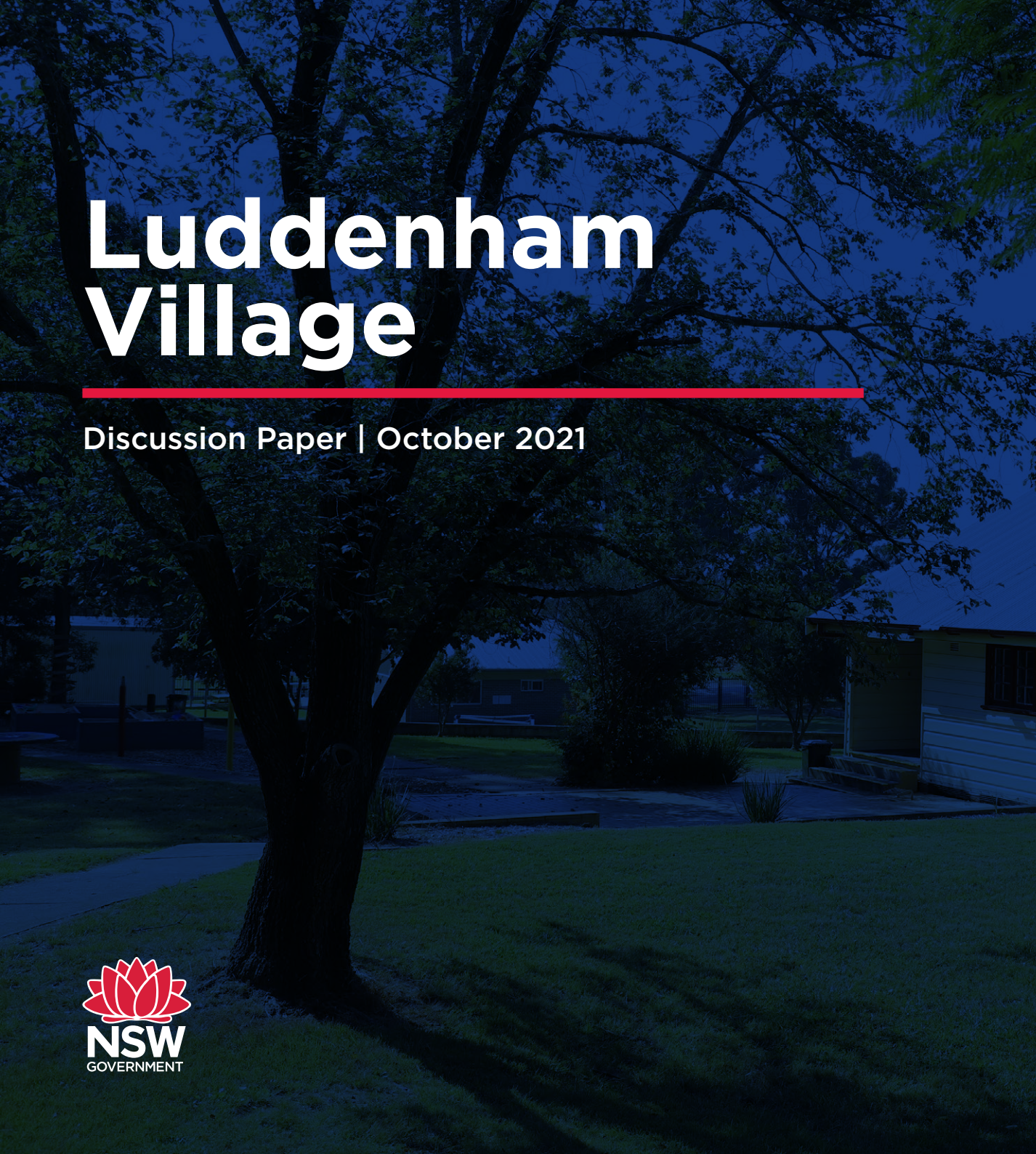


Luddenham Village

Discussion Paper | October 2021



Acknowledgment 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 Paper 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.

We acknowledge and pay our respects to the Traditional Custodians of Country within Luddenham Village and the broader Aerotropolis, the Dharug people. We extend that respect to many others who have custodial obligations for Country and have been connected to this place for many generations including the Dharawal and Gundungurra.

We acknowledge other surrounding groups that came to this Country to do business including the Darkinjung, coastal Sydney, Wiradjuri and Yuin people. We recognise that the Gandangara, Deerubbin and Tharawal Local Aboriginal Land Councils have land holdings and responsibilities to communities within the Aerotropolis and broader Western Sydney area.

We also acknowledge and respect the vibrant and diverse Aboriginal population that call Western Sydney home. They have been established in the Western Parkland City for many generations and have strong cultural values associated with this Country.



This report has been prepared by Urbis and Atlas Urban Economics on behalf of the NSW Government and the Western Sydney Planning Partnership.



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Introduction

Purpose of this document

This document outlines the research collected on Luddenham Village in response to community feedback during the public exhibition of the Western Sydney Aerotropolis Plan and Precinct Plans in late 2020. This document aims to provide a framework for conversation with the community about the role of Luddenham Village in the future Aerotropolis and more specifically, the Agribusiness Precinct.

This document includes information on:

- Luddenham today, including opportunities and constraints
- Plans for Luddenham as a local centre within the growing Western Sydney Aerotropolis
- Research into what growth is needed to ensure Luddenham's future
- Urban design ideas that underpin potential scenarios for Luddenham
- Scenarios for Luddenham's future

As you read this information, we're asking you to share your ideas on:

- What parts of Luddenham we need to protect
- What Luddenham could contribute to the Aerotropolis
- What Luddenham should look like in the future
- How Luddenham could grow in the future

What we've heard

In reviewing the submissions of the Western Sydney Aerotropolis Plan, the draft Aerotropolis Precinct Plans and the Independent Community Commissioner's report there is a shared interest in ensuring a sustainable future for Luddenham Village. This report aims to provide information on how Luddenham could remain a viable town within the Western Sydney Aerotropolis.

My recommendations are designed to support the NSW Government's vision for the Western Parkland City and - most importantly - to ensure that the communities who currently call this place home are not disadvantaged by progress.

Professor Roberta Ryan
Western Sydney Aerotropolis Independent Community Commissioner

Work completed to date

In early 2021, Transport for NSW started work on a Luddenham Revitalisation Plan as part of The Northern Road upgrade project. This was temporarily paused to ensure effective coordination with the Aerotropolis Precinct Planning process.

Through discussions between Transport for NSW, the Department of Planning, Infrastructure and Environment, Penrith Council, Liverpool Council and the Western Sydney Planning Partnership, it was agreed that the Western Sydney Planning Partnership will develop the Luddenham Village Plan with the above agencies, stakeholders and technical consultants.

Process

The plan for Luddenham Village will be developed through consultation with the community and relevant stakeholders moving forward. The final plan and any associated controls will be implemented through the finalisation of the Aerotropolis Precinct Plans, Phase 2 Development Control Plan, and amendments to the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* at the end of the year.

This process is outlined in the following diagram.





Luddenham today

Local context

Luddenham Village is a small, peri-urban suburb located on the outskirts of Greater Sydney's urban footprint. It is 42km west of the Sydney CBD and is within the Local Government Areas of the City of Penrith and the City of Liverpool.

It is located on the Old Northern Road, and the recent realignment of the Northern Road to the east of Luddenham means heavy traffic now bypasses the village. However, traffic volumes are expected to return to their historical levels by 2026-2031 with the operation of the Western Sydney Airport and development in the future city of Bradfield.

In 2016, the suburb had a population of around 1,800 people and 550 dwellings. Between 2011 and 2016, the suburb grew by around 30 dwellings a year, mostly in the Twin Creeks Estate. The Luddenham Village is a local village within the suburb of Luddenham. In 2016, the Luddenham Village population was around 450 residents with 160 dwellings and 160 workers.

Luddenham has a high concentration of local heritage items representative of early period European settlement and rural development. Some of these items include Luddenham Progress Hall, St James Anglican Church and Cemetery, and the Luddenham Public School. The Old Northern Road sits on a north to south ridgeline. There are significant views west to the Blue Mountains and across the rural open space character of the region.

Existing land uses

Luddenham Village is a service-orientated centre with a mix of retail and business uses in three locations along The Old Northern Road. These include a small supermarket, fresh food grocers, service stations, café and other speciality uses. There are around 2,900sqm of retail/ business floorspace within the Village and distributed across a mix of commercial buildings and home businesses. This makes Luddenham Village smaller than many other Local Centres in the Liverpool, Penrith, and Camden local government areas (LGAs).

Demographic indicators in 2016



Employment
128 workers
in the village area



Population
1,800 in the suburb
450 in the village area

Dwellings in 2016



Dwelling growth
~30 dwellings
per annum between 2011-2016



Dwellings
550 in the suburb
160 in the village area

Existing land uses (village area) in 2016



Retail/Business Floorspace
2,900 sqm

Northern Road Bypass (village area)



Annual Average Daily Traffic Data
13,000-17,000 in 2015
4,700-7,700 in May 2021

Opportunities

Luddenham Village is a much-loved township and the arrival of the Western Sydney Aerotropolis and future city of Bradfield provide some opportunities to enhance the strengths of the Village. These opportunities include:

- The Old Northern Road is wide and centrally placed. Upgrading the streetscape, increasing tree canopy and incorporating cycling facilities could emphasise its role as a main street.
- Current retail is in three main locations along the Old Northern Road, which could be reinforced with different characteristics. Expanding the range of shops could celebrate local produce, support growth in tourism and visitors, and potential residential growth.
- Incentivising commercial, community and tourism-based uses which could assist to conserve the cottages and heritage buildings.
- The Cosgroves Creek riparian corridor could be enhanced with an active transport link between Luddenham Village and future Metro station.
- Existing open spaces such as Sales Park have limited connections. Establishing connections to and from the Old Northern Road and other open spaces could improve open spaces and green links within the village.
- While the emerging Airport and Agribusiness Precinct will impact the current village centre, the character of the village could be maintained and expanded to celebrate the Aboriginal and non-Aboriginal heritage of the place. The vistas and views and its connection to Country would be included.

Constraints

There are several constraints that need to be considered for any future planning work including:

Water & Wastewater

Sydney Water is progressing with planning to provide wastewater services to the Agribusiness Precinct, including Luddenham Village by 2026. This includes Luddenham Village west of Northern Road.

Sydney Water Upper South Creek Advanced Recycling Centre will be constructed by 2025/26 to provide wastewater and recycled water services for the Upper South Creek Catchment and the Aerotropolis Growth Area.

The Environmental Impact Statement will be released soon and Sydney Water are aiming to have the USCAWRC completed by 2025/26, in time to meet the commissioning needs for the Airport. The centre will also be able to supply recycled water and is being designed to maximise the opportunity for resource recovery, for example, energy generation and biosolid waste management.

Sydney Water is developing the mechanism to connect existing properties in Luddenham Village to our future wastewater network.

Australian Noise Exposure Concept

No intensification of noise sensitive development (including residential development) will be permitted within the Australian Noise Exposure Concept (ANEC) 20 and above contours. For example, dual occupancies, secondary dwellings and the subdivision of land for residential purposes that have not already been approved, will not be permitted.

However, the Aerotropolis planning framework clarifies that in existing residential areas or on land already approved for residential development, the ability to construct dwelling houses will not be removed. Additionally, renovations to existing dwelling houses or extensions will still be allowed. Further, any development for the purposes of dwelling houses within the ANEC 20 and above contours will be subject to the development meeting indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021—2015, Acoustics—Aircraft noise intrusion—Building siting and construction.

Open Space & Biodiversity
























There are a number of existing local parks within Luddenham Village - Sales Park, Wilmington Reserve and Freeburn Park. These will remain. In addition to these existing parks, two new parks will be provided as part of the revised open space plan. These parks have been identified on land to the north and south of the village.

In addition to the existing and proposed open space areas, areas with high biodiversity values will also be protected along with waterways. Lands identified for stormwater infrastructure will also provide waterway health functions and may provide additional opportunities for passive open space uses and active transport connections (walking and cycle paths).

Schools

DPIE will engage with Schools Infrastructure NSW once there is an agreement on the future residential population. There should be sufficient space to meet future primary school demands within the existing Luddenham Primary School. None of the scenarios presented later in the report will deliver sufficient population to require the provision of a high school.

Legend

-  Village boundary
-  The Northern Road (realignment)
-  Existing main roads
-  Existing local streets
-  Intersections
-  Retail uses
-  Existing open spaces
-  Heritage lots
-  Heritage buildings
-  Schools
-  Potential active transport links
-  Footpaths
-  Regional views
-  Distant views
-  ANEC 20 (aircraft noise)
-  Sales Park
-  Wilmington Reserve
-  Luddenham Progress Hall
Uniting Church
St. James Anglican Church and cemetery
-  Luddenham Showground
-  Holy Family Catholic Primary School
-  Luddenham Public School
-  Service station and convenience store
-  Service station and supermarket

This map shows Luddenham Village today, highlighting the proposed connection to the future Metro Station.

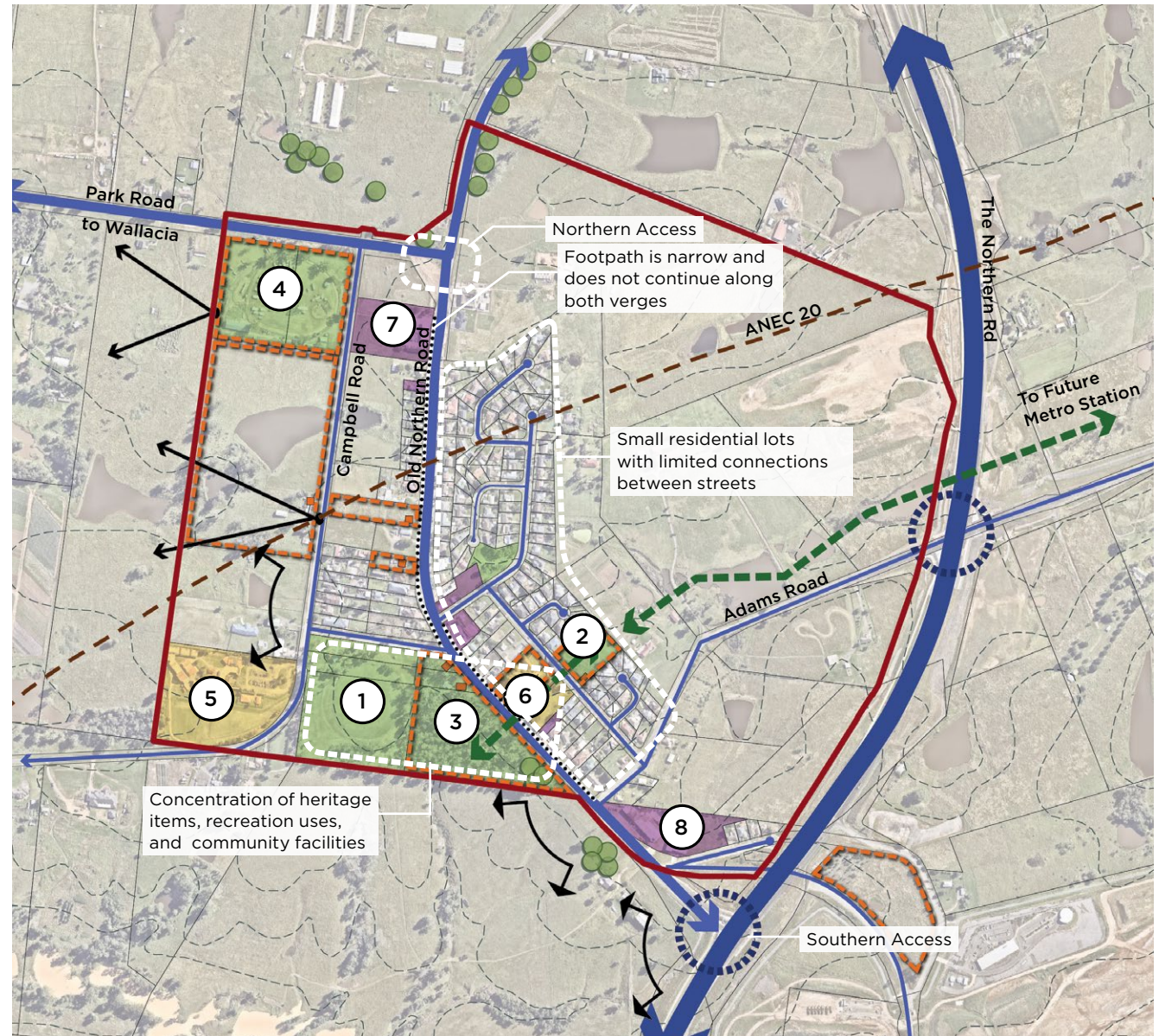


Figure 1 Site Features Plan



Luddenham tomorrow

Here are some of the phrases we have heard from the community about their vision for Luddenham Village. We'd like your feedback on these ideas and any other ideas you have on Luddenham's future, that we can shape up into a draft vision.

“Desire to maintain the character, amenity and liveability of the Luddenham Village”

“A viable village”

“Luddenham to be a place that offers more cafes and restaurants, cultural activities, tourist facilities and visitor accommodation.”

“The village has a picturesque and idyllic landscape.”



Figure 2 Potential view along the Northern Road. Artist impression by Studio Hollenstein (2020)

What is a Local Centre

Local centres, typically the shopping and retail hub of a neighbourhood, provide a place for people, essential services and transport links to operate within one area. Local centres build on the existing character of the local area to support commercial, retail and social activity within a community.

Local centres provide the community with a convenient and inclusive place to access everyday essentials, work and socialise. As the focal hub of the neighbourhood, local centres often provide open space for nearby residents to gather and sit outdoors, medical services, libraries, and community space.

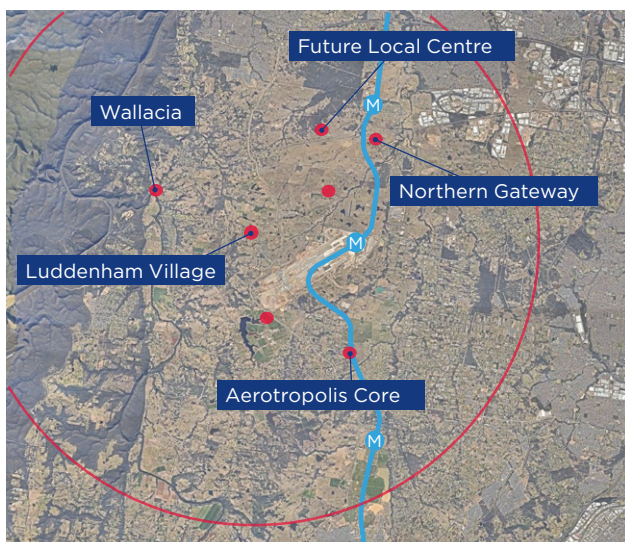


Figure 3 Other centres within 15km of Luddenham Village

Local Centres in the Aerotropolis

The Western Sydney Aerotropolis Plan identifies several local areas that have the potential to support the future city of Bradfield and the vision for the broader Western Sydney Aerotropolis. The major town centres will be located close to the Metro Stations planned for the Western Sydney Aerotropolis.

Plans for Luddenham Village, along with two other centres located to the north and south of Luddenham Village sit within the broader Agribusiness Precinct. These local centres intend to cater for their local area catchment. While the size of the Luddenman Village is to be determined, plans will play a unique role in servicing a mix of local residents, workers and visitors.

Future Growth Expectations

The growth of employment across the Western Sydney Aerotropolis will directly influence the future of Luddenham Village.

Timeframes for growth remain uncertain, however it is expected that:

- *By 2026, there will be around 4,500 workers at the Western Sydney Airport.*
- *By 2036, there is potential for around 4,800 workers in the surrounding Agribusiness Precinct (including a potential fresh food market). The nearby Western Sydney Airport also has the potential to grow to accommodate around 13,200 workers.*

As development in and around the Aerotropolis' Northern Gateway and Aerotropolis Core precincts is expected to increase significantly by 2036, local centres will play a critical role in servicing the growing community, including future residents and workers.

Comparing local centres nearby and across Australia

To inform future planning for Luddenham Village, Atlas Urban Economics carried out an assessment comparing the features of other local centres in the surrounding area and across Australia.

The case study analysis considered the size, offering and amenity of neighbouring local centres located within the Liverpool, Penrith and Camden Local Government Areas (LGAs). It also looked at several other locations across Australia to examine historical features and characteristics that make local centres sustainable.

The analysis identified three unique towns – located in South Australia, New South Wales and Tasmania – as case studies (comparable examples) to guide the next phase of thinking for Luddenham Village.

LGA	Centre(s)	Retail Floorspace (sqm)
Local Centres		
Camden	Mt. Annan, Oran Park, Spring Farm	5,300-20,000
Liverpool	Casula, Moorebank, Miller, Green Valley, etc.	9,400-17000
Penrith	Various	<10,000

Source: Various Centre Strategies

Hahndorf, South Australia

The historic town of Hahndorf, South Australia is a major tourist hub, located around 28km south-east of the Adelaide CBD, in the Adelaide Hills region. It has become a highly popular destination for domestic and international visitors, with around 950,000 visitors a year.

Made up of around 15,000sqm of retail and hospitality floorspace, the Hahndorf town centre is an example of a possible growth scenario for Luddenham Village.

The suburb had a population of around 2,900 residents in 1,100 dwellings in 2016. Around 11,000 vehicles passed through the main street of Hahndorf each day, with the nearby Princes Highway seeing around 33,000 vehicles.

The Hahndorf town centre is located along the main street and is characterised by its unique hospitality offering. The centre features around 13 licensed venues (bars, hotels) and 10 short term accommodation facilities (motels, hotels).

Founded in 1839, Hahndorf is the oldest surviving Germanic settlement in Australia and retains a strong German flavour through its architecture and hospitality industry.



Berry, New South Wales

Located on NSW's South Coast, Berry is a highly popular village for Sydneysiders and South Coast residents alike.

Like Luddenham Village, Berry was located near a major growth precinct. Originally located along the busy Princes Highway, a bypass completed in 2017 has reinforced the village feel and popularity of the Berry town centre.

The Berry town centre also comprises around 15,000sqm of retail and hospitality floorspace. The town centre features 3 licensed venues (mix of heritage pubs and bars) and includes over a dozen short-term accommodation options for travellers.

The Berry town centre is a major tourist attraction on the NSW South Coast and attracts hundreds of thousands of visitors each year.

In 2016, Berry was home to around 2,700 residents and around 1,250 dwellings. Prior to the completion of the bypass in 2017, up to 26,000 vehicles would pass through the centre each day.



Evandale, Tasmania

Located around 4km south of Launceston Airport and just off the Midland Highway, the village of Evandale in Tasmania is a popular tourist hub for local and interstate travellers.

Occupying a smaller footprint than both Hahndorf and Berry, the Evandale town centre comprises around 5,000sqm of retail/ hospitality floorspace. The centre features two licensed venues and almost a dozen short-term accommodation options.

Evandale has been assessed as an example of how Luddenham Village could operate at a smaller size with around 5,000sqm of retail space.

Established in the early 1800s, the Evandale town centre is characterised by its heritage architecture, fresh food markets and unique hospitality offering.

The suburb of Evandale accommodated a population of around 1,350 residents and 200 dwellings in 2016. Around 3,000 vehicles pass through the village each day, with the neighbouring Midland Highway seeing around 7,400 daily vehicles.



Case Study Key Indicators

Indicator	Luddenham	Hahndorf (SA)	Evandale (TAS)	Berry (NSW)
Residents (suburb)	1,827	2,928	1,351	2,667
Residents (15km)	54,158	70,365	18,720	34,182
Workers (surrounding)	128	1,618	742	2,022
Dwellings (Suburb)	551	1,101	593	1,243
Traffic Volumes (AADT)	4,700-6,700 (2021)	11,200 (2020)	2,700 (2018)	Unknown
Distance to Airport	4km	-	4km	-
Retail Floorspace (sqm)	~2,900	~15,000	<5,000	~15,000
Supermarkets	1	1	-	1
Licensed Venues	1	13	2	3
Short-term Accommodation (No.)	-	10	11	13

Source: ABS, Google, Nearmap, TPA

Future Luddenham Village

We heard during the previous public exhibition that the sustainability of Luddenham Village needs to be considered in development of the Aerotropolis. As a result, the NSW Government engaged Atlas Urban Economics to research what kind of growth would be required to secure Luddenham Village's future.

Using the case studies presented earlier in this document and additional research, Atlas Urban Economics found that Luddenham Village would need to grow and diversify its shops, cafes, restaurants and other hospitality venues to be sustainable and achieve the vision outlined in the Western Sydney Aerotropolis Plan. This growth considered the scale and offerings of other neighbouring local centres in the Liverpool, Penrith and Camden LGAs. The scale of this growth has not been determined, and we are asking for the Luddenham community's views.

To sustain Luddenham Village within the Western Sydney Aerotropolis, it would need almost 4,000sqm of retail floorspace by 2026. An additional 540 dwellings (compared to the 2016 dwelling count) would be needed to support this growth. This size would be similar to Evandale (TAS).

To ensure Luddenham Village could progressively grow over the coming decades, it would need almost 10,000sqm of retail floorspace by 2036. An additional 1,200 dwellings (compared to the 2016 dwelling count) would be needed to support a village of this size. This size would be on par with many other local centres in Western Sydney and begin approaching the size of other destination centres like Hahndorf (SA) and Berry (NSW).

In 2026



Luddenham Village could support

4,000sqm
of retail floorspace



Would need additional

540 dwellings
to support this growth

In 2036



Luddenham Village could support

~10,000sqm
of retail floorspace



Would need additional

1,200 dwellings
to support this growth



Figure 4 Potential view from the ridgeline at Luddenham Village towards the Blue Mountains. Artist impression by Studio Hollenstein (2020)

First steps

What kind of place could the village be?

We heard from the community that maintaining the local character of Luddenham Village is important to you.

Working with your feedback, we've tried to respect what people love about Luddenham Village whilst ensuring the Village thrives in the future.

The four ideas shown on this page are central to each of the scenarios presented later in this discussion paper. And they also seek to enhance local views to the Blue Mountains.

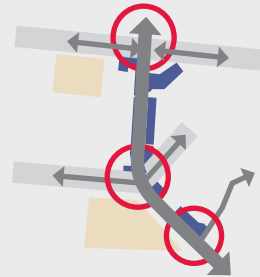
The first idea is to upgrade the streetscape along the Old Northern Road, creating a safe environment for pedestrians and cyclists.

The second idea is to improve the public spaces where the community can meet up for local markets or events.

The third idea is to connect the parks and open spaces in and around the Village, so that people can walk and cycle between them more easily and enjoyably.

The fourth idea is to create space for new shops and services that bring activity to the Village day and night.

01
Improve streetscape along the Old Northern Road to create village feel

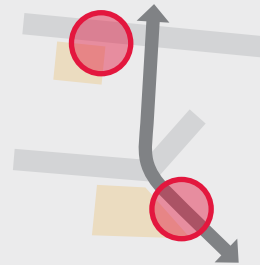


Northern Road to provide pedestrian comfort, safety and village feel



High quality paving to improve traffic flow and provide seamless pedestrian movement

02
Celebrate heritage and local produce to create village feel

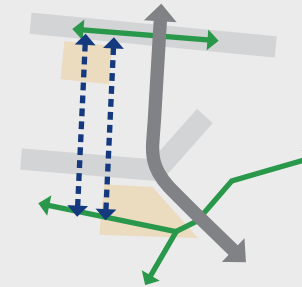


Provide flexible, open space in the village for farmers and country weekly market



Opportunity to preserve heritage buildings for retail and food and beverage options

03
Reinforce green grid opportunities and create sustainable places within the Village

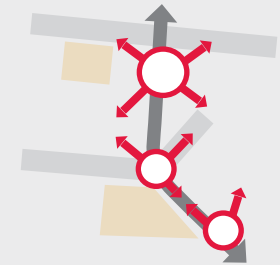


Activate Cosgrove Creek corridor with community gathering spaces while retaining existing tree canopy cover



Activate activities areas with square and plazas for community gatherings

04
Create opportunities for development around new areas of activity



Activate the street with retail and commercial uses, creating a vibrant village feel both during the day and night



Provide consistent setbacks and a human-scaled street wall to define village feel

Legend

-  Village boundary
-  Road access
-  Pedestrian access
-  Signalised intersection
-  Main area for shops and services
-  Main area for community facilities
-  Future entry from airport could include cafe / club / hotel
-  Open spaces
-  Street & trees upgrade
-  Green links
-  Heritage buildings
-  ANEC 20* (aircraft noise)
-  School
-  Area set aside for shops
-  Area set aside for shops and offices

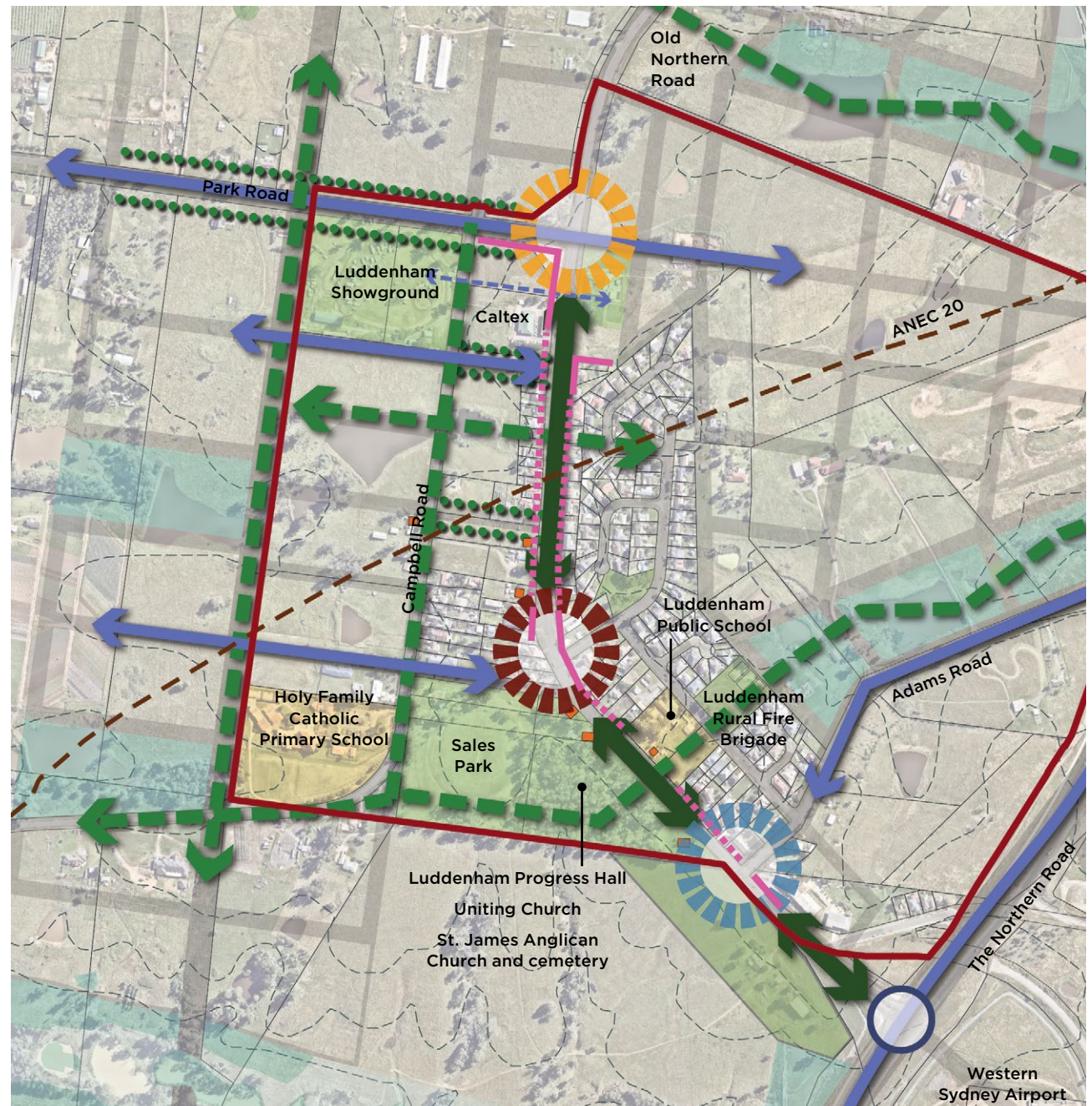


Figure 5 Place Outcomes



Future scenarios



Scenarios overview

This section presents four potential scenarios for Luddenham Village. These aim to provide a framework for discussion to understand the community's desired scale of growth versus growth needed to ensure Luddenham Village's future.

Using community feedback from the previous public exhibition and additional research outlined earlier in this document, we have developed three additional scenarios for Luddenham Village. These consider opportunities and constraints, economic feasibility, planning excellence, and urban design principles. We have also included the scenario presented during the public exhibition of the Western Sydney Aerotropolis Plan and Precinct Plans in late 2020.

The four scenarios are:

Scenario 1 – No change from previous exhibition

Scenario 2 – Service Centre

Scenario 3 – Sustain

Scenario 4 – Grow

While looking at these scenarios, we'd like you to think about and share your thoughts on these questions:

- *What is special about Luddenham Village today?*
- *What is important to keep the same for future generations?*
- *What new or different opportunities could Luddenham Village provide for future generations?*
- *What excites you about the future scenarios shown here?*
- *What worries you about the future scenarios shown here?*
- *Describe how you would like Luddenham Village to look in 10-15 years' time.*
- *What type of shops or services do you think the community will need here in 10-15 years' time?*
- *What do you think about having bed & breakfast, clubs or hotels here?*
- *What do you think about having more local shops here?*
- *What type of homes do you imagine in Luddenham Village in 10-15 years' time? Single homes, dual occupancy, or terraces? Or a mix of all?*
- *What do you think about having shop top housing along the Old Northern Road? (Where permitted by the aircraft noise contours.)*
- *What do you think about having most shops and services along Old Northern Road? Are there other locations in Luddenham Village we should consider for shops and services?*
- *What type of open space or sports facilities do you think the community will need here in 10-15 years' time?*

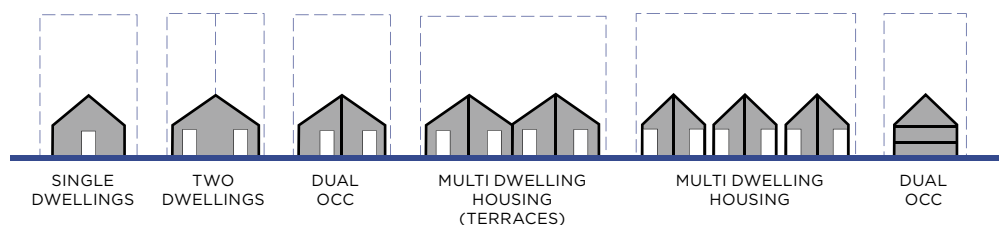


Figure 6 Range of typologies within 15-35 dwellings per hectare density

Scenario 1 - No change from public exhibition of the Western Sydney Aerotropolis Plan and Precinct Plans in late 2020

Uses

Land uses for this scenario include:

- support services
- places for cultural activities
- tourist facilities and uses
- research facilities
- retail
- commercial
- agribusiness uses
- bed & breakfast (within visitor accommodation)
- backpackers (within visitor accommodation)
- existing residential (under existing use rights)

These will be possible everywhere within the boundary except for the land identified as open space, roads or stormwater.

Likely outcomes

This scenario incorporates the three activity areas along an upgraded Old Northern Road as outlined on page 16. However, there may be less activity in this scenario than in others.

Luddenham would become less residential as buildings change to the other uses of the Agribusiness zoning. This would decrease the population which would lead to a decline in the vibrancy and viability of the town.

The look and feel of the village would change as new buildings are less likely to be residential. This change will need to be carefully considered in future, more detailed planning documents such as the Development Control Plan (DCP) and design guidelines along the Old Northern Road and other public spaces. Open space would be in line with the Final Precinct Plan and revised open space map.

How this responds to what we heard

The community raised concerns that the rezoning of Luddenham Village to Agribusiness would decrease the population which would risk the viability of the town.





Example of backpacker accommodation (Margaret River Backpackers)



Example of a hotel (The Marsden Brewhouse)


Legend

 Existing land uses to be retained

 Schools

 Open space


 Sporting field


 Anec contour


 Stormwater land


Future land uses


 Public open space


 Expansion of open space

 Private open space

 Heritage buildings

 Signalised intersection

 Main area for shops and services

 Main area for community facilities


 Future entry from airport could include cafe / club / hotel



Figure 7 Plan of Scenario 1

1:10,000 @ A4
 

Scenario 2 - Service centre

Uses

Land uses for this scenario include uses mentioned in Scenario 1 plus:

- registered clubs
- hotel or motel accommodation (within visitor accommodation)
- serviced apartments (within visitor accommodation)

Likely outcomes

This scenario incorporates the three activity areas along an upgraded Old Northern Road as outlined on page 16. However, the level of activity may only be slightly higher in this scenario than in Scenario 1.

Like Scenario 1, this scenario would also result in a less residential Luddenham as buildings change to the other uses of the Agribusiness zoning. This would decrease the population which would lead to a decline in the vibrancy and viability of the town.

The vitality and vibrancy of the village would be dependant on visitors and tourists through the additional permitted uses that allow more attractive, tourist-based uses.

Like Scenario 1, the look and feel of the village would change as new buildings are less likely to be residential. This change will need to be carefully considered in future, more detailed planning documents such as the Development Control Plan (DCP) and design guidelines along the Old Northern Road and other public spaces. Open space would be in line with the Final Precinct Plan and revised open space map.

How this responds to what we heard

This scenario allows for more cafes and restaurants, cultural activities, tourist facilities and visitor accommodation as suggested by the community. However, it does not respond to community feedback to include some housing in the plans.





Example of serviced apartments (Margaret River Serviced Apartments)



Example of a registered club (Harbord Diggers)

Legend


 Existing land uses to be retained

 Schools

 Open space

 Sporting field


 Anec contour


 Stormwater land


Future land uses


 Public open space


 Expansion of open space


 Private open space

 Additional permitted uses

 Heritage buildings

 Signalised intersection

 Main area for shops and services

 Main area for community facilities


 Future entry from airport could include cafe / club / hotel



Figure 8 Plan of Scenario 2



Scenario 3 - Sustain

Uses

Land uses for this scenario include uses mentioned in Scenario 2 plus additional low and medium density housing north of the ANEC 20 aircraft noise contour line.

Likely outcomes

Scenario 3 would provide an additional 550 residential dwellings to Luddenham Village. This would support a population increase and around 4,000sqm retail floorspace. It would also include additional community facilities and provide more vibrancy and diversity within the village.

The location of the three activity areas along Old Northern Road would apply to this Scenario. It would result in an increase in retail floorspace to help activate the Northern, Central and Southern activity areas and enhance the streetscape of the Old Northern Road.

The houses would be located within 400-600m (walking distance) of the Northern activity area. The Northern activity area could include top shop housing above new retail and commercial premises, activating Old Northern Road.

New buildings will become more varied south of the ANEC 20 contour line, and could include tourist facilities, visitor accommodation and clubs.

North of the ANEC 20 contour line the new building structures would be around two-storeys along Old Northern Road. The new buildings positioned away from the Old Northern Road would be around one to two-storeys.

The new buildings would need to be carefully considered in the DCP and local design guidelines.

New local roads would need to be considered in all new residential areas. This would allow for better functionality and traffic flow through the area.

This Scenario includes more open space to accommodate the population growth. The amount is still to be determined and is indicatively shown on the plan as expanded open space.

In this Scenario the sporting areas within the open space on Jamison St would potentially relocate to the expanded open space within the Northern activity area so that they are in easy walking distance for the residents.

How this responds to what we heard

Many people within the community support the transformation of Luddenham Village. From what we've heard, we know the community want a local centre that services the local neighbourhood by providing a diverse range of food and beverage options, cultural activities, tourist facilities and visitor accommodation to meet the needs of the growing population.

Scenario 3 responds directly to community feedback that supports more suitable residential development in the area.



Example of medium density terraces





















Example of low density detached houses



Example of shop top housing

Legend

-  Existing land uses to be retained
-  Schools
-  Open space
-  Sporting field
-  Anec contour
-  Stormwater land
- Future land uses**
-  Public open space
-  Expansion of open space
-  Private open space
-  Additional permitted uses
-  Additional permitted uses & residential
-  Additional permitted uses & shop top housing only
-  Heritage buildings
-  Indicative street layout
-  Signalised intersection
-  Main area for shops and services
-  Main area for community facilities
-  Future entry from airport could include cafe / club / hotel

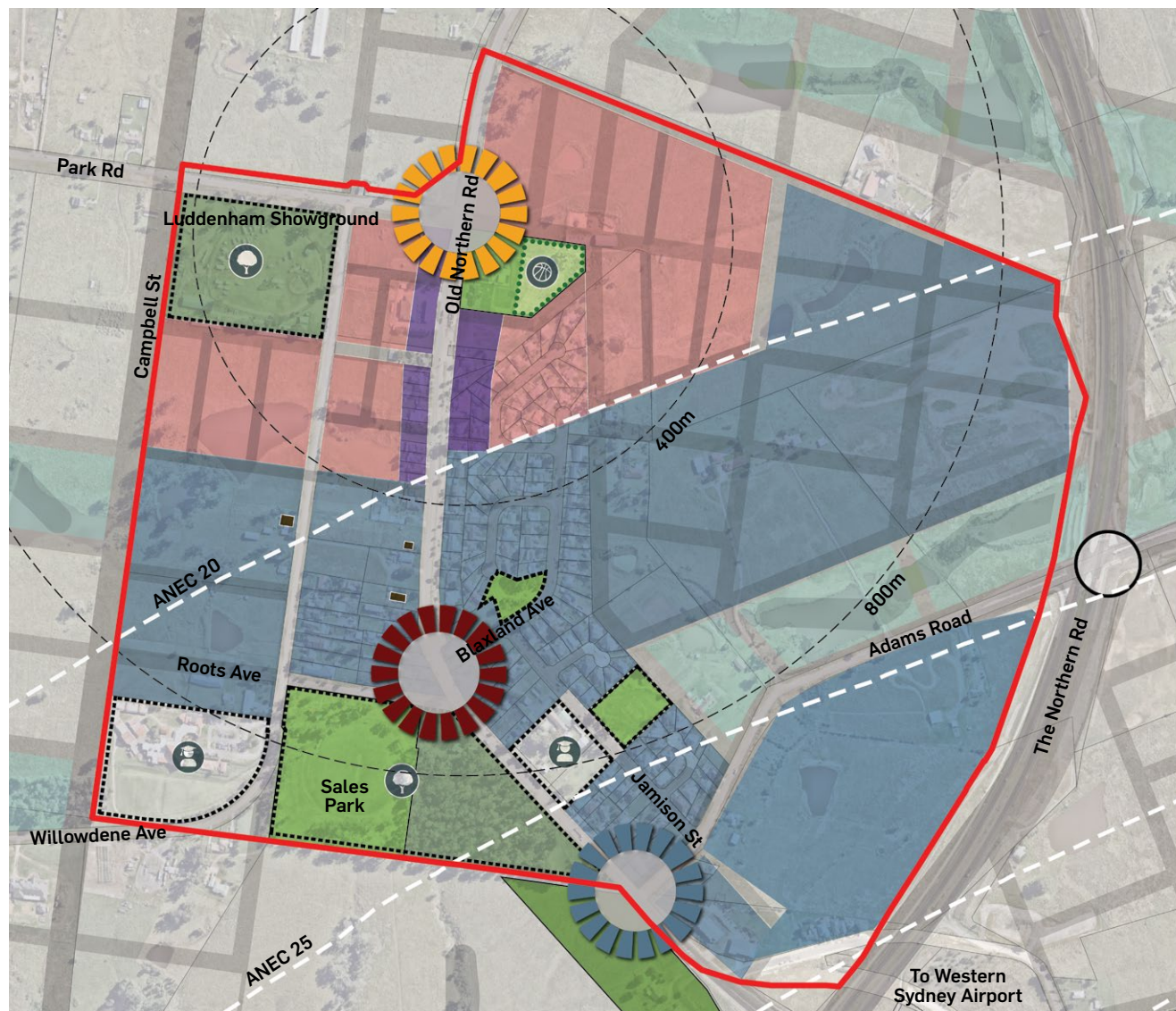


Figure 9 Plan of Scenario 3 (indicative only)

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Scenario 4 - Grow

Uses

Land uses for this scenario include uses mentioned in Scenario 2 plus additional low and medium density housing north of the ANEC 20 aircraft noise contour line.

Likely outcomes

Scenario 4 would provide an additional 1,200 residential dwellings to Luddenham Village. This would support a population increase and around 10,000sqm retail floorspace (which is comparable to other Local Centres outlined in the case study analysis). It would also include additional community facilities and provide more vibrancy and viability to the village.

The location of the three activity areas along Old Northern Road would apply to this Scenario. It would increase in retail floorspace to help activate the Northern, Central and Southern activity areas and enhance the streetscape of the Old Northern Road.

The residential dwellings would be located north of the ANEC 20 contour line and within walking distance of the Northern activity area. The Northern activity area would include shop top housing above new retail and commercial premises, activating the street level along Old Northern Road.

New buildings will become more varied south of the ANEC 20 contour line as new buildings are less likely to be residential.

North of the ANEC 20 contour line the new building structures would be around two-storeys along Old Northern Road.

The new building structures positioned away from the Old Northern Road would be around one to two-storeys. The new building structures would carefully consider in the DCP and local design guidelines.

New local roads would need to be considered in all new residential areas. This would allow for better functionality and traffic flow through the area.

This scenario would include more open space to accommodate the population growth. The amount is still to be determined and is indicatively shown on the plan as expanded open space.

In this scenario the sporting areas within the open space on Jamison St would potentially relocate to the expanded open space within the Northern activity area so that they are in easy walking distance for the residents.

How this responds to what we heard

Many people within the community support the transformation of Luddenham Village. From what we've heard, we know the community want a local centre that services the local neighbourhood by providing a diverse range of food and beverage options, cultural activities, tourist facilities and visitor accommodation to meet the needs of the growing population.

Scenario 4 responds directly to community feedback that supports more suitable residential development in the area.



Example of medium density terraces



Example of low rise, medium density homes

Legend

Existing land uses to be retained

Schools

Open space

Sporting field

ANEC contour

Stormwater land

Future land uses

Public open space

Expansion of open space

Private open space

Additional permitted uses

Additional permitted uses & residential

Additional permitted uses & shop top housing only

Heritage buildings

Indicative street layout

Signalised intersection

Main area for shops and services

Main area for community facilities

Future entry from airport could include cafe / club / hotel

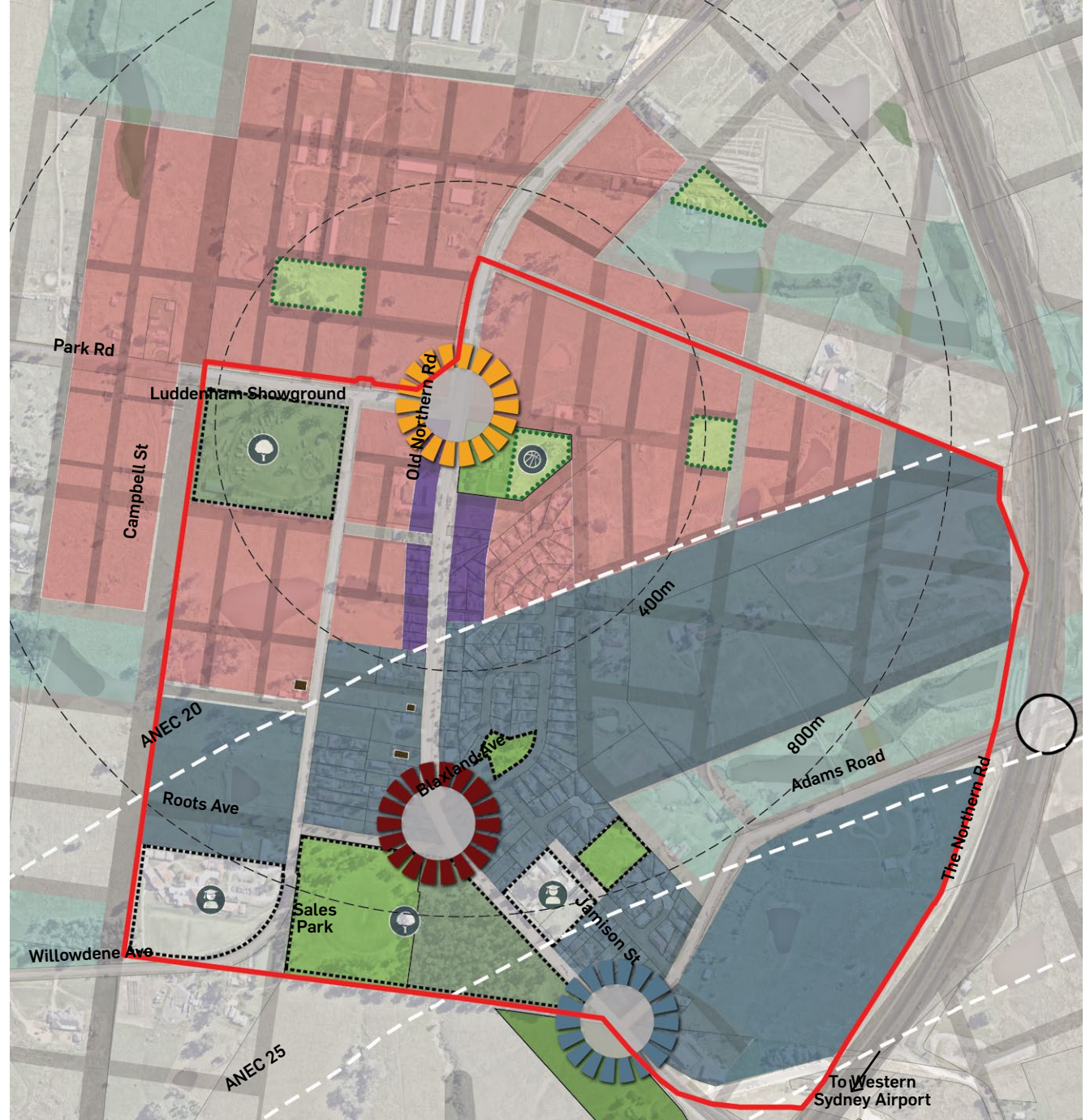


Figure 10 Plan of scenario 4 (indicative only)

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Scenarios summary

Scenario 1 No change from previous exhibition



Scenario 2 Service centre



Scenario 3 Sustain



Scenario 4 Grow



What can happen here?

- Same plan shown in the Aerotropolis Plan and Precinct Plans in late 2020
- New parks and open space
- Some streetscape improvements
- Some new shops
- Bed & breakfast and backpacker hostel

What this means

- No new homes
- Population declines
- Luddenham Village likely to struggle in the medium term

What can happen here?

Everything in scenario one, plus:

- No new homes
- Registered clubs
- Hotel, motel and serviced apartments

What this means

- Population declines
- Luddenham Village likely to struggle in the medium term

What can happen here?

Everything in scenario 1 + 2, plus:

- A few more shops
- New local roads
- More open space and sports facilities for the community

North of the ANEC 20 contour line - 550 new homes, including:

- Detached houses
- Terrace houses
- Shop-top houses

What this means

- An increased population that sustains a few more shops and services

What can happen here?

Everything in scenario 1 + 2 + 3, plus:

- More shops
- More new local roads
- More open space and sports facilities for the community

North of the ANEC 20 contour line - 1,200 new homes, including:

- Detached houses
- Terrace
- Shop-top houses

What this means

- An increased population
- Luddenham Village becomes a local centre, with more and varied shops and services
- The Village boundary is expanded, resulting in a loss of agricultural land

Next Steps

Engagement

Community Workshops

Two community workshops will be held to collect feedback to take forward into a Luddenham Village Plan.

We'll be running two identical workshops online. Please pick a time that suits you best:

- Workshop Option 1 – Wednesday 13th October 2021 at 10:30am – 12pm
- Workshop Option 2 – Thursday 14th October 2021 at 6pm – 7:30pm

Register: engagement@urbis.com.au

Register by: Monday 11th October (so we can plan a creative and interactive session for all involved).

Feedback

We want to hear your thoughts on the future of Luddenham Village.

The Western Sydney Planning Partnership is committed to engaging with the community and industry as we develop plans for the future of the Western Sydney Aerotropolis.

If you have any questions you can get in touch with the Western Sydney Planning Partnership by:

Phone: 1800 818 728

Email: engagement@ppo.nsw.gov.au

Website: <https://www.planning.nsw.gov.au/Aerotropolis>

Following the exhibition period

Analysis and assessment

- Review submissions and findings from consultation/workshops
- Confirm preferred scenario/approach based on submissions and collaboration with community and key stakeholders
- Test preferred scenario/approach in greater detail to ensure economic feasibility

Finalisation

- Develop and publish the final Luddenham Village Plan which will define the role and extent of Luddenham Village to ensure the village's viability into the future.
- Land use planning provisions and controls relating to Luddenham Village will be incorporated into the Final Aerotropolis Precinct Plan, Phase 2 Western Sydney Aerotropolis Development Control Plan, and/or amendments to the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020.

Thank you for
considering the future
of Luddenham Village.

