



3D model of current building massing

STUDY AREA 2 CABRAMATTA

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LOCAL CONTEXT

Cabramatta Town Centre is a unique multi-cultural centre located in the south-east of the Fairfield LGA. It is centred on the railway station and dissected by the railway line which runs north-south and Cabramatta Road which runs east-west.

Cabramatta is the second largest centre within Fairfield LGA and identified as a potential major centre in the Metropolitan Strategy for NSW. It is noted that Council has made a submission to the Department of Planning that it can be down graded to a Town Centre.

Cabramatta operates as a unique centre, due to its culturally diverse population and collection of small scaled stores.

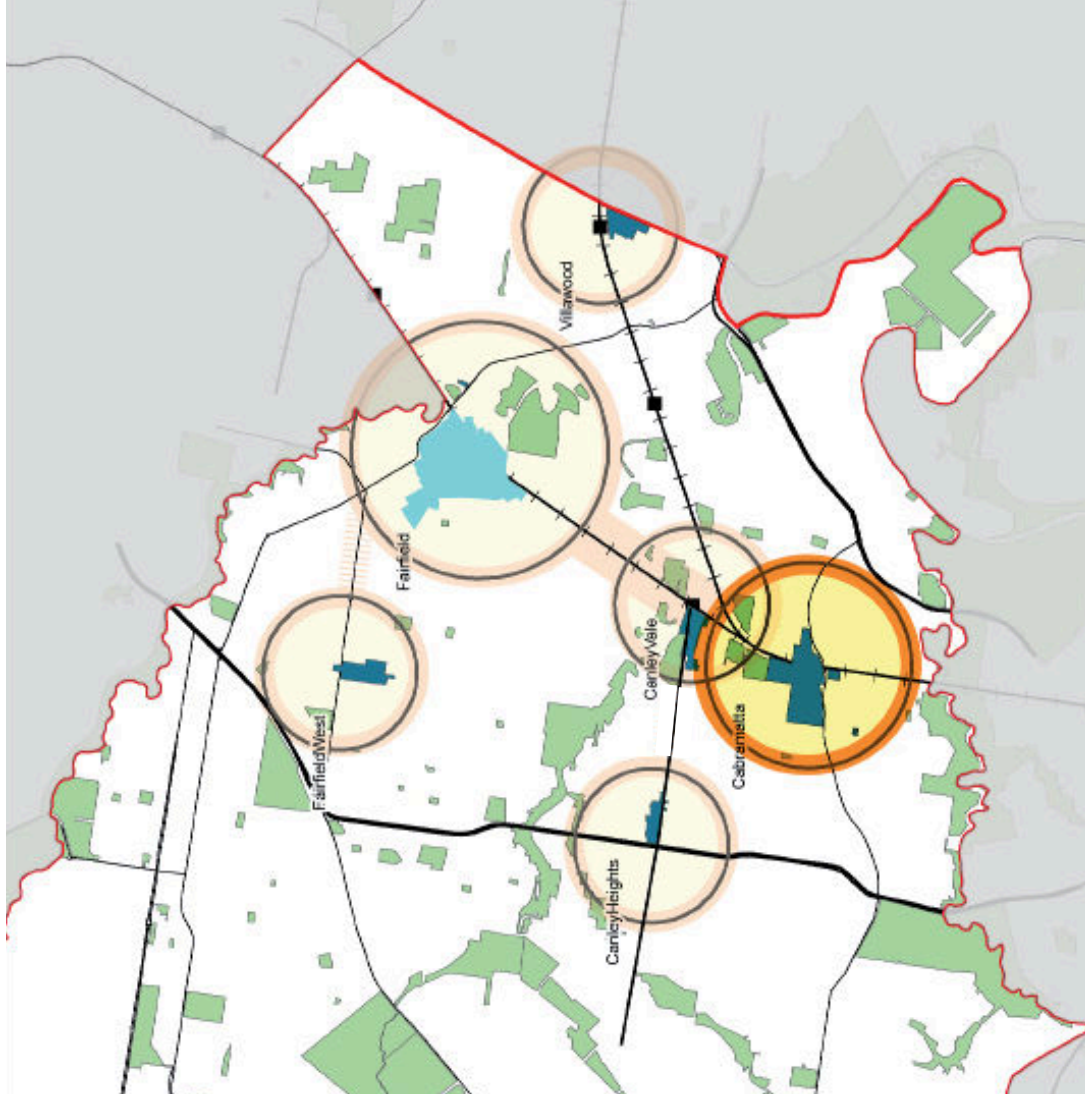
Cabramatta has strong connectivity with Canley Vale which is located directly to the north along the railway line. In accordance with the centres hierarchy, the catchment of Cabramatta is 800m, which overlaps with the Canley Vale catchment.

There are currently 4,507 dwellings within the catchment of Cabramatta, which is at the lower end of the target of 4,500-9,000 dwellings for town centres.

Cabramatta contains a wide variety of community facilities including a health centre, pre-school, public schools, library, range of child care facilities and a senior citizens club.

Cabravale Park provides the largest open space within the catchments. There are limited other parks within the Cabramatta catchment.

A DCP being prepared currently with this study affects a large proportion of the town centre.



CENTRES AND CORRIDORS

- KEY
- CENTRE
 - SUB REGIONAL BUSINESS CENTRE
 - DISTRICT BUSINESS CENTRE
 - LOCAL BUSINESS CENTRE

STUDY AREA 2 CABRAMATTA URBAN STRUCTURE

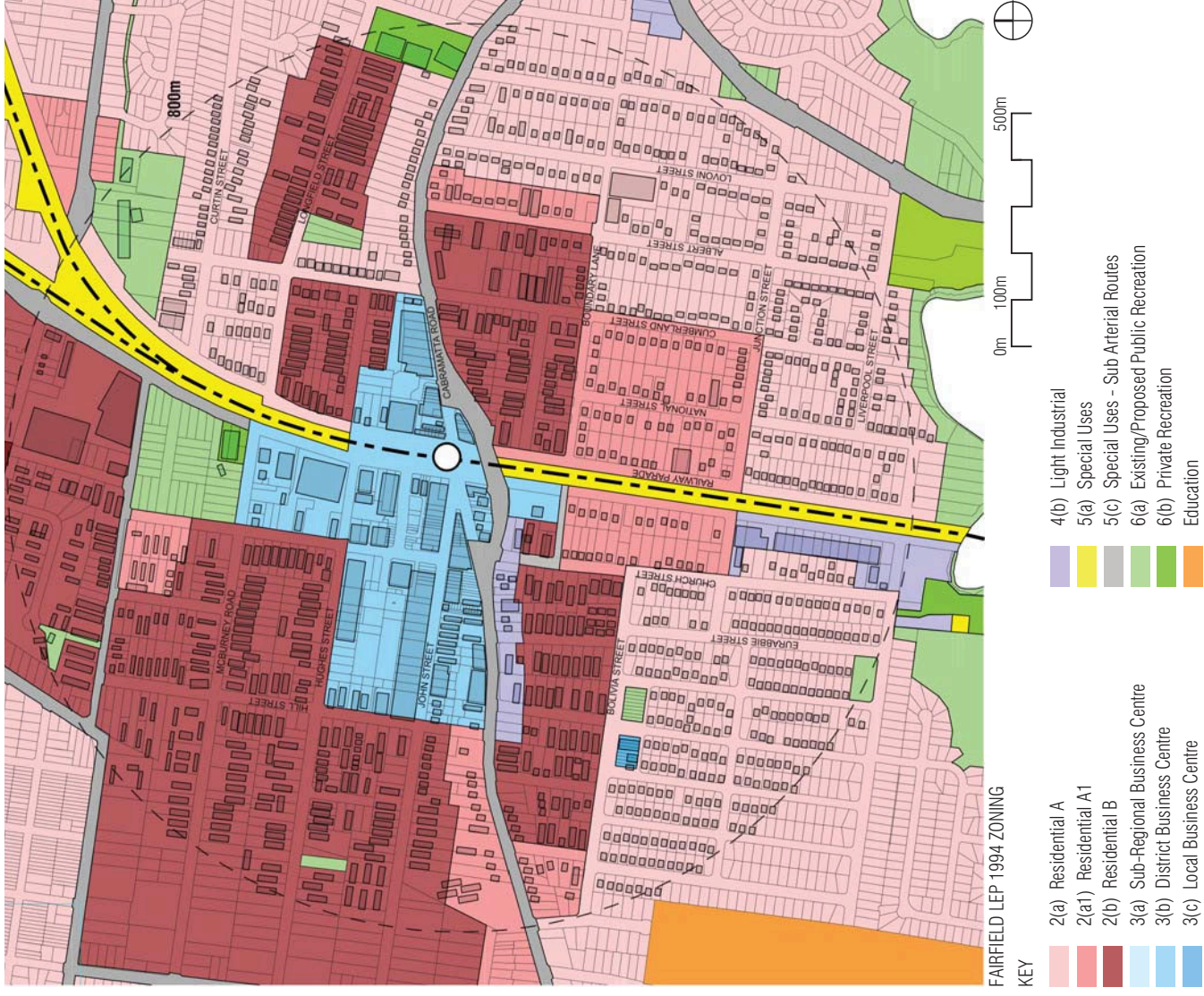
The Cabramatta Town Centre is focussed on the intersection of the north-south railway station and Cabramatta Road. The commercial core is located in the north west quadrant of the catchment area but extends along Cabramatta Road to the east.

The commercial core contains a dense array of small scale shops with a limited number of larger retail anchors. Retail uses are both at ground and first floor and the overall height of the commercial core is 2-3 storeys. The commercial core contains a vibrant, multi-cultural character.

The area south of Cabramatta Road is primarily residential, with 3-storey walk up flats close to the centre transitioning to high amenity low density residential area which takes advantage of the fall in the land and views to the Cabramatta Creek in the south.

The areas to the north and west of the commercial core are primarily 3-storey walk up residential. Residential land uses also dominate on the eastern side of the railway line, containing a mix of strata and low density developments. There are two small pockets of light industrial land uses in the south-west quadrant.

Limited open space is dispersed across the catchment and there is little open space within the commercial core.



STUDY AREA 2 CABRAMATTA MOVEMENT AND ACCESS

Railway Parade and Cabramatta Road are the key north/south and east/west transport spines of Cabramatta.

There is good access to rail and road network, including public bus services around the local area and towards Sydney CBD.

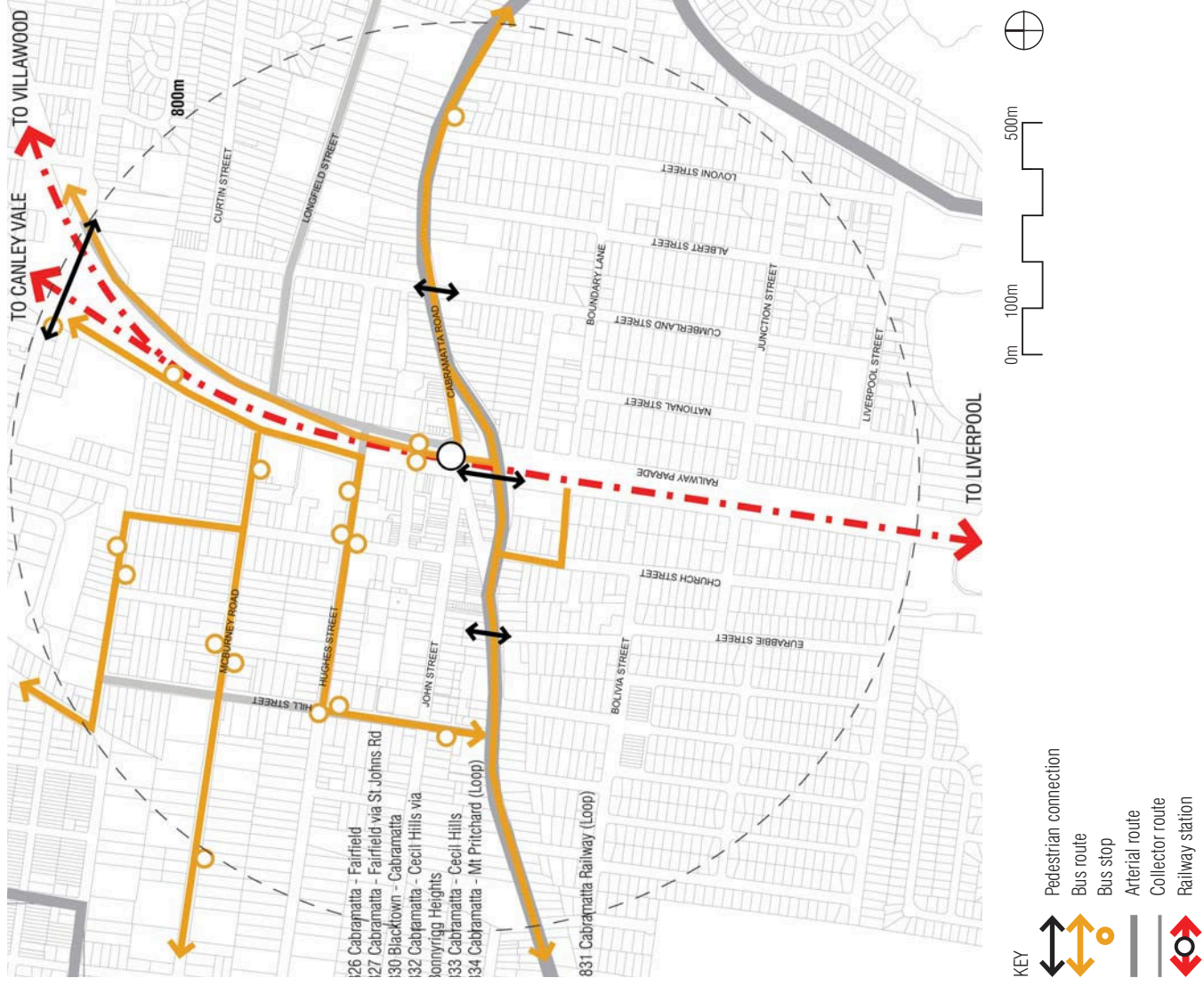
Cabramatta railway station is the junction of three railway lines, the Sydney CBD to Campbelltown line, the Blacktown to Campbelltown line and Sydney CBD to Liverpool line. The railway line is being upgraded to accommodate heavy goods which may result in increased amenity, noise and vibration issues along the railway line. Peak rail services run every 5-10 minutes and off peak run every 15-30 minutes.

There are seven bus routes servicing the catchment and provide access to the wider subregion including Fairfield, Bonnyrigg, Mount Pritchard and Cecil Hills.

The commercial core contains significant levels of off-street car parking with extensive on street parking provision. However, during peak shopping times there is significant overflow of parking into residential streets.

Pedestrian networks and access is strong in the commercial core, however east/west access is limited by the railway line and north/south pedestrian access is impeded by Cabramatta Road. There is a varying quality in the public domain and pedestrian environment within the commercial core and throughout the catchment area.

A regional bike path is located on the eastern side of the railway line, linking Cabramatta to the Sydney CBD and Campbelltown.



STUDY AREA 2 CABRAMATTA ENVIRONMENTAL CONSTRAINTS

The topography of Cabramatta is varied. There is a high-point at the railway station and the area south of Cabramatta Road has a considerable slope towards Cabramatta Creek.

Cabramatta Creek is located just to the south of the catchment and is a significant waterway through the LGA.

Flooding impacts limited areas in the north and is an extension of the flood prone areas within the Canley Vale catchment.

Acid sulphate soils are limited to the far south east of the catchment.



STUDY AREA 2 CABRAMATTA PHYSICAL CONSTRAINTS

The most significant constraint to future development outside the commercial core of Cabramatta is strata allotments. This constrains a high proportion of the catchment area in the short and medium term.

The axis of Cabramatta Road and the railway line reduce access and movement between the four quadrants of the catchment. Limited crossings are provided and each quadrant has developed its own unique character. Cabramatta Road and the railway also present noise and vibration issues.

The South Sydney Freight Line is proposed along the railway line. Upgrading of the railway line to enable heavy goods traffic will have significant impacts on noise and vibration along the rail corridor. Where the rail line adjoins residential areas it is proposed to construct an 8m high noise wall along the rail line. This wall will further impede visual and physical connectivity.



STUDY AREA 2 CABRAMATTA OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 800m catchment of the proposed Town Centre at Cabramatta include the following:

Opportunities:

- **Community facilities:** The area is well served by a range of community facilities, including a library, community centre, health care, a swimming pool, aged care provision, educational institutions, a police station, and numerous voluntary community groups. These existing facilities could offer support for an increase in residential population.
- **Existing levels of density:** Areas of medium-high density development currently exist within the Cabramatta study area, with concentrations around Railway Parade and Hill Street in the north west of the catchment area. The area of medium density around Hall Street effectively forms a 'pocket' of higher density development, which contrasts with the lower density residential development to the immediately to the north. This could be complemented by redevelopment which 'bridges' or 'steps down' between levels of density.
- **Active frontages:** Areas of 'dead' or inactive frontage along the public realm currently exist throughout Cabramatta Town Centre, with problematic areas on Railway Parade and Cabramatta Road. These could be activated through the introduction of retail or other publicly accessible uses, or new routes through built form.
- **Light industrial zone:** The existing light industrial zone to the south of the catchment area could provide services to Cabramatta and accommodate a mix of commercial and residential uses, which would be within reasonable walking distance of the public transport node at Cabramatta. This would also correspond in visual terms to existing high density development on the opposite side of Railway Parade.

Constraints:

- **Existing strata:** There are substantial areas of strata development around Cabramatta, with concentrations immediately to the west of the railway line, and to the north west of the study area.
- **Connectivity:** Pedestrian movement within Cabramatta is constrained by the railway line running north/south, and by the arterial Cabramatta Road running east/west. These transport routes compromise the pedestrian environment, and effectively prevent the study area from operating as a cohesive whole, as a connection between quadrants is difficult.

STUDY AREA 2 CABRAMATTA SUSTAINABILITY MATRIX

TOWN CENTRE	Aspirational Target	Current Status	Recommendations
Dwelling Target	4,500-9,000 dwellings within 800m radius.	Currently 4,507 dwellings within 800m radius.	Increase dwelling stock to support the role of Cabramatta as a Town Centre.
Housing Types	Maximum height 8 storeys. High density 40% Medium density 50% Low density 20%	High density 63% Medium density 18% Low density 19%	Prioritise the development of medium density dwelling to improve the overall dwelling mix of Cabramatta.
Affordable Housing	Affordable housing integrated into new developments. Priority location for affordable housing, to ensure residents can access a broad range of services available in major centres.	DoH owns stock around Satara Avenue (currently 68 dwellings). There is also a significant proportion of low cost housing within the catchment.	Priority location for affordable housing developments, integrated with new development.
Employment and Centres	Retail and service focus to serve large residential catchment: -Large group of retail services -1-2 supermarkets -Lifestyle/café focus -Medical facilities -Small shopping mall -Some local business and employment -Limited night time activity	Centre contains a large range of retail facilities including supermarkets, speciality, café/dining etc. Centre is low in scale but has a distinct character and high amenity.	Long term opportunity to increase scale and density within town centre.
Service Infrastructure	Retail all centres	Council to liaise with relevant authorities to determine current capacity.	Provision of services to be reviewed in-line with increases in density.
Public Transport	Public transport interchange for bus & train 24 hr public transport services for rail & bus 5-10 min frequency in peak and 10-15 off peak. Strong connection to other centres Park and ride facilities	Intersection of two major rail lines and focus for bus services. Peak rail services are provided every 5-10 minutes and off peak 15-30mins.	Work with State Government to increase frequency of public transport services.
Open Space and Recreation	2 local parks (1-4ha), distributed across local area. 6 neighbourhood parks (0.25-2ha) Cycle links to other centres and key destinations. Universally accessible pedestrian facilities throughout centre	Contains 2 local parks and 6 neighbourhood parks.	Provide additional open space in across the catchment to support increased housing density.
Natural Environment	Retail all centres	Minimal environmental constraints.	Prioritise development in areas not impacted by environmental constraints.
Community Facilities	1 local community health centre; 1 preschool; 1 public primary school; 1 public secondary schools; 1 youth centre; 1 branch libraries; Child care facilities; Aged care facilities	Contains a wide range of community facilities, but additional may be required as it the primary centre and in a high-need location.	Provide additional community facilities in line with the needs of current and future population.
Urban Design and Public Domain	Active urban space which facilities formal and informal meeting and gathering spaces i.e. plaza, square, mall etc High quality and safe public domain during both day and night.	Highly pedestrian focused and active public domain, with some plazas.	Upgrade quality of public domain and provide additional open space for public meeting and gathering
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older housing stock does not meet sustainable housing criteria.	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible. y criteria.

STUDY AREA 2 CABRAMATTA STRUCTURE PLAN PRINCIPLES

- Existing controls do not allow for additional residential uses in the town centre. Support draft DCP which enables residential development 2 storeys and above to a maximum of 9 storeys.
- Support draft planning controls which permit high density. Strata has limited short-medium term renewal. Potential for high density in long term. Height outside commercial core should be restricted to ensure visual and physical dominance of the commercial core in the urban landscape.
- Up-zone pockets of low density to high density to provide short term opportunities for high density.
- Corridor connecting into the Canley Vale catchment in the medium term.
- Extend high density along rail corridor, with building controls to mitigate rail noise/vibration over the medium term.
- Additional medium density within catchment and to take advantage of high amenity area.
- Support renewal to enhance gateway to centre, at high density in the short term.
- Additional high density areas in the short term.
- Potential open space to service south east quadrant. Location and scope to be confirmed and provided in the short to medium term.
- Additional linkages to ease permeability of town centre in the short term.

URBAN RENEWAL MASTER PLAN

Cabramatta is a priority location for a Urban Renewal Master Plan (URMP). The URMP should establish a long term (20 year) plan which will ensure Cabramatta meets the required level of services and facilities for a town centre. The vision for Cabramatta should be based on the Structure Planning Principles (above) and develop a detailed action and implementation plan to address the Recommendations in the Sustainability Matrix.

The URMP for Cabramatta should prioritise the renewal of the commercial core through adoption of the DCP and public domain improvements. This should be followed by renewal of areas currently zoned medium density. Up-zoning of additional areas in Cabramatta should occur in the medium to long term (10 years plus) when take up of current zones is almost complete. A corridor along the railway line towards Canley Vale should be considered in the medium to long term.

Details of the general requirements of an Urban Renewal Master Plan are in Section 5.5.

