

97: SUBJECT: Planning Proposal - Cabramatta Town Centre East (Re-submitted)
Premises: Various properties bound by Fisher Street, Broomfield Street and Cabramatta Road East Cabramatta
Applicant/Owner: Moon Investments Pty Ltd (Director - Stephan Castagnet, Director - Leon Zheng, Secretary - Jim Castagnet)
Zoning: B4 – Mixed Use
File Number: 21/21494

A Memorandum was circulated by the Coordinator Strategic Planning prior to the meeting providing further information on this matter.

Councillor	Type of Interest	Nature of Interest	Action Taken / Explanation Given
Bennett	Non-Pecuniary Not Significant	One of the owners is known to me so I won't take any further part in the debate	Councillor Bennett left and took no further part in debate or discussion
Wong	Non-Pecuniary Not Significant	One of the owners is known to me so I won't take any further part in the debate	Councillor Wong left and took no further part in debate or discussion.

Councillor Bennett left (7.31pm) the meeting.

Councillor Wong left (7.31pm) the meeting.

MOTION: (Khoshaba/Le)

That:

1. Council endorse the re-submitted Planning Proposal (Attachment A) to amend the building height, floor space ratio (FSR) and minimum site area under Fairfield Local Environmental Plan (LEP) 2013 for certain land bounded by Fisher Street, Broomfield Street and Cabramatta Road East Cabramatta, except that the maximum building height be reduced to permit development no greater than 15 storeys, as per Council's previous resolution on this matter.
2. Council inform the NSW Department of Planning, Industry and Environment (DPIE) it is requesting a Gateway Determination seeking to amend Fairfield LEP 2013.
3. Council endorse for the purposes of public exhibition, the draft amendment to Cabramatta Town Centre DCP No.5/2000 (Attachment B) to introduce a new Precinct 4A that outlines development objectives and controls to guide the future development of land east of the Cabramatta Railway Station.

4. The Planning Proposal, draft Site Specific Development Control Plan (SSDCP) and Visual Impact Assessment (Attachment C) for the subject site, be publicly exhibited in accordance with the conditions of the Gateway Determination.
5. The outcome of the public exhibition of the Planning Proposal, draft SSDCP and supporting information be reported back to Council following completion of the public exhibition period.

A division was taken with the following results:

Aye	Nay
Councillor Carbone	Councillor Molluso
Councillor Azzo	
Councillor Grippaudo	
Councillor Kazi	
Councillor Khoshaba	
Councillor Le	
Councillor Ly	
Councillor Rohan	
Councillor Saliba	
Councillor Yilmaz	
Total=(10)	Total=(1)

CARRIED

Councillors Bennett and Wong returned (7.34pm) to the meeting.

REPORT BY CHAIRPERSON OF THE OUTCOMES SUPPLEMENTARY REPORTS - 19 OCTOBER 2021

SUP Adoption of the Council's 2020/2021 Financial Statements
108: File Number: 13/05307

Supplementary Item 108 was dealt with earlier in the meeting (refer to page 3 of the Minutes)

SUP Quarterly Report for July to September 2021 Outlining Progress on the 2021-2022
109: Operational Plan and 2017/18-2021/22 Delivery Program
File Number: 21/31584

MOTION: (Wong/Azzo)

That:

1. The July to September 2021 Quarterly Report (Attachment A) be adopted.
2. The 89 projects identified to be postponed in the July to September 2021 Quarterly Report be removed from the 2021-2022 Operational Plan and considered in the relevant Operational Plans as identified.

Appendix A.1

REPORT BY CHAIRPERSON OUTCOMES COMMITTEE

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SUBJECT: Planning Proposal - Cabramatta Town Centre East (Re-submitted)
Premises: Various properties bound by Fisher Street, Broomfield Street and Cabramatta Road East Cabramatta
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Zoning: B4 – Mixed Use

FILE NUMBER: 21/21494

PREVIOUS ITEMS: 98 - Planning Proposal - Cabramatta Town Centre East - Outcomes Committee - 14 Aug 2018
71 - Gateway Determination - Cabramatta Town Centre East Planning Proposal - Outcomes Supplementary Reports - 06 Aug 2019
129 - Planning Proposal - Cabramatta Town Centre East - Outcomes Supplementary Reports - 25 Sep 2018
20 - Planning Proposal - Cabramatta Town Centre East - Fairfield Local Planning Panel - 30 Aug 2018

REPORT BY: Kerren Ven, Strategic Planner; Elizabeth Workman, Senior Strategic Land Use Planner

RECOMMENDATION:

That:

1. Council endorse the re-submitted Planning Proposal (Attachment A) to amend the building height, floor space ratio (FSR) and minimum site area under Fairfield Local Environmental Plan (LEP) 2013 for certain land bounded by Fisher Street, Broomfield Street and Cabramatta Road East Cabramatta.
2. Council inform the NSW Department of Planning, Industry and Environment (DPIE) it is requesting a Gateway Determination seeking to amend Fairfield LEP 2013.
3. Council endorse for the purposes of public exhibition, the draft amendment to Cabramatta Town Centre DCP No.5/2000 (Attachment B) to introduce a new Precinct 4A that outlines development objectives and controls to guide the future development of land east of the Cabramatta Railway Station.
4. The Planning Proposal, draft Site Specific Development Control Plan (SSDCP) and Visual Impact Assessment (Attachment C) for the subject site, be publicly exhibited in accordance with the conditions of the Gateway Determination.

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5. The outcome of the public exhibition of the Planning Proposal, draft SSDCP and supporting information be reported back to Council following completion of the public exhibition period.

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

SUPPORTING DOCUMENTS:

AT-A ↓	Planning Proposal - Cabramatta Town Centre East - Resubmitted	42 Pages
AT-B ↓	Draft Site Specific Development Control Plan (SSDCP) - Cabramatta Town Centre East	114 Pages
AT-C ↓	Planning Proposal - Visual Impact Assessment	41 Pages
AT-D ↓	Transport for NSW (TfNSW) advice - Cabramatta Town Centre East Planning Proposal - pedestrian bridge connection to station - 29.09.2021	2 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 re-submitted Planning Proposal for the large precinct of land located on the eastern side of Cabramatta Railway Station bounded by Fisher Street, Broomfield Street and Cabramatta Road East Cabramatta. The precinct consists of 22 privately owned lots plus an area of public laneway currently owned by Council and has a total site area of 12,847 square metres.

The original Planning Proposal was submitted to Council in August 2017 and was refused by the NSW Department of Planning, Industry and Environment (DPIE) on 20 March 2021 as the proposal had unresolved issues and exceeded the timeframe outlined within the Gateway Determination. The proposal had not commenced a public exhibition or formal community consultation process.

DPIE advised both Council and the applicant that the Planning Proposal should not proceed until matters relating to traffic and a voluntary planning agreement (VPA) were resolved. DPIE also referenced the need to enforce recent planning reforms aimed at delivering improvements for assessing and finalising Planning Proposals more efficiently as a reason for their decision.

Since March this year, the applicant has worked to resolve the issues outlined in the Department's letter of refusal, most significantly relating to access arrangements and the overhead pedestrian bridge linking the site to Cabramatta Railway Station. The Department has advised Council that as the proposal is primarily the same as the original proposal, the matter does not need to be re-reported to the Fairfield Local Planning Panel (FLPP) for consideration. The panel had previously supported the proposal in August 2018.

The purpose of this report is for Council to now consider the re-submitted Planning Proposal in the context of updated information provided by the applicant.

BACKGROUND

14 August 2017 - Council received a Planning Proposal application seeking to amend the planning controls for a large precinct of land within the town centre on the eastern side of the Cabramatta Railway Station.

14 August 2018 - Council considered the Planning Proposal (including an independent urban design review) and referred the proposal to the FLPP for consideration and advice.

30 August 2018 - The FLPP subsequently considered and supported the Planning Proposal and recommended its referral to the NSW Department of Planning (the Department) for the purposes of a Gateway Determination.

25 September 2018 - Council considered the advice of the FLPP and a staff report recommending the applicant's planning proposal be endorsed, including a maximum building height of 66 metres to allow development ranging from 12 storeys up to 19 storeys. Council resolved to refer the Planning Proposal to the Department with a reduced maximum building height from 19 storeys to 15 storeys.

22 October 2018 - The amended Planning Proposal (reflecting Council's resolution for a reduced height limit over a portion of the site) was formally referred to the Department for the purposes of a Gateway Determination.

18 July 2019 - Council received a Gateway Determination which revised the Planning Proposal to apply a maximum building height of 48m (approximately 12 storeys), 57m (approximately 16 storeys), 59m (approximately 16 storeys), and 66m (approximately 19 storeys) across the site in accordance with the Planning Proposal initially submitted by the applicant.

6 August 2019 – Council resolved to request a Gateway Determination Review specifically seeking a review of Condition No.1 which required Council to revise the Planning Proposal back to the original maximum height of buildings as submitted in the original Planning Proposal application.

28 August 2019 – Council formally requested a Gateway Determination Review of Condition No.1.

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27 April 2020 – The Department formally referred the Gateway Determination Review Request to the NSW Independent Planning Commission (IPC).

22 May 2020 – The IPC handed down its Gateway Determination Advice Report supporting the Department's original Gateway Determination and building heights as proposed by the applicant.

20 January 2021 - Council requested a Gateway alteration from the Department to extend the deadline for the proposal until 19 November 2021, citing the significant time delays that had occurred due to the Gateway Determination Review Request process.

20 March 2021 - Council and the applicant were informed by the Department that the Planning Proposal had been formally refused and that upon resolution of outstanding issues, a revised Planning Proposal could be re-submitted for consideration.

Council Officers have continued to work with the applicant and owners in an endeavour to resolve a number of outstanding issues relating to the proposal including the following:

- Traffic and access arrangements to the satisfaction of Transport for NSW (TfNSW) and Council's traffic engineers;
- Preparation of a Site Specific Development Control Plan (SSDCP);
- Agreement from Sydney Trains for the construction of the proposed overhead pedestrian bridge from the site to Cabramatta Railway Station; and
- Voluntary Planning Agreement (VPA);

The applicant has now addressed these issues and, accordingly, the Planning Proposal has been re-submitted for assessment and consideration by Council. Of note, there has been no change to the proposed scheme, including no change to the maximum height of buildings and floor space ratio (FSR) proposed under the original Planning Proposal.

REPORT

The purpose of this report is for Council to consider the resubmitted Planning Proposal for the large precinct of land located immediately to the east of the Cabramatta Railway Station in the Cabramatta Town Centre. The report provides the details of all supporting information and plans that complete the package of information associated with the Planning Proposal. This includes a draft SSDCP, information relating to a draft VPA, a Visual Impact Assessment and updated access arrangements for the precinct.

TfNSW has advised that they do not object to the proposal progressing to the next stage being Gateway Determination and that they will continue to work with Council and the proponent in regards to the proposed overhead pedestrian bridge connection from the site to the railway station, including further design details and consent for the bridge at the development application stage.

The information below provides details of the site, existing and proposed planning provisions, key development objectives, outcomes, and development controls that will guide the future redevelopment of the precinct.

A. The Site

The site consists of 22 privately owned lots (refer to individual property details contained in the Planning Proposal document within Attachment A) and a section of public laneway owned by Council, having a total area of approximately 12,847 square metres. The site is zoned B4 Mixed Use and has access to 3 street frontages - Fisher Street, Broomfield Street and Cabramatta Road East.

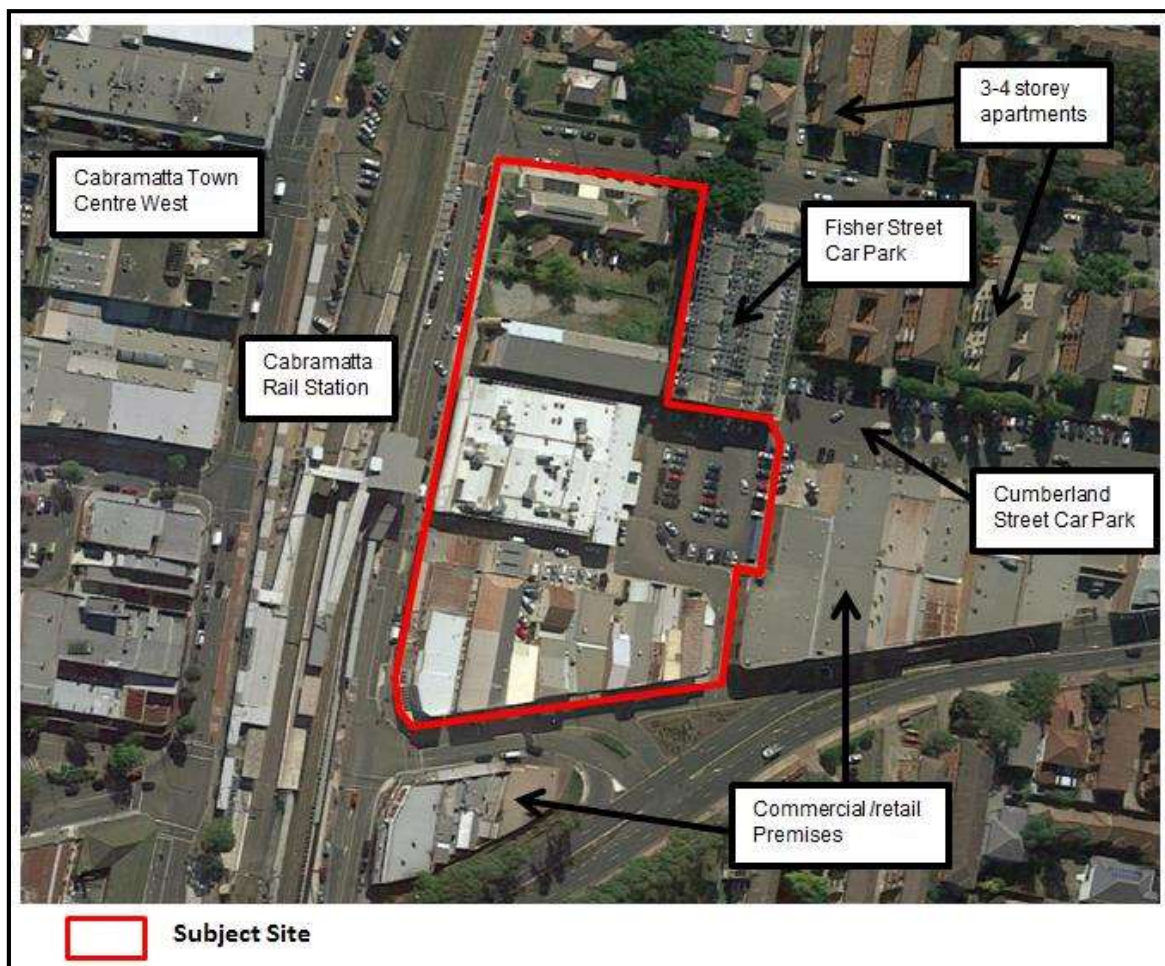


Figure 1 - Aerial Image – Subject Site and Surrounds

The site is bounded by:

- A rail line and Cabramatta Railway Station to the west;

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- R4 High Density Residential zoned land (comprising some single residential dwellings and multiple 3 - 4 storey residential flat buildings) and the Fisher Street Car Park to the north;
- Existing commercial premises zoned B4 Mixed Use and the Council owned Fisher Street and the Council owned Cumberland Street Car Park to the East; and
- Multiple B4 Mixed Use commercial premises, R4 High Density residential apartment buildings (3 – 4 storey walk-ups) and a vacant parcel of land to the south.

The site consists of a hotel/pub, restaurant, a number of small retail shops, commercial premises, medical suites, hotel, SBC Learning College, Church and dwelling house, and a vacant parcel of land. There are approximately 70 private car parking spaces to the rear of the retail premises. More than half of the southern part of the site (with an area of 9,202m²) is under single ownership (Moon Investments Pty Ltd).

The area on the eastern side of the Cabramatta Railway Station is well serviced by community infrastructure with Cabramatta Public School approximately 250m east of the subject site. Canley Vale Public School and Cabramatta High School are also both within reasonable proximity to the site. Also within walking distance of the subject site are the Cabra Vale Leisure Centre, the Cabramatta Bowling Club, the German Austrian Society, Cabramatta PCYC, Cabramatta Community Centre, Whitlam Library and the Cabra Vale Diggers Club.

Under Fairfield LEP 2013, the site is currently zoned B4 Mixed Use and has a maximum FSR of 2.5:1 and a maximum building height of 14 metres. In order to achieve the maximum FSR and building height on the subject site, two additional local clauses within the LEP impose preconditions based upon the percentage of residential accommodation incorporated within the development. Specifically, under Clause 7.3 the maximum building height is limited to 10 metres unless at least 50% of the building will be used for residential accommodation.

The site was recently included with the draft Cabramatta Town Centre Urban Design Study which formed part of the public exhibition of Council's Stage 2 LEP Review. The Study was prepared in response to "an identified need by Council to facilitate revitalisation in the Cabramatta Town Centre to build upon market interest in redevelopment of the centre".

The Study concluded that the subject site is viable for future redevelopment into a vibrant mixed-use precinct with a built form compatible with that proposed under the Planning Proposal. Future redevelopment will provide appropriate amenity while supporting a range of retail, residential, commercial, community and recreational uses. The Planning Proposal aligns with the objectives and principles of the Urban Design Study for the Cabramatta Town City Centre.

B. Planning Proposal

The Planning Proposal (Attachment A to the report) seeks to amend the following provisions of Fairfield LEP 2013:

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- Height of Buildings map;
- Floor Space Ratio (FSR) map;
- Minimum Site Area - Town Centre Precinct map; and
- Create an Additional Local Clause 7.9 – Cabramatta - Area E.

The amendments proposed to Fairfield LEP 2013 will facilitate the future redevelopment of the precinct for a mix of commercial and residential apartments (including basement car parking), overhead pedestrian bridge linking the site to Cabramatta station, activated street frontages and open air public market space to activate the commercial area east of the railway line.

Specifically, the following table outlines the existing situation and what is proposed:

Use/Development Standard	Existing	Proposed
Retail Floor Space	3,255m ²	5,738m ²
Commercial Floor Space	3,000m ²	7,012m ²
Hotel, Church and day care (new use)	2,900m ²	1,973m ²
Permissible Retail/commercial GFA	19,800m ² (based on FSR of 1.5:1)	12,750m ²
Number of Jobs <ul style="list-style-type: none"> • Retail rate - 24.5m²/employee • Commercial rate – 15m²/employee 	133 persons (retail) 200 persons (comm)	234 persons (retail) 468 persons (comm)
Residential Accommodation	N/A	44,221m ²
Number of Dwellings	N/A	582
Dwelling Mix (approximate)	N/A	1 bedroom = 36% 2 bedroom = 54% 3 bedroom = 10%
Total Average FSR	2.5:1	4.8:1
Total Maximum FSR	2.5:1 across entire area (excluding public laneway)	By Staging Precinct: - Stage A = 3.85:1 - Stage B = 6.45:1 - Stage C = 6.1:1 - Stage D = 4:1
Total Maximum Building Height	14 metres across entire area (excluding public laneway)	By Staging Precinct: - Stage A = 59m - Stage B = 66m - Stage C = 57m - Stage D = 48m
Car Parking	Approx. 70 spaces	596 Residential 353 Retail/Commercial

The Planning Proposal does not seek to change the B4 Mixed Use zoning that currently applies to the subject land, nor does it seek to increase the amount of commercial/retail floor space already permitted (but not yet developed) on the subject land under the existing controls that apply under Fairfield LEP 2013. The images below form part of the concept plan for the proposal, providing a visual perspective of future development of the site.



Figure 2 - Visual perspective of the Proposal at the intersection of Broomfield Street and Cabramatta Road East.



Figure 3 - The proposed overhead pedestrian bridge linking Cabramatta Railway Station to the subject site and the proposed market square.

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The Planning Proposal is seeking a maximum Height of Building (HOB) for the site of 66 metres to allow development ranging from 12 storeys up to 19 storeys.

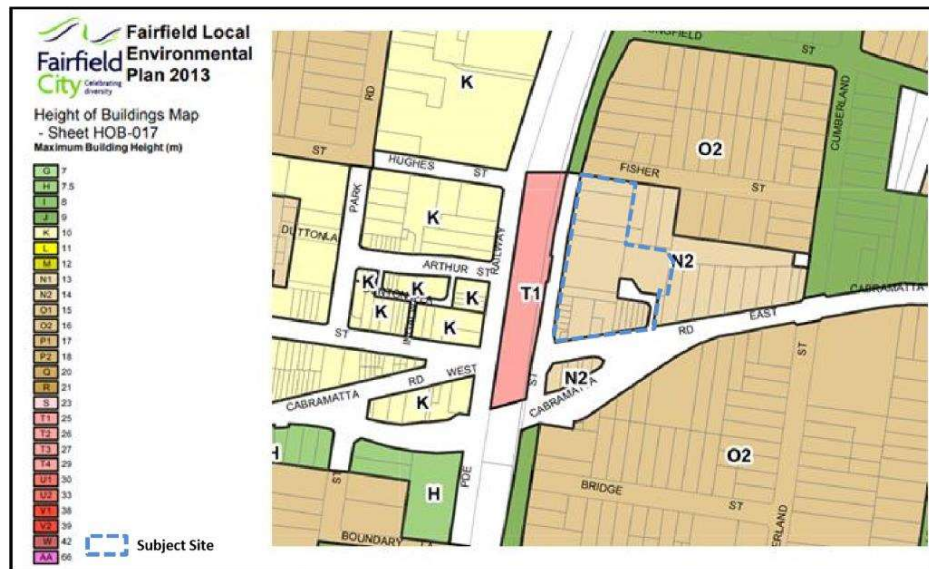


Figure 4 - Existing Maximum Height of Building under Fairfield LEP 2013

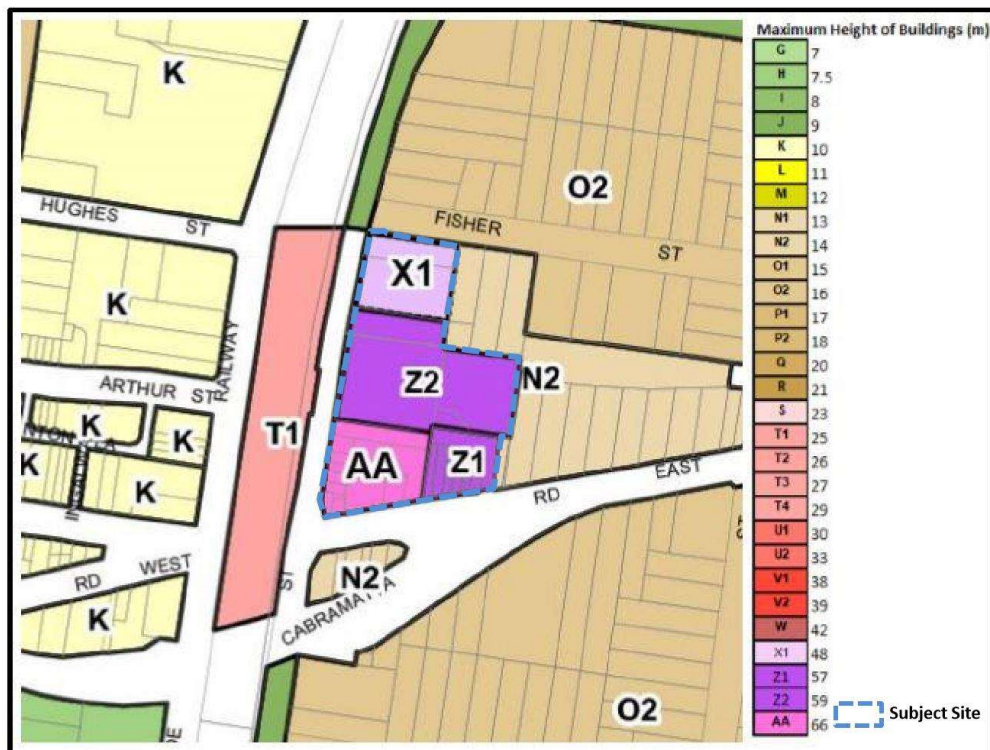


Figure 5 - Proposed Maximum Height of Buildings under Planning Proposal

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Reflective of the 4 stages of the proposed development and varied maximum height of buildings, the FSR proposed ranges from 3.85:1 to a maximum of 6.45:1 as shown below.

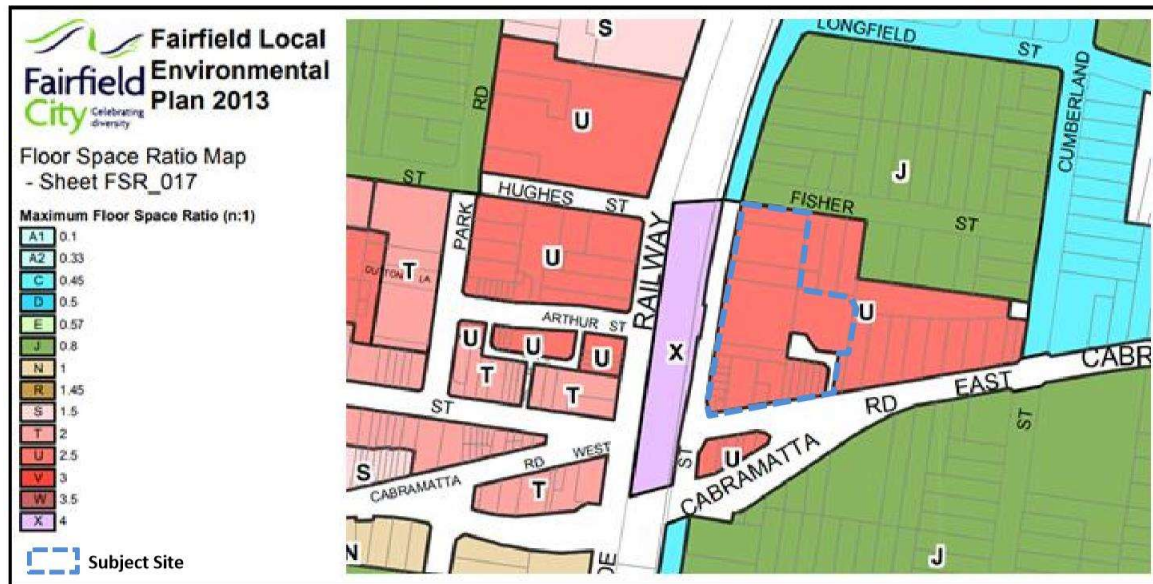


Figure 6 - Existing Maximum Floor Space Ratio under Fairfield LEP 2013

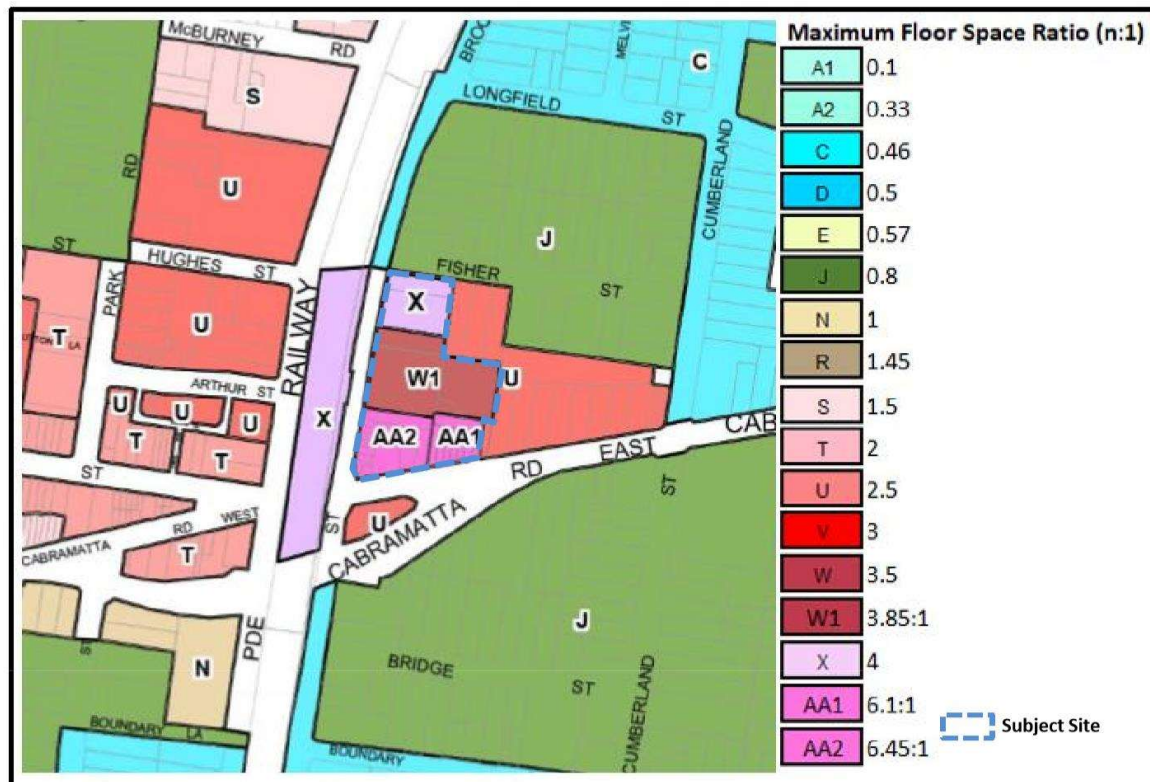


Figure 7 - Proposed Maximum Floor Space Ratio under Planning Proposal

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Amendments to the Town Centre Precinct Minimum Site Area Map and an additional local clause for Cabramatta – Area E (under Part 7 of Fairfield LEP 2013) will also be required to provide minimum site areas and objectives to facilitate future orderly development of the land.

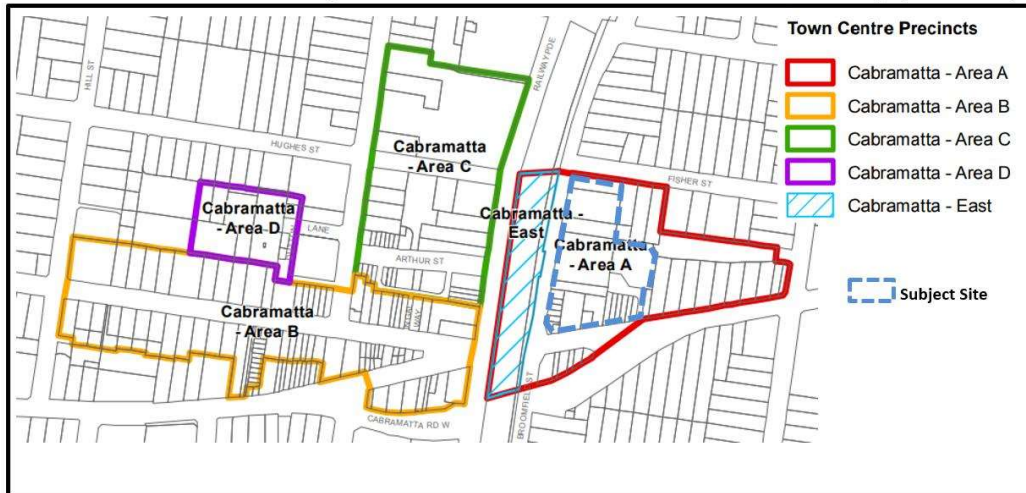


Figure 8 - Existing Town Centre Precinct Minimum Site Area Map under Fairfield LEP 2013

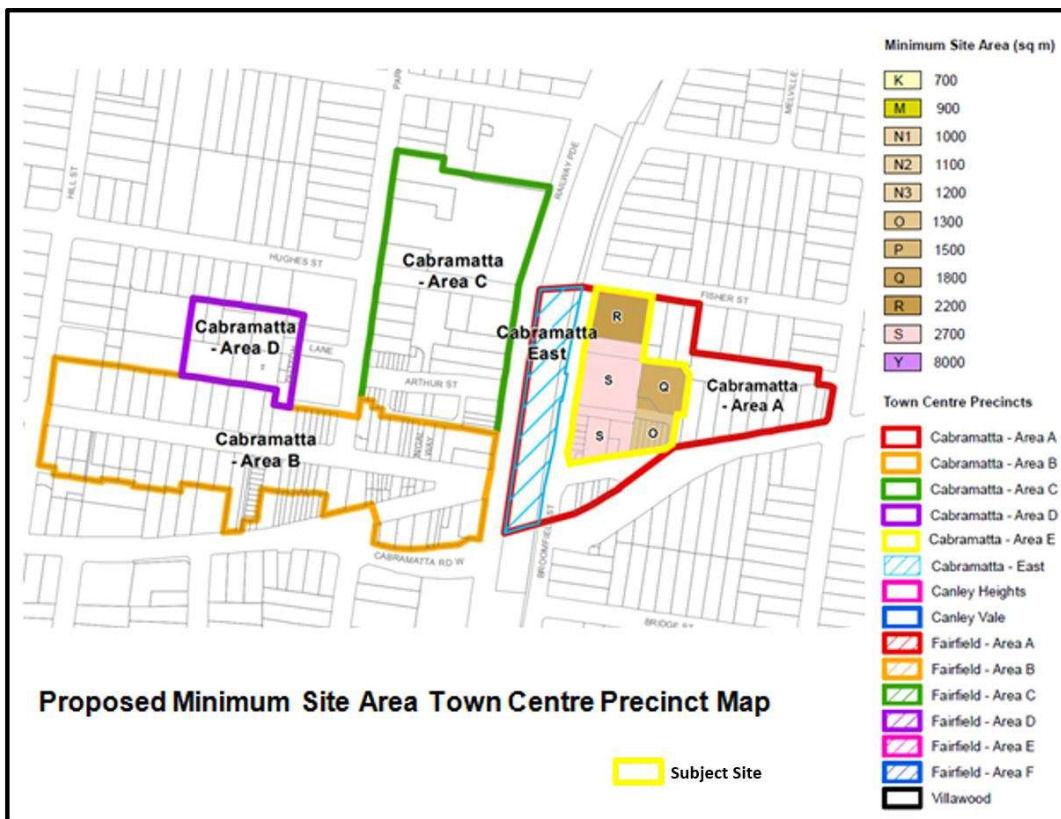


Figure 9 - Proposed Town Centre Precinct Minimum Site Area Map under Planning Proposal

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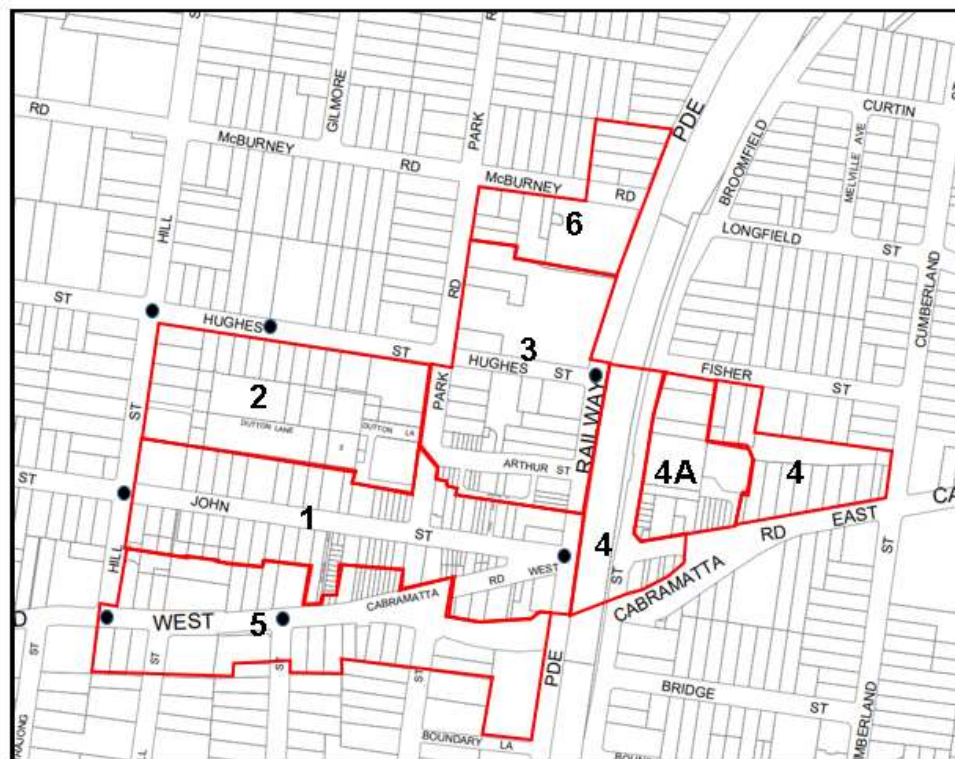
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C. Fairfield Local Planning Panel

Council has previously considered the proposal on several occasions and the matter was also reported to the FLPP in August 2018, where it was supported for the purposes of requesting a Gateway Determination. The NSW DPIE has advised Council officers that the resubmitted proposal does not need further consideration by the FLPP, as it is principally the same as the original proposal already supported by the Panel.

D. Draft Site Specific Development Control Plan (SSDCP)

The subject site sits within the existing Cabramatta Town Centre DCP No.5/2000 and many of the general provisions within that plan are still relevant to future redevelopment of the site as part of the broader Cabramatta Town Centre. For this reason, an amending SSDCP has been prepared which, if approved, will ultimately be integrated into the existing Town Centre DCP. The draft SSDCP will define a new precinct - 4A Eastside Market Square and Station Interface, within the existing Cabramatta Town Centre DCP No.5/2000 as per Figure 10:



Town Centre Precincts

- | | |
|--|---|
| 1. Main Street Retail Area – John Street | 4. Railway Line, Cabramatta Road East & Council Carpark |
| 2. Dutton Lane Car – Carpark, Commercial & Larger Retail | 4A. East Side Market Square and Station Interface |
| 3. Park Street & Arthur Street – Retail Area | 5. Town Centre South – Bulky Goods & Service |
| ● Proposed Traffic Signals | 6. Railway Parade – Civic and Support Services |

Figure 10 - Proposed Town Centre Precincts within draft Cabramatta Town Centre SSDCP

The overall Objectives of the SSDCP are to:

- Set an appropriate urban structure centred on a new market square and promoting open and activated pedestrian connections through the site to adjoining streets, car parks and new overhead link to Cabramatta Rail Station.
- Articulate a built form that can be achieved under Fairfield LEP 2013 where the siting and massing of buildings maximises solar access into the market square and future dwellings both within and adjoining the precinct.
- Articulate street setbacks, podium treatments and awnings to set the amenity for the street environment.
- Ensure retail and/or business uses are provided at ground level to activate streets and public spaces.
- Detail requirements for tree preservation and landscaping.
- Ensure adequate safe, convenient, and accessible car parking and on site loading and waste collection access.
- Inform design responses for overland flow paths through the land in storm events.
- Provide guidance on the location of signage.
- Provide a staging framework to enable the orderly development of this part of the Cabramatta town centre.

Whilst the Planning Proposal will facilitate amendments to Fairfield LEP 2013 to increase the maximum height of buildings and FSR for the subject land, the finer detail contained within the DCP will facilitate future re-development in a manner that achieves the desired outcomes for the new precinct by addressing the following issues:

I. Desired Future Character

The desired character of the area is to be a precinct where the amalgamation of sites facilitates mixed-use development incorporating, shops, commercial, religious and residential uses. Future development will facilitate high levels of permeability to convey pedestrians through the site via activated laneways bordered by shops and cafes, or from the station via a new pedestrian overbridge into a generous central market square incorporating seating, water features, public art and outdoor dining.

The massing of the buildings within the height and FSR controls will provide for a variation in built form to ensure that solar access to the market square and to residential dwellings within and in proximity to the site meets specified standards. The market square and ground level lanes will contain shop tenancies and awnings reflecting Cabramatta's vibrant Asian heritage, interspersed with green walls and vertical landscape elements to soften the building facades.

II. Overhead Pedestrian Bridge Connection to Railway Station

Historically, the railway line has acted as a barrier most significantly as a result of the construction of the Southern Sydney Freight Line in 2010-2012. This introduced an additional railway line specifically for freight and as a result a tall noise barrier. This further physically and visually separated the eastern portion of the town centre from the western portion of the town centre. The objective of the proposed overhead bridge is to prioritise pedestrian movement throughout the centre and improve public domain around the station and the connections over Broomfield Street, as identified within the Cabramatta Urban Design Study 2021.

The overhead pedestrian bridge will act as a much more pedestrian friendly east-west connection across the rail corridor. The pedestrian bridge will be supported by better accessibility infrastructure from the proponent's site through the form of stairs, lift and travelator up to the second level to the bridge. The bridge will then provide the grade separated connection across Broomfield Street directly to the Cabramatta Train Station concourse.

This pedestrian connection will connect the main portion of the town centre in the west to the eastern portion of the town centre separated by the train line. The pedestrian bridge will improve pedestrian connectivity and the existing character of Cabramatta. The pedestrian bridge is envisaged to be delivered in the first stage of the site's redevelopment.

III. Vehicular Access

Vehicular access to the Precinct will be from Broomfield Street, Fisher Street and Cabramatta Road East to basements catering for loading, waste collection and car parking for the entire development. The basements may be constructed separately in alignment with the staging plan, but will ultimately be connected on completion of all stages of development.

Under Stage A of the development access will be from 2 separate entry points. Access from 76 Broomfield Street will accommodate only the entry/exit of commercial and retail traffic and servicing. This entry is away from the anticipated pedestrian traffic and would comfortably be able to accommodate the traffic movements. Access for residential development under Stage A of the proposal will be from Cabramatta Road East as a left in/left out arrangement. This entry will also accommodate residential traffic for Stages B and C when developed.

Any minor shortfall in retail/commercial car parking could also be incorporated in future stages or offset by car parking development contributions paid to Council as allowed for under the existing contributions plan. It is anticipated that access to the development from Fisher Street will then accommodate both residential and other uses under Stage D of the proposed redevelopment.

IV. Flooding - Overland Flow

The development will manage overland flows through the site to avoid nuisance flooding or hazard. New trees will be incorporated along Broomfield Street, Cabramatta Road East and Fisher Street frontages, as well as in and around the market square. Roof top gardens and communal areas will also be provided at podium level.

V. Disability Access

An escalator and lift is to be provided to connect the ground level with first level linking to other commercial uses in the development facing Broomfield Street and a new overhead pedestrian bridge to the Cabramatta Railway Station concourse.

A full copy of the draft SSDCP is attached for Council's consideration (Attachment B). Exhibition of the draft plan will occur in conjunction with the Planning Proposal once the draft Plan has been endorsed by both Council and the NSW DPIE.

A further report to Council will occur following completion of the public exhibition period and the provisions of the SSDCP will only come into force upon finalisation of the Planning Proposal and gazettal of the amending LEP.

E. Draft Voluntary Planning Agreement (VPA) and Future Development Contributions

The draft VPA is subject to a separate report to Council. However, the below provides a brief summary of the VPA and associated community benefits.

The purpose of the VPA is to ensure that a satisfactory level of material public benefit is provided by the developer for the benefit of the local community. The funds or works are not required to have a direct nexus with the proposal but should be related. They must achieve an outcome other than the facilitation of a development and deliver a public planning benefit. This means that the proposed development, when considered as a package within the VPA, results in a positive planning outcome.

The applicant has submitted a draft letter of offer that identifies the following public benefits associated with the Planning Proposal:

- The construction of an overhead pedestrian bridge linking the railway station and eastern side of Cabramatta (Stage A); OR
- Should appropriate approvals not be able to be obtained from TfNSW for the pedestrian bridge, the proponent will provide a monetary contribution for community infrastructure in Cabramatta to the value of the pedestrian bridge works. While this option was not originally included within the Letter of Offer, it has been proposed to be included in the VPA following uncertainty regarding TfNSW approval of the proposed pedestrian bridge. This option still provides the community with a significant benefit.

The total cost of works (or monetary contribution) associated with the VPA offer is approximately \$4.2 million.

TfNSW has provided advice (Attachment D) that while there are still matters to be resolved with the proposed pedestrian bridge, they do not object to the proposal proceeding to the next phase of the planning process being Gateway Determination. It is noted however, that TfNSW has not yet provided in-principle agreement for the pedestrian bridge. The discussions with TfNSW has been a drawn out process with significant resources and time involved. As a result, the NSW DPIE Planning Delivery Unit is now involved to ensure timely feedback is provided by TfNSW.

Moving forward, this agreement will need to be resolved with TfNSW prior to the Planning Proposal, SSDCP and VPA being publicly exhibited to ensure that there is certainty for the community, Council and the developer. If TfNSW is ultimately not agreeable to the pedestrian bridge, then the fall-back position will be the monetary contribution for community infrastructure within Cabramatta Sub-District.

The proponent does not propose to off-set any of the Section 7.11 development contributions attributable to the future development application phase of the project.

The total Section 7.11 development contribution value for the entire development based on the current development contribution rates, and the reference scheme design, is \$5,614,554.00 (based on the mix of small, medium and large apartments). This will likely change through indexation or review of development contributions plans over time.

F. Visual Impact Assessment (VIA)

The applicant has finalised a VIA (Attachment C) which addresses and considers the impacts of the proposed development on the surrounding area given the significant change in scale of development to that which currently exists on the site and adjoining the site.

This VIA looks at the existing environmental values provided in and around the site, a description of the key elements of the Planning Proposal to understand the change that will occur in that context, and then an examination of the visual change and mitigating factors.

The VIA for this Planning Proposal looks at the visual change that will occur to facilitate a different urban context, based on accepted planning outcomes which aim to implement transit-oriented development and urban design principles, including a taller building as a place making landmark gesture to identify the station location and new pedestrian link within the area.

The VIA focuses on:

- The amenity of surrounding development that may or may not be subject to change in the future is not adversely affected in terms of achieving appropriate solar access; and
- Demonstrating the change that will occur, and the features the new proposal can incorporate to mitigate or transition that change.

Preparation of the VIA was required under Condition 2(c) of the previous Gateway Determination and the document is required to be reviewed and approved by the DPIE, prior to its exhibition, with the Planning Proposal and other associated material.

G. Updated Concept Plans – Site Access and Traffic

Included within the Planning Proposal are detailed concept plans of the proposed development. These concept plans have evolved over the course of the initial assessment of the proposal by both Council and the DPIE. Specifically, the design and configuration of ingress and egress points for the precinct have been refined. The applicant's traffic engineers have worked closely with TfNSW in relation to these arrangements for the site and, in particular, the main point of entry/exit off Cabramatta Road East.

The concept plans have been updated to reflect the latest development design in accordance with requirements of TfNSW. Further consultation with TfNSW will occur at the agency consultation phase of the proposal.

H. Consultation Strategy

The Planning Proposal along with the draft SSDCP, VIA, VPA and concept plans, will be exhibited on the NSW Planning Portal for a minimum of 28 days in accordance with relevant conditions of the Gateway Determination when issued. All land owners and tenants affected by the proposal and landowners adjoining the precinct will be notified of the public exhibition.

In addition, it is proposed to place a notice in the local newspaper, as well as including relevant information on Council's website. If the timing permits, information on the Planning Proposal will be included in a future edition of Council's newsletter CityLife.

Following public exhibition, a report will be referred back to Council for consideration of submissions received and the results of consultation with the State agencies and utility providers.

CONCLUSION

The Planning Proposal for the Cabramatta Town Centre East Precinct has been re-submitted following refusal of the original proposal by the NSW DPIE in March 2021. In conjunction with the Planning Proposal, a draft SSDCP has now been prepared. The original VIA and concept plans have also been updated and re-submitted for Council's consideration. This report has provided Council with a summary of each of these documents. Detailed information related to the proponent's letter of offer via a VPA is provided in a separate report to Council, however a summary of the proponent's offer has been included within this report.

REPORT BY CHAIRPERSON
OUTCOMES COMMITTEE

Meeting Date 12 October 2021

Item Number. 97

The Planning Proposal and supporting documents aim to allow for the future re-development of a large precinct east of the Cabramatta Railway Station for mixed use commercial and residential development. The future redevelopment aims to revitalise the eastern part of the Town Centre and provide a significant boost in residential accommodation within a rejuvenated retail and business environment. Re-development is focussed around a community market place with increased access through and beyond the site to the western side of the railway station.

It is recommended that Council endorse the Planning Proposal and associated documents for referral to the NSW DPIE with a request for a Gateway Determination to facilitate the future public exhibition of the proposal.

Kerren Ven
Strategic Planner

Elizabeth Workman
Senior Strategic Land Use Planner

Authorisation:
Coordinator Strategic Planning
Manager Strategic Land Use Planning
Group Manager City Strategic Planning

Outcomes Committee - 12 October 2021

File Name: **OUT12102021_16.DOCX**

***** END OF ITEM 97 *****



Planning Proposal (Resubmitted)

Proposed amendment to Fairfield Local Environmental Plan 2013

Amendment to maximum building heights, floor space ratios and town centre precinct provisions for land bounded by Fisher Street, Broomfield Street and Cabramatta Road East, Cabramatta adjacent to Cabramatta Railway Station.



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B.3 Urban Design Review by TPG Planning

Section 1 - Introduction

1.1 General

This report has been prepared to support a proposed amendment to Fairfield Local Environmental Plan (LEP) 2013 which aims to facilitate the future re-development of a 1.285ha precinct of land located on the eastern side of the Cabramatta Railway Station. The resulting built form includes a mix of commercial and residential apartment development (up to 19 storeys) including basement car parking, overhead pedestrian bridge linking the site to Cabramatta station, activated street frontages and open air public market space to activate the commercial area east of the railway line.

This report comprises a planning proposal that 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 and A Guide to Preparing Local Environmental Plans (Department of Planning and Infrastructure, 2012).

It represents the first stage of the Gateway plan making process, which initially seeks Council's support to forward the proposed LEP amendment outlined in the planning proposal to the NSW Department of Planning, Industry and Environment (DPIE) for a review and gateway determination. The gateway determination will:

- identify if there is sufficient justification for the planning proposal to proceed;
- confirm the technical investigations and consultation required; and
- establish the process and timeframe for continuing the assessment of the proposal.

As outlined in *A Guide to Preparing Planning Proposals*, the planning proposal is the first step in preparing the LEP amendment. The planning proposal will evolve throughout the process as relevant sections will be updated and amended in response to the outcomes of any further technical investigations required by the gateway determination and during community and public authority consultation.

The Planning Proposal was previously considered by the NSW DPIE towards the end of 2017 and was subsequently referred to the NSW Independent Planning Commission for the purposes of a Gateway Determination Review by Council in August 2019. The Planning Proposal was ultimately refused DPIE on 20 March 2021 in response to a request from Council for a Gateway Extension. The proposal had not yet commenced a public exhibition or formal community consultation process.

1.2 Purpose

The purpose of this report is to demonstrate that there is sufficient planning justification to amend Fairfield LEP 2013 as it relates to 1.285 hectares of land located on the eastern side of the Cabramatta Railway station bounded by Fisher

Street, Broomfield Street and Cabramatta Road East, Cabramatta. Specifically, this report:

- details the proposed provisions of the LEP amendment;
- describes the vision for the site that underpins the LEP amendment, including a concept plan demonstrating the desired ultimate development outcome for the site;
- provides evidence to support the proposed LEP amendment based on technical planning, urban design and traffic assessment;
- justifies the proposed LEP amendment against all relevant statutory and strategic planning documents; and
- addresses the requirements for the preparation and lodgement of a planning proposal in accordance with the EP&A Act and associated guides.

1.3 Structure

Section 3.33(2) of the EP&A Act and *A Guide to Preparing Planning Proposals* sets out the content and structure required for planning proposals. This report is structured in accordance with these provisions. However, it also includes introductory information about the site location and context. As such, this report is structured as follows:

- **Section 1 Introduction** - provides an introduction to the report and articulates its purpose.
- **Section 2 Site Location and Context** - describes the site's location and context including surrounding zoning, land uses and infrastructure.
- **Section 3 Planning Proposal** - in the format required by the EP&A Act and *A Guide to Preparing Planning Proposals*, comprising:
 - **Part 1** – Objectives and intended outcomes
 - **Part 2** – Explanation of provisions
 - **Part 3** – Justification
 - **Part 4** – Maps
 - **Part 5** – Community consultation
 - **Part 6** – Project timeline.

1.4 Supporting documentation

A Council report (**Appendix A.1**) was prepared detailing the review and analysis of the planning proposal and applicants supporting documentation. A range of supporting studies addressing relevant planning and technical issues have been prepared by the applicant to support this planning proposal including the following:

- Concept Design Package and Shadow Analysis by Plus Architecture (**Appendix B.1**)
- Traffic and Transport Study by Arc Traffic & Transport (**Appendix B.2**)
- Urban Design Review by TPG Planning* (**Appendix B.3**)

Council has also considered a draft Site Specific DCP amendment to the Cabramatta Town Centre DCP 5/2000 to introduce objectives and controls to support the future redevelopment of the site as proposed under the Planning Proposal. The draft Site Specific DCP and supporting studies will be exhibited concurrently with the Planning Proposal.

* The review undertaken by TPG Town Planning was based upon the original concept submitted by the applicant which did include the Council owned Fisher Street Car Park. Removal of the Fisher Street Car Park from the proposal is not considered to have impacted upon the relevance of information provided by TPG Town Planning.

Section 2 - Site Location and Context

2.1 Regional context

The site is located in Cabramatta, within the south eastern portion of the Fairfield Local Government Area (LGA). The site is strategically located between the Parramatta and Liverpool City Centres and approximately 28km south-west of the Sydney CBD. Fairfield City falls within the *Western Parkland City* under the *Greater Sydney Region Plan – A Metropolis of Three Cities*. The population of the Western Parkland City is projected to grow from 740,000 in 2016 to 1.1 million by 2036, and to well over 1.5 million by 2056.

The region will be guided by the Western City District Plan and includes the Local Government Areas (LGAs) of Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly. Fairfield is one of the largest and most populated LGAs within the district. Covering 102 square kilometres (km²), Fairfield LGAs estimated resident population in 2016 was 198,817 (as per the ABS Census). Fairfield is also one of the most ethnically diverse areas in Australia with a large number of recent migrants.

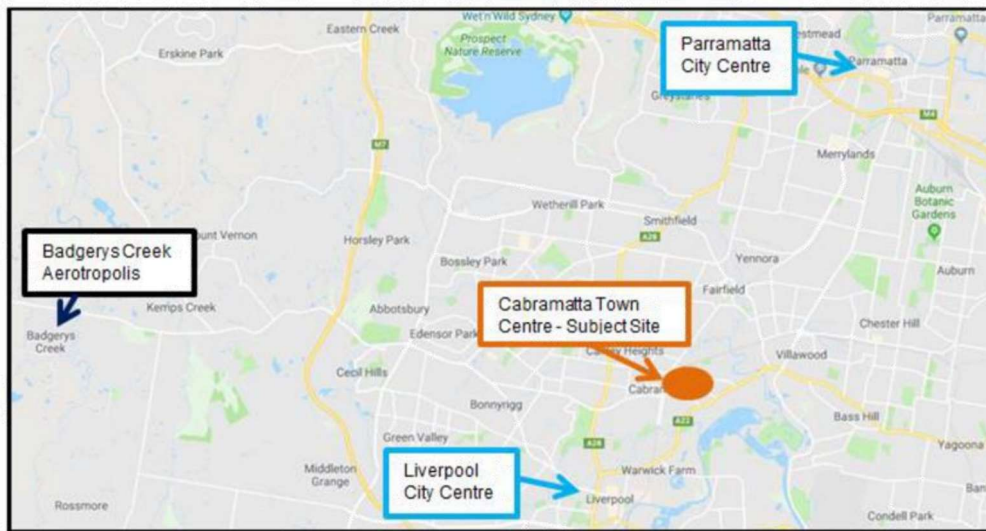


Figure 1 - Regional Context

Cabramatta is the second largest centre within the Fairfield LGA with a population of 21,783 in 2016 (as per the ABS Census). It has an established residential area, with a large commercial centre around the railway station and industrial land uses along the Hume Highway at its eastern periphery. Cabramatta is a unique multi-cultural town centre. From an urban design and planning perspective it is a fine-grained retail and commercial centre, often with a specialist flavour such as textile and authentic cuisine retailing.

The locality is well serviced by public transport and has good links to surrounding strategic centres including direct rail links to Parramatta and Liverpool City Centres. The subject site is located within the Cabramatta Town Centre, immediately adjacent to the Cabramatta Railway Station (see Figure 2).

Rail services provide easy access to the Sydney Metropolitan region via the following lines:

- T2 Inner West & South Line / Campbelltown to City via Granville
- T5 Cumberland Line / Schofields to Campbelltown service
- T3 Bankstown Line / Liverpool or Lidcombe to City via Bankstown service

2.2 The Site and Surrounds

The site consists of 22 privately owned lots and a section of public laneway owned by Fairfield City Council and has a total area of approximately 12,847 square metres (1.285ha). The site is zoned B4 Mixed Use and has access to 3 street frontages being Fisher Street, Broomfield Street and Cabramatta Road East. The site is bounded by:

- A rail line and Cabramatta Railway Station to the west;
- R4 High Density Residential zoned land (comprising some single residential dwellings and multiple 3 - 4 storey residential flat buildings) and the Fisher Street Car Park to the north;
- Existing commercial premises zoned B4 Mixed Use and the Fisher Street and Cumberland Street Car Parks to the East; and
- Multiple B4 Mixed Use commercial premises, R4 High Density Residential apartment buildings (3 – 4 storey walk-ups) and a vacant parcel of land to the south.



Figure 2 - Aerial Image – Subject Site and Surrounds

2.3 Fairfield LEP 2013 – Existing Controls

The subject site is currently zoned B4 Mixed Use under Fairfield LEP 2013 and consists of a number of smaller retail shops, commercial premises, medical suites, hotel, SBC Learning College, Church and dwelling house and a vacant parcel of land. There are approximately 70 private car parking spaces to the rear of the retail premises. At least half of the southern part of the site (with an area of 9,202m²) is under single ownership.

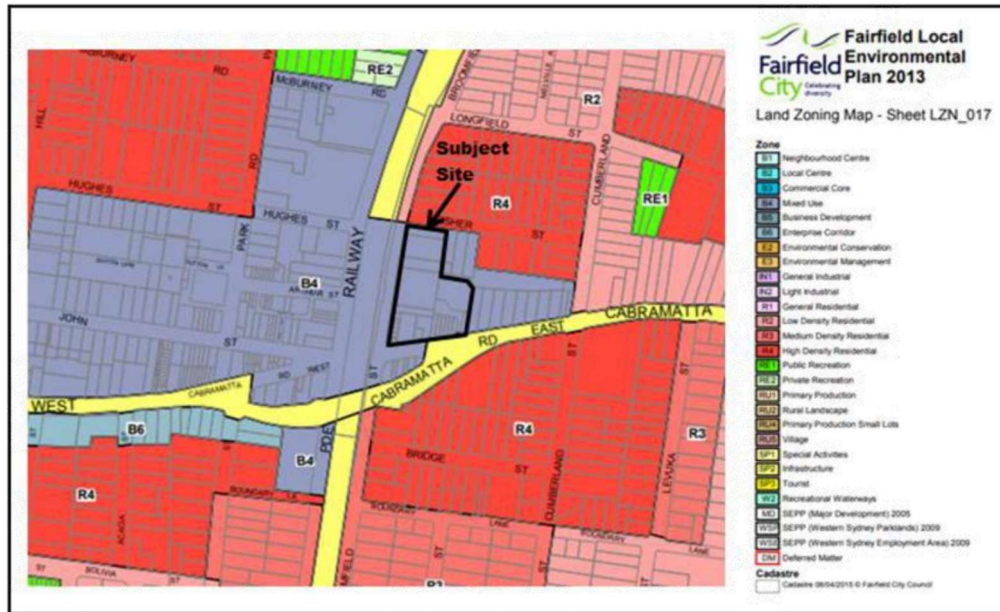


Figure 3 - Existing Zoning under Fairfield LEP 2013

All privately owned land within the subject site area has a current maximum allowable building height of 14 metres. Achievement of this maximum allowable building height is dependent on achieving an acceptable ratio of residential to commercial floor space which is outlined in Clause 7.3 of Fairfield LEP 2013. The public roadway owned by Council which is proposed to be incorporated into the development site currently has no applicable maximum building height. See Figure 4 below.

All privately owned land within the subject site area has a current maximum allowable floor space ratio of 2.5:1. Achievement of this maximum allowable floor space ratio is dependent on achieving an acceptable ratio of residential to commercial floor space which is outlined in Clause 7.2 of Fairfield LEP 2013. The public roadway owned by Council which is proposed to be incorporated into the development site currently has no applicable floor space ratio. See Figure 5 below.

Figure 4 – Existing Height of Buildings under Fairfield LEP 2013

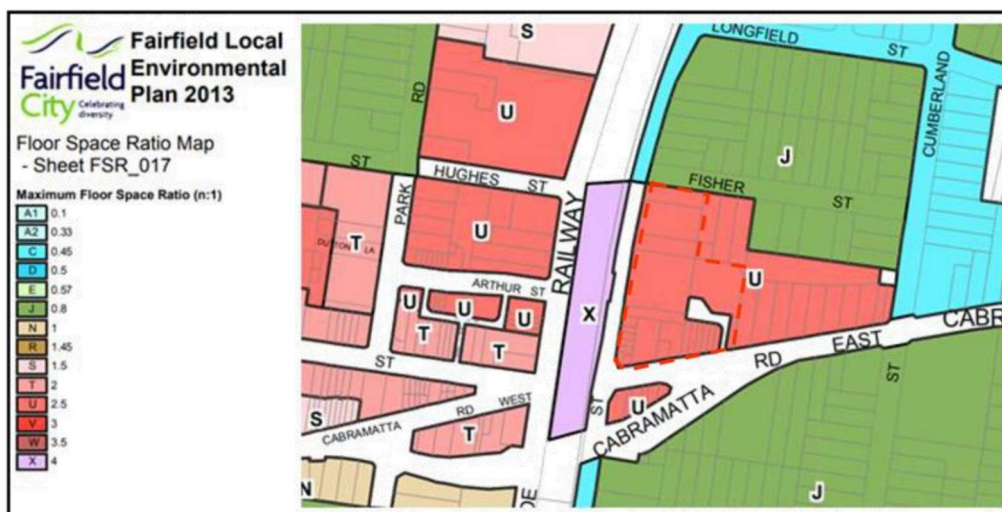


Figure 5 – Existing Floor Space Ration under Fairfield LEP 2013

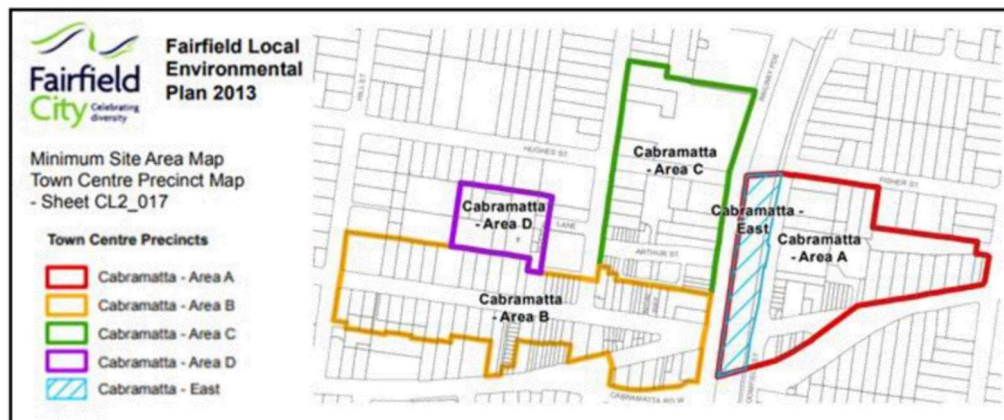


Figure 6 – Existing Town Centre Precinct Map under Fairfield LEP 2013

The subject site is currently identified as Cabramatta – Area A under the Fairfield LEP 2013 Town Centre Precinct map and has no applicable minimum site area.

Section 3 - Planning Proposal

Part 1 – Objectives and Intended Outcomes

1. Purpose of the Planning Proposal

This planning proposal has been prepared to amend Fairfield Local Environmental Plan 2013 to modify planning controls applying to certain land east of the Cabramatta Railway Station to guide the reinvigoration of this part of the Cabramatta Town Centre. The purpose of the planning proposal is to increase the maximum building heights and floor space ratios for the subject site to facilitate the future development of the precinct for a mix of commercial and residential apartment development (from 12 storeys up to 19 storeys) including basement car parking, overhead pedestrian bridge to Cabramatta station, activated street frontages and reinvigorated public spaces to activate the commercial area east of the rail line.

Cabramatta is a vibrant retail centre located at the junction of three rail lines providing highly accessible public transport access to the City, Parramatta and Liverpool. There is potential for Cabramatta to capitalise on good public transport, convenient services and community infrastructure by increasing residential densities near the railway station within the Town Centre. Previous strategies aimed at increasing residential and commercial opportunities across all of Cabramatta have not progressed primarily due to the significant costs required to fund the upgrading of road and parking infrastructure which would be required from increased densities. However, the east side of Cabramatta where the subject site is located has fewer traffic constraints or required upgrades.

The planning proposal is supported by concept design images, shadow analysis and an independent traffic assessment that evaluates the proposed redevelopment of the site as well as the potential up-zoning of the remainder of the commercial area and other residential lands identified in Council's previous strategies on the eastern side of the Railway station.

Urban design objectives for redevelopment of the site include:

- Place marking the site as a destination with improved connections across the rail line via a new overhead pedestrian bridge;
- Facilitate and incentivise redevelopment of multi storey apartment living close to public transport, retail and other amenities;
- Reinvigorating shops and public spaces to activate the commercial area;

2. Land to Which the Planning Proposal Applies

The Planning Proposal applies to a 1.285 hectare precinct of land bounded by Fisher Street, Broomfield Street and Cabramatta Road East immediately adjacent to Cabramatta Station (See image below).



Land Affected by the Planning Proposal

Figure 7 – Land Affected by the planning Proposal

The total area of the precinct affected by the planning proposal is approximately 1.285ha and includes a total of 22 individual private parcels of land as identified in the following table:

Private Land

Lot	DP	Area (m ²)
7 Section E	4420	933
10 Section E	4420	814
100	1141040	1,710
1	205759	2,938
2	205759	557
1	25618	130
3	25618	88
4	25618	87
5	25618	88
6	25618	98
7	25618	70
8	25618	882
2	650696	85
10	255023	1,948
	SP10266	197
2	580587	536
3	580587	207
7	29243	159

G250

Lot	DP	Area (m ²)
8	29243	188
1	212183	149
2	212183	144
3	212183	159
Total		12,167

In addition, the Planning Proposal also includes an area of public road reservation which accesses the site from Cabramatta Road East. It is estimated that the total area of this road reservation is approximately 680m². This land currently has no applicable building height and/or FSR under Fairfield LEP 2013. Therefore the total area of land affected by the planning proposal is 12,847 square metres or 1.285 hectares.

3. Proposed Development and Staging Plan

The amendments proposed to Fairfield LEP 2013 will facilitate the future development of the precinct for a mix of commercial and residential apartment development (ranging between 12 and 19 storeys) including basement car parking, overhead pedestrian bridge linking the site to Cabramatta station, activated street frontages and open air public market space to activate the commercial area east of the railway line.

The planning proposal does not seek to change the B4 Mixed Use zoning that currently applies to the subject land nor does it seek to increase the amount of commercial/retail floor space already permitted (but not yet developed) on the subject land under the existing controls that apply under Fairfield LEP 2013.

Specifically, the following is proposed:

Use/Development Standard	Existing	Proposed
Retail Floor Space	3,255m ²	5,738m ²
Commercial Floor Space	3,000m ²	7,012m ²
Hotel, Church and day care (new use)	2,900m ²	1,973m ²
Permissible Retail/commercial GFA	19,800m ² (based on FSR of 1.5:1)	12,750m ²
Number of Jobs <ul style="list-style-type: none"> Retail rate - 24.5m²/employee Commercial rate - 15m²/employee 	133 persons (retail) 200 persons (comm)	234 persons (retail) 468 persons (comm)
Residential Accommodation	N/A	44,221m ²
Number of Dwellings	N/A	582
Dwelling Mix (approximate)	N/A	1 bedroom = 36% 2 bedroom = 54% 3 bedroom = 10%

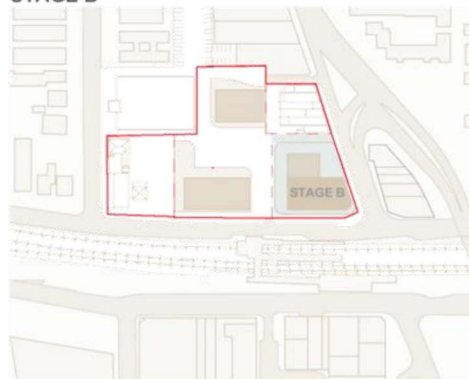
Use/Development Standard	Existing	Proposed
Total Average FSR	2.5:1	4.8:1
Total Maximum FSR -	2.5:1 across entire area (excluding public laneway)	By Staging Precinct: - Stage A = 3.85:1 - Stage B = 6.45:1 - Stage C = 6.1:1 - Stage D = 4:1
Total Maximum Building Height	14 metres across entire area (excluding public laneway)	By Staging Precinct: - Stage A = 59m - Stage B = 66m - Stage C = 57 - Stage D = 48m
Car Parking	Approx. 70 spaces	596 Residential 353 Retail/Commercial

Given the scale of development proposed and the complexity of land ownership of individual premises, the development is proposed to occur in four stages (see figure 8 below).

STAGE A



STAGE B



STAGE C



STAGE D

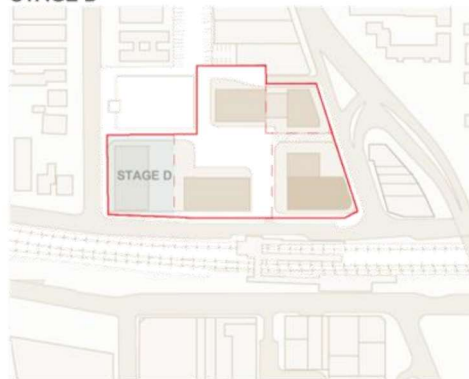


Figure 8 – Proposed Staging of Development

Part 2 – Explanation of provisions

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

- Amend the Fairfield LEP 2013 Height of Buildings Map (Sheet 17) to provide for a maximum height of buildings as follows:
 - Stage A - from an existing maximum building height of 14m to permit a maximum building height of 59 metres;
 - Stage B - from an existing maximum building height of 14m to permit a maximum building height of 66 metres;
 - Stage C – from an existing maximum building height of 14m to permit a maximum building height of 57m; and
 - Stage D – from an existing maximum building height of 14m to permit a maximum building height of 48m.
- Amend the Fairfield LEP 2013 Floor Space Ratio Map (Sheet 17) to provide for a maximum floor space ratio as follows:
 - Stage A - from an existing maximum FSR of 2:1 to permit a maximum FSR of 3.85:1;
 - Stage B - from an existing maximum FSR of 2:1 to permit a maximum FSR of 6.45:1;
 - Stage C – from an existing maximum FSR of 2:1 to permit a maximum FSR of 6.1:1; and
 - Stage D – from an existing maximum FSR of 2:1 to permit a maximum FSR of 4:1.
- Amend the Fairfield LEP 2013 Minimum Site Area Town Centre Precinct Map (Sheet 17) to identify the site as “Cabramatta – Area E” and apply varying minimum site areas across the site as follows:
 - Stage A – Minimum site area of 2,700m² (eastern half) and 1,800m² (western half);
 - Stage B – Minimum site area of 2,700m²;
 - Stage C – Minimum site area of 1,300m²; and
 - Stage D – Minimum site area of 2,200m².
- Provide for a new local clause, which allows for additional floor space ratio and building height where certain development standards are met. The clause also prohibits residential development on the ground floor to ensure that there is activation at ground level thus promoting active street frontages and minimising security risks. The proposed local clause is as follows:

7.9 Cabramatta - Area E

- 1) This clause applies to land identified as “Cabramatta – Area E” on the Town Centre Precinct Minimum Site Area Map.
- 2) This clause has effect despite clause 4.3 Height of Buildings and clause 4.4 Floor Space Ratio.

- 3) The maximum floor space ratio of land identified as "Cabramatta – Area E" is:
 - i. If the building is not used for the purpose of residential accommodation – 1.5:1, or
 - ii. If less than 10% of the floor space is used for the purpose of residential accommodation – 2.0:1, or
 - iii. If 20% to 50% of the floor space is used for the purpose of residential accommodation – 2.2:1.
- 4) The height of a building on land identified as "Cabramatta – Area E" on the Town Centre Precinct Map must not exceed 14 metres unless the site area of the building is at least the minimum site area shown for the land on the Minimum Site Area Map.
- 5) The height of a building on land identified as "Cabramatta—Area E" on the Town Centre Precinct Map must not exceed 10 metres unless at least 50% of the building will be used for a residential purpose.
- 6) Despite any other provision of this Plan, development consent must not be granted to development for the purposes of residential accommodation located on the ground floor of a building (excluding residential lobbies and access areas).

The planning proposal is in accordance with Council's decision at its meeting on (insert date) - see **Appendix A.1** for Council Report.

The proposed Fairfield LEP 2013 maps are included within **Appendix A.2** of this document.

Other relevant matters

Voluntary Planning Agreement

The applicant has indicated a willingness to enter into a Voluntary Planning Agreement (VPA) with Council to address community infrastructure needs upon future redevelopment of the subject land. The purpose of the VPA will be to ensure that a satisfactory level of material public benefit is provided by the developer for the benefit of the local community. The draft VPA has also been reported to Council for consideration and will be publicly exhibited with the planning proposal to enable adequate community consultation.

Site Specific Development Control Plan

To support to intent and provisions of the Planning Proposal, the applicant has prepared a draft Site Specific DCP for the site.. The site specific DCP provisions will form an amendment to the Cabramatta Town Centre DCP No.5/2000 to include the proposed development controls for the site. The site specific DCP would include (but not be limited to) the following provisions:

- Building footprints, heights and FSRs reflective of those proposed under the planning proposal and potentially adopted under Fairfield LEP 2013;
- Specific design arrangements including through-site links and overhead links to the Cabramatta Railway Station, public open space elements, market square access and management, ground level activation, arrangement of podium height and upper level setbacks etc.;
- Indicative vehicular access and parking arrangements including loading facilities;
- Measures to minimise potential for crime particularly in the proposed market square and along key site linkages; and
- Requirements to minimise the potential impact of the development on adjoining land.

The draft SSDCP will be reported to Council for endorsement and to ensure formal public exhibition in conjunction with the planning proposal.

Part 3 – Justification

Section A – Need for a planning proposal

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

No, the planning proposal is an applicant/owner initiated proposal. The proposal has been prepared to amend Fairfield LEP 2013 to increase the building heights and floor space ratios to guide reinvigoration of this part of the commercial area in the eastern part of the Cabramatta Town Centre. The proposal is consistent with a number of Council's Strategic documents including:

- Cabramatta Town Centre DCP No.5/2000;
- Draft Fairfield Residential Development Strategy 2009; and
- Fairfield City Centres Study 2015.

The intent of each of the above documents is to increase residential densities in and around Town Centres where there is optimum access to public transport and local community infrastructure. Council's Strategic documents support the revitalisation of Cabramatta Town Centre and recognise the potential for the eastern part of the Town Centre to achieve this and contribute to Council's allocated dwelling and jobs target under the Western City District Plan.

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 way to achieve the intended outcomes for the precinct. Without amendments to the building height and floor space ratio controls within Fairfield LEP 2013, the proposed redevelopment of the precinct would not be able to be achieved.

Section B – Relationship to strategic planning framework

Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including *The Greater Sydney Region Plan – A Metropolis of Three Cities* and the *Western City District Plan*)?

Greater Sydney Region Plan – A Metropolis of Three Cities

In March 2018, the State Government released *The Greater Sydney Region Plan, A Metropolis of Three Cities*. The Plan covers five broad areas being:

- Infrastructure and collaboration;
- Liveability;
- Productivity;
- Sustainability; and
- Implementation

The Plan includes a series of ten directions with numerous Objectives linked to each Direction. The planning proposal is consistent with a number of the Directions and Objectives contained within the *Greater Sydney Region Plan - A Metropolis of Three Cities* as discussed in detail below.

The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The plan divides the Greater Sydney Region into 3 Cities being:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City

Fairfield City is located within the Western Parkland City.

Direction – A City Supported by Infrastructure

Objective 2 – Infrastructure Aligns with Forecast Growth – the planning proposal takes into account the need to align growth with infrastructure and takes into account the capacity of existing infrastructure. The proposal is focussed in that part of the Cabramatta Town centre where existing road infrastructure can cope with the increase in population and existing public transport infrastructure can be utilised.

Objective 4 – Infrastructure Use is Optimised – The proposal will maximise the use of existing infrastructure in particular public transport and local community facilities and education services. An outcome of the proposal will be the construction of additional infrastructure by way of an overhead pedestrian bridge over the Cabramatta Railway Station to maximise connectivity between the eastern and western parts of the Town Centre.

Direction – A City for People

Objective 6 – Services and Infrastructure Meet Communities Changing Needs – The proposal aims to co-locate increased housing supply within close proximity to schools, health services, a library, community and cultural facilities, parks and recreation facilities. The addition of a public market square will aim to improve liveability and foster an urban form and land use mix which provides a greater diversity of uses and users.

Direction – Housing the City

Objective 10 – Greater Housing Supply – The Western City District Plan outlines the criteria for creating housing capacity in the right locations. The proposal meets a number of the stated criteria including an urban renewal opportunity which aligns with district and regional infrastructure with excellent accessibility to services, transport and jobs.

Direction – A City of Great Places

Objective 12 – Great Places that Bring People Together – The proposal aims to provide an impressive urban form with high amenity and a diverse land use mix within the Cabramatta Town Centre. It aims to integrate social infrastructure and support social connections and provide a community hub by way of a public market square to be used to recognise and celebrate the character of Cabramatta and its people. The proposal achieves a number of the Western City District Plans principles for place-based planning including:

- Increasing residential development within a town centre;
- Accommodate local festival, celebrations, temporary and interim uses within the public square;
- Support the night-time economy;
- Provide a public realm focus;
- Protect retail floor space; and
- Deliver transit-orientated development and co-locate facilities and social infrastructure.

Direction – A Well Connected City

Objective 14 – A Metropolis of three cities – integrated land use and transport creates walkable and 30 minute cities – The planning proposal seeks to increase housing supply within an existing centre to create walkable neighbourhoods. Beyond the immediate convenience of services and facilities within the Cabramatta Town Centre, the proposal will increase density in a location which can maximise the use of existing public transport infrastructure and offer residents 30 minute access to the surrounding regional centres of Parramatta and Liverpool.

Direction – Jobs and Skills for the City

Objective 22 – Investment and business activity in Centres – Redevelopment of the subject site will attract investment, business activity and jobs to the eastern side of

Cabramatta as this part of the Town Centre is revitalised and supported by considerable residential growth. This will encourage the co-location of a mix of land uses including retail, medical and community services. The proposed market square and pedestrian links through the site will promote high levels of amenity and walkability. Proposed residential/commercial floor space ratio provisions within Fairfield City LEP 2013 will ensure an appropriate land use mix and maintain the viability of commercial and retail floor premises on the western side the railway line.

Western City District Plan

The Western City District Plan (March 2018) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of the Greater Sydney Region plan. The District Plan applies to eight (8) Western Sydney Local Government Areas including Fairfield City. It sets out planning priorities and actions for improving the quality of life for residents as the district grows and changes.

The following Planning Priorities are relevant to the planning proposal:

W1: Planning for a city supported by infrastructure

Aligning forecast growth with infrastructure. Land use and infrastructure planning will maximise the use of existing infrastructure.

Comment: The site is located within an existing strategic centre with direct access to public transport and other essential community service infrastructure. The planning proposal demonstrates that the site is well suited to deliver a mixed use outcome capable of being supported by existing infrastructure.

W5: Providing housing supply, choice and affordability, with access to jobs, services and public transport

Fairfield City Council has been allocated a dwelling target of 3,050 additional dwellings by 2021. The planning proposal will provide for the provision of 582 dwellings.

Comment:

- The site is located within the Cabramatta Town Centre and has great access to other major centres in different parts of Sydney by direct rail links.
- The site is located opposite Cabramatta Railway Station and aligns with investment in rail infrastructure.
- The site is well located to existing public and high schools. The proposed development is planned to incorporate a medical centre. The nearest hospital is at Liverpool less than 4.5km from the site.
- The Planning Proposal will permit a mixed use development with the residential component comprising a mix of dwelling sizes consistent with market demand.

W6: Creating and renewing great places and local centres, and respecting the District's heritage

The Western City District Plan outlines a preference for place-based planning with high quality, community-specific and place-based outcomes.

Comment: The Planning Proposal will facilitate the renewal of the site and improve the amenity, connectivity and accessibility of the precinct for residents and the public. The site currently consists of numerous older small scale food and retail premises, a large hotel/pub complex, an at-grade car park, church, house and some vacant land. The proposal to increase building heights and floor space ratios for the site will assist in promoting redevelopment and revitalisation opportunities to deliver high quality, community specific and place-based outcomes for the eastern side of the Cabramatta Town Centre.

W11: Growing investment, business opportunities and jobs in strategic centres

Employment growth is the principal underlying economic goal for strategic centres. A balance must be struck in providing adequate mixed-use opportunities within centres to ensure residential developments can benefit from access to services and facilities.

Comment: The planning proposal is expected to generate approximately 369 additional jobs within the retail and commercial sectors over the subject site.

Is the planning proposal consistent with the local Council's community strategic plan, or other local strategic plan?**Fairfield Local Strategic Planning Statement**

In March 2018, the NSW State Government introduced a major amendment to the NSW Environmental Planning and Assessment (EP&A) Act 1979 requiring all councils in NSW to prepare a local strategic planning statement (LSPS). The LSPS will become the main overarching local planning document that will guide and inform decisions made by Council in relation to strategic land use planning directions for Fairfield City. At the time of writing this report, Council currently has the draft 2040 Fairfield LSPS on public exhibition and as a result requires consideration under this Planning Proposal.

The LSPS gives effect to the Western City District Plan 2018, implementing the Directions, Planning Priorities and Actions at a local level. It is also informed by other State-wide and regional policies including A Metropolis of Three Cities (Greater Sydney Region Plan), March 2018. The LSPS outlines how these plans will result in changes at the local level, principally through new infrastructure including new or improved transport corridors.

The LSPS works with the Fairfield City Plan 2016-2026, which has a focus beyond land use and transport, on how Council will work to meet the community's needs. The LSPS's planning priorities and actions provide the rationale for how land use decisions will be made to achieve the community's broader goals. The Planning

Proposal is consistent with the following themes and planning priorities contained within the LSPS:

A. Theme 1 Community Well-Being – Healthy and Liveable Places

- Planning Priority 1: Provides Housing that Accommodates the Needs of Existing and Future Residents and Planning Priority 2 – Delivers greater housing diversity and affordability to meet the changing needs of the community – within the City of Fairfield, much of the higher density housing stock is occupied by families, especially those on lower incomes. New housing stock proposed under the redevelopment of the site within the Cabramatta Town Centre will provide increased housing supply, choice and affordability within close proximity to services, facilities, public transport and open space.
- Planning Priority 4 – Provide attractive, healthy, accessible and safe places for the whole community – New civic plaza and overhead pedestrian bridge proposed under the future redevelopment of the subject site will contribute to a new attractive, healthy, accessible and safe environment for the community. These community benefits would not be possible without the increased development potential for the site proposed under the Planning Proposal.

B. Theme 2 Infrastructure & Places – Supporting Growth and Change

- Planning Priority 6: Ensure Infrastructure is aligned to accommodate planned growth and community needs – Redevelopment of the subject site under the proposed concept plans will generate housing choice and employment opportunities in close proximity to services and infrastructure already existing within the Cabramatta Town Centre. Additional infrastructure including new public open space and plaza will be provided to meet the needs of the growing community.

C. Theme 4 Strong & Resilient Economy

- Planning Priority 11: Promote a robust economy which generates diverse services and job opportunities – The proposed redevelopment of the subject site will stimulate economic activity and employment opportunities within the Cabramatta Town Centre particularly in the areas of retailing and restaurants.

2016 – 2026 Fairfield City Plan (City Plan)

The Planning Proposal is consistent with a number of themes and goals within City Plan. The table below illustrates how the planning proposal aims to achieve the outcome of its themes and goals.

Relevant FCCSP Outcome within the theme	Outcome	How the planning proposal achieves the outcome
Theme 2 Places and Infrastructure	High quality development that meets the community's needs.	The planning proposal seeks to improve the local character of the area, increase the supply and diversity of housing to meet the varied needs of

Relevant FCCSP Outcome within the theme	Outcome	How the planning proposal achieves the outcome
Goal A. An accessible and liveable City		the community and provide high quality apartment and unit development in a central location supported by infrastructure.
Theme 4 Local Economy and Employment	Businesses are active, successful and involved in the community	Will encourage more variety of shops in the eastern side of the town centre, attract businesses to the area and provide support to smaller businesses in the surrounding centre, and lead the creation of a modern vision for the Cabramatta Town Centre mixed use precinct.
Goal a: Range of resilient businesses	A unique and energetic city as a destination for food and leisure activities	Will strengthen the unique identity of Cabramatta Town Centre through a contemporary retail offer with a possible lively night life in a safe and pleasant market area to meet friends and family at other times in the market square.
Goal b: Attractive and lively City	A variety of job and training opportunities available in the city	Will generate short term employment through the construction of the project, and ongoing employment through retail, service and commercial activity. No net loss of employment is anticipated.

Draft Cabramatta Town Centre Urban Design Study

The Draft Cabramatta Town Urban Design Study was prepared in response to “an identified need by Council to facilitate revitalisation in the Cabramatta Town Centre to build upon market interest in redevelopment of the centre”. The Study forms part of Council's LEP Stage 2 review and has been publicly exhibited however not yet formally adopted by Council.

The Cabramatta Town Centre Urban Design Study seeks to:

- reflect an analysis of current strengths, weaknesses, opportunities and threats determined through in-depth place knowledge built on site visits, literature review, and stakeholder consultation;
- outline a strategic approach to planning and development standards impacting upon built form;
- consider potential development outcomes based on appropriately managing amenity impacts (e.g. overshadowing levels of adjoining development);
- identify movement network and public domain improvements in the Cabramatta town centre and wider study area to overcome existing weaknesses and cater for demand generated from future development;
- recommend development standards within Fairfield Local Environmental Plan 2013 (FLEP 2013) and development controls within a new Cabramatta Town Centre Development Control Plan.

The study identified a range of urban design objectives and site specific design opportunities suitable for the site based on:

- Land Use Zoning
- Height of building

- FSR
- Amalgamation
- Benefits
- Through site links

The draft Study concluded that the subject site is viable for future redevelopment into a vibrant mixed-use precinct with a built form capable with that proposed under the Planning Proposal. Future redevelopment will provide appropriate amenity while supporting a range of retail, residential, commercial, community and recreational uses. In this regard, the Planning Proposal aligns with the objectives and principles of the draft Urban Design Study for the Cabramatta Town City Centre.

Fairfield City Centres Study and Fairfield City Centres Policy 2015

The Fairfield City Centres Study 2015 and Fairfield City Centres Policy 2015 were adopted by Council in February 2016. The Policy and Study provide a number of principles, objectives and assessment criteria for which applications are to be assessed.

Specifically, the Fairfield City Centres Study 2015 identifies that:

- Cabramatta Town Centre is a specialised retail centre which is physically constrained and fragmented, with opportunities for major new developments limited;
- The centre would benefit from the consolidation of retail space and increased residential densities;
- There is unlikely to be significant demand for additional commercial office space in Cabramatta; and
- No floor space cap should be applied to Cabramatta Town Centre and future development should occur within the existing centre boundaries.

The planning proposal for the Cabramatta Town Centre East Precinct is consistent with the above recommendations of the Fairfield City Centres Study 2015 and has the potential to revitalise land on the eastern side of the rail line. There will be a consolidation of retail floor space into a more pedestrian friendly configuration which aims to activate the streetscape, improve connections across the rail line via an overhead pedestrian bridge and reinvigorate shops and public spaces. The proposal does not seek to increase the amount of retail floor space already permissible on the subject land nor change the underlying B4 Mixed Use zoning and specialist retail function of Cabramatta Town Centre.

Fairfield Draft Residential Development Strategy 2009

The Fairfield Draft 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 draft RDS is density around centres and along corridors. This was reflected in the initial RDS

which proposed residential density increases 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.

On 14 July 2015, Council resolved not to proceed with the proposed residential density for Cabramatta as identified by the Fairfield RDS and the draft Cabramatta Town Centre Development Control Plan. Council also resolved to undertake further investigations to identify the scope for future urban infill development in and around the town centre without compromising the capacity of the current road network and minimise the need for major infrastructure improvements.

The planning proposal provides an opportunity to implement urban renewal within the eastern part of the Town Centre and in close proximity to services and transport provided within Cabramatta but in an area not restricted by the current road network. The site has excellent access to public transport (including rail and bus services) as well as to a full range of education, retail, commercial and recreational services within the broader Cabramatta Town Centre. The proposal will generate approximately 582 new dwellings which will be a significant contributor towards Council meeting its allocated dwelling target of 3,050 dwellings by 2021 under the Western City District Plan.

Cabramatta Town Centre Development Control Plan 2008 No.5/2000

The planning proposal was considered against the objectives and desired character for the precinct as contained in the existing Cabramatta Town Centre DCP 2008 which applies to the whole of the Town Centre. The area on the eastern side of the Cabramatta Railway Station is identified as Precinct 4 under the DCP and is classified as a mixed use and residential precinct.

Specifically the planning proposal will achieve the following objectives and desired character of the precinct:

- Encourage the provision of mixed-use development with a significant residential component;
- Limit retail activity to a scale that does not adversely change the existing retail balance of the Town Centre;
- Ensure adequate safe, convenient and accessible car parking and provide adequate on-site loading and unloading facilities;
- Facilitate development of improved pedestrian connectivity to the west across the railway line; and
- Promote attractive, vibrant and safe pedestrian accessways.

Whilst the proposal is generally consistent with the desired future character of the precinct, the scale of development proposed is considerably greater than that

provided for under the controls of the existing DCP. For this reason a draft Site Specific DCP has been prepared for the site and will be publicly exhibited concurrently with the Planning Proposal.

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

The following table identifies the existing and deemed SEPP's which are specifically relevant to the planning proposal or development that may be permitted after the LEP amendment.

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

SEPP Title	Applicable Yes/No	If Applicable - Consistency with Planning Proposal
SEPP 19 – Bushland in Urban Areas	No	-
SEPP 21 – Caravan Parks	No	-
SEPP 33 – Hazardous and Offensive Development	No	-
SEPP 36 – Manufactured Home Estates	No	-
SEPP 47 – Moore Park Show Ground	No	-
SEPP 50 – Canal Estate Development	No	-
SEPP 55 – Remediation of Land	Yes	To Council's knowledge there have been no contaminating land uses or activities on the subject site.
SEPP 64 – Advertising and Signage	Yes	Relevant at Development Application stage.
SEPP 65 – Design Quality of Residential Apartment Development	Yes	The applicant has provided a development concept design to demonstrate that building separation, solar access and other considerations are capable of complying with the SEPP and the accompanying Apartment Design Guide. Further assessment of these guidelines will occur during detailed design/future development application stages.
SEPP 70 – Affordable Housing (Revised Scheme)	Yes	May be relevant at Development Application Stage.

SEPP Title	Applicable Yes/No	If Applicable - Consistency with Planning Proposal
SEPP (Aboriginal Land) 2019	No	-
SEPP (Activation Precincts) 2020	No	-
SEPP (Affordable Rental Housing) 2009	No	May be relevant at Development Application stage
SEPP (Building Sustainability Index: BASIX) 2004	Yes	The applicant has stated that the development will be designed to meet BASIX standards/requirements.
SEPP (Coastal Management) 2018	No	-
SEPP (Concurrence and Consents) 2018	No	-
SEPP (Educational Establishments and Child Care Facilities) 2017	No	-
SEPP (Exempt and Complying Development Codes) 2008	Yes	The SEPP will be relevant at development application stage
SEPP (Housing for Seniors or People with a Disability) 2004	No	-
SEPP (Infrastructure) 2007	No	-
SEPP (Koala Habitat Protection) 2020	No	-
SEPP (Koala Habitat Protection) 2021	No	-
SEPP (Major Infrastructure Corridors) 2020	No	-
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	No	-
SEPP (Primary Production and Rural Development) 2019	No	-
SEPP (State and Regional Development) 2011	No	-
SEPP (State Significant Precincts) 2005	No	-
SEPP (Sydney Drinking Water Catchment) 2011	No	-
SEPP (Sydney Region Growth Centres) 2006	No	-
SEPP (Urban Renewal) 2010	No	-
SEPP (Vegetation in Non-Rural Areas) 2017	No	-

SEPP Title	Applicable Yes/No	If Applicable - Consistency with Planning Proposal
SEPP (Western Sydney Aerotropolis) 2020	No	-
SEPP (Western Sydney Employment Area) 2009	No	-
SEPP (Western Sydney Parklands) 2009	No	-
SREP No. 9 (Extractive Industry) (No 2 – 1995)	No	-
SREP No. 20 (Hawkesbury-Nepean River) (No 2 – 1997)	No	-
GMREP No. 2 Georges River Catchment	Yes	Relevant at Development Application Stage

Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The relevant 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	Comply
1. Employment and Resources			
1.1 Business and Industrial Zones	<ul style="list-style-type: none"> Encourage employment growth in suitable locations Protect employment land in business and industrial zones Support the viability of identified strategic centres. 	<p>The Planning Proposal does not propose a change to the existing Business Zoning but it would enable viable redevelopment and an opportunity to reinvigorate the shopping area on the east side of Cabramatta as a destination.</p> <p>The applicant has identified the creation of an additional 369 retail/commercial jobs as a result of the proposed redevelopment of the precinct. There will also be numerous employment opportunities generated during the construction phase of the development.</p>	Yes
1.2 Rural Zones	<ul style="list-style-type: none"> Protect agricultural production value of rural 	Not Applicable	-

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
	land.		
1.3 Mining, Petroleum Production and Extractive Industries	<ul style="list-style-type: none"> Ensure future extraction of State and regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development. 	Not Applicable	-
1.5 Rural Lands	<ul style="list-style-type: none"> Protect agricultural production value of rural land and facilitate orderly and economic development of rural lands and related purposes. 	Not Applicable	-
2. Environment and Heritage			
2.1 Environment Protection Zones	<ul style="list-style-type: none"> Protect and conserve environmentally sensitive areas. 	Not Applicable	-
2.2 Coastal Protection	<ul style="list-style-type: none"> Implement the principles in the NSW Coastal Policy. 	Not Applicable	-
2.3 Heritage Conservation	<ul style="list-style-type: none"> Conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. 	Not Applicable	-
2.4 Recreation Vehicle Areas	<ul style="list-style-type: none"> Protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles. 	Not Applicable	-
1. Housing, Infrastructure and Urban Development			
3.1 Residential Zones	<ul style="list-style-type: none"> Encourage a variety and 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 and services Minimise the impact of residential development on the environment and resource lands. 	<p>This Direction also applies to any other zone in which significant residential development is permitted or proposed to be permitted. Given the scale of residential density proposed, the Direction is relevant. In particular the proposal seeks to :</p> <ul style="list-style-type: none"> provide residential development to satisfy existing and future housing needs and broaden the choice of building types and locations available in the housing market; 	Yes

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
		<ul style="list-style-type: none"> utilise the sites strategic location and make efficient use of existing and proposed infrastructure and services; and contribute to meeting Council's allocated dwelling target and reduce the consumption of land for housing and associated urban development. 	
3.2 Caravan Parks and Manufactured Home Estates	<ul style="list-style-type: none"> Provide for a variety of housing types Provide opportunities for caravan parks and manufactured home estates. 	Not Applicable	-
3.3 Home Occupations	<ul style="list-style-type: none"> Encourage the carrying out of low-impact small businesses in dwelling houses. 	Not Applicable	-
3.4 Integrating Land Use and Transport	<ul style="list-style-type: none"> 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 	<p>The Planning Proposal is consistent with the objectives of this Direction in particular:</p> <ul style="list-style-type: none"> improving access to housing, jobs and services by walking, cycling and public transport, and reducing travel demand including the number of trips generated by development and the distances travelled, especially by car. 	Yes
3.5 Development Near Regulated Airports and Defence Airfields	<ul style="list-style-type: none"> Ensure effective and safe operation of regulated airports and defence airfields Ensure airport operation is not compromised by development Ensure development if situated on noise sensitive land, incorporates noise mitigation measures. 	The applicant has consulted with Bankstown Airport who have indicated that	-
3.6 Shooting Ranges	<ul style="list-style-type: none"> Maintain appropriate levels of public safety and amenity 	Not Applicable	-

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
	<p>when rezoning land adjacent to an existing shooting range,</p> <ul style="list-style-type: none"> 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. 		
4. Hazard and Risk			
4.1 Acid Sulphate Soils	<ul style="list-style-type: none"> Avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils. 	Not Applicable	-
4.2 Mine Subsidence and Unstable Land	<ul style="list-style-type: none"> Prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence. 	Not Applicable	-
4.3 Flood Prone Land	<ul style="list-style-type: none"> Ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the <i>Floodplain Development Manual 2005</i>. Ensure that the provisions of an LEP on flood prone land are commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land. 	<p>Preliminary flood information available to Council shows that the proposed precinct may be affected by Overland Flooding. Any future proposal must address flooding and stormwater constraints likely to occur as a result of the development at DA stage.</p>	Yes
4.4 Planning for Bushfire Protection	<ul style="list-style-type: none"> Protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas. Encourage sound management of bush fire prone areas. 	Not Applicable	-
5. Regional Planning			
5.1	<ul style="list-style-type: none"> To give legal effect to the 	Not Applicable	-

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
Implementation of Regional Strategies	vision, land use strategy, policies, outcomes and actions contained in regional strategies.		
5.8 Second Sydney Airport – Badgerys Creek	<ul style="list-style-type: none"> To avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek 	Not Applicable	-
6. Local Plan Making			
6.1 Approval and Referral Requirements	<ul style="list-style-type: none"> Ensure LEP provisions encourage the efficient and appropriate assessment of development 	Applicable	Yes
6.2 Reserving Land for Public Purposes	<ul style="list-style-type: none"> 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. 	Not Applicable	-
6.3 Site Specific Provisions	<ul style="list-style-type: none"> Discourage unnecessarily restrictive site specific planning controls 	The Planning Proposal does not impose additional development standards than those already applying under the Fairfield LEP 2013.	Yes
7. Metropolitan Planning			
7.1 Implementation of a Plan for Growing Sydney	<ul style="list-style-type: none"> Planning proposal is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036. 	<p>A Plan for Growing Sydney has been superseded by the recently released Greater Sydney Region Plan – A Metropolis of Three Cities. The Planning Proposal is consistent with a number of the Objectives within the Greater Sydney Region Plan including:</p> <ul style="list-style-type: none"> Optimising efficient use of infrastructure; Utilising services and infrastructure to meet the communities changing needs; Promoting greater housing supply; Creating great 	Yes

ATTACHMENT A

Item: 97

Planning Proposal - Cabramatta Town Centre East - Resubmitted

Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
		places that bring people together; <ul style="list-style-type: none">• Integrating land use and transport; and• Stronger economic development and activities in strategic centres.	

Section C – Environmental, social and economic impact

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

There are no critical habitats, or threatened species populations or ecological communities, or their habitats on the site of the planning proposal.

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

There are no other environmental effects applicable to the lands that have not already been canvassed in this planning proposal. In particular, the planning proposal has considered the following:

- Location of the site immediately opposite Cabramatta Station giving potential to pursue a transit oriented development and a new overhead pedestrian connection to the station.
- The potential to provide a destination on the east side of Cabramatta incorporating a market place with shops and restaurants. The new shopping area would not exceed the existing maximum retail already permissible on the site.
- The site is capable of incorporating mid-block connections giving greater permeability between the rear car park area and station and between Fisher Street and Cabramatta Road East.
- A built form consistent with the urban structure being delivered around other railway stations and light rails stops in various parts of Sydney. This built form maximises the density outcomes closest to the public transport and place marks the station with high tower elements transitioning downward in height as distance increases from the station thereby maximising solar access and views, and minimises shadow on residential developments.
- Capitalises on the high level of open space, social and community infrastructure provided close to the site.
- Considers the aircraft limitations associated with Bankstown Airport.

Environmental impacts will however become relevant at the time of future redevelopment of the site and will include (but are not limited to) construction noise, air and water quality impacts and associated traffic impact, flooding impacts, overshadowing impacts, stormwater and waste management. All these matters can be effectively managed under a detailed and diligent assessment and approval regime for future development.

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

The economic effects of not progressing with the proposal will mean that this part of the Cabramatta Town Centre which is well serviced by transport and other infrastructure, continues to deteriorate and existing facilities and infrastructure become underutilised.

Redevelopment is proposed to reinvigorate the eastern part of Cabramatta Town Centre and enable people to reside, work and recreate in an area which benefits from good urban infrastructure and transport accessibility. The benefits of high density living close to public transport are well documented because it facilitates fewer cars on roads and a better sustainability footprint. The improved connectivity between both sides of the Town Centre over the railway station via the new pedestrian bridge will enable improved access to the services on the east side of Cabramatta and a more cohesive centre.

The planning proposal seeks to facilitate the staged future redevelopment of the property. This will significantly increase housing stock in the area and create a unique sense of place that aims to reflect shared community values and culture. New residential apartment development, retail shops and a public market place will aim to create a destination on the east side of Cabramatta that attracts residents, workers, visitors, enterprise and investment.

Section D – State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

There is the full range of urban services already available to the land including water, sewer, electricity, communications and gas.

The site is also located to maximise the benefits of transit oriented development from proximity to the station and includes a new pedestrian overhead bridge to link the site directly to the station concourse. There are 2 primary schools and high school in close proximity to the site.

The planning proposal has considered the impact of the redevelopment of the site and other sites in the area to ensure that the key intersections and road network has capacity to support that change. The Traffic and Transport Assessment identifies a package of relatively minor intersection works to accommodate not only the traffic generated from the planning proposal site but also from other up-zonings in the area.

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

(The Gateway Determination will determine public authority consultation required. Insert this information after Gateway Determination. Further information will be added to this section after receipt of the Gateway Determination from NSW DP&E)

The applicant has however undertaken preliminary consultation with Bankstown Airport who subsequently recommended review of the proposal by Air Services Australia. Air Services Australia has advised via email that at a maximum height of 66m, the proposal will not affect sector or circling altitude, nor any instrument approach or departure procedure at Bankstown Airport nor the performance of any Airservices Precision/Non-Precision Nav Aids, Anemometers, HF/VHF/UHF Comms, A-SMGCS, Radar, PRM, ADS-B, WAM or Satellite/Links.

Further information to be added following Gateway Determination.

Part 4 – Maps

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

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

- Amend the Fairfield LEP 2013 Height of Buildings Map (Sheet 17) to provide for a maximum height of buildings as follows:
 - Stage A - from an existing maximum building height of 14m to permit a maximum building height of 59 metres;
 - Stage B - from an existing maximum building height of 14m to permit a maximum building height of 66 metres;
 - Stage C – from an existing maximum building height of 14m to permit a maximum building height of 57m; and
 - Stage D – from an existing maximum building height of 14m to permit a maximum building height of 48m.
- Amend the Fairfield LEP 2013 Floor Space Ratio Map (Sheet 17) to provide for a maximum floor space ratio as follows:
 - Stage A - from an existing maximum FSR of 2:1 to permit a maximum FSR of 3.85:1;
 - Stage B - from an existing maximum FSR of 2:1 to permit a maximum FSR of 6.45:1;
 - Stage C – from an existing maximum FSR of 2:1 to permit a maximum FSR of 6.1:1; and
 - Stage D – from an existing maximum FSR of 2:1 to permit a maximum FSR of 4:1.
- Amend the Fairfield LEP 2013 Minimum Site Area Town Centre Precinct Map (Sheet 17) to identify the site as “Cabramatta – Area E” and apply varying minimum site areas across the site as follows:
 - Stage A – Minimum site area of 2,700m² (eastern half) and 1,800m² (western half);
 - Stage B – Minimum site area of 2,700m²;
 - Stage C – Minimum site area of 1,300m²; and
 - Stage D – Minimum site area of 2,200m².

Appendix A.2 contains maps of existing and proposed development standards applying to this Planning Proposal.

- Current and proposed Floor Space Ratio Map Sheet 17
- Current and proposed Height of Buildings Map Sheet 17
- Current and proposed Town Centre Precinct – Minimum Site Area Map Sheet 17

Part 5 - Community Consultation

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

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

Further information regarding the public exhibition process will be provided following Gateway Determination.

The Gateway Determination will determine consultation required. Insert this information after Gateway Determination

Part 6 – Project Timeline

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

No.	Step	Process content	Timeframe
1	s.56 – request for Gateway Determination	<ul style="list-style-type: none"> Prepare and submit Planning Proposal to DP&E 	November 2021
2	Gateway Determination	<ul style="list-style-type: none"> Assessment by DP&E (including Panel) Advice to Council 	December 2021
3	Completion of required technical information and report (if required) back to Council	<ul style="list-style-type: none"> Prepare draft controls for Planning Proposal Update report on Gateway requirements 	December 2021
4	Public consultation for Planning Proposal	<ul style="list-style-type: none"> In accordance with Council resolution and conditions of the Gateway Determination. 	February 2021
5	Government Agency consultation	<ul style="list-style-type: none"> Notification letters to Government Agencies as required by Gateway Determination 	December 2018
6	Public Hearing (if required) following public consultation for Planning Proposal	<ul style="list-style-type: none"> Under the Gateway Determination issued by DP&E public hearing is not required. 	
7	Consideration of submission	<ul style="list-style-type: none"> Assessment and consideration of submissions 	1 month
8	Report to Council on submissions to public exhibition and public hearing	<ul style="list-style-type: none"> Includes assessment and preparation of report to Council 	1 month: March 2022
9	Possible re-exhibition	<ul style="list-style-type: none"> Covering possible changes to draft Planning Proposal in light of community consultation 	
10	Report back to Council	<ul style="list-style-type: none"> Includes assessment and preparation of report to Council 	1 month April 2022
11	Referral to PCO and notify DP&E	<ul style="list-style-type: none"> Draft Planning Proposal assessed by PCO, legal instrument finalised Copy of the draft Planning Proposal forwarded to 	1 month May 2022

ATTACHMENT A

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Planning Proposal - Cabramatta Town Centre East - Resubmitted

		DP&E.	
12	Plan is made	<ul style="list-style-type: none">Notified on Legislation web site	June 2022
Estimated Time Frame			12 months

Cabramatta Town Centre Development Control Plan No. 5/2000

Amendment No. 4
November 2019



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- 1.2 Where does this Plan apply?
- 1.3 How does this Plan affect other Plans?
- 1.4 How do you use this Plan?
- 1.5 What do the words in the Plan mean?

Part B Development and activity in the Cabramatta Town Centre and Precincts

Cabramatta Town Centre

- 2.1 The vision for the Cabramatta Town Centre
- 2.2 The General objectives for the Cabramatta Town Centre
- 2.3 The general character statement for the Cabramatta Town Centre
- 2.4 Development standards and permissible uses in the Cabramatta Town Centre
- 2.4.1 Finding out whether a proposal is permitted

Precincts

- 2.5 The precincts in the Cabramatta Town Centre

Development and Activity

- 2.6 General development and design guidelines
- 2.7 Residential design guidelines
- 2.8 Landscaping principles
- 2.9 Guidelines for activity in the Cabramatta Town Centre
 - 2.9.1 Business use of footpaths and public places
 - 2.9.2 Outdoor Dining
 - 2.9.3 Getting approval to use the footpath /public space
- 2.10 General considerations for development and activity in the Cabramatta Town Centre

Part C Preparing development proposals

- 3.1 How to get quality development approved
- 3.2 Preparing your development proposal
- 3.3 Site analysis
- 3.4 Preparing site plans and drawings
- 3.5 What you also need to consider
- 3.6 Development application fees and charges
- 3.7 After you have lodged your development application
- 3.8 After you have received your development approval

Schedule A

Diagrammatic examples and elevations of awning types and design.

Cabramatta Town Centre DCP 5/2000
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Introduction

1.1 What is the purpose of this Plan?

The purpose of this Plan, known as the Cabramatta Town Centre Development Control Plan No.5/2000 is to provide guidelines and controls for development and activity in the Cabramatta Town Centre.

This Plan aims to:

- Implement the aims and objectives of Fairfield Local Environment Plan 2013.
- Provide guidelines for development in the Cabramatta Town Centre, and to realise the desired character for the Town Centre.
- Implement the findings of studies relating to the Town Centre, particularly outcomes of the public consultation undertaken during preparation of this Plan.
- Assist in making the assessment process faster and to provide consistent advice to prospective developers.

Part A

About this Plan

Cabramatta Town Centre DCP 5/2000
Amendment No.4

- Ensure that developments are located and designed to maximise or improve the urban amenity of the surrounding area.
- Ensure access and mobility facilities in developments and public places which may include consideration for public toilets, shelters, seats, paving, ramps, entrances and signage.

This Plan consists of this written document and the accompanying maps.

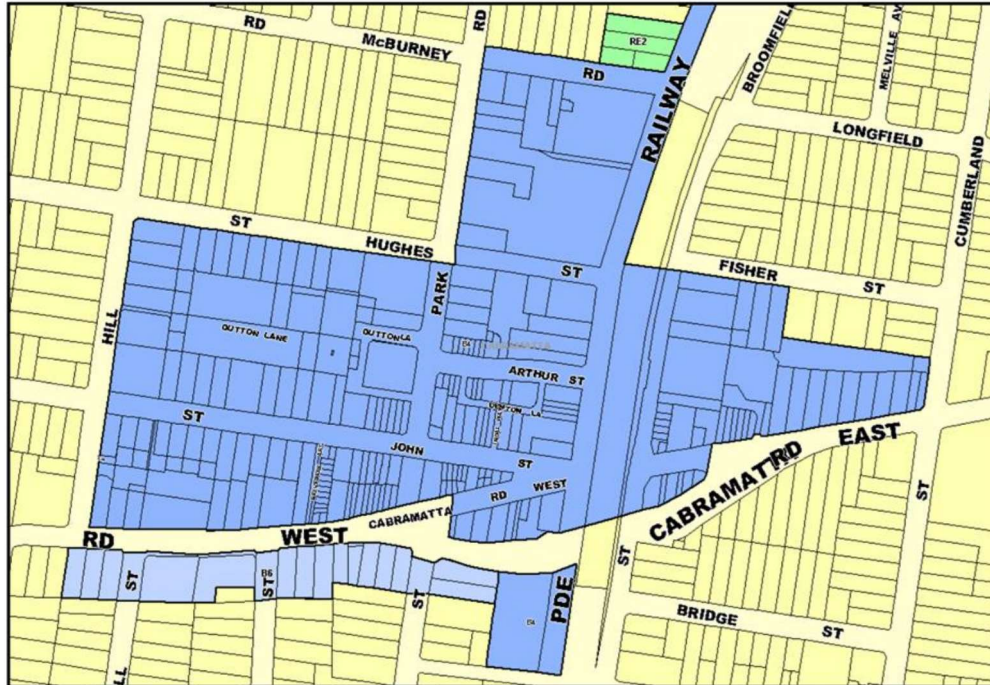
• Where does this Plan apply?

This plan applies to all land shown in Map 1 as the "Cabramatta Town Centre" and which is zoned:

- Mixed Use B4;
- Private Recreation RE2; and
- Enterprise Corridor B6, under Fairfield's Local Environmental Plan 2013 .

More information about the type of development and activity permitted in the above land use zones is found in Fairfield's Local Environmental Plan 2013.



Cabramatta Town Centre DCP 5/2000
Amendment No.4Map No. 1
Cabramatta Town CentreCABRAMATTA TOWN CENTRE
WHERE DCP 5/2000 APPLIES

Cabramatta Town Centre DCP 5/2000
Amendment No.4

1.3 How does this Plan affect other plans?

This Plan must be read with Fairfield Local Environmental Plan 2013 (LEP).

The LEP clearly sets out the zones where particular forms of development are permitted in the Cabramatta Town Centre and takes precedent over this Plan.

This Plan provides detailed guidelines for development in the Cabramatta Town Centre and should also be read with the following:

State and Federal Acts

- Environmental Planning and Assessment Act, 1979 - Section 4.15
- The Disability Discrimination Act, 1992

Statutory and Strategic Plans

- The Fairfield City Plan 2016-2026 Community Strategic Plan
- Cabramatta Town Centre Urban Design Study 2021
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

Development Control Plans (DCPs)/Codes

- The Building Code of Australia (BCA)
- Fairfield City Wide DCP 2013
- Cabramatta Public Domain Plan

Development Contributions Plans

- Direct (Section 7.11) Development Contributions Plan 2011
- Indirect (Section 7.12) Development Contributions Plan 2011

Guidelines and policies

- Policy for Outdoor Dining on Council Owned Footpaths

- Policy for the Display of Goods on Council Owned Footpaths

Note: The above is not a comprehensive list of all Acts, plans, guidelines and policies that may apply for all development types or scenarios but rather a reference to those more commonly used. The applicant/developer should seek to make their own investigations and/or speak with Council's Duty Town Planner to discuss relevant documents required to be considered based on the proposed development.

In the event of inconsistencies with this Plan and any other Council Development Control Plans, the provisions of this Plan will prevail. However, should there be any inconsistencies with this Plan and any Environmental Planning Instrument (EPI), the provisions of the relevant EPI will prevail.

1.4 How do you use this Plan?

Part B of this Plan contains information about the:

- Vision, general objectives and general character statements for the Cabramatta Town Centre
- Development Standards and permissible uses in the Cabramatta Town Centre
- The seven development and activity precincts in the Cabramatta Town Centre.

Precincts

Each precinct details its own objectives, development incentives, performance criteria and development controls within Part B.

- **Objectives and Desired Character Statements** are provided to clearly state what Council seeks to achieve for development of the urban environment in the Cabramatta Town Centre.

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- **Development Incentives** are provided in some precincts to encourage certain types of development or activity in the Town Centre.
- **Performance Criteria** are outcomes that should be met if controls are not strictly observed. Performance criteria will generally be met if the objectives and desired character are achieved in a development proposal.
- **Development Controls** are prescriptive means of achieving the desired objectives and character.

Development complying with the controls, such as the floor space ratios, will not always be considered to meet the objectives and desired character statements.

Part B also contains information about:

- General development and design guidelines
- Residential design guidelines
- Landscaping principles
- Guidelines for activity in the Cabramatta Town Centre - use of footpaths and public spaces
- General considerations for development and activity
- Infrastructure and site servicing requirements

Part C of this Plan contains information about how to prepare a development proposal.

1.5 What do the words in this Plan mean?

Definitions

Access

Means an ability to travel from one point to another in a continuous and independent manner, following a reasonable route.

Business Premises

See Fairfield LEP 2013.

Business purposes

Means activities carried out in a public place such as the sale or display of goods or services, placement of tables and/or chairs for commercial eating/socialising purposes, placement of telephones and information and promotional displays or any other purpose likely to yield income.

Cabramatta Town Centre

Refers to the area that is zoned B4 Mixed Use, RE2 Private Recreation, and B6 Enterprise Corridor, under Fairfield Local Environmental Plan 2013, as identified in Map No. 1 - Cabramatta Town Centre.

DCP

Means Development Control Plan.

DCP Map

Means the maps identified in this Plan, Cabramatta Town Centre - Development Control Plan No. 5/2000.

Floor space ratio

See Fairfield LEP 2013.

Footpaths and public places

Means any area such as a footpath, town square, plaza, park or other space owned, operated or managed by Council and used for pedestrian movement or recreation by the community. It also includes the airspace above this area. It does not include roadways or other thoroughfares intended predominantly for vehicular traffic or privately owned arcades or plazas.

Gross floor area

See Fairfield LEP 2013.

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Gross leasable floor area

Means the total floor area contained within the outer faces of the external walls of a building excluding stairs, lifts, public foyers, public toilets, plant rooms, loading areas and car parking areas.

Ground level

Means the level of the site as if no development has taken place.

Heritage item

See Fairfield LEP 2013.

Heritage significance

See Fairfield LEP 2013.

Kerb

Means a side barrier to a trafficable surface.

Kerb ramp

Means an inclined accessway with a length not greater than 1520mm and a gradient not steeper than 1 in 8, located within a kerb.

LEP

Means Local Environmental Plan which is the principle environmental planning instrument for town planning in a local government area.

Offensive material

Means with respect to footpath or other public space trading means pornographic products, alcoholic drinks or any other item or service that is illegal or likely to prove distasteful to the community if displayed in a public place rather than a private property.

Open forum retailing

Means a single development providing normal retail activity and operating in a substantial well-designed structure not more than two storeys in height.

Public space

Means an area of land or floorspace other than a pedestrian accessway which is accessible to the public (at least during the business hours of the premises) and includes features such as plazas, seating areas, courtyards, landscaping and the like which in the opinion of Council provides a material public benefit and enhances public amenity.

Ramp

Means an inclined accessway with a gradient steeper than 1 in 20 but not steeper than 1 in 14.

Section 7.11 - Developer Contributions

Means a contribution levied for the provision of car parking/traffic management facilities in the Cabramatta Town Centre because of increased demand generated by additional development.

Shop

See Fairfield LEP 2013.

Splay Corner

Means a triangular section at the corner where two streets meet, which is dedicated as public road and remains free of any structure.

Vehicular access denied

Means that vehicular access across the footpath in the area designated 'vehicular access denied' on the precinct maps, is not permitted. Access denied requirements do not prevent kerbside parking where such parking is permitted, nor do they imply road closures.

Cabramatta Town Centre DCP 5/2000
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Cabramatta Town Centre

2.1 The vision for the Cabramatta Town Centre

This Plan seeks to encourage development of a prosperous and unique Cabramatta Town Centre.

Cabramatta strives to be recognised as a unique centre of excellence, which:

- promotes a diverse image incorporating retail, tourism and cultural experiences;
- is based upon a foundation of small-medium predominantly family based businesses encompassing fresh foods, dining, fabrics, fashion, and cultural items;
- has businesses promoting the cultural diversity of the community; and
- has entertainment and recreational opportunities.

The uniqueness of Cabramatta should be promoted and celebrated by distinctive quality architecture and the important, but intangible, aspect of the Cabramatta experience.

These include the day-to-day food aromas, colourful lighting, vibrant signage, strong colours and decoration.

Part B

Development and activity in the Cabramatta Town Centre and Precincts

Cabramatta Town Centre DCP 5/2000
Amendment No.4

However, it also includes the experience created by the multiple language and cultural diversity and the high concentration of pedestrian usage.

This Plan provides extensive pedestrian links throughout the Town Centre. Some of these links are located across public land, however many are located as private arcades, and internal access through private property, and they shall be retained.

The existing multi-deck car park has the potential for a vehicular bridge connection to the existing inaccessible car park. The provision of this bridge is encouraged. Pedestrian linkages above ground level are supported where the location meets the vision and objectives of this Plan.

The following general objectives and the specific objectives for each precinct support these objectives and vision statements.

2.2 The general objectives for the Cabramatta Town Centre

- An attractive, safe, well-lit, colourful, vibrant and multicultural environment.
- A unique business centre servicing the retailing, commercial, cultural, health, social, community and entertainment needs/facilities of the community.



- A thriving and viable centre for business, tourists and residents.
- A Town Centre with safe, effective and convenient systems for servicing, parking, pedestrian, vehicular access/movement and public transport.
- A Town Centre compatible with land-uses and development adjoining the Town Centre boundaries.

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2.3 The General Character Statement for the Cabramatta Town Centre

Cabramatta Town Centre has developed substantially over the past twenty years to become a place of great diversity. It is a significant centre for Asian culture and provides a unique mix of living and built experiences for those living and visiting Cabramatta.



The local community welcomes visitors to share the experience and culture as the local community goes about the day to day activities of life in Cabramatta, while retaining many of the features of traditional street based retailing and business activity.

The changes in Cabramatta over recent years are generally more noticeable in the mix of population, the different business types and the range of excellent cuisine and Asian specific products.

Small business and family based traditional retailing has built Cabramatta's success. The unique and diverse atmosphere of Cabramatta is to be found in the style of business being conducted. Large-scale buildings using

shopping mall development are not found here.

Cabramatta survives and thrives as a bustling, congested suburb, where people seek out the variety offered by many small businesses competing to provide quality goods and services at a competitive price.

The Cabramatta Town Centre provides a meeting place for many sections of the community where access is supported by a network of pedestrian ways linked to public transport and car parking. Cabramatta Town Centre is the focal point at which the many communities celebrate both the past and future.



The vibrancy of Cabramatta is most evident during the day, however more activity is required of a night to provide entertainment for both locals and visitors.

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Future development of Cabramatta should be in harmony with the existing structure of the built environment, the business style and culture of the community, past and present. There is a strong community desire to remember the past while moving to the future.

The precincts in this Plan have been designed to maintain the best of the past, while encouraging future change, in a sympathetic way.

Development needs to be designed to complement the current balance of business mix and to enhance opportunities for the community of Cabramatta to share its spirit with visitors. Small to medium scale development complementing existing opportunities will be the key to the continuing uniqueness of Cabramatta.

Activities that will be given strong support include appropriate entertainment, open forum retail style, street related business, additional lighting and cultural experiences while promoting pedestrian movement.



Car parking and linking the western side of Cabramatta to the eastern side remains the greatest challenges. Opportunities are provided for both of these challenges to be met within the Plan.



Additional quality open space must also be provided within the future development of Cabramatta as within this tight urban area there is a need to accommodate celebrations such as, the Lunar New Year and the Moon Festival.

Development that can capture the spirit of special events will be essential if Cabramatta is to grow without losing its existing unique character.

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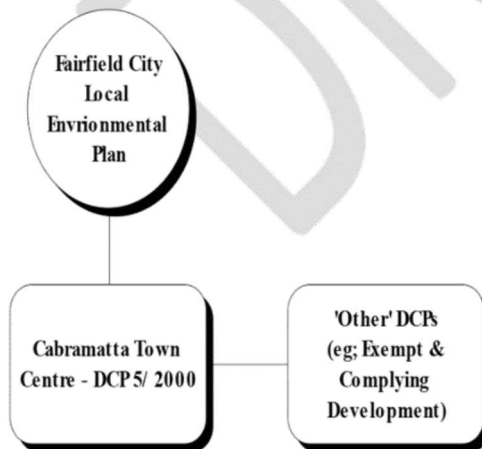
2.4 Development standards and permissible uses in the Cabramatta Town Centre

How do these operate?

Specific information on the Objectives for each of the zones is contained within the **Fairfield Local Environmental Plan (LEP) 2013**. It is particularly important to determine what uses are permitted, prohibited, and allowed without consent within each zone.

The principal development standards and lists of permissible uses in the Town Centre are set out in the following two main documents;

- 1) The Fairfield Local Environmental Plan (LEP) 2013, and
- 2) The Cabramatta Town Centre Development Control Plan (DCP)



What is in the Fairfield Local Environmental Plan (LEP)?

This contains the main statutory controls and identifies the different land use zones in the Cabramatta Town Centre. They are;

- 1) B4 Mixed Use zone
- 2) B6 Enterprise Corridor zone
- 3) RE2 Private Recreation zone

You need to refer specifically to the Fairfield LEP to find out;

- 1) Definitions for various land uses and concepts including shops, commercial premises and floor space ratio; and
- 2) Whether a particular land use is legally allowed in a zone.

The Cabramatta Town Centre Development Control Plan (DCP) covers the following:

- 1) Identifies the vision and objectives to guide development within each precinct, and outlines Council's decision making processes in the Town Centre;
- 2) Provides the finer detail in relation to development requirements in the Town Centre; including floor space and height allowances, and car parking and advertising requirements for each precinct; and
- 3) Includes definitions of land uses or activities not covered under Fairfield LEP.

Other Development Control Plans (DCPs) that apply to the Town Centre

Council's City Wide DCP 2013 (referred to in section 1.3 of this DCP), also applies to development not covered in this DCP.

You should refer directly to the City Wide DCP 2013 for further information or

Cabramatta Town Centre DCP 5/2000
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contact Council's Customer Service Centre on 9725 0222.

2.4.1 Finding out whether a proposal is permitted

The following steps outline how to find out whether your proposal is permitted.

1.0 Find out the zone your proposal is in, by either;

- 1) coming to Council's Administration Centre to check the zoning maps, or
- 2) by obtaining a Section 10.7 (planning) Certificate from Council.

2.0 You then need to determine whether your proposal is allowed in a zone by;

- 1) Referring to the Fairfield LEP to check which land use definition your proposal falls under, and whether this is allowed in the relevant zone.

If you have any doubts in relation to the above, contact **Council's Customer Service Centre on 9725 0222 and ask to speak to the Duty Planner.**

3.0 If your proposal is allowed, the next step is to submit a Development Application

The majority of proposals in the Town Centre will require submission of a development application to Council (unless it falls within the criteria set out in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

In submitting a development application it is important to gain professional advice and to consult with Council, particularly for 'larger scale' proposals.

Part C of this DCP - **Preparing development proposals**, provides detailed information on how to approach the development application process and covers the following range of issues;

- 1) How to get a quality development approved;
- 2) Preparing your development proposal;
- 3) Site analysis guidelines;
- 4) Preparing site plans and drawings;
- 5) What you also need to consider (e.g. Section 7.11 contributions);
- 6) Development application fees and charges;
- 7) After you have lodged your development application; and
- 8) **After you have received your development approval.**

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2.5 Precincts

2.5.1 Precincts in the Cabramatta Town Centre

Cabramatta Town Centre has seven precincts (See Map 2).

Precinct 1: Mainstreet Retail Area John Street



Precinct 2: Commercial and Larger Retail Dutton Lane Car Park



Precinct 3: Retail Area Park Road and Arthur Street Railway Line and Town Centre East



Precinct 4: Cabramatta Road East Railway Land, Cabramatta Road East and Council Car Parks



Precinct 4A: East Side Market Square and Station Interface Broomfield Street



Precinct 5: Bulky Goods and Services Town Centre South



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**Precinct 6: Civic and Support
Services**
Railway Parade

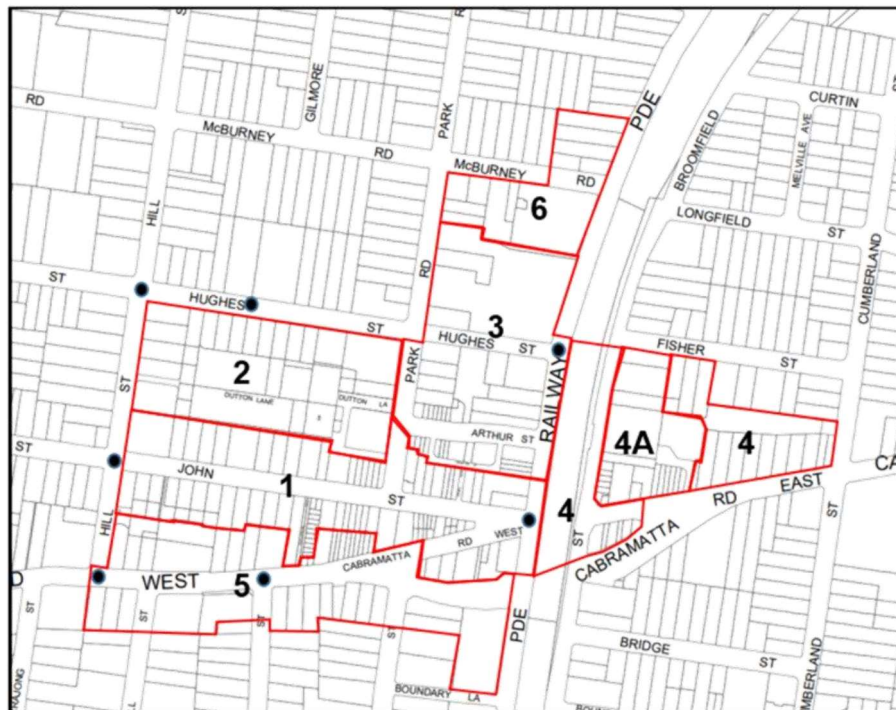


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Map 2

Cabramatta Town Centre

Precinct Map



Town Centre Precincts

- | | |
|--|---|
| 1. Main Street Retail Area – John Street | 4. Railway Line, Cabramatta Road East & Council Carpark |
| 2. Dutton Lane Car – Carpark, Commercial & Larger Retail | 4A. East Side Market Square and Station Interface |
| 3. Park Street & Arthur Street – Retail Area | 5. Town Centre South – Bulky Goods & Service |
| ● Proposed Traffic Signals | 6. Railway Parade – Civic and Support Services |

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Precinct 1

Mainstreet Retail Area and John Street



The precinct is essentially fully developed with little potential for increased floor area or the provision of car parking. The precinct is also characterised by small allotments and pedestrian-based retailing (see Map 3).

Objectives

Objectives for Precinct 1 are:

- Provide the traditional main pedestrian - orientated retail focus for the Town Centre;
- Encourage the development of commercial offices or shop top housing above ground level;
- Maintain the low scale building form and high quality pedestrian amenity of John Street, Freedom Plaza and Cook Square;
- Ensure that the siting and high quality bulk of buildings contribute to the existing and proposed streetscape character; and
- Ensure adequate safe, convenient and accessible car parking and provide adequate on-site loading and unloading facilities.

Desired Character

John Street is the main street of Cabramatta and, together with Freedom Plaza, Cook Square and the proposed Cabramatta Common, represents the historical and cultural heart of the Town Centre. These areas combine to provide a public space for large celebrations such as the Lunar New Year and Moon Festival and future night markets.

The low-rise development will continue to support the major pedestrian retail activity, which is linked to both on-street parking and multi deck parking facilities by wide footpaths and private arcades. This precinct should continue to be the centre for retail shopping, with particular uses encouraged that promote high pedestrian access including restaurants, fashion shops, and other speciality retail uses.

The streetscape provides a bright airy space highlighted by wide footpaths, which are not overshadowed by development. Ensure that footpaths are enhanced with shade features, landscaping and high quality paving.

Additional people living in the precinct will add to security and maintain an active and vibrant main street. The low-scale two to three storey development will provide opportunities for the development of residential accommodation at first or second floor levels which will ensure residents are close to transport, retail activity as well as have excellent views of the streetscape.

Along John Street a third storey may be permitted, if the overshadowing of any public space can be eliminated in order to encourage appropriate development, which will strengthen the vitality of the Town Centre.

Cabramatta Town Centre DCP 5/2000
Amendment No.4**Are there any development incentives in this precinct?**

Note: Further advice for applicants on car parking concessions can be obtained from the Cabramatta Place Manager, or Council's Development Planning staff.

Shop-top housing is encouraged in the Cabramatta Town Centre, particularly within Precinct 1.

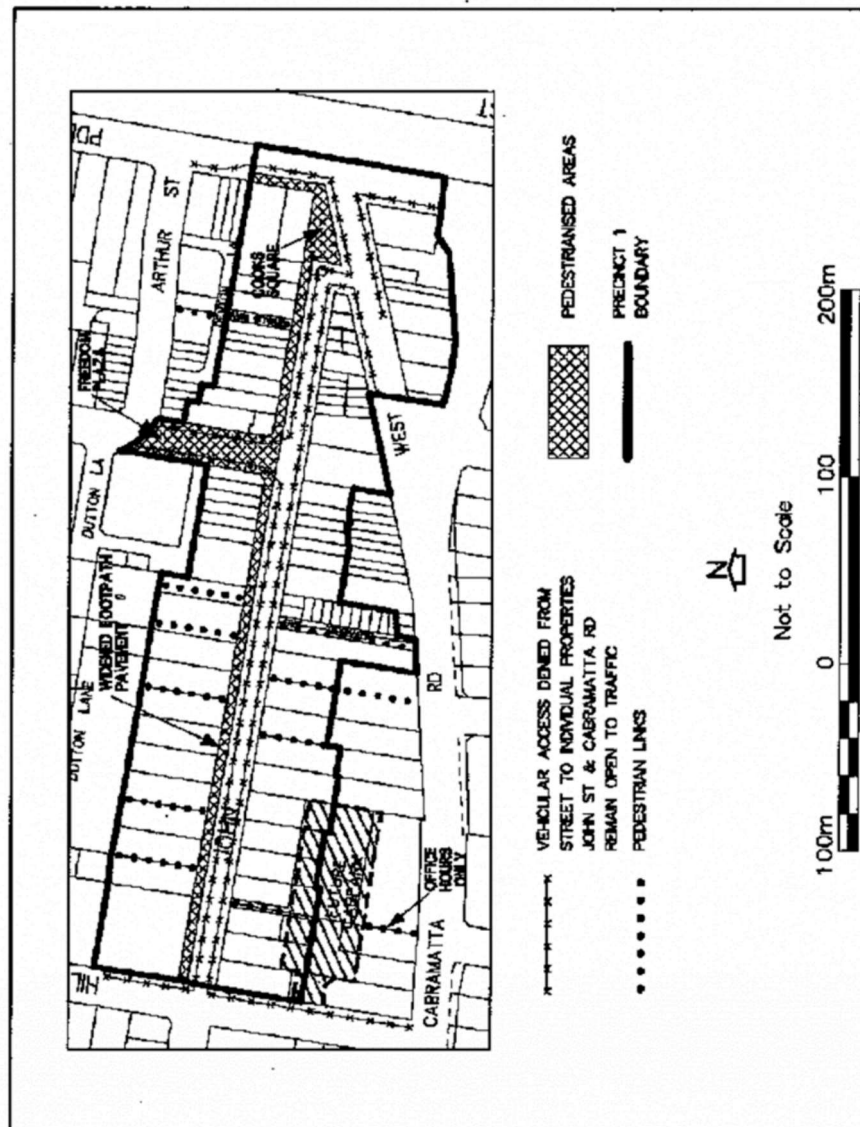
Height concessions apply in Precinct 1 along John Street for the provision of shop top housing as identified in Clause 4.3B of the Fairfield LEP 2013 (refer to Area 8.1-8.5), with an increase to a maximum height limit of three storeys if additional overshadowing over any public place can be eliminated.

A floor space bonus is available as per Clause 4.4C of the Fairfield LEP 2013 (refer to Area 8.1-8.5) where residential floor space is provided. This is detailed below:

Percentage of Residential Floor space in the building	Maximum total building floor space
No residential Floor space	1.5:1
Less than 10%	1.6:1
10% to 50%	1.7:1
At least 50%	2.0:1

Reduced parking standards apply for shop-top housing in the Town Centre, with car parking for dwellings provided in accordance with the following table:

Proposed dwelling floor space	Required Car parking
<75 square metres	0.50 car space per dwelling
75 square metres to 100 square metres	0.75 car space per dwelling
>100 square metres	1 car space per dwelling

Cabramatta Town Centre DCP 5/2000
Amendment No.4Precinct 1: Map of Mainstreet Retail Area
John Street
Map 3

Performance Criteria and development controls**A. Floor space ratio - Precinct 1**

Performance criteria	Development controls
<ul style="list-style-type: none"> Building bulk and scale to be appropriately related to site area and frontage and desired character for this precinct. 	<ul style="list-style-type: none"> A floor space ratio of 1.5:1 applies other than for the proposed central block car parking station. A floor space bonus applies for shop-top housing- see previous section "Are there any development incentives in this precinct?"

B. Height - Precinct 1

Performance criteria	Development controls
<ul style="list-style-type: none"> The height of a building should relate to the public street, be of a compatible scale with surrounding development and not cause additional overshadowing of pedestrian areas. Heights for new development should not exceed two storeys above ground level. A three-storey height limit along John Street may be considered if the above can be satisfied. 	<ul style="list-style-type: none"> The maximum height of a building shall be two storeys above existing ground level, nor exceed an overall height of 8.5 metres above existing ground level.

C. Car parking and access - Precinct 1

Performance criteria	Development controls
<ul style="list-style-type: none"> Access denied provisions indicated on the Precinct Map for Precinct 1 should be incorporated in any development however on street parking remains available. Access to car parking areas and servicing areas should utilise rear lanes. Vehicular conflicts with pedestrian traffic in John Street should be avoided. Car parking required for development should be provided by way of a Section 7.11 developer contribution rather than being provided on-site (other than for shop-top housing). Disabled persons access must be provided in developments. Splay Corners should be provided to improve traffic safety by increasing site distances for drivers at intersections. 	<ul style="list-style-type: none"> Access denied provisions indicated on the Precinct Map for Precinct 1 must be incorporated in any development however on street parking remains available. Direct vehicular access to or from John Street will not be permitted. Car parking requirements are as follows: <ul style="list-style-type: none"> Office and Business Use 1 space per 25 square metres of gross leasable ground floor area and 1 space per 40 square metre of gross leasable floor area above ground level. Retail, Restaurant, Cafes, Refreshment rooms 1 space per 25 square metres of gross leasable floor area. Note: Where contributions are paid for a centralised car park (in lieu of on-site parking) the above parking requirements may be reduced by 40%. See also Clause 3.5 Car Parking. No car parking (other than for shop-top housing) shall be permitted on-site. A Section 7.11 Contribution is to be paid where parking demand shall be assessed as follows and the relevant contribution per car space paid to Council. Development shall provide access for disabled persons, under the relevant Australian Standards and '2.6. - General development and design guidelines' in this Plan. Splay Corners are required for all corner lots at the intersection of public roads and shall be dedicated as public road. Splay corners will generally be 3 metres by 3 metres.

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D. Unloading /loading facilities - Precinct 1

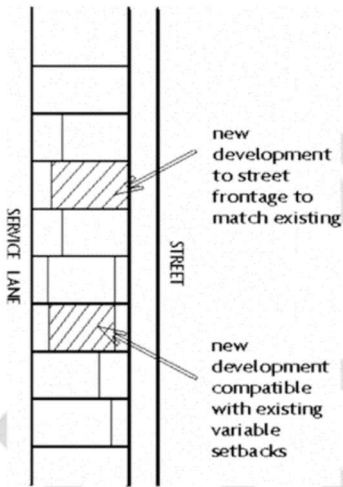
Performance criteria	Development controls
<ul style="list-style-type: none"> Uses requiring regular multiple daily deliveries such as fresh fish outlets, butcher shops, fresh chicken shops, fruit and vegetable shops or grocery outlets will not be permitted in premises fronting Cook Square. Deliveries to premises in Freedom Plaza will only be permitted before 9:30 am and after 3:30 pm Loading bays of sufficient size and number shall be provided on-site at the rear of the premises for use by trucks and delivery vehicles required to service the development. More than one loading bay for larger developments may be required. 	<ul style="list-style-type: none"> Uses requiring regular multiple daily deliveries such as fresh fish outlets, butcher shops, fresh chicken shops, fruit and vegetable shops or grocery outlets will not be permitted in premises fronting Cook Square. Deliveries to premises in Freedom Plaza will only be permitted before 9:30 am and after 3:30 pm. For development and change of use with greater loading bay requirements than previously, unloading/loading facilities will be provided according to the following 'Loading bay specifications' table:

Loading bay specifications

Type of use	Minimum bays needed	Size of bay
Butcher, Fruit Store, Furniture Store/ Showroom	1	3.5 x 11 metres
Department store	1	3.5 x 17 m
Office/Professional Suite	1 per 4000 sq m for first 20,000 sq m 1 space per 8,000 sq m thereafter (50% of spaces adequate for trucks).	Van space (3.0 x 6 m) & Rigid truck (3.5 x 11 m)
Pub/Licensed Club		
Restaurant with 100 seat capacity		
Supermarket (large e.g.: Coles)	1	3.5 x 11 m
Supermarket (medium 400 sq m)	1	3.0 x 6 m
Supermarket (small 200 sq m or less)	1	3.5 x 17 m
	1	3.5 x 11 m
	1	3.0 x 6 m

Note: Loading bays may be reduced in width to 3 metres and in length to 6 metres where the premises are to be serviced only by small vans and the like. This concession does not apply to premises with a floor space exceeding 200 square metres.

E. Setbacks - Precinct 1

Performance criteria	Development controls
<ul style="list-style-type: none"> • Existing streetscape should be maintained, or enhanced where the existing streetscape is characterised by development on the street boundary. • Where there is a variable building setback from the street boundary, the existing streetscape should be maintained, or enhanced. <p>Setback principles</p> 	<ul style="list-style-type: none"> • Where the existing buildings are immediately on the boundary of the street frontage, then a zero lot boundary applies. • Where there is a variable building setback from the street boundary, then a variable setback shall apply.

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F. Pedestrian movement - Precinct 1

Performance criteria	Development controls
<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 1 should be incorporated into developments. 	<ul style="list-style-type: none"> Pedestrian movement routes, where applicable and indicated on the Precinct Map for Precinct 1, are to be incorporated into development.

G. Advertising signs - Precinct 1

Performance criteria	Development controls
<ul style="list-style-type: none"> Advertising and signage should contribute to the character and amenity of the precinct and the Town Centre. Signs should be located to blend in with the form and design of the building facades. The size and design details of signs should complement the scale and architectural detail of the buildings to which they are attached. Signs should be designed to incorporate lighting and other characteristics that add to illumination levels, colour and vitality. Signs that add to the Cabramatta experience which: <ul style="list-style-type: none"> are above roadways or public places on tops of buildings incorporate movement and/or a flashing mechanism will be supported. 	<ul style="list-style-type: none"> Details of all advertising and signs shall comply with Chapter 8.1.3 of Council's City Wide DCP 2013. Signage is restricted to shop fronts, awnings and under awnings and must be integrated into the design of the building.

H. Building design - Precinct 1

Performance criteria	Development controls
<ul style="list-style-type: none"> • Building design should recognise and support the precinct objectives, desired character and be consistent with: <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • 2.7 - Residential design guidelines. In particular, the existing two storey traditional suburban "main street" building elevation is to be maintained to John Street. • External lighting shall be provided to buildings so that illumination levels enhance safety, encourage night trading and promote the use of footpaths as part of the retail trading space. Illumination by appropriate advertising will be supported. • Security measures shall be provided in developments creating right of ways, concealed loading/unloading, parking or service areas without open and direct view from the public street. • Disabled persons access must be provided in developments. 	<ul style="list-style-type: none"> • Building design shall comply with precinct objectives, standards and desired character with respect to scale, bulk, setback, height and streetscape and be consistent with: <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • 2.7 - Residential design guidelines. • Lighting shall provide external illumination levels of at least 75 lux when measured 900 mm above ground level at any point on the footpath or pedestrian movement routes and 40 lux in loading areas or car parking areas. • Security measures in development creating right of ways, concealed loading/unloading, parking or service areas without open and direct view of at least 90% of floor area from the public street shall be provided at the applicant's expense including maintenance costs with closed circuit television surveillance connected to Council's system. <p>Exception: Where Cabramatta Police and Council waive this requirement due to an alternative and appropriate surveillance system being provided.</p>

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Precinct 2 Commercial and larger retail area



Dutton Lane Car Park

This precinct is dominated by the Dutton Lane Car Park

- Encourage the development of new public open space to facilitate celebration of cultural diversity and temporary markets; and
- Ensure adequate safe, convenient and accessible car parking and provide adequate on-site loading and unloading facilities.

Desired character

Medium to larger scale commercial and retail activity is represented as the main focus of Precinct 2. Council generally does not favour 'big box' retail developments exceeding 2,500 square metres of floor space in this precinct of Cabramatta.

A quality open forum retail development up to 4000 square metres in total will be favourably considered in this precinct.

Objectives

Objectives for Precinct 2 are:

- Encourage medium scale and car based retail activities such as Variety Stores and Supermarkets up to 2,500 square metres floor space of a scale compatible with the central area of the Town Centre;
- Encourage the development of commercial offices of between three and five storeys in specific locations;
- Ensure that the siting and bulk of buildings contributes to the existing or proposed character of the precinct;



The above photo is of the 'Italian Forum' commercial and residential development in Leichhardt, and illustrates what a retail forum may look like.

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Open forum retail, as a single development, would provide:

- **normal retail activities** in substantial well designed structures, not more than two storeys in height
- **high quality architectural facades**
 - **shops clustered together** and separated by private arcade access
 - **quality** landscaping and outdoor street furniture and superior quality paving
 - **entertainment opportunities**, and
 - **modern security systems**.

It will not be low cost canvass structures but specifically designed quality premises where commercial rents are paid.

Small retail outlets in this precinct are the most common. The development must provide natural linkage to surrounding development and public spaces.



The Dutton Lane Precinct will provide a centrally located pedestrian common as the third significant piece of public open space west of the railway line and will link to Freedom Plaza, John Street and Cook Square.

The pedestrian common should include features to reinforce the cultural significance of the Cabramatta community.

Development will be encouraged to minimise the visual impact of the existing multi-deck car park and will utilise design features that provide attractive, vibrant and safe pedestrian amenity, movements and meeting places.

Pedestrian access through public and private lands will be given high priority.

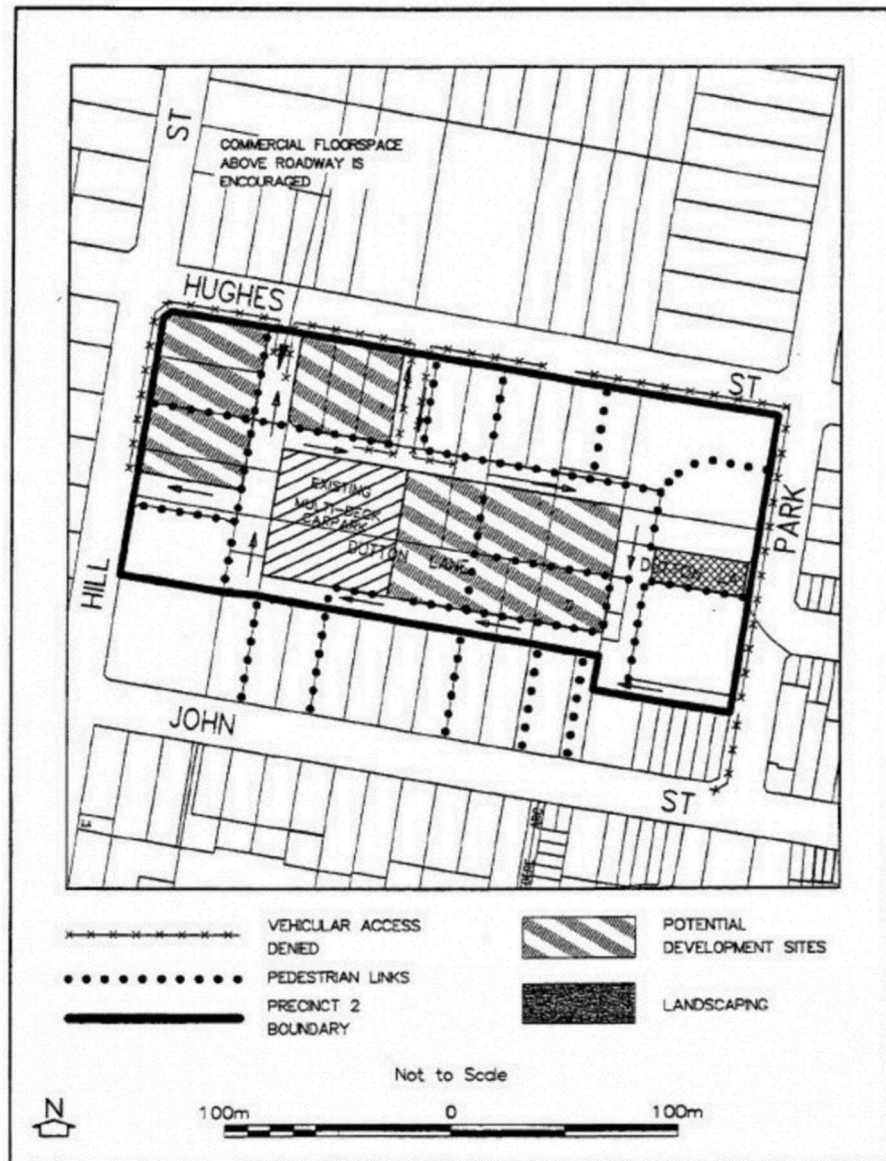
The development of temporary market activity is supported where the use supports existing development.

Are there any development incentives in this precinct?

No.

Cabramatta Town Centre DCP 5/2000
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Precinct 2: Map of Commercial and larger retail area Dutton Lane Car Park Map 4



Cabramatta Town Centre DCP 5/2000
Amendment No.4**Performance Criteria and Development Controls****A. Floor space ratio - Precinct 2**

Performance criteria	Development controls
<ul style="list-style-type: none"> • Building bulk and scale to be appropriately related to site area and frontage and desired character for this precinct. • An open forum retail development is recommended. 	<ul style="list-style-type: none"> • A floor space ratio of 2.0:1 applies, with a limit of 2.5:1 for land on the east side of the Council multi-deck carpark and bounded by Dutton Lane.

B. Height - Precinct 2

Performance criteria	Development controls
<ul style="list-style-type: none"> • The height of a building should relate to the public street, be of a compatible scale with surrounding development and not cause additional overshadowing of pedestrian/public areas between 9am and 3pm in winter months. • Buildings to the east of the multi deck car park should be erected to a height of four to five storeys to assist in screening the visual impacts of the existing structure. 	<ul style="list-style-type: none"> • The building must not significantly increase overshadowing of public areas between the hours of 9am to 3pm in the months June and July.

C. Car parking and access - Precinct 2

Performance criteria	Development controls
<ul style="list-style-type: none"> • Access denied provisions indicated on the Precinct Map for Precinct 2 must be incorporated in any development. • Section 11.7 Car Parking Contributions should be paid rather than parking being provided on-site. Access for public car parking shall be provided at the required rate. Any charge for public access will not be permitted. Underground parking shall be designed with security and safety as a high priority to encourage use. • Access to parking and servicing areas should utilise rear lanes and parking areas and should not be located at the street frontage. • Vehicular and loading facilities should not be located on the street frontage. Where it is necessary, this access should be well integrated into the streetscape. Garage doors shutters and grilles should blend with the appearance of the building. • Parking above ground level should relate to the scale, massing, proportions, materials and finishes and should be designed as an integral part of the main facade. • Disabled persons access must be provided in developments. 	<ul style="list-style-type: none"> • Access denied provisions indicated on the Precinct Map for Precinct 2 must be incorporated in any development. • Car parking requirements are as follows: <ul style="list-style-type: none"> - Office and Business Use 1 space per 25 square metres of gross leasable ground floor area and 1 space per 40m² of gross leasable floor space above ground level. - Retail, Restaurant, Cafes, Refreshment Rooms 1 space per 25 square metres of gross leasable floor area. <p>Note: Where contributions are paid for a centralised car park (in lieu of on-site parking) the above parking requirements may be reduced 40%. See also Clause 3.5 of the Plan.</p> • Not more than 30% of required car parking shall be permitted on site. A Section 11.7 Developer Contribution is to be paid for the parking not permitted on site. • Access to parking areas and servicing area shall utilise rear lanes and parking areas shall not be located at the street frontage. • Vehicular and loading facilities shall not be located on the street frontage. Where it is necessary for vehicular access to be from the street frontage this access shall be well integrated into the streetscape. <p>Development shall provide access for disabled persons, under the relevant Australian Standards and '2.6. - General development and design guidelines' in this Plan.</p>

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D. Unloading /loading facilities - Precinct 2

Performance criteria	Development controls
<ul style="list-style-type: none"> Loading bays of sufficient size and number shall be provided on site for use by trucks and delivery vehicles required to service the development. More than 1 loading bay for larger developments may be required. 	<ul style="list-style-type: none"> For development and change of use with greater loading bay requirements than previously, unloading/loading facilities will be provided according to the following 'Loading bay specifications' table:

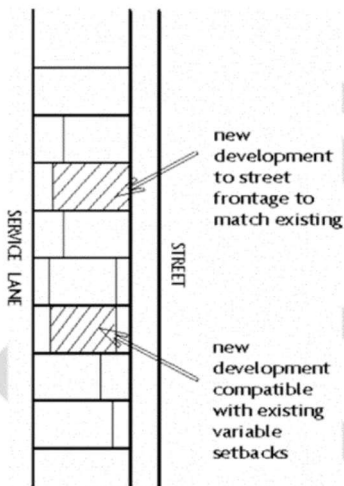
Loading bay specifications

Type of use	Minimum bays needed	Size of bay
Butcher, Fruit Store, Furniture Store/ Showroom	1	3.5 x 11 metres
Department store	1	3.5 x 17 m
Office/Professional Suite	1 per 4000 sq m for first 20,000 sq m 1 space per 8,000 sq m thereafter (50% of spaces adequate for trucks).	Van space (3.0 x 6 m) & Rigid truck (3.5 x 11 m)
Pub/Licensed Club		
Restaurant with 100 seat capacity	1	3.5 x 11 m
Supermarket (large e.g.: Coles)	1	3.0 x 6 m
Supermarket (medium 400 sq m)	1	3.5 x 17 m
Supermarket (small 200 sq m or less)	1	3.5 x 11 m
	1	3.0 x 6 m

Note: Loading bays may be reduced in width to 3 metres and in length to 6 metres where the premises are to be serviced only by small vans and the like. This concession does not apply to premises with a floor space exceeding 200 square metres.

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E. Setbacks - Precinct 2

Performance criteria	Development controls
<ul style="list-style-type: none"> Existing streetscape should be maintained, or enhanced where the existing streetscape is characterised by development on the street boundary. Where there is a variable building setback from the street boundary, the existing streetscape should be maintained, or enhanced. <p>Setback principles</p> 	<ul style="list-style-type: none"> Where the existing buildings are immediately on the boundary of the street frontage, then a zero lot boundary applies. Where there is a variable building setback from the street boundary, then a variable setback shall apply.

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F. Pedestrian movement - Precinct 2

Performance criteria	Development controls
<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 2 should be incorporated into developments. 	<ul style="list-style-type: none"> Pedestrian movement routes, where applicable and indicated on the Precinct Map for Precinct 2 are to be incorporated into development.

G. Advertising signs - Precinct 2

Performance criteria	Development controls
<ul style="list-style-type: none"> Advertising and signage should contribute to the character and amenity of the precinct and the Town Centre. Signs should be located to blend in with the form and design of the building facades. The size and design details of signs should complement the scale and architectural detail of the buildings to which they are attached. Signs should be designed to incorporate lighting and other characteristics that add to illumination levels, colour and vitality. Signs that add to the Cabramatta experience which: <ul style="list-style-type: none"> are above roadways or public places on tops of buildings incorporate movement and/or a flashing mechanism will be supported. 	<ul style="list-style-type: none"> Details of all advertising and signs shall comply with Chapter 8.1.3 of Council's City Wide DCP 2013. Signage is restricted to shop fronts, awnings and under awnings and must be integrated into the design of the building. Signs are permitted within car parks, except in locations directly fronting Hughes, Hill or Park Streets.

H. Building design - Precinct 2

Performance criteria	Development controls
<ul style="list-style-type: none"> • Building design should recognise and support the precinct objectives, desired character and be consistent with: <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • 2.7 - Residential design guidelines. <p>Council may require a pedestrian connection through a development site to facilitate pedestrian access to the Dutton Lane car park.</p> <ul style="list-style-type: none"> • An open forum retailing development is recommended. • External lighting shall be provided to buildings so that illumination levels enhance safety, encourage night trading and promote the use of footpaths as part of the retail trading space. Illumination by appropriate advertising will be supported. • Security measures shall be provided in developments creating right of ways, concealed loading/unloading, parking or service areas without open and direct view from the public street. • Disabled persons access must be provided in developments. 	<ul style="list-style-type: none"> • Building design shall comply with precinct objectives, standards and desired character with respect to scale, bulk, setback, height and streetscape and be consistent with: <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • 2.7 - Residential design guidelines. • Council may require a pedestrian connection through a development site to facilitate pedestrian access to the Dutton Lane car park. • Lighting shall provide external illumination levels of at least 75 lux when measured 900 mm above ground level at any point on the footpath or pedestrian movement routes and 40 lux in loading areas or car parking areas. • Security measures in development creating right of ways, concealed loading/unloading, parking or service areas without open and direct view of at least 90% of floor area from the public street shall be provided at the applicant's expense including maintenance costs with closed circuit television surveillance connected to Council's system. <p>Exception: Where Cabramatta Police and Council waive this requirement due to an alternative and appropriate surveillance system being provided.</p> <p>Development shall provide access for disabled persons under:</p> <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • the requirements of relevant Australian Standards.

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Precinct 3

Retail Area



- Ensure adequate safe, convenient and accessible car parking and on site loading and unloading facilities are provided.

Desired character

This precinct will continue to be the retail focus of the Town Centre and this Plan provides encouragement for larger scale retail activity up to 4,000 square metres to complement the other precincts.

Speciality shops proposed with a larger development shall occupy approximately 25% of the total floor space.

A quality open forum retail development up to 4,000 square metres will be favourably considered in this precinct.

Park and Arthur Streets

This precinct is centred on Park and Arthur Streets and the Woolworths Supermarket.

Objectives

Objectives for Precinct 3 are:

- Facilitate larger scale retail activities such as discount department stores and supermarkets;
- Provide the main focus for commercial offices in the Town Centre;
- Encourage the provision of mixed-use development with a residential component in appropriate locations;
- Ensure that the siting and bulk of buildings contribute to the proposed character of the precinct; and



The above photo is of the 'Italian Forum' commercial and residential development in Leichhardt, and illustrates what an open forum may look like.

Cabramatta Town Centre DCP 5/2000
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- **Open forum retail**, as a single development would provide:
- **normal retail activities** in substantial well designed structures not more than two storeys in height
- **high quality architectural** facades
- **shops clustered together** and separated by private arcade access
- **quality landscaping** and outdoor street furniture and superior quality paving
- **entertainment opportunities**, and
- **modern security systems**.

It will not be low cost canvass structures but specifically designed quality premises where commercial rents are paid.



High quality residential development will be mixed with other uses particularly health services and professional suites.

Attractive, vibrant and safe pedestrian arcades will provide better linkages to public transport and public open space than the current facilities. Car parking and loading facilities will be designed to enhance pedestrian movement and meeting spaces.

Cultural activities, recreational and entertainment opportunities that link to Cabra Vale Park through Precinct 6 would be supported.

Links between east and west Cabramatta Town Centre

Development in this precinct will be required to link or at least complement development over the railway line and the eastern side of the Town Centre.



Is there any development incentives in this precinct?

Shop-top housing is encouraged in the Cabramatta Town Centre, particularly within Precinct 3.

A floor space bonus is available as per Clause 4.4C of the Fairfield LEP 2013 (refer to Area 6.1-6.5) where residential floor space is provided in accordance with the following table:

Percentage of Residential floor space in the building	Maximum total building floor space
No residential floor space	2.0:1
Less than 10%	2.0:1
10% to 50%	2.2:1
At least 50%	2.5:1

Reduced parking standards apply for shop-top housing in the Town Centre, with car parking for dwellings provided in accordance with the following table:

Proposed dwelling floor space	Required car parking
<75 square metres	0.50 car space per dwelling
75 to 100 square metres	0.75 car space per dwelling
>100 square metres	1 car space per dwelling

Cultural, entertainment and recreation facilities are encouraged in this precinct. The bonuses proposed to encourage these types of facilities include:

- a reduction in the required car parking rate by a total of 70% as calculated by Council's Car Parking DCP.

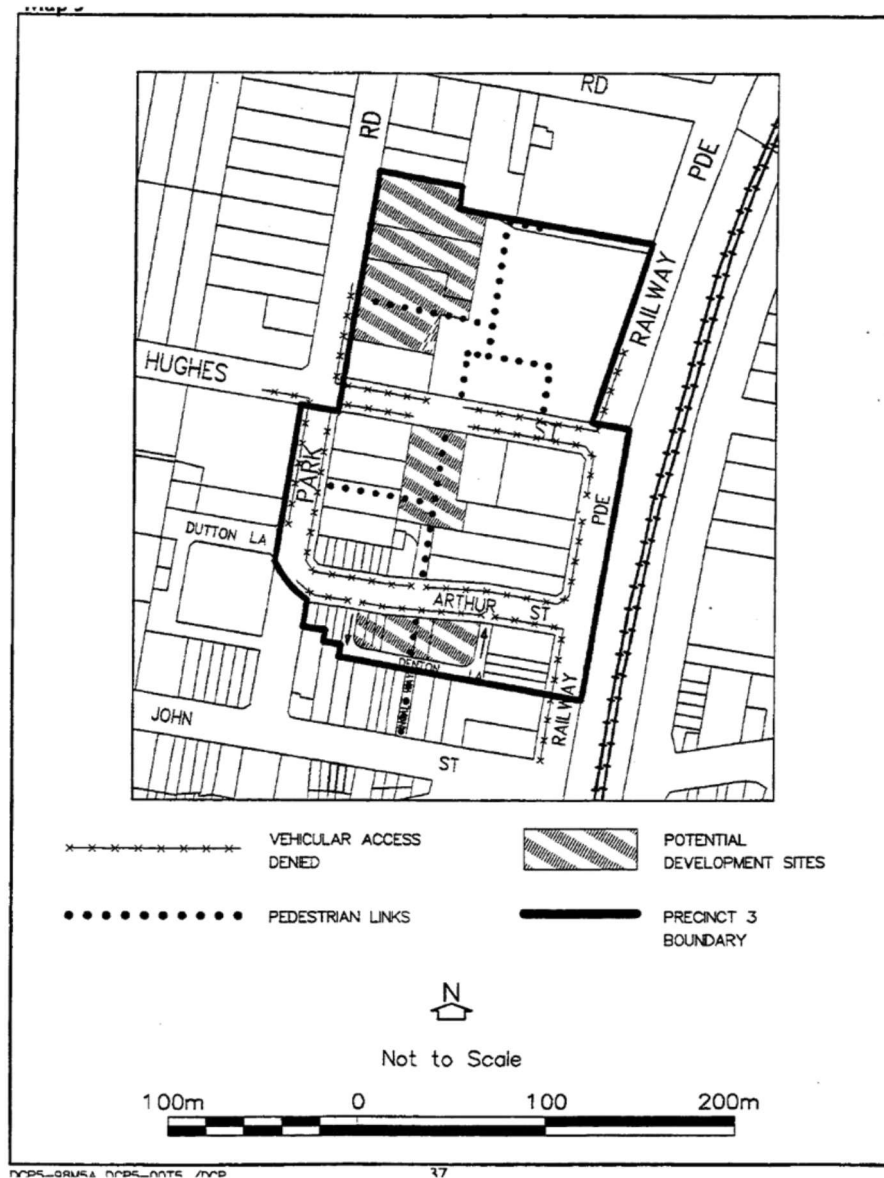
This bonus will only apply where:

- a public good can be demonstrated
- the use remains recreational, cultural or entertainment, and
- access to public transport would be attractive to some users.

In the event that the use changes to commercial the appropriate current contribution shall be paid at the time of the change of use.

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Precinct 3: Map of Retail Area Park and Arthur Streets Map 5



Performance Criteria and development controls**A. Floor Space Ratio - Precinct 3**

Performance criteria	Development controls
<ul style="list-style-type: none"> • Building bulk and scale to be appropriately related to site area and frontage and desired character for this precinct. • Open forum retailing development is recommended. 	<ul style="list-style-type: none"> • A floor space ratio of 2.0:1 applies. • A floor space bonus applies for shop-top housing- see previous section "Are there any development incentives in this precinct?"

B. Height - Precinct 3

Performance criteria	Development controls
<ul style="list-style-type: none"> • The height of a building(s) should relate to the public street, be of a compatible scale with surrounding development and not cause additional overshadowing of pedestrian areas. 	<ul style="list-style-type: none"> • The maximum height of a building shall be three storeys above existing ground level, nor exceed an overall height of ten metres above existing ground level.

C. Car parking and access - Precinct 3

Performance criteria	Development controls
<ul style="list-style-type: none"> • Access denied provisions indicated on the Precinct Map for Precinct 3 must be incorporated in any development. • Access to parking areas and servicing areas should utilise separate rear lanes and parking areas should not be located at the street frontage. • Vehicular and loading facilities should not be located on the street frontage. Where it is necessary, this access should be well integrated into the streetscape. Garage doors shutters and grilles should blend with the appearance of the building. • Car parking provision by way of a Section 7.11 contribution is preferred in this precinct in the area south of Hughes Street. • The prohibition of on-site parking in the area south of Hughes Street should be taken into account in any developments. • Disabled persons access must be provided in developments. • Splay Corners should be provided to improve traffic safety by increasing site distances for drivers at intersections. 	<ul style="list-style-type: none"> • Access denied provisions indicated on the Precinct Map for Precinct 3 must be incorporated in any development. • Car parking requirements are as follows: <ul style="list-style-type: none"> Office and Business Use 1 space per 25 square metres of gross leasable ground floor area and 1 space per 40 square metres of gross leasable floor space above ground level. Retail, Restaurant, Cafes, Refreshment Rooms 1 space per 25 square metres of gross leasable floor area. Bulky Goods Retailing 1 space per 40 square metres of gross leasable floor area <p>Note: A reduction in car parking may be available for development incorporating significant cultural, recreational or entertainment uses (see Part 3, 3.5 – What you need to consider).</p> • Car parking and vehicular access shall not occur at the street frontage. Parking should be beneath the ground level with access to parking and servicing areas from laneways and not from the street frontage. • Section 7.11 Parking contributions for car parking should be made rather than provide parking on-site. On-site parking is not permitted for developments located south of Hughes Street. • Development shall provide access for disabled persons in accordance with the relevant Australian Standards and '2.6. - General development and design guidelines' in this Plan. • Splay Corners are required for all corner lots at the intersection of public roads and shall be dedicated as public road. Splay corners will generally be 3 metres by 3 metres.

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D. Unloading /loading facilities - Precinct 3

Performance criteria	Development controls
<ul style="list-style-type: none"> Loading bays of sufficient size and number shall be provided on-site for use by trucks and delivery vehicles required to service the development. More than 1 loading bay for larger developments may be required. 	<ul style="list-style-type: none"> For development and change of use with greater loading bay requirements than previously, unloading/loading facilities will be provided according to the following 'Loading bay specifications' table:

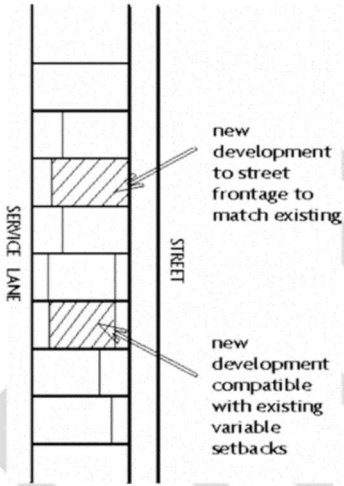
Loading bay specifications

Type of use	Minimum bays needed	Size of bay
Butcher, Fruit Store, Furniture Store/ Showroom	1	3.5 x 11 metres
Department store	1	3.5 x 17 m
Office/Professional Suite	1 per 4000 sq m for first 20,000 sq m 1 space per 8,000 sq m thereafter (50% of spaces adequate for trucks).	Van space (3.0 x 6 m) & Rigid truck (3.5 x 11 m)
Pub/Licensed Club		
Restaurant with 100 seat capacity		
Supermarket (large e.g.: Coles)	1	3.5 x 11 m
Supermarket (medium 400 sq m)	1	3.0 x 6 m
Supermarket (small 200 sq m or less)	1	3.5 x 17 m
	1	3.5 x 11 m
	1	3.0 x 6 m

Note: Loading bays may be reduced in width to 3 metres and in length to 6 metres where the premises are to be serviced only by small vans and the like. This concession does not apply to premises with a floor space exceeding 200 square metres.

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E. Setbacks - Precinct 3

Performance criteria	Development controls
<ul style="list-style-type: none"> Existing streetscape should be maintained, or enhanced where the existing streetscape is characterised by development on the street boundary. Where there is a variable building setback from the street boundary, the existing streetscape should be maintained, or enhanced. <p>Setback principles</p> 	<ul style="list-style-type: none"> Where the existing buildings are immediately on the boundary of the street frontage, then a zero lot boundary applies. Where there is a variable building setback from the street boundary, then a variable setback shall apply.

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F. Pedestrian movement - Precinct 3

Performance criteria	Development controls
<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 3 should be incorporated into developments. 	<ul style="list-style-type: none"> Pedestrian movement routes, where applicable and indicated on the Precinct Map for Precinct 3 are to be incorporated into development.

G. Advertising signs - Precinct 3

Performance criteria	Development controls
<ul style="list-style-type: none"> Advertising and signage should contribute to the character and amenity of the precinct and the Town Centre. Signs should be located to blend in with the form and design of the building facades. The size and design details of signs should complement the scale and architectural detail of the buildings to which they are attached. Signs should be designed to incorporate lighting and other characteristics that add to illumination levels, colour and vitality. Signs that add to the Cabramatta experience which: <ul style="list-style-type: none"> - are above roadways or public places - on tops of buildings - incorporate movement and/or a flashing mechanism will be supported. 	<ul style="list-style-type: none"> Details of all advertising and signs shall comply with Chapter 8.1.3 of Council's City Wide DCP 2013. Signage is restricted to shop fronts, awnings and under awnings and must be integrated into the design of the building.

H. Building design - Precinct 3

Performance criteria	Development controls
<ul style="list-style-type: none"> Building design should recognise and support the precinct objectives, desired character and be consistent with: <ul style="list-style-type: none"> - 2.6 - General development and design guidelines - 2.7 - Residential design guidelines. Residential development above ground floor is encouraged in the area south of Hughes Street. External lighting shall be provided to buildings so that illumination levels enhance safety, encourage night trading and promote the use of footpaths as part of the retail trading space. Illumination by appropriate advertising will be supported. Open forum retailing is recommended. Security measures shall be provided in developments creating right of ways, concealed loading/unloading, parking or service areas without open and direct view from the public street. Disabled persons access must be provided in developments. 	<ul style="list-style-type: none"> Building design shall comply with precinct objectives, standards and desired character with respect to scale, bulk, setback, height and streetscape and be consistent with: <ul style="list-style-type: none"> - 2.6 - General development and design guidelines - 2.7 - Residential design guidelines. Residential development should be considered above ground level in the area south of Hughes Street. Lighting shall provide external illumination levels of at least 75 lux when measured 900 mm above ground level at any point on the footpath or pedestrian movement routes and 40 lux in loading areas or car parking areas. Security measures in development creating right of ways, concealed loading/unloading, parking or service areas without open and direct view of at least 90% of floor area from the public street shall be provided at the applicant's expense including maintenance costs with closed circuit television surveillance connected to Council's system. <p>Exception: Where Cabramatta Police and Council waive this requirement due to an alternative and appropriate surveillance system being provided.</p> <p>Development shall provide access for disabled persons under:</p> <ul style="list-style-type: none"> - 2.6 - General development and design guidelines - the requirements of relevant Australian Standards.

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Precinct 4

Mixed Business and Residential



Railway Land, Cabramatta Road East and Council Car Parks

This precinct is located east of the railway line and north of Cabramatta Road but excludes Precinct 4A.

Objectives

Objectives for Precinct 4 are:

- Provide a range of business and support services for the Town Centre;
- Encourage the provision of mixed-use development with a significant residential component in appropriate locations;
- Maintain the retail activities particularly bulky goods retailing and similar car based retailing activities;
- Provide entertainment activities particularly those with a family and cultural emphasis;
- Ensure that the siting and bulk of buildings contributes to the proposed character of the precinct;

- Ensure adequate safe, convenient and accessible car parking and provide adequate on-site loading and unloading facilities;
- Facilitate development of improved pedestrian connectivity to the west across the railway line; and
- Encourage development which includes opportunities to link the east and west sides of the Town Centre.

Desired character

A precinct with a mix of medium-scale retail, cultural, recreational, and entertainment facilities and a mix of commercial and residential development.

Development incorporating retail activity shall be limited to a scale that does not adversely change the existing retail balance of the Town Centre.

A significant residential component using high quality urban design standards will encourage business activity. The existing retail flavour will be retained with residential development being permitted up to five storeys in height, if at least 50% of the floor space of the proposal is residential.

Bulky goods retailing and similar car based retailing activity opportunities will be maintained.

Attractive, vibrant and safe pedestrian accessways will be required to allow easy movement throughout the precinct. On site parking will be limited and contribution to public car parking will be required.

Development that links with the existing residential development in Fisher Street is desirable and Council encourages provision of visitor accommodation.

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The existing entertainment area should be upgraded to provide quality family entertainment, cultural and recreational facilities which link to proposed residential development.

Council may also consider further reductions in car parking requirements where existing first floor level commercial floor space is converted into residential uses.

Are there any development incentives in this precinct?

Shop-top housing is encouraged in the Cabramatta Town Centre.

A floor space bonus as identified in Clause 4.4C of the Fairfield LEP 2013 (refer to Area 7.1 – 7.3) is available where residential floor space is provided in accordance with the following table:

Percentage of Residential floor space in the building	Maximum total building Floor space
No residential floor space	1.5:1
Less than 10%	2.0:1
10% to 50%	2.2:1
At least 50%	2.5:1

Cultural, entertainment and recreation facilities are encouraged in this precinct. The bonuses proposed to encourage these types of facilities include:

- a reduction in the required car parking rate by a total of 70% as calculated by Council's Car Parking DCP.

This bonus will only apply where:

- a public good can be demonstrated
- the use remains recreational, cultural or entertainment, and
- access to public transport would be attractive to some users.

In the event that the use changes to commercial the appropriate current contribution shall be paid at the time of the change of use.

Note: Further advice for applicants on car parking concessions can be obtained from the Cabramatta Place Manager, or Council's Development Planning staff.

Reduced parking standards apply for shop-top housing in the Town Centre, with car parking for dwellings provided in accordance with the following table:

Proposed dwelling floor space	Required Car parking
<75 square metres	0.50 car space per dwelling
75 square metres to 100 square metres	0.75 car space per dwelling
>100 square metres	1 car space per dwelling

Height concessions will also apply in Precinct 4 if the proposal incorporates an appropriate mix of retail, tourist/residential accommodation, cultural, recreation or entertainment facilities, and it is not just for car parking and retail development. In this case, a maximum height limit of five storeys will be considered. **The accommodation component shall be at least 50% of the gross floor area to gain the height concession; otherwise the maximum height limit will be three storeys.**

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Special development opportunities: Development of railway air space in Precinct 4

Council places a high priority on improving the connectivity between the eastern and western Town Centre precincts. At present the railway line effectively divides the Cabramatta Town Centre into two commercial precincts, east and west.

Airspace over the railway line between the Cabramatta Road Overbridge and Hughes/Fisher Streets may therefore be developed for commercial, entertainment, retail, residential, tourist accommodation, parking and related purposes, provided that such developments enhances pedestrian connectivity across the railway line.

Development of airspace over the railway line must consider the following issues and requirements:

- Future widening of the railway corridor on the eastern side, including additional railway lines.
- Sufficient height clearance for double deck trains and overhead wires.
- State Rail Authority or the relevant authority requirements for building over railway lines.
- Noise impacts from trains.
- Safe and efficient vehicular access preferably restricted to Broomfield Street.
- Pedestrian access, safety and convenience including escalators, lifts, weather protection and lighting.
- Development other than a pedestrian overbridge does not encroach across Railway Parade.
- Development assessment criteria identified in Section 4.15 of the

Environmental Planning and Assessment Act, (EPA Act) 1979 (as amended) are addressed.

- Urban design issues including visual impacts, building form, overshadowing etc.

Development incorporating retail activity shall be limited to a scale that does not adversely change the existing retail balance of the Town Centre.

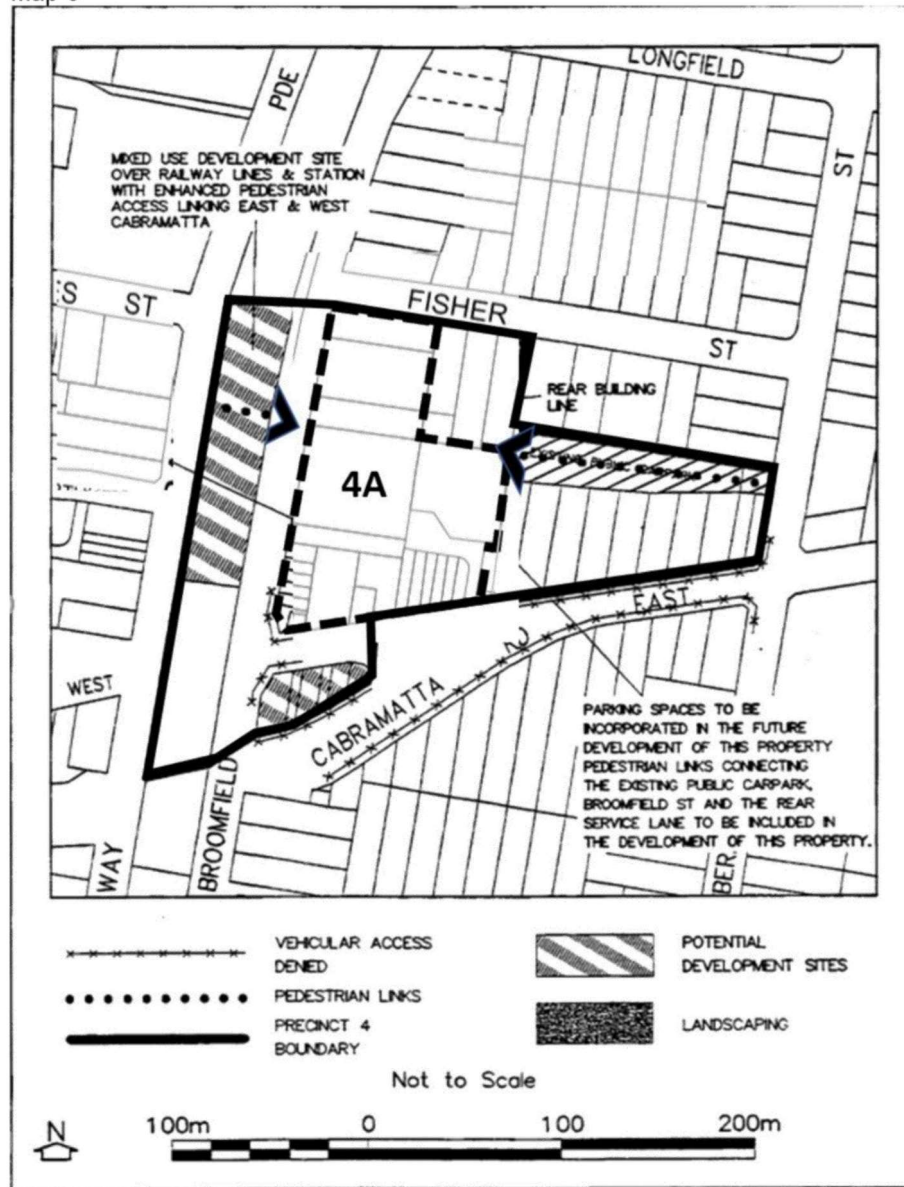
The precinct height limits and floor space controls for air space development over the railway line specified in the Development Controls section do **not** apply.

- Air space development over the railway line shall have an **overall height not exceeding 25 metres** above the existing railway track level. Development exceeding 14 metres must not overshadow public open space or important pedestrian areas in Broomfield Street or Railway Parade, between the hours of 9:00 am and 3:00 pm in June.
- **The floor space ratio** shall not exceed 2.5:1 unless at least 30% of floor space is developed for residential purposes in which case the floor space ratio may be increased to 4.0:1.

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Precinct 4: Map of Cabramatta Road East, Railway Land and Council Car Parks

Map 6



Performance Criteria and development controls**A. Floor space ratio - Precinct 4**

Performance criteria	Development controls
<ul style="list-style-type: none"> Building bulk and scale to be appropriately related to site area and frontage and desired character for this precinct. 	<ul style="list-style-type: none"> A floor space ratio of 1.5:1 applies. A floor space bonus applies for shop-top housing and other forms of permanent and tourist accommodation see previous section "Are there any development incentives in this precinct?" A higher floor space ratio is also available over the railway line- see previous section "Special development opportunities: Development of railway air space in Precinct 4"

B. Height - Precinct 4

Performance criteria	Development controls
<ul style="list-style-type: none"> The height of a building(s) should relate to the public street, be of a compatible scale with surrounding development and cause no additional overshadowing of pedestrian areas. A height bonus is available to encourage the inclusion of a substantial amount of residential floor space. 	<ul style="list-style-type: none"> The maximum height of a building shall be three storeys above existing ground level, nor exceed an overall height of 10 metres above existing ground level. A five storey 14m-height limit is permitted where at least 50% of gross floor area is developed for residential purposes. A height limit of up to five storeys may also be considered if at least 50% of the gross floor area of the development is residential, and the tower complex incorporates a suitable mix of retail, cultural, entertainment, recreation or tourist accommodation uses. The complex must include an appropriate mix, not just retail and/or car parking facilities.

C. Car parking and access - Precinct 4

Performance criteria	Development controls
<ul style="list-style-type: none"> • Access denied provisions indicated on the Precinct Map for Precinct 4 must be incorporated in any development. • A Section 7.11 contribution should be paid for car parking. Note: Where contributions are paid to a centralised car park (in lieu of on-site parking) the above parking requirements may be reduced by 40%. • Car parking on site for residential and tourist accommodation purposes is permitted. • Car Parking for cultural, recreational or entertainment car parking requirements will be reduced by a total of 70% of that required by the Chapter 12 – Car Parking, Vehicle and Access Management of this DCP. • Access to parking areas and servicing areas should utilise rear lanes. • Vehicular and loading facilities should not be located on the street frontage. Where it is necessary, this access should be well integrated into the streetscape. Garage doors shutters and grilles should blend with the appearance of the building. • Parking at or above ground level should relate to the scale, massing proportions materials and finishes and should be designed as an integral part of the main facade. • Parking areas should be designed to facilitate safe and efficient circulation of vehicles and pedestrians. 	<ul style="list-style-type: none"> • Access denied provisions indicated on the Precinct Map for Precinct 4 must be incorporated in any development. • Car parking requirements are as follows: <ul style="list-style-type: none"> • Office and Business Use 1 space per 25 square metres of gross leasable ground floor area and 1 space per 40 square metres of gross leasable floor space above ground level. • Retail, Restaurant, Cafes, Refreshment Rooms 1 space per 25m² of gross leasable floor area. • Bulky Goods Retailing 1 space per 40m² of gross leasable floor area. Note: 1. Where contributions are paid to a centralised car park (in lieu of on-site parking) the above parking requirements may be reduced by 40%. Note: 2. Car parking requirements for developments with significant cultural, recreational or entertainment uses will be reduced by a total of 70% of that required by the Chapter 12 – Car Parking, Vehicle and Access Management of this DCP. • On-site parking only permitted for residential and tourist accommodation purposes. A Section 7.11 contribution shall be paid on sites where on-site parking as an extension to existing major parking areas is not readily achievable. • Development over the railway line may incorporate on-site parking within a structured carpark. • Parking areas shall be designed to facilitate safe and efficient circulation of vehicles and pedestrians.

C. Car parking and access - Precinct 4 continued

Performance criteria	Development controls
<ul style="list-style-type: none"> Disabled persons access must be provided in developments. 	<ul style="list-style-type: none"> Vehicular and loading facilities access shall be via rear service laneways. Development shall provide access for disabled persons in accordance with the relevant Australian Standards and '2.6. - General development and design guidelines' in this Plan.

D. Unloading /loading facilities - Precinct 4

Performance criteria	Development controls
<ul style="list-style-type: none"> Loading bays of sufficient size and number shall be provided on-site at the rear of the premises for use by trucks and delivery vehicles required to service the development. More than one loading bay for larger developments may be required. 	<ul style="list-style-type: none"> For development and change of use with greater loading bay requirements than previously, unloading/loading facilities will be provided according to the following 'Loading bay specifications' table:

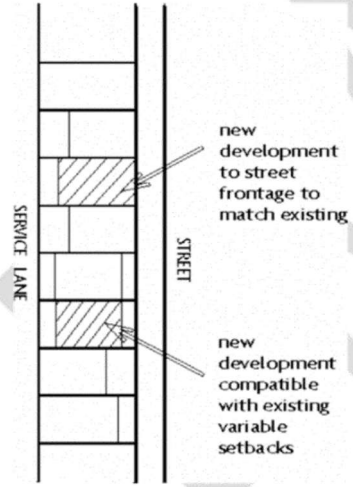
Loading bay specifications

Type of use	Minimum bays needed	Size of bay
Butcher, Fruit Store, Furniture Store/ Showroom	1	3.5 x 11 metres
Department store	1	3.5 x 17 m
Office/Professional Suite	1 per 4000 sq m for first 20,000 sq m 1 space per 8,000 sq m thereafter (50% of spaces adequate for trucks).	Van space (3.0 x 6 m) & Rigid truck (3.5 x 11 m)
Pub/Licensed Club		
Restaurant with 100 seat capacity		
Supermarket (large e.g.: Coles)	1	3.5 x 11 m
Supermarket (medium 400 sq m)	1	3.0 x 6 m
Supermarket (small 200 sq m or less)	1	3.5 x 17 m
	1	3.5 x 11 m
	1	3.0 x 6 m

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Note: Loading bays may be reduced in width to 3 metres and in length to 6 metres where the premises are to be serviced only by small vans and the like. This concession does not apply to premises with a floor space exceeding 200 square metres.

E. Setbacks - Precinct 4

Performance criteria	Development controls
<ul style="list-style-type: none"> Existing streetscape should be maintained or enhanced where the existing streetscape is characterised by development on the street boundary. Where there is a variable building setback from the street boundary, the existing streetscape should be maintained, or enhanced. <p>Setback principles</p> 	<ul style="list-style-type: none"> Where the existing buildings are immediately on the boundary of the street frontage, then a zero lot boundary applies. Where there is a variable building setback from the street boundary, then a variable setback shall apply.

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F. Pedestrian movement - Precinct 4

Performance criteria	Development controls
<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 4 must be incorporated into developments. 	<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 4 must be incorporated into developments.

G. Advertising signs - Precinct 4

Performance criteria	Development controls
<ul style="list-style-type: none"> Advertising and signage should contribute to the character and amenity of the precinct and the Town Centre. Signs should be located to blend in with the form and design of the building facades. The size and design details of signs should complement the scale and architectural detail of the buildings to which they are attached. Signs should be designed to incorporate lighting and other characteristics that add to illumination levels, colour and vitality. Signs that add to the Cabramatta experience which: <ul style="list-style-type: none"> Are above roadways or public places On tops of buildings Incorporate movement and/or a flashing mechanism will be supported. 	<ul style="list-style-type: none"> Details of all advertising and signs shall comply with Chapter 8.1.3 of Council's City Wide DCP 2013. Signage is restricted to shop fronts, awnings and under awnings and must be integrated into the design of the building. Signs are permitted within carparks, except in locations directly fronting Broomfield, Fisher, Cumberland Streets and Cabramatta Road East.

H. Building design - Precinct 4

Performance criteria	Development controls
<ul style="list-style-type: none"> • Building design should recognise and support the precinct objectives, desired character and be consistent with: <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • 2.7 - Residential design guidelines. Residential development above ground floor level is encouraged. • External lighting shall be provided to buildings so that illumination levels enhance safety, encourage night trading and promote the use of footpaths as part of the retail trading space. Illumination by appropriate advertising will be supported. • Security measures shall be provided in developments creating right of ways, concealed loading/unloading, parking or service areas without open and direct view from the public street. • Disabled persons access must be provided in developments. 	<ul style="list-style-type: none"> • Building design shall comply with precinct objectives, standards and desired character with respect to scale, bulk, setback, height and streetscape and be consistent with: <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • 2.7 - Residential design guidelines. Residential development should be considered above ground level. • Lighting shall provide external illumination levels of at least 75 lux when measured 900 mm above ground level at any point on the footpath or pedestrian movement routes and 40 lux in loading areas or car parking areas. • Security measures in development creating right of ways, concealed loading/unloading, parking or service areas without open and direct view of at least 90% of floor area from the public street shall be provided at the applicant's expense including maintenance costs with closed circuit television surveillance connected to Council's system. <p>Exception: Where Cabramatta Police and Council waive this requirement due to an alternative and appropriate surveillance system being provided.</p> <p>Development shall provide access for disabled persons under:</p> <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • the requirements of relevant Australian Standards.

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Precinct 4A

East Side Market Square and Station Interface



Broomfield Street

This precinct is located opposite, and on the east side of Cabramatta Station, and is bounded by Broomfield Street, Fisher Street, Cabramatta Road East, the Fisher Street and Cumberland Street car parks, and a public lane.

Objectives

Objectives for Precinct 4A are:

- To set an appropriate urban structure centred on a new market square and promoting open and activated pedestrian connections through the site to adjoining streets, car parks and new overhead link to Cabramatta Rail Station;
- To articulate a built form that can be achieved under Fairfield LEP 2013 where the siting and massing of buildings maximises solar access into the market square and future dwellings both within and adjoining the precinct;
- To articulate street setbacks, podium treatments and awnings to set the amenity for the street environment;
- To ensure retail and/or business uses are provided at ground level to activate streets and public spaces;
- To detail requirements for tree preservation and landscaping;
- To ensure adequate safe and convenient, and accessible car

parking and on site loading and waste collection access;

- To inform design responses for overland flow paths through the land in storm events;
- To provide guidance on the location of signage; and
- To provide a staging framework to enable the orderly development of this part of the Cabramatta Town Centre.

Desired Character

A Precinct where the amalgamation of sites facilitates mixed use development incorporating shops, commercial, religious and residential uses.

The development will facilitate high levels of permeability to convey pedestrians through the site via vibrant laneways bordered by shops and cafes, or from the station via a new pedestrian overbridge into a generous central market square incorporating seating, water features, public art and outdoor dining.

The development will also include a small supermarket and commercial premises including maintaining floor space for the existing tavern and church, with provision for new commercial spaces tailored for medical, childcare or similar uses. Retail activities will not adversely change the existing balance of the retail centre.

The massing of buildings within the height and floor space ratio controls will provide for a variation in built form to ensure that solar access to the market square and to residential dwellings within and in proximity to the site. The market square and ground level lanes will contain shop tenancies and awnings reflecting Cabramatta's vibrant Asian heritage, interspersed with green walls and vertical landscape elements to soften the building facades.

Vehicular access to the Precinct will be from Fisher Street, Broomfield Street and Cabramatta Road East to a basement catering for both loading, waste collection and car parking for the entire development. The basements may be constructed separately with the staging of development but will ultimately be connected on completion of all stages of development.

The development will manage flows through the site to avoid nuisance flooding or hazard. New trees will be incorporated in the Broomfield Street, Cabramatta Road East and Fisher Street frontages as well as in and around the market square. Roof top gardens and communal areas will also be provided at podium level.

**Are there any
development incentives in
this precinct?**

None applicable for this precinct.

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**PRECINCT 4A: Map of East Side Market Square and
Station Interface
Map 6A**

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Cabramatta Town Centre DCP 5/2000
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Performance criteria	Development controls
<ul style="list-style-type: none"> The Urban Structure of the Precinct is centred on a new market square with lane connections to adjoining streets, car parks and new overhead link to Cabramatta Rail Station. 	<ul style="list-style-type: none"> The structure of the Precinct will focus on a generous central plaza/market square from which there will be clear activated pedestrian connections linking with Fisher Street, Cabramatta Road East, Broomfield Street and the Fisher Street and Cumberland Street Car Parks. An escalator and/or lift is to be provided to connect the ground level with first level linking to other commercial uses in the development facing Broomfield Street and a new overhead pedestrian bridge to the Cabramatta Rail concourse. The connections will be provided generally in accordance with Figure 2 and 3 below and will incorporate clear way finding measures to draw pedestrians to places within or destinations outside the precinct by signage and/or floor markings or other devise.

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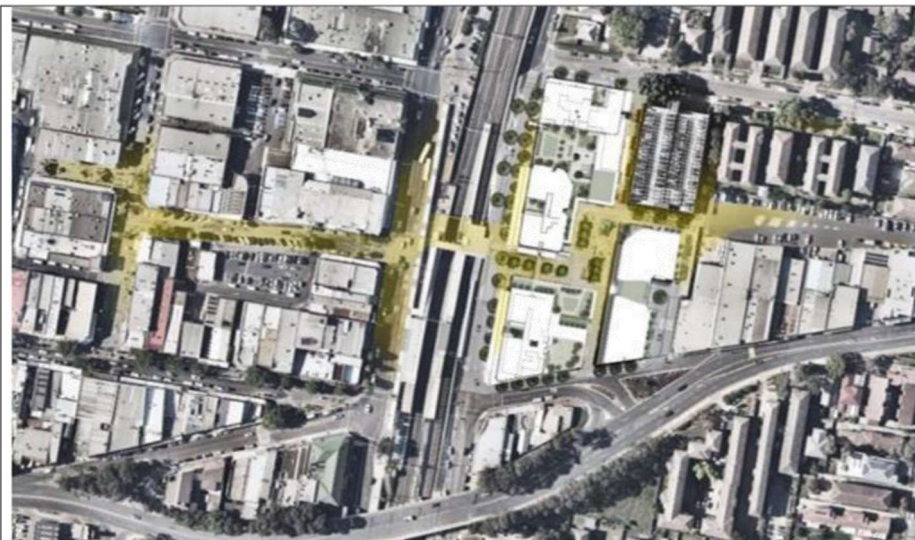


Figure 2 – Site activation and Connectivity.

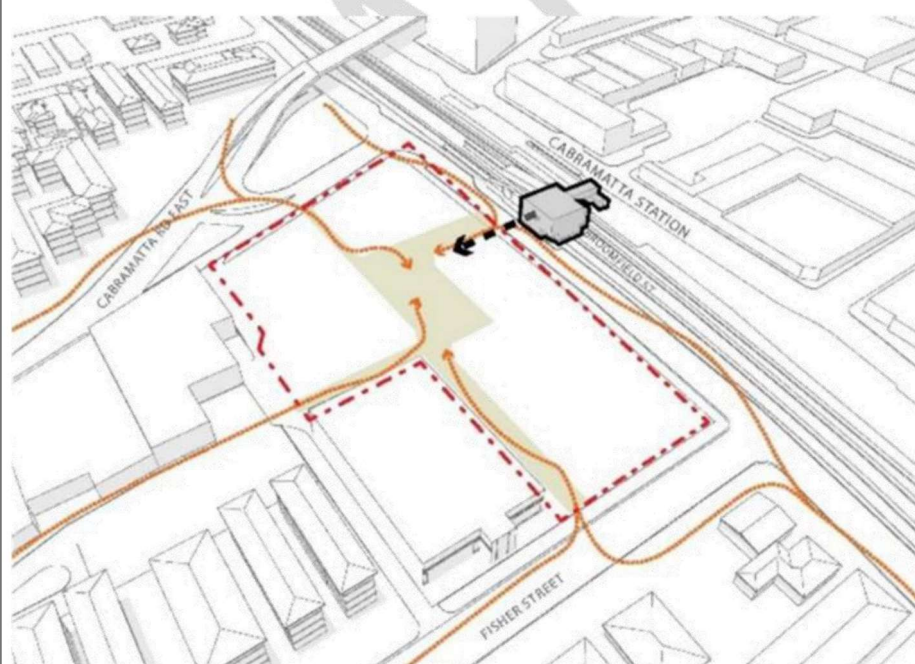


Figure 3A – Pedestrian Connections through the precinct

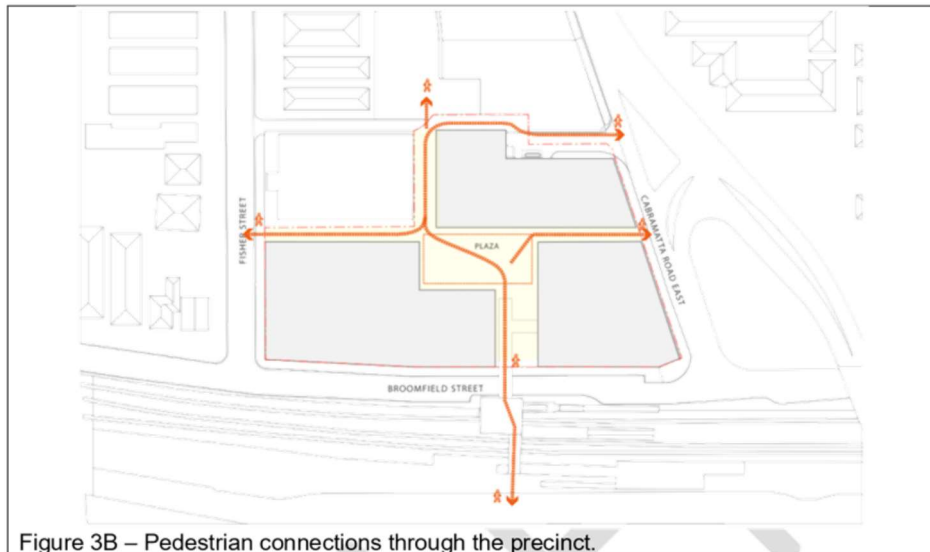
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Figure 3B – Pedestrian connections through the precinct.

B. Built Form, Siting and Height - Precinct 4A

Performance criteria	Development controls
<ul style="list-style-type: none"> The floor space permitted under Fairfield LEP 2013 (Amendment No. ??) is to be allocated to create a mix of building heights which achieve a gateway place marking tower on the corner of Broomfield Street and Cabramatta Road East and building heights which maximises solar access to the market square and dwellings within and external to the Precinct. 	<ul style="list-style-type: none"> Towers on top of podiums within the Precinct are to increase in height from north to south, with the tower on the south west corner being the maximum forming a place making gesture of 19 storeys. The heights of buildings, siting and setbacks are to generally accord with Figures 4 below. The final heights and siting of buildings must ensure that at least 50% of the market square achieves at least 2 hours of sunlight in mid-winter as shown in Figure 5, and that dwellings within the development and in proximity to the Precinct are capable of achieving the required solar access as prescribed in the Apartment Design Guide.

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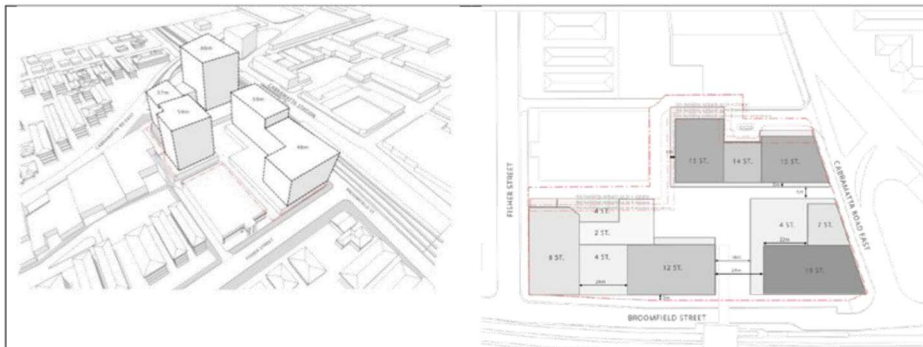


Fig. 4 – Proposed Building Envelopes

Fig. 5 – Siting and Proposed Heights

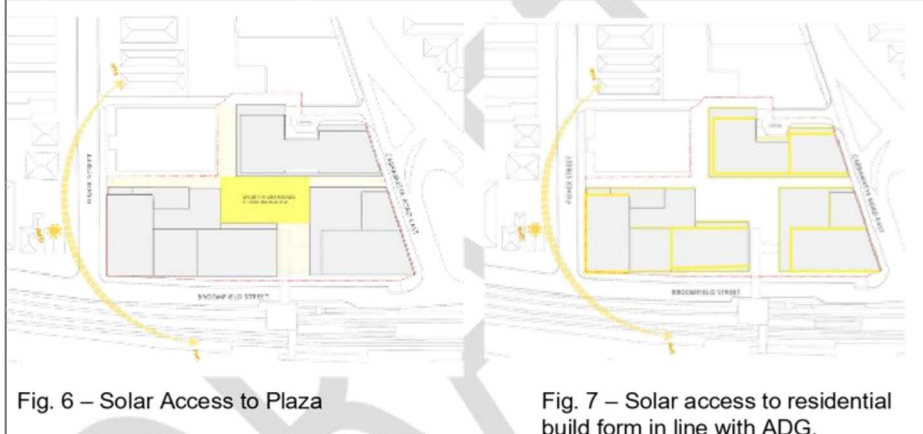


Fig. 6 – Solar Access to Plaza

Fig. 7 – Solar access to residential build form in line with ADG.



Figures 8 and 9 Artist impression of the central plaza and residential development

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C. Active street frontages, awnings & materials - Precinct 4A

Performance criteria	Development controls
<ul style="list-style-type: none"> Provide a mix of uses at ground level to activate street frontages and internal lanes and spaces. Articulate street setbacks, podium treatments and awnings to set the human scale and amenity for the street environment. 	<ul style="list-style-type: none"> The development will incorporate retail, residential and commercial type uses including a place of public worship, medical centres, child care centres and similar uses. Retail, commercial premises and the place of public worship at ground level shall address the perimeter streets to activate these spaces. Internal tenancies fronting pedestrian laneways and the centre market square shall address and activate these areas. Tenancies requiring active frontage are shown in Figure 10 and 11. The market square and ground level lanes are suited to tenancies which celebrate Cabramatta's vibrant Asian heritage. Outdoor dining is permitted in the pedestrian laneways and market square areas. Retail tenancies are not permitted above ground level which, together with those parts of the Precinct dedicated to the market square and new laneways, will limit the quantum of retail so it does not impact on broader retail trading in the Cabramatta Town Centre. All residential lobbies will have a clearly identifiable address to a street or laneway. Each lobby is to incorporate visible and secure mailboxes for the residents of the building and be of sufficient size to ensure secure access of persons and goods. New shops, cafes and restaurants at ground level shall incorporate awnings of consistent style external and internal to the development as shown in Figures 12.

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All awnings are to use durable materials suitable for all weather conditions.

- The podium facing the surrounding streets is to only be broken by access to basements and pedestrian connections/laneways into the Precinct. Above awning level, the façade is to incorporate banding and differing colours, textures and treatments to break up its massing as shown in the images in Schedule A to this document.

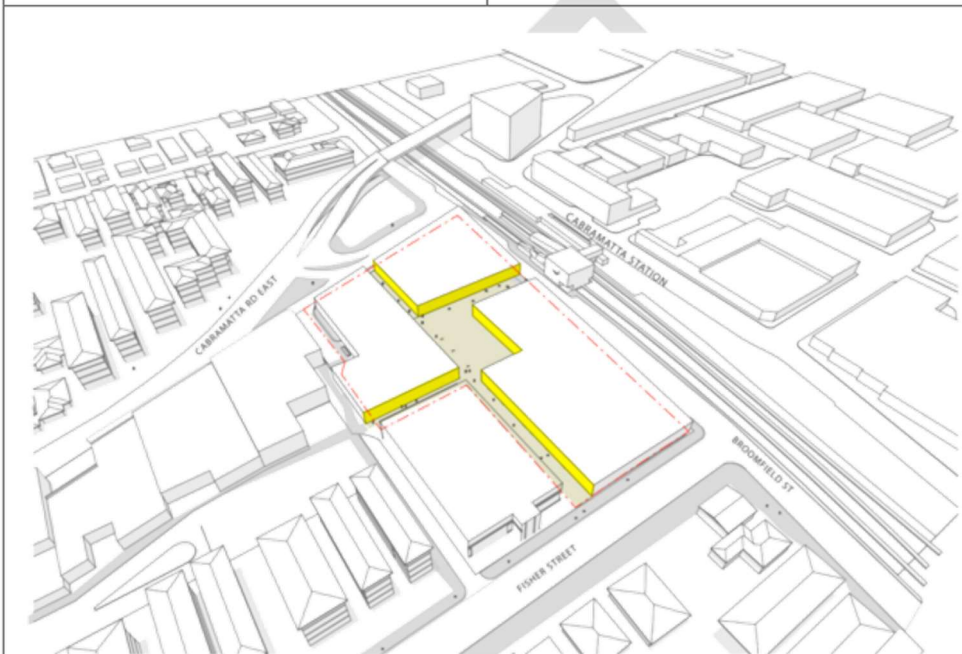


Figure 10 – Internal tenancies where active frontages are to be provided (highlighted)

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Figure 11 – Indicative tenancies where active frontages are to be provided to public streets

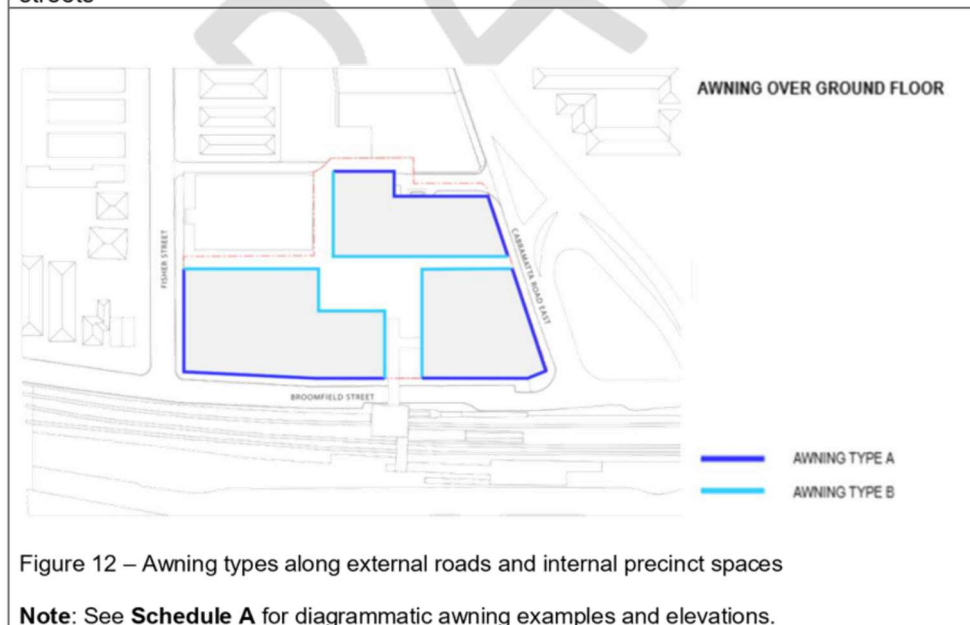


Figure 12 – Awning types along external roads and internal precinct spaces

Note: See **Schedule A** for diagrammatic awning examples and elevations.

D. Safety and Security - Precinct 4A

Performance criteria	Development controls
<ul style="list-style-type: none"> Lighting and CCTV provide safe public domain, overhead bridge and laneway connections. 	<ul style="list-style-type: none"> Adequate lighting is to be provided to illuminate the central plaza/market square and connections through the Precinct. An external lighting strategy/plan shall be submitted with any development applications and must detail the location and design of lighting and the proposed hours of operation. A light spill impact assessment prepared by a suitably qualified person is to be submitted with any development application to ensure proposed, adjoining or nearby existing residential properties are not adversely impacted by lighting reflection and glare and shall comply with Australian standard AS4282 (1997) – Control of the Obstrusive Effects of Outdoor Lighting. Each stage of development is to provide a plan showing locations of CCTV (including specification of the CCTV units) covering adjoining streets and internal and external car parks, upper level connections including to the station concourse and residential lobby locations. CCTV must record 30 days of footage capable of capturing the identity of individuals including unobstructed view of the persons face and the person represents not less than 100% of screen height. Camera views are not to be obstructed by temporary or permanent structures, signage or landscaping.

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E. Landscaping and Tree Preservation - Precinct 4A

Performance criteria	Development controls
<ul style="list-style-type: none"> Landscaping to the perimeter streets and public domain areas will provide shade, reduce the heat island effect and soften urban spaces. 	<ul style="list-style-type: none"> Landscaping outcomes are to be high quality and easily maintained including inbuilt watering systems. There is no requirement for deep soil landscaping to be provided within the Precinct given it is a high density mixed use environment. However, the development will incorporate raised or sunken planters which have sufficient soil depth to support canopy trees within the Market Square and public domain area between this space and Broomfield Street. The laneway adjacent to Fisher Street Car Park should, in consultation with Council, include tree planting and landscaping to soften the car park structure. Street trees are to be provided in the footpath areas in Broomfield Street, Fisher Street and Cabramatta Road East. The existing tree in front of the Fisher Street Car Park is to be preserved. Roof top planting and landscaped communal open space shall be provided at podium level of buildings. The concept landscape outcomes as discussed above are shown generally in Figures 13 to 16 below. Landscaping should not impede CCTV to public spaces. A landscape plan with a detailed planting list including species, number and location of planting is to be submitted with any Development Application proposing new built form on the site.

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Figure 13 – Landscape ground levels



Figure 14 – Public domain ground level landscape

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Figure 15 – Podium landscape

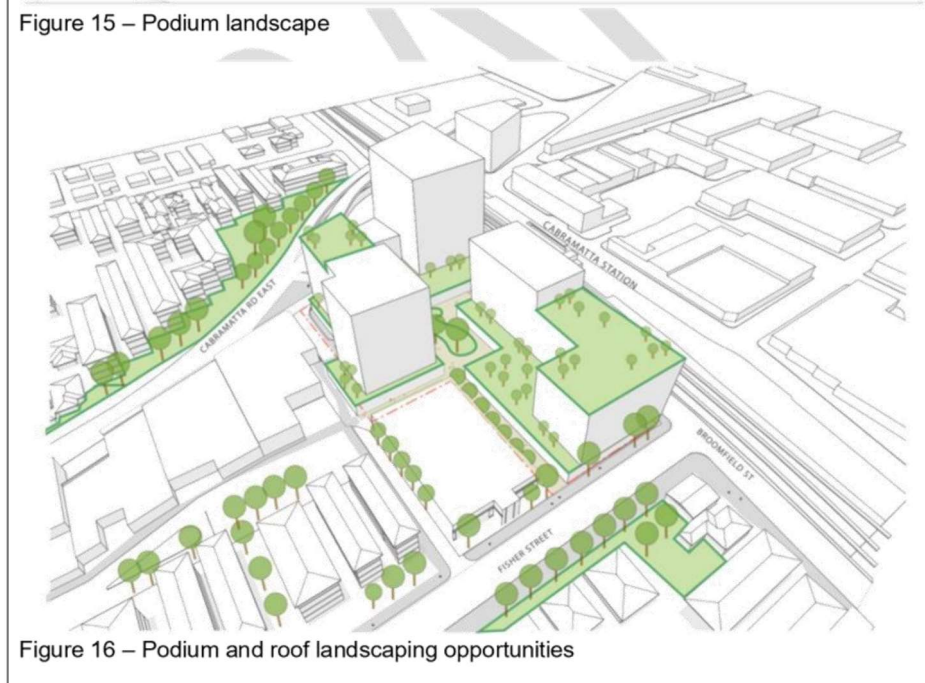


Figure 16 – Podium and roof landscaping opportunities

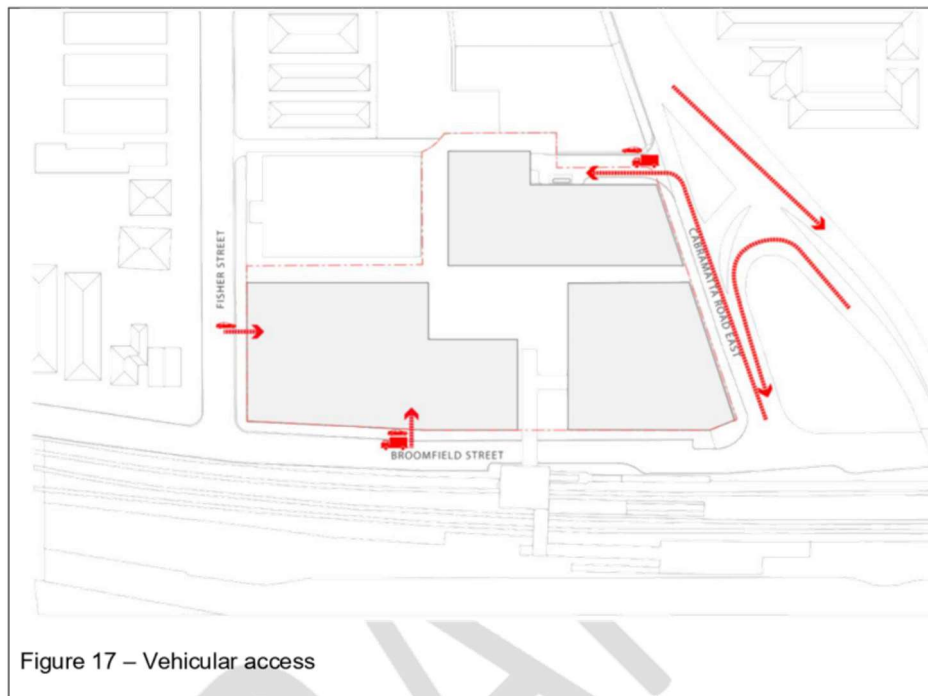
Cabramatta Town Centre DCP 5/2000
Amendment No.4**F. Loading, waste, vehicular access and car parking -
Precinct 4A**

Performance criteria	Development controls
<ul style="list-style-type: none"> Provide adequate basement to facilitate the deliveries, waste collection, car parking and storage for the development. 	<ul style="list-style-type: none"> All car parking, deliveries, waste collection and car parking are to occur in underground basements. The basement is to be designed to accommodate clearance height for all vehicles entering the basement and enable them to enter and leave in a forward direction and as per Table 2.1 of AS 2890.2-2002. Loading and waste collection is to be provided in a central area. If the basement area is constructed in stages it should contain car parking, delivery areas, and areas for loading, waste storage sufficient to cater for each stage. Should separate basements for different stages be proposed, they should be designed so that they can be connected to other basements within the Precinct. Waste for the buildings is to be compacted and stored in the basement for collection. Communal waste and separate secure recycling rooms for residential and commercial businesses must be located in convenient and accessible locations related to each vertical core. An area should also be provided for the temporary storage of bulky waste items. A waste management plan must be prepared and submitted with the development application. Access to the basements will be from Fisher Street and Cabramatta Road East as shown in Figure 17. Car parking for the development shall be provided in accordance with the car parking table below. Specialty uses such as Child Care centres, medical centres and places of

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	<p>public worship are to have identified parking and drop off areas located in close proximity to the lifts, stairs or entry.</p> <ul style="list-style-type: none"> • Car parking standards in this DCP set a benchmark for assessment and any variation to individual rate requirements due to dual use functions proposed will need to specifically justified with any development application submission. • Development shall provide access for disabled persons in accordance with relevant Australian Standards.
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Land Use	Car Parking Rate
Office and/or business premises	1 space per 25m ² of gross leasable floor area (ground floor)
Retail premises, food and drink premises	1 space per 25m ² of gross leasable floor area.
Medical centres	4 spaces per 100m ² of gross floor area
Hotel	1 space per 5m ² of customer area bar/lounge/dining area/restaurant/function room plus 1 space per 40m ² gross leasable area of any office/administration area plus 1 space per 3 bedrooms accommodation (if applicable)
Child care centre	1 space per 4 children in care
Residential dwellings	One bedroom – 0.5 spaces per dwelling Two bedroom – 0.75 spaces per dwelling Three or more bedrooms – 1 space per dwelling Visitor car parking – 0.20 spaces per dwelling
Place of public worship	1 space per 6 seats (a pew is deemed to seat one person every 0.43m of pew length)
Note: Car parking can be reduced where there are other uses sharing the same parking area that are not in operation at the same time (such as a child care centre or office premises) and/or where existing street parking or public car parking is available within 400m of the site as demonstrated by a parking survey.	

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G. Flooding and overland flow paths

Performance criteria	Development controls
<ul style="list-style-type: none"> Existing overland flows will be safely accommodated as part of the development of the Precinct. 	<ul style="list-style-type: none"> The design will accommodate existing overland flows through the Precinct in a manner that does not increase the risk of flooding to adjacent properties and to the proposed development ground floor retail premises or expose pedestrians to unacceptable hazard in public domain areas. Overland flows can be accommodated in swales in the public and private land as shown in the following diagrams and sections. Development applications will need to provide the results of flood modelling as relevant to each stage of the

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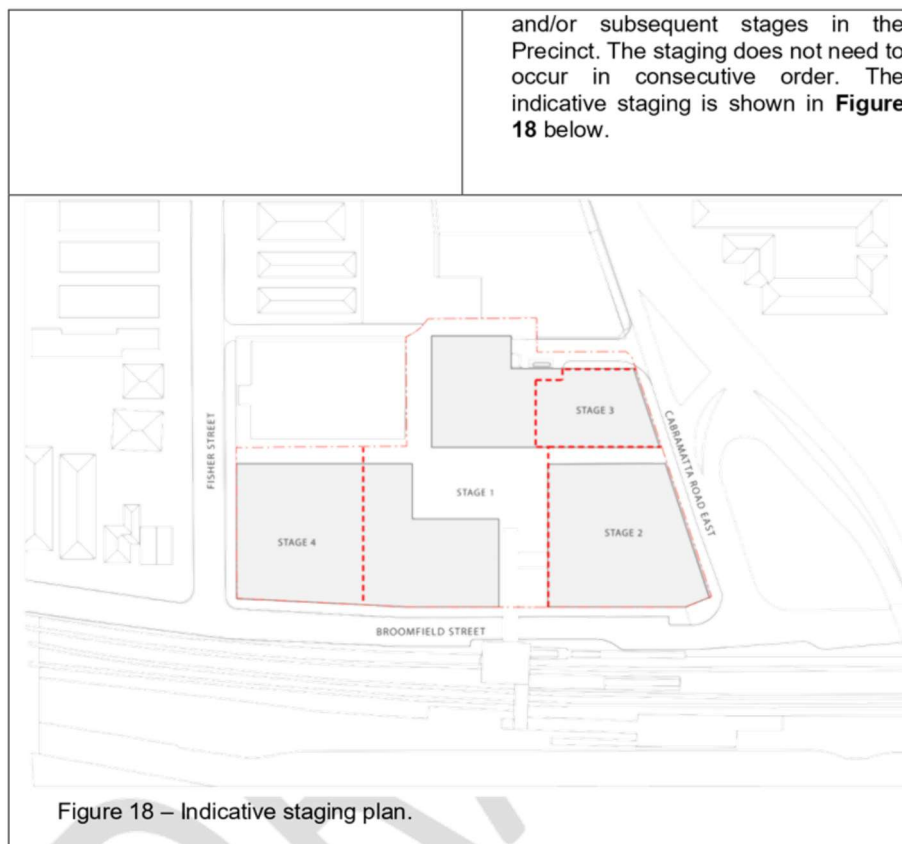
	development to achieve the performance criteria and development controls in this section.
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H. Signage

Performance criteria	Development controls
<ul style="list-style-type: none"> Signs blend with the form and design of the building facades within the Precinct. 	<ul style="list-style-type: none"> Signage is restricted to shop fronts, awnings and under awnings and must be integrated into the design of the building. Signs are permitted within carparks, except in locations that may be visible from Fisher Street and Cabramatta Road East. Details of the likely sign locations and types should be provided when development applications are lodged. Each Stage development application will incorporate clear way finding measures to draw pedestrians to places within or destinations outside the Precinct by signage and/or floor markings or other devices.

I. Staging

Performance criteria	Development controls
<ul style="list-style-type: none"> Staging of the development can occur where the design enables the buildings to function independently prior to the next stage of development. 	<ul style="list-style-type: none"> Where the development is to be constructed in stages an indicative staging plan is to be submitted with the development application. The minimum size for a stage must be no less than 1,800m² of site area and must consider the built form outcomes of adjoining stages and have required facilities to operate independently until other stages are developed. In particular, basement car parks are to be designed to connect to previous

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J. Pedestrian Bridge Station Link

Performance criteria	Development Control
<ul style="list-style-type: none"> Facilitate pedestrian access between Cabramatta Station and Precinct 4A – East Side Market Square & Station Interface. Ensure that access points to the bridge are designed to meet universal access requirements. Ensure the pedestrian link is of high quality design. 	<ul style="list-style-type: none"> The pedestrian link will comprise of a bridge between Precinct 4A and Cabramatta Station. The bridge shall be designed in consultation and the satisfaction of Sydney Trains. The bridge is be designed to comply with DDA requirements.

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	<ul style="list-style-type: none">• The bridge is to use light weight materials as far as practicable and incorporate elements that help reduce adverse visual impact to Broomfield Street.• The bridge is to demonstrate sufficient safety to accommodate expected pedestrian activity.• Design requirements:<ul style="list-style-type: none">a. Safety screens shall be provided.b. Hand rails shall be provided along full length of the bridge.c. Incorporate wayfinding signage.d. CCTV and lighting be provided.e. Incorporate drainage with stormwater discharge point as appropriate.
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Precinct 5

Bulky Goods and Services



Town Centre South

This precinct straddles Cabramatta Road west of the railway line.

Objectives

Objectives for Precinct 5 are:

- Provide a range of business and support services for the Town Centre.
- Maintain the car based retail activities, particularly bulky goods and automotive related retailing.
- Provide for a variety of main-road related uses and at the same time minimise direct vehicular access to Cabramatta Road.
- Maintain the low scale building form, particularly on the southern side of Cabramatta Road and promote existing recreational facilities.

- Ensure that the siting and bulk of buildings contributes to the proposed character of the precinct and minimises impacts on the amenity of residential development to the south of Cabramatta Road.
- Ensure adequate safe, convenient and accessible car parking and provide adequate on-site loading and unloading facilities.

Desired character

Bulky goods and car based retail activity, which is not reliant upon pedestrian access, is supported by the heavy volumes of traffic using Cabramatta Road and provides opportunities for a range of business and support services for the Cabramatta Town Centre.

Development will be encouraged to maintain the existing low-scale building style while providing a quality landscaped gateway to the Cabramatta Town Centre.

Access to premises will not impact upon traffic movement along Cabramatta Road; while at the same time operation of development in this area will not adversely affect the existing amenity of the adjoining residential development.

Car parking, loading and waste facilities will be designed to maintain an attractive and safe area for visitors and staff alike.

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Quality cultural, recreational and entertainment facilities are encouraged in locations east of Church Street, and should where possible provide strong linkages to Cook Square and to public transport.



Development on the northern side of Cabramatta Road will need to incorporate attractive, vibrant and safe pedestrian access to John Street and Cabramatta Road.

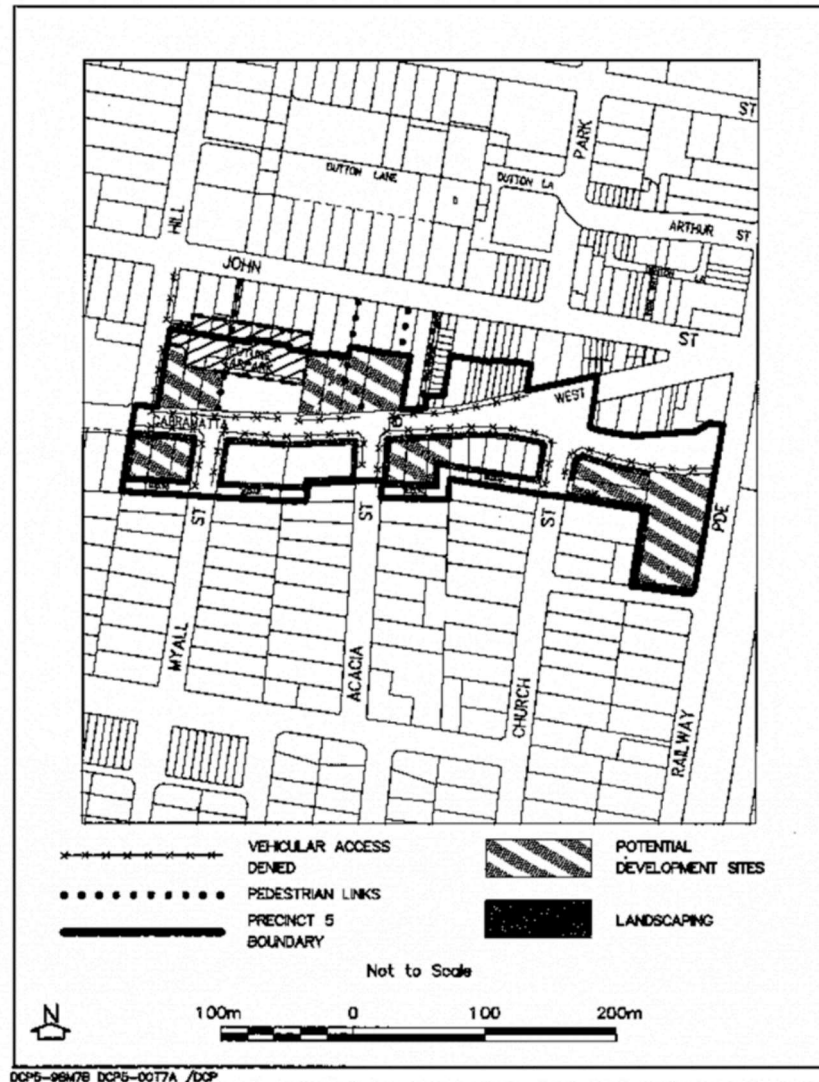
Development south of Cabramatta Road will be more restricted in height in order to protect adjacent and residential access to views and sunlight.

Are there any development incentives in this precinct?

No.

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Precinct 5: Map of Bulky Goods and Services Town Centre South Map 7



Cabramatta Town Centre DCP 5/2000
Amendment No.4**Performance Criteria and development controls****A. Floor space ratio - Precinct 5**

Performance criteria	Development controls
<ul style="list-style-type: none"> Building bulk and scale to be appropriately related to site area and frontage and desired character for this precinct. 	<ul style="list-style-type: none"> A floor space ratio of 1.5:1 applies to land on the northern side of Cabramatta Road, other than for the proposed central block Council Parking Station. A floor space ratio of 1.0:1 applies on land on the southern side on Cabramatta Road.

B. Height - Precinct 5

Performance criteria	Development controls
<ul style="list-style-type: none"> The height of a building(s) should relate to the public street, be of a compatible scale with surrounding development and not cause additional overshadowing of pedestrian areas or nearby residential flat buildings. 	<ul style="list-style-type: none"> The maximum height of a building on the northern side of Cabramatta Road shall be three storeys above existing ground level, nor exceed an overall height of 10 metres above existing ground level. The maximum height of a building on the southern side of Cabramatta Road shall be two storeys (plus basement car parking) from existing ground level at the rear of the site nor exceed an overall height of 7.5 metres above existing ground level at or near the Cabramatta Road frontage.

C. Car parking and access - Precinct 5

Performance criteria	Development controls
<ul style="list-style-type: none"> • Access denied provisions where indicated on the Precinct Map for Precinct 5 must be incorporated in any development. • Access to car parking areas and servicing areas should utilise rear lanes. • All car parking should be on-site for development south of Cabramatta Road. Section 7.11 Developer Contributions may not be accepted in lieu of the car spaces in this area. • All car parking provision in the area north of Cabramatta Road should preferably be by way of a Section 7.11 Developer Contribution to Council for the provision of car parking in the Cabramatta Town Centre. • Car parking should be located at the rear or side of sites so that at least part of the building can be located at the street frontage. • Vehicular and loading facilities should not be located on the street frontage. Where it is necessary for vehicular access to be from the street frontage, this access should be well integrated into the streetscape. Garage doors shutters and grilles should not be visually obtrusive and should blend in with the appearance of the building. • Parking at or above ground level should relate to the scale, massing, proportions materials and finishes, and should be designed as an integral part of the main facade. 	<ul style="list-style-type: none"> • Access denied provisions where indicated on the Precinct Map for Precinct 5 must be incorporated in any development. • Car parking requirements are as follows: <ul style="list-style-type: none"> • Office and Business Use 1 space per 25m² of gross leasable ground floor area and 1 space per 40m² of gross leasable floor space above ground level. • Retail, Restaurant, Cafes, Refreshment Rooms 1 space per 25m² of gross leasable floor area. • Bulky Goods Retailing 1 space per 40m² of gross leasable floor area. Note: 1. For development south of Cabramatta Road, all car parking is to be on-site in which case Section 7.11 Contributions shall not be accepted in lieu of car spaces. Note: 2. For development on the northern side of Cabramatta Road: <ul style="list-style-type: none"> • a maximum of 30% of car parking shall be provided on-site, with the balance provided by way of payment of a Section 7.11 Developer Contribution • where Section 7.11 Developer Contributions are paid instead of providing parking on site, the above parking requirements may be reduced by 40%. • Car parking shall not occur at the street frontage (unless the site is located on the southern side of Cabramatta Road and has a frontage of less than 20 metres and is not a corner site)

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	<ul style="list-style-type: none"> • Access to car parking areas and servicing areas shall not be from the primary street frontage. • Car parking should be beneath the ground level or at the rear of the site wherever possible.
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C. Car parking and access - Precinct 5 continued

Performance criteria	Development controls
<ul style="list-style-type: none"> • Disabled persons access must be provided in developments. • Parking areas should be designed to facilitate safe and efficient circulation of vehicles and pedestrians. • Splay Corners should be provided to improve safety by increasing site distances for drivers at intersections. 	<ul style="list-style-type: none"> • Development should provide access for disabled persons in accordance with the relevant Australian Standards and '2.6. - General development and design guidelines' in this Plan. • Splay Corners are required for all corner lots at the intersection of public roads and shall be dedicated as public road. Splay corners will generally be 3 metres by 3 metres.

D. Unloading /loading facilities - Precinct 5

Performance criteria	Development controls
<ul style="list-style-type: none"> • Loading bays of sufficient size and number shall be provided on-site at the rear of the premises for use by trucks and delivery vehicles required to service the development. • More than one loading bay for larger developments may be required. 	<ul style="list-style-type: none"> • For development and change of use with greater loading bay requirements than previously, unloading/loading facilities will be provided according to the 'Loading bay specifications' table:

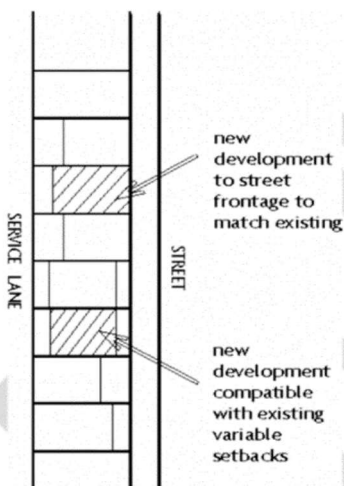
Cabramatta Town Centre DCP 5/2000
Amendment No.4**Loading bay specifications**

Type of use	Minimum bays needed	Size of bay
Butcher, Fruit Store, Furniture Store/ Showroom	1	3.5 x 11 metres
Department store	1	3.5 x 17 m
Office/Professional Suite	1 per 4000 sq m for first 20,000 sq m 1 space per 8,000 sq m thereafter (50% of spaces adequate for trucks).	Van space (3.0 x 6 m) & Rigid truck (3.5 x 11 m)
Pub/Licensed Club		
Restaurant with 100 seat capacity		
Supermarket (large e.g.: Coles)	1	3.5 x 11 m
Supermarket (medium 400 sq m)	1	3.0 x 6 m
Supermarket (small 200 sq m or less)	1	3.5 x 17 m
	1	3.5 x 11 m
	1	3.0 x 6 m

Note: Loading bays may be reduced in width to 3 metres and in length to 6 metres where the premises are to be serviced only by small vans and the like. This concession does not apply to premises with a floor space exceeding 200 square metres.

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E. Setbacks - Precinct 5

Performance criteria	Development controls
<ul style="list-style-type: none"> Existing streetscape should be maintained or enhanced where the existing streetscape is characterised by development on the street boundary. Where there is a variable building setback from the street boundary, the existing streetscape should be maintained, or enhanced. <p>Setback principles</p> 	<ul style="list-style-type: none"> Where the existing buildings are immediately on the boundary of the street frontage, then a zero lot boundary applies. Where there is a variable building setback from the street boundary, then a variable setback shall apply.

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F. Pedestrian movement - Precinct 5

Performance criteria	Development controls
<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 5 must be incorporated into development. 	<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 5 must be incorporated into development.

G. Advertising signs - Precinct 5

Performance criteria	Development controls
<ul style="list-style-type: none"> Advertising and signage should contribute to the character and amenity of the precinct and the Town Centre. Signs should be located to blend in with the form and design of the building facades. The size and design details of signs should complement the scale and architectural detail of the buildings to which they are attached. Signs should be designed to incorporate lighting and other characteristics that add to illumination levels, colour and vitality. Signs that add to the Cabramatta experience which: <ul style="list-style-type: none"> are above roadways or public places on tops of buildings incorporate movement and/or a flashing mechanism will be supported except where the sign will have an adverse impact on traffic safety, particularly on Cabramatta Road. 	<ul style="list-style-type: none"> Details of all advertising and signs shall comply with Chapter 8.1.3 of Council's City Wide DCP 2013. Signage is restricted to shop fronts, awnings and under awnings and must be integrated into the design of the building. Signs are permitted within car parks on the northern side of Cabramatta Road except in locations directly fronting Hill Street or Cabramatta Road.

H. Building design - Precinct 5

Performance criteria	Development controls
<ul style="list-style-type: none"> Building design should recognise and support the precinct objectives, desired character and be consistent with: <ul style="list-style-type: none"> 2.6 - General development and design guidelines 2.7 - Residential design guidelines. The number of vehicular access to Cabramatta Road should be minimised, for example by sharing a driveway between two development sites. External lighting shall be provided to buildings so that illumination levels enhance safety, encourage night trading and promote the use of footpaths as part of the retail trading space. Illumination by appropriate advertising that does not adversely affect the traffic movement along Cabramatta Road will be supported. Security measures shall be provided in developments creating right of ways, concealed loading/unloading, parking or service areas without open and direct view from the public street. Disabled persons access must be provided in developments. 	<ul style="list-style-type: none"> Building design shall comply with precinct objectives, standards and desired character with respect to scale, bulk, setback, height and streetscape and be consistent with: <ul style="list-style-type: none"> 2.6 - General development and design guidelines 2.7 - Residential design guidelines. The number of vehicular access to Cabramatta road should not exceed 1 per 30 metres of street frontage. Lighting shall provide external illumination levels of at least 75 lux when measured 900 mm above ground level at any point on the footpath or pedestrian movement routes and 40 lux in loading areas or car parking areas. Security measures in development creating right of ways, concealed loading/unloading, parking or service areas without open and direct view of at least 90% of floor area from the public street shall be provided at the applicant's expense including maintenance costs with closed circuit television surveillance connected to Council's system. <p>Exception: Where Cabramatta Police and Council waive this requirement due to an alternative and appropriate surveillance system being provided.</p> <p>Development shall provide access for disabled persons under:</p> <ul style="list-style-type: none"> 2.6 - General development and design guidelines the requirements of relevant Australian Standards.

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Precinct 6

Civic and Support Services



Railway Parade and McBurney Road

Public and community purposes and facilities, irregular lot configuration and several strata titled residential properties dominate this precinct. Precinct 6 is located on the northern edge of the Cabramatta Town Centre, next to Cabra-Vale Park.

Objectives

Objectives for Precinct 6 are:

- Provide a focus for civic, cultural and community services within the Town Centre.
- Provide a range of business and support services for the Town Centre.
- Maintain the low scale building form and enhance the interface with Cabra-Vale Park.
- Ensure that the siting and bulk of buildings contributes to the proposed character of the precinct.

- Ensure adequate safe, convenient and accessible car parking and provide adequate on-site loading and unloading facilities.

Desired character

Civic and community services within the Cabramatta Town Centre will continue in this precinct.

Future development should complement the open space of Cabra-Vale Park where possible.

Development that proposes cultural, recreational or entertainment opportunities that links to Cabra-Vale Park and the existing civic facilities or to appropriate uses in Precinct 3 would be favourably supported.



Pedestrian access to facilities should be improved and existing linkages should be upgraded to ensure they are attractive and safe to encourage use.

Linkages with adjoining retail and commercial activities will be encouraged to improve the viability of the civic, community services facilities and recreational opportunities in and adjacent to this precinct.

**Are there any
development incentives in
this precinct?**

Cultural, entertainment and recreation facilities are encouraged in this precinct.

The bonuses proposed to encourage these types of facilities include:

- a reduction in the required car-parking rate by a total of 70% of the required rate as calculated by Council's Car Parking DCP.

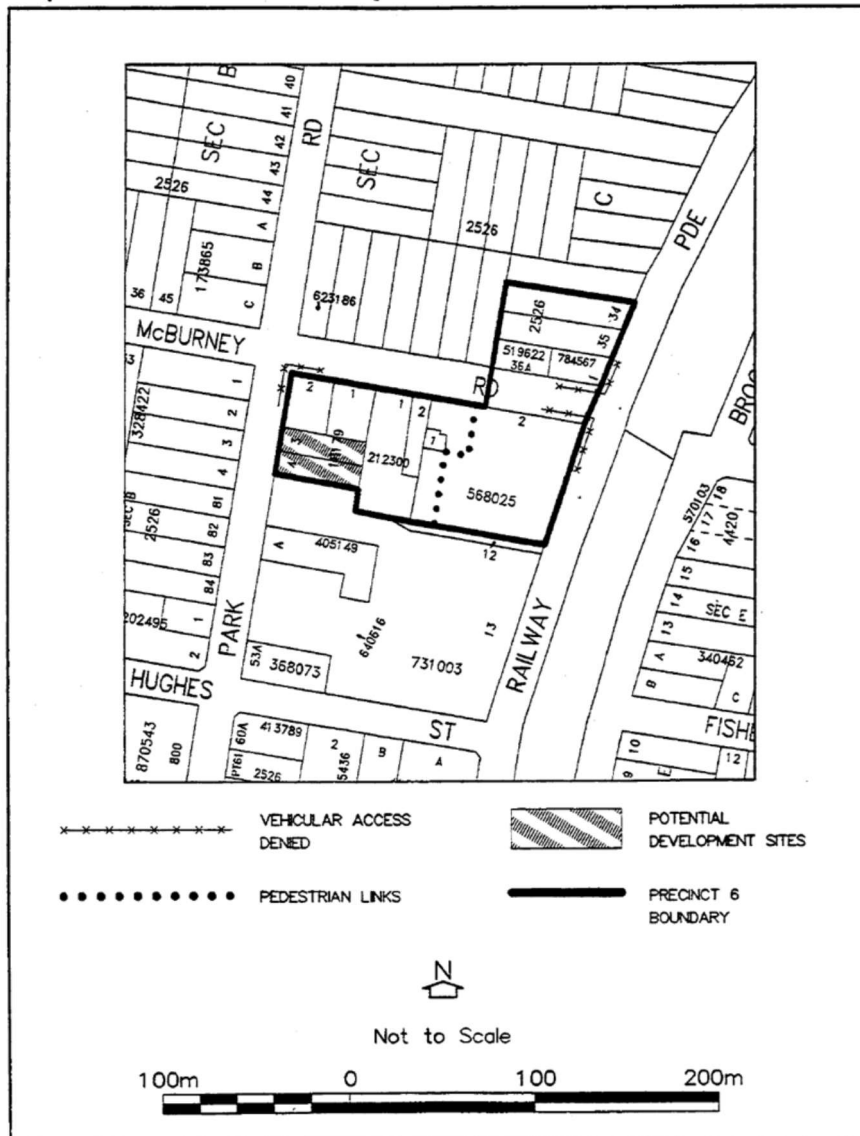
This bonus will only apply where:

- a public good can be demonstrated
- the use remains recreational, cultural or entertainment, and
- access to public transport would be attractive and available to some uses

In the event that the use changes to commercial, the appropriate current contribution shall be paid at the time of the change of use.

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Precinct 6: Map of Civic and Support Services
Railway Parade and McBurney Road
Map 8



DCP5-98MBA DCP5-00TB /DCP

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Amendment No.4**Performance Criteria and development controls****A. Floor space ratio - Precinct 6**

Performance criteria	Development controls
<ul style="list-style-type: none"> Building bulk and scale to be appropriately related to site area and frontage and desired character for this precinct. 	<ul style="list-style-type: none"> A floor space ratio of 1.5:1 applies for development in Precinct 6.

B. Height - Precinct 6

Performance criteria	Development controls
<ul style="list-style-type: none"> The height of a building should relate to the public street, be of a compatible scale with surrounding development and not cause additional overshadowing of pedestrian areas. 	<ul style="list-style-type: none"> The maximum height of a building shall be three storeys above existing ground level, nor exceed an overall height of 10 metres above existing ground level.

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C. Car parking and access - Precinct 6

Performance criteria	Development controls
<ul style="list-style-type: none"> • Access denied provisions where indicated on the Precinct Map for Precinct 6 must be incorporated in any development. • All car parking should be provided on-site, preferably at the rear of development sites, or below ground level. • Access to car parking areas and servicing areas should utilise rear lanes. • Vehicular and loading facilities should not be located on the street frontage. Where it is necessary for vehicular access to be from the street frontage, this access should be well integrated into the streetscape. Garage doors, shutters and grilles should not be visually obtrusive and should blend in with the appearance of the building. • Parking at or above ground level should relate to the scale, massing, proportions, materials and finishes and should be designed as an integral part of the main facade. • Parking areas should be designed to facilitate a safe environment and efficient circulation of vehicles and pedestrians. • Disabled persons access must be provided in developments • Splay Corners should be provided to improve traffic safety by increasing site distances for drivers at intersections. 	<ul style="list-style-type: none"> • Access denied provisions where indicated on the Precinct Map for Precinct 6 must be incorporated in any development. • Car parking requirements are as follows: <ul style="list-style-type: none"> • Office, Business and Community Use 1 space per 25 square metres of gross leasable ground floor area and 1 space per 40 square metres of gross leasable floor space above ground level. • Retail, Restaurants, Cafes and Refreshment Rooms 1 space per 25m² of gross leasable floor area. Note: All car parking is to be provided on-site and no Section 7.11 Developer Contributions will be accepted. • Car parking shall not occur at the street frontage. • Access to parking areas and servicing areas shall not be from the primary street frontages. • Parking should be beneath the ground level of the site wherever possible. If parking is located above ground level parking shall be located at the rear and/or at the side of the site. • Parking areas should be designed to facilitate a safe environment and efficient circulation of vehicles and pedestrians. • Development shall provide access for disabled persons, under the relevant Australian Standards and '2.6. - General development and design guidelines' in this Plan.

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	Splay Corners are required for all corner lots at the intersection of public roads and shall be dedicated as public road. Splay corners will generally be 3 metres by 3 metres.
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D. Unloading /loading facilities - Precinct 6

Performance criteria	Development controls
<ul style="list-style-type: none"> Loading bays of sufficient size and number shall be provided on-site at the rear of the premises for use by trucks and delivery vehicles required to service the development. More than one loading bays for larger developments may be required. 	<ul style="list-style-type: none"> For development and change of use with greater loading bay requirements than previously, unloading/loading facilities will be provided according to the following 'Loading bay specifications' table:

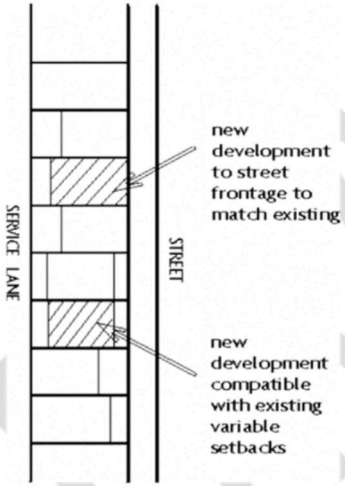
Loading bay specifications

Type of use	Minimum bays needed	Size of bay
Butcher, Fruit Store, Furniture Store/ Showroom	1	3.5 x 11 metres
Department store	1	3.5 x 17 m
Office/Professional Suite	1 per 4000 sq m for first 20,000 sq m 1 space per 8,000 sq m thereafter (50% of spaces adequate for trucks).	Van space (3.0 x 6 m) & Rigid truck (3.5 x 11 m)
Pub/Licensed Club	1	
Restaurant with 100 seat capacity	1	3.5 x 11 m
Supermarket (large e.g.: Coles)	1	3.0 x 6 m
Supermarket (medium 400 sq m)	1	3.5 x 17 m
Supermarket (small 200 sq m or less)	1	3.5 x 11 m 3.0 x 6 m

Note: Loading bays may be reduced in width to 3 metres and in length to 6 metres where the premises are to be serviced only by small vans and the like. This concession does not apply to premises with a floor space exceeding 200 square metres.

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E. Setbacks - Precinct 6

Performance criteria	Development controls
<ul style="list-style-type: none"> Existing streetscape should be maintained, or enhanced where the existing streetscape is characterised by development on the street boundary. Where there is a variable building setback from the street boundary, the existing streetscape should be maintained, or enhanced. <p>Setback principles</p> 	<ul style="list-style-type: none"> Where the existing buildings are immediately on the boundary of the street frontage, then a zero lot boundary applies. Where there is a variable building setback from the street boundary, then a variable setback shall apply.

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F. Pedestrian movement - Precinct 6

Performance criteria	Development controls
<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 6 should be incorporated into developments. 	<ul style="list-style-type: none"> Pedestrian movement routes indicated on the Precinct Map for Precinct 6 should be incorporated into developments.

G. Advertising signs - Precinct 6

Performance criteria	Development controls
<ul style="list-style-type: none"> Advertising and signage should contribute to the character and amenity of the precinct and the Town Centre. Signs should be located to blend in with the form and design of the building facades. The size and design details of signs should complement the scale and architectural detail of the buildings to which they are attached. Signs should be designed to incorporate lighting and other characteristics that add to illumination levels, colour and vitality. Signs that add to the Cabramatta experience which: <ul style="list-style-type: none"> are above roadways or public places on tops of buildings incorporate movement and/or a flashing mechanism will be supported. 	<ul style="list-style-type: none"> Details of all advertising and signs shall comply with Chapter 8.1.3 of Council's City Wide DCP 2013. Signage is restricted to shop fronts, awnings and under awnings and must be integrated into the design of the building.

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H. Building design - Precinct 6

Performance criteria	Development controls
<ul style="list-style-type: none"> • Building design should recognise and support the precinct objectives, desired character and be consistent with: <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • 2.7 - Residential design guidelines. • External lighting shall be provided to buildings so that illumination levels enhance safety, encourage night trading and promote the use of footpaths as part of the retail trading space. Illumination by appropriate advertising will be supported. • Security measures shall be provided in developments creating right of ways, concealed loading/unloading, parking or service areas without open and direct view from the public street. • Disabled persons access must be provided in developments. 	<ul style="list-style-type: none"> • Building design shall comply with precinct objectives, standards and desired character with respect to scale, bulk, setback, height and streetscape and be consistent with: <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • 2.7 - Residential design guidelines. • Lighting shall provide external illumination levels of at least 75 lux when measured 900 mm above ground level at any point on the footpath or pedestrian movement routes and 40 lux in loading areas or car parking areas. • Security measures in development creating right of ways, concealed loading/unloading, parking or service areas without open and direct view of at least 90% of floor area from the public street shall be provided at the applicant's expense including maintenance costs with closed circuit television surveillance connected to Council's system. <p>Exception: Where Cabramatta Police and Council waive this requirement due to an alternative and appropriate surveillance system being provided.</p> <p>Development shall provide access for disabled persons under:</p> <ul style="list-style-type: none"> • 2.6 - General development and design guidelines • the requirements of relevant Australian Standards.

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2.6 General development and design guidelines

There are many design aspects, which may improve the amenity, safety and aesthetics of a city. Design plays an intrinsic role in facilitating these desired outcomes.



The following provides some guidelines regarding how to improve design aspects of developments.

Access and mobility

For all commercial, office, retail and service developments, the provision of access and mobility features are to apply within all the areas or facilities of buildings where there is a reasonable expectation of access by any owner, occupier, visitor or employee.

Accessible Paths

Accessible paths will be at the same level as driveways where practical. All replacement ground surfaces will comply with safety standards and where appropriate be slip resistant, traversable by wheelchairs and prams and indicate changes of grade by use of materials which provide a visual and tactile contrast to assist people with sight impairment.

Provide kerb ramps from the footpath to the road at all intersections and through traffic islands where practicable. The kerb ramps shall be flush with the footpaths and roadways and will avoid ridges, which create barriers for wheelchairs, prams and strollers.

Surface changes in the kerb ramp will indicate a kerb ramp for disabled people with sight impairment.

Accessible paths shall be provided:

- **from accessible parking spaces** and passenger loading zones or public streets and walkways to the accessible parts of the building.
- **to connect accessible entrances** of each accessible building with those exterior and interior spaces and facilities to serve it
- **to connect accessible building entrances** with all accessible spaces and facilities within a building.

Awnings

New developments must incorporate awnings at the building line to provide sun and rain protection for pedestrians.

The purpose of the awning is to ensure a pleasant and safe environment for pedestrians. This is controlled through the provision of awnings that are structurally sound and comply with relevant BCA requirements.

Regular maintenance or repair work to awnings and their storm water disposal system such as painting and repairing leaks must be carried out. An Awnings Maintenance Plan is required to be submitted with all Development Applications for the construction of a building proposing an awning or occupation of a building that already contains an awning.

- The maintenance plan for development including the

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construction of new building will include maintenance details that cover the life of the awnings.

- The maintenance plan for awnings that are on existing building will provide details of repair that will be carried out.

Awnings associated with Heritage Items as specified in Schedule 5 of the Fairfield Local Environmental Plan 2013 must comply with Clause 5.10 Heritage Conservation of the Fairfield LEP 2013.



Car Parking

Car parking shall comply with AS 2890.1 and in particular disabled car spaces shall have a minimum width of 3.8 metres, and be signposted and painted blue, with a stencilled disabled symbol on the surface.

Appropriate international symbols for the disabled should be displayed/used where appropriate to assist in direction to ramps, lifts, etc.

Community Safety

The configurations of buildings are to allow natural surveillance onto any public place. Entrances are to be designed so that they are open and visible from the street or public place. This is to ensure that anyone approaching a building entrance can clearly see the entrance, and that no one can be concealed from view.

Disabled Parking Requirements

Parking spaces for the disabled shall be provided at the rate of 3 spaces for every 100 car spaces provided, with a minimum of 1 disabled car space for car parks containing more than 12 car spaces. These spaces shall be as close as possible to entrances and exits and access ramps shall be provided and be clear of obstacles, which could impede access.

Heritage

Some properties with heritage significance are located in or near the Town Centre. New development should be designed so that it is compatible with adjacent or nearby heritage items. Heritage items include the Cabramatta Road East (Church), 136 John Street (Church), Railway Parade opposite Hughes Street (Horse Water Trough) and Park Road South (Pailau Gateway).

Lighting

Lighting is essential for safety issues. This Plan requires at least 75 lux at a one-metre height level. The recommended method of lighting is with fluorescent lighting strips, located approximately 2-2.5 metres above ground level located on building walls. If the entrances to buildings are visibly open and well lighted, and are easily viewed from any public place, it reduces the possibility of criminal behaviour.

Pedestrian linkages

Above ground pedestrian linkages between buildings or between buildings and car parks need to use attractive design, be well illuminated and provide secure access for pedestrians using the link and the area below. Vibrant advertising on these structures is encouraged.

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Reflectivity

Council aims to encourage the use of low reflectivity glass particularly in major structures so as to minimise the risk of adverse solar reflections from glass surfaces. Materials having a reflectivity index in excess of 20% will not be permitted.

Shop Front Security Shutters

Shopfront security shutters are not favoured however, where they are installed, shutters must be of an open type which permit pedestrians to view products in window displays. Preference is given to security grills to be installed behind shopfront.

Solar Access

Council will require solar access diagrams to be prepared for all developments where the site area exceeds 500 square metres gross area or development exceeds two storeys in height. In particular, Council will not approve structures that have a major shadowing effect on Freedom Plaza, Cook Square; the John Street pedestrian area, parks or other public pedestrian spaces and plazas within the Cabramatta Town Centre.

Street Numbers

All buildings are required to have a street number. The size, colour and location of numbers should be chosen to make it easy for them to be read by pedestrians and motorists.

Walls to Street Frontages

Extensive blank walls to street frontages are not permitted. Street frontages should contain shop fronts and activity.

Wind Effect

Council will also expect attention to be directed to the likely wind effect of major development on sites exceeding 500 square metres particularly where significant open space areas are provided for on-site and building exceeding two storeys above ground level.

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2.7 Residential design guidelines

Accessible dwellings

Any residential development containing 8 or more dwellings shall provide 1 dwelling that is accessible to the disabled. Thereafter 1 dwelling that is accessible to the disabled shall be provided for every 20 dwellings.

Court yards

Courtyards are important for the quality of life of residents. Courtyards are to be positioned so that they receive the required solar access and are screened from other residents/public to maintain privacy levels. They must be designed and constructed out of high quality materials and finishes, and can be a feature used to enhance developments.

Solar access

Direct sunlight into windows of adjacent housing, and more than two thirds of their open space, must be achieved for at least 4 hours daily.

Drying areas

Drying areas are to be incorporated into the design of residential units with safe access and adequately secured drying facilities. It is not appropriate for residents to have to dry their clothes on their balconies.

Shop-top housing

Special attention is required for courtyards and drying areas for shop-top housing. Design needs to ensure that those areas are incorporated into the active living space and are readily accessible for ease of use.

It is essential that these areas be private and secure. Design that facilitates abuse of the external appearance of the building from the public domain will not be favourably considered.

Council will need to be satisfied that inappropriate storage or display of clotheslines is not encouraged through poor design.

Note: For developments proposing **shop top housing**, applicants will be required to comply with design controls contained in Chapter 8 – Neighbourhood and Local Centres of the City Wide DCP 2013.

2.8 Landscaping principles

Greater use of landscaping is encouraged to:

- beautify the town centre
- reduce the visual impact of large buildings, and
- provide a more amenable work and shopping environment.

Depending upon the scale of a particular development, consideration should be given to the following:

- **using deciduous trees** to provide summer shade and winter sun and to soften and beautify any proposed development.



- **the use of external planter boxes and potted plants** where sufficient landscaping is not possible to enhance the design and soften the impact and appearance of buildings.

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- **peripheral and central landscaping** and the use of architectural treatments to reduce the visual impact of car parking areas.

Landscaping must be provided in line with Council's current Landscaping Policy/DCP.

It is recommended that landscaping corresponds with the surrounding natural and built environment, and improves the aesthetics and appearance of the Cabramatta Town Centre.



You are advised to consult with Council at an early stage about landscaping plans.

2.9 Guidelines for activity in the Cabramatta Town Centre.



2.9.1 Business use of footpaths and public places

Footpath displays of merchandise are a feature of trading in Cabramatta.

Council will permit business use of footpaths and public places in the Cabramatta Town Centre, subject to certain conditions as detailed in this clause.

No use of footpaths in Railway Parade, Cabramatta

Due to the volume of vehicular traffic on the roadway and pedestrian movement on the relatively narrow footpath, business use of the Railway Parade footpath will not be permitted, with the exception of the widened path between Cook Square and the pedestrian lights on Railway Parade. This is to ensure pedestrian safety.

Further information on Business Use of Footpaths is contained in Council's

Cabramatta Town Centre DCP 5/2000
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Policy for Business use of Footpaths and
Public Places in Commercial Centres.

injure themselves on the displayed
goods.

How much of the footpath may be occupied?

- **Only the area directly in front of** each shop/office boundary may be used for business purposes.
Exception: Where tables and chairs for restaurants and cafes are proposed, these may be located in front of one premises either side if written permission is obtained from the adjoining business.
- **The minimum width of footpath,** which must be left clear of an obstruction and left available for pedestrians, is 3 metres, except where circumstances would warrant a reduction to 2.5m. Council approval is needed for this.
- **Premises on the street corner** are permitted to display goods on one street frontage only.

Display of goods on footpath/public places

Council approval is not needed for any presentation for sale or display on the footpath/ public place where it is placed:

- **on a stand at least 20cm** above ground level, and not more than 60cm from the shop window or frontage towards the kerb
- **at least 15mm above ground level** for the display of white goods or similar products or fabrics if some form of solid mat is provided to assist identification by visually impaired pedestrians
- **on stands with smooth-faced sides** and no sharp corners, which means a lip or edgeboard has to be placed around the perimeter of the stand
- **firmly secured on stands** to ensure that they will not spill over the edge of the stand so pedestrians do not

**Other footpath displays need
Council approval.**

Display of goods in private arcades/malls



**Display of goods on accessways in
private arcades or malls is permitted** if they follow the same requirements for the display of goods on public footpaths and places including:

- **a minimum width of 3 metres** through the arcade or mall shall be kept clear at all times to allow free movement of pedestrians
- **premises on the corner of arcades** are permitted to display goods on one frontage only, and
- **written approval** from Centre/Arcade Management.



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Display and storage of fruit and vegetables on the footpath

The display and storage of fruit is permitted with the following conditions:

- **all fruit and vegetables must be kept at least 750mm off the ground**
- **solid containers**, with no openings in the side or bottom panels, must be used for the storage of fruit and vegetables
- **stands must be designed with solid frames or plinths** to allow disabled persons, particularly sight impaired to navigate the Town Centre
- **an internal deep bowled sink** with hot and cold water for the washing of fruit and vegetables must be provided by the proprietor
- **no washing or spraying** of the fruit and vegetables shall occur on, or adjacent to, the footpath
- **waste** from the fruit and vegetables, must be removed from the footpath and stored in receptacles within the premises by the proprietor
- **loading /unloading of storage containers** for fruit and vegetables shall not be from/on the footpath area.

Display and storage of food on the footpath prohibited

Food products, other than fruit and vegetables, are prohibited from sale/display on footpath/public spaces because of the risk to public health of:

- 1) contamination due to weather tampering or interference by dogs/cats etc.

What is the responsibility of the operator of displays/sales areas?

The operator must:

- **keep the display/sale area clean** and tidy, and adequately screened from the public
- **not place any rubbish** collected in public waste bins
- **check that all goods** remain on approved stands.

2.9.2 Outdoor Dining

Refer to Council's Outdoor Dining Policy 2013

Telephones on footpaths

A separate approval for the provision of a single public telephone on the footpath is not required, provided the telephone does not occupy more than 0.3 square metres



Music

Recorded music is not permissible in the public domain as the varying type and volume of music is likely to prove a source of annoyance to the public. Live music requires approval from Council.

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Amendment No.4

Use of air space above footpaths and public places is prohibited

Any use of footpaths or public places must be carried out at ground level. Hanging items on hooks attached to the facade or placing them on ledges elevated more than 1.5 metres above the footpath is not permitted. This is to ensure objects do not fall on unsuspecting pedestrians in adverse weather or due to hooks failing.

Use of public space that acts as recreation, rest or public art area is prohibited

Where the public space/footpath serves as a recreation, rest or public art area this space may not be used for business purposes.



Examples of this form of space include areas containing public seating, drinking fountains, sculptures or monuments. Any business purpose in a public place must be located at least 2 metres from these types of public features.



2.9.3 Getting approval to use the footpath/public space

Business use of footpaths is generally supported where the guidelines of this Plan are followed.

A licence agreement will be established and operators must comply with any additional conditions of the license.

The process detailed below should be followed to obtain approval for the use of the footpath for business purposes.

Note: This process does not apply to arcades. Centre management should be contacted regarding these arcades.

Lodgement of a licence or development application for footpath trading

The following information must be provided with an application for footpath trading:

Plans to scale, at least 3 copies, detailing:

- **width and length of footpath**
- **area to be used**
- **details of the existing shop including storage areas**
(consideration should be given to additional storage requirements associated with stock that is stored on the footpath).

Cabramatta Town Centre DCP 5/2000
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Details about:

- **the number of tables and chairs** to be situated on the footpath (if applicable).
- **any fencing, awnings, umbrellas or waste bins** to be erected in and around the footpath storage area
- **the nature of the business**, including loading and unloading procedures and hours of operation.

Obtaining a licence agreement

A letter of offer outlining the terms and conditions of the licence agreement will be attached to the development application (DA). The terms and conditions outlined on the sheet will eventually be incorporated into the formal licence agreement if granted.

The applicant will agree to accept the terms and conditions of the proposed licence agreement.

Subject to approval the applicant will then be asked to fulfil the terms of the licence agreement (pay the licence fee, lodge a bond and take out Public Liability Insurance). **The use may not commence until Council has signed the licence agreement.**

Breach of policy

Use of the footpath without development consent and a licence agreement, will attract a **warning fine of approximately \$300.**

Failure to remedy any breaches of the development application or licence agreement may result in the termination of the licence agreement of Council.

2.10 General considerations for development and activity in the Cabramatta Town Centre

Hours of operation

The Cabramatta Town Centre operates as 7 day a week shopping and tourist centre. Uses will normally be permitted by Council to operate from 8:00 am to 10:00 pm seven days a week.

Trading outside these hours e.g.: night markets, retail activity, restaurants and clubs will be permitted by Council provided such extended hours would not adversely affect the amenity of any residential areas in close proximity.

Council will require a submission of an acoustic report with a development application for any development proposal, which will operate outside the hours of 8:00 am to 10:00 pm and which may adversely impact on neighbouring properties.

Waste management

It is the responsibility of the owner and/or tenant to ensure the regular collection and disposal of waste.

Separate areas or rooms of adequate size must be provided for the storage of waste material (in individual bins or communal containers) and screened from public view.

Access arrangements for service vehicles must be shown on applications. **Recycling of waste material** is encouraged.

Cabramatta Town Centre DCP 5/2000
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3.1 How to get a quality development approved

This Plan provides the flexibility and opportunity for innovative approaches by allowing either:

- **performance criteria, or**
- **development controls**

to be used in the development of quality proposals.

Compliance with performance criteria and development controls does not guarantee approval of an application. The objectives and desired character statements must be achieved in each application.

Each application will be considered on its merits within the guidelines of this Plan and under the relevant heads of consideration in Section 4.15 of the Environmental Planning and Assessment Act, 1979 as amended.

Careful consideration of the provisions in this Plan and early consultation with Council staff will assist you in obtaining an approval for your development.

Council's Place Manager for Cabramatta will be able to:

- **provide information** on the objectives and desired character for Cabramatta
- **discuss proposals** in the early stages of concept development
- **provide details** of appropriate Council staff who should be consulted before submitting an application including Council's Development Advisory Team.



Part C

Preparing development proposals

Cabramatta Town Centre DCP 5/2000
Amendment No.4

3.2 Preparing your development proposal

You will need to consult with:

Professional consultants

Applicants are encouraged to use a **qualified architect** for the preparation of development plans, a qualified engineer, surveyor or town planner for subdivision plans and a qualified landscape designer/architect for landscape plans.

Applicants are advised before engaging a consultant to inspect examples of their work for assurance of a satisfactory level of experience and skill.

Sydney Water

The Council will require the submission of a Developer Certificate, issued by Sydney Water before the release of any construction certificate or subdivision linen plan.

Applicants may need to make financial arrangements with Sydney Water for the amplification and/or reticulation of water and sewerage before Sydney Water will issue a Certificate.

Applicants are advised to contact the Urban Development Section of Sydney Water's Liverpool Office on telephone 9828-8414.

The Cabramatta Place Manager and Council staff

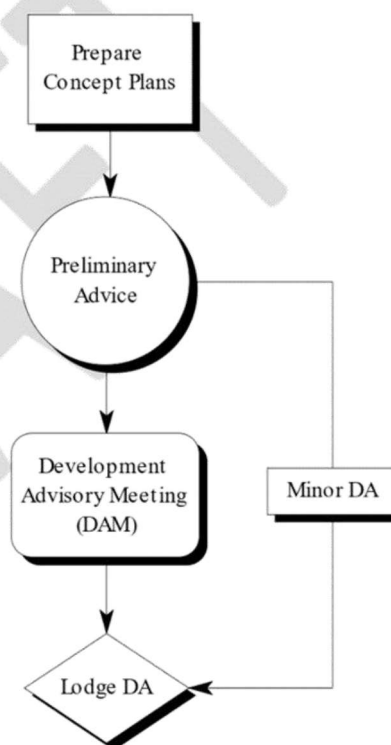
It is important to talk to the Place Manager for Cabramatta and Council's Development and Building Assessment officers.

Show them your proposal before lodgement, including your site analysis; so as to identify any potential issues. Applicants are encouraged to phone the Duty Development Planner so

as to arrange a pre-development application meeting ("pre DA meeting").

Pre-development application submission process

You are advised to follow these steps to lodge a development application within the Town Centre (see below).



Cabramatta Town Centre DCP 5/2000
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3.3 Site analysis

Designing a site layout or modifying an existing site is one of the first decisions made when planning a development.

Careful appraisal and systematic analysis of a site, of its relationship with adjoining development and consideration of any natural and man-made constraints and features are essential starting points.

There is a high degree of interaction of requirements for site planning, and therefore to achieve an optimum design, compromises may have to be made.

A site analysis is to be submitted with the development application. The objectives of the site analysis are to:

- **achieve a site layout** that provides a pleasant, attractive and energy efficient environment
- **assist in microclimate** management such as solar access and shade
- **address the anticipated needs** of the Town Centre users, workers, tourists and residents
- **ensure that new development** is well integrated into the existing and desired Town Centre character
- **contribute to personal safety** and to the protection of property by permitting casual surveillance of adequately lit outdoor spaces from windows and entrances
- **enable buildings to address streets** and public open spaces.

Evidence of a site analysis should appear as a notation on a development plan. Supporting written documentation is encouraged.

3.4 Preparing site plans and drawings

The following matters should be considered and included in the site plan submitted with the development application:

The site

- **Site dimensions**, site area, north point, spot levels and contours measured to AHD, location of fences, boundaries and other notable features (natural or historical)
- **Location of existing vegetation**, including the height and spread of established trees and of buildings and other structures
- **Easements** for drainage, natural drainage including overland flow paths
- **Orientation**, micro climate and noise sources, prevailing winds, views to and from the site
- **Identification of any previous use**, contaminated soils or filled areas
- **Any overshadowing** of the site by neighbouring structures: and
- **Proposed arrangement of buildings** on the site, access and connection points

The surrounds

- **The location, height and use of neighbouring buildings** (including location of any facing floors and windows)
- **Adjoining private open spaces** and living room windows which may overlook the site
- **Characteristics of any adjacent public open space**
- **Location and height of walls** built or near the site's boundary
- **Views and solar access** enjoyed by adjacent residents and workers
- **Major trees**
- **Street frontage features** such as poles, street trees, kerbs,

crossovers, bus stops and other services

- **The built form and character** of adjacent and nearby development
- **The difference in levels** between the subject land and adjacent properties; and
- **Sources of nuisance** such as flight paths, noisy roads, railways or industries and the like.
- **Development near railways** should consider relevant railway authority/agency guidelines.

3.4.1 Models, Photomontages and Perspectives Controls

- Architectural models are required for residential flat buildings and/or new commercial development (including mixed use buildings) of 5 or more storeys or where the development has a value of work exceeding \$5 million.
- For all other residential (excluding dwelling houses, dual occupancies secondary dwellings) and new commercial development; high quality photomontages, 3D images and perspectives of the proposal context of surrounding development are required.

Where required, architectural models shall provide the following information at a scale of 1:100 or 1:200:

- 1) Development on adjoining land in block form showing a distance of
 - o 100m for buildings up to 10 storeys
 - o 200m for buildings over 10 storeys
- 2) Architectural details of proposed development
- 3) Materials and finishes used
- 4) Landscape details

3.5 What you also need to consider

Awnings Maintenance Plan

An Awnings Maintenance plan is required for Developments which includes an existing awning or proposes a new awning.

A Change of Use development which includes an existing awning requires a Maintenance Plan which covers upgrade and maintenance details for the life of the consent.

A development which proposes the construction of a new Awning requires a Maintenance Plan which details the upgrade and maintenance details for the life of the Awning.

Section 7.11/7.12 Developer

Contribution levies apply to development in the Cabramatta Town Centre. Contribution rates are specified in Council's Direct (Section 7.11) and Indirect (Section 7.12) Developer Contributions Plan 2013.

Direct Contributions (Section 7.11) apply to catchments or geographical areas and must be paid prior to release of a construction certificate or subdivision linen plan. All car parking contributions collected in the Cabramatta Town Centre will be spent in the Town Centre.

This DCP includes car parking requirements for retail, commercial and business uses. Any other developments not specified in this DCP are required to provide car parking as identified in Chapter 12 of the City Wide DCP 2013. The development consent will state the required number of spaces that the developer must provide.

Cabramatta Town Centre DCP 5/2000
Amendment No.4

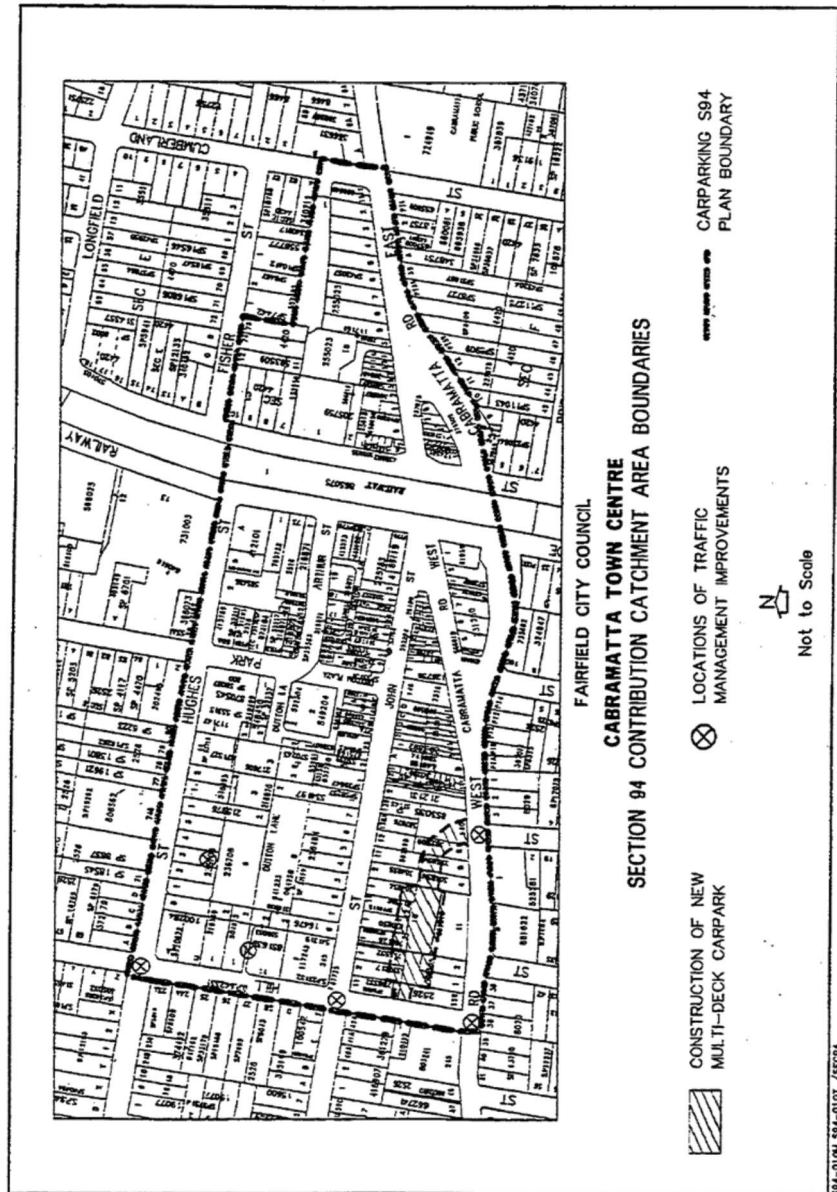
The map on the following page shows the boundary of the Cabramatta Town Centre Section 7.11 Car Parking and Traffic Management Catchment Area. In some precincts within the Cabramatta Town Centre, on-site car parking is not permitted, or is limited and the payment of a car parking contribution is necessary.

Note: For explanations and more details, please refer to the Appendix 'C' of Council's Direct (Section 7.11) Development Contributions Plan 2011.

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Cabramatta Town Centre DCP 5/2000
Amendment No.4Cabramatta Town Centre: Section 7.11 Contribution-
Catchment Area Boundaries

Map 9



Cabramatta Town Centre DCP 5/2000
Amendment No.4

Car Parking

Council recognises the importance of providing adequate car parking facilities within the Town Centre.

It is acknowledged that the total number of existing car parking spaces must not be reduced.



Should any development be proposed on one or more of the existing public car parks:

- existing spaces must be relocated elsewhere on the same site, or
- in a conveniently located position

within the Town Centre, **before** the removal of any existing spaces.

Any existing public car parking spaces, if relocated, shall be re-established on the same side of the Town Centre as the existing location.

The total number of car parking spaces will not be reduced as a result of future development. Development of existing car parking sites will be required to provide car spaces in accordance with the requirements of this Plan.

Where an existing car park, whether publicly or privately owned, is redeveloped and the car spaces are not reinstated on site, no Section 7.11

contribution discount may be applied to those car spaces not replaced on site.

Replacement car parking for car spaces not reinstated on site must be provided before the existing car parking facility is removed.

Prospective developers should refer to the Cabramatta Car Park and Traffic Management Strategy or the Place Manager for Cabramatta for further information and requirements in relation to specific sites.

3.6 Development application fees and charges

Development application (DA) fees are based on cost of construction and are payable upon lodgement of the development application.

Advertising fees apply to certain development applications outlined in Council's Notifications development control plan, and is payable upon lodgement of the development application.

Applications that are advertised in the local newspaper are on exhibition for either 2 or 3 weeks for public comment.

Construction Certificate Application (CC) fees are based on the estimated cost and are payable to Council upon lodgement of a construction certificate. A recognised private certifier may also be used to obtain a Construction Certificate.

Please contact Council's Administration Call Centre on 9725-0222 between the hours of 8:30 am and 4:30 pm for calculations of fees.

Cabramatta Town Centre DCP 5/2000
Amendment No.4

3.7 After you have lodged your development application

After lodging your development application keep in touch with the reporting officer for your application so that any unsatisfactory matters or issues arising can be discussed and where possible resolved, before a final decision is made.

If your application is approved but you do not like one or more condition(s) imposed or if you wish to change your proposal slightly, you can:

- **apply to modify your consent for a reduced fee, or**
- **appeal to the Land and Environment Court.**

If your development application is refused, you can:

- **request a review** of the determination for which an additional fee is payable to Council, or
- **lodge a new development application, or**
- **you can appeal** to the Land and Environment Court.

It is better for everyone concerned to arrive at a negotiated settlement of issues rather than incur a Court hearing. Therefore, it is advisable to discuss all matters with Council officers first.

3.8 After you have received your development approval

Inspection of building works

Council officers will inspect the site at several stages of construction as stated in the conditions of development consent and associated construction certificate.

Final inspection will be carried out on completion of works to ensure compliance with the conditions of consent.

Landscaping

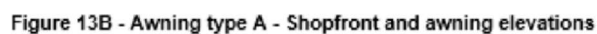
Landscaping will be inspected on completion and after occupation.

Subject to the landscaping being in a satisfactory condition, the developer may request a refund of any landscaping bond. You are advised to refer to the Landscape plan/policy for details.



End of Plan

SCHEDULE A - Diagrammatic examples/elevations of awning types & design



Cabramatta Town Centre DCP 5/2000
Amendment No.4

Figure 13C – Awning type A - External awning and retail section

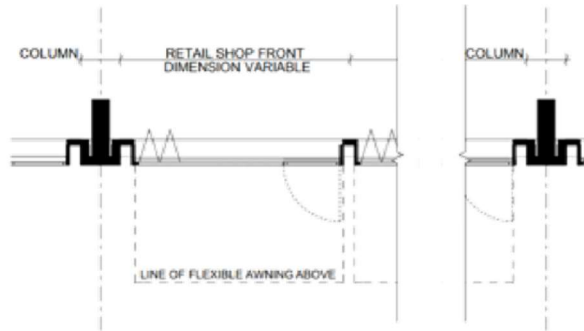


Figure 14A – Awning type B - Internal awning plan

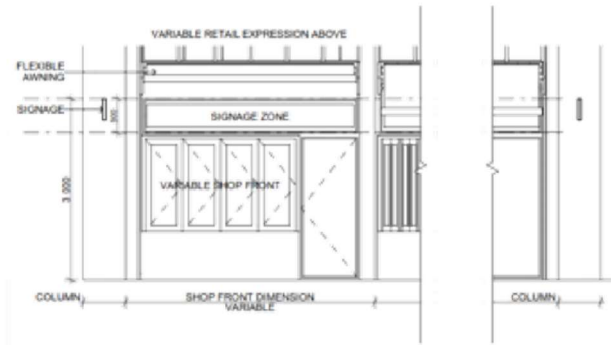
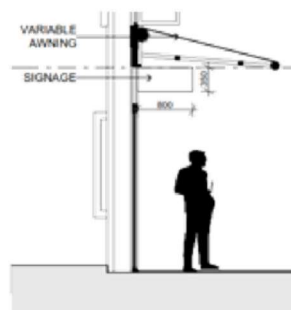


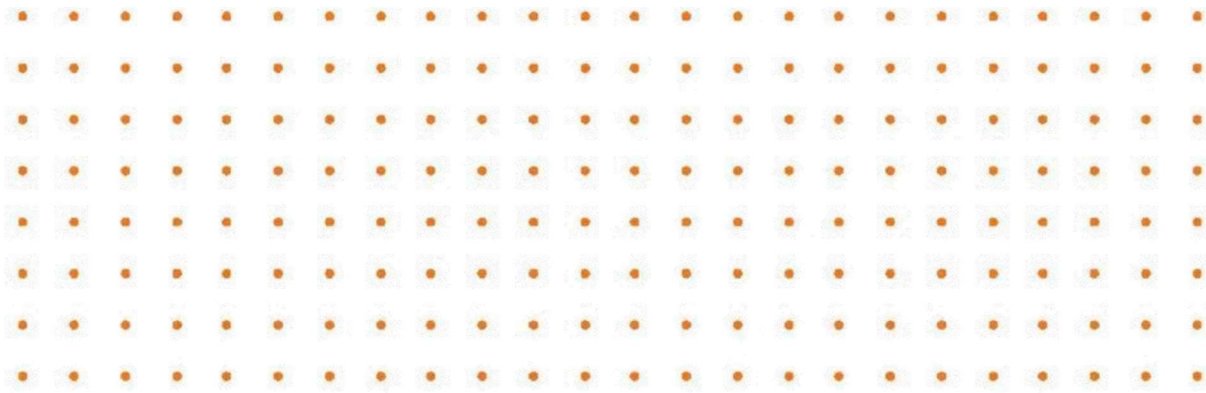
Figure 14B – Awning type B - Shopfront and awning elevations



Cabramatta Town Centre DCP 5/2000
Amendment No.4

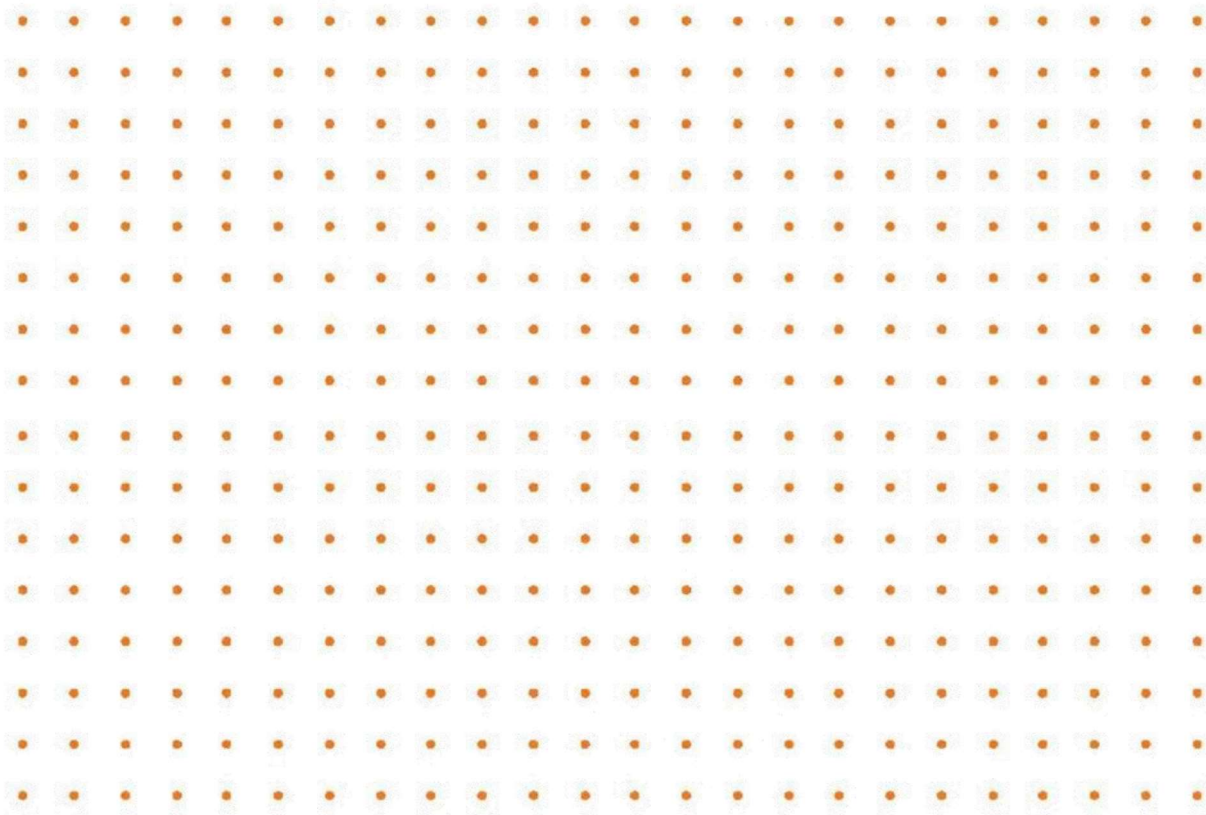


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VISUAL IMPACT ASSESSMENT

Cabramatta East Development - Broomfield St, Fisher St
and Cabramatta Road East



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Visual Impact Assessment
Cabramatta East Development



Visual Impact Assessment

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December 2019

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Visual Impact Assessment
Cabramatta East Development



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Date of final issue: 16 December 2019
File Path: Reports/10563
Project Manager: Peter Lawrence
Client: Moon Investments Pty Ltd
Project Number: 10563

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Document History and Status

Version	Issue To	Qty	Date	Prepared by	Reviewed by
Draft	JC	1-e		PL	PG
Final	JC	1-e		PL	
Final	Council	1-e		PL	

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December 2019



Visual Impact Assessment
Cabramatta East Development



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Visual Impact Assessment
Cabramatta East Development



1 Introduction

This Visual Impact Assessment has been prepared to show and assess the visual impact of a proposed development as set out in a Planning Proposal for a the site located with frontages to Broomfield Street, Fisher Road and Cabramatta Road East, on the east side of Cabramatta Station.

The site is a relatively flat, fragmented parcel currently developed with predominantly 2 storey shops and commercial premises. Whilst the existing planning controls permit higher densities (up to 2.2:1), the attainment of these is constrained by the maximum height of buildings which is limited to 14m.

The Planning Proposal seeks to increase the floor space ratio and height permissible on the development parcel to a maximum of 15 and 19 storeys to the south of the site, 12 storeys across the middle of the site, and 8 storeys to the north of the site.

Council's previous residential strategies that have aimed to increase the development potential of properties in 800m walking distance of Cabramatta Station have not progressed, primarily as a result of traffic impacts on the western side of the station. The road network on the eastern side of the station has capacity to accommodate Council's Residential Strategy including up-zoning of the site as proposed. It is understood that as part of the preparation of the local strategic planning statement for Fairfield LGA, Council will focus growth within the main town centres such as Cabramatta Town Centre, which includes this site.

Visual impact assessment is a tool that is most often used where a new proposal is inserted into a landscape where the prevailing planning controls seek to preserve the quality and character of the existing context. In these cases, the new development can be identified from viewing locations and its impact on that context readily identified.

The visual impact assessment for this Planning Proposal is a different proposition. It looks at the visual change that will occur to facilitate a different urban context, based on accepted planning outcomes which aim to implement transit-oriented development and urban design principles, including a taller building as a place making landmark gesture to identify the station location and new pedestrian link within the area. In these cases, it is accepted that there will be a change to the urban context and therefore the visual impact assessment should focus on:

- ensuring the amenity of surrounding development that may or may not be subject to change is not adversely affected in terms of achieving appropriate solar access, and
- demonstrating the change that will occur, and the features the new proposal can incorporate to mitigate or transition that change.

This visual impact assessment looks at the existing environmental values provided in and around the site, a description of the key elements of the Planning Proposal to understand the change that will occur in that context, and then an examination of the visual change and mitigating factors. The key steps in this method form the Sections of this report including:

- Background to the Planning Proposal
- Review of existing context
- Description of Proposal and Visual Components
- Identification and assessment of impact and mitigating strategies.

Visual Impact Assessment
Cabramatta East Development



2 Background to the Planning Proposal

For some time, Fairfield City Council has pursued opportunities to increase the density of development in the Cabramatta Centre given the utility provided by the existing transport infrastructure. These attempts have not progressed to result in amendments to the existing planning instruments, primarily given traffic issues from increased residential densities on the western side of the rail line.

The Planning Proposal has been underpinned by a package of work to confirm the proposed heights and densities on the eastern side of the rail line. In this regard, the ultimate heights in the Planning Proposal application were informed by the following matters:

- A review of Council's previous Residential Strategy
- Traffic Studies that have confirmed that the proposed rezoning together with the proposed residential opportunities in Council's Residential Strategy on the east side of the rail line can proceed without adversely impacting on the capacity of existing intersections in the area
- Consultation with Air Services Australia to confirm the proposed height would not present an obstacle limitation for aircraft using Bankstown Airport
- An Urban Design Study prepared by E8Urban (Urban Designers) and architectural reference schemes prepared by Plus Architecture

As part of its assessment of the Planning Proposal, Council Officers reviewed the built form proposed on the site against that allowed in the hierarchy of other centres in Fairfield LGA and sought an independent peer review of the Planning Proposal including architectural plans by TPG Town Planning and Urban Design (TPG).

Advice from TPG as summarised in Council correspondence dated 30 April 2018 recommended further work and reconsideration of massing to ensure that the commercial property to the south on 144–158 Cabramatta Road East can be re-developed, and the vacant residential properties known as 126–142 Cabramatta Road East to south of the rail crossing bridge meet appropriate solar access.

To demonstrate solar access compliance, Plus Architecture prepared a hypothetical mixed commercial/residential redevelopment of the existing commercial businesses at 144-158 Cabramatta Road East for a 10 storey development. On Levels 1 to 3, this development receives the required 2 hours solar access to 57% of apartments on Levels 1 to 3, 71% for Levels 4 to 5 and 83% for Levels 6 to 9. This development would achieve an overall 73% solar access compliance for the building meeting the required standard in the Apartment Design Guide.

The site, together with the 10 storey possible redevelopment discussed above, were then used to generate before and after shadow diagrams from 9am to 3pm at key times to show overshadowing of this property and the residential properties south of the commercial area. This work shows that any future development on the site will be unaffected by shadow for at least 2 hours in mid winter in compliance with Apartment Design Guideline Design Criteria.

The exercise above, confirms that solar access to the properties to the south can be addressed. The requirement to ensure solar access has been confirmed as key principles in the draft Development Control Plan to ensure these remain key considerations in any further design development.

Visual Impact Assessment

Cabramatta East Development



Shadow diagrams were also prepared by Plus Architecture to demonstrate the public plaza in the centre of the development achieved appropriate solar access.

The solar access study for each of the areas discussed above is included in Appendix A.

The Planning Proposal work has demonstrated that the traffic impacts that has stalled the previous Residential Strategy on the west side of Cabramatta, do not pose constraints to the pursuits of higher densities on the east side. The previous strategies examined increasing heights and density in the remainder of the Cabramatta Road East shops to encourage their redevelopment as well as in select residential blocks that had scope for redevelopment.

It is noted that as part of the preparation of the local strategic planning statement for Fairfield LGA, Council has advised that the future growth of the LGA would be focused within the main town centres such as Cabramatta Town Centre.

Visual Impact Assessment
Cabramatta East Development



3 Review of Existing Context

The Cabramatta commercial area sits on relatively flat land in South Western Sydney. The topography or general environment does not contain substantive relief or landscape items that form to create a unique or scenic landscape. There is a large multi level car park on Fisher Street, an elevated bridge crossing over the rail line and tall acoustic walls that border the rail line that form hard urban elements within the area. There is one large fig tree which is located in front of the Fisher Street Car Park adjoining the site which has streetscape significance. This will not be impacted by the proposal.

The site is located opposite Cabramatta Station on Broomfield Street and forms part of a larger local retail area which extends further along Cabramatta Road East and partially along Fisher Street. This land is currently zoned B4 Mixed Use and permits a maximum FSR of 2.2:1 when incorporating residential development on the land, but only a maximum height limit of 14m under Fairfield Local Environmental Plan 2013. The existing shops and commercial premises in this area are highly fragmented and comprise a mismatch of 2 storey buildings with no cohesive architectural theme.

To the east, beyond the Fisher Street Car Park, is residential land primarily developed with 4 storey residential flat buildings (3 residential levels above at grade car parking) within an area that has a maximum height of 16m. The land opposite on Fisher Street also contains residential flat buildings of similar form as well as a few lots with detached dwelling houses that have not yet been redeveloped in accordance with the R4 High Density Residential Zoning under the LEP.

Above Cabramatta Station immediately east and opposite Broomfield Street, the planning controls permit 25m and 4:1 FSR. The rail line, Cabramatta Station together with the acoustic barriers, form a distinct visual barrier and separation from the western commercial area of Cabramatta. The only vehicular crossings of the rail line include the overpass of Cabramatta Road East immediately south of the station; at the Bareena Street overpass some 720m north of the station; and at an underpass some 900m south of the station at Sussex Street. The station also provides a pedestrian crossing point between the east and west sides of Cabramatta.

The visual context can be summarised as comprising a relatively flat landscape dominated by a degraded commercial area with a mismatch of architecture and rail line bordered by high acoustic walls and crossed by an elevated rail pedestrian concourse and road bridges. The only residential interface with the site is opposite on Broomfield Street where there are dwellings that have not yet been developed into residential flat buildings. All other interfaces to the site are non-residential and comprise the railway line, commercial development to the south and east and the Council's multi deck and at grade car parks to the east. The existing context would not be regarded as having a high visual or landscape quality.

The potential for the context to change under the existing planning controls is limited because of the prevailing height restrictions and level of fragmentation. However, there could well be some redevelopment opportunities particularly of the other commercial zonings in the vicinity of the site if Council seek to progress the previous Housing Strategy initiatives on the East side of Cabramatta.

The Planning Proposal site in relation to Cabramatta is shown on **Figure 1**, while Figures 1 to 5 comprise a series of existing photographs showing the interfaces of the site.

Visual Impact Assessment
Cabramatta East Development

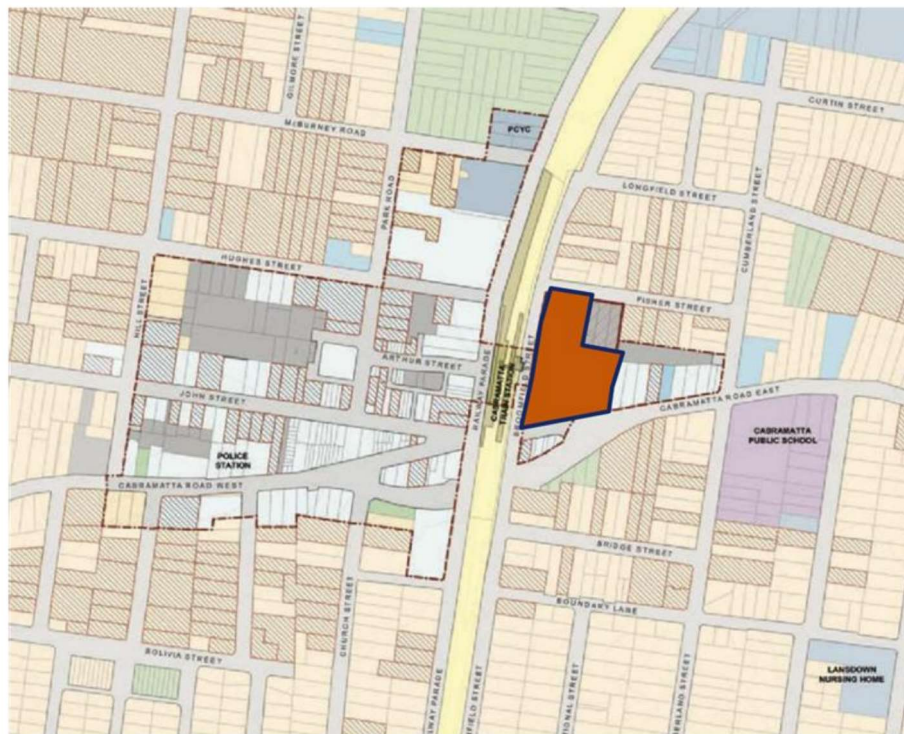


Figure 1 - Planning Proposal site in relation to the surrounding areas of Cabramatta



Figure 2 - View from Cabramatta Road East looking toward the site

Visual Impact Assessment
Cabramatta East Development



Figure 3 - View from the intersection of Cabramatta Rd East & Broomfield St along site frontages



Figure 4 - View of the intersection of Broomfield Street & Fisher Street across the site frontages



Figure 5 - View along Fisher Street showing Council's car park and the fig tree to be retained.

Visual Impact Assessment
Cabramatta East Development



4 Description of proposal and visual components

The Planning Proposal seeks new planning controls that will encourage the redevelopment of the site for an integrated mixed-use development including active retail frontages to Broomfield Street and Cabramatta Road East, with residential above the retail and commercial floor space. The proposed changes to the planning controls will implement new floor space ratio and height controls. The heights of the buildings are shown in Figure 6.

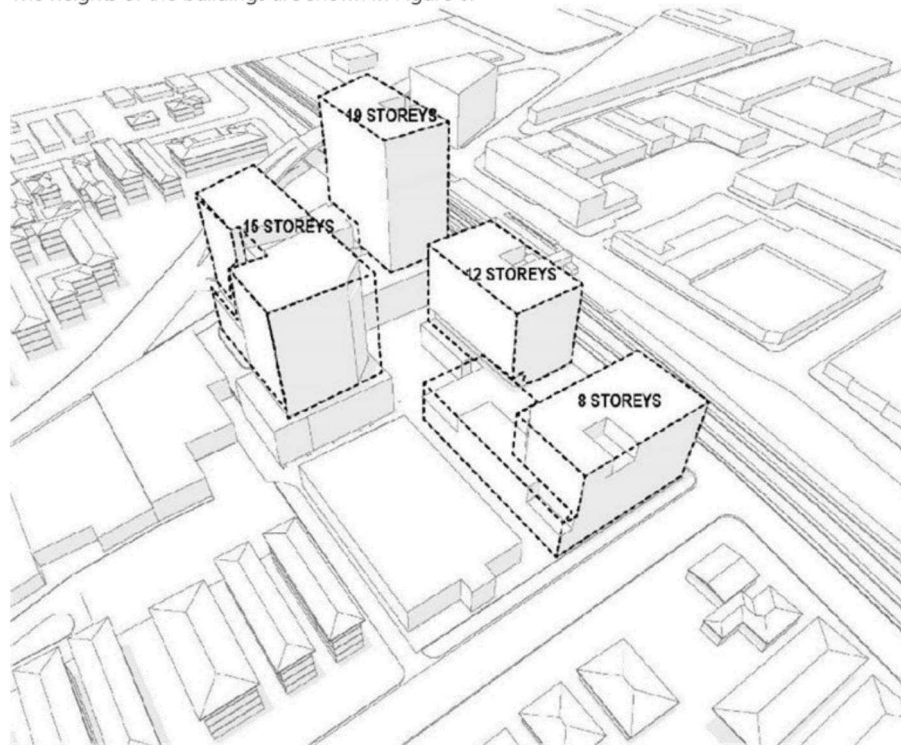


Figure 6 - Maximum Height of Buildings

The proposed massing has the smaller buildings to the north with the highest building tower providing a landmark gesture to placemark the station location to the south east. The massing and siting of built form has considered properties to the south to ensure that existing and new development can meet the Apartment Design Guideline solar access criteria. To the north of the site the height of the proposed development reduces to provide an appropriate transition and visual interface to the residential properties to the north that comprise yet to be developed residential flat building sites.

The proposed development will also present as an integrated development with unifying architectural features and significant street tree plantings and streetscape improvements to improve the visual appearance of the development and amenity for pedestrians at street level. The large fig tree in front of the existing Fisher Street Car Park will be retained and a new pedestrian overpass will link the development to the elevated rail station concourse.

Key features of the Planning Proposal are shown in the following Figure 7 to Figure 10.

7

Visual Impact Assessment_Cabramatta_Final
December 2019



Visual Impact Assessment
Cabramatta East Development



Figure 7 - Plan showing the site layout and ground and podium level landscape.



Figure 8 - DCP drawing to show ground and podium level landscape.

Visual Impact Assessment
Cabramatta East Development



Source Nearmap accessed 12/8/2019

Figure 9 - Aerial showing existing site context.



Source Nearmap accessed 12/8/2019

Figure 10 - Aerial overlay of the planning proposal scheme)

Visual Impact Assessment
Cabramatta East Development



5 Identification and assessment of impact and mitigating strategies

The most common way to explain the visual change in an area where redevelopment will occur is to compare the existing views and new views of the development at ground level where pedestrians will best experience the changed environment. This involves selecting various locations at ground level around the development to show how the existing viewing experience will change.

Figure 11 below shows the views indicated by red arrows and number that have been selected for discussion and comparison in this visual assessment.



Figure 11 - Locations of view comparisons around the site.

The change in view is not just about viewing differences in height and built form. It is also concerned with the way the architectural and landscape elements to be incorporated in each view can improve the pedestrian experience and contribute to the sense of place. Architectural detailing, street and internal landscaping, awnings and the like are mitigating strategies that combine to not only break down the bulk and scale of the development but also improve the pedestrian experience.

The images on the following pages show the photographs of the existing views from selected locations at pedestrian level from streets around the site, and then the proposed building elevations proposed at that same viewpoint.

Visual Impact Assessment
Cabramatta East Development



View 1 is of the intersection of Broomfield Street and Cabramatta Road East and shows the tallest element of the proposed development designed to create a strong corner feature and place mark the location of the station and pedestrian overpass on the east side of Cabramatta. The maximum height of the building at 19 storeys is below all limitations advised by Air Services Australia for aircraft movement.



Figure 12a - View 1 - existing corner of Broomfield Street and Cabramatta Road East



Figure 12b - View 1 - proposed corner of Broomfield Street and Cabramatta Road East

Mitigating strategies include new street tree planting and awnings at ground level and articulated façade to break up the building by banding and architectural expression.

Visual Impact Assessment
Cabramatta East Development



View 2 is of the intersection of Broomfield Street and Fisher St. This elevation has the lowest buildings of 8 storeys providing a future transition to the future flat buildings on the residential sites opposite the development.



Figure 13a - View 2 of the existing Corner of Broomfield Street & Fisher Street



Figure 13b – View 2 - Proposed building at corner of Broomfield Street & Fisher Street

Mitigating strategies include making a place making gesture incorporating the existing church into the proposed development with higher awning and banded entry and deliberate offsetting of banding to highlight this use. Awnings and street trees will also soften the building.

Visual Impact Assessment
Cabramatta East Development



View 3 is of Fisher Street looking toward the Council car park and rail line. The future view from this location will pick up a taller building at 15 storeys toward the centre of the site and the top of the 8 storey building that fronts Fisher Street. The car park and retained tree obscure most of the other buildings.



Figure 14a – View 3 - Existing view along Fisher Street toward the rail line



Figure 14b – View 3 - Proposed new view along Fisher Street toward the rail line

Mitigating strategies include incorporating the same vertical timber slat treatment of the car park into the upper levels of the proposed building fronting Fisher Street to visually tie these façade elements together. The existing street trees will be retained in this area and complemented by new street trees in front of the site.

Visual Impact Assessment
Cabramatta East Development



View 4 is taken along Cabramatta Road East looking in a westerly direction across the B4 Mixed Use zone and the site. This view along the southern commercial edge forming Cabramatta Road East will have the tallest buildings on 15 storeys and the corner building of 19 storeys as shown in View 1.



Figure 15a – View 4 Existing view along Cabramatta Road East looking toward the rail line



Figure 15b – View 4 Proposed view along Cabramatta Road East looking toward the rail line

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Cabramatta East Development



Mitigating strategies include a high articulating façade stepping back from the eastern boundaries of the site and incorporating landscape roof tops above elements with different architectural treatment to visually break up the building. The streetscape will be improved with new street trees, awnings and the consistent banding that binds the architecture of the development together.

Visual Impact Assessment
Cabramatta East Development



6 Conclusion

The Planning Proposal seeks to introduce new height and floor space ratio controls that will enable the redevelopment of the site and in doing so will follow accepted transit oriented development and urban development principles to produce a density and building massing that responds to the location of the station and amenity considerations.

There is no doubt that the proposed development will present a visual change to the area, even after allowing for further redevelopment of the adjoining and nearby sites under existing controls or even allowing for future rezonings consistent with the previous housing strategies.

In a context where it is proposed to change the planning controls to implement important new planning and transit oriented development initiatives, the visual impact assessment is best used to inform how, at street level, the proposal may change both in terms of bulk and scale and after factoring the mitigating strategies to draw pedestrians to the amenity offered by the new street environment. Mitigating strategies include both architectural detailing, awnings, articulation and landscaping that will present a high-quality outcome and reinforce a sense of place on the east side of Cabramatta.

The proposed buildings have followed accepted urban design principles to appropriately transition to adjoining land uses and protect solar access to existing development and future redevelopment sites.

Visual Impact Assessment
Cabramatta East Development



APPENDIX A

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Planning Proposal - Visual Impact Assessment



CABRAMATTA EAST PRECINCT
BROOMFIELD STREET, CABRAMATTA NSW

9th of December 2019





CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

SITE PLAN

PREPARED BY: 2007
DATE: 10/05/09
SCALE:



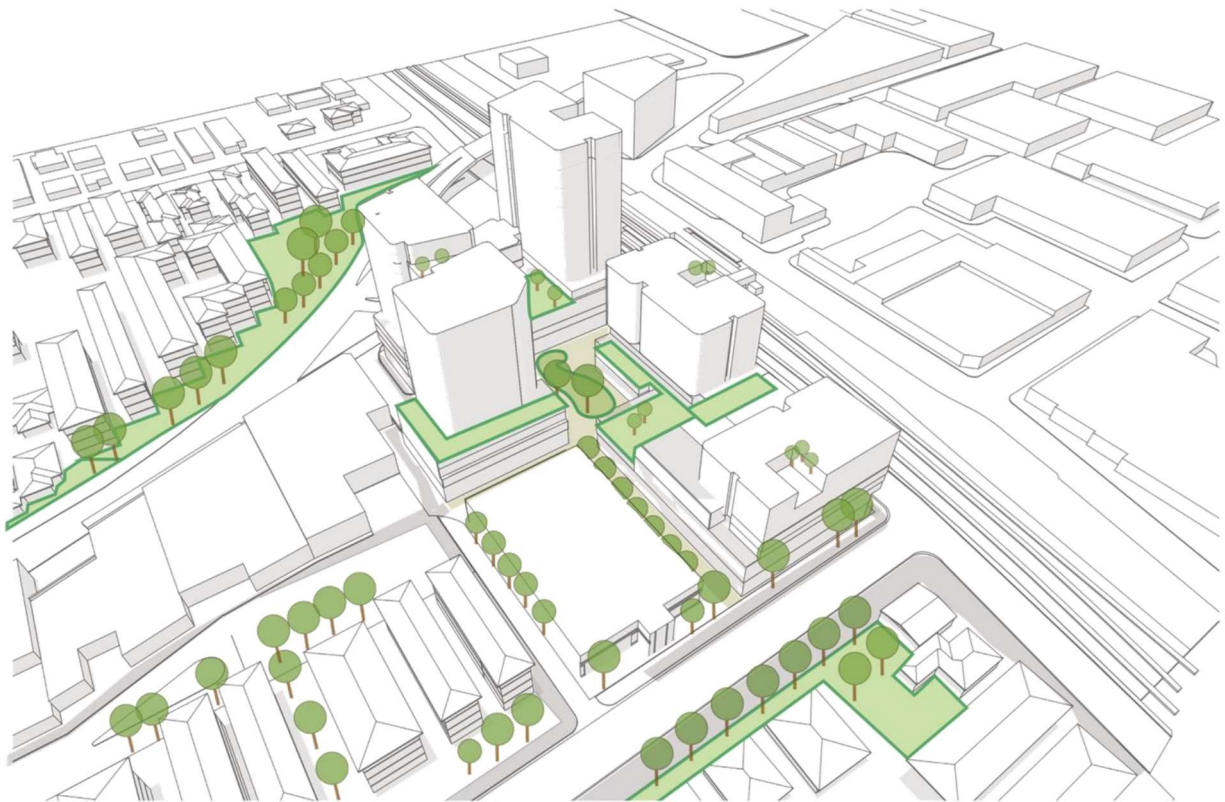
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CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

OVERVIEW DIAGRAM

JOB NO. 20073
DATE: 9/12/2019
SCALE: 1:100

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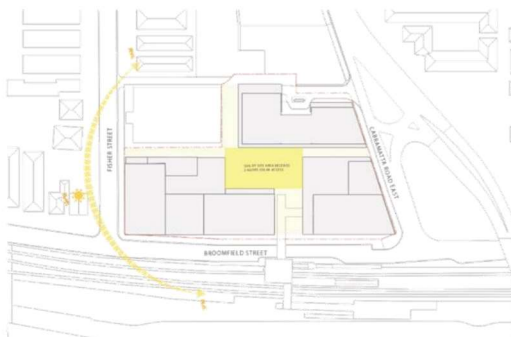
Planning Proposal - Visual Impact Assessment



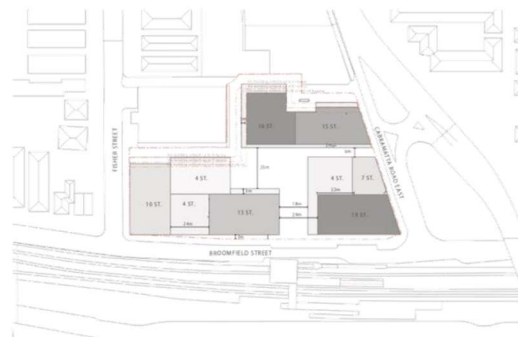
LANDSCAPE AND BUILD FORM



SOLAR ACCESS BUILD FORM



SOLAR ACCESS PLAZA



HEIGHT AND SETBACKS

CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

KEY DIAGRAMS DCP

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DATE: 9/12/2014
SCALE: NTS
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SOLAR ANALYSIS CCV SITE
10 STOREY OPTION

CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

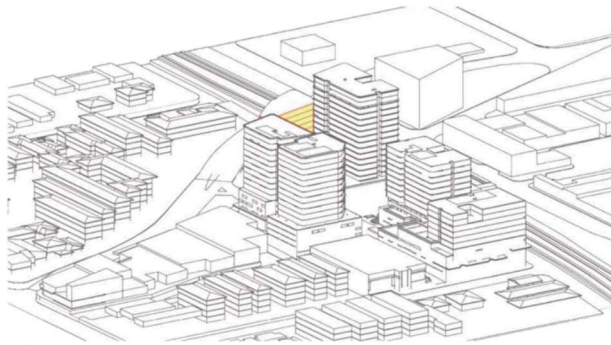
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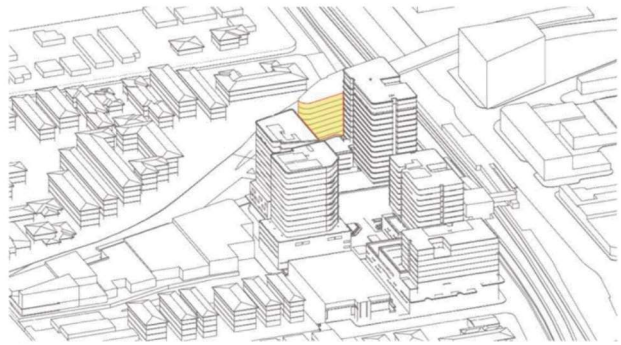
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SCALE: 1:2000@A1



SUN EYE VIEW 22 JUNE 10AM
SCALE: 1:2000@A1



SUN EYE VIEW 22 JUNE 11AM
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SUN EYE VIEW 22 JUNE 12PM
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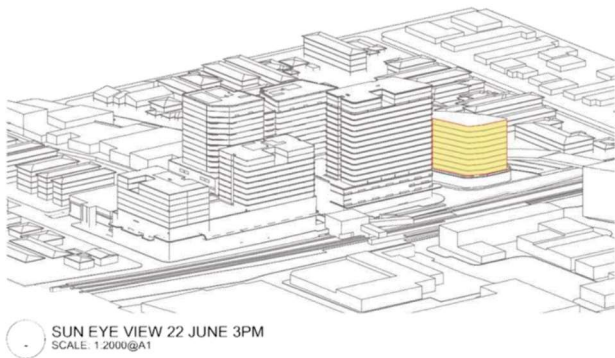
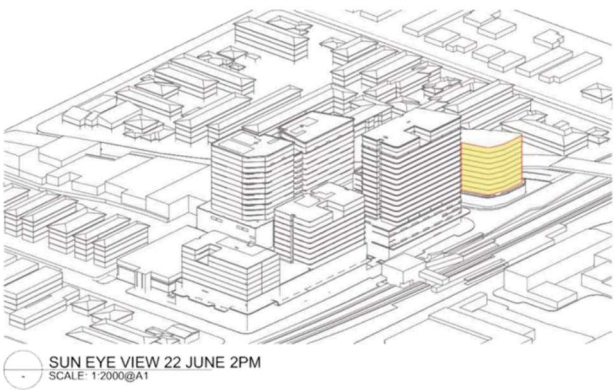
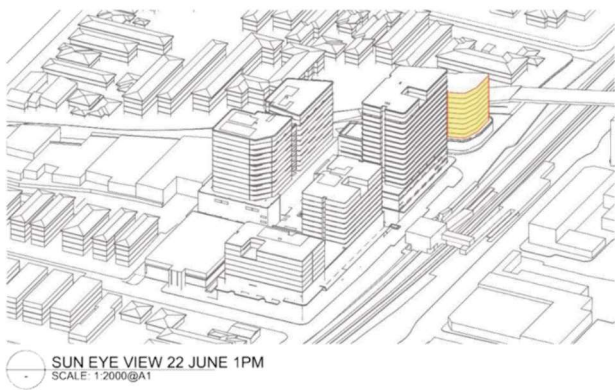
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BROOMFIELD STREET CABRAMATTA NSW

SOLAR ACCESS CCV SITE

PREPARED BY: 2007
DATE: 9/12/2014
SCALE: NTS

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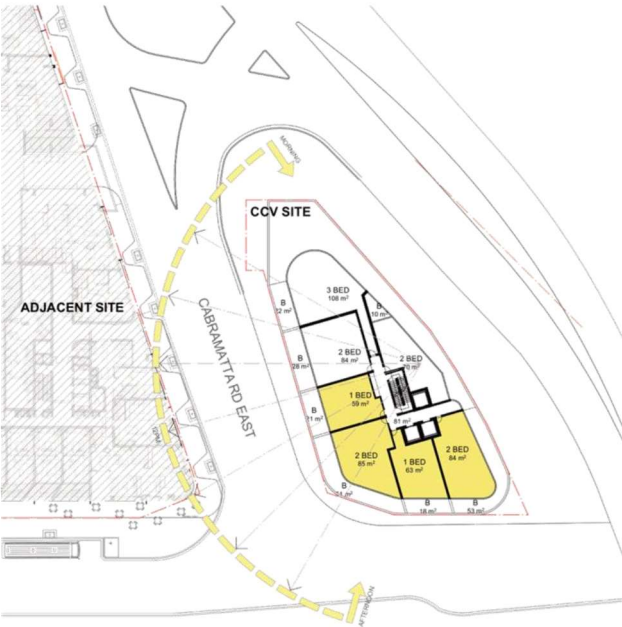
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BROOMFIELD STREET CABRAMATTA NSW

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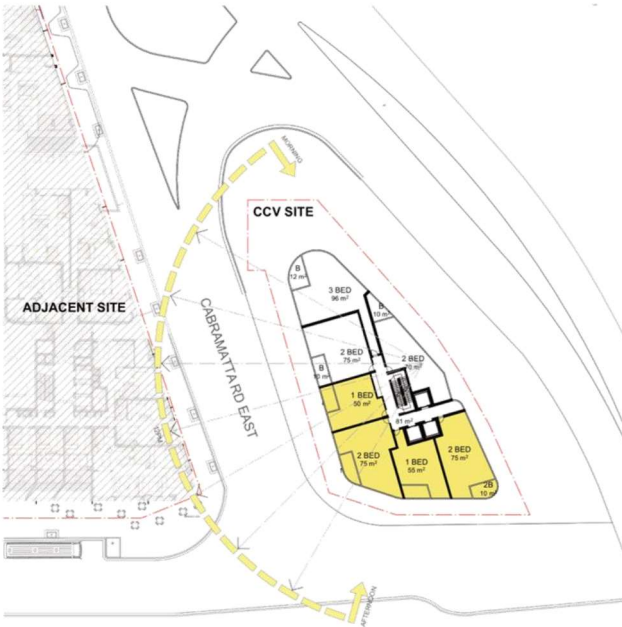
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DATE	9/12/2019
SCALE	N/A

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LEVEL 01
SOLAR ACCESS CALCULATION:
(2 HOURS OF SUN DURING WINTER
SOLSTICE)
4 / 7 APARTMENTS: 57%



LEVEL 02-03
SOLAR ACCESS CALCULATION:
(2 HOURS OF SUN DURING WINTER
SOLSTICE)
4 / 7 APARTMENTS: 57%

CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

CCV SITE TYPICAL PLANS

FOR NO. 20071
DATE: 9/12/2019
SCALE: 1:100
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CABRAMATTA EAST PRECINCT
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CCV SITE TYPICAL PLANS

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	CARPARK		SERVICES		RETAIL	RESIDENTIAL MIX										GBA*		GFA*		AMENITIES	
	NO	Area	Area	Area	Area	Area	35-50sqm Studio	60-70sqm 1 Bed	60-70sqm 1 Bed +	70-80sqm 2 Bed	80-90sqm 2 Bed +	90-110sqm 3 Bed	110-130sqm 3 Bed +	Total			Solar	Cross-Ventilation			
Basement 4																					
Basement 3																					
Basement 2																					
Basement 1																					
Ground Floor (L1)			24		770	48	0	0	0	0	0	0	0	0	851	821		0	0		
Level 1 (L2)			97			553	0	1	1	1	3	1	0	7	678	628		4	4		
Level 2 (L3)			97			502	0	2	0	0	4	1	0	7	614	562		4	4		
Level 3 (L4)			97			502	0	2	0	0	4	1	0	7	614	562		5	4		
Level 4 (L5)			97			502	0	2	0	0	4	1	0	7	614	562		5	4		
Level 5 (L6)			97			502	0	2	0	0	4	1	0	7	614	562		5	4		
Level 6 (L7)			97			494	0	1	0	0	2	3	0	6	614	553		5	4		
Level 7 (L8)			97			494	0	1	0	0	2	3	0	6	614	553		5	4		
Level 8 (L9)			97			494	0	1	0	0	2	3	0	6	614	553		5	4		
Level 9 (L10)			97			494	0	1	0	0	2	3	0	6	614	553		5	4		
Totals			5	0	0	887	0	13	1	1	27	17	0	58	6441	5908		43	32		
		apm/car = #DIV/0!		Total Retail/Commercial Area =																	

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GBA: DERIVED AS THE SUM OF THE AREA OF EACH FLOOR/PLATE, MEASURED TO THE EXTERNAL FACE OF FACADE WALLS BUT NOT INCLUDING BALCONIES
FLOOR EFFICIENCY: DERIVED AS THE PERCENTAGE OF SELLABLE AREA VERSUS GROSS BUILDING AREA

CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

CCV SITE SCHEDULE

JOB NO: 20073
DATE: 9/12/2016
SCALE: NTS

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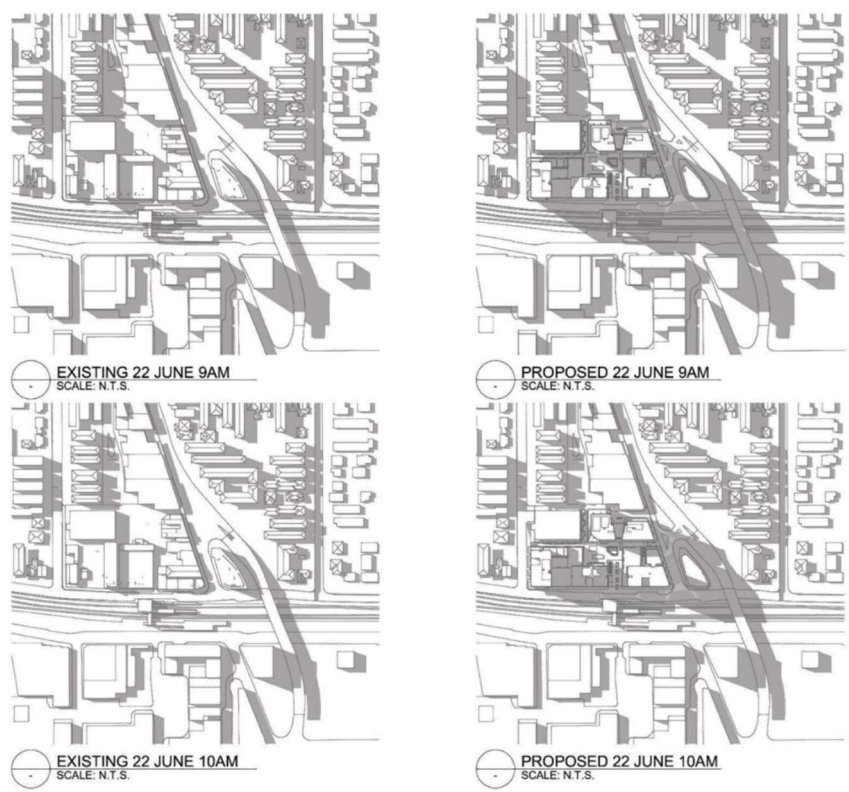
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10 STOREY OPTION

CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

JOB NO. 20073
DATE 9/12/2016
SCALE NTS

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BROOMFIELD STREET CABRAMATTA NSW

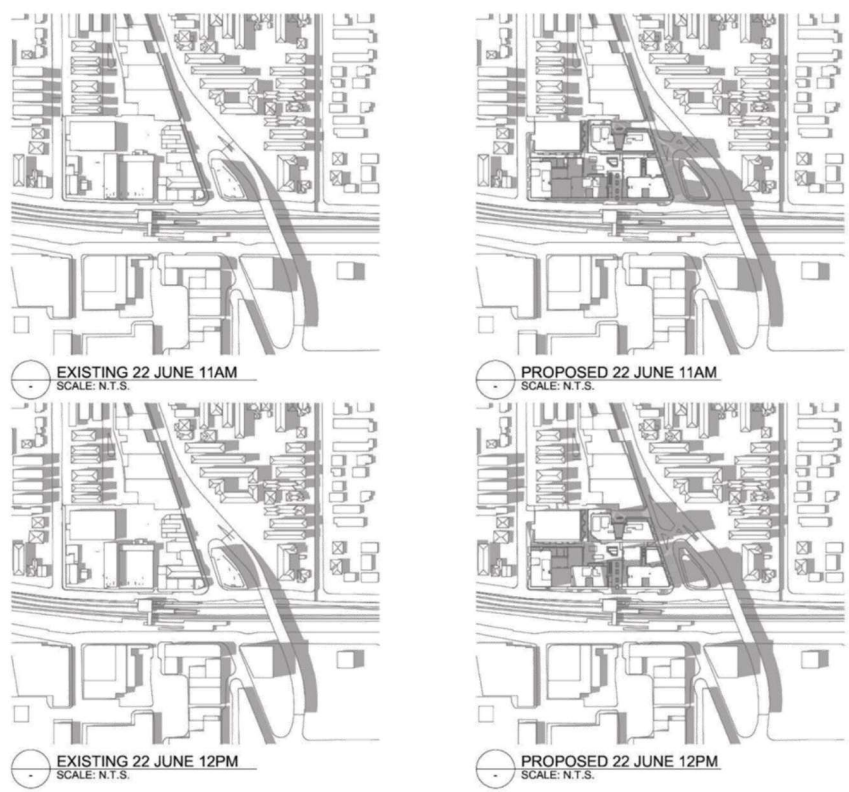
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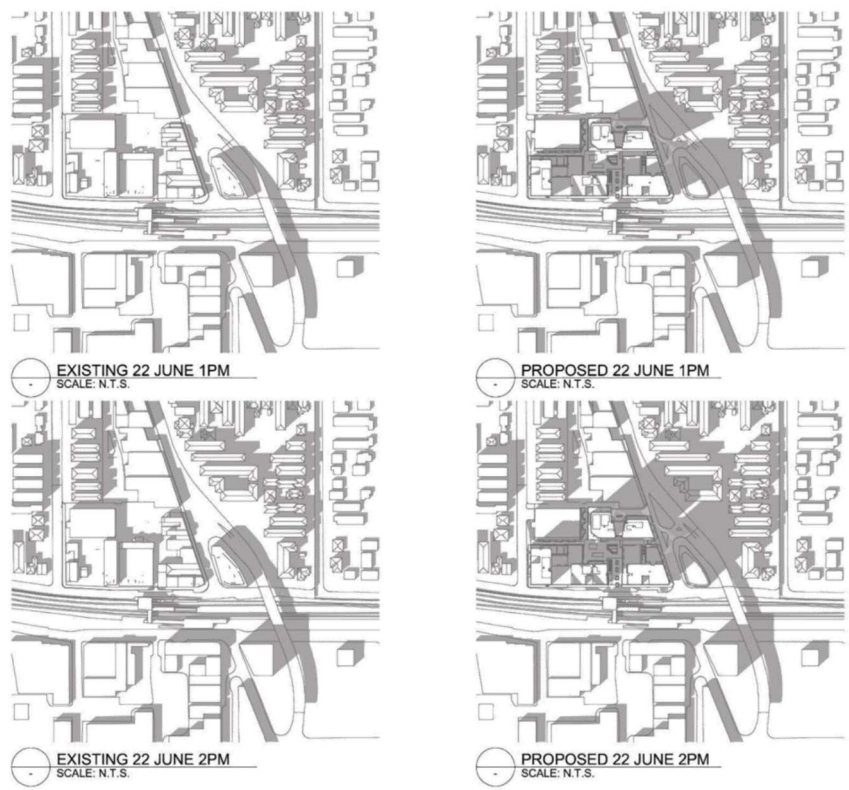
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BROOMFIELD STREET CABRAMATTA NSW

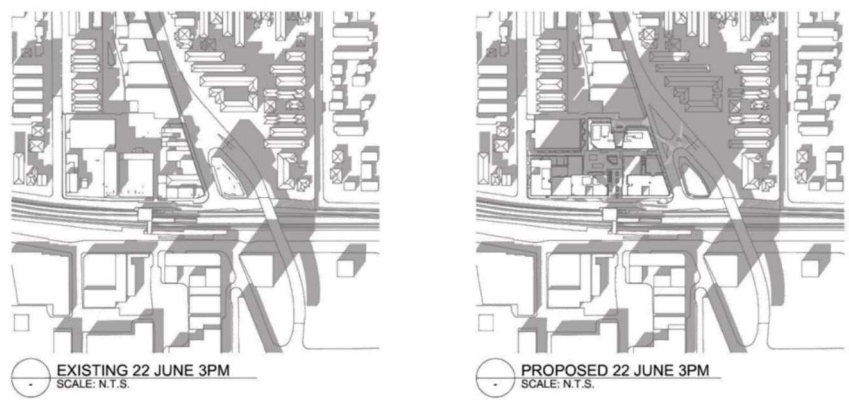
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BROOMFIELD STREET CABRAMATTA NSW

SHADOW STUDY EQUINOX

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BROOMFIELD STREET CABRAMATTA NSW

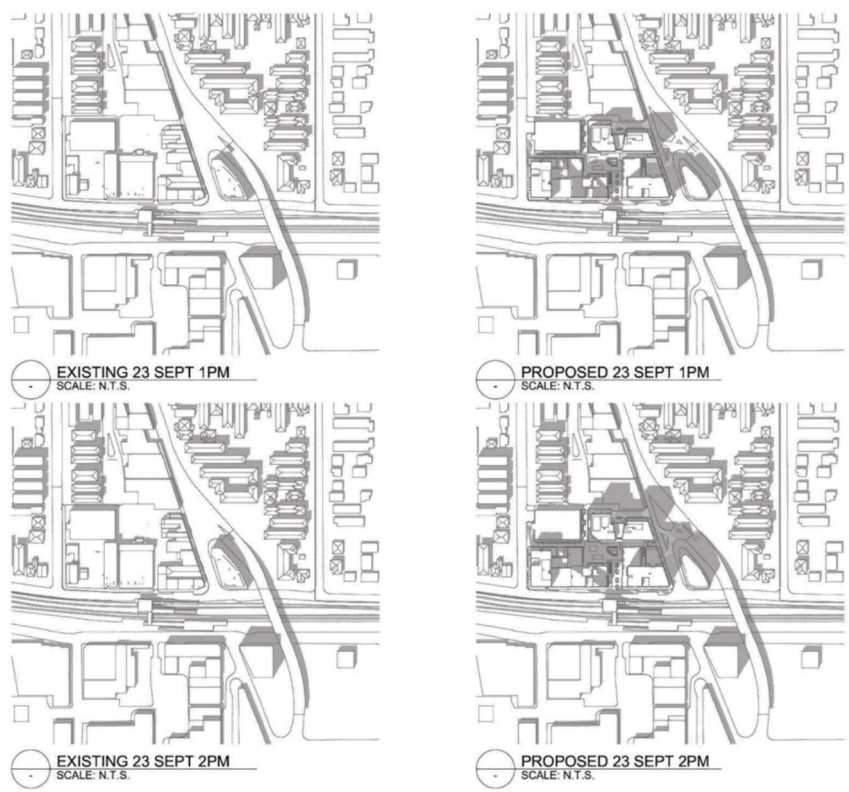
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CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

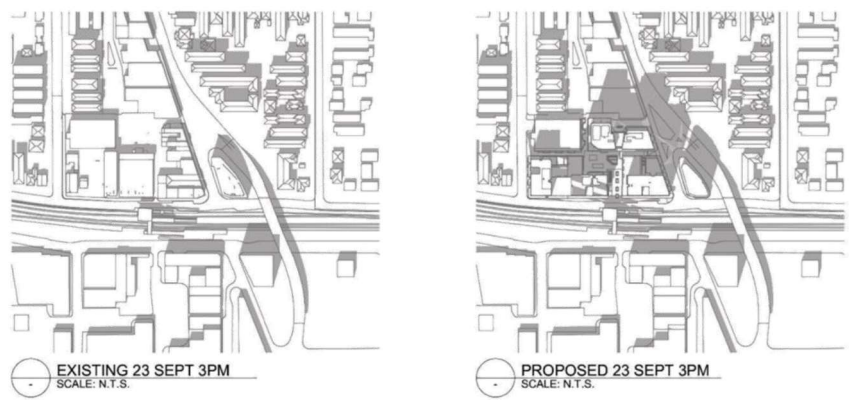
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Planning Proposal - Visual Impact Assessment



29 September 2021

TfNSW Reference: SYD21/00242/04

Alan Young
City Manager
Fairfield City Council
PO Box 21
Fairfield NSW 1860
Attention: Chris Shinn

Dear Mr Young,

**Cabramatta Town Centre East Planning Proposal
Pedestrian bridge connection to Cabramatta Railway Station**

I refer to the Transport for NSW (TfNSW) letter dated 31 August 2021 regarding the Cabramatta Town Centre East Planning Proposal and the proposed pedestrian bridge connection to Cabramatta Railway Station.

Following the issuing of the TfNSW letter representatives of TfNSW, the Transport Asset Holding Entity of NSW (TAHE) and Sydney Trains have had discussions with Council, the Department of Planning, Industry and Environment (DPIE), and the proponent with respect to the pedestrian bridge connection.

As a result of these discussions TfNSW advises that, subject to Council acknowledging the points listed below, the resolution of the issue of the proposed pedestrian bridge connection is not a matter that is required to be resolved prior to Council progressing the Cabramatta Town Centre East Planning Proposal to the next planning stage, but will require resolution prior to the plan being made:

- TfNSW, TAHE and Sydney Trains reserve the right to not agree to the pedestrian bridge to connect to Cabramatta Railway Station as proposed, or any other bridge at any other location at the Station;
- That Council, DPIE and TfNSW will continue to work together to explore appropriate solutions to manage pedestrian access/flows into and out of the Station, and across the rail corridor;
- That in the event a pedestrian bridge connection is permitted that the cost (including land components, construction and maintenance) will not be borne by either TfNSW, TAHE or Sydney Trains. This also includes any accommodation/DDA upgrade works on the existing station that a pedestrian bridge may trigger, costs involved in the review of documentation, approval and management of construction of the bridge, the drafting and entering into any legal agreements and/or creation of any encumbrances on Council/private land;
- That any bridge connection agreed to by TfNSW, TAHE and Sydney Trains be covered by a formal agreement (e.g. licence for the breakthrough into TAHE's land) that also identifies future ownership and maintenance obligation for the bridge connection, and

Transport for NSW

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124

P 131782 | W transport.nsw.gov.au | ABN 18 804 239 602

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Transport for NSW (TfNSW) advice - Cabramatta Town Centre East Planning
Proposal - pedestrian bridge connection to station - 29.09.2021

that the proponent obtain all relevant Transport approvals to design and scope of works prior to lodgement of any Development Application; and

- That all parties acknowledge that the pedestrian bridge, at the discretion of TAHE, may be subject to an annual breakthrough licence fee to be assessed by TAHE on the benefits derived by private property directly from bridge link or an associated company in respect of any business or commercial undertaking carried on or in an adjacent or nearby property as a result of the presence of the bridge structure.

Please note that TfNSW's comments on the planning proposal dated 31 August still stands.

Should you have any questions or further enquiries in relation to the pedestrian bridge connection to Cabramatta Railway Station please contact Jim Tsirimiagos on email: sydneytrains@transport.nsw.gov.au

Should you have any questions or further enquiries in relation to the Planning Proposal, Allan Campling would be pleased to take your call on 0402241669 or email: development.sydney@transport.nsw.gov.au

Yours sincerely



Cheramie Marsden
Senior Manager Strategic Land Use
Land Use, Network & Place Planning, Greater Sydney Division