



KEYLAN
consulting pty ltd

Suite 2, Level 1
1 Rialto Lane
Manly NSW 2095

Statement of Environmental Effects

Multi-storey carpark and associated works



Prepared for Collins and Turner on behalf of Fairfield City Council
Submitted to Fairfield City Council

6 February 2019

Contact



Dan Keary
 Director
 E: dan@keylan.com.au

Michael Woodland
 Director
 E: michael@keylan.com.au

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Revision	Prepared by	Reviewed by	Date	Revision Type
1	MS/RG	MW	30/01/2019	Draft
2	MS/RG	MW	5/02/2019	Draft
3	MS/RG	MW	5/02/2019	Final

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Executive Summary

This Statement of Environmental Effects (SEE) has been prepared by Keylan Consulting Pty Ltd (Keylan) for Collins and Turner (Applicant) on behalf of Fairfield City Council (Council) to accompany a Development Application (DA) for a multi-storey carpark development at 34-40 Hughes Street, Cabramatta and amendments to the existing Dutton Lane Carpark (the site).

This SEE has been prepared and is submitted to Council pursuant to the provisions of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The site and locality

The site is located in 34-40 Hughes Street, Cabramatta, within the Fairfield Local Government Area (LGA).

The Hughes Street Carpark is legally described as Lots 1, 2 and 3 DP236708, Lot 4 DP236708, Lot B DP100284 and Lot 2 DP1201667.

The site is rectangular in shape and is located on the north-west side of the Cabramatta Town Centre. The site has a primary street frontage to Hughes Street. The Hughes Street component of the site currently comprises an at-grade parking area for approximately 68 car spaces.

Works are also proposed to Dutton Lane Carpark. The existing Dutton Lane Carpark is a 3 storey open deck carpark with open roof top parking. It has approximately 498 car spaces and was developed in the 1980s. Access and egress to the Dutton Lane Carpark is provided from Dutton Lane.

Dutton Lane Carpark is legally described as Lot 7 DP1201667.

The site does not contain any vegetation or heritage items. The site is not identified as bush fire prone land on Council's Bush Fire Prone Land map and is not identified as flood prone on Council's Cabramatta Creek Flood Planning map.

The site is located within the Cabramatta Town Centre. The Cabramatta Town Centre is characterised by a variety of land uses, including commercial, retail and high density residential uses development.

The proposal

The proposed development comprises:

- a 2 storey open deck carpark
- 219 car spaces (including seven disabled car spaces)
- associated signage and wayfinding
- upgrade and reconfiguration of Dutton Lane Carpark
- provision of 12 service vehicle spaces in new carpark

Public Benefits

The public benefits associated with the proposal include:

- consistency with the existing mixed use zone objectives
- compatible with the surrounding residential and commercial area
- contributes to the functionality and viability of the Cabramatta Town Centre
- more efficient and functional configuration
- improve access to day-to-day goods and services for the local community

Strategic Planning Context

The strategic justification for the proposal is outlined in Section 4 of this SEE. In summary, the proposal is consistent with the *Greater Sydney Region Plan*, the *Western City District Plan*, the *NSW Future Transport Strategy 2056* and Council strategic documents, as it will:

- provide parking infrastructure for the Cabramatta Town Centre
- improves access to goods, services and public transport
- contribute to the functionality and viability of Cabramatta Town Centre
- improve the local road network
- encourage more sustainable practices by incorporating intelligent technology initiatives

Statutory Planning Framework

Section 5 of the SEE considers relevant State legislation and State and local environmental planning instruments, including:

- This application is lodged in accordance with section 4.12 of the EP&A Act.
- The proposal is consistent with the objects of the Act and has been assessed against the matters for consideration under section 4.15;
- *State Environmental Planning Policies (SEPPs)*, including:
 - *State Environmental Planning Policy (State and Regional Development) 2011*
 - *State Environmental Planning Policy (Infrastructure) 2007*
 - *State Environmental Planning Policy No. 55 – Remediation of Land*
 - *Draft Remediation of Land State Environmental Planning Policy*
 - *State Environmental Planning Policy No. 64 – Advertising and Signage*
- The DA has been assessed against the relevant Clauses of the *Fairfield Local Environmental Plan 2013* (FLEP 2013) and has been demonstrated to comply with the relevant Clauses, except for Clause 4.3 Height of Buildings, for which a variation is sought under Clause 4.6; and
- The proposal is generally consistent with Council's development control plans (DCP).

Environmental Planning Assessment

A detailed assessment of the potential environmental impacts of the proposal is contained in Section 6. This section considers the following key issues:

Built Form and Design

The built form and design of the proposal is in keeping with the vision for the Cabramatta Town Centre and the 'Cabramatta experience' as identified in the Cabramatta Town Centre Development Control Plan (CTC DCP). The proposal contributes to the strong colours and decoration of the precinct and will screen the carpark from nearby residential development. Therefore, the proposal is unlikely to have an adverse visual impact.

Amenity

Low glare fittings have been adopted throughout the development site to minimise visual light pollution on the nearest residential apartment building to the west.

The proposal is unlikely to have significant adverse lighting impacts on nearby residential development due to the adoption of low glare fittings throughout the building and appropriate screening of the carpark structure to minimise light pollution resulting from vehicular activity.

The development has been designed to ensure that it does not result in any unacceptable overshadowing impacts.

A Noise Assessment has been prepared which undertakes an assessment of the potential noise impacts from the construction and on-going use of the site to noise sensitive receivers in the area. The proposal is unlikely to have any adverse acoustic impacts on nearby residential and commercial development due to screening of the carpark structure to minimise noise resulting from vehicular activity and the calculated noise levels based on anticipated traffic volumes.

Traffic and Transport

The Traffic Impact Assessment confirms the proposal is consistent with Council's *Fairfield City Wide Development Control Plan 2013* and *Cabramatta Town Centre Development Control Plan No.5/2000* and relevant Australian Standards and will not have any unacceptable traffic implications on road network capacity.

Access

The proposal comprises 12 service spaces to accommodate small rigid vehicles (SRV). The 12 service spaces are located within the 36 car spaces in the central parking aisles on the ground floor. The service spaces will be time restricted for use by SRVs between 6am and 10am and revert back to car spaces at all other times.

The additional service spaces provide safe and managed service spaces that are time restricted. Clear pedestrian circulation routes are identified in the TIA. The proposal does not propose to relocate existing service vehicle provisions from Dutton Lane to the proposed carpark. Therefore, the proposed spaces will further contribute to the functionality of the Cabramatta Town Centre and may potentially reduce pedestrian/vehicular conflicts.

Safety

The proposal has adopted a number of safety measures in accordance with key *Crime Prevention Through Environmental Design* (CPTED) principles to ensure the proposal has been designed to ensure the safety of local residents and the wider community.

Other issues assessed and found to be satisfactory include noise and vibration, waste management, stormwater and flood planning, contamination and environmental sustainability.

Conclusion

This SEE provides a comprehensive environmental assessment of the proposal including impacts and proposed mitigation measures.

The SEE concludes that the proposal warrants approval for the following reasons:

- is supported by a CI 4.6 Request to the variation in height
- is consistent with the current legislative framework
- is consistent with the relevant strategic documents
- is suitable for the site and the area, after an assessment against the heads of consideration of section 4.15(1) of the EP&A Act
- meets the objectives of the B4 Mixed Use Zone in the *Fairfield Local Environmental Plan 2013*
- does not give rise to any adverse impacts on nearby heritage items
- will not lead to any adverse traffic or pedestrian safety issues
- will not result in any environmental impacts or adverse impacts on the amenity of surrounding land

Accordingly, given the positive planning merits of the development, the SEE concludes that the proposal warrants approval.

1 Introduction

This Statement of Environmental Effects (SEE) has been prepared by Keylan Consulting Pty Ltd (Keylan) for Collins and Turner on behalf of Fairfield City Council (Council) to accompany a Development Application (DA) for a multi-storey carpark development at 34-40 Hughes Street, Cabramatta and amendments to the existing Dutton Lane Carpark (the site).

This SEE has been prepared and is submitted to Council pursuant to the provisions of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The proposed development comprises:

- 2 storey open deck carpark
- 219 car spaces (including seven disabled car spaces)
- associated signage and wayfinding
- upgrade and reconfiguration of the Dutton Lane Carpark
- provision of 12 service vehicle spaces in new carpark

This SEE describes the site, its surroundings and the proposed DA. It provides an assessment of the proposals in terms of the matters for consideration under section 4.15(1) of the EP&A Act.

This SEE demonstrates that the proposals are generally consistent with the relevant provisions of the:

- *State Environmental Planning Policy (State and Regional Development) 2011*;
- *State Environmental Planning Policy (Infrastructure) 2007*;
- *State Environmental Planning Policy No. 64 – Advertising and Signage*;
- *State Environmental Planning Policy No. 55 – Remediation of Land*;
- *Draft Remediation of Land State Environmental Planning Policy*;
- *Fairfield Local Environmental Plan 2013*;
- *Fairfield City Wide Development Control Plan 2013*; and
- *Cabramatta Town Centre Development Control Plan No. 5/2000 (2014)*.

This SEE concludes that the proposal will provide substantial net public benefits to the broader community and not result in any significant environmental impacts.

The proposed multi-storey carpark is ancillary to the function of the Cabramatta Local Centre and will improve access to day-to-day goods and services for the local community. The proposal will contribute to the amenity and functionality of the locality by providing parking in close proximity to public transport, commercial and retail uses.

We recommend that DA be approved subject to the content and findings outlined in this SEE.

1.1 Report Structure

The SEE has been prepared in accordance with the requirements of Part 4 of the EP&A Act and Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation). The structure of the report is as follows:

Section	Overview
Executive Summary	An overarching summary of the findings and conclusions of the assessment contained within this SEE.
1 Introduction	Introduction to the SEE.
2 Site and Locality	A description of the site and locality.
3 The Proposal	A detailed description of the project.
4 Strategic Planning Context	Identifies the key relevant strategic documents and considers the proposal against these documents.
5 Statutory Planning Framework	Identifies the key legislation that this SEE must address and the criteria the project must comply with.
6 Environmental Planning Assessment	Identifies key activities and assesses potential impacts on the environment.
7 Conclusion	A concluding statement taking into account the assessment of the proposal and a recommendation that the application be approved.

Table 1: SEE Report Structure

This SEE should be read in conjunction with the following supporting documents:

Supporting documentation	Appendices
Appendix 1	Cost Estimate Report prepared by mbm
Appendix 2	Clause 4.6 Variation Request prepared by Keylan Consulting
Appendix 3	Design Statement prepared by Collins and Turner
Appendix 4	Contamination Report prepared by Alliance Geotechnical
Appendix 5	Architectural Drawings prepared by Collins and Turner
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Appendix 12	BCA Report prepared by BCA Logic
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Table 2: List of Appendices

1.2 Consent authority

The *cost of works* for the purpose of determining the DA fee for the proposal is calculated in accordance with Clause 255(1) of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) at \$9,028,998 excluding GST (Appendix 1).

As the estimated cost of works exceed \$5 million and is Council related, the DA will be determined by the Sydney Western City Planning Panel (the Panel).

1.3 Pre-lodgement meeting with Council

On 13 November 2018, a development advisory meeting was convened with Council to discuss key issues associated with the development application.

The key issues raised by Council include:

- breach of maximum height limit
- traffic generation
- referral of project to RMS
- provision of traffic lights
- potential conflict between pedestrians and vehicles
- traffic and parking
- queuing issues
- pedestrian connectivity and access
- loading/unloading facilities
- built form, scale, design, visual impact and overshadowing
- contamination
- stormwater and on site detention
- compliance with the BCA

This application has been prepared in accordance with the direction discussed at the pre-lodgement meeting and the initial response from Council.

2 The site and locality

2.1 Site description

The site is located in 34-40 Hughes Street, Cabramatta, within the Fairfield Local Government Area (LGA).

The Hughes Street Carpark is legally described as Lots 1, 2 and 3 DP236708, Lot 4 DP236708, Lot B DP100284 and Lot 2 DP1201667.

The site is rectangular in shape and is located on the north-west side of the Cabramatta Town Centre. The site has a primary street frontage to Hughes Street. The Hughes Street carpark component of the site currently comprises an at-grade parking area for approximately 68 car spaces (Figure 1).



Figure 1: Existing at grade Hughes Street Carpark (outlined in yellow) (Source: Keylan)

Works are also proposed to Dutton Lane Carpark (Figure 2). The existing Dutton Lane Carpark is a 3 storey open deck carpark with open roof top parking. It has approximately 498 spaces and was developed in the 1980s. Access and egress to the Dutton Lane Carpark is provided from Dutton Lane.

Dutton Lane Carpark is legally described as Lot 7 DP1201667.

The site does not contain any vegetation or heritage items. The site is not identified as bush fire prone land on Council's Bush Fire Prone Land map and is not identified as flood prone on Council's Cabramatta Creek Flood Planning map.



Figure 2: Existing multi storey Dutton Lane Carpark (outlined in yellow) (Source: Keylan)

The site (both Dutton Lane and Hughes Street carpark) is shown in Figure 3 below.



Figure 3: Site (Base source: SIX Maps)

2.2 Surrounding locality

The site is located within the Cabramatta Town Centre (Figure 4). The Cabramatta Town Centre is characterised by a variety of land uses, as described below:

- B4 mixed use development, including 1-3 storey commercial and retail development;
- R4 high density residential, comprising approximately 1-4 storey residential flat buildings; and
- 3-4 storey residential flat buildings adjoin the site to the west.

Dutton Plaza is located south east of the site, which comprises ground floor mixed use commercial development with an open roof top parking.

The Cabramatta Town Centre is further described in the *Cabramatta Town Centre Development Control Plan No.5/2000* (CTC DCP).



Figure 4: Site and locality (Base source: Google Maps)

There are 5 heritage items surrounding the site, listed within Schedule 5 of the *Fairfield Local Environmental Plan 2013* (FLEP 2013) (Table 4 & Figure 5). No heritage items of state significance have been identified in the vicinity of the site on the Office of Environment and Heritage's State Heritage Register.

Item	Title	Address	Heritage Significance
I14	Church	136 John street	Local
I15	Pai Lau gateway	Park Road	Local
I17	Bandstand	Railway Parade (Cabravale Park)	Local
I18	Horse water trough	Railway Parade (opposite Hughes Street)	Local
I21	Library and Civic Hall	165 Railway Parade	Local

Table 3: Surrounding Heritage Items



Figure 5: Surrounding heritage items (Source: FLEP 2013)

3 The proposal

The proposed development is described in the table below:

Address/Property Description	34-40 Hughes Street, Cabramatta (Hughes St Carpark) & 1 Dutton Lane, Cabramatta (Dutton Lane Carpark)
Ownership	Fairfield City Council
LGA	Fairfield LGA
Zoning	B4 Mixed Use
Permissibility	Permissible
Project	<p>The proposed development comprises:</p> <ul style="list-style-type: none"> • a 2 storey open deck carpark • 219 car spaces (including seven disabled car spaces) • associated signage and wayfinding • upgrade and reconfiguration of Dutton Lane Carpark • provision of 12 service vehicle spaces in new carpark

Table 4: Project Overview

Built Form and Design

The proposal is for a new 2 storey carpark with an open deck rooftop. The proposal comprises 219 new car spaces, including seven disabled car spaces. The proposal will be constructed to integrate with the existing Dutton Lane carpark, with connecting traffic aisles on all 3 levels and a down ramp along the west edge.

A glazed screening is proposed to the ground level of the new carpark, which comprises a coloured graphic treatment similar to the aluminium screening of the upper level. An aluminium screen is proposed along the upper level, comprising vertically aligned fine aluminium tubes in an assortment of colours (Figure 6).

The proposed works to the existing Dutton Lane Carpark includes relocating fire doors, relocated exits, new compliant accessible parking spaces replacing non-compliant spaces and a new managers office to be constructed partially under ramp.

Landscaping

Landscaping has been proposed to the north and south elevations of the new carpark. Perimeter edge planter boxes are proposed on the upper levels, comprising bamboo screening.

Signage

The proposal includes indicative signage zones for future signage, including:

- Glazed feature screen facing Hughes Street
- Lift Tower signage
- Digital awning signage
- Totem signage

The signage zones are indicated as 'SZ' on the elevation plans (Figure 7). Detailed design of signage will be addressed prior to Construction Certificate stage.

A Clause 4.6 Variation Request has been prepared with this SEE to seek a variation to Clause 4.3 Height of buildings of the FLEP 2013 (Appendix 2).

Lighting and Illumination

Lighting will be installed in the carpark, fire stairs, lift lobbies and pedestrian link. The required illuminations will be in accordance with the relevant Australian Standards. The following lighting is proposed:

- higher illumination levels at the entrance for the transition between the outside and inside of the carpark
- lighting control for the carpark to be controlled via building management system (BMS) controls, within activation time to be adjustable by Council
- 24 hour fire stair lighting
- individual rooms will be locally switched
- lighting to the building perimeter will be via BMS and PE Cell control to deactivate external lighting during day light hours
- dimmers, dimmer controls, relays and relay controls as necessary



Figure 6: Indicative drawing of the proposal as reviewed from corner of Hughes Street and Dutton Lane (Source: Collins and Turner)

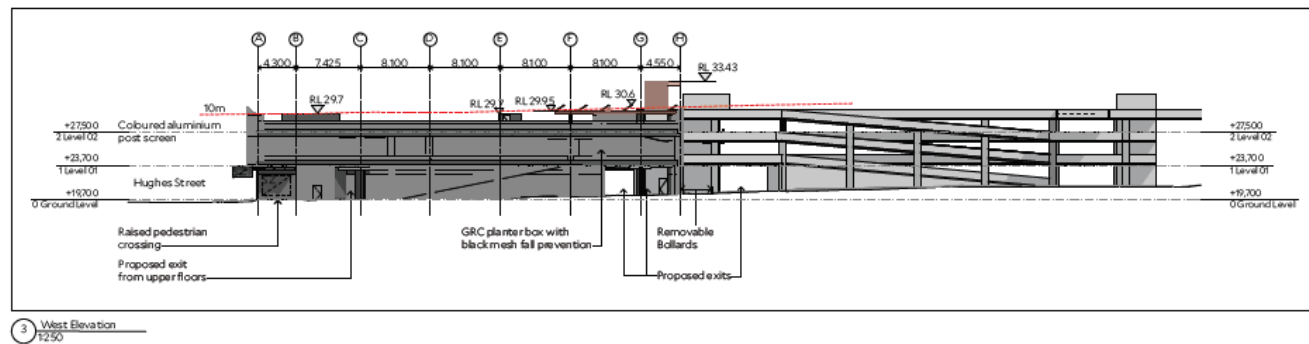
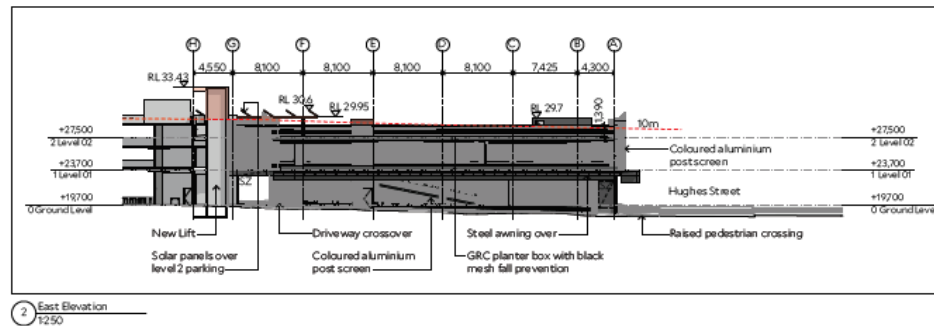
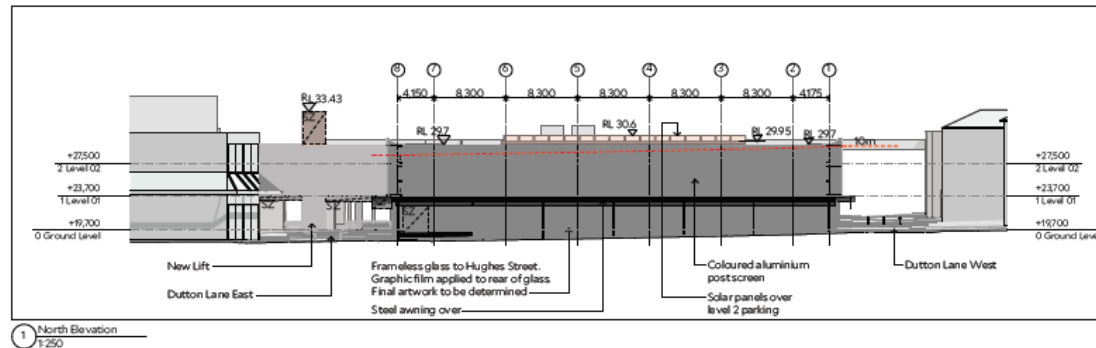


Figure 7: Elevations of the proposed Hughes Street Carpark (Source: Collins and Turner)

4 Strategic Planning Context

4.1 Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The Region Plan replaces *A Plan for Growing Sydney* as the leading region plan for Greater Sydney.

The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of 3 unique but connected cities; an Eastern Harbour City, the Western Parkland City and the Central River City with Greater Parramatta at its heart.

Historically, Greater Sydney's jobs and transport have been focused to the east, requiring many people to make long journeys to and from work and other services. The 3 cities vision allows opportunities and resources to be shared more equitably while enhancing the local character we value in our communities.

By integrating land use, transport links and infrastructure across the three cities, more people will have access within 30 minutes to jobs, schools, hospitals and services.

The Region Plan provides broad *Priorities and Actions* which focus on the following 4 key themes:

- *Infrastructure and collaboration*
- *Liveability*
- *Productivity*
- *Sustainability*

The Direction and Objectives that are of particular relevance to the Proposal which are addressed below:

Direction: Jobs and skills for the city

Objective 22 Investment and business activity in centres

- Cabramatta is identified as a local centre in the Region Plan. The proposed multi-storey carpark is ancillary to the function of the Cabramatta Local Centre and will improve access to day-to-day goods and services for the local community.
- The proposal will contribute to the amenity and functionality of the locality by providing parking in close proximity to public transport, commercial and retail uses.
- The proposed works to the Dutton Lane Carpark will improve functionality and traffic flow of the surrounding road network, improving accessibility of the Town Centre.

4.2 Western City District Plan

The *Western City District Plan* (District Plan) was prepared by the Greater Sydney Commission (GSC) in March 2018. It seeks to manage growth in the context of economic, social and environmental matters in the Western City District. It provides the district level framework to implement the goals and directions outlined in the Region Plan for the Western City District.

The proposed development is consistent with the District Plan as it:

- provides parking infrastructure for the Cabramatta Town Centre
- improves access to goods, services and public transport
- contributes to the functionality of Cabramatta Town Centre
- improves the local road network
- provides bicycle and disabled parking spaces which contributes to accessibility

4.3 NSW Future Transport Strategy 2056

The *NSW Future Transport Strategy 2056* was published in March 2018 and outlines the strategic direction for Transport in NSW. It is an update of the 2012 Long Term Transport Master Plan for NSW.

The Transport strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities for the future. It emphasises technology-enabled mobility and its role in transforming the mass transit network.

The proposed carpark encourages more sustainable practices by incorporating intelligent technology initiatives, including:

- Solar farm: Photovoltaic panels are proposed on level 2, on an open structure over car spaces on the southern portion of the carpark. The power generated is intended to support the power demand of the proposed carpark.
- Rain water harvesting: rainwater is proposed to be collected and stored in a tank under the ramp on the ground floor. The water is then proposed to be used to water the façade planting on the east and west facades.
- E-car charging stations: 4 e-car charging stations are proposed for the roof of level 2, under the solar panel.

The proposal will provide additional parking spaces for visitors of the Cabramatta Town Centre and will improve the functionality of the Town Centre. The proposal will improve the safety for both drivers and pedestrians in the vicinity of the site.

4.4 Fairfield City Centres Policy 2015

The *Fairfield City Centres Policy 2015* (Centres Policy) describes the retail/commercial role of each of the types of centres in Fairfield City and provides consistent criteria against which development applications for new retail/commercial proposals will be assessed by Council.

The Cabramatta Town Centre has been identified as a Specialist Centre. Specialist centres are characterised by:

- *The provision of a wide range of retail and commercial services to a large ethnic community;*
- *The presence of the widest range of specialty shops targeting the needs of the ethnic community*
- *Its location on a major public transport network*
- *Generally containing in the order of 60,000m² of retail floor space together with a wide range of non-retail services including office space, community services, health facilities and education services targeting the ethnic community*
- *Providing for specialist shopping needs of the ethnic community*
- *Its ability to attract large numbers of day-trippers from outside LGA seeking a special shopping and cultural experience*

The proposal is located within the Cabramatta Trade Area. The proposal is for a new carpark and associated upgrades to an existing carpark and is therefore not considered retail or commercial development. However, the proposal is ancillary to the functionality of the Cabramatta Town Centre.

The proposal will not result in an unacceptable level of impact on the Cabramatta sub-regional centre. The proposal will provide additional car spaces, which will improve the ability to attract large numbers of day-trippers from outside of the LGA. The proposal will contribute to the viability of the centre by strengthening its transport infrastructure.

The proposal is considered to be consistent with the Centres Policy.

5 Statutory Planning Framework

5.1 Environmental Planning and Assessment Act 1979

The proposal is consistent with the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as it is considered to promote the orderly and economic use and development of land without resulting in an adverse impact on the environment.

This section of the report provides the planning assessment against the key statutory environmental planning instruments and Development Control Plans relevant to the development. The following detailed assessment of the proposal is provided and which is based on the heads of consideration contained in section 4.15 of the EP&A Act.

4.15(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

Relevant Provision	Comment
(a) the provisions of:	
(i) any environmental planning instrument, and	The relevant environmental planning instruments are addressed at Section 5.
(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	The Draft Remediation SEPP has been exhibited but there are no direct implications for the site or proposal. The draft SEPP is addressed in Section 5.3.
(iii) any development control plan, and	The Fairfield City Wide Development Control Plan 2013 and Cabramatta Town Centre Development Control Plan No. 5/2000 (2014) are addressed in Sections 6.11
(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	A planning agreement is not sought under section 7.4
(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),	The requirements of the EP&A Regulations are addressed in Section 5.8.
(v) (Repealed)	
(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	The impacts of the proposal are addressed in Section 6.
(c) the suitability of the site for the development,	Site suitability is addressed at Section 6.13.
(d) any submissions made in accordance with this Act or the regulations,	Any submissions made on this subject development application will be duly considered and addressed by Keylan. In addition, the

Relevant Provision	Comment
	Council will consider any public submissions relating to the proposal during its assessment.
(e) <i>the public interest.</i>	Public interest is addressed at Section 6.15.

Table 5: Section 4.15(1) assessment

Development under the EP&A Act must have regard to the objects set out in Section 1.3 of the Act. The proposed development is considered to be consistent with the objects of the Act as follows:

Objects	Response
The objects of this Act are as follows:	
(a) <i>To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,</i>	The proposed development improves the social and economic welfare of the community by improving accessibility within the Cabramatta Town Centre and functionality of the commercial area.
(b) <i>to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i>	The proposal will be carried out in accordance with the principles of ESD (Section 6.9).
(c) <i>to promote the orderly and economic use and development of land,</i>	The proposed development promotes the orderly and economic use and development of the existing Hughes Street carpark by facilitating an intensified use for carparking purposes with upgraded access and modernised technologies. The proposal will also improve the functioning and accessibility of the Dutton Lane Carpark.
(d) <i>to promote the delivery and maintenance of affordable housing,</i>	Not relevant to the proposal.
(e) <i>to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</i>	The proposal will not create any adverse impact on the environment.
(f) <i>to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i>	The proposal will not create any adverse impact on surrounding heritage items.
(g) <i>to promote good design and amenity of the built environment,</i>	The proposal promotes good design and amenity as demonstrated in the Design Statement prepared by Collins and Turner (Appendix 3).
(h) <i>to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i>	The proposal will comprise sound construction, will aim for minimal on-going maintenance through the provision of a quality development and will provide for a safe parking facility for the community.
(i) <i>to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</i>	The proposed works are being assessed by the Sydney Western City Planning Panel. As outlined in Section 1.3, the Applicant has consulted with Council on the proposed works.

Objects	Response
	<p>The SEE has addressed Council's issues and concerns.</p> <p>The proposal will also be referred to RMS for comment. Any responses received will be considered.</p>
<i>(j) to provide increased opportunity for community participation in environmental planning and assessment.</i>	The proposed development will be publicly exhibited in accordance with the requirements of the EP&A Act.

Table 6: Objects of the EP&A Act

5.2 Local Government Act 1993

The site was classified operational land on 24 September 2004 as part of *NSW Government Gazette 149*.

5.3 State Planning Policy Controls Overview

The proposal has been designed with regard to the objectives and standards of the relevant planning instruments and policies that apply to the site. Under the provisions of the EP&A Act, the key applicable state environmental planning policies are:

- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No. 55 – Remediation of Land*
- *Draft Remediation of Land State Environmental Planning Policy*
- *State Environmental Planning Policy No. 64 – Advertising and Signage*

The application of the above plans and policies is discussed in detail in the following sections of this SEE.

5.3.1 State Environmental Planning Policy (State and Regional Development) 2011

The *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) declares certain types of development and infrastructure to be of State and regional significance.

The proposal has a capital investment value of more than \$5 million and is on land where a council for the area in which the development is to be carried out is the applicant for development consent. Accordingly, the Sydney Western City Planning Panel is the consent authority.

5.3.2 State Environmental Planning Policy (Infrastructure) 2007

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, providing greater flexibility in the location of infrastructure and service facilities, allowing development of surplus government owned land, identifying environmental assessment categories and matters to be considered in assessments, and providing for consultation with relevant public authorities.

Traffic generating development

Clause 104 requires that development applications for certain traffic generating development, as set out in Schedule 3 of the policy, be referred to the Roads and Maritime Services (RMS) and that any submission from the RMS be considered prior to the determination of the application.

The proposal seeks approval for a 2 storey multi deck carpark on the site of the existing Hughes Street at grade carpark. This carpark will accommodate 198 additional spaces (net gain following minor modifications to the existing Dutton Lane Carpark).

As outlined in Schedule 3 of the ISEPP, the development specified in Column 1 may involve the erection of a new premises or an enlargement or extension of an existing premises. If the development involves an enlargement or extension of existing premises, the relevant size of capacity specified in the table is the additional (rather than the total) size or capacity of the premises as a result of the enlargement or extension.

Therefore, the proposal is not considered traffic generating development as it results in a net gain of 198 car spaces, being less than the spaces nominated in the SEPP (Infrastructure) 2007.

5.3.3 State Environmental Planning Policy No.55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) applies to the State and states that where a DA is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) *it has considered whether the land is contaminated, and*
- (b) *if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

A contamination report has been prepared by Alliance Geotechnical (Appendix 4) and finds that the site is considered suitable for the proposed land use. The contamination report concludes the following:

- no areas of environmental concern were identified for the site; and
- should soil disturbance and offsite disposal be required, it is recommended that the soil is classified for offsite disposal in accordance with the NSW EPA *Waste Classification Guidelines* (2014).

Draft Remediation of Land State Environmental Planning Policy

Draft Remediation of Land State Environmental Planning Policy (Remediation SEPP) aims for better management of remediation works by aligning the need for development consent with the scale, complexity and risks associated with the proposed works.

Once adopted, the Draft Remediation SEPP will:

- Provide a state-wide planning framework for the remediation of land
- Require consent authorities to consider the potential for land to be contaminated when determining DAs
- Clearly list the remediation works that require development consent
- Introduce certification and operational requirements for remediation works that can be undertaken without development consent

As discussed in Section 5.3.3, the site is considered suitable for the proposal.

5.3.4 State Environmental Planning Policy No. 64 – Advertising and Signage

State Environmental Planning Policy 64 Advertising and Signage (SEPP 64) aims to ensure that advertising and signage is well located, compatible with the desired amenity of an area and of high quality.

SEPP 64 applies to all signage, advertisements that advertise or promote any goods, services or events and any structure that is used for the display of signage that is permitted under another environmental planning instrument.

The proposal includes signage zones for future building identification, wayfinding and Council branding signs. Future signage will be in the form of the following:

- Glazed feature screen facing Hughes Street
- Lift Tower signage
- Digital awning signage
- Totem signage

Detailed design of any signage will be addressed prior to Construction Certificate stage.

Clause 8 of SEPP 64 requires the consent authority to assess the proposal against the criteria within Schedule 1 prior to granting consent to carrying out of any development on that land.

An assessment of these matters is provided for the signage zones in the table below:

Schedule 1	Comment	Compliance
1. Character of the Area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	<p>The future signage is compatible with the existing desired future character of the area.</p> <p>The proposal is located within Precinct 2 – Commercial and larger retail area of the Cabramatta Town Centre DCP.</p> <p>The desired character of Precinct 2 is for medium to larger scale commercial and retail activity.</p> <p>The proposed signage contributes to wayfinding and the promotion of community events.</p>	Yes

Schedule 1	Comment	Compliance
	Further assessment against advertising signs in Precinct 2 of the CTC DCP is provided in Section 5.6.	
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	<p>There is no particular theme for outdoor advertising in the area.</p> <p>However, the proposal is compliant with the performance criteria identified within the CTC DCP, as discussed in Section 5.6.</p>	Yes
2. Special Areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	<p>The site is not located within an environmentally sensitive area, heritage area, natural or other conservation area, open space area, waterways or rural landscapes.</p> <p>Residential developments are located to the north and west of the site. Residential development to the west will not be impacted by the proposed signage due to the orientation of the signage zones facing north.</p> <p>Residential development to the north will have views to the proposed signage zones, however the proposed signage will have an acceptable level of illumination (if digitalised) and will be visually compatible with surrounding development.</p> <p>It is assessed that the proposal will result in a negligible adverse impact on the amenity and visual quality of surrounding land.</p>	Yes
3. Views and vistas		
Does the proposal obscure or compromise important views?	The future signage will not lead to any unacceptable impacts on views.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage will not lead to any unacceptable impacts on vistas.	Yes
Does the proposal respect the viewing rights of other advertisers?	Due to the nature of the signage being for wayfinding, information and community events, the proposal will not impact on rights of other advertisers.	Yes
4. Streetscape, Setting or Landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposal is appropriate for the precinct.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposal involves several minor wayfinding and informative signs.	Yes

Schedule 1	Comment	Compliance
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal will not result in any significant or unreasonable visual clutter. The proposal does not require ongoing vegetation management.	Yes
Does the proposal screen unsightliness?		Yes
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?		Yes
Does the proposal require ongoing vegetation management?		N/A
5. Site and Building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposal is compatible with the scale, proportion of the proposed carpark.	Yes
Does the proposal respect important features of the site or building, or both?		Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?		Yes
6. Associated Devices and Logos with Advertisements and Advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Detailed design of signage will be addressed prior to Construction Certificate stage.	N/A
7. Illumination		
Would illumination result in unacceptable glare?	The proposed signage is of a similar scale relative to existing signage in the locality.	Compliance will be achieved prior to CC stage
Would illumination affect safety for pedestrians, vehicles or aircraft?		
Would illumination detract from the amenity of any residence or other form of accommodation?	The proposed signage will not lead to any adverse impacts on motorists, pedestrians or nearby residential uses due to the size, level of illumination and distance to surrounding residential uses.	
Can the intensity of the illumination be adjusted, if necessary?		
Is the illumination subject to a curfew?	Detailed design of signage will be addressed prior to Construction Certificate stage.	
8. Safety		
Would the proposal reduce the safety for any public road?	Due to the minor nature of the proposal and its intent of wayfinding, information and local business/community event promotion, the proposal is not likely to reduce the safety for any public road, pedestrians or bicyclists.	Yes
Would the proposal reduce the safety for pedestrians or bicyclists?		Yes
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?		Yes

Table 7: Schedule 1, SEPP 64 Consideration

5.4 Fairfield Local Environmental Plan 2013

Fairfield Local Environmental Plan 2013 (FLEP 2013) is the principal Environmental Planning Instrument applicable to the land. It establishes the zoning of the site as B4 Mixed Use. It aims to establish planning principles and development controls that will promote the orderly and economic use of land.

Under the FLEP 2013 the subject site is zoned B4 Mixed Use (Figure 8). A carpark is an innominate use permissible with consent under the FLEP 2013 and is therefore a permissible use.

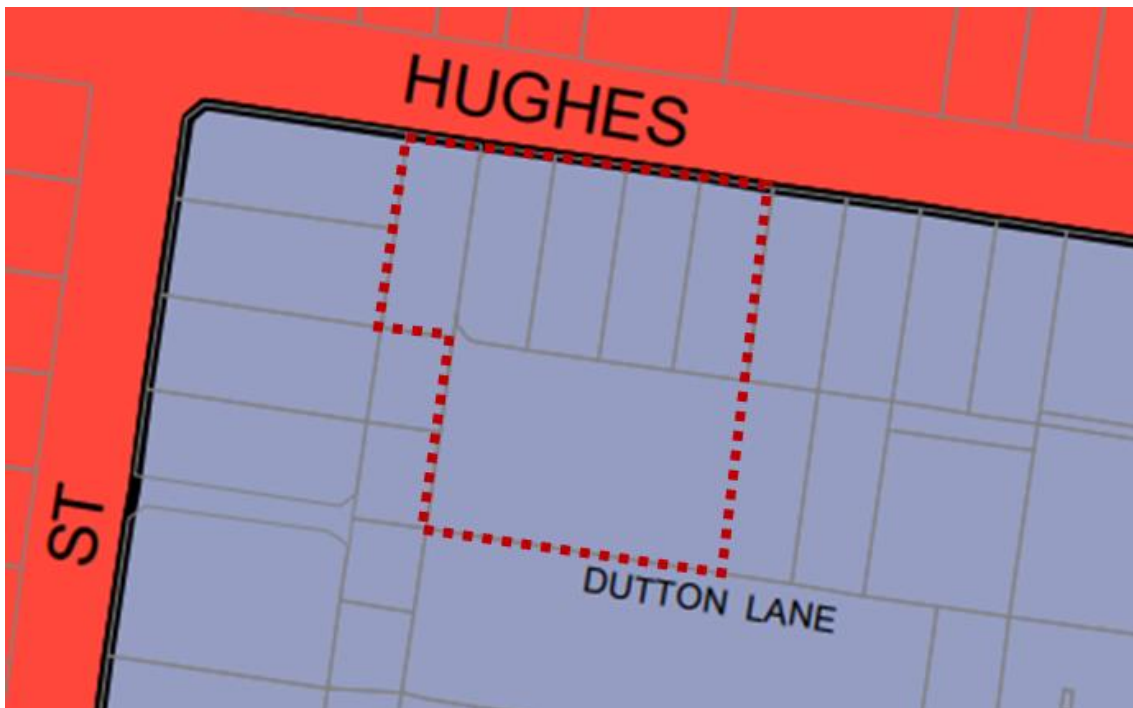


Figure 8: Zoning Map extract (Source: FLEP 2013)

It is assessed that the proposed carpark is consistent with the B4 Mixed Use zone objectives in that it is integrated with the commercial and retail uses of the Cabramatta Town Centre. The proposal is ancillary to the Town Centre as it provides additional parking spaces to support the commercial and retail uses, and it also provides parking for public transport patrons travelling to Cabramatta Station.

The proposal will support the development of Cabramatta as the principal location for retail and business services as it improves access for residents and visitors using private vehicles.

Clause 4.3 Height of Buildings

Clause 4.3 of the FLEP 2013 establishes a maximum building height for the site of 10 metres, (Figure 9).

The proposal is largely compliant with this height limit, however it will exceed the maximum building height in the locations as shown in Figure 7 for the Hughes Street Carpark.

No changes to the existing height of the Dutton Lane Carpark are proposed.

The ground level of the site is RL 19.7 as at Hughes Street.

The highest point of the proposal is the lift overrun space, as identified in Figure 7 and are highlighted in red. The new lift provides access to both carparks. The lift overrun has a maximum height of RL 33.43. The proposed lift overrun exceeds the height limit by a maximum of 3.73 metres.

The proposed solar panels on the rooftop of the Hughes Street Carpark also exceed the maximum height limit by 0.9 metres (RL 30.6). The non-compliance of the height of the solar panels is considered acceptable due to it being a minor exceedance with minimal impacts and its necessity for operational requirements.

A written request to seek a variation to the building height development standard, in accordance with Clause 4.6 Exception to Development Standards of the FLEP 2013, is provided in Appendix 2.

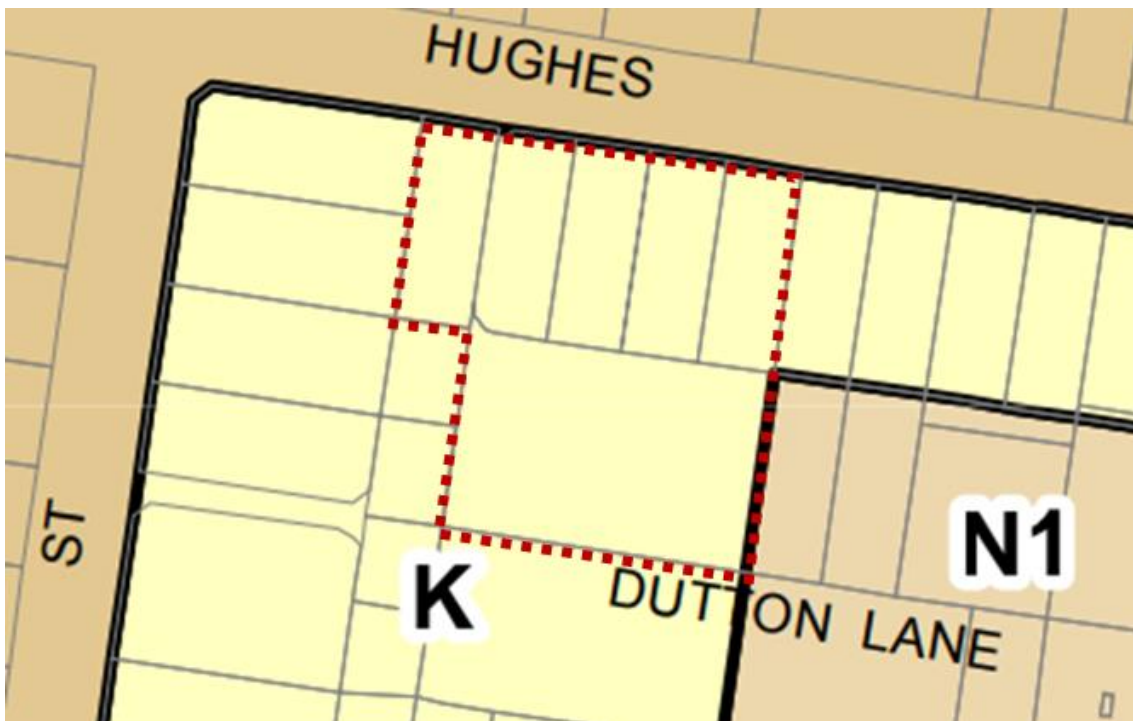


Figure 9: Height of buildings Map extract (Source: FLEP 2013)

Clause 4.4 Floor Space Ratio

Clause 4.3 of FLEP 2013 establishes a maximum floor space ratio (FSR) for the site of 2:1, as shown in the figure below.

The site area is 2,486.22 m². The proposal has a total gross floor area (GFA) of 4,509 m². The proposed GFA equates to a FSR of 1.81:1. The proposal complies with the FSR for the site.

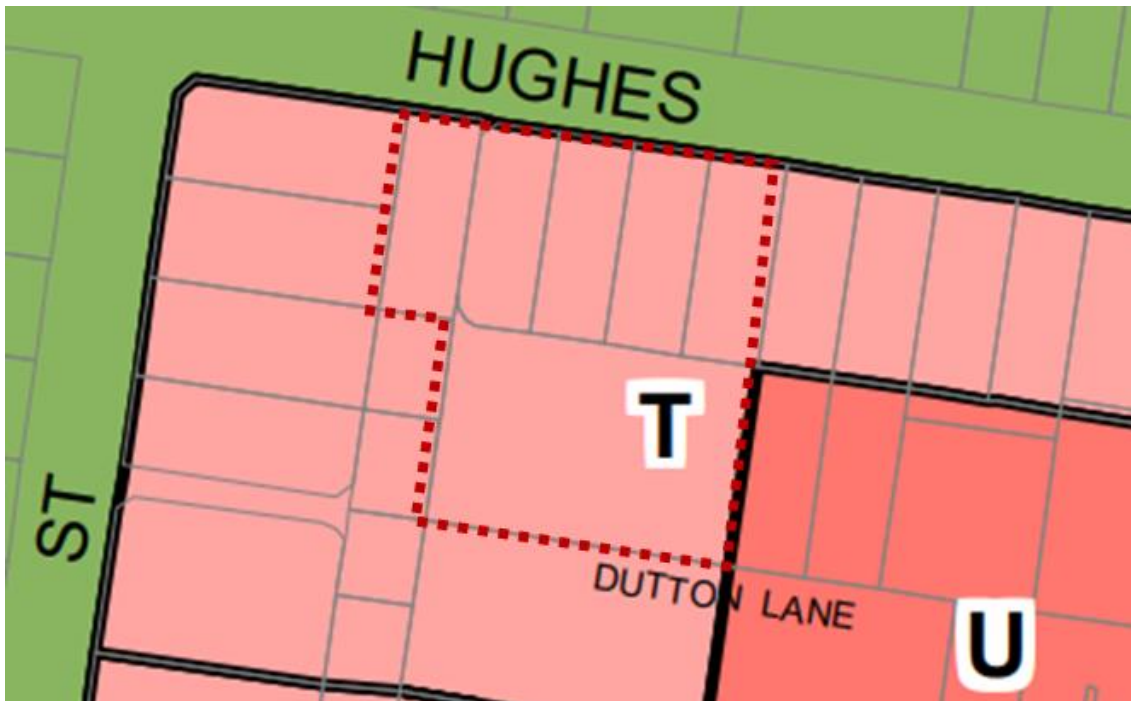


Figure 10: FSR Map extract (Source: FLEP 2013)

5.5 Fairfield City Wide Development Control Plan 2013

The *Fairfield City Wide Development Control Plan 2013* (FDCP) supplements the FLEP 2013 and applies to all land within Fairfield City, excluding land subject to *State Environmental Planning Policy (Western Employment Area) 2009*.

The FDCP contains detailed development provisions which are considered by Council when making decisions about individual development proposals.

The provisions of the FDCP, relevant to the assessment of the proposal, is outlined in the table below.

FDCP Provision	Comment	Compliance
Chapter 12 – Car parking, Vehicle and Access Management		
Section 12.1 Car parking rates		
12.1.1 Car Parking Rates	<ul style="list-style-type: none"> Car parking rates have not been identified for carpark developments within the FDCP. As identified in the FDCP, development types not listed in the FDCP would be subject to a merit-based assessment based on the provisions set out in the former Roads and Traffic Authority's <i>Guide to Traffic Generating Developments</i> (RTA Guide). The RTA Guide does not apply a rate to public car parks. Section 5.13 of the RTA Guide notes that the operation of public car parks requires the 'RTA's' concurrence to Council approval (now Roads and Maritime Services (RMS)). The architectural plans prepared by Collins and Turner (Appendix 5) and the traffic impact assessment prepared by ptc. (Appendix 6) have been undertaken in accordance with the RTA Guide. 	Yes
Section 12.2 Design Guidelines		
12.2.1 Dimension of Spaces and Aisles	<ul style="list-style-type: none"> The proposal has been designed in accordance with Class 3 parking requirements, classified under AS2890.1:2004 as 'short term city and town centre parking'. 	Yes
12.2.2 Dead End Aisles	<ul style="list-style-type: none"> The proposal does not comprise dead end aisles. 	Yes
12.2.3 Headroom	<ul style="list-style-type: none"> The Traffic Impact Assessment (TIA) prepared by ptc. (Appendix 6) states the following: <i>An assessment of all elements of the car park has been undertaken including column locations, aisle extensions, and headroom and ramp grades and in this regard, the car park design complies with the requirements of AS2890.1, or has been assessed on a performance basis, meets the intent of the standards and is fit for purpose.</i> 	Yes
12.2.4 Streetscape and Car Parking	<ul style="list-style-type: none"> The proposal is consistent with the applicable principles identified in Section 12.2.4. Entry/exit points will be clearly identified 	Yes

FDCP Provision	Comment	Compliance
	<ul style="list-style-type: none"> Continuous footpath treatments are to be provided to provide a safer crossing facility for pedestrians traversing along Hughes Street and to provide physical indication to vehicles that they are entering a precinct of high pedestrian activity 	
12.2.5 Driveways near Intersections	<ul style="list-style-type: none"> The TIA states the following: <i>The parking and vehicular access arrangements have been designed in accordance with the relevant standard, being AS2890 Part 1, Part 2, Part 3 and Part 6 or have been assessed, deemed to meet the intent of the standards and fit for use.</i> <i>The location of the proposed access driveways and access and egress provisions should not present any traffic capacity constraints or safety concerns.</i> 	Yes
12.2.6 Driveway and Ramp Width	<ul style="list-style-type: none"> The proposal provides parking space widths of 2.6 m, length of 5.4 m and aisle widths of 5.8 m, which meet the minimum requirement It is noted that Council's Design & Traffic Services Division will advise of the appropriate driveway and ramp width for the proposal 	TBC
12.2.7 Vehicle Movement Direction	<ul style="list-style-type: none"> Vehicle movement within the carpark will be in a forward direction 	Yes
12.2.8 Location and Layout	<ul style="list-style-type: none"> The proposal is located on an existing at-grade carpark. It will intensify the use by providing more spaces The proposal is suitably located within the Cabramatta Town Centre, contributing to the functionality of the surrounding commercial and retail uses 	Yes
12.2.9 Manoeuvring	<ul style="list-style-type: none"> The proposal has been designed in accordance with AS2890.1:2004 and AS2890.2-2002. 	Yes
12.2.10 Pedestrian and Car Park Layout	<ul style="list-style-type: none"> To minimise conflict between pedestrians and vehicles, a proposed pedestrian circulation route has been prepared in the TIA It provides a specified pedestrian route linking the Hughes Street carpark and the existing pedestrian access from Dutton Lane Carpark to the western section of Dutton Loop 	Yes
12.2.11 Landscaping	<ul style="list-style-type: none"> Glass fibre reinforced concrete (GRC) planter boxes are proposed on the first level and roof top boundaries of the proposed Hughes Street Carpark The proposal does not incorporate perimeter planting, landscape islands or low growing shrubs as identified in the DCP, however it achieves the purpose of landscaping in parking areas The proposed landscaping provides visual relief from the expanse of hard surfaces and screens the carpark from surrounding areas 	Justified

FDCP Provision	Comment	Compliance
	<ul style="list-style-type: none"> Council have advised that a landscape plan will be provided when detailed design has been prepared. 	
12.2.12 Line Marking	<ul style="list-style-type: none"> Appropriate line marking has been incorporated into the design of the proposal 	Yes
12.2.13 Pavement Materials	<ul style="list-style-type: none"> Proposed pavements will be constructed of materials which will resist wear and offer sufficient traction in order to allow safe, effective movement by users. Detailed design of pavement materials will be addressed prior to Construction Certificate stage. 	Compliance will be achieved prior to CC stage
12.2.14 Boom Gates	<ul style="list-style-type: none"> A new ticket-controlled boom gate off Dutton Lane East is proposed Exit from the ground floor will be via a ticket-controlled boom gate onto Dutton Lane West or via the ground floor of Dutton Lane Carpark The boom gates should be able to accommodate the expected vehicle queues as identified in the TIA 	Yes
12.2.15 Signage	<ul style="list-style-type: none"> The proposal has identified signage zones for future signage, which will comprise appropriate signage for carparks The proposal will clearly mark vehicle entry and exit points to the site and will clearly indicate parking and loading areas Arrows will be painted on the pavement to indicate desired traffic movement 	Yes
12.2.16 Lighting	<ul style="list-style-type: none"> Appropriate lighting in accordance with the relevant Australian Standards will be implemented in the proposal Low glare fittings will be used throughout the project to minimise light pollution to nearby residential development Lighting is further discussed in Section 6.2 	Compliance will be achieved prior to CC stage
12.3 Special Requirements		
12.3.1 Drivers with a disability	<ul style="list-style-type: none"> 7 disabled car spaces have been proposed within the Hughes Street Carpark The proposal complies with AS2890.1:2004 The spaces are located close to the entry of the carpark on ground level All disabled car spaces will be clearly identified by both signage and stencilled disable symbols The proposal also proposes to upgrade the existing non-compliant spaces in the Dutton Lane Carpark to ensure the accessible spaces are compliant with AS2890.6 	Yes
12.3.2 Stack parking	<ul style="list-style-type: none"> Stack parking has not been proposed 	N/A
12.3.3 Bicycles	<ul style="list-style-type: none"> The FDCP requires bicycle parking/storage facilities to be provided in accordance with AS 2890.3:1993 The bicycle parking arrangements have been designed in accordance with the requirements of AS2890.3:1993 	Yes

FDCP Provision	Comment	Compliance
	<ul style="list-style-type: none"> The FDCP does not prescribe a bicycle parking rate As part of the works of this proposal, 62 bicycle spaces are proposed within Dutton Lane Carpark 	
12.3.4 Mechanical parking	<ul style="list-style-type: none"> Mechanical parking has not been proposed 	N/A
12.3.5 Multi-storey car parks	<ul style="list-style-type: none"> The proposed Hughes Street multi-storey carpark exceeds the height limit of 10m as adopted by the FLEP 2013 The justification of the exceedance is provided in the Clause 4.6 Variation Request at Appendix 2. The proposed carpark is consistent with surrounding carpark heights in the immediate locality The 3.73 m height exceedance is the result of providing a lift and overrun to meet operational requirements Although this is a 37% departure from the FLEP 2013 control, it is considered justified as the lift overrun is required for the operations of the carpark Solar panels also exceed the height limit by 0.9 m This is considered minor and is required for the operations of the carpark The height exceedance is addressed in the Clause 4.6 Variation Request (Appendix 2). 	Yes
12.3.6 Car theft	<ul style="list-style-type: none"> The proposed Hughes Street Carpark is designed to incorporate lighting and landscaping as discussed in Section 6.1 	Yes
12.3.7 Heritage buildings and parking bonuses	<ul style="list-style-type: none"> The site is not identified as a heritage item 	N/A
12.3.8 Trucks and vans – loading information for commercial and industrial developments	<ul style="list-style-type: none"> The exact re-configuration of the loading bay restrictions will be confirmed during the Construction Certificate (CC) design stage. 	N/A
Appendix C – Advice for Designing Advertising Signs		
1.0 Types of signs and specifications	<ul style="list-style-type: none"> Detailed design of signage will be prepared prior to Construction Certificate stage. 	Yes

Table 8: Assessment against relevant provisions in FDCP

5.6 Cabramatta Town Centre Development Control Plan No.5/2000 (2014)

The (CTC DCP) supplements the FLEP 2013 by providing more detailed provisions to guide future development in the Cabramatta Town Centre.

The site has been identified within Precinct 2 – *Commercial and Larger Retail (Dutton Lane Car Park)* in the Cabramatta Town Centre.

The provisions of the CTC DCP, relevant to the assessment of the proposal, are outlined in the table below.

CTC DCP Provision	Comment	Compliance
2.2 The general objectives for the Cabramatta Town Centre	<ul style="list-style-type: none"> The proposal will provide an attractive, safe, well-lit, colourful multi-storey carpark The proposed carpark and upgrades to the existing Dutton Lane Carpark will further service the retail and commercial uses in the Cabramatta Town Centre The proposal will contribute to the viability of the city Provides safe, convenient parking and improves vehicular access and movement in the surrounding area. 	Yes
2.3 The General Character Statement for the Cabramatta Town Centre	<ul style="list-style-type: none"> The proposal is consistent with the general character statement of the Cabramatta Town Centre 	Yes
2.5.1 Precincts in the Cabramatta Town Centre	<ul style="list-style-type: none"> The site has been identified within Precinct 2 – <i>Commercial and Larger Retail Area (Dutton Lane Car Park)</i> in the Cabramatta Town Centre 	Yes
Precinct 2 – Commercial and larger retail area		
Objectives	<ul style="list-style-type: none"> The proposal is consistent with the objectives of Precinct 2 The proposed siting and bulk of the Hughes Street Carpark will contribute to the existing character of the precinct with its architectural treatments and associated landscaping 	Yes
Desired character	<ul style="list-style-type: none"> The site has been identified as a potential development site The proposal will minimise the visual impact of the existing Dutton Lane Carpark and will utilise design features that provide attractive, vibrant and safe pedestrian amenity and movements 	Yes
Performance Criteria and development controls		
Floor space ratio	<ul style="list-style-type: none"> The site has a FSR of 2.0:1. The resultant FSR of the proposal is 1.81:1. 	Yes
Height	<ul style="list-style-type: none"> The site has a maximum height control of 10m The proposed Hughes Street Carpark is a 2 storey carpark with an open deck carpark on the rooftop The proposal exceeds the 10 m height limit in part, and 	Justified

CTC DCP Provision	Comment	Compliance
	<ul style="list-style-type: none"> As detailed in Section 5.5, a Clause 4.6 Variation Request is sought for the height exceedance (Appendix 2) 	
Car parking and access	<ul style="list-style-type: none"> Access to the Carpark has been provided from Dutton Lane East and West, avoiding access from the street frontage of Hughes Street Access has been proposed for disabled persons under the relevant Australian Standards. The proposal is in keeping with the scale, massing proportions, materials and finishes with the surrounding area 	Yes
Unloading/loading facilities	<ul style="list-style-type: none"> The exact re-configuration of the loading bay restrictions will be confirmed during the CC design stage 	N/A
Setbacks	<ul style="list-style-type: none"> There are no relevant setback controls in the FDCP for car parks The existing at ground carpark is set back from the street, aligned with the existing buildings west and east of the site The proposal has a nil setback to Hughes Street frontage 	Yes
Pedestrian movement	<ul style="list-style-type: none"> Proposed pedestrian movement is provided in the TIA 	Yes
Advertising signs	<ul style="list-style-type: none"> Any advertising signs will be prepared in accordance with the CTC DCP and FDCP The proposal comprises signage zones, in which the content of the signs will be provided at the detailed design stage 	Yes
Building Design	<ul style="list-style-type: none"> The proposal complies with the general development and design guidelines outlined in the CTC DCP See assessment against general development and design guidelines below Lighting is addressed in Section 6.2 Security measures are discussed in Section 6.8 	Yes
2.6 General development and design guidelines		
Access and mobility	<ul style="list-style-type: none"> A pedestrian circulation path has been provided in the TIA A new lift will provide access to both Hughes St and Dutton Lane Car parks 	Yes
Accessible Paths	<ul style="list-style-type: none"> As proposed in the TIA, continuous footpath treatments are provided along Hughes Street to provide a safer crossing facility and to provide physical indication to vehicles that they are entering a precinct of high pedestrian activity Paths will be accessible and will comply with safety standards 	Yes
Awnings	<ul style="list-style-type: none"> A steel awning has been proposed along the frontage to Hughes Street and Dutton Lane East The awning is provided at the building line As agreed upon by Council, an Awning Maintenance Plan will be prepared prior to 	Yes

CTC DCP Provision	Comment	Compliance
	Construction Certificate Stage, in accordance with the CTC DCP	
Car Parking	<ul style="list-style-type: none"> The proposal has been designed in accordance with AS 2890.1, including disabled car spaces 	Yes
Community Safety	<ul style="list-style-type: none"> The proposal has been designed to allow natural surveillance onto the surrounding area Safety is discussed in Section 6.8 	Yes
Disabled Parking Requirements	<ul style="list-style-type: none"> 219 spaces are proposed in the new Hughes Street multi storey carpark The proposal comprises 7 disabled parking spaces These spaces are provided closest to the entrances and exits and the proposed lift 	Yes
Lighting	<ul style="list-style-type: none"> Lighting is addressed in Section 6.2 	Yes
Pedestrian linkages	<ul style="list-style-type: none"> Pedestrian linkages throughout the site will be well illuminated and provide secure access for pedestrians. Appropriate signage and lighting will be adopted throughout the proposal 	Yes
Reflectivity	<ul style="list-style-type: none"> The proposal uses glazed screening on the ground level, which minimises reflectivity 	Yes
Solar Access	<ul style="list-style-type: none"> Shadow diagrams have been provided in the architectural plans prepared by Collins and Turner (Appendix 5) The proposal does not have a major adverse shadowing effect Overshadowing is further discussed in Section 6.2 	Yes
Street numbers	<ul style="list-style-type: none"> Indicative signage zones have been identified, in which content of the signs will be prepared at the detailed design stage 	Yes
Walls to Street Frontages	<ul style="list-style-type: none"> The proposal's street frontage comprises glass shopfront to Hughes Street with graphic film and coloured aluminium posts The proposal does not propose extensive blank walls 	Yes
Wind Effect	<ul style="list-style-type: none"> An analysis of the wind effect is provided in the design statement prepared by Collins and Turner (Appendix 3). The facade of the proposed carpark structure has been designed to allow the carpark to ventilate naturally. Therefore, the external winds would flow through the building evenly without significant change in direction. 	Yes
Part C: Preparing development proposals		
3.5 What you also need to consider		
Awnings Maintenance Plan	<ul style="list-style-type: none"> Consultation with Council has confirmed that an Awning Maintenance Plan will be prepared prior to Construction Certificate Stage, in accordance with the CTC DCP 	Yes
Section 94/94A Developer Contribution levies	<ul style="list-style-type: none"> Addressed in Section 6.11 	Yes

CTC DCP Provision	Comment	Compliance
Direct Contributions (Section 94) apply to catchments or geographical areas	<ul style="list-style-type: none"> Addressed in Section 6.11 	Yes
Parking	<ul style="list-style-type: none"> The proposal is for a multi storey carpark to be constructed in replacement of the existing at-grade Hughes Street Carpark The proposal comprises 219 spaces, therefore the total number of parking spaces will not be reduced The proposal has been subject to a Council Development Advisory meeting and the relevant information and requirements requested in the meeting minutes have been provided in this SEE. 	Yes

Table 9: Assessment against relevant provisions in CTC DCP

5.7 Voluntary Planning Agreements

There is no voluntary planning agreement(s) relating to this DA.

5.8 Environmental Planning and Assessment Regulation

The *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) is the applicable regulation to the proposals. The requirements for notification (Part 6) and Fees (Part 15) have been complied with.

Council will undertake the required notification of the DA.

6 Environmental Planning Assessment

Section 4.15(1)(b) of the EP&A Act requires an assessment of the impact of development on environmental impacts (natural and built), and social and economic impacts.

6.1 Built Form & Design

The proposal seeks approval for the development of a 2 storey carpark that has been designed to fully integrate with the adjoining existing carpark structure and the context of the Cabramatta Town Centre.

The proposal is a contemporary and functional design which ensures the most efficient use of land to support this public infrastructure project.

A Design Statement has been prepared by Collins and Turner (Appendix 3) demonstrating how the proposal relates to and fits within the existing parking precinct.

A glazed screening is proposed to the ground level, which comprises a coloured graphic treatment similar to the aluminium tubes proposed to the upper level. The glazed screening is intended to compliment the choice of colours of the aluminium screen.

The Design Statement notes the following:

...The project aims to celebrate the rich cultural diversity of Cabramatta through a holistic integration of colour and landscape into the external elevational treatments of the new building...

The individual colours of the aluminium tubes and glazed screening will be identifiable when viewed closely, but when viewed from a distance the glazed and aluminium screening will appear as a more singular colour across the façade of the development.

The design of the proposal is unique in its experience, as the visual impact changes depending on distance.

Perimeter edge landscaping is proposed to the upper levels to screen the carpark structure and cars from adjacent residential development.

The built form and design of the proposal is in keeping with the vision for the Cabramatta Town Centre and the 'Cabramatta experience' as identified in the CTC DCP. The proposal contributes to the strong colours and decoration of the precinct and will screen the carpark from nearby residential development. Therefore, the proposal is unlikely to have an adverse visual impact on the character of the Cabramatta Town Centre locality and adjoining residential development.



Figure 11: Proposed built form and landscaping (Source: Collins and Turner)

6.2 Amenity

Lighting and Illumination

A Mechanical and Electrical Services Report has been prepared by Steensen Varming (Appendix 7). As identified in the Services Report, lighting will be provided to the carpark, fire stairs, lift lobbies and pedestrian link.

Low glare fittings have been adopted throughout the development site to minimise visual light pollution on the nearest residential apartment building to the west. The Design Statement notes that light pollution resulting from vehicular activity is addressed as follows:

West façade:

Solid concrete balustrades and upturns between 600mm - 1000mm high form barriers preventing direct headlight glare shining onto the adjacent residential buildings. Above the solid barriers, planting is proposed to minimise indirect headlight glare.

North Façade:

The North façade is made up of a dense aluminium tube screen that will act to minimise headlight glare.

It is also noted that to the north, residential dwellings are approximately 30m away, and across what is a highly trafficked road, with street lighting.

The proposal is unlikely to have any adverse lighting impacts on nearby residential development due to the adoption of low glare fittings throughout the building and appropriate screening of the carpark structure to minimise light pollution resulting from vehicular activity.

Overshadowing

Shadow diagrams of the proposed building have been prepared by Collins and Turner and are provided within the Architectural Plans at Appendix 5. The shadow studies indicate the shadow cast by the proposed development through mid-winter (Figure 12).

The site is situated within the Cabramatta Town Centre, which is an established mixed use zone. Residential development is located north and immediately west of the site. In mid winter at 9am the shadow diagrams detail some overshadowing of the residential properties to the west. By 10am the residential properties to the west are free of overshadowing. The shadow diagrams demonstrate:

- From 10am – 3pm there will be overshadowing of existing carpark development. This is considered acceptable due to the non-habitable nature of Dutton Lane and Dutton Plaza carparks.
- From 2pm-3pm there will be overshadowing of commercial development to the east. This is considered acceptable as the commercial development receives solar access throughout the morning and early afternoon in mid-winter.

Consequently, the development has been designed to ensure that it does not result in any unacceptable overshadowing impacts.

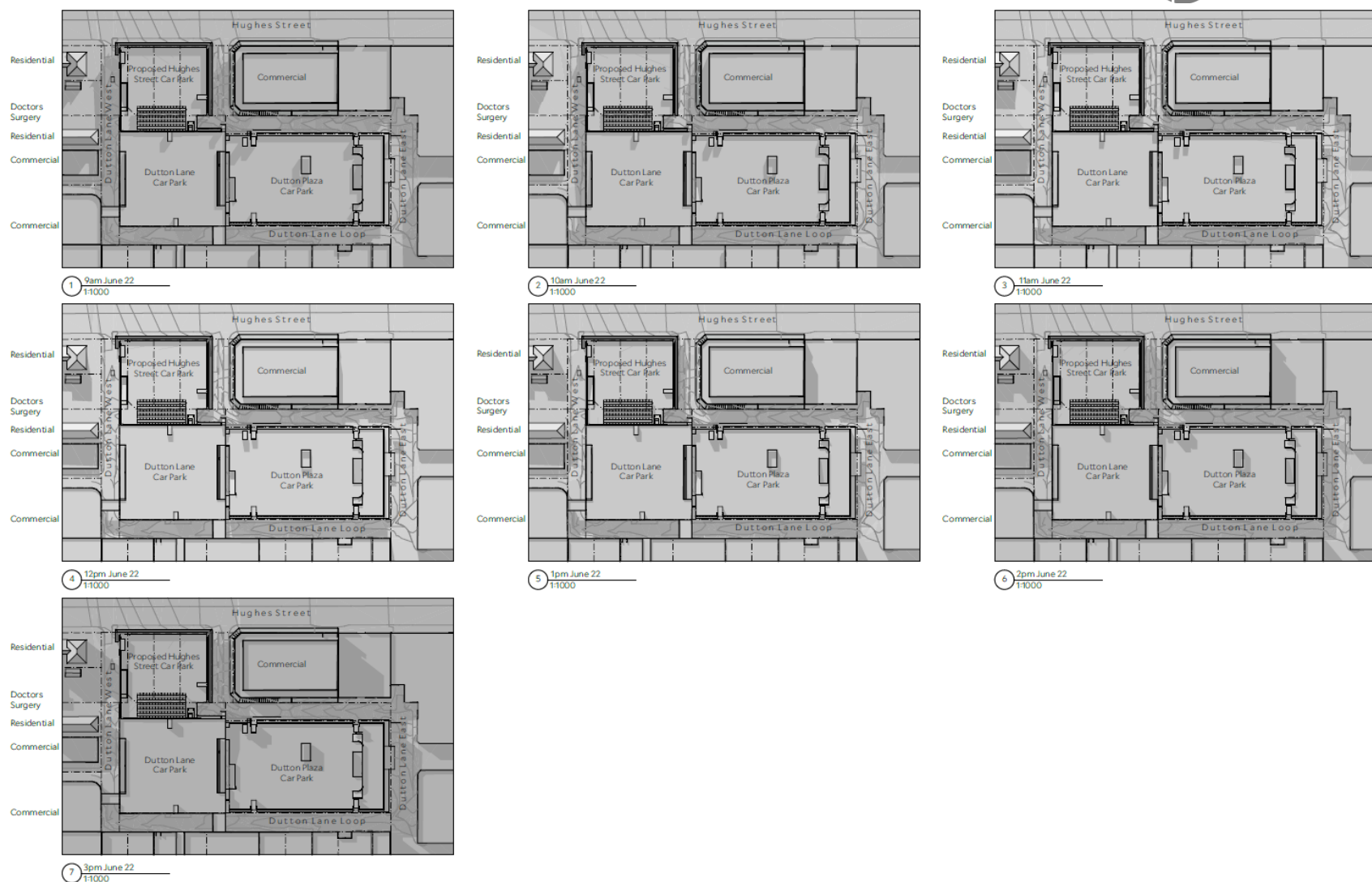


Figure 12: Shadow diagrams (Source: Collins and Turner)

Noise and Vibration

A Noise Assessment has been prepared by Marshall Day Acoustics (Appendix 8), which undertakes an assessment of the potential noise impact from the proposal to noise sensitive receivers in the area.

The noise assessment identified 3 relevant noise sensitive receivers, as shown in Figure 13 below:

1. 2 storey residential development on 33-37 Hughes Street, Cabramatta
2. Multi-level commercial businesses on 30-32 Hughes Street, Cabramatta
3. 4 storey residential development on 40-44 Hughes Street, Cabramatta



Figure 13: Relevant noise sensitive receivers (Source: Marshall Day Acoustics)

The noise assessment was carried out in accordance with the NSW EPA's *Noise Policy for Industry (NPFI)*.

The assessment concluded that based on the traffic volumes and the proposed design, noise emissions from the use of the carpark demonstrate compliance with the EPA noise level criteria at the nearest residential and commercial receivers without the need for additional noise controls.

The proposal is unlikely to have any adverse acoustic impacts on nearby residential and commercial development due to screening of the carpark structure to minimise noise resulting from vehicular activity and the calculated noise levels based on anticipated traffic volumes. The Noise Assessment concludes the noise emissions from the use of the carpark demonstrate compliance with the NPFI noise level criteria at the nearest residential and commercial receiver without the need for additional noise controls.

6.3 Traffic

Traffic Generation

A Traffic Impact Assessment (TIA) has been prepared by ptc. (Appendix 6). The TIA applies the Roads and Maritime Services' (RMS) *Guide to Traffic Generating Developments* and intersection survey data collected on Saturday 8 and Tuesday 11 September 2018 to determine the traffic generation rates of the development. The TIA has undertaken a worst-case scenario assessment and has added an additional 198 vehicles to existing modelling.

The TIA found that the new Hughes Street Carpark will not generate any additional vehicles, however it will affect the carpark occupancy and capacity and turnover of the carparks.

Based on traffic volumes, the TIA indicates that the network and intersections can provide an acceptable level of service during the typical peak periods in the worse case scenario.

Proposed Carpark Capacity (Turnover)

The proposal includes the provision of 5 exit and 4 entry boom gates. In accordance with AS2890.1 the maximum entry and exit flow via a ticket-controlled boom gate is 300 vehicles per hour. The TIA notes that the carpark entry and exits can accommodate the traffic associated with the additional parking spaces.

Modelling undertaken in the TIA finds that the additional vehicles entering the carparks via Dutton Lane East and the 4 entry boom gates can be accommodated within the approach lanes and the approximate maximum queue indicated by the simulation equates to 8 cars within each of the 3-approach lanes.

The approach lanes are 60 m long and have a capacity on Dutton Lane East of approximately 30 vehicles. Therefore, the approximate maximum queue of 24 cars can be accommodated within the proposed road network configuration.

A supplementary traffic assessment has been prepared by ptc (Appendix 9) which indicates that the proposed traffic distribution does not warrant the installation of traffic signals and therefore traffic lights have not been proposed at the intersection of Hughes Street and Dutton Lane.

The TIA concludes the following:

- it is likely that vehicle turnover will increase and the modelling undertaken indicates that the existing road network can accommodate the additional traffic movements
- the proposal is unlikely to have any adverse impact on the overall performance of the surrounding road network
- the reconfiguration of the existing carpark circulation should improve the safety and circulation of the overall facility
- the development will not likely result in an increase in traffic when compared to the current use of the site
- the parking and access arrangements have either been designed in accordance with AS 2890 or are deemed to meet the intent of the standards and are fit for use
- the location of the proposed access driveways and access and egress provisions should not present any traffic capacity constraints or safety concerns

In light of the above Dutton Lane carpark, the proposal is not anticipated to generate adverse traffic impacts or any operational or safety issues on the surrounding local road network.

6.4 Access

Existing loading facilities are currently located along Dutton Lane. Service vehicles currently access the area via Dutton Lane East onto Dutton Lane Loop and egress via Dutton Lane Loop and Dutton Lane Hill St or Dutton Lane West. Service vehicles also access and egress the Hughes Street at grade carpark during the AM period.

The proposal also includes 12 service spaces to accommodate small rigid vehicles (SRV). These 12 service spaces are located in the central parking aisles on the ground floor. The service spaces will be time restricted for use by SRVs between 6am and 10am and revert back to car spaces at all other times.

Appropriate signage and controls will be in place to operate the shared use of these spaces.

At the pore-DA meeting, Council raised concern with the location of the loading facilities, noting the following:

...The existing loading facilities are proposed to be removed from the service land and relocated to the ground level of the proposed car park and therefore will not be located in close proximity to the existing commercial premises. The proposed location of the loading facilities is considered unacceptable in these circumstances and will likely result in pedestrian/vehicular conflicts given their location...

The supplementary traffic assessment (Appendix 9) has addressed Council's concern as follows:

...The development does not propose to relocate the service vehicle provision from Dutton Lane to Hughes Street Car Park, but seeks to supplement the existing service provisions with additional service provisions within the ground floor of the proposed car park...

The TIA (Appendix 6) has prepared the following pedestrian access and circulation plan, showing specified pedestrian routes linking the Hughes Street Carpark to surrounding development.

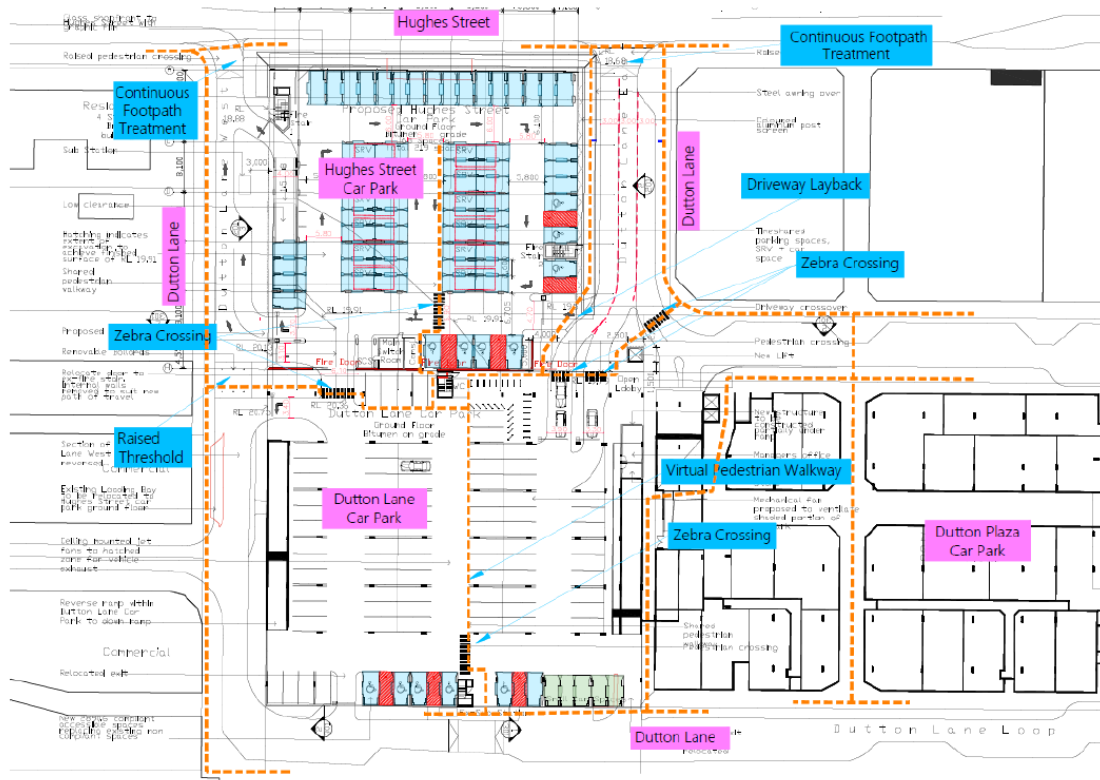


Figure 14: Proposed Pedestrian Access (outlined in yellow) (Source: ptc.)

As shown in Figure 14 above, pedestrian access to the proposed service spaces is provided from the south boundary and north-east corner of Dutton Lane Carpark.

Pedestrian access from the proposed service spaces to Dutton Plaza is provided by walking south through Dutton Lane Carpark and then east towards Dutton Plaza or by crossing Dutton Lane towards the existing commercial development, east of the site, and then south towards Dutton Plaza.

Access to Dutton Plaza is not direct, however the proposed service spaces are additional to the existing service provisions.

The additional service spaces provide safe and managed service spaces that are time restricted. Clear pedestrian circulation routes are identified in the TIA. The proposal does not propose to relocate existing service vehicle provisions from Dutton Lane to the proposed carpark. Therefore, the proposed spaces are provided in addition to and will further contribute to the functionality of the Cabramatta Town Centre and may potentially reduce pedestrian/vehicular conflicts.

6.5 Waste Management

The proposal includes the demolition of the existing on-grade bitumen carpark at 34-40 Hughes Street, and some internal demolition within the Dutton Lane carpark.

The operation of the proposal is likely to propose minimal waste due to the nature of the development. The provision of any bins throughout the proposal will be confirmed in the detailed design stage of the proposal.

An interim Waste Management Plan has been prepared by Collins and Turner (Appendix 10). The proposal is not expected to result in any adverse waste impact during demolition or construction of the proposal.

As addressed in Section 6.10 below, waste management will be addressed in a Construction Management Plan prior to any construction works commencing on the first stage of development.

6.6 Stormwater and Flood Planning

A Civil Engineering Report was prepared by TTW (Appendix 11), which assesses stormwater and flood planning.

The Civil report notes that stormwater from the Dutton Lane carpark drains to the east of the site to a separate drainage line to Hughes Street. It is unclear as to where the Dutton Lane Carpark to the south of the subject site discharges stormwater. The Civil report has undertaken a conservative approach and assumes that stormwater from the older carpark through the drainage connection to Hughes Street within the subject site.

An allowance for diversion of the upstream catchment has been included within the site drainage for the proposed Hughes Street Carpark.

Consultation with Council has confirmed that the site is located within the Urban Zone of stormwater quality management zones and therefore no water quality improvements are required within the site.

An erosion and sediment control plan will be implemented to prevent sediment laden stormwater from flowing into the surrounding locality. The erosion and sediment control plan will detail stormwater controls on-site, in accordance with Council's DCP and Landcom NSW's *Managing Urban Stormwater, Soils and Construction* (Blue Book).

Civil engineering drawings have been prepared by TTW in Appendix 11.

The proposal is unlikely to result in any adverse stormwater impacts. As confirmed by the Civil report, the site is not impacted by the Cabramatta Creek Catchment and therefore no flood planning controls are relevant for the site.

Additionally, consultation with Council has indicated that as a result of no change to impervious area, no on-site stormwater detention will be required.

6.7 Contamination

A contamination report has been prepared by Alliance Geotechnical (Appendix 4) which undertook a desktop review, site walkover and data assessment to assess the potential for contamination on site and the suitability of the site for the proposal.

The site is unlikely to be affected by acid sulfate soil materials and is mapped as 'No Known Occurrence' on the Department of Land and Water Conservation's NSW 'Liverpool' Acid Sulfate Soil Risk Map. The contamination report considers that further assessment of acid sulfate soils is not warranted.

A desktop review of the site's history and former land uses indicate a low potential for land contaminating activities to have been undertaken on the site.

The contamination report concludes the following:

- no areas of environmental concern were identified for the site; and
- should soil disturbance and offsite disposal be required, it is recommended that the soil is classified for offsite disposal in accordance with the NSW EPA *Waste Classification Guidelines* (2014).

The contamination report considers a stage 2 detailed site investigation to not be warranted.

Therefore, the site is considered suitable for the proposed land use.

6.8 Safety

The Department of Planning and Environment's Crime Prevention Legislative Guidelines encourage consideration of safety and security to users and the community in the design of developments. This SEE has undertaken an assessment of the proposal against the Crime Prevention Through Environmental Design (CPTED).

The Guidelines outline the best approaches to the planning, design and structure of cities and neighbourhoods to prevent crime and create safe places/spaces and establishes four key principles of CPTED, including:

- surveillance;
- access control;
- territorial reinforcement; and
- space management.

Good planning and design can remove opportunities for crime and anti-social behaviour and is therefore a fundamental consideration in the development of a new neighbourhood and buildings.

The proposal adopts the following CPTED measures:

- perforated aluminium screening to allow visual surveillance and views of the floor area from the street
- boom gates to ensure secure vehicle entry and exit
- appropriate lighting throughout the proposed carpark, including pedestrian entry points and around ticket machines and lifts etc
- provision of CCTV cameras

The measures identified above are considered to be consistent with the key CPTED principles as the proposed structure has been designed to ensure the safety of local residents and the wider community.

6.9 Environmental Sustainability

The proposal allows for ecologically sustainable development (ESD) principles to be implemented through the incorporation of Australian best practice sustainability initiatives and is consistent with the four key ESD principles, as shown in the table below:

ESD Principle	Consistency
Precautionary principle	
<i>...if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:</i> (i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and (ii) an assessment of the risk-weighted consequences of various options	<p>The proposal is supported by technical reports which conclude that there is no risk of adverse environmental impacts, subject to appropriate management, during construction and operational stages.</p> <p>It is considered that through adherence to the mitigation measures outlined in the technical reports, the proposal will not result in serious impact to the environment.</p>
Inter-generational equity	
<i>...the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations</i>	<p>The proposal has been developed to benefit current and future generations by establishing additional transport infrastructure, with additional parking spaces in the Cabramatta Town Centre, in proximity to the Cabramatta Train Station.</p> <p>The development will contribute to the activation and accessibility of the Town Centre. The works will not have an adverse impact on the environment.</p>
Conservation of biological diversity and ecological integrity	
<i>...conservation of biological diversity and ecological integrity should be a fundamental consideration,</i>	<p>The development site does not contain any threatened or vulnerable species, populations, communities or significant habitats. The construction impacts will be appropriately managed ensuring no significant indirect impacts on the surrounding environment.</p>

ESD Principle	Consistency
Improved valuation, pricing and incentive mechanisms	
<p><i>...environmental factors should be included in the valuation of assets and services, such as:</i></p> <p>(i) <i>polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,</i></p> <p>(ii) <i>the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,</i></p> <p>(iii) <i>environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.</i></p>	<p>The cost of infrastructure and measures to ensure an appropriate level of environmental performance on the site has been incorporated into the cost of the works.</p> <p>The level of waste will be appropriately managed during the construction stage.</p> <p>As identified in the Mechanical and Electrical Services Report prepared by Steensen Varming (Appendix 7), the proposal will install mechanical systems that ensure energy efficiency, which meet and/or exceed the minimum requirements of the BCA Section J.</p> <p>The Services Report notes that the carpark will be naturally ventilated, complying with NCC 2016 Volume 1 and AS 1668.4.</p> <p>The technical reports prepared for this proposal do not identify threats of serious or irreversible environmental damage.</p>

Table 10: Consideration of the proposal against ESD principles

On the basis of the above assessment, the proposal is considered to be consistent with the principles of ESD.

6.10 Construction Management

A Construction Management Plan (CMP) will be prepared prior to any construction works commencing on the first stage of development. The CMP will address the following key matters:

- pedestrian and traffic management;
- hours of construction work;
- noise and vibration;
- waste management; and
- air quality.

It is considered subject to the preparation and implementation of the CMP, that the impacts arising from the construction of the development can be mitigated and managed.

6.11 Development Contributions

Council has two contribution plans that apply to the Cabramatta LGA:

- *Direct Development Contributions Plan 2011* (Direct Plan)
- *Indirect (Section 94A) Development Contributions Plans 2011* (Indirect Plan)

The Direct Plan does not apply to the proposal as it does not result in an increase in any of the following:

- the number of residential dwellings or occupancies; or
- the number of residential development lots; or
- the area of commercial or retail floor space where a developer cannot provide the required car spaces on site; or
- parking demand generated by a proposal that cannot provide the required car spaces on site; or
- any combination of the above.

The Indirect Plan applies to all development, except for development to which the Direct Contributions Plan applies, however it does not apply to applications submitted by or on behalf of Council for the provision of public facilities or infrastructure. Therefore, the Indirect Plan does not apply to the proposal.

No contribution plans apply to the proposal.

6.12 National Construction Code (BCA)

A Building Code of Australia (BCA) report prepared by BCA Logic accompanies this proposal and is provided in Appendix 12.

The report provides an assessment of the current design proposal of the development against the Deemed-to-Satisfy Provisions of the NCC.

The assessment of the proposal has stated that there are some matters where strict BCA compliance will not be achieved based on site constraints and design. These matters include:

- ensure no obstruction to free flow ventilation within carparks
- provide for fire separation between buildings
- ensure protection of openings to allow for light, ventilation and carriageway to service carparks

These matters can be overcome by performance-based design solutions. For strict compliance with the BCA, a Fire Engineering Report will be prepared prior to the issue of a Construction Certificate.

6.13 Suitability of the site

The characteristics of the site, its land use context and its location are described in Section 2 of this report. The site is suitable in accommodating the proposed redevelopment for the following reasons:

- the site is permissible within the B4 Mixed Use zone
- the proposal will result in an efficient and functional configuration
- the proposal will provide for additional parking infrastructure within the Cabramatta Town Centre
- the site is capable of being developed in a manner that will minimise impacts on the site and surrounds with any impacts appropriately managed and mitigated
- there are no physical or environmental constraints on or near the site that preclude the proposal

Accordingly, it can be concluded that the site is entirely suitable to accommodate the nature and scale of the proposal.

6.14 Submissions

The proposal will be notified in accordance with the Council's notification policy. Council officers will consider any submissions received prior to the determination of the application.

6.15 Public interest

The proposal is in the public interest as it will achieve the following:

- the proposal is consistent with the existing mixed use zone objectives
- a development that is compatible with the surrounding residential and commercial area
- contribute to the functionality and viability of the Cabramatta Town Centre
- a more efficient and functional configuration
- the proposal will improve access to day-to-day goods and services for the local community

In addition, Council will consider any public submissions relating to the proposal during its assessment. Accordingly, at this stage, it can be concluded that the proposed development is entirely in the public interest.

7 Conclusion

This SEE supports a 219 car space multi-deck carpark at Hughes Street and the reconfiguration of the existing Dutton Lane Carpark.

This SEE has been prepared and is submitted to the Sydney Western City Planning Panel pursuant to the provisions of Part 4 of the EP&A Act. A detailed examination of the proposal in its legislative and physical context has found that the proposal:

- is supported by a CI 4.6 Request to the proposed variation in building height
- is consistent with the current legislative framework
- is consistent with the relevant strategic documents
- is suitable for the site and the area, after an assessment against the heads of consideration of section 4.15(1) of the EP&A Act
- meets the objectives of the B4 Mixed Use Zone in the *Fairfield Local Environmental Plan 2013*
- does not give rise to any adverse impacts on nearby heritage items
- will not lead to any adverse traffic or pedestrian safety issues
- will not result in any environmental impacts or adverse impacts on the amenity of surrounding land

Consequently, approval of this development application is recommended.