



Horsley Park and Cecil Park Urban Investigation Area

Draft Structure Plan Options

(November 2018)

Horsley Park and Cecil Park Urban Investigation Area

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1. Introduction



1.1 Purpose of this report

The Project is being undertaken as a result of land in Fairfield City (Horsley Park and Cecil Park) being identified within an Urban Investigation Area (UIA) under the draft Greater Sydney Region Plan and Western City District Plan as exhibited by the Greater Sydney Commission (GSC) in Sept/Oct 2016

Investigations into draft structure plan options (SPO) rely predominantly on the findings of the Stage 1 - Urban Capability Assessment (UCA) prepared by Jacobs Pty Ltd in May 2018 in addressing the study outputs for the project. The work for Stage 1 utilised relevant GIS data and reports relating to environmental considerations and infrastructure to map areas of the UIA which is potentially undevelopable/developable land.

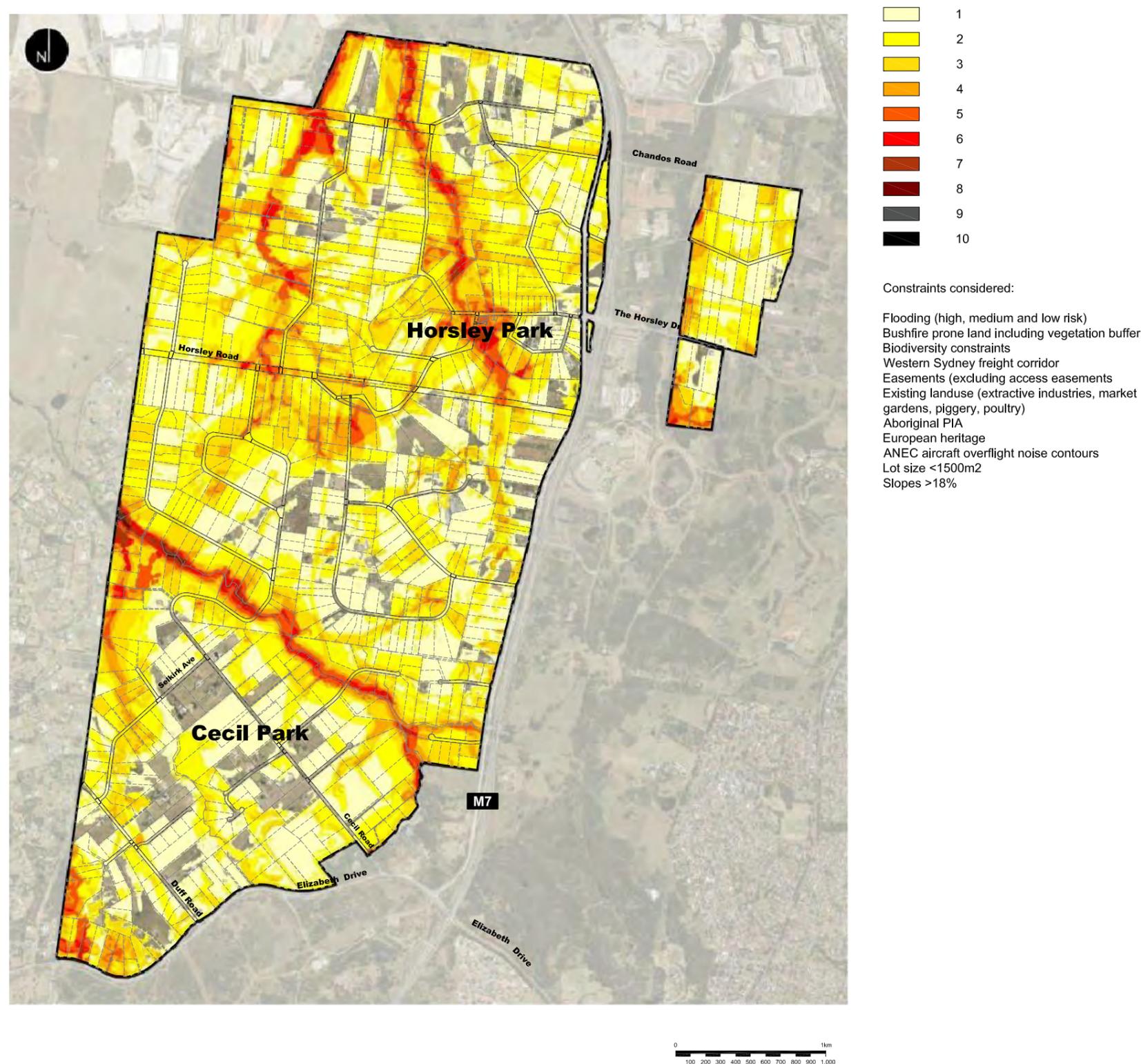
The UCA identified land as having potential to be classified as either urban capable or otherwise require specific assessment either on a site by site level or a precinct wide approach. Land identified as not capable of facilitating urban development may be used for parklands, playing fields or environmental purposes (e.g. bio banking, stormwater detention).

The overall objective the Stage 2 SPO is to gain a more detailed understanding of the location and extent of future urban development within the UIA in light of the findings of work associated with the Stage 1 UCA. The work will also be critical in assisting Fairfield City Council, State Government Agencies, utility providers and the GSC in:

- Gaining a more detailed understanding of the capacity of the UIA and feasibility for urban development
- Identifying precincts within the UIA that are suitable for accommodating different scenarios for urban development
- Undertaking strategic planning and feasibility assessments in relation to provision of infrastructure, community facilities and sustainability outcomes for the UIA.
- Establishing the broad parameters for informing the community on possible urban development scenarios for the UIA.
- Providing a platform for undertaking more detailed urban design work and master planning processes for the UIA.
- Understanding the capacity of environmental systems to accommodate urban development in the UIA.
- Establish key principles for guiding future development of the UIA.
- Developing suitable strategic land use options for the Fairfield UIA.
- Developing land use outcomes which addresses relevant directions of the Greater Sydney Regional Plan, Western Sydney District Plan and is an exemplar for sustainable urban development in the Western City.

This study does not include detailed planning for major infrastructure to support future urban development as these investigations will be undertaken by relevant authorities to assist in determining appropriate staging for development across the region.

Figure 1.1 Site Aerial



1.2 Regional Considerations

The strategic planning framework in NSW has undergone significant change over the last 5 years with a multitude of variations of Sydney wide and districts planning strategies. The Greater Sydney Commission (GSC) commenced in January 2016 with an agreed Statement of Priorities with the Minister for Planning. This Statement of Priorities are based on Commission's statutory responsibilities under the *Greater Sydney Commission Act 2015*.

The UIA is within the Western Parkland City with the Western Sydney Parklands immediately adjacent to the eastern and southern boundaries if not for the M7 Motorway and Elizabeth Drive. The UIA borders Penrith City Council's boundary on the western boundary with a continuation of the UIA extending into the Penrith suburb of Mt Vernon. This area is not included in this ILUS.

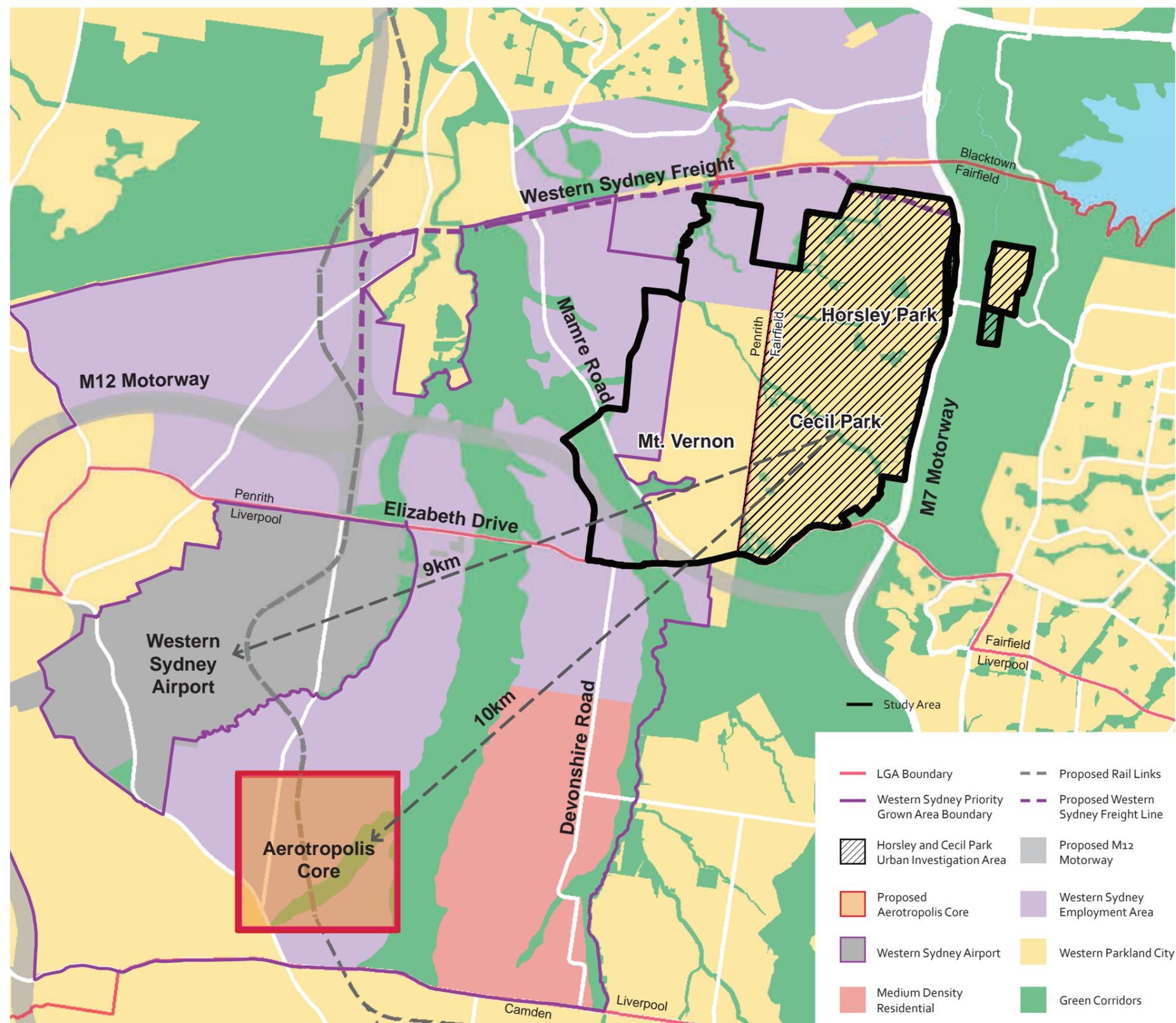
The Western Sydney Aerotropolis is immediately adjacent to the UIA and the Elizabeth Drive and the M12 Motorway provides for a direct road connection from the UIA to the new Western Sydney Airport which is a key economic driver for the region and the likely key growth driver for the UIA as the region evolves to facilitate the Aerotropolis.

The UIA is also adjacent to the Western Sydney Employment Area (WSEA) to the north which further ties the UIA physically and geographically to the Western Parkland City and Aerotropolis as the key driver for future growth.

Figure 1.2b Relationship to Regional Urban Structure



Figure 1.2a Regional Considerations



2. Development Options



2.1 Summary of Options

The constraints on the developability of the land for urban purposes prepared as part of the Stage 1 assessment has been utilised to form the basis for a high level structure planning process. The base statistics devised as part of Stage 1 that form the basis for this process comprise land identified as unrestrained for urban purposes, land potentially urban capable and land non urban capable. For the purposes of developing structure planning land identified as potentially urban capable has been included within the urban capable land.

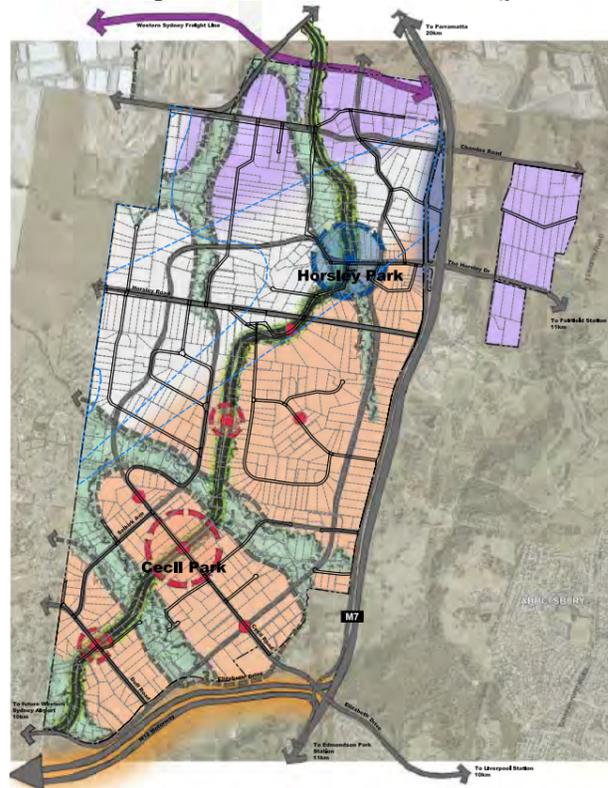
Option A - Boulevard (Medium Density)

BENEFITS

- Promotes agribusiness and retention of market gardens and rural character
- The boulevard could be constructed in phases
- The boulevard road reserve can become a utility spine
- The boulevard may help relive congestion from the M7
- Can facilitate a higher residential capacity
- Refrains from higher densities along some ridge lines
- Limited dwellings in ANEC and adjacent to freight rail
- Focuses density on infrastructure
- Facilitates short and long term public transport modes
- Enterprise corridor relates to employment & Horsley Park

ISSUES

- Requires more infrastructure and land acquisition
- Catchment for Horsley Park is minimal
- Results in estimated 65% of residential as multi-dwelling



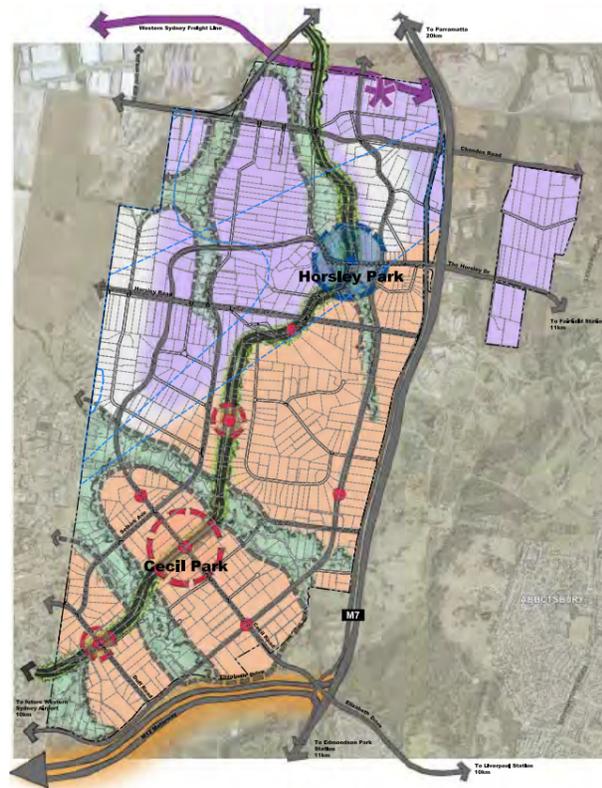
Option B - Boulevard (Medium Density, Employment Plus)

BENEFITS

- The boulevard could be constructed in phases
- The boulevard road reserve can become a utility spine
- The boulevard may help relive congestion from the M7
- Can facilitate a higher residential capacity
- Refrains from higher densities along some ridge lines
- Limited dwellings in ANEC and adjacent to freight rail
- Focuses density on infrastructure
- Facilitates short and long term public transport modes

ISSUES

- Requires more infrastructure and land acquisition
- Retains minimal market gardens and agribusiness
- Results in estimated 65% of residential as multi-dwelling



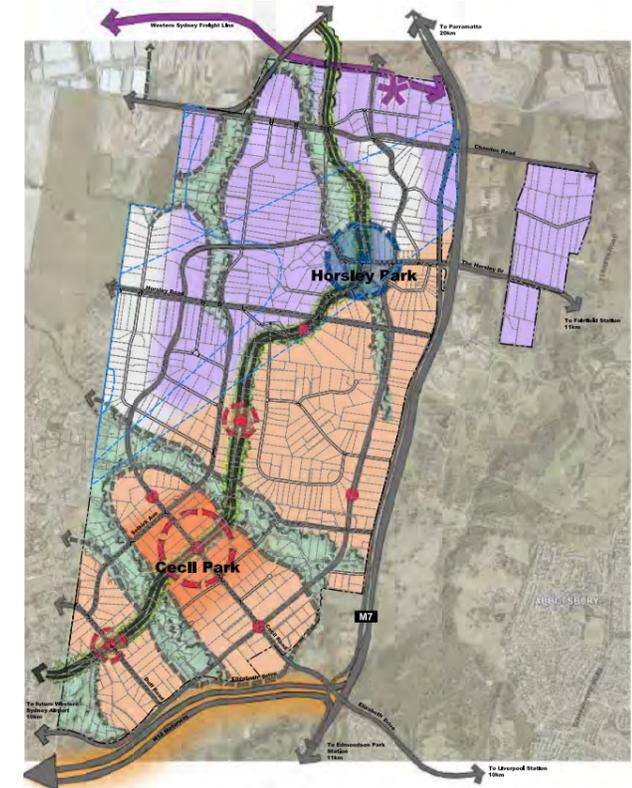
Option C - Rail Station Enabled (High Density Cecil Park, Employment Plus)

BENEFITS

- The boulevard could be constructed in phases
- The boulevard road reserve can become a utility spine
- The boulevard may help relive congestion from the M7
- Can facilitate a higher residential capacity
- Limited dwellings in ANEC and adjacent to freight rail
- Focuses density on infrastructure
- Facilitates short and long term public transport modes
- Density supports potential Airport to Parramatta rail

ISSUES

- Requires more infrastructure and land acquisition
- Retains minimal market gardens and agribusiness
- Increased density results in estimated 78% of residential as multi-dwelling



Note: Provision of rail station subject to further investigations by TfNSW

2.2 Option A - Boulevard (Medium Density)

Option A creates a chain of village nodes along a boulevard spine. The village nodes are created based on urban suitability and the ability to easily formulate a street grid facilitated by the existing roads and property boundaries. The boulevard links the centres and enhances the green grid by linking the tributaries of the blue grid through the centre of the site.

Employment is located in the north to build and support the WSEL as well as provide the buffer to the freight rail line.

An enterprise corridor along the eastern boundary is intended to facilitate service related industries and support commercial or hospitality needs as the population evolves throughout the region. The enterprise corridor is located so as to easily accessible from the M7 as well as for through traffic movement both from the south and the west.

Land within the ANEC is retained with similar uses of estate homes and agribusiness with a limitation on increased residential density. Land to the North of the ANEC is identified for employment land with accessibility to the WSEA.

Land within the keyhole lands within the Western Sydney Parklands is identified to facilitate employment generating land uses to compliment the adjoining farming precincts.

The residential density along the boulevard will have a number of benefits including viability of village nodes, potential for public transport options, concentration of open space and community facilities and consistent urban form.

Horsley Park Village, due to reduced residential densities is likely to be focused towards a commercial service centre whereby Cecil Park will likely facilitate the service and retail needs of the community.

Figure 2.2a Option A - Structure Plan Boulevard (Medium Density)

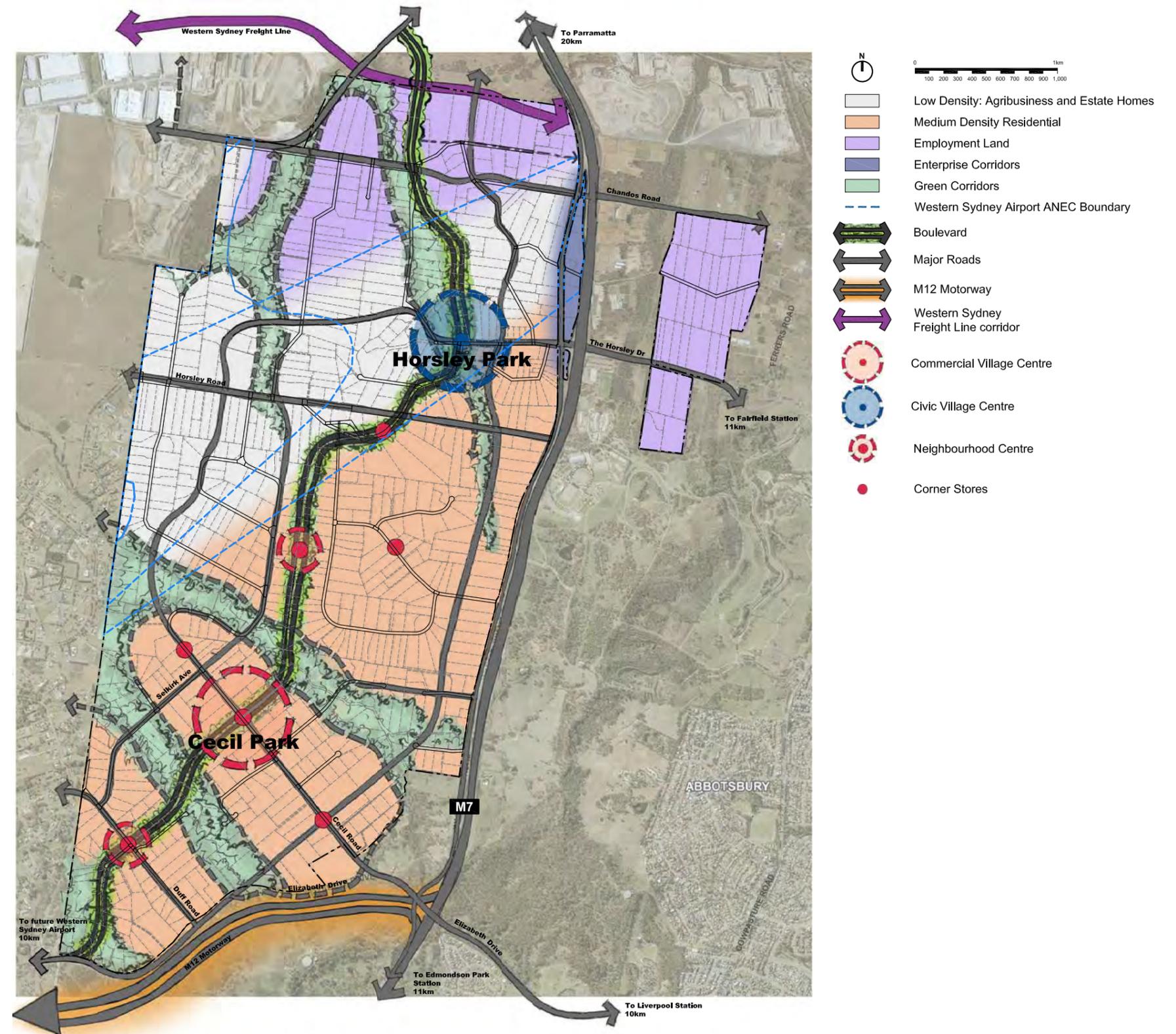


Figure 2.2b Option A - Approximate Yield

LAND USE	AREA (ha.) (approximate)	% OF LAND (approximate)	DENSITY RANGE (du per ha)		DWELLING UNITS	
			Low	High	Low	High
Low Density: Agricultural and Estate Homes	412.1	26.2%	0.5	2	206	824
Mixed Density Residential	602.1	38.2%	20	27	12,042	16,226
- Low / Medium Density Detached (45% of Area)	270.9	17.2%	15	20	4,064	5,419
- Medium Density (40% of Area)	240.8	15.3%	20	28	4,817	6,743
- Medium / High Density (15% of Area)	90.3	5.7%	35	45	3,161	4,064
Employment	235.8	15.0%	-	-	-	-
Enterprise Corridors	15.7	1.0%	-	-	-	-
Green Corridors	309.9	19.7%	-	-	-	-
TOTAL	1,575.6	100%	8	11	12,248	17,050

2.3 Option B - Boulevard (Medium Density, Employment Plus)

Option B is based on the road structure and green grid included in option A and retains the same residential densities south of the ANEC.

Employment land uses replace estate homes and agribusiness uses within the ANEC contours with the exception of the ridge lines. The ridge lines are visually prominent in the locality with a number of large estate homes existing in these locations.

The keyhole lands are identified for employment oriented land uses to reduce the potential for land use conflicts as well as promote land uses that support the ongoing operation of agriculture in the region.

The enterprise corridor from Option A has been removed and replaced with employment land uses.

This option contains a significant scale of employment land uses further expanding on the proposed employment proposed in the Aerotropolis and WSEL where there is potential for a siding.

The increase of employment near the WSFL and in the ANEC contour near Horsley Park to support the centre. Retaining more low density Agribusiness on constrained lands near the middle of the site and adjacent to the Horsley Park Homestead may be considered.

Modestly increase housing densities at Cecil Park may be considered to facilitate mass transit (bus or light rail along the boulevard) between Horsley Park and Cecil Park the Aerotropolis.

Figure 2.3a Option B - Structure Plan
Boulevard (Medium Density, Employment Plus)

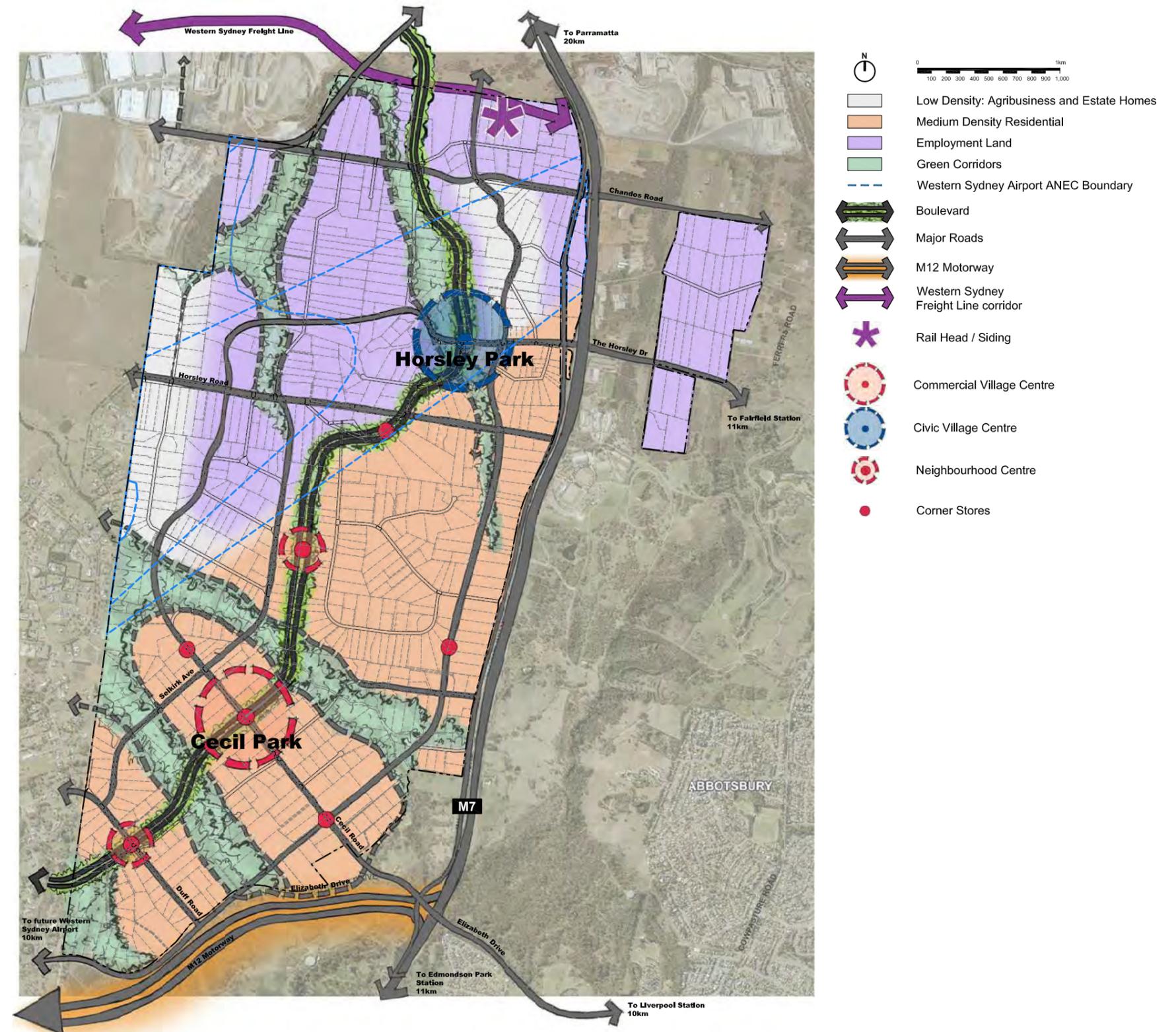


Figure 2.3b Option B - Approximate Yield

LAND USE	AREA (ha.) (approximate)	% OF LAND (approximate)	DENSITY RANGE (du per ha)		DWELLING UNITS	
			Low	High	Low	High
Low Density: Agricultural and Estate Homes	135.2	8.6%	0.5	2	68	270
Mixed Density Residential	610.2	38.7%	20	27	12,204	16,445
- Low / Medium Density Detached (45% of Area)	274.6	17.4%	15	20	4,119	5,492
- Medium Density (40% of Area)	244.1	15.5%	20	28	4,882	6,834
- Medium / High Density (15% of Area)	91.5	5.8%	35	45	3,204	4,119
Employment	520.3	33.0%	-	-	-	-
Green Corridors	309.9	19.7%	-	-	-	-
TOTAL	1,575.6	100%	8	11	12,272	16,715

2.4 Option C - Rail Station Enabled (High Density in Cecil Park, Employment Plus)

Option C is based on option B, with the added consideration of a rail connection between Parramatta and the Aerotropolis. The Rail station Enabled option facilitates the potential for a station location within the Cecil Park Town Centre.

The residential density at Cecil Park has been substantially uplifted to create a town centre with an increased critical mass intended to justify a potential heavy rail station. The station would form part of the proposed Parramatta to Western Sydney Airport corridor.

All other elements of Option B has been retained, including increased employment throughout the ANEC contours and the enterprise corridor along the M7 at the southeastern edge of the UIA.

This option may also facilitate increased residential densities along the boulevard to encourage bus patronage to the rail station and town centre.

Figure 2.4a Option C - Structure Plan
Rail Station Enabled (High Density in Cecil Park, Employment Plus)

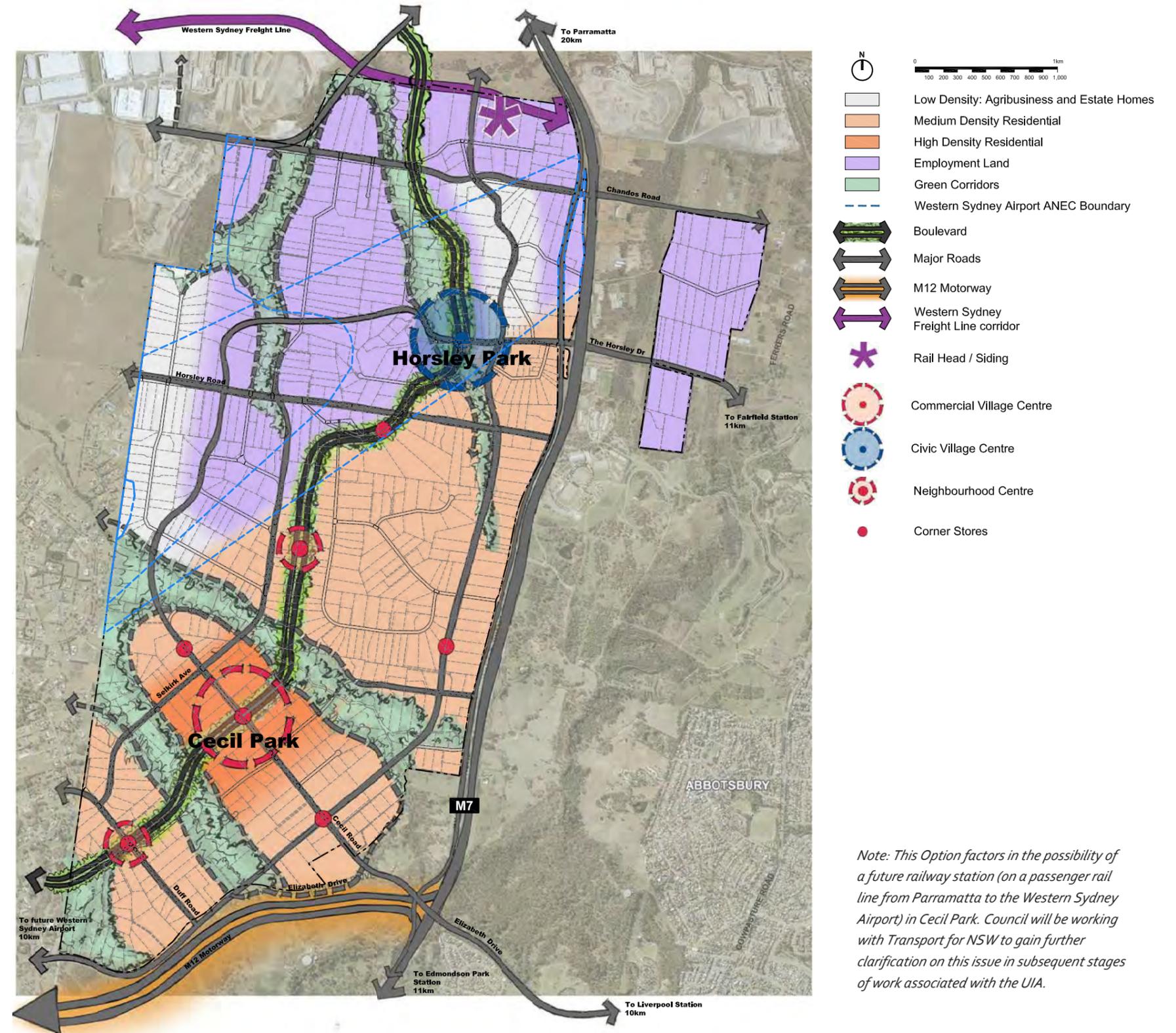


Figure 2.4b Option C - Approximate Yield

LAND USE	AREA (ha.) (approximate)	% OF LAND (approximate)	DENSITY RANGE (du per ha)		DWELLING UNITS	
			Low	High	Low	High
Low Density: Agricultural and Estate Homes	135.2	8.6%	0.5	2	68	270
Mixed Density Residential	547.1	34.7%	20	27	10,942	14,744
- Low / Medium Density Detached (45% of Area)	246.2	15.6%	15	20	3,693	4,924
- Medium Density (40% of Area)	218.8	13.9%	20	28	4,377	6,127
- Medium / High Density (15% of Area)	82.1	5.2%	35	45	2,872	3,693
High Density Residential	63.1	4.0%	75	150	4,734	9,468
Employment	520.3	33.0%	-	-	-	-
Green Corridors	309.9	19.7%	-	-	-	-
TOTAL	1,575.6	100%	10	16	15,743	24,482

Note: This Option factors in the possibility of a future railway station (on a passenger rail line from Parramatta to the Western Sydney Airport) in Cecil Park. Council will be working with Transport for NSW to gain further clarification on this issue in subsequent stages of work associated with the UIA.

3. Development Character



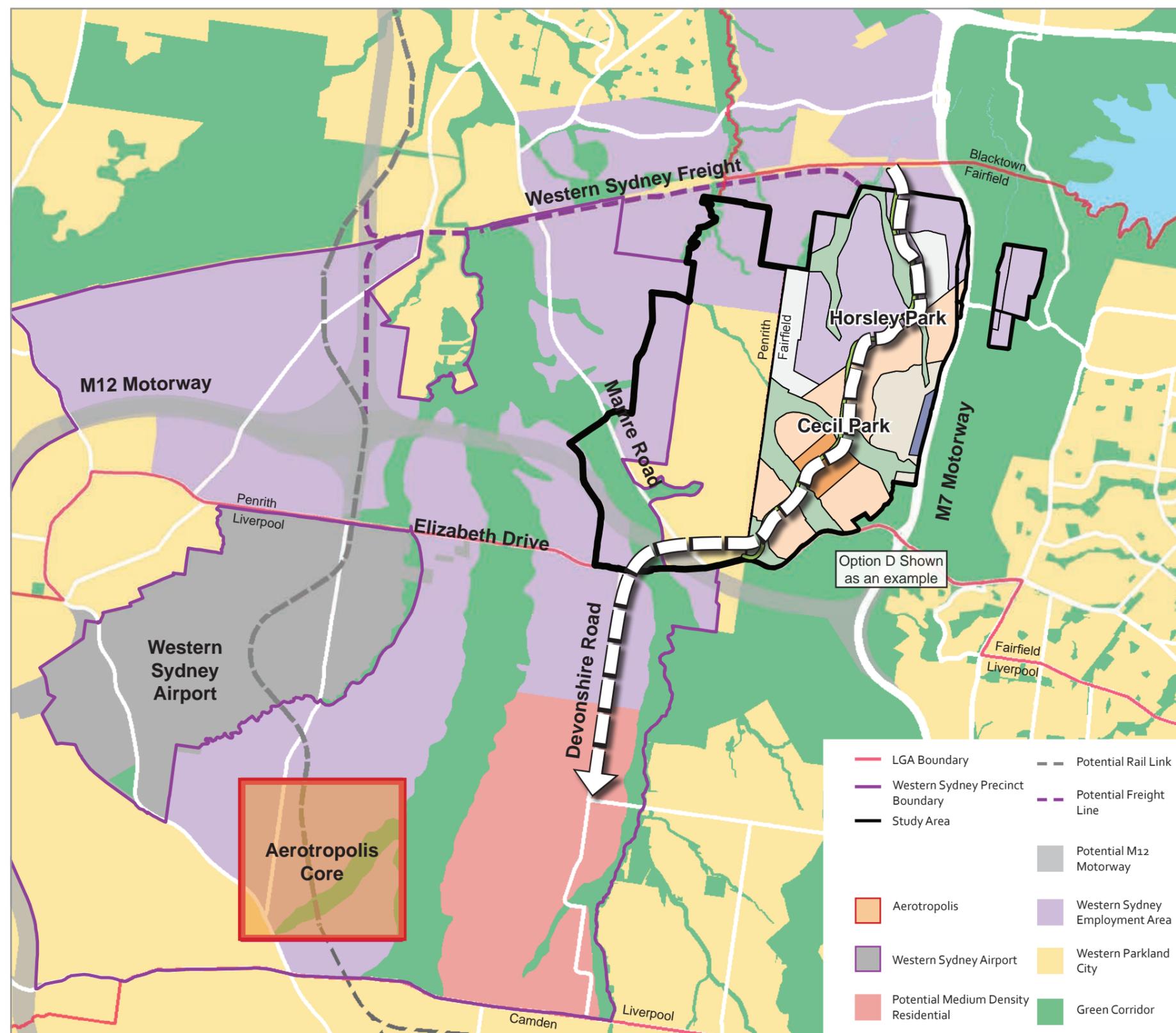
3.1 Regional Context

The following sections of the report provide an overview of the intent of the draft SPO. For illustrative purposes Option C has been used to show the intended connectivity and character of the UIA. Option C has been used because it is the most complex and contains the full variety of land uses that are proposed through all options.

Residential density is focused on clear transport corridors and the primary centre of Cecil Park has been located to facilitate access to freeways connecting to Campbelltown, Parramatta and Sydney CBD as well as the Aerotropolis. Cecil Park also has the capability to facilitate a future rail connection on the potential future connection direct between the Western Sydney Airport and Parramatta.

The green boulevard spine incorporates a number of functions both for transport as well as major trunk servicing, potential for dedicated bus or light rail servicing, ecological connectivity and community infrastructure. The boulevard is the core focus of connectivity throughout the UIA and provides the connectivity to the major employment centres in the north city and to the south. The primary intent of the road layout is to facilitate a 30 minute city.

Figure 3.1a Regional Context - Western Sydney Aerotropolis and Airport



3.2.1 Transportation

Road hierarchy throughout the precinct has been largely guided by the location of existing road infrastructure as well as existing road reservations where possible. Where road connectivity was not existing roads have been extended along property boundaries to facilitate efficient development scenarios.

Major roads run in a north/south direction and include the central boulevard and the M7 motorway adjacent to the site. The boulevard is the preferred transport route for private or public transport modes between the UIA and the connections to the primary employment and economic centres of the region. Elizabeth Drive and the M12 Motorway further south provide the regional connectivity to the west.

East west connectivity and secondary north south connectivity is provided through a series of collector roads that will primarily service the residents of the UIA and not through traffic.

Local roads have been shown at a high level of connectivity that responds to the existing subdivision patterns, topography and open space/green grid opportunities.

Cecil Park is identified as a future transport node opportunity should a rail connection between the Aerotropolis and Parramatta eventuate.

The boulevard is intended to facilitate bus and or light rail opportunities in the future and collector roads facilitate bus connectivity within the UIA.

Figure 3.2.1a Transportation Structure

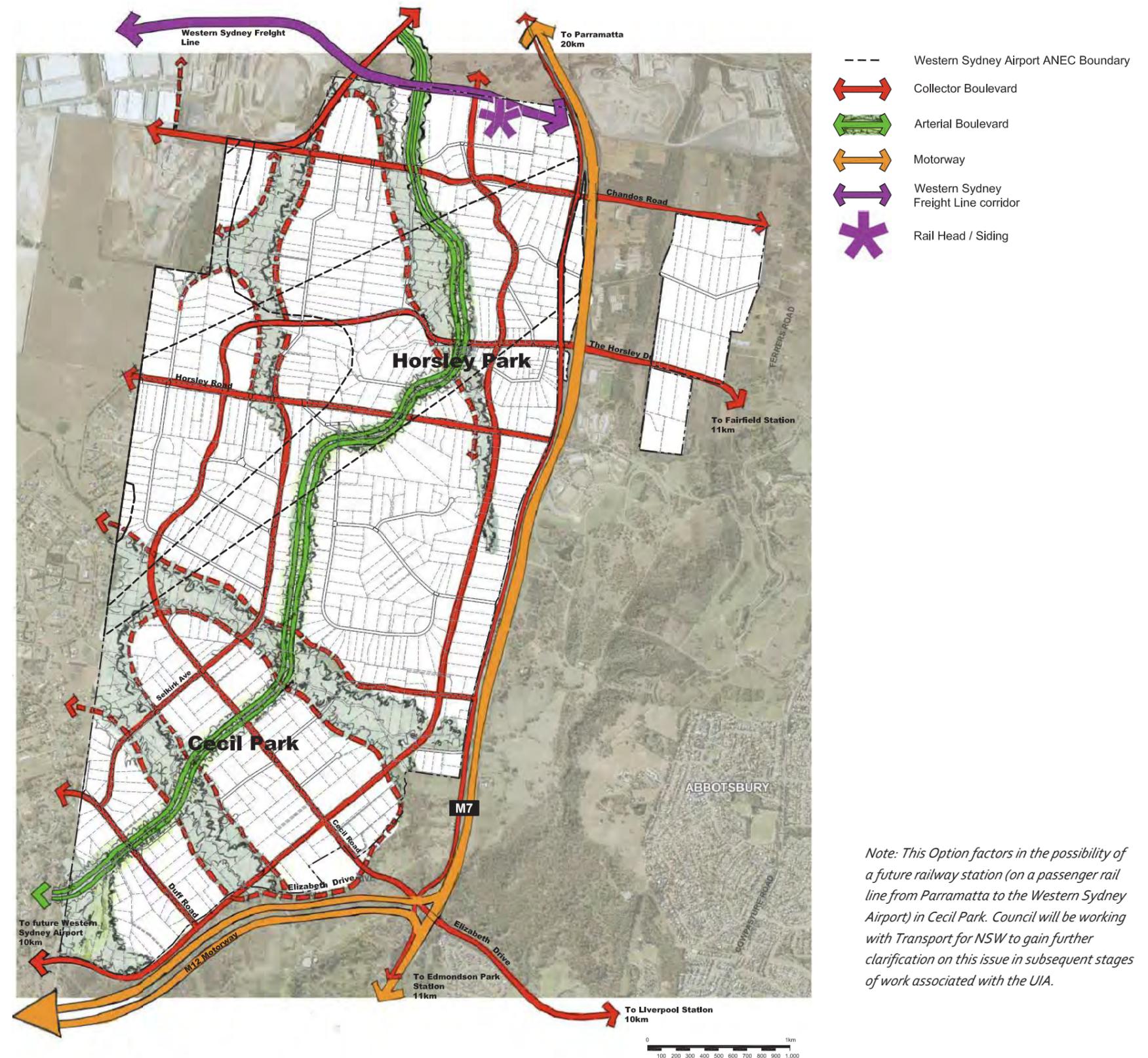
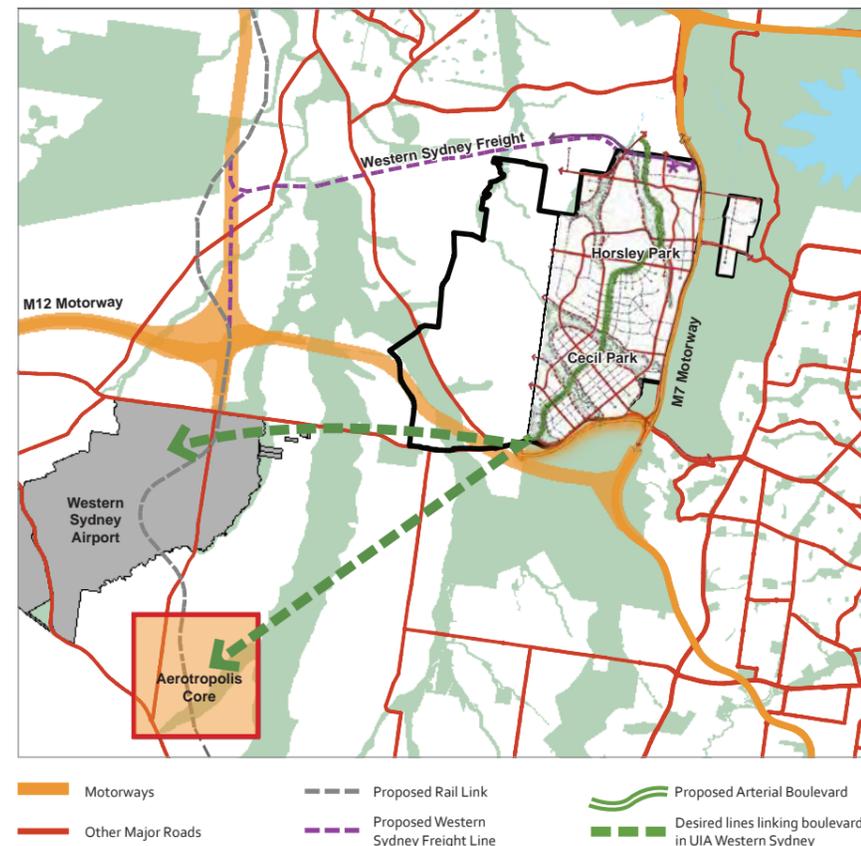


Figure 3.2.1b Regional Road Network



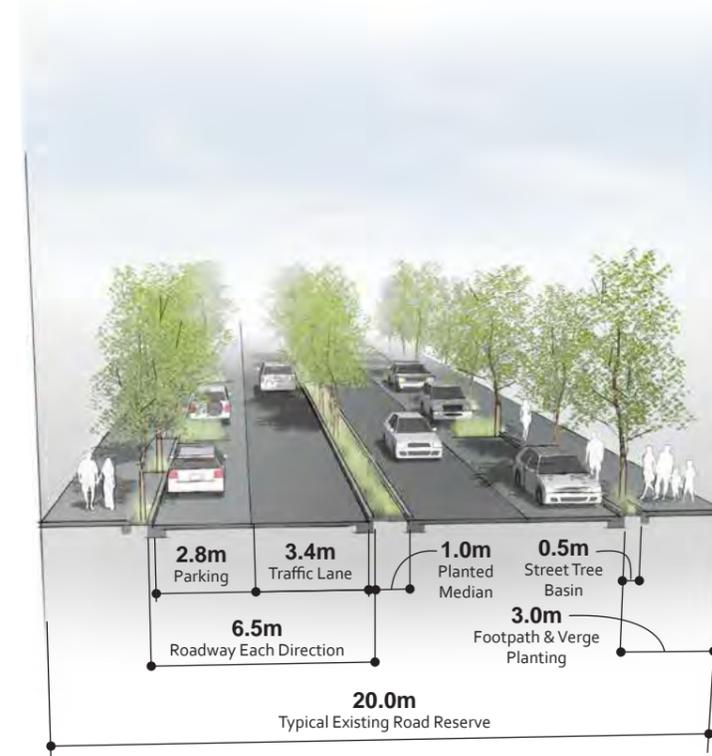
3.2.2 Typical Collector Boulevards

Collector roads within the UIA are intended to facilitate a number of outcomes and be capable of evolving with the development of the region. It is essential the development of the roads is capable of facilitating the current and future needs of the community. Then images in figure 3.2.3a shown the typical range of road typologies that include the following characteristics and can be utilised depending on the required capacity:

- Short term single lane in each direction with parking either side
- Longer term dual carriageway in each direction subject to capacity requirements
- Shared paths
- Water sensitive urban design opportunities
- Street tree planting and vegetated medians

Figure 3.2.2a Conceptual character & size of collector boulevards

Lower Capacity Collector



Higher Capacity Collector

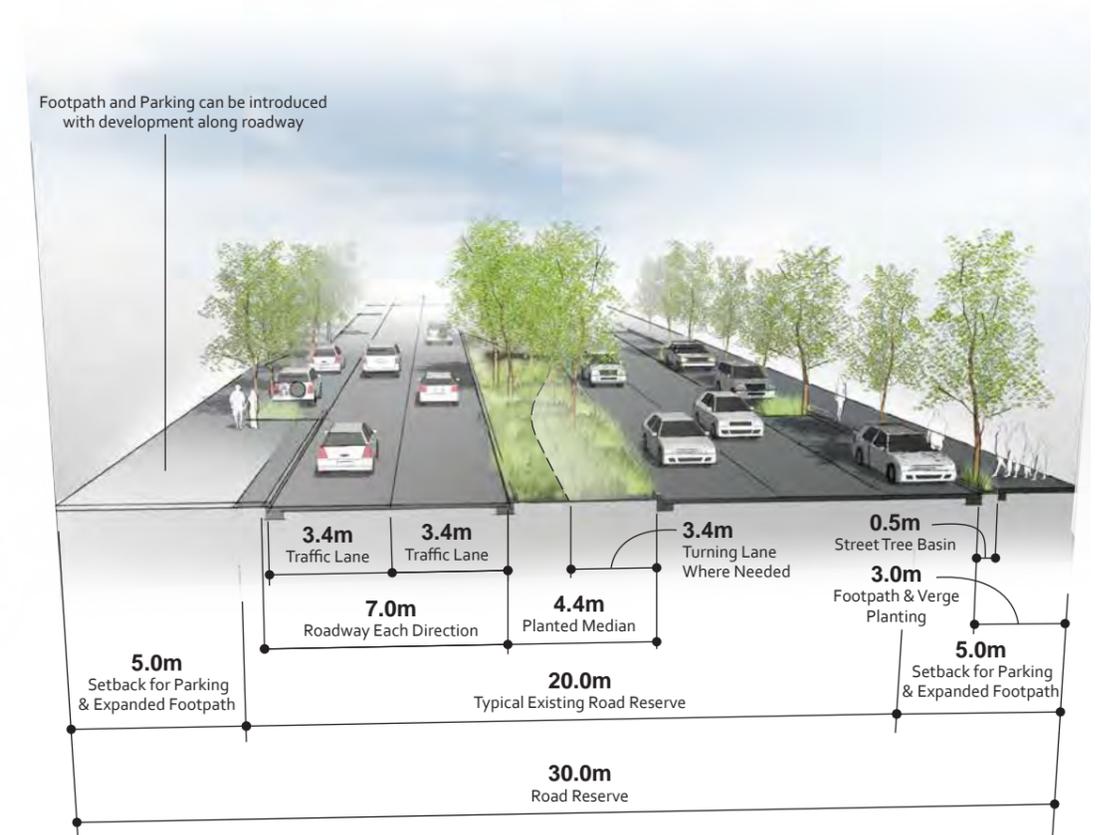
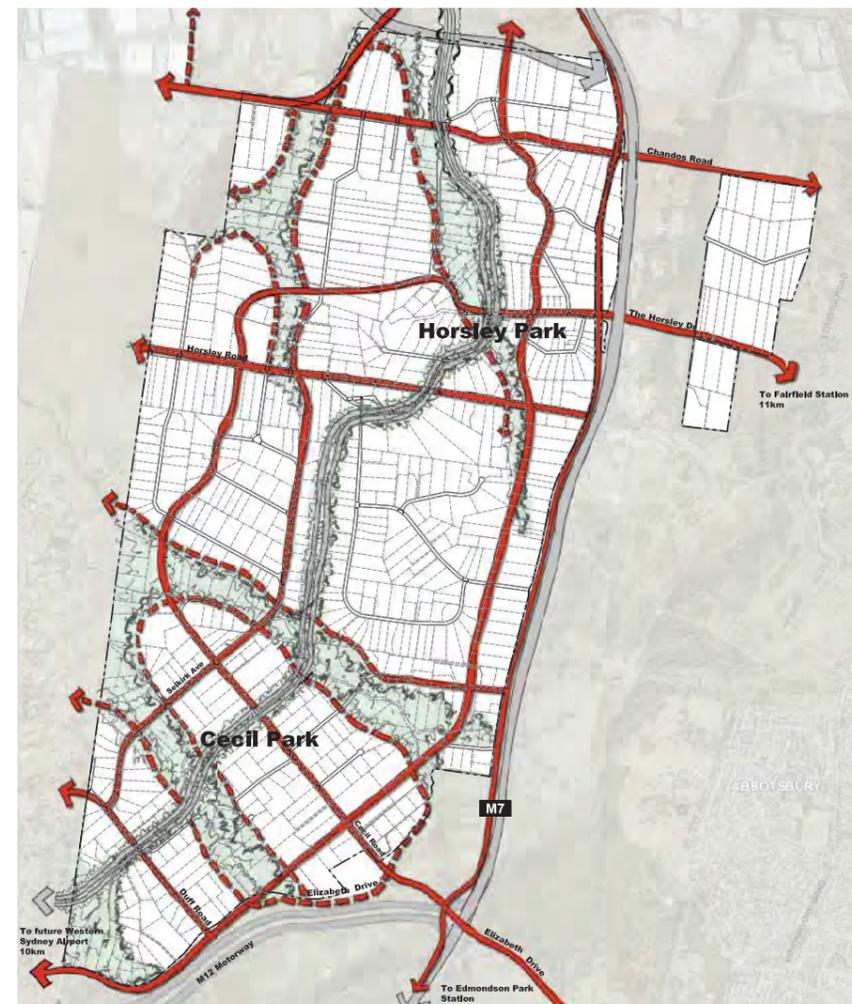


Figure 3.2.2b Arterial Road Structure



Significant Tree Canopy



Embrace Native Vegetation



Water Sensitive Urban Design



Street Parking



Verge Planting



Significant Footpaths



3.2.3 Central Arterial Boulevard

The Central Arterial Boulevard is a key differentiator for the UIA. The Central Arterial Boulevard is intended to be the backbone of the UIA and facilitate the following functions:

- Mass transit of private and public transport north-south through the UIA.
- Enhancement of the green grid connectivity.
- Connectivity of active transport routes.
- Active and passive open space including furniture, outdoor gym or activity areas and play areas.
- Opportunities for community facilities, markets or community gardens.
- Shared truck service infrastructure.
- Land preservation for future transport initiatives.

Figure 3.2.3a Conceptual character & central boulevard

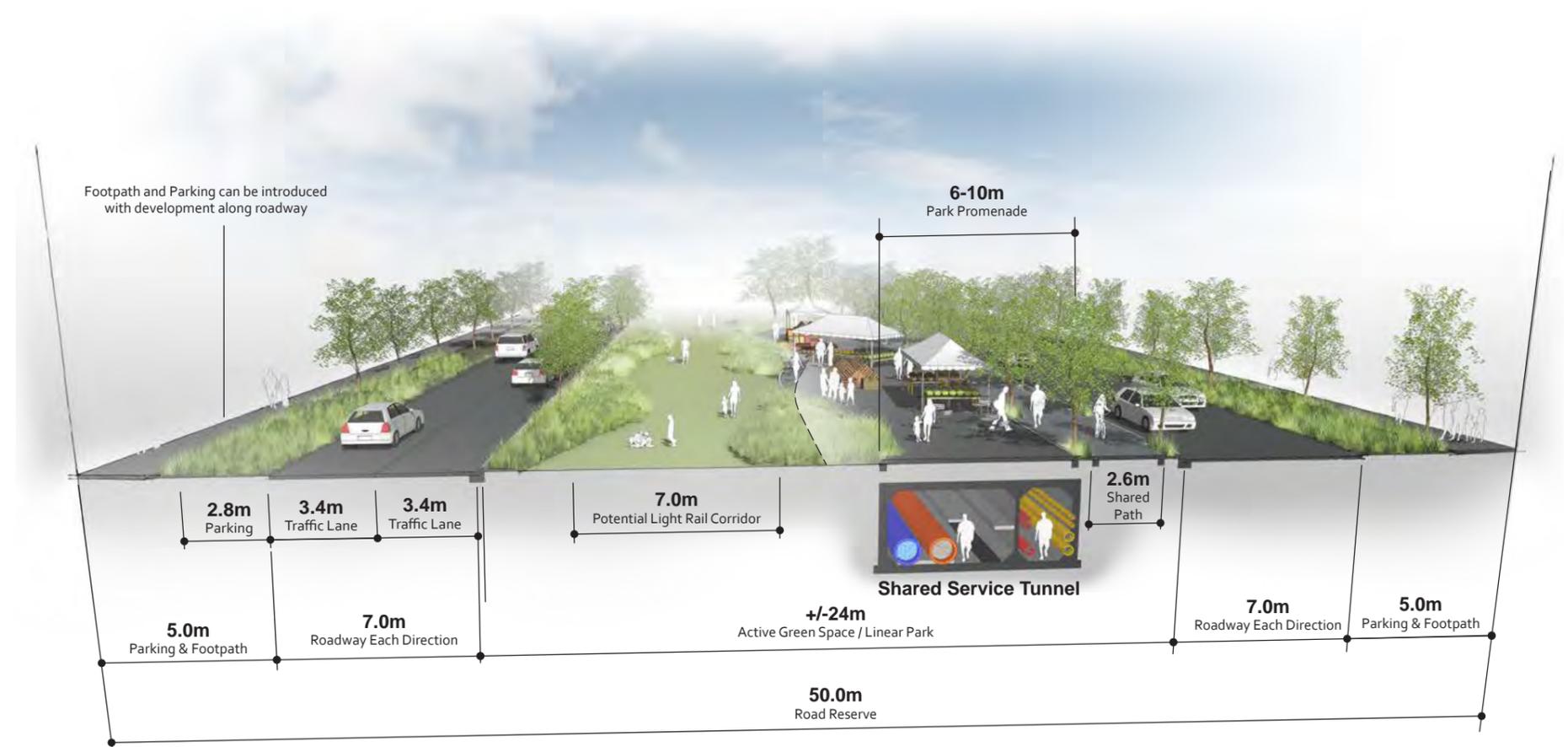


Figure 3.2.4b Boulevard Structure



Significant Tree Canopy



Water Sensitive Urban Design



Future Proof Mass Transit



Active Green Space



Bike Paths



Significant Footpaths



3.2.4 Potential Boulevard Evolution

The Central Arterial Boulevard, as the backbone of the UIA, is envisioned to be capable of evolving over the life-cycle of the city and provide for a number of transport and community functions as required. Initially the boulevard would facilitate primarily vehicle and active transport connectivity. It is intended that open space functions and community needs would evolve in the spaces over time as the development of the UIA progressed and the density of residents demanded additional facilities.

The boulevard is envisaged to facilitate the evolving transport and open space needs of the community in the rapidly growing Western Parklands City.

The central corridor may present opportunities for designated bus lanes or light rail opportunities to transport residents between commercial, residential employment centres.

The central spine of the UIA provides and opportunity to create linkages between civic and social infrastructure such as schools, sporting halls and infrastructure, libraries and other community facilities that benefit from accessibility.

Figure 3.2.4a Conceptual evolution of central boulevard

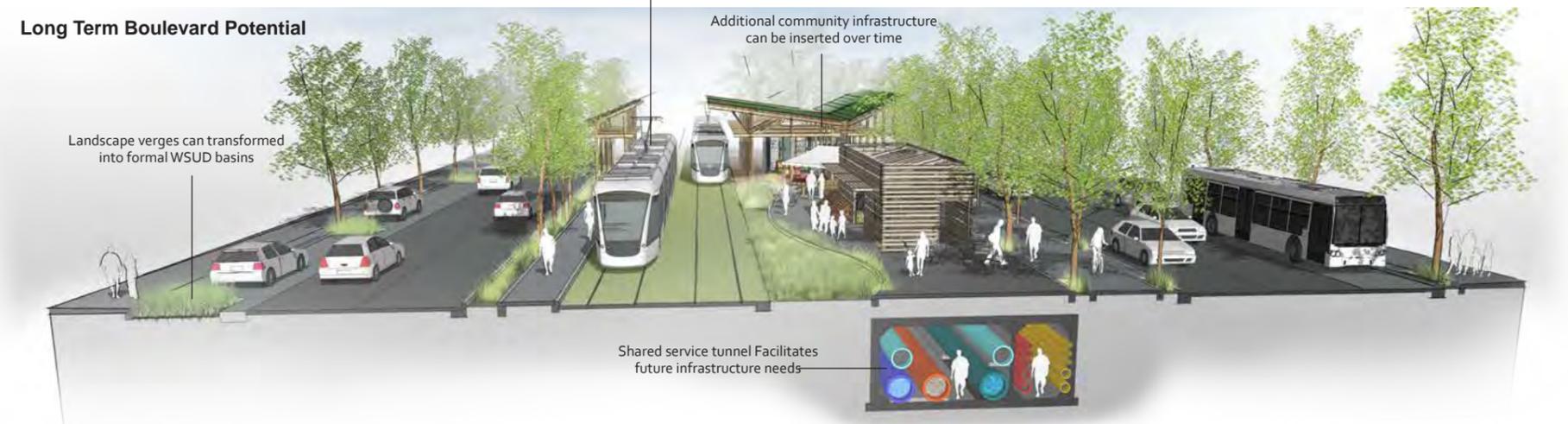
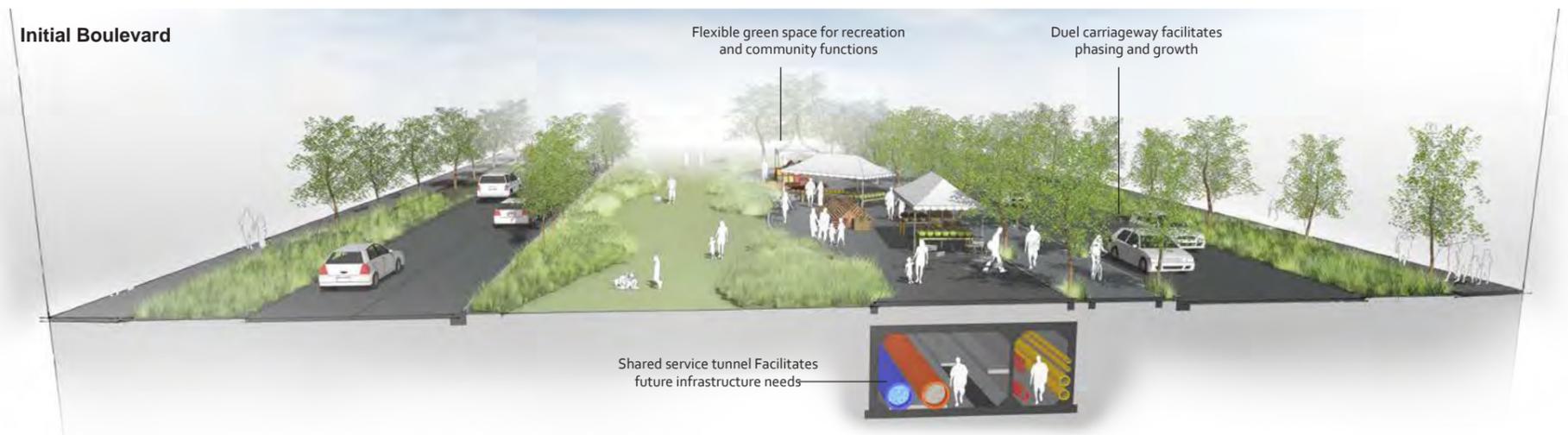


Figure 3.2.4b Boulevard Structure



3.3.1 Open Space

The green, blue and recently identified ochre grid have been a significant driver in the development of the structure plan. The provision of passive and active open space as well as the celebration of the riparian zones.

An open space grid has evolved with the connectivity between the riparian zones which also include medium and high flood risk areas and the Central Arterial Boulevard liner park.

The open space utilisation is recommended to include co-location of community facilities and social infrastructure such as schools, child care centres, sporting halls and other civic infrastructure in strategically located zones outside of flood impacts but whereby the open space characteristics can be utilised.

The extent of the open space zones is subject to detailed design however the intent for the open space has been based on the following characteristics:

- Enhancement of the riparian corridors to facilitate ecological benefits
- Provision of active transport and nature play activities within and adjoining the riparian zones and throughout the UIA.
- Provide consistency and connectivity to open space external to the UIA.
- Connectivity between the riparian zones and the urban environment adjoining
- Facilitation of water sensitive urban design within and adjacent to the riparian zones to mitigate flooding impacts and provide ecological benefits.
- Co-locate active recreation with flood and water management infrastructure.

Figure 3.3.1a Open Space Structure

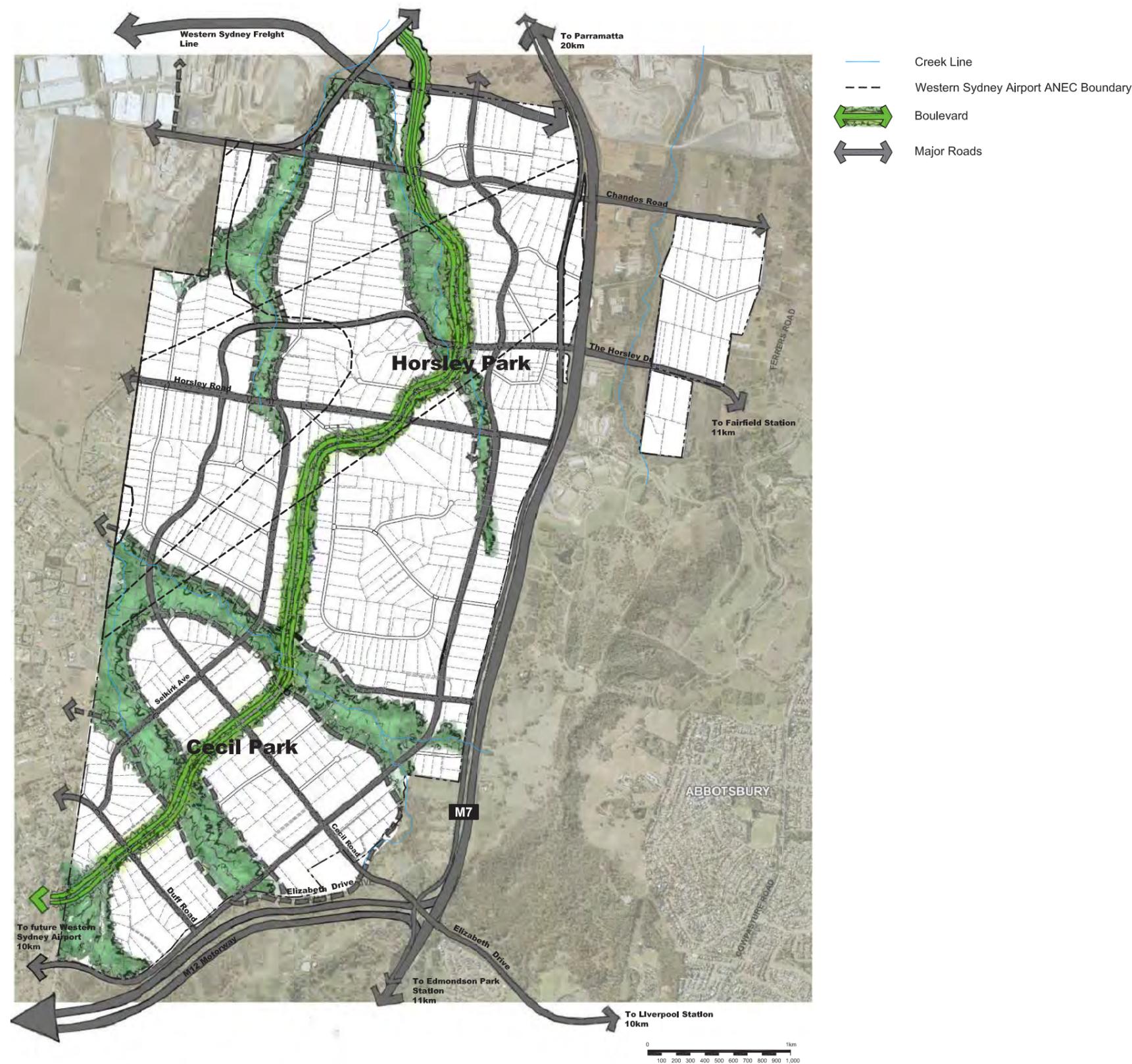
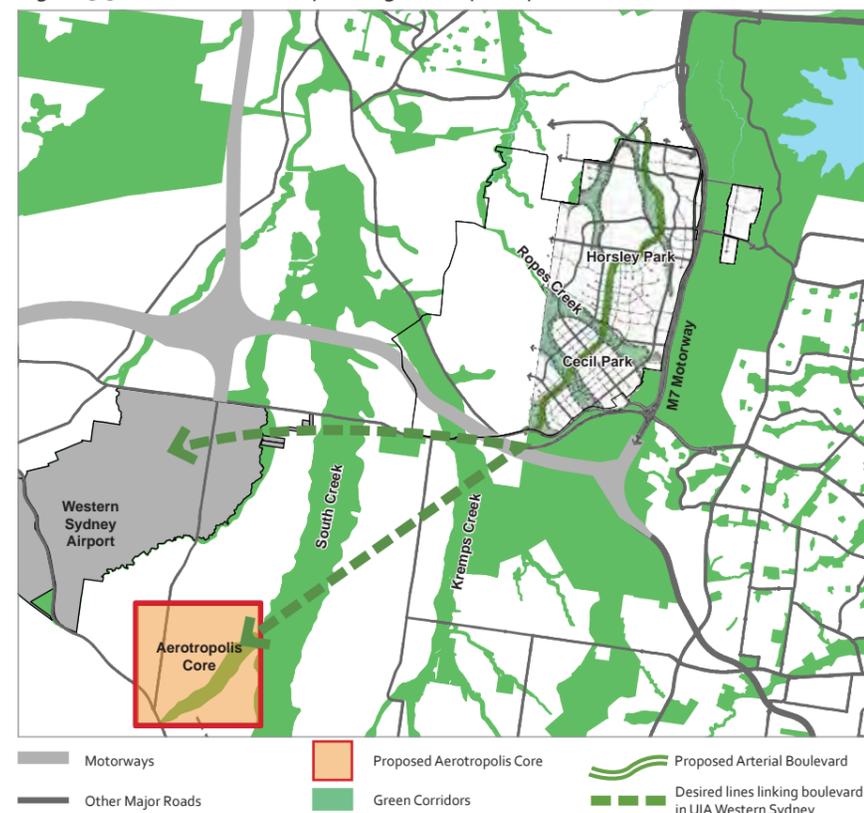


Figure 3.3.1b Relationship to Regional Open Space Road Network



3.3.2 Blue and Green Grid

The blue and green grids follow the existing depressions, drainage corridors and defined creeks within the UIA. The existing landscape is well defined with the blue green grids and facilitates the desired outcomes of the Western District Plan and the desired future outcomes of the Western Parkland City.

The green grid is further accentuated with the boulevard which incorporates a linear park. The linear park provides ecological connectivity as well as physical connectivity between the green corridors.

The existing riparian zones shown as the blue and green grids are highly degraded and sparsely vegetation. The structure plan proposes enhancement of the natural environment to perform natural functions including reduction in the heat island effect as well as manage stormwater within the urban environment.

It is intended that the blue and green grids evolve with the development of the UIA for urban purposes to provide a significant attraction and feature of a high amenity urban environment.

Figure 3.2.2a Blue and Green Grid

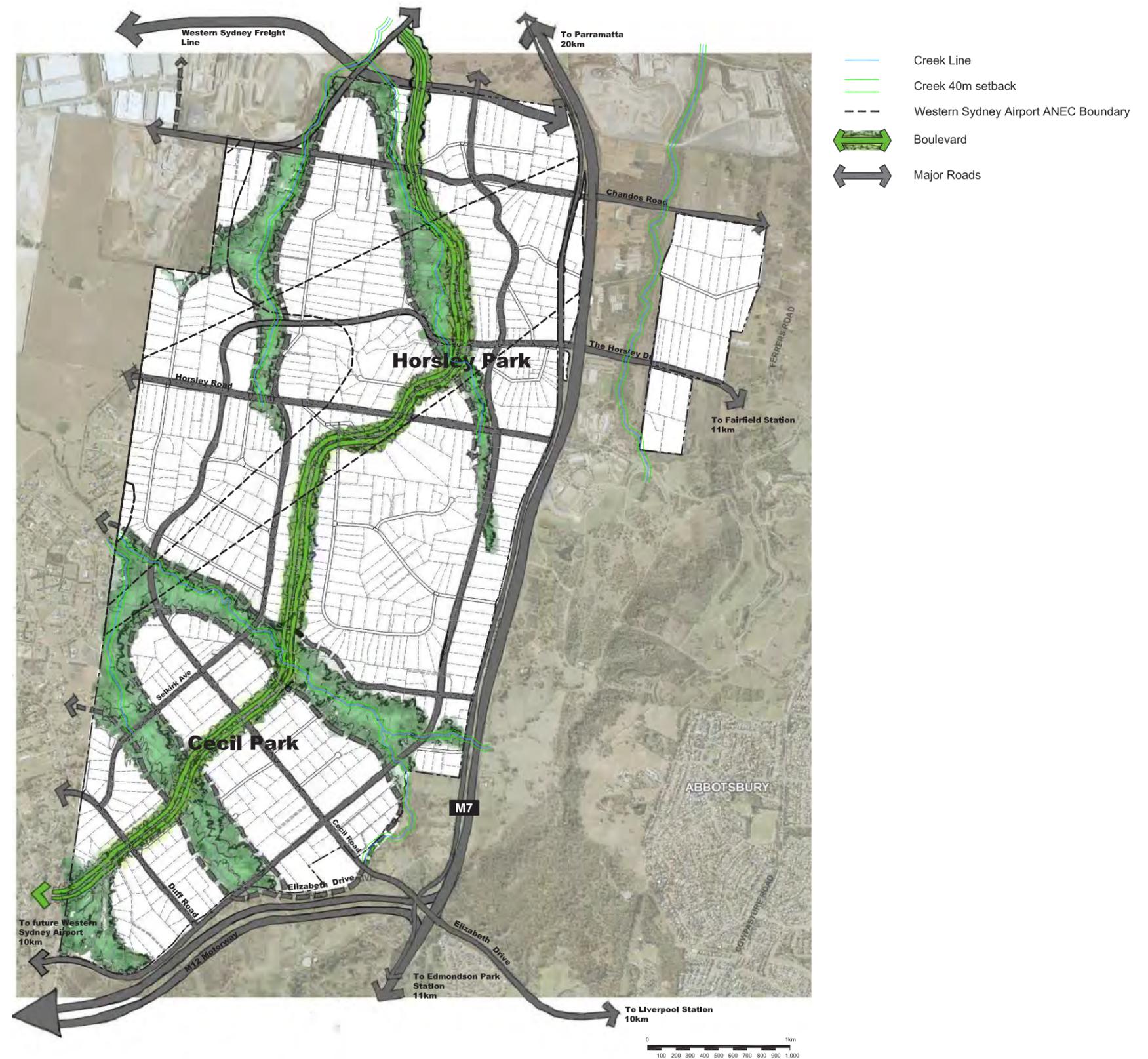
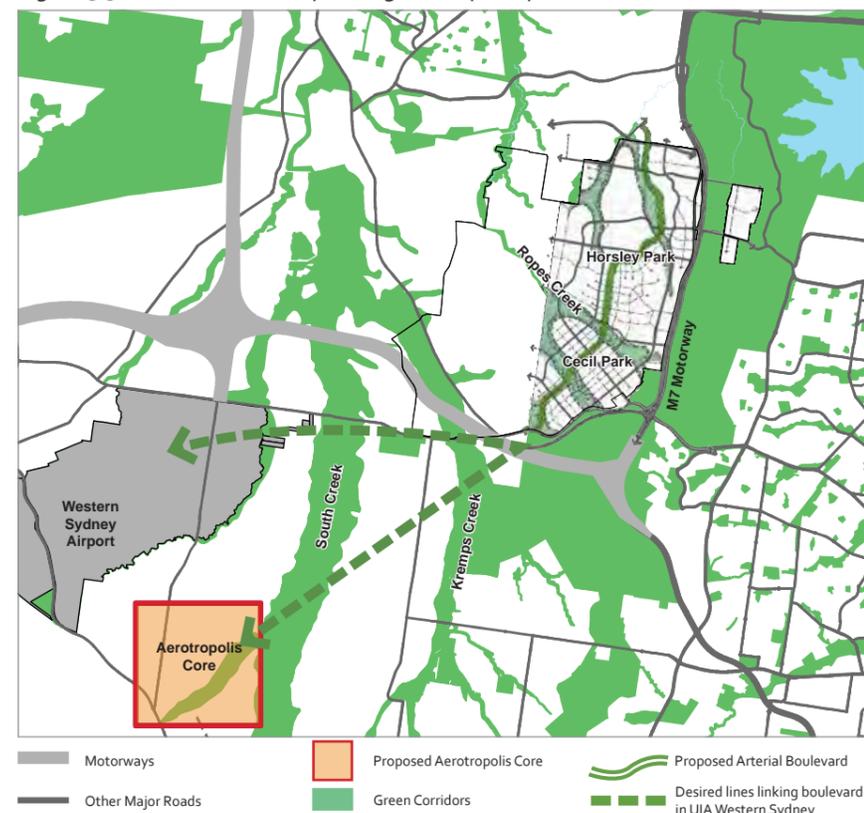


Figure 3.3.2b Relationship to Regional Open Space Road Network



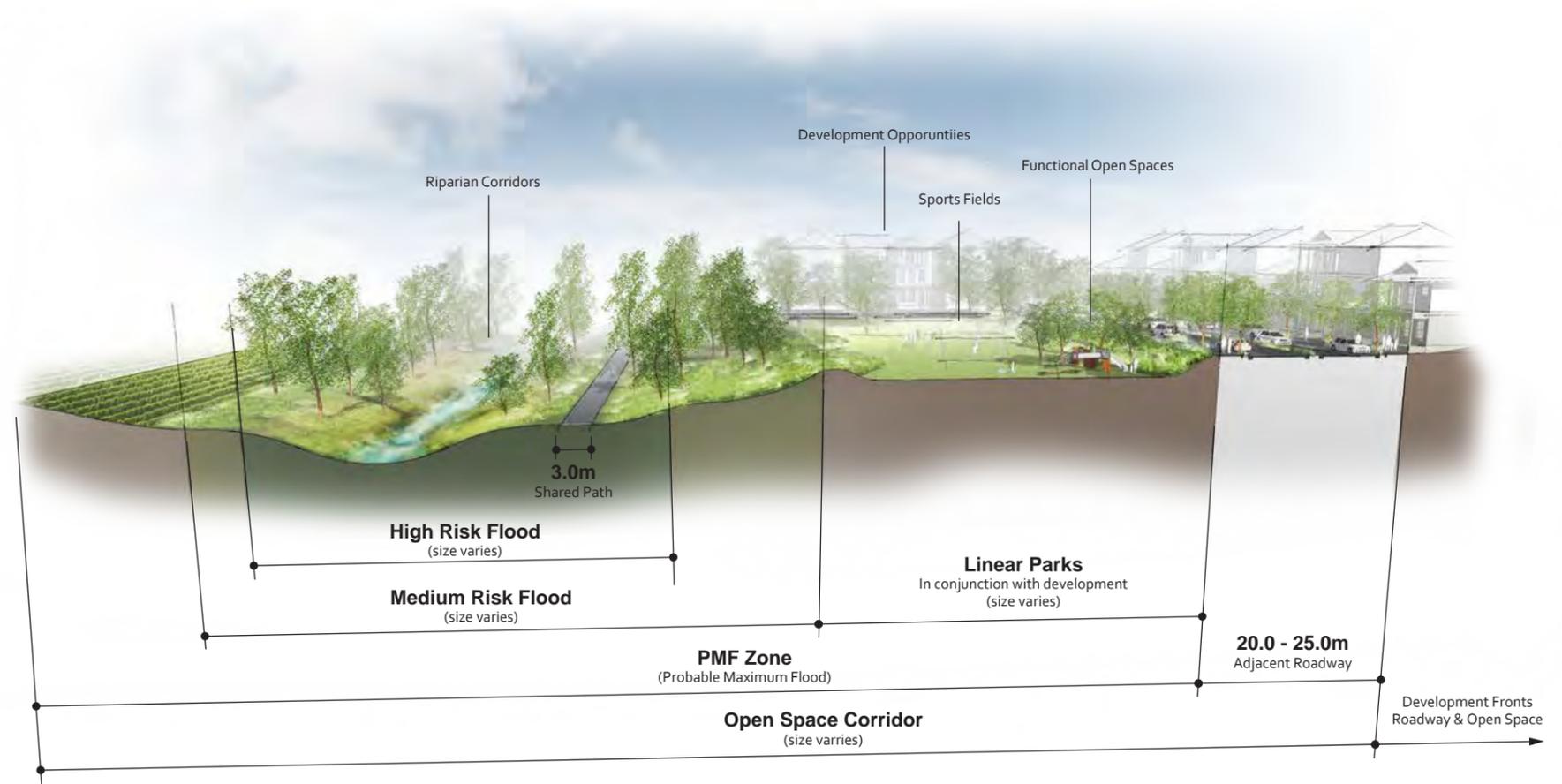
3.3.3 Open Space Corridors

Open space corridors throughout the precinct are generous however this does not directly reflect development potential. The open space corridors width are variable and dependent on local characteristics including topography and flood risk management.

The intent of the open space corridor is to retain the riparian zone, high flood risk zone and the medium flood in the open space corridor. The open space corridor may be suitable for activities that can respond to flooding such as active and passive open space, market gardens or agricultural land uses, water sensitive urban design, local and regional flood mitigation infrastructure and other potential land uses that can coexist with flood events.

the areas within the low flood risk and possible maximum flood risk area may be development in consideration of the potential impacts of these uses. this may include commercial, industrial and residential land uses with appropriate flood resistant design integrated in into site planning.

Figure 3.3.3a Typical Open Space Corridor



Riparian Corridor



Sharred Path



Functional Open Spaces



Sports



Water Sensitive Urban Design



Significant Footpaths



3.4.1 Potential Land Uses

The structure plan has been evolved to capture the historical character of Cecil Park and Horsley Park. With the significant enhancement of the green grid and open space brings opportunities for increase densities where connectivity to employment and major road infrastructure is convenient.

The following section describes the land use characteristics of the Structure Plan and how these land uses, densities and formation paint the evolving vision that is envisaged for the UIA.

Figure 3.4.1a Example Land Use Option

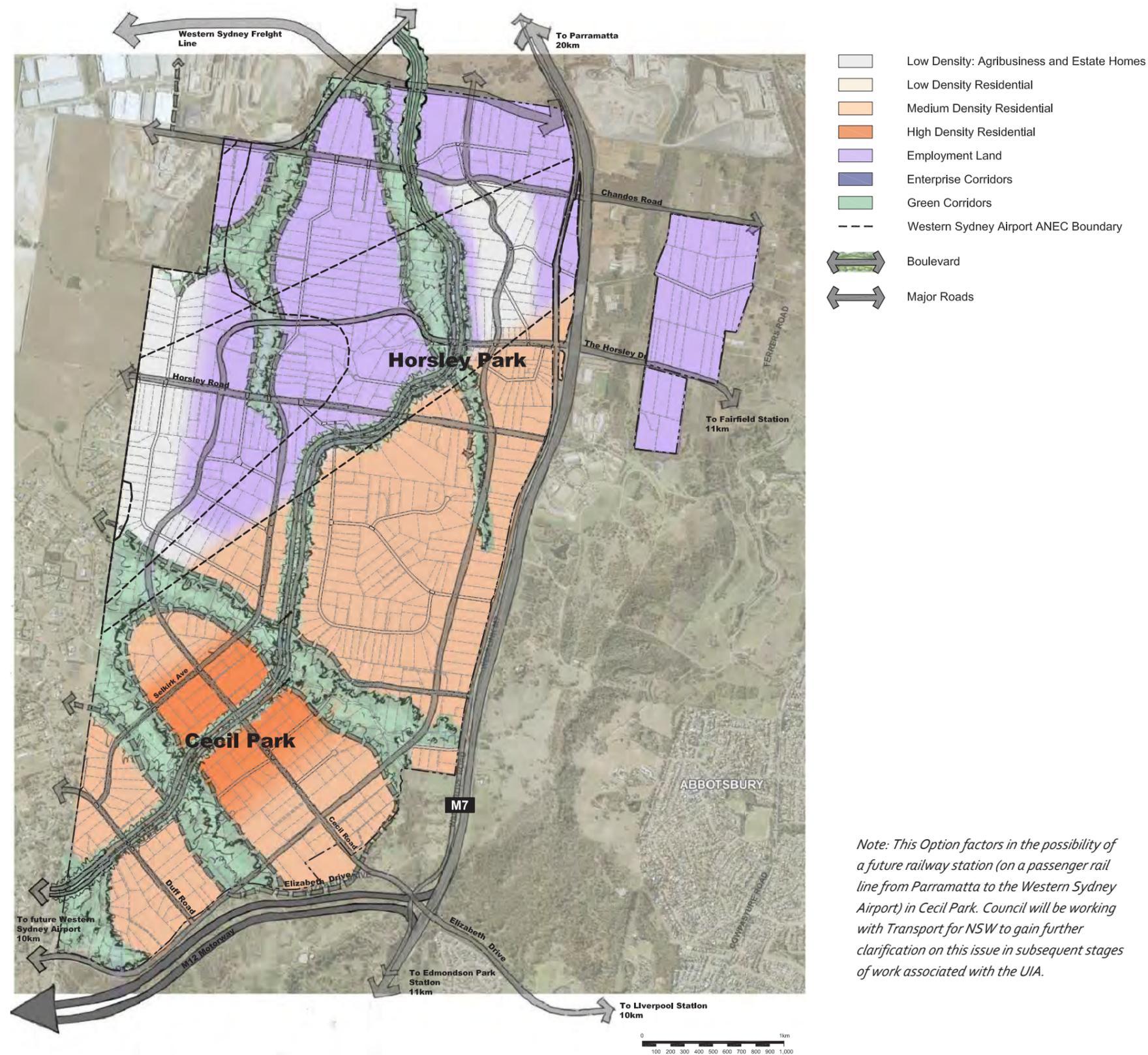
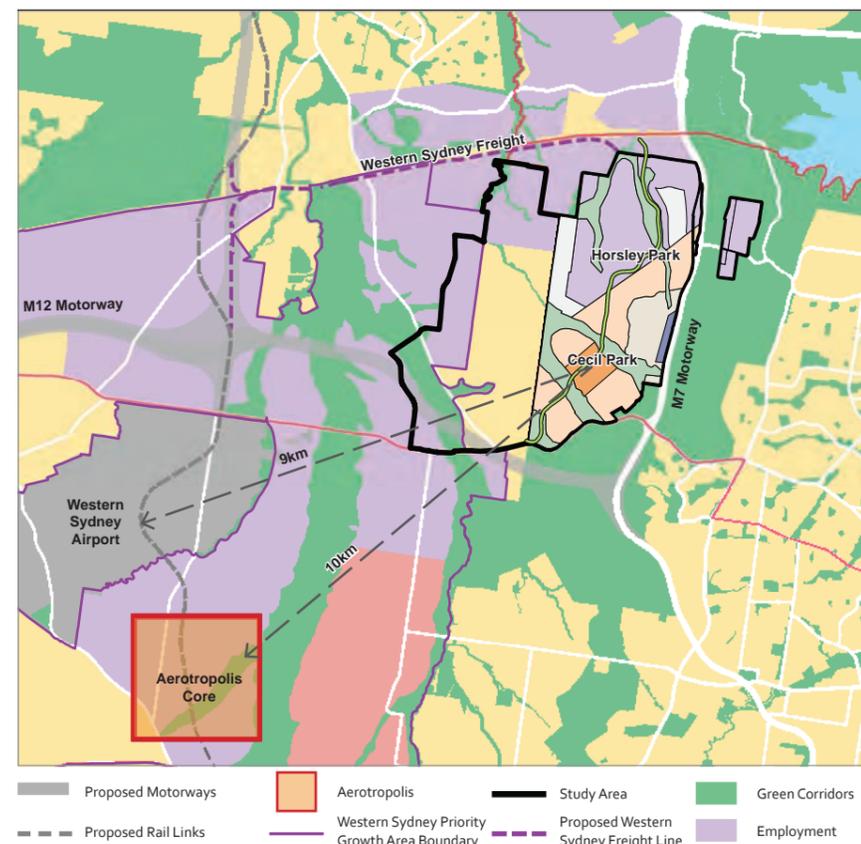


Figure 3.4.1b Relationship to Regional Land Use Pattern



Note: This Option factors in the possibility of a future railway station (on a passenger rail line from Parramatta to the Western Sydney Airport) in Cecil Park. Council will be working with Transport for NSW to gain further clarification on this issue in subsequent stages of work associated with the UIA.

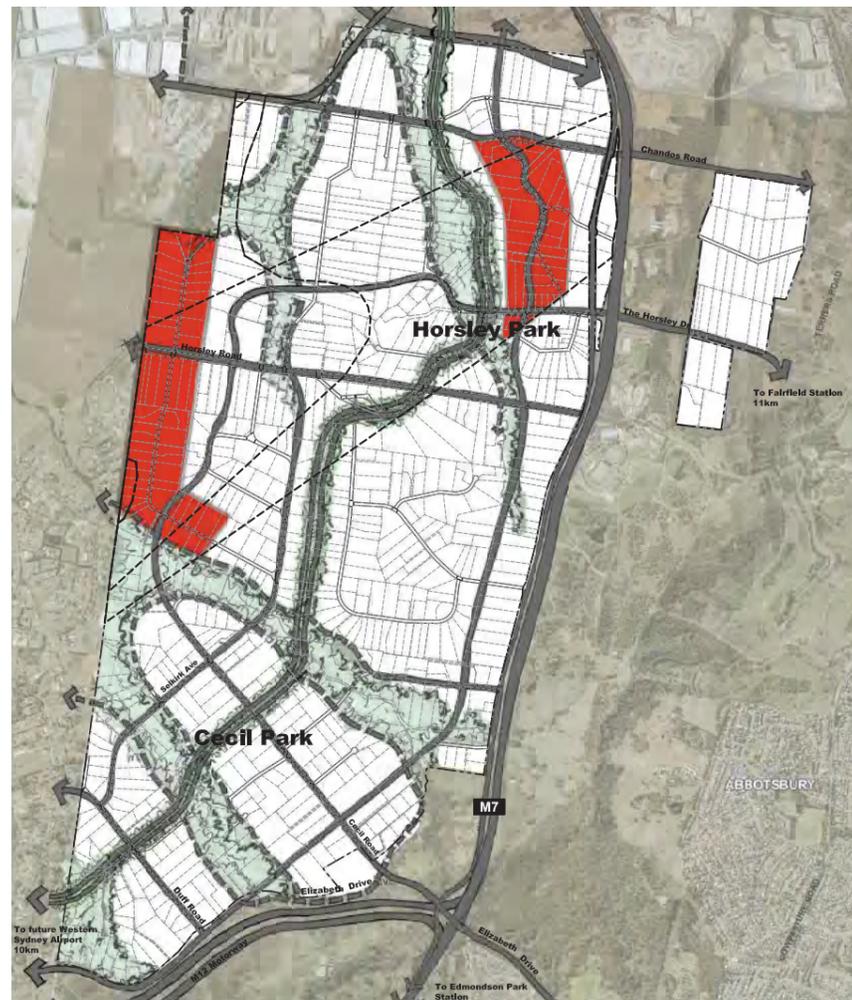
3.4.2 Agribusiness and Estate Homes

Located on prominent ridge-lines, across steeper slopes and within the ANEC contours agribusiness and estate homes are encouraged to be retained. There are a number of large dwellings in prominent positions within these areas currently as well as existing agricultural land uses.

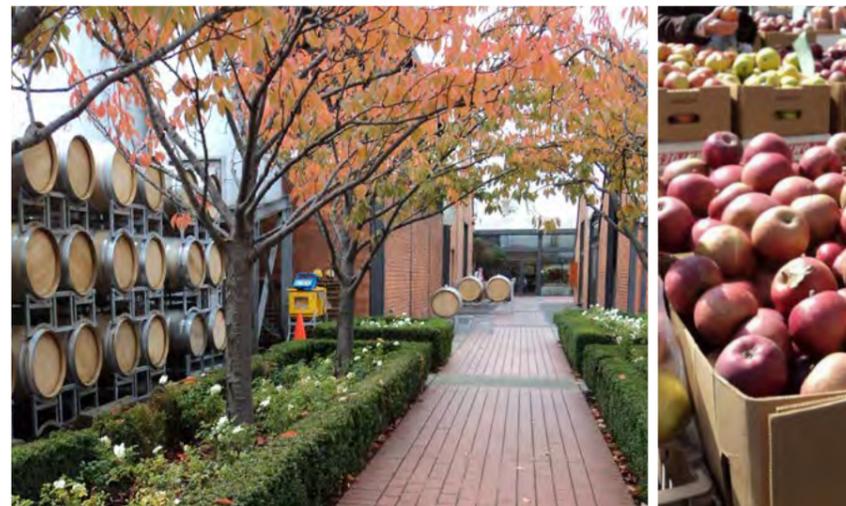
These areas are not identified as suitable for higher density employment opportunities due to topography and visual prominence in the landscape but facilitate and evolving semi rural estate character to be retained within the region

The retention of some elements of the existing strong agricultural links within the region is viewed as valuable and facilitates the use of land within the ANEC whereby high density residential development is not preferred.

Figure 3.4.2b Agribusiness and Estate Homes



Agribusiness as community character and attraction



Conceptual Relationship of Urban Form



3.4.3 Medium Density Residential

Medium density urban form is the primary density driver in the Structure Plan. With significant portions of the UIA identified as not suitable for residential development or identified as not preferred for residential development (within the ANEC Contours as per Fairfield City Council guidance on this process), medium density urban form is identified as a suitable method of achieving higher yields while retaining a suburban character.

Medium density housing come in a number of forms that can be encouraged based on local character preferences throughout the UIA. The preferred outcome is for human scale residential streets that provide a high level of amenity and create density that facilitates public transport investment and open space patronage.

It is envisaged that a range of housing forms within the medium density zone may include villas, terraces, townhouses, dual occupancies, studio dwellings and low scale residential apartment buildings. This range is intended to facilitate a range in affordability and lifestyle options for future residents.

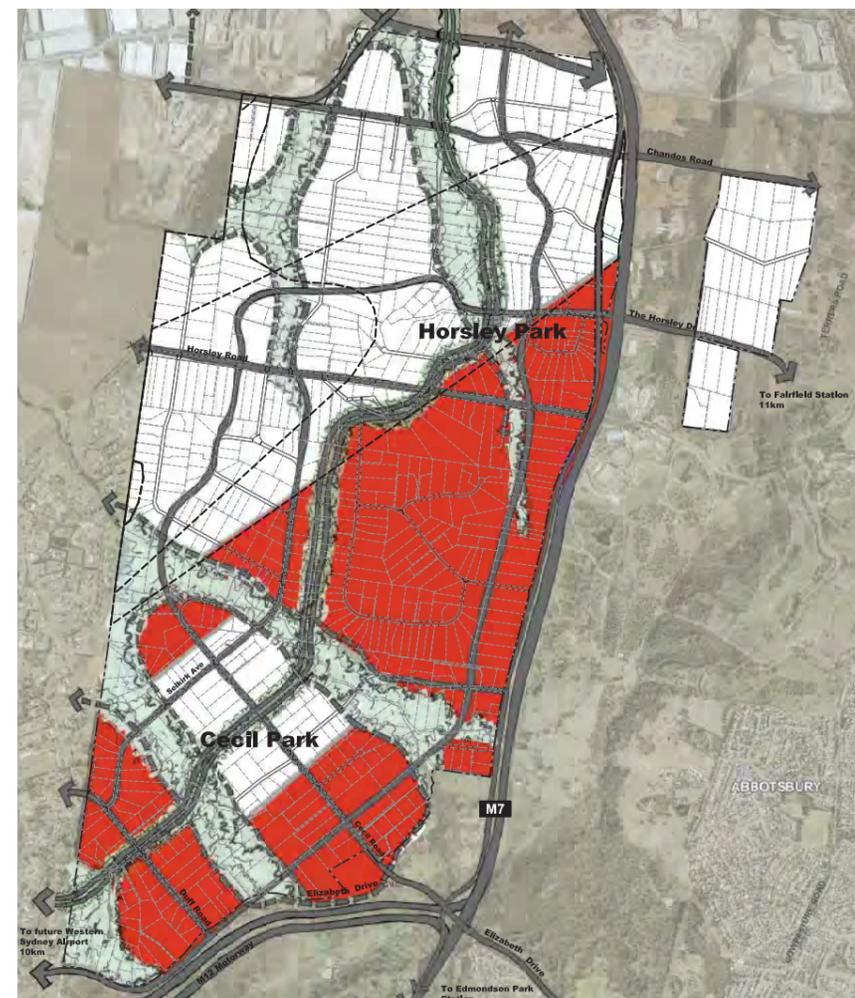
Development Character



Conceptual Relationship of Urban Form



Figure 3.4.3b Medium Density Residential



3.4.4 High Density Residential

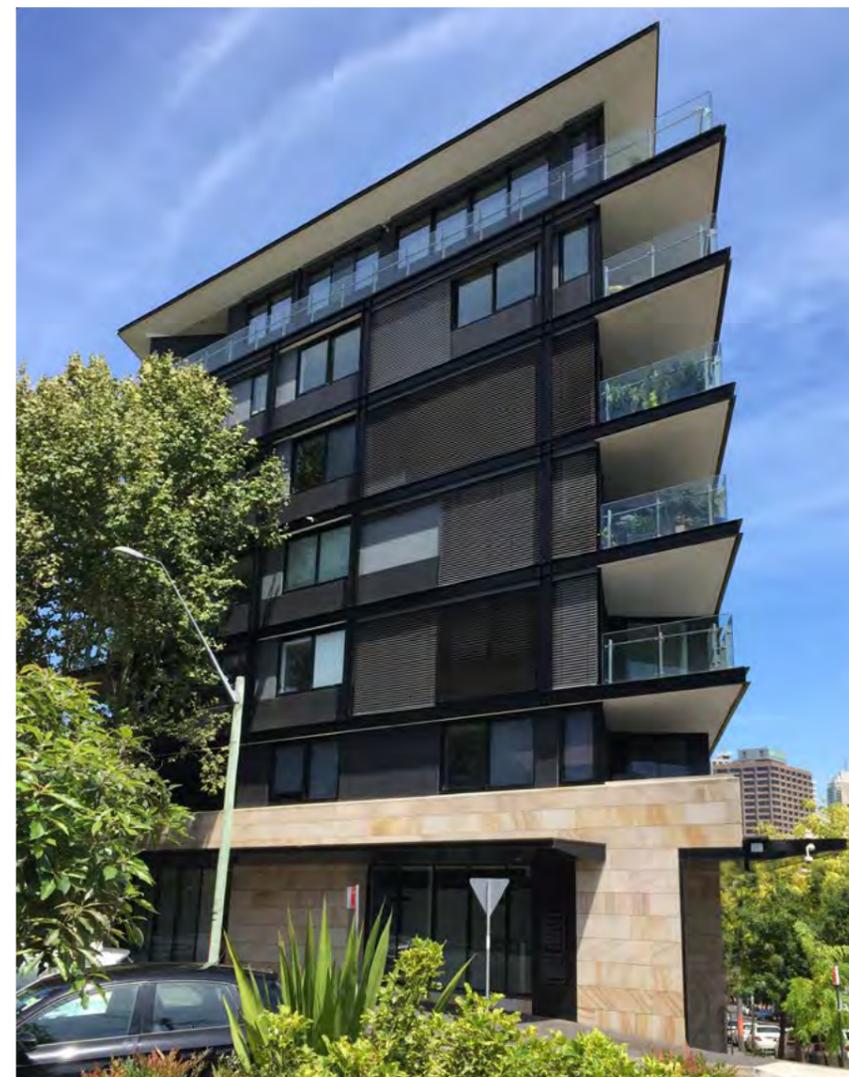
High density residential in Cecil Park promotes the centre of the UIS and the town centre location. Cecil park has convenient access to the adjoining motorways as well as the potential to create a high amenity urban environment with in the Wester Parkland City.

High density residential may range in scale across the precinct with a clear focus on the public domain and transport movement. There is potential to split the boulevard around the town centre to create a larger town centre where the main through traffic bypasses the town centre and concentrating pedestrian accessibility.

Ground plane activations again is the key aspect of high density environments with walkability to commercial centres, public transport options and open space areas.

The scale of the high density development in this location provides an opportunity for value capture in the future should a rail line option from Paramatta to the Aerotropolis eventuate (to be further investigated).

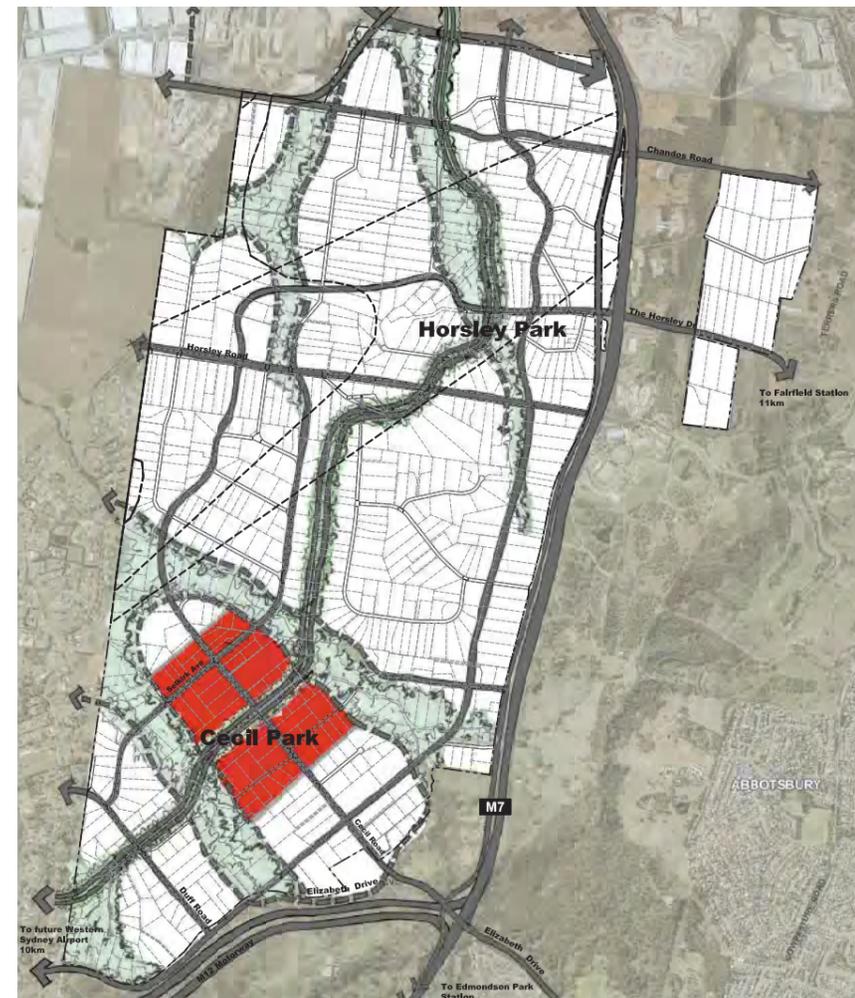
Development Character



Conceptual Relationship of Urban Form



Figure 3.4.4b High Density Residential



3.4.5 Town Centres

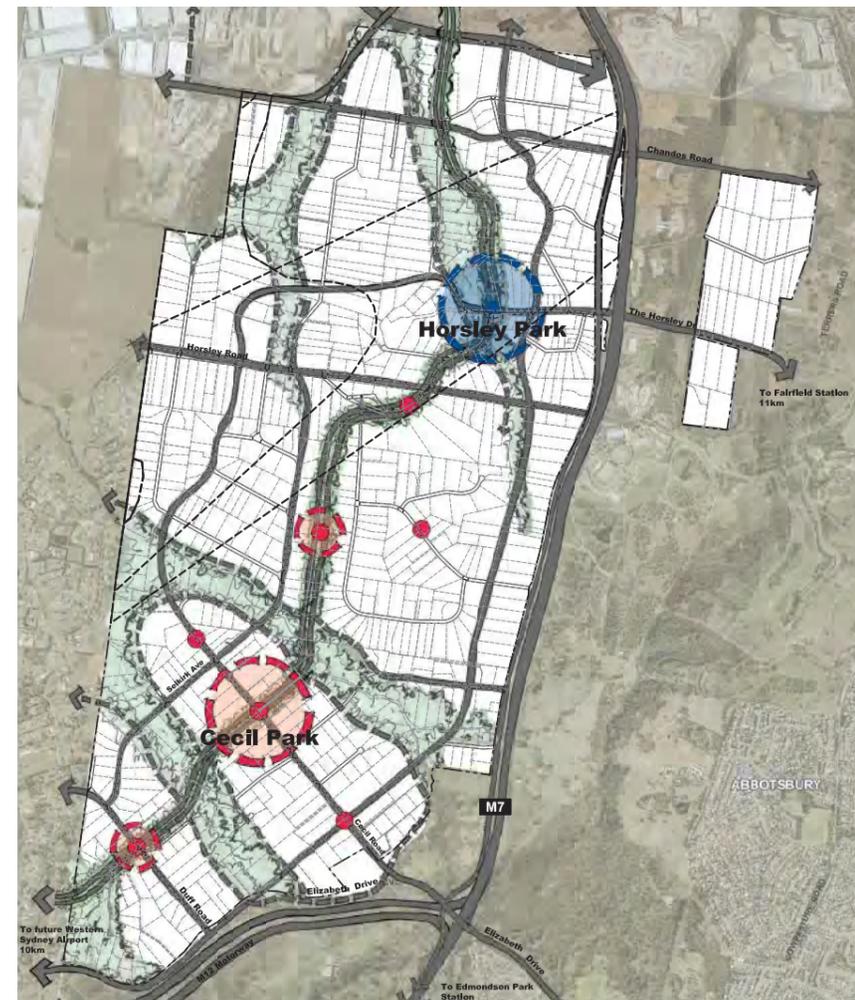
The town centres are focused along the boulevard spine. They vary in size and serviceability with the primary commercial centres in Cecil Hills and Horsley Park to service the employment lands to the north.

A number of smaller neighbourhood centres are scattered within the residential lands to cater for the local needs of the residents. The location of these smaller centres are anticipated to evolve as demand for these centres is realised and the UIA is developed.

Cecil Park is located in the centre of the highest residential density within the UIA and is intended to form a regional centre that services the UIA as a minimum but may service a wider catchment based on further economic analysis in the next stages of this structure planning process.

The character of the town centres is focused around the boulevards with activated street frontages to encourage activity and vibrancy in the community. There may be opportunities for markets, shows, entertainment r other activities to occur within the town centres.

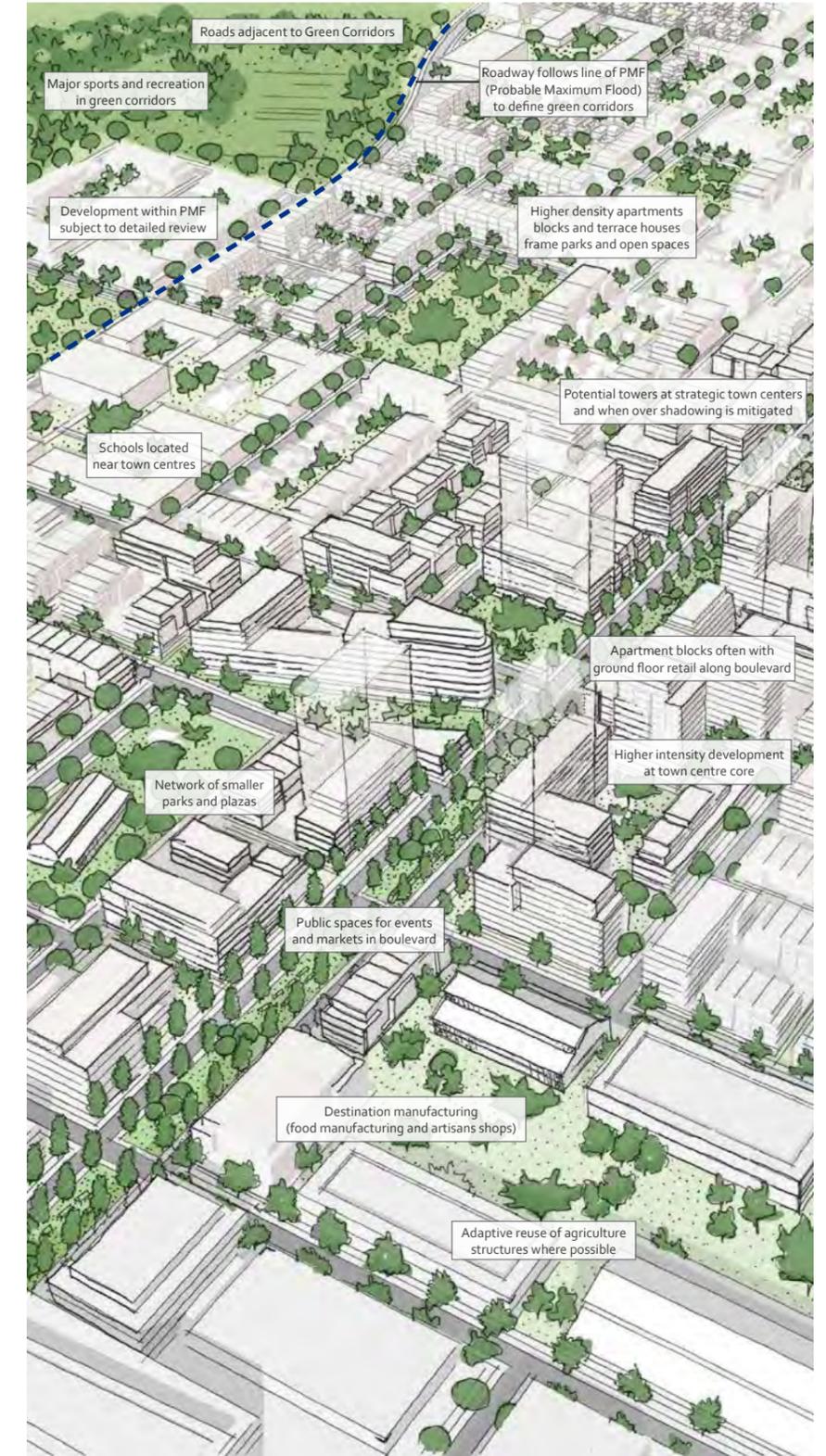
Figure 3.4.5b Town Centres



Development Character



Conceptual Relationship of Urban Form



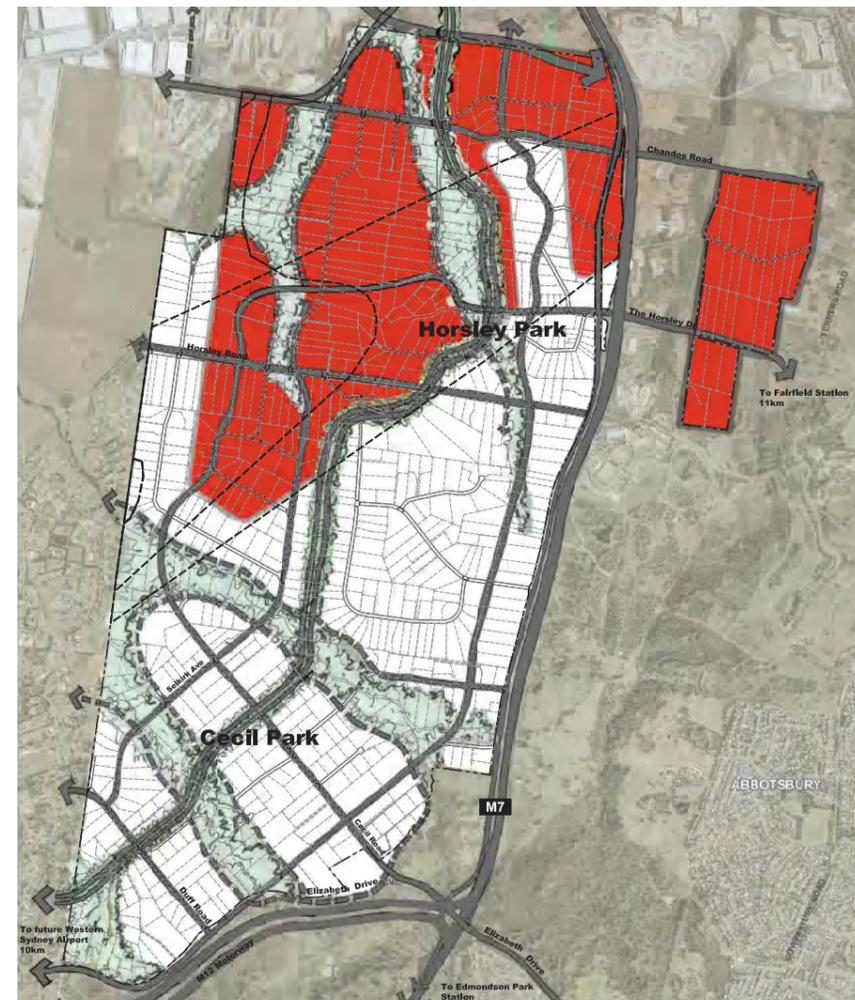
3.4.6 Employment

The employment zone that borders the northern boundary with the Western Sydney Employment Area is envisaged to be development in an adaptable fashion. The restriction on residential land uses within the ANEC contours, as advised in the Western Sydney Aerotropolis Land Use Implementation and Infrastructure Plan, is dependent on the utilisation of a future second runway for the Western Sydney Airport. The development of the industrial area is recommended to be in consideration of the adaptability of the structures and layout that may facilitate alternative uses in the future.

The preferred character of the employment zones is to maintain a rural and industrial style feel as shown in the character images. The development of new buildings with modern technology and uses but give the character or a semi agricultural environment. This is of particular relevance to the keyhole lands.

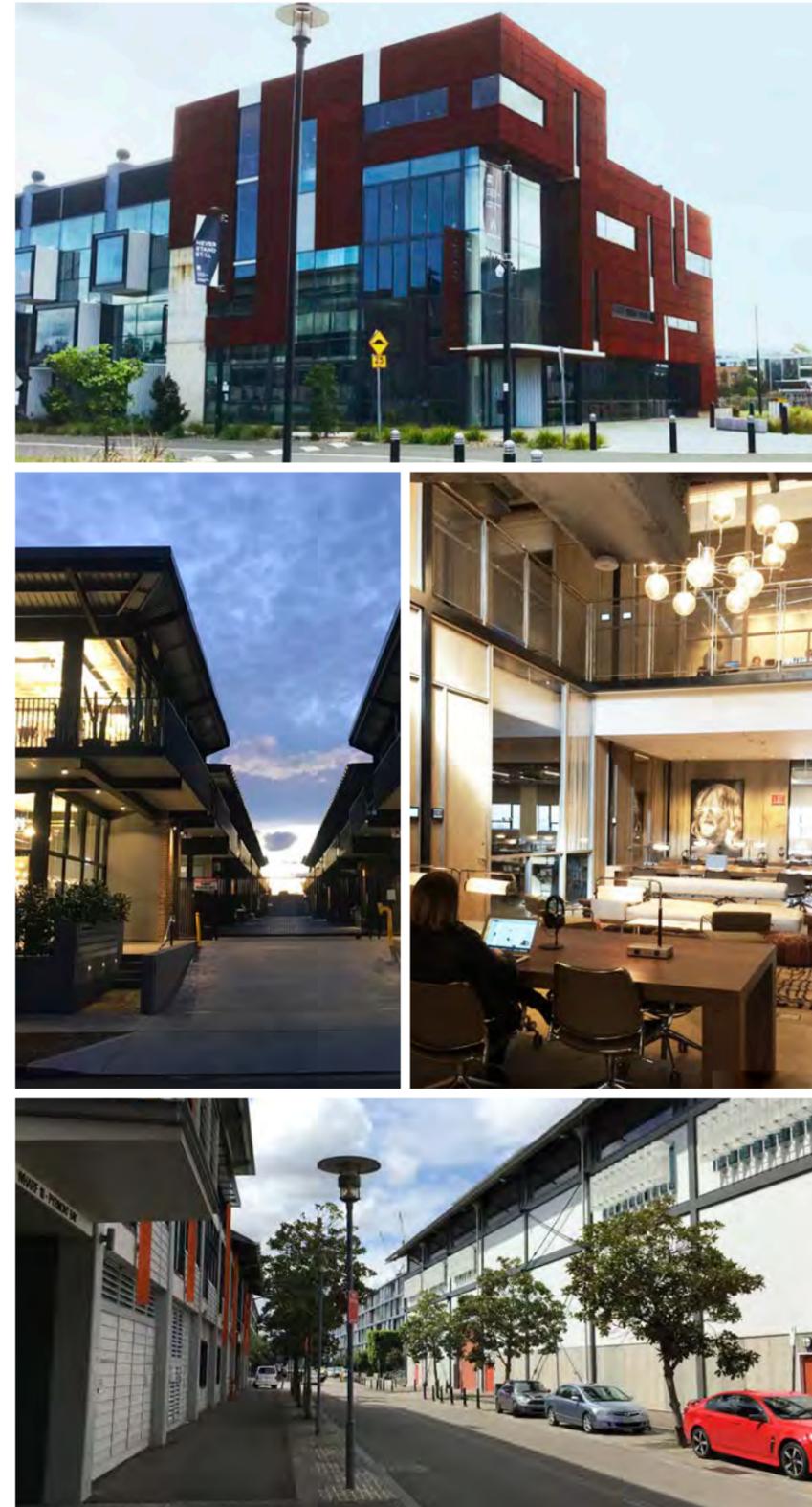
Further subdivision of the employment land is also discouraged to further facilitate the evolution of the city in the future as the airport and Aerotropolis come to fruition.

Figure 3.4.6b Employment

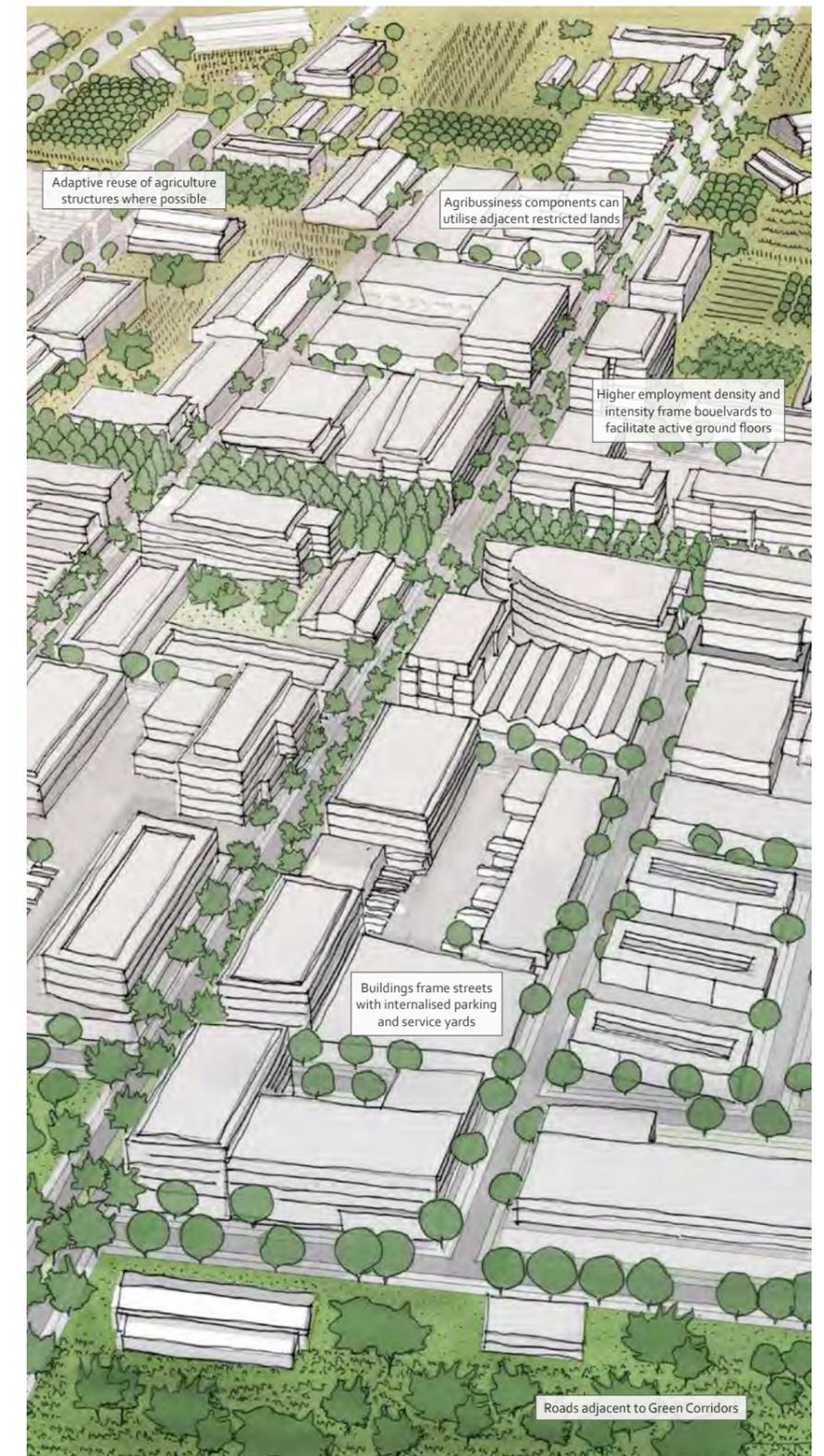


Development Character

Character of Development



Conceptual Relationship of Urban Form



4. Next Steps

The overall objective the Stage 2 draft SPO has been prepared to evolve an understanding of the location and extent of future urban development within the UIA in light of the findings of work associated with the Stage 1 Urban Capability Assessment. The Structure plan has created board development scenarios within the various precincts relating to residential land uses, employment land use and open space corridors.

The Horsley Park and Cecil Park Urban Draft Structure Plan Options will be placed on public exhibition. As part of the notification Process Fairfield City Council will liaise with infrastructure providers and key government stakeholders with the intent of determining the infrastructure provision, staging and funding to facilitate the development of the UIA.

Following public exhibition, Fairfield City Council will take on board and review feedback received before progressing to more detailed planning and zoning process. To inform the next phase of the process following notification further detailed investigations may be required to enable land use zones to be applied across the UIA. The following assessments have been identified as part of Stage 1 and Stage 2 that may be required to facilitate the land use zoning phase:

- Place Based Business Case
- Economic Assessment
- Social Impact Assessment
- Traffic and Transport Assessment
- Open Space Corridor Rationalisation
- Infrastructure Feasibility Assessments
- Flood Assessment
- Cultural Heritage Assessments