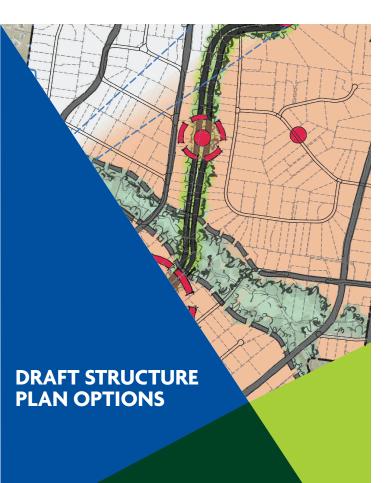


HAVE YOUR SAY

Fairfield Rural Lands Urban Investigation Area

PUBLIC EXHIBITION

9 November 2018 to 8 February 2019



Your preferred Structure Plan Option is:
Option A – Boulevard Centric (medium density)
Option B – Boulevard Centre (medium density, employment plus)
Option C – Rail Station Enabled (high density in Cecil Park, employment plus)
Other Option (write notes below)
Notes

Why should I make a submission to draft Structure Plan Options?

The draft Structure Plan Options will have significant implications for the future planning of Horsley Park and Cecil Park.

Council is recommending that all land owners take the opportunity to comment on the draft Options.

How do I make a submission on the draft Structure Plan Options?

Comments can be made by filling out a submission form (sent to landowners by mail) or providing written submissions.

All submissions should reach Council on or before Friday 8 February 2019, and quote file number 14/00489.

Need more information?

Contact Council on 9725 0222 or visit Council's website – www.fairfieldcity.nsw.gov.au



OPTION A – BOULEVARD (Medium Density)

BENEFITS

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

ISSUES

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

Horsley Park

OPTION B - BOULEVARD (Medium Density, Employment Plus)

BENEFITS

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

ISSUES

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

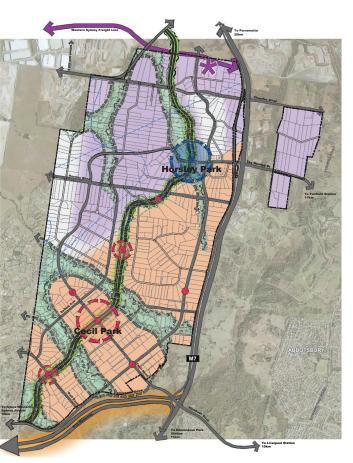
OPTION C - RAIL STATION ENABLED (High density Cecil Park, Employment Plus)

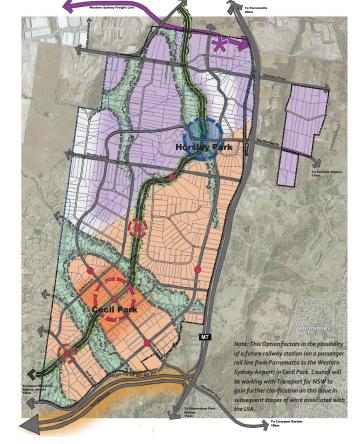
BENEFITS

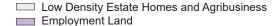
- The boulevard could be constructed in phases
- · The boulevard road reserve can become a utility spine
- Facilitates short and long term public transport modes
- Focuses density on infrastructure
- Limited dwellings in ANEC and adjacent freight line
- Can facilitate a higher residential capacity
-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

ISSUES

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







Medium Density Residential
Enterprise Corridor

High Density Residential
Green Corridors

ANEC - The Australian Noise Exposure Concept takes into account the anticipated number of movements, types of aircraft, and flight paths including the height of aircraft for arrivals and departures.