

DRAFT STRUCTURE PLAN OPTIONS - OPTION A

BOULEVARD (medium density)

-
- Low Density: Agribusiness and Estate Homes
 - Medium Density Residential
 - Employment Land
 - Enterprise Corridor
 - Green Corridors

- Western Sydney Airport ANEC Boundary
- Boulevard
- Major Roads
- M12 Motorway
- Western Sydney Freight Line corridor

- Commercial Village Centre
- Civic Village Centre
- Neighbourhood Centre
- Corner Stores

Draft Structure Plan Options - Option A

Boulevard (Medium Density)

2/11/2018

SUMMARY

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 village nodes and enhances the green grid by linking the tributaries of the blue grid through the centre of the site.

APPROXIMATE YEILD

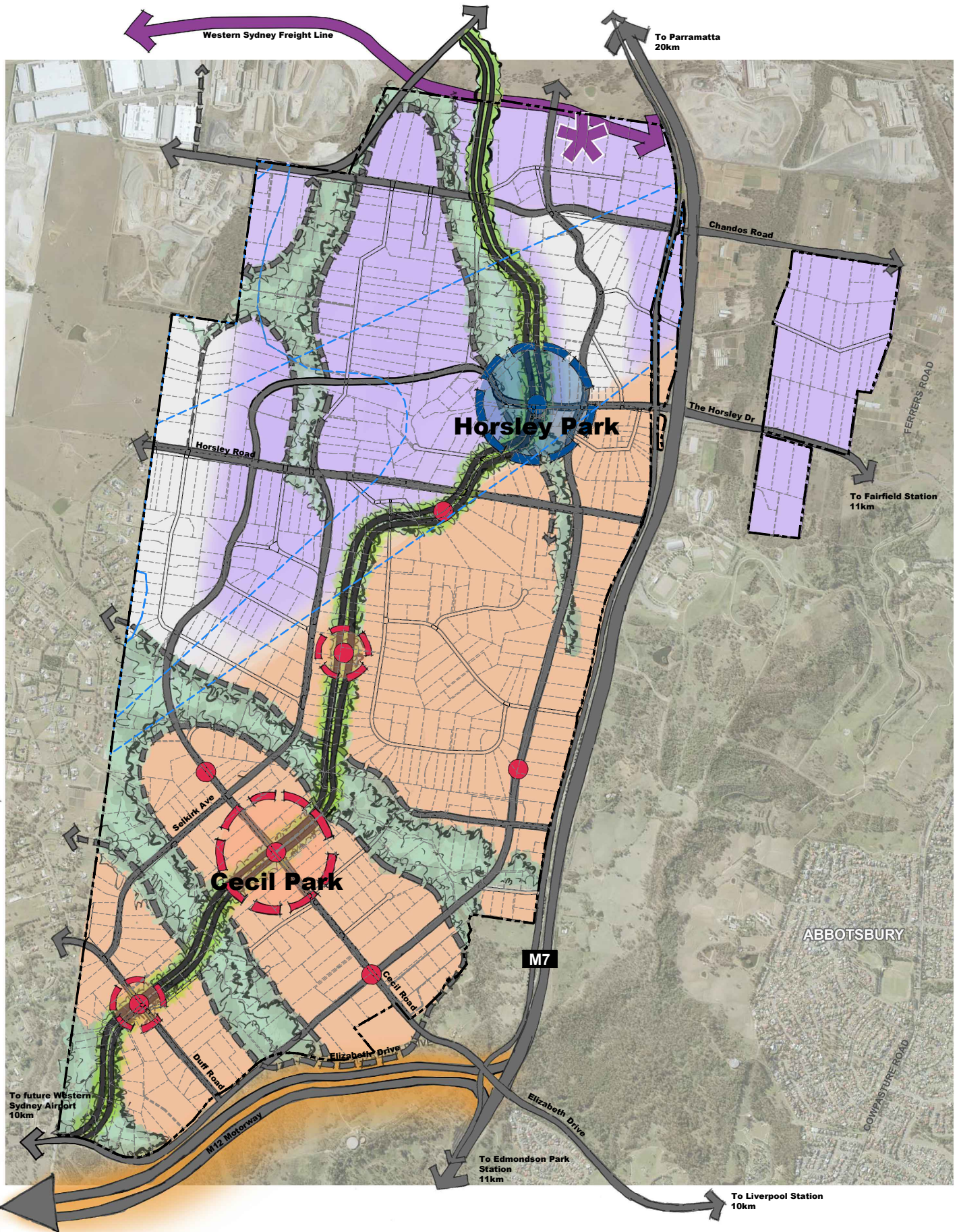
LAND USE	AREA (ha.) (approximate)	% OF LAND (approximate)	DENSITY RANGE (du per ha)		DWELLING UNITS	
			Low	High	Low	High
Low Density: Agricultural and Estate Homes	412.1	26.2%	0.5	2	206	824
Mixed Density Residential	602.1	38.2%	20	27	12,042	16,226
- Low / Medium Density Detached (45% of Area)	270.9	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

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 ridge lines
- Limited dwellings in ANEC and adjacent to freight rail
- Focuses density on infrastructure
- Nodes can build off each other vs. be in competition
- Facilitates short and long term public transport modes
- Enterprise corridor relates to employment & Horsely Park

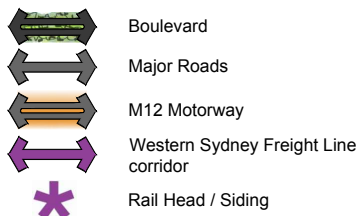
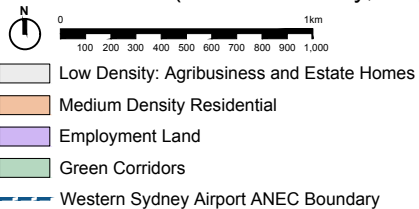
ISSUES

- Requires more infrastructure and land acquisition
- Enterprise corridor is not visible from M7 due to terrain
- The corridor for the Western Sydney Freight Line is shown indicatively and specific details are available on the Transport for NSW website



DRAFT STRUCTURE PLAN OPTIONS - OPTION B

BOULEVARD (medium density, employment plus)



Draft Structure Plan Options - Option B

Boulevard (Medium Density, Employment Plus)

2/11/2018

SUMMARY

Option B is based on the road structure and green grid included in option A (Boulevard Medium Density). 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.

APPROXIMATE YEILD

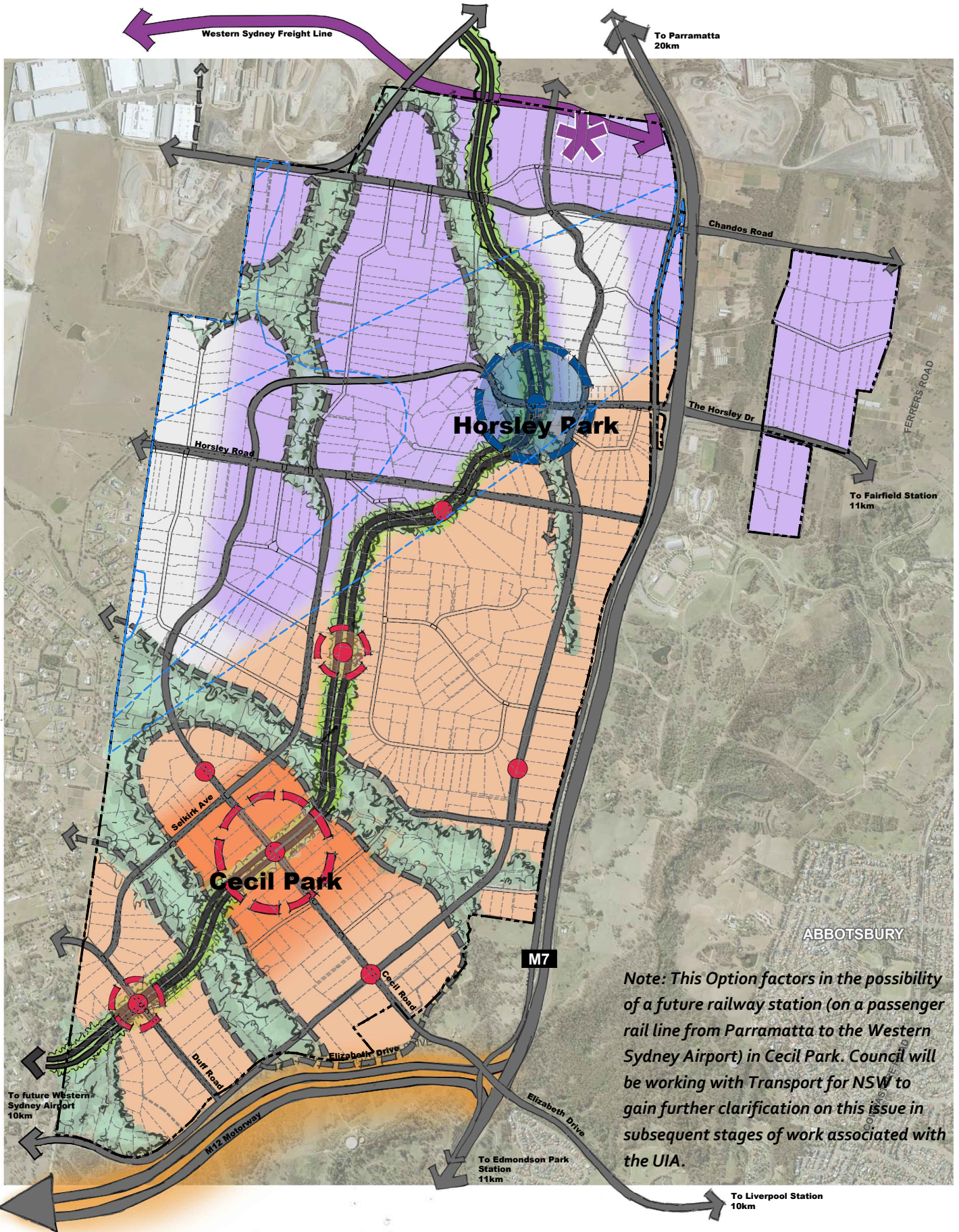
LAND USE	AREA (ha.) (approximate)	% OF LAND (approximate)	DENSITY RANGE (du per ha)		DWELLING UNITS	
			Low	High	Low	High
Low Density: Agricultural and Estate Homes	135.2	8.6%	0.5	2	68	270
Mixed Density Residential	610.2	38.7%	20	27	12,205	16,446
- Low / Medium Density Detached (45% of Area)	274.6	17.4%	15	20	4,119	5,492
- Medium Density (40% of Area)	244.1	15.5%	20	28	4,882	6,835
- 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	12,205	16,716

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 significantly higher residential capacity
- 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
- Requires more infrastructure and land acquisition
- Majority of traffic from employment lands move through residential to M7 & M12
- The corridor for the Western Sydney Freight Line is shown indicatively and specific details are available on the Transport for NSW website



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.

DRAFT STRUCTURE PLAN OPTIONS - OPTION C

RAIL STATION ENABLED (high density in Cecil Park, employment plus)

- 0 100 200 300 400 500 600 700 800 900 1,000
- Low Density: Agribusiness and Estate Homes
- Medium Density Residential
- High Density Residential
- Employment Land
- Green Corridors
- Western Sydney Airport ANEC Boundary

- Boulevard
- Major Roads
- M12 Motorway
- Western Sydney Freight Line corridor
- Rail Head / Siding

- Commercial Village Centre
- Civic Village Centre
- Neighbourhood Centre
- Corner Stores

Draft Structure Plan Options - Option C

Rail Station Enabled (High Density in Cecil Park, Employment Plus)

2/11/2018

SUMMARY

Option C is based on option B (Boulevard Medium Density and Employment Plus) with the added consideration of a rail connection between Parramatta and the Aerotropolis. The Rail Station Enabled Boulevard City 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.

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	14,745
- 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	6,128
- 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	15,676	24,483

BENEFITS

- The boulevard could be constructed in phases
- The boulevard road reserve can become a utility spine
- The boulevard may help relieve 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
- Results in around 78% of dwellings as multi-dwelling
- The corridor for the Western Sydney Freight Line is shown indicatively and specific details are available on the Transport for NSW website