

**COUNCIL COMPLIANCE TABLE
DEVELOPMENT APPLICATION NO. 167.1.1/2023**

- Cabramatta Town Centre DCP 2000

1. Cabramatta Town Centre Development Control Plan (DCP) 2000

Precinct 4a of the DCP contains the site specific DCP controls in relation to the subject site. An assessment is provided below.

Section	Control	Proposal	Compliance
Precinct 4A East Side Market Square and Station Interface			
A. Structure Plan	<ul style="list-style-type: none"> • The structure of the Precinct will focus on a generous central plaza/market square from which there will be clear activated pedestrian connections linking with Fisher Street, Cabramatta Road East, Broomfield Street and the Fisher Street and Cumberland Street Car Parks. • An escalator and/or lift is to be provided to connect the ground level with first level linking to other commercial uses in the development facing Broomfield Street and a new overhead pedestrian bridge to the Cabramatta Rail concourse. • The connections will be provided generally in accordance with Figures 2, 3A and 3B below and will incorporate clear way finding measures to draw pedestrians to places within or destinations outside the precinct by signage and/or floor markings or other device. 	<p>The proposed development provides a market square within the centre of 3 Mixed use buildings.</p> <p>Escalators are used to access the first floor commercial uses within Build C.</p> <p>No pedestrian bridge has been provided to the station.</p> <p>The width of the pedestrian linkage between the site and the Broomfield street is less than the DCP.</p>	No

B. Built Form, Siting and Height	<ul style="list-style-type: none"> • Towers on top of podiums within the Precinct are to increase in height from north to south, with the tower on the south west corner being the maximum forming a place making gesture of 19 storeys. The heights of buildings, siting and setbacks are to generally accord with Figures 4 and 5 below. • The final heights and siting of buildings must ensure that at least 50% of the market square achieves at least 2 hours of sunlight in mid-winter as shown in Figure 6, and that dwellings within the development and in proximity to the Precinct are capable of achieving the required solar access as prescribed in the Apartment Design Guide. See Figure 7. 	<p>The location of the Buildings and their height are not in accordance with the figures as depicted within the DCP.</p>	<p>No</p>
C. Active Street Frontages, Awnings and Materials	<p>The development will incorporate retail, residential and commercial type uses including a place of public worship, medical centres, child care centres and similar uses.</p> <ul style="list-style-type: none"> • Retail, commercial premises and the place of public worship at ground level shall address the perimeter streets to activate these spaces. Internal tenancies fronting pedestrian laneways and the centre market square shall address and activate these areas. Tenancies requiring active frontage are shown in Figure 10. • The market square and ground level lanes are suited to tenancies which celebrate Cabramatta's vibrant Asian heritage. • Outdoor dining is permitted in the pedestrian laneways and market square areas. 	<p>Concern is raised that part of the tavern located on the south west portion that faces the market square does not provide a active street frontage. It is also not understood how the outdoor dining in this location will be accessed.</p>	<p>No</p>

	<ul style="list-style-type: none"> • Retail tenancies are not permitted above ground level which, together with those parts of the Precinct dedicated to the market square and new laneways, will limit the quantum of retail so it does not impact on broader retail trading in the Cabramatta Town Centre. • All residential lobbies will have a clearly identifiable address to a street or laneway. See Figure 11. • Each lobby is to incorporate visible and secure mailboxes for the residents of the building and be of sufficient size to ensure secure access of persons and goods. • New shops, cafes and restaurants at ground level shall incorporate awnings of consistent style external and internal to the development as shown in Figures 12. All awnings are to use durable materials suitable for all weather conditions. • The podium facing the surrounding streets is to only be broken by access to basements and pedestrian connections/laneways into the Precinct. Above awning level, the façade is to incorporate banding and differing colours, textures and treatments to break up its massing as shown in the images in Schedule A to this document. 		
D. Safety and Security	<ul style="list-style-type: none"> • Adequate lighting is to be provided to illuminate the central plaza/market square and connections through the Precinct. • An external lighting strategy/plan shall be submitted with any 	The application was not accompanied by a external lighting plan nor a light spill diagram.	No

	<p>development applications and must detail the location and design of lighting and the proposed hours of operation. A light spill impact assessment prepared by a suitably qualified person is to be submitted with any development application to ensure proposed, adjoining or nearby existing residential properties are not adversely impacted by lighting reflection and glare and shall comply with Australian standard AS4282 (1997) – Control of the Obstrusive Effects of Outdoor Lighting.</p> <ul style="list-style-type: none"> • Each stage of development is to provide a plan showing locations of CCTV (including specification of the CCTV units) covering adjoining streets and internal and external car parks, upper level connections including to the station concourse and residential lobby locations. • CCTV must record 30 days of footage capable of capturing the identity of individuals including unobstructed view of the persons face and the person represents not less than 100% of screen height. • Camera views are not to be obstructed by temporary or permanent structures, signage or landscaping 		
E. Landscaping and Tree Preservation	<ul style="list-style-type: none"> • Landscaping outcomes are to be high quality and easily maintained including inbuilt watering systems. • There is no requirement for deep soil landscaping to be provided within the Precinct given it is a high density 	The proposed provides deep soil planting through the market square and in the communal open spaces. Council's Landscape Architect has reviewed the	Yes

	<p>mixed use environment. However, the development will incorporate raised or sunken planters which have sufficient soil depth to support canopy trees within the Market Square and public domain area between this space and Broomfield Street.</p> <ul style="list-style-type: none"> • The laneway adjacent to Fisher Street Car Park should, in consultation with Council, include tree planting and landscaping to soften the car park structure. • Street trees are to be provided in the footpath areas in Broomfield Street, Fisher Street and Cabramatta Road East. The existing tree in front of the Fisher Street Car Park is to be preserved. • Roof top planting and landscaped communal open space shall be provided at podium level of buildings. • The concept landscape outcomes as discussed above are shown generally in Figures 13 to 16 below. • Landscaping should not impede CCTV to public spaces. • A landscape plan with a detailed by planting list including species, number and location of planting is to be submitted with any Development Application proposing new built form on the site. 	<p>submitted documentation and raise no concerns regarding the planting proposed.</p>	
F. Loading, waste, vehicular access and car parking	<ul style="list-style-type: none"> • All car parking, deliveries, waste collection and car parking are to occur in underground basements. • The basement is to be designed to accommodate clearance height for all vehicles entering the basement and enable them 	<p>All car parking and servicing is located within a basement.</p> <p>Concern is raised that the basement has not been designed to be serviced by a HRV for a development of this</p>	No

	<p>to enter and leave in a forward direction and as per Table 2.1 of AS 2890.2-2002.</p> <ul style="list-style-type: none"> • Loading and waste collection is to be provided in a central area. • If the basement area is constructed in stages it should contain car parking, delivery areas, and areas for loading, waste storage sufficient to cater for each stage. Should separate basements for different stages be proposed, they should be designed so that they can be connected to other basements within the Precinct. • Waste for the buildings is to be compacted and stored in the basement for collection. Communal waste and separate secure recycling rooms for residential and commercial businesses must be located in convenient and accessible locations related to each vertical core. An area should also be provided for the temporary storage of bulky waste items. • A waste management plan must be prepared and submitted with the development application. • Access to the basements will be from Fisher Street and Cabramatta Road East as shown in Figure 17. • Car parking for the development shall be provided in accordance with the car parking table below. • Specialty uses such as Child Care centres, medical centres and places of public worship are to have identified parking and drop off areas located in close 	<p>size and scale.</p> <p>Furthermore, the proposal does not provide the required car parking.</p>	
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	<p>proximity to the lifts, stairs or entry.</p> <ul style="list-style-type: none"> • Car parking standards in this DCP set a benchmark for assessment and any variation to individual rate requirements due to dual use functions proposed will need to be specifically justified with any development application submission. • Development shall provide access for disabled persons in accordance with relevant Australian Standards. 		
G. Flooding and overland flow paths	<ul style="list-style-type: none"> • The design will accommodate existing overland flows through the Precinct in a manner that does not increase the risk of flooding to adjacent properties and to the proposed development ground floor retail premises or expose pedestrians to unacceptable hazard in public domain areas. • Overland flows can be accommodated in swales in the public and private land as shown in the following diagrams and sections. • Development applications will need to provide the results of flood modelling as relevant to each stage of the development to achieve the performance criteria and development controls in this section. 	The application was referred to Council's Development Engineering Section. They have raised concerns in regards to how the overland flow will be accommodated in the design.	No
H. Signage	<ul style="list-style-type: none"> • Signage is restricted to shop fronts, awnings and under awnings and must be integrated into the design of the building. • Signs are permitted within carparks, except in locations that may be visible from Fisher Street and Cabramatta Road East. • Details of the likely sign locations and types should be 	No details of signage have been submitted with the subject application.	No

	<p>provided when development applications are lodged.</p> <ul style="list-style-type: none"> • Each Stage development application will incorporate clear way finding measures to draw pedestrians to places within or destinations outside the Precinct by signage and/or floor markings or other devices. 		
I. Staging	<ul style="list-style-type: none"> • Where the development is to be constructed in stages an indicative staging plan is to be submitted with the development application. • The minimum size for a stage must be no less than 1,800m² of site area and must consider the built form outcomes of adjoining stages and have required facilities to operate independently until other stages are developed. In particular, basement car parks are to be designed to connect to previous and/or subsequent stages in the Precinct. The staging does not need to occur in consecutive order. The indicative staging is shown in Figure 18 below 	Concern is raised that the proposal being Stages 1 and 2 will likely impact the future stages of the precinct (Stages 3 and 4).	No
Pedestrian Bridge Station Link	<ul style="list-style-type: none"> • The pedestrian link will comprise of a bridge between Precinct 4A and Cabramatta Station. • The bridge shall be designed in consultation with and to the satisfaction of Sydney Trains. • The bridge is to be designed to comply with DDA requirements. • The bridge is to use light weight materials as far as practicable and incorporate elements that help reduce adverse visual impacts to Broomfield Street. • The bridge is to 	No bridge has been proposed as part of the subject application.	No

	<p>demonstrate sufficient safety to accommodate expected pedestrian activity.</p> <ul style="list-style-type: none"> • Design requirements: <ul style="list-style-type: none"> - Safety screens shall be provided. - Hand rails shall be provided along the full length of the bridge. - Incorporate wayfinding signage. - CCTV and lighting be provided. - Incorporate drainage with stormwater discharge point as appropriate. 		
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