

Cabramatta Town Centre Development Control Plan No. 5/2000

Amendment No. 4
May 2022



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Part A

About this Plan

Introduction

1.1 What is the purpose of this Plan?

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

This Plan aims to:

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

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

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

• Where does this Plan apply?

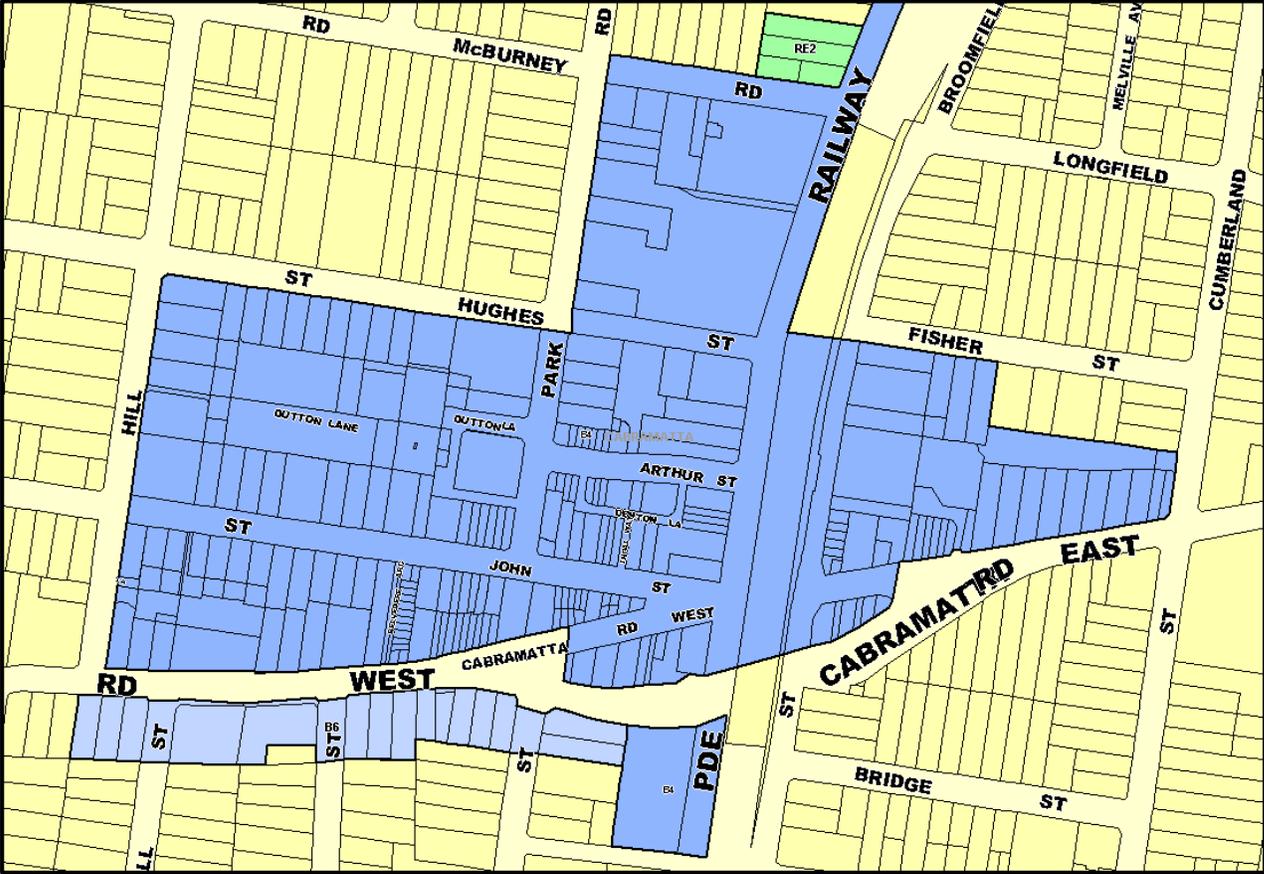
This plan applies to all land shown in Map 1 as the "Cabramatta Town Centre" and which is zoned:

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

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



Map No. 1
Cabramatta Town Centre



**CABRAMATTA TOWN CENTRE
WHERE DCP 5/2000 APPLIES**

1.3 How does this Plan affect other plans?

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

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

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

State and Federal Acts

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

Statutory and Strategic Plans

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

Development Control Plans (DCPs)/Codes

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

Development Contributions Plans

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

Guidelines and policies

- Policy for Outdoor Dining on Council Owned Footpaths

- Policy for the Display of Goods on Council Owned Footpaths

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

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

1.4 How do you use this Plan?

Part B of this Plan contains information about the:

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

Precincts

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

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

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

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

Part B also contains information about:

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

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

1.5 What do the words in this Plan mean?

Definitions

Access

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

Business Premises

See Fairfield LEP 2013.

Business purposes

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

Cabramatta Town Centre

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

DCP

Means Development Control Plan.

DCP Map

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

Floor space ratio

See Fairfield LEP 2013.

Footpaths and public places

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

Gross floor area

See Fairfield LEP 2013.

Gross leasable floor area

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

Ground level

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

Heritage item

See Fairfield LEP 2013.

Heritage significance

See Fairfield LEP 2013.

Kerb

Means a side barrier to a trafficable surface.

Kerb ramp

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

LEP

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

Offensive material

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

Open forum retailing

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

Public space

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

Ramp

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

Section 7.11 - Developer Contributions

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

Shop

See Fairfield LEP 2013.

Splay Corner

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

Vehicular access denied

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



Part B

Development and activity in the Cabramatta Town Centre and Precincts

Cabramatta Town Centre

2.1 The vision for the Cabramatta Town Centre

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

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

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

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

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



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

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

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

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

2.2 The general objectives for the Cabramatta Town Centre

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



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

2.3 The General Character Statement for the Cabramatta Town Centre

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



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

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

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

shopping mall development are not found here.

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

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



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

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

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

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

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



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



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

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

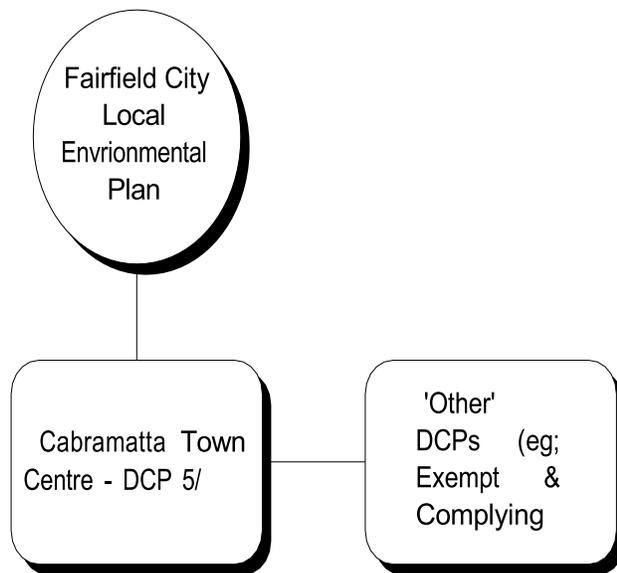
2.4 Development standards and permissible uses in the Cabramatta Town Centre

How do these operate?

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

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

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



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

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

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

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

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

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

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

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

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

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

contact Council's Customer Service Centre on 9725 0222.

2.4.1 Finding out whether a proposal is permitted

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

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

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

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

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

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

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

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

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

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

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

2.5 Precincts

2.5.1 Precincts in the Cabramatta Town Centre

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

Precinct 1: Mainstreet Retail Area John Street



Precinct 2: Commercial and Larger Retail Dutton Lane Car Park



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



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



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



Precinct 5: Bulky Goods and Services Town Centre South

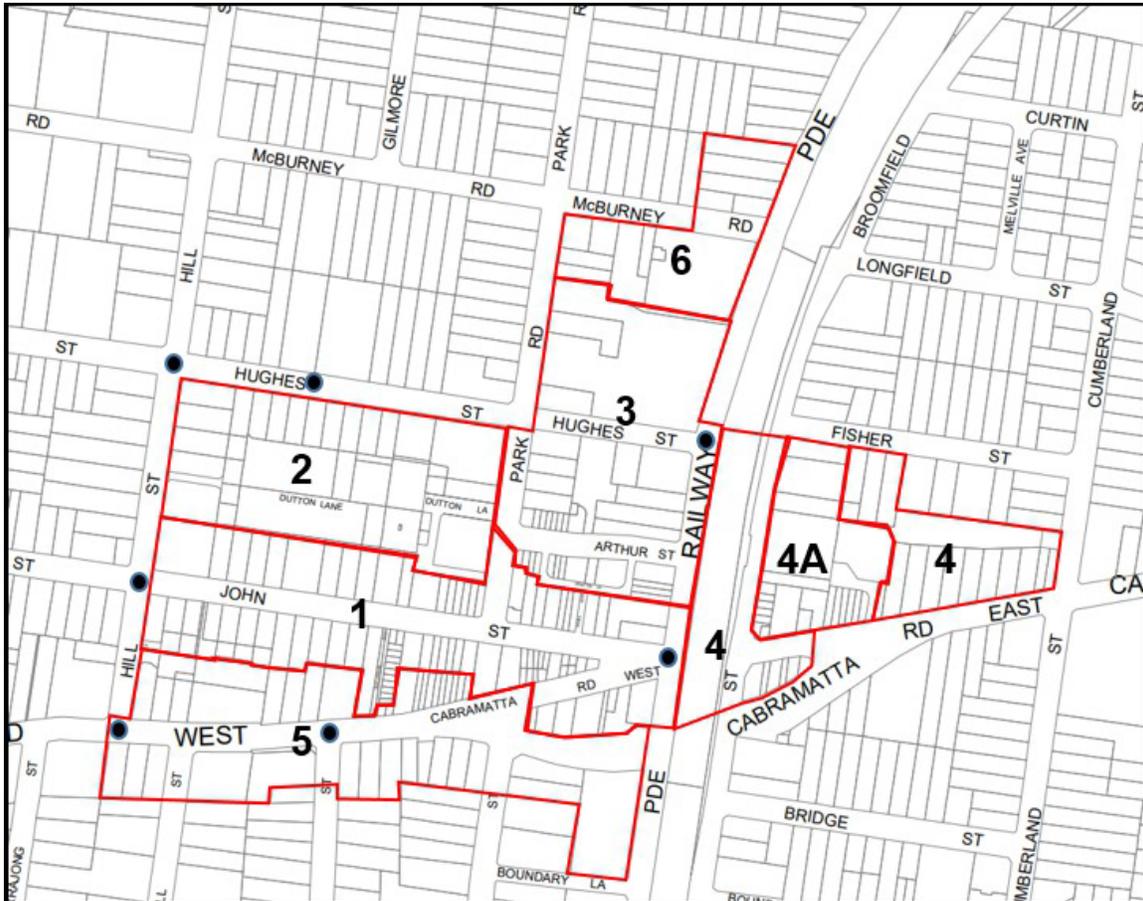


**Precinct 6: Civic and Support
Services**
Railway Parade



Map 2 Cabramatta Town Centre

Precinct Map



Town Centre Precincts

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

Precinct 1

Mainstreet Retail Area and John Street



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

Objectives

Objectives for Precinct 1 are:

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

Desired Character

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

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

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

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

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

Are there any development incentives in this precinct?

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

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

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

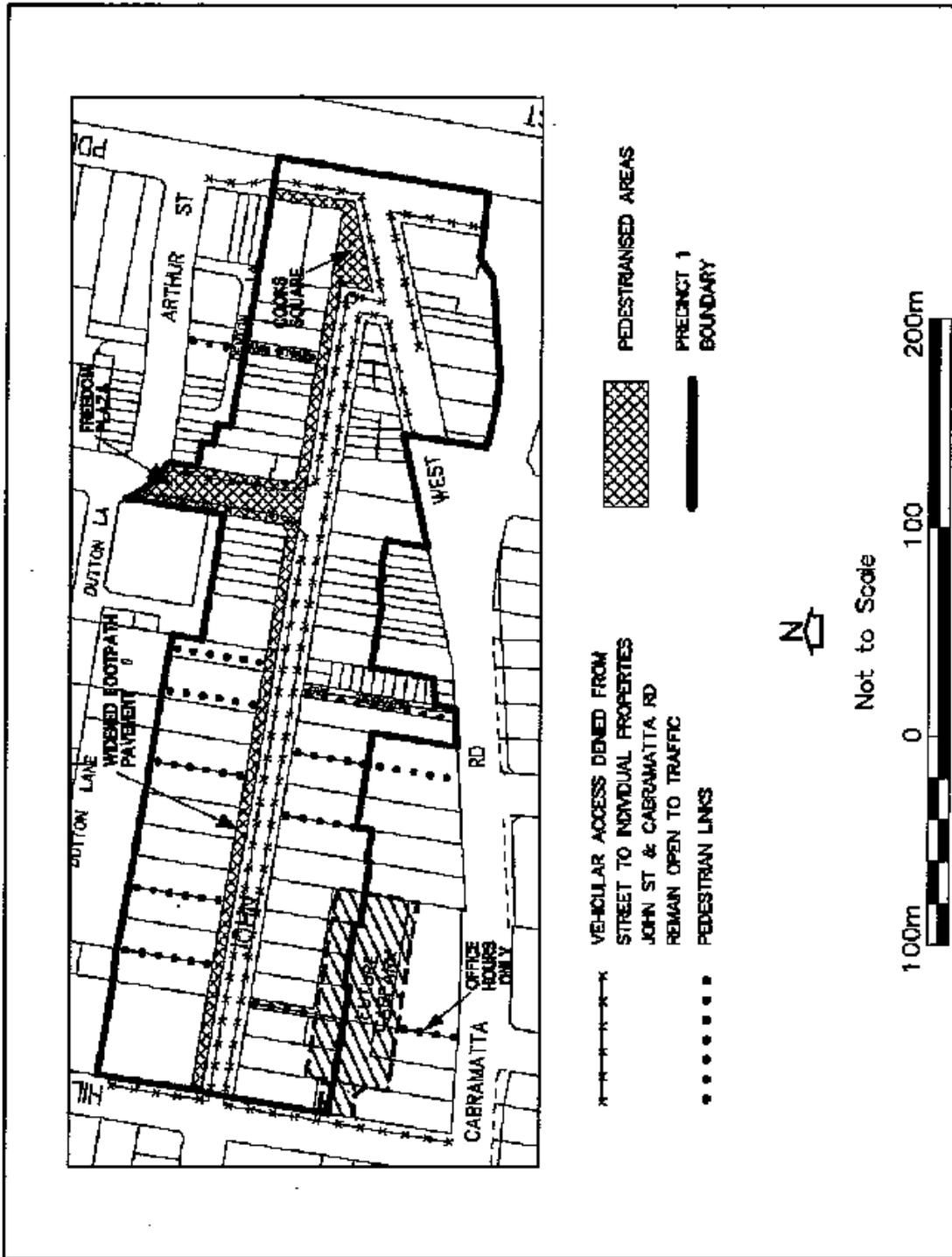
A floor space bonus is available as per Clause 4.4C of the Fairfield LEP 2013 (refer to Area 8.1-8.5) where residential floor space is provided. This is detailed below:

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

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

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

Precinct 1: Map of Mainstreet Retail Area
 John Street
 Map 3



Performance Criteria and development controls

A. Floor space ratio - Precinct 1

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

B. Height - Precinct 1

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

C. Car parking and access - Precinct 1

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

D. Unloading /loading facilities - Precinct 1

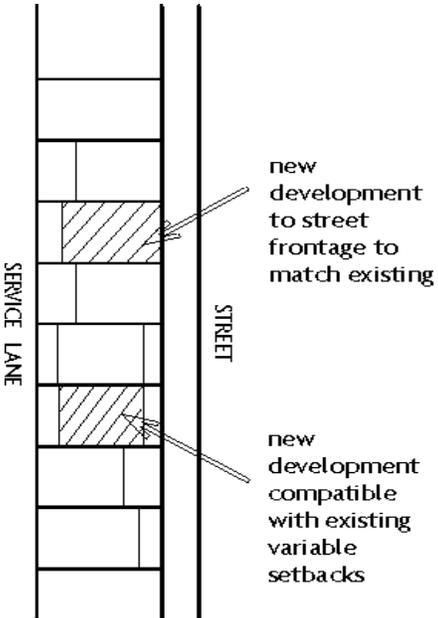
Performance criteria	Development controls
<ul style="list-style-type: none"> • Uses requiring regular multiple daily deliveries such as fresh fish outlets, butcher shops, fresh chicken shops, fruit and vegetable shops or grocery outlets will not be permitted in premises fronting Cook Square. Deliveries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

Loading bay specifications

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

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

E. Setbacks - Precinct 1

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

F. Pedestrian movement - Precinct 1

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

G. Advertising signs - Precinct 1

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

H. Building design - Precinct 1

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

Precinct 2

Commercial and larger retail area



Dutton Lane Car Park

This precinct is dominated by the Dutton Lane Car Park

Objectives

Objectives for Precinct 2 are:

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

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

Desired character

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

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



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

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

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

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

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



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

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

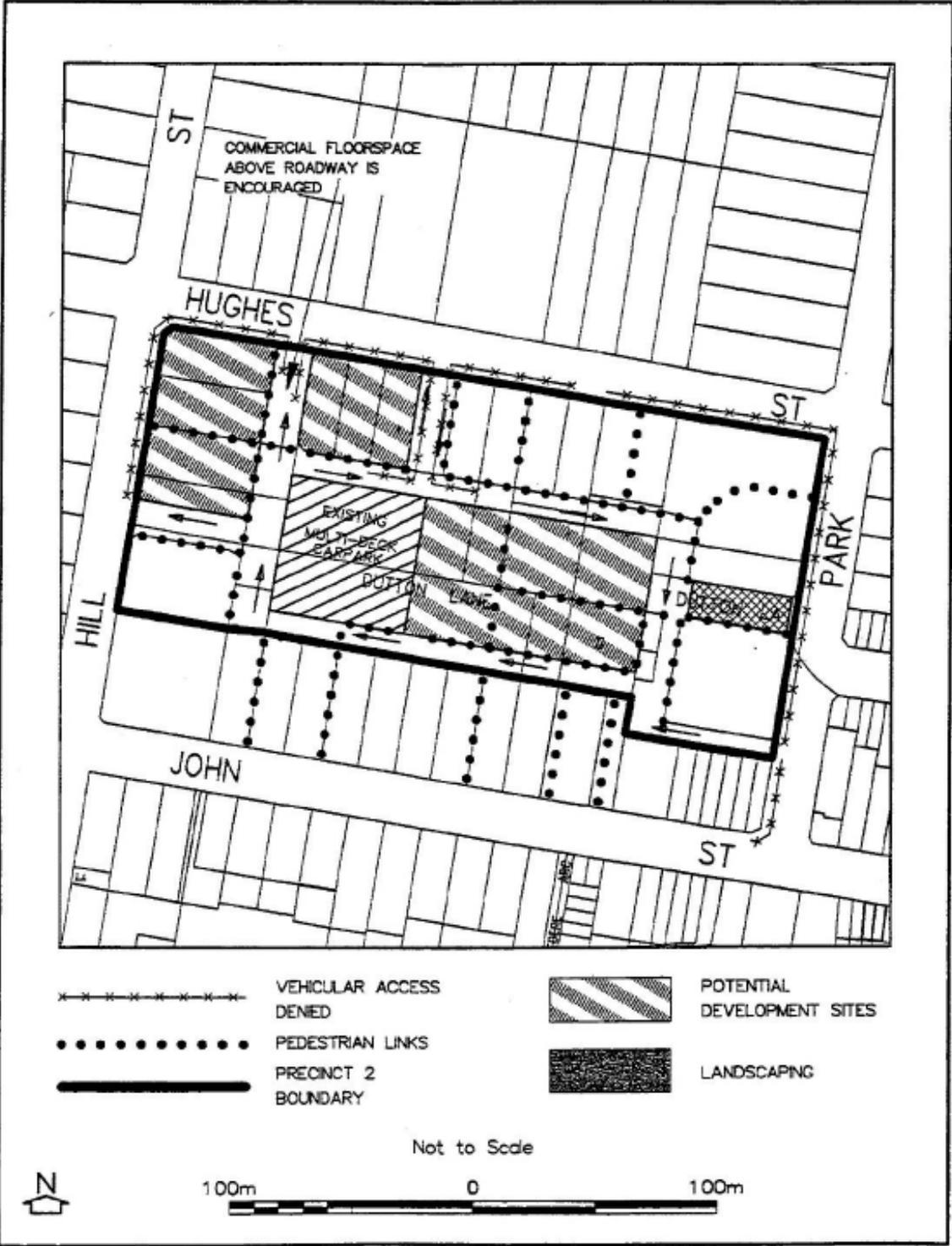
Development will be encouraged to minimise the visual impact of the existing multi-deck car park and will utilise design features that provide attractive, vibrant and safe pedestrian amenity, movements and meeting places.

Pedestrian access through public and private lands will be given high priority. The development of temporary market activity is supported where the use supports existing development.

Are there any development incentives in this precinct?

No.

Precinct 2: Map of Commercial and larger retail area
 Dutton Lane Car Park
 Map 4



Performance Criteria and Development Controls

A. Floor space ratio - Precinct 2

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

B. Height - Precinct 2

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

C. Car parking and access - Precinct 2

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

D. Unloading /loading facilities - Precinct 2

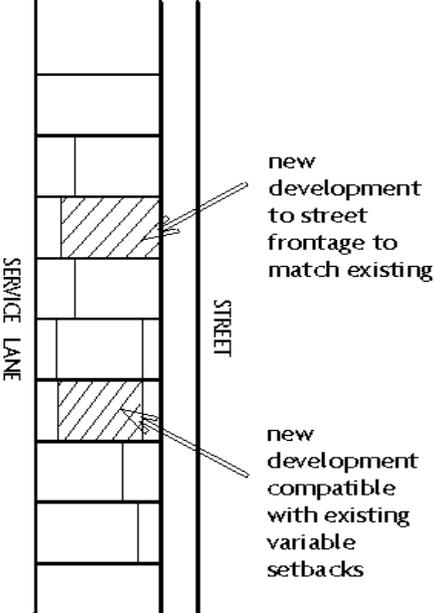
Performance criteria	Development controls
<ul style="list-style-type: none"> • Loading bays of sufficient size and number shall be provided on site for use by trucks and delivery vehicles required to service the development. • More than 1 loading bay for larger developments may be required. 	<ul style="list-style-type: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

Loading bay specifications

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

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

E. Setbacks - Precinct 2

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

F. Pedestrian movement - Precinct 2

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

G. Advertising signs - Precinct 2

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

H. Building design - Precinct 2

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

Precinct 3

Retail Area



Park and Arthur Streets

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

Objectives

Objectives for Precinct 3 are:

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

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

Desired character

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

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

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



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

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

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



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

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

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

Links between east and west Cabramatta Town Centre

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



Is there any development incentives in this precinct?

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

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

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

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

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

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

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

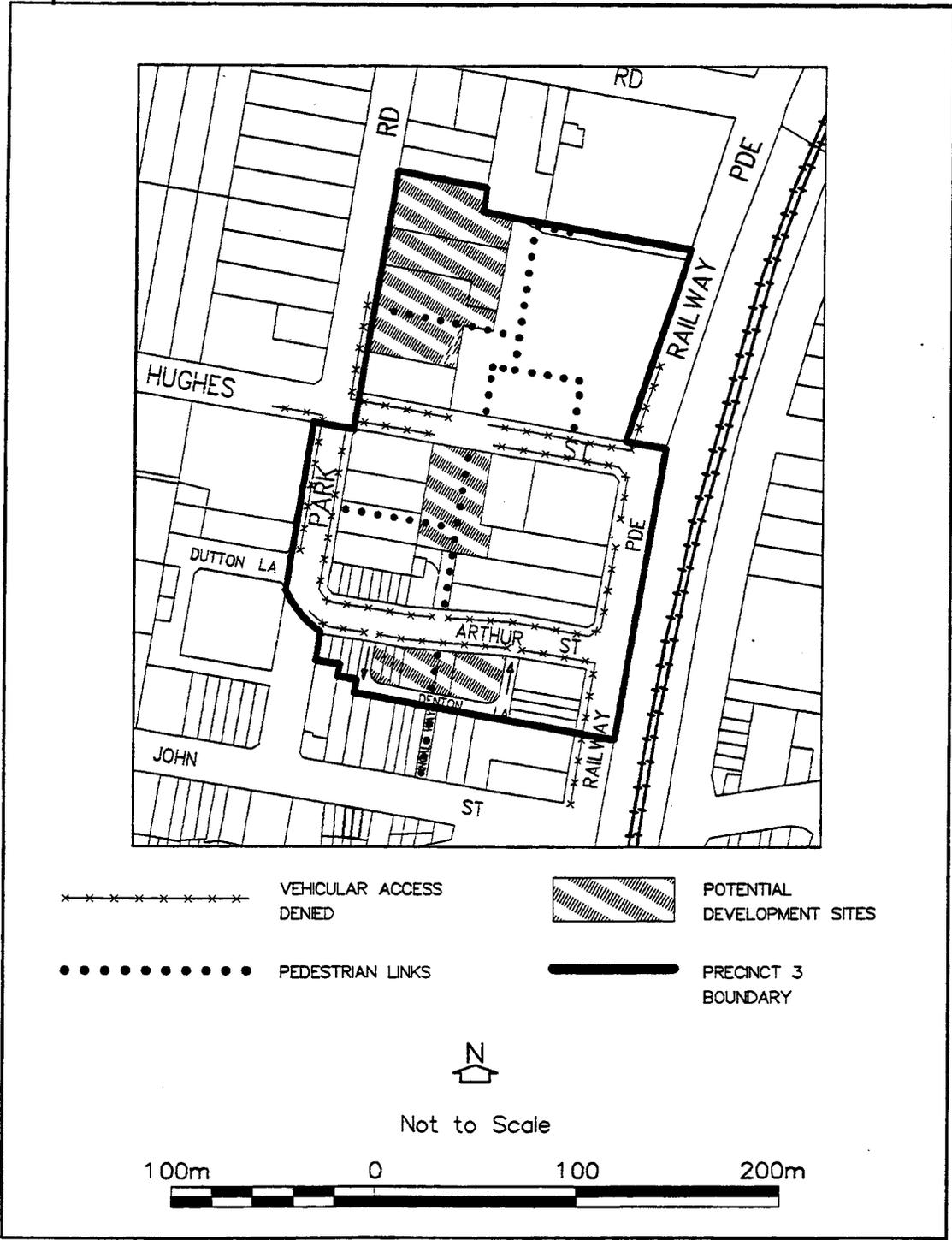
This bonus will only apply where:

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

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

Precinct 3: Map of Retail Area Park and Arthur Streets

Map 5



Performance Criteria and development controls

A. Floor Space Ratio - Precinct 3

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

B. Height - Precinct 3

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

C. Car parking and access - Precinct 3

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

D. Unloading /loading facilities - Precinct 3

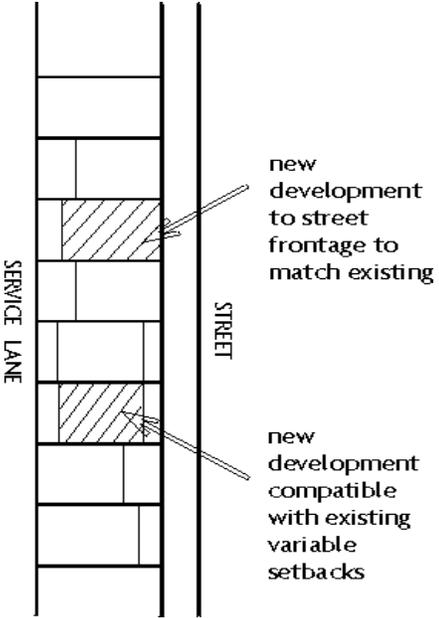
Performance criteria	Development controls
<ul style="list-style-type: none"> • Loading bays of sufficient size and number shall be provided on-site for use by trucks and delivery vehicles required to service the development. • More than 1 loading bay for larger developments may be required. 	<ul style="list-style-type: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

Loading bay specifications

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

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

E. Setbacks - Precinct 3

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

F. Pedestrian movement - Precinct 3

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

G. Advertising signs - Precinct 3

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

H. Building design - Precinct 3

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

Precinct 4

Cabramatta Road East



Railway Land, Cabramatta Road East and Council Car Parks

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

Objectives

Objectives for Precinct 4 are:

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

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

Desired character

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

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

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

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

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

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

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

Are there any development incentives in this precinct?

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

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

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

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

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

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

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

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

This bonus will only apply where:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Performance Criteria and development controls

A. Floor space ratio - Precinct 4

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

B. Height - Precinct 4

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

C. Car parking and access - Precinct 4

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

C. Car parking and access - Precinct 4 continued

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

D. Unloading /loading facilities - Precinct 4

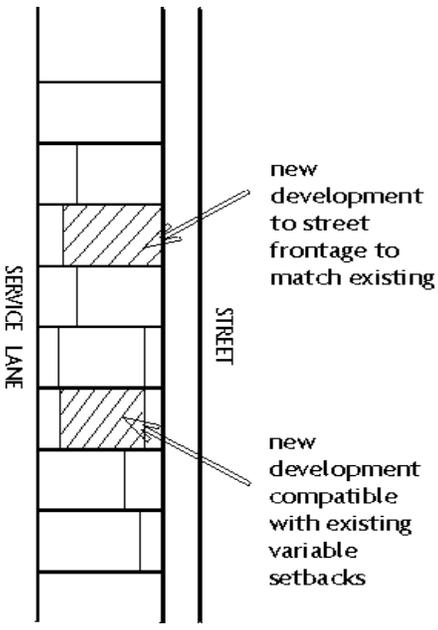
Performance criteria	Development controls
<ul style="list-style-type: none"> • Loading bays of sufficient size and number shall be provided on-site at the rear of the premises for use by trucks and delivery vehicles required to service the development. • More than one loading bay for larger developments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

Loading bay specifications

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

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

E. Setbacks - Precinct 4

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

F. Pedestrian movement - Precinct 4

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

G. Advertising signs - Precinct 4

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

H. Building design - Precinct 4

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

Precinct 4A

East Side Market Square and Station Interface



Broomfield Street

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

Objectives

Objectives for Precinct 4A are:

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

parking and on site loading and waste collection access;

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

Desired Character

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

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

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

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

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

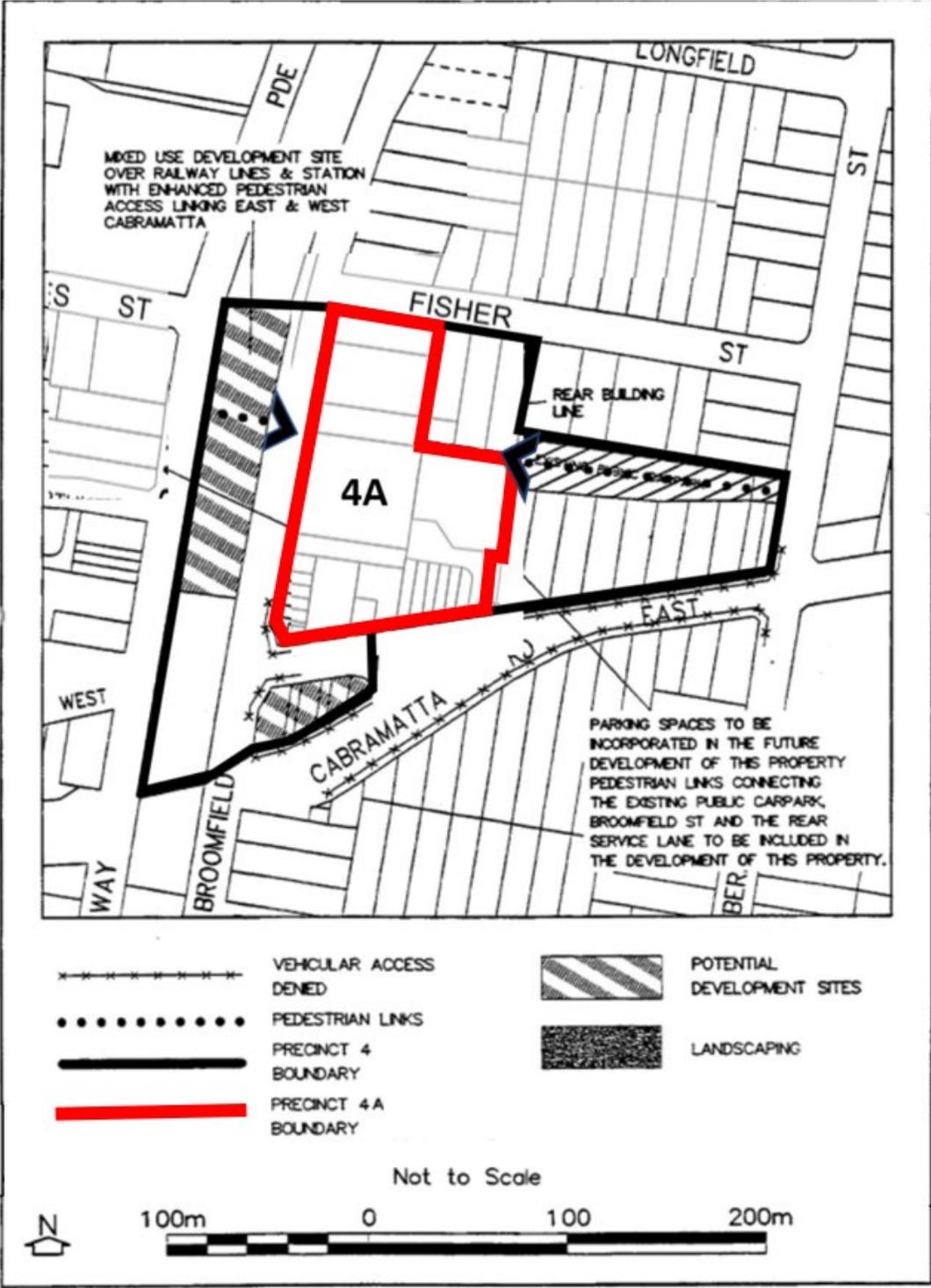
The development will manage flows through the site to avoid nuisance flooding or hazard. New trees will be incorporated in the Broomfield Street, Cabramatta Road East and Fisher Street frontages as well as in and around the market square. Roof top gardens and communal areas will also be provided at podium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

Are there any development incentives in this precinct?

None applicable for this precinct.

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

Map 6A



Performance Criteria and Development Controls

A. Structure Plan - Precinct 4A

Performance criteria	Development controls
<ul style="list-style-type: none">• The Urban Structure of the Precinct is centred on a new market square with lane connections to adjoining streets, car parks and new overhead link to Cabramatta Rail Station.	<ul style="list-style-type: none">• The structure of the Precinct will focus on a generous central plaza/market square from which there will be clear activated pedestrian connections linking with Fisher Street, Cabramatta Road East, Broomfield Street and the Fisher Street and Cumberland Street Car Parks.• An escalator and/or lift is to be provided to connect the ground level with first level linking to other commercial uses in the development facing Broomfield Street and a new overhead pedestrian bridge to the Cabramatta Rail concourse.• The connections will be provided generally in accordance with 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.

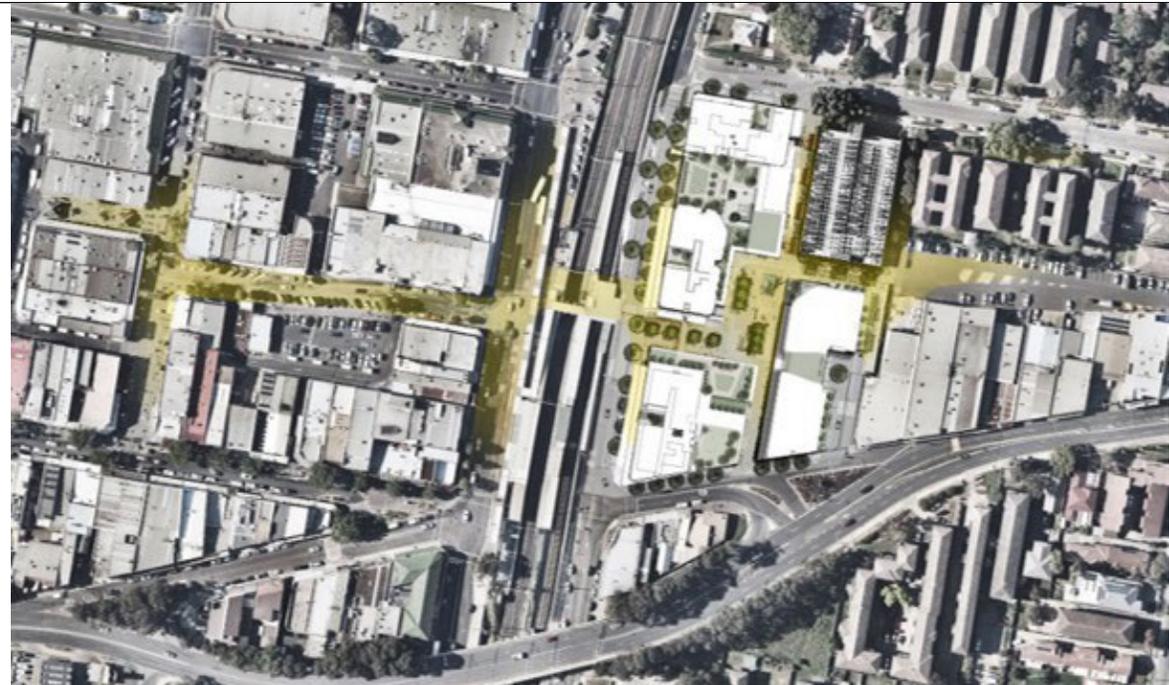


Figure 2 – Site activation and Connectivity.

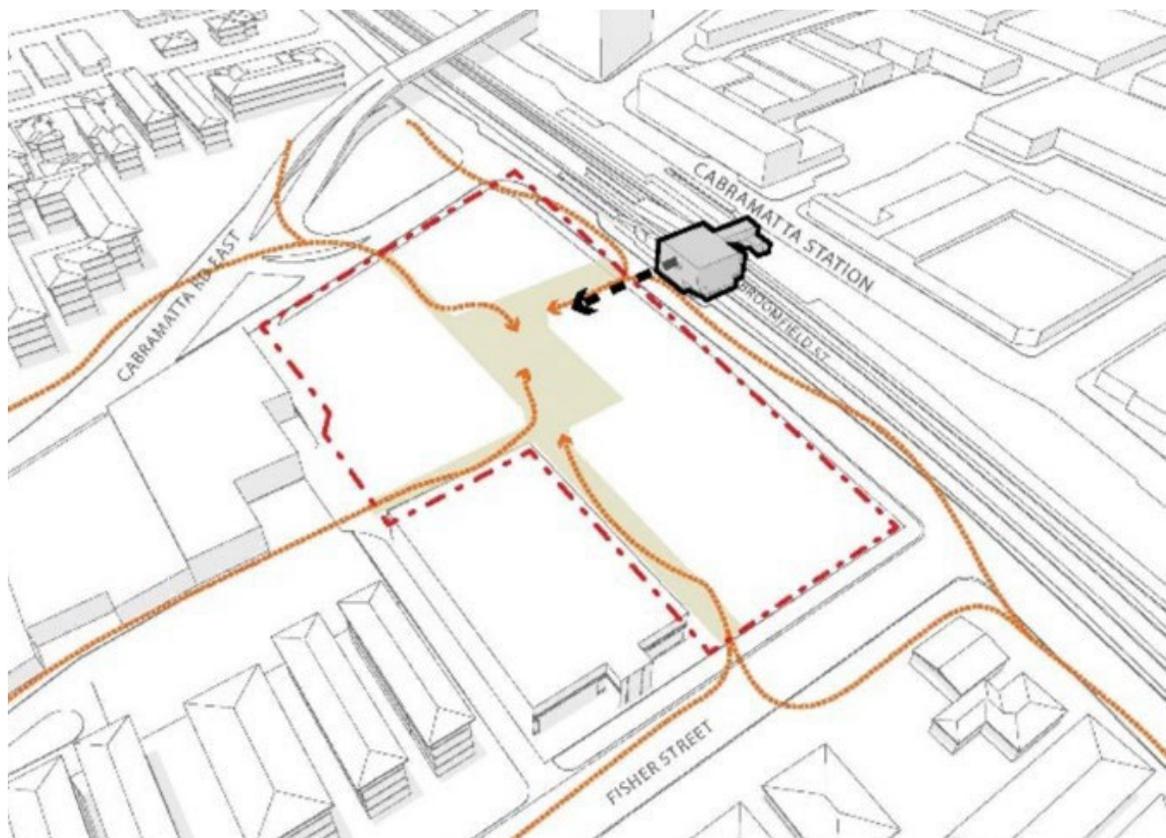


Figure 3A – Pedestrian Connections through the precinct

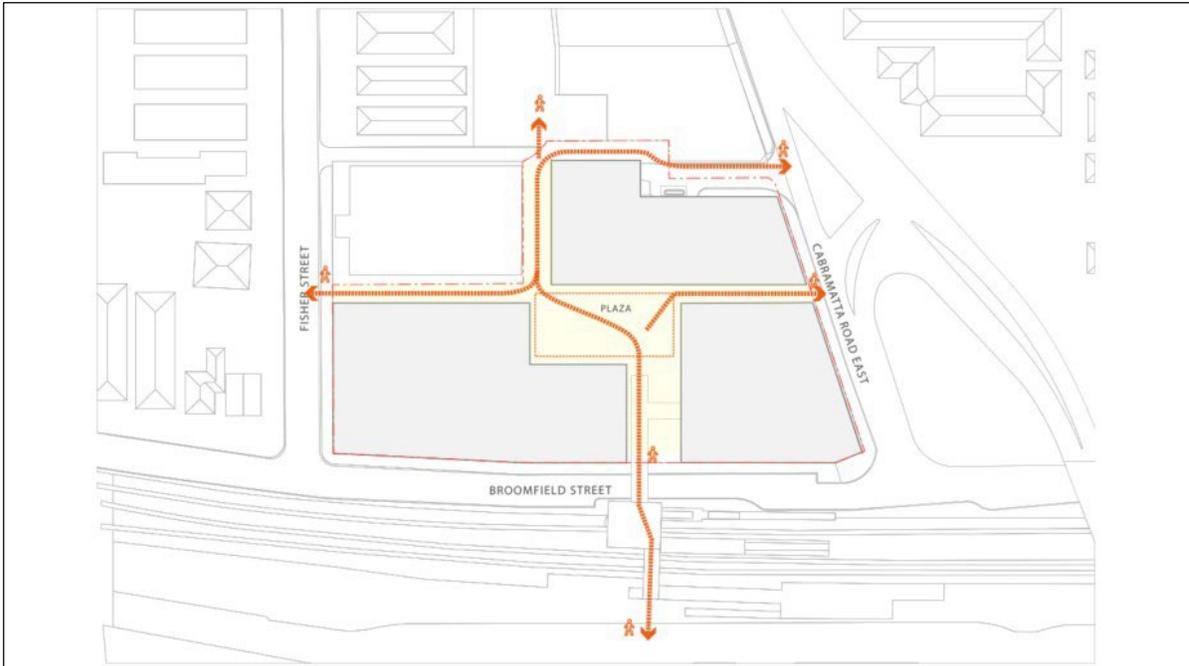


Figure 3B – Pedestrian connections through the precinct.

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

Performance criteria	Development controls
<ul style="list-style-type: none"> The floor space permitted under Fairfield LEP 2013 (Amendment No. 42) is to be allocated to create a mix of building heights which achieve a gateway place marking tower on the corner of Broomfield Street and Cabramatta Road East and building heights which maximises solar access to the market square and dwellings within and external to the Precinct. 	<ul style="list-style-type: none"> Towers on top of podiums within the Precinct are to increase in height from north to south, with the tower on the south west corner being the maximum forming a place making gesture of 19 storeys. The heights of buildings, siting and setbacks are to generally accord with Figures 4 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.

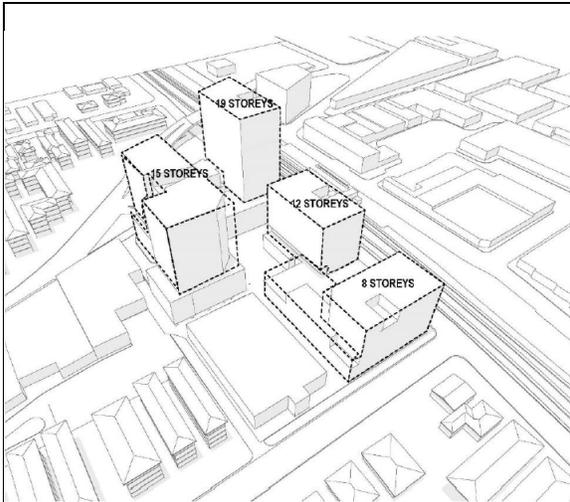


Fig. 4 – Proposed Building Envelopes

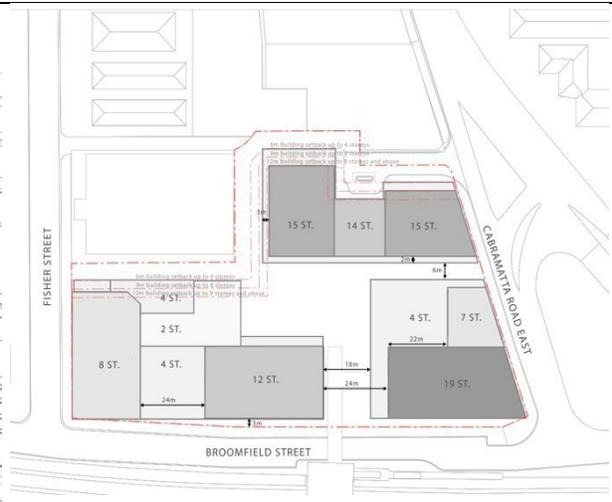


Fig. 5 – Heights and siting of building envelopes

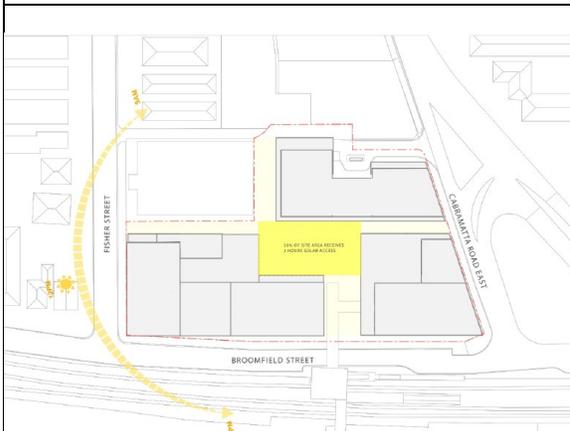


Fig. 6 – Solar Access to Plaza



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



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

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

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

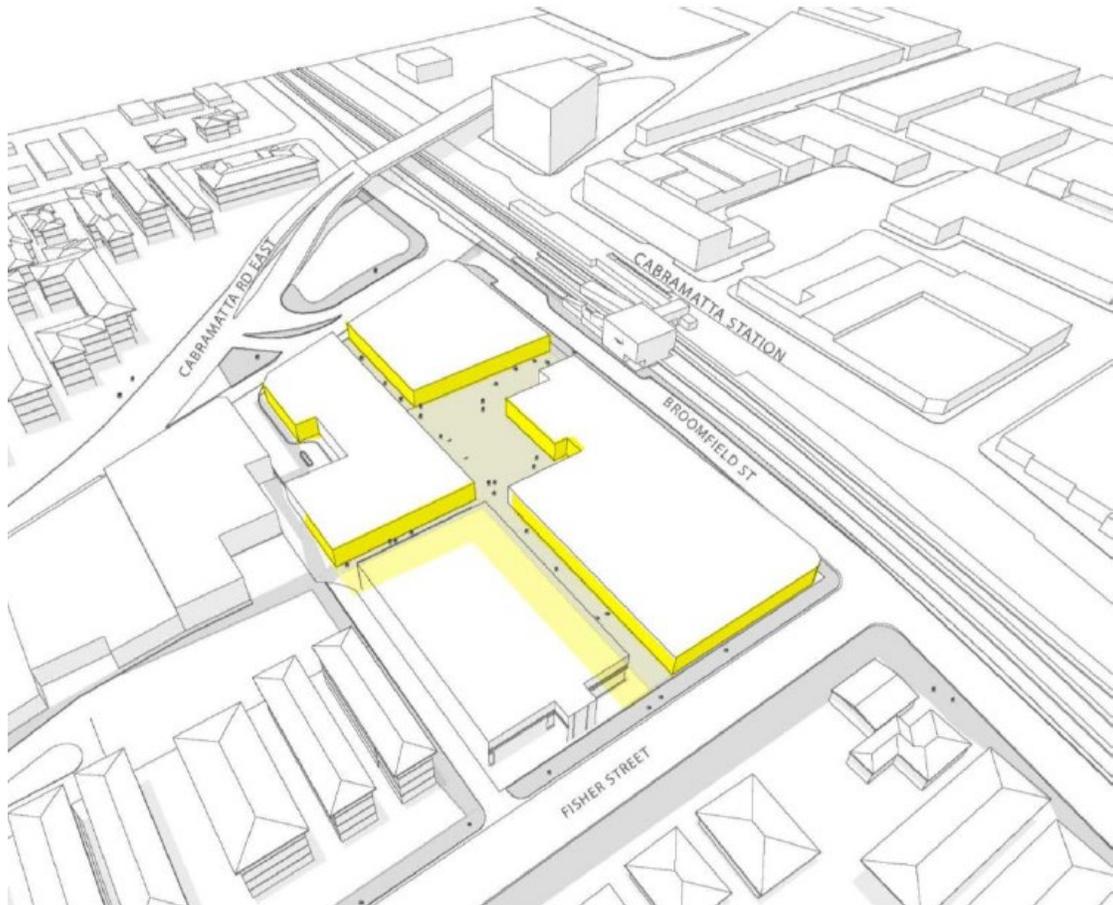


Figure 10 – Internal tenancies where active frontages are to be provided (highlighted)

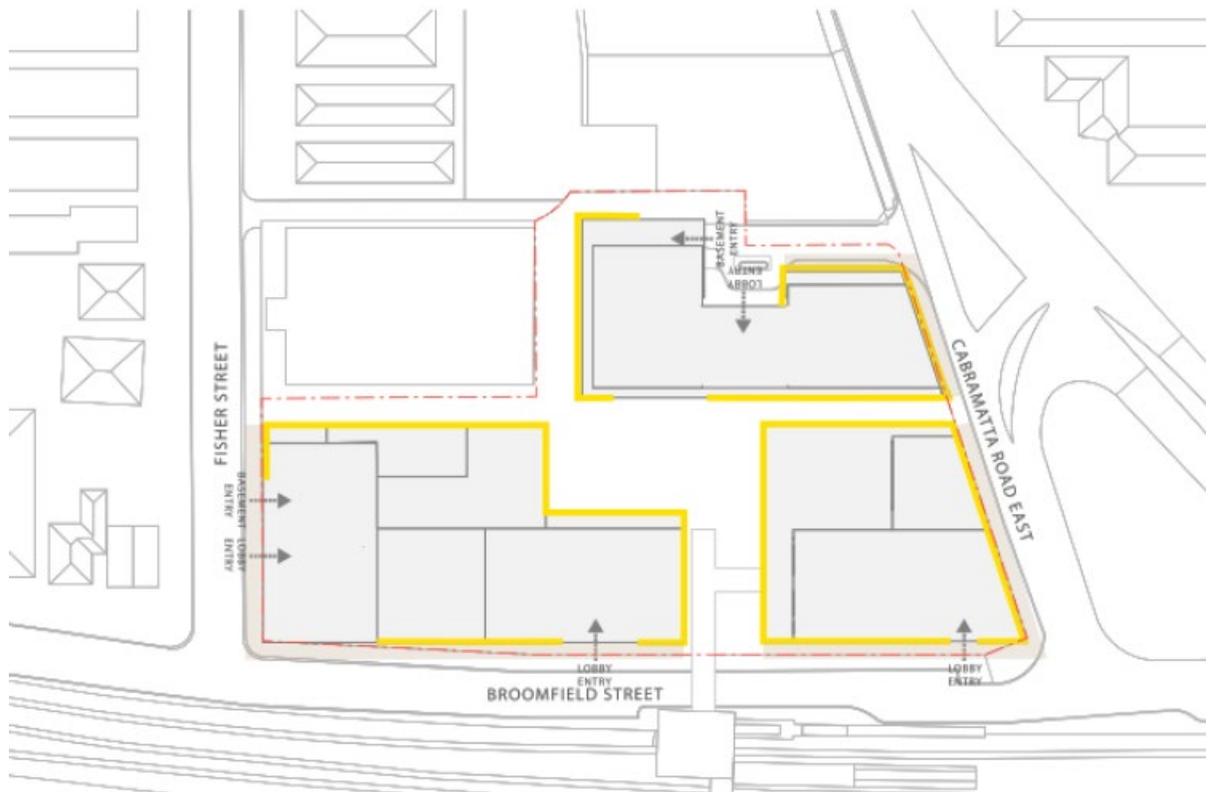


Figure 11 – Indicative tenancies where active frontages are to be provided to public streets

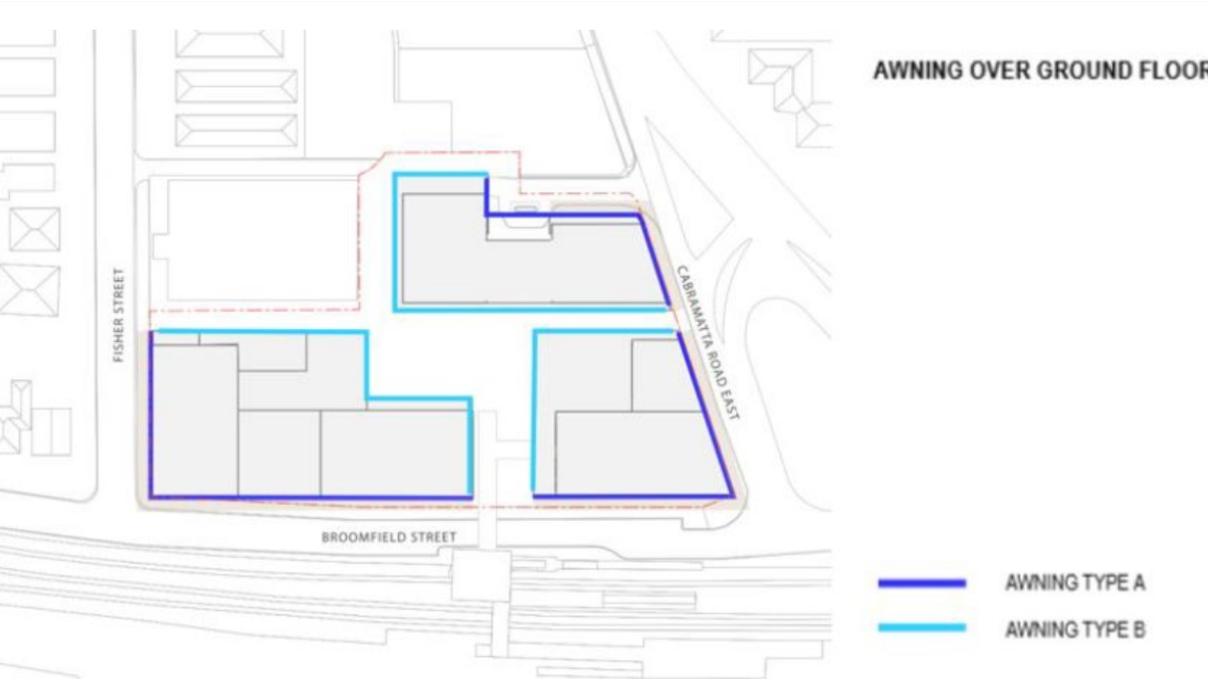


Figure 12 – Awning types along external roads and internal precinct spaces

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

D. Safety and Security - Precinct 4A

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

E. Landscaping and Tree Preservation - Precinct 4A

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



Figure 13 – Landscape ground levels

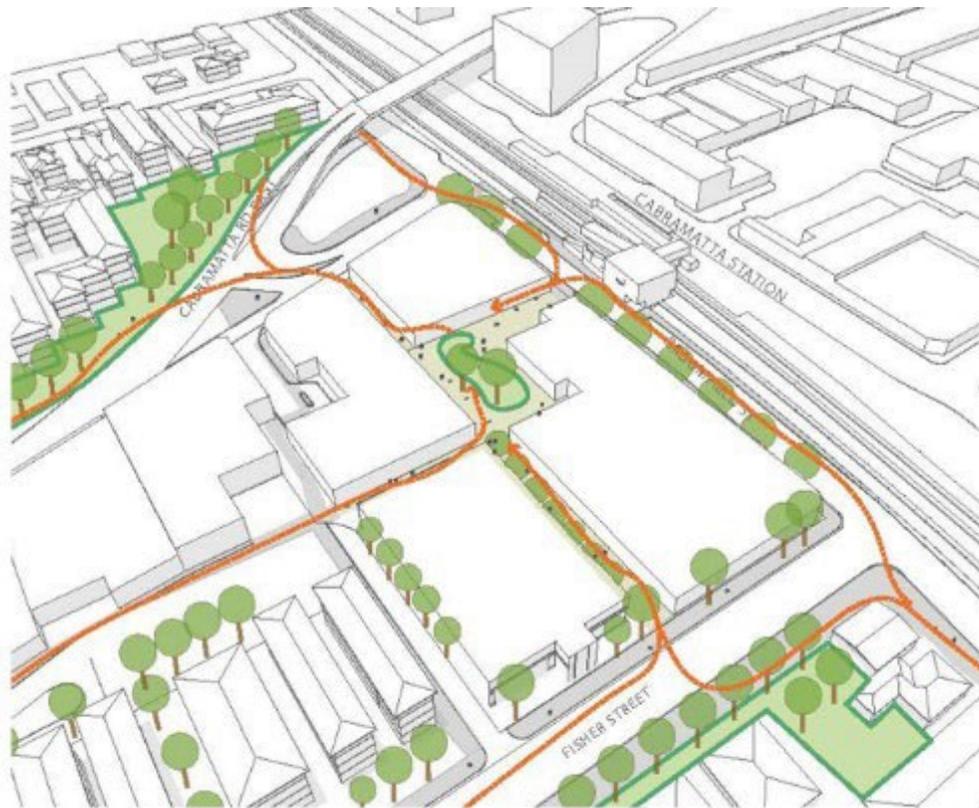


Figure 14 – Public domain ground level landscape

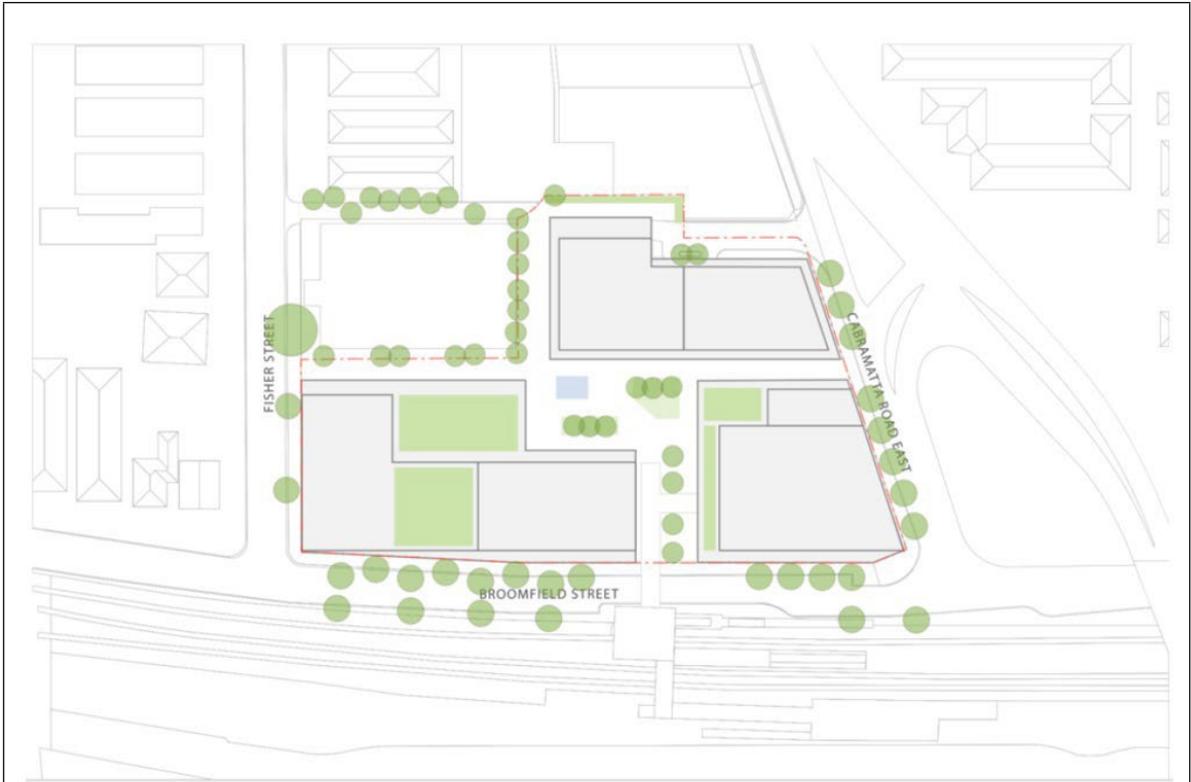


Figure 15 – Podium landscape

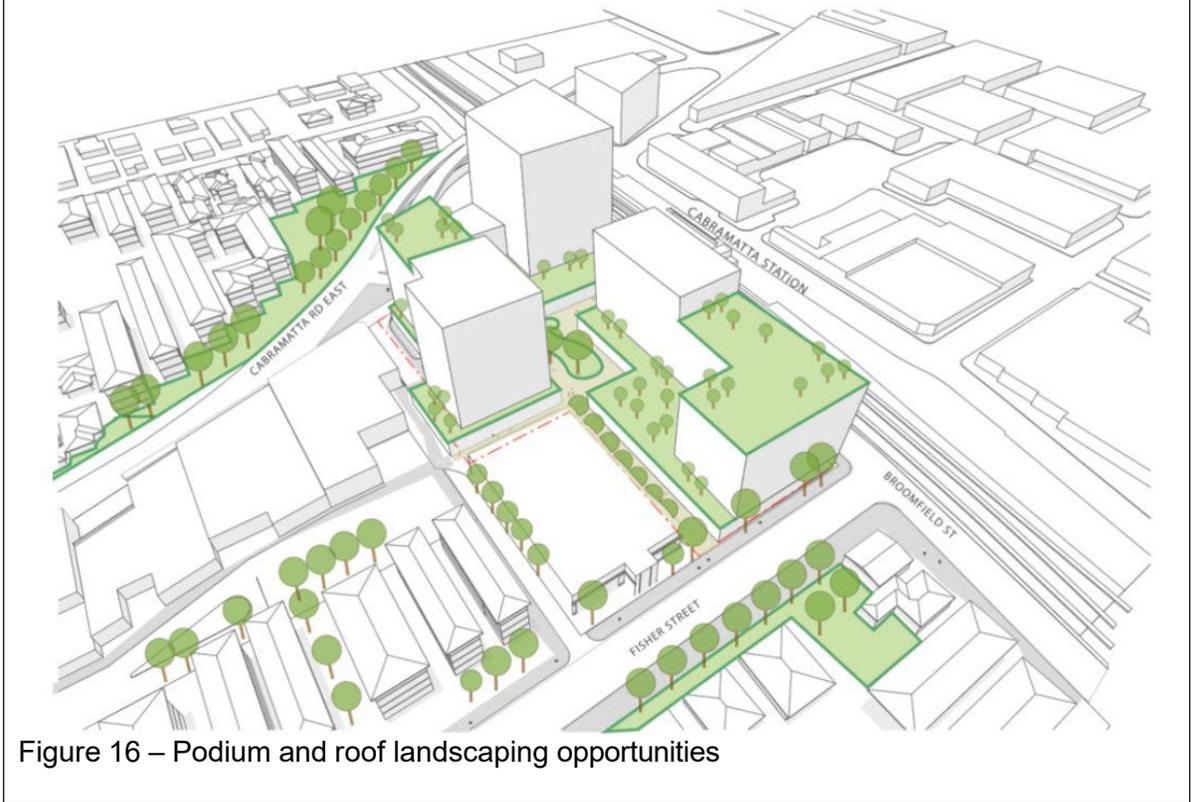


Figure 16 – Podium and roof landscaping opportunities

F. Loading, waste, vehicular access and car parking - Precinct 4A

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

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

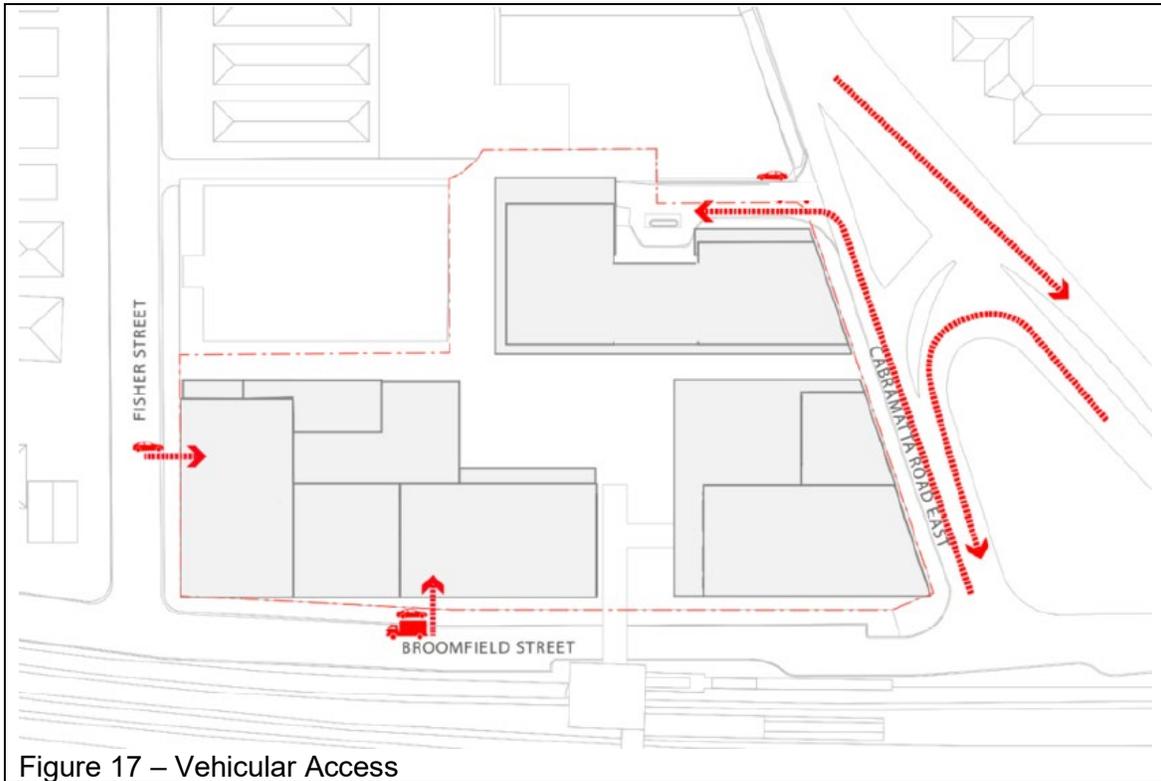


Figure 17 – Vehicular Access

G. Flooding and overland flow paths

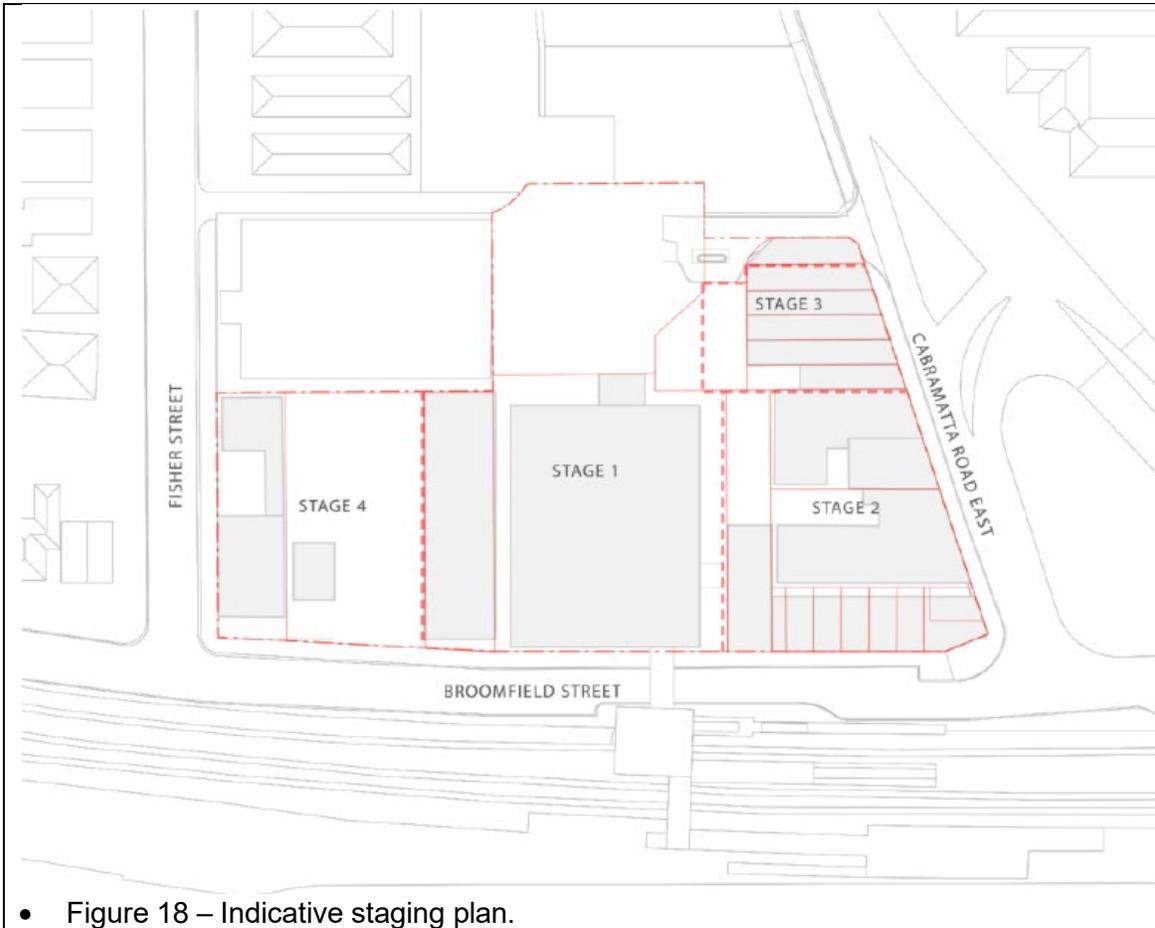
Performance criteria	Development controls
<ul style="list-style-type: none"> Existing overland flows will be safely accommodated as part of the development of the Precinct. 	<ul style="list-style-type: none"> The design will accommodate existing overland flows through the Precinct in a manner that does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

H. Signage

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

I. Staging

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



- Figure 18 – Indicative staging plan.

J. Pedestrian Bridge Station Link

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

Precinct 5

Bulky Goods and Services



Town Centre South

This precinct straddles Cabramatta Road west of the railway line.

Objectives

Objectives for Precinct 5 are:

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

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

Desired character

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

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

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

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

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



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

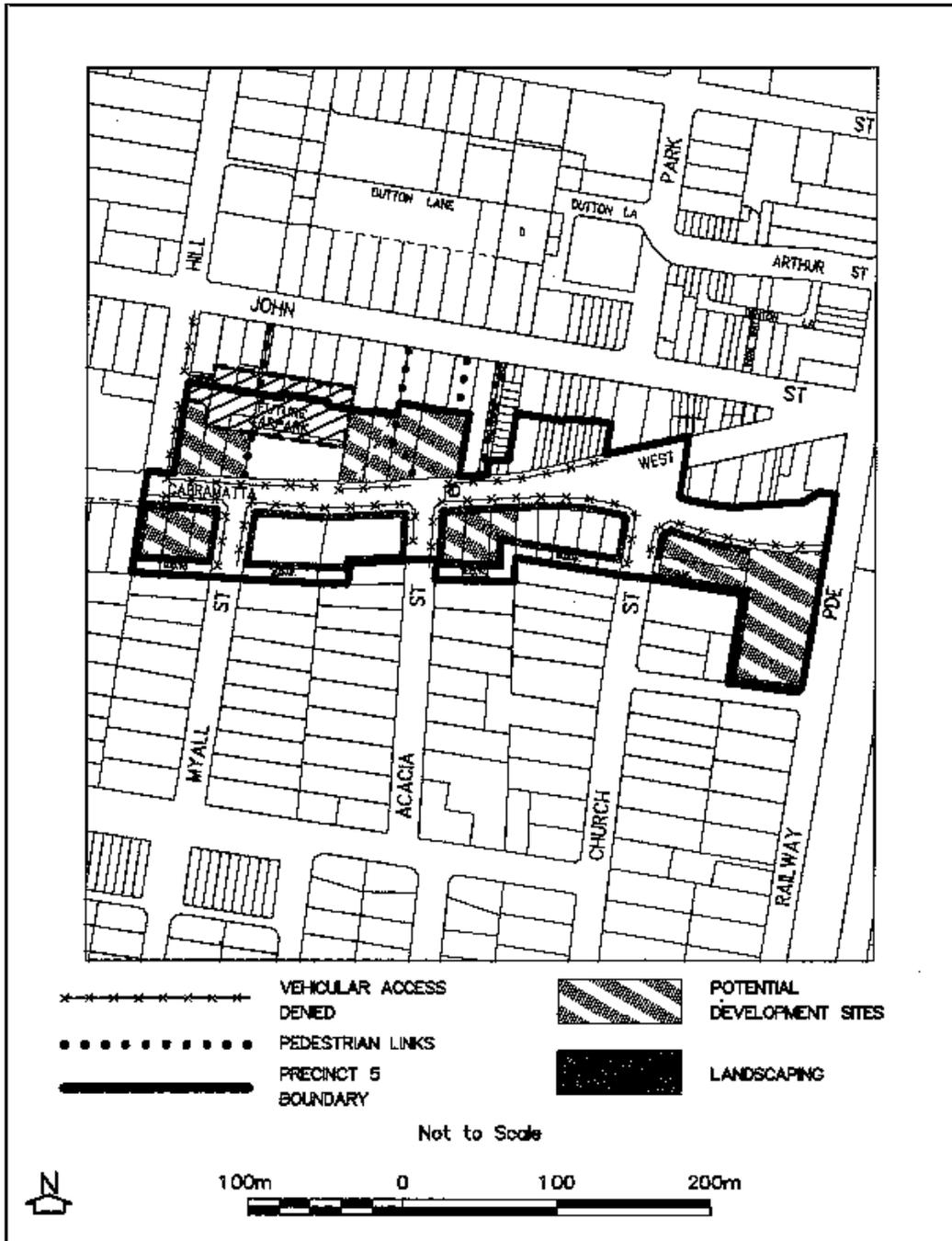
Development south of Cabramatta Road will be more restricted in height in order to protect adjacent and residential access to views and sunlight.

Are there any development incentives in this precinct?

No.

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

Map 7



Performance Criteria and development controls

A. Floor space ratio - Precinct 5

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

B. Height - Precinct 5

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

C. Car parking and access - Precinct 5

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

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

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

D. Unloading /loading facilities - Precinct 5

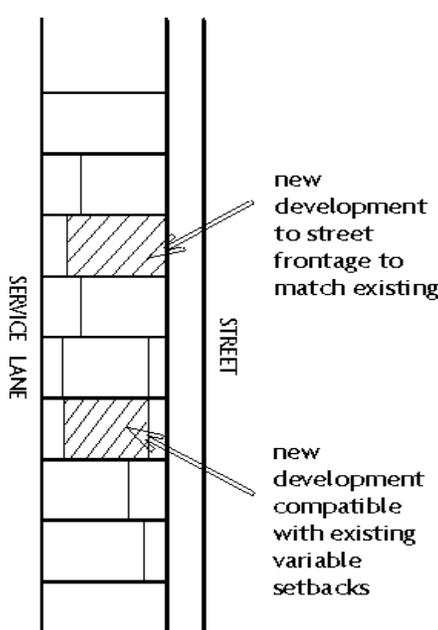
Performance criteria	Development controls
<ul style="list-style-type: none"> • Loading bays of sufficient size and number shall be provided on-site at the rear of the premises for use by trucks and delivery vehicles required to service the development. • More than one loading bay for larger developments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

Loading bay specifications

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

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

E. Setbacks - Precinct 5

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

F. Pedestrian movement - Precinct 5

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

G. Advertising signs - Precinct 5

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

H. Building design - Precinct 5

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

Precinct 6

Civic and Support Services



Railway Parade and McBurney Road

Public and community purposes and facilities, irregular lot configuration and several strata titled residential properties dominate this precinct.

Precinct 6 is located on the northern edge of the Cabramatta Town Centre, next to Cabra-Vale Park.

Objectives

Objectives for Precinct 6 are:

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

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

Desired character

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

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

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



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

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

Are there any development incentives in this precinct?

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

The bonuses proposed to encourage these types of facilities include:

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

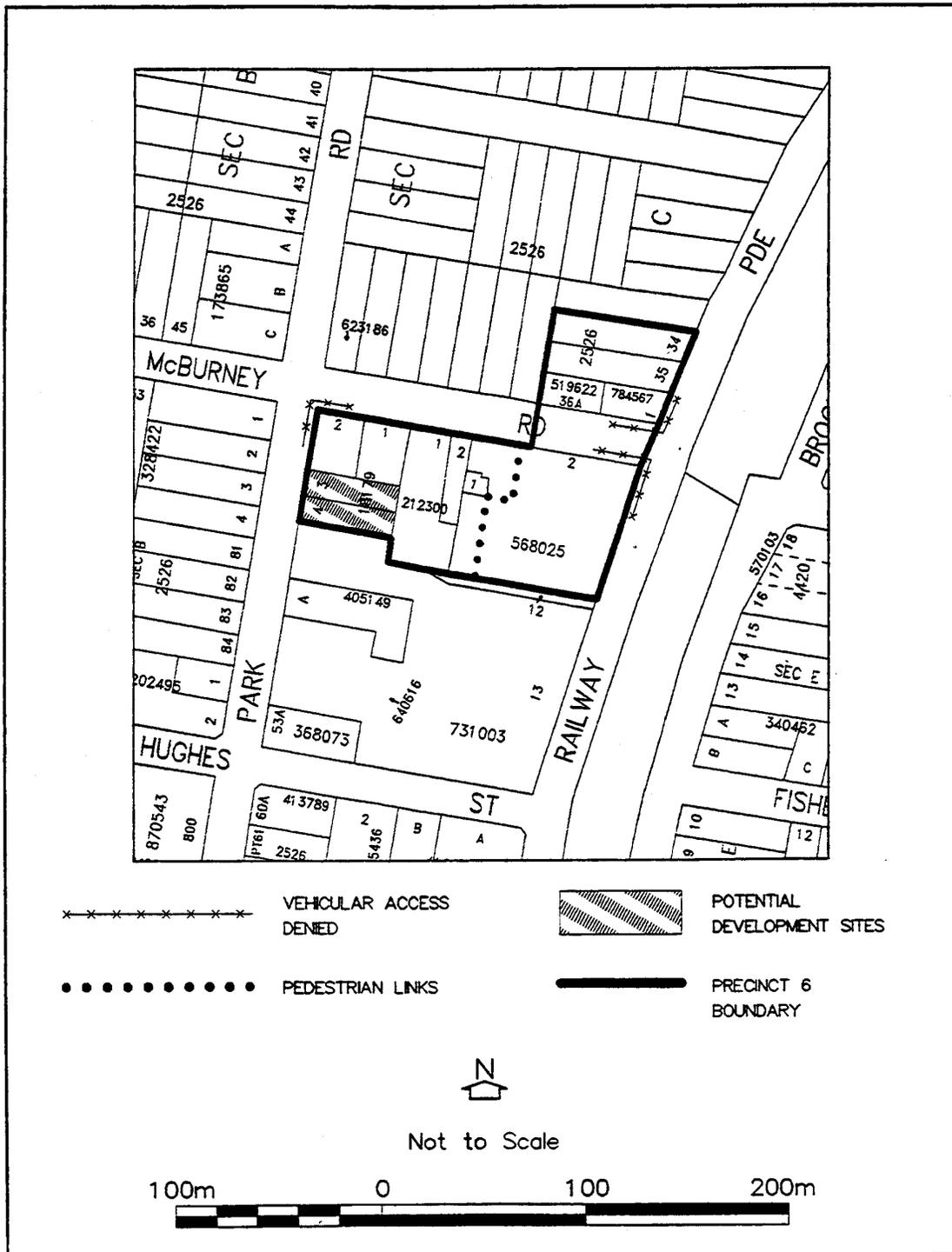
This bonus will only apply where:

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

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

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

Map 8



Performance Criteria and development controls

A. Floor space ratio - Precinct 6

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

B. Height - Precinct 6

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

C. Car parking and access - Precinct 6

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

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

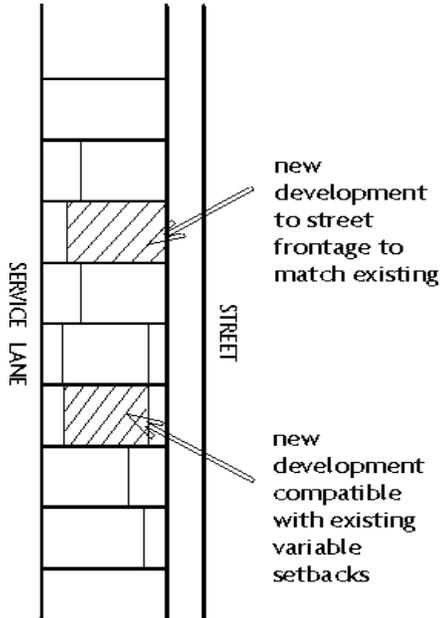
Performance criteria	Development controls
<ul style="list-style-type: none"> • Loading bays of sufficient size and number shall be provided on-site at the rear of the premises for use by trucks and delivery vehicles required to service the development. • More than one loading bays for larger developments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

Loading bay specifications

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Pub/Licensed Club	1	
Restaurant with 100 seat capacity	1	3.5 x 11 m
Supermarket (large e.g.: Coles)	1	3.0 x 6 m
Supermarket (medium 400 sq m)	1	3.5 x 17 m
Supermarket (small 200 sq m or less)	1	3.5 x 11 m 3.0 x 6 m

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

E. Setbacks - Precinct 6

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

F. Pedestrian movement - Precinct 6

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

G. Advertising signs - Precinct 6

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

H. Building design - Precinct 6

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

2.6 General development and design guidelines

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



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

Access and mobility

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

Accessible Paths

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

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

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

Accessible paths shall be provided:

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

Awnings

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

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

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

- The maintenance plan for development including the

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

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

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



Car Parking

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

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

Community Safety

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

Disabled Parking Requirements

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

Heritage

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

Lighting

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

Pedestrian linkages

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



Reflectivity

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

Shop Front Security Shutters

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

Solar Access

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

Street Numbers

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

Walls to Street Frontages

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

Wind Effect

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

2.7 Residential design guidelines

Accessible dwellings

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

Court yards

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

Solar access

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

Drying areas

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

Shop-top housing

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

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

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

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

2.8 Landscaping principles

Greater use of landscaping is encouraged to:

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

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

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



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

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

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

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



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

2.9 Guidelines for activity in the Cabramatta Town Centre.



2.9.1 Business use of footpaths and public places

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

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

No use of footpaths in Railway Parade, Cabramatta

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

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

Policy for Business use of Footpaths and Public Places in Commercial Centres.

injure themselves on the displayed goods.

How much of the footpath may be occupied?

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

Display of goods on footpath/public places

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

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

Other footpath displays need Council approval.

Display of goods in private arcades/malls



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

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



Display and storage of fruit and vegetables on the footpath

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

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

Display and storage of food on the footpath prohibited

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

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

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

The operator must:

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

2.9.2 Outdoor Dining

Refer to Council's Outdoor Dining Policy 2013

Telephones on footpaths

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



Music

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

Use of air space above footpaths and public places is prohibited

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

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

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



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



2.9.3 Getting approval to use the footpath/public space

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

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

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

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

Lodgement of a licence or development application for footpath trading

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

Plans to scale, at least 3 copies, detailing:

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

Details about:

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

Obtaining a licence agreement

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

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

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

Breach of policy

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

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

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

Hours of operation

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

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

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

Waste management

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

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

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



Part C

Preparing development proposals

3.1 How to get a quality development approved

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

- **performance criteria, or**
 - **development controls**
- to be used in the development of quality proposals.

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

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

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

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

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

3.2 Preparing your development proposal

You will need to consult with:

Professional consultants

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

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

Sydney Water

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

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

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

The Cabramatta Place Manager and Council staff

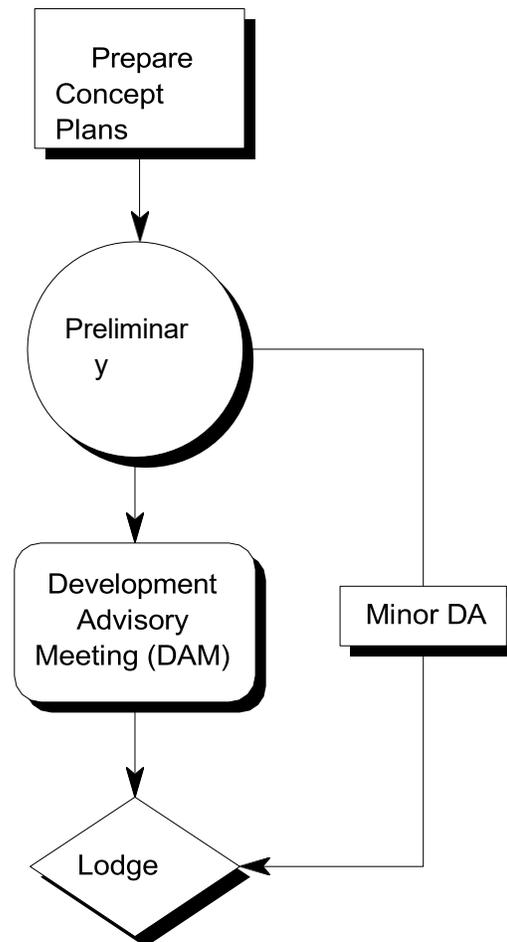
It is important to talk to the Place Manager for Cabramatta and Council's Development and Building Assessment officers.

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

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

Pre-development application submission process

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



3.3 Site analysis

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

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

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

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

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

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

3.4 Preparing site plans and drawings

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

The site

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

The surrounds

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

crossovers, bus stops and other services

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

3.4.1 Models, Photomontages and Perspectives Controls

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

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

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

3.5 What you also need to consider

Awnings Maintenance Plan

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

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

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

Section 7.11/7.12 Developer

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

Direct Contributions (Section 7.11) apply to catchments or geographical areas

and must be paid prior to release of a construction certificate or subdivision linen plan. All car parking contributions collected in the Cabramatta Town Centre will be spent in the Town Centre.

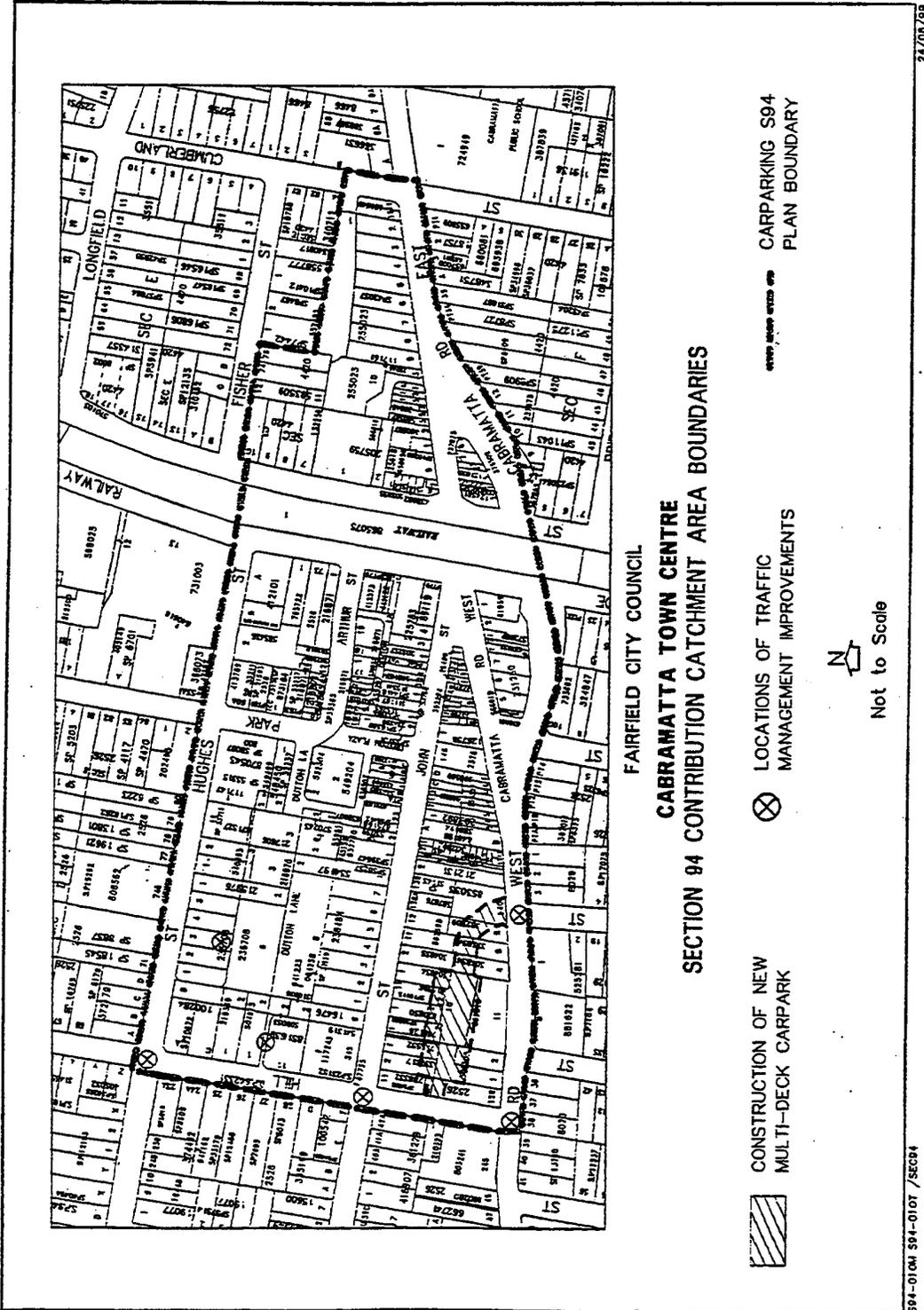
This DCP includes car parking requirements for retail, commercial and business uses. Any other developments not specified in this DCP are required to provide car parking as identified in Chapter 12 of the City Wide DCP 2013. The development consent will state the required number of spaces that the developer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

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

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

Cabramatta Town Centre: Section 7.11 Contribution-Catchment Area Boundaries

Map 9



Car Parking

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

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



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

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

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

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

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

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

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

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

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

3.6 Development application fees and charges

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

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

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

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

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

3.7 After you have lodged your development application

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

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

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

If your development application is refused, you can:

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

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

3.8 After you have received your development approval

Inspection of building works

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

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

Landscaping

Landscaping will be inspected on completion and after occupation.

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



End of Plan

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

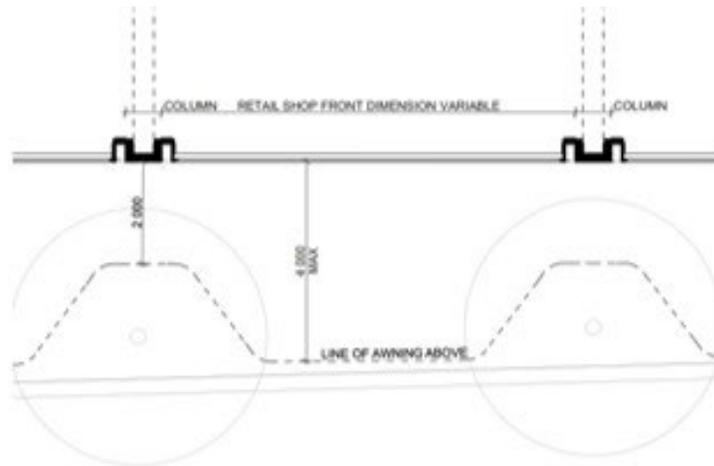


Figure 13A - Awning type A – External awning plan

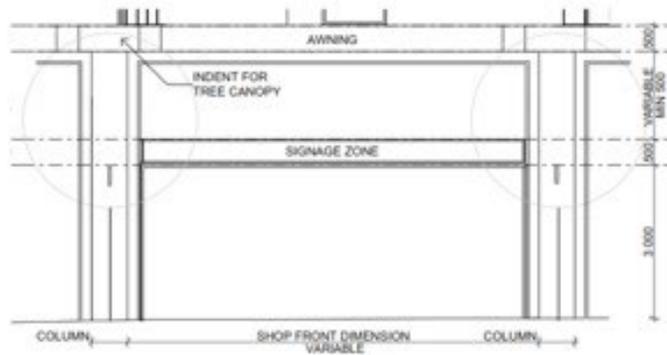


Figure 13B - Awning type A - Shopfront and awning elevations

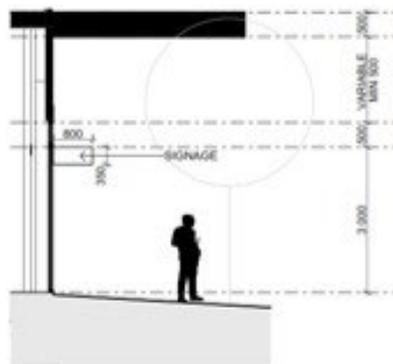


Figure 13C – Awning type A - External awning and retail section

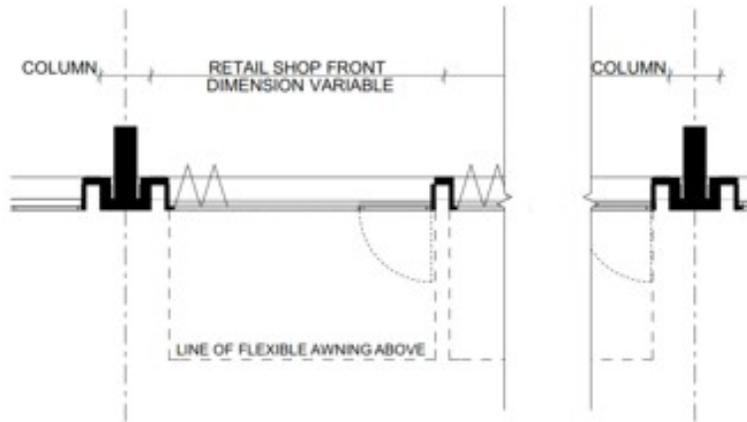


Figure 14A – Awning type B - Internal awning plan



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

