Visual Impact Assessment
Cabramatta East Development - Broomfield St, Fisher St and Cabramatta Road East
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1 Introduction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The exercise above, confirms that solar access to the properties to the south can be addressed. The requirement to ensure solar access has been confirmed as key principles in the draft Development Control Plan to ensure these remain key considerations in any further design development.
Shadow diagrams were also prepared by Plus Architecture to demonstrate the public plaza in the centre of the development achieved appropriate solar access.

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

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

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

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

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

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

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

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

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

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

Figure 2 - View from Cabramatta Road East looking toward the site
Figure 3 - View from the intersection of Cabramatta Rd East & Broomfield St along site frontages

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

Figure 5 - View along Fisher Street showing Council’s car park and the fig tree to be retained.
4 Description of proposal and visual components

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

Figure 6 - Maximum Height of Buildings

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

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

Key features of the Planning Proposal are shown in the following Figure 7 to Figure 10.
Figure 7 - Plan showing the site layout and ground and podium level landscape.

Figure 8 - DCP drawing to show ground and podium level landscape.
Figure 9 - Aerial showing existing site context.

Figure 10 - Aerial overlay of the planning proposal scheme.
5 Identification and assessment of impact and mitigating strategies

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

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

![Figure 11 - Locations of view comparisons around the site.](image)

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

The images on the following pages show the photographs of the existing views from selected locations at pedestrian level from streets around the site, and then the proposed building elevations proposed at that same viewpoint.
View 1 is of the intersection of Broomfield Street and Cabramatta Road East and shows the tallest element of the proposed development designed to create a strong corner feature and place mark the location of the station and pedestrian overpass on the east side of Cabramatta. The maximum height of the building at 19 storeys is below all limitations advised by Air Services Australia for aircraft movement.

Mitigating strategies include new street tree planting and awnings at ground level and articulated façade to break up the building by banding and architectural expression.
View 2 is of the intersection of Broomfield Street and Fisher St. This elevation has the lowest buildings of 8 storeys providing a future transition to the future flat buildings on the residential sites opposite the development.

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

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

Mitigating strategies include making a place making gesture incorporating the existing church into the proposed development with higher awning and banded entry and deliberate offsetting of banding to highlight this use. Awnings and street trees will also soften the building.
View 3 is of Fisher Street looking toward the Council car park and rail line. The future view from this location will pick up a taller building at 15 storeys toward the centre of the site and the top of the 8 storey building that fronts Fisher Street. The car park and retained tree obscure most of the other buildings.

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

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

Mitigating strategies include incorporating the same vertical timber slat treatment of the car park into the upper levels of the proposed building fronting Fisher Street to visually tie these façade elements together. The existing street trees will be retained in this area and complemented by new street trees in front of the site.
View 4 is taken along Cabramatta Road East looking in a westerly direction across the B4 Mixed Use zone and the site. This view along the southern commercial edge forming Cabramatta Road East will have the tallest buildings on 15 storeys and the corner building of 19 storeys as shown in View 1.

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

Figure 15b – View 4 Proposed view along Cabramatta Road East looking toward the rail line
Mitigating strategies include a high articulating façade stepping back from the eastern boundaries of the site and incorporating landscape roof tops above elements with different architectural treatment to visually break up the building. The streetscape will be improved with new street trees, awnings and the consistent banding that binds the architecture of the development together.
6 Conclusion

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

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

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

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

SOLAR ACCESS BUILD FORM

SOLAR ACCESS PLAZA

HEIGHT AND SETBACKS

CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

LANDSCAPE AND BUILD FORM

SOLAR ACCESS BUILD FORM

SOLAR ACCESS PLAZA

HEIGHT AND SETBACKS

CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW
SOLAR ANALYSIS CCV SITE
10 STOREY OPTION
LEVEL 01
SOLAR ACCESS CALCULATION:
2 HOURS OF SUN DURING WINTER SOLSTICE
4 / 7 APARTMENTS: 57%

LEVEL 02-03
SOLAR ACCESS CALCULATION:
2 HOURS OF SUN DURING WINTER SOLSTICE
4 / 7 APARTMENTS: 57%
LEVEL 04-05
SOLAR ACCESS CALCULATION:
(2 HOURS OF SUN DURING WINTER SOLSTICE)
5 / 7 APARTMENTS: 71%

LEVEL 06-09
SOLAR ACCESS CALCULATION:
(2 HOURS OF SUN DURING WINTER SOLSTICE)
5 / 6 APARTMENTS: 83%
## CCV Site Schedule

**Development Schedule**

Job No 20073
File 12.06.01
Date 28/11/2019

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### Development Details

- **Total Apartments for first 9 Storeys:** 53
- **Units Required:** 53

### Always Development GFA:

- **GFA:** 5909 SQ M
- **Total FSR Achieved:** 5.57:1
- **Allowable FSR:** 60.932 SQ M
- **Allowable GFA:** 4.80:1

### Residential/Commercial Car Spaces

- **Residential Car Spaces:** 0
- **Commercial Car Spaces:** 0
- **Visitor Spaces:** 0

### Floor Space Ratios

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### gba:

- **Allowable FSR:** Defined as the sum of the area of each floorplate, measured to the external face of façade walls but not inclusive of balconies
- **Floor Efficiency:** Defined as the percentage of sellable area versus gross building area

### Notes:

- **Includes Residential, Visitor, Retail and Accessible Carspaces
- **Residential**
- **Commercial**
- **Visitor**
- **Access**

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**CABRAMATTA EAST PRECINCT**

**BROOMFIELD STREET CABRAMATTA NSW**

**CCV SITE SCHEDULE**

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SHADOW DIAGRAMS ANALYSIS
10 STOREY OPTION
CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

SHADOW STUDY MID WINTER

EXISTING 22 JUNE 1PM
SCALE: N.T.S.

EXISTING 22 JUNE 2PM
SCALE: N.T.S.

PROPOSED 22 JUNE 1PM
SCALE: N.T.S.

PROPOSED 22 JUNE 2PM
SCALE: N.T.S.
CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

SHADOW STUDY MID WINTER
EXISTING 23 SEPT 11AM
SCALE: N.T.S.

PROPOSED 23 SEPT 11AM
SCALE: N.T.S.

EXISTING 23 SEPT 12PM
SCALE: N.T.S.

PROPOSED 23 SEPT 12PM
SCALE: N.T.S.
CABRAMATTA EAST PRECINCT
BROOMFIELD STREET CABRAMATTA NSW

SHADOW STUDY EQUINOX