

Planning Proposal

Proposed amendment to
Fairfield Local Environmental Plan 2013

DUTTON LANE CABRAMATTTA – ADDITIONAL LOCAL CLAUSES – TOWN
CENTRES AMENDMENT

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Council resolved that “Council lodge a Planning Proposal to amend the height controls at Dutton Lane Cabramatta to allow for an additional level of car parking.”

Appendix C

- C.1 Concept Drawings by Antoniades Architects
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Part 1 – Objectives

The purpose of the planning proposal is to:

- Clarify the relevant height control for the Dutton Lane Car Park site in order to enable the future development of an additional floor of car parking

In summary, the objective of the Planning Proposal is to amend the Fairfield Local Environmental Plan 2013 to:

1. Amend Clause 7.3(5);to read as follows:

“(5) The height of a building on land identified as “Cabramatta—Area D” on the Town Centre Precinct Map must not exceed 10 metres unless the area above 10 metres in height will be developed and used for public car parking. “

2. Change the Height of Buildings map to provide for a 13m maximum height on the subject land

The planning proposal applies to the following land:

- Lot 6 and Lot 4 DP 236708
- Lot 2 DP 215976
- Lot 3 DP 540495
- Lot 3 DP 216870
- Lot 3 DP 217606
- Lot 8 DP 238484
- Lot 2 DP 534197
- Lot 2 and Lot 1 DP 539611
- Lot 1 and Lot 2 DP 570243
- Lot 1 DP 532304
- Lot 2 DP 548450.

The planning proposal is in accordance with Council’s decision at its meeting on 6 October 2015 - see **Appendix B** for Council report.

Part 2 – Explanation of provisions

To achieve the objectives mentioned above, the Planning Proposal will need to amend the Fairfield Local Environmental Plan 2013 (FLEP 2013) as follows:

1. Amend Clause 7.3(5);to read as follows:

“(5) The height of a building on land identified as “Cabramatta—Area D” on the Town Centre Precinct Map must not exceed 10 metres unless the area above 10 metres in height will be developed and used for public car parking. “
2. Change the Height of Buildings map to provide for a 13m maximum height on the subject land

Refer to Appendices depicting the above mentioned site and related maps.

Part 3 – Justification

Section A – Need for a planning proposal

Is the planning proposal a result of any strategic study or report?

The proposal responded to a growing demand for improved facilities including additional public car parking in Dutton Lane consistent with Council's Town Centre Improvement Program upgrades.

The Fairfield "Our home, Our City, Our Future" Community Consultation Report 2012 highlighted the community's consistent identification of improved car parking as a significant issue, which placed it in the top four priority issues.

There is a strong community desire for more car parking to be provided in the Cabramatta town centre, particularly its western side.

Council's current Delivery Program 2013-2017 includes the new initiative of developing an Integrated Parking Strategy for the City. In summary the scope of issues proposed to be investigated (but not limited to) include;

- Review Car Parking Concessions when providing car parking by way of Section 94 contributions. This current concession means that in certain town centres there is a 40% reduction if the carparking requirement is met by contributions rather than onsite provision.
- Review of existing car parking rates for various forms of development having regard to proximity to public transport facilities.
- Possible further expansion of car parks with a preference to extend existing car parks where possible
- Advocacy for commuter car parking in particular locations (State Government responsibility to provide)
- Contribution Rates for car parking – whether increased rates should be linked to the Consumer Price Index (CPI) or maintained with the Producer Price Index (PPI).
- Special Events car parking requirements
- Greater enforcement of timed car parking

The proposal is in accordance with these early directions for the Integrated Parking Strategy.

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The planning proposal is considered the only way of achieving the intended outcomes.

Options for the planning proposal were also considered as discussed below:

1. Not changing the height of buildings development standard

An option of not changing the height of buildings development standard and the associated Height of Buildings map was considered in relation to the planning proposal. The height of buildings standard for the land is already 16m.

The anticipated car parking use generally has a lower height than an alternative permissible use because it is not enclosed by full height walls and roofing structures. Notwithstanding the lack of enclosing walls, the envisaged car parking use would still require some enclosed structures on the top floor (such as egress stairs, lighting and other building components) and the architectural concept design includes these building elements up to a height of 12.9m.

It is noted that some additional structures such as lighting poles, masts etc would likely exceed this height, however these kinds of structures are excluded from the LEP definition of height.

On balance it was considered more appropriate to amend the height of buildings map to apply a lower maximum height to the land that would be closer to the maximum height of the potential car parking development envisaged by the proposal. The nearest existing zoned height of buildings in the relevant map that would accommodate a 12.9m high building is 13m. As a result, it is proposed to amend the height of buildings map to provide for a 13m maximum height on the subject land.

2. Maintaining a special local provision linked to delivery of an alternative public benefit

The current LEP provisions which this proposal seeks to delete link the achievement of the maximum permissible height to the provision of a public benefit in the form of a landscaped open space. The approved development on the site, which has substantially commenced, does not include public open space at ground level. As a result, it is considered that there is no reasonable potential for this possible future outcome to be achieved. Notwithstanding the loss of this possible outcome, achieving an alternative public benefit linked to reaching the maximum height of buildings was considered, such as by requiring car parking to be public.

While including a link to delivery of a public benefit option was considered feasible, it was noted that the approved development on the land already provided for public parking and was owned by a public authority (Fairfield City Council). On balance it was considered that any requirement for car parking to be public was best achieved through conditions placed on a development consent for a subsequent development application rather than through the LEP process, given the existing approved development. It was also considered that, given that an existing approved development for public car parking was already under construction on the land, further requirements to this effect in the LEP were unnecessary as the stated outcome would already have been achieved.

As a result on balance it was considered that there was no need or benefit in retaining a local provision linked to delivery of an alternative public benefit.

Is there a net community benefit?

If supported, community benefits would arise from the further development of the site including:

- increase the supply of car parking to improve the viability of the Cabramatta Town Centre
- contribute towards the social and economic wellbeing of the Cabramatta community

Section B – Relationship to strategic planning framework

Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

A Plan for Growing Sydney is the metropolitan strategy that will guide land use planning decisions for the next 20 years. Decisions that determine where people will live and work and how we move around the city.

The Government's vision for Sydney is a strong global city, a great place to live.

To achieve this vision, the Government has set down goals that Sydney will be:

- » a competitive economy with world-class services and transport
- » a city of housing choice with homes that meet our needs and lifestyles
- » a great place to live with communities that are strong, healthy and well connected
- » a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The planning proposal is consistent with the objectives of Plan and can contribute to achieving several directions and actions particularly those related to housing as outlined in the table below.

A Plan for Growing Sydney Directions and actions	Consistency
Goal 3: A great place to live with communities that are strong, healthy and well connected	
Direction 3.1: Revitalise existing suburbs	The site is located in the Cabramatta Town Centre. Further redevelopment of the site will help revitalise the existing centre supporting local retail and business uses.
Direction 3.3: Create healthy built environments	The proposal will support the viability of the Cabramatta town centre and encourage social interaction and create a sense of community all of which will contribute to the health and wellbeing of the community.
Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources	
Direction 4.3: Manage the impacts of development on the environment	The proposal consolidates existing community infrastructure in order to minimise environmental impacts.
South West Subregion – Priorities for the south west subregion	
A competitive economy	
Identify suitable locations for housing, employment and urban renewal – particularly around established and new centres and along key public transport corridors ...	The site is a prime location in the existing Cabramatta town centre. It is well serviced by public transport and has good links to surrounding centres. The railway line runs through Cabramatta and provides direct access to the Cumberland line, South line, Inner West and Bankstown lines providing quality public transport accessibility to a large proportion of the Sydney Basin.
Capitalise on the subregion's vibrant cultural diversity and global connections.	The proposal will support vibrant and culturally diverse small businesses in the Cabramatta town centre

Is the planning proposal consistent with the local Council's community strategic plan, or other local strategic plan?

The proposal is consistent with Council's community strategic plan, the Fairfield City Plan 2012-2022.

Fairfield City Plan 2012-2022

The plan identifies more parking as one of the top 10 things the community would like to see in Fairfield City by 2022 (priority 9). Theme 2 of the Plan, "Places and Infrastructure" identifies the provision of adequate parking as an outcome (Outcome 3.3) under Goal 3 and includes a strategy of establishing and integrating parking strategies for shopping centres and major destinations and events. The provision of adequate parking is also identified as a strategy under Theme 4, Local Economy and Employment.

The Planning Proposal is also consistent with the vision, strategies and goals set out in Council's Corporate Plans being as follows:

Fairfield City Plan 2012-2022

- Theme Two "Place and Infrastructure" – Goal 2: Buildings and infrastructure meet the changing standards, needs and growth of our community and Goal 3: Our City is accessible.
- Theme Four "Local Economy and Employment" – Goal 1: A range of employment opportunities and a workforce with variety of skills and Goal 2: Having vibrant, safe and attractive places for shopping and access to services.
- The Fairfield City Plan 2012-2022 also identifies and list the ten priorities as determined by the community. The Planning Proposal is consistent with "Priority 2 – A Clean and Attractive Place" and "Priority 9 – More Parking".

Delivery Program 2013-2017

Some of the initiatives to be delivered from Council's regular budget during 2013-2017 includes:

- Priority 2 – A Clean and Attractive Place which identifies the revitalisation of Cabramatta Town Centre with Council's Dutton Lane Redevelopment and Cabramatta Town Centre upgrade.
- Priority 9 – More Parking which identifies new and/or upgraded car parks in Cabramatta.

Operational Plan 2015-2016

The Dutton Lane Redevelopment project is identified under Theme 2 – Dutton Lane Redevelopment with budget allocation to complete the development in 2015-2016.

Is the planning proposal consistent with the applicable state environmental policies?

The relevant State Environmental Planning Policies are outlined in the table below:

SEPP Title	Relevance	Consistency of Planning Proposal
SEPP 19 – Bushland in Urban Areas	No	
SEPP 21 – Caravan Parks	No	
SEPP 30 – Intensive Agriculture	No	
SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)	No	
SEPP 33 – Hazardous and Offensive Development	No	
SEPP 50 – Canal Estate Development	No	

SEPP Title	Relevance	Consistency of Planning Proposal
SEPP 55 – Remediation of Land	No	
SEPP 62 – Sustainable Aquaculture	No	
SEPP 64 – Advertising and Signage	No	
SEPP 65 – Design Quality of Residential Flat Development	No	
SEPP 70 – Affordable Housing (Revised Schemes)	No	
SEPP (Affordable Rental Housing) 2009	No	
SEPP (Building Sustainability Index: BASIX) 2004	No	
SEPP (Exempt and Complying Development Codes) 2008	No	
SEPP (Housing for Seniors or People with a Disability) 2004	No	
SEPP (Infrastructure) 2007	Yes	The proposal is consistent. The SEPP is relevant at the development application stage. A potential use for the site is for retail uses of over 2,000m ² and for a car park for more than 200 vehicles either of which constitute a traffic generating development under Clause 104 and Schedule 3. As a result the consent authority must, in relation to any development application, consult with and consider any submission from the RMS.
SEPP (Major Development) 2005	No	
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	No	
SEPP (Miscellaneous Consent Provisions) 2007	No	
SEPP (State and Regional Development) 2011	No	

The relevant Sydney Regional Environmental Plans are outlined in the table below:

SREP Title	Relevance	Consistency of Planning Proposal
SREP 9 – Extractive Industry (No 2 – 1995)	No	
SREP 18 – Public Transport Corridors	No	
SREP 20 – Hawkesbury-Nepean River (No 2 – 1997)	No	
GMREP No.2 – Georges River Catchment	Yes	The proposal is consistent with the GMREP as it does not propose changes to urban stormwater runoff.

Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The relevant Section 117 Directions contained within the Environmental Planning and Assessment Act 1979 are outlined in the table below:

Section 117 Direction No. and Title	Contents of Section 117 Direction	Planning Proposal	Comply
1. Employment and Resources			
1.1 Business and Industrial Zones	Applies to business and industrial zones and requires retention of areas and locations of employment uses.	This direction requires that a planning proposal must retain existing business and industrial zones and not reduce the potential area for employment. The proposal is consistent. The zoning is a B4 Mixed use business zone. The proposal retains business uses and does not reduce the total potential area for employment uses.	Yes
1.2 Rural Zones	Not relevant	Not relevant	Yes
1.3 Mining, Petroleum Production and Extractive Industries	Not relevant	Not relevant	Yes
1.4 Oyster Aquaculture	Not relevant	Not relevant	Yes
1.5 Rural Lands	Not relevant	Not relevant	Yes
2. Environment and Heritage			
2.1 Environment Protection Zones	Not relevant	Not relevant	Yes
2.2 Coastal Protection	Not relevant	Not relevant	Yes
2.3 Heritage Conservation	Not relevant	Not relevant	Yes
2.4 Recreation Vehicle Areas	Not relevant	Not relevant	Yes
3. Housing, Infrastructure and Urban Development			
3.1 Residential Zones	Not relevant	Not relevant	Yes
3.2 Caravan Parks and Manufactured Home Estates	Not relevant	Not relevant	Yes
3.3 Home Occupations	Not relevant	Not relevant	Yes
3.4 Integrating Land Use and Transport	The direction applies. The objective is to ensure that urban structures achieve the following objectives: a) Improve access to housing jobs and services by walking, cycling and public transport b) Increase the choice of available transport and reducing dependence on cars c) Reducing travel demand including the number of trips generated by the development and the distances travelled, especially by car d) Supporting the efficient and	The proposal will provide parking near a destination. The traffic study prepared in conjunction with this proposal has also concluded that the surrounding network provides adequate capacity to accommodate the minor potential increase in traffic generation associated with the proposal.	Yes

Section 117 Direction No. and Title	Contents of Section 117 Direction	Planning Proposal	Comply
	viable operation of public transport services e) Providing for the efficient movement of freight		
3.5 Development Near Licensed Aerodromes	Not relevant	Not relevant	Yes
3.6 Shooting Ranges	Not relevant	Not relevant	Yes
4. Hazard and Risk			
4.1 Acid Sulfate Soils	Not relevant	Not relevant. The proposal does not change the current intensity of use.	Yes
4.2 Mine Subsidence and Unstable Land	Not relevant	Not relevant	Yes
4.3 Flood Prone Land	Not relevant	Not relevant	Yes
4.4 Planning for Bushfire Protection	Not relevant	Not relevant	Yes
5. Regional Planning			
5.1 Implementation of Regional Strategies	Not relevant	Not relevant	Yes
5.2 Sydney Drinking Water Catchments	Not relevant	Not relevant	Yes
5.8 Second Sydney Airport: Badgerys Creek	Not relevant	Not relevant	Yes
6. Local Plan Making			
6.1 Approval and Referral Requirements	Not relevant	Not relevant	Yes
6.2 Reserving Land for Public Purposes	Not relevant	Not relevant	Yes
6.3 Site Specific Provisions	The direction discourages unnecessarily restrictive site specific planning controls.	The proposal is consistent with this Direction as it amends site specific provisions to make the site more readily developed for the purpose of a public car park	Yes
7. Metropolitan Planning			
7.1 Implementation of A Plan for Growing Sydney	Planning proposals shall be consistent with the NSW Government's A Plan for Growing Sydney, December 2014.	The proposal is consistent with the plan.	Yes

Section C – Environmental, social and economic impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. The planning proposal does not apply to land that has been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Three minor environmental impacts have been identified in relation to the proposal:

1. *Traffic*

The traffic study prepared in conjunction with this proposal has found that the proposal will lead to increased development parking provision which has the potential to result in an additional 47 weekday peak hour and 90 weekend peak hour vehicle trips to and from the site. It has also concluded that the surrounding network provides adequate capacity to accommodate the minor potential increase in traffic generation associated with the proposal. As a result no mitigation is required. A copy of the Traffic and Transport Study is at Appendix C2.

A Transport Management and Accessibility Plan (TMAP) has been requested by the Roads and Maritime Services for Cabramatta. The TMAP project is not yet complete. While the draft TMAP has sought to increase parking on the fringe of the Cabramatta town centre and away from Dutton Lane, there are no current plans or budget within RMS to implement the other infrastructure upgrades to state owned roads that would enable the TMAP's other initiatives and as a result increased densities have not been implemented. Given this situation, the proposal will address the overall goal to provide more car parking to Cabramatta town centre (immediate short term solution) with traffic impacts that are only minor. Although the proposal will increase car use in the Cabramatta town centre, as noted above, the impact on the surrounding road network has been found to be very minor. Over time, the proposal does not inhibit Council from achieving its long term goal of providing car parking on the periphery, and revenue from a future development of the third floor of parking could assist Council to source suitable sites by generating additional funding.

As a result it is considered that the minor increase in traffic generation associated with the proposal is acceptable and does not give rise to significant impacts.

2. *Overshadowing*

The current LEP height of buildings development standard already permits buildings with a height of 16m on the site. This development standard is reduced by the proposal. Although the current LEP Clause 7.3 currently requires a component of landscaped open space to be provided in order to achieve the maximum 16m height, the controls do not specify where that open space is to be provided within the affected land. In other words, the current LEP already anticipates a 16m high built form along any of the site's street frontages or boundaries. A building that complied with the current height of buildings development standard and built along the Dutton Lane frontage at a height of 16m would be permissible under the current controls in accordance with Clause 7.3. The same building alignment would not be permissible under the proposed changes, which would limit the height of such a building to 13m. As a result, it is concluded that the proposal does not increase potential overshadowing impacts compared to what is already contemplated under the current controls.

As a result there is no requirement or need to further assess potential overshadowing impacts in relation to the planning proposal's proposed amendments.

Notwithstanding, the architectural concept plans prepared in conjunction with this proposal have modelled the increased overshadowing that could result from a development enabled by this proposal. A copy of the concept shadow diagrams is at Appendix C1. The plans show the shadows for the approved development on the site, which is substantially commenced, as well as the shadows for a potential development enabled by this proposal. The approved development already significantly overshadows the roadway and public domain of Dutton Lane in midwinter and casts a small shadow onto properties on the south side of Dutton Lane in the vicinity of the carpark. The increase in shadows resulting from a potential development enabled by this proposal, which is one level higher than the approved development, is correspondingly larger. Despite this increase, however, the plans demonstrate that there would be no overshadowing of the private properties on the south side of Dutton Lane at 12 noon midwinter, and only a relatively small shadow cast on these properties at 9am and 3pm. Given the built up and commercial nature of this area, these shadow impacts are considered to be acceptable. It should also be noted that the overshadowing from the potential development that has been modelled is less than the overshadowing that would result from a building with a height of 16m on the boundary which is permissible under the existing controls.

As a result it is considered that there are no new overshadowing impacts rising out of the proposal.

3. *Potential Visual Impact*

A preliminary assessment of the planning proposal by council's independent planner identified that there could be additional visual impacts on the amenity of visitors and commercial operators in the centre from a building that was at the maximum height over the whole of the affected land. In particular, an analysis of the visual impact of the additional height on the streetscape and character of the commercial precinct, particularly when viewed from Freedom Plaza and the Pai Lau Gateway was suggested.

As noted above, the current LEP height of buildings development standard already permits buildings with a height of 16m on the site subject to the provision of a component of open space in accordance with Clause 7.3, which does not specify where on the affected land the open space is to be provided. In other words, the current LEP already anticipates a 16m high built form along any of the site's street frontages or boundaries. As a result, it is considered that there is no increased potential visual impact from a building that would be permissible as a result of this proposal compared to a building that is currently permissible. In particular, the current LEP already anticipates visual impacts associates with a 16m high built form as viewed from Freedom Plaza and the Pai Lau Gateway, whereas the proposed changes would reduce the height of such a building by 3m with a corresponding reduced visual impact.

Notwithstanding, the architectural concept plans prepared in conjunction with this proposal for a potential development it would enable include concept elevations. These demonstrate the visual impact of a potential development for additional car parking is broadly similar to that of the approved development. It is noted that further assessment of the potential visual impact is highly dependent on the architectural treatment of the elevations, and that this is considered to be a matter appropriately dealt with in any subsequent development application.

As a result it is considered that there are no new visual impacts rising out of the proposal.

How has the planning proposal adequately addressed any social and economic effects?

Adverse social or economic impacts have not been identified in relation to the proposal. If supported, there would be social and economic benefits that would arise from the further development of the site including:

- increasing the supply of car parking to improve the viability of the Cabramatta Town Centre
- contributing towards the social and economic wellbeing of the Cabramatta community
- a short term increase in jobs during construction of the development.

Section D – State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

The site is well serviced by public transport being in close to Cabramatta train station (located within the main centre) and serviced by local bus routes. The close proximity of public transport assists in reducing dependence on private car travel and pressures on the local road network.

What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Section to be completed following Gateway Determination.

Part 4 – Maps

This part of the Planning Proposal deals with the maps associated with the Fairfield Local Environmental Plan 2013 that are to be amended to facilitate the necessary changes as described in this report.

To achieve the objectives of the Planning Proposal, Fairfield Local Environmental Plan 2013 will be amended as follows:

- Amend the relevant Height of Buildings Map (Height of Buildings Map - Sheet HOB_017) to change the maximum height of the area from 16m (O2) to 13m (N1).

Appendix A contains maps of existing and proposed zones and development standards applying to this Planning Proposal.

- The land subject to the Planning Proposal
- Current and proposed Height of Buildings Map

Part 5 - Community Consultation

Community consultation is required under Sections 56(2)(c) and 57 of the Environmental Planning and Assessment Act 1979.

The Act sets out the community consultation requirement for planning proposals and these are determined or confirmed at the Gateway.

Section to be completed following Gateway Determination.

Part 6 – Project Timeline

The project timeline is intended to be used only as a guide and may be subject to changes such as changes to issues that may arise during the public consultation process and/or community submissions.

No.	Step	Process content	Timeframe
1	s.56 – request for Gateway Determination	Prepare and submit Planning Proposal to DP&E	October 2015
2	Gateway Determination	- Assessment by DP&E (including LEP Panel) - Advice to Council	March 2016
3	Completion of required technical information and report (if required) back to Council	- Prepare draft controls for Planning Proposal - Update report on Gateway requirements	April 2016
4	Public consultation for Planning Proposal	In accordance with Council resolution and conditions of the Gateway Determination.	May – June 2016
5	Government Agency consultation	Notification letters to Government Agencies as required by Gateway Determination	May 2016
6	Public Hearing (if required) following public consultation for Planning Proposal	Under the Gateway Determination issued by DP&E public hearing is not required.	June 2016
7	Consideration of submissions	Assessment and consideration of submissions	July 2016
8	Report to Council on submissions to public exhibition and public hearing	Includes assessment and preparation of report to Council	August 2016
9	Possible re-exhibition	Covering possible changes to draft Planning Proposal in light of community consultation	Sept 2016
10	Report back to Council	Includes assessment and preparation of report to Council	October 2016
11	Referral to PCO and notify DP&I	- Draft Planning Proposal assessed by PCO, legal instrument finalised - Copy of the draft Planning Proposal forwarded to DP&E.	Nov 2016
12	Plan is made	Notified on Legislation web site	December 2016
Estimated Time Frame			15 months

Appendix A.1

The land subject to the Planning Proposal

The land subject to the Planning Proposal is the block contained by Dutton Lane and is shown outlined in red in the aerial photograph below.



Source: Spatial Information Exchange

Appendix A.2

Current and proposed Height of Buildings Map

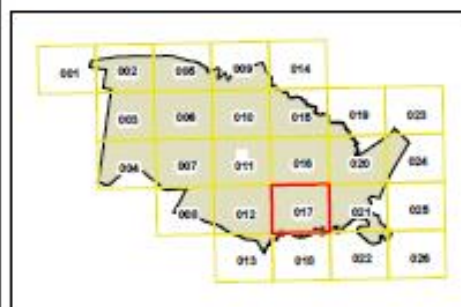
Height of Buildings Map
 - Sheet HOB_017

Maximum Building Height (m)

G	7
H	7.5
I	8
J	9
K	10
L	11
M	12
N1	13
N2	14
O1	15
O2	16
P1	17
P2	18
Q	20
R	21
S	23
T1	25
T2	26
T3	27
T4	29
U1	30
U2	33
V1	38
V2	39
W	42
AA	66

Cadastral

Cadastral 8/04/2015 © Fairfield City Council

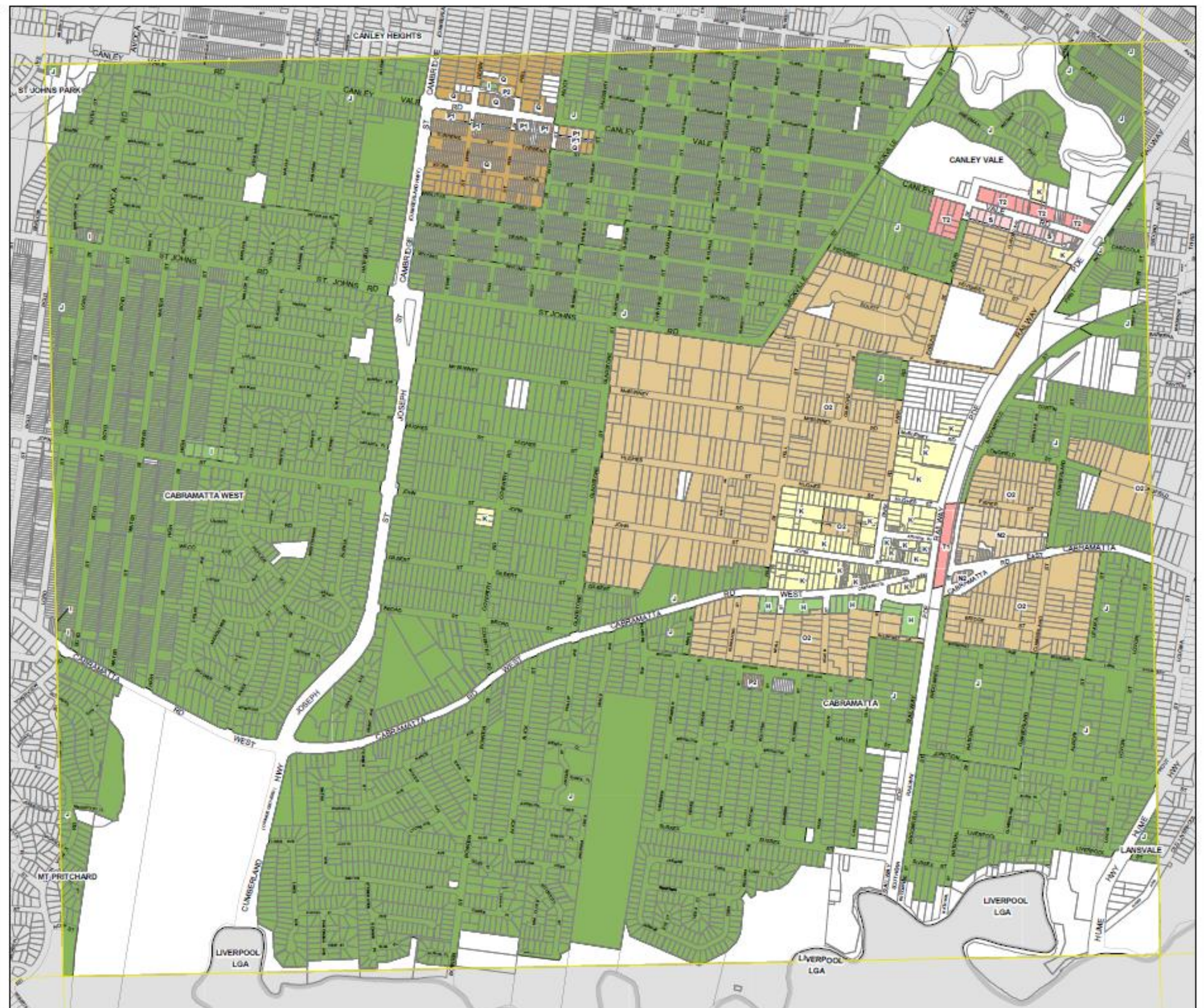


N

0 200 400 Metres

Scale 1:10,000 @ A3

Map identification number:
 2050_COM_HOB_017_010_20150430



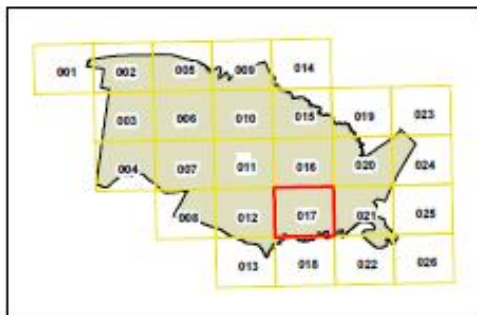
Height of Buildings Map
 - Sheet HOB_017

Maximum Building Height (m)

G	7
H	7.5
I	8
J	9
K	10
L	11
M	12
N1	13
N2	14
O1	15
O2	16
P1	17
P2	18
Q	20
R	21
S	23
T1	25
T2	26
T3	27
T4	29
U1	30
U2	33
V1	36
V2	39
W	42
AA	56

Cadastre

Cadastre 8/04/2015 © Fairfield City Council



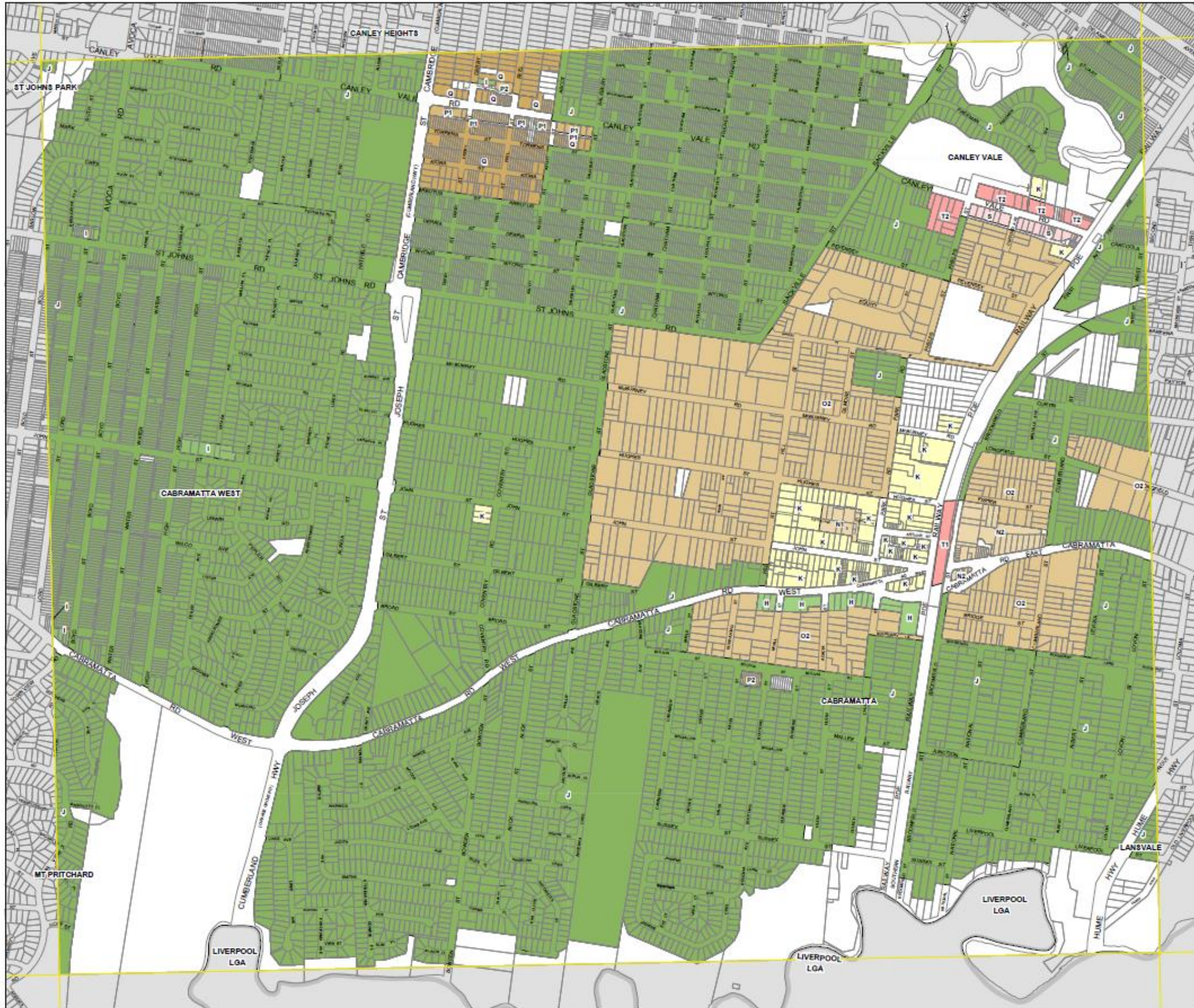
0 200 400 Metres

Scale 1:10,000 @ A3

Projection GDA 1984
 Zone 56

Map identification number:

2850_COM_HOB_017_010_20150408



Appendix B.1

Council Report – Outcomes Committee Meeting of 6 October 2015, item 142: Planning Proposal for Additional Car Parking at Dutton Lane, Cabramatta.

Outcomes Committee

Draft Minutes

Meeting Date: 06 October 2015

2. A further report be submitted to Council following advice on the outcome of the submissions for project funding.

CARRIED

- 141:** Social Change Through Creativity Grants Program - Increase to Applicants Funding Cap
File Number: 10/03123

MOTION: (Karajcic/Le)

That the maximum amount an individual Applicant can request from the Social Change Through Creativity Grants Program be increased to five thousand dollars (\$5,000.00).

CARRIED

- 142:** Planning Proposal for Additional Car Parking at Dutton Lane, Cabramatta
File Number: 13/00484

MOTION: (Karajcic/Le)

That Council lodge a Planning Proposal to amend the height controls at Dutton Lane, Cabramatta to allow for an additional level of car parking.

CARRIED

- 143:** Financial and Statutory Investment Report for period ended 31 August 2015
File Number: 13/23001

MOTION: (KarajcicNeung)

That the report be received and noted.

CARRIED

- 144:** Major Projects Report - October 2015
File Number: 13/16881

MOTION: (Karajcic/Le)

That the report be received and noted.

CARRIED

OUTCOMES COMMITTEE

Meeting Date 6 October 2015

Item Number. 142

SUBJECT: Planning Proposal for Additional Car Parking at Dutton Lane, Cabramatta.

FILE NUMBER: 13/00484

REPORT BY: Hao Dang, Property Development & Services Officer

RECOMMENDATION:

That Council lodge a Planning Proposal to amend the height controls at Dutton Lane, Cabramatta to allow for an additional level of car parking.

SUPPORTING DOCUMENTS:

There are no supporting documents for this report.

CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

SUMMARY

An additional level of parking is feasible for the site. Detailed assessment of a possible structure and outline, to determine the height requirements, has been completed. A town planning and traffic consultant has been engaged to develop a planning proposal to modify the Fairfield Local Environmental Plan (LEP) height limit for the site.

A quarterly budget adjustment to cover the expenses of the planning proposal is proposed.

The lodgement of a planning proposal, consistent with the intent of the Mayoral Minute in July 2015, is recommended.

REPORT

Council at its Ordinary Meeting of 28 July 2015 resolved to establish a Community and Infrastructure Priorities Program and Infrastructure and Car Parks Reserve. The Program uses funds collected from multi-storey car parks to maintain or expand local infrastructure across the City.

OUTCOMES COMMITTEE

Meeting Date 6 October 2015

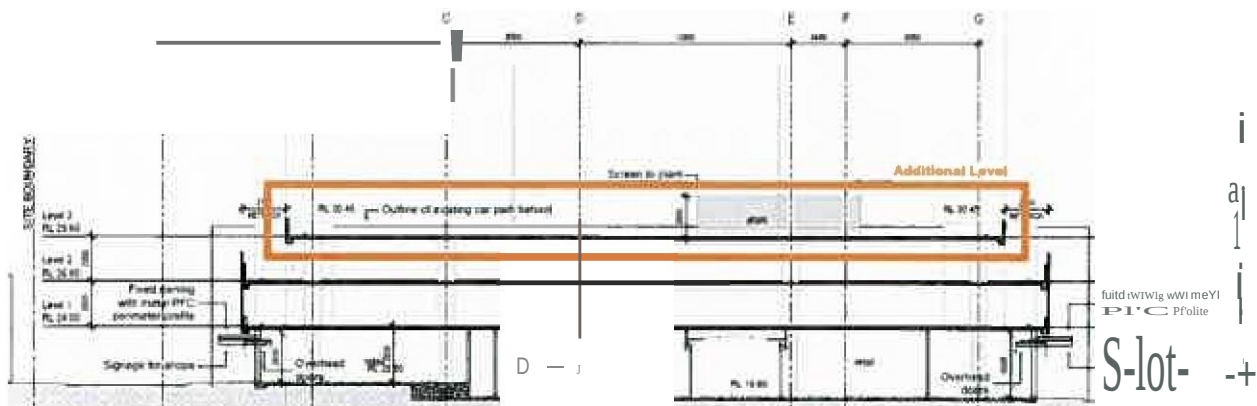
Item Number. 142

One proposal identified is "an amendment to the Fairfield LEP through a Planning Proposal to allow for additional car parking at Dutton Lane to meet future needs."

Subsequent investigation into the proposed Planning Proposal has established:

1. An additional level of car parking at the current Dutton Lane Development would yield approximately 100 car spaces;
2. The estimated construction costs would be \$2,800,000.00 plus GST;
3. An additional level of car parking results in the existing 10m height restriction across part of the site being exceeded by a relatively small amount;
4. An amendment to the 10m height restriction is required to permit the development of the additional level. This requires a change to the current LEP and Development Control Plan (DCP) instruments.

Draft conceptual plans of the additional level are shown below:



OUTCOMES COMMITTEE

Meeting Date 6 October 2015

Item Number. 142

A Planning Proposal requires the engagement of a consultant town planner, architect and traffic consultant. The cost to prepare the Planning Proposal is estimated at \$25,000.00 plus GST.

The Planning Proposal is not considered to be overly complex. The key issue for the proposal is likely to be traffic impacts associated with increased car parking on the site. The current commercial development generated objections and the planning proposal may generate objections when exhibited given this background.

The construction of the additional level as part of the current construction program is not practical. Planning approval would not be achieved prior to the contracted works being completed and would need to be undertaken at some time in the future, subject to a successful planning proposal.

The Planning Proposal process is estimated to take a minimum of 8 months to complete. The timeframe is dependent on factors beyond Council's control, including the objections received during community consultation and issues raised by utilities and the Roads and Maritime Services.

Council can make a determination on the construction of an additional level once all the appropriate planning controls are in place. This would include the most appropriate means of construction.

This staged approach is considered to be a practical and feasible solution for Council to deliver its car parking objectives and is therefore recommended.

Hao Dang
Property Development & Services
Officer

Authorisation:
Group Manager Place & Infrastructure Operations

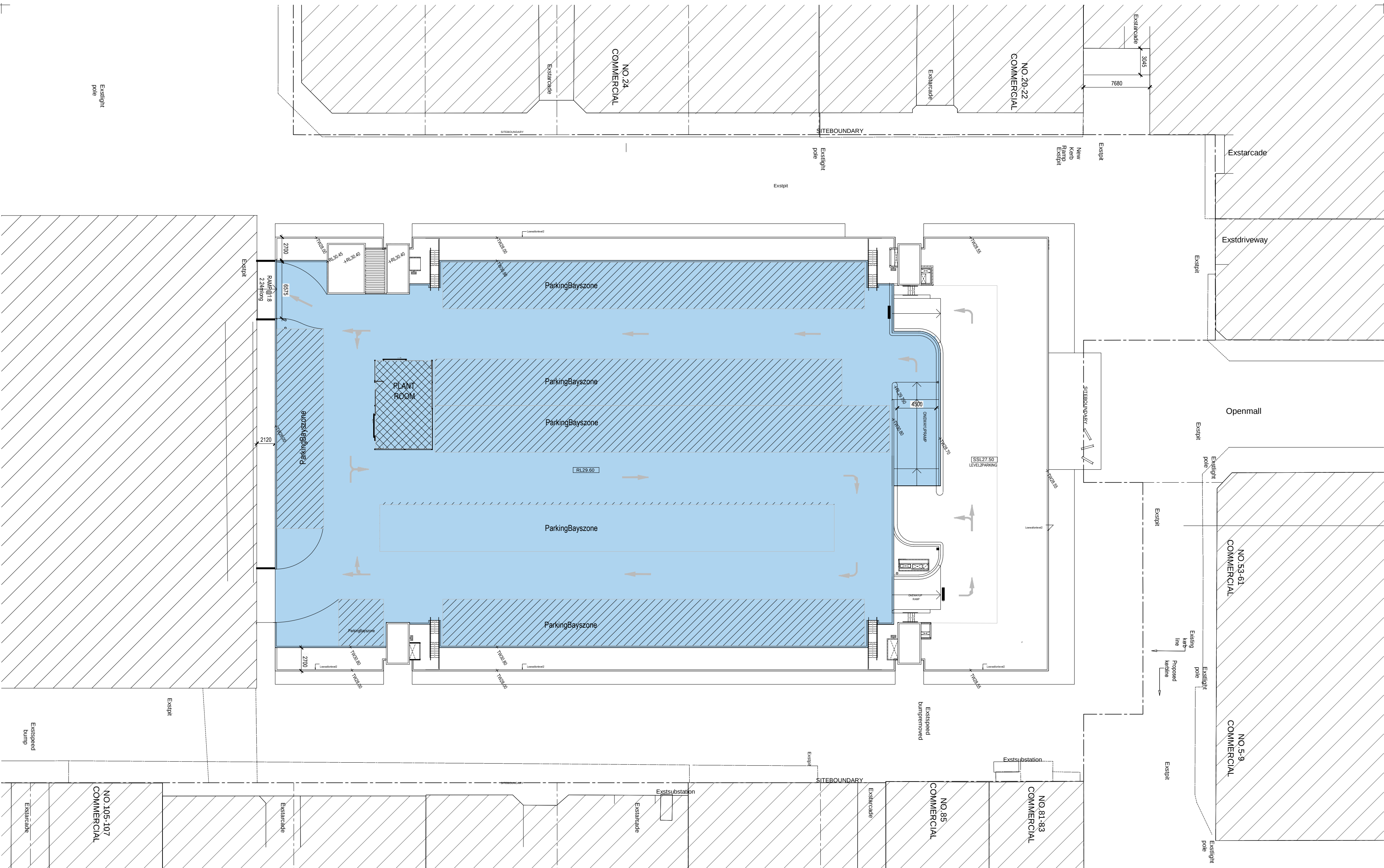
Outcomes Committee - 6 October 2015

File Name: OUT061015_16.DOC

***** END OF ITEM 142 *****

Appendix C.1

Concept Drawings by Antoniades Architects



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ArchitectsPty.Ltdandtheinstructingparty.

All dimensions in millimetres unless otherwise shown.

Use figured dimensions only.

Domestic and not drawings.

Check all dimensions on site prior to construction.

To be recorded in conjunction with all other documents.

Report any discrepancies to Antionades Architects Pty Ltd.

All boundary dimensions and bearings to be verified by licensed surveyor
prior to proceeding with work.

CONSTRUCTION DOCUMENTATION

REV.	REVISIONDESCRIPTION	CHK.	APPR.	DATE
A	IssuedforPreliminaryReview	WJ	AA	01.09.2013
B	IssuedforReview	WJ	AA	11.09.2013
C	IssuedforReview	WJ	AA	29.09.2013

ANTONIADES ARCHITECTS

Suite1,L2,24BaySt,DoubleBayNSW2028
Tel:93283339Fax:93283369
www.antoniades.com.auACN129731559

PROJECT

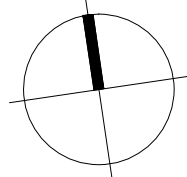
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CARPARKREDEVELOPMENT

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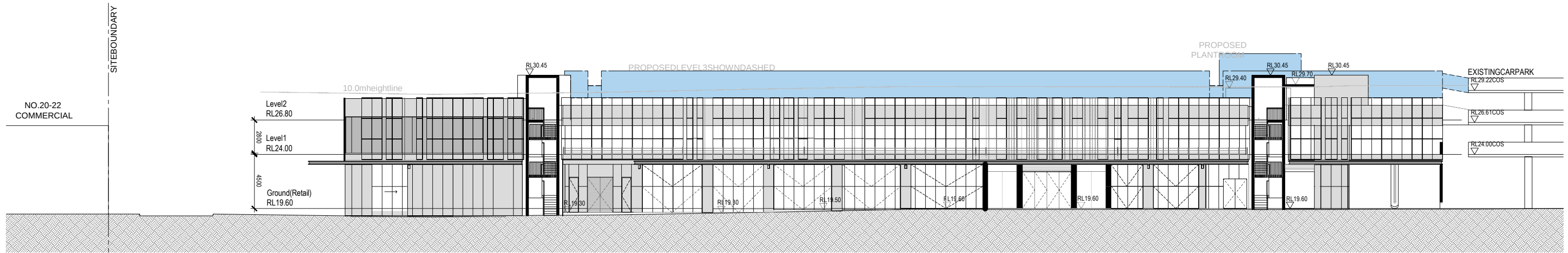
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DRAWINGTITLE

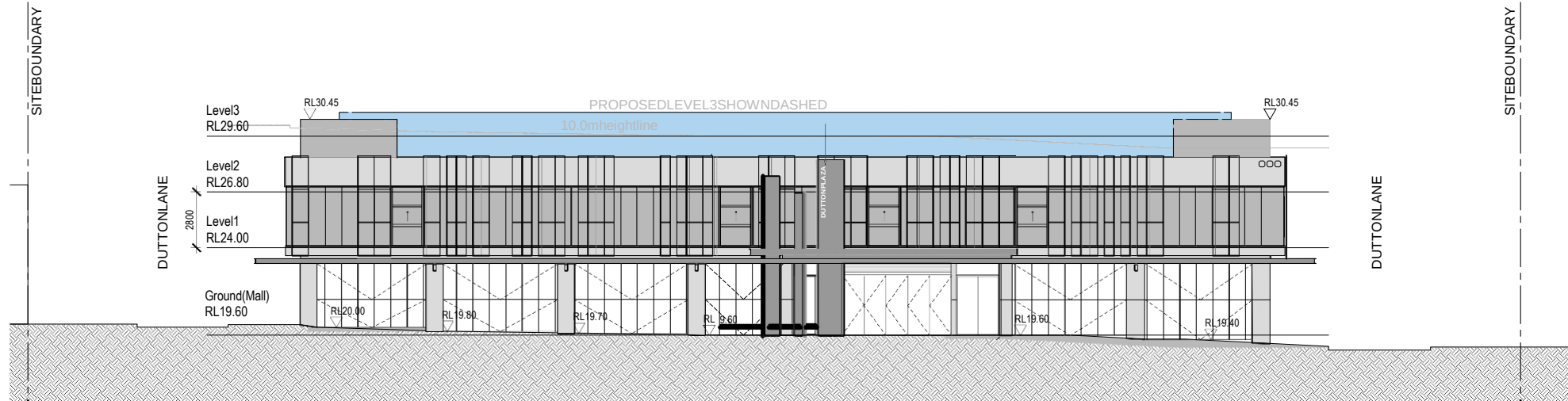
LEVEL3FLOORPLAN



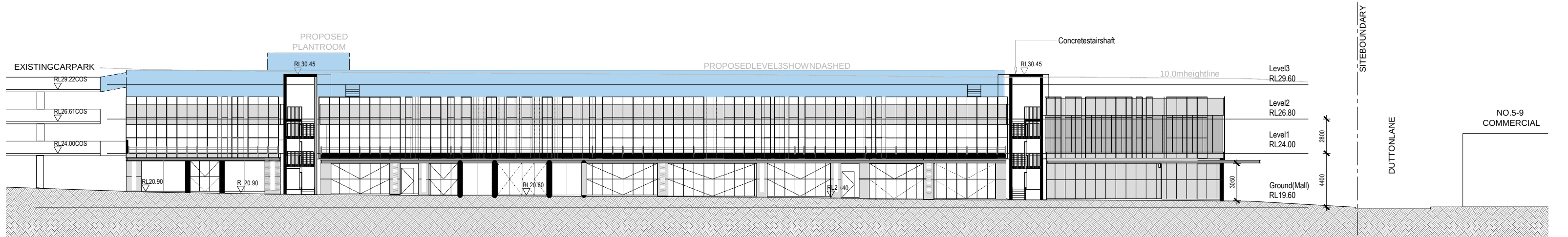
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DATE MAY2013		DRAWN AA	
PROJECTNO. AA.MIX.1301		CHECKED WJ	
		APPROVED AA	
DRAWINGNO. SK36		REVISION C	



1 NORTH ELEVATION



2 WEST ELEVATION



3 SOUTH ELEVATION

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Alldimensionsinmillimetresunlessotherwiseisshown. Usefigureddimensionsonly. Donotscalefromdrawings. Checkalldimensionsonsitepriortoconstruction. Tobereadinconjunctionwithallotherdocuments. ReportanydiscrepanciestoAntoniadesArchitectsPtyLtd. Allboundarydimensionsandbearingstobeverifiedbylicencedsurveyor priortoproceedingwithwork.

CONSTRUCTION DOCUMENTATION

REV.	REVISIONDESCRIPTION	CHK.	APPR.	DATE
A	IssuedforReview	WJ	AA	29.09.2013

ANTONIADES ARCHITECTS

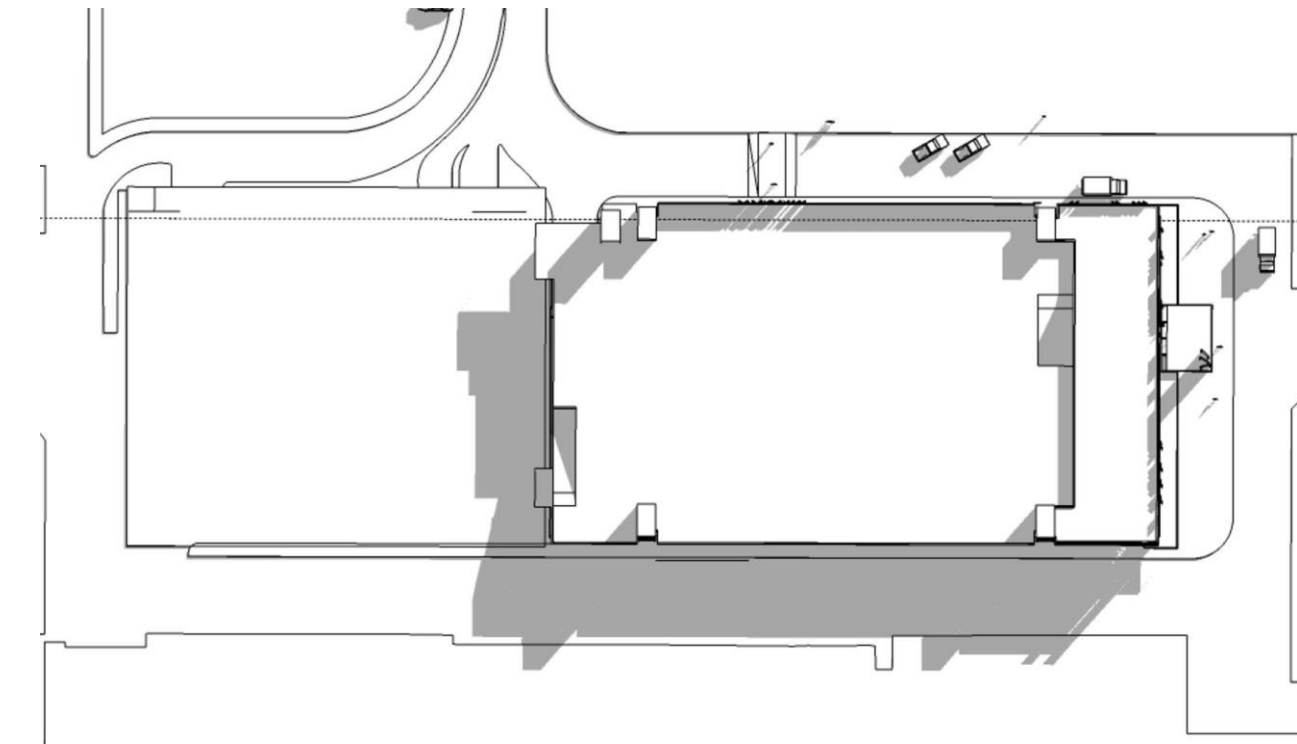
Suite1,L2,24BaySt,DoubleBayNSW2028
Tel:93283339Fax:93283369
www.antoniades.com.auACN129731559



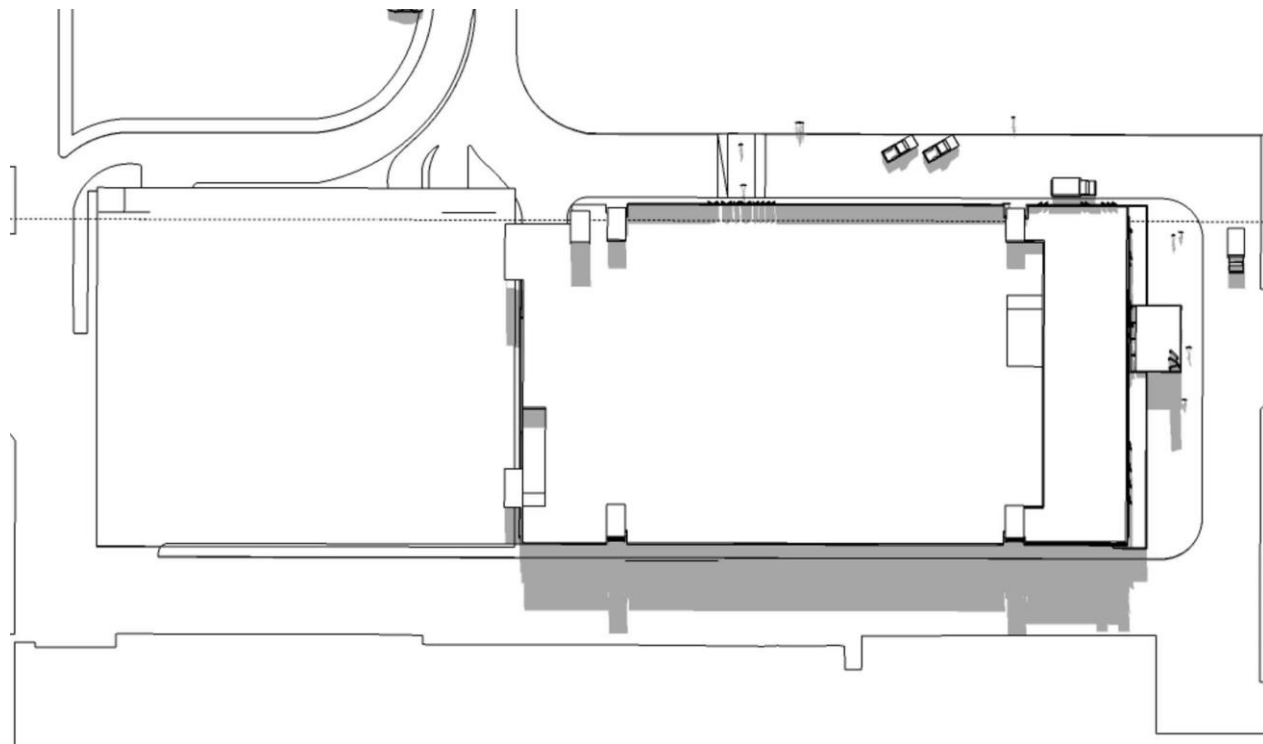
PROJECT
**DUTTONLANE
CARPARKREDEVELOPMENT**
ADDRESS:DUTTONLANE,CABRAMATTANSW
CLIENT:FAIRFIELDCITYCOUNCIL
DRAWINGTITLE
ELEVATIONS

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PROJECTNO.	AA.MIX.1301	CHECKED	WJ
DRAWINGNO.	SK39	APPROVED	AA
		REVISION	A

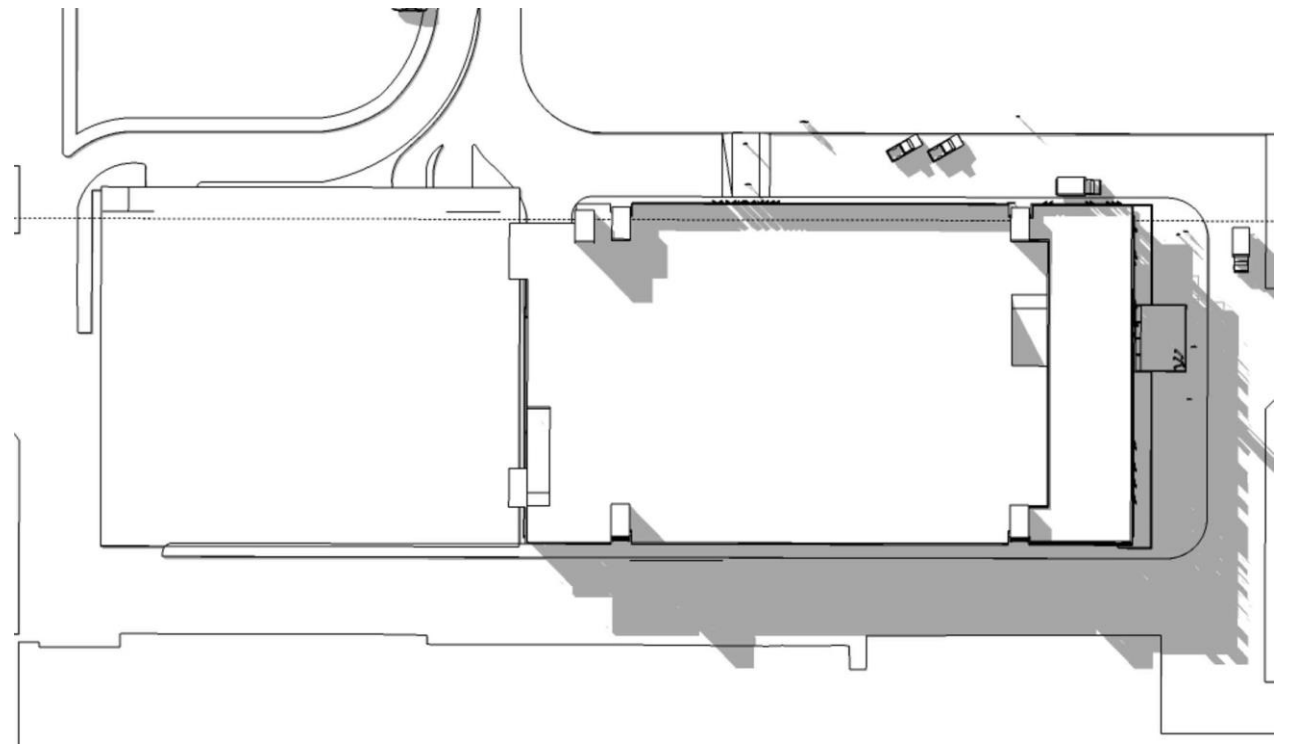
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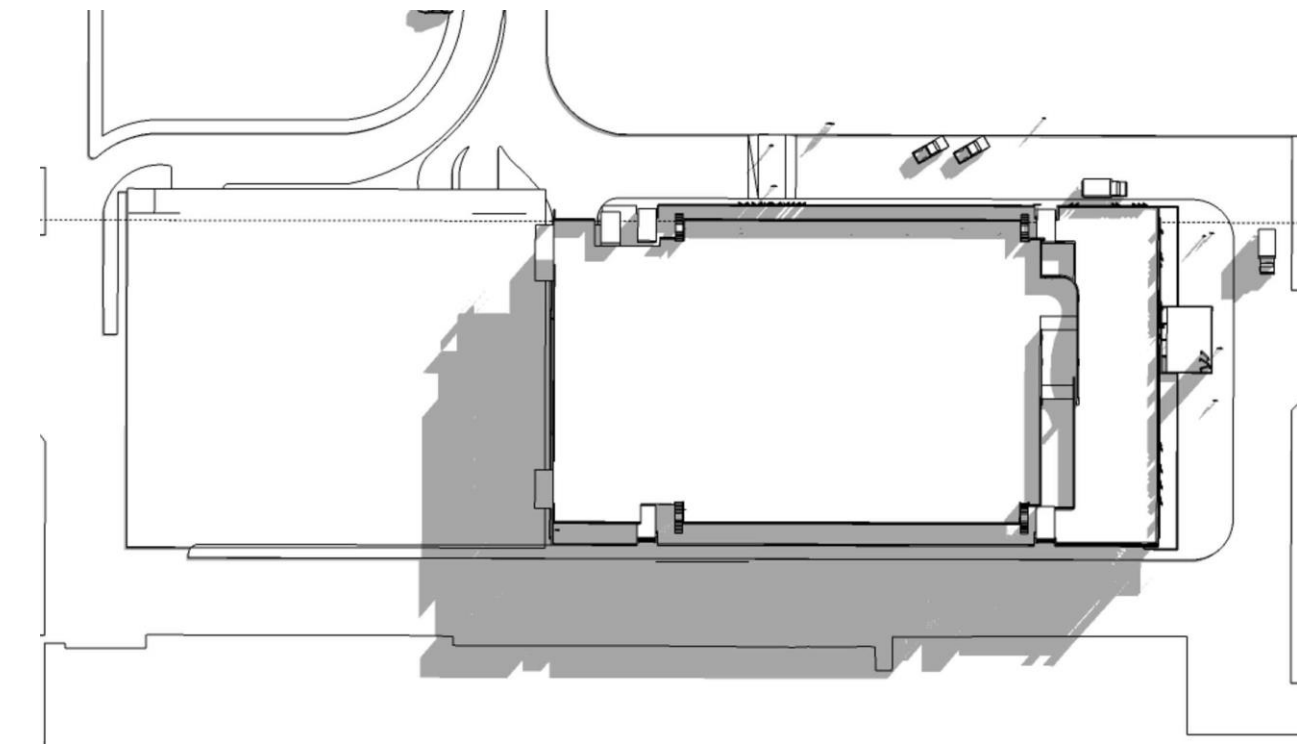
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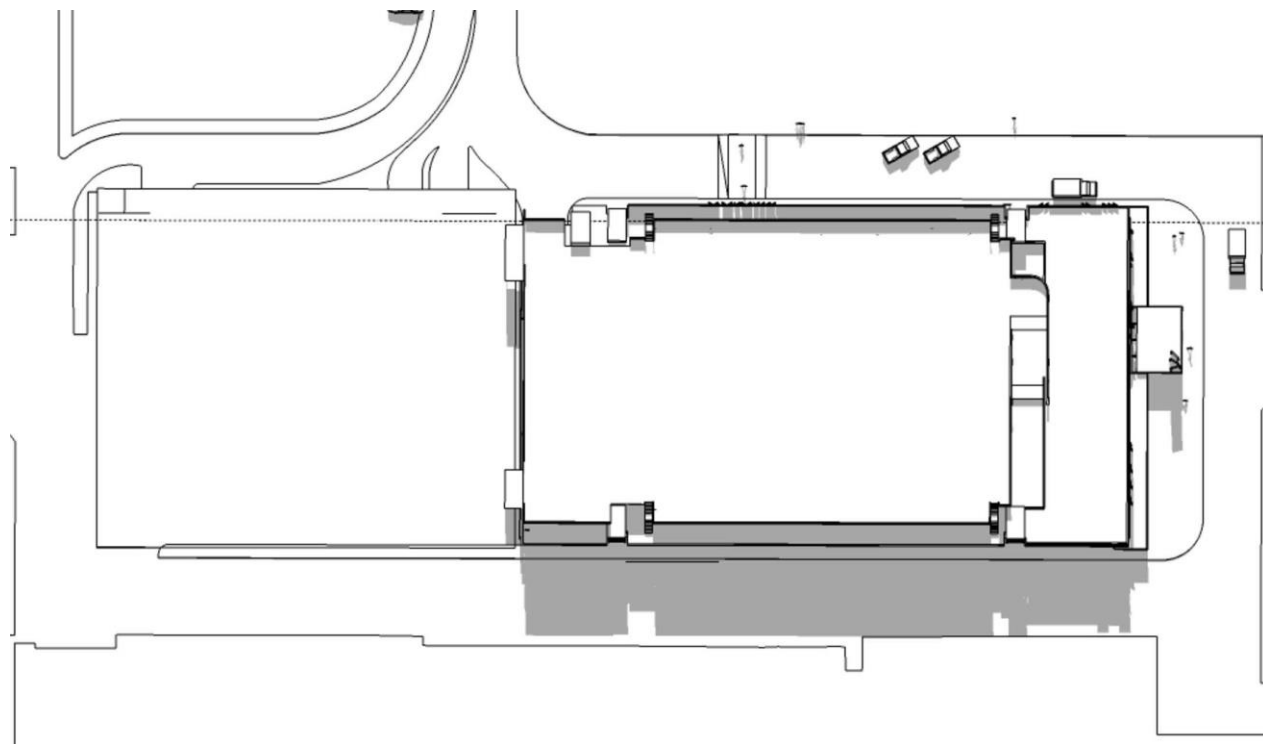
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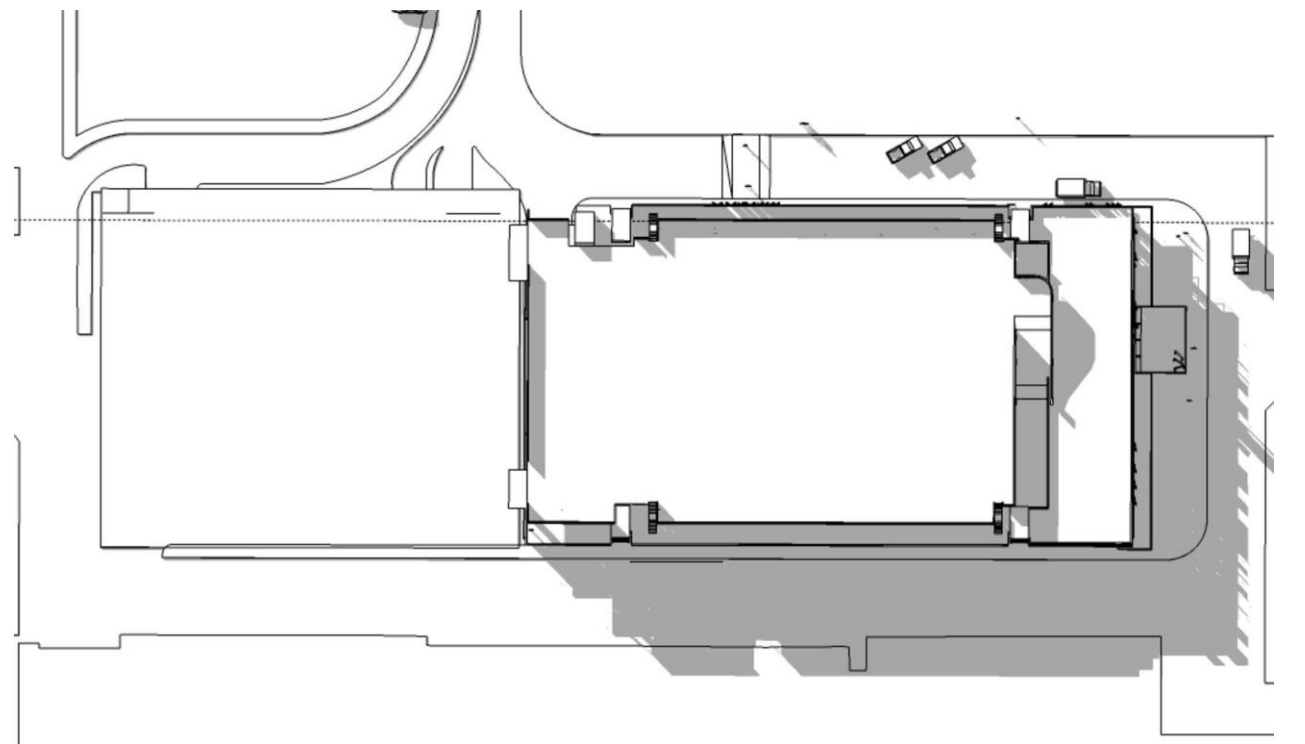
3 EXISTINGSCHEME
22JUNE3PM



4 PROPOSEDScheme
22JUNE9AM



5 PROPOSEDScheme
22JUNE12PM



6 PROPOSEDScheme
22JUNE3PM

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CONSTRUCTION DOCUMENTATION

REV.	REVISIONDESCRIPTION	CHK.	APPR.	DATE
A	IssuedforReview	WJ	AA	29.09.2013

ANTONIADES ARCHITECTS



PROJECT
DUTTONLANE
CARPARKREDEVELOPMENT
ADDRESS:DUTTONLANE,CABRAMATTANSW

SCALE NTS			
0	2	4	10 20m
DATE	MAY2013	DRAWN	AA
PROJECTNO.		CHECKED	WJ
AA.MIX.1301		APPROVED	AA

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Checkalldimensionsonsitepriortoconstruction.
Tobereadinconjunctionwithallotherdocuments.
ReportanydiscrepanciestoAntoniadesArchitectsPtyLtd.
Allboundarydimensionsandbearingstobeverifiedbylicencedsurveyor
prior to construction.

Suite1,12,24BaySt,DoubleBayNSW2028
Tel:93283339Fax:93283369
www.antoniades.com.auACN129731559

CLIENT:FAIRFIELDCITYCOUNCIL
DRAWINGTITLE
SHADOWSTUDY

DRAWINGNO.

SK40

REVISION

A

Appendix C.2

Traffic and Transport Study by Thompson Stanbury Associates

Office:
Suite 15/9 Hoyle Ave., Castle Hill NSW 2154

All Correspondence:
75 Gindarra Ave, Castle Hill NSW 2154

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Facsimile: (02) 8850 2799
E-mail: david@thompsonstanbury.com.au
morgan@thompsonstanbury.com.au
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MOBILE PHONES:

David Thompson: 0418 262 125

Morgan Stanbury: 0410 561 848

**THOMPSON
STANBURY
ASSOCIATES**

ABN: 79 943 737 368

30 September 2015

Elton Consulting
PO Box 1488
BONDI JUNCTION
NSW 1355

Attention: Jeff Horn, Project Director

Dear Sir,

**PRELIMINARY ASSESSMENT OF TRAFFIC IMPACTS
ASSOCIATED WITH A PLANNING PROPOSAL FOR
AN ADDITIONAL PARKING LEVEL TO SERVICE AN APPROVED MIXED
USE DEVELOPMENT AT DUTTON LANE, CABRAMATTA**

This Practice has been engaged by Fairfield City Council to undertake a preliminary assessment of the traffic impacts associated with a Planning Proposal to allow an additional parking level to service an approved mixed use development at Dutton Lane, Cabramatta.

APPROVED DEVELOPMENT

Development Consent (DA644.1/2013) was granted the Sydney West Joint Regional Planning Panel on 3 July 2014 for the demolition of an at-grade car park and toilet block facilities, subdivision of land and construction of a three storey building comprising ground level retail outlets, as follows:

- 30 retail tenancies with a total of 2,995m² lettable floor area;
- Four first floor commercial tenancies with a total 505m² lettable floor area; and
- Two levels of car parking contained within the first and second floors containing 275 car parking spaces.

The car parking levels were approved to be serviced by a new access driveway connecting with Dutton Lane however connectivity to / from the existing adjoining Council owned multi-level car parking area was also proposed to be provided.

In conjunction with the above, the approved development involved the following ancillary traffic management measures:

- The modification of the junction of Hughes Street and Dutton Lane (East) to provide a formalised 'seagull' arrangement;
- The reconfiguration of the loading bays located within the eastern section of the Dutton Lane precinct; and
- The conversion on-street time limited parking on the southern side of Hughes Street between Park Road and Dutton Lane East to a new on-street loading area.

The approved mixed use development is currently under construction. Notwithstanding this, the third of the abovementioned approved ancillary external traffic management measures (conversion of on-street parking within Hughes Street to a loading area) has already been implemented.

OTHER APPROVED TRAFFIC MANAGEMENT MEASURES

It is understood that Fairfield Council Local Traffic Committee approved the following altered traffic management measures in the immediate vicinity of the subject site on 28 September 2015:

- The conversion of one of the Dutton Lane East egress lanes on approach to Hughes Street to a third ingress lane servicing precinct access movements from Hughes Street; and
- The introduction of a westbound travel lane between the multi-level Council car park egress to connect with the northbound Dutton Lane West egress approach to Hughes Street.

It is understood that these traffic management measures will be implemented in the immediate to short term.

DESCRIPTION OF PLANNING PROPOSAL & SCOPE OF ASSESSMENT

The subject Planning Proposal involves the provision of an additional level to the approved three storey mixed use development. The further level is to accommodate additional passenger vehicle parking facilitating the approved development parking provision of 275 spaces being increased to 375 spaces.

Minor modifications to the approved internal circulation arrangements within Level 2 are proposed to facilitate internal vehicular access to the proposed additional parking within Level 3. Further, new vehicular access and egress points are proposed between the new Level 3 parking area and the adjoining existing Council owned multi-level car parking area.

The approved vehicular access arrangements via Dutton Lane and the Level 1 and 2 parking area connections to the adjoining Council owned multi-level car parking area are not proposed to be altered.

The approved retail and commercial floor area is not proposed to be altered.

The approved (partially recently implemented) external traffic management measures are not proposed to be altered.

The purpose of this correspondence is to undertake preliminary assessment of and document likely traffic impacts associated with the Planning Proposal, with reference to the relevant Australian Standards and well as relevant Roads & Maritime Services' planning policies.

This correspondence makes reference to and should be read in conjunction with architectural plans prepared by Antoniadis Architects Pty. Ltd, submitted under separate cover. Reference is also made in this correspondence to the Development Application Traffic Impact Assessment prepared by this Practice in September 2013.

ACCESS ARRANGEMENTS

The Proposal does not involve any alteration to the approved site and overall precinct access arrangements and accordingly, no assessment is provided in this regard.

Notwithstanding this, it is acknowledged that the additional car parking provision facilitated by the Proposal has the potential to increase the extent of queuing on approach to the car park access. Within the building, the approved express access ramp provides a total internal queuing distance of 44m between Dutton Lane and the boom gate governing entry movements to the parking area, located on the second level.

The Development Application Traffic Impact Assessment presented that the approved car parking provision of 275 spaces requires a queuing length of six vehicles, equating to 36m, in accordance with Clause 3.4 of the Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking Facilities* (AS2890.1-2004), where the peak inflow of vehicles is up to 75% of the car park capacity. In accordance with this Standard, the required queuing distance increases by one vehicle based on a potential additional car parking capacity of 100 spaces, increasing the required queuing distance to 42m. The approved internal queuing distance of 44m is therefore compliant with the relevant Australian Standard specification based on the increased car parking capacity of the development.

Notwithstanding the above assessment, it should be acknowledged that the effective queuing distance between the Level 2 entry boom gate and the public road network (Hughes Street to the north) will extend approximately a further 50m, incorporating the recent Council Traffic Committee approved additional precinct access lane between Hughes Street and the subject site. There will accordingly be significant additional queuing capacity between the subject site and the adjoining public road network to accommodate additional parking supply over and above that facilitated by the Proposal if so required.

PASSENGER VEHICLE CIRCULATION

The Proposal involves the undertaking of minor alterations to the Level 2 parking area to facilitate internal vehicular access to the proposed additional parking within Level 3. These alterations are however minor in nature and inspection of amended plans prepared by Antoniadis Architects Pty. Ltd has indicated that appropriate compliance with the relevant specifications of AS2890.1-2004 is capable of being maintained as approved.

Further, the new Level 3 parking layout, as detailed within the amended plans prepared by Antoniadis Architects Pty. Ltd is similar to that approved for Levels 1 and 2, whereby the additional parking level has been designed to accommodate standard 90 degree parking rows being serviced by one-way internal parking aisles. The new internal circulation and parking areas of Level 3 have been and are capable of being designed to accord with the relevant requirements of AS2890.1-2004, providing the following minimum dimensions:

- Normal parking space width = 2.6m;
- Small parking space width = 2.3m;
- Additional parking space width adjoining obstruction = 0.3m;
- Normal parking space length = 5.4m;
- Parking aisle width = 5.8m;
- One-way roadway width = 4.0m;
- Column set-back from parking space opening = 0.75m;
- Clearance throughout parking area = unlimited;
- Maximum ramp grade = 1 in 5;
- Maximum transitional grade = 1 in 8; and
- Length of transitional grades = 2m.

The one-way nature of the parking aisles increases the internal efficiency and decreases the potential vehicle / vehicle and vehicle / pedestrian conflict.

Notwithstanding the above, it is acknowledged that a detailed assessment of the compliance of the additional parking level with the relevant specifications of AS2890.1-2004 will be undertaken at Development Application stage.

SITE SERVICING

The Proposal does not propose any alteration to the approved site servicing arrangements and accordingly, no assessment is provided in this regard.

TRAFFIC GENERATION AND EXTERNAL IMPACTS

Traffic generation for retail and commercial development is traditionally calculated based on the retail and commercial floor space yield. In this regard, the September 2013 Traffic Impact Assessment which accompanied the original development application calculated that the approved extent of retail and commercial floor area would generate 130 weekday and 250 weekend peak hour vehicle trips to and from the site, based on adopted traffic generation rates as outlined within the Roads & Maritime Services' *Guide to Traffic Generating Developments*.

The subject application does not propose any alteration to the approved retail and commercial floor space yield. Accordingly, normal application of the abovementioned generally adopted traffic generation calculation method would result in the subject Proposal not generating any additional traffic to and from the site over and above that previously calculated and thus approved.

It is however acknowledged that some consideration should be given to the increased potential for the development to accommodate additional parking demand and accordingly, generate additional traffic to and from the site. In this regard, the Proposal involves increasing the level of parking provision by approximately 36%. It could therefore be argued that the Proposal has the potential to increase the traffic generating capacity of the development by 36%. This equates to a potential increase of 47 weekday peak hour and 90 weekend peak hour vehicle trips to and from the site.

In order to undertake a preliminary assessment of the likely impacts associated with this potential additional traffic generation, reference is made to the September 2013 Traffic Impact Assessment. This Development Application assessment assigned additional traffic throughout the surrounding road network and assessed the impacts through SIDRA modelling at the following intersections:

- Park Road and Hughes Street;
- Hughes Street and Dutton Lane East;
- Hughes Street and Dutton Lane West;
- Hill Street and Hughes Street;
- Hill Street and Dutton Lane South;
- John Street and Hill Street; and
- Cabramatta Road West and Hill Street.

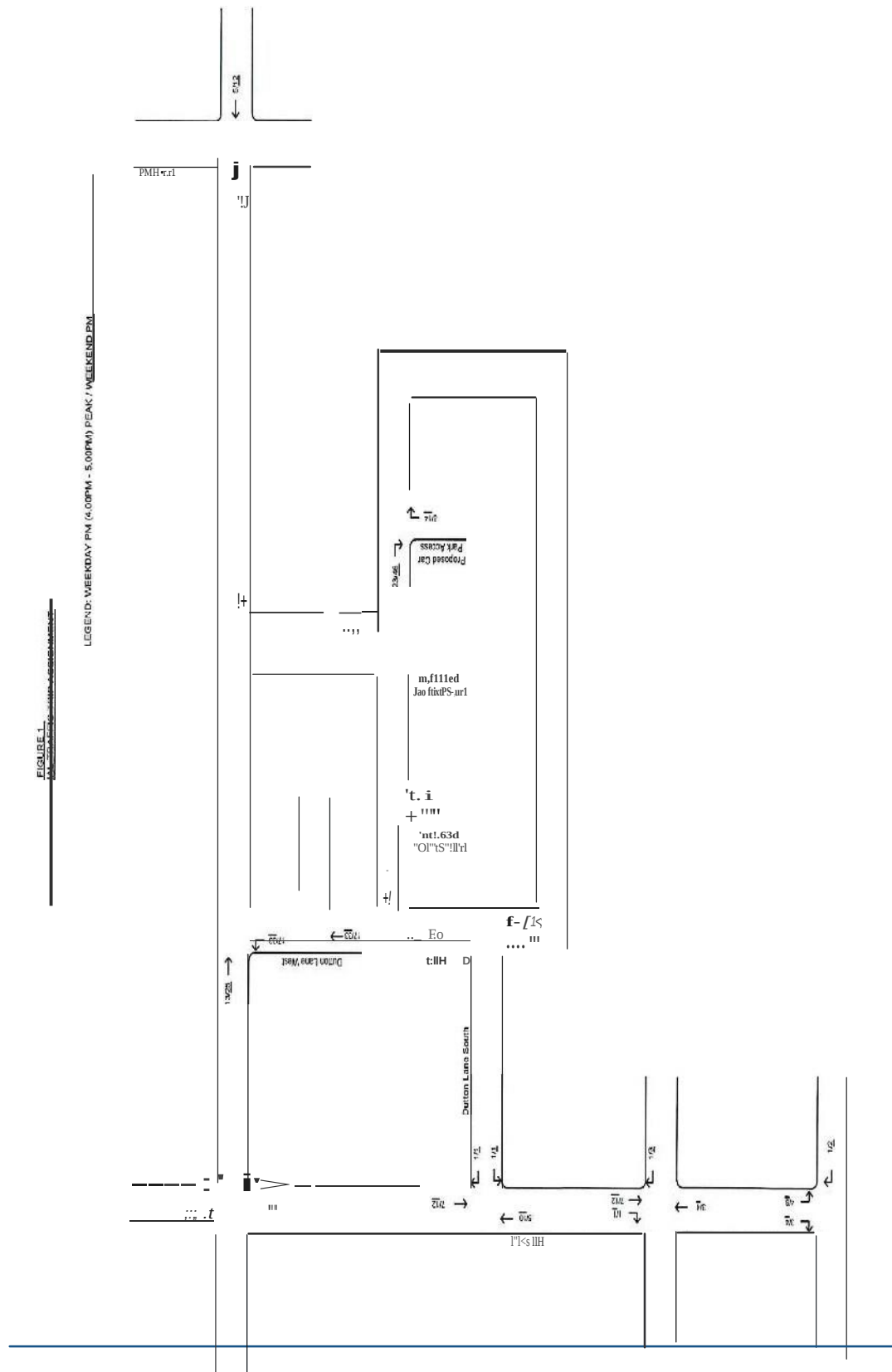
Post development SIDRA modelled contained within the September 2013 Traffic Impact Assessment indicated that all surrounding public road intersections would provide a weekday and weekend peak hour level of service of 'C' or better, representing satisfactory delays with spare capacity.

The potential additional traffic generated by the Proposal has been assigned to the surrounding road network in accordance with existing traffic distributions and that adopted within the September 2013 Assessment. **Figure 1** overleaf provides a graphical representation of the potential additional traffic generation and assignment throughout the surrounding road network. Further, **Table 1** below provides a summary of the potential additional peak hour traffic movements required to be accommodated at the surrounding public road intersections, based on **Figure 1**.

TABLE 1 POTENTIAL ADDITIONAL PEAK HOUR TRAFFIC MOVEMENTS THROUGHOUT THE SURROUNDING ROAD NETWORK		
Intersection	Weekday Evening Peak	Weekend Midday Peak
Park Rd & Hughes St	15	30
Hughes St & Dutton Ln E	28	55
Hughes St & Dutton Ln W	30	58
Hill St & Hughes St	31	59
Hill St & Dutton Ln S	14	24
John St & Hill St	13	23
Cabramatta Road W & Hill St	10	16

Table 1 and **Figure 1** indicate that there is potential for the surrounding public road intersections to accommodate up to 39 additional weekday peak hour vehicle movements, increasing to 76 additional peak hour vehicle movements during weekend peak hour periods. This equates to an approximate maximum of slightly more than one additional vehicle movement every two minutes during weekday peak periods and one additional vehicle movement every minute during weekend peak periods.

Given the spare capacity previously reported upon throughout the surrounding road network, the potential level of additional traffic associated within the Planning Proposal is most unlikely to result in any noticeable impacts on the overall operational performance of any particular public road intersection surrounding the subject site. These preliminary findings would, in any case, be subject to detailed assessment at Development Application stage.



CONCLUSION

This correspondence provides a preliminary assessment of the traffic impacts associated with a Planning Proposal for an additional parking level servicing an approved mixed use development at Dutton Lane, Cabramatta. Having regard to the assessment contained within this correspondence, the following conclusion is provided:

- The Planning Proposal increases the potential on-site parking provision from the approved 275 spaces to 375 spaces;
- The approved site access arrangements provide adequate queuing distance conforming with the relevant AS2890.1-2004 specifications based on the potential increased on-site parking provision;
- The additional parking level and necessary minor alterations to the approved Level 2 parking level are capable of suitably complying with the relevant internal circulation specifications of AS2890.1-2004;
- The increased development parking provision has the potential to result in an additional 47 weekday peak hour and 90 weekend peak hour vehicle trips to and from the site, despite traffic generation for retail and commercial developments traditionally being calculated based on floor space yield, which is not proposed to alter as part of this Proposal; and
- The 2013 Development Application Traffic Impact Assessment demonstrated that the surrounding road network provides adequate capacity to accommodate the minor potential increase in traffic generation associated with the Proposal.

In consideration of the above, the Planning Proposal is not envisaged to result in any unreasonable traffic impacts.

It would be appreciated if the information contained within this correspondence could be forwarded to Council to assist in its assessment of the Proposal.

Submitted for your consideration.

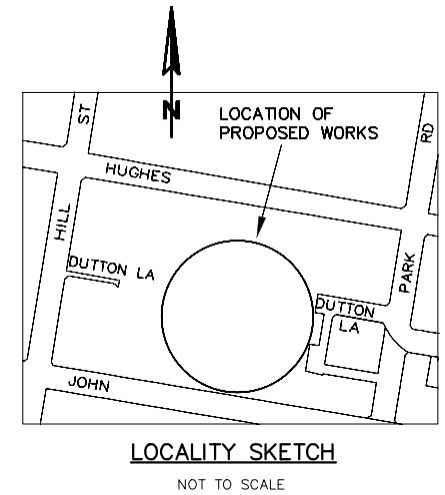
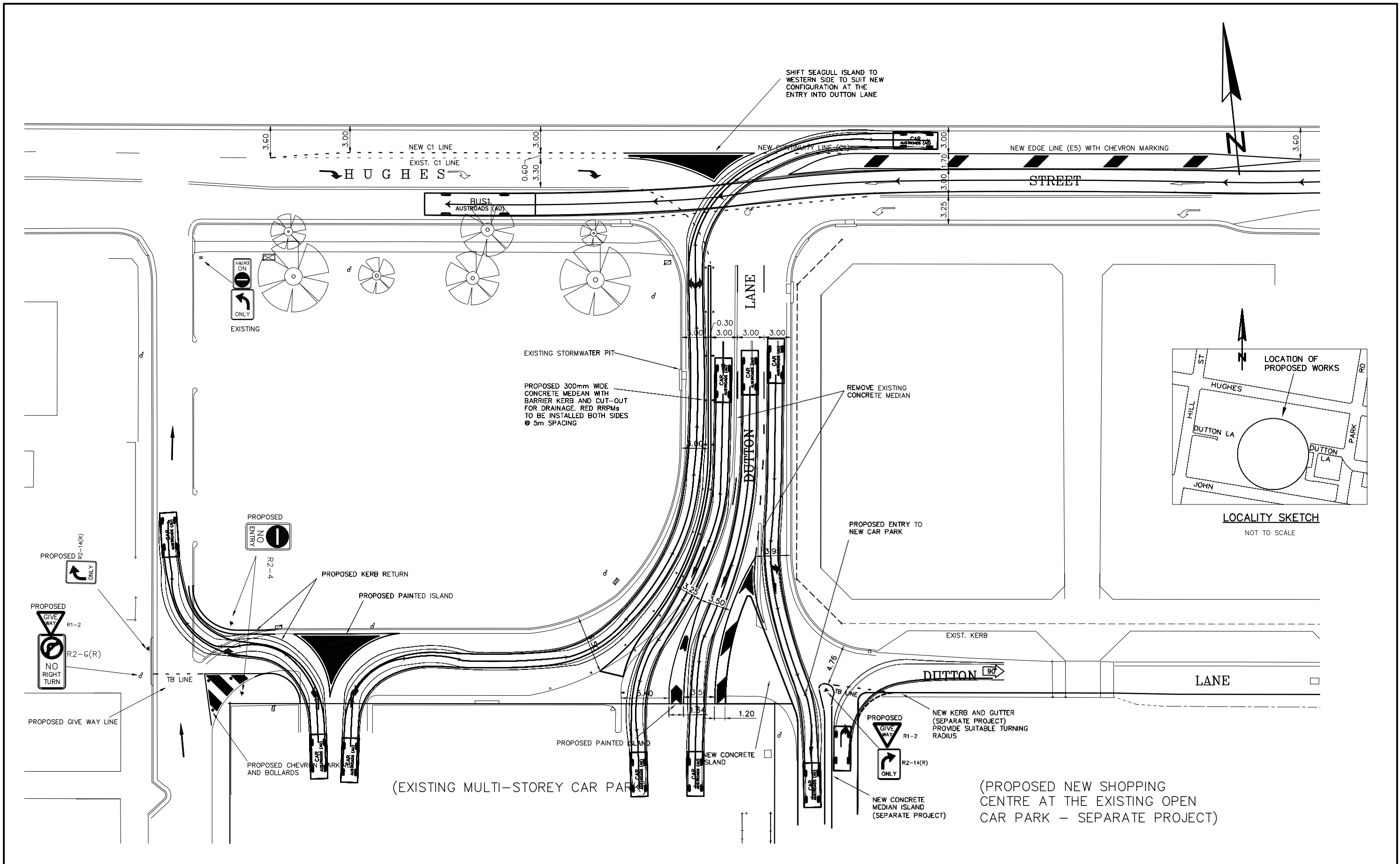
Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Thompson', with a stylized flourish at the end.

David Thompson
Principal
Transport Planner

Appendix C.3

Plans for the reconfiguration of Dutton Lane by Fairfield City Council



CONCEPT – TEMPORARY ACCESS

SCALE: 1:200 @ A1
1:400 @ A3

DBYD REF. No.: 8485262
DBYD DATE: 23.10.2014
www.dialbeforeyoudig.com.au

EXISTING SHOWN THUS										PROPOSED SHOWN THUS										PUBLIC UTILITIES				No.	REVISION				DATE	INIT'S	ACAD FILE: \\sdc\ACAD\HMD\Cor Park\Dutton Ln recon\option 2.dwg		INITIALS		DATE	FAIRFIELD CITY COUNCIL			
KERB & GUTTER		PIPE DRAINS		KERB & GUTTER		PIPE DRAINS		SEWER		TELECOM PITS		2			03.15	H.M.D.	DATUM: A.H.D.	SCALE: AS SHOWN	SAFETY AUDIT:											PROPOSED TEMPORARY ACCESS				PLAN No.					
TABLE DRAIN		GULLY PITS		TABLE DRAIN		GULLY PITS		TELECOM CABLES		WATER MAIN		1			01.15	H.M.D.															DUTTON LANE AT HUGHES STREET				CONCEPT				
EDGE OF BIT.		JUNCTION PITS		EDGE OF BITUM.		JUNCTION PITS		GAS MAINS		STOP VALVE																													
				EDGE STRIP				POWER CABLES		HYDRANT																													
				PEGGED ROAD & ROAD SETOUT				POWER POLES		SEWER MAN HOLE																													
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**Stage 2 - To be
Implemented at the end
of construction**

FORMAUSED A ELERATION LANE

Stage 1 • Implemented

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tJ;;

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B Cabramatta Town Centre DCP 5/2000 proposed amendments

Proposed Amendments (marked up)

Delete the wording shown struck through (~~struck through~~) of the Performance Criteria and development controls, Precinct 2 section B. Height – Precinct 2 on page 28 as follows:

B. Height - Precinct 2

Performance criteria	Development controls
• The height of a building should relate to the public street, be of a compatible scale with surrounding development and not cause additional overshadowing of pedestrian/public areas between 9am and 3pm in winter months. • Buildings to the east of the multi deck car park should be erected to a height of four to five storeys to assist in screening the visual impacts of the existing structure.	• The maximum height of a building shall be three storeys from the existing ground level, nor exceed an overall height of ten metres above existing ground level. • Buildings on the development site located between Dutton Lane and Council's multi deck car park may be erected to a height of up to five storeys or sixteen metres above existing ground level provided that at least 50% of the site is developed as landscaped public open space. Refer to Clause 4.4B of the Fairfield LEP 2013 (Area 5). The building must not significantly increase overshadowing of public areas between the hours of 9am to 3pm in the months June and July

Proposed Amendments (final - as amended)

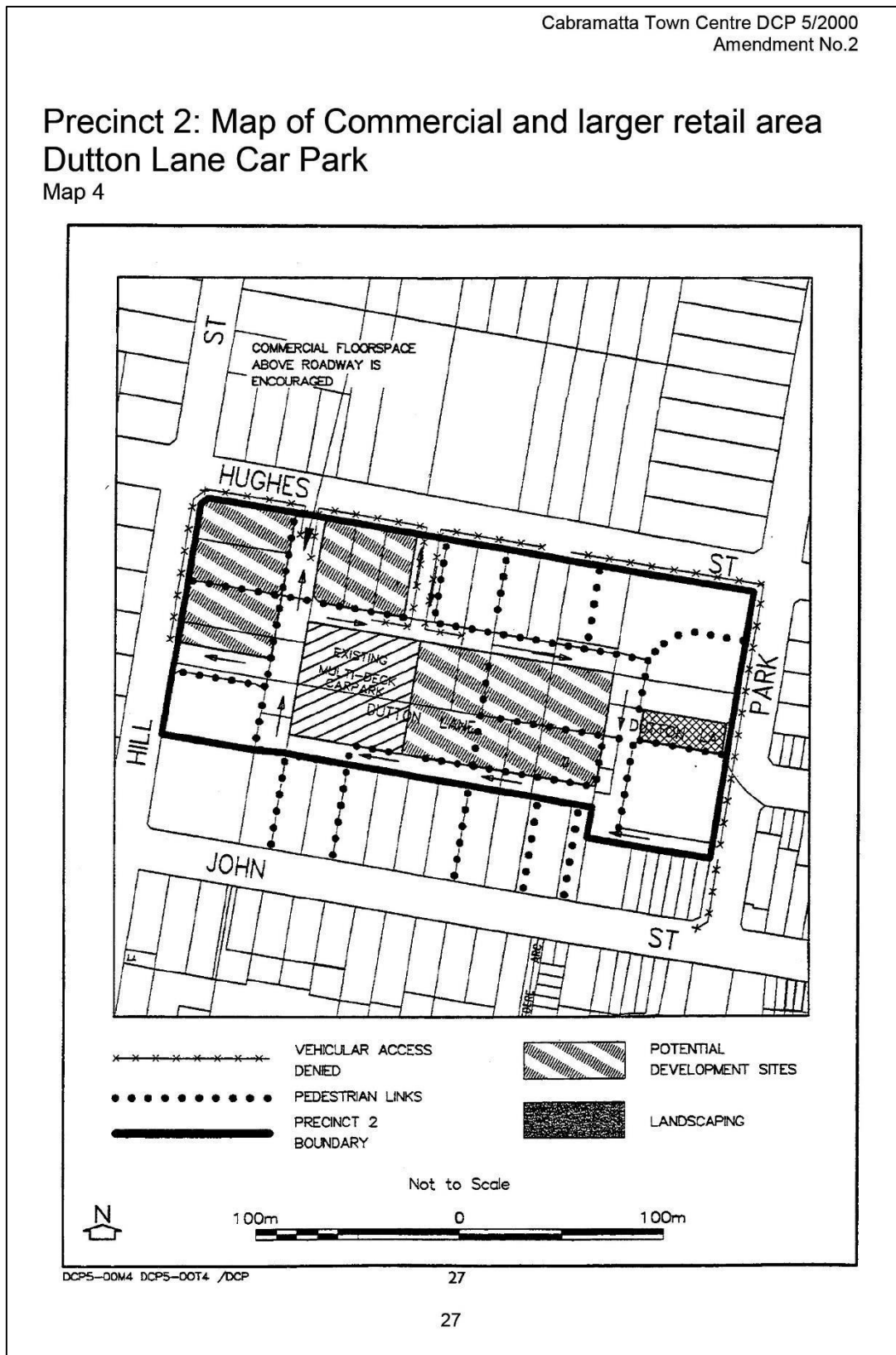
Performance Criteria and development controls, Precinct 2 section B. Height – Precinct 2 on page 28 read is to read as follows:

B. Height - Precinct 2

Performance criteria	Development controls
• The height of a building should relate to the public street, be of a compatible scale with surrounding development and not cause additional overshadowing of pedestrian/public areas between 9am and 3pm in winter months. • Buildings to the east of the multi deck car park should be erected to a height of four to five storeys to assist in screening the visual impacts of the existing structure.	• The building must not significantly increase overshadowing of public areas between the hours of 9am to 3pm in the months June and July

Proposed Amendment – Map 4

Replace Precinct 2: Map of Commercial and larger retail area Dutton Lane Car Park, Map 4 with the following:



6.1 Proposed Amendments (mark up)

Performance Criteria and development controls

B. Height - Precinct 2

Performance criteria	Development controls
• The height of a building should relate to the public street, be of a compatible scale with surrounding development and not cause additional overshadowing of pedestrian/public areas between 9am and 3pm in winter months. • Buildings to the east of the multi deck car park should be erected to a height of four to five storeys to assist in screening the visual impacts of the existing structure.	• The building must not significantly increase overshadowing of public areas between the hours of 9am to 3pm in the months June and July