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Eastern Creek Motor Sports Precinct Vision and Indicative Masterplan



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Western Sydney Parklands Trust acknowledges the Eastern Creek Motor Sports Precinct is built on the Traditional lands of the Darug Nation. We pay our respects to ancestors and Elders, past and present. The Parklands Trust is committed to honouring Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to the land, waters, and seas and their rich contribution to society.

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Introduction

Using this Plan

The Precinct

The Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports is envisioned to become the epicentre of motorsports in the Sydney Region.

The Precinct includes significant specialist motorsport infrastructure for the Western Sydney International Dragway and the Sydney Motorsport Park (operated by the Australian Racing Drivers' Club). Currently under construction, due for completion in late 2021, is the new Western Sydney International Speedway. This significant investment in development of the three facilities and supporting infrastructure has positioned the Precinct as the pre-eminent motorsport facility in the region.

The Precinct is poised to capitalise on this investment by incorporating a broader group of motorsport users that will serve to sustain and grow the sport. However, due to spatial constraints this broader group of users cannot presently be accommodated in the Precinct. There is significant potential opportunity to utilise adjacent sites to meet the present and anticipated demand for motorsport use.

The spatial and operational needs of the broader motorsport users cannot be easily met elsewhere within the metropolitan area. Affordable access to and co-location with established operations in the Precinct benefits stakeholders as well as the Precinct's existing users. Accommodating the broader demands of motorsport, together with what is already available in the Precinct, benefits the sport's stakeholders and Western Sydney.

The desire from this broader group to engage in the Precinct is more than an aspiration. As with any sport, junior and professional development pathways are integral to sustainability and growth. Providing affordable access to motorsport infrastructure is essential to grow the sport at all levels.

Incorporating this broader group of motorsport users into the Precinct requires consideration of the physical characteristics and boundaries of the precinct. In doing so, there is an opportunity to enhance the Precinct in a way that increases engagement with and utilisation by more than just the motorsport community.

The project also looks at enhancements to the Precinct to increase utilisation for both motorsport and non-motorsport uses.

The people

Western Sydney Parklands Trust (the Trust), in conjunction with the NSW Office of Sport (Office of Sport), is leading the masterplanning process for Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports.

A diverse range of stakeholders contributed to the development of the Vision of the Precinct. These will include representatives from the new Western Sydney International Speedway, the existing Western Sydney International Dragway, and the Australian Racing Drivers' Club.

In 2020, the Trust and the Office of Sport have developed a Vision for the Precinct to identify opportunities to share infrastructure and coordinate events across multiple uses to create the best outcome for the motorsport community and western Sydney.

The Plan

To become a world-class motorsports facility the Plan considers opportunities for enhancing lands within the existing Precinct and potential use of lands adjacent to the precinct to accommodate the demand for club level motorsports, karting, motorcycling, and other non-motorsport users.

The Plan has been informed by an initial round of stakeholder consultation. It is envisaged the Plan will facilitate and accommodate further stakeholder input and guidance for the 50-year outlook for the Precinct.

Overall, the Plan:

- provides guidance on the needs and expectations of stakeholders and motorsport codes that seek greater, permanent engagement in the Precinct, such as karting, motorcycling, and motorsport clubs
- considers shared multi-use facilities across the Precinct, rather than exclusive areas for each user
- incorporates education, elite presence, technology and advanced manufacturing within the Precinct
- presents a pathway for optimising the return on the Government's considerable investment in the Precinct in achieving a world-class motorsport facility

To achieve these outcomes, the Plan:

- considers what opportunities adjacent land might provide to leverage the current investments and support, sustain junior and pathway development
- considers short-, medium-, and long-term actions
- explores limitations on motorsport activity elsewhere in the Greater Sydney Region
- considers issues of affordability and potential growth patterns

This is a plan for the future, with forward-thinking ideas to develop the Precinct in a way that sustains and grows motorsport within Sydney and across NSW. It presents ideas and approaches that might not require immediate action, but do require thought now to preserve options and avoid compromising both current operations and future growth opportunities. Accordingly, the Plan is structured to:

- provide context to the Precinct within the wider Western Sydney Parklands and region
- detail the Precinct's current users and uses of lands in the immediate area
- provide information regarding the needs of the motorsport community, including existing leaseholders
- provide initial findings from assessments of needs and expectations of existing and potential motorsport users
- identify opportunities for increased motorsport activity within the Precinct and on adjacent sites
- discuss a high-level vision for the Precinct
- present design elements and treatments that enhance the amenity and utilisation of the Precinct

Realising a motorsport precinct

Long-term investment

Long-term investment, including the expansion of the Precinct, reflects the benefits of opening the area up to further use.

This strategy aligns with a coordinated Vision, ensuring future opportunities that are identified now can be implemented successfully throughout the duration of a 50-year plan.

The potential for broader uses of the Precinct are reflected in the guiding Vision of the Plan.

Untapped potential

The development of the Plan considers generating potential for not just motorsports. The Precinct is envisioned to meet a range of possible needs.

With three major facilities, in the form of a race track, a dragstrip and a speedway as primary offerings, the Precinct will attract prime events and activities.

Creating a market leader

From an economic perspective, the Precinct is poised to lead the motorsport events market. The Precinct:

- comprises three world standard facilities (Sydney Motorsport Park, Western Sydney International Dragway and the Western Sydney International Speedway), each capable of hosting and attracting major national and international events
- has potential to reach into the South East Asia market, one of the fastest growing auto-sports markets globally¹
- integrates with the surrounding Parklands to offer amenity capable of attracting integrated motorsports events and festivals across the whole Precinct
- is located in the heart of Australia's largest future industrial/business park corridor anchored around the future Western Sydney International (Nancy-Bird Walton) Airport.
- is surrounded by a rapidly growing population with a recognised need to develop cultural facilities to meet growing demand²

1. PwC, '[Riding Southeast Asia's automotive highway](#)' (2015)

2. Deloitte, '[Building Western Sydney's Cultural Arts Economy](#)' (2015)

The Sydney Business Chamber, Western Sydney Chapter has acknowledged there is a deficit of events in Western Sydney compared to eastern Sydney. The chamber acknowledges The Western Sydney Parklands has a history as a place for hosting various cultural arts events, and is now one of the region's most significant forms of social infrastructure. The Parklands offer significant opportunities to expand cultural facilities and programs in Western Sydney.



Context

A Metropolis of Three Cities

Greater Sydney is Australia's global city; an economic powerhouse of five million people, endowed with the natural beauty of Sydney Harbour, bushland, beaches, and the Blue Mountains. Greater Sydney's people have embraced this place for its opportunities and its potential.

The Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision where residents live within 30 minutes of their jobs, education and health facilities, services, and great public places.

To meet the needs of a growing and changing population the Vision seeks to transform Greater Sydney into a metropolis of three cities:

- The Western Parkland City
- The Central River City
- The Eastern Harbour City

Western Sydney Parklands

The Parklands encompasses more than 5,280 hectares, stretching 27km from north to south—a distance greater than that from Parramatta to Sydney. Annually, the Parklands attracts more than four million visitors to the region.

The Parklands is divided into 16 precincts, providing space for recreation, sport, environment, community facilities, services infrastructure, agriculture, business, and employment.

Administration of the Parklands is overseen by the Western Sydney Parklands Trust. The Trust is a NSW Government statutory authority established to plan, develop, manage and fund Western Sydney Parklands as a multi-purpose, open space corridor to meet the needs of the Western Sydney community.

The Trust is tasked with expanding public access to the Parklands and securing a strong funding base for ongoing operations, maintenance and improvements.

As an integrated part of the Parklands, the Eastern Creek Motor Sports Precinct will not only expand the facilities within the Parklands, but also boost the sport and recreation offering of the entire Western Parkland City.

The Precinct sits at the geographic and transport heart of Western and Central Sydney, at the junction of the M4 and M7 Motorways. This interconnectivity means the Precinct will be readily accessible to the future population catchment of three million people in the Central and Western Sydney by 2036.

Western Sydney Parklands Plan of Management 2030

Within the planning framework of State Environmental Planning Policy (Western Sydney Parklands), the development and operation of each precinct within the Parklands is governed by the Western Sydney Parklands Plan of Management 2030 (Plan of Management). The Plan of Management establishes that "Western Sydney Parklands is a place that offers diverse experiences, celebrates its natural qualities and creates an identity for local communities. By respecting the area's heritage and planning for the future, the Parklands will be a sustainable legacy for generations to come" (2018, p8).

The Plan of Management establishes four Strategic Directions for the Eastern Creek Motor Sports Precinct.

- Strategic Direction 1: Environmental protection and land stewardship
 - respond to the needs of new and existing communities
 - co-locate complementary land uses
- Strategic Direction 2: Creating recreational and community activities
 - build a strong identity
 - adopt a partnership approach
- Strategic Direction 3: Community participation and Engagement
 - protect natural environmental values
 - provide educational opportunities
 - be accessible to visitors
- Strategic Direction 4: Financial sustainability and economic development
 - be financially and operationally sustainable
 - contribute to the economic development of Western Sydney

Precinct objectives

The ambitions of the Plan reinforce the overall Precinct objectives that guide the long-term Vision of development. The Plan calls for:

- working with stakeholders to continue providing quality motorsports facilities
- improvement of the general streetscape amenity and buffer/integration to the broader Parklands, while acknowledging the Precinct's motorsports character
- opportunities for complementary and less intensive motorsport uses will be explored within Precinct 6: Walgrove. This aligns with the plan of management priority for the Walgrove Precinct to explore sports outcomes and consider key land use opportunities for sport, structured recreation and associated facilities

Design Manual

The Western Sydney Parklands Design Manual (Manual) outlines the general approach to planning and implementation of park infrastructure within Western Sydney Parklands.

As the Trust continues to implement capital improvement programs, it seeks to identify an appropriate level of coordination for its works.

This approach aims to address:

- a recognisable visual identity
- cost effectiveness for implementation
- practicality and cost effectiveness for ongoing maintenance
- provision of guidance for the implementation of infrastructure that is precinct-specific and allows a high level of flexibility to create specific precinct-level design compositions that respond to place, function, landscape and cultural/regional heritage

Refer to Site-wide land use strategies for an example of Design Manual integration.

The existing site

Eastern Creek Motor Sports Precinct

Precinct 5: Eastern Creek Motor Sports Precinct is adjacent to Prospect Reservoir, industrial land uses, and rural landscapes. The location of the Precinct is ideal for motorsports, with the surrounding land uses serving as a noise buffer from residential areas.

Access

M4 Western Motorway provides easy vehicular access to the site. There is limited public transport access to the Precinct. Existing pedestrian and bike tracks through Western Sydney Parklands can be connected to the precinct to enable walking and cycling links to the broader track network of the Parklands.

Motorsport

By the end of 2021, the Precinct will have three motorsport tenants:

- Sydney Motorsport Park
- Western Sydney International Dragway
- Western Sydney International Speedway

Motorsport clubs have utilised parking areas in the Western Sydney Dragway lease for motorkhanas and ralliesprints on an interim and ad hoc basis. However, the construction of the new Speedway has significantly curtailed those activities. Additionally, two facilities are located nearby:

- Sydney Premier Karting Park, located to the north-east of the Precinct
- Motorcycle NSW training facility at Horsley Park

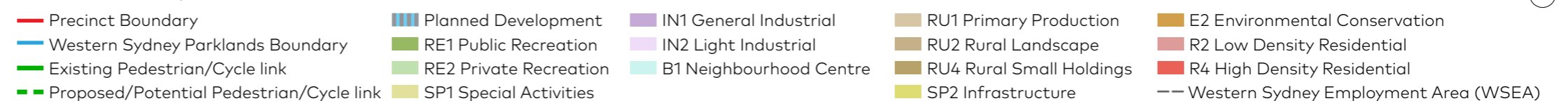
Economic impact

The Precinct is a significant contributor to the Western Sydney economy, providing both permanent and casual employment. Substantial economic value is drawn from the major facilities on the site, each of which hosts major events that attract domestic and international visitors.

The Precinct is located adjacent to the Western Sydney Employment Area (WSEA) and proximate to Western Sydney's major economic centres. Sydney Zoo and Raging Waters amusement park are located nearby. The range of regional attractions affords opportunities for motorsports education and events in the Precinct.



Eastern Creek Motor Sports Precinct



Meeting demand

A site for diverse communities

This Plan is predicated on meeting a demand that exists in the Sydney region for a dedicated, amalgamated motorsports facility. The objective of this Plan is to serve motorsports stakeholders and meet cultural, economic, educational, and technology demands that will directly and indirectly benefit not just Western Sydney but all of NSW.

This is a Plan to create a Precinct for everyone.

Serving the site's stakeholders

The existing facilities play host to some of the most important motorsport organisations and activities in Australia. Daily, events ranging from recreational rallies to world championships are held on the site, enlivening the Precinct.

While the site is of national significance, its success directly impacts the individual users—motorsport enthusiasts and professionals—in a very real way.

The Plan is the product of consultation with an array of stakeholders.

The expansions and improvements will create a Precinct for motorsport participants and fans to foster wider participation and education to build upon the site's impressive legacy as the premier motorsport destination in Australia.

Serving the Western Sydney Region

Beyond the economic impact of the site, the social and cultural provisions of the Precinct impact the Western Sydney community. As a place of recreation, located in the expansive Parklands, the Precinct provides diverse opportunities for the community to engage—passively or actively.

While the dominant activities on the site are related to motorsport, the expansion and improvement called for in the Plan will offer the community the chance to enjoy the site for a new range of reasons.

The Precinct features a number of large areas that support motorsport use but that can easily be utilised by the community for other uses. This includes large parking areas, stadium seating, racetracks and circuits and internal access roads. Uses could range from hosting Farmers' Markets to Fun Runs to music events. Through doing this, the Precinct will expand upon the existing amenity of Western Sydney's premier outdoor space.

The expansions and improvements will create a Precinct for the people of Western Sydney to gather and enjoy recreation—motorsport and non-motorsport alike—and add amenity and entertainment options to the Western Sydney Parklands.

Serving Greater Sydney and NSW

Presently, the motorsport facilities in the Western Sydney Parklands attracts visitors and motorsport enthusiasts from Greater Sydney, regional NSW, and across Australia.

The Plan calls for bolstering the site's offerings, driving further investment and development to ensure the supremacy of the site as the pre-eminent motorsport facility, drawing investment and visitors to Greater Sydney and NSW.

In the long term, the Precinct presents the opportunity to incorporate a range of complementary, educational and technology hubs related to the motorsport industry. This might include research and development of new forms of motive power, vehicle control systems (autonomous vehicles and "Smart Highways"). Such facilities could serve as a regional and state-wide hub for jobs serving the sector and provide a catalytic environment for economic growth.

The expansions and improvements will create a Precinct to differentiate the Greater Sydney Region and NSW through the provision of a complete motorsports venue to attract visitors for events and tourism, solidifying the state as the Australian destination for motorsports.

Serving Australia

As the site of international championship competitions, the existing facilities already play a major role in the national motorsport scene. However, their contributions are limited by the size and condition of the existing facilities. With investment and expansion, the Precinct will be able to accommodate more large events and a wider range of activities to enhance the profile and activation of the Precinct.

An expanded world-class facility, combining various forms of motorsport, will permit the complex to play host to championship races that will draw competitors and spectators to Australia.

The expansions and improvements will create a Precinct for all Australians to establish the country as the home for motorsports activities and associated innovation, technology, and education in the Southern Hemisphere.

Motorsport

An economic catalyst

Motorsport contributed \$2.9 billion to the Australian economy in 2020 based on a report prepared by Deloitte Access Economics and commissioned by the Confederation of Australian Motorsport (now Motorsport Australia). The same report noted that the motorsport industry supported the equivalent of 30,226 full-time jobs.³

Of the total value of the employment and economic contribution of the Australian motorsport industry, around 30 per cent is generated from events. By improving and expanding the Precinct, the site will be able to play host to more and larger events, representing an expansion of the revenue potential.

Macro and micro demand

The impact that further motorsport investment could have across Western Sydney is significant. This is driven by the fact that participant spending is relatively high across different motorsport disciplines compared to other sports, as well as the value-added effect of even small events on local economies.

It is estimated that motorsport participants on average spend \$13,490 per annum (excluding vehicle purchase). This is supported by the fact that there was an estimated \$1.2 billion in direct value added spending on motorsport in Australia.⁴ The higher spend and value added components further create demand for employment at both small-scale and large-scale events.

The Precinct can leverage the high-value economic contribution of motorsports to grow Western Sydney's economy by enabling events of all scales. Through the implementation of this Plan by the improved capacity, amenity, and facilities.

Economic impact, environment, and amenity

Western Sydney Parklands has a significant agglomeration of world-class sports venues and event spaces. These destinations drive and can further strengthen economic activity through major sport and other events.

The Eastern Creek Motor Sports Precinct has one of the largest and most versatile operations for attracting and hosting a wide variety of activities and events. The versatility of each of the three major facilities offers the opportunity for a diverse range of events beyond the core motorsport uses including electric vehicle motorsports.

Further, the shift towards electric vehicles will capture the positive environmental impacts and other innovative motorsport related research.

There is underlying value in investment in each facility as each is capable of being multi-purpose, while retaining world class standards for their core uses.

Ancillary development

The demand for ancillary services, accommodation, and event spaces as a result of the expanded capacity of the Precinct is likely to drive significant demand across the region.

The downstream demand created, especially by motorsport events, means that development for services such as food and beverage, additional car servicing and detailing, and accommodation is critical. These considerations are factored into the Plan's inclusion for the provision of complementary use of ancillary spaces.

As an example of indirect economic benefit, the 2017 Townsville 400 generated \$34.8 million for the North Queensland region, which attracted around 130,000-bed-nights at local accommodation.⁵ A further example is that of Bathurst, hosting the annual V8 Supercars event at Mount Panorama. A report commissioned by Bathurst Council in 2012 found the event brought \$25.3 million and 255 full-time equivalent jobs into the town that year, and \$55 million and 475 jobs into NSW.

Further, the infrastructure that could be delivered with the accommodation of additional future motorsport uses could drive further opportunities for cultural and community events at a small and large scale.

5. Queensland Government, Media Statements, ['Townsville celebrates a decade of Supercars magic'](#), 13 April 2018.

Education, STEM and industry

There is significant demand for STEM skills and training to meet the future needs of the Australian workforce. Analysis of labour force data by the Department of Employment, Skills, Small and Family Business, shows that between November 2014 and November 2019, employment in STEM occupations grew by 19.7 per cent, which is 1.9 times higher than the growth rate for other occupations.⁶ Further, STEM careers are overwhelmingly slanted towards higher education, with 74 per cent of jobs in STEM equivalent to a bachelors degree or higher.

One of the major barriers acknowledged in Australia in attracting STEM jobs is the collaboration, linkages, and relationships between industry and education institutions. Australia's limited success is often a result of a lack of engagement and acknowledgement of understanding between industry and education.⁷

The Vision offers significant opportunity to provide a link between industry, infrastructure, and a growing workforce to encourage better integration between industry and education. Key drivers of this are:

- The Eastern Creek Motor Sports Precinct is located centrally around Sydney's core current and future industrial area
- The Precinct is surrounded by an emerging educational cluster of current and future universities, science parks, TAFE Campuses
- The Precinct has direct proximity to the largest growing workforce in Australia with 200,000 new jobs expected over the next 20 years

For more information about education, STEM, and industry opportunities, refer to the Appendix.

3. Deloitte Access Economics for Motorsport Australia, 'Economic contribution of the Australian motorsport industry' (2020, p31)

4. Ernst and Young for the Confederation of Australian Motor Sport, 'Economic Contribution of the Australian Motor Sport Industry' (2014, p1)

6. Australian Government: Department of Education, Skills and Employment, ['STEM jobs growing almost twice as fast as other jobs'](#), January 2020

7. Deloitte Access Economics, ['Australia's STEM workforce: a survey of employers'](#) (2014, p

Needs and constraints

Motorsport offerings

A Vision shaped by users

No one knows motorsports better than those who race, ride, and revel with the RPMs. Stakeholders have been key in generating ideas to facilitate greater utilisation of the Precinct, identifying potential opportunities and constraints.

A series of proposals have been considered and assessed to determine potential approaches to achieve a well-utilised, sustainable Precinct catering to motorsport activities and ancillary uses.

The dynamics of motorsports in Australia are changing to a diverse base of participants across a broad range of sports. This correlates with growth across the sport that is increasing demand for facilities and associated infrastructure.

In 2019, Motorsport Australia experienced its highest level of participants, with 27,000 active license holders and nearly 11,000 licensed officials.⁸

The development of an expanded motorsports offering at Eastern Creek Motor Sports Precinct can facilitate the inclusion of a wide range of motorsport users and activities. These uses extend beyond the purview of Motorsport Australia including karting and motorcycles.

In addition, motorsports clubs in NSW engage with a wide range of participants; there are currently more than 100 motorsports clubs in the state registered with Motorsport Australia, ranging from make- and model-specific clubs to geographically aligned clubs.

The long term opportunities to expand the range and number of motorsports could lead to increased participation and commercial opportunities for each facility in the Precinct.

Road racing and drag racing

The Sydney Motorsport Park (lease to 2041) and Western Sydney International Dragway (lease to 2029) are present tenants of the Precinct. The organisations host events nearly daily.

The Precinct is well suited for both day and night use, thanks to the site's natural acoustic and lighting buffers from residential uses. The Precinct's proximity to the Sydney CBD, Parramatta, and the new Western Sydney Airport and aerotropolis, are also key factors for the site's success.

The facilities and amenities on the site are well sized to host large public events. Additionally, there is the potential to coordinate with universities to facilitate technology and educational opportunities.

Expansion of the existing facilities and the addition of new facilities and amenities could create a world-class environment to permit expanded offerings and attract new events and users. Potential improvements include:

- an innovation centre
- improved access to the site by public transport
- provisions for a shuttle bus service
- upgraded entry and wayfinding features
- upgraded landscaping
- a canopy cover with enhanced spectator seating
- an exhibition space and museum

These improvements could not only enhance the attractiveness of the site to existing users, but also increase the user base to non-motorsport enthusiasts.

Western Sydney International Speedway

The Western Sydney International Speedway, presently under development, is anticipated to open in 2021. Once completed, the world-class facilities will host more than 40 events annually. The facility will host school holiday programs and night-time events.

Features of the new Speedway in the Precinct include:

- potential provision of a shuttle bus service from the railway station
- distinct entry and wayfinding features, including freeway signage
- landscaped grass berms for spectator seating
- fibre optic service to facilitate live streaming of events on large, moveable screens
- a shared track for use by cars and bikes
- shared overflow parking for spectators

These inclusions are intended to permit easy sharing of resources, including parking access upgrades, and technology with other Precinct users.

Karting

Presently, karting is located outside of the Precinct on Peter Brook Drive. Sydney Premier Karting Park (SPKP) plays host to world championship races. SPKP hold a lease for the site until 2031.

The site is used daily, with monthly races. In 2020, SPKP added an indoor motocross dome.

A feature of the karting park is that the general public can access the track for "recreational" kart racing, and that it also hosts karting club, state and national series competitions. The current configuration of the SPKP includes:

- a 1.25km approx. asphalt track
- workshops
- toilets

The facilities accommodate:

- AASA 0 driver training and education facilities
- Enduro, short circuit racing
- Super Moto (monthly racing)
- Tourism and private event space for the community of Western Sydney

Aspirations for future features include:

- inclusion in the Precinct with tenure and long-term security
- designation by AASA as a multiple discipline major sport site
- features to provide a world-class motorsport area
- 1.7km track length, with the ability to split the track in two
- ability to run multiple events simultaneously

4. Motorsport Australia, [Annual Report](#) (2019, p6)

Motorcycles

Presently, Motorcycle NSW leases a small parcel of WSPT (lease to 2022) lands located south-west of the Precinct in Horsley Park. Motorcycle NSW has a desire for the current motorcycle activities to be accommodated within the Precinct.

The current configuration for motorcycle provisions include:

- a 750m dirt course
- dirt/MX course surface
- juniors only and training facilities

Motorcycle NSW aspirations include:

- a permanent home for the organisation
- world-class facilities for different disciplines
- a world championship level events facility
- a big event venue, including
 - 10km Enduro facility
 - 20 acres for mini bike
 - 10 acres for flat track
- eased access into venues such as tags

Clubs

Motorsport clubs typically form around a code (motorcycles, karts, cars), an activity (road racing, rallying) or a marque (Holden, Ferrari). Most clubs are not commercial operations, they are focused on community and building connections. 'Grass roots' clubs feed into higher levels of each sporting code. Typical across the non-marque clubs is a focus on engaging with and sustaining interest of young people in their code or sport.

Through stakeholder consultation, clubs reported they contribute to the community through:

- engaging and giving young people an activity to pursue their interests in motorsport and participatory events
- growing and sustaining their sport and giving young people the opportunity to develop and appreciate a mechanical/engineering understanding
- an alternative pathway for youth to develop life skills, learn about teamwork but also having to operate as an individual
- educating young people about road safety, how to maintain and use equipment
- provision of a supervised learning space to drive vehicles at speed, taking them off public roads and reducing the risk of accidents and injury

Some clubs:

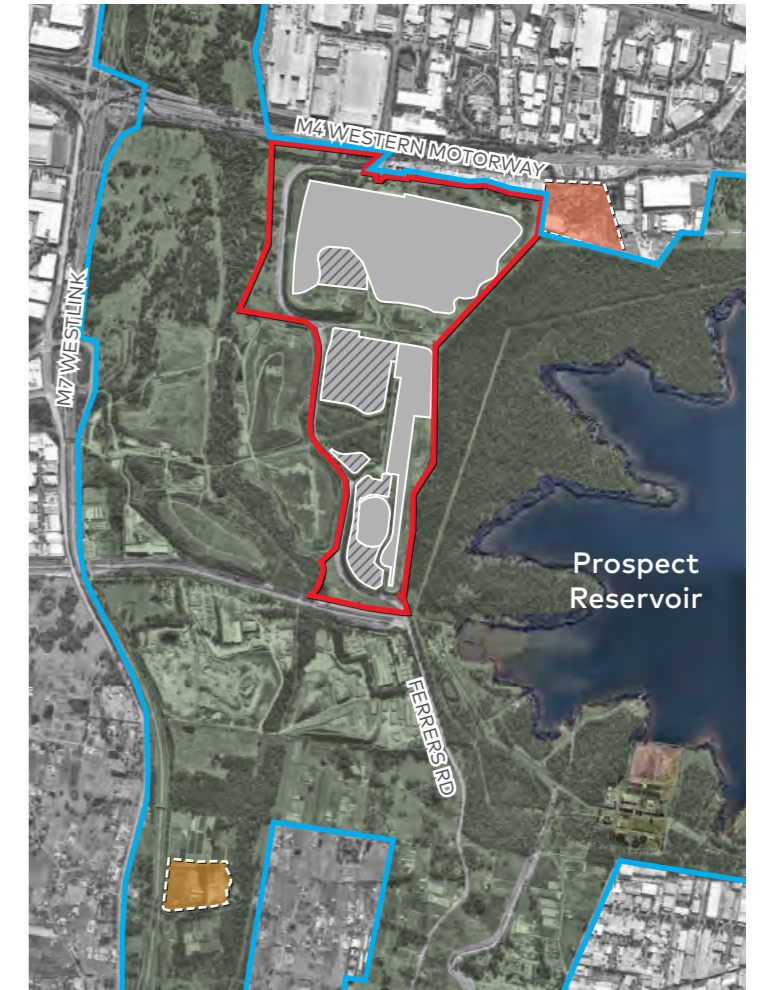
- provide programs specifically designed to improve accessibility
- work to serve people with disabilities
- encourage female participation
- work with Indigenous people in the community

- provide pathways to people who traditionally would be marginalised from a sport
- provide a family friendly environment that introduces children at a young age
- play a role in maintaining engagement and talent that is otherwise lost internationally

A passion for all things wheels and motorised can be developed and fostered at an early age at the grass roots club level. This can lead to a multitude of career aspirations and keep crucial research and development in Australia.

Motorsport clubs are largely not for profit and member funded. They do not have commercial operations to finance investment or take on leases. Motorsports are popular and the desire to participate exists, but clubs perceive other sports are prioritised with regards to funding, e.g. Little Athletics. Clubs are cognisant that they are competing with other sports at a junior level, such as football and netball. Motorsports are already at a disadvantage due to their inability to be centralised within metropolitan areas.

Clubs and organising bodies such as Motorsport Australia, Motorcycle NSW, Karting NSW consider co-location of sports, especially at a club level, make it easier for the community to understand the opportunities offered by each motorsport code. Development pathways that illustrate where higher-level motorsport can take you exist now, but those pathways aren't as apparent to the community. A clear message conveyed during stakeholder consultation workshops is that this link is a missed opportunity for motorsport.



Existing Motorsport users

- Precinct Boundary
- Western Sydney Parklands Boundary
- Existing and Proposed Precinct Users
- Existing and Proposed Precinct Parking
- Existing Karting
- Existing Motorcycle

Site and context

Sustainability and growth

Recent investments in 2020/21 include significant upgrades to Western Sydney Dragway's dragstrip, and completion of the track lighting program for the ARDC's Sydney Motorsport Park. With the completion of the new Western Sydney International Speedway in late 2021, the Precinct will comprise three world-class motorsport venues. The amalgamation of these three anchor facilities onto one site is understood to provide aggregated benefit to both the tenants and the site itself.

The clustered motorsport uses of the Precinct are likely to deliver benefits, including:

- the opportunity to collaborate on key issues including safety, security, and associated event support, thus facilitating knowledge transfer between different motorsports and cost savings
- the opportunity to collectively market, promote, and advertise motorsports at the Precinct to reach a broader audience beyond the scope of individual motorsports or facilities
- the ability to share resources where possible to achieve cost savings on individual requirements for events
- the opportunity to host events and attractions concurrently as a way to draw in a bigger audience and open new support streams
- the ability to lease/hire facilities for other uses as a combined precinct to broaden non-motorsport event options

Operational constraints

Motorsport's unique needs are a function of risk, environmental and social impact, and the sheer size of lands required for the sport. Inherent risks require facilities that can segregate participants from others in way that is different to field and indoor sports. By their nature, motorsports are typically noisy and create dust and other pollution that limits where the sport can be undertaken.

For motorsports to attract junior participants and clubs to sustain membership, key facilities must be located as close as possible to a large and primary audience. Accordingly, motorsport facilities must be in an area where access is easily controlled, that does not disrupt or impact the amenity of others, yet are close enough to highly populated areas so that access is a viable alternative to other sports.

The various forms of motorsport each require relatively large areas for the specific use of their sport—car and bike use is not compatible with a football field or cricket pitch. The Precinct has evolved and grown because its location addresses the aforementioned safety, noise, and accessibility constraints. However, securing an appropriately sized footprint for sustainable and ongoing club level motorsport, motorcycling, or karting activity is a challenge: much of the Precinct is already purposed and leased to either the ARDC, Sydney Dragway, or a soon-to-be-announced Speedway operator.

Options are limited to a relatively small parcel of land on the western side of Ferrers Road. Not part of any of the current leaseholder operations, it could accommodate some car club uses but is not of a size that could accommodate the current karting facility, nor of a size or shape that would sustain and facilitate growth in motorcycle activity such as that undertaken nearby at Horsley Park.

Furthermore, clubs typically own considerable pieces of supporting equipment—the equivalent of a football or cricket club's stumps pads and balls. However, for motorsport, it is often club cars or bikes, course markers, timing equipment, and so on. These cannot be easily brought to site for each meeting or event, and so require some type of on-site storage such as a lockable shipping containers. An example of this is the shipping containers used for club equipment storage by Motorcycle NSW at the Horsley Park site, or the North Shore Sporting Car Club's equipment and vehicles stored on the Sydney Dragway site.

Physical constraints

There is the potential for shared infrastructure, but each venue requires certain physical amenities for dedicated use, including:

- venue-specific track
- competitor parking close to the track
- spectator zones (grandstands and grass hills)
- amenities, toilets, and kiosks proximate to spectator facilities
- storage space
- office space
- workshops

The Precinct is approximately 152 hectares, excluding Ferrers Road and Cumberland Woodland Plains. Existing tenant space allocations, totalling 136 hectares, include:

- Sydney Motorsport Park: 93ha
- Western Sydney International Dragway: 55ha
- Western Sydney International Speedway: 12ha

The present spatial demands of potential future Precinct tenants, totalling 20 hectares, include:

- Sydney Premier Karting Park: 12ha
- Motorcycle NSW: 8ha

Presently, the Precinct is insufficient to accommodate the additional program.

The peripheral opportunity areas on the western and southern edges of the Precinct are approximately 5 hectares and 10 hectares, respectively, with site coverage limitations with consideration to riparian corridor and offsets.

Demands

The specialist nature of motorsport infrastructure and its environmental impact limit the possible locations for motorsports to be held.

Consultation with motorsport stakeholders has identified significant interest for the site to not only be accessible to the various motorsport-aligned organisations and clubs, but to the wider community as well. Stakeholders advised that present demand is limited by a combination of unaffordability and unavailability of track time.

The addition of the Speedway circuit in the Precinct has renewed stakeholder desire for feasible plans to incorporate additional motorsport uses into the Precinct.

Development of the Plan offers the opportunity to deepen engagement with various stakeholders including motorsport organisations and clubs, government, and local universities and schools.

Greater access across a broad range of motorsport users will enable the Precinct to accommodate unmet demand for a premier motorsports destination for stakeholders including:

- Motorsport car clubs
- Karting clubs and associations
- Motorcycle clubs and associations

Key adjacent sites and investments

Light Horse Interchange Business Hub

The proposed Parklands Light Horse Interchange Business Hub is located immediately south-east of the M4 Western Motorway and Westlink M7 Motorway interchange, north-west of the Precinct. Comprising nearly 30 hectares, the business hub is intended to accommodate 165,000m² GFA for general industrial, light industrial, warehouse and distribution facilities, and ancillary office space. The development is not in close proximity to any residential land uses.

The business hub uses will complement the existing industrial uses in the surrounding area and will not be adversely impacted by, nor adversely impact, the motorsport precinct. Notably, the plan for the business hub does not accommodate any motorsport uses and is not identified as an opportunity site to form part of the Precinct at this time as the site will be under development in the near future.

For more information, refer to the [Light Horse Interchange Business Hub, Eastern Creek, State Significant Development Assessment SSD-9667 August 2020](#).

Eastern Creek Waste Management Centre (ECWMC)

The Eastern Creek Waste Management Centre (waste sites) sits south of the Light Horse Interchange Business Hub site, east of the Westlink M7 Motorway and east of the Precinct.

The ECWMC served as a waste facility and landfill between 1984 and 2017. The site comprises 151 hectares and is surrounded by industrial land uses, in multiple ownership. The site is divided into a number of cells which have been phased out of use over the last three decades.

The property is presently managed by Waste Asset Management Corporation (WAMC), which operates as a part of Property NSW. WAMC oversees the managing and processing of waste through the site decommissioning process. The site is leased from Office of Strategic Lands (OSL).

Analysis to date has investigated the planning, physical context, and infrastructure elements of the waste site, as well as potential future uses. Six potential land uses have been identified, including motorsports usage.

Presently, WAMC is actively processing waste in the eastern cells (closest to the Motor Sports Precinct). These cells are approx. 15-20m high, but will compress to about 5m in height over the next 10-20 years as a result of extraction and processing of liquid and gas. The cells contain hazardous waste and, as they are still actively settling, are susceptible to occasional subsidence and effusion.

Following the completion of the extraction process in the medium term (10-20 years) the site will be capped. Once this is completed, the lands will be conducive to public access and motorised sport.

The western cells, which closed in the 1980s and 1990s, have settled to their final approx. 5m height. It is envisaged the sites will be available for reuse from 2022. Reuse of the lands will need to consider hazardous waste, including asbestos. Capping will be applied to the site to a depth of 1500mm, however excavation is not permitted and earthworks will need to consider adding new fill to the site rather than excavation.

There is a proposal to add fill to the site to join the individual cells to create one large, level development site, possibly ready for reuse by 2025.

For more information, refer to the *ECWMC Land Use Capability Study* report prepared by AECOM for Western Sydney Parklands Trust, Property NSW, and the Office of Strategic Lands in 2019.

Initial findings

Leveraging existing assets

Based on the existing site context, stakeholder needs, and constraints, the opportunities for the Precinct have been defined. The uses for the majority of the existing Precinct is locked in for the medium-long term. This use does not preclude landscape enhancement, better connectivity, and opportunity for consolidated infrastructure, including parking.

The size and site configuration on the west and south of the Precinct allows for further landscape enhancements that would increase the amenity of the precinct for motorsport and non motorsport users alike.

The lands on the west of Ferrers Road are ideally suited for activation as a "Club Zone" This area sits within the boundaries of Precinct 5, is not utilised currently by any of the tenant nor others, and would primarily only require some form of governance to manage bookings, plus minimal infrastructure (fencing, lockable gates, concrete pads) to segregate motorsport use safely and provide an area to securely store club equipment.

Opportunity lands

The waste sites present short-, medium-, and long-term opportunities to enable a broader vision for the Precinct in a phased approach. The staggered availability of the waste sites over time allows for a phased implementation of the Plan.

There is potential for the waste sites to accommodate karting and motorcycle uses from 2022. Longer term, these activities could be expanded as adjacent sites become available for use in 2033 and 2040.

Key factors to consider

The present tenants of the site, as well as potential future tenants, host a range of major, minor, and club-type events. To accommodate such intense usage, parking provisions have been developed to consider the biggest monthly event for each user occurring simultaneously. This constraint presents an opportunity to facilitate extra capacity on non-event days to permit other activities to be held on the site while smaller motorsport events, or when no motorsport events are occurring.

The Precinct has the facilities, land availability, and investment capability to become a significant anchor and drive additional tourism, industry, and educational uses.

Finally, there is significant seasonal, casual, and flexible employment created through motorsport. Greater diversity of activity within the Precinct will expand the employment base further, contributing to the significant economic impact of the site into the future.

Physical constraints and demands

Physically, the present Precinct does not accommodate the expansion of motorsport offerings to include karting and motorcycles. If plans are not enacted to procure additional, adjacent sites, it may not be possible in the future to acquire additional land, limiting the potential of creating a comprehensive motorsport precinct.

The expansion of the Precinct with the addition of adjacent sites, including the waste sites, will permit the future expansion of motorsport offerings. However, more study and planning will need to be undertaken to determine the best fit and arrangement to accommodate further facilities and operations.

Physical constraints will be driven by a number of factors, including the spatial, topographic, and adjacency conditions of the potential expanded Precinct. Further, consideration of maintaining existing site circulation and connections, as well as biodiversity and ecological corridors, must factor into future plans.

Operational constraints and demands

Operationally, similar considerations will be required to develop future plans. The unique demands of each motorsport must be factored into planning. Potential synergies created from co-location, including the sharing of resources and amenities must be weighed against potential conflicts in operations and functionality.

Potential reconfiguration proposal: Scenario 1

A possible pathway to meeting identified motorsport demand is to consider reconfiguring existing leased areas (Sydney Motorsport park and Western Sydney International Dragway) to allow for the incorporation of motorcycling and karting within Precinct 5.

Motorcycle provisions could include a dirt track within Sydney Motorsport Park spectator parking and viewing and a 4WD track zone. Karting could be accommodated within the Western Sydney International Dragway's existing and proposed car park. Initial analysis determined this was not feasible – overlays of current motorcycling and karting operations demonstrate the impact on existing operations.

This scenario was not considered for next steps due to the current leaseholder boundaries and restrictions in size and space available, and that capacity for growth of all activities would be significantly constrained.

Existing conditions



Eastern Creek Motor Sports Precinct - Tenants and Opportunities

- Existing and Proposed Users
- Existing and Proposed Parking
- Cumberland Plain Woodland
- Landscape Enhancement opportunities
- Overflow parking & potential opportunity
- Opportunity Area - Immediate
- Opportunity Area - Short Term
- Opportunity Area - Medium Term
- Opportunity Area - Long Term



Scenario 1 configuration



Scenario 1 - Reconfigure of Precinct 5

- Precinct Boundary
- Adjacent Precinct Boundary
- Existing Karting Footprint
- Existing Motorcycle Footprint



Motor Sports Precinct

Vision

The Vision for the Precinct is to be the primary motorsport precinct of the southern hemisphere, incorporating a variety of sports, recreation, educational, cultural, entertainment, and commercial uses centred on a public realm that is accessible and active seven days a week.

The Eastern Creek Motor Sports Precinct has the potential to be truly transformative for Greater Sydney, providing the opportunity to fully integrate a multitude of recreational uses within the geographic heart of the rapidly growing Western Sydney region. Investment in motorsport and other complementary uses within the Precinct will help drive a more diversified, resilient, competitive, and sustainable economy for Western and Central Sydney and generate substantial and lasting economic, social, and environmental benefits.

Existing venues and facilities within the Precinct have been planned and delivered with curtilages for ancillary services, spill over, access, and parking.

The Plan will facilitate the delivery of a more integrated, cohesive Precinct that ensures the primary functions and ancillary facilities are complementary, rather than competitive, and linked by a new public domain that brings the publicly accessible landscapes and amenities of the Parklands into the Precinct.

The Eastern Creek Motor Sports Precinct will also leverage the infrastructure of the motorsports venues to deliver a programme of uses across the site to maximise year-round utilisation of built and natural assets. Growth and emerging trends in motorsport, technology, education, and active recreation will provide opportunities for innovation, entrepreneurship, and job creation not only related to the sports and recreation industries, but extending to all sectors.

Introducing best-practice landscape elements to the site will enhance the environmental sustainability of the Precinct in line with the diversification of economic opportunities on the site. Water capture, treatment and reuse, a restorative landscape featuring endemic species planting, increasing canopy cover, and reducing the urban heat island effect will ensure the Precinct is more environmentally sustainable, more amenable, and more attractive for users and visitors alike.



Precinct principles

The Plan for the Precinct will be developed around a series of design principles. The principles have been developed and refined to ensure they respond to the Strategic Directions and Principles contained within the Western Sydney Parklands Plan of Management 2030.



Engagement

In consideration of fostering a place for the motorsport community and the greater Western Sydney Community, the design should:

- draw on community input and participation
- be inspired by the Aboriginal, European, and environmental heritage of the Precinct, interpreting it through placemaking, public art, and wayfinding elements
- facilitate a comprehensive engagement strategy for ongoing participation throughout all stages of the Plan



Diverse programs

In consideration of creating an active and diverse year-round destination, the design should:

- create a Precinct for all users and uses to allow activation throughout the year
- ensure new activities are complementary to existing facilities and create new uses and destinations within the Precinct that further diversify the Eastern Creek Motor Sports Precinct economy
- generate opportunities to celebrate motorsport through visitor spectacles, a Centre of Excellence, and education
- share resources such as parking and co-location of amenities and services to permit multiple uses of the Precinct by the Western Sydney community



Enhanced Parkland environment

In consideration of connecting the Precinct into the Parklands, the design should:













- consider a string of complementary destinations, connected to the Parklands Track
- plan for the long-term opportunity to activate the land to the west of Ferrers Road with complementary use
- support Western Sydney's unique natural environment to deliver greater ways for people to interact with the environment
- consider the site's warmer and drier climate which drives the need for green spaces, canopy cover, and principles of water sensitivity to mitigate the impacts of urban heat









Activity zones

Based on the initial findings for existing and potential uses, activity zones have been identified within and adjacent to the Precinct.

These activity zones are areas for consideration for potential opportunity to accommodate future uses and/or enhancement to the existing configuration and users.

The adjacent diagram identifies activity zones within and adjacent to the precinct. They include:

	Precinct Boundaries
	Ferrers Road
	Gateway and Access Zones
	• Primary and secondary gateway
	Sydney Motorsport Park
	Western Sydney International Dragway
	Proposed Western Sydney International Speedway
	Dragway Parking and Cumberland Woodland Plain
	Parkland and M7 Interface
	Sydney Premier Karting Park
	Light Horse Business Hub
	Pipeline Park Potential multi-use site

Opportunity zones	
	Ferrers Road West Opportunity site - North
	• 2021 - immediate
	M7 East Opportunity Site
	• 2022 - short term
	M7 East Opportunity (2033)
	• 2033 - medium term
	Ferrers Road West Opportunity site
	• 2047 - long term
	Ferrers Road West Opportunity Area -
	• 2039 - long term



Diagrammatic apportionment of activity zones



Site structure

Looking at the opportunities both within and adjacent to the Precinct, a general structure for the Precinct has been defined. The structure plan considers enhancement to landscape for motorsport users and complementary users, road networks, and pedestrian movement

Based on the activity zones and the opportunities in and adjacent to the Precinct, the diagram highlights the proposed pattern of uses and spatial features within the Precinct, including:

- - - Precinct Boundaries
- Precinct Gateways
 - Entry features
 - Signage and wayfinding
- ⊙ Secondary Access
 - Vehicular and active transport link providing north south movement and access to future areas west of Ferrers Road
- ← Potential future north-south connection
 - Potential for a new access road into the Precinct
 - Provide access for new commercial/innovation/knowledge uses
 - General enhancements: tree planting, shared path, pedestrian crossing points, lighting and signage
- ← Local Road Network
 - Enhanced road with streets and shared path and new access to future motorsports uses west of Ferrers Road
- Pedestrian Movement
- ← Pedestrian Spine
 - Major pedestrian route to link major events areas and parking areas
 - Provides high quality access and string of amenity
- Commercial/Innovation/Knowledge Uses
 - Potential for new complementary uses on the site
 - Opportunity to incorporate parking for events
 - Light Horse Business Hub

- Existing Motorsport Uses within the Precinct
 - Current Facilities defined by key operational boundaries
- Spectator Area
 - Key events areas with formalised seating, amenities and associated food and beverage
- Cumberland Plain Woodland Area
 - Ecological area – enhance and restore
 - Opportunities for informal trails and interpretation and education
- Landscape Enhancements
 - Opportunities for additional canopy and planting
 - Potential for landscape spectator areas around events spaces
 - Enhanced presentation of the precinct
- Parklands Interface
 - Landscape and publicly accessible zone with walking trails and opportunities for active and passive recreation
- Eastern Creek and Riparian Offset
 - Opportunities for bush regeneration, archaeology potential and potential for walking trails
- Multifunctional Parking
 - Shared precinct parking areas
 - Introduction of landscaping and canopy to provide shade and contribute to broader ecological and environmental objectives
 - Potential for other uses outside of major events including both motorsport and non-motorsport activities
- Future Opportunity sites
 - Opportunity for complementary motorsport uses (both professional and club based) and non-motorsport uses
- Adjacent Allied Motorsport Use
 - Existing Karting facility
 - Opportunity to further integrate uses
- Motorsport Centre of Excellence



Plan of potential site structure

0 200 400m



SUSTAINABLE EAST

e8urban



Indicative Masterplan

The Plan considers the opportunities of enhancing zones within the Precinct with its current tenants, activating unused lands within the precinct for club use, and the potential use of waste sites west of Ferrers Road that are adjacent to the Precinct to accommodate the demand for karting, motorcycle, and other non-motorsport users.

The adjacent WAMC lands could potentially accommodate a number of the unmet motorsport stakeholder needs, in particular the needs of karting and motorcycling for junior through professional levels, and provide growth opportunities for motorsport clubs for junior and rallysprint activities.

Existing users:

- Road Racing: ARDC lease to 2041
- Drag Racing: Dragway lease to 2029
- Speedway: Proposed Speedway Lease to 2029

Proposed users to accommodate:

- Club activities
 - Possible use of Dragway parking area, then opportunity zone 7 (west of Ferrers Road)
- Karting: Sydney Karting Park lease to 2031
 - Opportunity zone 10, 11 or 12
- Motorcycle (dirt): Motorcycle NSW lease @ Horsley Park
 - Opportunity zone 10, 11 or 12
- Motorcycle (tarmac)
 - Possible use of ARDC circuits

Refer to Appendix for Scenario overlay.

1 Precinct Gateways

- Wayfinding throughout the site (parking, entry, spectators area etc.)

2 Existing Western Sydney International Dragway Car Park + proposed Western Sydney International Speedway car park

- Increase permeable surfaces + canopy cover
- Opportunity for events such as farmers markets and motorsport festival

3 Proposed Western Sydney International Dragway car park

- Increase permeable surfaces + canopy cover
- Opportunity for farmers markets + motorsport festival
- Long term potential for a multi-storey car park that is a multi-purpose sports courts / adaptable car parks
- Opportunity for an automotive / Motorsport museum: for Sydney metropolitan area to provide a venue to celebrate or recognise significant automotive and motorsport achievements and technologies. (History of Australian Motoring designed and built cars, history of Australian Motorsport, Exhibition space / Storage for high-end cars that are used for track days)
- Motor-City: One-stop-shop - car/bike sales showrooms, spare parts, test drives around the Precinct and surrounding roads, supervised test drives on the track for sports cars / sports bikes, learner courses for cars bikes, defensive Driver Courses for cars bikes, 4WD / ATV / Motocross off-road training

4 Proposed Western Sydney International Speedway Car Park (Competitor)

- Increase permeable surfaces + canopy cover

5 Sydney Motorsport Park Spectator area

- Increase canopy cover
- Proposed spectator area terracing

6 Centre of Excellence

- Proposed Centre of Excellence

7 Potential Commercial Zone

- Digital Driver Experience Centre
- Commercial/office space for motoring brands/distributors
- Ancillary commercial / office space
- Park-edge dorms and eco-lodges, Motel / Hotel accommodation for groups
- Long term potential multi-storey car park with commercial space/corporate suites
- Electric vehicles and advanced manufacturing

8 Proposed Parklands Light Horse Business Hub

- Proposed entry to site
- Industrial parkland

9 Opportunity zone (within Precinct 5)

- Club motorsport

10 Opportunity zone (within Precinct 6)

- Bikes - club level training/education: Allocation of sufficient footprint within the precinct to undertake motorcycling training and racing activities.
- Bikes - motocross: Motocross circuit suitable for club level training and competition.
- Bikes - short circuit: Motorbike racing circuit suitable for club level training and competition
- Cars / bikes: Hillclimb - To train for and hold State and National Championships (fundraising and recruitment activity for clubs). Short course (less than 2kms) typically requires some level of elevation change.
- Potential for Bikes to grow to both site for a multi use site with cars, bikes, tracks etc.

11 Opportunity zone (within Precinct 6)

- Recreational karting track
- Competitive karting

12 Opportunity zone (within Precinct 6)

- Potential for karting to be relocated 12 to allow expansion of Bikes on opportunity zone 10 + 11

13 Possible Multi-Use Zone

- Dragway and Speedway overflow parking with the potential of other uses when not used for parking
- Enhance parkland environment by expanding Cumberland Plain vegetation
- Potential gateway to the Eastern Creek trails

14 Parkland Interface

- Aboriginal heritage discovery trails
- Regional pedestrian and cycling links to, through and within the Precinct and WSP.
- Regional pedestrian and cycling links to, through and within the Precinct and WSP

15 Opportunity zone (within Precinct 6)

- Opportunity for research and development use such as electric vehicles, advanced manufacturing and other innovative motorsport-related research
- Opportunity for education and training: Motorsport Institute and Innovation Hub, Year 10-12 / TAFE / Apprentice STEM programmes and practical programmes
- Opportunity for an area used for community event: Ninja Warrior / Tough Mudder / Colour Runs Priority, school camps / kids holiday camps / family camps, corporate training, virtual reality / augmented reality events, multi-day events for athletics groups, community groups, cultural groups, religious groups and music groups/band camps

16 Entry/Gateway from M7

- Create wayfinding to the proposed site
- New road network to connection M7 to proposed sites to existing site east of Ferrers Road

17 Future north-south connection

- Future north-south connection east of Eastern Creek to allow distributions of users to the existing Precinct and opportunity zones east and west of Eastern Creek

18 Sydney Motorsport Park

- Potential to upgrade and augment existing uses
- Opportunities for education and training including school, university and TAFE programs

19 Alpha Hotel

- Existing hotel accommodation



- 1** Precinct Gateway
- 2** Existing Western Sydney International Dragway Car Park + proposed Western Sydney International Speedway car park
- 3** Proposed Western Sydney International Dragway car park
- 4** Proposed Western Sydney International Speedway Car Park (Competitor)
- 5** Sydney Motorsport Park Spectator area
- 6** Centre of Excellence
- 7** Potential Commercial Zone
- 8** Proposed Parklands Light Horse Business Hub
- 9** Opportunity zone (within Precinct 5)
- 10** Opportunity zone (within Precinct 6)
- 11** Opportunity zone (within Precinct 6)
- 12** Opportunity zone (within Precinct 6)
- 13** Possible Multi-Use Zone
- 14** Parkland Interface
- 15** Opportunity zone (within Precinct 6)
- 16** Entry/Gateway from M7
- 17** Future north-south connection
- 18** Sydney Motorsport Park
- 19** Alpha Hotel

Site-wide land use strategies

Landscape enhancements

Based on the structure and opportunity areas, landscape enhancement in and adjacent to the Precinct can be phased to benefit existing users and to integrate the Precinct into the adjacent Parkland for broader use by the community.

The adjacent diagram identifies the areas of landscape upgrade opportunities. Essentially, main landscape treatments are applied to non-motorsports use areas which are the Precinct edge, spectator area, car parks and Ferrers Road. These treatments include:

- Precinct Boundaries

- Precinct Edge Enhancement
 - Precinct arrival
 - Street trees

- General Landscape Enhancement
 - Spectator terrace opportunities
 - Increase canopy cover

- Hardstand Car park Enhancement
 - Increase canopy cover
 - Permeable paving

- General Car park Upgrade
 - Increase canopy cover

- Eastern Creek Riparian Corridor (40m offset each side)

- Riparian Interface Treatment - Adventure Zones

- Retained Vegetation

- Cumberland Plains

- Removed Vegetation (for new roads)

- Existing Uses and Opportunity zones



Plan demonstrating potential landscape enhancements



Landscape typology opportunities

CUMBERLAND
PLAIN
WOODLAND

WATER
MORPHOLOGY

GRASSLANDS
AND NATIVE
MEADOWS

RIDGE LINES

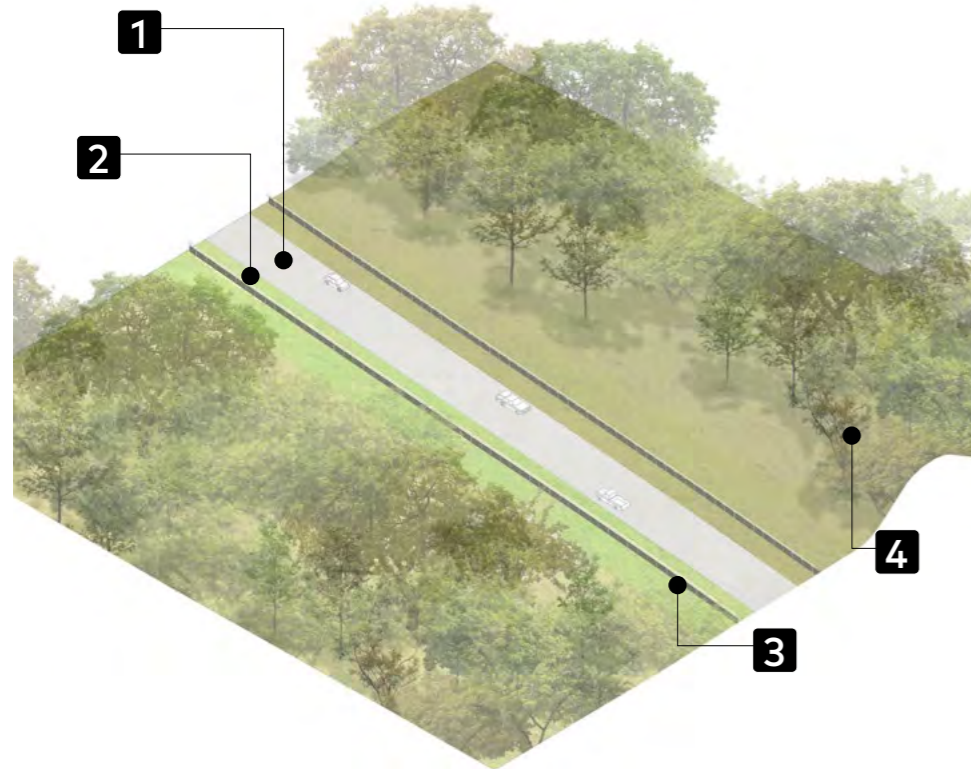
SLOPES

PARKLANDS
PLAZA



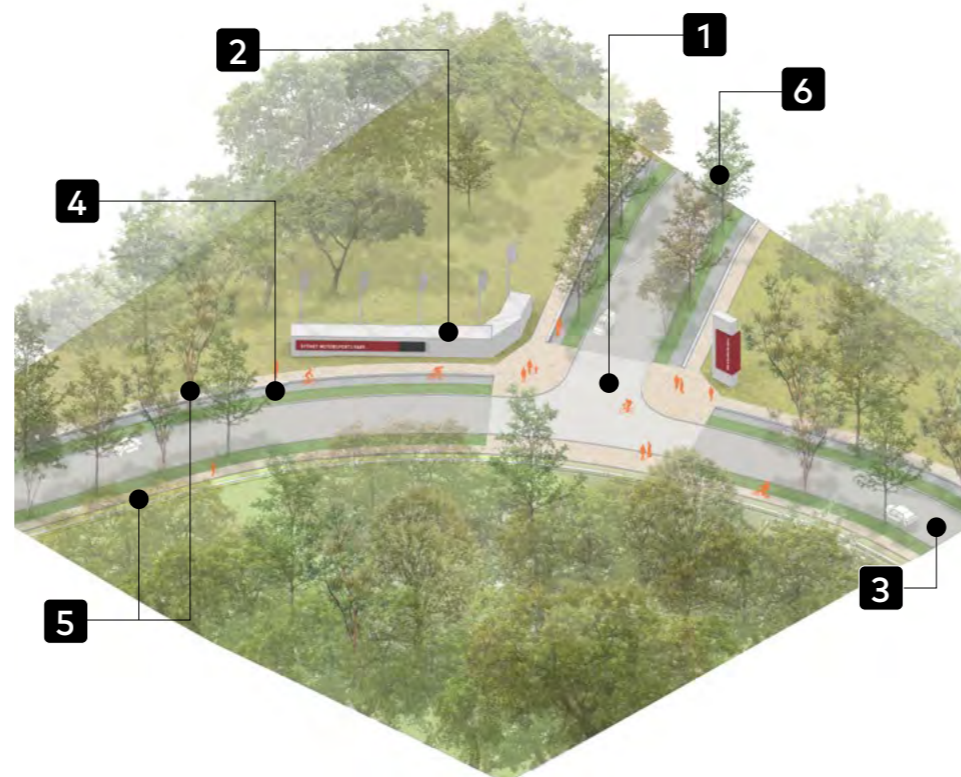
Existing situation

- 1 Ferrers Road
- 2 Fence
- 3 Grassland to Ferrers Road West
- 4 Cumberland Plain Woodland



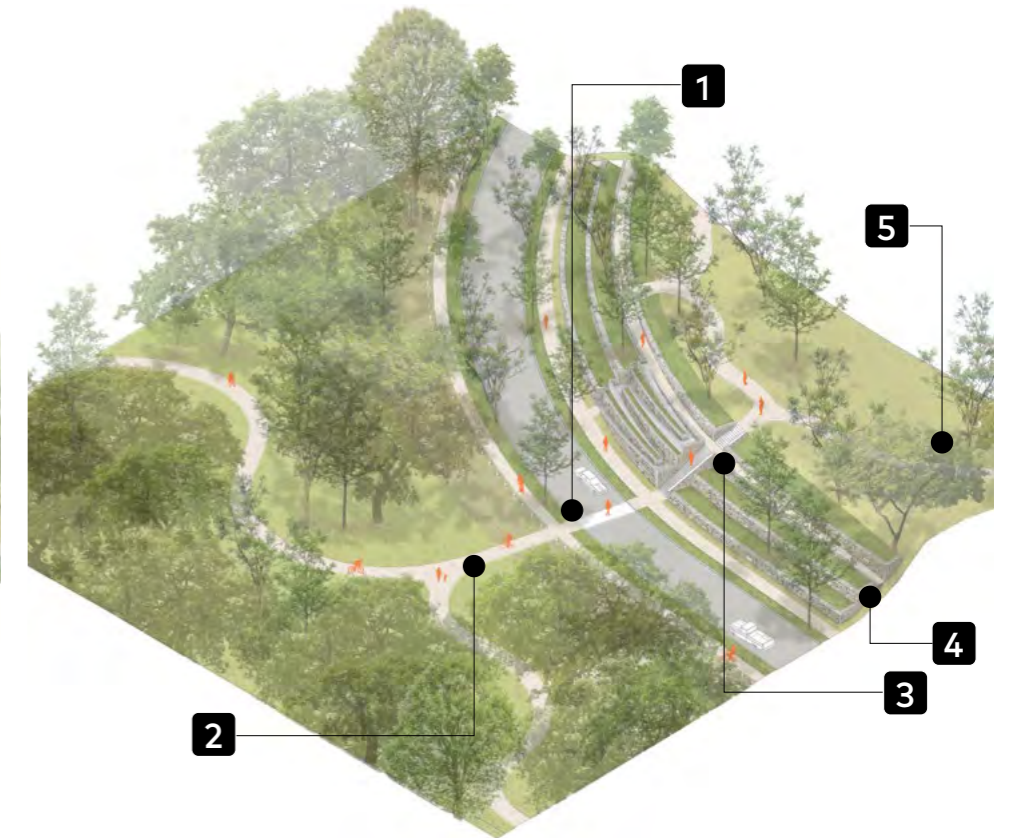
Precinct arrival

- 1 Main entrance intersection
- 2 Main entrance signage
- 3 Ferrers Road
- 4 Pedestrian path
- 5 Cycleways
- 6 Street trees



Ferrers Road edge - Integration 01

- 1 Pedestrian crossing on Ferrers Road
- 2 Extended shared path on Ferrers Road West
- 3 Stairs towards the Motor Sports Precinct
- 4 Gabion walls along the terrace edge
- 5 Street trees



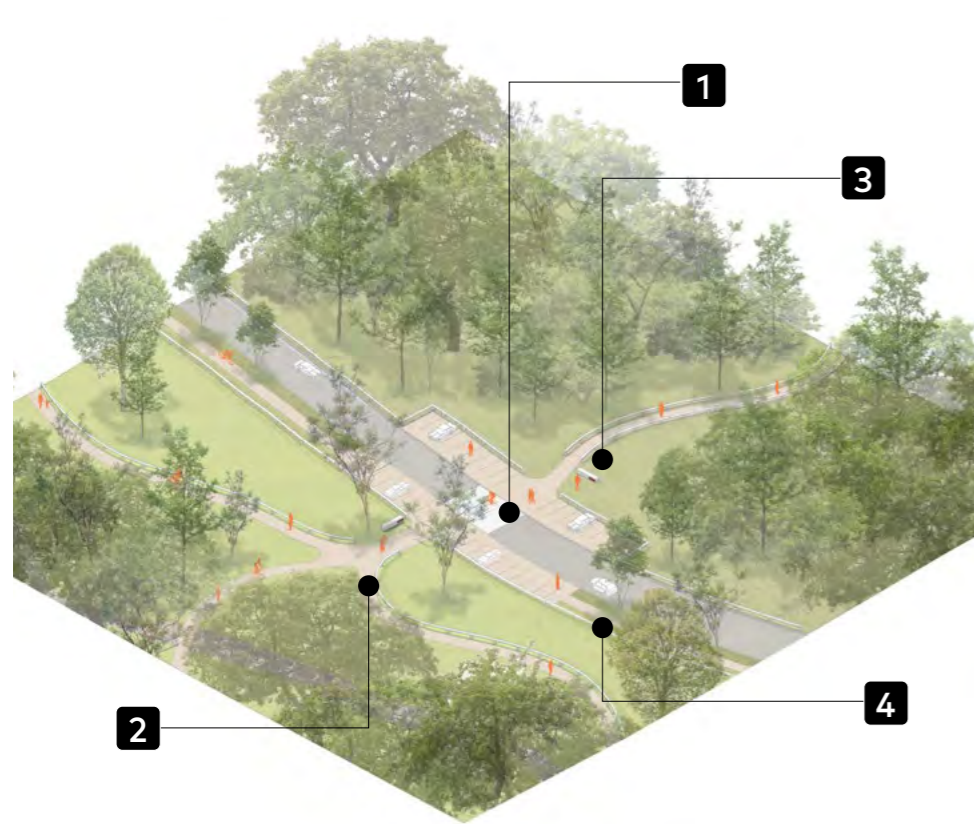
Reference to Western Sydney Parklands Design Manual 2020:

- Applicable Clauses
- 3.2.1 Vehicle Entry Feature (p.17)
 - 5.2.1 Parklands Boundary Fence (p.37)
 - 5.2.10 Major Entry Gate (p.46)
 - 5.2.17 Concrete Walling (p.53)
 - 6.7.1 Major Parklands Identification Sign (p.65)
 - 7.3 Track Range (p.97)
 - 11.1.1 Roadway Lighting Pole (p.141)

- Applicable Clauses
- 3.2.2 Major Pedestrian Entry Feature (p.18)
 - 4.6 Pedestrian Crossings (p.26)
 - 4.7 Traffic Calming Devices (p.27)
 - 5.2.16 Gabion Walling (p.52)
 - 7.3 Track Range (p.97)

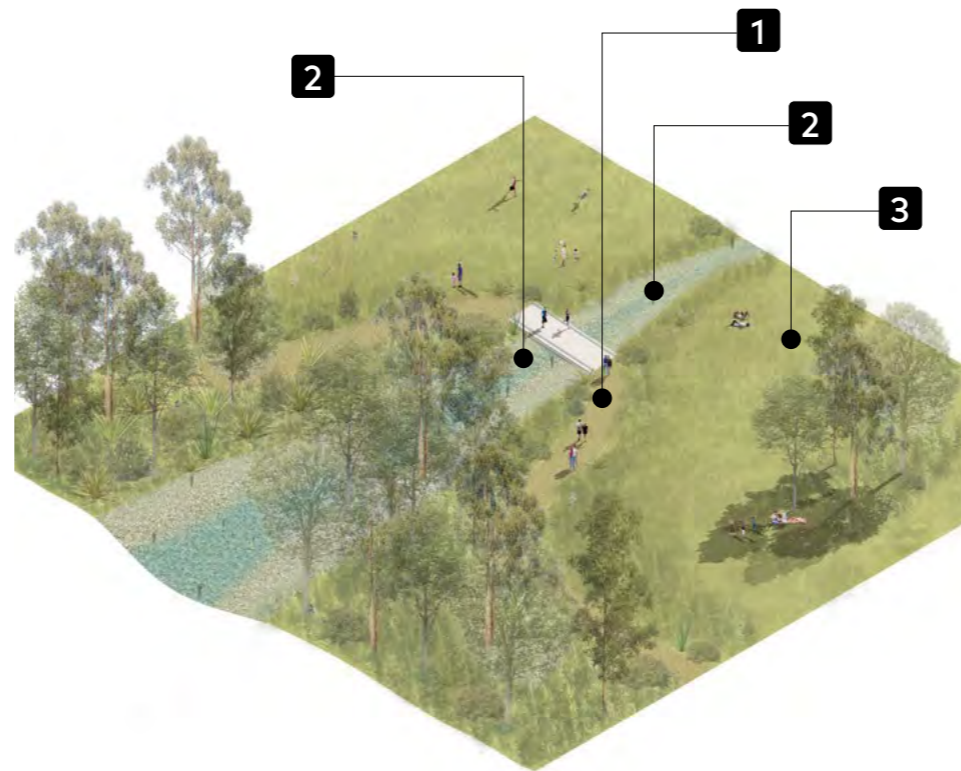
Ferrers Road edge - Integration 02

- 1** Pedestrian crossing
- 2** Extended shared path on Ferrers Road West
- 3** Entrance sign
- 4** Continuous walking path on the western side of Ferrers Road



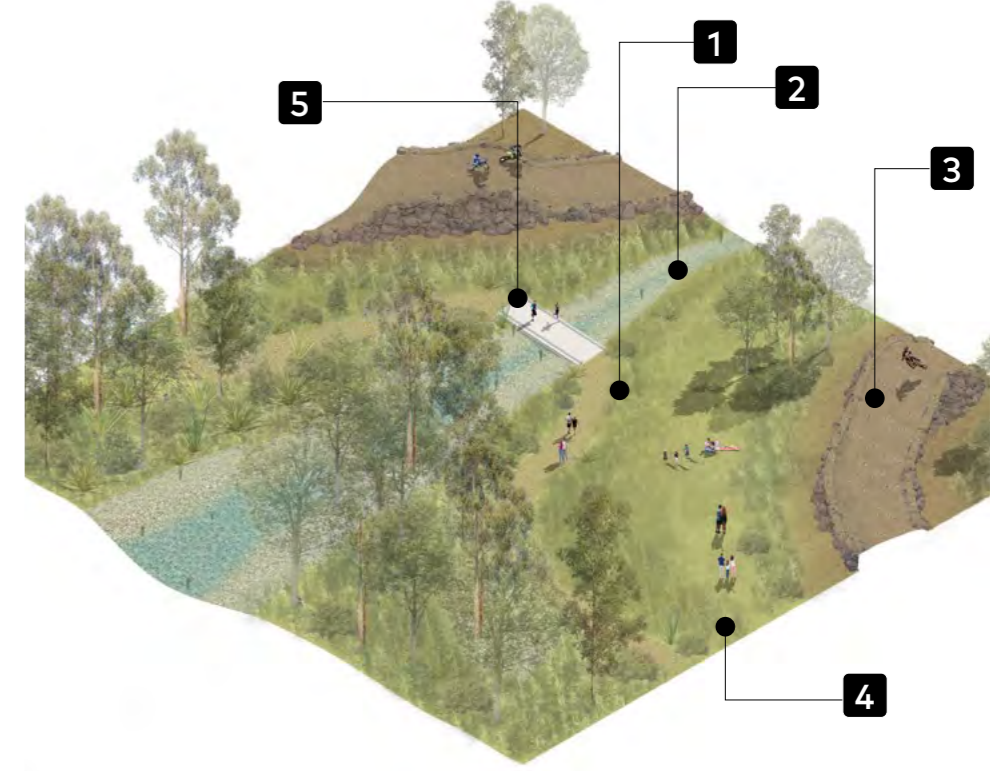
Water drainage - Integration 01

- 1** Pedestrian bridge
- 2** Water drainage outlet
- 3** Informal activity area
- 4** Bush track



Water drainage - Integration 02

- 1** Bush track
- 2** Water drainage outlet
- 3** Motorsports event
- 4** Informal spectator area
- 5** Pedestrian bridge



Applicable Clauses

- 3.2.2 Major Pedestrian Entry Feature (p.18)
- 4.5 Car parking (p.25)
- 4.6 Pedestrian Crossings (p.26)
- 6.7.22 Path Marker Signs (p.86)
- 7.3 Track Range (p.97)

Pedestrian connections

The adjacent diagram shows potential future pedestrian connections including:

▬▬▬▬▬ Precinct Boundaries

← Pedestrian Movement and Cycleway

- Regional pedestrian links to, through and within the Precinct and WSP
- Upgrade to existing footpath to allow a continuous movement through out the Precinct
- Potential for Aboriginal heritage discovery trails along Eastern Creek

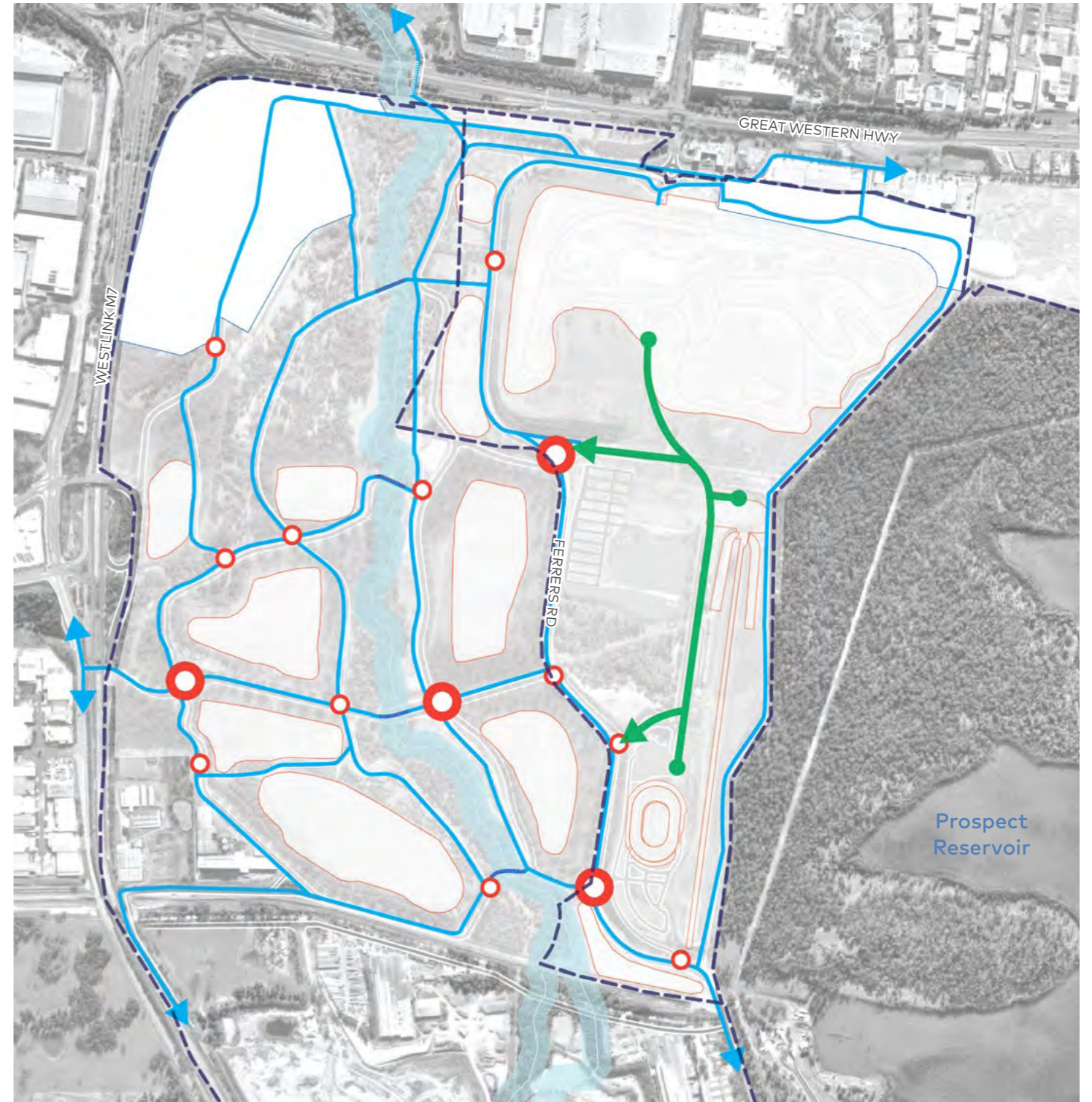
▬▬▬▬▬ Pedestrian Underpass/Bridge

○ Pedestrian Crossings

- Proposed signalised crossing for pedestrians to move from east to west of Ferrers Road

← Green Spine

- A primary pedestrian link to connect all three venues

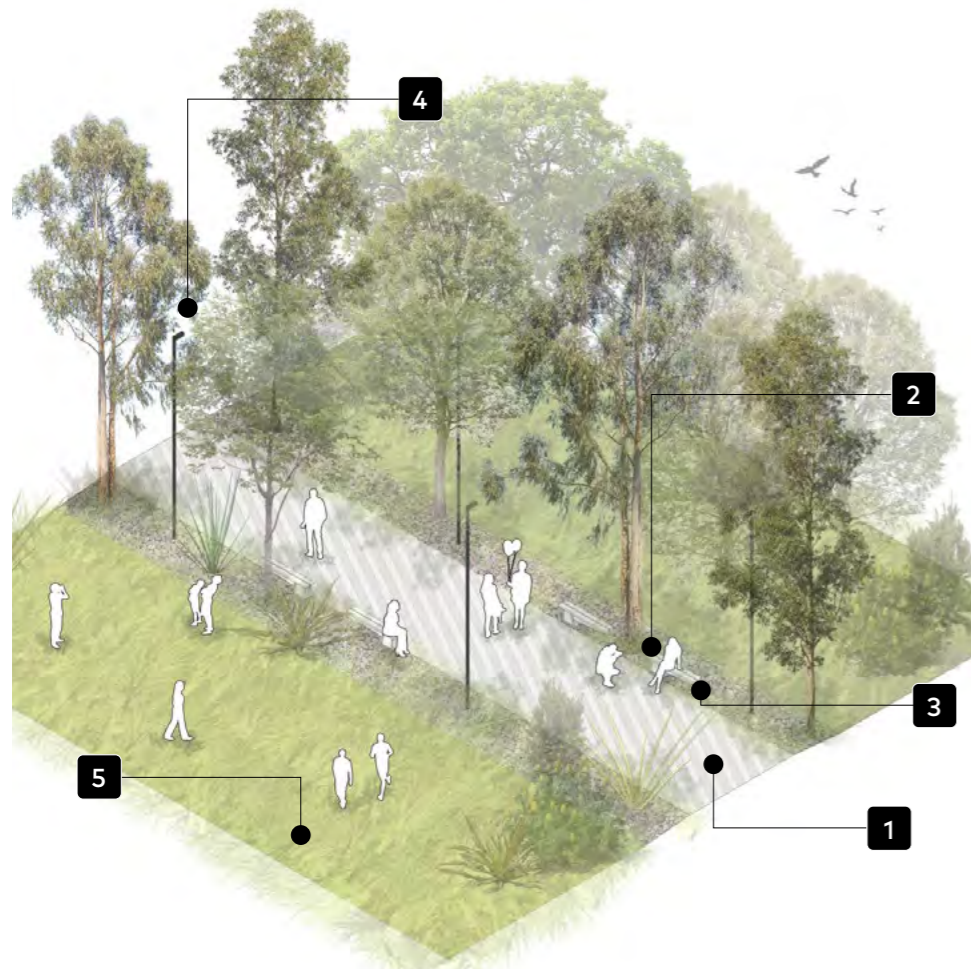


Pedestrian Connectivity



Green spine

- 1** Shaded path
- 2** Benches
- 3** Transition to the woodland
- 4** Street lights
- 5** Informal activity area

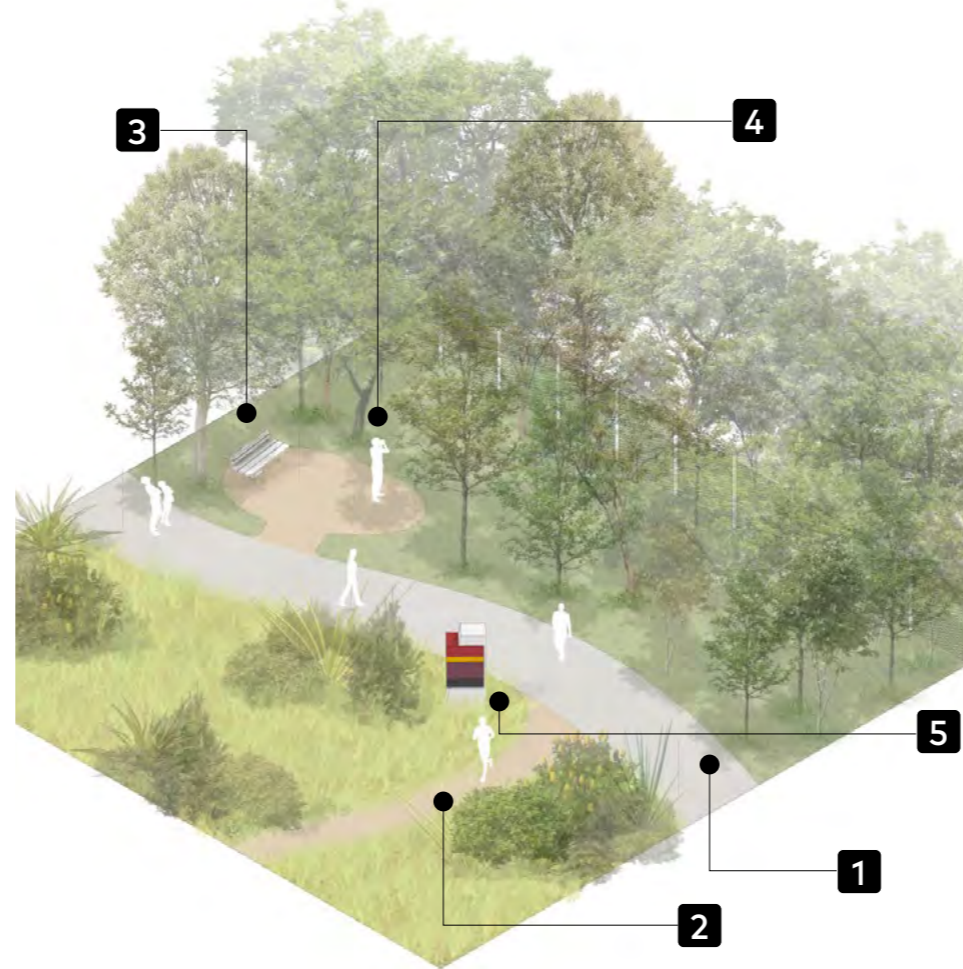


Reference to Western Sydney Parklands Design Manual 2020:

- Applicable Clauses
- 7.3.1 Parklands Track (p.99)
 - 9.2 Furniture Seating (p.118)
 - 11.1 Principles for Lighting (p.140)

Edge path

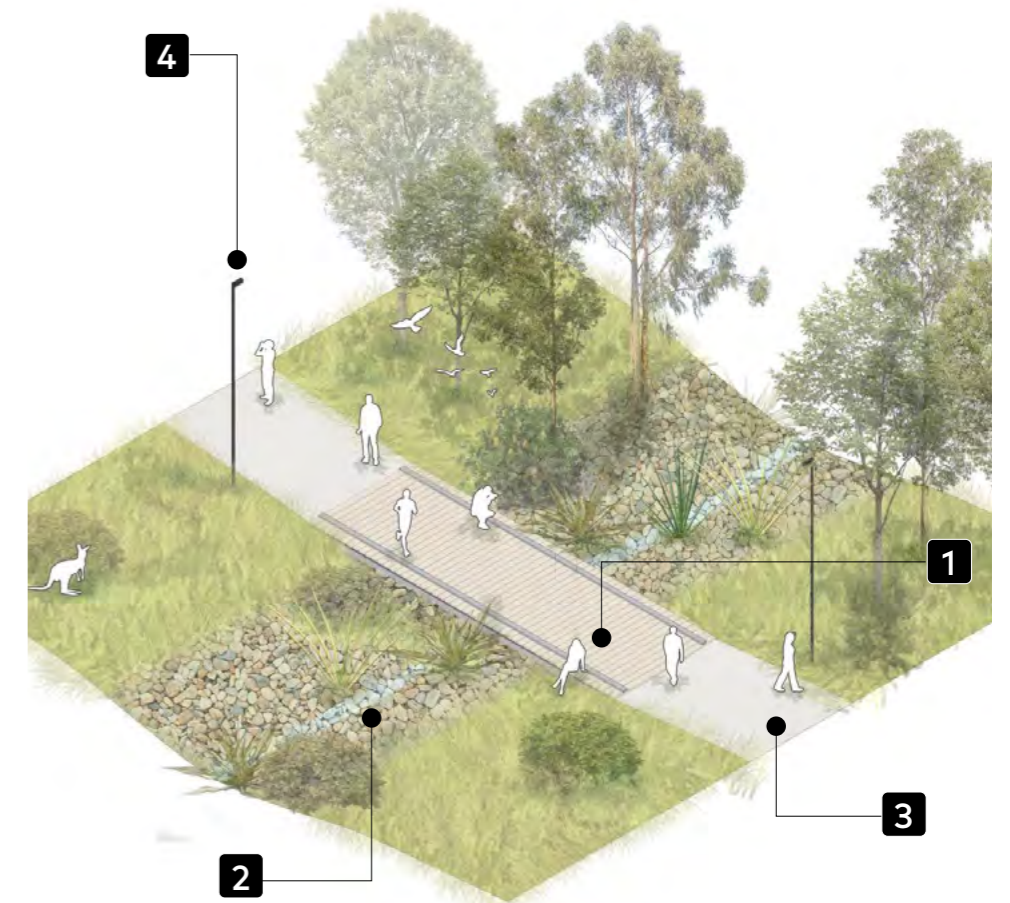
- 1** Footpath
- 2** Bush track
- 3** Seating area with canopy
- 4** Water fountain and other facilities
- 5** Wayfinding signage



- Applicable Clauses
- 6.7.22 Path Marker Signs (p.86)
 - 7.3.1 Parklands Track (p.99)
 - 7.3.4 Bush Track (p.102)
 - 9.2 Furniture Seating (p.118)
 - 9.3.7 Drinking Fountain (p.127)

Natural infrastructure

- 1** Bridge walkway over creek
- 2** Transition from bush to creek
- 3** Path
- 4** Street lights



- Applicable Clauses
- 7.3.4 Bush Track (p.102)
 - 8.2 Short Pedestrian/Cycle Bridge (p.111)
 - 11.1.2 Pedestrian Lighting Pole (p.142)
 - 14.3 Water Sensitive Urban Design (p.154)

Parking and vehicular circulation

The adjacent diagram highlights the vehicular movement and circulation within and around the Precinct, including:

- - - Precinct Boundaries

- ← Existing Road

- ← Potential Road Network
 - North-south connection to allow pedestrian footpath, bike path and signalised crossing for vehicles and pedestrian movement

- Proposed Road to Light Horse Business Hub

- ← Precinct 5 Internal Circulation
 - Upgrade of internal road network with increase canopy cover, signage and wayfinding

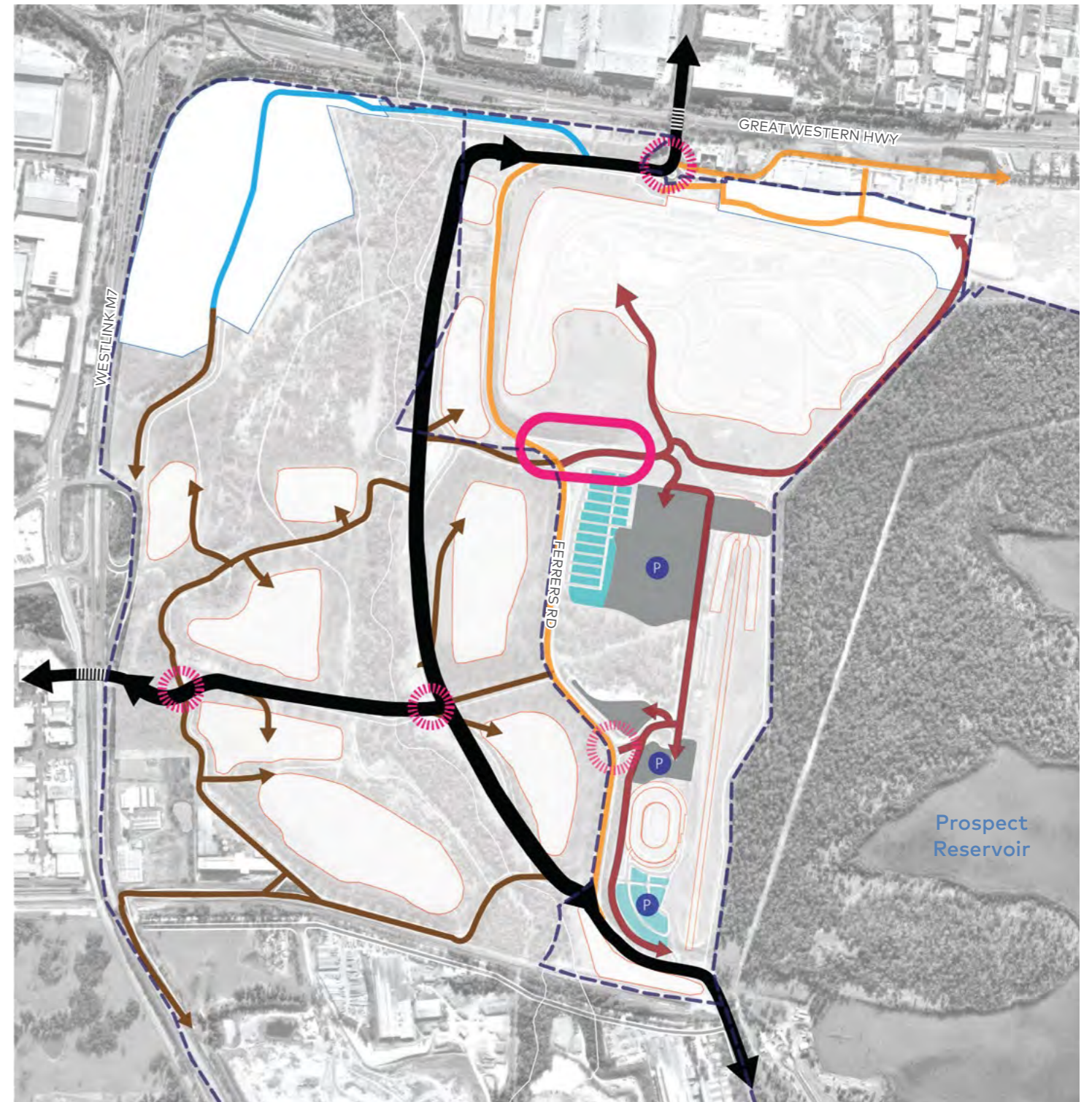
- ← New Connections adjacent to the Precinct
 - Proposed internal road network

- Multifunctional Parking Area
 - Multi-purpose sports courts / adaptable car parks
 - Farmers Markets
 - Permeable surfaces with increase canopy cover

- Car park with Green Features
 - Permeable surfaces with increase canopy cover

- Precinct Gateways
 - Upgrade signage and wayfinding

- ⊙ Secondary Access
 - Upgrade signage and wayfinding

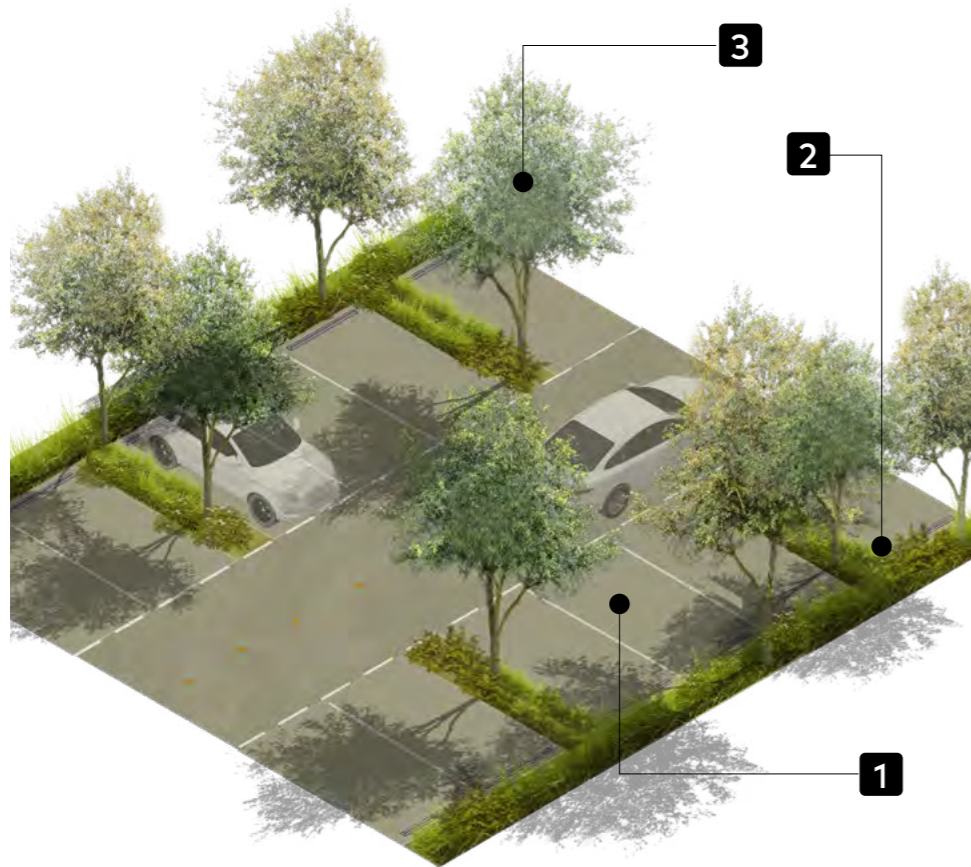


Parking and vehicle circulation

0 200 400m

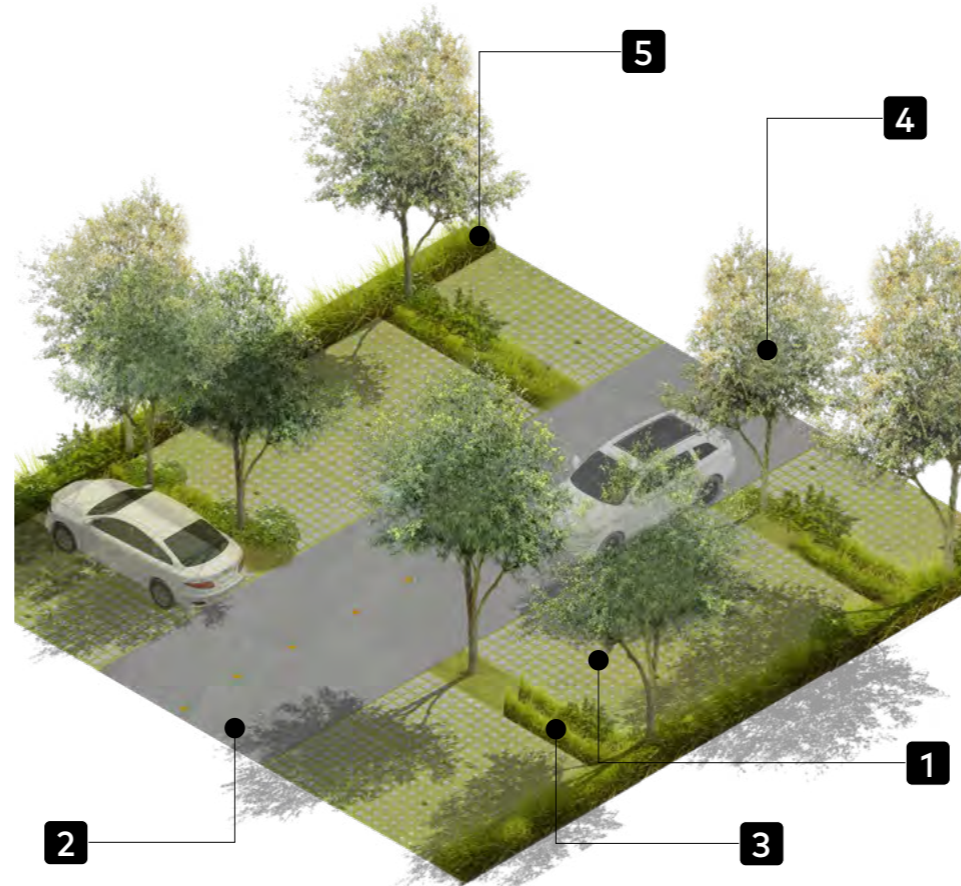
Increased canopy

- 1** Hardstand parking lots and driveway
- 2** Verges between parking lots
- 3** Trees



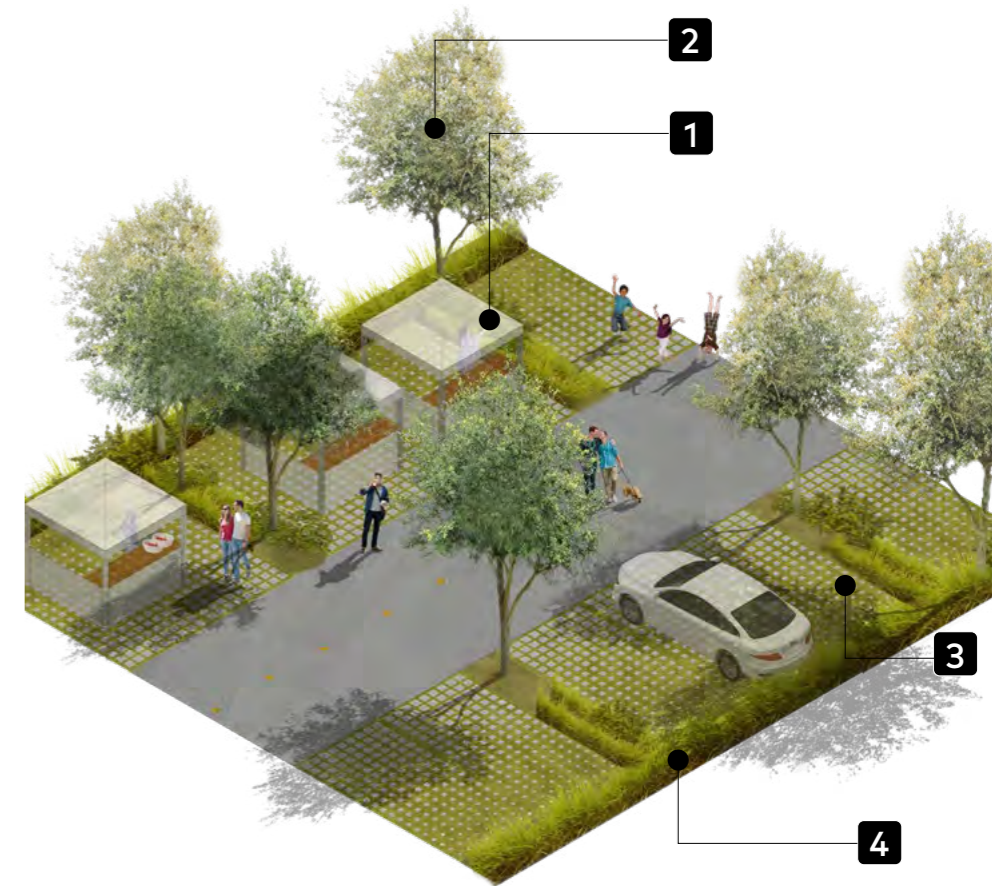
Increased canopy and permeable surface

- 1** Permeable surface on parking lots
- 2** Hardstand driveway
- 3** Verges between parking lots
- 4** Shrubs
- 5** Trees



Markets/events

- 1** Market stalls
- 2** Trees
- 3** Permeable surface
- 4** Shrubs



Reference to Western Sydney Parklands Design Manual 2020:

Applicable Clauses

- 4.5 Car parking (p.25)
- 4.8 Line marking and Parking (p.28)
- 4.9 Wheel Stops (p.29)
- 14.4.4 Shade Canopy Trees (p.160)

Applicable Clauses

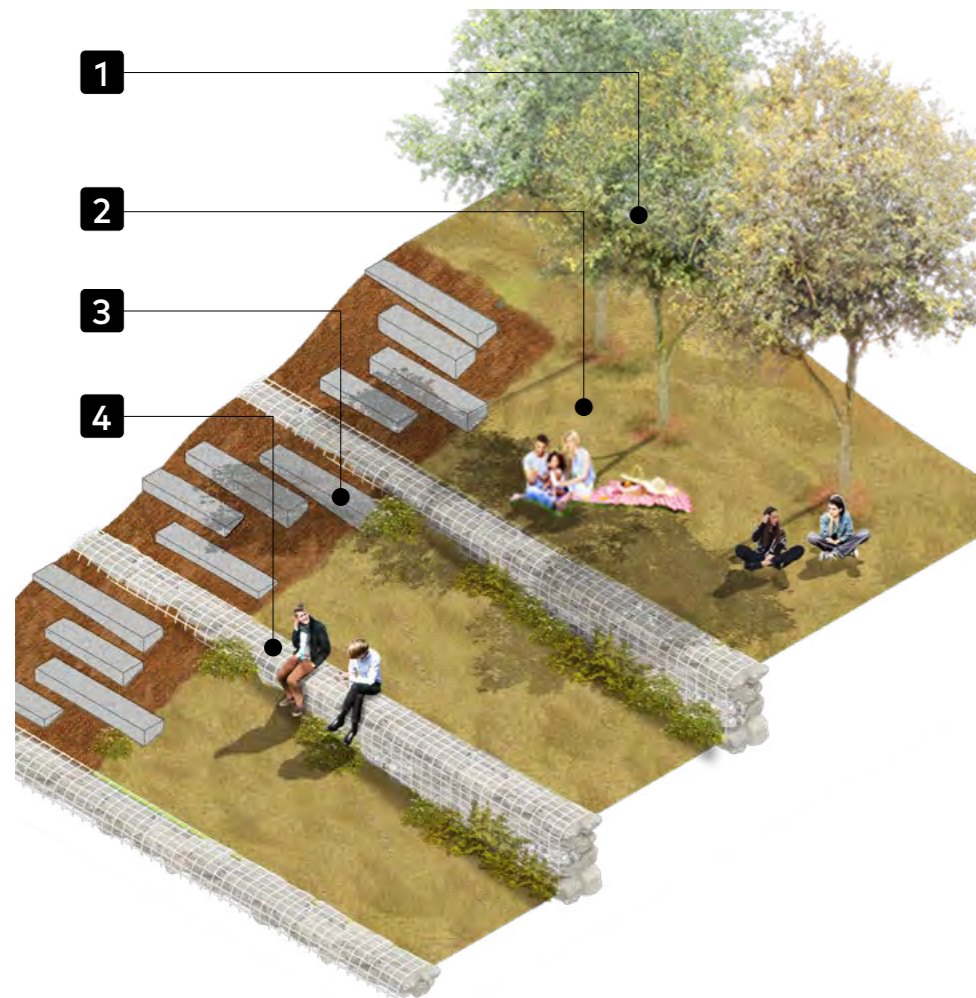
- 4.5 Car parking (p.25)
- 4.8 Line marking and Parking (p.28)
- 4.9 Wheel Stops (p.29)
- 14.3 Water Sensitive Urban Design (p.154)
- 14.4.4 Shade Canopy Trees (p.160)

Applicable Clauses

- 4.5 Car parking (p.25)
- 15.2 Principles for Event Setup (p.175)
- 16.2 Principles for Commercial Venue Setup (p.178)
- 16.3 Temporary Marquees (p.182)

Terrace treatment 01

- 1 Green canopy and natural shade
- 2 Grass area for activities
- 3 Stone stairs
- 4 Gabion walls with seating opportunities



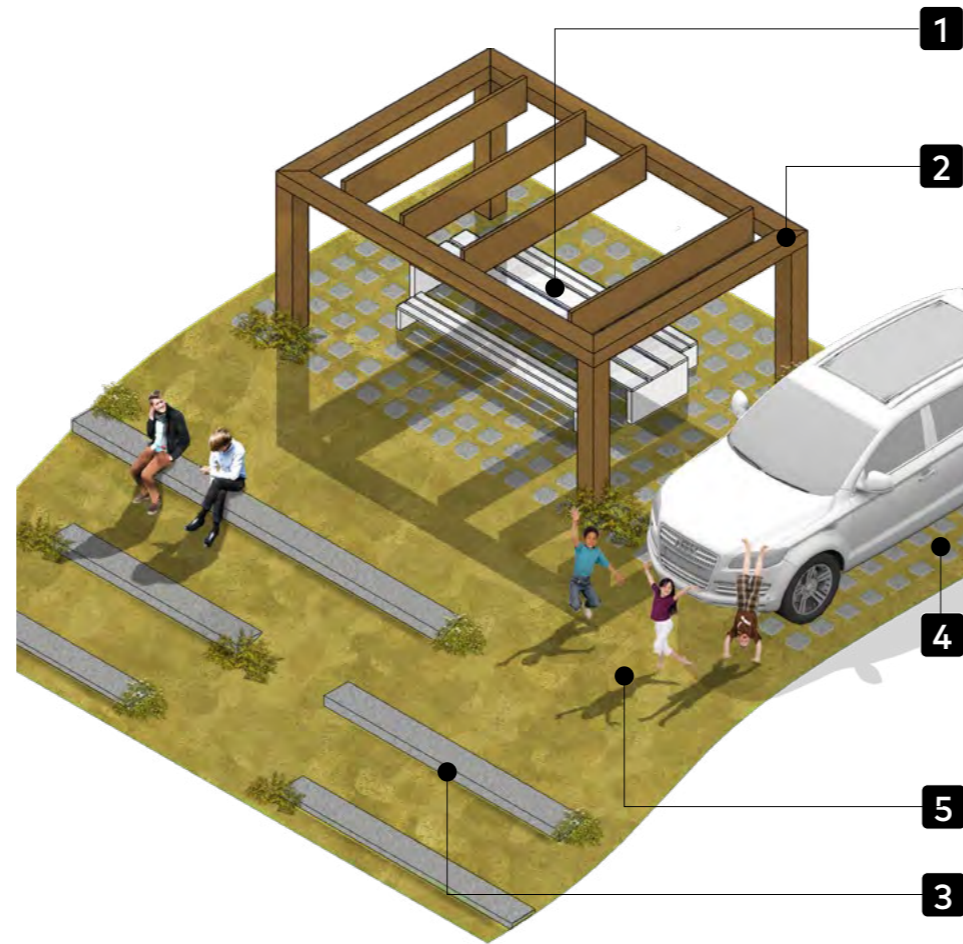
Reference to Western Sydney Parklands Design Manual 2020:

Applicable Clauses

- 5.1 Walling (p.33)
- 5.2.16 Gabion Walling (p.52)
- 14.4.4 Shade Canopy Trees (p.160)
- 14.5.7 Maintained Grass (p.170)

Terrace treatment 02

- 1 Activity area with shelter
- 2 Sensible shelter
- 3 Terrace stairs with seating opportunities
- 4 Informal car park
- 5 Green space for activities

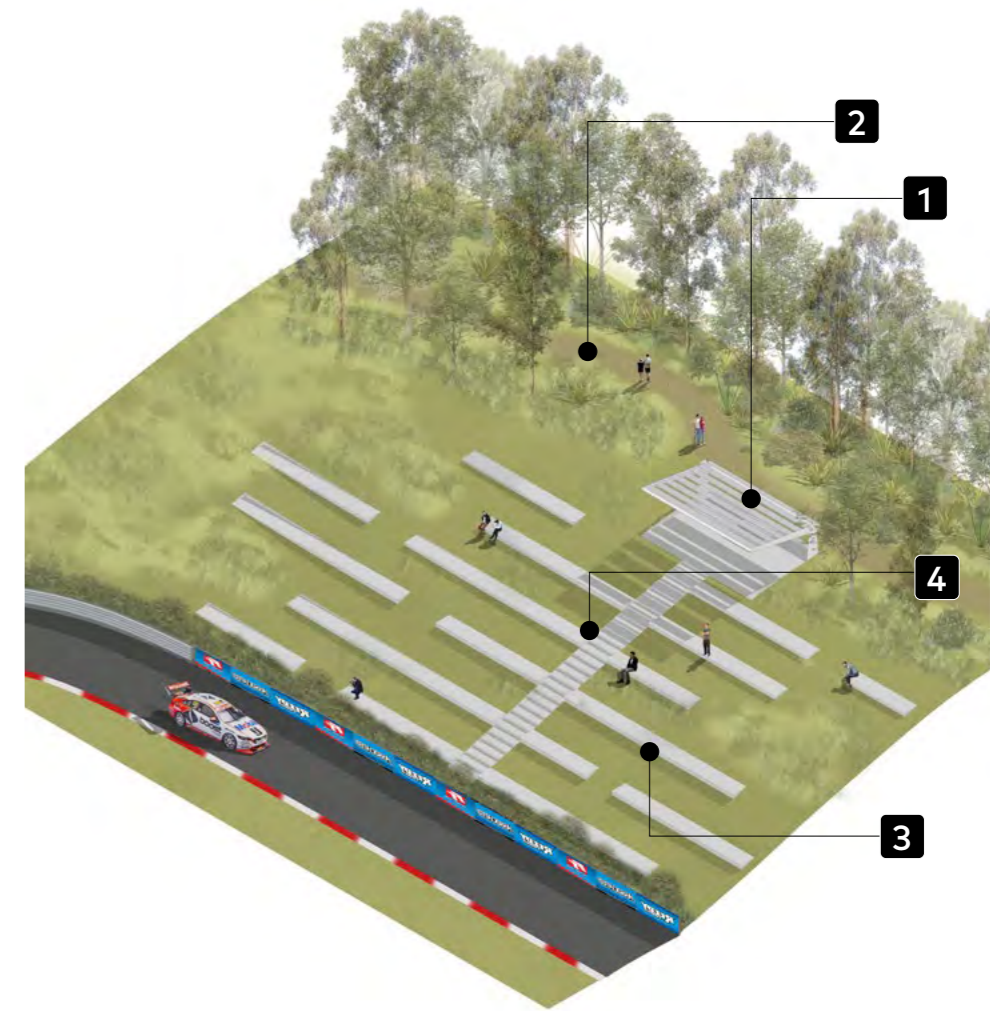


Applicable Clauses

- 9.1 Use of Furniture (p.117)
- 9.2 Furniture Sitting (p.118)
- 9.3 Furniture Selection and Application (p.122-128)
- 10.3 Shade Structures (p.137)
- 14.5.7 Maintained Grass (p.170)

Terrace treatment 03

- 1 Shelter
- 2 Pedestrian track
- 3 Terrace stairs with seating opportunities
- 4 Stone Stairs



Applicable Clauses

- 10.3 Shade Structures (p.137)
- 14.2 Planting in Activity Hubs and Adjacent to Tracks (p.152)
- 14.5.2 Activity Hub Planting (p.165)
- 14.5.6 Garden Edge (p.169)
- 14.5.7 Maintained Grass (p.170)

Community accessibility

The adjacent diagram identifies non-motorsports use locations and activities. The community use area will be publicly accessible. The main features of community use include:

- ■ ■ ■ Precinct Boundaries

- Non-publicly Accessible Area

- Cumberland Plains
 - Expanding Cumberland Plain vegetation

- Markets, Programmed Active Recreation, Cultural Events and Other Program Use
 - Use of existing and proposed car parks and infield areas

- Adventure Recreation
 - Multi-day events for groups

- Parkland Interface
 - Aboriginal heritage discovery trails and regional pedestrian and cycling links

- Commercial uses and opportunities



Community Accessibility



Conclusion

The Precinct is ideally positioned to accommodate increased demand for motorsport activities

The Eastern Creek Motor Sports Precinct is bounded by industrial areas, Prospect Reservoir, and, more widely, the M4 and M7 motorways. The site is well segregated from residential land uses and arguably quarantined from urban encroachment.

Significant investments in a road racing track, a dragstrip, and a speedway track provide a critical mass of motorsport infrastructure that can host national and international events.

The Precinct cannot accommodate all demand for motorsport activities

The agglomeration benefits of co-located car, bike, and karting motorsports are not realised when participants need to travel away from the Precinct, and/or out of the metropolitan area. Club and junior level engagement, and club sustainability, are severely compromised in the absence of “permanent” homes—club and junior programs are vital to the growth and sustainability of the sport.

The Precinct currently includes facilities for road racing, drag racing, and speedway racing. There is unmet demand for additional motorsport codes to engage in the Precinct. Karting and motorcycle activities undertaken at nearby or adjacent locations will not fit into the remaining non-leased areas of the Precinct. Off-road (dirt) car, bike, and kart club activities could be accommodated, but only to a limited extent on unused lands within the Precinct. The footprint does not allow for expansion to accommodate this unmet need, nor for the addition of more offerings to bolster the motorsports Precinct.

Adjacent lands provide opportunities for growth

Viable alternative sites to create an expansive campus dedicated to motorsport do not exist in the greater metropolitan area. However, adjacent land that is well suited for motorsport could be incorporated into the existing site to provide the space required for future growth, as well as accommodating current motorcycle, kart, and motorsport club activities.

The opportunity for expansion of the Precinct is exciting for not just motorsport organisations, but for the region and Parklands. The opportunity for expansion of the Precinct to accommodate more, and more diverse, motorsport activity is critical for the sports’ sustainability and growth. The industry will enjoy significant benefits if the demand for motorcycles, karting, and more broadly motorsport club use can be accommodated on a single site. Without the expansion of the current site, impacts could include:

- adverse impacts on the sustainability of motorsports clubs
- restricted opportunities for future development of the site in response to demand due to alternative development
- a missed opportunity to leverage current investment and existing infrastructure

The Masterplan can deliver the Vision

This indicative Masterplan reflects the Vision for the future of Eastern Creek Motor Sports Precinct within the Western Sydney Parklands. It is the base for a 50-year plan for the Precinct to become a world-class motorsports facility.

The Plan considers the opportunities for enhancing lands within the existing Precinct and the potential use of lands adjacent to the Precinct to the west of Ferrers Road to accommodate the demand for club level motorsports, karting, motorcycling, and other non-motorsport users. The Plan outlines possible activity zones and opportunity areas for existing and new motorsport use, knowledge and commercial innovation uses, and non-motorsport activities.

The Vision considers the broader economic and employment opportunities that could be attained through:

1. **Providing a true motorsport precinct which could potentially accommodate all major motorsport modes:** This would deliver a much expanded major and local event calendar with flow-on economic and employment multiplier benefits. It could also support a much larger event diversity through clustering of activity, scale of economy in cost savings, as well as further attract complementary industries to leverage the breadth of Precinct-wide activity and infrastructure.

2. **Supporting broader participation in the Precinct:** The ability to increase Precinct-wide activation through offering a greater variety of non-motorsport activities in the future, through use of the facilities as well as the broader area west of Ferrers Road, could attract industries which may seek a smaller space, lower cost area, or alternate facility to the main three anchors.
3. **Improving the overall offer:** The investment attraction, agglomeration benefits to the economy, and market capture are strengthened by broader appeal. The Vision reflects a desire to be adaptable to future change and demand and the breadth of possible future infrastructure supports this.
4. **Enhance financial sustainability:** Providing a vision of a broader mix of uses to attract users presents:
 - increased opportunities for revenue generation to fund ongoing operations of the Precinct
 - increased opportunities to seek external investment partners for capital works and operational funding

This might include:

- provision of effective multi-user pathways for growth of all motorsport codes
- programs to induce further demand and patronage of expanded facilities and enhance club sustainability and junior development
- harnessing opportunities for advanced manufacturing and technology
- incorporation of educational and cultural opportunities in tandem with expanded facilities and site offerings

From Vision to action

The Vision is for the Precinct to be the primary motorsport precinct of the southern hemisphere. However, to realise the Vision requires incorporating a variety of sporting, recreational, educational, cultural, entertainment, and commercial uses centred on a public realm that is accessible and active seven days a week. This cannot be achieved through Precinct 5 alone.

To achieve the Vision requires a more integrated, cohesive Precinct that ensures the primary functions and ancillary facilities are complementary, rather than competitive. The Precinct itself needs to be linked by a new public domain that brings publicly accessible landscapes and amenities of the Parklands into the Precinct.

A more environmentally sustainable, more amenable, and more attractive Precinct for users and visitors alike will require introducing beyond best-practice landscape elements to the site. To enhance the environmental sustainability of the Precinct and make the Precinct more attractive to motorsport and non-motorsport users alike will require water capture, treatment and reuse, a restorative landscape featuring endemic species planting, increasing canopy cover, and reducing the urban heat island effect.

Maximising year-round utilisation of built and natural assets requires increased engagement of the clubsport, motorcycle, and karting motorsport communities into the Precinct. Increased engagement and multi-use of specialist infrastructure is key to the sustainability and growth of all motorsport codes. This needs to be achieved without compromising the Precinct's existing road, drag, and speedway racing activity. To maximise and optimise the use of the Precinct required coordination, planning, and governance structure that overcomes the sight lines of individual leases and operations.

Planning

The Vision and Indicative Master Plan has considered the general suitability and feasibility of accommodating motorsports in the Precinct through bolstering existing infrastructure and the addition of new infrastructure on land that may be re-purposed to expand the footprint of the Motorsport Precinct.

However, further detailed study of suitability and feasibility on additional lands (identified in the Indicative Masterplan as Opportunity Sites) is required to develop the Plan further. Considerations regarding the suitability and feasibility of the Opportunity Sites should focus on:

- timelines for incorporating karting and motorcycles into the precinct
 - Motorcycle NSW lands at Horsley Park, lease expiring 2023
 - Sydney Premier Karting Park, lease with Office Strategic Lands expiring 2029
- suitability of identified lands for club motorsport activity:
 - motorkhanas, khanacross, rallycross
 - use of precinct roadways and parking areas for Tarmac ralliesprints
- supporting motorsport participant development pathways
 - provision of a multi-user pathways for growth within codes from junior to professional, and across codes
- key factors for club sustainability
- coordinated organisation and use of the site and facilities
- ability to facilitate growth in emerging motorsports, such as EV

Recommendations

Supporting the stakeholders

In support of the initial findings and conclusions of the Motorsport Precinct's Visioning exercise and development of an Indicative masterplan three initial steps are recommended. These address some of the unmet stakeholder needs and provide a structure to progress the implementation of the Vision.

Recommendation 1

Allocation and activation of land for use as a "Club Zone":

- This applies to a parcel of land to the west of Ferrers Rd that sits within the Motorsport Precinct. (refer Indicative Masterplan Opportunity Zone 9).
- This proposed Club Zone zone sits within the boundaries of Precinct 5 and requires minimal intervention prior to use by clubs.
- It is envisaged that in the near term the site will only require minimal infrastructure (fencing, lockable gates, concrete pads) to segregate motorsport use safely and provide an area to securely store club equipment. Administratively, some form of governance to manage bookings will be required.
- Allocation of this land for use by motorsport clubs would address a prime concern stakeholders expressed that a permanent presence in the precinct was key to club sustainability and growth.
- Activation of the land for club use recognises the important role clubs play in sustaining and growing motorsport.

Note: It would be prudent to require that users be limited to motorsport clubs that are affiliated with either Motorsport Australia, Motorcycle NSW and Karting NSW. Each organisation fosters the development of juniors through to advanced amateur and professional levels of motorsport competition. Furthermore, this would ensure adequate risk management, insurance and governance of activities is in place, and would mitigate the risk of commercial organisations crowding out member funded not for profit club use.

Recommendation 2

Implement a motorsport governance structure for the Precinct.

- To progress the Precinct's Indicative Master Plan, a codified, dedicated governance structure is paramount to ensure cohesion and continued adherence.
- A single Co-ordinating Committee, chaired by WSPT, overseeing the process would allow for clarity and ensure the sanctity of the Vision.
- Input from various stakeholders is paramount to ensuring the outcomes meet the needs which are intended to be addressed through the Plan's realisation. The committee would provide an informed interface with motorsport stakeholders.
- The Coordinating Committee's responsibilities and priorities should include:
 - adopting the Vision for the Motorsport Precinct.
 - agreeing objectives to realise the Vision
 - further developing the Precinct's Indicative Masterplan, to include:
 - strategies for the planning and assessment of future uses and users

- identifying measurable trigger points and priorities for orderly development
- planning for social, economic and physical connections to WSP
- developing appropriate land title and ownership strategies for the public domain
- identifying marketing assets to brand and market the Precinct
- developing a series of effective community and stakeholder engagement strategies
- developing innovative sustainability strategies
- implementing the Eastern Creek Motor Sport Precinct Vision and principles
 - creating the conditions to encourage public and private funding and investment in the Precinct
 - attracting appropriate private sector industry and employment to integrate with the Precinct such as education and research.
 - creating an environment that encourages and coordinates the development of innovative ideas by the public and the private sector
 - initiating, implementing, and governing innovative sustainability strategies and systems
 - encouraging and coordinating the delivery of physical and functional infrastructure to serve the Precinct
 - encouraging community participation in the planning, development and place management of the Precinct

Recommendation 3

Investigate feasibility of repurposing adjacent lands for Motorsport use

- Near term needs are for locations for;
 - Motorcycling NSW's operations, currently at Horsley Park, with a lease extended to August 2023
 - Sydney Premier Karting Parks' operations, currently on lands adjacent to the precinct, with a lease expiring 2031
- Lands adjacent to Precinct 5 are identified as being developable from 2022. Previous studies have considered their suitability for motorsport use, however no detailed feasibility has been undertaken. Commercial and contractual arrangements have not been investigated.
- In addition to karting and motorcycling's near terms needs, the lands provide scope for growth of each sport over the coming decades in a way that won't be impacted by or impact upon residential developments.
- Consideration of the adjacent lands is further warranted in that it provides scope for complementary development that leverages current investments in road racing, drag racing and speedway in the current precinct.



Appendix

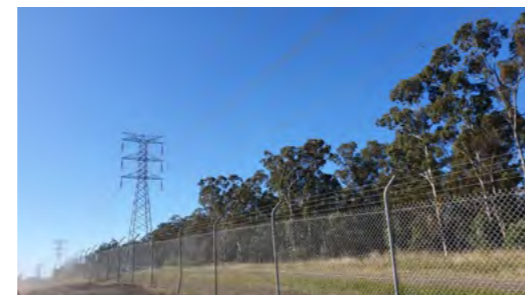
Considerations

As the Vision is developed, there are various physical and operational elements that will act as constraints or provide opportunities for how the Precinct can evolve.

- - - **Eastern Creek Motor Sports Precinct boundary**
- Secure zones for racing events**
Areas with dedicated users and uses for Sydney Motorsport Park, Western Sydney International Dragway and Proposed Western Sydney International Speedway
- **Event access**
Access points to the site and events (temporary, permanent and proposed gates)
- Restricted access**
Buffer to Prospect Nature Reserve
- Cumberland Plain Woodland**
Existing landscape to be preserved
- Electricity Infrastructure Easement**
Areas that will need to consider uses and planting under the infrastructure requirements
- ↔ **Views**
Spectator viewing area which requires high amenity such as shading and seating area
- **Vehicle Movement**
Vehicle movement within the site and to car park zones
- Car Parking**
On-grade spectator and competitor parking (proposed and existing)
- Commercial and industrial zone**
Interface to existing users adjacent to the Precinct
- Interface**
Potential connection to Karting
- - - **Active Transport Link**
Potential for an active transport link to connect north and west of the site and to the Parklands Track
- Riparian corridor**
- Water pipeline**
- Landfill (inside the Precinct)**
- Landfill (outside the Precinct)**



Considerations



Restricted access to the east of the Precinct (Prospect Nature Reserve)



Existing access to Western Sydney International Dragway via Ferrers Road



Restricted competitor access at Sydney Motorsport Park



Spectator viewing zone - looking north at Sydney Motorsport Park

Opportunities

The Masterplan will assist in identifying opportunities to work in partnership with existing operators in the Parklands such as those operating in the Eastern Creek Motor Sports Precinct to increase visitation and make greater use of existing government assets.

- - - **Eastern Creek Motor Sports Precinct boundary**
- ⊙ **Arrival node**
Opportunity for signage and wayfinding elements to celebrate the arrival and interface to the Precinct
- **Link**
Connecting the site via a green link to allow pedestrian movement
- ↔ **Integration with Parklands Track Network**
Connecting to the Parklands and opportunity for movement outside of the Precinct
- **Landscaped parking**
Permeable paving and vegetation to provide shade and integration of natural environment into the Precinct
- **Landscape terracing**
Areas with potential for an integrated landscape terracing for spectators
- **Centre of Excellence**
Potential location for a Centre of Excellence and interface to existing road
- **Infill canopy**
- **Future opportunity zones**
- **Existing development**
- **Potential Road Network**



Opportunities



Economic Opportunities

Building on Existing Strengths: The core strength of the Precinct includes the high standard of the Sydney Motorsport Park and Western Sydney International Dragway facilities. When the proposed Western Sydney International Speedway opens, the Precinct will be home to three world class venues capable of hosting a diversity of motorsport and events.

Asset Utilisation: The existing assets have significant periods of non-utilisation. This includes time for track/venue maintenance however also includes weekly and seasonal shifts in demand. There is opportunity through the Masterplan to define and attract a broader mix of uses to get improved utilisation out of the major assets.

Capitalising on a Genuine Motorsport Precinct: The total value of a well defined and recognisable 'motorsport precinct' has greater economic potential than simply the aggregation of the three individual facilities.

Western Sydney events and cultural capital leader: The Sydney Business Chamber, Western Sydney Chapter has acknowledged there is a deficit of event facilities in Western Sydney compared to eastern Sydney.

Partnerships with local industry, manufacturing and education: Motorsport in Australia delivers significant surplus value to the Australian economy. This is due to the high skilled network and supply chain feeding motorsports including auto component manufacturing and high skilled industry networks.

Education and STEM

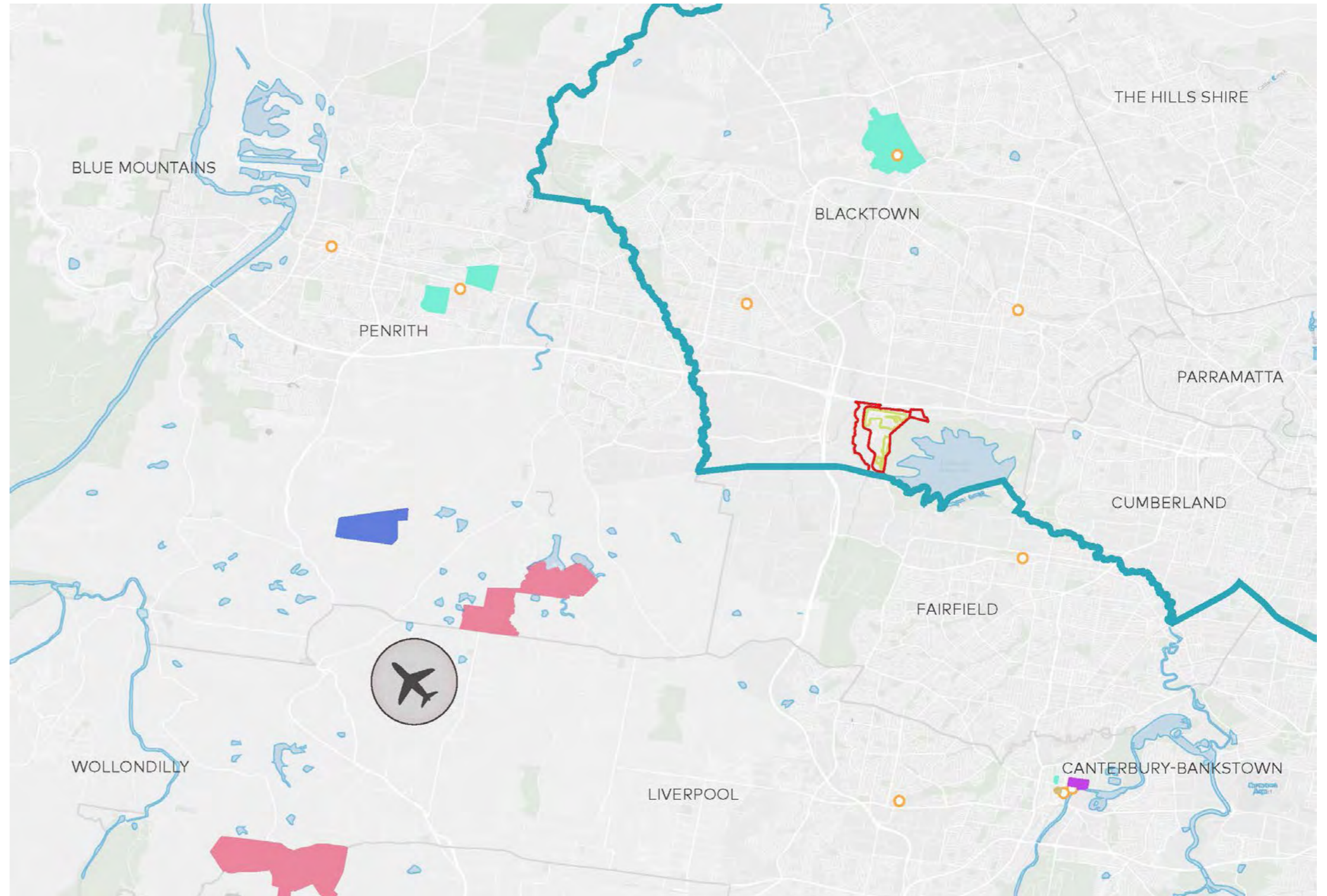
Western Sydney is an emerging education powerhouse. With a poly-centric campus model across multiple universities as well as new investment in TAFE and trades, there is a major opportunity for the Precinct to capitalise on this investment.

The investment in new education infrastructure and the opportunity this provides the Precinct is further strengthened by the Government's aspiration to grow participation and investment in STEM (Science, Technology, Engineering and Mathematics). The NSW Government's Education Priorities 2020 outline **'Increasing student STEM ability, engagement, participation and aspiration'**.

This is a natural fit for motorsports in Australia which also has the added benefit of increasing the diversity of participation. FIA Girls on Track is a global, not-for-profit initiative - initially launched by former Formula 1 development driver Susie Wolff as 'Dare To Be Different'. In Australia the program is backed by Motorsport Australia. The goal of the program is to grow interest in STEM subjects and industries amongst school girls with the aim of increasing female participation in these sectors, using motorsport as a tool to expose them to the incredible opportunities and career paths.

A consideration of future education investment should reflect opportunities to enhance participation with the motorsports industry, especially research and development and advance manufacturing.

There is a significant current and future tertiary and trade campus developments proposed for Western Sydney the opportunities for future uses should reflect the current and future development.



Education and STEM

- Precinct Boundary
- Precinct Tracks
- Central City District Boundary
- TAFE Campus
- Multiversity
- University of Wollongong
- University of New South Wales
- University of Sydney
- Western Sydney University

Industry and technology

Advanced manufacturing is seen as a critical component of future economic prosperity for Australia. In 2016/17 manufacturing in Australia had \$1.12 value-add to other sectors of the economy (ABS, 2017).

There is a broad range of motorsport users in terms of constructors, parts suppliers, equipment manufacturers that engage with motorsport activities in The Precinct. The considerable opportunity to grow links between industry and the Precinct exist in a twofold manner:

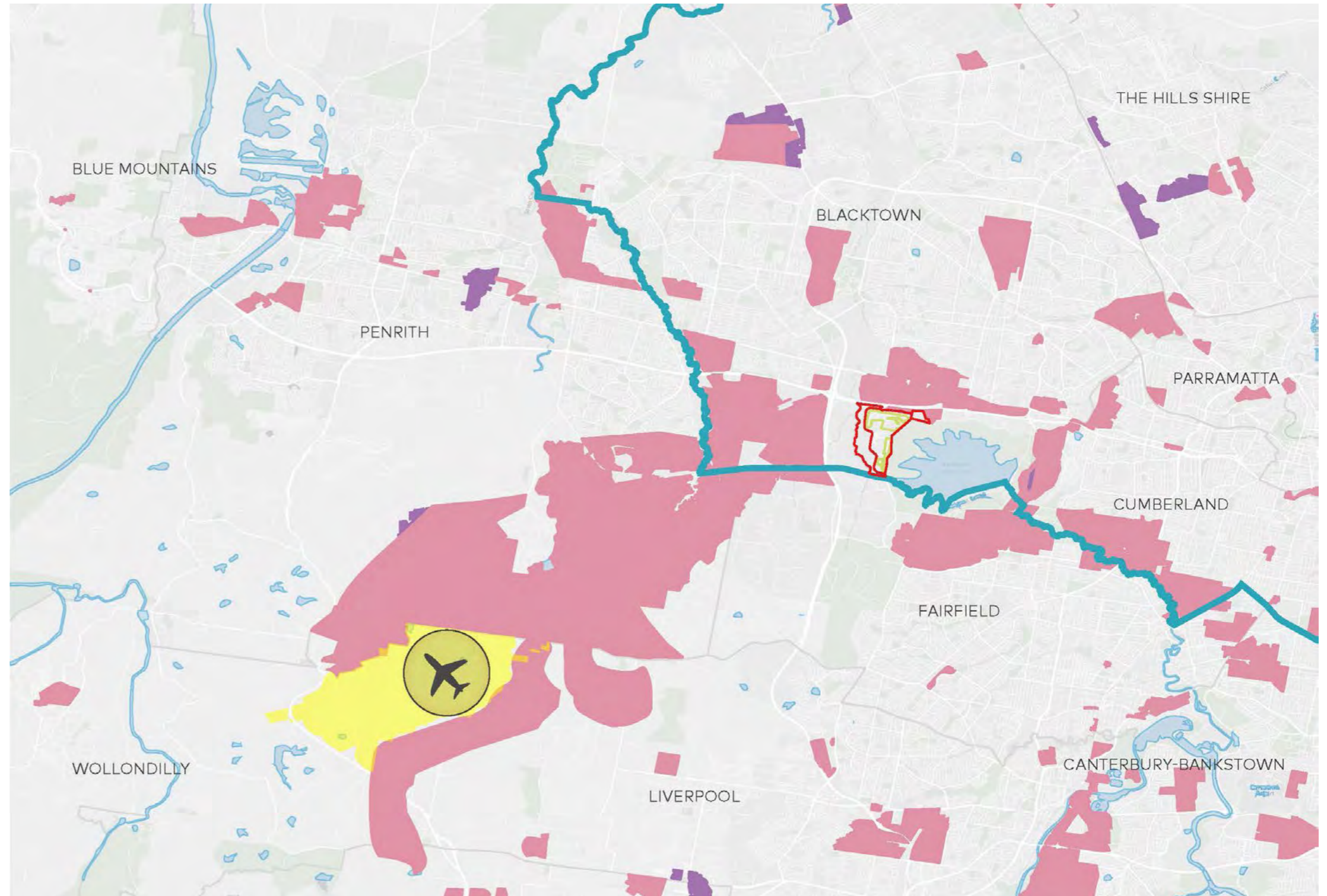
1. Tasking advantage of the co-location of advanced industry in WSEA and the future Aerotropolis and how actual interaction can be achieved.
2. Utilising the funding opportunities to promote investment in advance manufacturing and the benefits of ECMSP as a precinct.

A report "Transforming Australian Manufacturing: Preparing businesses and workplaces for Industry 4.0" of Australian manufacturing in the age of rapid technical change was undertaken by Swinburne University, the Australian Manufacturing Workers Union (AMWU), PwC and Siemens in 2019.

Three key findings were identified:

- Industry, education institutions and government must collaborate to drive innovation;
- Ongoing education and training for the manufacturing workforce must be supported;
- Internal culture and new ways of working within manufacturing businesses must be fostered.

These findings should be front of mind when considering ways to support industry connections with the Precinct and how this could make use of potential; links between education, industry and Motorsports.



Industry and Technology

— Precinct Boundary
— Precinct Tracks

— Central City District Boundary
— Business Parks

— Employment Lands Precincts
— Western Sydney International (Nancy Bird Walton) Airport



Scale comparison

Motorsport facilities come in a range of sizes and configurations to accommodate the demands of various activities, skill levels, and site conditions. Each track is unique, conforming to the specific requirements and placement.

For context, these examples give an idea of what motorsport facilities, including for cars, motorcycles, motocross, and karting can be.

Each configuration can be tailored to the context of the site, with the ability to scale the facilities to accommodate activities in the Precinct.



Horsley Park Motorcycle

Location: Eastern Creek, NSW, Australia

Length: 750m

Surface: dirt/MX Course

Amenities and facilities: toilets, training facility

Users: juniors only



Gillman Motocross Track

Location: Gillman, SA, Australia

Length: 300 metres; 13 metres wide on the straights, 15 metres on corners with slight camber

Surface: dolomite, crushed granite, clay mix

Amenities and facilities: accommodation

Users: motorcycle speedway, junior motorcycle speedway on the infield of the main track



Macarthur Motorcycle Club

Offers the most varied dirt bike experience with an MX course, Enduro/single track, trials, and a speedway.

Location: Appin, NSW, Australia

Surface: dirt

Amenities and facilities: wash down facilities, toilets, food and drink, clubhouse

Users: main track 85cc and over, up to 100cc 2 stroke, 150cc 4 stroke, beginners; trail loop, juniors to professional grade riders



MX Central

Location: Eagleton, NSW, Australia

Length: 1.6km MX Course

Surface: silt/dirt

Amenities and facilities: food and drink, showers, toilets

Users: National Standard MX track, junior + senior speedway track



Pacific Park Motorcycle Complex

Host to many NSW and Australian Moto Trials Championships, and is currently the training ground of Australia's top Men and Women riders

Location: South Maroota, NSW, Australia

Surface: dirt

Amenities: food and drink, camping, showers, workshop, accommodation, BBQ/picnic facilities, on-site power hookup, toilets

Users: dedicated kids tracks and learning areas, adult areas suitable for regular trail and Enduro bikes



Sydney Premier Karting Park

Offers a complex track circuit, holding world championship races.

Location: Eastern Creek, NSW, Australia

Length: approx. 1.25 km

Surface: asphalt

Amenities and facilities: workshop, toilets.

Users: public, private, World Championship races



Butterfly Farm Go Karts

Destination venue on the Hawkesbury River, including additional entertainment options with pool with camping facilities on site.

Location: Wilberforce, NSW, Australia

Length: 800 metres; 8 metres wide with many straights, 'S' bends, the odd hairpin, and a few sweeping corners

Surface: asphalt

Amenities and facilities: toilets, canteen/kiosk, camping

Users: public, private, non-club members



Luddenham Raceway and Karting

High standard multi-use track that hosts a 'race-grade' car and motorcycle track with adjacent paint-ball facility.

Location: Luddenham, NSW, Australia

Length: 600 metre pro circuit; 200 metre rookie circuit

Surface: asphalt

Amenities and facilities: kiosk/catering, kitchen, toilets, first aid hut

Users: corporate/group bookings, professional grade races

Scenarios

Scenario 1: reconfigure Precinct 5

Scenario 1 considered reconfiguring the existing leases to allow for the incorporation of motorcycling and karting within Precinct 5.

Motorcycle provisions would include a dirt track within Sydney Motorsport Park spectator parking and viewing and a 4WD track zone.

Karting would be accommodated within the Western Sydney International Dragway existing and proposed car park.

This scenario was not considered for next steps because it was not feasible due to the current leaseholder boundaries and restrictions in size and space available.



Scenario 1 - Reconfigure of Precinct 5

- Precinct Boundary
- - - Adjacent Precinct Boundary
- - - Existing Karting Footprint
- - - Existing Motorcycle Footprint

Scenario 2: extend Precinct 5

Scenario 2 looks at the possibility of expanding the Precinct westward to the adjacent waste sites to allow for the incorporation of motorcycling and karting within an expanded Precinct 5, permitting the existing users and leaseholder boundaries to remain as they are.

Motorcycle provisions would include a dirt track on the western landfill site, available for development from 2022.

Karting would be accommodated on the western landfill site, available for development from 2022.



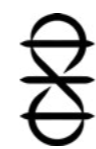
Scenario 2 - Adjacent to Precinct 5

- Precinct Boundary
- - - Adjacent Precinct Boundary
- Existing Karting Footprint
- Existing Motorcycle Footprint



C O X

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SUSTAINABLE EAST