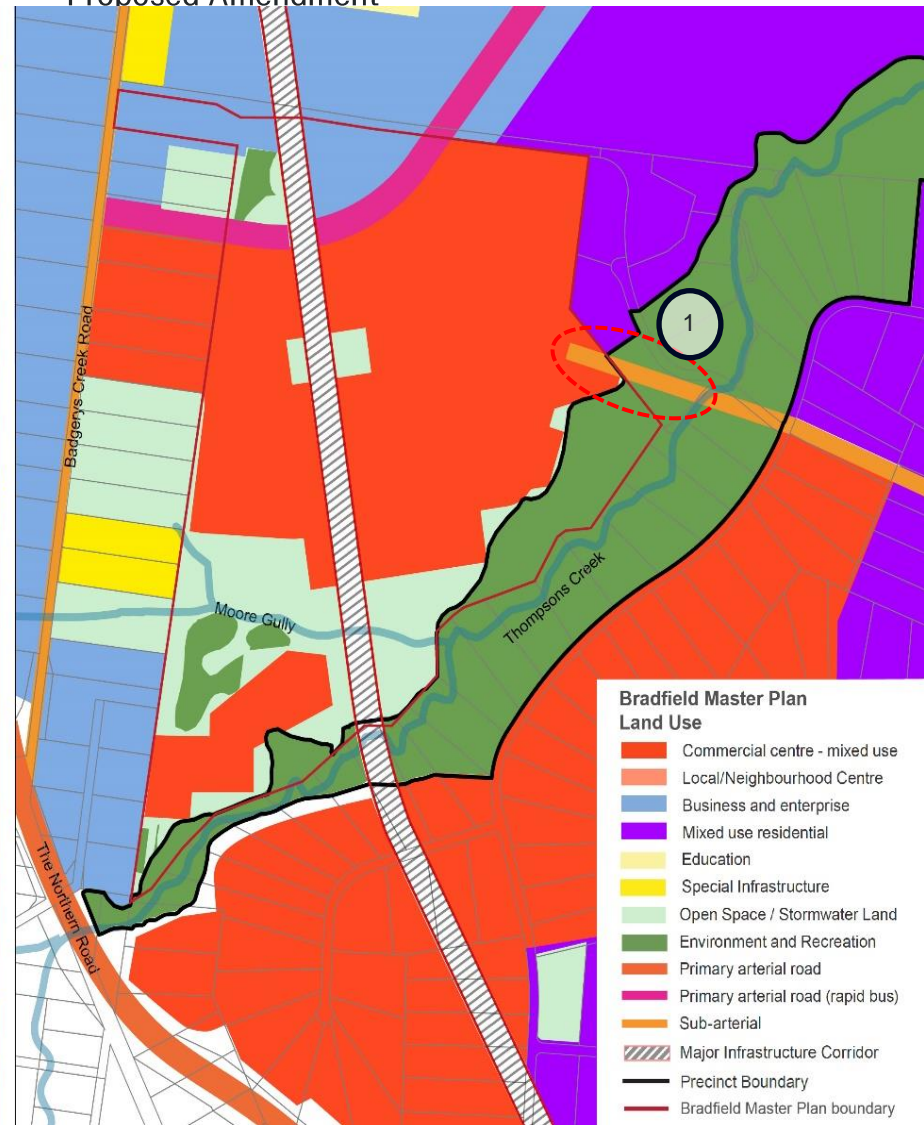
Western Sydney Aerotropolis Precinct Plan Amendments
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Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Land Use and Structure Plan (Figure 3)

Current Precinct Plan



Proposed Amendment



Internal Changes

The Master Plan seeks to amend the Land Use and Structure Plan. These amendments will:

- Allow for the introduction of a new Central Park in the city centre.
- Amend the land use boundaries at the Thompsons Creek and Moore Gully interface to reflect the Master Plan Design for these areas.
- Amend the land uses in the southern area from 'Business and Enterprise' to 'Commercial Centre - Mixed use' and land uses in the eastern area (Whittaker Road intersection) from Mixed use residential to Commercial Centre. The proposed changes ensures that the entirety of the site has a commercial centre -mixed use land use which is consistent with the overall land use nominated for the site.
- Removes the specific location and size for the future school site within the 'Education' land use area. This provides greater flexibility in the future as the locations and timing of educational facilities are under investigation and subject to further review and due diligence by School Infrastructure NSW.
- The area that is denoted as 'Special Infrastructure' in the Aerotropolis Precinct Plan has been incorporated within the Mixed Use (MU) under the Western Parkland City SEPP and has been amended to reflect the 'Commercial Centre - Mixed use' which is included within the DPE LEP Practice Note.

External Changes

1. Whitaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes. As a result of the movement, there is currently no land use that applies to the site. It is recommended that the existing residential lot adopt a mixed-use residential land use. This is consistent with the existing land use.

Justification

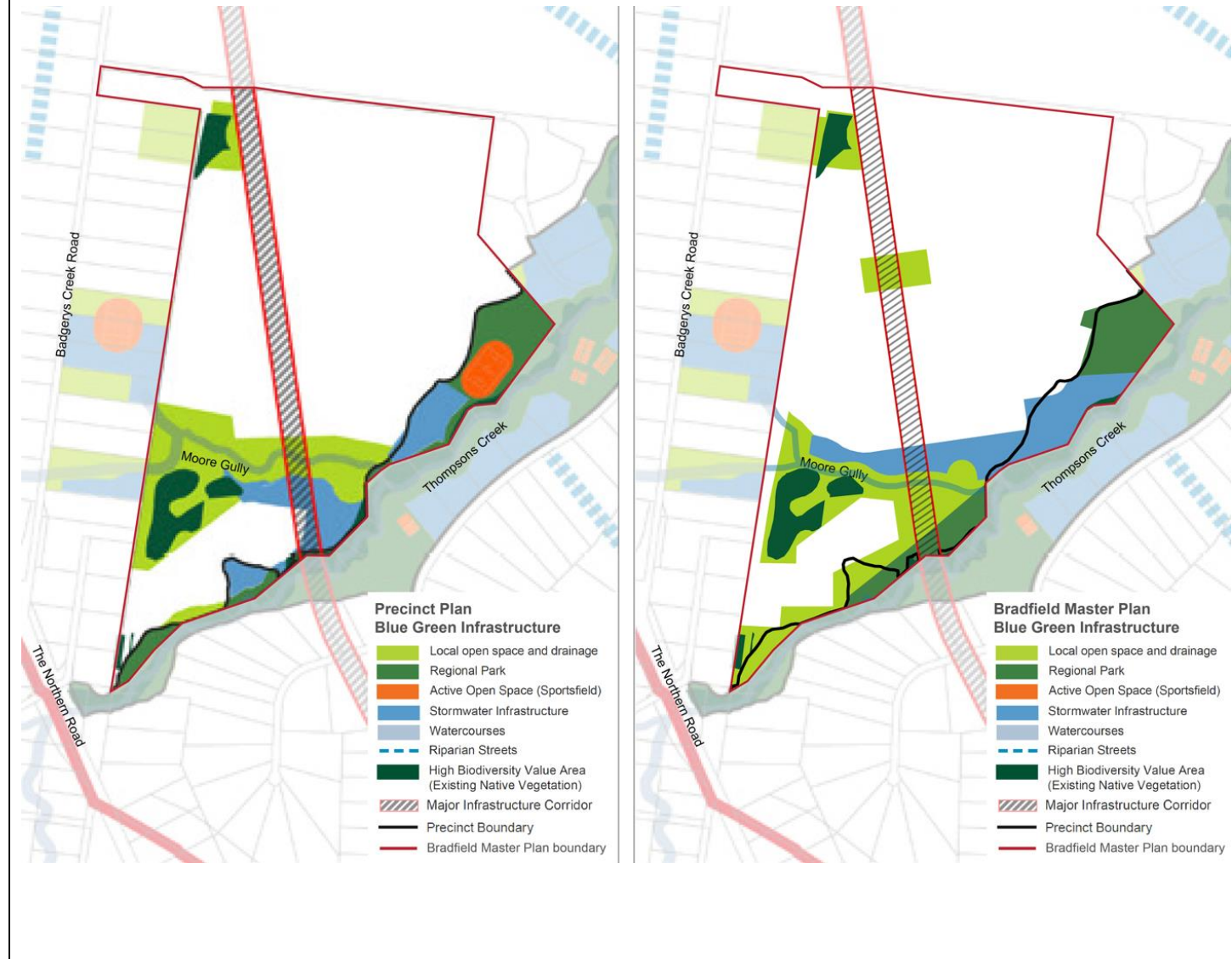
Due to the realignment of Whitaker Road slightly south at the boundary, it is recommended that the small portion of land which is currently identified as sub – arterial road, be amended to adopt mixed-use residential land use. The recommended land use is entirely consistent with the land use nominated for the site and will not result in any negative impacts to the affected landowner.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Blue – Green Infrastructure Framework (Figure 5)

Current Precinct Plan

Proposed Amendment



Internal Changes

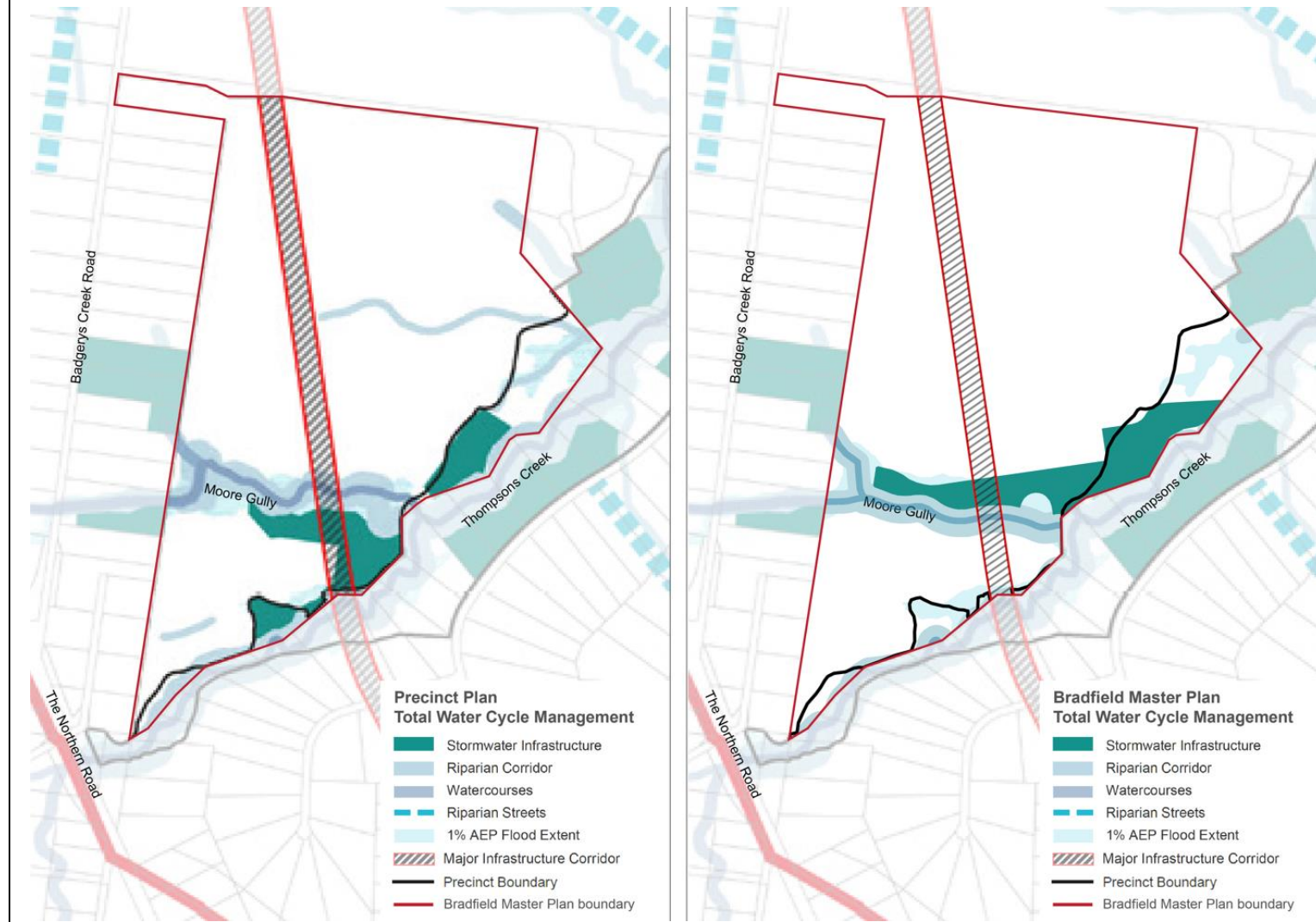
The Master Plan seeks to amend the Blue – Green Infrastructure Framework Plan. The amendments are required to reflect the Moore Gully realignment, stormwater areas and additional open space areas proposed in the Master Plan design.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Total Water Cycle Management (Figure 6)

Current Precinct Plan

Proposed Amendment



Internal Changes

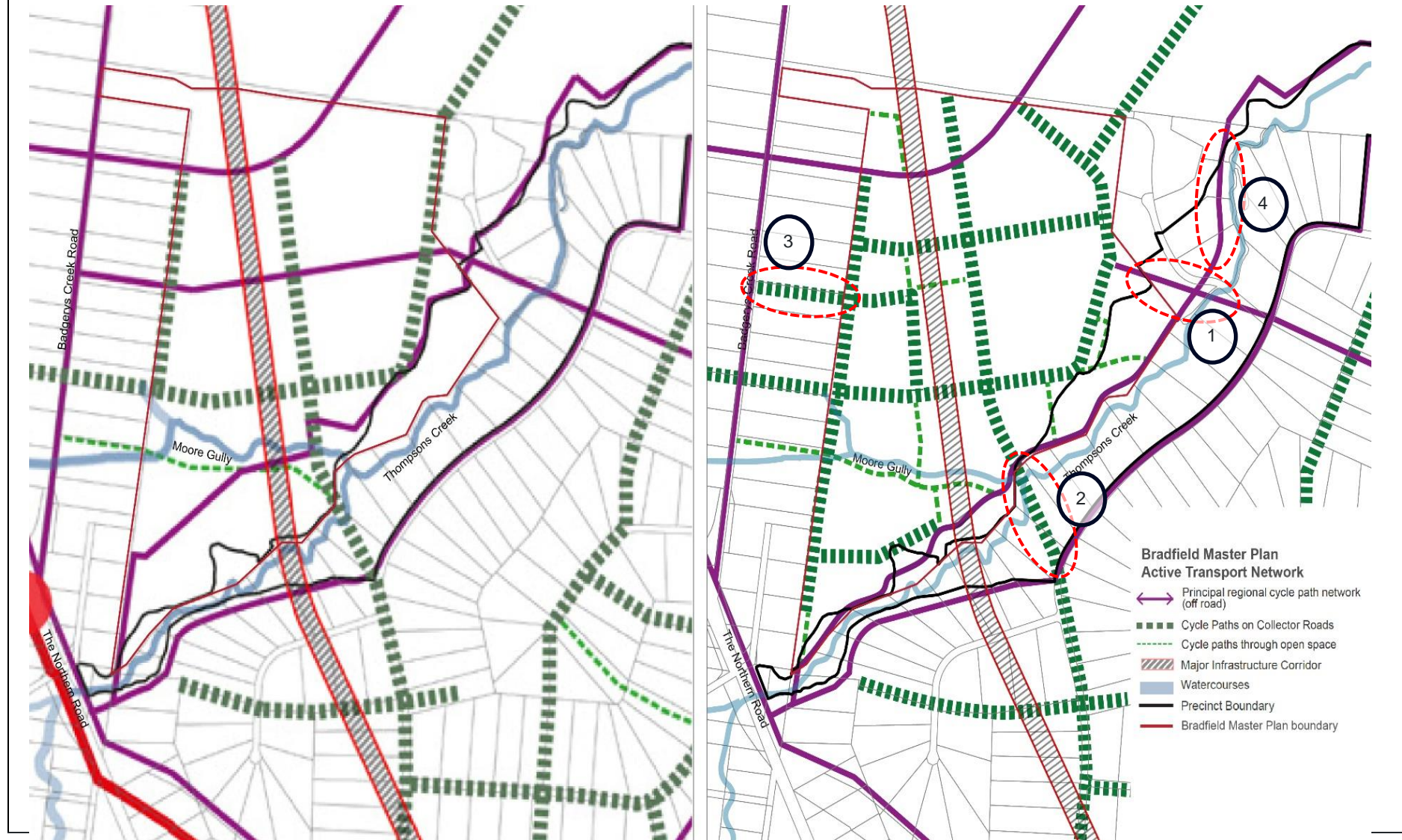
The Master Plan seeks to amend the Total Water Cycle Management Plan. The amendments are required to reflect the Moore Gully realignment and stormwater areas proposed in the Master Plan design.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Active Transport Network (Figure 9)

Current Precinct Plan

Proposed Amendment





Internal Changes

The Master Plan seeks to amend the Active Transport Network Plan. These amendments will ensure there is consistency with the proposed street and block network in the Bradfield City Centre.

The amendments propose to re-align the cycle paths within the proposed Master Plan street layout and open space configuration; create additional cycle path connections through the Bradfield City Centre and re-align the principal cycle path along Thompsons Creek.

External Changes

1. Whittaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes.
2. The Rapid Bus Corridor has moved east slightly at the boundary to reduce bridge span over one creek rather than two which will reduce impacts and costs.
3. Park Edge Street moved slightly south into land identified for acquisition purposes. The street is proposed to be reclassified from principal regional cycle path network (off road) to a proposed to on – road cycle road within a Collector Road.
4. Principal regional cycle networks (PRCN) have been realigned along Whittaker Road, Thompsons Creek, and the site boundary to reflect the proposed changes in the Whittaker Road.

Justification

The proposed re-alignment of Whittaker Road is not considered to have any negative impacts on the adjoining landowners. Whittaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes in the SEPP. Land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.

The proposed re-alignment of the Rapid Bus Corridor is not considered to have any negative impacts on adjoining landowners and will result in a better outcome as it will reduce the bridge span over one creek instead of two. The Rapid Bus Corridor is contained within land identified for acquisition purposes in the SEPP.

The proposed re-alignment of the Park Edge Street is not considered to have any negative impacts on the adjoining landowners. On the contrary it will increase the amount of developable area available for the private landowner. The Park Edge Street is proposed to be reclassified from principal regional cycle path network (off road) to a proposed to on – road cycle road within a Collector Road. The future road is contained within land identified for acquisition purposes in the SEPP.

The proposed re-alignment of the principal regional cycle networks (PRCN) along Whittaker Road is not considered to have any negative impacts on the adjoining landowners. On the contrary it will result in a better planning and development outcome for Lot 273 as it increases the amount of developable area. In addition, the re-alignment will provide a comprehensive network of future cycle paths around the future event

space within the Bradfield City Centre and along Thompsons Creek which is consistent with vision of integrating active transport within the blue green infrastructure framework. The proposed PRCN that runs through Lots 274, 275, 276, 52, 2712 is all contained within land identified for acquisition purposes in the SEPP and land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan. .

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Transport Network (Figure 8)

Current Precinct Plan

Proposed Amendment



Internal Changes

The Master Plan seeks to amend the Transport Network Plan. These amendments will ensure there is consistency with the proposed road realignments in the Bradfield City Centre.

The amendments propose to re-locate the Collector Road in the northeast portion of the site, re-align the Rapid Bus Corridor and local bus network for more direct connection between Whitaker Road and Metro Link Boulevard; re-align the bridge over Thompsons Creek to the east slightly and re-aligned Whitaker Road slightly south.

External Changes

1. Whitaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes.
2. The Rapid Bus Corridor has moved east slightly at the boundary to reduce bridge span over one creek rather than two which will reduce impacts and costs.

Justification

The proposed re-alignment of Whittaker Road is not considered to have any negative impacts on the adjoining landowners. Whittaker Road has been moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes in the SEPP. Land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.

The proposed re-alignment of the Rapid Bus Corridor is not considered to have any negative impacts on adjoining landowners and will result in a better outcome as it will reduce the bridge span over one creek instead of two. The Rapid Bus Corridor is contained within land identified for acquisition purposes in the SEPP. Land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.

Western Sydney Aerotropolis Precinct Plan Amendments

Plan Reference: Western Sydney Aerotropolis Precinct Plan March 2022 – Street Hierarchy Plan (Figure 10)
 Current Precinct Plan Proposed Amendment



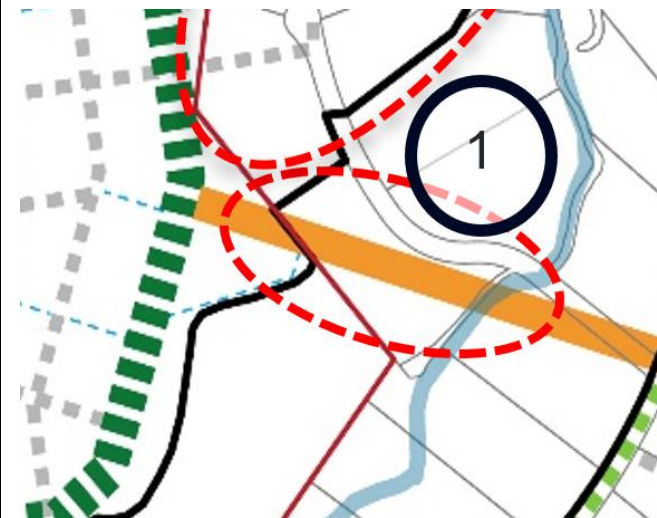
Internal Changes

The Master Plan seeks to amend the Street Hierarchy Plan. The amendments propose the following changes:

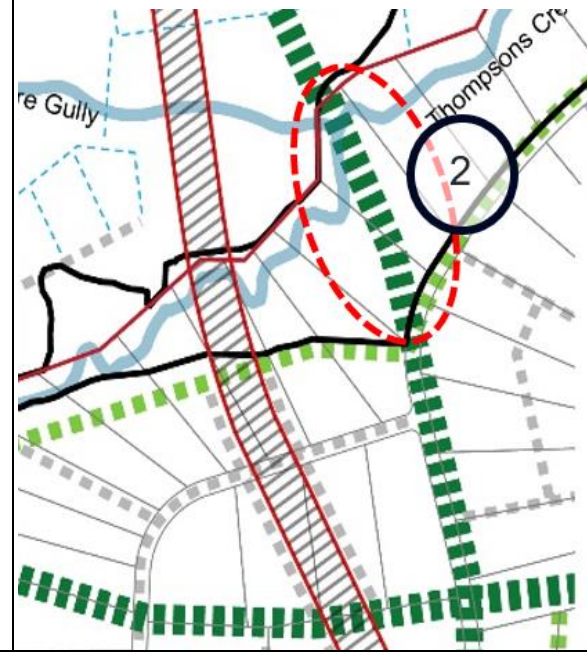
- Amend the street network in line with the Master Plan design including re-alignment of Whittaker Road slightly south.
- Identify pedestrian-only and shared zone street types (City Lanes and Parklands Promenade).
- Provide direct connections from Central Park to Moore Gully and Thompsons Creek activity nodes.
- Amend the collector roads more direct connection between Whitaker Road and Metro Link Boulevard.
- Identify pedestrian connections across Moore Gully and Thompsons Creek regional park.
- Realigned the bridge over Thompsons Creek to the east slightly.

External Changes

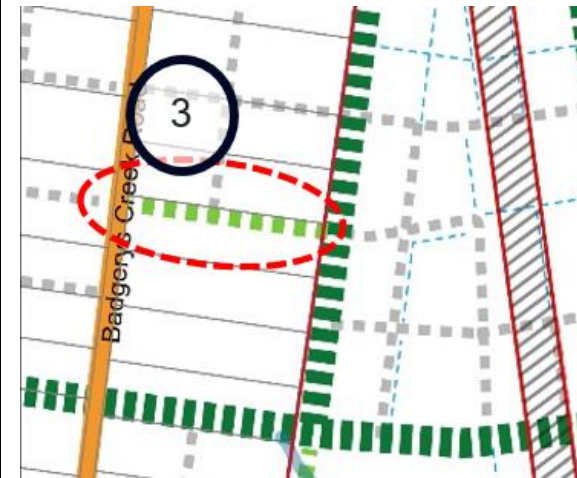
1. Whitaker Road has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes.

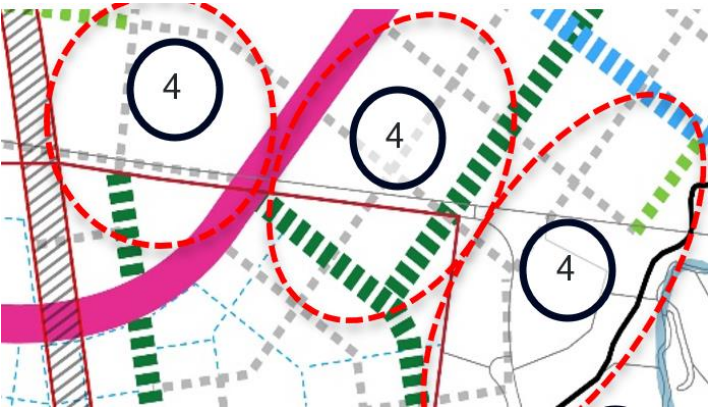


2. The Rapid Bus Corridor has moved east slightly at the boundary to reduce bridge span over one creek rather than two which will reduce impacts and costs.



3. Park Edge Street moved south slightly into land identified for acquisition purposes.



<p>4. Indicative Local Streets identified as grey on the Plan have been slightly realigned to match the proposed road network in the Master Plan. The realignments ensure that regular blocks, intersections, and future access to and from the site is provided. The future location of Local Streets is indicative and subject to future development applications.</p>	
<p>Justification</p> <p>The proposed re-alignment of Whittaker Road is not considered to have any negative impacts on the adjoining landowners. Whittaker Road has been moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes in the SEPP. Land acquisition will be undertaken by the relevant authority and subject to Thompsons Creek Regional Masterplan.</p> <p>The proposed re-alignment of the Rapid Bus Corridor is not considered to have any negative impacts on adjoining landowners and will result in a better outcome as it will reduce the bridge span over one creek instead of two. The Rapid Bus Corridor is contained within land identified for acquisition purposes in the SEPP.</p> <p>The proposed re-alignment of the Park Edge Street is not considered to have any negative impacts on the adjoining landowners. On the contrary it will increase the amount of developable area for the private landowner. The Park Edge Street has moved slightly south at the existing boundary of Lot 273 into land identified for acquisition purposes in the SEPP.</p> <p>The proposed re-alignment of indicative Local Streets is not considered to have any negative impacts on the adjoining landowners. Whilst the realignments ensure that regular blocks, intersections, and future access to and from the site is provided, the future location of Local Streets are indicative and subject to future development applications.</p>	

3 Amendments to the Western Sydney Aerotropolis Development Control Plan

A number of amendments will be required to Chapter 1 of the Western Sydney Aerotropolis Development Control Plan Phase (DCP) to reflect the Site-Specific Development Controls for the Bradfield City Centre as set out in the draft Master Plan.

3.1 Bradfield City Centre Master Plan

The Bradfield City Centre Master Plan provides a place-based vision, objectives, and development controls to guide future development in Bradfield City Centre. This includes a number of alternative benchmark solutions and additional controls to those in the Aerotropolis DCP.

Table 2 below details the *alternative benchmark solutions* and *additional controls* in relation to each section of the Aerotropolis DCP, for the Bradfield City Centre.

Table 2 - Schedule of Aerotropolis DCP Amendments and Explanations

Existing DCP Controls	Explanation
Additional Controls	
2.1 Recognise Country	<p>Additional controls are proposed to supplement Recognise Country.</p> <p>The four key values provide the foundation for the Master Plan and collectively form the Connecting with Country framework to ensure country underpins all aspects of city making. These values have been developed in collaboration with the Aboriginal community.</p>
2.12 Sustainability	An additional control is proposed to improve sustainability outcomes for the site.
2.19 Public Art	An additional control is proposed to improve the existing public art controls and will provide a coordinated approach to Public Art within the Bradfield City Centre.
2.5.2 Mitigating Urban Heat Island Effect	The Master Plan proposes additional controls relating to green cover on buildings. The additional controls seek to improve the mitigation of Urban Heat Island within the Bradfield City Centre.
6.1 Social and Cultural Infrastructure	An additional control is proposed and will provide a coordinated approach to Social and cultural infrastructure within the Bradfield City Centre.
Alternative Benchmark Solutions	
Stormwater, Water Sensitive Urban Design, and Integrated Water Management	
2.3.1 Waterway Health and Riparian Corridors	<p>The Master Plan sets out alternative benchmark solutions to those set out in Section 2.3.1(PO1)(b) of the Aerotropolis DCP relating to Strahler Order 1 watercourses.</p> <p>Bradfield City Centre has been designed as a parkland city and incorporates extensive stormwater wetlands and basins along Moore Gully and Thompsons Creek to achieve the blue-green loop vision set out in the Western Sydney Aerotropolis Precinct Plan.</p> <p>Clause 2.3.1(PO1)(b) requires naturalised trunk drainage paths are to be provided when the catchment exceeds 15 hectares or when 1% AEP overland flows cannot be safely conveyed overland.</p> <p>The preliminary stormwater catchment strategy submitted in support of the Master Plan currently indicates that there are no catchments >15ha, however there is potential that some catchments may slightly exceed the 15ha threshold before the need for naturalised drainage channels. The strategy also</p>

	<p>demonstrates that the runoff up to the 1% AEP can be conveyed between the kerbs along streets in accordance with the standard requirements of the Australian Rainfall and Runoff Guidelines.</p> <p>The Master Plan sets out an alternative benchmark solution as follows: Within Bradfield City Centre all Strahler Order 1 watercourses can be re-constructed and /or piped, providing stormwater modelling demonstrates the pipe and street network is capable of accommodating flows up to and including the 100-year AEP storm event.</p> <p>The use of naturalised drainage channels in a high density, urban area such as the Bradfield City Centre is not appropriate due to the volume of pedestrian and active transport movements across the City Centre and the likely number of access/egress points from buildings.</p> <p>Overall, the proposed benchmark controls are appropriate given the nature of the site and still achieve Stormwater, Water Sensitive Urban Design, and Integrated Water Management objectives contained within the Aerotropolis DCP. Overall, the new controls proposed align with the strategic intent of the Aerotropolis Precinct and are compatible with the context and future character of the site.</p>
<p>2.3.2 Stormwater Management and Water Sensitive Urban Design</p>	<p>Clause 2.3.2 (PO8) requires development in a mixed-use centre with an FSR over 2:1 is required to achieve 30% perviousness.</p> <p>The Bradfield City Centre will facilitate a new city centre comprising of a variety of mixed use-built forms. Whilst the entirety of the site can achieve 30% perviousness, feedback is that 30% perviousness on each individual development lot is unachievable.</p> <p>The Master Plan sets out alternative benchmark solutions to the lot perviousness control referenced in Clause 2.3.2 (PO8) with an alternative benchmark control that applies to individual development lots. The new control requires that each individual development lot achieve at least 16% perviousness.</p> <p>The proposed new control is appropriate given the nature of the site and still achieves the objectives of the Clause 2.3.2 of the DCP which are to manage indirect and ongoing impacts of development on</p>

	<p>waterways, utilise stormwater for passive irrigation and to protect, maintain and restore the ecological condition, hydrology, and hydrogeology of aquatic ecosystems.</p> <p>Overall, the alternative controls proposed align with the strategic intent of the Aerotropolis Precinct and are compatible with the context and future character of the site.</p>						
<p>Vegetation and Biodiversity</p>							
<p>2.4 Vegetation and Biodiversity 2.4.1 Deep Soil and Tree Canopy</p>	<p>The Master Plan for Bradfield City Centre provides a different composition of lots, streets, and open space to the urban typologies outlined within the Aerotropolis DCP. The master plan sets out alternative benchmark solutions to the current deep soil and tree canopy controls that apply to the site and establishes alternative controls for individual lots, street types and open space areas.</p> <p>The Master Plan proposes that all individual development sites are to achieve canopy cover of at least 15% of the site area and deep soil of at least 10% of the site area. The proposed control is more appropriate for an urban city centre and is consistent with City of Sydney DCP control.</p> <p>The alternative controls proposed can achieve an average canopy cover of 42% across the entirety of the site which exceeds the 40% target under the Aerotropolis Precinct Plan, additionally, each open space is able to achieve a canopy cover of at least 45%, consistent with the Aerotropolis DCP.</p> <p>The proposed controls are appropriate given the nature of the site and still achieve the objectives of the Clause 2.4.1 which is to provide sufficient space for sustainable tree growth to increase the canopy cover across the Aerotropolis precinct.</p>						
<p>Setbacks and Solar Access</p>							
<p>3.3.2 Building Setbacks, 3.3.3 Landscape Setbacks 4.2.3 Building Setbacks and Separation 5.2.3 Building Setbacks</p>	<p>The table below, contained in Clause 3.3.2, 3.3.3, 4.2.3 and 5.2.3 sets out the current building and landscape setbacks and separation controls that apply to the site.</p> <table border="1" data-bbox="689 1161 1615 1406"> <thead> <tr> <th data-bbox="689 1161 1001 1289">Location</th> <th data-bbox="1001 1161 1305 1289">Building Setback (from site boundary)</th> <th data-bbox="1305 1161 1615 1289">Landscape minimum width (from the site boundary)</th> </tr> </thead> <tbody> <tr> <td data-bbox="689 1289 1001 1406">Lots fronting primary arterial and sub-arterial roads</td> <td data-bbox="1001 1289 1305 1406">20m</td> <td data-bbox="1305 1289 1615 1406">10m</td> </tr> </tbody> </table>	Location	Building Setback (from site boundary)	Landscape minimum width (from the site boundary)	Lots fronting primary arterial and sub-arterial roads	20m	10m
Location	Building Setback (from site boundary)	Landscape minimum width (from the site boundary)					
Lots fronting primary arterial and sub-arterial roads	20m	10m					



	Lots fronting collector streets	12m	6m
	Lots fronting local streets	7.5m	4m
	Secondary road frontages (corner lots)	5m	3m
	Rear and side boundaries	5m	2.5m No minimum requirement for side boundaries
	Lots adjoining land zoned Environment and Recreation	10m boundary adjoining Environment and Recreation land, unless separated by a road (streets setbacks above apply).	5m landscape setback from the edge of the E&R zoned land, unless separated by a road.
	Development within defined building setbacks		
	Lots fronting a public road with a setback containing loading dock manoeuvring areas and associated hardstand	As per relevant setback for each public road above	Minimum 6m
	Lots fronting a public road with a setback containing off street car parking areas	Minimum 13m	Minimum 6m

The Master Plan sets out alternative benchmark solutions to building and landscape setbacks and separation controls with more detailed site-specific setbacks for the Bradfield City Centre (refer to image below).

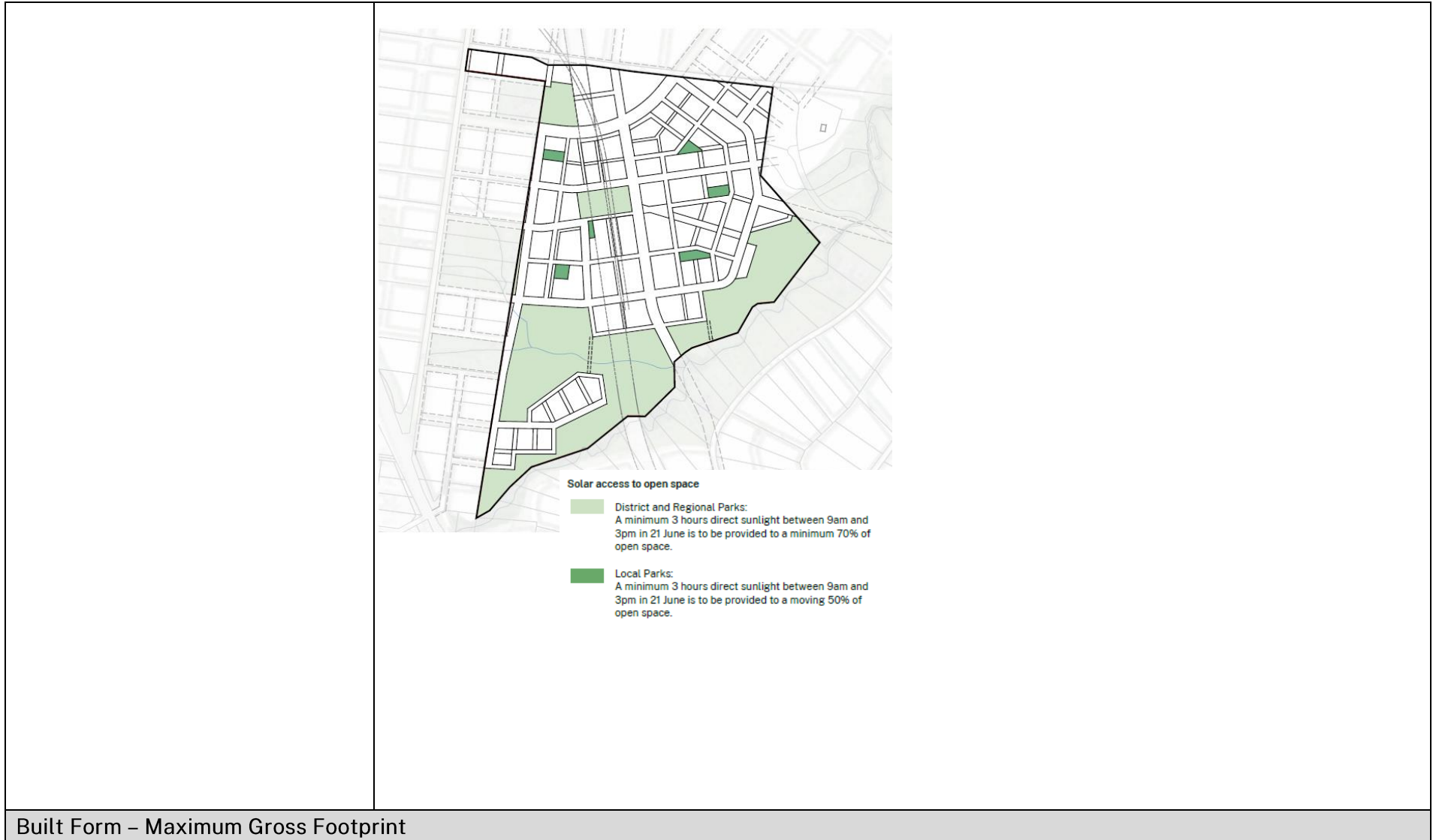


Building setbacks within Bradfield City Centre are to be consistent with the controls outlined in the diagrams on this page.

Setbacks

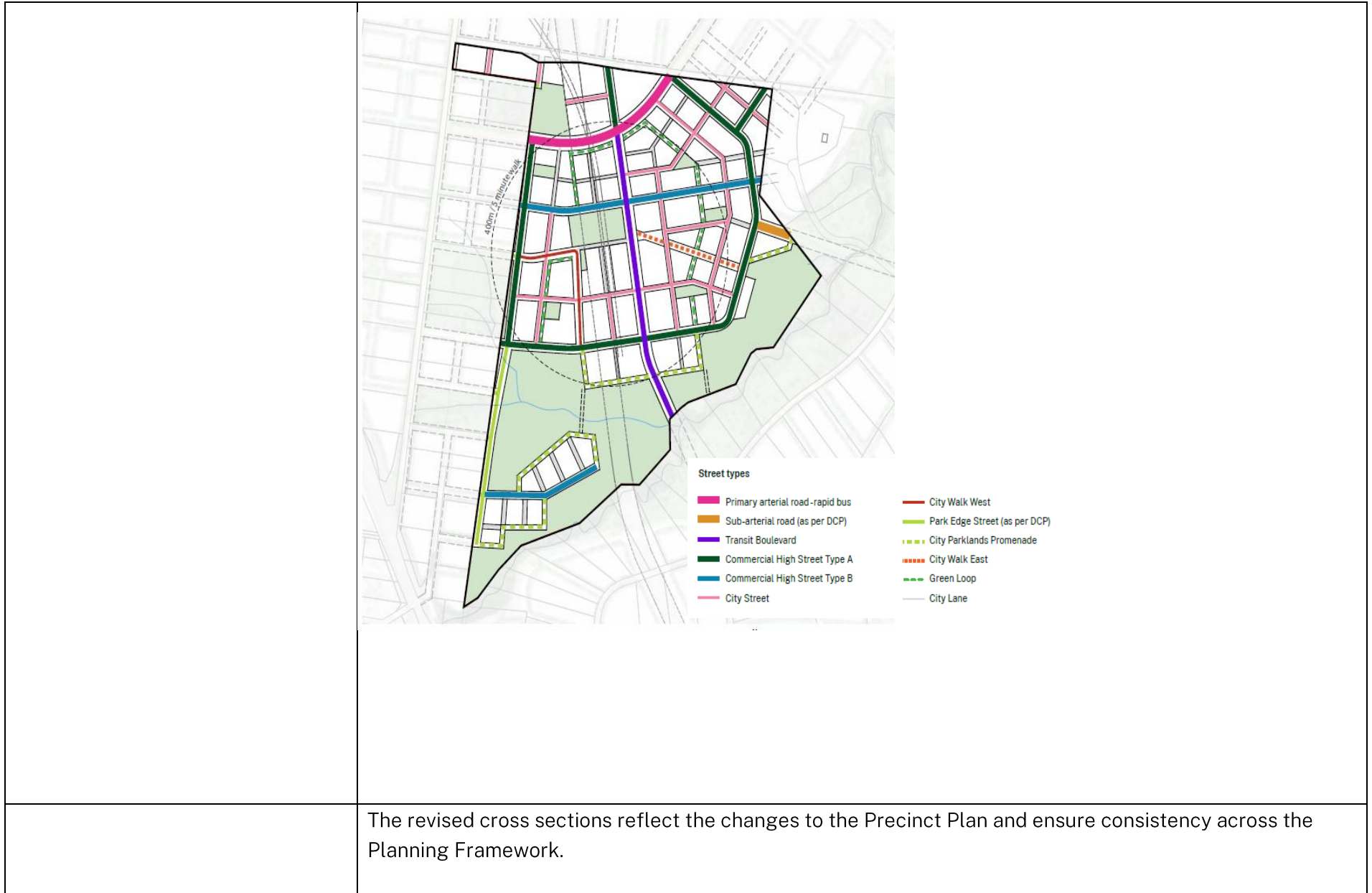
-  0m setbacks required (3m setback permitted to accommodate outdoor dining and 3m setback required for any ground floor residential)
-  3m setbacks required to green loop, residential and enterprise areas

	<p>The building and ground level street setbacks proposed to the street hierarchy and urban context of the site and make allowances for the provision of tree canopy, deep soil, and landscape zones. Complementary to this, building envelopes have been established and provide appropriate building separation that responds to the site context, building use, orientation, and street network.</p> <p>It is considered that the alternative setback controls provide the necessary setbacks to maximise efficient use of land where amenity in the public domain is not reduced.</p> <p>Solar</p> <p>Clause 4.2.3 (PO2) sets out the solar access provisions that apply to the site, The Master Plan proposes to amend the current solar controls that apply to the site and introduces an additional control which applies to local parks. Presently, the DCP requires in mid-winter a minimum of 3 hrs solar access between 9am and 3pm on the 21st of June to 70% area of open space. This is not achievable for local parks and will significantly restrict density and positive built form outcomes.</p> <p>For this reason, the Master Plan proposes an alternative control for local parks specific to the Bradfield City Centre. The additional control for local parks proposes that they achieve a minimum of 3 hours direct sunlight between 9am and 3pm on the 21st of June to a moving 50% area of open space.</p>
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<p>4.2.2 Amenity and Sustainability 5.2.2 Amenity and Sustainability</p>	<p>Clause 4.2.2 (PO2) (5) specifies that the maximum gross footprint for a commercial tower is 1,500 sqm.</p> <p>The Master Plan proposes that an alternative control be introduced where commercial towers above five storeys have a maximum gross footprint of 1,500sqm.</p> <p>The minor variation to the existing building footprints is appropriate given the Bradfield City Centre will facilitate a new city centre comprising of a variety of mixed use-built forms. The revised building footprints allow for the articulation and modulation of building forms which can facilitate good design outcomes; achieve amenity outcomes including solar access and cross ventilation and support green strategies focused around reducing energy consumption.</p> <p>It is considered that the alternative control proposed provides flexibility for commercial uses and will promote the orderly and feasible development of each individual development lot.</p> <p>Clause 5.2.2 (PO2) specifies that the maximum gross footprint for a residential tower above 5 storeys is 650 sqm.</p> <p>The Master Plan seeks to increase the residential gross footprint and proposes an alternative control that increases the maximum gross footprint of residential towers, five storeys and above to 750 sqm.</p> <p>The proposed amendment to the existing gross footprint is appropriate given the Bradfield City Centre will facilitate a new city centre comprising of a variety of mixed use-built forms, including residential flat buildings.</p> <p>The revised building footprints for future residential towers five storeys and above allow for the articulation and modulation of building forms which can facilitate good design outcomes; achieve amenity outcomes including solar access and cross ventilation and support green strategies focused around reducing energy consumption.</p>
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Road Network and Design	
2.6 Road design for Arterial and Sub-Arterial Roads	Clause 2.6, 3.1, 4.1 and 5.1 outlines the typical street network arrangement for roads identified on the Street Network and Hierarchy Plan in the Aerotropolis Precinct Plan.
3.1 Local Road Network and Design	The Master Plan proposes amendments to the Street Hierarchy Plan in the Aerotropolis Precinct Plan (refer to image below).
4.1 Road Network and Design	Several street sections have been further refined and additional street types have been provided to offer greater diversity and achieve the vision of a pedestrian - focussed, safe and sustainable movement network within the Bradfield City Centre.
5.1 Road Network and Design	



In summary the proposed amendments to the Street Hierarchy Plan include:

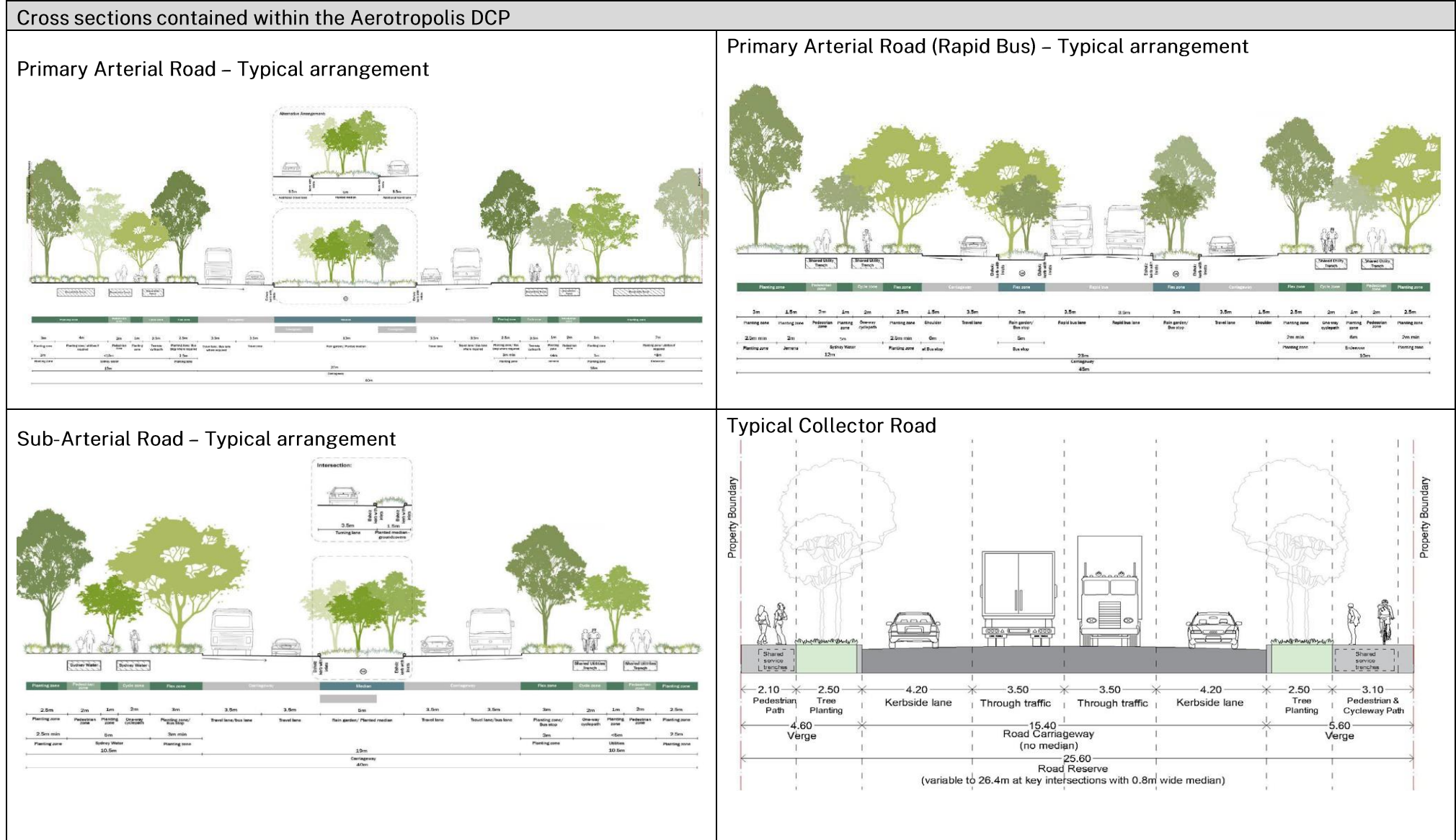
- Amendments to the street network in line with the Master Plan design.
- Identify pedestrian-only and shared zone street types (City Lanes and Parklands Promenade).
- Provide direct connections from Central Park to Moore Gully and Thompsons Creek activity nodes.
- Amend the collector roads more direct connection between Whitaker Road and Metro Link Boulevard.
- Identify pedestrian connections across Moore Gully and Thompsons Creek regional park.
- Realigned the bridge over Thompsons Creek to the east slightly.
- Realigned Whitaker Road slightly.

Overall, the amendments allow for a finer grain structure that prioritises pedestrian movement and promotes more sustainable and healthy transport choices. In addition, the amendments enable more direct convenient access between key destinations and activity nodes and facilitate the improved delivery of transport infrastructure by providing a more connected transport network.

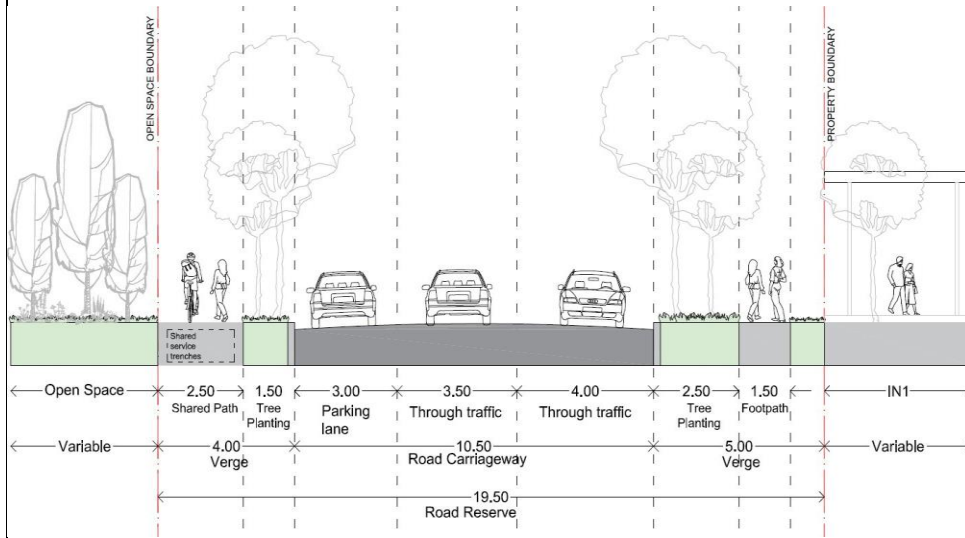
As a result of these amendments, the cross sections contained within the Aerotropolis DCP will not apply to the Bradfield City Centre site and are replaced by the cross sections detailed below.

Table 3 shows the existing road cross sections and Table 4 shows the proposed cross sections relating to Bradfield City Centre.

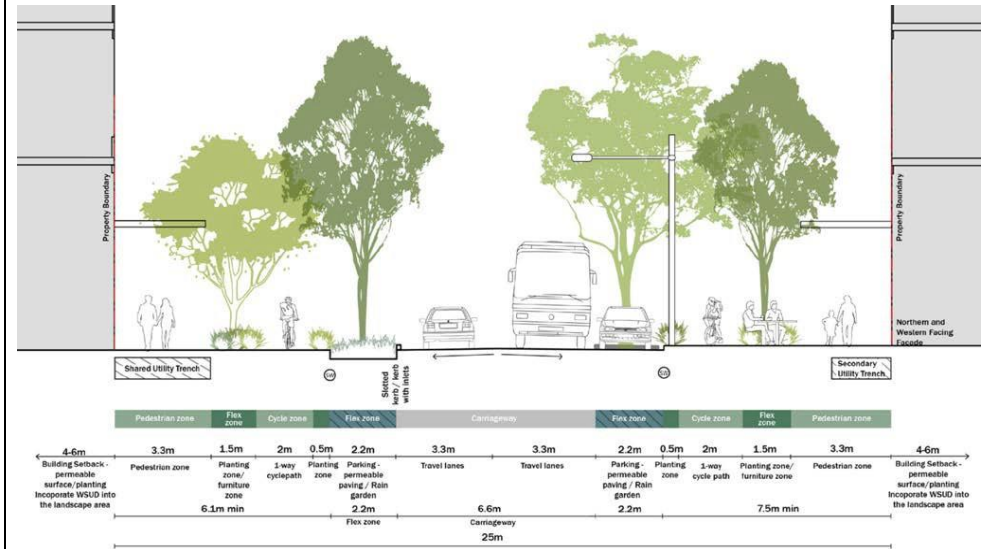
Table 3 - Existing Cross - Sections



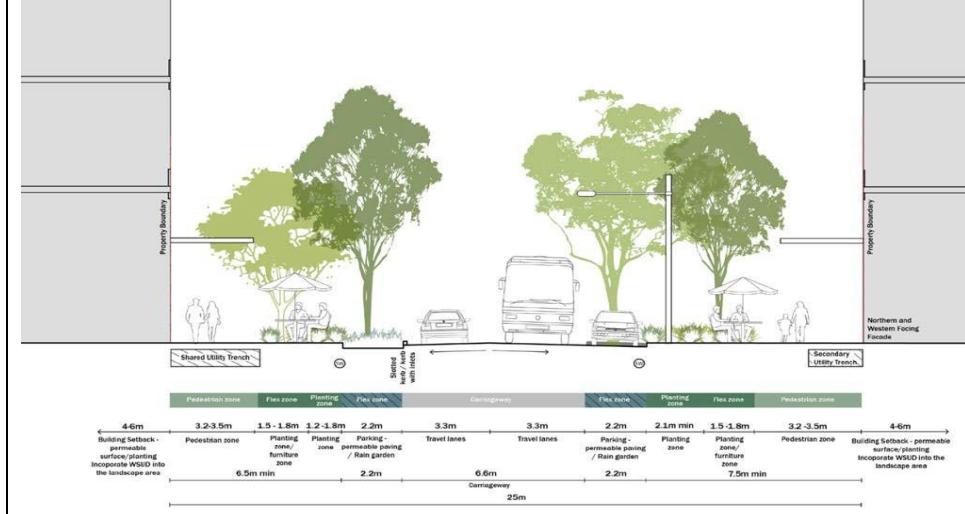
Typical Open Space Edge Road



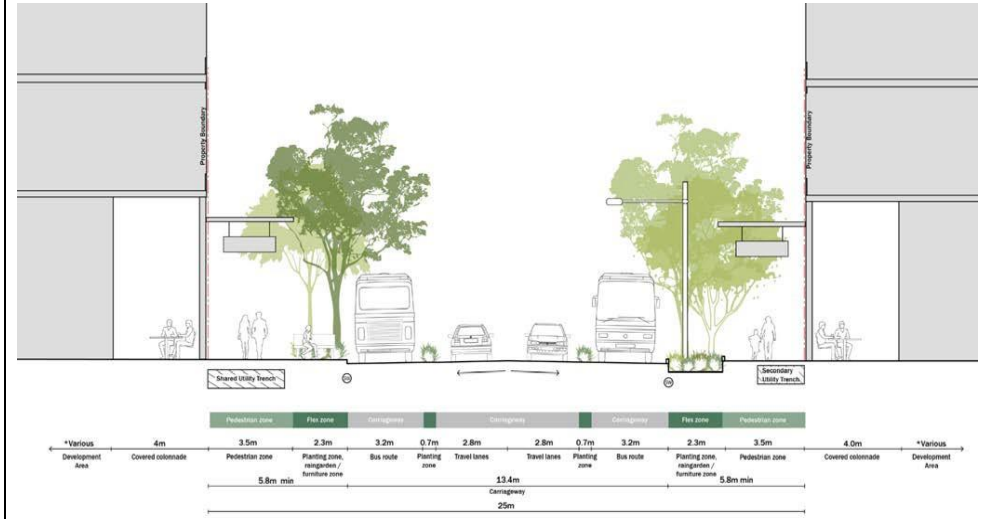
Local street (high street - commercial centre)



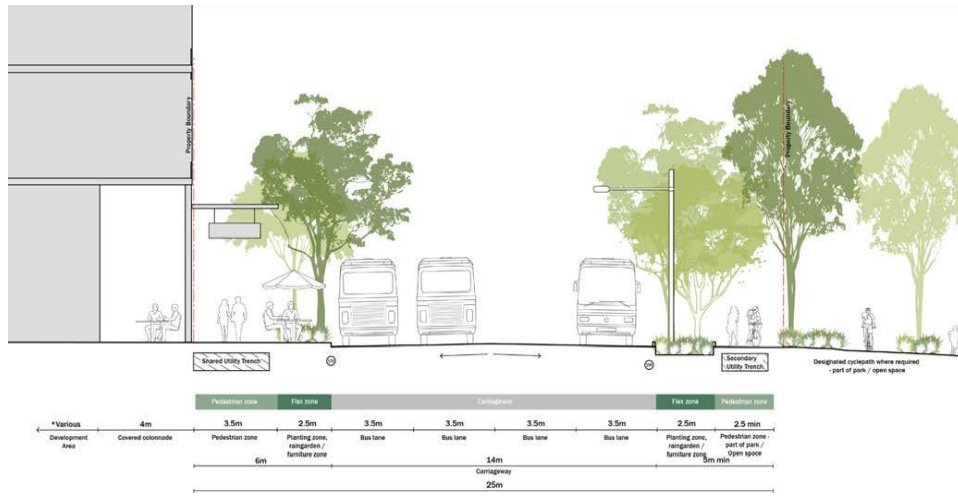
Local street (high street with cycle paths - commercial centre)



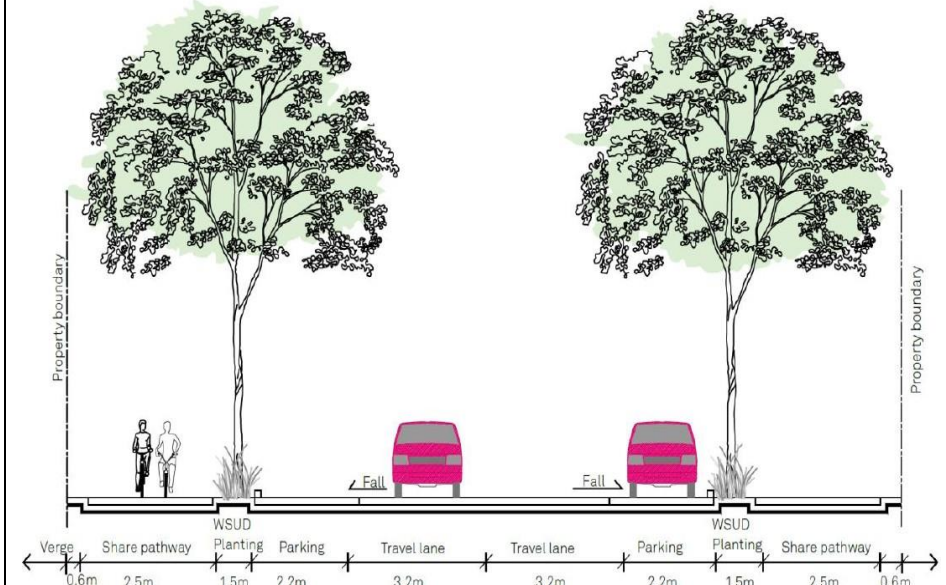
25 metre local street (high street - commercial centre) Bus lane



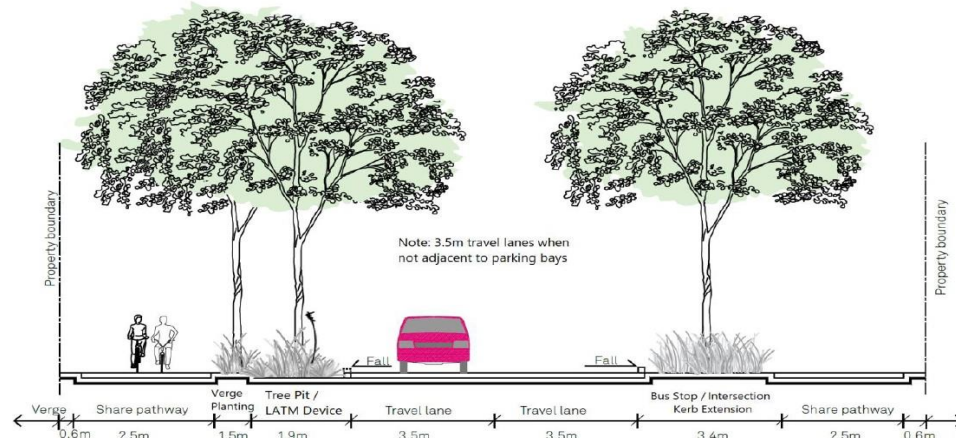
Local street (high street - commercial centre) Rapid bus and active transport only



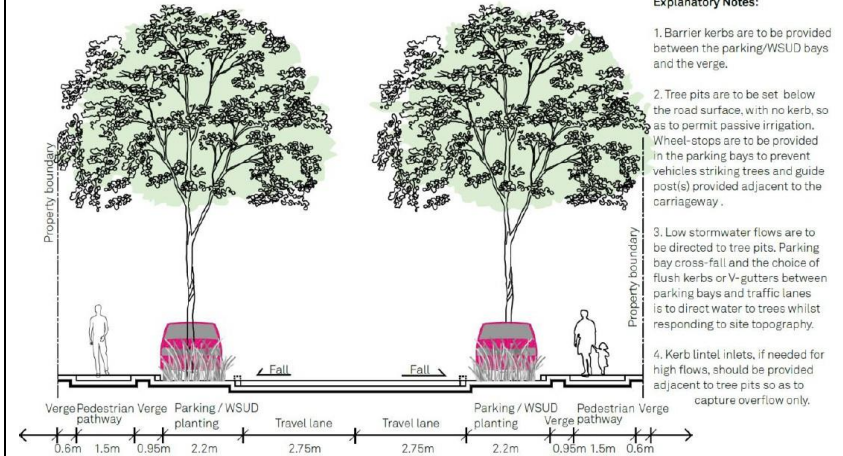
Typical collector road



Collector Road LATM, Tree Pit, Bus Stop or Kerb Extension Details



Typical local street



Typical laneway

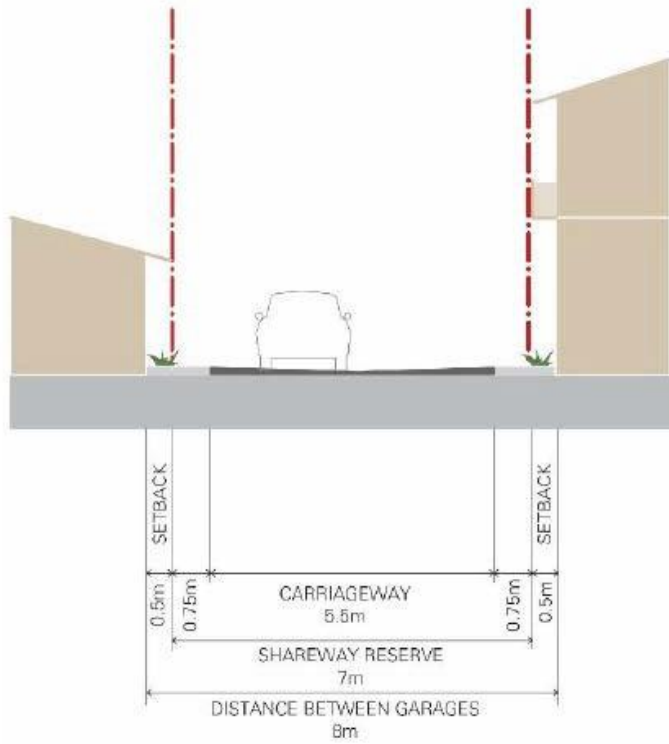
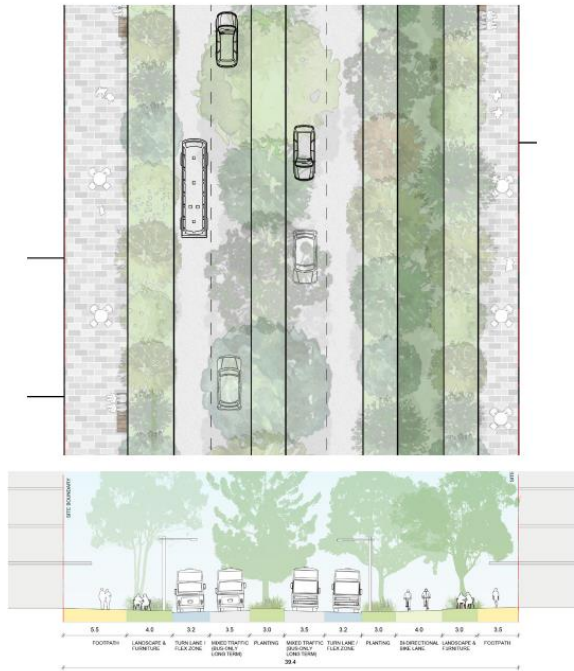


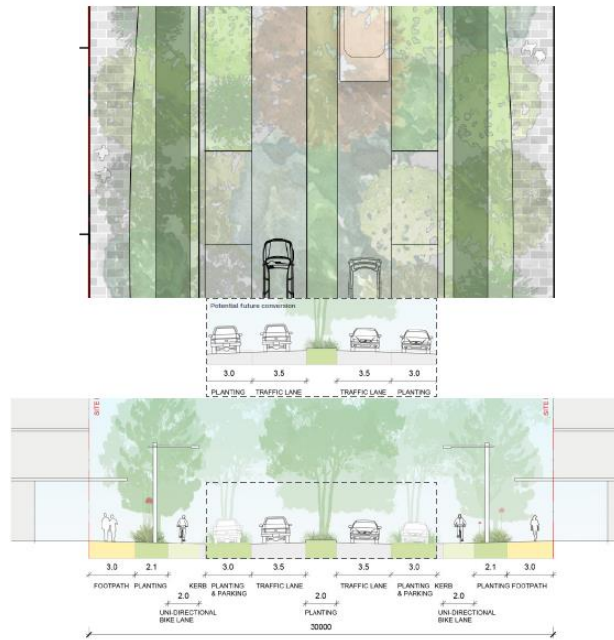
Table 4 - Proposed Bradfield City Centre Road Cross - Sections

Cross sections contained within the Aerotropolis DCP		
<p>Metro link boulevard Typical plan and section</p>	<p>Sub-arterial Typical plan and section</p>	<p>Transit boulevard (bus zone) Typical plan and section</p>

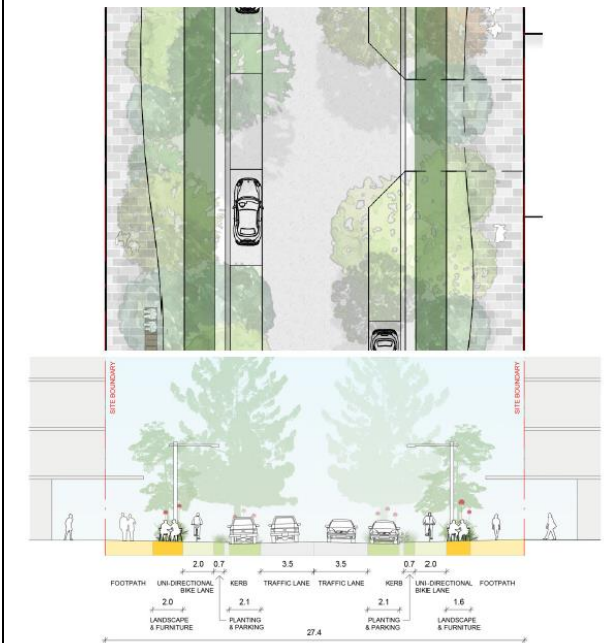
Transit boulevard (outside bus zone)
Typical plan and section



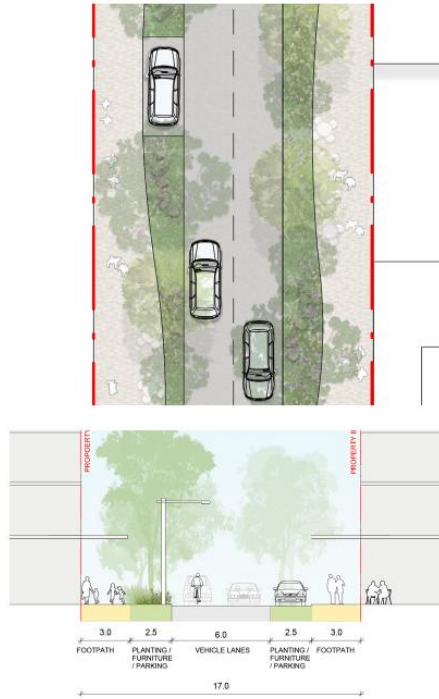
Commercial high street type A
Typical plan and section



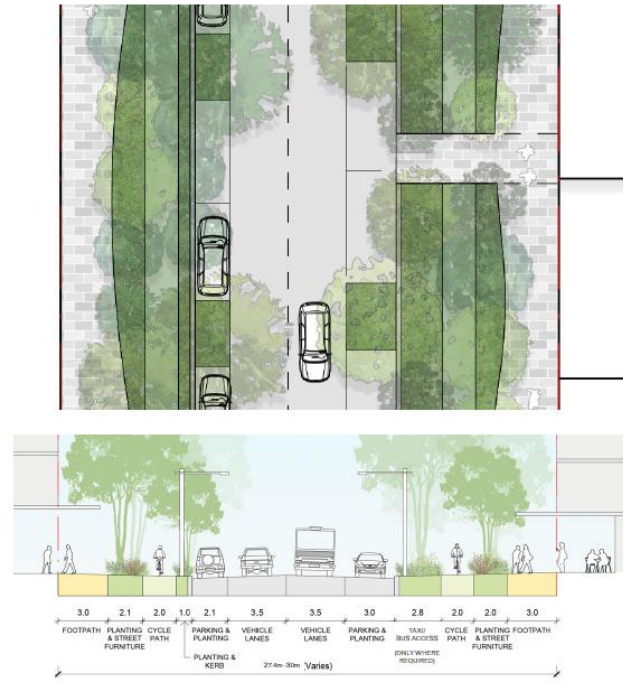
Commercial high street type B
Typical plan and section



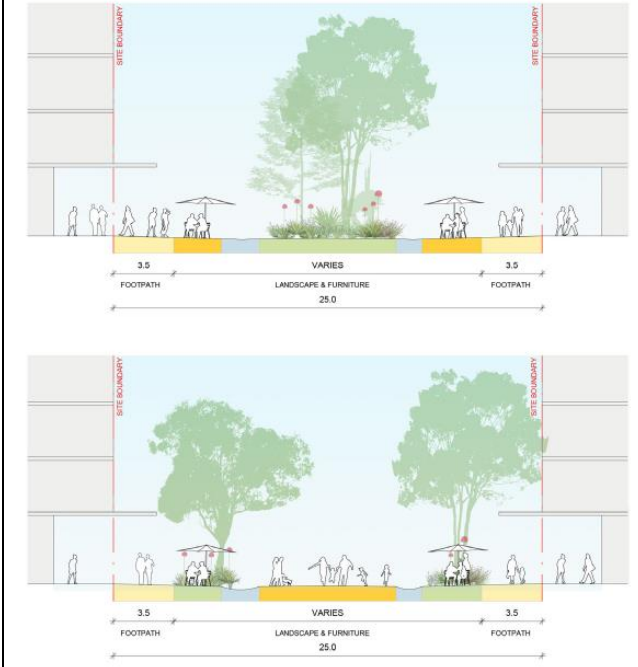
City street
Typical plan and section



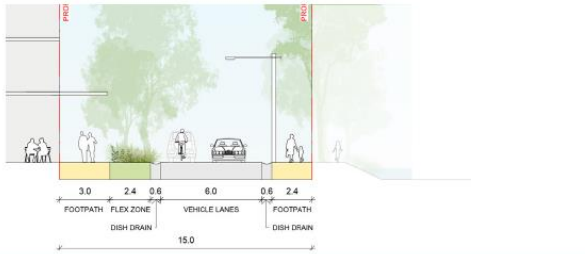
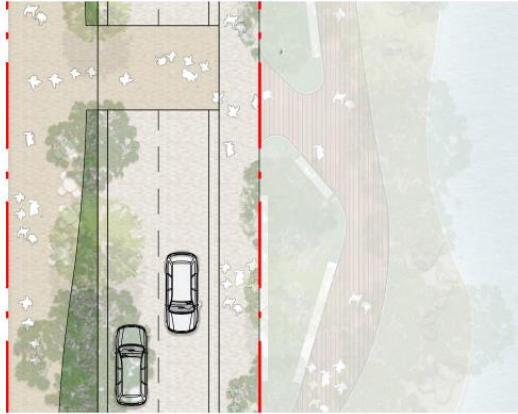
City Walk West street
Typical plan and section



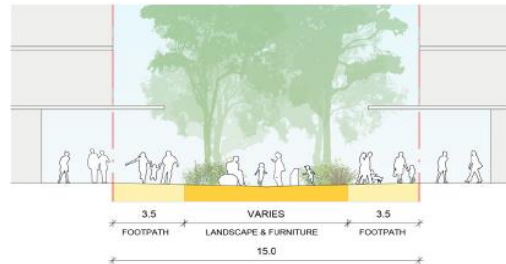
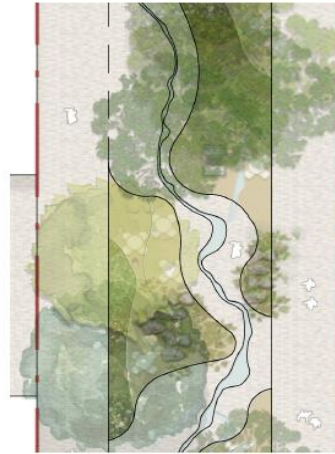
City Walk East
Typical plan and section



Parklands promenade street Typical plan and section



Green Loop Typical plan and section



4 Next Steps – Have your say

The Department of Planning, Housing and Infrastructure welcomes community and stakeholder feedback on this Discussion Paper. Your feedback will help us better understand the views of the community and will inform the amendments to the Western Sydney Aerotropolis Precinct Plan, and Western Sydney Aerotropolis Development Control Plan Phase 2 as outlined in this document.

You can make a submission on the Discussion Paper by completing the online feedback form 4 March 2024 at: www.planningportal.nsw.gov.au/draftplans/on-exhibition

Submissions may address issues raised in this Discussion Paper or provide additional input regarding the proposed amendments to the Western Sydney Aerotropolis Precinct Plan, and Western Sydney Aerotropolis Development Control Plan Phase 2. The Department will publish a response to submissions following the close of the exhibition.