

Planning Proposal

Rezoning of 400-404 Cabramatta Road West, Cabramatta

Proposed Amendment to Fairfield Local Environmental Plan 2013

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Introduction

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and “A *guide to Preparing Planning Proposals*” by the Department of Planning Industry and Environment dated December 2018. The Planning Proposal has been drafted in accordance with the Guideline, detailing:

- Objectives and intended outcomes;
- Explanation of Provisions;
- Justification, including questions to consider when demonstrating justification
- Community Consultation;
- Summary and recommendations

Council is in receipt of a Planning Proposal for multiple lots located at the intersection of Cabramatta Road West and Orange Grove Road also known as Cumberland Highway. The subject site (figure 1) consists of six privately owned lots and has a total site area of 15,349m².

Location Map



Figure 1. Location Map

Summary and Background

The Planning Proposal seeks to amend the following provision of the Fairfield LEP 2013:

- Height of Building Map;
- Floor Space Ratio Map;
- Zoning Map;
- Minimum Lot Size Map;
- Minimum Lot Size Dual Occupancy Map, and;
- Key Sites Map.

The Planning Proposal is seeking amendment to the land zoning map by rezoning the northern portion of the site from R2 Low Density Residential to R4 High Density Residential to facilitate a 5 storey apartment building with a 6th storey pop up. The Planning Proposal is also seeking to rezone the southern portion of the site from R2 Low Density Residential to R3 Medium Density Residential to facilitate townhouse/terrace style development. The Planning Proposal also seeks to amend the relevant development standards map to facilitate the redevelopment.

Table 1 - below summarises previous planning proposal applications for the site.

Planning Proposal	Key dates	Reason for refusal
• R1 General residential across the site. • Increased height of buildings to part 14 metres (4 storeys) and part 27 metres (8 storeys). • Increase the maximum floor space ratio for the site to 2:1. • Allow “office premises” and “business premises” as additional permitted uses on the site.	11 March 2016 – Application lodged to Council. 12 September 2017 – Application refused by Council and applicant applies for rezoning review. 11 April 2018 – The Sydney western Sydney planning panel refuses application.	• Constituted an overdevelopment of the site. • A more appropriately scaled form of medium density development be demonstrated onsite
• Amend the land zoning map to show the site as Part R3 Medium Density Residential and part R4 High Density Residential respectively. • Amend the Height of Buildings map to show the R3 portion of the site as 10 metres and the R4 portion of the site as 17 metres respectively. • Amend the Floor Space Ratio Map to show the R3 portion of the site as 0.7:1 and the R4 portion of the site as 1.7:1 respectively. • Amend the Lot Size Map to remove the subject sites. • Amend the Minimum Lot Size Dual Occupancy Development Standards Map to remove reference to the subject sites • Amend the Key Sites map to remove reference to the subject site.	20 August 2018 – Application lodged with Council seeking to address reasons for refusal. November 2018 – Reported to Fairfield Local Planning Panel for advice. March 2019 – Reported to Council seeking Gateway Determination. May 2019 – Gateway Determination Issued by DPIE. June/July 2019 – Planning Proposal publicly exhibited. March 2020 - Planning Proposal refused by Council at the post exhibition stage.	• The proposed HOB of 10 metres was inconsistent with surrounding Low-density residential development. • Traffic and parking impacts to the local road network were unacceptable. • Council has not completed a citywide strategy that supports the extent of development proposed on the site.

Part 1 – Objectives

The purpose of this planning proposal is to amend the Fairfield Local Environmental Plan 2013:

- Land Zoning map to show the site as part R3 Medium Density Residential and R4 High Density Residential.
- Floor Space Ratio (FSR) and Height of Building (HOB) applying to the site to facilitate a medium and high-density development.

The objective of this Planning Proposal is to amend the Fairfield LEP 2013 to:

1. Amend the land zoning map to show the site as Part R3 Medium Density Residential and part R4 High Density Residential respectively;
2. Amend the Height of Buildings map to show the R3 portion of the site as 9 metres and the R4 portion of the site as 20 metres respectively;
3. Amend the Floor Space Ratio Map to show the R3 portion of the site as 0.6:1 and the R4 portion of the site as 2:1 respectively;
4. Amend the Lot Size Map to remove the subject sites;
5. Amend the Minimum Lot Size Dual Occupancy Development Standards Map to remove reference to the subject sites;
6. Amend the Key Sites map to remove reference to the subject site

Address	Legal Description
400 Cabramatta Road West	Lot 1 DP 29449
402 Cabramatta Road West	Lot 1 DP 503339
402A Cabramatta Road West	Lot 2 DP 503339
404 Cabramatta Road West	Lot 6 DP 709126
2-18 Orange Grove Road	Lot 7 DP 709126
6 Links Avenue	Lot 3 DP 30217

Table 1 – Subject Sites

Note: Refer to appendices depicting the above-mentioned site and related maps.

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 the Land Zoning Map sheet LZN_017 by rezoning the site to part R3 Medium Density Residential and Part R4 High Density Residential;
2. Amend the Height of Building Map Sheet HOB_017 by applying a part height limit of 9 metres and part height limit of 20 metres;
3. Amend the Floor Space Ratio Map Sheet FSR_017 by applying a floor space ratio of part 0.6:1 and part 2:1.
4. Amend the Lot Size for Dual Occupancy Development Map Sheet LSD_017 by removing the development standard applying to the site.
5. Amend the Lot Size Map Sheet LSZ_017 by removing the development standard applying to the site.
6. Amend the Key Site Map Sheet KYS_017 by removing the development standard applying to the site.
7. Amend Schedule 1 item 3 to delete 'multi dwelling housing' as an additional permitted use on the site.

8. The proposed changes to the zone, height and FSR maps are within the Urban Design Report (submitted separately by the applicant and forms Appendix B of this report), and;

Part 3 – Justification

Section A – Need for a planning proposal

Is the planning proposal a result of an endorsed Local Strategic Planning Statement, Strategic Study or Report?

Is not the result of any specific strategic study or report. The Planning Proposal will deliver approximately 129 new dwellings.

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

The planning proposal is the best means of achieving the intended outcome – the current land use zoning prohibits the proposed redevelopment of the site.

Section B – Relationship to strategic Planning Framework

Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

Metropolis of Three Cities – A vision to 2056

The metropolis of three cities – a vision to 2056 sets the overarching strategic vision for managing growth in Sydney to 2056 through transforming Greater Sydney region into three cities. The Plan is underpinned by 10 strategic directions and those relevant to the Planning Proposal are detailed below. The Planning Proposal is consistent with the strategic directions.

Directions	Comments
A city supported by infrastructure	Cabramatta and Liverpool are a short bus ride from the site, and the Orange Grove Mega Centre is within walking distance. The Planning Proposal will facilitate a reasonable increase in housing density which will increase the local community's capacity to live within 30 minutes of the nearest strategic centres. Further, the Planning Proposal will not compromise the delivery of any planned metropolitan infrastructure projects.
A collaborative city	The Planning Proposal will not compromise the co-ordination and delivery of the Western City Deal or the proposed Liverpool collaboration area. The Planning Proposal is a result of ongoing consultation between the landowner and Council, it will also be publicly exhibited to allow the wider community and authorities to provide their views on the proposal.
Housing the city	The Planning Proposal will facilitate the provision of approximately 130 new dwellings in a variety of typologies, within

Directions	Comments
	walking distance of the Orange Grove Mega Centre, and adjacent to bus stops that connect to Cabramatta and Liverpool. The Planning Proposal will increase housing diversity and supply in an appropriate location.
A well-connected city	As outlined above, the Planning Proposal is close to surrounding strategic centres and will not prevent the delivery of metropolitan transport infrastructure projects.
Jobs and skills for the city	The Planning Proposal seeks to increase the density of existing residentially zoned land within reasonable limits. It does not seek to rezone industrial or urban services land.
A city in its landscape	The Plan does not identify the site as having any ecological or biodiversity significance. The site's existing landscape is highly modified and degraded and it is bounded by two high volume major arterial roads and existing urban development. Notwithstanding, the Planning Proposal retains many trees on-site and provides a significant area of communal open space. The Planning Proposal does not propose to rezone any environmentally zoned land. An Ecological Issues and Assessment Report, and a Preliminary Arboricultural Assessment were submitted with the Planning Proposal. Both assessments concluded that the Planning Proposal is supportable.

Western City District Plan

The Greater Sydney Commission's overarching vision for the Western City is to provide a 30-minute city; this means that residents in the Western City District will have quicker and easier access to a wider range of jobs, housing types and activities. The Western City District Plan sets out 20 strategic Planning Priorities to achieve the vision.

- The Planning Proposal is consistent with Planning Priority W5 – "Providing housing supply, choice and affordability with access to jobs, services and public transport". The Planning Proposal is consistent with Planning Priority W5 for the following reasons:
- The Planning Proposal will boost housing supply within the established neighbourhood of Cabramatta, close to Liverpool which is consistent with the Draft Plan and will also enable the existing community to remain in place.
- The site is unique and represents one of the largest single landholdings in the LGA. It has the capacity to provide a range of smaller affordable dwelling types to suit the change in housing demand for one and two-person dwellings. Council have acknowledged that the delivery of smaller housing types needs to be prioritised to meet the changing needs of the local community.

- The site is within walking distance of the Orange Grove Mega Centre and within 30 minutes travel time on public transport to Liverpool CBD, Cabramatta and Fairfield. Therefore, it is in a strategically appropriate location to deliver the '30-minute City' by taking advantage of the amenity, services and employment opportunities provided by the surrounding strategic centres. Namely a full range of office, government, retail, cultural, entertainment and recreational activities.

Planning Priority W14 "Protecting and enhancing bushland and biodiversity" is supported by Objective 27 which is that "*biodiversity is protected urban bushland and remnant vegetation is enhanced*". The proposal will not prevent the achievement of this objective for the following reasons:

- The site does not contain urban bushland or remnant vegetation. It has previously accommodated residential dwellings. It has been cleared of structures and has remained vacant for a significant period. It is bounded by two major arterial roads and existing urban residential development.

It is currently zoned R2 Low Density Residential and is not identified on the Fairfield LEP "Terrestrial Biodiversity Map" or "Riparian Lands and watercourse map". Further, it is not subject to any additional local environmental protection provisions in the LEP.

- The ecological assessment undertaken and submitted with the Planning Proposal concluded that:
 - o The site is located within a significant area of existing urban development and has been substantially cleared and developed in the past. The existing vegetation on the site is described as 'synthetic' and is dominated by introduced species and horticultural plantings.
 - o The development area is not considered critical or important for the survival of a viable local population of any threatened biota or threatened or migratory species.
 - o Therefore, the removal or modification of vegetation and trees from the site is not of particular concern. Where possible, trees around the periphery of the site should be retained for aesthetic and amenity reasons – they do not have any notable ecological value or function.
 - o The Planning Proposal to facilitate increased density development on the site is supportable on ecological grounds.

Will the Planning Proposal give effect to Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Fairfield City 2040 A land Use Vision: Local Strategic Planning Statement

In March 2020, Council released its Local Strategic Planning Statement, which sets a 20-year land use vision for Fairfield City. The following Table Considers the Planning Proposal Priorities 1-5 and demonstrates that it is consistent with the LSPS.

Planning Priority	Comment
Planning Priority 1 – Provide housing that accommodates the needs of existing and future residents	The Planning Proposal will facilitate the provision of a range of dwelling types and sizes (apartments and town houses) to meet the needs of existing and future residents and will contribute to the Council's housing target.
Planning Priority 2 – Deliver greater housing diversity and affordability to meet the changing needs of the community	The Planning Proposal will provide a range of 1, 2 and 3 bedroom apartments and 2 and 3 bedroom townhouses. It will provide housing choice at a range of price points.

Planning Priority	Comment
Planning Priority 3 – Plan for and manage areas identified for future urban development	The Planning Proposal will not undermine or prevent the Council from planning for urban renewal and development in suitable locations. Further, the Planning Proposal will not reduce demand for housing in other renewal areas.
Planning Priority 4 – Provide attractive, healthy , accessible and safe place for the whole community	The Planning Proposal will facilitate a future residential flat building that is able to achieve the nine design principles within <i>State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development</i> and the Apartment Design Guide design criteria. The SSDCP will ensure that the design of the townhouses and the communal open space is attractive, healthy, accessible and safe.
Planning Priority 5 – Protect the City's heritage	The Fairfield LEP identifies the Cabramatta Golf Course as accommodating a local heritage item known as “Red Gums”, there is no further description on detail or exact location in the LEP or the DCP. River red gums are the common name for <i>Eucalyptus camaldulensis</i> . Therefore, it is assumed that the Red Gums heritage item relates to certain trees within the golf course. Our desktop analysis determined that the red gums are located within the golf course and are separated from the Planning Proposal site by fairways, the at grade golf course car parking and Orange Grove Road (seven traffic lanes). The golf course environment in which the red gums are located is distinct and separate from the urban residential environment on the eastern side of the Orange Grove Road. The medium scale built form proposed in the Planning Proposal is appropriate for the site and compatible with the wider locality. The Planning Proposal will not have any discernible impact on the heritage setting or significance of the red gums located within the golf course.

Fairfield Residential Development Strategy

Council resolved in May 2008 to prepare a Residential Development Strategy in a two-stage approach. Stage 1 focuses on the LGA east of the Cumberland Highway (Orange Grove Road) namely, the centres of Fairfield, Cabramatta, Canley Vale, Canley Heights, Fairfield Heights and Villawood. Stage 2 will address the LGA west of the Cumberland Highway and has not been undertaken to date.

In 2009 the draft Residential Development Strategy East (the Fairfield Residential Strategy) was prepared to establish a sustainable development framework to guide decision making for the provision of 14,400 new dwellings in the eastern part of the LGA by 2031 (60% of the 24,000 required). The Fairfield Residential Strategy proposes that new dwellings will be located primarily within the established centres and corridors with opportunities for medium density growth on the fringes of the centres.

The Planning Proposal seeks to increase the number and type of medium to high-density dwellings that can be accommodated on the site in a manner that does not undermine the Fairfield Residential Strategy centres based approach. The proposed residential flat building is modest in scale and dwelling numbers.

The residential flat building is proposed to be appropriately sited on a prominent intersection, adjacent to bus stops, and within walking distance of the Orange Grove Mega Centre. The site's unique context, locational and size attributes mean that it will not create a precedent for 'out-of-centre' higher density development in the LGA. Notwithstanding, the majority of the site will accommodate multi-dwelling housing in a manner generally consistent with the Low Rise Medium Density Design Guide.

Further discussion regarding the Planning Proposal's consistency with the Fairfield Residential Strategy is provided in the DPIE Gateway Determination Report (**Appendix B**) and the Council's Planning Proposal (**Appendix H**).

Fairfield City Plan 2016-2026

The Planning Proposal is consistent with a number of themes and goals within the Fairfield City Plan 2016-2026. The table below illustrates how the Planning Proposal aims to achieve the outcome of these themes and goals.

Relevant FCC SP Outcome within the theme	Outcome	How the Planning Proposal achieves the outcome
Theme 2 – Places and Infrastructure Goal A.	High quality development that meets the community's needs.	The Planning Proposal seeks to encourage development of different housing types to meet the varied needs of the community.
Theme 4 – Local Economy and Employment Goal C	A variety of job and training opportunities available in the city	The Planning Proposal will generate full time short term employment through the construction of the project. The ongoing maintenance of the development will generate employment for the local economy.

Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (the EP&A Act) and the Environmental Planning and Assessment Regulation 2000 (EPA (Reg.)) set out:

- Requirements for rezoning of land
- Requirements regarding the preparation of a local environmental study as part of the rezoning process
- Matters for consideration when determining a development application; and
- Approval permits and/or licences required from other authorities under other legislation.

This Planning Proposal has been prepared in accordance with the requirements set out in section 3.33 of the EP&A Act in that it explains the intended outcomes of the proposed instrument. The Planning Proposal also provides justification and an environmental analysis of the proposal.

SEPP 65 – Principle 1 “Context and Neighbourhood Character”

The Planning Panel considered that the initial Planning Proposal would result in a development that would contrast with the character of the immediate urban precinct. The Panel wrote that:

“The proposal is considered to lack site specific merit as it would result in an isolated medium/high density development distinctly contrasting with the character of the immediate urban precinct in which is located. That immediate precinct constitutes low density detached dwellings adjoining the common eastern and southern boundaries of the site. Significant open space and vistas are provided by the golf course located opposite on Orange Grove Road. This element of the proposal's setting is unlikely to undergo significant change in the medium term.

There is no development with similar form or height to the development that is proposed in the area surrounding the Orange Grove development and surrounding commercial development.

Given those matters, the resulting development is considered to be incompatible with the surrounding urban context, and would result in development in conflict with State

Environmental Planning Policy (SEPP) 65 Design Quality of Residential Apartments, Principle 1: Context and Neighbourhood Character. “

The indicative concept design submitted with the current Planning Proposal has been prepared to be compatible with the surrounding urban context and allow the efficient and orderly development of the site. The current Planning Proposal seeks to primarily facilitate medium density townhouses of a scale and form that is compatible with the adjacent detached dwellings.

The mass and scale of the single residential flat building is significantly lower than the mass and scale of the residential flat buildings considered by the Planning Panel. This section of the report demonstrates that the Planning Proposal and the future built form of the proposed residential flat building is consistent with the Principle 1. Principle 1 is reproduced below:

“Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area’s existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.”

The proposed residential flat building is consistent with Principle 1 for the following reasons:

- The site is large and currently vacant; it is located on a major arterial road intersection on a prominent ridgeline at the southern gateway to the Fairfield LGA. It is a unique location. The immediate surrounding context comprises a range of uses including a highway service centre, fast food outlet, golf club and course, low density detached dwellings and multi dwelling houses. The existing maximum height limit on the immediately adjoining land is 9m.
- The indicative concept for the residential flat building responds to the surrounding context in the following manner: – The proposal is setback 6m from the public domain which is consistent with the front building line setback established by the lower density dwellings to the east. The Cabramatta Road West building façade at the ground plane and upper levels can be broken down vertically and horizontally to respond to and reflect the scale of the adjacent low-density dwellings. By implementing these mechanisms, the proposal can respond and contributes to the existing streetscape.
 - o The proposal is setback 18m from the adjoining low density at the fifth storey, and 9m from the adjoining low density at the fourth storey. These distances allow the form and scale to transition between the 9m low density zone to the four storey
 - o (12m) component without resulting in an abrupt change in the streetscape. The addition of a detailed landscaping strategy at the DCP or development application stage will further soften the transition between the two zones.
 - o The recessive sixth storey ‘pop-up’ element is set back 3m from the building’s street façade (9m from the street boundary) and between 18m – 14m from the side facades. The proposed built form will read as a five-storey building from the immediate surrounds, and it will create a landmark that addresses the corner, which will improve geographical legibility and create a distinct identity for the immediate area.

In summary, the proposed location, height, mass and scale of the residential flat building has been scaled back per and diminished per the 2018 recommendations of the Sydney South West Local Planning Panel.

Fairfield Local Environmental Plan 2013 (Fairfield LEP 2013)

The Fairfield LEP is the key environmental planning instrument that applies to the site. In summary the Planning Proposal will endeavour:

- Provide appropriate housing types to meet a range of lifestyles and cultures, and;
- Provide a built form that is sensitive to the existing character of the surrounding residential properties and will not generate any unacceptable impacts on the amenity of the neighbouring dwellings

Objective FLEP 2013	Proposal Compliance
To ensure that appropriate housing opportunities are provided for all existing and future residents and that those housing opportunities accommodate different lifestyles, incomes and cultures.	Opportunities the LGA.
To ensure that the economic, employment and educational needs of the existing and future community are appropriately planned for,	The Planning Proposal is related to residential land uses in a residential area. It will not undermine the achievement of this objective
To conserve the environmental heritage of Fairfield,	The Planning Proposal is consistent as it will not have any impact on the preservation of the environmental heritage of Fairfield.
To protect and manage areas of remnant bushland, natural watercourses and threatened species.	The Planning Proposal is consistent as it will not have any adverse impact on the sensitive ecological systems located in Fairfield.
Objectives of R4 Zone	Proposal Compliance
To provide for the housing needs of the community within a high density residential environment.	The Planning Proposal will facilitate the development of a modest residential flat building with approximately 69 apartments adjacent to public transport and within proximity of the Orange Grove MegaCenta
To provide for a variety of housing types within a high density residential environment.	The Planning Proposal will facilitate a variety of one, two and three bedroom apartments.
To enable other land uses that provide facilities or services to meet the day to day needs of residents.	The residential flat building is not incompatible with other land uses that are permissible in the R4 zone.
To maximise opportunities for increased development on all land by encouraging site amalgamations.	The Planning Proposal seeks to facilitate a reasonable residential development on an amalgamated site.
Objectives of R3 Zone	Proposal Compliance
To provide for the housing needs of the community within a medium density residential environment.	The Planning Proposal will facilitate the development of approximately 63 multi-dwelling houses (townhouses) adjacent to public transport and within proximity to orange grove MegaCenta.
To provide a variety of housing types within a medium density residential environment.	The Planning Proposal will facilitate the development of a variety of two and three bedroom townhouses.
To enable other land uses that provide facilities or services to meet the day to day needs of residents.	The proposed townhouses are not incompatible with other land uses that are permissible in the R3 zone.

Fairfield Residential Development Strategy 2009

The Fairfield Residential Development Strategy (RDS) identifies areas within Fairfield City that should be investigated for future increases in residential density. The key principle for the increase in density within the City outlined by the RDS is density around centres and along corridors. This was reflected in the initial RDS, which proposed residential density increase in and around the Cabramatta Town Centre.

The preparation of the Cabramatta Transport and Accessibility Management Plan (TMAP) identified significant issues associated with the proposed increased densities in and around Cabramatta, particularly within the western half of the City. The TMAP identified that significant intervention and investment would be required, should the proposed densities be introduced in the western part of the Centre.

The planning proposal provides an opportunity to implement urban renewal to the south of Cabramatta and increase diversity in housing typology. The site is well serviced by regular bus services running south to Liverpool station, east to Cabramatta station and west to the T- Way station at Brown Road, Bonnyrigg.

Fairfield City Wide Development Control Plan 2013

The proposal was considered against objectives and desired character of Chapter 6A council's multi dwelling housing chapter and Chapter 7 Residential Flat Buildings. Specifically the planning proposal will achieve the following objectives and desired character outcomes of chapter 6A:

- To provide for the housing needs of the community within a medium density Residential environment, meeting the needs of families and households that require smaller dwelling units and more affordable housing choices;
- To ensure the development makes a positive contribution to the streetscape and neighborhood.

Specifically the planning proposal will achieve the following objectives and desired character outcomes of chapter 7:

- Visually integrate new development with neighboring housing via compatible Dwelling form;
- Maximize access to sunlight for dwellings in and around the development;
- Maximize the effective use of the site including front and side setbacks.

Whilst the proposal is generally consistent with the desired future character of the locality, the scale of development proposed is considerably greater than that provided for under the controls of the existing DCP.

For this reason, it is recommended that a draft Site Specific DCP should be prepared for the site should the proposal be successful in receiving a favourable Gateway Determination. Details of the draft SSDCP are discussed in further detail later in this report.

Is the Planning Proposal Consistent with the applicable State Environmental Planning Policies?

SEPP Title	Applicable	If Applicable – Consistency (Y/N)
SEPP 1 - Development Standards	Yes	Proposal seeks change in development standards applying to site. The applicant seeks on the R3 portion of the site an FSR of 0.6:1. The proposed FSR on the R4 portion of the site is 2:1. The requested maximum HOB on the R4 portion of the site is 20 metres and on the R3 portion of the site 9 metres. An ADG compliance assessment has been undertaken and shows consistency with the provisions of SEPP 65 which is generally consistent with councils City Wide DCP including deep soil areas.
SEPP 14 – Coastal Wetlands	Yes	SEPP coastal management applies to the entire state however the site is not currently identified as an environmentally sensitive area under SEPP coastal management..

SEPP Title	Applicable	If Applicable – Consistency (Y/N)
SEPP 19 – Bushland in Urban Areas	Yes	Endemic species such as shale plains woodland is located onsite. Including red gum varieties. These are proposed to be removed as part of the development. These species are identified as low significance in council's biodiversity strategy. The proposal is generally consistent with this policy subject to compliance with conditions set by council's natural resources team.
SEPP 21 – Caravan Parks	N/A	
SEPP 26 – Littoral Rainforests	N/A	
SEPP 30 – Intensive Agriculture	N/A	
SEPP 33 – Hazardous and Offensive Development	N/A	
SEPP 36 – Manufactured Home Estates	N/A	
SEPP 44 – Koala Habitat Protection	N/A	
SEPP 47 – Moore Park Show Ground	N/A	
SEPP 50 – Canal Estate Development	N/A	
SEPP 52 – Farm Dams and Other Works in Land and Water Management Plan Areas	N/A	
SEPP 55 – Remediation of Land	N/A	The site is not known to be contaminated and is currently zoned for residential uses. Notwithstanding this, contamination will be further addressed at the DA stage.
SEPP 62 – Sustainable Aquaculture	N/A	
SEPP 64 – Advertising and Signage	N/A	No commercial development is proposed
SEPP 65 – Design Quality of Residential Apartment Development	YES	Detailed compliance with SEPP 65 will be demonstrated in any future DA for any building facilitated by this Planning Proposal. Testing of SEPP 65 and the Apartment Design Guide (ADG) was conducted throughout the design of the indicative scheme which is capable of satisfying the requirements of the SEPP and associated Apartment Design Guide. As outlined in the Urban Design Report (submitted separately) the indicative residential flat building can achieve the solar access and natural ventilation requirements of the ADG and achieves compliant building separation and setbacks to the surrounding lower density residential development.
SEPP 70 – Affordable Housing	N/A	SEPP 70 is not relevant to proposed amendment
SEPP 71 – Coastal Protection	N/A	
SEPP (Kurnell Peninsula) 1989	N/A	

SEPP Title	Applicable	If Applicable – Consistency (Y/N)
SEPP (Building Sustainability Index: BASIX) 2004	YES	Detailed compliance with SEPP (BASIX) will be demonstrated in a future development application for the scheme facilitated under this Planning Proposal
SEPP (Housing for Seniors or People with a Disability) 2004	N/A	
SEPP (State Significant Precincts) 2005	N/A	
SEPP (Sydney Region Growth Centres) 2006	N/A	
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	N/A	
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	
SEPP (Infrastructure) 2007	N/A	SEPP (infrastructure) will apply to any future development of the site facilitated by the Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	YES	SEPP (Exempt and Complying Development Codes) may apply to the future development of the site.
SEPP (Rural Lands) 2008	N/A	
SEPP (Western Sydney Employment Area) 2009	N/A	
SEPP (Western Sydney Parklands) 2009	N/A	
SEPP (Affordable Rental Housing) 2009	N/A	SEPP (Affordable Rental Housing) is not relevant to the proposed amendment.
SEPP (Urban Renewal) 2010	N/A	
SEPP (State and Regional Development) 2011	YES	The future development of the site is likely to be deemed as 'regional development' (meeting the relevant thresholds under Schedule 4A of the EP&A Act), with the JRPP acting as the determining authority.
SEPP (Sydney Drinking Water Catchment) 2011	YES	Yes the proposal is within the Sydney drinking water catchment
SEPP (Miscellaneous Consent Provisions) 2007	N/A	
SEPP (Integration and Repeals) 2016	N/A	
SEPP (Penrith Lakes Scheme) 1989	N/A	
SEPP (Three Ports) 2013	N/A	
SREP No. 9 (Extractive Industry) (No 2 – 1995)	N/A	
SREP No. 20 (Hawkesbury-Nepean River) (No 2 – 1997)	N/A	
GMREP No. 2 Georges River Catchment	YES	The proposal falls within the Georges River catchment.

Is the Planning Proposal Consistent with applicable Ministerial Directions (s.9.1 directions)?

The Section 9.1 directions contained within the Environmental Planning and Assessment Act 1979 are outlined in the table below:

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal Consistency	Comply
1. Employment and Resources			
1.1 Business and Industrial Zones	Encourage employment growth in suitable locations. Protect employment land in business and industrial zones	The proposal does not impact of the intent of this direction.	n/a

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal Consistency	Comply
	Support the viability of identified strategic centres.		
1.2 Rural Zones	Protect agricultural production value of rural land.	The proposal does not impact of the intent of this direction.	n/a
1.3 Mining, Petroleum Production and Extractive Industries	Ensure future extraction of state and regionally significant reserves of coal, other minerals , petroleum and extractive materials are not compromised by inappropriate development	The proposal does not impact of the intent of this direction.	n/a
1.4 Oyster Aquaculture	N/A	N/A	n/a
1.5 Rural Lands	Protect agricultural production value of rural land and facilitate orderly an economic development of rural lands and related purposes.	The proposal does not impact of the intent of this direction.	n/a
2. Environmental Heritage			
2.1 Environmental Protection Zones	Protect and conserve environmentally sensitive areas	The proposal does not impact of the intent of this direction.	n/a
2.2 Coastal Management	Implement the principles in the NSW coastal policy	The proposal does not impact of the intent of this direction	n/a
2.3 Heritage Conservation	Conserve items, areas, objects and places of significance and indigenous heritage significance.	The planning proposal itself does not relate to a property of heritage significance as identified under Fairfield LEP 2013. However there are items of heritage significance, namely the Red Gums located on the Cabramatta Golf Course which are unlikely to be affected by this proposal.	n/a
2.4 Recreation Vehicle Areas	Protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.	The proposal does not impact the intent of this direction.	n/a
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEP's	n/a	n/a	n/a
2.6 Remediation of Contaminated Land	n/a	n/a	n/a
3. Housing, Infrastructure and Urban Development			
3.1 Residential Zones	Encourage a variety of choice of housing types to provide for existing and future housing needs. Make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure services. Minimize the impact of residential development on the environment and resource lands.	The planning proposal seeks an R3 And R4 zoning. The R3 portion of the proposal is generally consistent with this direction. However, the subject site already benefits from an additional permitted use of 'multi dwelling housing'. This form of medium density housing is currently not available in the locality. This built form is more sympathetic to the surrounding properties which are zoned R2 Low Density Residential with a maximum Height of Buildings of 9 metres.	Yes
3.2 Caravan Parks and Manufactured Home Estates	Provide for a variety of housing types.	The proposal does not impact on the intent of this direction.	n/a

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal Consistency	Comply
	Provide opportunities for caravan parks and manufactured home estates.		
3.3 Home Occupations	Encourage the carrying out of low-impact small businesses in dwelling houses.	The proposal will not affect any existing permissibility or exemptions from home occupations.	n/a
3.4 Integrating Land Use and Transport	Improve access to housing, jobs and services by walking, cycling and public transport. Increase choice of available transport and reducing car dependency Reduce travel demand and distance especially by car. Support the efficient and viable operation of public transport services. Provide for the efficient movement of freight.	The subject site is located at the corner of two existing arterial roads with four accessible bus routes. The bus routes that services this area are the Badgerys Creek to Liverpool, Liverpool to Orange Grove, and Mt Pritchard to Cabramatta. However, this site is not within a reasonable walking distance to a major transport node such as a train station or T way.	Yes
3.5 Development Near Regulated Airports and Defense Airfields	Ensure effective and safe operation of aerodromes. Ensure aerodrome operation is not compromised by development. Ensure development for residential purposes or human occupation , if situated on land within ANEF contours between 20 and 25, incorporate noise mitigation measures.	No this direction is not applicable because the site is not located on an aerodrome, within the vicinity of an aerodrome and there are no previous approvals for this land use on the subject site.	n/a
3.6 Shooting Ranges	Maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range. Reduce land use conflict arising between existing shooting ranges and rezoning of adjacent land. Identify issues that must be addressed when giving consideration to rezoning land adjacent to an existing shooting range.	No this direction is not applicable because the site does not have a shooting range on it nor is within the vicinity of one and there are no previous or current approvals for this and use type.	n/a
3.7 Reduction in non – hosted short term rental accommodation period	N/A	N/A	n/a
4 Hazard and Risk			
4.1 Acid Sulfate Soils	Avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils.	No the land is not subject Acid Sulphate Soils	n/a
4.2 Mine Subsidence and Unstable Land	Prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.	No the land is not subject to geotechnical landslip. The land was not previously used for the purpose of mining.	n/a
4.3 Flood Prone Land	Ensure that development of flood prone land is	No the subject site is not flood prone. The subject site is not	n/a

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal Consistency	Comply
	consistent with the NSW Governments Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005. To ensure the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.	subject to local overland flooding or mainstream flooding. Adjacent sites have been mapped as potentially flood prone (overland flooding), however. Some adjoining properties are likely to be affected by overland flooding that originates from this site. It is considered that the level of overland flooding is not at a level of risk that prevents the use of this site for higher forms of residential development.	
4.4 Planning and Bushfire Protection	To protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bushfire prone areas, and. To encourage sound management of bushfire prone areas.	The subject site is not identified as being bushfire prone.	n/a
5. Regional Planning			
5.1 Implementing of Regional Strategies (Revoked 17 October 2017)	Revoked	Revoked	Revoked
5.2 Sydney Drinking Water Catchments	The objective of this direction is to protect water quality in the Sydney drinking water catchment	The development will have a neutral impact on water quality, as it will be connected into the Sydney water drinking catchment. The development is matched to the land and in the Sydney drinking water catchment and should be matched to land and water capability. The land is not in an ecologically special area: Reserved as a national park , nature reserve or state conservation area under the national parks and wildlife act 1974 Declared as a wilderness area under the Wilderness Act 1987, or Owned or under care control and management of the Sydney Catchment Authority	Yes
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	N/A	n/a
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	N/A	n/a
5.5 Development in the Vicinity of of ellalong, Paxton and millfield	Revoked	Revoked	Revoked
5.6 Sydney to Canberra Corridor	Revoked	Revoked	Revoked
5.7 Central Coast	Revoked	Revoked	Revoked
5.8 Second Sydney Airport:Badgerys Creek	Revoked	Revoked	Revoked

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal Consistency	Comply
5.9 North West Rail Link Corridor Strategy	Promote Transit Orientated development and manage growth around the eight train stations of the North West Rail Link (NWRL). Ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL corridor strategy and precinct structure plans.	Fairfield Council is not one of the 3 councils (8 stations) subject to the NWRL being Hornsby, the Hills and Black town. Regardless the proposal will not negatively impact on the intent of this direction.	n/a
5.10 Implementation of Regional Plans	The objective of this direction is to give legal effect to the vision, land use strategy, goals directions and actions contained in regional plans.	Please see reference above – to the planning proposals consistency with A Metropolis of Three Cities and the western city district plan.	Yes
5.11 Development of Aboriginal Land Council Land	N/A	N/A	n/a
6 Local Plan Making			
6.1 Approval and Referral Requirements	Ensure LEP provisions encourage the efficient and appropriate assessment of development.	The Planning Proposal will be referred to RMS for comment at the agency consultation stage. It is unlikely that there will be additional comments raised from the last agency consultation relating to this proposal. RMS did not raise any objection to the proposal and considered the impact acceptable. Considering the proposal is unchanged from the last round of comments received from RMS it is expected they will not raise further issue with the proposal.	Yes
6.2 Reserving Land for Public Purposes	Planning Proposal to facilitate the provision of public services and facilities by reserving land for public purposes. Facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	The proposal does not impact upon the intent of this direction.	n/a
6.3 Site Specific Provisions	Discourage unnecessarily restrictive site specific planning controls.	The subject site is subject to additional permitted uses under schedule 1 the FLEP 2013. Additional permitted uses are for the purpose of multi dwelling houses. It is considered that the proposal in its current form will require the provision of Site Specific Controls to ensure that development is sympathetic to the adjoining low density residential impact.	Yes
7 Metropolitan Planning			
7.1 Implementation of a Plan for Growing Sydney	Ensure consistency with a plan for growing Sydney published in December 2014.	The proposal seeks to increase residential densities in an established area. It is therefore considered that the proposal is consistent with a number of directions with the NSW Governments A Plan for Growing Sydney including:	Yes

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal Consistency	Comply
		• Direction 2.1: improve Housing Supply across Sydney. • Direction 2.2: Ensure more homes closer to jobs. • Direction 2.3: Improve housing choice to suit different needs and lifestyles. • Direction 3.1: Revitalize existing suburbs. The proposal is seeking a form of residential housing in an area has not been identified by the Fairfield Residential Development Strategy.	
7.2 Implementation of Greater Macarthur Land Release Investigation	The objective of this direction is to ensure development within the Greater Macarthur Land Release Investigation Area is consistent with the Greater MacArthur Land Release Preliminary Strategy and Action Plan (the preliminary strategy)	The proposal does not impact upon the intent of this direction.	n/a
7.3 Parramatta Road Corridor Urban Transformation Strategy	Facilitate development within the Parramatta Road Corridor that is inconsistent with the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and the Parramatta Road Corridor Implementation Toolkit. Provide a diversity of jobs and housing to meet the needs of a broad cross section of the community, and Guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.	The Planning Proposal does not impact upon the intent of this direction.	n/a
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	The objective of this direction is to ensure development within the North West Priority Growth Area is consistent with the North West Priority Growth Area Land Use and Infrastructure Strategy (The Strategy).	The Planning Proposal does not impact upon the intent of this direction.	n/a
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land use and Infrastructure Implementation Plan	The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land use and Infrastructure Implementation Plan dated July 2017. (the interim Plan).	The Planning Proposal does not impact upon the intent of this direction.	n/a
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan.	N/A	N/A	N/A

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal Consistency	Comply
7.7 Implementation of Glenfield to Macathur Urban Renewal Corridor	N/A	N/A	N/A
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan.	N/A	N/A	N/A
7.9 Implementation of Bayside West Precincts 2036 Plan	N/A	N/A	N/A
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	N/A	N/A	N/A

Section C – Environmental, Social and Economic Impacts

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

The Planning Proposal will not adversely affect critical habitat or threatened species, populations or ecological communities or their habitats.

Ecological Impacts and Tree Retention

An Ecological Issues and Assessment Report was prepared by Gunninah to support the initial Planning Proposal. Gunninah have reviewed their previous assessment with regard to the current indicative concept (submitted separately).

In summary, the assessment concluded that,

“The highly modified and degraded condition of the subject land is a relevant consideration; as is the lack of any biodiversity conservation significance and the circumstances of the site (surrounded as it is by existing urban development and major roads).

Development of the subject land at Cabramatta Road in accordance with the current Planning Proposal would not impose any significant or relevant adverse impact on the natural environment – because the vegetation present is highly degraded; and because the subject land has little or no ecological or biodiversity conservation value.

The removal of trees from the subject land would not adversely affect any threatened fauna species to any relevant or significant extent; and could not conceivably be inconsistent with the Biodiversity Conservation Act 2016.

There is no potential for the proposed development of the subject land at Cabramatta in accordance with the Planning Proposal imposing a “significant impact” on any Matter of National Environmental Significance in respect of the Environment Protection & Biodiversity Conservation Act 1999 (EPBC Act).”

The Planning Proposal to facilitate medium to higher density residential development on the site is supportable on ecological grounds.

Tree Retention

A Preliminary Arboricultural Assessment was prepared by Urban Forestry Australia for the initial Planning Proposal. Urban Forestry have reviewed their previous assessment with regard to the current indicative concept (submitted separately). In summary, the assessment concluded that,

“The estimated maximum tree retention under the current Planning Proposal is estimated to be approximately twenty-three (23) trees, with detailed assessment required of at least seven (7) of these trees due to their size, age, and proximity to proposed built works.

It is our view that any adverse tree-related impacts resulting from the current Planning Proposal could be mitigated by ensuring planting of medium to large canopy trees in suitable locations through the site, where they would have a better opportunity to mature to their full dimensions within a new development.”

The impacts on existing trees can be mitigated and the Planning Proposal to facilitate medium to higher density residential development will not impact any threatened species.

Subsequent Tree Removal

After the public exhibition period for the previous iteration of the Planning Proposal Fairfield City Council issued a tree removal permit for the following 13 trees in total with 6 trees identified in the arborist report (numbered below) and the planning proposal as remaining.

- Tree 17 large leaved privet;
- Tree 23 Forest Red Gum;
- Tree 24 Forest Red Gum;
- Tree 25 Forest Red Gum;
- Tree 39 Cabbage Gum, and;
- Tree 42 English Oak

The arborist report and ecological report were updated to reflect the removal of trees which were considered damaged with a poor long term viability and a risk to life and property. The ecological report concluded that the removal of the additional 6 trees from the subject land is of no effect with respect to the ecological impacts of the proposal. Figure 3 of the SSDCP was also amended to remove reference to those trees removed as part of the vegetation clearance.

A further 7 trees were also removed from the site including a Cocos Palm, African Olive tree and umbrella plants. These are invasive tree species and are considered weeds. The trees were located along the sites eastern boundary.

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

A Flood Analysis Report was prepared by ANA Civil for the initial Planning Proposal. ANA Civil have reviewed their previous assessment with regard to the current indicative concept (submitted separately). In summary, the assessment concluded that:

“The reduction in dwelling numbers and the proposed changes to the built form in the current Planning Proposal do not change our previous assessment. It is our view that any stormwater impacts resulting from the current Planning Proposal are acceptable.

The proposed pipes and garden edge/swale on the eastern and western boundaries to carry existing overland flows could be still implemented in the new proposal. New Proposal

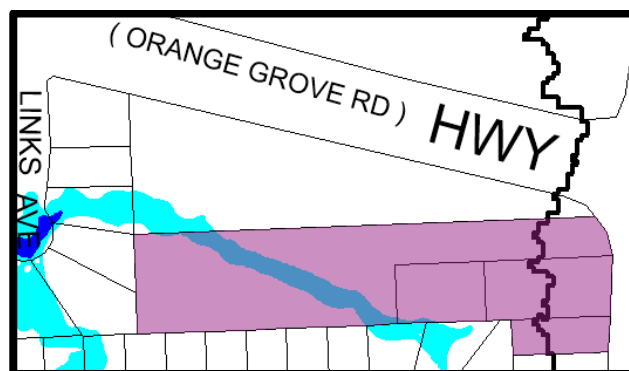
will not block or redirect overland flows causing nuisance or flooding issues to the site and existing residences around it.

The reduction in dwelling numbers and the proposed changes to the built form in the current Planning Proposal will have the capacity to reduce the amount of runoff from the site.

It is our view that any drainage impacts resulting from the current Planning Proposal are acceptable.”

Catchment Planning Comments

Subsequent to the comments above and the Flood Assessment Report Prepared in June 2018 Fairfield City Council has completed the Cabravale Overland Flood Study. This Flood Study is not yet adopted, however shows that the site is not affected by the 1%AEP flood event, however the probable Maximum Flood (PMF) as shown in the figure below affects a portion of the site:



Given that this is a Greenfield development, there is an opportunity to design around the flooding constraint on the site, even though not specified as a requirement in the Fairfield City Wide Development Control Plan 2013. The proposed swale on the western side of the site should be adequately sized to convey the existing overland flow through the site, up to the PMF to ensure the new development is not at risk of flooding in any flood event.

It is proposed to ensure that this requirement is placed within the Site Specific Development Control Plan (SSDCP) to be prepared for the site by the applicant if the proposal progresses to the gateway.

If this requirement is satisfied at DA stage Council is in support of the proposal on flooding and storm water grounds.

How has the Planning Proposal adequately addressed any social and economic affects?

The Planning Proposal will have a positive social impact and will provide additional dwellings close to 30 minute public transport connections to surrounding employment centres.

The indicative design concept for the residential flat building has been designed to generally meet the requirements of the Apartment Design Guide (ADG).

Notably, the indicative design concept shows that the site can accommodate medium to high density residential development that will provide:

- A pleasant outlook for residents across the Cabramatta Golf Course to the BlueMountains;
- Apartments consistent with the ADG minimum size requirements;
- A minimum of two hours solar access to 77% of the indicative apartments;
- Natural cross ventilation to 61% of the proposed apartments;
- Separation distances between buildings in accordance with the minimum requirements of the ADG;
- Circulation cores that service no more than eight apartments per floor;
- 1,012sqm of communal open space (29.9% of the site area), and 1,188sqm deep soil (35.1% of the site area) for the residential flat building; and
- 956sqm of communal open space (8.1% of the site area), and 4,306sqm deep soil (36.6% of the site area) for the townhouse component;

It is noted that design prepared by Aleksandar Design Group is indicative for the purposes of understanding the opportunities on the site. Further design detail regarding apartment and townhouse layouts would be resolved a part of any future SSDCP for the site and subsequent development applications.

Any future detailed design would also ensure that facades and glazing on the dwellings facing Cabramatta Road West and Orange Grove Road were designed to mitigate any traffic noise and achieve the relevant internal noise standards.

Section D – State and Commonwealth Interests

There are no significant Commonwealth or State interests in the Planning Proposal other than the general objective to achieve an appropriate planning and development outcome on the site that has considered the State's regional and sub-regional strategic planning framework as described in this report.

Is there adequate public infrastructure for the planning proposal?

The site is immediately adjacent to bus routes that provide direct access to Liverpool and Cabramatta. These bus routes run frequently during peak times and have travel times of no more than approximately 12 minutes.

RMS upgrades to the immediate road network are completed and will accommodate the proposed increase in vehicle movements generated by the Planning Proposal without creating any significant impact on the operation of the surrounding road network.

Applicant Initiated Planning Proposal – TfNSW Comments

TfNSW were consulted extensively by Council officers during assessment of the previous planning proposal application for the site ,which forms of this planning proposal. The comments are below.

Revised TIA – During the public exhibition of the Planning Proposal concern was raised that the TIA was outdated (2016), including the traffic survey counts undertaken in 2015. The TIA had not taken into consideration the proposals impacts to the RMS intersection upgrades located at Cabramatta Road /Cumberland Highway and Cubmerland Highway/ Links Avenue Intersections.

Council officers requested that revised traffic surveys be undertaken and that the traffic impacts to key intersections including Links Avenue/Cumberland Highway and Cumberland Highway Cabramatta Road West, be modelled in a pre and post

development scenario. The impact to the local road network at Links Avenue was also modelled.

Developments impact to the local Road Network - The overall impact to Links Avenue in a post development scenario for vehicles exiting Links Avenue in the AM peak is an increase in vehicle wait times of approximately 20 seconds and an increase in vehicle queue length of approximately 4.5 vehicles or 25 metres. This decreases the existing level of service from an E to an F for vehicles exiting Links Avenue. Council's traffic engineers reviewed these findings and consider the level of impact in a post development scenario acceptable.

Development Impacts to the State Road Network - TfNSW have reviewed the revised TIA and advise that the latest SIDRA modelling is 'fit for purpose' to test the traffic impacts of the Planning Proposal on the intersection of Cumberland Highway/ Links Avenue and Cumberland Highway/ Cabramatta Road West Intersections. The SIDRA models are now calibrated and correctly reflect the existing TCS link plan in SCATS. Based on the latest SIDRA models, TfNSW raised no objection to the Planning Proposal. No changes to the level of service for vehicle movement was recorded for Cumberland Highway southbound and north bound

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

Council officers consulted TfNSW, Endeavour Energy, Sydney Water and Liverpool City Council extensively during assessment of the previous planning proposal application for the site. These comments are included below:

Transport NSW – Transport NSW was consulted extensively during the state agency consultation period. The following concerns were raised in relation to the proposals traffic impact assessment at the time of consultation:

- TIA did not include RMS intersection upgrades recently undertaken;
- SCATS modelling did not include a setting cycle time of 140 seconds;
- Traffic modelling did not include the worst case scenario;
- No consideration of pedestrian impacts;
- Inclusion of a special infrastructure contribution, and;
- Ensure no impacts to road reservations.

Council officers requested that a revised TIA take into account all of the above concerns. The TIA was revised to address the above issues and sent to TfNSW for their review. In TfNSW's response, it was confirmed that the above concerns have been addressed and resolved by the TIA and Council officers. No further objection was raised. Council's detailed response to the above issues can be found in the attached Council report.

Liverpool City Council - Liverpool City Council was notified of the Planning Proposal and raised no objection to the proposed rezoning; pending the support of the TfNSW, noting that the Cumberland Highway (adjacent to the subject site) is a significant arterial road servicing both Fairfield and Liverpool.

TfNSW reviewed the proposal including the revised traffic study, a response was received on the 11 February 2020, stating that the latest SIDRA models are 'fit for purpose' to test the traffic impacts of the Planning Proposal on the intersection of Cumberland Highway/Links Avenue and Cumberland Highway /Cabramatta Road West. The SIDRA models are now calibrated correctly and reflect the existing TCS link

plan in SCATS. Based on the latest SIDRA models, TfNSW raise no objection to the Planning Proposal.

Sydney Water - Sydney water did not raise any objection to the proposal, comments pertained to site servicing including:

Water Servicing – The 100mm water main along Links Avenue will service the proposed development site.

Wastewater Servicing – The receiving 225mm sewer has adequate capacity to service the proposed development. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application.

Council officers did not request any further information from the applicant regarding this matter. Detailed stormwater plans will be provided at DA stage, to satisfy these requirements.

Endeavour Energy - Endeavour Energy conveyed development fact sheets providing the following information:

- Network Capacity Connection;
- Substation Locations;
- Urban Network Design;
- Location of Electricity Infrastructure Easements;
- Street lighting;
- Development Application Notification/Concurrence;
- Earthing;
- Safety Clearances;
- Prudent Avoidance;
- Vegetation Management;
- Dial Before You Dig;
- Removal of Electricity Supply;
- Public Safety;
- Emergency Contacts
- Demolition and;
- Excavation

All of the issues raised are issues that must be addressed at the DA stage, Council officers note Endeavour Energies submission response and do not raise objection to any of the requirements outlined in the submission as they are general requirements to be met by this form of development.

Should Council resolve to send this Planning Proposal to DPIE for gateway determination, a condition of the gateway determination would require council to consult with the relevant state agencies.

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:

- i. Amend the relevant zoning map 2850_COM_LZN_017_010_20150408 to rezone the subject land from R2 Low Density Residential to part R3 Medium Density residential and part R4 High Density Residential;
- ii. Amend the relevant Floor Space Ratio Map 2850_COM_FSR_017_010_20150408 to provide for 2:1 to the R4 portion of the site and 0.6:1 for the R3 portion of the site;
- iii. Amend the relevant Height of Buildings map 2850_COM_HOB_017_010_20180702 to provide for a building height of 9 metres to part of the site and 20 metres to part of the site;
- iv. Amend the relevant Lot Size Dual Occupancy Development Map 2850_COM_LSD_017_010_20130117 to remove reference to the subject sites
- v. Amend the relevant Lot Size Map 2850_COM_LSZ_017_010_20160624 to remove reference to the subject sites.
- vi. Amend the Key Sites Map 2850_COM_KYS_017_010_20140922 to remove reference to the subject site.

Note that **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 Land Use Zone
- Current and proposed Floor Space Ratio
- Current and proposed Height of Building

Part 5 - Community Consultation

Community consultation is required under Sections 3.34 and section 2.6 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.

It is proposed that in accordance with 'A guide to preparing local environmental plans' that the Planning Proposal undergo a 28 day public exhibition period. It is noted that confirmation of the public exhibition period and requirements for the Planning Proposal will be given by the Minister as part of the LEP Gateway determination. Any future DA for the site would also be exhibited in accordance with the Council's notification requirements at which time the public and relevant authorities can make further comments on the redevelopment of the site.

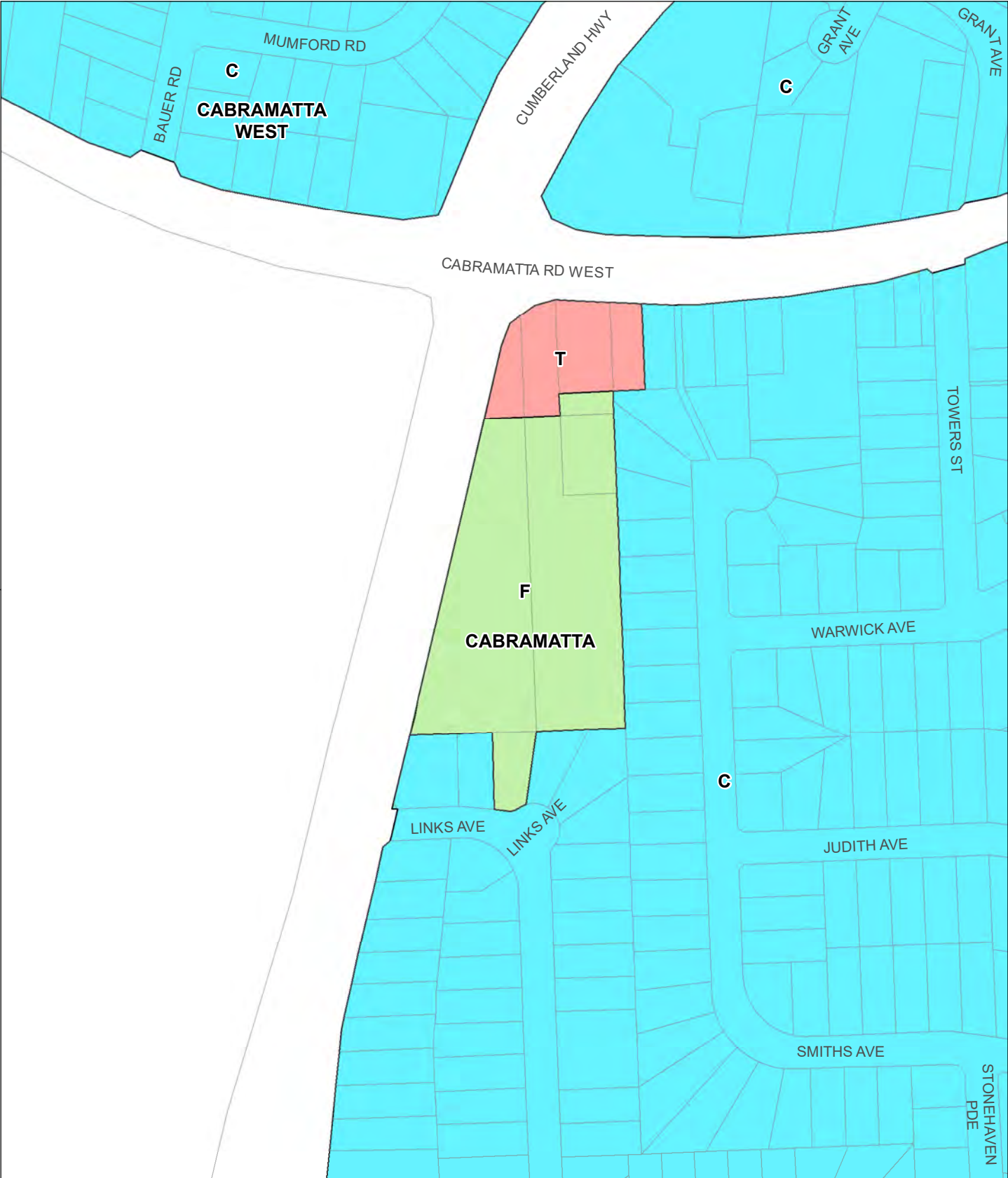
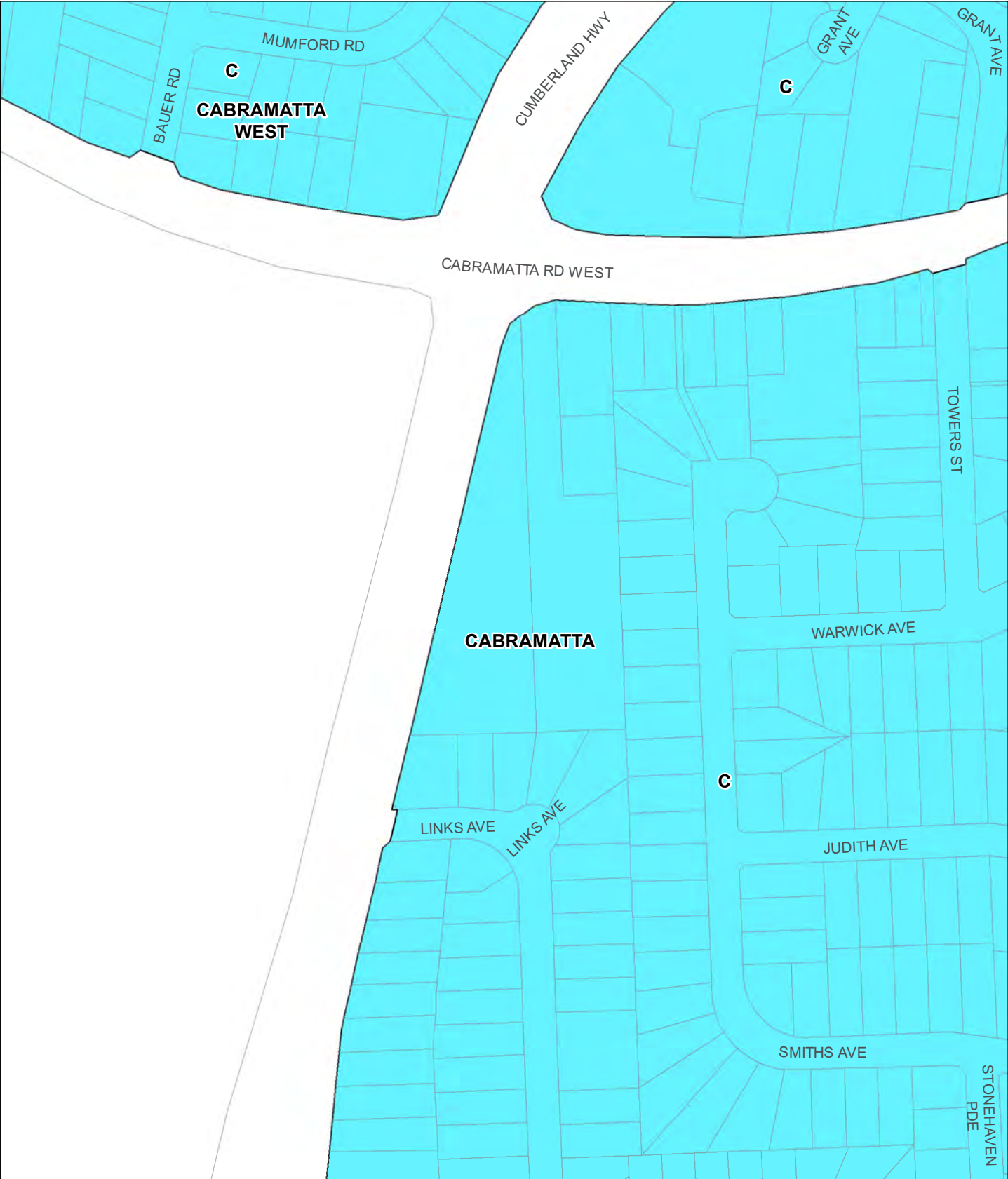
In addition, the Planning Proposal will be advertised within the Fairfield City Champion and placed on Council's website during the public exhibition period.

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	Section 3.34 Request for Gateway Determination	Prepare and submit Planning Proposal to DPIE	October 2020
2	Gateway Determination	Assessment by DPIE (including LEP Panel) and Gateway issued to Council.	December 2020
3	Completion of required technical information and report (if required) back to Council	Prepare draft controls for Planning Proposal	March 2021
4	Public Consultation for Planning Proposal	In accordance with Council resolution and conditions of the Gateway Determination	March 2021
5	Government Agency Consultation	Letters sent out to the relevant government agencies as conditioned in the gateway determination.	March 2021
6	Public Hearing (if required) following public consultation for Planning Proposal	If required by the conditions of the gateway determination it will be held during the public exhibition process.	March/April 2021
7	Consideration of submission	Assessment and consideration of submissions.	April/May 2021
8	Report to Council on submissions to public exhibition and public hearing	Includes assessment and preparation of report to Council	June 2021
9	Possible re-exhibition	Covering Possible changes to draft planning proposal in light of community consultation	July 2021
10	Report back to Council	Includes assessment and preparation of report to Council	August 2021
11	Referral to PCO and Notify DP&I	Draft Planning Proposal reviewed by PCO , legal	September 2021

		instrument finalized and copy of the draft finalized planning proposal forwarded to DPIE for finalization.	
12	Plan is made	Notified on legislation Website	October 2021
Estimated Time Frame			16 Months



Floor Space Ratio Map - Existing

Floor Space Ratio Map - Proposed

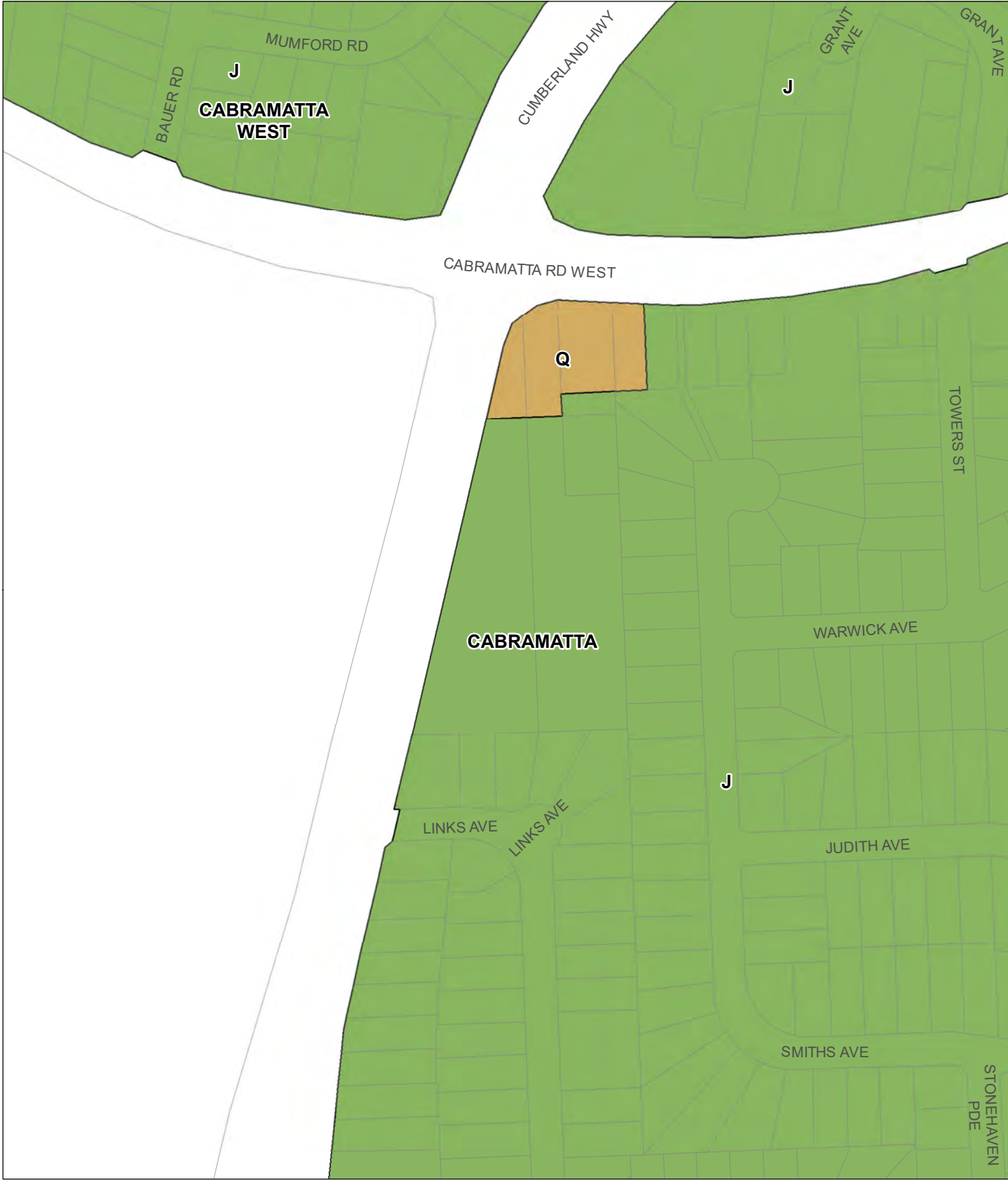
Maximum Floor Space Ratio (n:1)

A1 0.1	C 0.45	E 0.57	J 0.8	P 1.25	S 1.5	U 2.5	W 3.5
A2 0.33	D 0.5	F 0.6	N 1	R 1.45	T 2	V 3	X 4

Cadastre boundary
LGA Boundary



Height of Buildings Map - Existing



Height of Buildings Map - Proposed

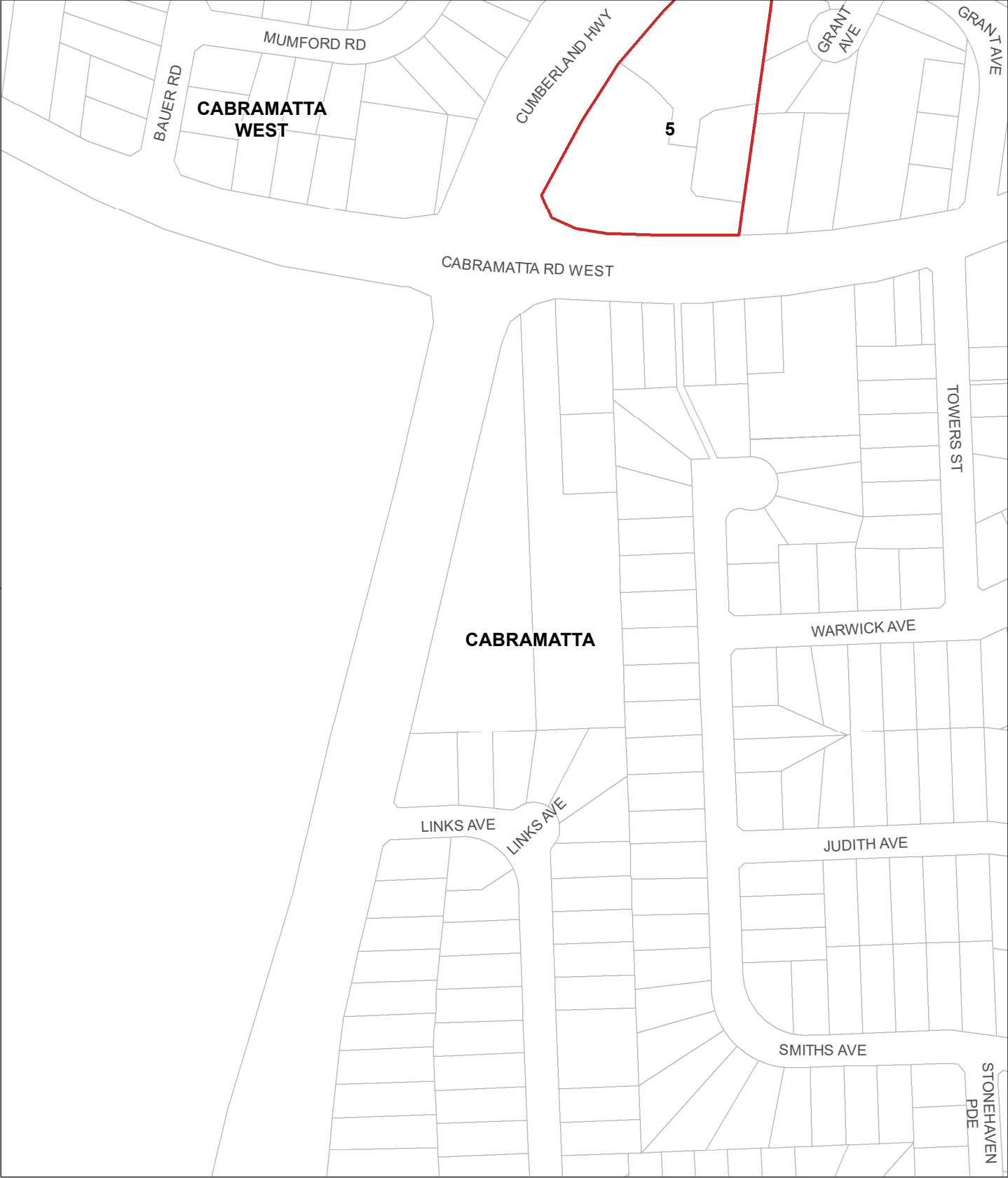
Maximum Building Height (m)

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

- Cadastre boundary
- LGA Boundary



Key Sites Map - Existing



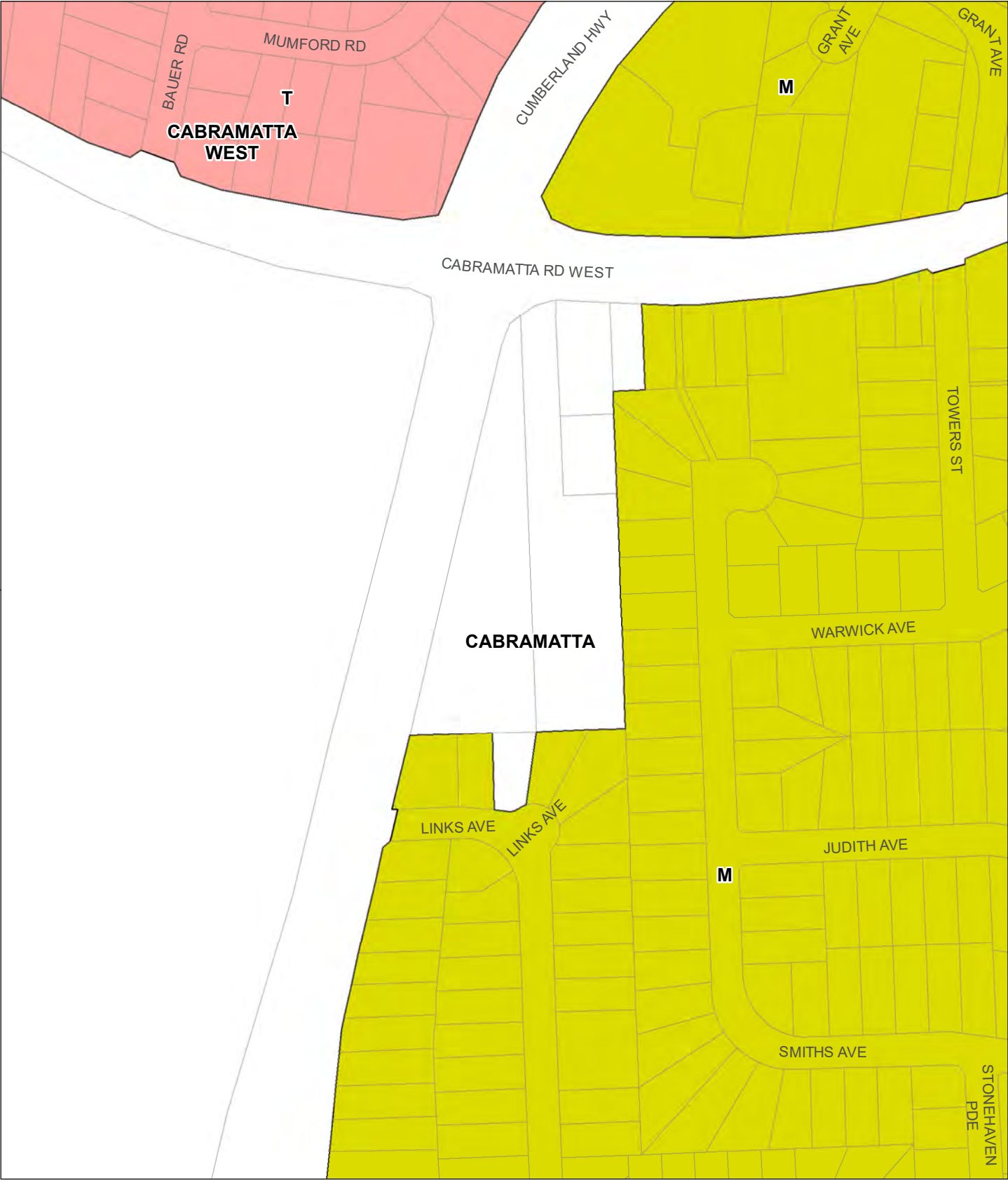
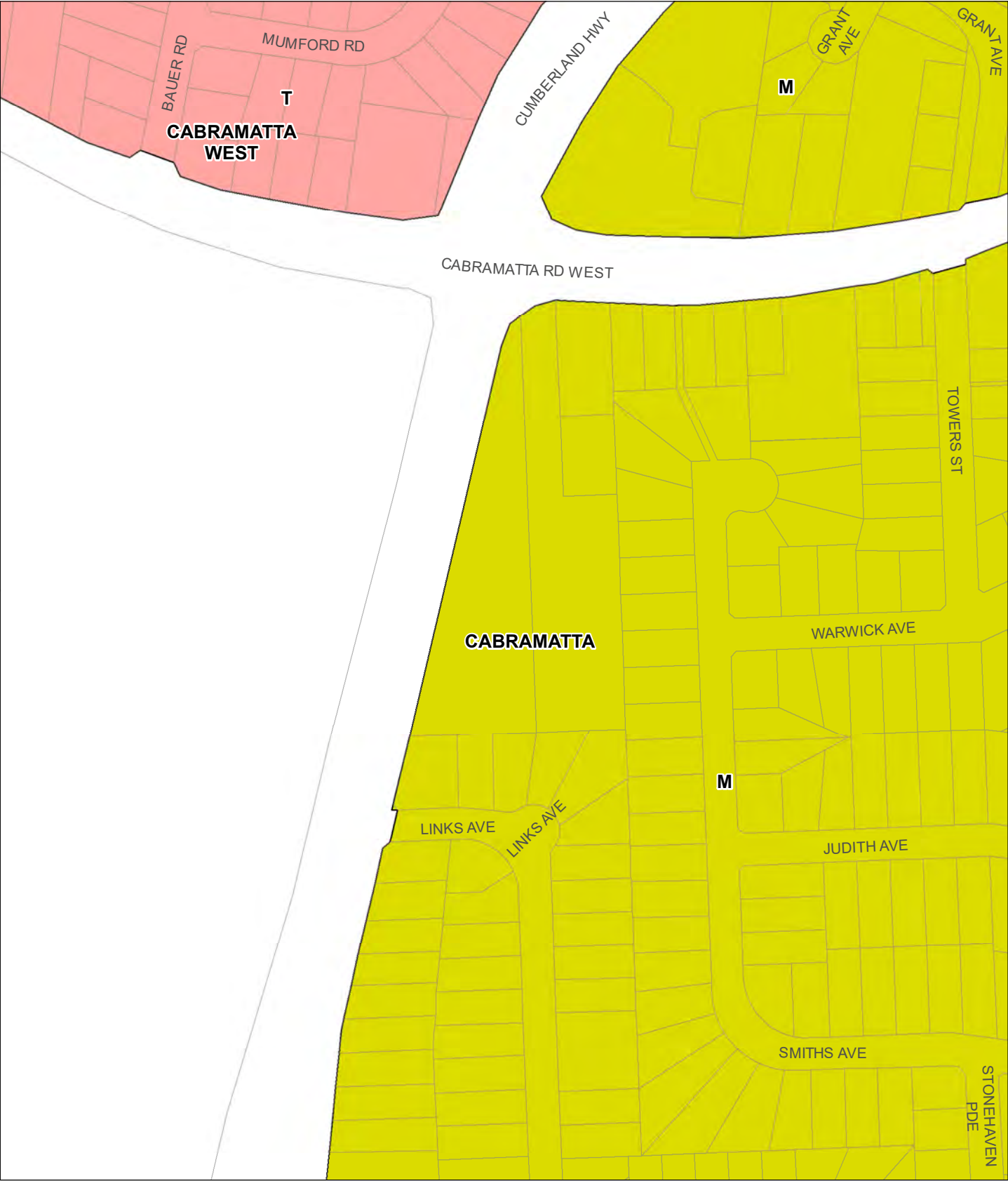
Key Sites Map - Proposed

Key Sites

 Site

 Cadastre boundary

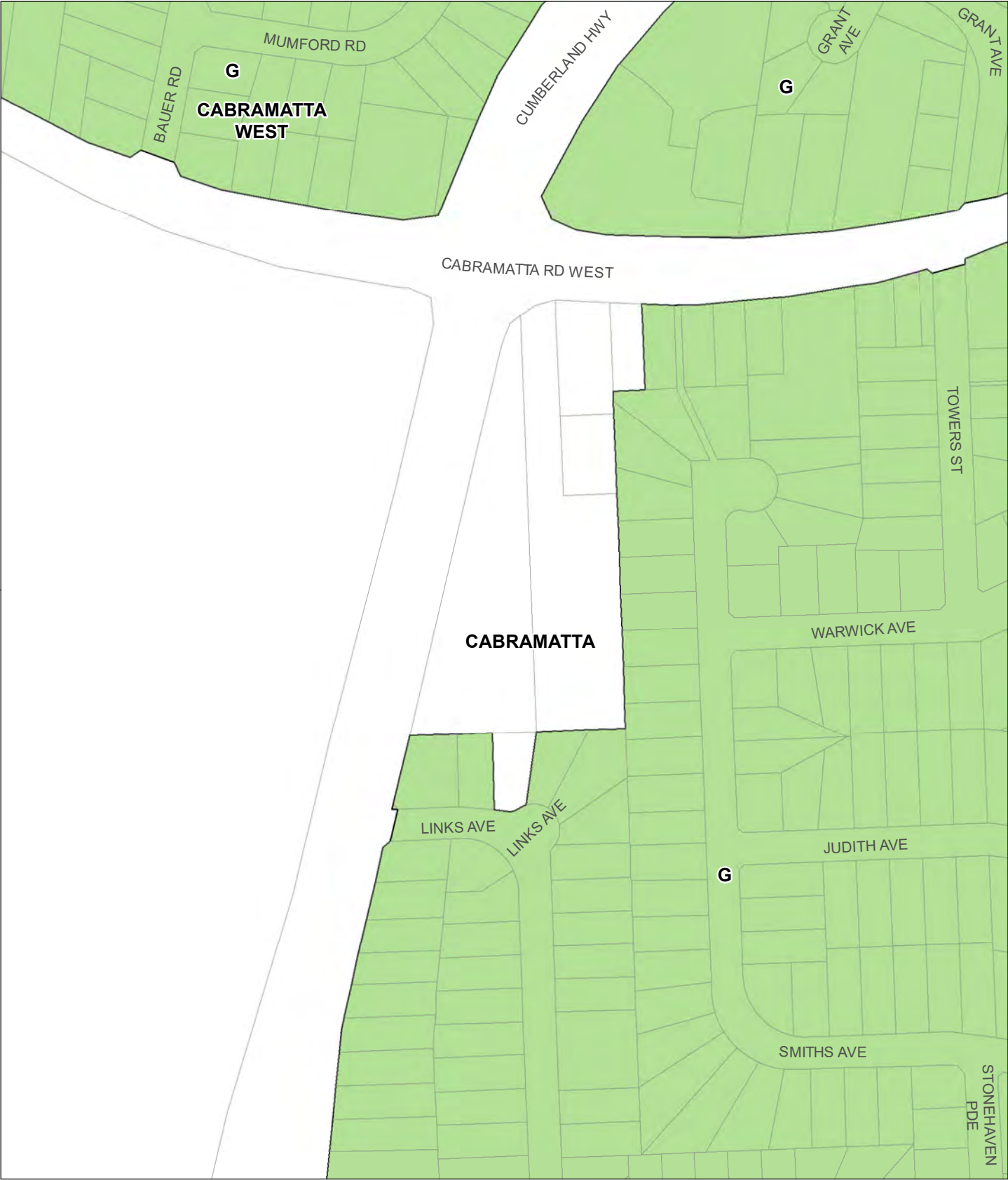
 LGA Boundary



Lot Size for Dual Occupancy Map - Existing

Lot Size for Dual Occupancy Map - Proposed

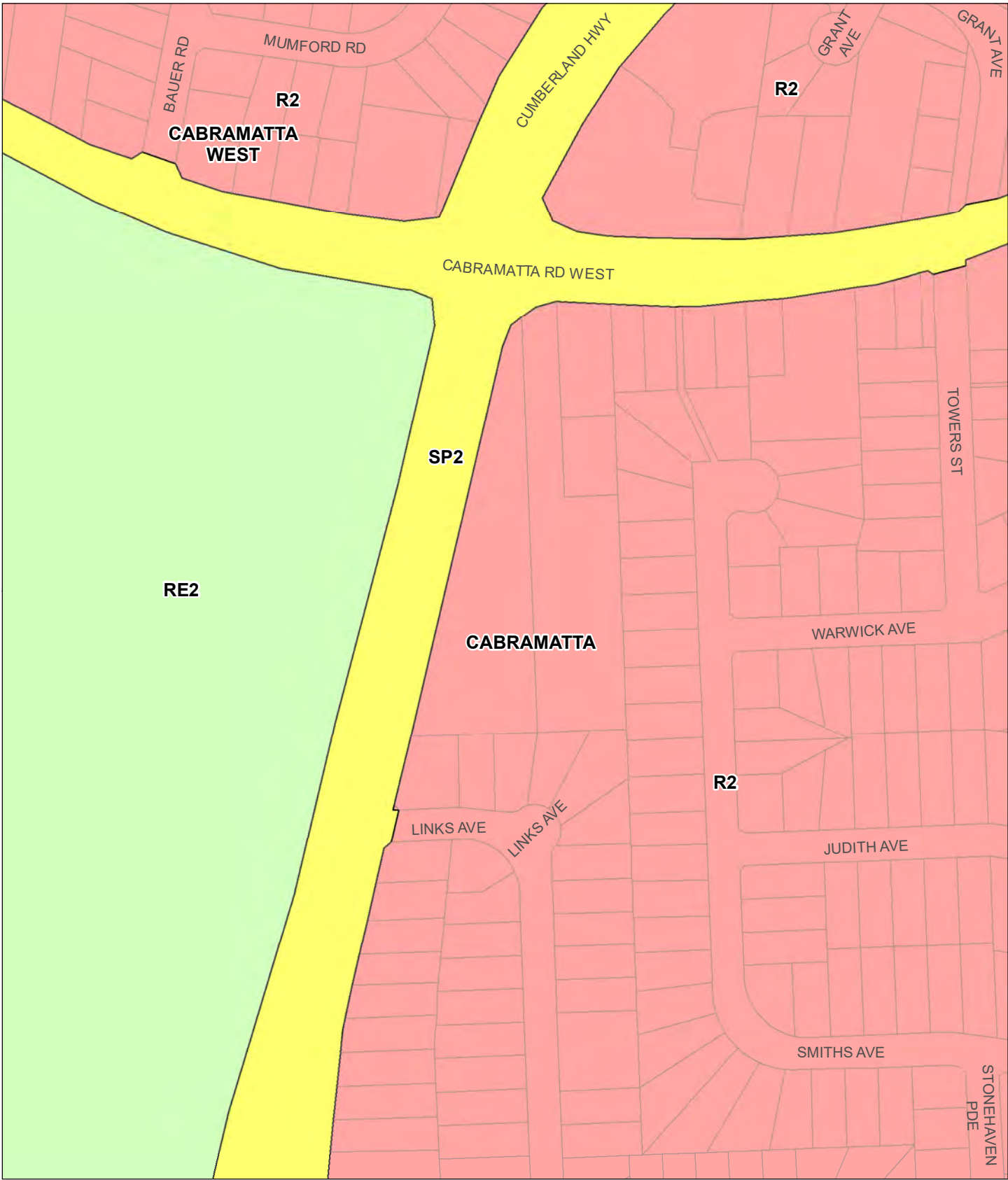
Minimum Lot Size (m ²)			
M	600	W	4,000
T	900	Z	20 000 (2 ha)
		Cadastre boundary	
		LGA Boundary	



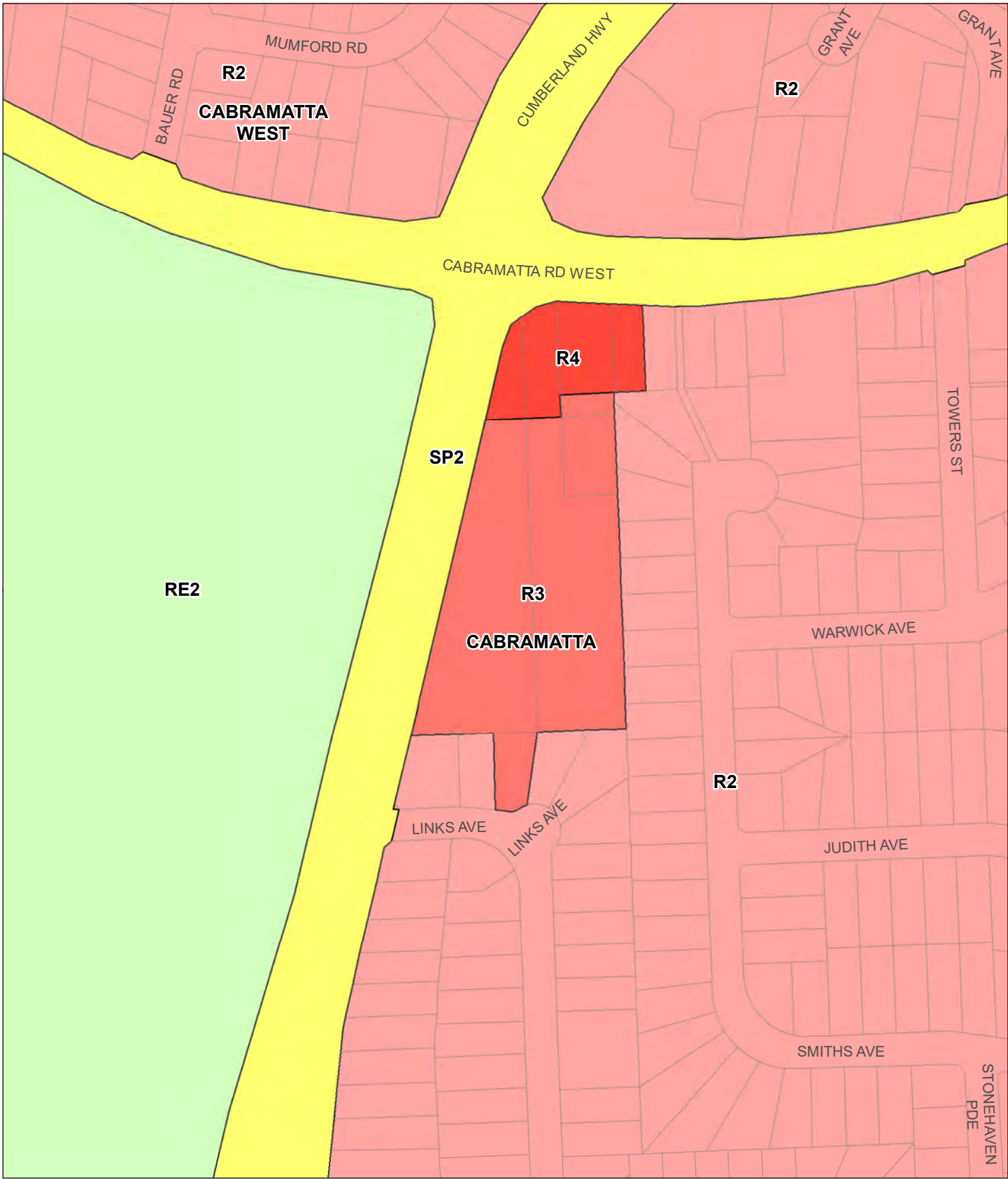
Lot Size Map - Existing

Lot Size Map - Proposed

Minimum Lot Size (m ²)		
G 450	V 2000	Cadastre boundary
T 930	Y 10000 (1ha)	
U 1500	AB 100000 (10ha)	
		LGA Boundary



Zoning Map - Existing



Zoning Map - Proposed

Zone

B1

Neighbourhood Centre

B5

Business Development

IN1

General Industrial

R3

Medium Density Residential

RU1

Primary Production

SP1

Special Activities

SSP

SEPP (State Significant Precinct) 2005

B2

Local Centre

B6

Enterprise Corridor

IN2

Light Industrial

R4

High Density Residential

RU2

Rural Landscape

SP2

Infrastructure

WSP

SEPP (Western Sydney Parklands) 2009

B3

Commercial Core

E2

Environmental Conservation

R1

General Residential

RE1

Public Recreation

RU4

Primary Production Small Lots

SP3

Tourist

WSE

SEPP (Western Sydney Employment Area) 2009

B4

Mixed Use

E3

Environmental Management

R2

Low Density Residential

RE2

Private Recreation

RU5

Village

W2

Recreational Waterways

Cadastre boundary

LGA Boundary

10.14 Controls for 400-404 Cabramatta Road and 2 Links Avenue, Cabramatta

Proposed Amendment

1.1 Overview

The site-specific provisions contained within this section of Fairfield City Wide DCP apply to land known as 400-404 Cabramatta Road West, 2-18 Orange Grove Road and 6 Links Avenue.

The land is legally known as:

Property Address	Title Description
400 Cabramatta Road West, Cabramatta	Lot 1 DP 29449
6 Links Avenue, Cabramatta	Lot 3 DP 30217
404 Cabramatta Road West, Cabramatta	Lot 7 DP 709126
2 Orange Grove Road, Cabramatta	Lot 6 DP 709126
402 Cabramatta Road West, Cabramatta	Lot 1 DP 29449
402A Cabramatta Road West, Cabramatta	Lot 2 DP 503339



Figure 1 - Subject Site

Under the provisions of the *Fairfield Local Environmental Plan 2013* the site may be developed for a residential flat building and multi dwelling housing, subject to development approval and consistent with the relevant provisions of FLEP 2013 and this SSDCP. The following provisions have been prepared in relation to future development of the subject site for these uses.

1.2 Relationship to other sections of the City Wide DCP

This section forms part of the Fairfield City Wide Development Control Plan 2013 (FCWDGP) (2013). Development within the land to which this plan applies, will need to have regard to this section of the DCP as well as other relevant controls in the broader City Wide DCP 2013. In the event of any inconsistency between this section and other sections of the DCP, this section will prevail to the extent of the inconsistency.

1.3 General Objectives

The objectives of this site-specific development control plan are to:

- a. Provide a site responsive development control framework;
- b. To ensure the orderly use and development of the land (to which this Part applies) for residential purposes;
- c. Promote development that is compatible with surrounding development;
- d. Ensure the future redevelopment of the site is considerate of adjoining development, and;
- e. Ensure appropriate residential amenity of the future development can be achieved

1.4 Building and Site Design

1.4.1 Site Design and Layout

Objectives

- a. To ensure that the development site area will have sufficient area for the dwellings, vehicle access, landscaping, private and communal open space, parking, waste storage, collection, and amenity and are consistent with the desired future character of the area.

Controls

- i. The layout of the buildings on the subject site shall be generally in accordance with figure 2 of this SSDCP Site Layout and Building Design. Alternative layouts may be considered subject to final design in order to ensure that future development is designed and constructed in a manner that minimises adverse impacts upon the amenity of the nearby residences and the environment.
- ii. Any variation from Figure 2 initiated by the applicant must be justified by an urban design study and detail description included within the Statement of Environmental Effects.
- iii. There shall be sufficient space for bulky waste to be presented and collected at the kerbside of the internal road associated with the development site. There should be a dedicated space for other recycling systems beside normal kerbside collection, such as separate bins for clothes and e-waste including household batteries and mobile phones. Waste collection from Links Avenue will not be supported.
- iv. Any future development application for medium or high-density housing will need to be accompanied by an application for re-subdivision that delineates the boundaries between the R3 Medium Density Residential and R4 High density residential zones consistent with figure 2 of the SSDCP.

1.4.2 Building Height

Objectives

- a. The building height is appropriate for the scale and character of the street and provides an acceptable impact on the amenity of adjoining properties.
- b. Ensure new development is consistent and compatible with established built form and hence results in a physically cohesive neighbourhood.
- c. Ensure appropriate separation between existing dwellings adjoining and dwellings proposed within the site.
- d. Ensure minimal overshadowing of neighbours properties.
- e. Ensure privacy and limited side and rear views of neighbours properties are maintained.
- f. Maintain sunlight in public and private open spaces

Controls

Residential Flat Building Height

- i. The maximum height of any residential flat building in R4 High Density Residential zone is 6 storeys (excluding basements) and 20 metres as outlined on the Fairfield LEP 2013 Height of Buildings Map.

Multi Dwelling Housing Height

- i. The maximum height of the multi dwelling housing for the R3 Medium Density Residential portion of the site is 2 storeys plus attic (excluding basements) and 9 metres as outlined on the Fairfield LEP 2013 Height of Building Maps.

1.4.3 Building Setbacks and Separation

Objectives

- a. Maintain and enhance established streetscape and character of the neighbourhood. Components of streetscape and character of the neighbourhood include building setback, landscaping, fencing, lighting, pathways, and street trees.
- b. Protect the privacy and solar access of adjacent properties.
- c. Avoid blank/plain façades along publicly visible parts of the development.
- d. Achieve a staggered and articulated built form.
- e. Ensure vehicular and pedestrian safety.
- f. Ensure landscaping opportunities, (sufficient deep soil areas) are available along the boundaries in cases where basement car park is proposed.
- g. Ensure appropriate space between buildings and boundaries is provided to maintain privacy, allow reasonable solar access and opportunities for landscaping where appropriate.
- h. Ensure there is sufficient spatial separation between dwellings to accommodate access (i.e. both vehicular and pedestrian access) and landscaping needs.
- i. Ensure that setbacks to Orange Grove Road achieve deep soil planting in order to enhance privacy and mitigate acoustic impacts from the roadway.

Controls

General

- i. Building setbacks are to be provided generally in accordance with the setbacks dimensioned on Figure 2 - Site Layout and Building Design of this SSDCP.

Residential Flat Building Setbacks

- i. The minimum setback distance between the residential flat building and adjoining properties at the eastern boundary shall be 9 metres or in accordance with the Apartment Design Guide, whichever is greater.
- ii. The minimum building setback to Cabramatta Road West and Orange Grove Road on the land zoned R4 High Density Residential is 6 metres.
- iii. The minimum setback distance between the residential flat building component and the multi dwelling housing component shall comply with the Apartment Design Guide.

Multi Dwelling Housing Setbacks

- i. The minimum building setback to Orange Grove Road on the land zoned R3 Medium Density Residential is 5 metres.
- ii. The minimum rear-building setback to the adjoining Links Avenue property boundaries is 4.5 metres.
- iii. The minimum side-building setback to the adjoining property boundaries is 0.9 metres.
- iv. The minimum separation distance between dwellings sharing private open space to the rear is 7 metres. The private open space for these townhouses shall be designed in a manner that reduces overlooking and promotes privacy.
- v. The minimum separation distance between dwellings that face each other across the internal roadway is 8.85 metres for multi dwelling housing addressing the western access road and 8.4 metres for multi dwelling housing addressing the eastern access roads.

1.4.4 Residential Flat Building Design

Objectives

- a. Ensure that the residential flat building considers and is consistent with the nine design quality principles within *State Environmental Planning Policy 65 – Design Quality of Residential Flat Development*.

Controls

- I. The residential flat building design is subject to the requirements of State Environmental Planning Policy 65 – Design Quality of Residential Flat Development including Design Quality Principles and the Apartment Design Guide.

1.4.5 Building Form Multi Dwelling Housing

Objectives

- a. Ensure privacy is maximised for neighbours of the development and those who will occupy the townhouse/villas development.
- b. Reduce bulk and achieve a mix of two storey built elements that respond to the opportunities and constraints of the site.
- c. Encourage the massing of the dwellings to take into account overshadowing impacts on surrounding properties and private open space within the development.
- d. Ensure development is compatible with its surroundings
- e. Ensure building bulk, site coverage and open space provisions are compatible with neighbouring development.

- f. Ensure that there is sufficient spatial separation between dwellings to accommodate access and landscaping needs.

Controls

- i. Maximum permissible floor space ratio for any development must comply with the floor space ratio standards prescribed on the Fairfield LEP 2013 Floor Space Ratio Map. The requirements set out in the 6A.2.1 (FSR) of the Fairfield City Wide DCP 2013 must be complied with.
- ii. Maximum permissible building height for any development must comply with the building height standards prescribed on the Fairfield LEP building Heights Map. The requirement set out in 6A.2.2 Building Height of the Fairfield City Wide DCP 2013 must be complied with.
- iii. Ensure that the development complies with the controls set out in Section 6A.2.4 Balanced Building Form within the Fairfield City Wide DCP 2013.
- iv. The development must comply with the controls outlined within Section 6A.2.5 Building Separation.
- v. The development must comply with all other sections within Chapter 6A.2 Built Form and Urban Design of the Fairfield City Wide DCP 2013 including units per site area, size of rooms and storage, Access for all residents, Dwelling position/orientation and Development Façade.
- vi. The development must comply with the objectives and controls outlined in 6A.5.3 Privacy of the Fairfield City Wide DCP 2013.

1.4.6 Mix of Units

Objectives

- a. Ensure that housing supply responds to the needs of the local population.
- b. Ensure a mix of units is available which provides for different family sizes and people at different stages of their life cycle.

Controls

- i. There is no minimum requirement for 1, 2 or 3 + bedroom dwellings on the R3 Medium Density Residential land.

1.4.7 Units per Site Area

Objectives

- a. Encourage a guide as to the potential yield of a development site.
- b. Encourage amalgamation of lots.
- c. Provide adequate space for dwellings and their amenities.

Controls

- i. Any multi dwelling housing development must not exceed the maximum FSR limit for the site set out in the relevant Fairfield Local Environmental Plan that applies when any development application is determined. There is no limit on the number of multi dwelling houses or apartments on the site.

1.4.8 Solar Access and Natural Ventilation

Objectives

- a. Encourage the benefits of winter sun and minimise the intrusion of summer heat in design.
- b. Ensure internal living spaces and private open space has adequate access to sunlight.
- c. Maintain direct sunlight to adjacent dwellings.

Controls

- i. All dwellings must be designed to ensure compliance with the controls in 6A.5.1 Solar Access of the Fairfield City Wide DCP 2013.
- ii. Each Dwelling is to be naturally ventilated.

1.5.1 Vehicular and Pedestrian Access

Objectives

- a. Internal vehicle and pedestrian circulation should function like a street, minimise the dominance of the driveway, and minimise impact on habitable spaces.
- b. Ensure adequate off-street car parking spaces are available within the subject site.
- c. Ensure adequate off-street car parking is appropriately located on site, is accessible, and available at all time to residents and visitors.

Controls

- i. A two- way internal access road is to be provided in the general format shown on figure 2 and designed in accordance with the relevant Australian Standards.
- ii. The internal access road is to be designed to ensure Council's waste vehicles and emergency vehicles can access the site.
- iii. The two-way internal road is to serve as a shared pedestrian and vehicle environment. Appropriate traffic calming mechanisms are to be detailed as part of the relevant development application.
- iv. The carriageway width of the internal road network curb to curb is to be a minimum of 6 metres.
- v. The carriageway width including the curb is to be 8.850 metres.
- vi. The carriageway width between properties situated adjacent to each other across the internal road network is to be 12.150 metres measured from the building line of the garage.
- vii. Pedestrian access is to be provided in the general format shown in Figure 2 Site Layout and building setbacks.
- viii. Traffic control measures are to be considered at the sites entrance to mitigate potential impacts of existing traffic movements along Links Avenue.
- ix. A pedestrian access and mobility plan is to be developed and prepared by a suitably qualified traffic consultant, including identification of key desire lines. The plan must show the developments impact to the frontage along Cumberland Highway including the impact on the Transport NSW requirements of a strategic cycling corridor and walking corridor in Transport NSW Sydney Cycling Future 2013.
- x. Vehicle ingress and egress shall be provided solely from 6 Links Avenue.

1.5.2 Parking

Objectives

- a. Ensure adequate off-street car parking spaces are available on site for residents and visitors.
- b. Ensure off-street car parking is accessible and available at all times to residents and visitors.
- c. Encourage the use of public transport.
- d. Minimise the portion of the site dedicated to vehicle parking.

Controls

- i. Car parking spaces must comply with minimum dimension requirements set out within the relevant Australian Standard.
- ii. Disabled and emergency vehicle parking must be provided at the rate specified in the relevant Australian Standard.
- iii. Car parking rates must be provided at the rate specified in Chapter 12 Table 1 Parking rates of the Fairfield City Wide DCP 2013.

1.5.3 Traffic Noise Attenuation

Objectives

- a. Ensure outside noise levels are controlled to acceptable levels in living and bedrooms of dwellings.
- b. Ensure appropriate acoustic treatments are incorporated within the development.
- c. Ensure varieties of acoustic treatments are used to protect existing neighbouring residents.

Controls

- i. Future development applications must demonstrate that dwellings can achieve the relevant internal noise criteria.
- ii. Any future Development Application located near a major road must address the noise, vibration and air quality impacts of the major road on the development. The requirements of State Environmental Planning Policy Infrastructure (2007) apply.
- iii. Council may require the applicant prepare an acoustic report prepared by a suitably qualified professional in relation to noise emission issues.

1.6 Open Space, Landscaping and Environment

1.6.1 Communal and Private Open Space

Objectives

- a. Adequate area for communal open space is provided that enhances residential amenity.
- b. Ensure adequate private open space for town house developments.
- c. Ensure private open space includes landscaping and soft areas.
- d. Ensure direct access and a relationship between indoor and outdoor living areas.
- e. Ensure that private open space is useable, functional and easily accessible for residents.
- f. Ensure passive surveillance of communal open space.

Controls

- i. The area of principal private open space provided for each dwelling is at least 25m² with a minimum dimension of 2.5m.
- ii. The total area of communal open space must be a minimum of 8% of the R3 Medium Density Residential component of the site area illustrated on figure 2.
- iii. The minimum area of the primary communal open space must not be less than 1020m².
- iv. Common Open Space must include features such as seating, shade structures, child play equipment and barbeques to satisfy the recreation needs of residents
- v. The three communal open space parcels onsite, including the communal open space for the residential apartments and the terraces must be embellished to a standard to allow for passive recreation and landscaping.
- vi. The main parcel of communal open space adjoining the eastern boundary (approximately 1020 square metres) shall be stepped or terraced to allow appropriate passive recreation while maintaining reasonable accessibility to people with prams, wheelchairs or a disability.
- vii. The stepping or terracing of the main parcel of communal open space must be undertaken in such a manner to ensure the long term retention of significant vegetation.

1.6.2 Landscaping

Objectives

- a. Ensure appropriate amenity for the development
- b. Ensure appropriate amenity for the adjoining existing dwellings.

Controls

- i. Landscaping should form part of the overall development, providing separation (visual and acoustic) to adjoining residential dwellings.
- ii. The access handle to Links Avenue should be appropriately landscaped with mature plants to ensure visual and acoustic separation between the road, car parking and existing dwellings.
- iii. Units addressing the large communal open space shall have fencing at a scale and design that provides appropriate passive surveillance.
- iv. Landscaping between the proposed residential flat building and the adjoining existing low-density residential area are to be of mature plantings approved by Council's relevant Natural Resources Officer, or similar.

1.6.3 Tree Protection

Objectives

- a. To provide adequate opportunities for the retention of existing mature trees.
- b. To provide a tree canopy that will form part of the broader tree canopy for the suburb.
- c. Provision of new vegetation that contributes to biodiversity, enhances tree canopy, minimises urban runoff and provides separation between the development and existing residential dwellings adjoining the site.

Controls

- i. The existing trees identified green on figure 2 of this SSDCP must be retained unless agreed by Council.

- ii. Any development application to remove trees must provide an arborist report prepared by a suitably qualified professional.
- iii. Any development application proposing removal of vegetation of significance must provide an ecological report prepared by a suitably qualified professional.
- iv. Any works pertaining to the removal or preservation of trees onsite must comply with the requirements set out in Chapter 3 Environmental Management constraints of the Fairfield City Wide DCP 2013.
- v. Any future development must comply with relevant provisions of the Biodiversity Conservation Act 2016 (BCA), including biodiversity offset requirements. Relevant technical reports under the BCA including a Biodiversity Assessment Method (BAM). A Biodiversity Assessment Report (BDAR) would be required to be prepared by an accredited assessor.

1.7 Drainage

1.7.1 On Site Detention

Objectives

- a. To ensure that by using OSD, storm water discharge is controlled thereby ensuring development does not increase the risk of downstream flooding, erosion of unstable waterways or a reduction of the capacity of Council's drainage network.

Controls

- i. Relevant controls, performance criteria and where the policy applies can be found in Chapter 4 of the Stormwater Management Policy – September 2017.
- ii. OSD is to be provided generally in accordance with the location shown on Figure 2 of this SSDCP. The OSD should be designed to accommodate a volume of approximately 340m³.

1.7.2 Cut and Fill

Objectives

- a. The development responds to the natural landform of the site, reducing the visual impact and avoiding large amounts of cut and fill and minimise the impacts of retaining walls.

Controls

- i. Unless the dwelling is over a basement or identified on Figure 3 of this SSDCP as an area requiring fill, the height of ground floor level above the natural ground level shall be limited to 600mm except where it is required to be raised to achieve a suitable freeboard above the flood level or the 100 year ARI water level of an on-site detention basin. This 600mm height includes the fill, bedding and the slab thickness. Any variation from this floor height shall not cause adverse amenity impacts to the adjoining properties and shall be justified to the Council.

Objectives

- a. Provide easy access for all, including people with prams, wheelchairs, walking difficulties, and sight, hearing or intellectual impairments.
- b. Ensure the development accounts for the needs of individuals with disabilities and the elderly.

Controls

- i. A minimum of 10% of the multi dwelling houses must have a bedroom, bathroom and kitchen on the ground floor.

1.9 Boundary Articulation to Orange Grove Road

Objectives

- a. To ensure the boundary fencing to Orange Grove Road is articulated to allow for additional landscaping along the street edge to reduce the visual impact of the boundary fence.

Controls

- i. The boundary fence along Orange Grove Road is to be articulated generally in accordance with Figure 2 of this SSDCP.
- ii. Appropriate landscaping is to be provided in the articulation zones along the street frontage.

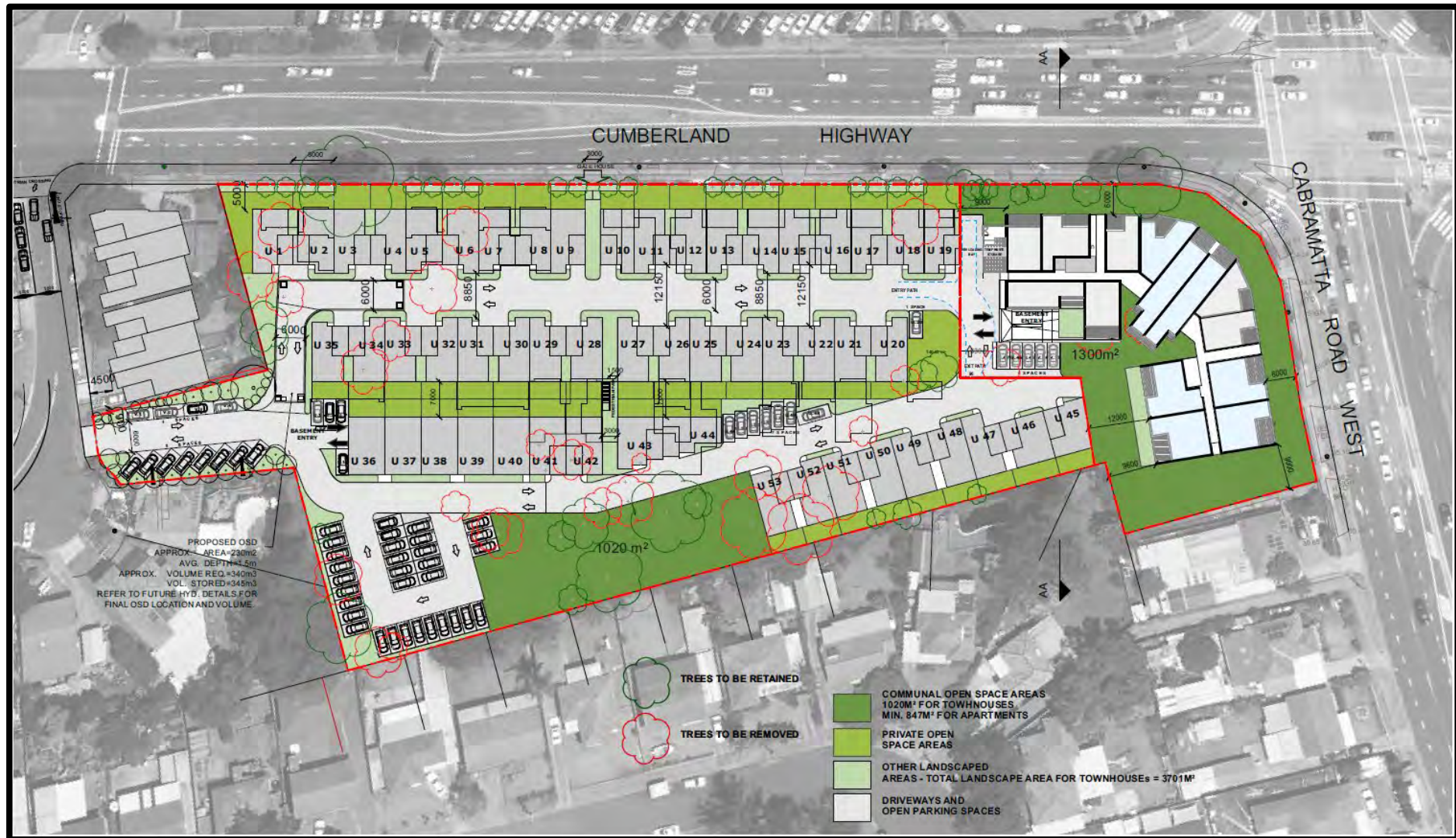


Figure 2 Site layout and building setbacks and Common Open Space

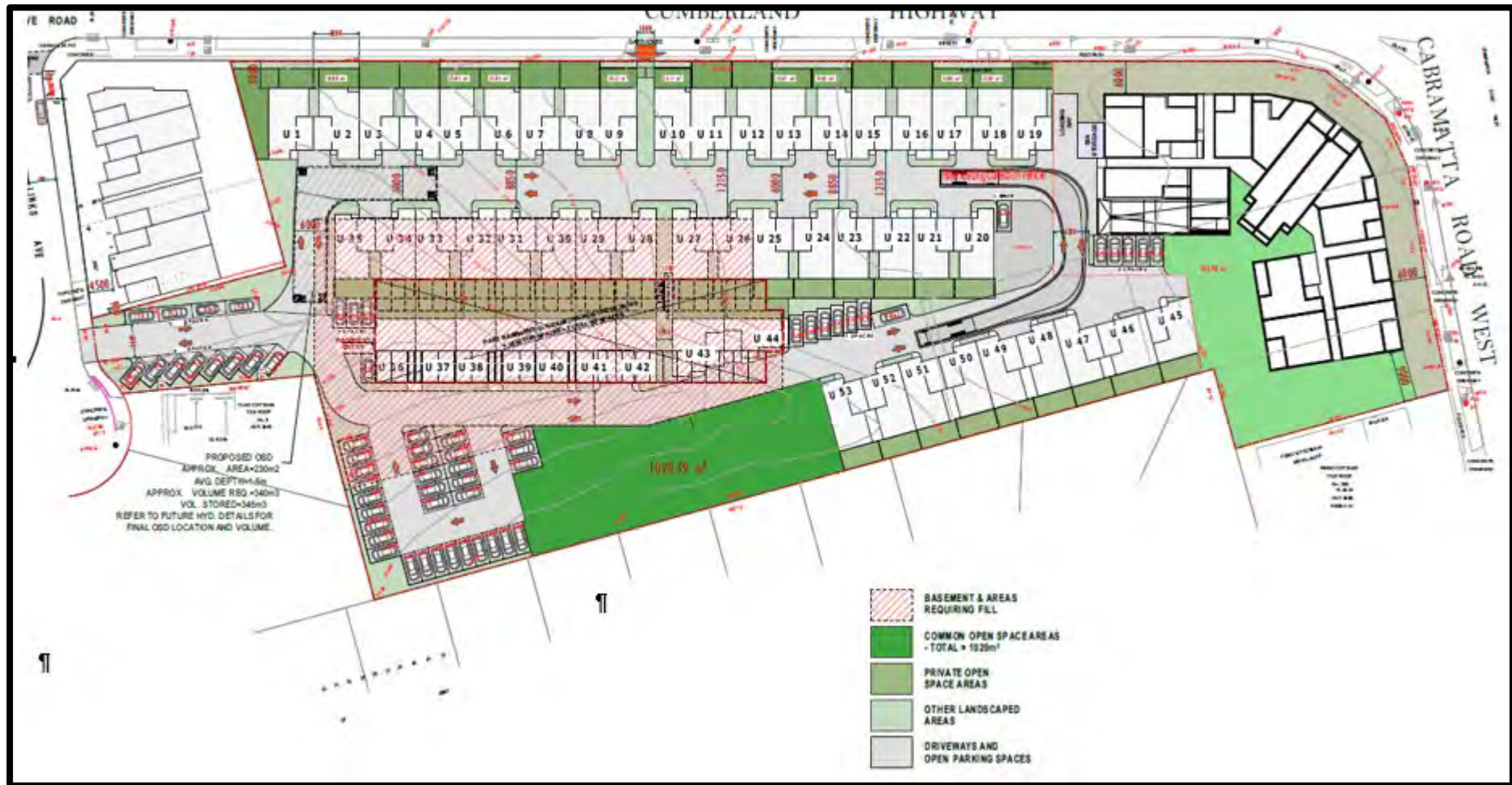


Figure 3 - Basement and Fill Areas

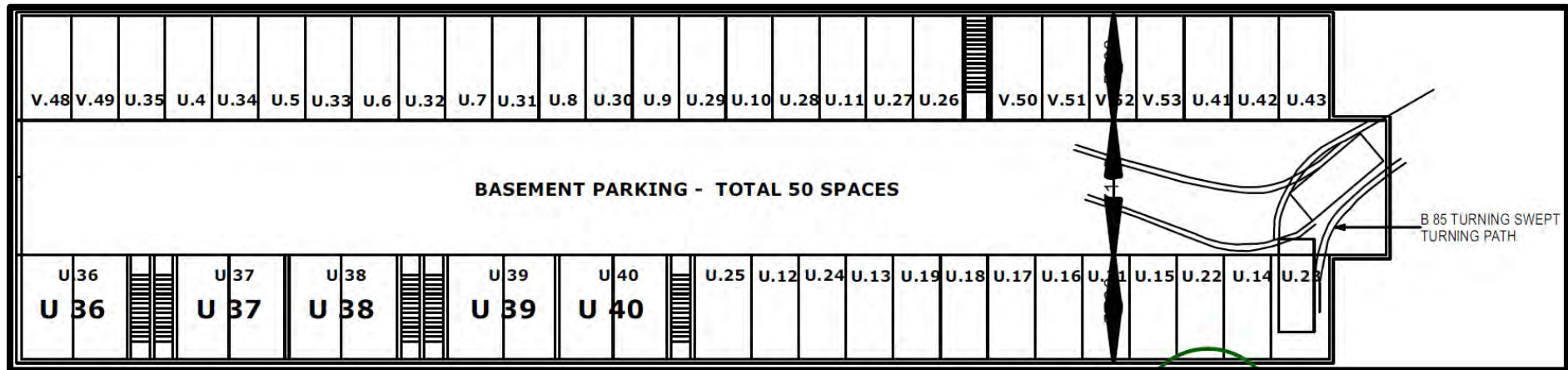


Figure 4 Basement Parking Plan on R3 Land



Mr Allan Young
City Manager
Fairfield City Council
BO Box 21
Fairfield NSW 1860

Attn: Patrick Warren

Dear Mr Young,

**Planning Proposal PP-2020-3237 to amend Fairfield Environmental Plan 2013
(Amendment No 44)**

I am writing in response to Council's request for a Gateway determination under section 3.34(1) of the *Environmental Planning and Assessment Act 1979* (the Act) in respect of the planning proposal to amend planning controls at 400-404 Cabramatta Road West, Cabramatta.

As delegate of the Minister for Planning and Public Spaces, I have determined that the planning proposal should proceed subject to the conditions in the enclosed Gateway determination.

The amending Local Environmental Plan (LEP) is to be finalised within 9 months from the date of the Gateway Determination. Council should aim to commence exhibition of the planning proposal as soon as possible, the Gateway determination requires exhibition to commence before 31 March 2021.

I have considered the nature of Council's planning proposal and have made the decision not to condition the Gateway for Council to be the local plan making authority in this instance. Council's recommendation for finalisation to the Department is required by 1 July 2021.

The state government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Minister may take action under section 3.32(2)(d) of the Act if the timeframes outlined in this determination are not met.

If you have any enquiries about this matter, please contact Frankie Liang on 8289 6671 or via Frankie.Liang@planning.nsw.gov.au.

Yours sincerely

28/12/2020

Adrian Hohenzollern
Director, Western
Central River City and Western Parkland City
Encl: Gateway determination

**URBAN DESIGN REPORT
FOR A RESIDENTIAL DEVELOPMENT
400-404 CABRAMATTA RD WEST
CABRAMATTA**
FOR TCON CONSTRUCTIONS
OCTOBER 2020

1	INTRODUCTION	01
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3	SITE ANALYSIS	05
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This Urban Design report has been prepared by Aleksandar Projects on behalf of TCON Constructions as part of a Planning Proposal that seeks to review the key controls for 400-404 Cabramatta Rd West, Cabramatta.

TCON Constructions have expressed a desire to develop the site into a multi-residential development. The proposal seeks a change to the sites zoning, and an increase to both the height limit and FSR. The proposal seeks to deliver medium and high density housing in an appropriate location.

This urban design report examines:

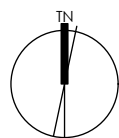
- The position of the surrounding buildings, their height limits and FSR, whether those buildings are likely to be redeveloped and their potential height etc at a micro context. The analysis also consider the proximity of adjoining buildings to the subject site, and whether specific setbacks should be applied.
- Building envelope testing (height, setbacks, floor plate, efficiencies, bulk, mass and overshadowing, Apartment Design Guide amenity/ building separations).
- 3D modelling of the built form proposed on the subject site and on adjacent properties is provided to demonstrate impact as well as contextual fit.
- The impact of the redevelopment on neighbouring sites.

In thoroughly examining these issues this report identifies a preferred built form that satisfies the above objectives.

The site is located on the corner of Cabramatta Road West and Cumberland Highway, Cabramatta and is known as 400-404 Cabramatta Road West, Cabramatta. It is located to the west of Cabramatta Town Centre and adjacent to Cabramatta Golf Course.

The site is defined by the following factors:

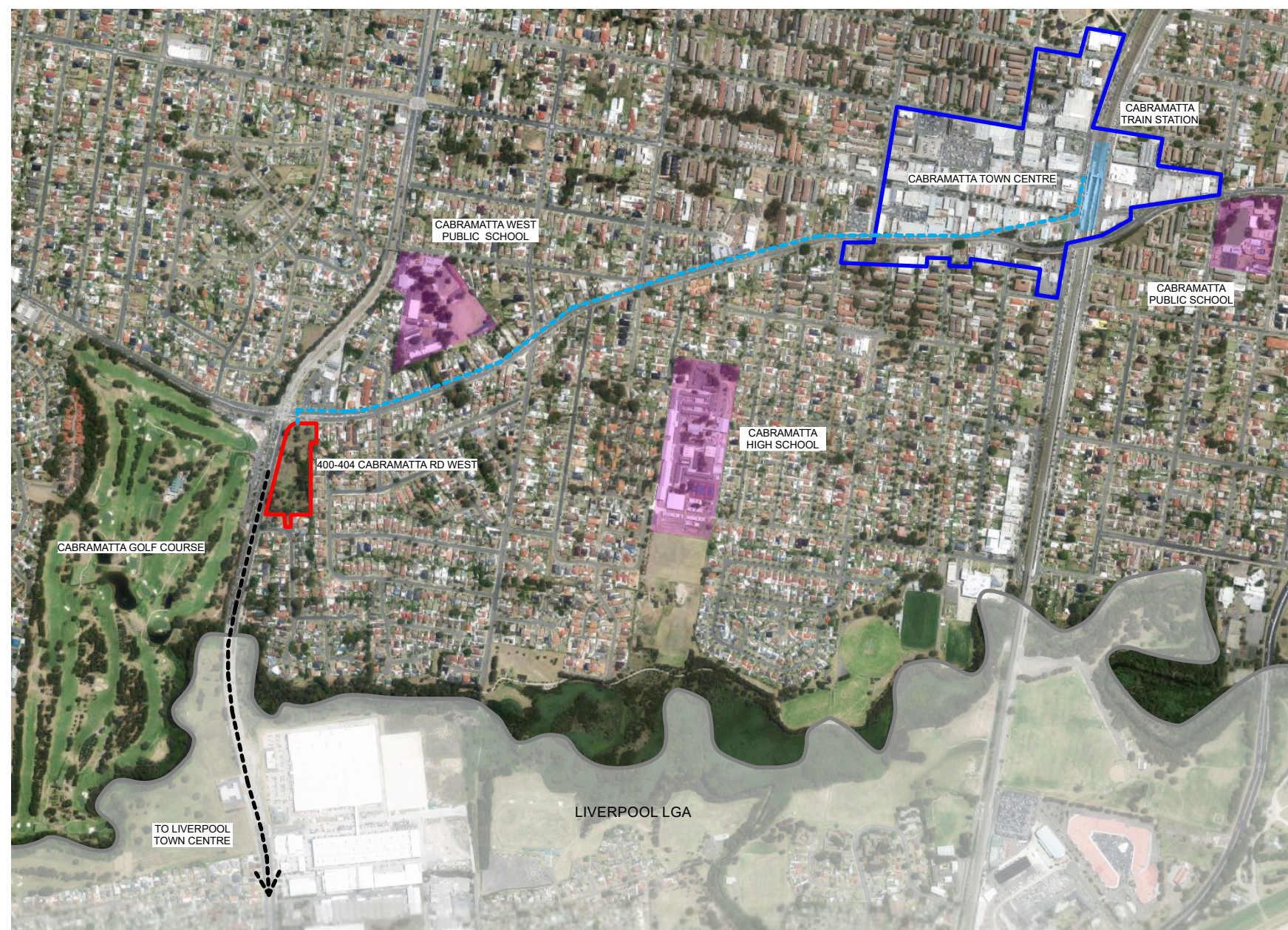
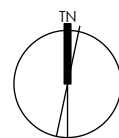
- Large raw site, 15349m² site area
- Significant street frontage to Cabramatta Road West and Cumberland Highway
- Close proximity to key transport infrastructure and town centres
- Close proximity to key leisure, retail and commercial areas



The site is defined by its proximity to key areas and infrastructure including:

- Orange Grove MegaCenta
- Cabramatta Town Centre
- Liverpool Town Centre
- Cabramatta Train Station
- Cabramatta Golf Course
- Local schools
- Local Commercial + Retail precincts

-  Site
-  8 mins public transport to Cabramatta
-  12 mins public transport to Liverpool



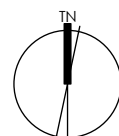
The western side of Cabramatta is predominantly characterised by a mix of low-density and multi-dwelling housing.

The subject site is currently undeveloped. It is approximately 210m long x 74m wide at the centre, with a site area of 15349m². The site runs along a north-south axis with the long boundary to Cumberland Highway facing west and the short side to Cabramatta Road West facing north. The site is surrounded by low-density residential housing to the east and south.



The site is subject to a number of opportunities and constraints including:

- Open views to the west over Cabramatta Golf Course
- Ideal solar orientation along a north-south axis
- Generous street frontage
- Potential noise from Cumberland HWY and Cabramatta Rd West
- Low density residential to the South and East



The Site sits within the Fairfield City Council local government area. The Fairfield Local Environmental Plan 2013 is the key planning instrument for the Site.

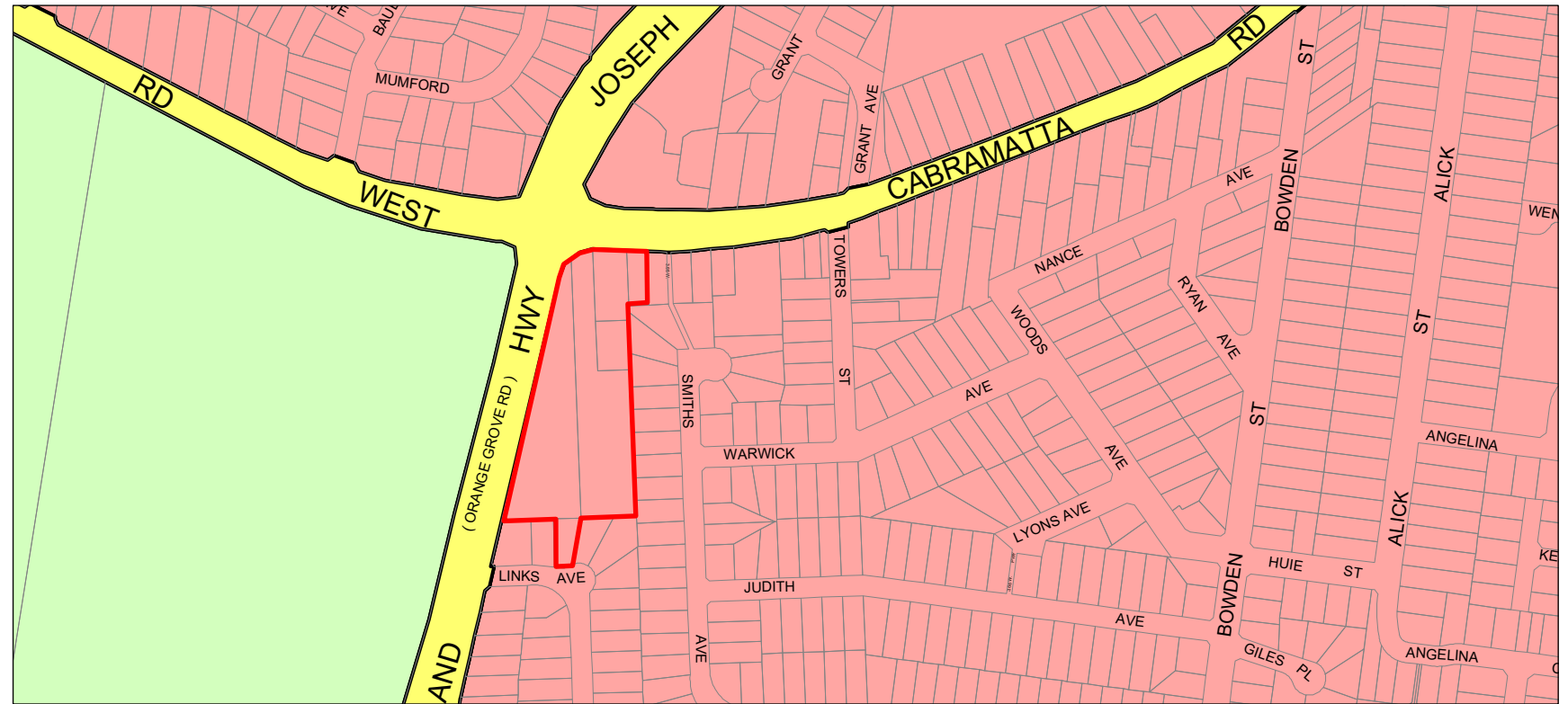
The key controls that affect development on the Site are:

- Land zoning;
- Floor space ratio;
- Height of buildings;
- Key Site controls

Land Zoning

The site is zoned R2 Low Density Residential.

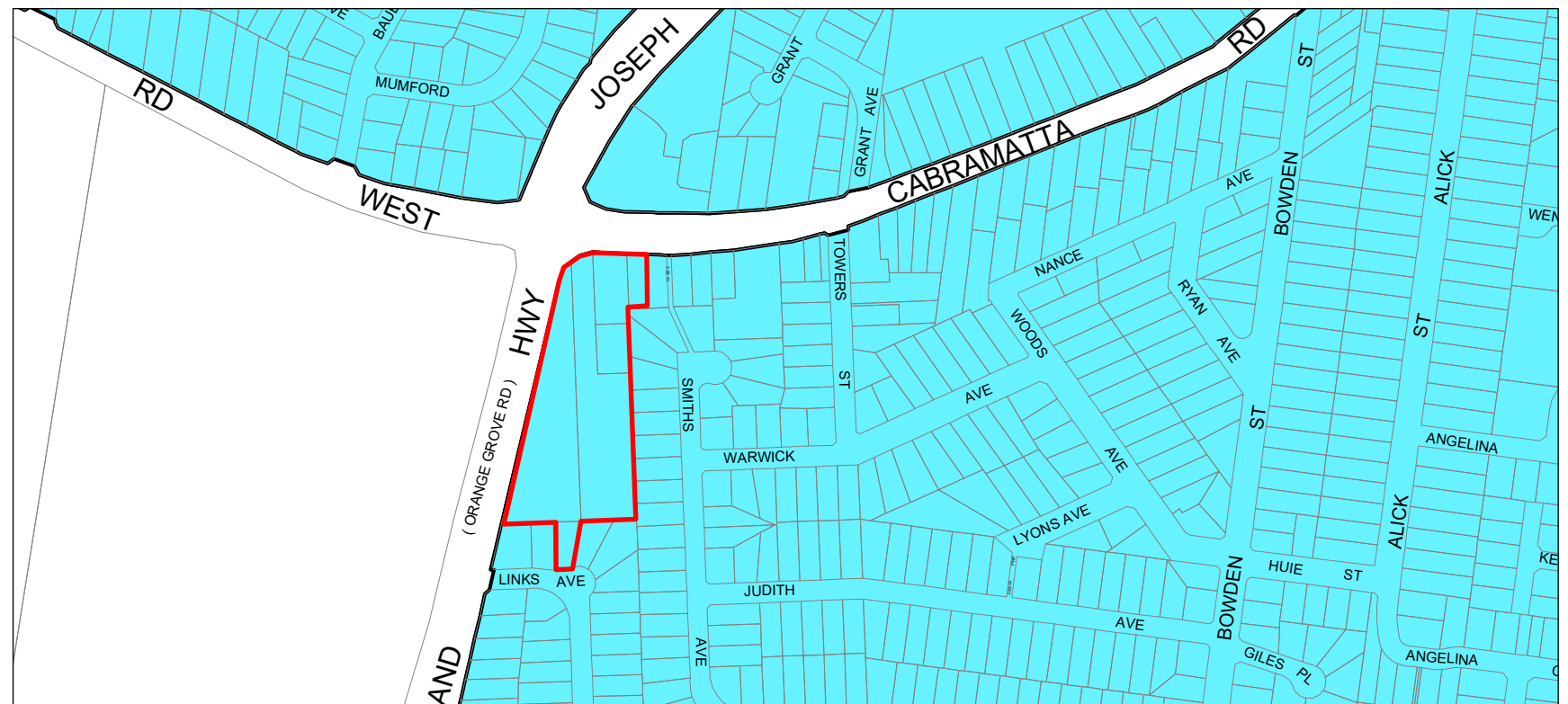
Zone	
B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
E2	Environmental Conservation
E3	Environmental Management
IN1	General Industrial
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU1	Primary Production
RU2	Rural Landscape
RU4	Primary Production Small Lots
RU5	Village
SP1	Special Activities
SP2	Infrastructure
SP3	Tourist
W2	Recreational Waterways



Floor Space Ratio

The site is permitted to have a floor space ratio of 0.45:1 (C). With a site area of 15,349 sqm, the maximum floor space permitted is 6,907 sqm.

Maximum Floor Space Ratio (n:1)	
A1	0.1
A2	0.33
C	0.45
E	0.57
J	0.8
N	1
R	1.45
S	1.5
T	2
U	2.5
V	3
W	3.5
X	4



Height of Buildings

The site is permitted to have a building height of 9m (J).

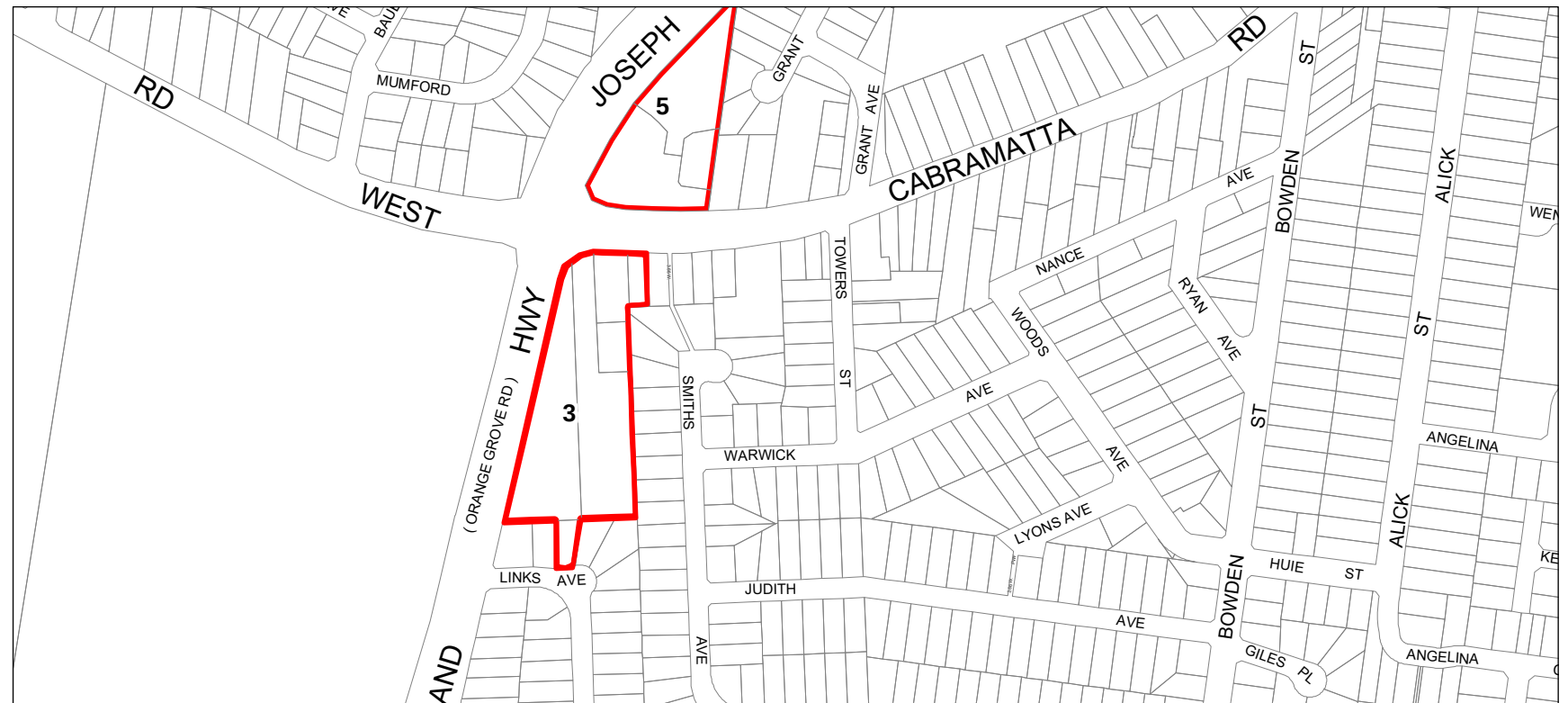
Maximum Building Height (m)

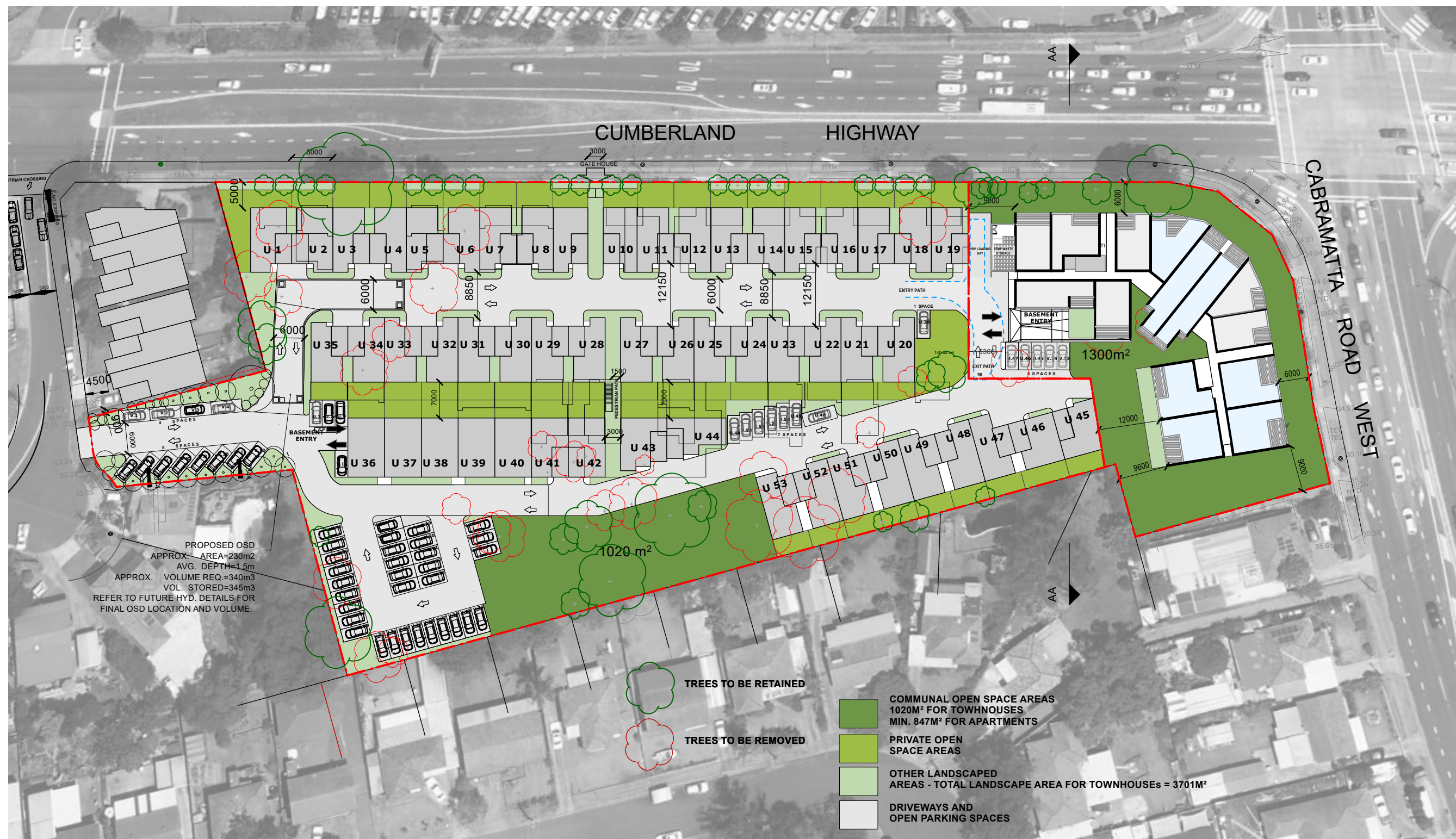
G	7	Q	20
H	7.5	R	21
I	8	S	23
J	9	T1	25
K	10	T2	26
L	11	T3	27
M	12	T4	29
N1	13	U1	30
N2	14	U2	33
O1	15	V1	38
O2	16	V2	39
P1	17	W	42
P2	18	AA	66



Key Sites Map

The site is nominated as a key site.





INDICATIVE GROUND FLOOR PLAN

COLLECTION VEHICLE TURNING CIRCLE





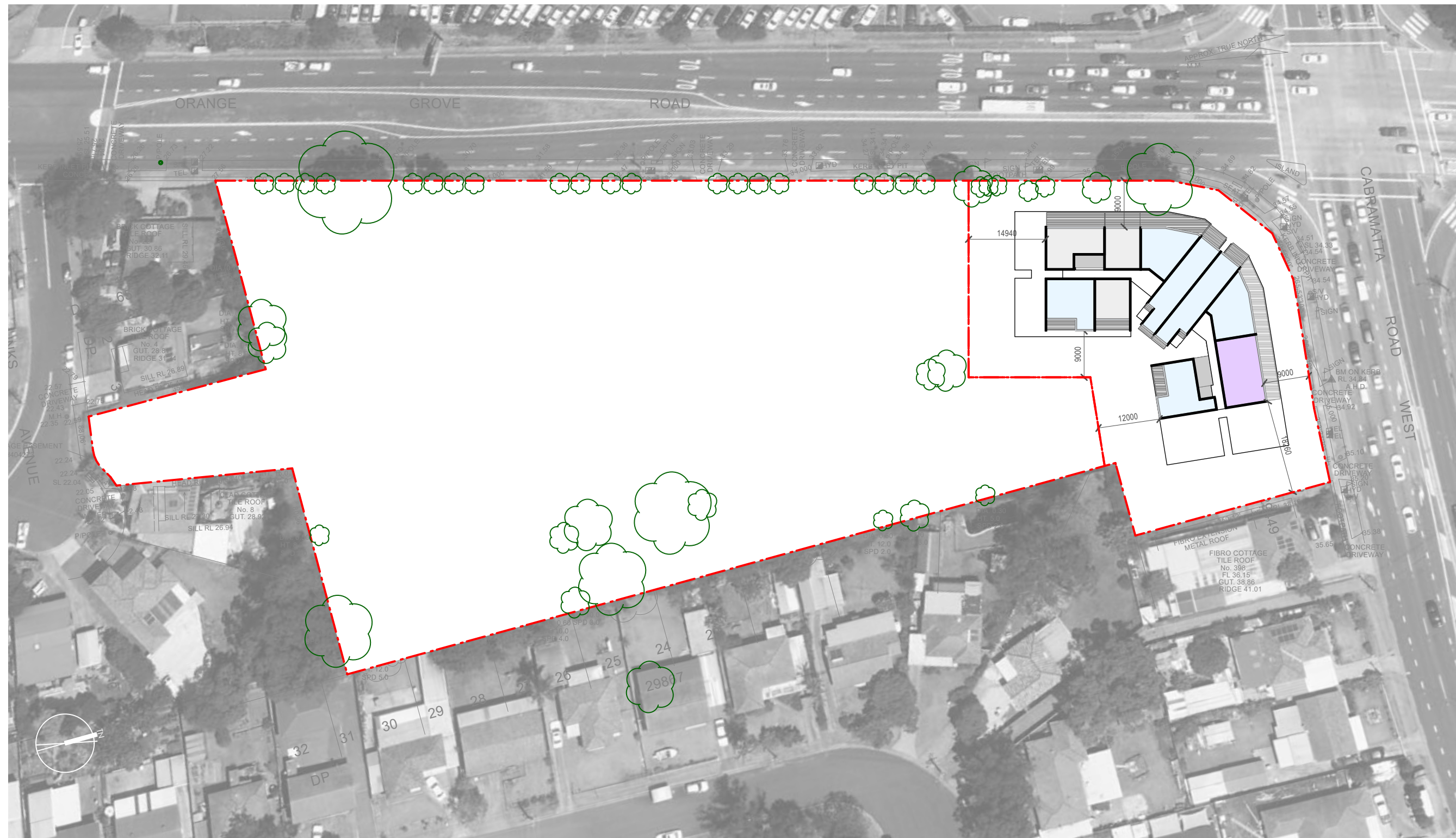
INDICATIVE LEVEL 1 PLAN



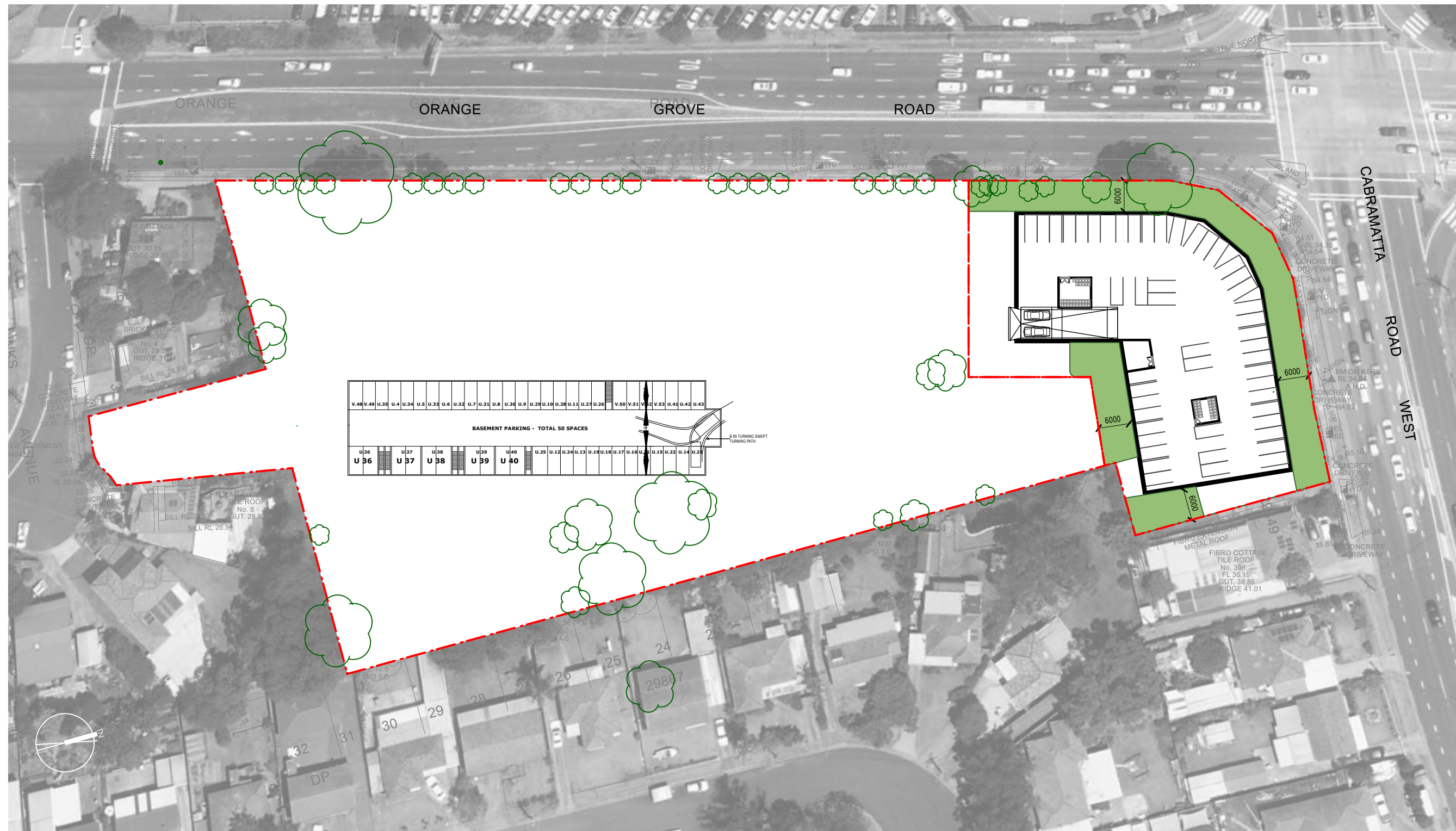
INDICATIVE LEVEL 2 PLAN



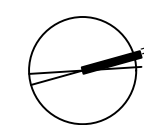
INDICATIVE LEVEL 3+4 PLANS



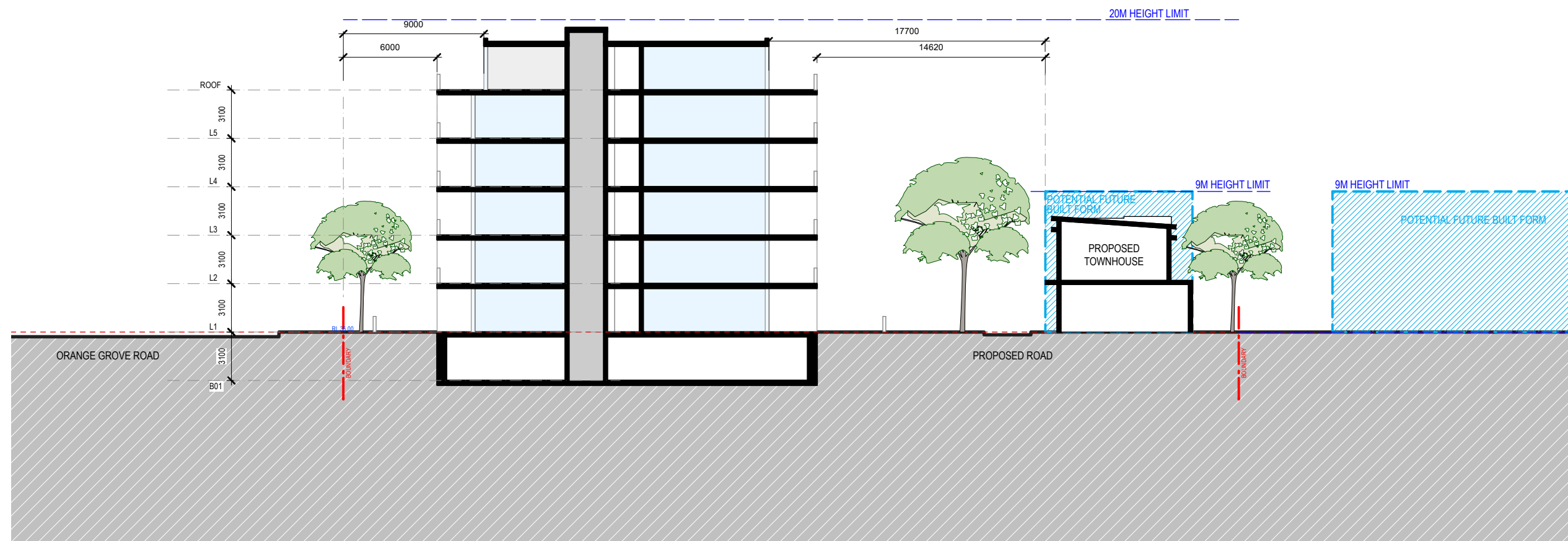
INDICATIVE LEVEL 5 PLAN



INDICATIVE BASEMENT LEVEL 01







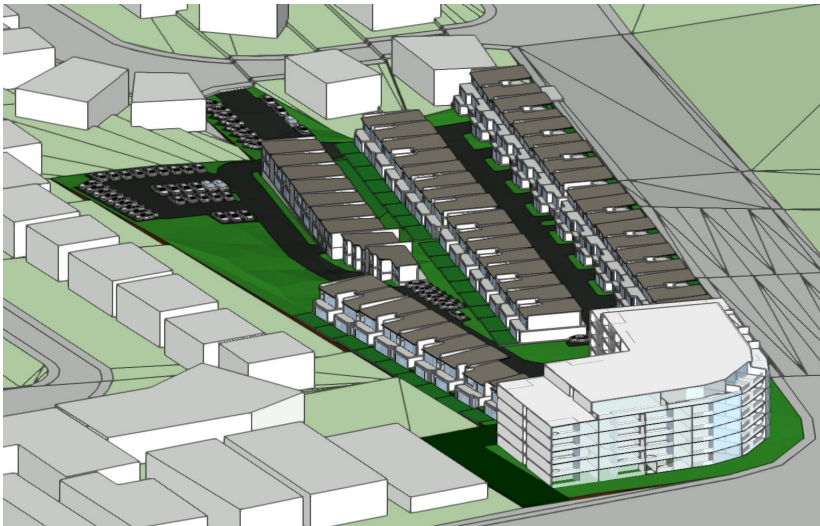
INDICATIVE SECTION AA

Shadow Testing - View from the sun

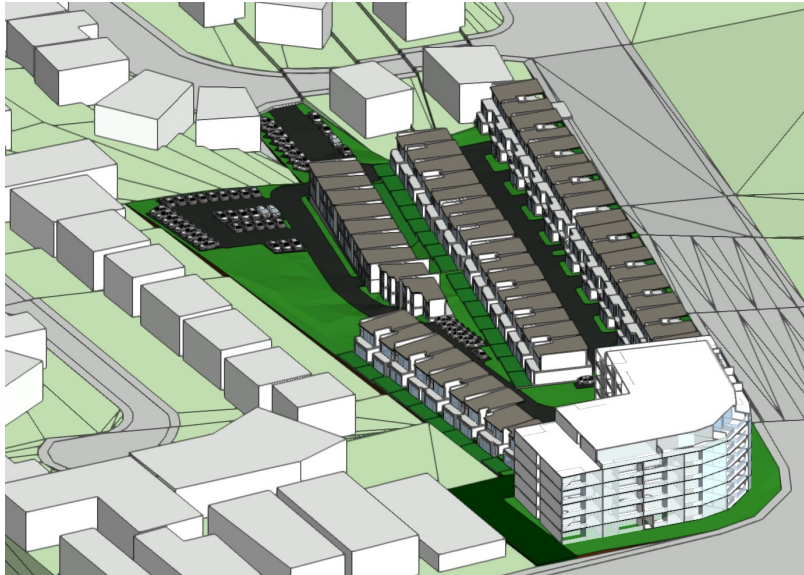
The overshadowing impacts of the proposed design were tested for the 21st June mid-winter. In order to test potential impacts, the existing built forms were projected for the neighbouring sites. The testing indicated that the proposed massing did not prevent the neighbouring sites from receiving solar access to their private open space or living areas during mid-winter. View from the sun diagrams shown.



WINTER SOLSTICE 21st OF JUNE 9AM



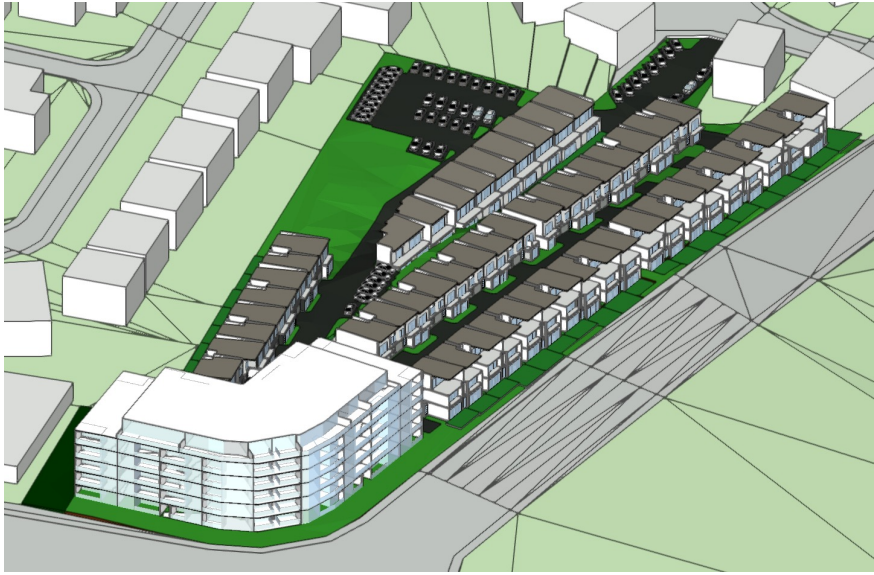
WINTER SOLSTICE 21st OF JUNE 10AM



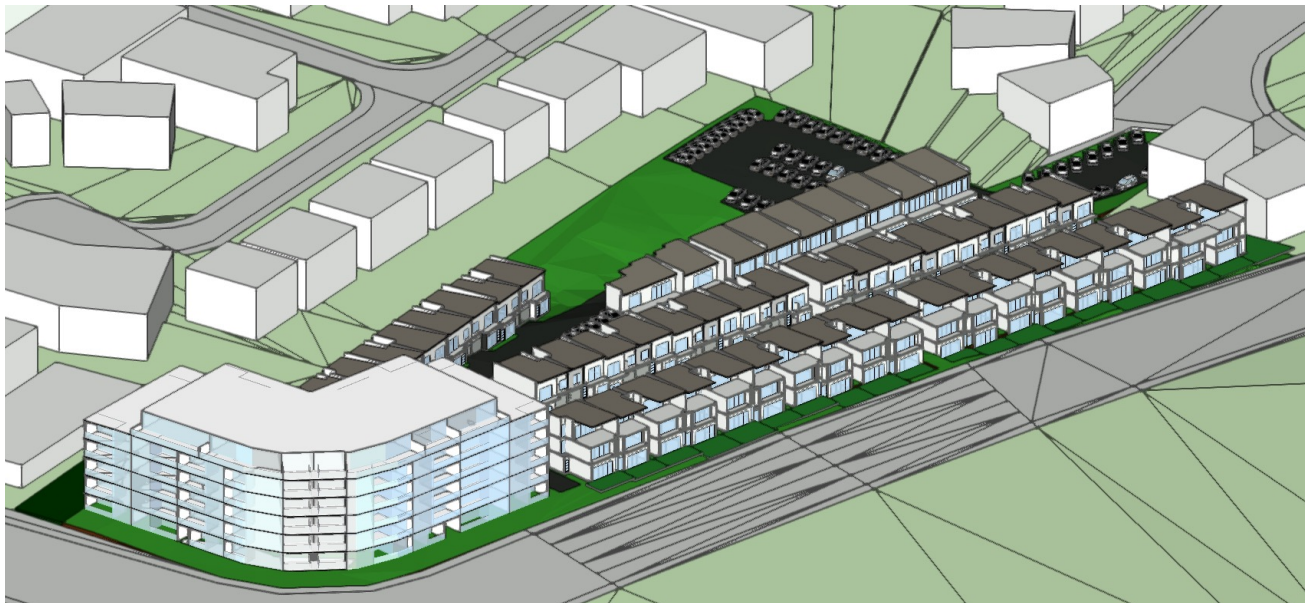
WINTER SOLSTICE 21st OF JUNE 11AM



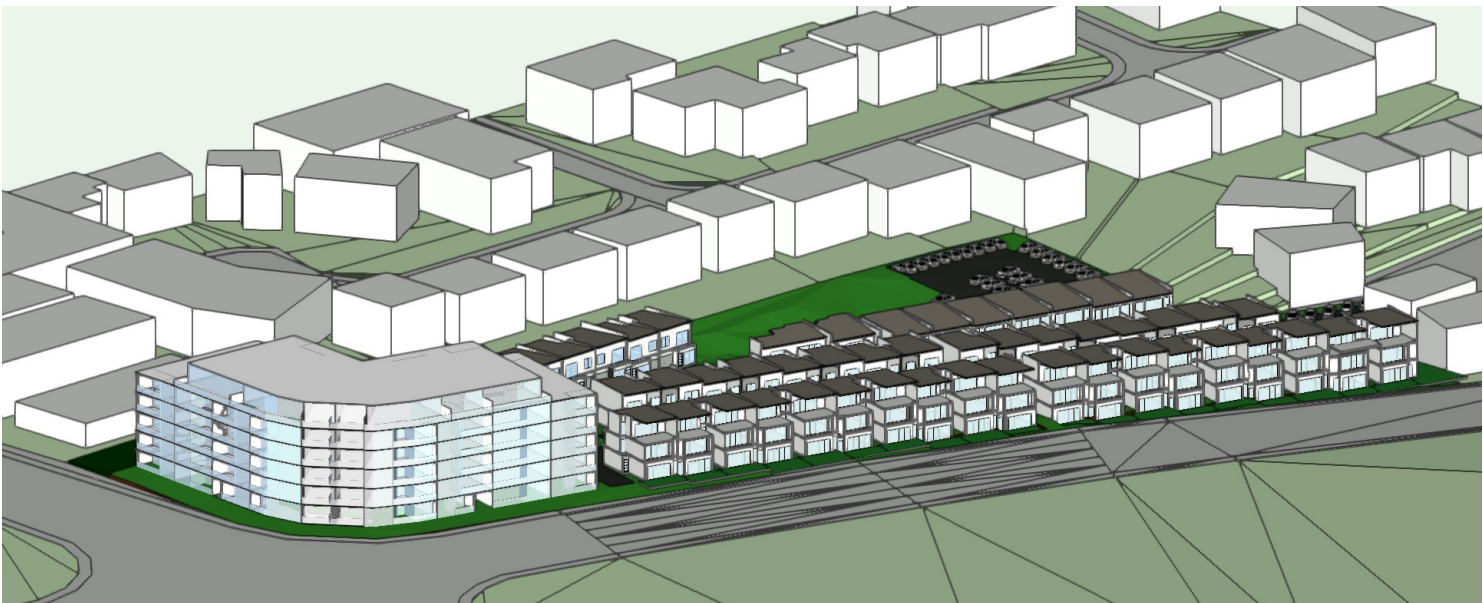
WINTER SOLSTICE 21st OF JUNE 12PM



WINTER SOLSTICE 21st OF JUNE 1PM



WINTER SOLSTICE 21st OF JUNE 2PM



WINTER SOLSTICE 21st OF JUNE 3PM

Shadow Testing - View from the sun

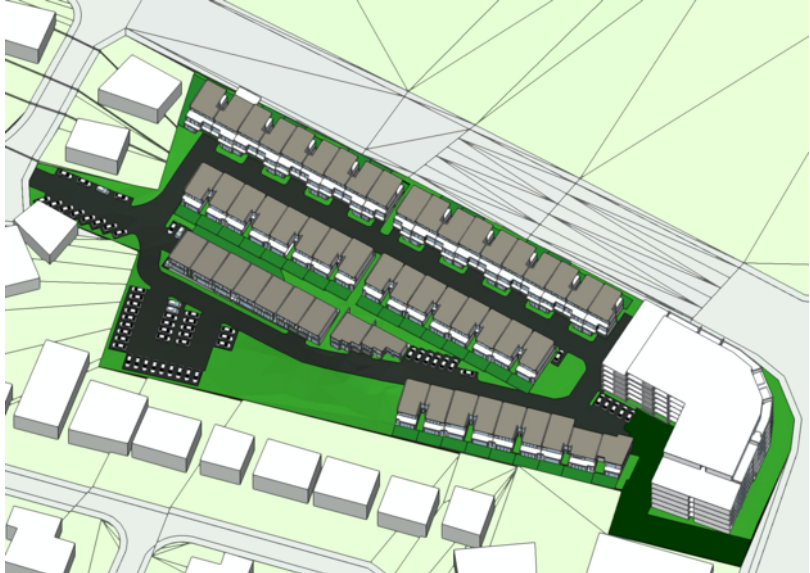
The overshadowing impacts of the proposed design were also tested for the 21st December. Again the testing indicated that the proposed massing did not prevent the neighbouring sites from receiving solar access to their private open space or living areas.



SUMMER SOLSTICE 21st OF DECEMBER 9AM



SUMMER SOLSTICE 21st OF DECEMBER 10AM



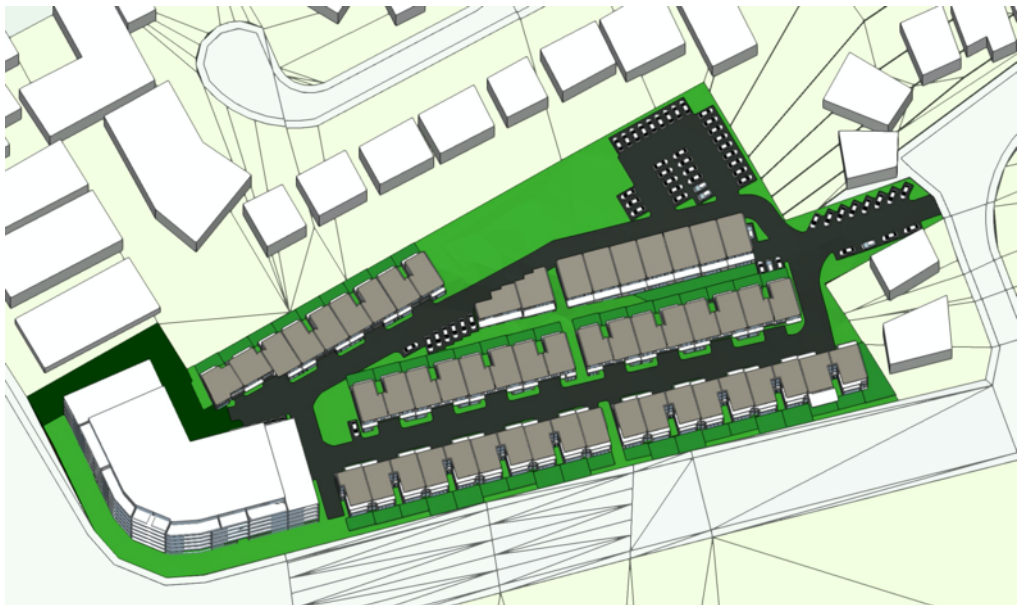
SUMMER SOLSTICE 21st OF DECEMBER 11AM



SUMMER SOLSTICE 21st OF DECEMBER 12PM



SUMMER SOLSTICE 21st OF DECEMBER 1PM



SUMMER SOLSTICE 21st OF DECEMBER 2PM



SUMMER SOLSTICE 21st OF DECEMBER 3PM

Solar Access to Apartments

The building envelopes have been designed to maximise solar access, with buildings orientated along a north-south axis. a minimum of 71% of units achieve 2hrs of solar access between 9am - 3pm 21st June, satisfying the minimum requirement of the Apartment Design Guide. The adjacent diagram indicatively shows those apartments which receive 2hrs of solar access.

YIELD			
	Total Apartments	SOLAR	NO SOLAR
LEVEL 1	14	10	4
LEVEL 2	15	10	3
LEVEL 3	15	10	2
LEVEL 4	15	10	2
LEVEL 5	15	10	2
LEVEL 6	10	10	0

Sub Totals Units	84		
PROPOSED SOLAR %		71%	15%
		70%	15%

 2 HRS DAYLIGHT ACCESS



TYPICAL LEVEL 1-6



LEVEL 5

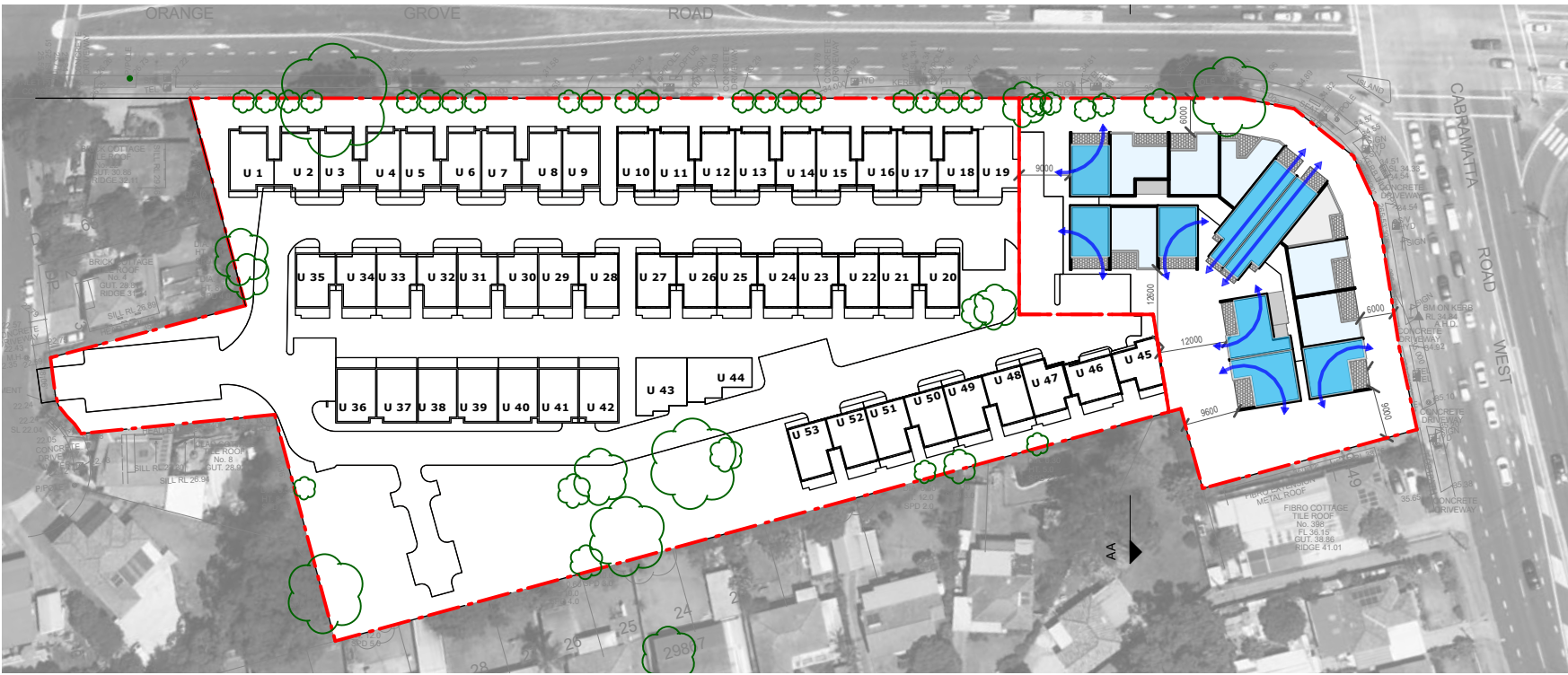
Cross Ventilated Apartments

The building facade is articulated to enable cross ventilation. 61% of units are cross ventilated, satisfying the minimum requirement of the Apartment Design Guide. The adjacent diagram indicatively shows those apartments which are cross ventilated.

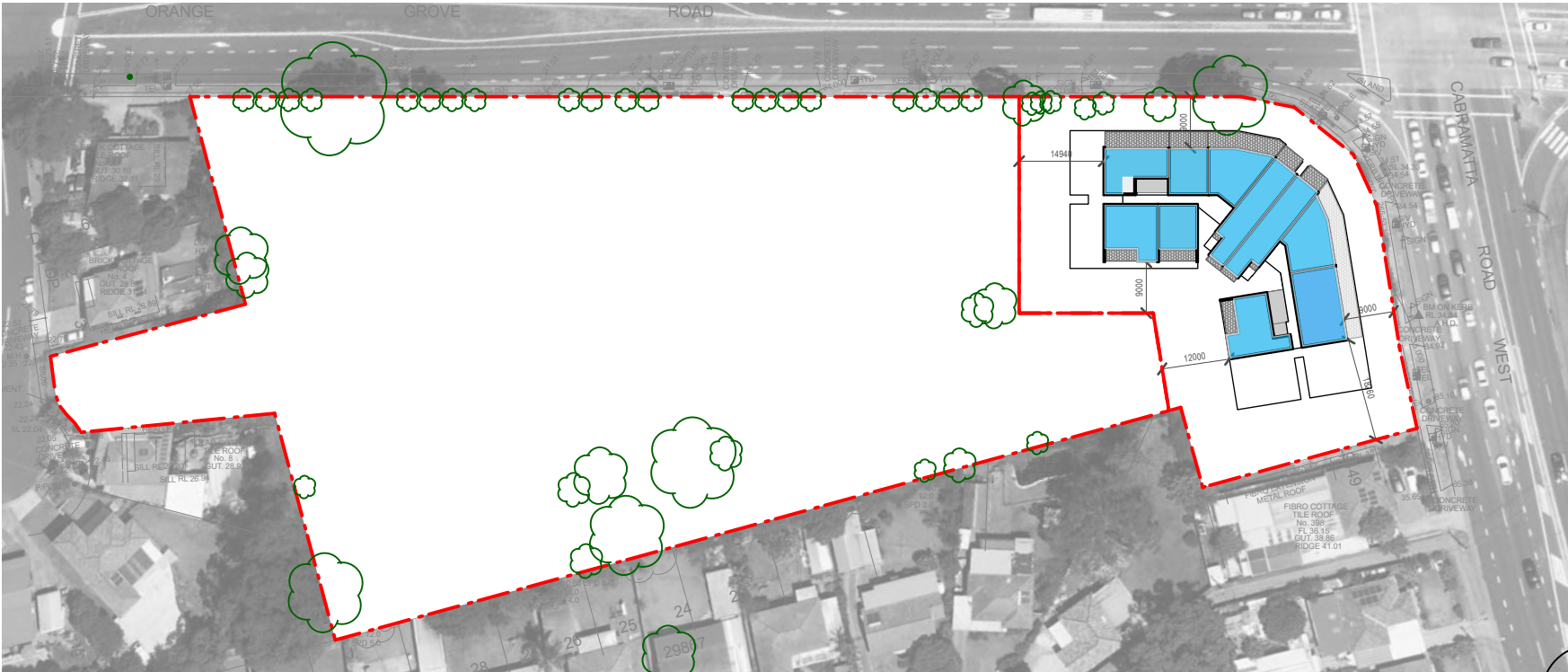
YIELD		
	Total Apartments	CROSS VENT
LEVEL 1	14	8
LEVEL 2	15	8
LEVEL 3	15	8
LEVEL 4	15	8
LEVEL 4	15	8
LEVEL 5	10	10

Sub Totals Units	84
PROPOSED CROSS VENT %	60%
	60%

 CROSS VENTILATED UNIT



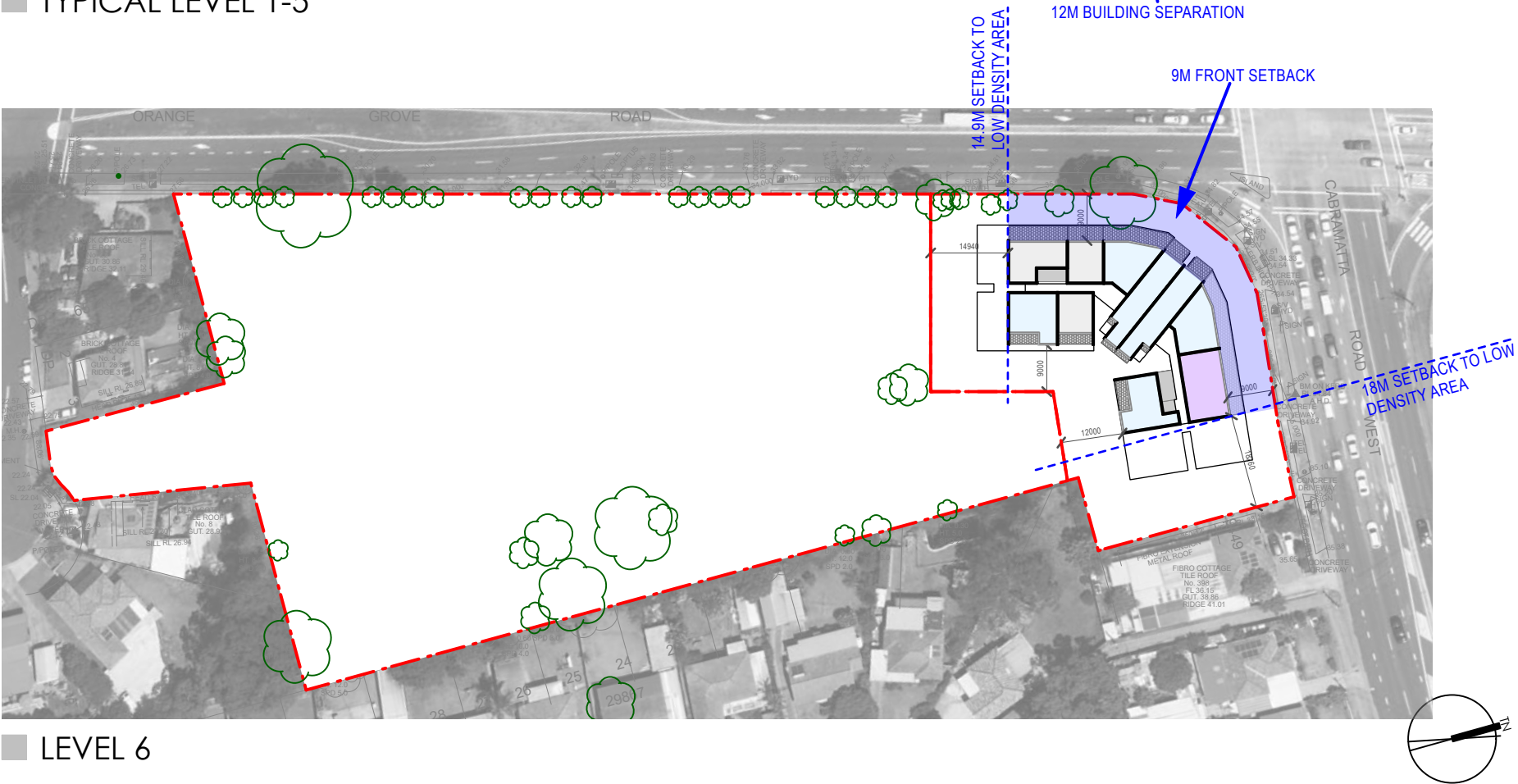
■ TYPICAL LEVEL 1-5



■ LEVEL 6 - UNITS VENTILATED BY SKYLIGHTS

SETBACK & SEPARATION COMPLIANCE

The proposed setbacks and building separations comply with the Medium Density Design Guide 2017 & ADG minimum distances as shown.



6 SETBACKS

Principle 1: Context and Neighbourhood Character

Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area's existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area neighbourhood. Consideration of local context is important for all sites, including sites in established change.

This design proposes a predominantly 5-storey residential flat building with a recessed 6th storey pop-up adjoining 53 townhouses.

The proposed residential flat building sits on the West side of the site. The built form has 6-9m setbacks on all boundaries, creating a generous transition zone to the neighbouring buildings.

Additionally level 6 is further set back, and proposes to be built out of lightweight materials to further reduce the bulk and scale of the top floor. The additional separation also reduces the impact of potential privacy and overshadowing issues to the adjoining properties.

The proposed townhouses provides a generous transition to the sites to the East and North by stepping to the sloping site, and stepping down levels from 3 storeys to 2 storeys.

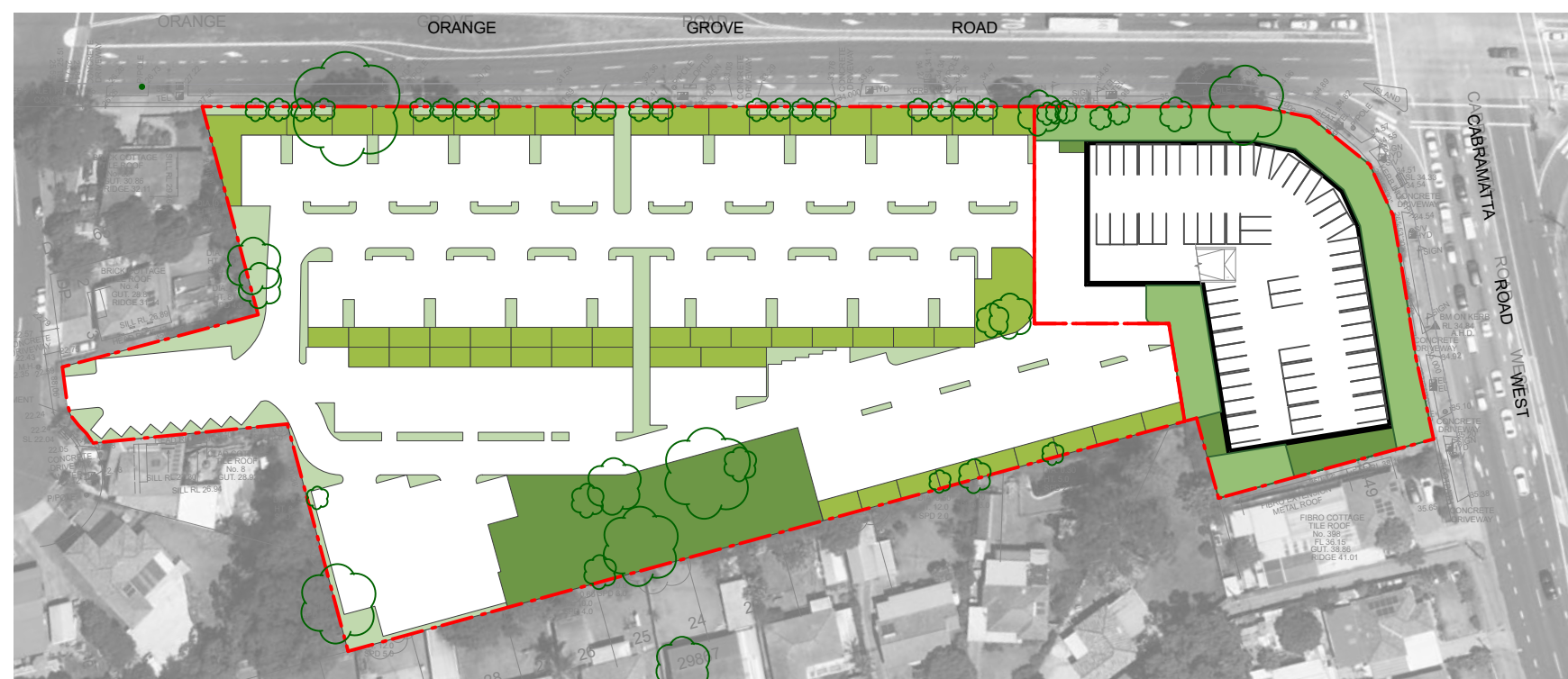
The building has been oriented to address the major traffic intersection.

Landscape & Deep Soil

The Medium Density Design Guide 2017 requires 20% of the townhouses total site area to be soft landscaping. The ADG for the residential flat building requires 7% of the total site area to be deep soil.

The proposal achieves 30.9% total landscaping to the townhouses.

The proposal achieves 27% deep soil to the residential flat building.



LANDSCAPE & DEEP SOIL

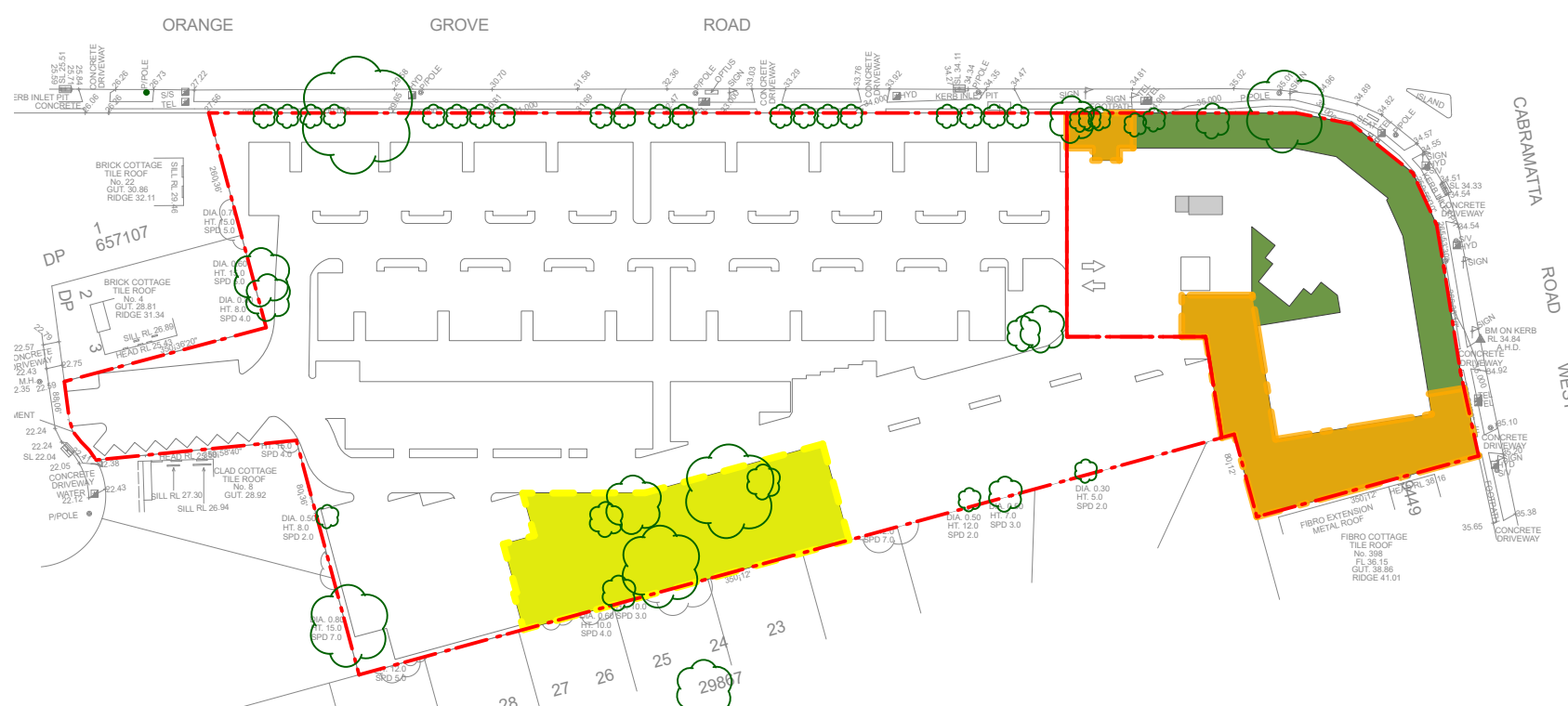
Communal Open Space

The Medium Density Design Guide 2017 for townhouses requires 5% of the townhouses site area to be communal open space.

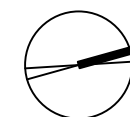
The ADG for residential flat buildings requires 25% of the site to be communal open space, with 25% of the total communal open space to be deep soil.

The proposal achieves 8.25% communal open space to the townhouses site area. All of the communal open space is also deep soil.

The proposal achieves 38% COS for the residential flat building with 71% of the COS deep soil.



COMMUNAL OPEN SPACE



400-404 CABRAMATTA RD W, CABRAMATTA											
TOTAL Site Area		15349	m²								
DCP & ADG REQUIREMENTS FOR RESIDENTIAL FLAT BUILDINGS											
RFB SITE AREA		3388	m²								
DCP & ADG REQUIRED COS		847	m²		25% OF SITE AREA		Proposed COS		1300	m²	38%
ADG REQUIRED DEEP SOIL		237	m²		7% OF SITE AREA, MIN DIM 6M		Proposed DEEP SOIL		920	m²	27%
DCP REQUIRED DEEP SOIL TO COS		212	m²		25% OF COS		Proposed Min. DEEP SOIL TO COS		920	m²	71%
DCP REQUIREMENTS FOR TOWNHOUSES											
TOWNHOUSES SITE AREA		11961	m²								
MIN. SOFT LANDSCAPING		3588	m²		30% OF SITE AREA		Proposed LANDSCAPING		3701	m²	30.9%
REQUIRED COS		614	m²		4% OF SITE AREA		Proposed COS		1020	m²	8.5%
Height Limit		9m HEIGHT LIMIT TO RIDGE									
MEDIUM DENSITY DESIGN GUIDE REQUIREMENTS FOR TOWNHOUSES - R3											
REQUIRED HEIGHT		9	m		Proposed HEIGHT		9	m (max)			
MAX STOREYS		3	STOREYS		Proposed STOREYS		3	(max)			
REQUIRED SETBACK TO PRIMARY ROAD		3.5	m (MIN)		Proposed STREET SETBACK		5	m			
REQUIRED LANDSCAPE %		20	%		Proposed LANDSCAPE		30.9%				
REQUIRED COS		5	%		Proposed COS		8.5%				
YIELD											
	1 Bed	2 Bed 75m²	3 Bed	TOWNHOUSES	Total Apartments	GFA (m²)	SOLAR	NO SOLAR	CROSS VENT		
LVL 1 TOWNHOUSES				53		7175					
LEVEL 1	7	7			14	1110	10	4	8		
LEVEL 2	4	11			15	1200	10	3	8		
LEVEL 3	4	11			15	1200	10	2	8		
LEVEL 4	4	11			15	1200	10	2	8		
LEVEL 5	4	11			15	1200	10	2	8		
LEVEL 6	3	6	1		10	866	10	0	10		
Sub Totals Units/Townhouses	26	57	1	53			71%	15%	60%		
Proposed - Unit Mix	31%	68%	1%			ADG REQUIREMENT	70% MIN	15% MAX	60% MIN		
						Total Townhouses GFA	7175	m²			
						Townhouses FSR	0.60	:1			
						Total RFB GFA	6776	m²			
						RFB FSR	2.00	:1			
						TOTAL UNITS	84				
						TOTAL TOWNHOUSES	53				
CAR PARKING											
SITE IS 1.9KM TO THE NEAREST TRAIN STATION (CABRAMATTA STATION)											
R4		DCP REQUIREMENT				REQUIRED SPACES		PROVIDED SPACES (2 TYPICAL BASEMENTS)			
RESIDENTIAL RFB		1	SPACE PER DWELLING				84		84		
VISITOR		1	SPACE PER 4 DWELLINGS				21		21		
						TOTAL		105			
R3		DCP REQUIREMENT				REQUIRED SPACES		PROVIDED SPACES			
TOWNHOUSES		2	SPACE PER 3+BED DWELLING				106		106		
VISITOR		.25	SPACE PER DWELLING				13		53		
						TOTAL		119			
								159			

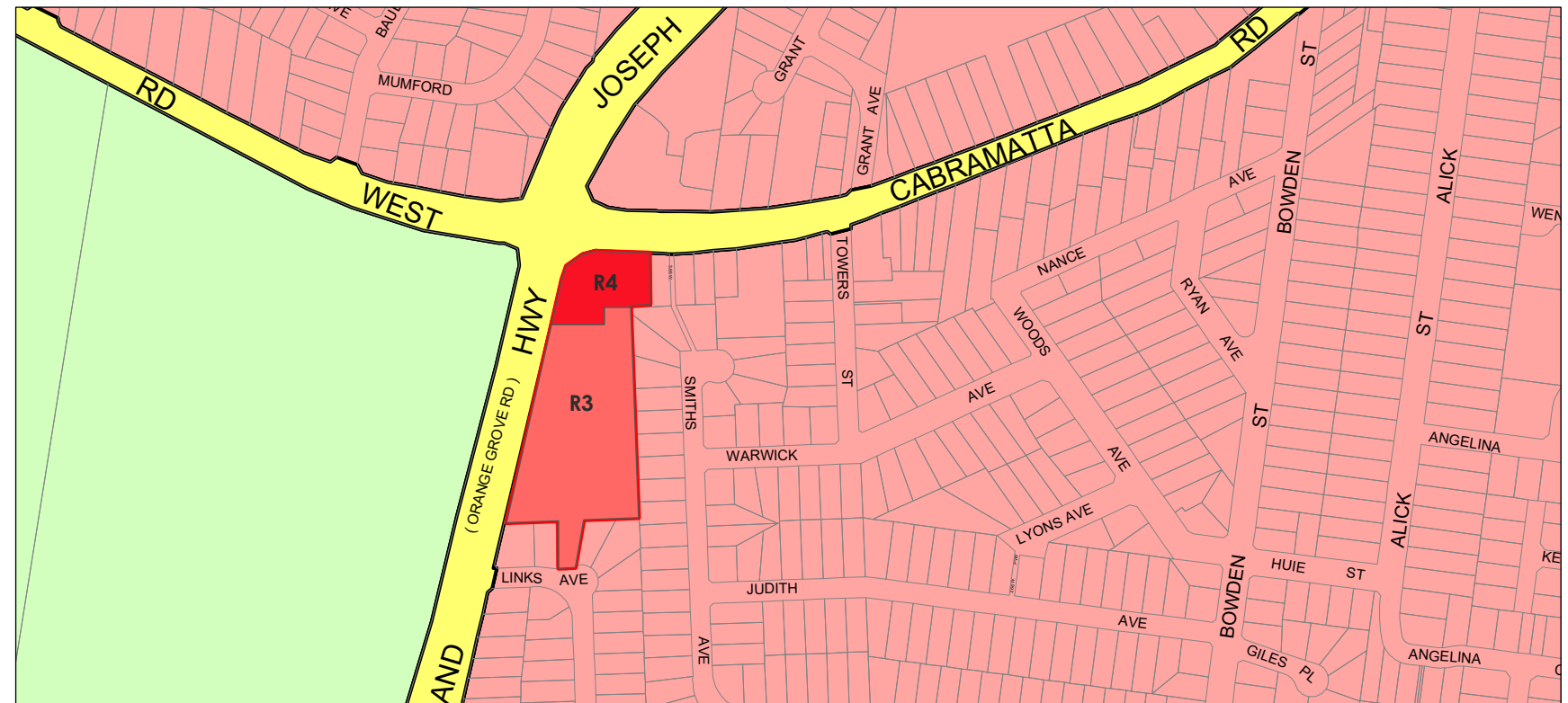
Land Zoning

The site is currently zoned R2 Low Density Residential.

It is proposed this site to be zoned R4 High Density Residential & R3 Medium Density Residential.

Zone

B1 Neighbourhood Centre	R3 Medium Density Residential
B2 Local Centre	R4 High Density Residential
B3 Commercial Core	RE1 Public Recreation
B4 Mixed Use	RE2 Private Recreation
B5 Business Development	RU1 Primary Production
B6 Enterprise Corridor	RU2 Rural Landscape
E2 Environmental Conservation	RU4 Primary Production Small Lots
E3 Environmental Management	RU5 Village
IN1 General Industrial	SP1 Special Activities
IN2 Light Industrial	SP2 Infrastructure
R1 General Residential	SP3 Tourist
R2 Low Density Residential	W2 Recreational Waterways



Height of Buildings

The site is currently permitted to have a building height of 9m (J). It is proposed this site to have a building height of 20m (P1) to the north of the site, on the proposed R4 zone only.

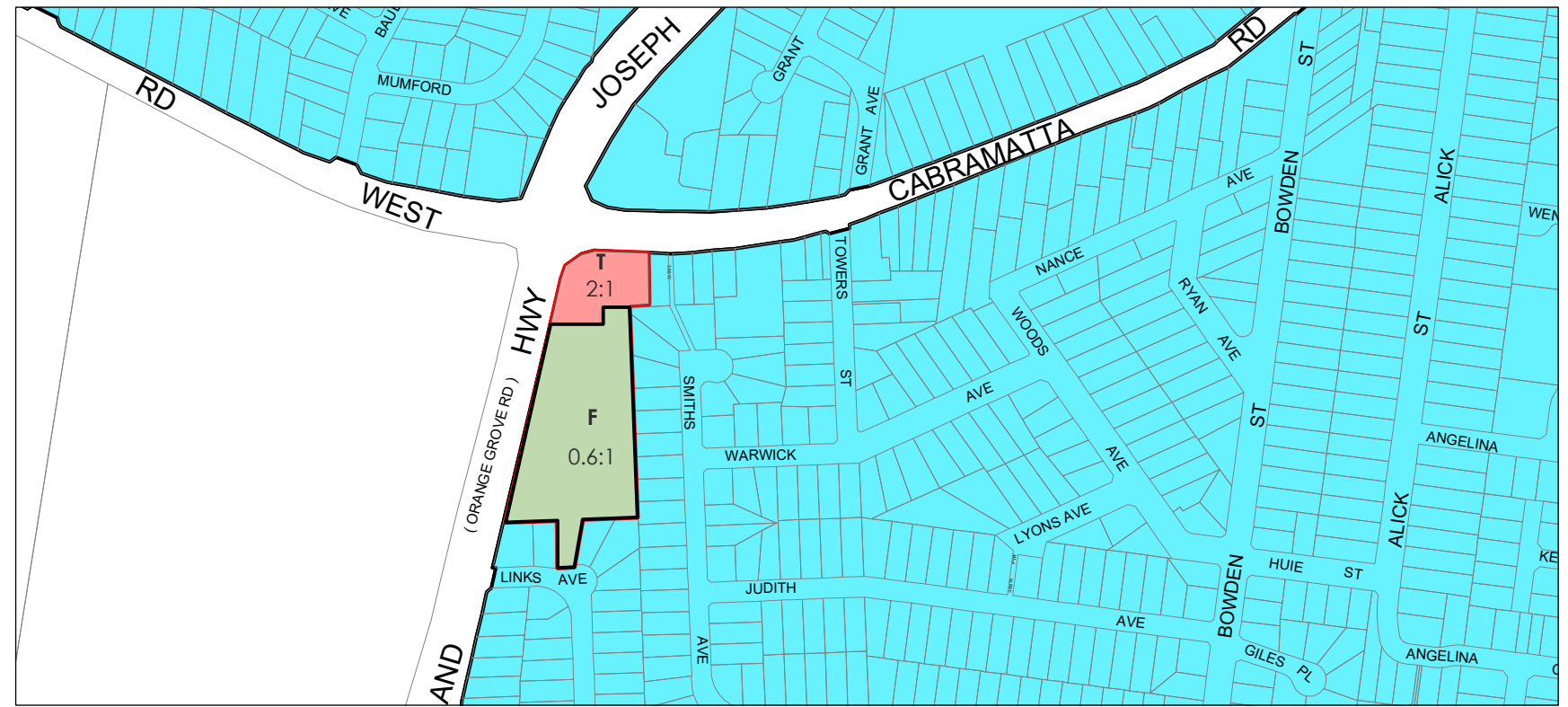
Maximum Building Height (m)

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



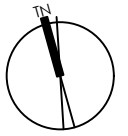
Floor Space Ratio

The site is currently has a floor space ratio of 0.45:1 C.
It is proposed this site to have an FSR of 2:1 across the R4
potion of the site, and 0.6:1 across the R3 potion of the
site.



Maximum Floor Space Ratio (n:1)

A 0 - 0.39	H 0.7 - 0.74	O 1.1 - 1.19	V 3 - 3.49	AC 8 - 8.99
B 0.4 - 0.44	I 0.75 - 0.79	P 1.2 - 1.29	W 3.5 - 3.99	AD 9 - 9.99
C 0.45 - 0.49	J 0.8 - 0.84	Q 1.3 - 1.39	X 4 - 4.49	AE 10 - 10.99
D 0.5 - 0.54	K 0.85 - 0.89	R 1.4 - 1.49	Y 4.5 - 4.99	AF 11 - 11.99
E 0.55 - 0.59	L 0.9 - 0.94	S 1.5 - 1.99	Z 5 - 5.99	AG 12 - 12.99
F 0.6 - 0.64	M 0.95 - 0.99	T 2 - 2.49	AA 6 - 6.99	AH 13 - 13.99
G 0.65 - 0.69	N 1 - 1.09	U 2.5 - 2.99	AB 7 - 7.99	AI 14+





MASSING MODEL LOOKING EAST FROM ACROSS
CUMBERLAND HIGHWAY/ORANGE GROVE ROAD

8 MASSING MODEL

Gateway Determination

Planning proposal (Department Ref: PP-2020-3237): to alter the development controls for land at 400-404 Cabramatta Road West, 2 Orange Grove Road and 6 Links Avenue, Cabramatta, by amending the Fairfield Local Environmental Plan (LEP) 2013.

I, the Director, Western, at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Fairfield Local Environmental Plan (LEP) 2013 to amend planning controls at 400-404 Cabramatta Road West, Cabramatta, should proceed subject to the following conditions:

1. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal must be made publicly available for a minimum of **28 days**;
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment, 2018); and
 - (c) exhibition of the planning proposal must commence before 31 March 2021.
2. Consultation is required with the following public authorities/organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:
 - Transport for NSW; and
 - Liverpool City Council

Each public authority/organisation is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.

3. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

4. The planning proposal must be referred back to the Department for finalisation by 1 July 2021.
5. The time frame for completing the LEP is to be **9 months** following the date of the Gateway determination.

Dated 28 December 2020.



Adrian Hohenzollern
Director, Western
Central River City and Western
Parkland City
Department of Planning, Industry and
Environment

Delegate of the Minister for Planning
and Public Spaces

OUTCOMES COMMITTEE

Meeting Date 8 September 2020

Item Number. 86

SUBJECT: Planning Proposal for Residential Rezoning
Premises: 400-404 Cabramatta Road West, 2 Orange Grove Road and 6 Links Avenue Cabramatta
Applicant/Owner: TCON Constructions
Zoning: R2 - Low Density Residential

FILE NUMBER: 20/11040

PREVIOUS ITEMS: 13 - Post Exhibition - Planning Proposal for Rezoning 400-404 Cabramatta Road West and 6 Links Avenue Cabramatta - Outcomes Committee - 10 Mar 2020 7.00pm

REPORT BY: Patrick Warren, Senior Strategic Land Use Planner

RECOMMENDATION:

That:

1. Council endorse the draft Planning Proposal (Attachment B of the report) to rezone 400-404 Cabramatta Road West, 2 Orange Grove Road and 6 Links Avenue, Cabramatta from R2 Low Density Residential to part R3 Medium Density Residential and part R4 High Density Residential, subject to the applicant making the following amendments:
 - 1.1 For the section of the site zoned R3, amend the Height of Building Map from a maximum of 10m to 9m;
 - 1.2 For the section of the site zoned R4, amend the Height of Building Map from a maximum of 17m to 20m;
 - 1.3 For the section of the site zoned R3, amend the Floor Space Ratio Map from a maximum of 0.7:1 to 0.6:1; and
 - 1.4 For the section of the site zoned R4, amend the Floor Space Ratio Map from a maximum 1.7:1 to 2.0:1.
2. The applicant be required to amend relevant aspects of the Site Specific Development Control Plan (DCP) to be consistent with the above amendments to the Local Environment Plan (LEP) controls, as well as require additional car parking and communal open space areas as follows:
 - 2.1 Remove 7 townhouses in south east corner of the site;
 - 2.2 Provision of apartment buildings up to a maximum of 6 storeys in the R4 section of the site;

OUTCOMES COMMITTEE

Meeting Date 8 September 2020

Item Number. 86

- 2.3 For the R3 section of the site increase the number of on-site parking from 15 to 47 spaces; and
- 2.4 Require an increase in the communal open space area within the R3 section of the site from a minimum of 816.8m² to 1016m².
3. Council advise the applicant that an amended Planning Proposal and Site Specific DCP is required to be submitted to Council prior to Council informing the Department of Planning Industry and Environment (DPIE) that it wishes to commence the Gateway process to amend the Fairfield LEP 2013.
4. In requesting the Gateway Determination, Council advise the DPIE that it seeks to utilise the delegation for LEP Plan Making (delegated by the Minister under Section 2.4 of the Environmental Planning and Assessment Act 1979).
5. Council upon receipt of a Gateway Determination from NSW DPIE, concurrently exhibit the amended Planning Proposal and a draft Site Specific DCP.
6. Council receive a further report on the Planning Proposal at the conclusion of the public consultation period.

Note: This report deals with a planning decision made in the exercise of a function of Council under the EP&A Act and a division needs to be called.

SUPPORTING DOCUMENTS:

AT-A	Fairfield Local Planning Panel Minutes	5 Pages
AT-B	Planning Proposal - 400-404 Cabramatta Road West - DISTRIBUTED UNDER SEPARATE COVER	235 Pages

CITY PLAN

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

SUMMARY

Council is in receipt of a Planning Proposal (Attachment B) to rezone the subject site (located at the intersection of Cabramatta Road West and Cumberland Highway) from R2 Low Density Residential to part R3 Medium Density and part R4 High Density. The current Planning Proposal is identical to a previous Planning Proposal rejected by Council at its March 2020 Council Meeting, having regard to concerns raised by the community during public exhibition.

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In this report, Council Officers propose a number of amendments to the applicant's Planning Proposal and Site Specific Development Control Plan (DCP) to address the reasons for rejection by the March 2020 Council meeting. Specifically the reasons for refusal were as follows:

1. *Council has not competed a City wide strategy that supports the extent of development proposed on the site.*
2. *The proposed height allowance of 10m for the proposed R3 Zoning and associated town house development on the site is inconsistent with the height allowance of 9 that applies to the R3 Zone in other parts of the City.*
3. *The development will generate excessive traffic which will have a negative impact on traffic flows and parking in Links Avenue and surrounding road network.*

It is noted that Council Officers recommended support to the Planning Proposal rejected by the March 2020 Council meeting. Notwithstanding, as detailed in this report, a number of further amendments are now recommended by Council Officers to enhance site development outcomes, ensure greater consistency with controls relevant to other R3 and R4 zones in Fairfield City and to reduce traffic/parking impacts on the surrounding neighbourhood. In particular, the recommended amendments seek to address the reasons for rejection by the March 2020 Council meeting. It is considered that these amendments will also help to address the issues raised in submissions during public exhibition of the previous Planning Proposal.

BACKGROUND

Under the Fairfield Local Environment Plan (LEP) 2013, the site (Figure 1 below) consists of 6 privately owned lots and has a total site area of 15,349m². The site is currently zoned R2 Low Density Residential. Further, Schedule 1 – Additional permitted uses of LEP 2013 permits “*development for the purpose of multi dwelling housing*” subject to development consent. It is noted that in 2003, Council approved a development application for construction of 40 multi-dwelling houses on the site.

Two previous iterations of the Planning Proposal for the subject site were lodged with Council in 2016 and 2018. The 2016 proposal was recommended for refusal by Council Officers (upheld by both Council and the Regional Planning Panel) due to the excessive degree of site development and did not proceed.

The current Planning Proposal (as submitted by the applicant) is identical to the Planning Proposal which commenced in 2018 and was rejected at the March 2020 Council meeting and seeks to amend the following provisions of Fairfield LEP 2013:

- Zoning map;
- Height of Buildings map;
- Floor Space Ratio map;
- Minimum Lot Size Map;

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- Minimum Lot Size Dual Occupancy Map; and
- Key Sites Map.



Further details of the proposal are included under the following section of this report (see full details in Attachment B).

REPORT

A. THE PROPOSAL

The proposal relates to 6 subject lots outlined below:

Property Address	Title Description
400 Cabramatta Road West Cabramatta	Lot: 1 DP: 29449
6 Links Avenue Cabramatta	Lot: 3 DP: 30217
404 Cabramatta Road West Cabramatta	Lot: 7 DP: 709126
2 Orange Grove Road Cabramatta	Lot: 6 DP: 709126
402 Cabramatta Road West Cabramatta	Lot: 1 DP: 503339
402A Cabramatta Road West Cabramatta	Lot: 2 DP: 503339

Table – 1 Subject Properties

OUTCOMES COMMITTEE

Meeting Date 8 September 2020

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The proposed changes to the Fairfield LEP 2013 are summarised in the table below:

Use/Development Standard	Existing	Proposed
Number of Dwellings	40 Approved town houses (none constructed)	69 units 63 town houses Total 132 dwellings
Dwelling Mix (approximate)	As above	22x1 bedroom units 46x2 bedroom units 1x3 bedroom 63x3 bedroom townhouses
Zoning	R2	- R4 to the northern portion of the site. - R3 to the centre and southern portion of the site (See figure 2 below)
FSR	0.45:1	1.7:1 to proposed R4 0.7:1 to proposed R3
Height of Building	9 metres	17 metres for the R4 portion of the site. 10 metres for the R3 portion of the site.
Car Parking	None	85 x residential and 17 x visitors parking to the R4 portion of the site. 91 x town house resident spaces and 16 x visitor spaces to the R3 portion of the site.
Minimum Lot Size	450m ²	To be removed
Minimum Lot Size Dual Occupancy	600m ²	To be removed
Additional Permitted Use	Multi dwelling housing	To be removed

Table 2 – Table of Proposed Amendments

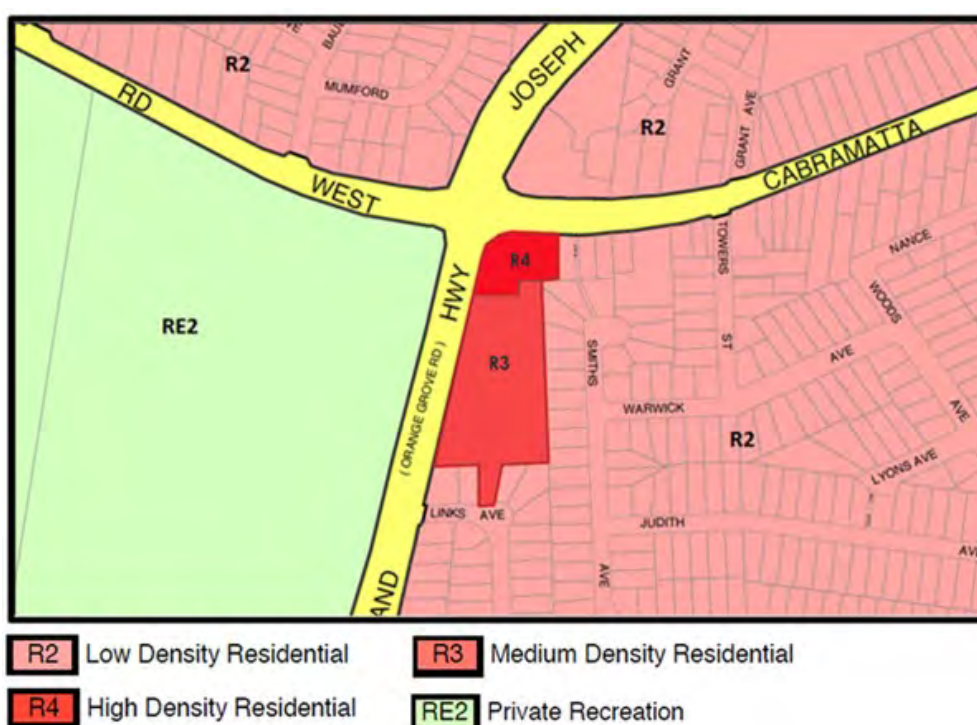


Figure 2. Proposed land zoning map

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B. STRATEGIES AND STUDIES

The following section of this report provides an assessment against the priorities of the Fairfield Local Strategic Planning Statement (LSPS) 2040. It is noted that the LSPS came into force on 30 March 2020, following the time the last strategic merit test that was applied to the previous Planning Proposal rejected by Council.

Local Strategic Planning Statement

The Fairfield LSPS 2040 sets out a 20-year land use vision for Fairfield City. The following table considers the consistency of the Planning Proposal with the priorities of the LSPS.

Planning Priority	Comment
Planning Priority 1 – Provide housing that accommodates the needs of existing and future residents	The Planning Proposal will facilitate the provision of a range of dwelling types and sizes (apartments and town houses) to meet the needs of existing and future residents and will contribute to the Council's housing target.
Planning Priority 2 – Deliver greater housing diversity and affordability to meet the changing needs of the community	The Planning Proposal will provide a range of 1, 2 and 3 bedroom apartments and 2 and 3 bedroom townhouses for this part of the City. It will provide housing choice at a range of price points.
Planning Priority 3 – Plan for and manage areas identified for future urban development	The Planning Proposal will not undermine or prevent the Council from planning for urban renewal and development in suitable locations. Further, the Planning Proposal will not reduce demand for housing in other renewal areas.
Planning Priority 4 – Provide attractive, healthy, accessible and safe place for the whole community	The Planning Proposal will facilitate a future residential flat building that is able to achieve the 9 design principles within <i>State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development</i> and the Apartment Design Guide design criteria. The Site Specific DCP will ensure that the design of the townhouses and the communal open space is attractive, healthy, accessible and safe.

C. RECOMMENDED AMENDMENTS TO ADDRESS COUNCIL'S REASONS FOR REFUSAL

The applicant initiated Planning Proposal (Attachment B) remains unchanged from the Planning Proposal for the site previously refused by Council in March 2020 and does not address Council's reasons for refusal. Council Officer comments and recommended amendments to the Planning Proposal and Site Specific Development Control Plan (DCP) in relation to these matters are as follows:

Council Refusal Reason 1: *"Council has not competed a City wide strategy that supports the extent of development proposed on the site".*

As referred to under the previous section of this report, the proposal complies generally with a number of Priorities contained in the Fairfield LSPS. At the time this report was being prepared, a new draft Local Housing Strategy for the City was still under preparation. However, it is considered the proposal satisfies a number of important strategic considerations as follows:

- Under the Fairfield LEP 2013, medium density housing is already permitted on the site and a development application for construction of 40 town houses has previously been approved by Council in 2003.
- Given the configuration of the site and large site area (15,300m²) rezoning of the land as R3/R4 yields superior site development outcomes (compared to a R2 Low Density Residential 450m² lot subdivision), through the provision of a large communal open space area and on-site car parking.
- Rezoning of the land to R3/R4 promotes greater retention of existing on site remnant Cumberland Plain Woodland associated with the large communal open space area.
- The site is in proximity (600m) to existing services and facilities located at the Mt Pritchard neighbourhood shopping centre.
- Regular bus services connect the site directly to a number of town centres serviced by heavy rail including Cabramatta and Liverpool Town Centres.
- The site represents a gateway entry point into Fairfield City and the proposed design and urban form arising from the development would help to define the gateway characteristics.

Council Refusal Reason 2: *"The proposed height allowance of 10 metres for the proposed R3 Zoning and associated town house development on the site is inconsistent with the height allowance of 9 metres that applies to R3 Zone in other parts of the City".*

During public exhibition of the 2018 Planning Proposal for the site, submissions raised concern regarding the proposed Height of Building (HOB) of 10m for the R3 portion of the site stating that it was inconsistent with broader R3 zoning across the City and with the existing adjoining R2 zoning. Council resolved to refuse the Planning Proposal in part due to the community's concern that a HOB of 10m was broadly inconsistent with other parts of the City Zoned R3 and the potential amenity impacts to adjoining properties.

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Council Officer Recommendation - To address this concern Council Officers propose a reduction to the HOB from 10m to 9m for the R3 portion of the site. This will ensure that the future townhouses onsite will be consistent with the R3 zoning currently applying in other parts of the City and are similar in bulk and scale to dwellings in the adjoining zone.

Council Refusal Reason 3: *“The development will generate excessive traffic which will have a negative impact on traffic flows and parking in Links Avenue and surrounding road network”.*

Transport for NSW (TfNSW) provided advice in relation to the previously submitted Planning Proposal. TfNSW stated that, *“Based on the SIDRA models, there was no objection to the Planning Proposal.”*

The Signalised and Unsignalised Intersection Design and Research Aid (SIDRA) models indicate that the proposed development will result in an additional delay of 20 seconds on the Links Avenue approach to the signalised intersection on Cumberland Highway with an additional queue of approximately 20m (ie. 4 cars) in Links Avenue.

The vehicle parking rate for the proposed residential flat building is 1 parking space per unit and 0.25 visitor spaces per unit totalling 86 spaces. The vehicle parking rate for the proposed town houses is 2 resident spaces per town house and 0.25 visitor spaces per town house totalling 135 spaces. The site concept plan submitted showed that the development could facilitate the parking required onsite.

Council's Traffic and Transport Branch undertook an analysis of potential traffic impacts on Links Avenue and deemed the increase to vehicle queue length and vehicle wait times for vehicles exiting Links Avenue was acceptable. Additional post exhibition amendments made to the Site Specific DCP to respond to safety concerns raised by surrounding residents, included:

- Detailed traffic calming techniques such as no stopping signs on Links Avenue (within 50m of Cumberland Highway);
- Left out only signage for vehicles exiting the development site; and
- Median strip at the exit of the development to prevent vehicles turning right out of the development onto Links Avenue.

Council Officer Recommendations – To address concerns in relation to traffic and parking it is recommended the Site Specific DCP prepared for the proposal be amended further as follows:

- I. **Delete townhouses 54 to 60** – The Planning Proposal provides a site concept plan showing 60 town houses on the proposed R3 portion of the site. In the southern portion of the site, a small access road is provided for units 54 through to 60. It is proposed to amend the site concept plan by removing town houses 54 to 60. The deletion of 7 town houses from the concept plan would remove approximately 934m² of gross floor area (GFA) from the R3 portion of the site and facilitate a greater amount of open space

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and onsite visitor parking detailed below. These amendments would reduce the floor space ratio (FSR) for the proposed R3 portion of the site to 0.6:1.

- II. Offset of deleted townhouses** – Council Officers propose to offset the 7 deleted town houses through the provision of 7 additional units in the proposed residential flat buildings (RFB). This will be facilitated through a 5th storey and a 6th storey pop up. To facilitate the additional units in the RFB, it is recommended that the Fairfield LEP 2013 be amended to provide a HOB of 20m and an FSR of 2:1 for the proposed R4 portion of the site.

This outcome is consistent with development standards in the R4 zone across the rest of the City. Should Council resolve to endorse this option the applicant would be required to submit an amended shadow analysis for assessment, prior to the Planning Proposal being submitted to the DPIE for Gateway Determination.

- III. Additional onsite car parking on Concept Design** – Council Officers recommend amending the site concept plan to include a greater number of on-site parking spaces (for both residents and visitors) on site. The extra spaces would be facilitated through the removal of town houses 57 through 60, proposed to be removed and offset.

Approximately 32 additional car parking spaces would be provided through this amendment. It is further recommended that this be achieved by an arrangement including 2 rows of 16 parking spaces separated by a 6.1m double lane road.

This amendment would bring the total number of spaces provided onsite to 253 car parking spaces. This amendment would help reduce the impacts to the local road network by reducing the need for visitors/residents of the site to park on Links Avenue.

- IV. Increase Communal Open Space (COS)** – The removal of town houses also provides an opportunity to increase COS on the R3 portion of the site. Specifically the removal of town houses 54 through 57. This enables the 817m² of COS proposed onsite to be expanded south increasing its area to 1016m² in the R3 portion of the site. This increases amenity onsite including tree planting opportunities and provides a buffer to a greater number of existing residents that adjoin the site's south-eastern corner.

Fairfield Local Planning Panel (FLPP) Comments and Recommendation

On 19 August 2020, the FLPP met to consider the matter as re-submitted by the applicant (not including the amendments proposed by Council Officers). A pre-meeting inspection was held on site with Council Officers.

In considering the proposal, the FLPP acknowledged (as per minutes - Attachment A) that the site met the strategic merit test for rezoning, noting that the proposed R4 portion of the proposal is strategically located at the "iconic" corner of Orange Grove Road and Cabramatta Road West. The Panel also noted that the proposed R3 zone reflects its general relationship with single residential development to the east.

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Despite the site having strategic merit the Panel recommended Council, “*not approve this Planning Proposal*” as it lacked site specific merit. The recommendations to this report are not seeking approval of the Planning Proposal at this stage, rather an opportunity to progress the proposal to the gateway and public exhibition to gauge the community’s response to the amended Planning Proposal.

Notwithstanding the site specific issues raised by the Panel, Council Officers consider the suggested amendments to the Planning Proposal address the Panel’s concerns as discussed further below:

- **10m for proposed R3 is unacceptable**

The Panel considers that the proposed height of 10m for the R3 portion of the site did not reflect the contextual relationship with the existing single storey residential dwellings to the east.

Council Officer Comments

Council Officers are proposing to address the height in the R3 zone by reducing the HOB to 9m. This is consistent with the existing R3 zoning currently in place across Fairfield City and to the adjoining R2 Low Density Residential zone to the south and east of the subject site.

- **Insufficient opportunity for greening of the site & excessive site coverage**

The Panel considers that the proposed density onsite does not allow for greening of the site. The Panel also considers the proposed design layout of the concept plan is unsatisfactory, requiring excessive hard surface to accommodate traffic access and parking on the site.

Council Officer Comments

Council Officers propose removing town houses 54 through to 60, increasing the main COS parcel from 817m² to 1016m² in the R3 portion of the site. The minimum COS requirement required on the R3 portion of the site factoring in the FSR increase is 5%, which the proposal exceeds. The site concept plan also demonstrates Private Open Space requirements are achieved for each town house in the R3 section of the site.

- **Impact to biodiversity**

The Panel considers that the Planning Proposal fails to adequately address the biodiversity values of the site inclusive of the in-situ endangered ecological community, namely Cumberland Plain Woodland and the loss of individual trees or the replacement of these on site.

Council Officer Comments

The vegetation removal resulting from the proposal does not trigger offsetting requirements under the Biodiversity Conservation Act as the Area threshold is not exceeded, nor the site identified on the biodiversity values map.

If Council resolves to endorse the amended Planning Proposal, Council Officers would require the applicant to identify suitable onsite locations to accommodate mature

replacement planting. The scope for the additional planting is enhanced as a result of the recommended increase in the Communal Open Space area.

- **Internal Traffic Circulation Issues**

The Panel considers that traffic issues are not satisfactorily resolved, requiring all site traffic to travel through narrow at ground roadways and through residential townhouse areas to access the units to the north and consideration should have been given to an alternative and more amenable traffic circulation.

Council Officer Comments

Council's Traffic and Transport Branch previously required the applicant to undertake a preliminary two-way road analysis to identify appropriate widths and turning circles to ensure that vehicles using the internal road could pass in opposite directions. The internal road network design was amended to a width of 6m. Council's Traffic and Transport Branch assessed a width of 6m as being acceptable in facilitating two-way traffic flow, which also allows Council's waste vehicles to service the site.

The previous Planning Proposal for the site was referred to TfNSW for assessment. TfNSW stated that ingress and egress would not be allowed from Cabramatta Road West or Orange Grove Road. Due to this, Council Officers consider internal traffic circulation acceptable given the single point of access to the site and the facilitation of a two-way internal road network that includes site servicing.

Should Council resolve to endorse the amended Planning Proposal the applicant would be required to address amenity issue for residents at the site-specific level by amending the Site Specific DCP, prior to public exhibition.

- **Local Road Network Issues**

The Panel considers that insufficient consideration has been given to the impact of the traffic on the local street network.

Council Officer Comments

The previous Planning Proposal for the site had a Traffic Impact Assessment (TIA) prepared that assessed impacts to the local road network including View Street, Stafford Street, Links Avenue and Panorama Street. It was determined that in the AM and PM peak on average the delay for vehicles waiting to exit Links Avenue onto Orange Grove Road would increase by 20 seconds (ie. by 20m or approximately 4 car lengths), as a result of the development.

The existing Level of Service (LOS) of Links Avenue is an E, which is considered poor. The development would result in the LOS at Links Avenue to drop to F. The TIA was referred to Council's Traffic and Transport Branch and the Strategic Assessments Team at TfNSW. The modelling and results were considered valid and acceptable.

Should the proposal progress through to finalisation, Council's Traffic and Transport Branch have indicated they would apply to TfNSW for additional green light time for vehicles exiting Links Avenue. This would facilitate additional vehicle movements out of Links Avenue,

reducing queue length and vehicle waiting times. This request would be subject to approval by TfNSW.

- **Amenity issues regarding garbage collection**

The Panel considers that the proposed access for garbage collection is unsatisfactory and brings about poor amenity for residential use.

Council Officer Comments

Council's waste vehicles will service the site via the two-way internal road network. The town houses will have their waste collected at front of house with a side loader truck. The residential flat building (RFB) will be serviced at a combined collection point south of the building. Council's Waste Services Team have assessed the RFB against the site servicing requirements of the multi-unit dwelling guidelines (MUD). The site concept plan and urban design report submitted by the applicant shows the site meets these guidelines.

During assessment of the previous proposal for the site, the applicant provided a swept path analysis for medium rigid vehicles (Council's waste trucks), showing how they could successfully manoeuvre onsite. This analysis was referred to Council's Traffic and Transport Branch who undertook an assessment of the information submitted. It was determined that Council's waste vehicles could adequately manoeuvre on the internal road network.

The use of the internal road for garbage collection is not dissimilar to arrangements in existing streets throughout the City. Should the Planning Proposal progress, the applicant will be required to address onsite amenity in further detail in the Site Specific DCP.

- **Incorporation of Northern Sites of Links Avenue**

The Panel recommends consideration be given to incorporation of properties at the northern end of Links Avenue into the Planning Proposal.

Council Officer Comments

It is understood that the above recommendation relates to other concerns raised by the Panel (above) in regard to the degree of site development, provision of open space, car parking and site access.

Council Officers consider that the recommended amendments to the Planning Proposal as detailed in this report address the concerns raised by the Panel. In addition, under the NSW Planning Legislation, Council does not have the power to compel the applicant to acquire additional properties for inclusion in the Planning Proposal.

CONCLUSION

The applicant initiated Planning Proposal for the subject site is the same as that refused by Council in March 2020. In order to address Council's reasons for refusal, Council Officers have recommended a number of amendments to the Planning Proposal to enhance site development outcomes, ensure greater consistency with controls relevant to other R3 and R4 zones in Fairfield City and to reduce traffic/parking impacts on the surrounding

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neighbourhood. The recommendations of this report also address site-specific issues raised by the Fairfield Local Planning Panel.

Should Council resolve to endorse the proposal for a Gateway Request, the applicant would be required to amend the Planning Proposal and the Site Specific Development Control Plan in accordance with the recommendations of this report.

Patrick Warren
Senior Strategic Land Use Planner

Authorisation:

Acting Manager Strategic Land Use Planning
Group Manager City Strategic Planning

Outcomes Committee - 8 September 2020

File Name: **OUT08092020_4.DOCX**

***** END OF ITEM 86 *****

16 January 2020

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Attn: Patrick Warren; Senior Strategic Land Use Planner

RE: 400-404 Cabramatta Road West, Cabramatta – Traffic Impact Assessment — Response to Submissions

Dear Patrick,

I refer to the Planning Proposal submission in relation to 400-404 Cabramatta Road West, Cabramatta and the email correspondence on 07 and 11 November 2019 received from Fairfield City Council (Council), Essentially, as it relates to traffic and parking considerations, these sought:

- An increased parking provision rate of 2 spaces per townhouse, and
- Clarification regarding the modelled performance at the following intersections:
 - Cumberland Highway / Cabramatta Road
 - Cumberland Highway / Links Avenue

Further to the above, we also received a request from Transport for NSW (TfNSW) on 09 January 2020 requesting that the accompanying modelling be updated to a SIDRA network model with the phasing being consistent with SCATS.

Having regard for the above, we now advise as follows as a consolidated response to submissions.

1 Car Parking Rates

In response to Council's request regarding car parking provision, we confirm that the Applicant is agreeable to an increase in the car parking rates for townhouses.

As such, the proposed car parking rates to be included in the site-specific DCP are as follows:

- A minimum of 2 spaces is to be provided for each residential townhouse on the R3 land;
- A minimum of 1 space is to be provided for each residential unit on the R4 land; and
- A minimum of 1 visitor parking space is to be provided for every 4 dwellings on the R3 and the R4 land.

2 Traffic Generation

In relation to Council's queries about the traffic modelling performance at the Links Avenue intersection, we note the following:

- The submitted Transport Impact Assessment (TIA), dated on 05 September 2019, inadvertently included SIDRA modelling results not reflective of the scheme now proposed. In this regard, the submitted modelling:

- Reflected a scenario which had higher volumes at the intersection than occurs as a result of the development now being proposed.
- This was a result of the model adopting:
 - Some 1,200m² of commercial GFA from an earlier scheme. With a trip rate of 2 veh/100m² GFA, this resulted an extra 24 vehicle trips through intersection.
 - 150 residential dwellings (apartments and townhouses combined) and applying an alternative (higher) traffic generation rate for 'sensitivity' purposes.
- Further to the above, the modelled volumes — included in the TIA — did not reflect the traffic distribution associated with the development — which is purely residential in nature.
- The resultant impact on Links Avenue turning volumes (as modelled in SIDRA, accounting for +5% increases to input volumes as a result of the SIDRA default Peak Flow Factor of 0.95) is summarised in the below table which compares 'Existing' (as surveyed), 'Submitted' (Existing + Development volumes included in the TIA) and 'Current' (Existing + Development volumes based on the Proposal).

Period	Movement	Modelled Demands (per Movement Summary)					
		Existing		Submitted		Current	
		AM	PM	AM	PM	AM	PM
Cumberland Hwy (N)	LT	11	35	40 (29)	97 (62)	34 (23)	69 (34)
Links Ave (E)	RT	29	14	92 (63)	43 (29)	63 (34)	37 (23)
	LT	9	7	25 (16)	15 (8)	18 (9)	14 (7)
Cumberland Hwy (S)	RT	1	4	2 (1)	20 (16)	7 (6)	13 (9)
TOTAL		50	60	159 (109)	175 (115)	122 (72)	133 (73)

Notes: 1) Figure in brackets reflects increase from 'existing' surveyed scenario

- It is evident that the 'submitted' modelling was based on substantially higher traffic volumes than actually projected for this proposal.

Additionally, TfNSW advised that the SIDRA models be updated to a network model with the signal phasing being consistent with Sydney Coordinated Adaptive Traffic System (SCATS). In response, Ason Group has requested corresponding SCATS data, updated the SIDRA models and can confirm that:

- The intersections of Cumberland Highway/Cabramatta Road West and Cumberland Highway/Links Avenue have been modelled as a network in SIDRA.
- The intersections of Cumberland Highway/Cabramatta Road West and Cumberland Highway/Links Avenue have been modelled with a cycle time of 140 seconds and phase time being consistent with SCATS data during both AM and PM peak.

Having regard to the above, a summary of the updated modelling results is presented in **Table 1**. Further detail with respect to the Links Avenue intersection — in response to Council and community concerns regarding queuing in Links Avenue — is provided in **Attachment 1**.

Detailed SIDRA output summaries for both intersections are included in **Attachment 2**.

Table 1: Intersection Performance Comparison

Intersection	Scenario	Period	Average Vehicle Delay (AVD) (seconds)		Level of Service (LOS)
			Result	Change	
Cumberland Hwy / Cabramatta Rd West	Existing	AM	62.0		E
		PM	64.4		E
	with Proposal	AM	65.5	+3.5	E
		PM	65.2	+0.8	E
Cumberland Hwy / Links Avenue	Existing	AM	7.1		A
		PM	7.8		A
	with Proposal	AM	8.4	+1.3	A
		PM	8.5	+0.7	A

Having regard for the above, we confirm the conclusion of the previous TIA shall remain unchanged; that is:

“The Proposal does not have a material impact on the performance of the network. Modelled Level of Service remain unchanged with only minor change to average delays.”

The updated modelling contained herein demonstrates:

- The overall LoS is acceptable with no change to existing Level of Service at the intersection — the primary metric with regard to overall intersection performance.
- Minimal change to delays and LoS to the primary north-south movement along Cumberland Highway corridor— being the key interest to TfNSW.
- It is acknowledged that the increased traffic on Links Avenue has a moderate impact on Links Avenue delays, during the critical AM peak. However, it is noted that:
 - As outlined above, the overall LoS is still acceptable — being the key metric of performance for signalised intersections.
 - Queueing on the Links Avenue approach is moderate. For context, the queue length in the critical AM peak is modelled to increase by only 2–3 vehicles and is accommodated within the length of Links Avenue between the site access and Cumberland Hwy.
 - This is a result of signal phase time allocated to the ‘minor road’ approach to a key RMS corridor that is typical of any minor road approach to a classified road.

NOTE: the modelling results above have adopted fixed “phase times”, based on existing SCATS timing data provided by RMS (TfNSW). As such, it does not rely upon changes to signal phase times.

Having regard for the above, the modelling clearly demonstrates that the proposal can be accommodated on the surrounding road network and does not result in unacceptable impacts to network performance.

We trust the above is of assistance and please contact the undersigned should you have any queries or require further information in relation to the above.

Sincerely Yours,



Principal Traffic Engineer – Ason Group

Email: tim.lewis@asongroup.com.au

Attachments: 1) *Links Avenue SIDRA Summary Table*
2) *SIDRA outputs*

Attachment 1 - Table Summary of Links Road and Cumberland Highway Intersection

	Intersection			Links Ave			Cumberland Hwy (South Leg)			Cumberland Hwy (North Leg)		
	Cycle Time (sec)	DOS	Delay (sec)	DoS	Delay (sec)	Queue (m)	DoS	Delay (sec)	Queue (m)	DoS	Delay (sec)	Queue (m)
Existing AM	140	0.610	7.1	0.443	74.7	19.2	0.61	6.4	123.3	0.398	5.9	95.3
Existing PM	140	0.657	7.8	0.186	70.1	10.1	0.657	7.2	134.5	0.500	7.5	137.6
Future AM	140	0.930	8.4	0.93	95	46.6	0.632	6.7	124.7	0.404	6.1	97.1
Future PM	140	0.675	8.5	0.477	72.4	24.3	0.675	7.5	135.6	0.509	7.7	141.4

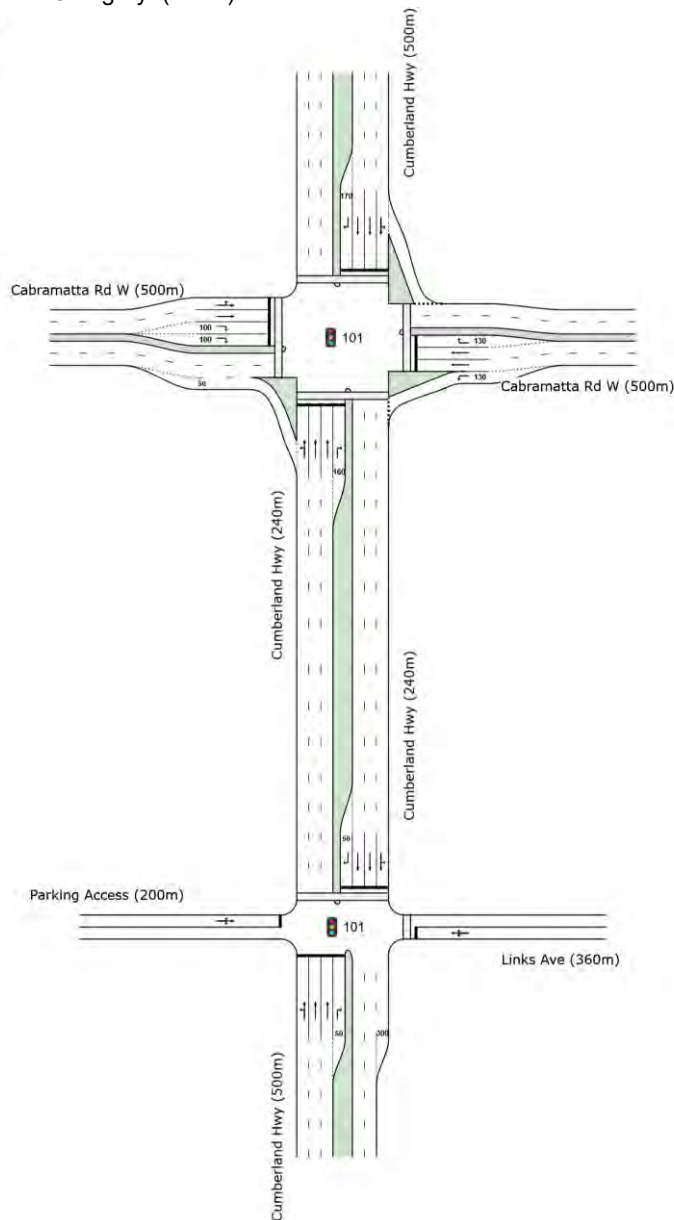
Attachment 2 –Sidra Results

NETWORK LAYOUT

Network: N101 [Existing_AM]

New Network

Network Category: (None)



SITES IN NETWORK

Site ID	CCG ID	Site Name
101	NA	[A1] Cumberland Hwy / Cabramatta Rd - Existing AM
101	NA	[A2] Cumberland Hwy / Links Ave - Existing AM

PHASING SUMMARY

Site: 101 [[A1] Cumberland Hwy / Cabramatta Rd - Existing AM]

Network: N101 [Existing_AM]

Cumberland Hwy / Cabramatta Rd AM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Network Site User-Given Phase Times)

Timings based on settings in the Network Timing dialog

Phase Times specified by the user

Phase Sequence: SCATS

Reference Phase: Phase A

Input Phase Sequence: A, D, E, G

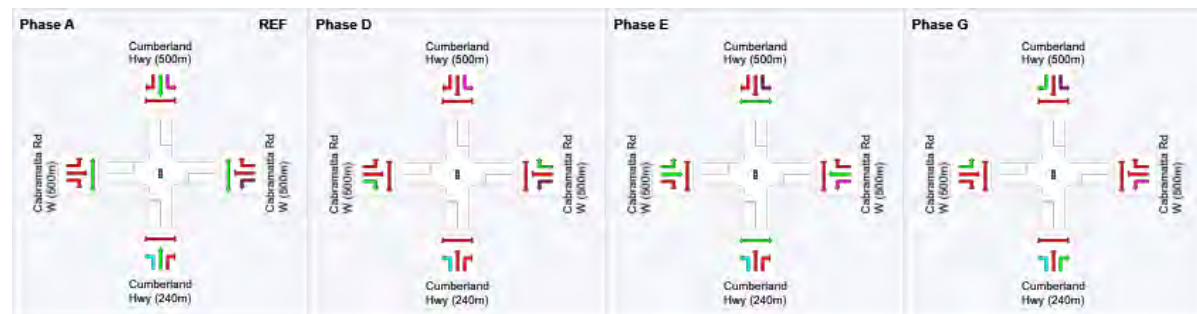
Output Phase Sequence: A, D, E, G

PHASE TIMING SUMMARY

Phase	A	D	E	G
Phase Change Time (sec)	0	61	79	120
Green Time (sec)	55	12	35	14
Phase Time (sec)	61	18	41	20
Phase Split	44%	13%	29%	14%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

OUTPUT PHASE SEQUENCE



REF: Reference Phase

VAR: Variable Phase



PHASING SUMMARY

Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing AM] Network: N101 [Existing_AM]

Cumberland Hwy / Links Ave AM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Network Site User-Given Phase Times)

Timings based on settings in the Network Timing dialog

Phase Times specified by the user

Phase Sequence: SCATS

Reference Phase: Phase A

Input Phase Sequence: A, D, E

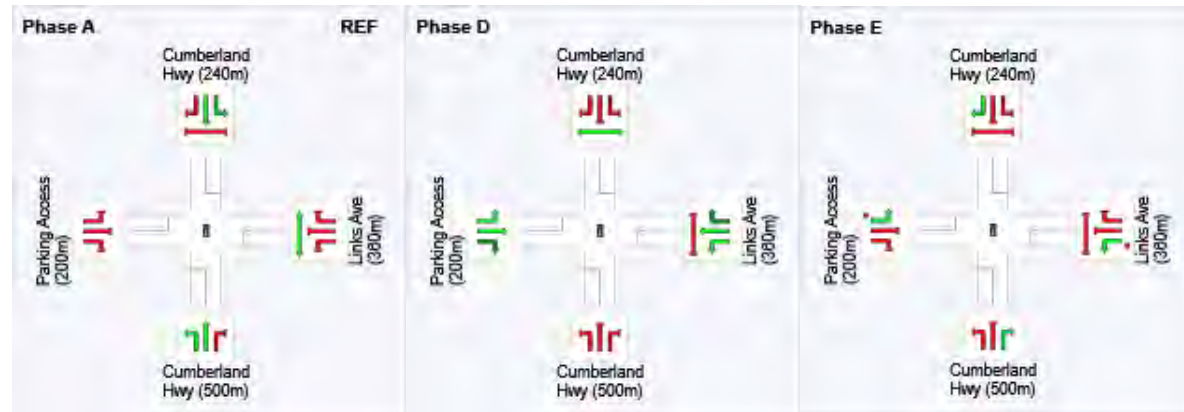
Output Phase Sequence: A, D, E

PHASE TIMING SUMMARY

Phase	A	D	E
Phase Change Time (sec)	126	99	117
Green Time (sec)	107	11	6
Phase Time (sec)	114	14	12
Phase Split	81%	10%	9%

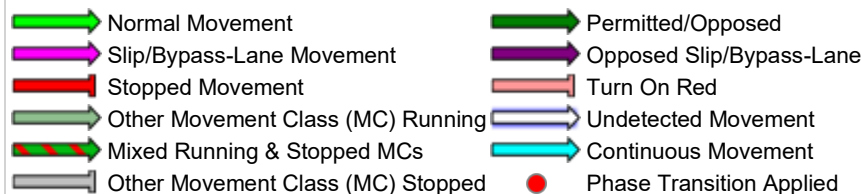
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

OUTPUT PHASE SEQUENCE



REF: Reference Phase

VAR: Variable Phase



PHASING SUMMARY

Site: 101 [[A1] Cumberland Hwy / Cabramatta Rd - Existing PM]

Network: N101
[Existing_PM]

Cumberland Hwy / Cabramatta Rd AM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Network Site User-Given Phase Times)

Timings based on settings in the Network Timing dialog

Phase Times specified by the user

Phase Sequence: SCATS

Reference Phase: Phase A

Input Phase Sequence: A, D, E, G

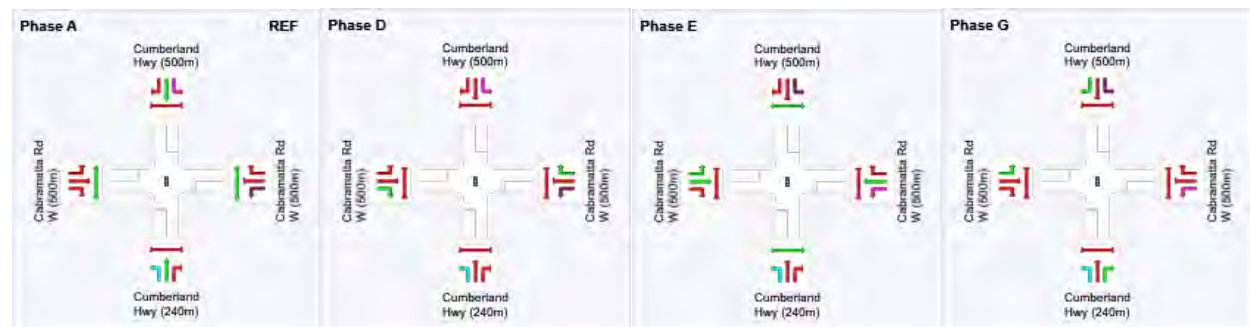
Output Phase Sequence: A, D, E, G

PHASE TIMING SUMMARY

Phase	A	D	E	G
Phase Change Time (sec)	0	49	67	109
Green Time (sec)	43	12	36	25
Phase Time (sec)	49	18	42	31
Phase Split	35%	13%	30%	22%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

OUTPUT PHASE SEQUENCE



REF: Reference Phase

VAR: Variable Phase



PHASING SUMMARY

 Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing PM]  Network: N101 [Existing_PM]

Cumberland Hwy / Links Ave AM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Network Site User-Given Phase Times)

Timings based on settings in the Network Timing dialog

Phase Times specified by the user

Phase Sequence: SCATS

Reference Phase: Phase A

Input Phase Sequence: A, D, E

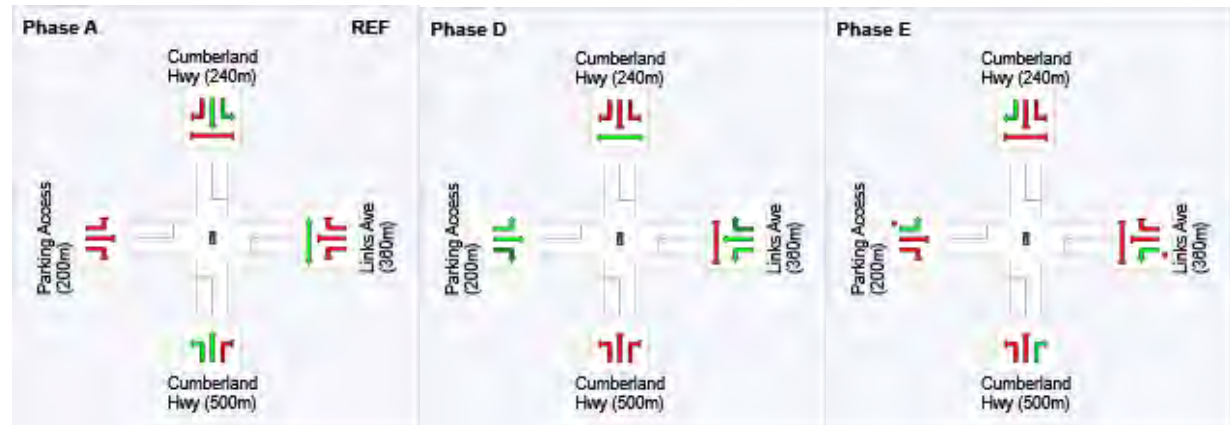
Output Phase Sequence: A, D, E

PHASE TIMING SUMMARY

Phase	A	D	E
Phase Change Time (sec)	15	126	6
Green Time (sec)	105	13	6
Phase Time (sec)	112	16	12
Phase Split	80%	11%	9%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

OUTPUT PHASE SEQUENCE



REF: Reference Phase

VAR: Variable Phase



MOVEMENT SUMMARY

Site: 101 [[A1] Cumberland Hwy / Cabramatta Rd - Existing AM]

Network: N101 [Existing_AM]

Cumberland Hwy / Cabramatta Rd AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Cumberland Hwy (240m)														
1	L2	241	6.6	241	6.6	0.834	50.1	LOS D	39.0	291.1	0.97	0.91	1.02	23.2
2	T1	1582	8.3	1582	8.3	0.834	44.2	LOS D	39.0	291.1	0.97	0.91	1.02	32.8
3	R2	193	2.2	193	2.2	1.053	148.9	LOS F	20.5	146.0	1.00	1.17	1.87	14.0
Approach		2016	7.5	2016	7.5	1.053	54.9	LOS D	39.0	292.2	0.97	0.94	1.10	28.1
East: Cabramatta Rd W (500m)														
4	L2	232	1.8	232	1.8	0.214	13.0	LOS A	5.5	38.8	0.41	0.68	0.41	42.4
5	T1	488	3.7	488	3.7	0.513	48.6	LOS D	14.3	103.6	0.91	0.77	0.91	28.4
6	R2	83	6.3	83	6.3	0.546	74.5	LOS F	5.7	41.9	1.00	0.78	1.00	27.2
Approach		803	3.4	803	3.4	0.546	41.0	LOS C	14.3	103.6	0.78	0.74	0.78	30.3
North: Cumberland Hwy (500m)														
7	L2	40	18.4	40	18.4	0.561	56.9	LOS E	25.1	192.9	0.83	0.78	1.34	33.7
8	T1	1164	10.7	1164	10.7	0.561	39.9	LOS C	25.1	192.9	0.83	0.75	0.99	28.2
9	R2	104	7.1	104	7.1	0.589	73.8	LOS F	7.1	52.4	1.00	0.79	1.00	22.8
Approach		1308	10.6	1308	10.6	0.589	43.1	LOS D	25.1	192.9	0.85	0.75	1.00	27.8
West: Cabramatta Rd W (500m)														
10	L2	54	15.7	54	15.7	1.018	121.2	LOS F	48.8	353.8	1.00	1.32	1.58	15.9
11	T1	889	2.7	889	2.7	1.018	115.8	LOS F	48.8	353.8	1.00	1.32	1.58	16.3
12	R2	255	4.5	255	4.5	0.826	81.4	LOS F	9.4	68.3	1.00	0.91	1.26	8.5
Approach		1198	3.7	1198	3.7	1.018	108.8	LOS F	48.8	353.8	1.00	1.24	1.51	15.2
All Vehicles		5325	6.8	5325	6.8	1.053	62.0	LOS E	48.8	353.8	0.92	0.93	1.12	24.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Prop. Queued	Effective Stop Rate		
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		211	64.3	LOS F			0.96	0.96	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY



Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing AM]



Network: N101 [Existing_AM]

Cumberland Hwy / Links Ave AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cumberland Hwy (500m)														
1	L2	2	0.0	2	0.0	0.610	12.7	LOS A	16.4	123.3	0.40	0.37	0.40	53.5
2	T1	1996	8.4	1996	8.4	0.610	6.4	LOS A	16.4	123.3	0.40	0.37	0.40	56.3
3	R2	1	0.0	1	0.0	0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	24.2
Approach		1999	8.4	1999	8.4	0.610	6.4	LOS A	16.4	123.3	0.40	0.37	0.40	56.2
East: Links Ave (360m)														
4	L2	9	0.0	9	0.0	0.443	74.8	LOS F	2.7	19.2	0.99	0.74	0.99	24.3
5	T1	1	0.0	1	0.0	0.443	70.3	LOS E	2.7	19.2	0.99	0.74	0.99	17.9
6	R2	29	0.0	29	0.0	0.443	74.8	LOS F	2.7	19.2	0.99	0.74	0.99	13.4
Approach		40	0.0	40	0.0	0.443	74.7	LOS F	2.7	19.2	0.99	0.74	0.99	16.6
North: Cumberland Hwy (240m)														
7	L2	11	0.0	11	0.0	0.398	12.2	LOS A	12.7	95.1	0.37	0.34	0.37	48.3
8	T1	1678	8.4	1678	8.4	0.398	5.9	LOS A	12.7	95.1	0.37	0.34	0.37	60.7
9	R2	1	0.0	1	0.0	0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	15.5
Approach		1689	8.3	1689	8.3	0.398	5.9	LOS A	12.7	95.3	0.37	0.34	0.37	60.6
West: Parking Access (200m)														
10	L2	2	0.0	2	0.0	0.061	69.5	LOS E	0.5	3.3	0.94	0.66	0.94	9.4
11	T1	2	0.0	2	0.0	0.061	64.9	LOS E	0.5	3.3	0.94	0.66	0.94	19.0
12	R2	3	0.0	3	0.0	0.061	69.5	LOS E	0.5	3.3	0.94	0.66	0.94	23.2
Approach		7	0.0	7	0.0	0.061	68.2	LOS E	0.5	3.3	0.94	0.66	0.94	18.7
All Vehicles		3736	8.3	3736	8.3	0.610	7.1	LOS A	16.4	123.3	0.39	0.36	0.39	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Back of Queue Distance	Prop. Queued	Effective Stop Rate	
		ped/h	sec		ped	m			
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		105	64.3	LOS F			0.96	0.96	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [[A1] Cumberland Hwy / Cabramatta Rd - Existing PM]

Network: N101 [Existing_PM]

Cumberland Hwy / Cabramatta Rd AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV	Total	HV									
						v/c	sec		veh	m				km/h
South: Cumberland Hwy (240m)														
1	L2	541	2.1	541	2.1	0.913	65.9	LOS E	48.8	349.4	1.00	0.99	1.17	18.6
2	T1	1160	5.0	1160	5.0	0.913	65.4	LOS E	48.8	349.4	1.00	1.04	1.21	26.2
3	R2	278	1.9	278	1.9	0.849	74.6	LOS F	20.2	143.6	1.00	0.92	1.18	23.1
Approach		1979	3.8	1979	3.8	0.913	66.8	LOS E	48.8	349.4	1.00	1.01	1.19	23.9
East: Cabramatta Rd W (500m)														
4	L2	374	0.3	374	0.3	0.349	19.2	LOS B	12.7	89.2	0.56	0.72	0.56	37.2
5	T1	871	3.1	871	3.1	0.886	64.9	LOS E	32.3	232.1	1.00	1.02	1.18	24.1
6	R2	95	6.7	95	6.7	0.623	75.4	LOS F	6.6	48.5	1.00	0.80	1.04	27.0
Approach		1339	2.6	1339	2.6	0.886	52.9	LOS D	32.3	232.1	0.88	0.92	1.00	26.4
North: Cumberland Hwy (500m)														
7	L2	41	2.6	41	2.6	0.852	76.8	LOS F	34.2	249.8	1.00	1.00	1.62	28.7
8	T1	1443	5.2	1443	5.2	0.852	60.0	LOS E	34.2	249.8	1.00	0.97	1.27	21.7
9	R2	296	3.9	296	3.9	0.917	85.1	LOS F	23.5	170.1	1.00	0.98	1.32	20.8
Approach		1780	4.9	1780	4.9	0.917	64.5	LOS E	34.2	250.0	1.00	0.98	1.28	21.7
West: Cabramatta Rd W (500m)														
10	L2	119	2.7	119	2.7	0.908	74.5	LOS F	34.7	249.1	1.00	1.04	1.23	23.1
11	T1	746	3.0	746	3.0	0.908	69.0	LOS E	34.7	249.1	1.00	1.05	1.24	23.1
12	R2	273	2.3	273	2.3	0.870	84.6	LOS F	10.3	73.8	1.00	0.95	1.34	8.2
Approach		1138	2.8	1138	2.8	0.908	73.3	LOS F	34.7	249.1	1.00	1.02	1.26	19.9
All Vehicles		6236	3.7	6236	3.7	0.917	64.4	LOS E	48.8	349.4	0.97	0.98	1.19	23.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	5	64.1	LOS F	0.0	0.0	0.96	0.96
P2	East Full Crossing	5	64.1	LOS F	0.0	0.0	0.96	0.96
P3	North Full Crossing	5	64.1	LOS F	0.0	0.0	0.96	0.96
P4	West Full Crossing	5	64.1	LOS F	0.0	0.0	0.96	0.96
All Pedestrians		21	64.1	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY



Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing PM]



Network: N101 [Existing_PM]

Cumberland Hwy / Links Ave AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Arrival Flows HV %	Deg. Satn Total veh/h	Average Level of Service Delay sec	95% Back of Queue Vehicles veh	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Cumberland Hwy (500m)										
1	L2	4	0.0	4	0.0 0.657	12.9	LOS A	0.39	0.35	53.3
2	T1	1974	3.7	1974	3.7 0.657	7.1	LOS A	0.42	0.38	55.1
3	R2	4	0.0	4	0.0 0.053	78.6	LOS F	0.98	0.64	24.0
Approach		1982	3.7	1982	3.7 0.657	7.2	LOS A	0.42	0.38	54.9
East: Links Ave (360m)										
4	L2	7	0.0	7	0.0 0.186	70.4	LOS E	0.96	0.71	25.2
5	T1	1	0.0	1	0.0 0.186	65.8	LOS E	0.96	0.71	18.6
6	R2	14	0.0	14	0.0 0.186	70.3	LOS E	0.96	0.71	14.0
Approach		22	0.0	22	0.0 0.186	70.1	LOS E	0.96	0.71	18.6
North: Cumberland Hwy (240m)										
7	L2	35	0.0	35	0.0 0.500	13.7	LOS A	0.43	0.42	46.6
8	T1	2102	4.0	2102	4.0 0.500	7.3	LOS A	0.43	0.41	58.7
9	R2	2	0.0	2	0.0 0.026	78.0	LOS F	0.98	0.61	15.5
Approach		2139	3.9	2139	3.9 0.500	7.5	LOS A	0.43	0.41	58.4
West: Parking Access (200m)										
10	L2	2	0.0	2	0.0 0.050	67.8	LOS E	0.94	0.65	9.5
11	T1	1	0.0	1	0.0 0.050	63.3	LOS E	0.94	0.65	19.2
12	R2	3	0.0	3	0.0 0.050	67.8	LOS E	0.94	0.65	23.4
Approach		6	0.0	6	0.0 0.050	67.0	LOS E	0.94	0.65	18.9
All Vehicles		4149	3.8	4149	3.8 0.657	7.8	LOS A	0.43	0.40	56.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Prop. Queued	Effective Stop Rate
P2	East Full Crossing	53	64.3	LOS F	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.96	0.96
All Pedestrians		105	64.3	LOS F		0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [[B1] Cumberland Hwy / Cabramatta Rd - Existing & Dev AM]

Network: N101 [Exising+Dev_AM]

Cumberland Hwy / Cabramatta Rd AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Cumberland Hwy (240m)														
1	L2	246	6.6	246	6.6	0.846	51.5	LOS D	40.4	301.4	0.98	0.93	1.04	22.8
2	T1	1593	8.3	1593	8.3	0.846	45.5	LOS D	40.4	301.4	0.98	0.93	1.04	32.3
3	R2	211	2.2	211	2.2	1.151	221.7	LOS F	28.1	200.7	1.00	1.33	2.23	10.0
Approach		2049	7.5	2049	7.5	1.151	64.3	LOS E	40.4	302.4	0.98	0.97	1.16	25.4
East: Cabramatta Rd W (500m)														
4	L2	244	1.8	244	1.8	0.226	13.5	LOS A	6.0	42.3	0.43	0.68	0.43	41.9
5	T1	488	3.7	488	3.7	0.513	48.6	LOS D	14.3	103.6	0.91	0.77	0.91	28.4
6	R2	83	6.3	83	6.3	0.546	74.5	LOS F	5.7	41.9	1.00	0.78	1.00	27.2
Approach		816	3.4	816	3.4	0.546	40.7	LOS C	14.3	103.6	0.78	0.74	0.78	30.4
North: Cumberland Hwy (500m)														
7	L2	40	18.4	40	18.4	0.564	57.0	LOS E	25.2	194.0	0.83	0.78	1.34	33.7
8	T1	1172	10.7	1172	10.7	0.564	39.9	LOS C	25.2	194.0	0.83	0.75	0.99	28.2
9	R2	104	7.1	104	7.1	0.589	73.8	LOS F	7.1	52.4	1.00	0.79	1.00	22.8
Approach		1316	10.6	1316	10.6	0.589	43.1	LOS D	25.2	194.0	0.85	0.75	1.00	27.8
West: Cabramatta Rd W (500m)														
10	L2	54	15.7	54	15.7	1.019	121.4	LOS F	48.9	354.2	1.00	1.32	1.58	15.9
11	T1	889	2.7	889	2.7	1.019	116.0	LOS F	48.9	354.2	1.00	1.32	1.58	16.2
12	R2	258	4.5	258	4.5	0.836	82.1	LOS F	9.6	69.6	1.00	0.92	1.27	8.4
Approach		1201	3.7	1201	3.7	1.019	109.0	LOS F	48.9	354.2	1.00	1.24	1.52	15.1
All Vehicles		5382	6.8	5382	6.8	1.151	65.5	LOS E	48.9	354.2	0.92	0.94	1.14	23.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	64.3	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [[B2] Cumberland Hwy / Links Ave - Existing & Dev AM]

**Network: N101
[Existing+Dev_AM]**

Cumberland Hwy / Links Ave AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cumberland Hwy (500m)														
1	L2	2	0.0	2	0.0	0.632	12.7	LOS A	16.3	122.0	0.40	0.37	0.40	53.5
2	T1	1996	8.4	1996	8.4	0.632	6.4	LOS A	16.6	124.7	0.40	0.36	0.40	56.3
3	R2	7	0.0	7	0.0	0.093	79.2	LOS F	0.5	3.6	0.99	0.66	0.99	23.8
Approach		2005	8.4	2005	8.4	0.632	6.7	LOS A	16.6	124.7	0.40	0.37	0.40	55.8
East: Links Ave (360m)														
4	L2	18	0.0	18	0.0	0.930	95.0	LOS F	6.7	46.6	1.00	1.05	1.61	21.0
5	T1	1	0.0	1	0.0	0.930	90.5	LOS F	6.7	46.6	1.00	1.05	1.61	15.3
6	R2	63	0.0	63	0.0	0.930	95.0	LOS F	6.7	46.6	1.00	1.05	1.61	11.2
Approach		82	0.0	82	0.0	0.930	95.0	LOS F	6.7	46.6	1.00	1.05	1.61	13.7
North: Cumberland Hwy (240m)														
7	L2	34	0.0	34	0.0	0.404	12.3	LOS A	12.9	96.8	0.37	0.36	0.37	48.0
8	T1	1678	8.4	1678	8.4	0.404	5.9	LOS A	12.9	96.8	0.37	0.34	0.37	60.5
9	R2	1	0.0	1	0.0	0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	15.5
Approach		1713	8.2	1713	8.2	0.404	6.1	LOS A	12.9	97.1	0.37	0.34	0.37	60.2
West: Parking Access (200m)														
10	L2	2	0.0	2	0.0	0.062	70.5	LOS E	0.5	3.3	0.95	0.66	0.95	9.3
11	T1	2	0.0	2	0.0	0.062	65.9	LOS E	0.5	3.3	0.95	0.66	0.95	18.8
12	R2	3	0.0	3	0.0	0.062	70.4	LOS E	0.5	3.3	0.95	0.66	0.95	23.0
Approach		7	0.0	7	0.0	0.062	69.1	LOS E	0.5	3.3	0.95	0.66	0.95	18.5
All Vehicles		3807	8.1	3807	8.1	0.930	8.4	LOS A	16.6	124.7	0.40	0.37	0.41	54.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Back of Queue Distance	Prop. Queued	Effective Stop Rate	
		ped/h	sec		ped	m			
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		105	64.3	LOS F			0.96	0.96	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [[B1] Cumberland Hwy / Cabramatta Rd - Existing & Dev PM]

Network: N101 [Existing+Dev_PM]

Cumberland Hwy / Cabramatta Rd AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV	Total	HV									
South: Cumberland Hwy (240m)														
1	L2	544	2.1	544	2.1	0.919	67.5	LOS E	49.8	356.6	1.00	1.00	1.19	18.3
2	T1	1167	5.0	1167	5.0	0.919	66.9	LOS E	49.8	356.6	1.00	1.05	1.22	25.9
3	R2	291	1.9	291	1.9	0.888	79.5	LOS F	22.1	157.1	1.00	0.95	1.26	22.2
Approach		2002	3.8	2002	3.8	0.919	68.9	LOS E	49.8	356.6	1.00	1.02	1.22	23.4
East: Cabramatta Rd W (500m)														
4	L2	393	0.3	393	0.3	0.368	20.0	LOS B	13.5	94.7	0.57	0.74	0.60	36.6
5	T1	871	3.1	871	3.1	0.886	64.9	LOS E	32.3	232.1	1.00	1.02	1.18	24.1
6	R2	95	6.7	95	6.7	0.623	75.4	LOS F	6.6	48.5	1.00	0.80	1.04	27.0
Approach		1358	2.6	1358	2.6	0.886	52.6	LOS D	32.3	232.1	0.88	0.92	1.00	26.4
North: Cumberland Hwy (500m)														
7	L2	41	2.6	41	2.6	0.858	78.1	LOS F	34.8	254.0	1.00	1.01	1.63	28.4
8	T1	1454	5.2	1454	5.2	0.858	60.9	LOS E	34.8	254.0	1.00	0.98	1.28	21.5
9	R2	296	3.9	296	3.9	0.917	85.1	LOS F	23.5	170.1	1.00	0.98	1.32	20.8
Approach		1791	4.9	1791	4.9	0.917	65.3	LOS E	34.8	254.1	1.00	0.98	1.29	21.6
West: Cabramatta Rd W (500m)														
10	L2	119	2.7	119	2.7	0.909	74.6	LOS F	34.8	249.5	1.00	1.04	1.23	23.0
11	T1	746	3.0	746	3.0	0.909	69.1	LOS E	34.8	249.5	1.00	1.05	1.24	23.1
12	R2	278	2.3	278	2.3	0.887	86.4	LOS F	10.7	76.2	1.00	0.97	1.37	8.1
Approach		1143	2.8	1143	2.8	0.909	73.8	LOS F	34.8	249.5	1.00	1.03	1.27	19.7
All Vehicles		6294	3.7	6294	3.7	0.919	65.2	LOS E	49.8	356.6	0.97	0.99	1.20	22.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	5	64.1	LOS F	0.0	0.0	0.96	0.96
P2	East Full Crossing	5	64.1	LOS F	0.0	0.0	0.96	0.96
P3	North Full Crossing	5	64.1	LOS F	0.0	0.0	0.96	0.96
P4	West Full Crossing	5	64.1	LOS F	0.0	0.0	0.96	0.96
All Pedestrians		21	64.1	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [[B2] Cumberland Hwy / Links Ave - Existing & Dev PM]

Network: N101
[Exising+Dev_PM]

Cumberland Hwy / Links Ave AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Cumberland Hwy (500m)														
1	L2	4	0.0	4	0.0	0.675	12.9	LOS A	13.5	97.3	0.39	0.35	0.39	53.3
2	T1	1974	3.7	1974	3.7	0.675	7.1	LOS A	18.8	135.6	0.42	0.38	0.42	55.1
3	R2	13	0.0	13	0.0	0.159	79.9	LOS F	0.9	6.2	0.99	0.68	0.99	23.7
Approach		1991	3.6	1991	3.6	0.675	7.5	LOS A	18.8	135.6	0.42	0.38	0.42	54.3
East: Links Ave (360m)														
4	L2	14	0.0	14	0.0	0.477	72.5	LOS F	3.5	24.3	0.98	0.75	0.98	24.7
5	T1	1	0.0	1	0.0	0.477	67.9	LOS E	3.5	24.3	0.98	0.75	0.98	18.3
6	R2	37	0.0	37	0.0	0.477	72.5	LOS F	3.5	24.3	0.98	0.75	0.98	13.7
Approach		52	0.0	52	0.0	0.477	72.4	LOS F	3.5	24.3	0.98	0.75	0.98	17.3
North: Cumberland Hwy (240m)														
7	L2	69	0.0	69	0.0	0.509	13.8	LOS A	19.4	140.2	0.44	0.44	0.44	46.2
8	T1	2102	4.0	2102	4.0	0.509	7.4	LOS A	19.5	141.4	0.44	0.41	0.44	58.5
9	R2	2	0.0	2	0.0	0.026	78.0	LOS F	0.1	1.0	0.98	0.61	0.98	15.5
Approach		2174	3.8	2174	3.8	0.509	7.7	LOS A	19.5	141.4	0.44	0.42	0.44	58.0
West: Parking Access (200m)														
10	L2	2	0.0	2	0.0	0.051	67.8	LOS E	0.4	2.8	0.94	0.65	0.94	9.5
11	T1	1	0.0	1	0.0	0.051	63.2	LOS E	0.4	2.8	0.94	0.65	0.94	19.2
12	R2	3	0.0	3	0.0	0.051	67.8	LOS E	0.4	2.8	0.94	0.65	0.94	23.4
Approach		6	0.0	6	0.0	0.051	67.0	LOS E	0.4	2.8	0.94	0.65	0.94	18.9
All Vehicles		4222	3.7	4222	3.7	0.675	8.5	LOS A	19.5	141.4	0.44	0.40	0.44	55.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		105	64.3	LOS F			0.96	0.96	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

14 March 2020

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Attn: Patrick Warren; Senior Strategic Land Use Planner

RE: 400-404 Cabramatta Road West, Cabramatta – Traffic Impact Assessment — Response to Submissions

Dear Patrick,

I refer to the Outcomes Committee meeting on 10 March 2020 in relation to 400-404 Cabramatta Road West, Cabramatta. We have reviewed notes of the submission made and provide the following responses to relevant queries where it is understood a response is required.

Key points from the submission are as follows.

Ref	Comment	Response
1	There will be an increase in vehicle numbers, and hence traffic flows, within the Links Estate due to ongoing changes in the demographics.	The proposal will increase traffic accessing Links Avenue which has been assessed and deemed to have an acceptable impact. Fundamental changes to the broader precinct — should that occur — are outside the scope of assessment for this Planning Proposal and should not be the responsibility of the Applicant to address.
2	The Development will further degrade the capacity for exit to the Cumberland Highway that is already an F LOS being unsatisfactory and requiring additional capacity.	Whilst there may be a moderate increase in delay on the minor road (Links Avenue) approach, the overall intersection performs well. Furthermore, queue lengths on the minor road are moderate. As such, this intersection performance is NOT considered unsatisfactory or to require mitigation measures.
3	There is no realistic option for providing additional capacity other than at Links Ave.	TfNSW has the option to increase green time allocation to improve delays in Links Avenue. Nevertheless, noting that the intersection performance is within acceptable parameters without this change, it is not deemed necessary.
4	Should the projected vehicle flow rates for the Development be underestimated by even a small amount, the impact on local traffic could be quite devastating.	Adopted traffic generation rates are robust and the traffic analysis does not underestimate future traffic generation. To the contrary to the logic to support the claims of underestimation are unfounded, as demonstrated by the detailed response below. Indeed, conservative rates have been typically been adopted in the traffic assessments undertaken to date.

A comprehensive response to the detailed commentary is provided below.

1 Local Road Network

The Development's sole access / egress road is Links Ave at a point some 50m from the Cumberland / Links intersection stop line. Links Ave is also the sole access / egress for the 75 residences of the existing Links Estate.

Noted. Modelled queues do not extend past the development access location and, as such, this does not present a specific issue requiring additional commentary.

2 The Cumberland / Links Intersection & Intersection Performance

Being the sole way of exiting the area in question, the Cumberland / Links intersection must be able to cope with increased traffic flows to / from Links Ave and herein lies my main concern and disagreement with the decision that it will have the capability post-Development and into the future.

When assessing intersection performance, the intersection is taken as a whole. In the case of the Cumberland / Links intersection, the intersection performance is skewed in favour of the Cumberland Highway due to the vastly greater traffic flows on this road when compared to the Links Ave / Golf Course cross-road. An example of this can be found in the 2015 Traffic Impact Assessment where the intersection's overall LOS is an A, whilst the Links Ave component LOS is a D.

Based on standard measures of performance — overall average delay and LoS at signalised intersections — it is clear that there is sufficient capacity at the aforementioned intersection.

Relatively higher delay on minor road approaches to arterial roads is commonplace and a direct result of network optimisation, prioritising arterial road traffic for the greater good. If TfNSW were to not operate in this manner, improved delays on the Links Avenue approach could be achieved. However, that would be offset by increased delays at every other intersection along the corridor as TfNSW replicated that relaxation of policy along the corridor more generally — increased travel times for all being the result.

3 Vehicles

When considering traffic flows in an area such as the Links Estate, being a closed community with no through traffic, resident vehicle numbers are a good indicator of traffic flows.

Currently, the Links Estate has approximately 130 resident vehicles, whilst the Development has the potential to add 258 resident vehicles based on the amended resident car parking requirements due to the Development's distance from major transport hubs. Thus, the Development has the potential to triple the number of resident vehicles in the area.

Firstly, it should be clarified that the Proposal does NOT require 258 resident vehicles.

The correct figure (adopting 2 spaces / townhouse and 1 space / apartment, per the parking controls proposes as part of the site-specific DCP) is 195 resident vehicles. This compares with a theoretical requirement of 150 resident spaces associated with the 75 existing dwellings.

It should be noted that the existing residential product type is predominantly Torrens title dwellings; presumably 3-4 bedrooms with multiple vehicles. The 'standard' traffic generation rate for this typology during the critical AM peak is:

- AM peak 0.95 veh/hr/dwelling (refer RMS TDT2013/04a)

This would suggest a traffic generation of some 71 veh/hr in the AM peak period associated with the existing Links Estate.

However, the traffic surveys undertaken during the AM peak resulted in only 49 veh/hr; a reduction of some 31% from 'typical' rates. Effectively, the surveyed traffic generation rate for the existing low-density residential dwellings is:

- 0.65 veh/hr/dwelling (or 0.33 veh/hr/resident parking space)

The Proposal seeks to provide a medium-density residential product typology; tending to lower traffic generating potential than that of standard low-density dwellings, with standard rates for medium density being:

- 0.39 veh/hr/dwelling

Noting that local factors suggest traffic generation is actually lower than standard rates, there is justification for adoption of lower traffic generation rates than applied as part of the previous modelling. Nevertheless, further reductions below these standard rates for medium density units are not relied upon to support the Proposal.

All that to one side, the above objection infers that the traffic generation should be linked to car parking provisions.

In this regard, a range of trip generation methods have been explored to test the robustness of the modelling undertaken, with the results summarised below for a range of scenarios under an 'isolated' intersection assessment.

Table 1: Isolated SIDRA Output Summary

Scenario	Assumptions	Overall Delay	Links Ave Approach
Existing	n/a - surveyed	7.1	74.7
Development	0.39 veh/hr per dwelling, per RMS standard guidance	8.0	79.9
Sensitivity 1	Parking space calculation, using surveyed rate for low-density (0.33 veh/hr/space)	8.3	83.3
Sensitivity 2	0.39 veh/hr per apartment 0.65 veh/hr per townhouse	8.4	85.0
Sensitivity 3	0.65 veh/hr per dwelling (i.e. as per existing low-density)	9.4	112.0

A copy of the modelled outputs is included in Attachment 1.

4 Changes to Traffic Flow Rates & Intersection Performance

There are now two Traffic Impact Assessments for the Development, the original from 2016 and the recent 2019 version. This provides an excellent opportunity for comparison over a four-year period that included the much-touted RMS upgrades to the intersection.

Using only the exit traffic from Links Ave to the left and right saw a traffic flow rate increase in the AM Peak of 113%, and a 143% increase in the PM Peak. These increases in traffic flow directly contributed to a degradation of the intersection performance in the AM Peak from a D LOS to an F, whilst the PM Peak remained unchanged at an E, though with an increased average vehicle delay.

The increase in vehicle flow rates is attributable to the changing demographics within the Links Estate that has seen an increase in multi-generational households with more vehicles per household. The intersection LOS was also impacted by the RMS intersection upgrade that actually degraded the Links Ave exit capability.

The 2019 Post-Development modelling will see a LOS of F for both Peak periods with the AM Peak realising a considerable worsening in the average vehicle delay within that band.

Whilst there may have been a change, it is noted that the Links Estate actually demonstrates a traffic generation rate below that of typical low-density residential dwellings.

As demonstrated by **Table 1**, the 'Development' scenario will result in an increase in average delay of 5.2 seconds, or an increase of only 7% above that of the existing performance.

5 Traffic Modelling

I noted with some amusement that the RMS Traffic Modelling Guidelines are introduced with a quote from a Mr George Box that "All models are wrong, some are useful".

Given the very small scale of the Links Ave component of the intersection, a minor error in the projected vehicle flow rates during peak periods would have a marked overall effect. Extrapolation from the 2019 Traffic Impact Assessment data for the AM Peak shows a small underestimation of the vehicle flow rate would block egress from the Development and result in a vehicle delay for the rear vehicle of up to 7 ½ minutes.

It is unclear how a figure of 7.5 minutes has been calculated.

The data obtained via surveys supports the adopted traffic generation rates in that surveyed traffic generated by the Links Estate is actually 31% less than the standard RMS guidance.

Furthermore, reference should be made to the additional sensitivity modelling in Attachment 1 which demonstrates that the increased delay, even when adopting excessive rates not actually reflective of the proposed development, would not result in the delays referred to in the submission.

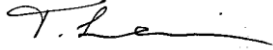
6 Remedial Options

Alternate or additional access / egress points for the Development on Cabramatta Road and/or the Cumberland Highway are not supported by the RMS, nor would increasing the light phasing at the Cumberland / Links intersection in favour of the Links Ave component. Therefore, any remedial action required to 'increase the capacity' of this already F LOS part of the intersection must be undertaken on Links Ave, a Council road.

Having regard for the commentary above, we reaffirm our opinion that the performance of the Links Avenue intersection will remain acceptable post development and does not warrant remedial action.

We trust the above is of assistance and please contact the undersigned should you have any queries or require further information in relation to the above.

Sincerely Yours,



Principal Traffic Engineer – Ason Group

Email: tim.lewis@asongroup.com.au

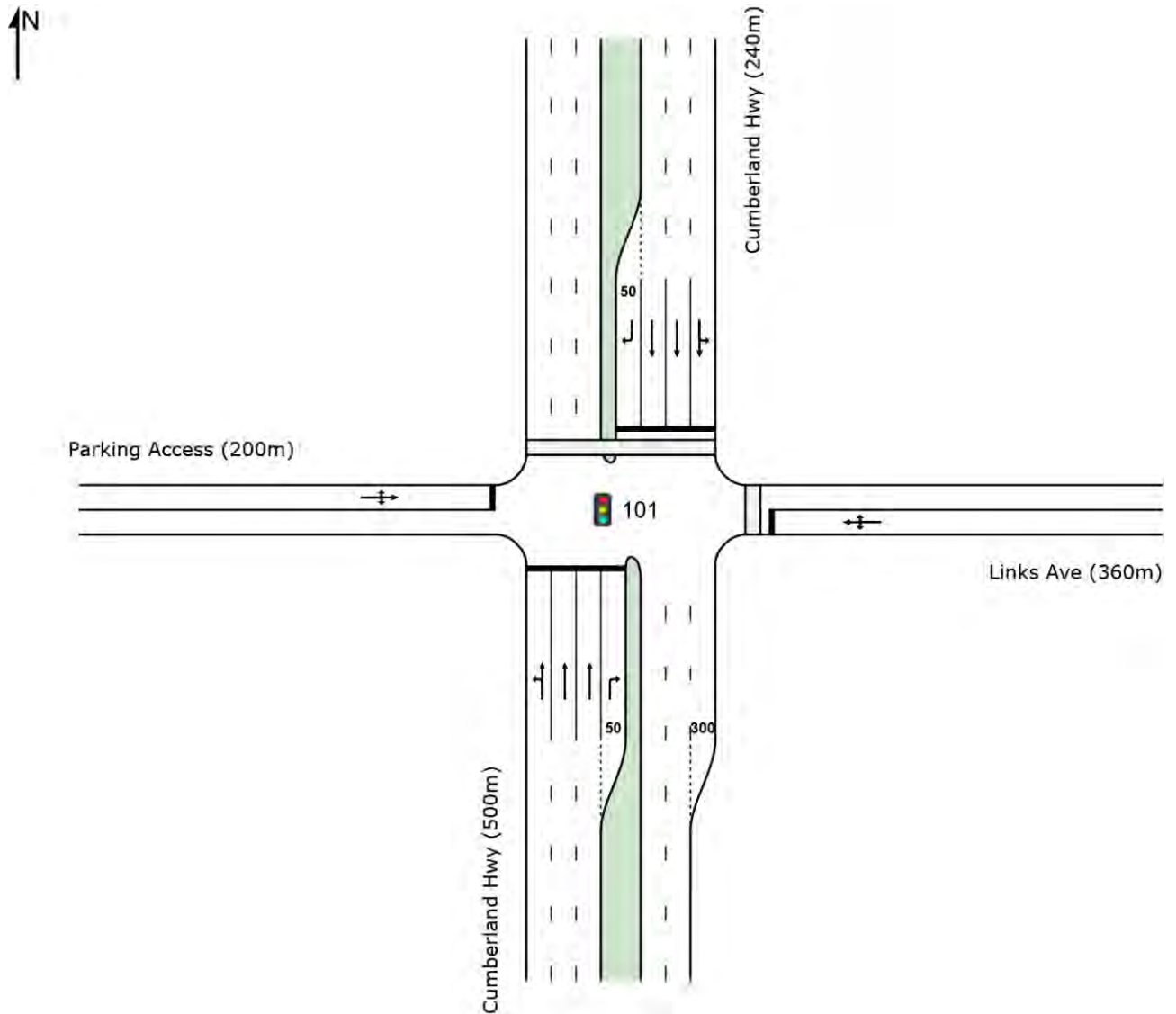
Attachments: 1) *SIDRA outputs*

Attachment 1

SITE LAYOUT

Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing AM]

Cumberland Hwy / Links Ave AM
 Site Category: (None)
 Signals - Fixed Time Isolated



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Organisation: ASON GROUP PTY LTD | Created: 13 March 2020 23:12:29

Project: C:\Users\timle\Ason Group\Ason Group Team Site - 0123\Projects\Modelling\P0123m02 Outcomes Committee Response_400-404 Cabramatta Road West, Cabramatta.sip8

MOVEMENT SUMMARY



Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing AM]

Cumberland Hwy / Links Ave AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Cumberland Hwy (500m)												
1	L2	2	0.0	0.472	12.7	LOS A	16.3	122.7	0.40	0.37	0.40	53.5
2	T1	1996	8.4	0.472	6.4	LOS A	16.3	122.7	0.40	0.37	0.40	60.1
3	R2	1	0.0	0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	24.2
Approach		1999	8.4	0.472	6.4	LOS A	16.3	122.7	0.40	0.37	0.40	60.0
East: Links Ave (360m)												
4	L2	9	0.0	0.363	74.8	LOS F	2.7	19.2	0.99	0.74	0.99	24.3
5	T1	1	0.0	0.363	70.3	LOS E	2.7	19.2	0.99	0.74	0.99	17.9
6	R2	29	0.0	0.363	74.8	LOS F	2.7	19.2	0.99	0.74	0.99	19.1
Approach		40	0.0	0.363	74.7	LOS F	2.7	19.2	0.99	0.74	0.99	20.4
North: Cumberland Hwy (240m)												
7	L2	11	0.0	0.398	12.2	LOS A	12.7	95.1	0.37	0.34	0.37	48.3
8	T1	1678	8.4	0.398	5.9	LOS A	12.7	95.1	0.37	0.34	0.37	60.7
9	R2	1	0.0	0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	15.5
Approach		1689	8.3	0.398	5.9	LOS A	12.7	95.3	0.37	0.34	0.37	60.6
West: Parking Access (200m)												
10	L2	2	0.0	0.057	69.5	LOS E	0.5	3.3	0.94	0.66	0.94	16.7
11	T1	2	0.0	0.057	64.9	LOS E	0.5	3.3	0.94	0.66	0.94	19.0
12	R2	3	0.0	0.057	69.5	LOS E	0.5	3.3	0.94	0.66	0.94	23.2
Approach		7	0.0	0.057	68.2	LOS E	0.5	3.3	0.94	0.66	0.94	20.3
All Vehicles		3736	8.3	0.472	7.1	LOS A	16.3	122.7	0.39	0.36	0.39	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		105	64.3	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY



Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing AM + DEV (Standard)]

Cumberland Hwy / Links Ave AM

Townhouse @0.39 veh/hr/unit

Apartment @0.39 veh/hr/unit

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	Deg. Satn HV % v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Cumberland Hwy (500m)												
1	L2	2	0.0 0.472	12.7	LOS A	16.4	122.8	0.40	0.37	0.40	53.5	
2	T1	1996	8.4 0.472	6.4	LOS A	16.4	122.8	0.40	0.37	0.40	60.1	
3	R2	3	0.0 0.040	77.8	LOS F	0.2	1.5	0.98	0.63	0.98	24.0	
Approach		2001	8.4 0.472	6.5	LOS A	16.4	122.9	0.40	0.37	0.40	59.9	
East: Links Ave (360m)												
4	L2	20	0.0 0.735	80.0	LOS F	6.0	41.8	1.00	0.86	1.18	23.5	
5	T1	1	0.0 0.735	74.9	LOS F	6.0	41.8	1.00	0.86	1.18	17.5	
6	R2	61	0.0 0.735	80.0	LOS F	6.0	41.8	1.00	0.86	1.18	18.6	
Approach		82	0.0 0.735	79.9	LOS F	6.0	41.8	1.00	0.86	1.18	19.9	
North: Cumberland Hwy (240m)												
7	L2	22	0.0 0.401	11.8	LOS A	12.8	96.0	0.37	0.35	0.37	50.2	
8	T1	1678	8.4 0.401	5.9	LOS A	12.8	96.0	0.37	0.34	0.37	60.6	
9	R2	1	0.0 0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	15.5	
Approach		1701	8.3 0.401	6.0	LOS A	12.8	96.2	0.37	0.34	0.37	60.4	
West: Parking Access (200m)												
10	L2	2	0.0 0.057	70.5	LOS E	0.5	3.3	0.95	0.66	0.95	16.6	
11	T1	2	0.0 0.057	65.9	LOS E	0.5	3.3	0.95	0.66	0.95	18.8	
12	R2	3	0.0 0.057	70.4	LOS E	0.5	3.3	0.95	0.66	0.95	23.0	
Approach		7	0.0 0.057	69.2	LOS E	0.5	3.3	0.95	0.66	0.95	20.1	
All Vehicles		3792	8.2 0.735	8.0	LOS A	16.4	122.9	0.40	0.37	0.40	57.6	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		105	64.3	LOS F			0.96	0.96	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing AM + DEV (S_01)]

Cumberland Hwy / Links Ave AM

Car parking @ 0.33 veh/hr/resident space

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Cumberland Hwy (500m)												
1	L2	2	0.0	0.472	12.7	LOS A	16.4	122.8	0.40	0.37	0.40	53.5
2	T1	1996	8.4	0.472	6.4	LOS A	16.4	122.8	0.40	0.37	0.40	60.1
3	R2	3	0.0	0.040	77.8	LOS F	0.2	1.5	0.98	0.63	0.98	24.0
Approach		2001	8.4	0.472	6.5	LOS A	16.4	122.9	0.40	0.37	0.40	59.9
East: Links Ave (360m)												
4	L2	22	0.0	0.822	83.4	LOS F	6.9	48.1	1.00	0.92	1.30	22.9
5	T1	1	0.0	0.822	78.3	LOS F	6.9	48.1	1.00	0.92	1.30	17.0
6	R2	68	0.0	0.822	83.4	LOS F	6.9	48.1	1.00	0.92	1.30	18.1
Approach		92	0.0	0.822	83.3	LOS F	6.9	48.1	1.00	0.92	1.30	19.4
North: Cumberland Hwy (240m)												
7	L2	25	0.0	0.402	11.8	LOS A	12.9	96.2	0.37	0.35	0.37	50.4
8	T1	1678	8.4	0.402	5.9	LOS A	12.9	96.2	0.37	0.34	0.37	60.6
9	R2	1	0.0	0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	15.5
Approach		1704	8.3	0.402	6.0	LOS A	12.9	96.5	0.37	0.34	0.37	60.4
West: Parking Access (200m)												
10	L2	2	0.0	0.058	70.5	LOS F	0.5	3.3	0.95	0.66	0.95	16.6
11	T1	2	0.0	0.058	65.9	LOS E	0.5	3.3	0.95	0.66	0.95	18.8
12	R2	3	0.0	0.058	70.5	LOS E	0.5	3.3	0.95	0.66	0.95	23.0
Approach		7	0.0	0.058	69.2	LOS E	0.5	3.3	0.95	0.66	0.95	20.1
All Vehicles		3804	8.1	0.822	8.3	LOS A	16.4	122.9	0.40	0.37	0.41	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		105	64.3	LOS F			0.96	0.96	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing AM + DEV (S_02)]

Cumberland Hwy / Links Ave AM

Townhouse @0.65 veh/hr/unit

Apartment @0.39 veh/hr/unit

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Cumberland Hwy (500m)												
1	L2	2	0.0	0.472	12.7	LOS A	16.4	122.8	0.40	0.37	0.40	53.5
2	T1	1996	8.4	0.472	6.4	LOS A	16.4	122.8	0.40	0.37	0.40	60.1
3	R2	3	0.0	0.040	77.8	LOS F	0.2	1.5	0.98	0.63	0.98	24.0
Approach		2001	8.4	0.472	6.5	LOS A	16.4	122.9	0.40	0.37	0.40	59.9
East: Links Ave (360m)												
4	L2	23	0.0	0.848	85.1	LOS F	7.2	50.4	1.00	0.94	1.35	22.7
5	T1	1	0.0	0.848	79.9	LOS F	7.2	50.4	1.00	0.94	1.35	16.8
6	R2	71	0.0	0.848	85.1	LOS F	7.2	50.4	1.00	0.94	1.35	17.9
Approach		95	0.0	0.848	85.0	LOS F	7.2	50.4	1.00	0.94	1.35	19.1
North: Cumberland Hwy (240m)												
7	L2	25	0.0	0.402	11.8	LOS A	12.9	96.2	0.37	0.35	0.37	50.4
8	T1	1678	8.4	0.402	5.9	LOS A	12.9	96.2	0.37	0.34	0.37	60.6
9	R2	1	0.0	0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	15.5
Approach		1704	8.3	0.402	6.0	LOS A	12.9	96.5	0.37	0.34	0.37	60.4
West: Parking Access (200m)												
10	L2	2	0.0	0.058	70.5	LOS F	0.5	3.3	0.95	0.66	0.95	16.6
11	T1	2	0.0	0.058	66.0	LOS E	0.5	3.3	0.95	0.66	0.95	18.8
12	R2	3	0.0	0.058	70.5	LOS E	0.5	3.3	0.95	0.66	0.95	23.0
Approach		7	0.0	0.058	69.2	LOS E	0.5	3.3	0.95	0.66	0.95	20.1
All Vehicles		3807	8.1	0.848	8.4	LOS A	16.4	122.9	0.40	0.37	0.41	57.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		105	64.3	LOS F			0.96	0.96	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [[A2] Cumberland Hwy / Links Ave - Existing AM + DEV (S_03)]

Cumberland Hwy / Links Ave AM

Townhouse @0.65 veh/hr/unit

Apartment @0.65 veh/hr/unit

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Cumberland Hwy (500m)												
1	L2	2	0.0	0.472	12.7	LOS A	16.4	122.8	0.40	0.37	0.40	53.5
2	T1	1996	8.4	0.472	6.4	LOS A	16.4	122.8	0.40	0.37	0.40	60.1
3	R2	3	0.0	0.040	77.8	LOS F	0.2	1.5	0.98	0.63	0.98	24.0
Approach		2001	8.4	0.472	6.5	LOS A	16.4	122.9	0.40	0.37	0.40	59.9
East: Links Ave (360m)												
4	L2	26	0.0	0.984	112.1	LOS F	9.8	68.7	1.00	1.11	1.71	19.0
5	T1	1	0.0	0.984	106.9	LOS F	9.8	68.7	1.00	1.11	1.71	13.8
6	R2	82	0.0	0.984	112.1	LOS F	9.8	68.7	1.00	1.11	1.71	14.7
Approach		109	0.0	0.984	112.0	LOS F	9.8	68.7	1.00	1.11	1.71	15.8
North: Cumberland Hwy (240m)												
7	L2	29	0.0	0.403	11.8	LOS A	12.9	96.5	0.37	0.36	0.37	50.5
8	T1	1678	8.4	0.403	5.9	LOS A	12.9	96.5	0.37	0.34	0.37	60.6
9	R2	1	0.0	0.013	77.5	LOS F	0.1	0.5	0.97	0.59	0.97	15.5
Approach		1708	8.3	0.403	6.0	LOS A	12.9	96.8	0.37	0.34	0.37	60.3
West: Parking Access (200m)												
10	L2	2	0.0	0.058	70.6	LOS F	0.5	3.3	0.95	0.66	0.95	16.6
11	T1	2	0.0	0.058	66.0	LOS E	0.5	3.3	0.95	0.66	0.95	18.8
12	R2	3	0.0	0.058	70.5	LOS F	0.5	3.3	0.95	0.66	0.95	22.9
Approach		7	0.0	0.058	69.2	LOS E	0.5	3.3	0.95	0.66	0.95	20.1
All Vehicles		3826	8.1	0.984	9.4	LOS A	16.4	122.9	0.40	0.38	0.43	55.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		105	64.3	LOS F			0.96	0.96	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Mr Chris Shinn
Coordinator Strategic Planning
City Strategic Planning
Fairfield City Council
PO Box 21
Fairfield NSW 1860



8 August 2018

Dear Mr Shinn

PLANNING PROPOSAL
400-404 Cabramatta Road West, 2-18 Orange Grove Road and
6 Links Avenue, Cabramatta

**TREE MANAGEMENT
CONSULTING ARBORICULTURISTS
HORTICULTURISTS
LANDSCAPE DESIGNERS
ABN 48 623 390 572**

We write regarding the current Planning Proposal for the above site.

In August 2015, Urban Forestry Australia undertook an assessment of the arboricultural impacts of a previous Planning Proposal for the site (refer to **Attachment 1**). Our assessment was informed by an indicative concept design prepared by Aleksandar Design Group that proposed the following:

- 6 x buildings ranging height from 4 storeys to 8 storeys;
- Approximately 340 x 2 bedroom apartments;
- 30,780 sqm of gross floor area incorporating:
 - 29,580 sqm of residential floor area; and
 - 1,200 sqm of non-residential floor area at the corner of Cabramatta Road West and Orange Grove Road;
- Basement parking;
- Vehicular access via a new internal road connecting to Links Avenue; and
- Communal open space and landscaping including the retention of the existing trees around the perimeter of the site.

Our assessment concluded the following:

- Seventy-five (75) trees in the site were assessed to provide base arboricultural data to assist in the planning and design footprint.
- The site is not zoned E2 or E3 and is not mapped as a Riparian Land and Waterway or Biodiversity area.
- No tree species has identified conservation status under the TSC and EPBC Acts.
- Thirty-nine (39) trees would likely be removed based on the current building footprint.
- Thirty-two trees (32) could be retained if considered during the detailed design process.
- Four (4) trees are weeds or undesirable species and would be removed.

Our recommendations were:

- Liaising with an arboriculturist during development design and review will improve the retention success of trees to be retained.
- To facilitate adequate protection of tree root zones and tree crowns, separate appraisal of each development area (e.g. proposed construction and future site access points and construction areas in proximity to trees to be retained) should be carried out.
- A suitably qualified arboriculturist (i.e. a minimum Australian Qualification Framework Level 5 in arboriculture) must be advised prior to any development proposed to occur within the TPZ offset of those trees, to enable assessment and protection recommendations

We have reviewed the revised indicative design concept prepared by Aleksandar Design Group (dated August 2018) which proposes the following:

- 1 x 5 storey apartment building accommodating approximately 72 apartments;
- Approximately 63 x townhouses with at grade garage parking;
- Approximately 14,891 sqm of residential gross floor area;
- Basement parking for apartment residents and visitors;
- Vehicular access via a new internal road connecting to Links Avenue; and
- Communal open space and landscaping including the retention of the existing trees around the perimeter of the site.

The proposed changes to the built form in the current Planning Proposal changes our previous assessment.

The estimated maximum tree retention under the current Planning Proposal is estimated to be approximately twenty-three (23) trees, with detailed assessment required of at least seven (7) of these trees due to their size, age, and proximity to proposed built works.

It is our view that any adverse tree-related impacts resulting from the current Planning Proposal could be mitigated by ensuring planting of medium to large canopy trees in suitable locations through the site, where they would have a better opportunity to mature to their full dimensions within a new development.

Our previous recommendations are still applicable for this current proposal.

Please contact the undersigned via email cat@urbanforestryaustralia.com.au or phone 0414 997 417 to discuss further if required.

Yours sincerely



Catriona Mackenzie

Consulting arboriculturist, horticulturist and landscape designer.





ANA CIVIL P/L. (Civil & Structural Engineers)

Suite 2B, Level 2, McMahon St, Hurstville NSW 2220.
Tel: 9793 1393

Fax: 9708 3113.

A.B.N. 78 140 434 206
Email: admin@anacivil.com

August 9, 2018

Mr Chris Shinn
Coordinator Strategic Planning
City Strategic Planning
Fairfield City Council
PO Box 21
Fairfield NSW 1860

Dear Chris,

**RE: Planning Proposal 400-404 Cabramatta Road West, 2-18 Orange Grove Road
and 6 Links Avenue, Cabramatta**

We are writing to you regarding the current Planning Proposal for the above site. In May 17, 2017, Our Company Ana Civil P/L undertook an assessment of the potential of existing site being flooded and impacts of a previous Planning Proposal for the site (refer to **Attachment 1**). Indicative concept design prepared by Aleksandar Design Group proposed the following:

- 6 x buildings ranging height from 4 storeys to 8 storeys;
- Approximately 340 x 2 bedroom apartments;
- 30,780 sqm of gross floor area incorporating:
 - 29,580 sqm of residential floor area; and
 - 1,200 sqm of non-residential floor area at the corner of Cabramatta Road West and Orange Grove Road;
- Basement parking;
- Vehicular access via a new internal road connecting to Links Avenue; and
- Communal open space and landscaping including the retention of the existing trees around the perimeter of the site.

Our assessment concluded the following:

Existing site is not flooded and a proposed 1.5m garden edge with a 375mm pipe running @ minimum 1% along the western boundary setback can adequately carry overland flow run off from upstream catchment on the western boundary without inundating the proposed development. Similarly, another 1.5m wide swale was proposed on the eastern boundary of the site.

In summary we concluded that the Planning Proposal was acceptable from a hydraulic and flooding perspective.

We have reviewed the revised indicative design concept prepared by Aleksandar Design Group which proposes the following:

- 1 x 5 storey apartment building accommodating approximately 72 apartments;
- Approximately 63 x townhouses with at grade garage parking;
- Approximately 14,891 sqm of residential gross floor area;
- Basement parking for apartment residents and visitors;
- Vehicular access via a new internal road connecting to Links Avenue; and
- Communal open space and landscaping including the retention of the existing trees around the perimeter of the site.

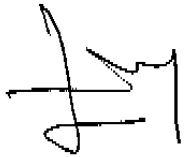
The reduction in dwelling numbers and the proposed changes to the built form in the current Planning Proposal do not change our previous assessment. It is our view that any stormwater impacts resulting from the current Planning Proposal are acceptable. The proposed pipes and garden edge/swale on the eastern and western boundaries to carry existing overland flows could be still implemented in the new proposal. New Proposal will not block or redirect overland flows causing nuisance or flooding issues to the site and existing residences around it.

The reduction in dwelling numbers and the proposed changes to the built form in the current Planning Proposal will have the capacity to reduce the amount of runoff from the site.

It is our view that any drainage impacts resulting from the current Planning Proposal are acceptable.

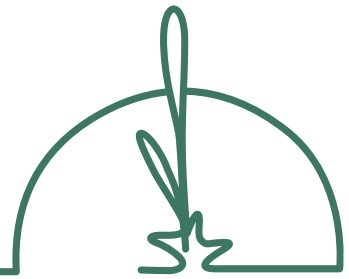
Should you require any help or further explanations, please do not hesitate to contact us.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'M. Zaioor', written in a cursive style.

M. Zaioor
B.S Civil Eng'g (A.U.B).
M.S.Structural Eng'g (UNSW).
M.I.E.(Aust), CPEng.

gunninah



400-404 Cabramatta Road West
Cabramatta

Planning Proposal to Fairfield Council

Ecological Issues & Assessment Report

Appendix A
Photographs of the Subject Site

F Dominic Fanning

February 2016



Photo 1 Typical view of the northern and central parts of the subject site – with planted shrubs and mown introduced grass



Photo 2 Scattered tree canopy over introduced mown grassland in the northern part of the site



Photo 3 Dense weeds and horticultural plantings in the central parts of the subject site



Photo 4 Dense weeds and mown grass in the drainage swale in the southern part of the site, with scattered remnant and planted trees



Photo 5 Dense weeds along the eastern boundary near the drainage swale



Photo 6 Looking east across the drainage swale in the southern part of the subject site – with mown introduced grassland, patches of weeds, horticultural plantings and scattered trees



Photo 7 Very large Rubber Plant (a weed) near the eastern side of the subject site



Photo 8 The site of a previous dwelling in the northern part of the subject site

FAIRFIELD LOCAL PLANNING PANEL

Meeting Date 19 August 2020

Item Number. 33

SUBJECT: Planning Proposal for Residential Upzoning. CLOSED BRIEFING SESSION
Premises: 400-404 Cabramatta Road West, 2 Orange Grove Road and 6 Links Avenue, Cabramatta.
Applicant/Owner: Tcon Constructions
Zoning: R2 - Low Density Residential

FILE NUMBER: 20/11040

REPORT BY: Patrick Warren, Senior Strategic Land Use Planner

RECOMMENDATION:

That:

1. The Fairfield Local Planning Panel (FLPP) provide advice on the proposed amendments to the Planning Proposal (Attachment A) detailed in the body of this report.
 2. Following receipt of the advice from the Fairfield Local Planning Panel, the Planning Proposal be reported to Council for further consideration.
-

SUPPORTING DOCUMENTS:

AT-A Planning Proposal - 400-404 Cabramatta Road West, 2 Orange Grove Road and 6 Links Avenue, Cabramatta 235 Pages

CITY PLAN

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

SUMMARY

Council is in receipt of a Planning Proposal for multiple lots (Attachment A) located at the intersection of Cabramatta Road West and Orange Grove Road also known as Cumberland Highway. The subject site (figure 1 below) consists of six privately owned lots and has a total site area of 15,349m².

FAIRFIELD LOCAL PLANNING PANEL

Meeting Date 19 August 2020

Item Number. 33

Locality Map



Figure 1 – Locality Map

Under Fairfield LEP 2013, the site is currently zoned R2_Low Density Residential. Further, Schedule 1 – Additional permitted uses of LEP 2013 permits “*development for the purpose of multi dwelling housing*” subject to development consent. To this end, in 2001 Council approved a development application for construction of 40 multi dwelling houses on the site.

The Planning Proposal seeks to amend the following provisions of Fairfield LEP 2013:

- Height of Buildings map;
- Floor Space Ratio map;
- Zoning map;
- Minimum Lot Size Map;
- Minimum Lot Size Dual Occupancy Map;
- Key Sites Map.

FAIRFIELD LOCAL PLANNING PANEL

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Specifically, in relation to zoning amendments, the Planning Proposal seeks:

- Rezoning the northern portion of the site from R2 Low Density Residential to R4 High Density to facilitate a 4 storey apartment building with a 5th storey pop up.
- Rezone the southern portion of the site from R2 Low Density Residential to R3 Medium Density Residential to facilitate townhouse/terrace style development.

BACKGROUND

Two previous iterations of the Planning Proposal for the subject site were lodged with Council in 2016 and 2018. The 2016 proposal was not supported by Council officers due to the excessive degree of site development associated with the proposal. A further proposal was lodged in 2018 that addressed the reasons for refusal of the 2016 proposal. This proposal progressed through to post exhibition and was refused by Council on 23 March 2020 for the following reasons:

- Council has not completed a Citywide strategy that supports the extent of development proposed on the site.
- The proposed height allowance of 10 metres for the proposed R3 Zoning and associated town house development on the site is inconsistent with the height allowance of 9 metres that applies to R3 Zone in other parts of the city.
- The development will generate excessive traffic which will have a negative impact on traffic flows and parking in Links Avenue and surrounding road network.

In June 2020, the applicant submitted the current Planning Proposal, which does not adequately address Council's reasons for refusal. Accordingly Council officers recommend changes to the planning proposal in order to address Council's reasons for refusal and are detailed in this report further below.

FAIRFIELD LOCAL PLANNING PANEL (FLPP) REFERRAL CRITERIA

The Planning Proposal is required to be referred to the Local Planning Panel for advice as set out by the Local Planning Panels (LPP) Direction – Planning Proposals under Section 9.1 of the Environmental Planning and Assessment Act 1979. As per the LPP Direction, this report also provides a detailed assessment and recommendations for progressing the Planning Proposal.

REASONS FOR RECOMMENDATION

Council officers have reviewed and assessed the Planning Proposal. The proposal is deemed to have sufficient strategic merit subject to a number of recommended amendments outlined below.

Accordingly, it is requested that the FLPP provide advice on this proposal and that the draft Planning Proposal for rezoning the site (incorporating the Fairfield Local Planning Panel Advice) be endorsed and forwarded to the Department of Planning Industry and Environment for Gateway Determination.

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REPORT

A. THE PROPOSAL

The proposal relates to six subject lots outlined below:

Property Address	Title Description
400 Cabramatta Road West Cabramatta	Lot: 1 DP: 29449
6 Links Avenue Cabramatta	Lot: 3 DP: 30217
404 Cabramatta Road West Cabramatta	Lot: 7 DP: 709126
2 Orange Grove Road Cabramatta	Lot: 6 DP: 709126
402 Cabramatta Road West Cabramatta	Lot: 1 DP: 503339
402A Cabramatta Road West Cabramatta	Lot: 2 DP: 503339

Table – 1 Subject Properties

The proposed changes to Fairfield LEP 2013 are summarised in the below table:

Use/Development Standard	Existing	Proposed
Retail Floor Space	None	None
Commercial Floor Space	None	None
Number of Dwellings	None	• 69 units • 63 town houses Total 132 dwellings
Dwelling Mix (approximate)	None	• 22x1 bedroom units • 46x2 bedroom units • 1x3 bedroom • 63x3 bedroom townhouses
Zoning	R2	• R4 to the northern portion of the site. • R3 to the centre and southern portion of the site
FSR	0.45:1	• 1.7:1 to proposed R4 • 0.7:1 to proposed R3
Height of Building	9 metres	• 17 metres for the R4 portion of the site. • 10 metres for the R3 portion of the site.
Car Parking	None	• 85 x residential and 17 x visitors parking to the R4 portion of the site. • 91 x town house resident spaces and 16 x visitor spaces to the R3 portion of the site.
Minimum Lot Size	450m ²	To be removed
Minimum Lot Size Dual Occupancy	600m ²	To be removed
Additional Permitted Use	Multi dwelling housing	To be removed

Table 2 – Table of Amendments

No retail or commercial floor space is proposed on the land. No additional permitted use for any purpose is proposed on the subject site.

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B. PROPOSED AMENDMENTS TO FAIRFIELD LEP 2013

The development controls proposed for the site are separated into two distinct portions. The following maps illustrate how the LEP maps are proposed to be amended:

Proposed Zoning Map

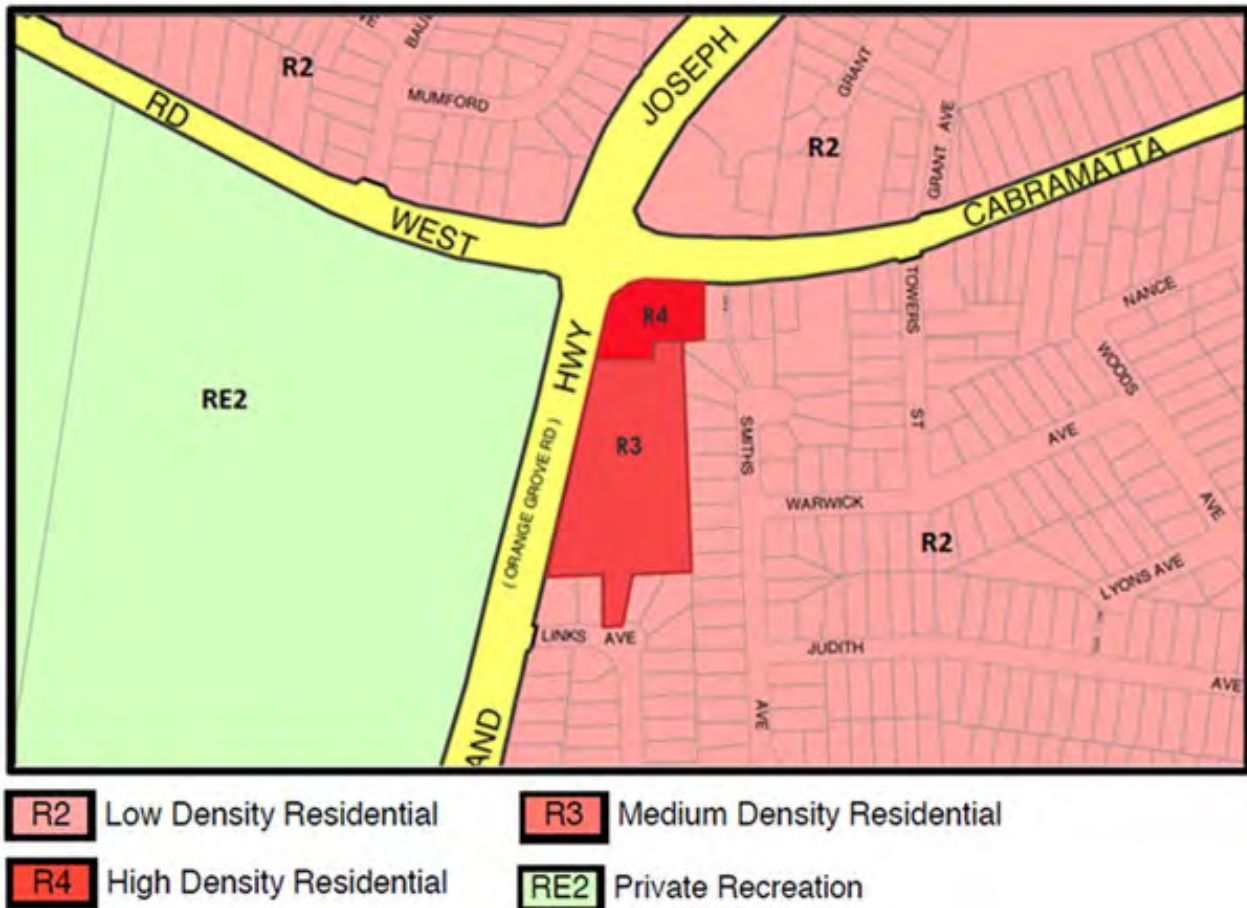


Figure 2. Proposed land zoning map

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Proposed Height of Building Map



Figure 3 Proposed height of building map

Proposed Floor Space Ratio map



Figure 4. Proposed floor space ratio map

C. STRATEGIES AND STUDIES

The Proposal (Attachment A) has previously been assessed against the State Government strategic documents and a number of Council's strategies. The following section of this report provides an assessment against the priorities of the Fairfield Local Strategic Planning Statement (LSPS) 2040. It is noted that the LSPS came into force on 30 March 2020, following the time the last strategic merit test that was applied to the previous planning proposal rejected by Council.

Local Strategic Planning Statement

The Fairfield LSPS 2040 sets out a 20-year land use vision for Fairfield City. The following Table considers the consistency of the planning proposal with the priorities of the LSPS

Planning Priority	Comment
Planning Priority 1 – Provide housing that accommodates the needs of existing and future residents	The Planning Proposal will facilitate the provision of a range of dwelling types and sizes (apartments and town houses) to meet the needs of existing and future residents and will contribute to the Council's housing target.

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Planning Priority	Comment
Planning Priority 2 – Deliver greater housing diversity and affordability to meet the changing needs of the community	The Planning Proposal will provide a range of 1, 2 and 3 bedroom apartments and 2 and 3 bedroom townhouses. It will provide housing choice at a range of price points.
Planning Priority 3 – Plan for and manage areas identified for future urban development	The Planning Proposal will not undermine or prevent the Council from planning for urban renewal and development in suitable locations. Further, the Planning Proposal will not reduce demand for housing in other renewal areas.
Planning Priority 4 – Provide attractive, healthy, accessible and safe place for the whole community	The Planning Proposal will facilitate a future residential flat building that is able to achieve the nine design principles within <i>State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development</i> and the Apartment Design Guide design criteria. The SSDCP will ensure that the design of the townhouses and the communal open space is attractive, healthy, accessible and safe.
Planning Priority 5 – Protect the City's heritage	The Fairfield LEP identifies the Cabramatta Golf Course as accommodating a local heritage item known as “Red Gums”, there is no further description on detail or exact location in the LEP or the DCP. River red gums are the common name for <i>Eucalyptus camaldulensis</i>. Therefore, it is assumed that the Red Gums heritage item relates to certain trees within the golf course. A desktop analysis determined that the red gums are located within the golf course and are separated from the Planning Proposal site by fairways, the at grade golf course car parking and Orange Grove Road (seven traffic lanes). The golf course environment in which the red gums are located is distinct and separate from the urban residential environment on the eastern side of the Orange Grove Road. The medium scale built form proposed in the Planning Proposal is appropriate for the site and compatible with the wider locality. The Planning Proposal will not have any

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Planning Priority	Comment
	discernible impact on the heritage setting or significance of the red gums located within the golf course.

D. Amend Planning Proposal to Address Councils Reasons for Refusal (recommended by Council officers)

The applicant initiated Planning Proposal (Attachment A) remains unchanged from the Planning Proposal for the site previously refused by Council in March 2020 and does not attempt to address Councils reasons for refusal. Council officers recommend amendments to the Planning Proposal to address these matters as follows.

Council Refusal Reason 1: *"The proposed height allowance of 10 metres for the proposed R3 Zoning and associated town house development on the site is inconsistent with the height allowance of 9 metres that applies to R3 Zone in other parts of the city"*

During public exhibition of the 2018-planning proposal for the site, a public submission author raised concern regarding the proposed HOB of 10 metres for the R3 portion of the site stating that it was inconsistent with broader R3 zoning across the city and with the existing adjoining R2 zoning. Council resolved to refuse the application in part due to the communities concern that a HOB of 10 metres was broadly inconsistent with other parts of the city Zoned R3 and the potential amenity impacts to adjoining properties.

Council Officer Recommendation - To address this concern Council officers propose a reduction to the Height of Buildings (HOB) from 10 metres to 9 metres for the R3 portion of the site. This will ensure that the future townhouses onsite will be consistent with the R3 zoning applying in other parts of the city and are similar in bulk and scale to dwellings in the adjoining zone.

Council Refusal Reason 2: *"The development will generate excessive traffic which will have a negative impact on traffic flows and parking in Links Avenue and surrounding road network"*

Transport for New South Wales (TfNSW) provided advice in relation to the previously submitted Planning Proposal. TfNSW stated that, "Based on the SIDRA models, there was no objection to the Planning Proposal. The SIDRA models indicate that the proposed development will result in an additional delay of 20 seconds on the Links Avenue approach to the signalised intersection on Cumberland Highway with an additional queue of approximately 25 metres (i.e 4 cars) in Links Avenue.

The vehicle parking rate for the proposed residential flat building is 1 parking space per unit and 0.25 visitor spaces per unit totalling 86 spaces. The vehicle parking rate for the proposed town houses is 2 resident spaces per town house and 0.25 visitor spaces per town house totalling 75 spaces. The Site concept plan submitted showed that the development could facilitate the parking required onsite.

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Council officers further analysed the traffic impacts on Links Avenue and deemed the increase to vehicle queue length and vehicle wait times for vehicles exiting Links Avenue was acceptable due to the existing Level of Service (LOS D) being poor. Additional post exhibition amendments made to the Site Specific Development Control Plan (SSDCP) to respond to safety concerns raised by surrounding residents, included

- Detailed traffic calming techniques such as no stopping signs on Links Avenue (within 50 metres of Cumberland Highway);
- Left out only signage for vehicles exiting the development site;
- Median strip at the exit of the development to prevent vehicles turning right out of the development onto Links Avenue.

Council officer recommendation – To address concerns in relation to traffic and parking Council officers recommend making amendments to the submitted site concept plan, detailed below:

- I. **Delete townhouses 54 to 60** - The Planning Proposal provides a site concept plan showing 60 town houses on the proposed R3 portion of the site. In the southern portion of the site a small access road is provided for units 54 through to 60. It is proposed to amend the site concept plan by removing town houses 54 to 60. The deletion of 7 town houses from the concept plan would remove approximately 934m² of GFA from the R3 portion of the site and facilitate a greater amount of open space and onsite visitor parking detailed below. These amendments would reduce the FSR for the proposed R3 portion of the site to 0.6:1.
- II. **Offset of deleted townhouses** - Council officers propose to offset the 7 deleted town houses through the provision of 7 additional units in the proposed RFB. This will be facilitated through a 5th storey and a 6th storey pop up. To facilitate the additional units in the RFB, Fairfield LEP 2013 will be amended to provide a HOB of 20 metres and an FSR of 2.05:1 for the proposed R4 portion of the site.

This outcome is consistent with development standards in the R4 zone across the rest of the City. Should council resolve to endorse this option the applicant would be required to submit an amended shadow analysis for assessment, prior to the Planning Proposal being submitted to the department for gateway determination.

- III. **Additional onsite Visitor parking on Concept Design** - Council officers recommend amending the site concept plan to include a greater number of visitor parking spaces on site. The extra spaces would be facilitated through the removal of town houses 57 through 60, which are already proposed to be removed and offset. Council officers have undertaken an analysis of the site concept plan and have determined approximately 32 at grade visitor parking spaces could be provided through this amendment.

Council officers recommend an arrangement including 2 rows of 16 parking spaces separated by a 6.1 metre double lane road.

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This amendment would bring the total number of spaces provided onsite to 247 spaces including 61 visitor spaces. This solution provides a net increase of 29-visitor spaces onsite.

This amendment would reduce the traffic impacts to the local road network at Links Avenue by reducing visitor on street parking at Links Avenue.

- IV. Increase Communal Open Space (COS)** – The removal of 7 town houses provides an opportunity to increase COS on the R3 portion of the site. Specifically the removal of town houses 54 through 57. This enables the 816.8 m² of COS proposed onsite to be expanded south increasing its area to 1016m² or roughly 9% of the R3 portion of the site. This increases amenity onsite including embellishment opportunities and provides a buffer to a greater number of existing residents that adjoin the sites south-eastern corner.

Council Refusal Reason 3 – “Council has not completed a City wide strategy that supports the extent of development proposed on the site”

At the time of writing this report, Council officers were in the process of preparing a new Residential Development Strategy (RDS) as part of the comprehensive LEP review process. The Fairfield RDS will consider certain sites that have the potential to facilitate greater density. Recommendations to achieve density increase may include up zoning of certain sites and changes to principal development standards including FSR and HOB.

Council's concern is that the proposal is not informed by the recommendations of a RDS. However, Council officers note that the site is not being considered as part of the RDS review and any such recommendations would not specifically apply to the site.

Council officer recommendation – Council officers would require the applicant prepare an amended Site Specific Development Control Plan (SSDCP) that provides site specific controls addressing, bulk, scale, amenity, parking, traffic, Communal Open Space etc. More broadly the strategic assessment applied during the planning proposal process is considered appropriate to support and guide the extent of development proposed onsite.

CONCLUSION

The applicant initiated Planning Proposal for the subject site refused by Council in March 2020 was re-submitted to Council in June 2020. In order to address Council's reasons for refusal Council officers have recommended changes to the planning proposal and site concept plan including:

- Deletion of 7 townhouses on the R3 portion of the site;
- Provision of additional visitor spaces to the southeast corner of the site;
- Expansion of the proposed main parcel of Communal Open Space on the R3 portion of site;
- Provision of 7 more units in the proposed RFB to offset the deleted townhouses on the R3 portion of the site.

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- Increase FSR to the Proposed R4 portion of the site from 1.7:1 to 2.05:1
- Increase the HOB to 20 metres for the proposed R4 portion of the site
- Decrease HOB to 9 metres for the R3 portion of the site
- Decrease FSR to 0.6:1 for the R3 portion of the site

Council officers request the Fairfield Local Planning Panel provide comments in relation to the Planning Proposal (Attachment A) and the proposed amendments in the body of this report. Following the Fairfield Local Planning Panel's recommendation, a report will be prepared to Council to formally consider the matter.

Should Council resolve to proceed with the Planning Proposal amendments the applicant would be required to amend the planning proposal document and site concept plan accordingly prior to progressing to the Gateway determination.

Patrick Warren
Senior Strategic Land Use Planner

Authorisation:

Acting Manager Strategic Land Use Planning

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***** END OF ITEM 33 *****