

CABRAMATTA EAST PRECINCT

CABRAMATTA, 2166

DA DESIGN REPORT

REVISION A - FOR DA SUBMISSION

17 / 05 / 2023

We acknowledge the traditional custodians of the land on which this project is being proposed. We pay our respect to their Elders past, present and emerging.

INTRODUCTION

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INTRODUCTION

This design statement supports the proposed mixed-use development of 3 residential towers over a retail and commercial base at Cabramatta East. The proposal forms part of the Cabramatta East Precinct and is consistent with the current controls and overall masterplan vision for Cabramatta.

The detailed proposal for Cabramatta East in conjunction with Council and through the design process has been able to be further refined.

The proposal aims to enhance community connections and encourage the use of public spaces. The masterplan seeks to provide a well-connected network of streets, pedestrian laneways and a central plaza that are safe and accessible for all creating a strong connection to the adjacent Cabramatta Station.

The proposal aims to create high-quality public spaces that are flexible, adaptable and responsive to the changing needs of the community. These spaces include landscape, public art and carefully considers the history of the site and cultures established through a Design with Country process and will be designed to promote social interaction and community engagement. The proposal aims to improve accessibility for all members of the community, including people with disabilities and older adults, by providing safe and easy access to public spaces and facilities.

The proposal supports a vibrant and sustainable local economy. The project establishes a mixed-use development that combines commercial, retail, and residential uses in a walkable and transit-oriented environment adjacent to Cabramatta Station.

The masterplan prioritizes sustainable development by promoting the use of environmentally friendly building materials, sustainable design practices, and renewable energy sources.

The project celebrates the cultural heritage of Cabramatta. It seeks to incorporate public art, interpretive signage, and other cultural elements that reflect the history and diversity of the local community. Through the process of Design with Country the project aims to acknowledge the many layers of cultural history.

The proposal seeks to facilitate growth and innovation by creating a supportive environment for entrepreneurship, small businesses, and start-ups, and by providing opportunities for employment, education, training, and research. The height and scale of the proposal aims to ensure that this development is in harmony with the existing built form and surrounding context, and does not negatively impact the character of the area. It proposes a careful balance between podia and towers over to manage this and architecturally to create visual interest and variety through the use of material, colour, detailing and landscape elements within the building expression.

Through a process of careful consideration of these objectives, the design team has produced an outcome that is a well-balanced solution which builds on the character of Cabramatta. The urban strategy combined with the clearly defined public domain will establish a unique and dynamic precinct which will allow the community of Cabramatta to grow.

This report has been prepared by Plus Architecture for Moon Investments Pty Ltd.

Kind regards,



Rido Pin
NSW Reg. 11286
Director, Plus Architecture

Project:
Cabramatta East Precinct
76, 84, 86 Broomfield Street and 139, 147-149, 151 Cabramatta Road East
Cabramatta, 2166

Client: Moon Investments Pty Ltd

Architecture: Plus Architecture
Rido Pin (11286) _ Director
Amit Julka (10002) _ Director

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00 DESIGN STATEMENT

DESIGN STATEMENT

Cabramatta East Precinct

OVERVIEW

The Cabramatta East Precinct represents a transformative mixed-use development that integrates retail and commercial uses within a podium that defines a central plaza and laneways that connect to the immediate neighbourhood as well as Cabramatta Station. The development features three residential towers of varying height, which contribute to the masterplan strategy of the precinct and the future character of Cabramatta.

This DA submission pertains to Stage 1 and 2 of the four-stage mixed-use development. These stages encompass a total of 358 apartments across three towers that, when combined with the podia, define the new public square. The proposal explicitly outlines the linkage from the station to the plaza and establishes various laneways that connect the precinct to the surrounding urban fabric.

The project has undergone meticulous planning, incorporating detailed development and consultant input, and undergoing multiple Pre DAs with council. Feedback from council and design review has been addressed through further design development and incorporated into this DA submission.

Moon Investments’ vision and commitment to rejuvenate the Cabramatta CBD is highly commendable, given the ongoing transformation of the Eastern city centre. Recent proposals and projects have produced exceptional outcomes in terms of design, amenity, and ground plane activation and experience, establishing an exemplary benchmark for future developments.

The objective for this site is to create a high-quality precinct and a vibrant community, characterized by three towers over a series of podia that frame the public plaza and network of laneways connecting to the wider community. The process has been enhanced by Designing with Country, resulting in beautifully crafted buildings that will make a significant contribution to Cabramatta. The proposal celebrates creativity, well-being, sustainability, and cultural diversity to enhance the sense of experience and captivate visitors. The diverse character and cultures of the community, new and old, local residents as well as tourists, will come to this area to take advantage of the dynamic character enriched by landscape and public art, as well as the diversity of business offerings. The residential product across Stage 1 and 2 provides a range of choice when selecting a new home, with each building having its own focus, character, and amenities, including views, excellent solar access, and private open space. The apartments are generously sized and carefully consider the orientation in relation to aspect and the public domain. Living in this precinct is characterized by the rich and dynamic ground plane and adjacent train station, making it highly connected.

1. CONTEXT

The current proposal, being Stage 1 and 2, is an integral component of a larger precinct proposal consisting of 4 stages. These two initial stages span 8,113 sqm of both privately held land and is proposed to incorporate a part of a Council laneway with frontage to Broomfield Street and Cabramatta Road East. This parcel of land is located on the east side of Cabramatta, opposite Cabramatta rail station in Fairfield local government area. The site's western boundary is characterized by Cabramatta Station and the railway line, making it highly proximate.

The existing land uses on the site include several small retail shops and commercial premises, with an at-grade public car park abutting part of the rear boundary. A private lane traverses from Broomfield Street to access private car parking and links with the public lane off Cabramatta Road East. While the western part of Cabramatta has developed into a vibrant community, the eastern side of the station presents an opportunity for development and building on the area's character and rich multi-cultural demographic.

The proposal aligns with the approved Planning Proposal as part of the wider Cabramatta Town Centre strategy that allows for increased height and density surrounding the train station. The planning proposal creates a strategy that interweaves the new proposal into the existing urban fabric surrounding the site, with careful consideration given to permeability, connectivity, and urban character. This facilitates an opportunity to enhance the experience of approaching the train station from a wider context.

2. SCALE

The proposal comprises three towers positioned over a series of podia that define a new public plaza and network of laneways that connect into the wider urban framework. The tallest tower, standing at 19 storeys, is located in the southwestern corner to mark the train station on the intersection of Broomfield Street and Cabramatta Road East. The two northern towers, standing at 16 storeys to the northwest and 17 storeys northeast, help to frame the plaza and create a well-balanced composition of buildings that mark the newly created plaza, connecting to the train station.

The future stages of the project allow for a further 19 storey building to the southeast of the precinct and a lower 12 storey building to the northern end, west of the Council Carpark. The overall scale and transition of scale reinforce the importance of the station and ensure the environmental quality of the plaza. The consistent scale podia clearly defines the plaza and series of laneways, allowing for a seamless transition of scale into the immediate context.

3. BUILT FORM

The proposal has been meticulously crafted to be responsive to its context, urban setting, and orientation to sunlight. The podium and towers create a clear urban framework that enables the project to connect with the immediate urban context. The separation of the residential towers is consistent with the requirements of the ADG, ensuring that the public domain, particularly the central plaza, receives sufficient solar access during mid-winter. The overall composition of the towers and podia is well balanced, providing a rich and dynamic urban centre as well as a highly liveable and connected community.

The positioning of the build within the urban context generates a connective and permeable ground plane that allows the community from the north, east, and south to move through the precinct to the train station. The central plaza will provide a community gathering place activated by retail and commercial uses on the ground floor and level 1, supported by the three residential towers above.

The podium contains various breaks and steps that relate to entry points into both the retail and commercial podium as well as into the residential buildings above. Compositionally, the podia create a dynamic environment while maintaining a consistent façade language towards the public domain. Within the established grid, the various retail and commercial uses can further animate the facades using depth and articulation with various materials and expressions.

The residential towers are strongly articulated to reduce the perceived length of the buildings and are stepped at the top to further emphasize the verticality of the buildings. The tower forms provide for articulation and visual relief over the podia for the communal gardens and private gardens. Conceptually, the rich landscape setting of the ground plane connects up to the podium level and weaves up through the tower forms.

While there is a consistency in the overall form and composition of both the podia and towers, there is significant variety of expression, materiality, and articulation within to ensure sufficient richness and character within the overall precinct.

4. DENSITY

Density, in architectural terms, refers to a building's floor space or dwelling numbers relative to the site. Appropriate densities respond to the context, environmental qualities, and the availability of infrastructure, including social/ community infrastructure and public transport. The Proposal is consistent with the planning controls in its height, density, and building form, playing a pivotal role in defining this important location within the Cabramatta CBD. The proposed mixed-use typology incorporates business, retail, commercial, and residential uses across the various podia and tower forms, totaling 358 apartments and 4,991 sqm of business, retail, and commercial space. The proposed total GFA is 36,091 sqm, resulting in an FSR of 4.45:1.

The proximity to transport infrastructure and local service and retail offerings presents a compelling opportunity for high-density residential redevelopment at this site. Transit-oriented developments (TODs) are defined as highly walkable, higher density precincts centred around a major transit hub. TOD precincts are the preferred model for both infill and new development strategies in Australia, due to their ability to achieve wider sustainability and economic benefits when compared to their suburban counterparts. The proposal is in close proximity to public transport and provides sufficient car parking within the basement, consistent with the DCP requirements. The provision of electrical charging stations, bike parking, and EOT facilities ensures the proposal will be able to provide sustainable transport

solutions. The proposal provides an activated edge to both Broomfield Street and Cabramatta East, but also gives back significant amounts of space at the ground plane to the public, creating an environment that will be shared between the residents and wider community through the network of laneways and the central public plaza, forming the heart of this development.

The proposal includes generous communal area provisions over the shared podia and at the top of each tower, creating great shared amenity for its residents. The proposal carefully balances the achieved yield and area with the generosity of the ground plane to create an elegant proposal that will complement the dynamic character of Cabramatta and allow the diverse and multicultural community to further flourish, ensuring consistent activation.

5. RESOURCE, ENERGY AND WATER EFFICIENCY

Environmental sustainability is more important than ever as we increase density and impact the environment. We focused on developing buildings which are sensitive to social, economic and environmental factors. Our approach to ESD aims to create an environment which is healthy, comfortable, social and sustainable. The proposal will need to stand the test of time and be appropriate for a community in which socialization, nature, health and well-being are no longer a given. ESD strategies inform the projects design concepts and sustainability ambitions. As the global focus shifts towards a sustainable, healthy world, our project needs to consider and promote essential aspects of providing a healthy and productive lifestyle, in which a community can be inspired, share and have fun. The building design and urban design infrastructure for the project embed the principles of sustainability.

Key design drivers are:

- Health & Wellbeing
- Social environment and inclusion
- Passive design principles & thermal comfort
- Energy
- Water

Health & Wellbeing

The Proposal integrates the proposed uses with a carefully configured public realm, providing a shared central plaza, through site links and activation to promote a healthy and dynamic urban lifestyle supported by great business and retail space for the Cabramatta community, and its dynamic, diverse and multicultural population. Well connected to public transport and amenity with further end-of-trip facilities and bike allocation in the ground plane promote both well-being and alternative transportation for commuting. Exercise stations, edible gardens and vegetable beds proposed on the podium promote wellbeing into occupant lifestyles. The building composition and orientation ensures that most of the apartments receive good solar access and aspect engaging with landscaped areas or the existing streetscape and context. The plaza and communal areas are designed to receive good solar access protected from the noise of traffic, wind and engage with the central plaza and proposed landscape setting. The selection of materials, sufficient natural ventilation of apartments and good aspect and solar access ensures occupants remain connected to the environment, nature and health.

Social Environment and Inclusion

The Proposal promotes the concept of inclusion and social gathering. Human connectivity, communication and shared experience are key aspects of learning and creating community. The ground plane facilitates this environment through strategic planning of pedestrian entry, movements, accessibility, deliberate moments of rest and greenery, all to encourage natural engagement between people living there and the wider community. The visual connectivity between spaces and position of the towers in relation to the plaza will create a sense of awareness and natural engagement between both the occupants of the buildings and the wider community. The central plaza encourages flexibility and variety of uses which will contribute to the beating heart of the Cabramatta community. The podia roof gardens provide for a variety of programmed uses within the communal offering which includes sports and yoga areas, BBQ areas, community gardens, kitchens and dining areas, but also spaces to meditate and relax while appreciating the distant views.

Passive Design & Thermal Comfort

Passive design strategies are fundamental to a sustainable buildings design. Apartment units and the proposed façade skin needs to consider both the visual amenity and transparency while ensuring shading and thermal comfort. Window positioning and operability in relation the proposed apartment is essential to provide both a functionality and comfort. Insulated walls and exposed thermal mass will together keep the apartments at stable internal temperature, while operable windows enable passive cooling. The careful consideration of the proposed built form and urban framing of external areas, communal gardens and balconies ensure that these spaces are usable and comfortable. The balance between sun, shade, and protection from rain, wind and noise ensure the proposed space will create comfort for the community. The landscape design plays a key role in further enhancing these principles.

Energy

An energy efficient building should consider ways to reduce the need for energy as a starting point. A key consideration in this is the façade design which controls the further need to deal with cooling, heating, light and air. The façade should be responsive to the uses and the needs of its occupants. The facade is designed to control solar gains while maintaining a comfortable internal environment. Window areas are carefully designed to minimise solar gain while maintaining views to the external environment and daylight. Naturally ventilated rooms, corridors and communal areas using cross ventilation will reduce need for AC. The floorplates of the towers ensure a high percentage of cross ventilation. Each typical tower lobby has direct access to daylight, reducing the need for artificial lighting and operable windows provide for natural ventilation of the lobbies. The development includes the potential to generate, store, and use power by including PV panels on the tower roofs to be used in the car park for vehicle charging stations and common area lighting.

Water

Water is essential to life and its security is of the essence. The design is water sensitive, and this will be a key consideration to the design of the communal podium areas and public realm landscape, which require substantial amounts of water for irrigation. Careful consideration of how to reuse water across the development will provide efficiencies combined with careful plant selection throughout the development. The project will use water-smart strategies to reduce potable water consumption through efficient fixtures.

6. LANDSCAPE

The proposal integrates the principles of biophilic design by providing a cohesive and sustainable environment that seamlessly connects landscape and architecture, enabling the built form to become a living and breathing entity. The landscape expression is carefully choreographed to support the architecture while ensuring that it contributes to the overall experience of the public domain. The design provides a seamless transition from the surrounding context and has been thoughtfully designed to enhance the pedestrian experience while maintaining the functionality of the space.

The use of planters, trees, and water features helps to soften the hardscape, while also creating a cooling effect and improving air quality, which is essential in a densely populated urban environment. The landscape design takes into consideration the local flora, fauna, and climate to ensure that the plant selection is suitable for the local environment, while also contributing to the overall aesthetic of the precinct and drawing from the in depth feedback and workshops held with the knowledge holders and elders of the original owners of the land facilitated by the Design with Country Consultant. The careful consideration of the soil depths ensures that trees and planters can thrive and provide the necessary benefits for the community, despite being located over the basement car park levels.

The plaza serves as the heart of the development, providing a central gathering space for the community. The design encourages social interaction, cultural exchange, and healthy outdoor activities. The landscape design includes an art installation of a dragonfly, which has significant cultural and symbolic meaning to the local community, as well as interpretive ‘public art’ overhead lanterns that provide a striking visual element to the space, particularly at night.

The laneways are activated by a mix of retail and commercial uses, and are framed by layers of landscape, providing a lush backdrop to the urban environment. The design takes into consideration the needs of the pedestrians, ensuring that the space is safe, accessible, and user-friendly. The proposed landscape design is rich in texture and provides a harmonious balance between hard and softscape elements, creating a space that is both functional and aesthetically pleasing. There is strong expression of both First Nations (past and present cultural aspects) and Multi-Cultural modern Cabramatta in the detail elements and public art content that is integral with the landscape design. The landscape is extended up into the podia onto the communal spaces over the podia to form a series well considered communal spaces creating amenity to the residents within the buildings. The landscaped areas provide a variety of uses and consider both passive as well as active uses.

Overall, the landscape design is a critical component of the proposal, ensuring that the built form is sympathetic to the environment and that the public domain is activated and contributes positively to the urban fabric of the surrounding context.

7. AMENITY

The design of the apartments ensures ample space both internally and externally to cater to the lifestyle expectations of the Cabramatta community. The towers are rationally oriented to maximize solar access, cross ventilation, and shared aspect, while maintaining a sufficient distance from one another to preserve visual privacy. The lift lobbies are designed to offer stunning views while also promoting interaction between residents. Natural light and ventilation further enhance the quality of the living spaces, contributing to a healthy and breathable environment. The communal areas in the development are carefully planned to promote lifestyle and well-being, with ample shared facilities both inside and outside the buildings. The main landscaped communal areas over the podium offer a range of spaces for active and passive use, including gym stations, bush tucker edible gardens, vegetable gardens, pet-friendly spaces, BBQ areas, and seating areas. The communal rooftop space features an external community room that takes full advantage of the distant views. The landscape design provides a variety of spaces for active and passive use to provide residents with a diverse and engaging experience.

The design of the apartments and communal spaces prioritizes accessibility, sunlight, ventilation, visual and acoustic privacy, and the size and configuration of rooms and spaces. The resulting quality of the built environment is a testament to the project’s commitment to creating an amenity-rich development that is well-suited to the needs and expectations of the Cabramatta community.

8. SAFETY AND SECURITY

The proposed ground plane is carefully considered in its engagement with the surrounding public domain and built environment. It has been designed with the intention of seamlessly connecting the adjacent neighbourhoods to the train

station through a network of pedestrian-friendly, safe laneways and a generous central plaza. The perimeter of the ground plane is activated by commercial and retail uses, while the heart of the development is embraced by active uses and overseen by the residential towers. The commercial and residential lobbies have been thoughtfully placed to engage with the plaza, laneways and surrounding streets, creating a sense of shared ownership and passive surveillance. This encourages a strong sense of community, activating the plaza and imbuing a sense of shared responsibility amongst residents, business owners and retail tenants. To ensure the safety and security of the public utilising these linkages, CCTV cameras will be installed as required. Overall, the ground plane is a well-conceived space that supports the needs of the community, encourages social interaction and facilitates connectivity.

9. SOCIAL DIMENSIONS AND HOUSING AFFORDABILITY

The proposed development offers a thoughtful and forward-thinking response to the housing needs of Cabramatta’s future. The apartment mix and sizing have been carefully considered to ensure that the project offers well-designed, flexible apartments to meet the needs of this vibrant and dynamic community. The building configurations are compact and efficient in their layouts but do not sacrifice great amenity for occupants. The project has a clear vision in creating a sense of community gathering, not only on the ground plane, but also in the individual building lobbies to encourage social interaction between residents when arriving at their level.

The generous communal areas throughout three buildings further contribute to the project’s social and community-oriented ethos. The residential and commercial lobbies are integrated into the podium, creating a seamless transition between private and public spaces. This integration adds to the dynamic and social character of this precinct, in which the connective ground plane becomes a social meeting place for all parts of this rich and diverse multicultural community. The project’s approach to community building and gathering is not limited to the public realm; it extends to the residential areas, where carefully considered design details create a sense of community and connection among residents.

This approach to community building is integral to the project’s ethos, which recognizes the importance of creating an environment that is healthy, comfortable, social, and sustainable. The project’s design drivers, which include health and wellbeing, social environment and inclusion, passive design principles and thermal comfort, energy, and water, further highlight the project’s commitment to sustainability and community-oriented design. Through these design principles, the project provides a holistic and thoughtful response to the needs of Cabramatta’s diverse and dynamic community.

10. AESTHETICS

The careful consideration and balance of consistency and diversity in the architectural expression of the project generates a cohesive and well-balanced precinct. The proposed brick character of the podium is consistent with the immediate context and establishes a layer of consistency, while the variety of colour and depth within the established rhythm of the brick portals brings richness and character to the shared public domain.

Each tower and related podium has its own distinct character through the use of a unique colour palette which generates a sense of identity. The three podia collectively frame the newly established public domain and share a general composition of scale and built form, but each has its own unique character through the use of colour and detailing. The various colours of brick and metal detailing respond to the material language used in the towers. Each tower draws from the colours of nature and uses natural metal in its detailing, creating a cohesive play of colour and contrast.

The signature tower incorporates brass metal colour expression in its screens and detailing, drawing inspiration from the yellow tones of leaves in nature. The material character of this tower carves through the building and podium to define the lobby, while the brick colour resonates with the tones to establish a cohesive play of colour and contrast. Similarly, the north-eastern tower uses warm copper tones to create further diversity, while the building north of this uses the green patinas of patina copper colour to draw from nature and provide contrast and warmth in the overall scheme.

The diverse use of colour throughout both the podium and the towers creates a balanced yet dynamic interplay of light, warmth and richness, contributing to the overall character of the development.



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Cabramatta East Precinct Stage 1 and 2
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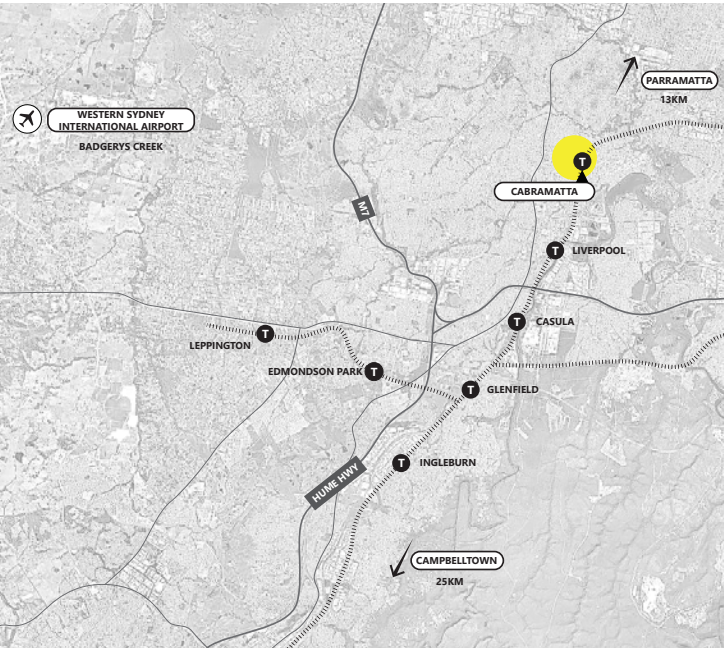
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01 SITE + CONTEXT



City Context

Located in the City of Fairfield, Cabramatta ('Cabra') is a suburb in south-western Sydney, New South Wales, Australia, situated approximately 30 kilometres (19 mi) south-west of the Sydney central business district. Cabramatta is strategically located from the Sydney central business district. The suburb's proximity to major arterial roads, such as the Hume Highway and the Western Motorway, as well as its access to public transport, including rail and bus networks, makes it an important transport hub within the state of New South Wales. Additionally, Cabramatta's location within the City of Fairfield provides access to a range of essential services and amenities, including schools, hospitals, shopping centers, and recreational facilities. In recent decades, it has become a melting pot for various Asian and European peoples, particularly Vietnamese immigrants who now make up a significant proportion of the population. As many as a quarter of Vietnamese speakers in Australia are of Chinese descent. The suburb has earned the nickname 'Little Saigon' due to its high Vietnamese population.



Regional Context

SITE + CONTEXT

HISTORICAL CONTEXT



Cabramatta 1953 Aerial Photo

Cabramatta has a rich First Nations history, with the area being home to the Cabrogal people for thousands of years prior to European settlement. The Cabrogal people were part of the wider Darug nation and lived off the land through hunting and gathering, fishing, and trading with neighbouring Indigenous groups.

The Cabrogal people had a deep spiritual connection to the land, with many significant sites still visible in the area today. These include the Cabramatta Creek, which was an important source of freshwater, as well as the surrounding bushland and salt marshes.

The Cabrogal people are the traditional custodians of the land on which Cabramatta is situated. Today, the Cabrogal people continue to maintain their cultural traditions and connections to their land, and their elders play an important role in preserving and sharing their history and heritage with younger generations.

Unfortunately, the arrival of Europeans in the late 18th century had a devastating impact on the Cabrogal people, with many being killed or displaced by disease, violence and the loss of their land. Despite this, the Cabrogal people have continued to maintain their cultural traditions and connection to their land, and have played an important role in the ongoing stewardship and management of the area.

In recent decades, the character of Cabramatta town centre has been shaped by the cultures and activities of people that have inhabited the place over time. Following the Vietnam War in the 1970's Australia and Cabramatta in particular accommodated many Vietnamese, Khmer, Laotian and other south-east Asian minority refugees and migrants.



SITE + CONTEXT

METROPOLITAN CONTEXT



The Fairfield City region is located in southwestern Sydney, Australia. Its character and vision are shaped by its multicultural community, its natural environment, and its economic and social opportunities.

The region's vision is to be a vibrant and sustainable community that values diversity, innovation, and collaboration. To achieve this vision, the Fairfield City Council has set out a number of strategic objectives.

These include:

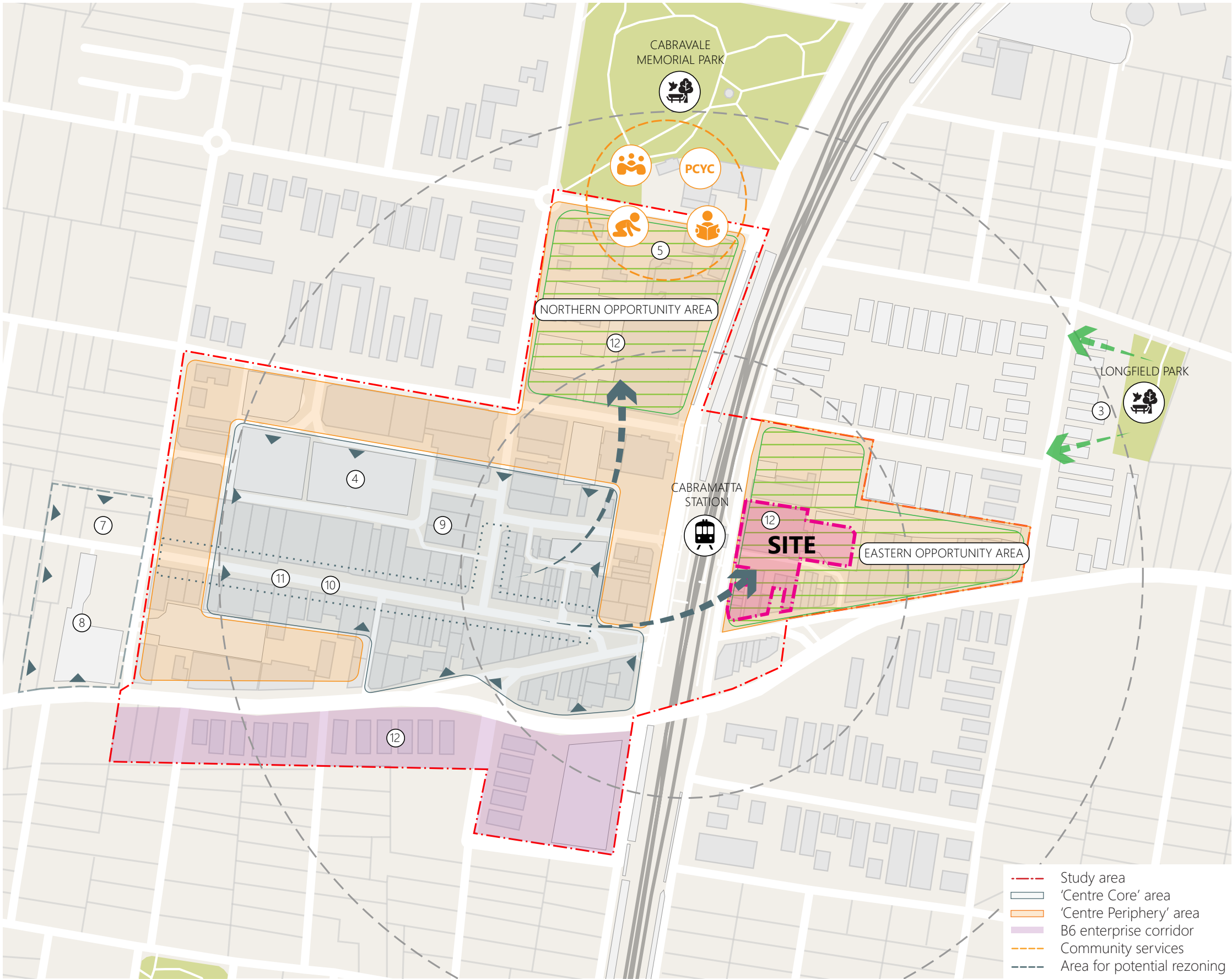
- Building a strong and sustainable local economy that supports local businesses and creates job opportunities for residents.
- Protecting and enhancing the region's natural environment, including its parks, waterways, and wildlife habitats.
- Creating safe and connected communities that are inclusive and welcoming to all residents, regardless of their background or circumstances.
- Investing in high-quality infrastructure and services, including transport, education, healthcare, and community facilities.
- Fostering innovation and creativity, and supporting local arts and culture.
- Celebrating and promoting the region's rich cultural diversity, and supporting the social and economic participation of all residents.
- Overall, the Fairfield City region aims to be a place where people can live, work, and thrive, in a safe, healthy, and sustainable environment.

- Strategic centre
- Economic corridor
- Renewal areas



SITE + CONTEXT

LAND USE FRAMEWORK PLAN & RECOMMENDATIONS



A strategic masterplan has been developed for Cabramatta which identifies opportunities for increased height, scale and density as part of an overall vision for the area. This includes recommendations for changes to the planning controls, the LEP and DCP for the area. This proposal forms part of the eastern opportunity area located immediately east from the train station.

Recommended actions

- 1. FCC to prepare a contribution plan to secure funding for infrastructure and public benefits
- 2. FCC to develop an Affordably Housing Policy to support the increase of affordable housing provision in an equitable manner across the LGA
- 3. FCC to strategically acquire properties adjacent to existing open spaces close to the centre (i.e. Longfield Park) relative to the increase in population
- 4. FCC to investigate using the upper levels of the carparking structures and on-street carparking for social, cultural, recreational activities potentially through temporary events or structures
- 5. FCC to upgrade the public domain, investigate opportunities to remove on street car parking which would allow for widening of the footpaths as the town centre residential community and tourist economy grows
- 6. FCC to continue to invest in, improve access to and strengthen public domain around the civic and community cluster around the Library and McBurney Road
- 7. FCC to investigate formalising existing uses in the area west of the intersection of Hill Street and John Street to consolidate and regularise existing commercial uses at the western end of John Street and create a gateway
- 8. FCC to investigate developing multi-storey carparking on the periphery of the centre inclusive of rooftop recreation opportunities

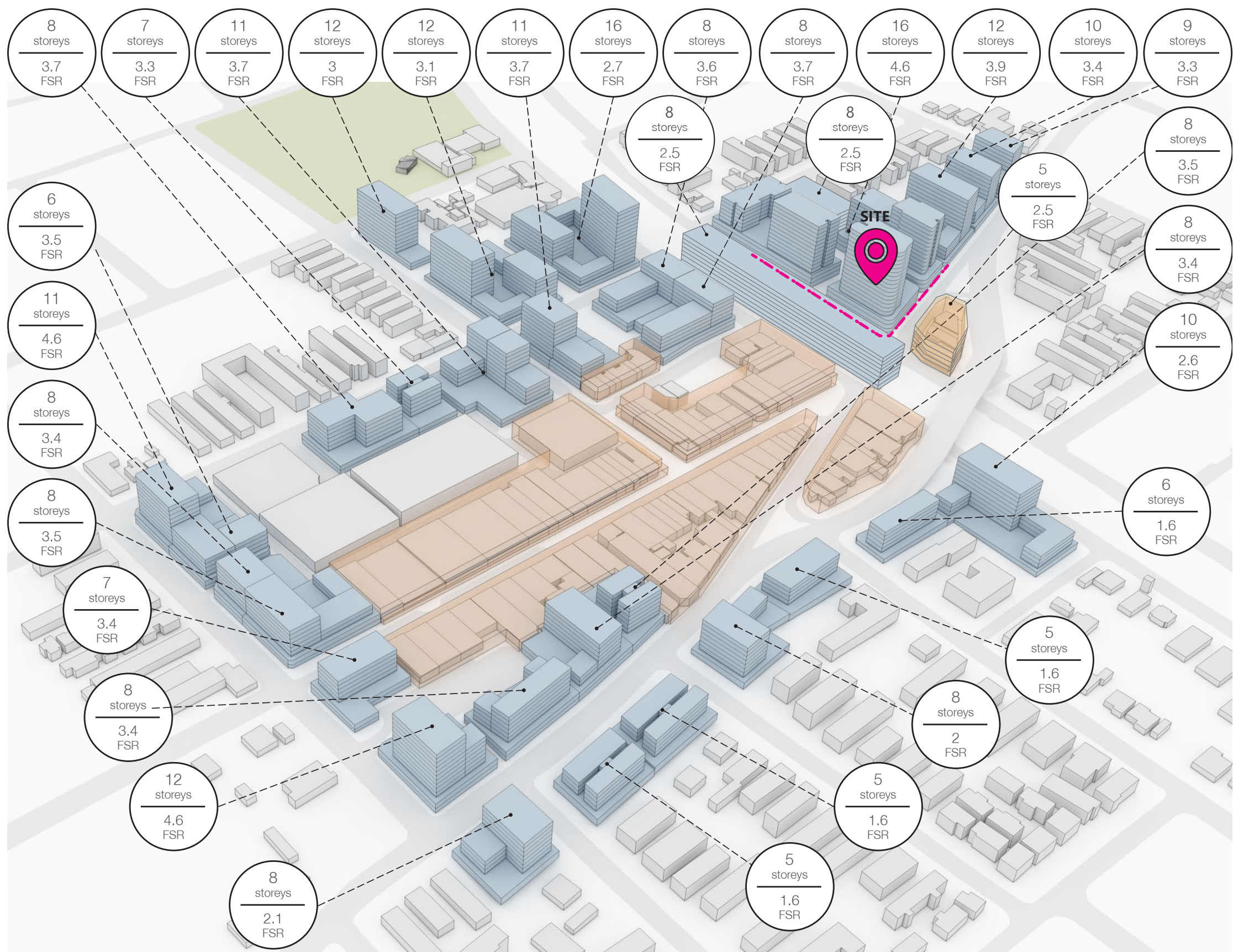
Recommended changes to DCP and LEP controls

- 9. Rezone the 'centre core' from Zone B4 Mixed Use to Zone B3 Commercial Core to protect the commercial function and the character of the centre from the negative impacts of shop-top housing including fragmenting active street frontage with services, lobbys and parking access
- 10. DCP to include active frontage controls along John Street to protect it as the primary retail high street
- 11. DCP guidelines to consider the removal of requirements for car parking in the 'centre core' to encourage additional commercial development above ground floor. In-lieu of car parking, review of the Section 7.11 Development Contributions plan to investigate options for car parking development contributions, which would provide funding for a car park on the periphery of the centre without undermining development viability
- 12. LEP to retain the Zone B6 Enterprise corridor to the south of Cabramatta Road to accommodate larger retail functions such as motor vehicle and furniture show rooms not appropriate in the 'centre core' and which allow for the activation of Cabramatta Road
- 13. DCP guidelines to support development of commercial and retail anchors in the 'northern opportunity area' and 'eastern opportunity area'
- 14. Reduce carparking requirements for all landuses within the centre



SITE + CONTEXT

MASTERPLAN FRAMEWORK



Source: Cabramatta Urban Design Study, SJB

The eastern opportunity area allows for a range of taller built form adjacent the trains station which further towards the east reduces in scale. The importance of the public transport node is marked by the increased height. This development application is consistent with the principles of this masterplan strategy for Cabramatta and with the recently changed LEP controls for the site as part of the Eastern Precinct proposal.

The Cabramatta East Precinct development is a project initiated by the New South Wales Government in partnership with the Fairfield City Council. The project aims to transform the area into a vibrant and sustainable residential community with improved housing, public spaces, and amenities.

The development will be located in the suburbs of Cabramatta East, Canley Vale, and Canley Heights, covering an area of approximately 30 hectares. The project will involve the construction of over 4,000 new homes, including apartments, townhouses, and standalone houses, as well as new retail and commercial spaces.

The precinct will also feature new community facilities, including parks, playgrounds, and community centres. The development aims to create a safe, connected, and sustainable community, with a focus on promoting active lifestyles and encouraging community engagement.

The project is currently in the planning stages, with community consultation and stakeholder engagement being a key part of the process. The development is expected to create new job opportunities and support the local economy, as well as provide much-needed affordable housing options for the area.



CHARACTER & CULTURAL IDENTITY



Retail at Dutton Lane



Retail inside mall

Cabramatta today is a dense, fine grain subdivision pattern with larger buildings subdivided into smaller tenancies which are similar to the arcades of south-east Asia. The concentration of many Asian commodities and fresh food soon made Cabramatta a regional destination and it has continued to attract a wide range of communities, local visitors and tourists to this authentic South-East Asian environment.

Cabramatta has a relatively small Aboriginal population, and there are little known Aboriginal cultural sites in the area. However, the Cabrogal people, who are the traditional custodians of the land that includes Cabramatta, still have a strong cultural presence in the wider Fairfield area. The Cabrogal people have a rich cultural history that dates back thousands of years, and their traditions and customs continue to be celebrated and passed down to younger generations through storytelling, art, music, and dance. There are also a number of local Aboriginal organizations and community groups in the area that work to promote and preserve Aboriginal culture and heritage.



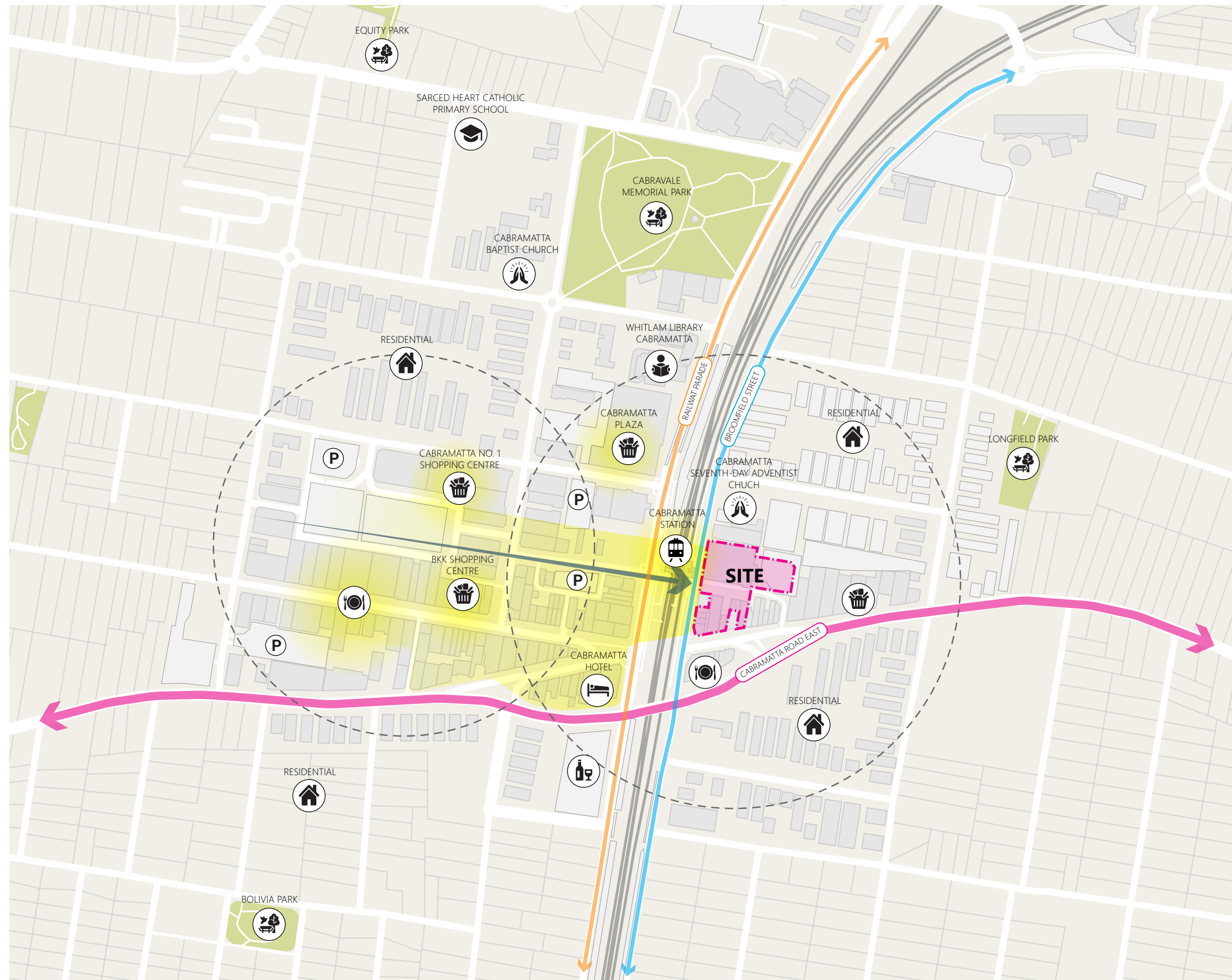
Pai Lau Gate



Intersection between John Street and Arthur Street

SITE + CONTEXT

SITE ANALYSIS



The site consists of 8,138 sqm of privately owned land and a small section of council laneway with frontage to Broomfield Street and part of Cabramatta Road East. This parcel of land is situated on the eastern side of Cabramatta, across from Cabramatta rail station, in the Fairfield local government area. The western boundary of the site is characterized by Cabramatta Station and the railway line, providing a high level of proximity. Currently, the site comprises small retail shops and commercial premises, including the Stardust Hotel, along with an at-grade public car park adjoining part of the rear boundary. A private lane traverses from Broomfield Street to access private car parking and links with the public lane off Cabramatta Road East. While the western part of Cabramatta has become a vibrant community, the eastern side of the station presents an opportunity for development that complements the area's character and rich multicultural demographic. The proposal aligns with the approved Planning Proposal as part of the broader Cabramatta Town Centre strategy, which permits increased height and density around the train station. The planning proposal creates a strategy that integrates the new proposal into the existing urban fabric surrounding the site, with careful consideration given to permeability, connectivity, and urban character. This provides an opportunity to enhance the experience of approaching the train station from a wider context.



THROUGH SITE LINKS



PUBLIC ART



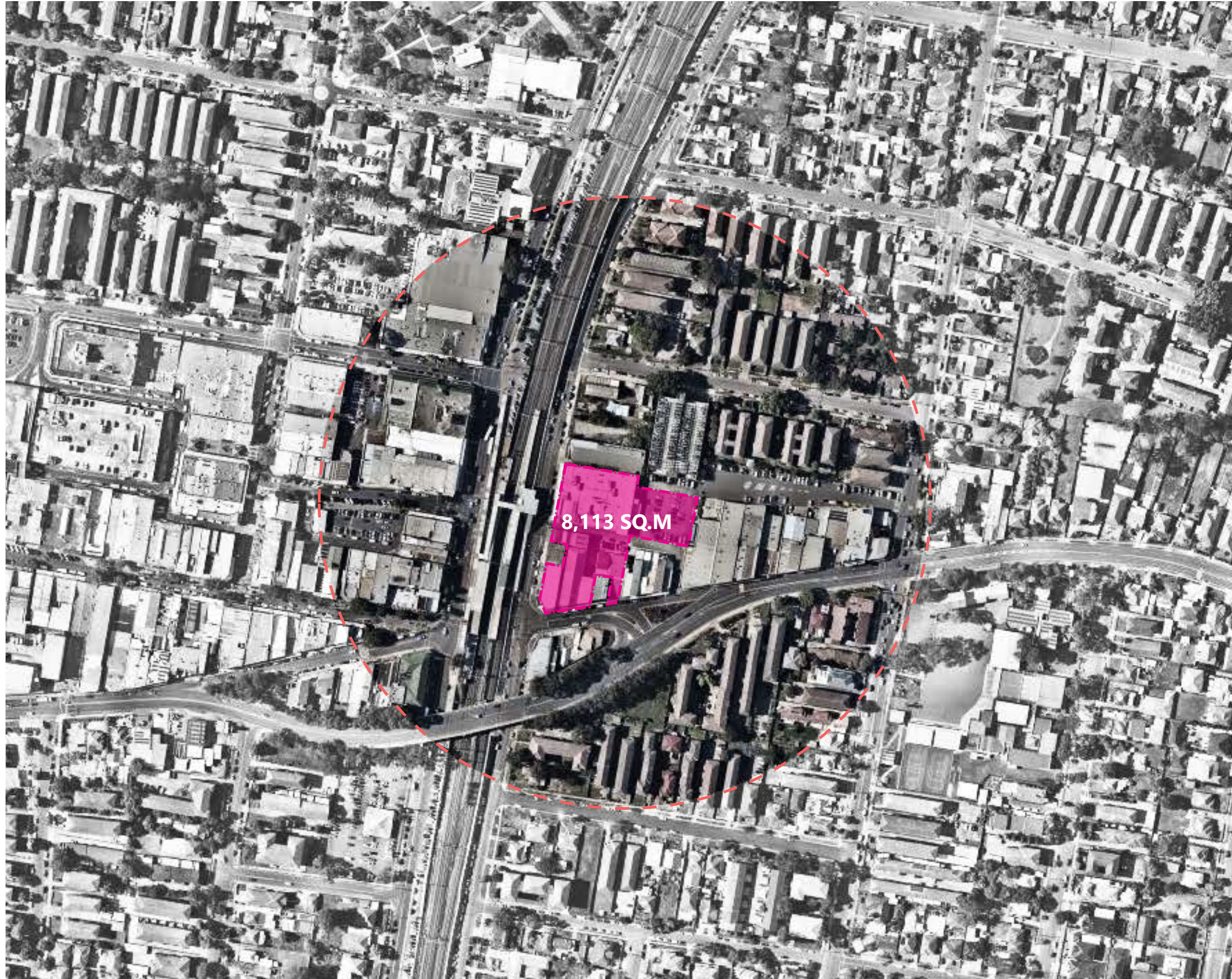
OVERHEAD LIGHTING



CHARACTER



LOCATION AND CONTEXT CHARACTER



Cabramatta is renowned for its diverse and lively urban character, which has been shaped by its multicultural community and rich history. The town centre is a bustling hub of activity, boasting a wide range of shops, markets, and restaurants that showcase the area's diverse cultural influences. The architectural landscape of Cabramatta is a mix of traditional and modern styles, with an array of building heights and materials that add visual interest to the area. The immediate context comprises a combination of low-rise and medium-rise residential buildings and commercial shops lining Broomfield Street, Fisher Street, and Cabramatta East. The material character of the buildings employs bricks and traditional design elements to establish a distinct neighborhood character. Several public spaces, including parks and plazas, offer opportunities for community gatherings and events, further adding to the vibrant character of Cabramatta. The architectural character of Cabramatta East is diverse and eclectic, reflecting the suburb's rich multicultural history and ever-evolving urban landscape. The area features a mix of residential, commercial, and public buildings, ranging from small-scale shops and cafes to larger shopping centres, multi-storey apartment buildings, and public facilities such as schools and community centres. The architecture in Cabramatta East has been influenced by various styles, including traditional Australian, Victorian, and contemporary designs, as well as Asian and Middle Eastern architectural elements that reflect the area's multicultural population. The use of bright colors and ornate details is common in some buildings, particularly those with Asian influences, while others feature more minimalist and functional designs. In recent years, there has been a shift towards more modern and sustainable design practices, with features such as green roofs, solar panels, and rainwater harvesting systems being incorporated into some of the new developments. Overall, the architectural character of Cabramatta East is dynamic and constantly evolving, reflecting the changing needs and preferences of its diverse population.

SITE + CONTEXT
SITE PHOTOS



01. Corner of Cabramatta Road East and Broomfield Street



02. Cabramatta Train Station

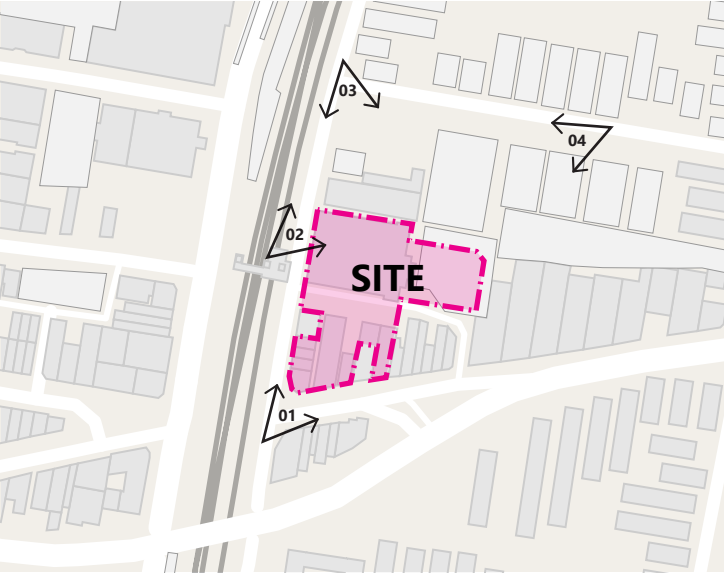
The site includes low-rise commercial shops situated along Broomfield Street, Fisher Street, and Cabramatta Road East. To the north-east of the site is the Council Carpark, and to the north-west is the Cabramatta Seventh-Day Adventist Church and the Stardust Hotel. The train station is situated immediately to the west of the site. Along Cabramatta Road East, there are two-story commercial shops.



03. Intersection at Fisher Street and Broomfield Street



04. Fisher Street



SITE + CONTEXT
SITE PHOTOS



05. Corner of Broomfield Street and Cabramatta Road



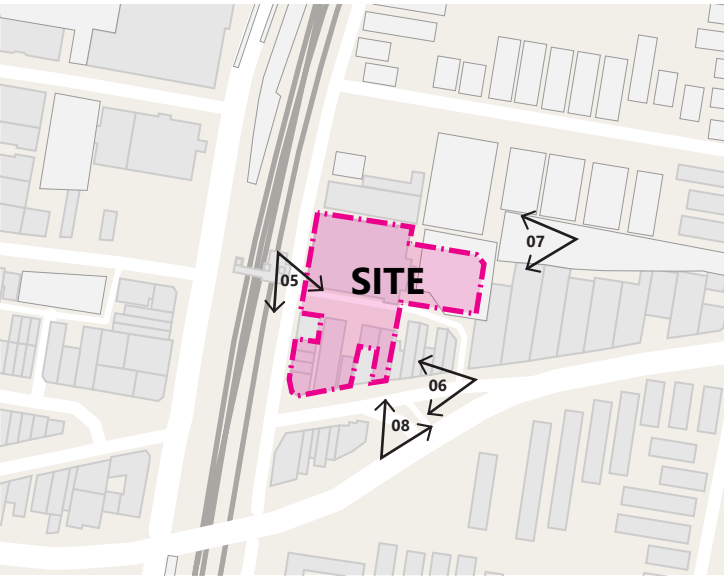
06. Looking west on Cabramatta Road



07. View from east entrance to Fisher Street Car Park

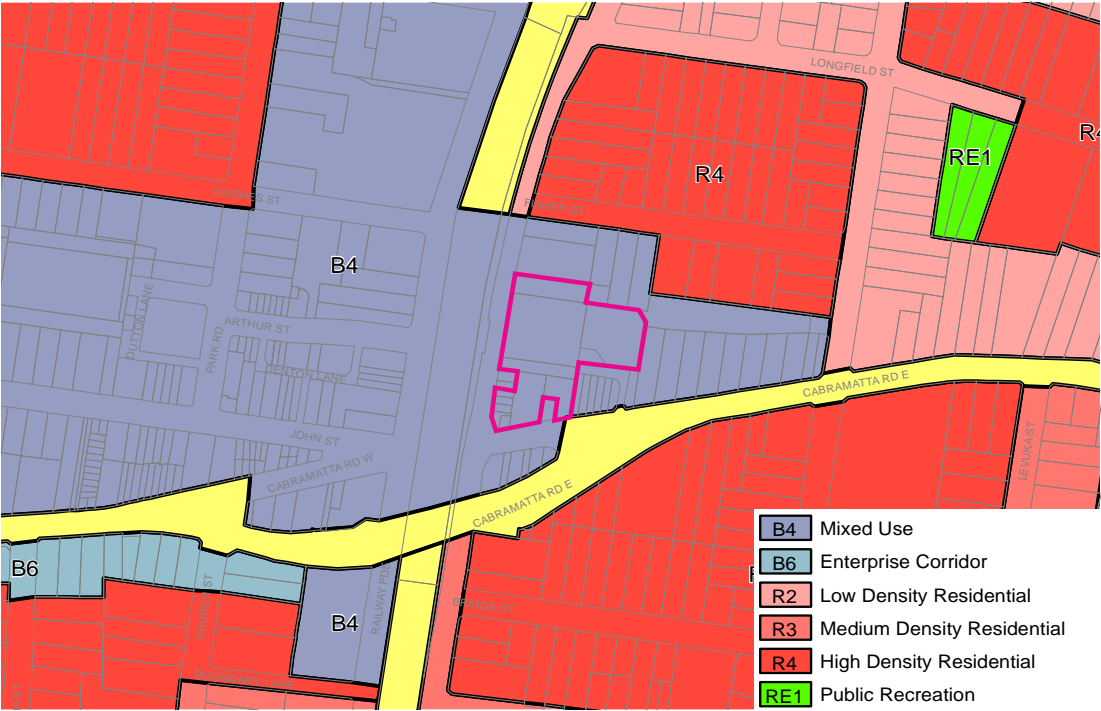


08. Cabramatta Road East of entrance to Car Park



SITE + CONTEXT

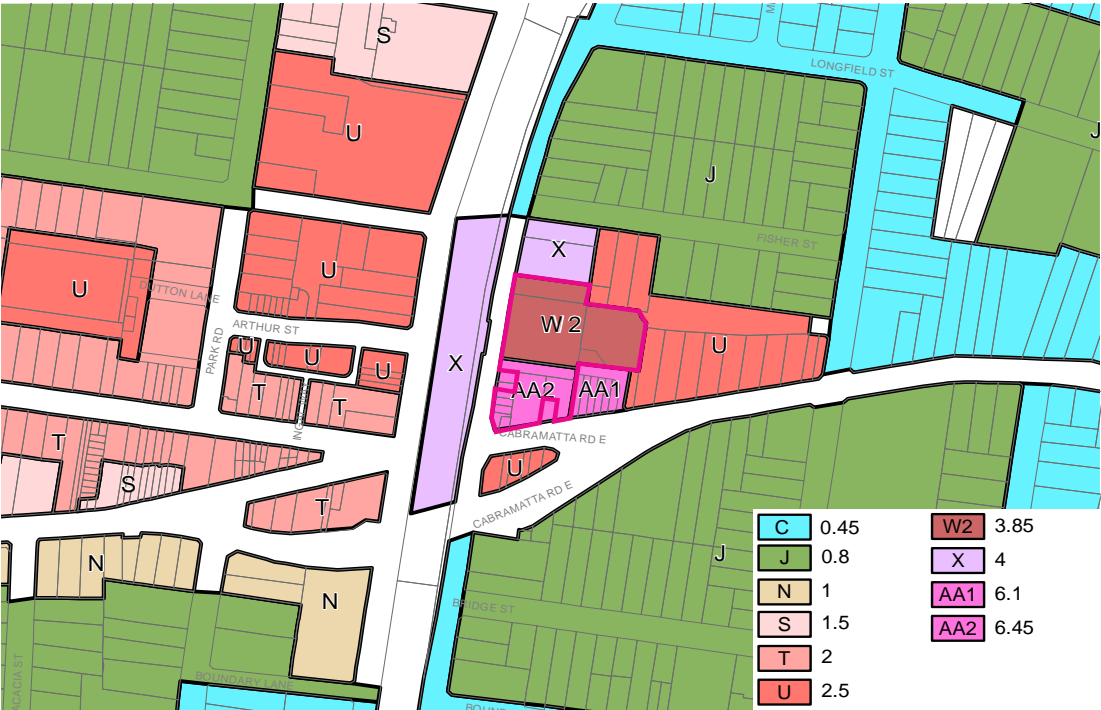
SITE CONTROLS



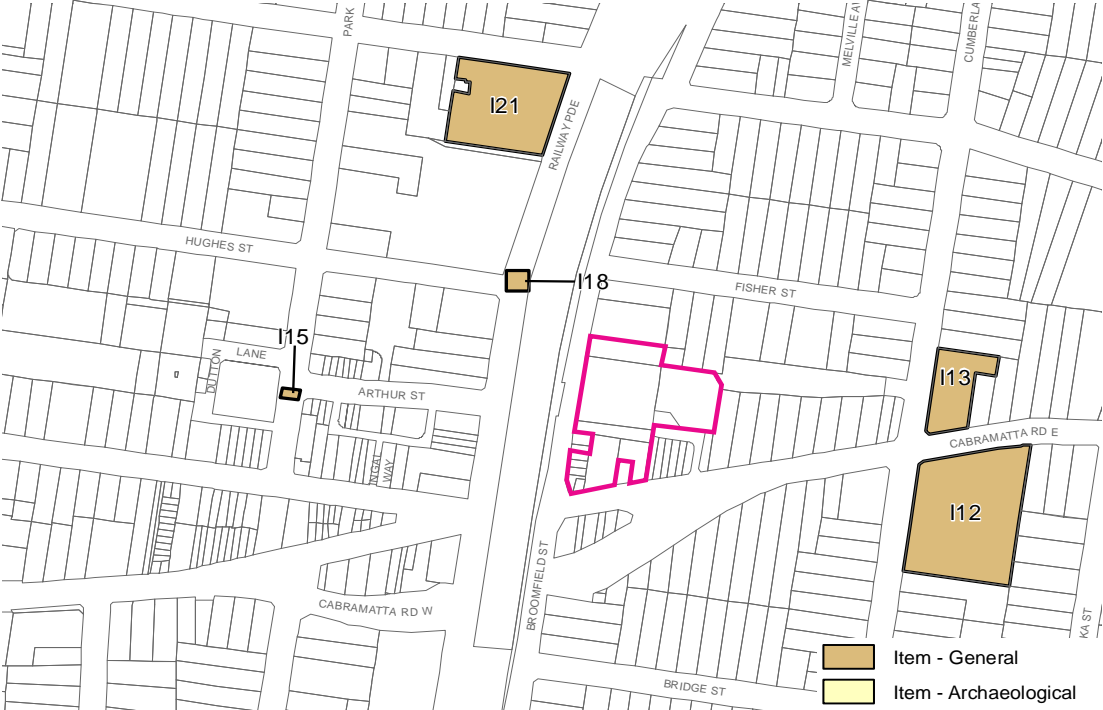
Land Zoning



Maximum Building Height



Floor Space Ratio



Heritage Site

The site is located within an area which has been recently rezoned to allow for additional height and density on the site. There is an additional draft Planning Proposal to further increase the heights and/or FSR of land adjoining the site. This includes over the station to the West (opposite the site), further south along Cabramatta Road East and to the North of Fisher Street carpark. These maps are not included in the images on this page. The proposal is consistent with these controls.

Land Zoning

The site is located in a mixed use zone providing the opportunity to create medium scale apartment living combined with commercial retail development.

Height

The site allows for 57-66 m height limit.

FSR

The site accommodates for an FSR of 3.85:1 - 6.45:1

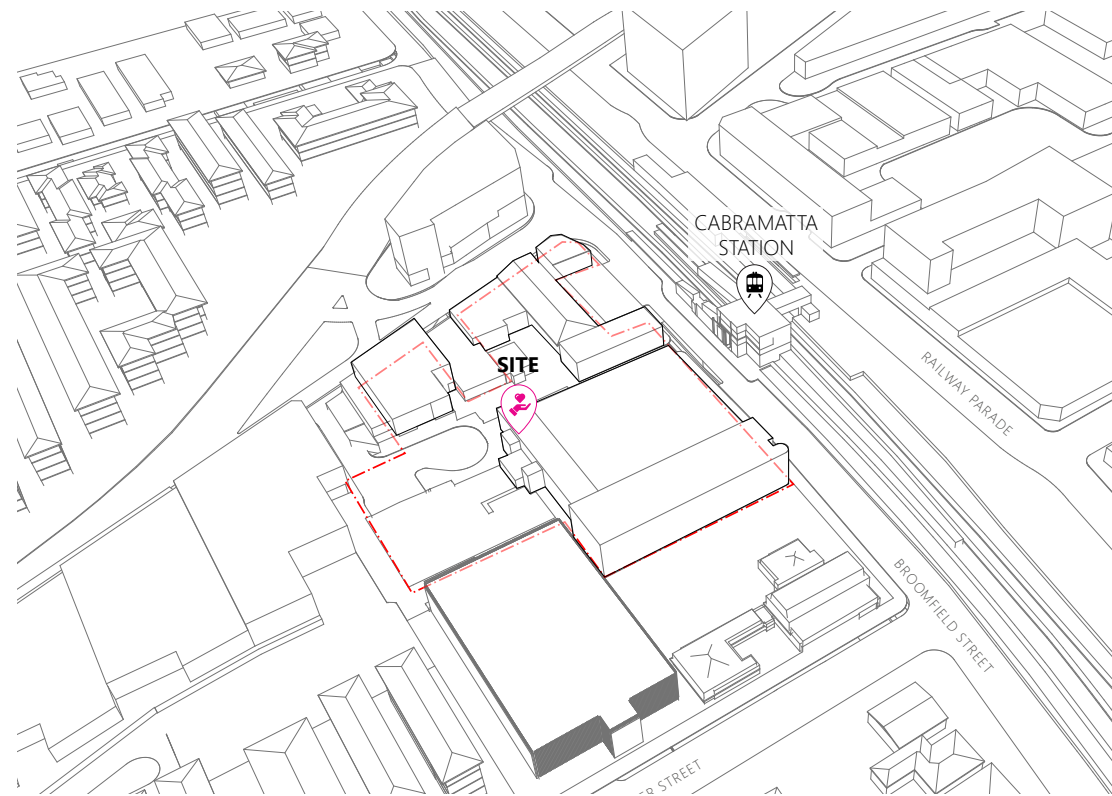
Heritage

There are no Heritage Items located on the site.

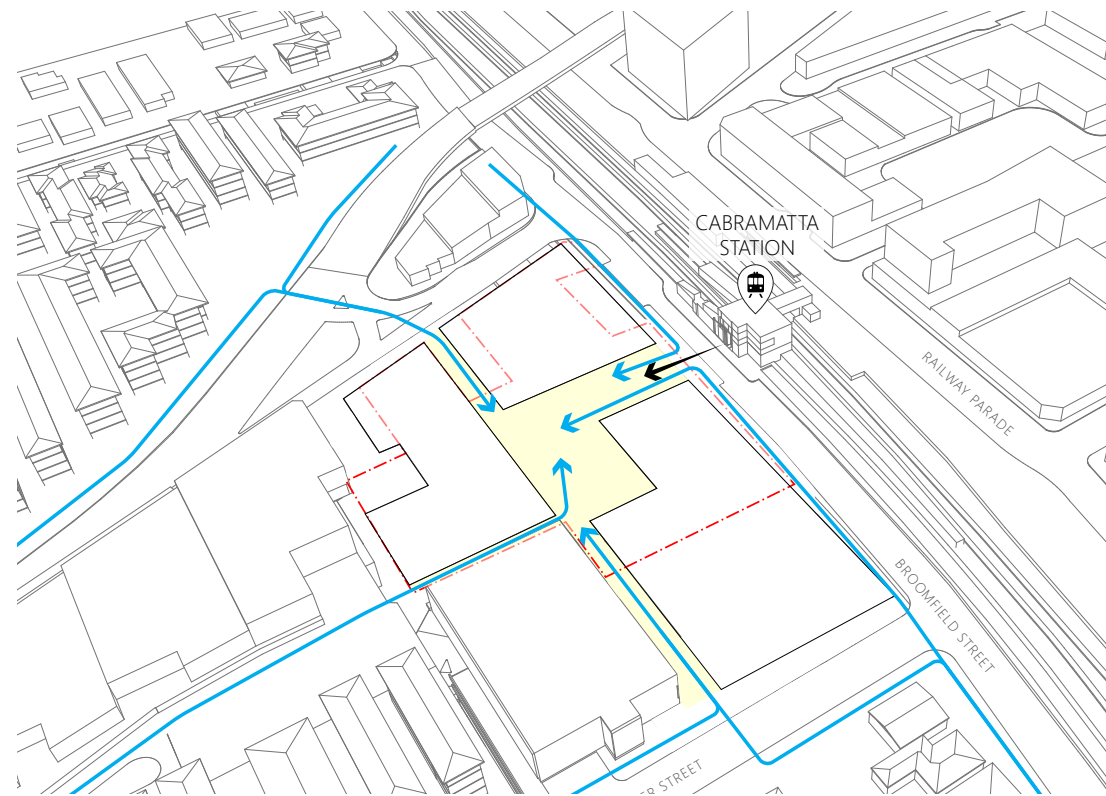


02 MASTERPLAN CONCEPT

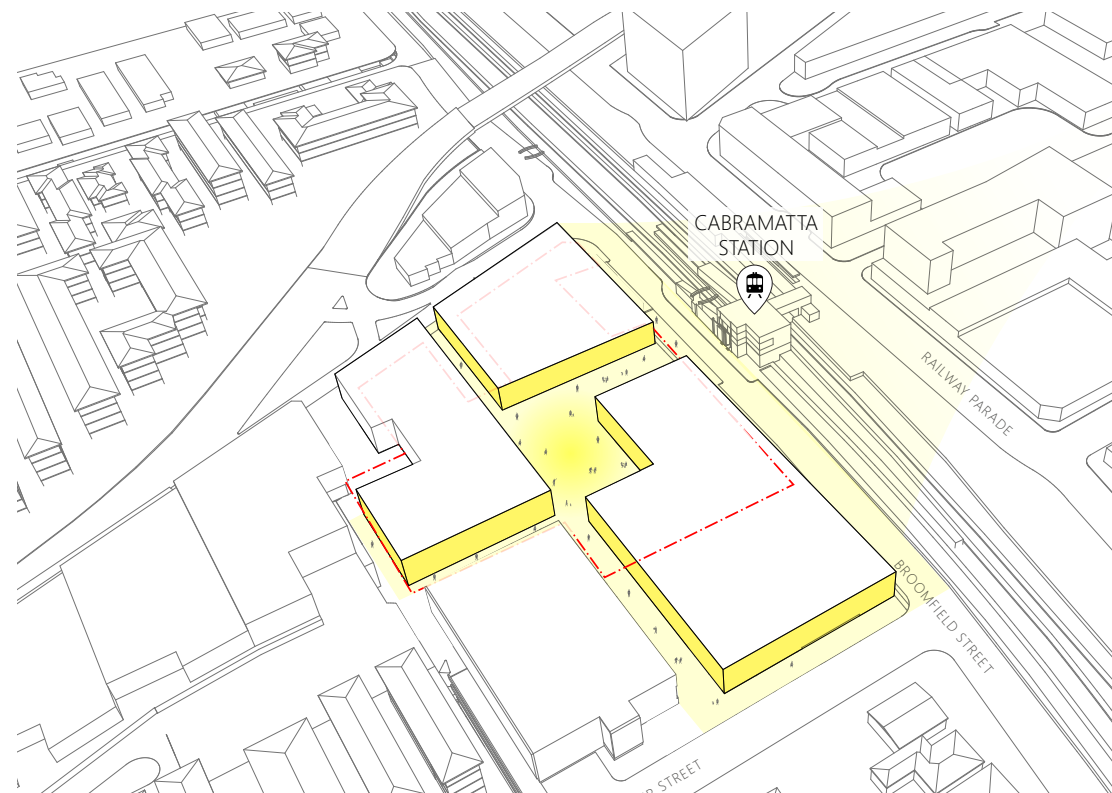
MASTERPLAN CONCEPT SITE STRATEGY



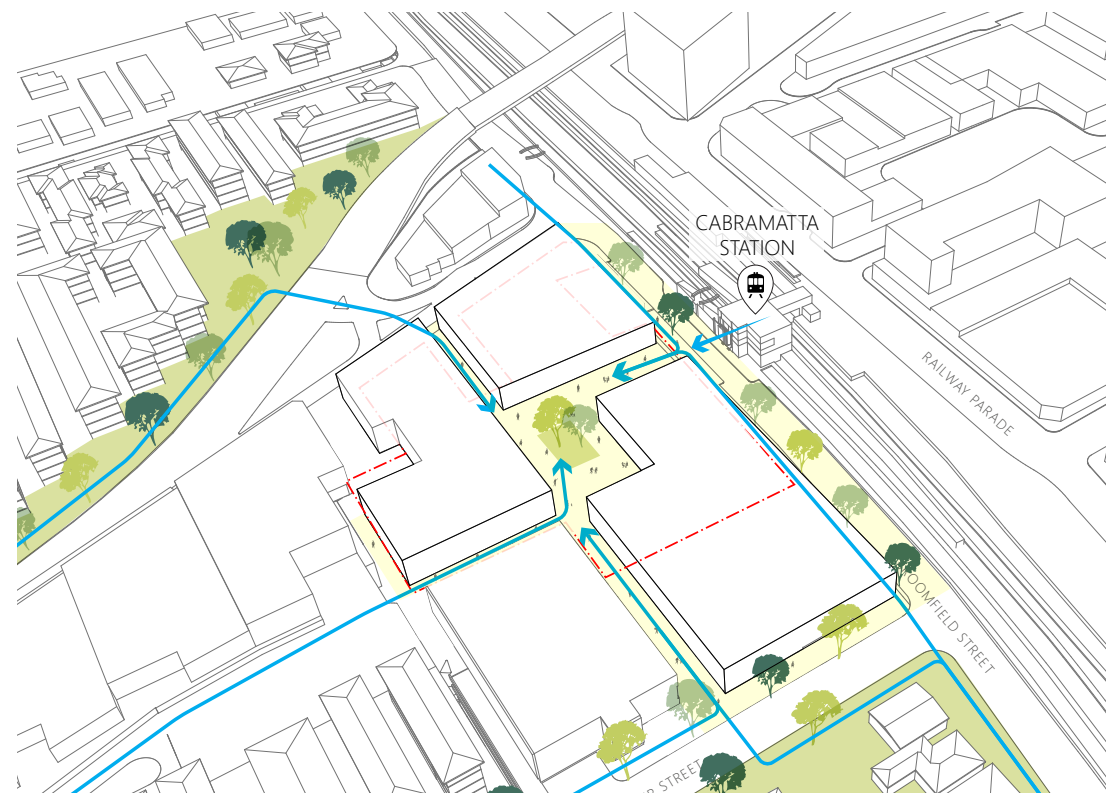
Existing site and context



Permeability over the station and centralised plaza



Retail and commercial activation to ground plane



Landscape character and public domain

An essential element of the proposal's design strategy is to establish a distinct and easily understandable public space that promotes permeability, connectivity, and community engagement within the precinct. The central plaza provides a direct connection to the station while also creating a distinctive atmosphere that defines the surrounding developable area. The ground plane and podium scale will play a critical role in connecting the precinct to the existing context in terms of both character and scale.



PUBLIC PLAZA



COMMUNAL SPACE



THROUGH SITE LINKS



PUBLIC ART



OVERHEAD LIGHTING

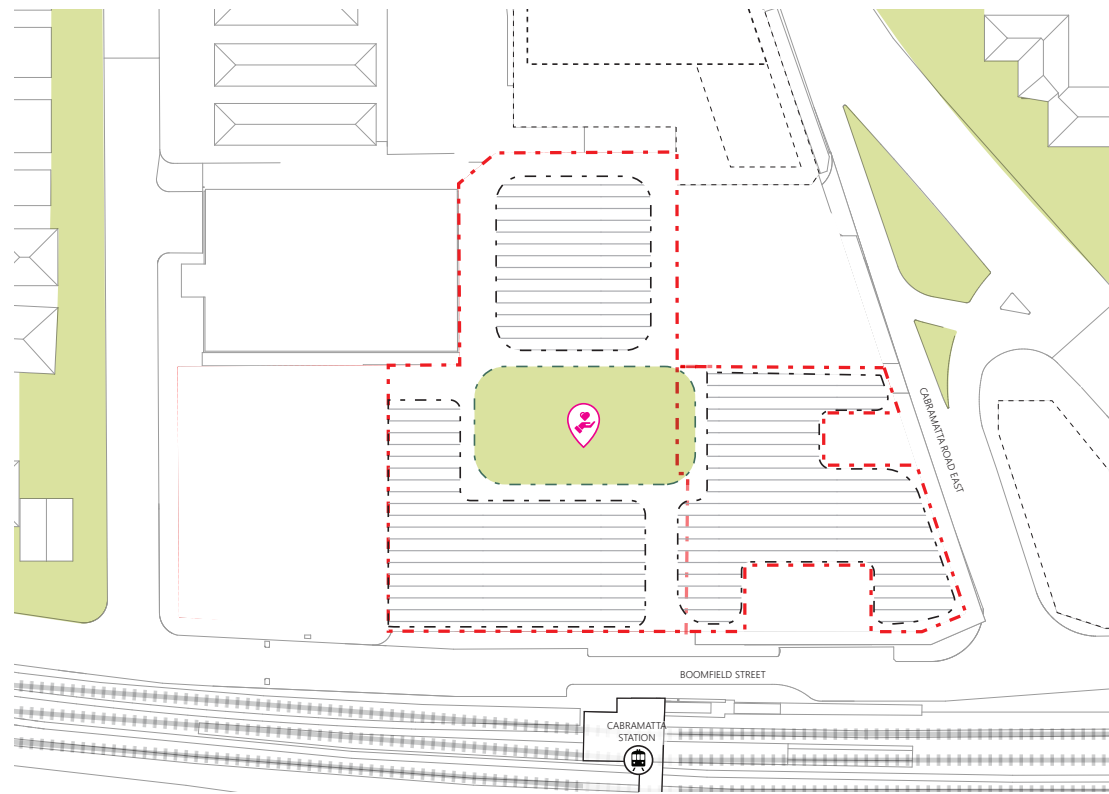


CHARACTER

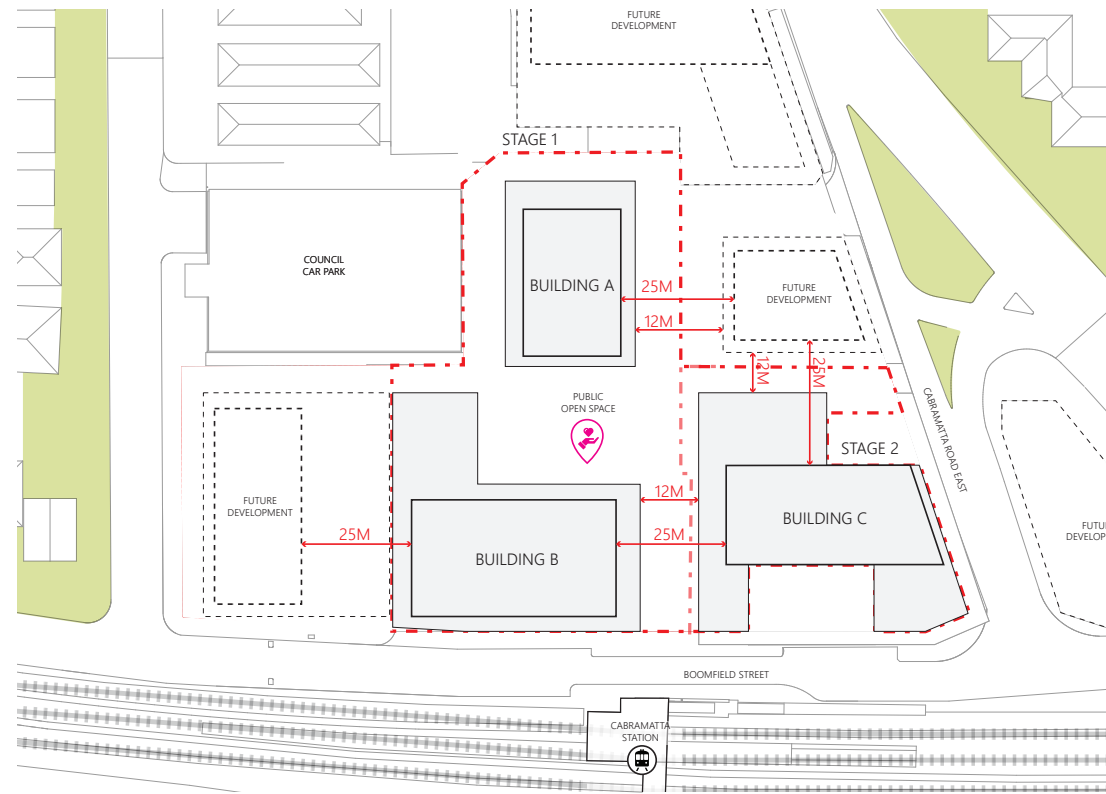


MASTERPLAN CONCEPT

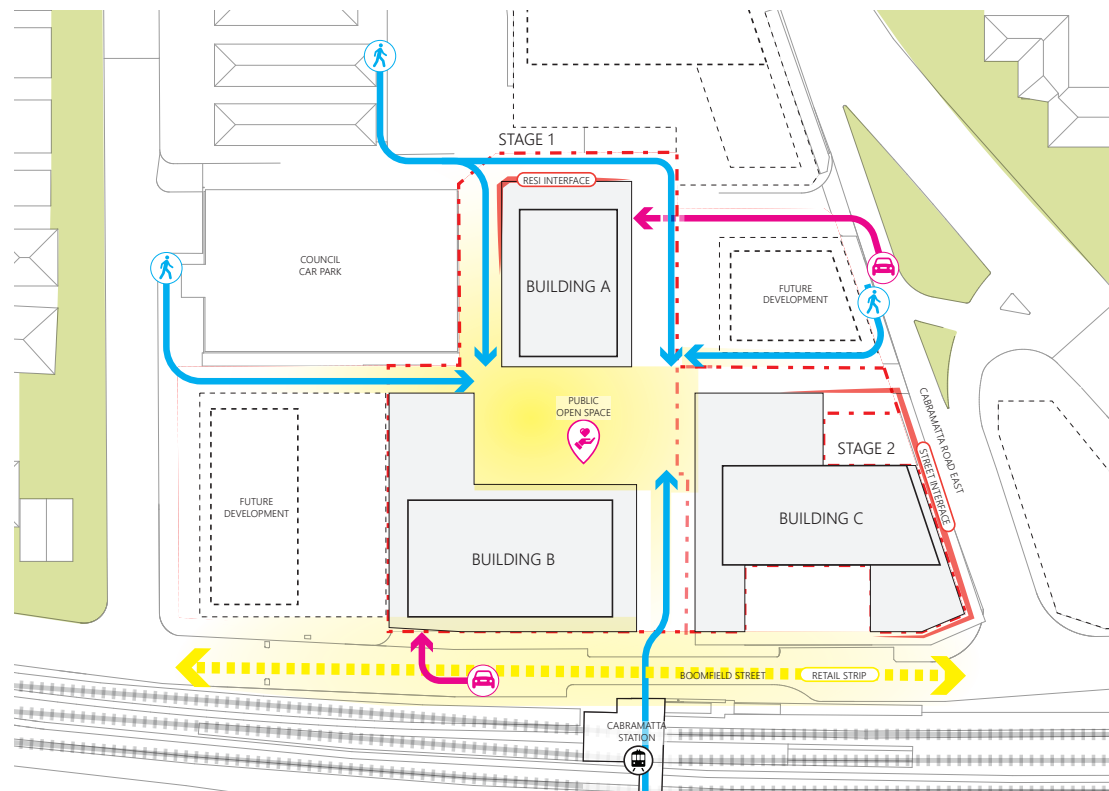
SITE STRATEGY OVERVIEW



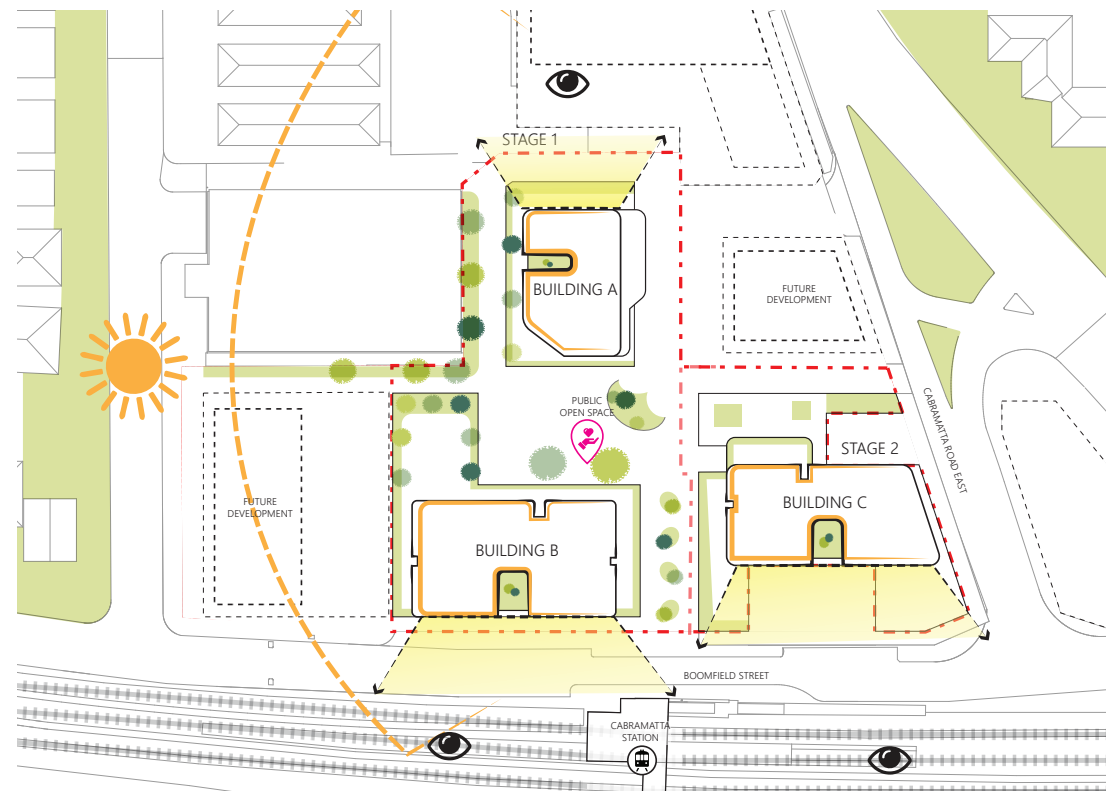
Development Zones within site



Built form and separation



Access and permeability



Landscape and environmental amenity

Developable zones

The proposal carefully establishes a legible and clearly defined ground plane which ensures strong connectivity to the train station and acts as a connector to the wider neighbourhood. It prioritizes the public domain in order to establish the developable areas surrounding this space.

Built form and separation

The built form consists of podium scale defining the public domain with a range of building over of various scale. The built form provides sufficient separation in line with the ADG requirement and ensures both the public domain and residential apartment will be able to achieve solar access and will have shared views to the wider context.

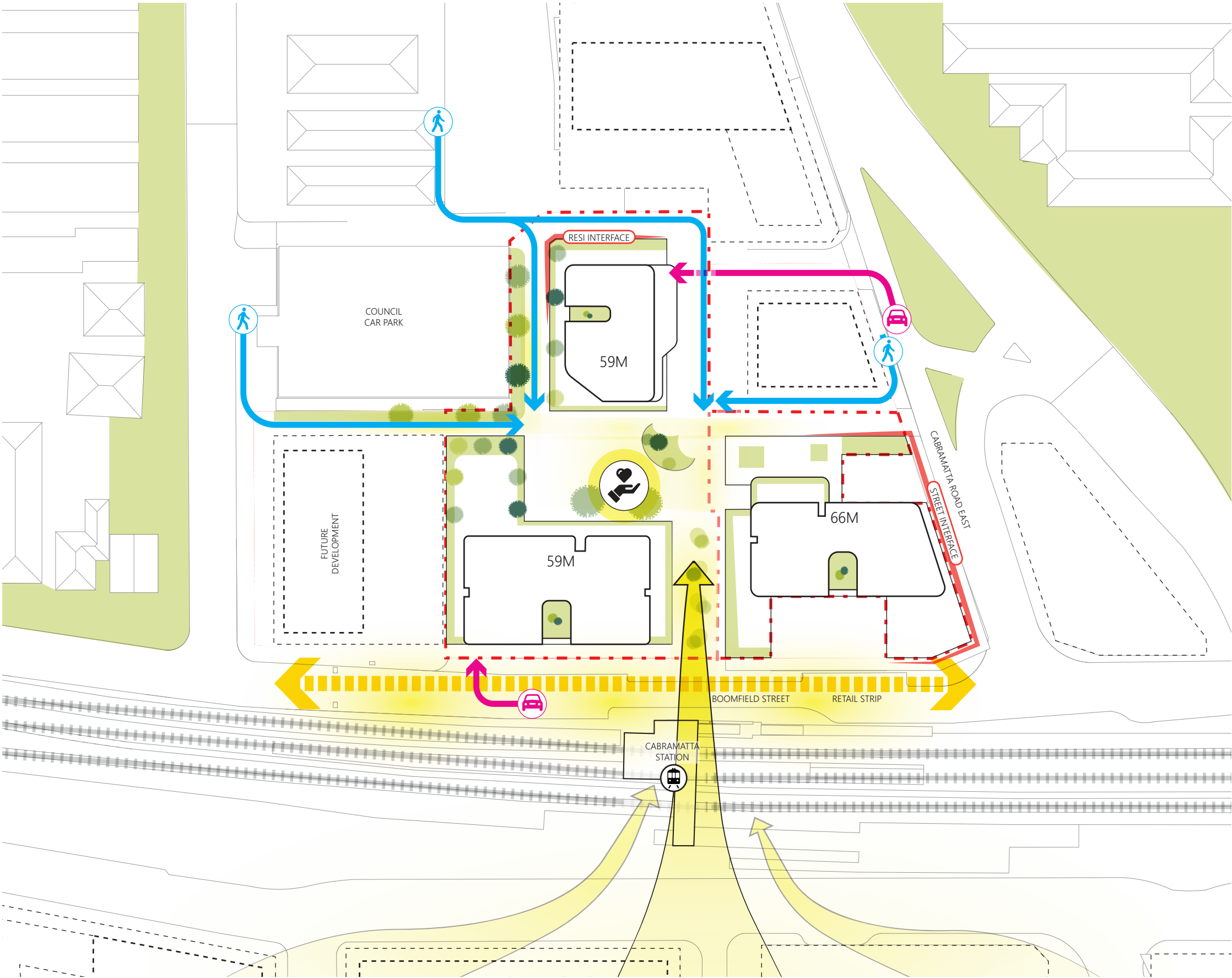
Access and permeability

The proposal ensure the ground plane prioritizes pedestrians and creates clear entry points into both the residential towers as well as into key commercial entry points within the podium. The project establishes a unified parking and servicing strategy which ensure the ground plane activation is maximized and basement parking entry locations are aligned with the traffic strategy for the area.

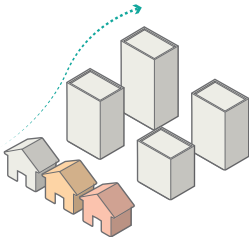
Landscape and environmental amenity

The precinct draws landscape and light into the precinct both at the ground plane, communal areas over the podia as well as to the apartments within the buildings. The proposed three buildings as part of this proposal are staggered in location and allow for shared views across the precinct.

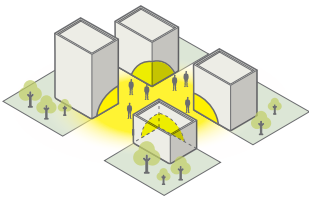
MASTERPLAN CONCEPT DESIGN STRATEGY



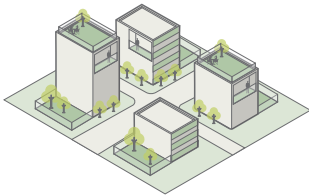
The objective for this site is to create a high-quality precinct and a vibrant community, characterized by three towers over a series of podia that create a central public plaza and network of laneways connecting to the wider community. The process has been enhanced by Designing with Country, resulting in beautifully crafted buildings that will make a significant contribution to Cabramatta. The proposal celebrates creativity, well-being, sustainability, and cultural diversity to enhance the sense of experience and captivate visitors. The diverse character and cultures of the community, new and old, local residents as well as tourists, will come to this area to take advantage of the dynamic character enriched by landscape and public art, and the diversity of business offerings.



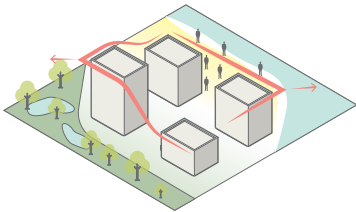
VARIETY OF DENSITY



CREATING COMMUNITY



VARIETY OF LANDSCAPING



CONTRAST AND EXPRESSION:
STREET CHARACTER VS PUBLIC PLAZA



03 DESIGN DRIVERS

GROUND FLOOR ACTIVATION



PUBLIC ART



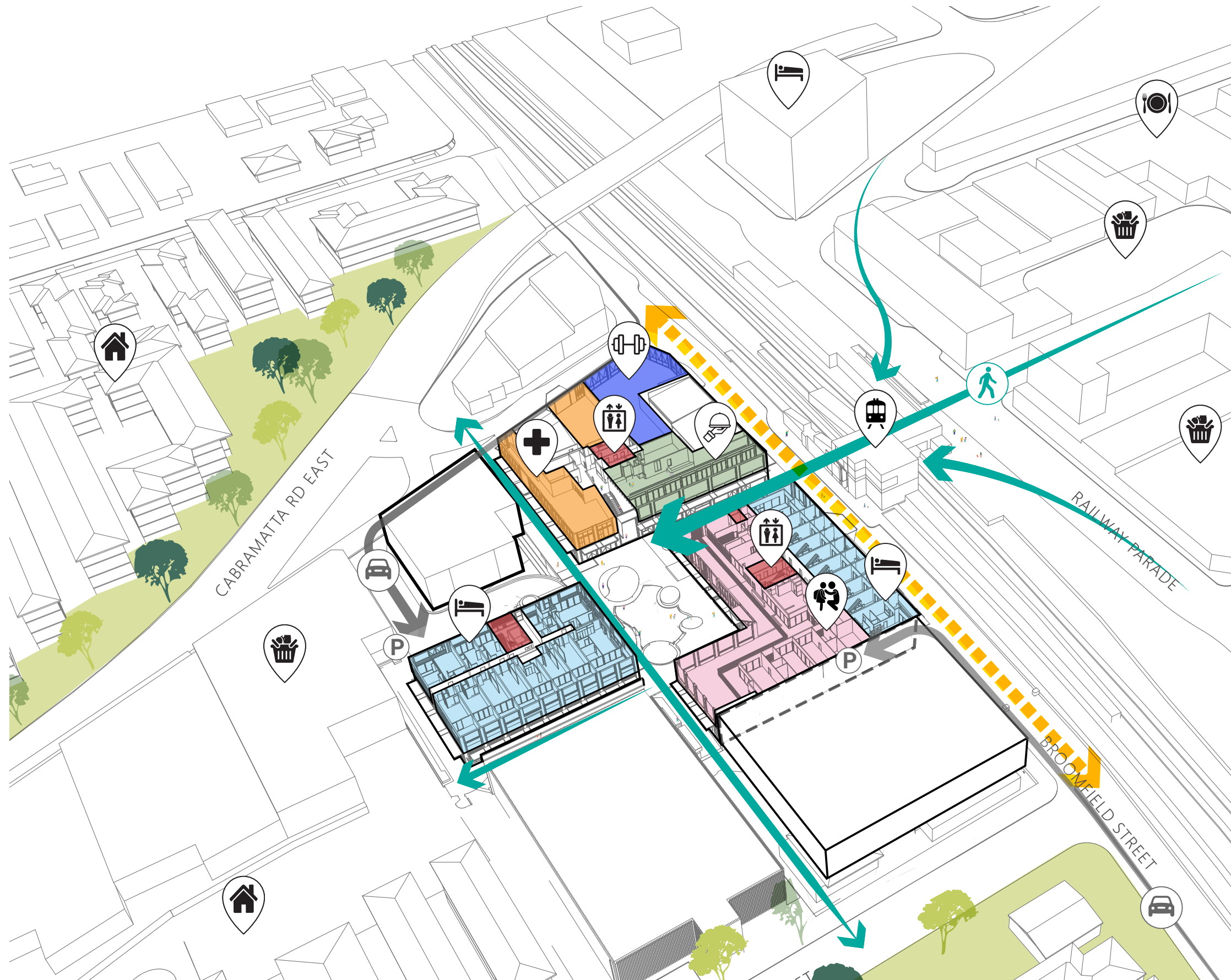
PUBLIC ART



CHARACTER

DESIGN DRIVERS

LEVEL 1 ACTIVATION



The first floor of the project is designed to enhance the dynamic character of the precinct and activate the public domain. Commercial uses such as childcare, restaurants, gyms, and health services are located within the internal areas that frame the central plaza, while the external edges of the podium contain apartments. The retail strategy for the project considers the positioning and destination character of these uses to ensure their success.



DINING



RESTAURANT



HEALTH CARE



GYM



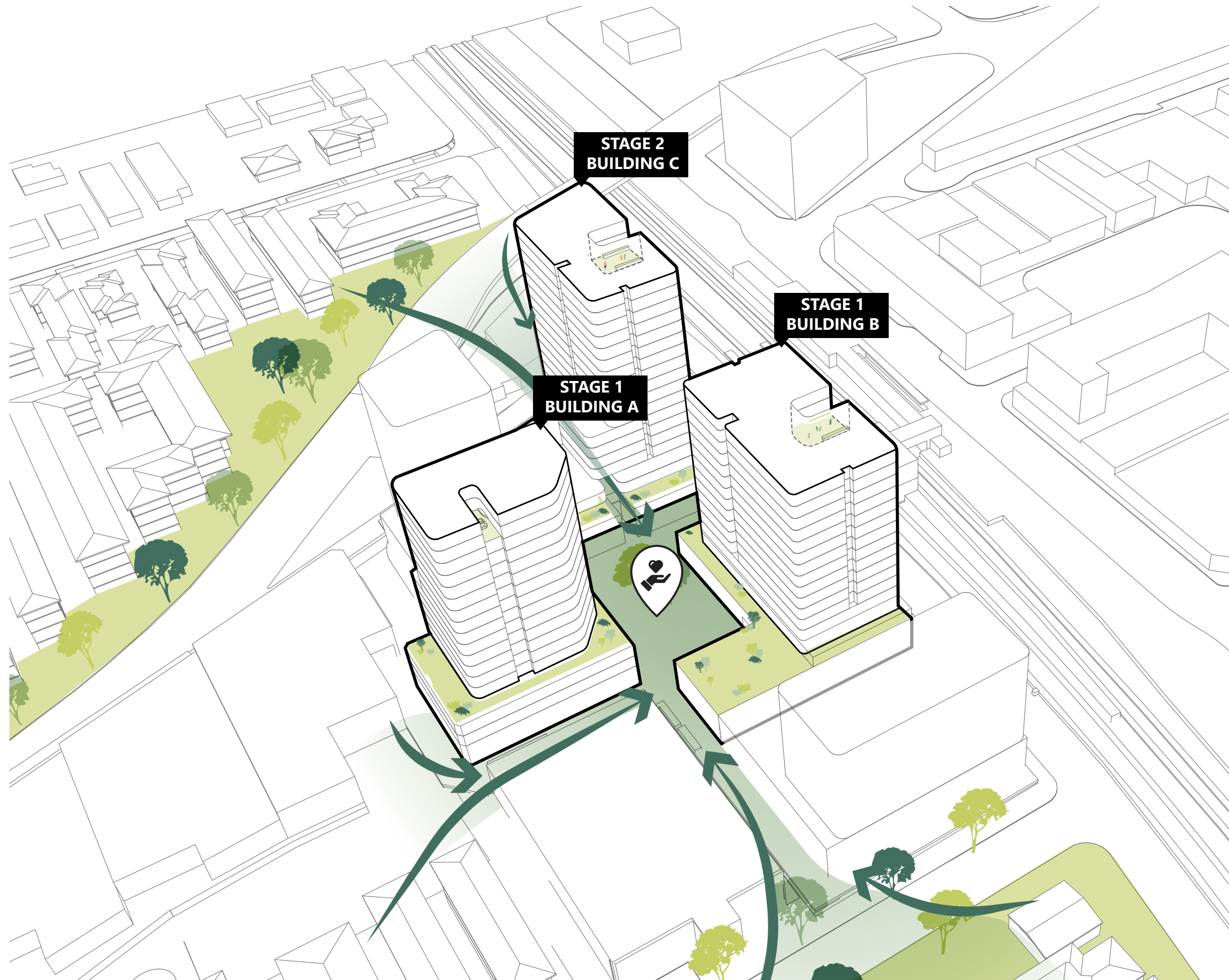
INTERACTIVE WATER



RESI



LANDSCAPE AND COMMUNAL OPEN SPACE

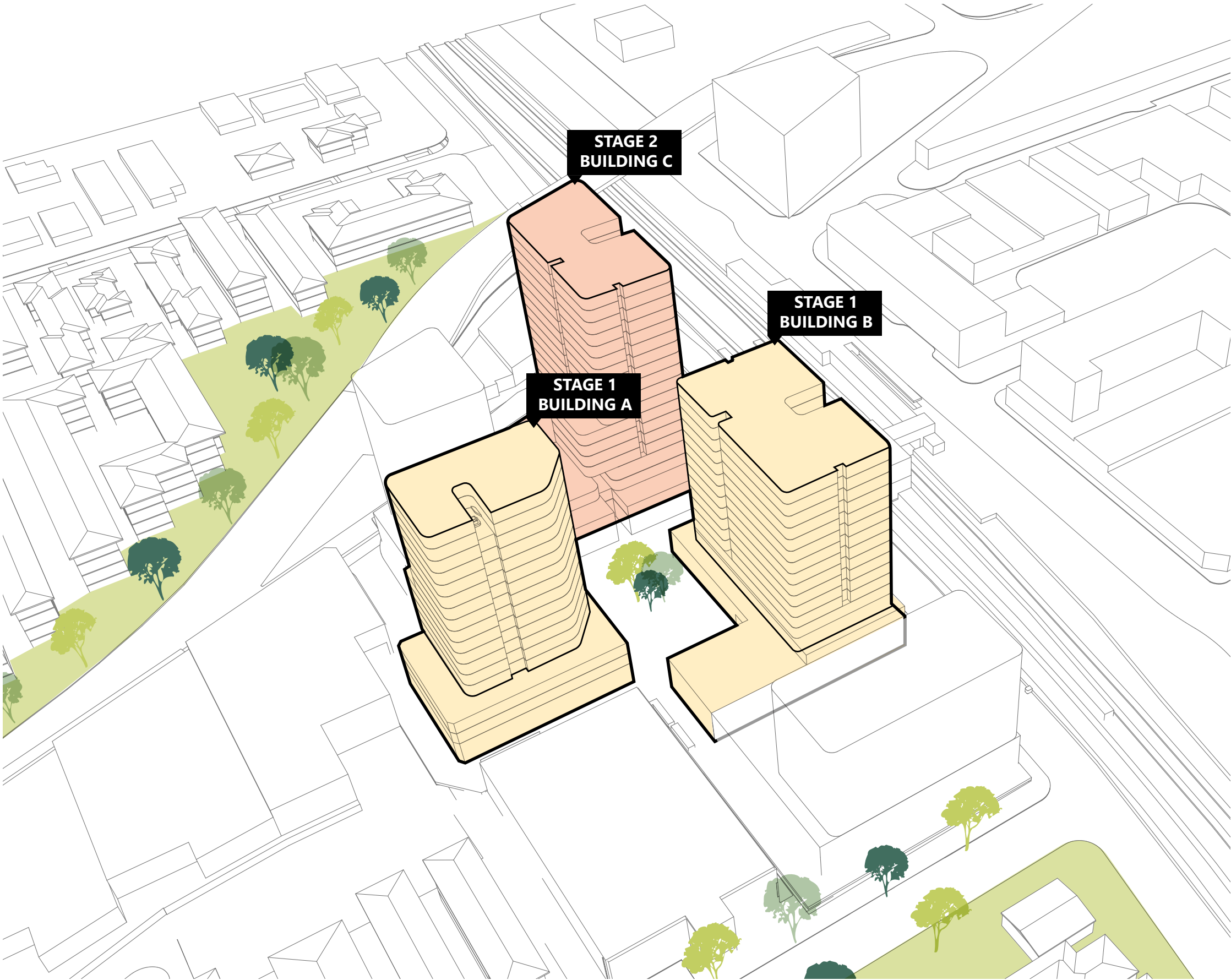


The proposal incorporates biophilic design principles to create a sustainable and cohesive environment that blends architecture and landscape. The landscape design includes planters, trees, and water features to soften the hardscape, improve air quality, and provide a cooling effect. The plaza serves as the central gathering space and encourages social interaction, cultural exchange, and healthy outdoor activities. The laneways are activated with retail and commercial uses and framed by layers of landscape. The landscape design takes into consideration the needs of pedestrians, is rich in texture, and balances hard and softscape elements. The landscape design incorporates First Nations and multi-cultural elements, and is extended into the podia to create well-considered communal spaces for residents. Communal open spaces emanate upwards from the central market square to provide outdoor landscaped spaces for residents. Overall, the landscape design is an essential component of the proposal that contributes positively to the surrounding urban fabric.



DESIGN DRIVERS

FORM MASSING AND STAGING



The proposal consists of Stage 1 and 2 as part of the overall precinct strategy of 4 stages. Stage 1 and 2 creates a unified strategy around carparking and services to ensure an integrated proposal for the 3 towers and podia. The future stage 3 has the ability to connect into basement and servicing strategy to ensure ground plane activation for this part of the precinct and avoid additional carparking and loading docks.

SITE AREA



5,858m² - STAGE 1
2,255m² - STAGE 2
8,113m² - TOTAL

TOWER A & B



16 & 17 STOREYS
STAGE 1 GFA: 21,935 SQM
TOWER A: 8,860 SQM
TOWER B: 13,075 SQM
FSR - 3.74:1
HOB - 58.9M (A), 56.7M (B)

TOWER A & B
96 + 134 APARTMENTS
230 TOTAL

TOWER C



19 STOREYS
STAGE 2 GFA: 14,156 SQM
FSR - 6.28:1
HOB - 66.15M

TOWER C
128 APARTMENTS

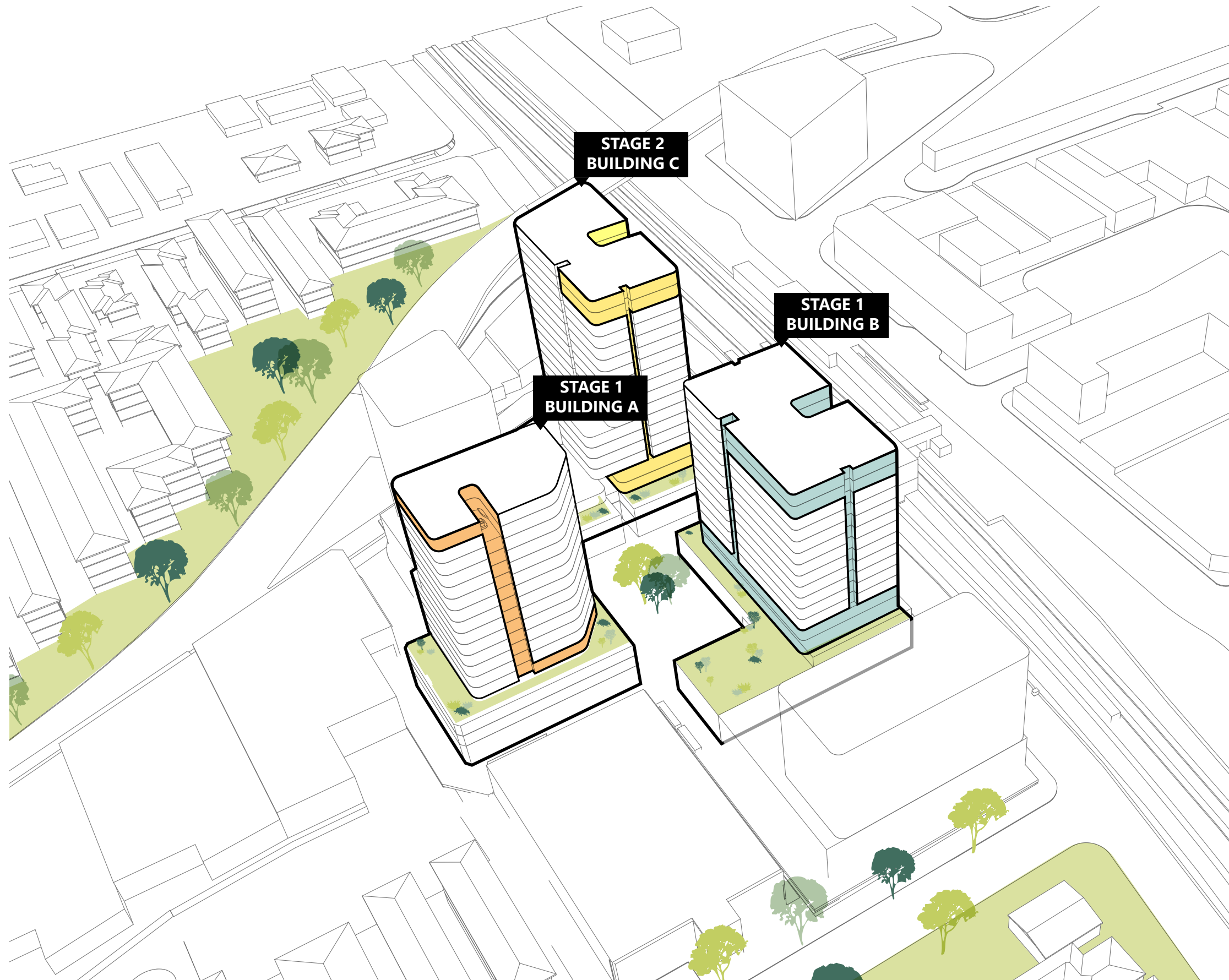
TOTAL



358 APARTMENTS



MATERIALITY AND ARCHITECTURAL EXPRESSION



Each tower and related podium has its own distinct character through the use of a unique colour palette which generates a sense of identity. The three podia collectively frame the newly established public domain and share a general composition of scale and built form, but each has its own unique character through the use of colour and detailing. The various colours of brick and metal detailing respond to the material language used in the towers. Each tower draws from the colours of nature and uses natural metal in its detailing, creating a cohesive play of colour and contrast.

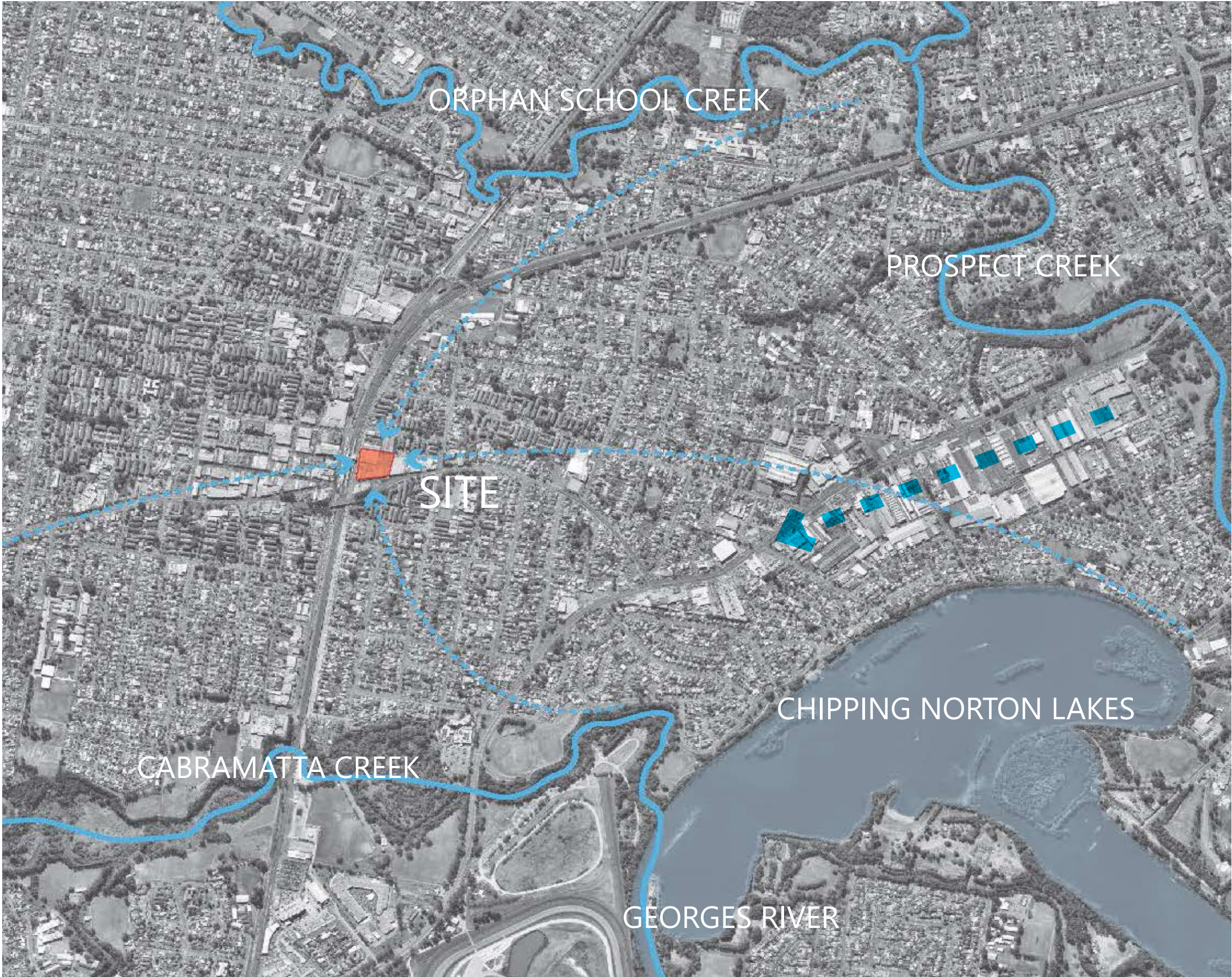
The diverse use of colour throughout both the podium and the towers creates a balanced yet dynamic interplay of light, warmth and richness, contributing to the overall character of the development.





04 CONNECTING WITH COUNTRY

CONNECTING WITH COUNTRY
CONNECTING WITH COUNTRY APPROACH



The Connecting with Country process generated thematic features and cultural expressions that can guide the refinement of the landscape design. Wide connective landscape pedestrian corridors linking into the central green open space provide broader expression of connectivity to the local waterways framing Cabramatta.



CABRAMATTA CREEK



ORPHAN SCHOOL CREEK



CHIPPING NORTON LAKE



CONNECTING WITH COUNTRY



The project has gone through a process of Designing with Country. Opportunities for the project and in particular the ground plane and landscape design has been explored through a range of workshops with the elders and knowledge holders of the Cabrogal people, who are the traditional custodians of the land that includes Cabramatta, who still have a strong cultural presence in the wider Fairfield area. The Cabrogal people have a rich cultural history that dates back thousands of years, and their traditions and customs continue to be celebrated and passed down to younger generations through storytelling, art, music, and dance. There are also a number of local Aboriginal organizations and community groups in the area that work to promote and preserve Aboriginal culture and heritage who have become part of the process. The landscape design, its form and language has evolved through the process to an organic and more unifying language which acts as a counterpoint to the architecture. The central plaza and organic shapes provide the opportunity to unify the various cultures past and present who will all share this space. Detailed opportunities such as storey telling and symbols within the public domain will further enrich this community space.



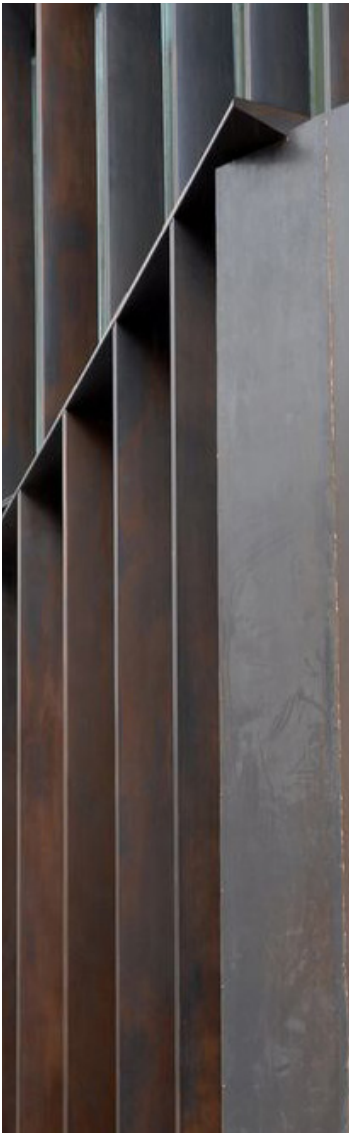
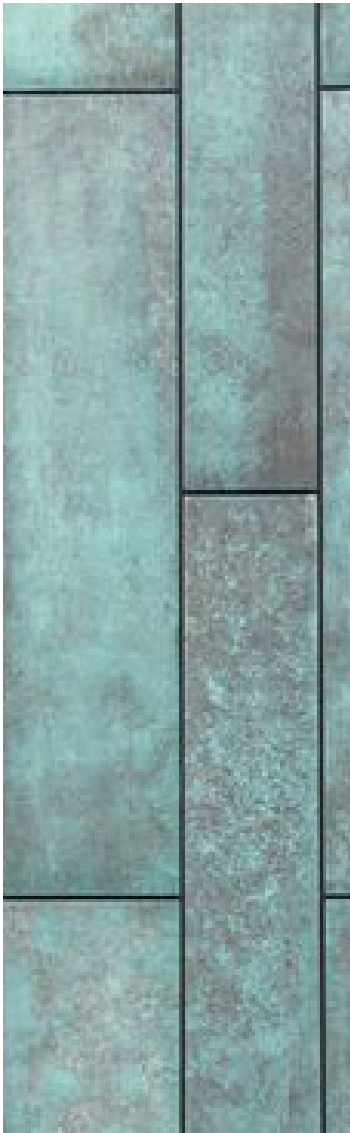
CONNECTING WITH COUNTRY

CONNECTING WITH COUNTRY MATERIALITY



The materiality colour and character for each building has been inspired by the warm and natural tones found in nature within the Cabramatta area. The earthy tones derived from the land have inspired the individual character for each tower and podium composition creating a variety of character within the precinct. The material tones are represented through the layering of the façade, the screens and detailing of the podia. The balance between the metal colours and brick reference the connection to country and will help create identity to each building within the precinct.

The colours for each building have been selected from traditional Australian landscapes based on red ochre, yellow ochre and the green of eucalypt trees. These are described as bronze, copper and green throughout this report.



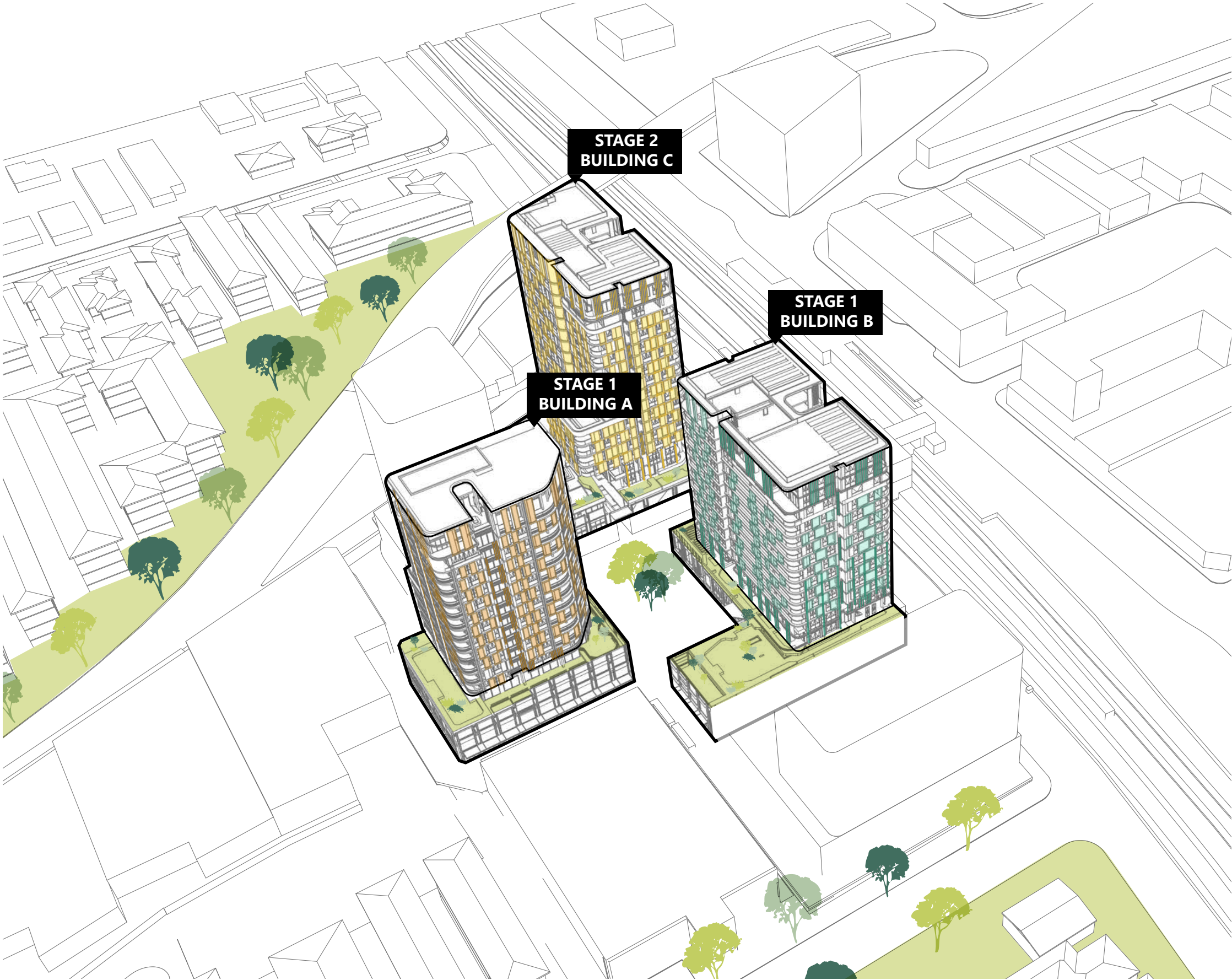
AUSTRALIA'S LANDSCAPE



AUSTRALIA'S TREES



CONNECTING WITH COUNTRY
CONNECTING WITH COUNTRY MATERIALITY



CULTURAL

SCREENING



CULTURAL

CLADDING



05 MATERIAL AND CHARACTER

MATERIAL AND CHARACTER



The proposal has been meticulously crafted to be responsive to its context, urban setting, and orientation to sunlight. The podia and towers create a clear urban framework that enables the project to connect with the immediate urban context. The separation of the residential towers is consistent with the requirements of the ADG, ensuring that the public domain, particularly the central plaza, receives sufficient solar access during mid-winter. The overall composition of the towers and podia is well balanced, providing a rich and dynamic urban centre as well as a highly liveable and connected community.

The positioning of the build within the urban context generates a connective and permeable ground plane that allows the community from the north, east, and south to move through the precinct to the train station and the western Cabramatta CBD. The central plaza will provide a community gathering place activated by retail and commercial uses on the ground floor and level 1, supported by the proposed three residential towers above.

The podium contains various breaks and steps that relate to entry points into both the retail and commercial podium as well as into the residential buildings above. Compositionally, the podia creates a dynamic environment while maintaining a consistent façade language towards the public domain. Within the established grid, the various retail and commercial uses can further animate the facades using depth and articulation with various materials and expressions.

The residential towers are strongly articulated to reduce the perceived length of the buildings and are stepped at the top to further emphasise their verticality. The tower forms provide for articulation and visual relief over the podia for the communal gardens and private gardens. Conceptually, the rich landscape setting of the ground plane connects up to the podium level and weaves up through the tower forms.

While there is a consistency in the overall form and composition of both the podia and towers, there is significant variety of expression, materiality, and articulation within to ensure sufficient richness and character within the overall precinct.

MATERIAL & CHARACTER

BUILDING A MATERIALITY



The warm bronze tone within the detailing and screens to the building is contained within the clearly expressed slabs. The built form is articulated vertically through the expression of circulation which conceptually connects the roof form expression and communal rooftop space to the ground floor lobby, carving through the brick base which compliments the material palette through the warm brick colour used in this building.



CHARACTER



SCREENING



CLADDING

MATERIAL & CHARACTER
BUILDING A MATERIALITY



CHARACTER



SCREENING

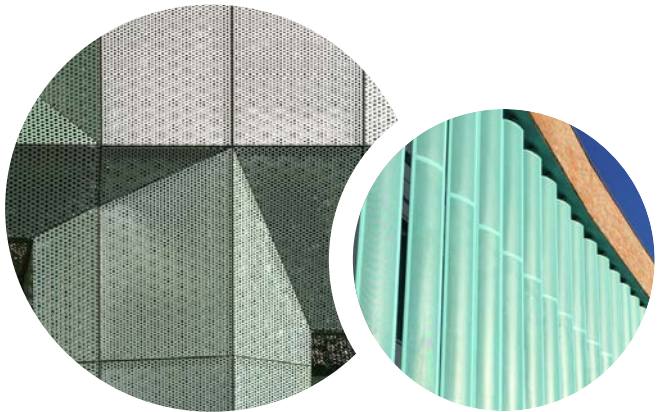


CLADDING

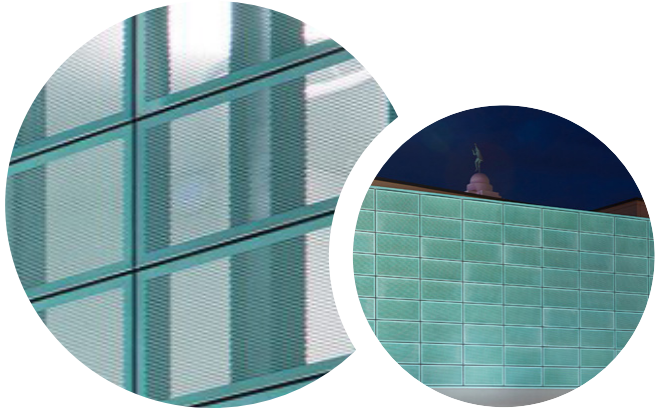
MASTERPLAN CONCEPT
BUILDING B MATERIALITY



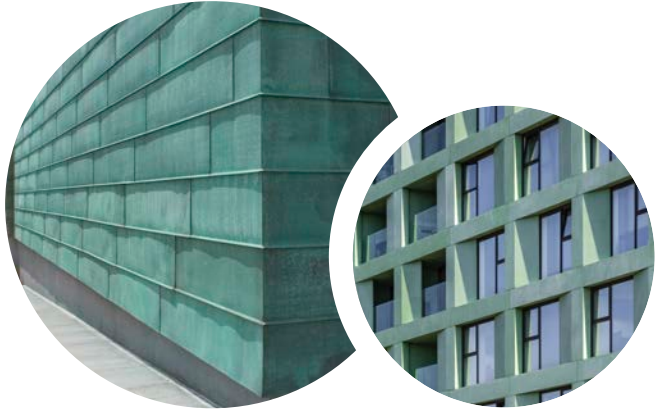
The patina green of aged copper creates a distinct expression within the overall colour scheme of the precinct. The natural patina colour suggest a process of aging and establishing character within the strong concrete grid which defines the overall form of this building. The visual relieve created at the top of the building, the podium and vertically expressing the lift lobby helps to define the form and expression of the overall built form. The lighter brick base compliments the material palette and balances the overall palette used in the precinct.



CHARACTER

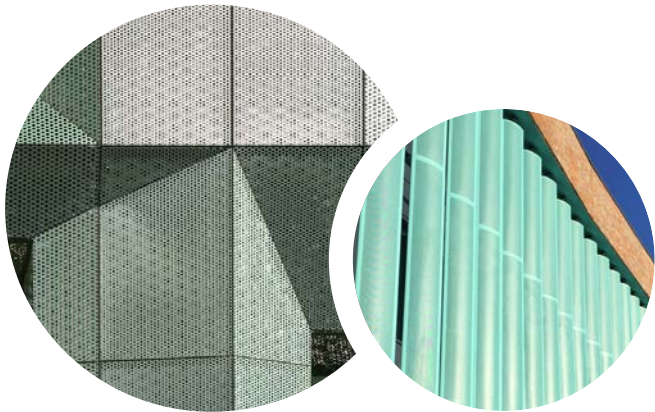


SCREENING

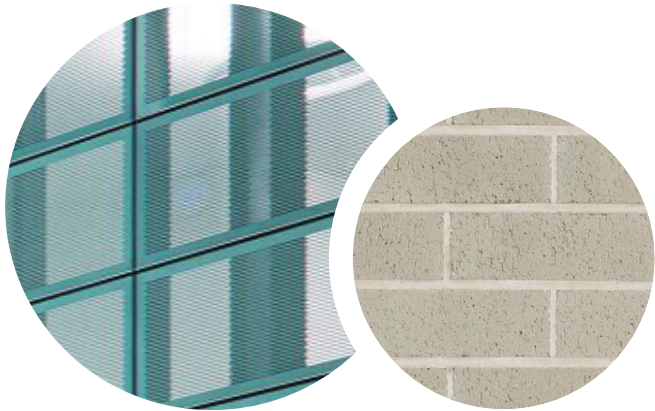


CLADDING

MASTERPLAN CONCEPT
BUILDING B MATERIALITY



CHARACTER

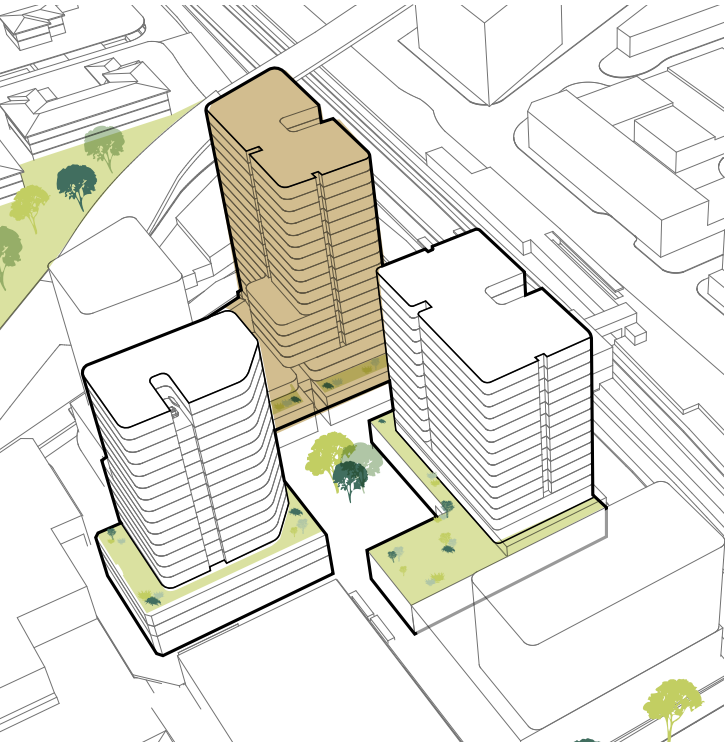


SCREENING



CLADDING

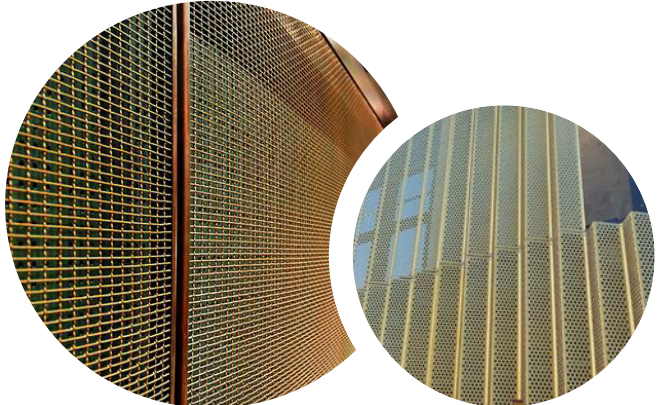
MASTERPLAN CONCEPT
BUILDING C MATERIALITY



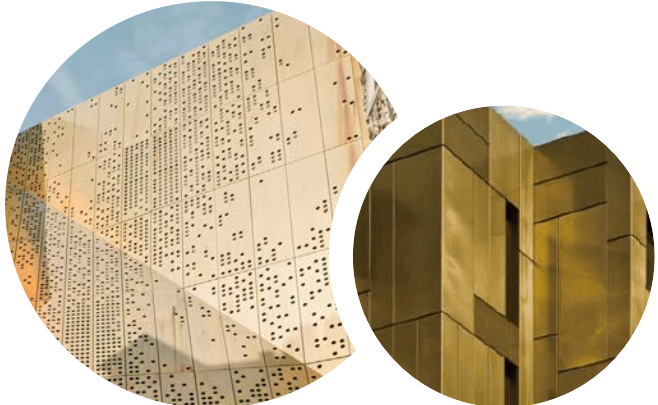
The brass colour and yellow tones used in the tallest building balances itself against the green and bronze tones used in the other two towers, together creating a spectrum of soft tones representing the layers of nature and colour change. The depth created through the use of the perforated screens and patterning achieved across the tower elevation is contained by the clearly defined building form and organisation pattern of slabs and blades. The relief of with the overall build form allows the brass colour to flow through the scheme from the upper level communal spaces down towards key entry points into the podium. The brick colour used for this podium compliments the brass yellow tones and overall creates a balanced material palette across the precinct.



CHARACTER



SCREENING

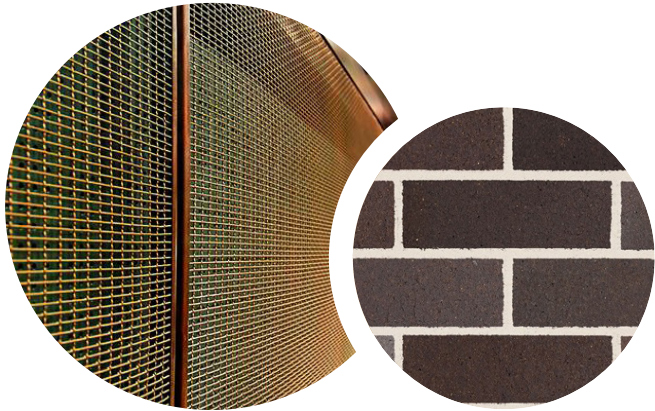


CLADDING

MASTERPLAN CONCEPT
BUILDING C MATERIALITY



CHARACTER



SCREENING



CLADDING

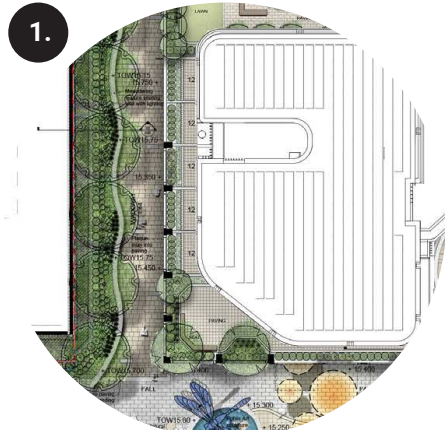
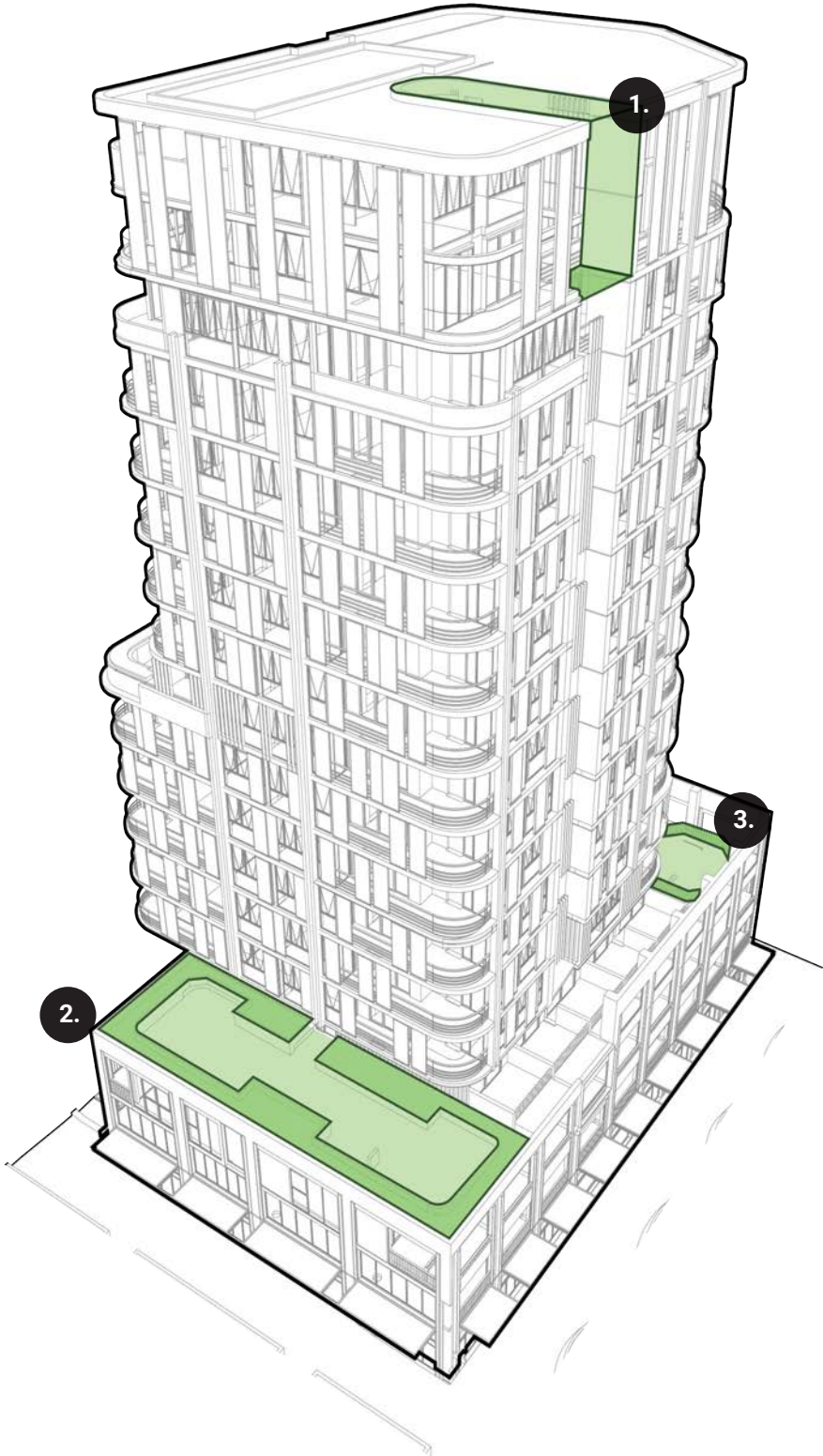
06 COMMUNAL SPACE

COMMUNAL SPACE
COMMUNAL OPEN SPACE

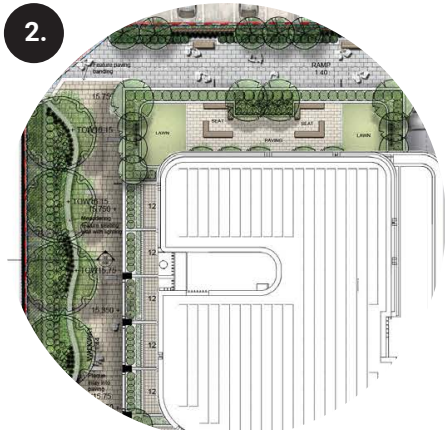


COMMUNAL SPACE

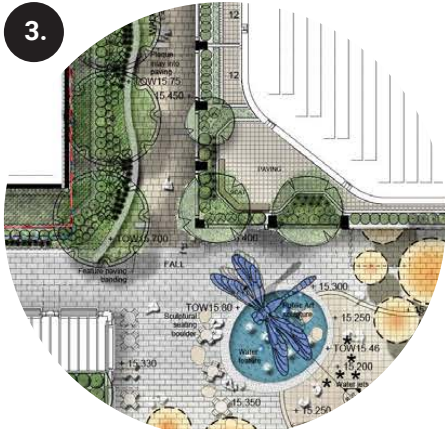
BUILDING A COMMUNAL SPACE



ROOFTOP COMMUNAL SPACE



PODIUM COMMUNAL SPACE

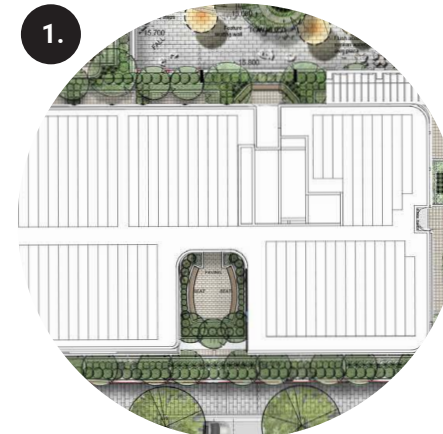
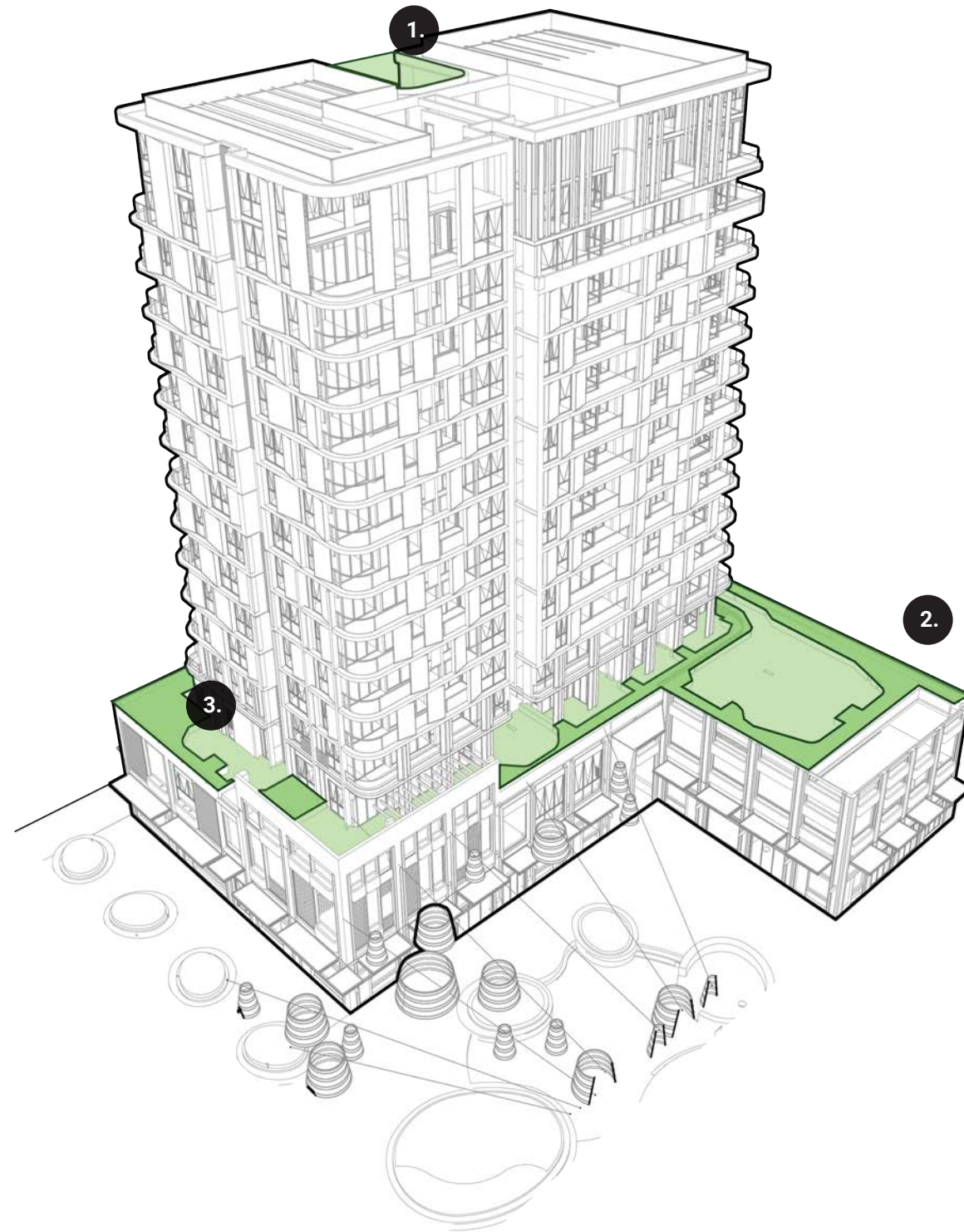


PODIUM COMMUNAL SPACE

The communal space for Building A is located across various levels of the building to provide a variety of opportunity and amenity for its residents. The communal areas consist of landscaped area over the podium as well as over the recessed areas higher up into the tower. The top of the building provides for a north facing two storey external space which provides the residents with great aspects and distant views to the north. The landscape design provides a rich and dynamic setting providing for both passive and active gathering spaces.



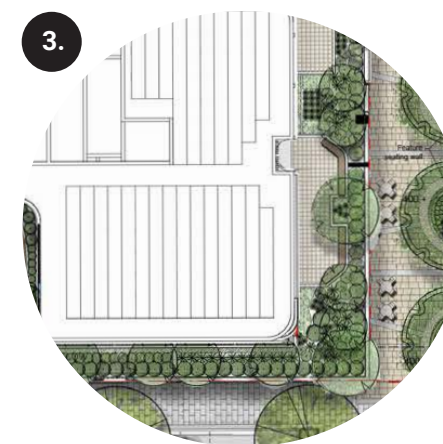
BUILDING B COMMUNAL SPACE



ROOFTOP COMMUNAL SPACE



PODIUM COMMUNAL SPACE



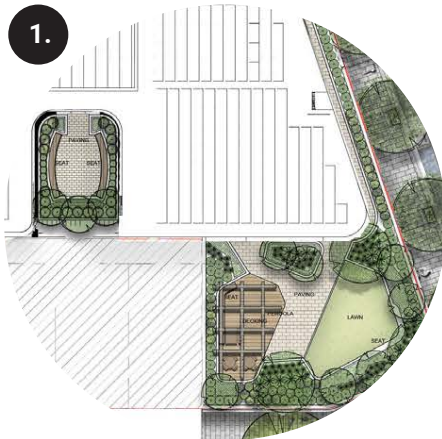
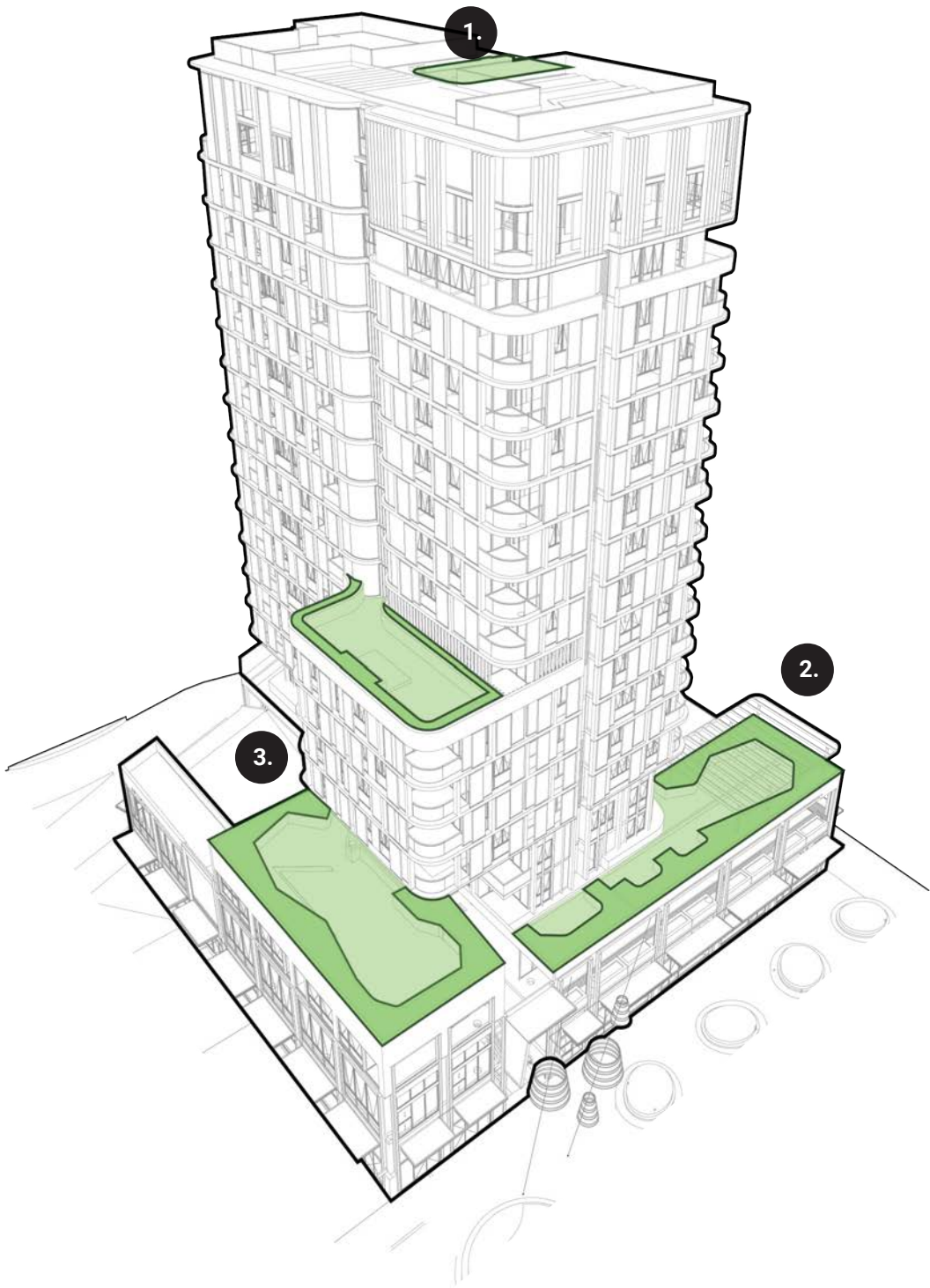
PODIUM COMMUNAL SPACE

The communal space for Building B is largely located over the podium creating a variety of opportunity and amenity for its residents. The space has good solar access to the north and has a clear aspect back into the central plaza. The top of the building provides for a west facing two storey external space which provides the residents with great aspects and distant views to the west and the town centre of Cabramatta. The landscape design creates a rich and dynamic setting providing for both passive and active gathering spaces.

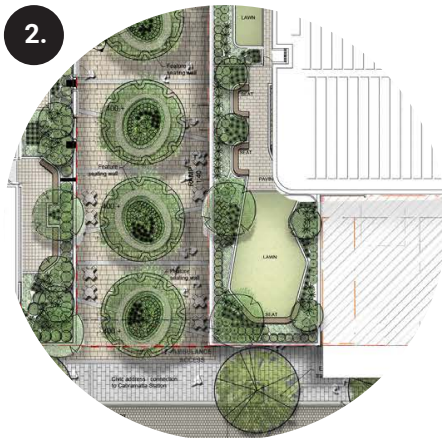


COMMUNAL SPACE

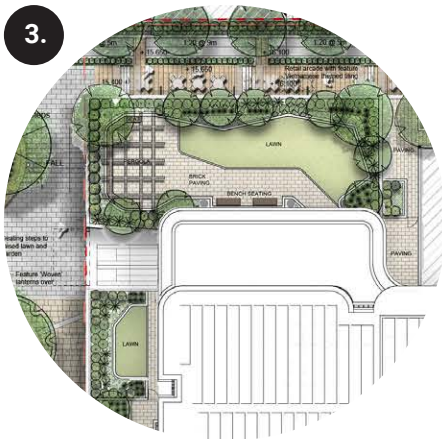
BUILDING C COMMUNAL SPACE



ROOFTOP COMMUNAL SPACE



PODIUM COMMUNAL SPACE



PODIUM COMMUNAL SPACE

The communal space for Building C is located across various levels of the building to provide a variety of opportunity and amenity for its residents. The communal areas consist of landscaped area over the podium as well as over the recessed areas higher up into the tower. The top of the building provides for a west facing two storey external space which provides the residents with great aspects and distant views to the west across Cabramatta. The landscape design provides a rich and dynamic setting providing for both passive and active gathering spaces.



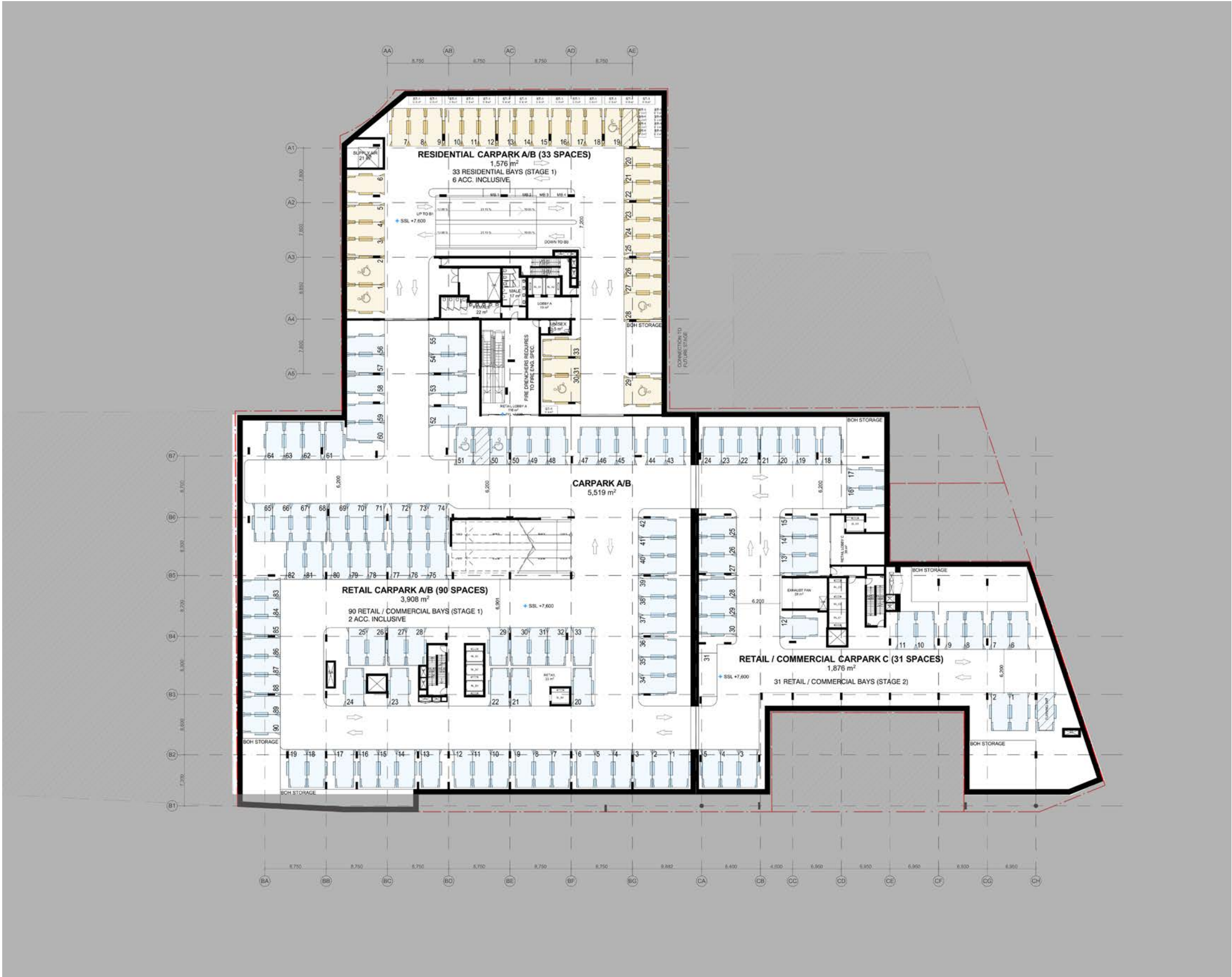
COMMUNAL SPACE
COMMUNAL OPEN SPACE



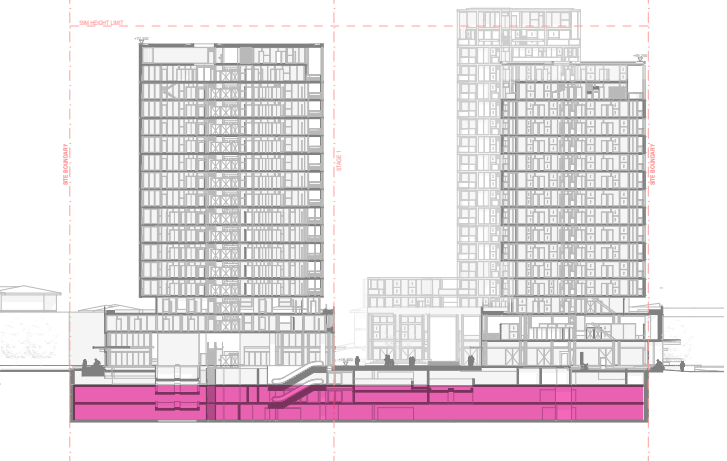
07 PROPOSED SCHEME

PROPOSED SCHEME - PLAN

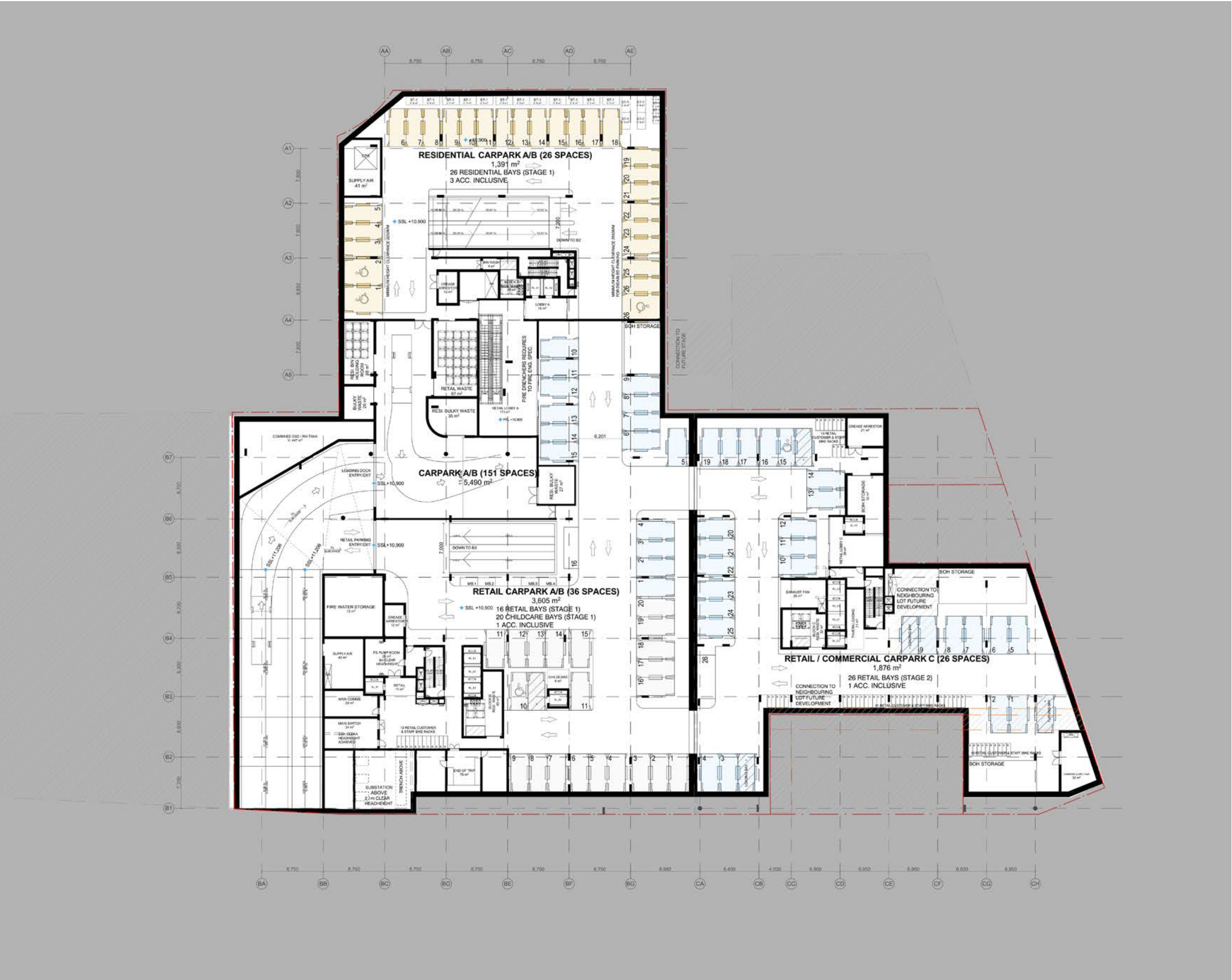
TYPICAL BASEMENT 02-03



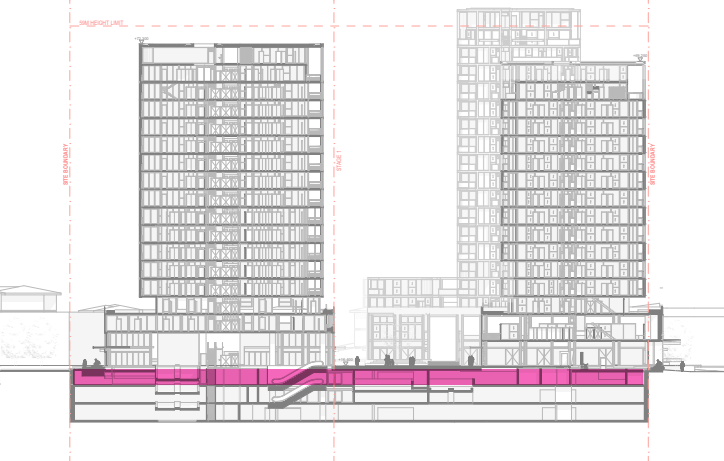
Basement 2 and 3 provide parking, services and storage for the residential towers position above. The basements are connected as part of a shared strategy of access and servicing and will allow for access to the adjacent future development sites.



PROPOSED SCHEME - PLAN
BASEMENT 01

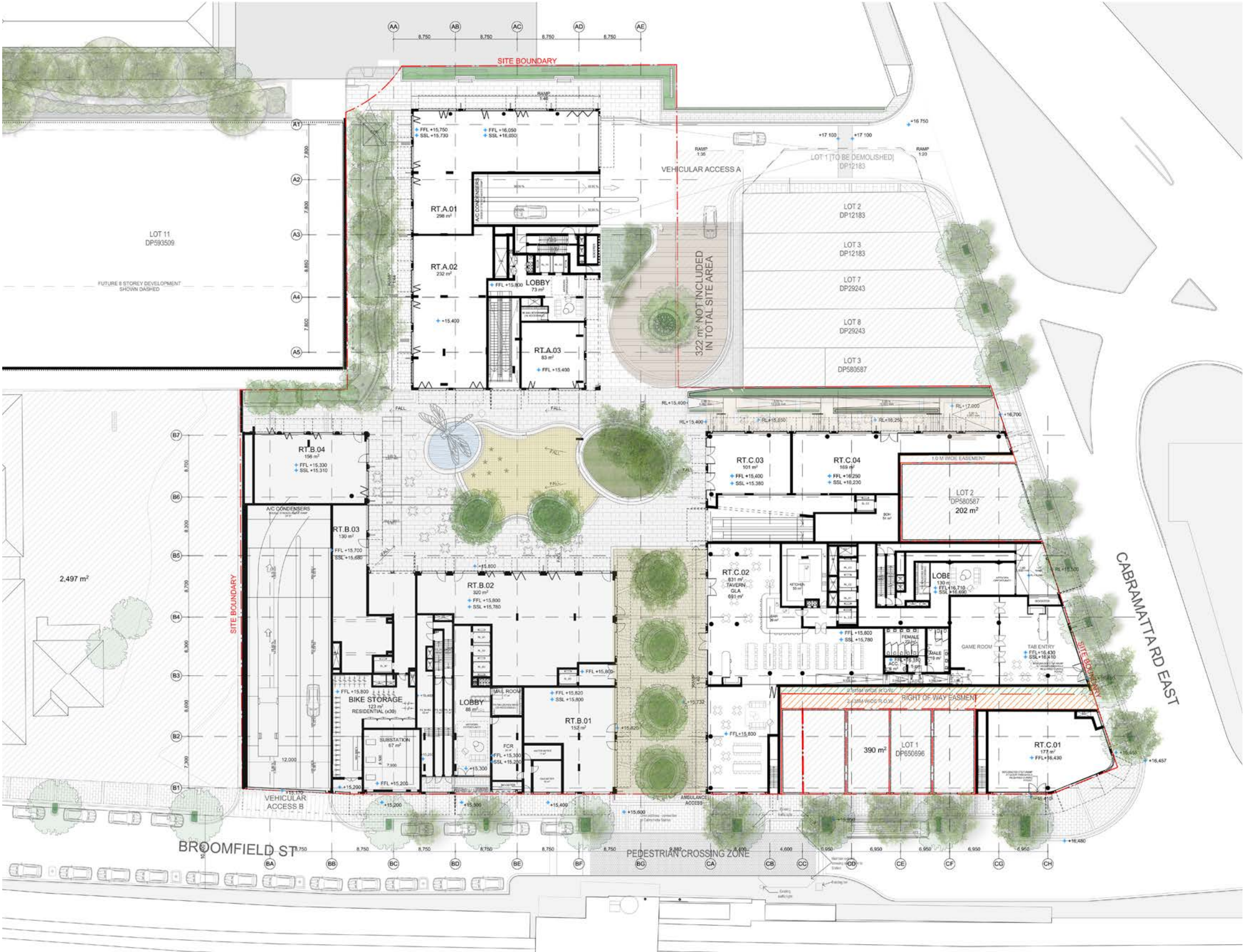


The first basement provides for a shared strategy across the current proposed stages and future adjacent stages as part of the precinct for both access and servicing. Garbage and retail trucks combined with retail carparking comes into the basement from Broomfield Street. All residential waste and retail waste is dealt with centrally. The residential carpark entry is off Cabramatta East Road coming into the basement from the east, providing clear separation. The separate entry points are the result of traffic studies to understand the constraints of the access points and how a development of this scale will impact the existing traffic and road network. To ensure the future precinct has an optimized ground plane, the current basement provides the opportunity to connect into the future basements of future development to avoid additional ramps and loading docks at the ground plane.



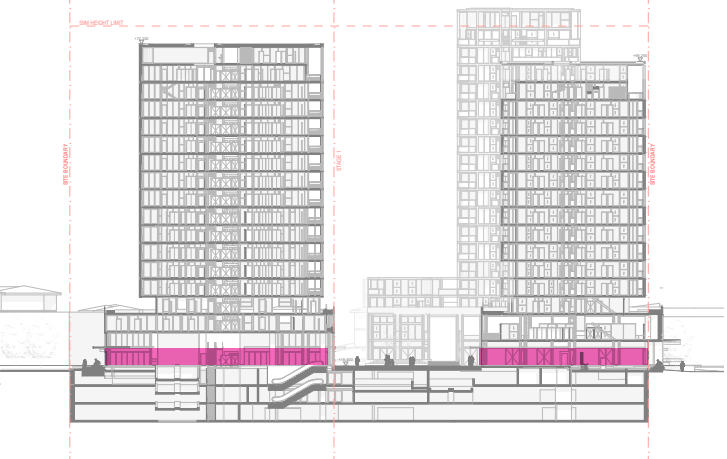


PROPOSED SCHEME - PLAN GROUND FLOOR



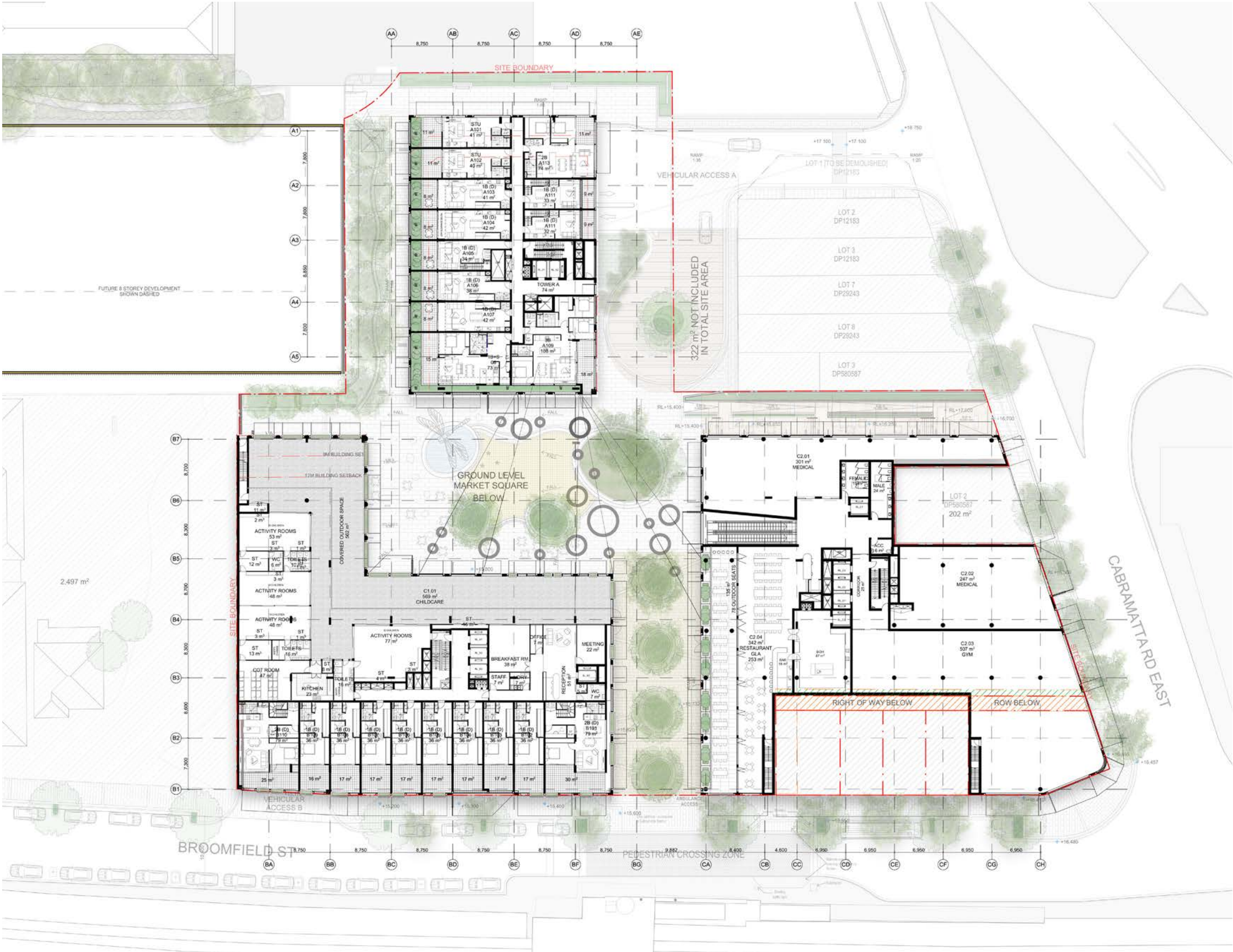
The ground plane clearly defines a public domain which aims to connect into the surrounding context and facilitate the flow of community from development and the adjacent neighbourhoods to the train station. The central plaza which lies at the heart of the development creates a community gathering space animated with landscaped zones, planters, trees and public art. The surrounding 3 storey podium creates a balanced framing of the space while allowing sunlight to enter the space. The ground floor of the project provides a variety of retail and commercial uses which aim to activate the public domain following the advise of the retail consultants who have assessed the proposal.

The project and proposed three buildings which frame the space are sharing the required services and carpark strategy. The main services and retail carpark entry is located from Broomfield Street while the residential carpark entry is located along the eastern edge of the site coming from Cabramatta East Road. Shared services such as the required substations and water services are located to maximize the opportunity of activation along the laneways and plaza areas. The residential lobbies are located directly from the perimeter roads providing the ease of pick up and drop off while pedestrian entry points to the carpark and commercial uses at first level are located off the central plaza. Whilst there is clarity and consistency in the rhythm and proportions of the architecture defining the build form, the variety of colour and character for each tower and related podium creates a unique and dynamic environment.

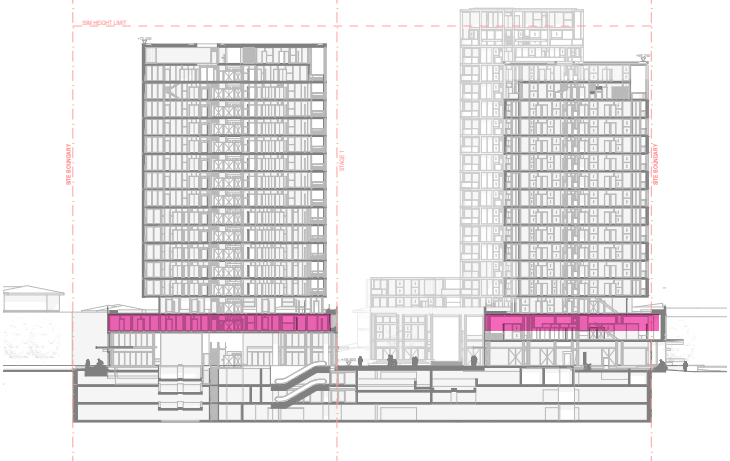




PROPOSED SCHEME - PLAN
LEVEL 01

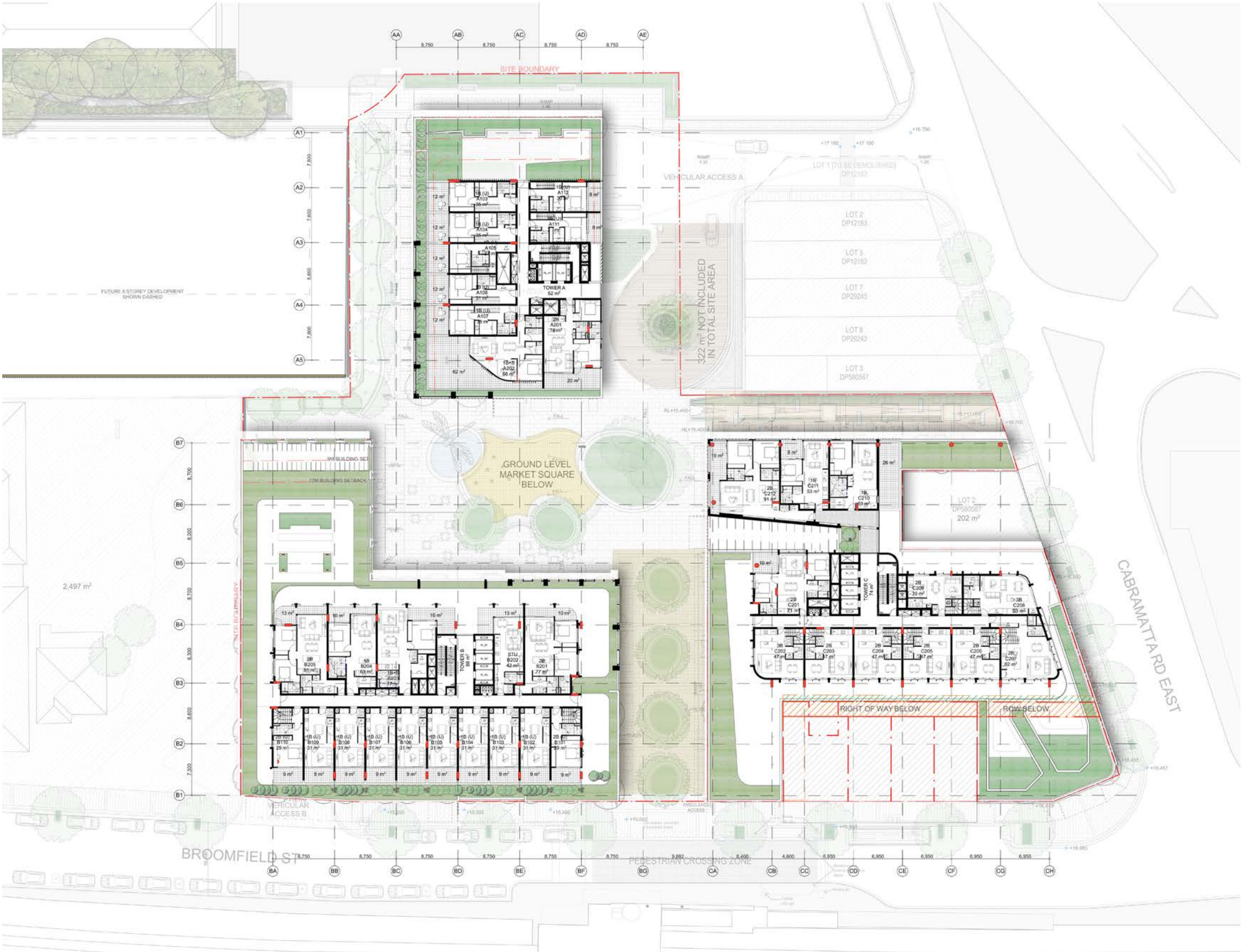


The first floor which is contained within the podium scale of the project contains a variety of uses which aim to activate the public domain and add to the dynamic character of the precinct. Whilst external edges of the podium are aligned with apartments, the internal areas which frame the plaza contain commercial uses such as a childcare, restaurants, gyms and health services all accessible from the plaza. The positioning and destination character of these uses will ensure their success and has been carefully considered as part of the overall retail strategy for the scheme. The 80 place childcare proposed is accessible directly from the carparking dedicated to this use within the basement as well as from the plaza. The external dedicated area adds to diverse community character of the plaza whilst being able to be controlled within this location. The tavern restaurant is located along the link immediately off the station, this helps to activate this edge and will bring energy and life within this key pedestrian link.

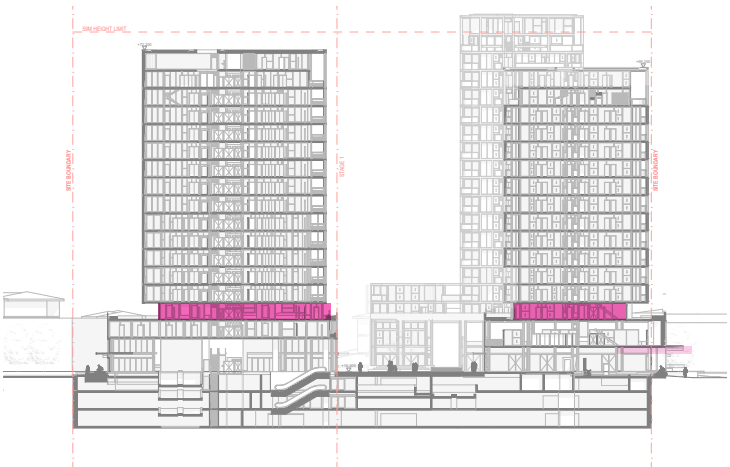




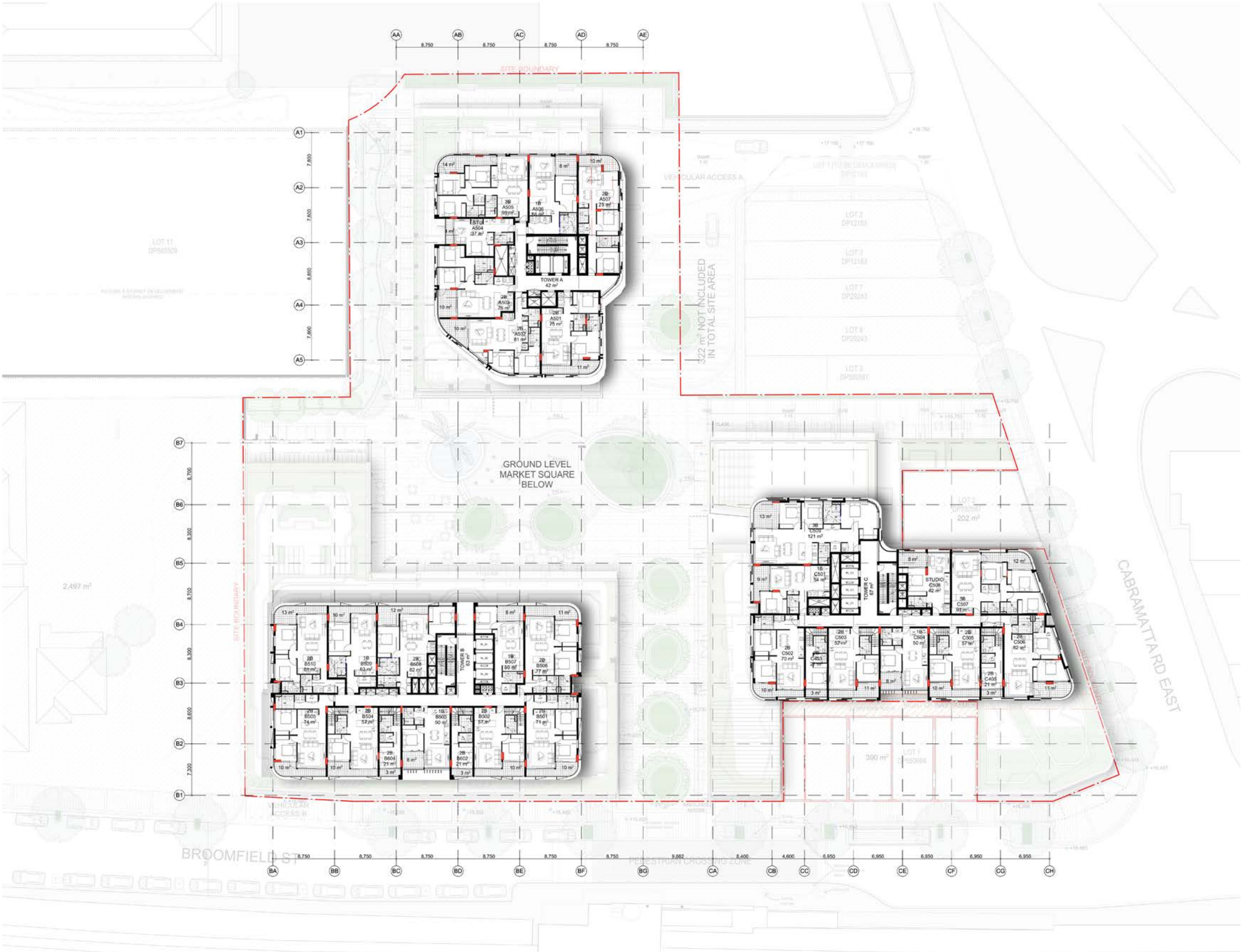
PROPOSED SCHEME - PLAN
LEVEL 02



The second floor which is located over the podium creates a dynamic and varied series of spaces containing the majority of the residential communal spaces for each residential tower over. The spaces bring landscape and a variety of community uses within the space supported by great aspect and solar access. The landscape character is visible from the plaza and laneways at the groundplane and provide the foreground looking down from within the residential tower which surround the spaces. The apartments which are located adjacent have clearly defined private open space which is separated from the communal areas through the use of planters and garden fencing creating visual privacy.

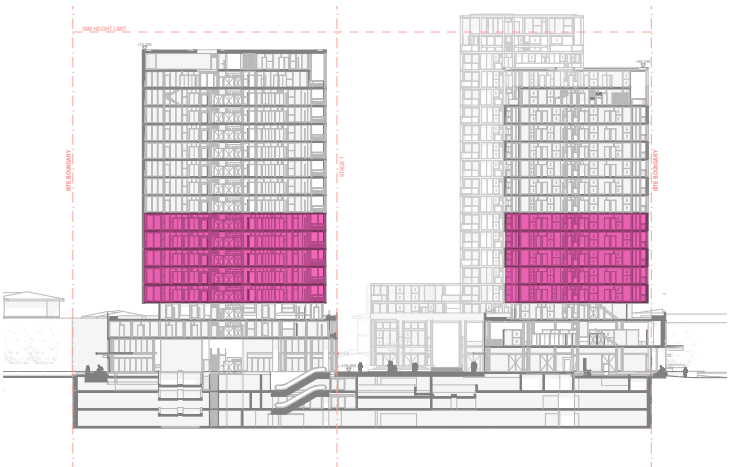


PROPOSED SCHEME - PLAN
TYPICAL TOWER LEVELS LEVELS 03-07

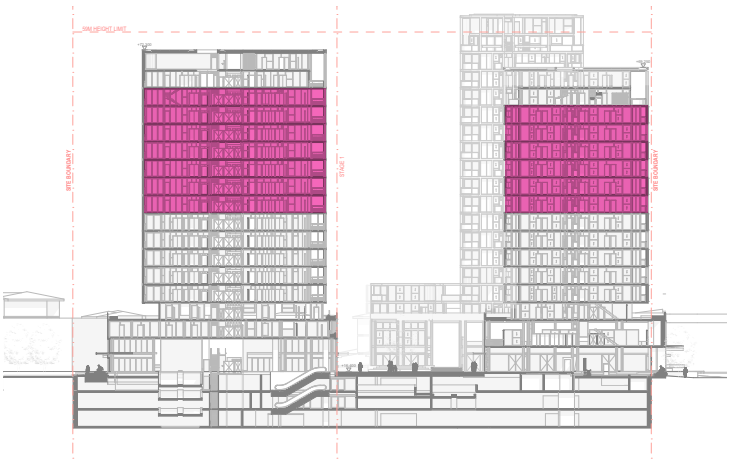
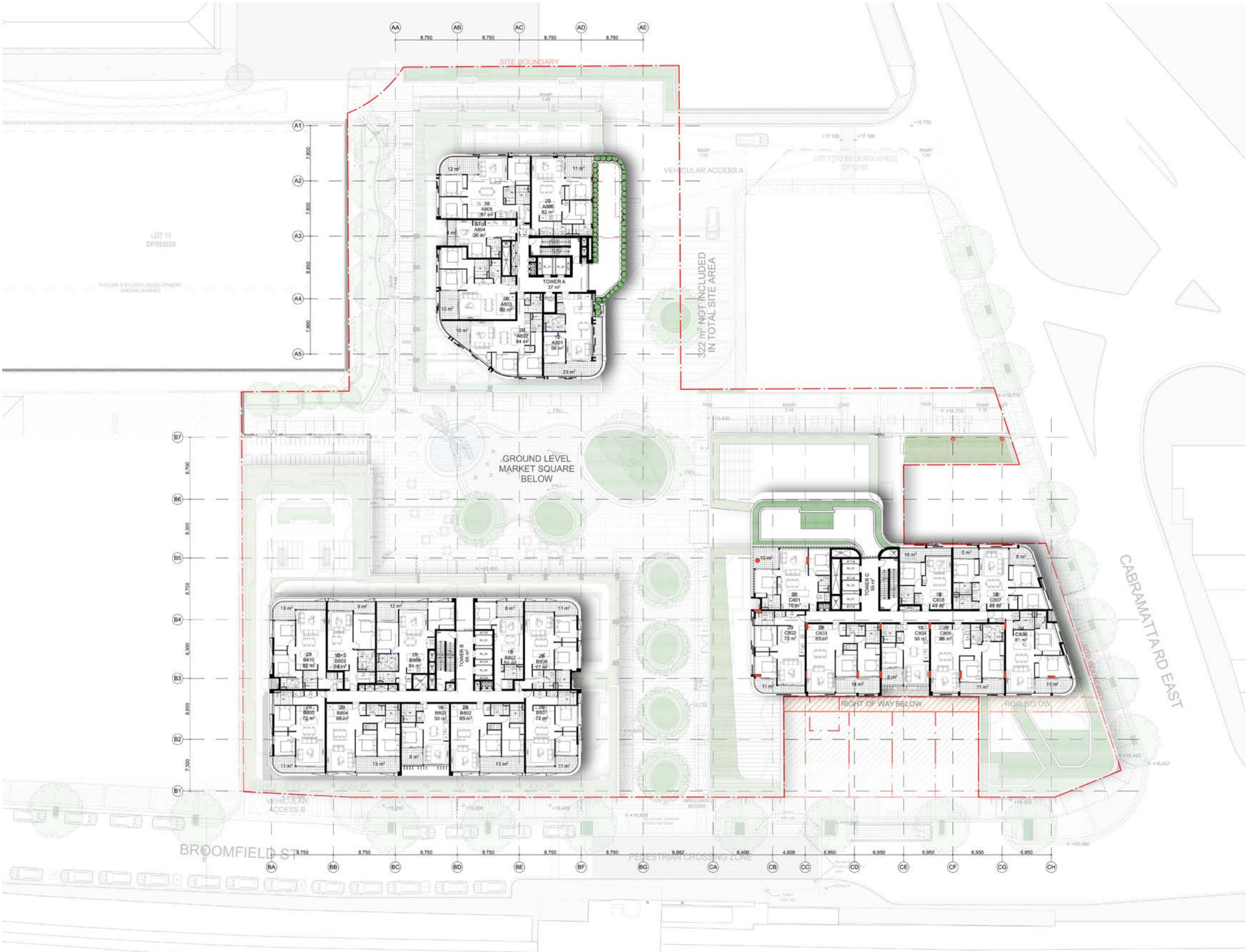


The three proposed residential tower forms are carefully positioned in relation to the created public domain to ensure solar access to the key central plaza at the heart of this precinct while maintaining sufficient separation to allow for view sharing and solar access to individual apartments. Although the three towers are expressed differently, there is a coherent form and language which will make them feel like a family of buildings.

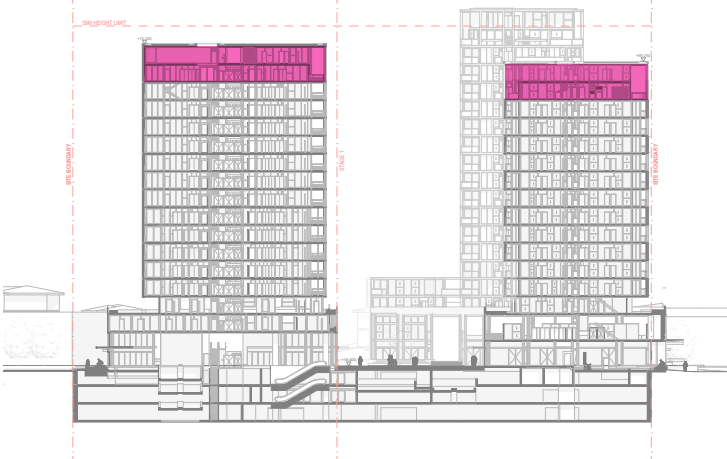
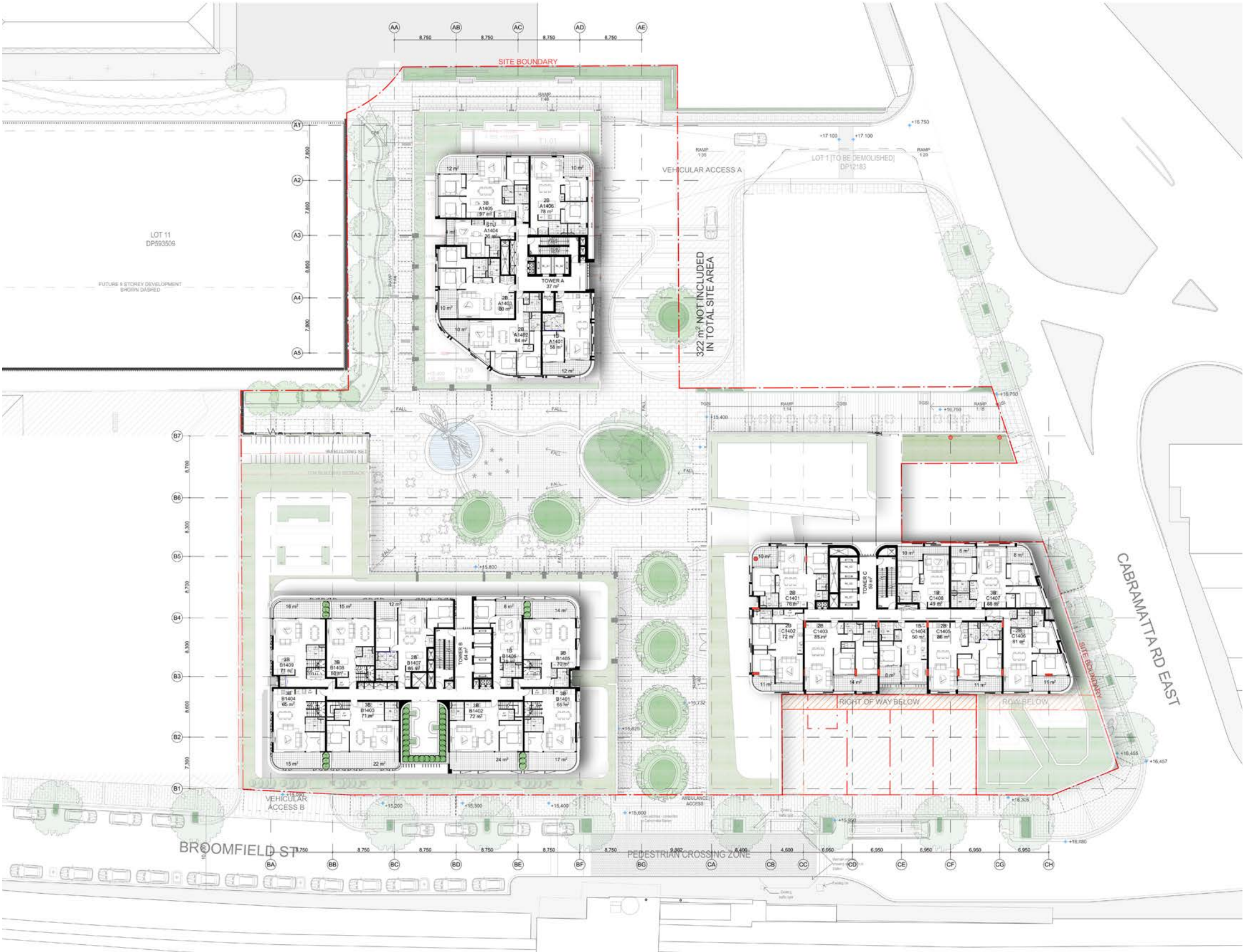
Each tower floorplate is carefully configured to ensure the apartments overall all well serviced from the central core while providing sufficient solar access and amenity to individual units. The typical floorplate configuration provides a lift lobby with direct visual access to the outside environment and allows for natural ventilation to the corridor system. The apartment are organized to create sensible layouts and internal relationships between spaces and optimize access to outdoor private balcony space. The façade and operable windows will provide sufficient flexibility and perforated metal screens provide a means to create further shading and privacy within the apartment while maintaining views out from within the apartment.



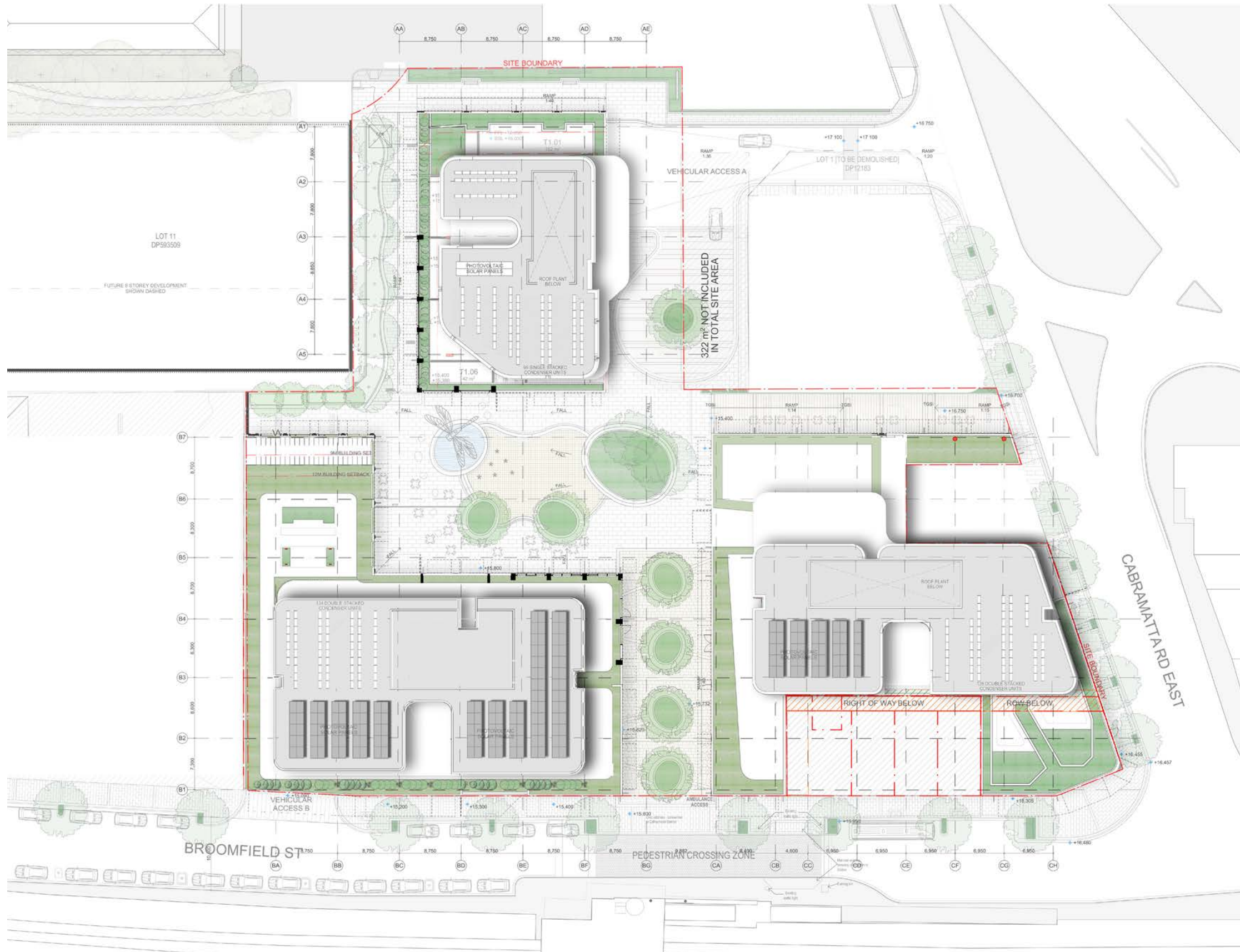
PROPOSED SCHEME - PLAN
TYPICAL TOWER LEVELS LEVELS 08-13



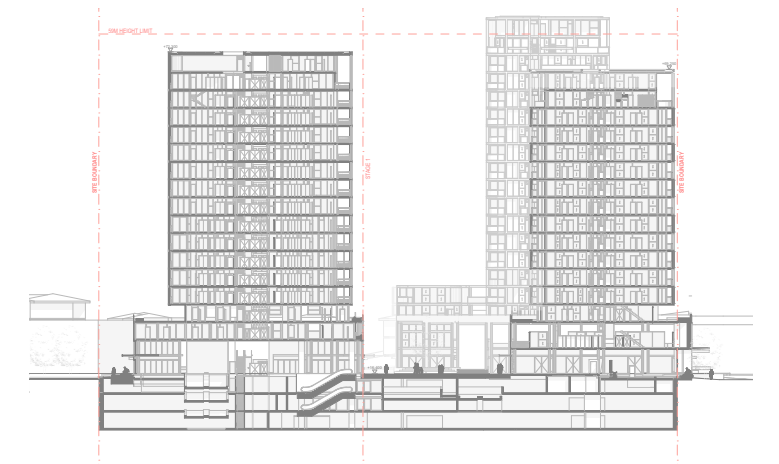
PROPOSED SCHEME - PLAN TYPICAL TOWER LEVELS PENTHOUSE



PROPOSED SCHEME - PLAN ROOF

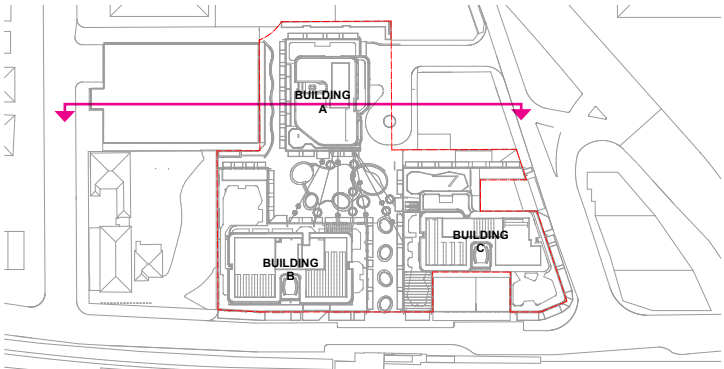


The top of each residential tower is carefully configured to contain both services spaces, two storey apartments and communal areas across the two top levels. The two-storey configuration ensures the height of services equipment and overruns are contained within the building form. The rooftop area provides space for the air-conditioning condensers as well as PV cells. The positioning of the three towers create a cohesive composition framing the central plaza while marking Cabramatta Station from an urban point of view.



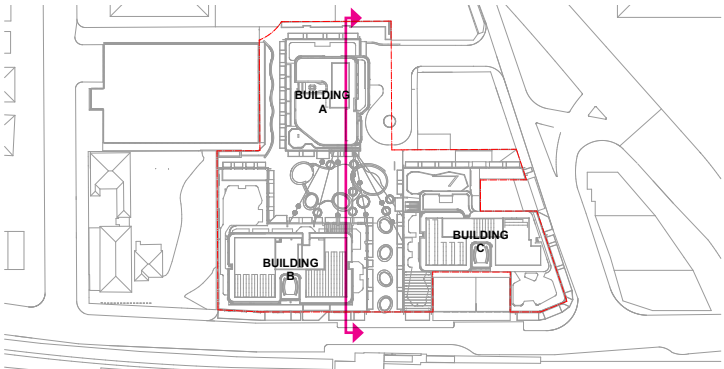
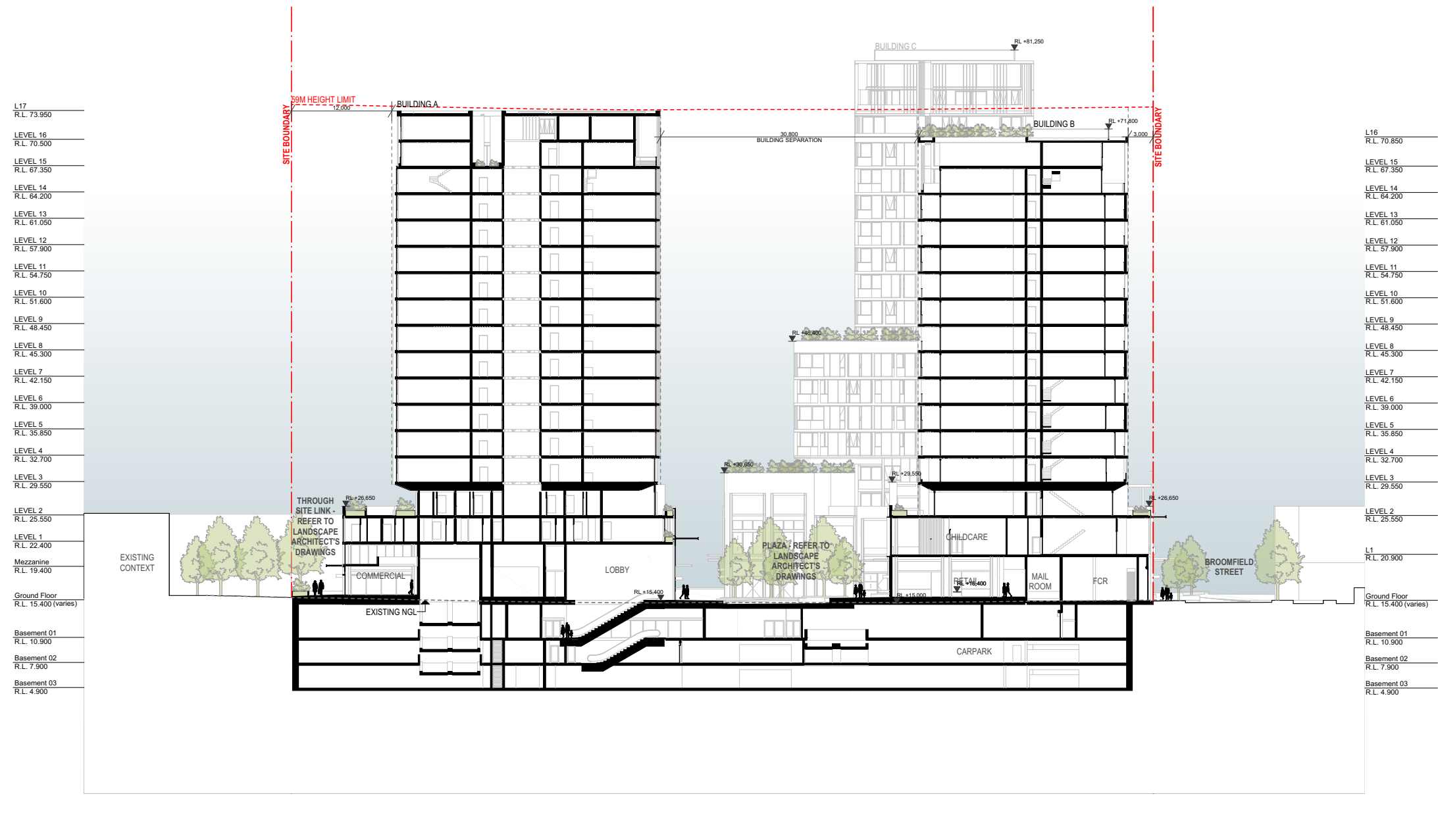
PROPOSED SCHEME - SECTION
SECTION THROUGH BUILDING A

Building A stands 17 storeys tall and provides access to the carpark for residential parking directly accessible from Cabramatta Road East. This road also provides access to the adjacent commercial properties until this future stage of the precinct is developed. The road will allow access to the central plaza to service this area for various events as well emergencies.



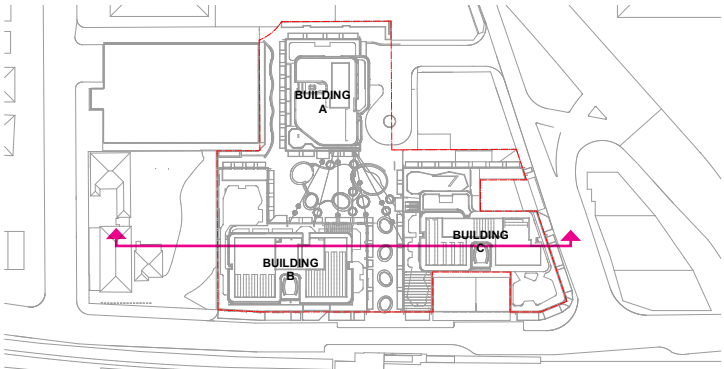
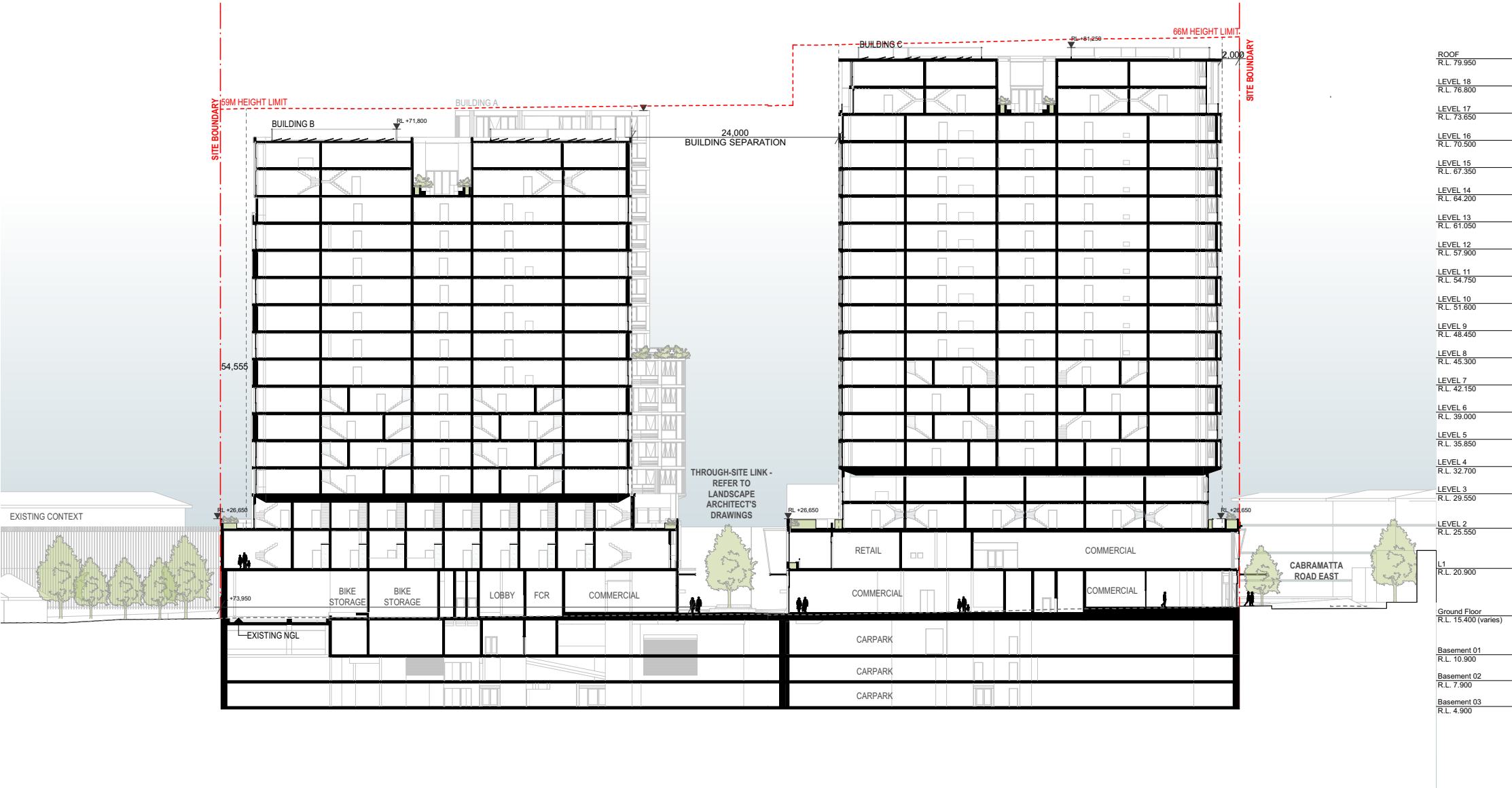
PROPOSED SCHEME - SECTION
EW SECTION THROUGH BUILDING A & B

Building A and B combined with their podia clearly help to define the central plaza. The escalator and lift system from Basement 1 provides access to the plaza. The retail parking is largely located at this level. The various steps in the built form and variety of character of the podia surrounding the plaza will help to enrich the public domain supported by landscape planters and trees located over the shared basement



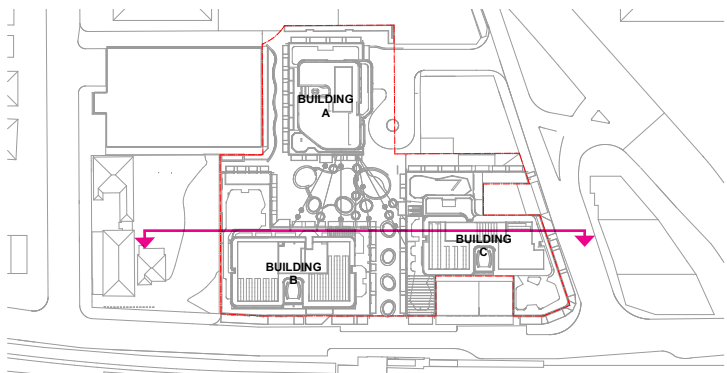
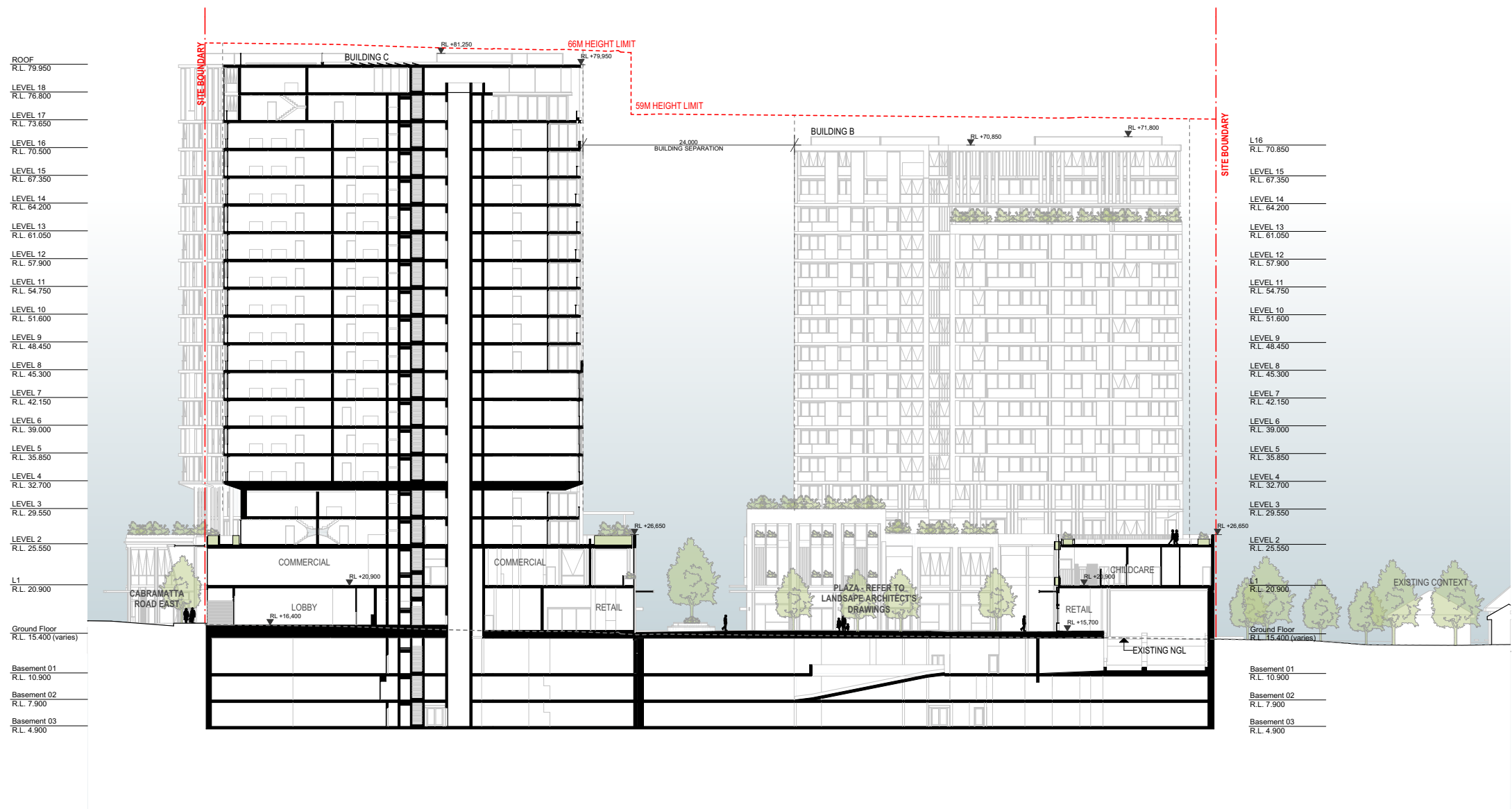
PROPOSED SCHEME - SECTION SECTION THROUGH BUILDING B & C

The proposal consists of 3 below ground carpark levels, a 2-3 storey podium supporting 3 towers. The central plaza and network of laneways is clearly defined by the built form and consistent architectural language. Each podium supporting a tower has it's own unique character defined by material, colour and detailing and expression of key moments within the base. The pedestrian entry point from the basement to the plaza forms a key gesture which is clearly expressed within the overall composition. The rich copper coloured material expression defining the tower forms a clear welcoming gesture towards the public plaza. Retail on either side will help activate the plaza taking advantage of the afternoon sun.



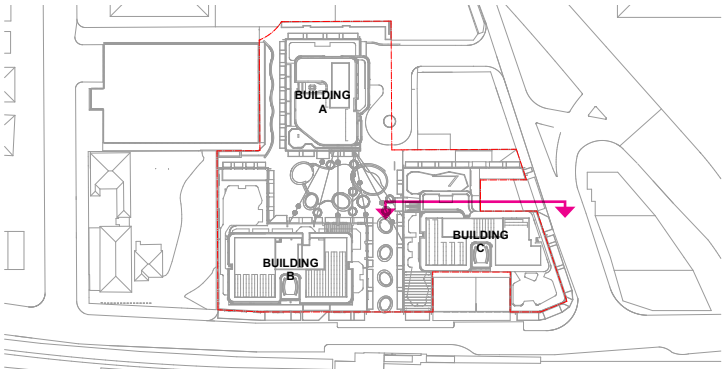
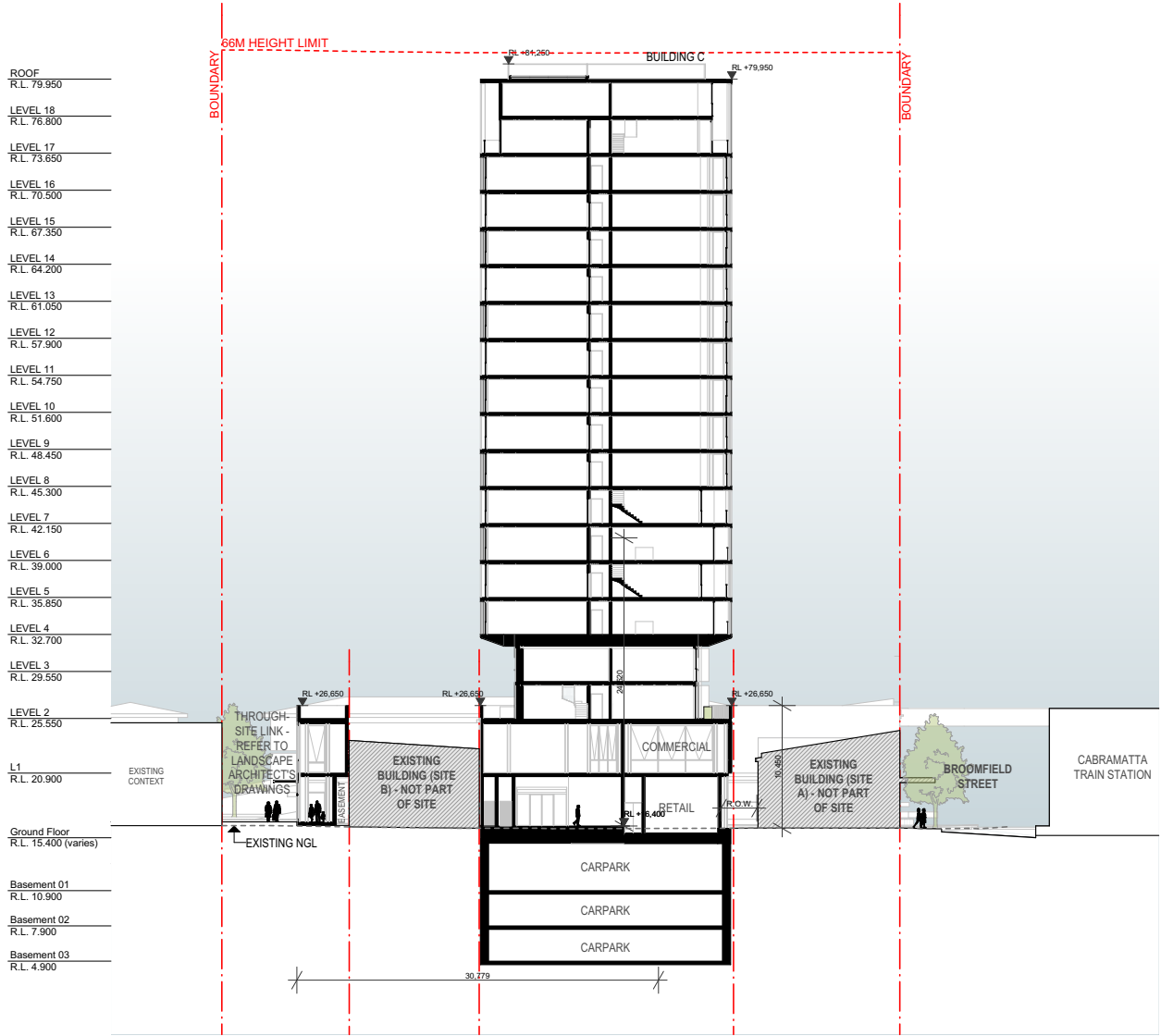
PROPOSED SCHEME - SECTION
SECTION THROUGH BUILDING C

The established podium comfortably supports the proposed tower scale over while defining the public domain. The podium to the west of the plaza contains retail uses to the ground plane with the childcare centre positioned at the first level contained with the established podium expression. The entry to the childcare is clearly expressed with the façade expression of the podium bringing the rich green aged copper patina to the ground plane to express this entry point.



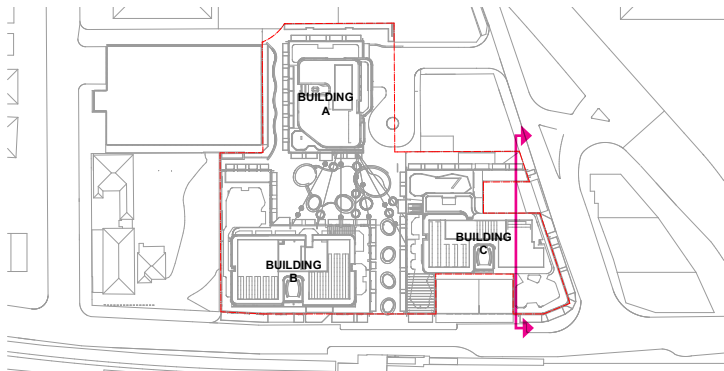
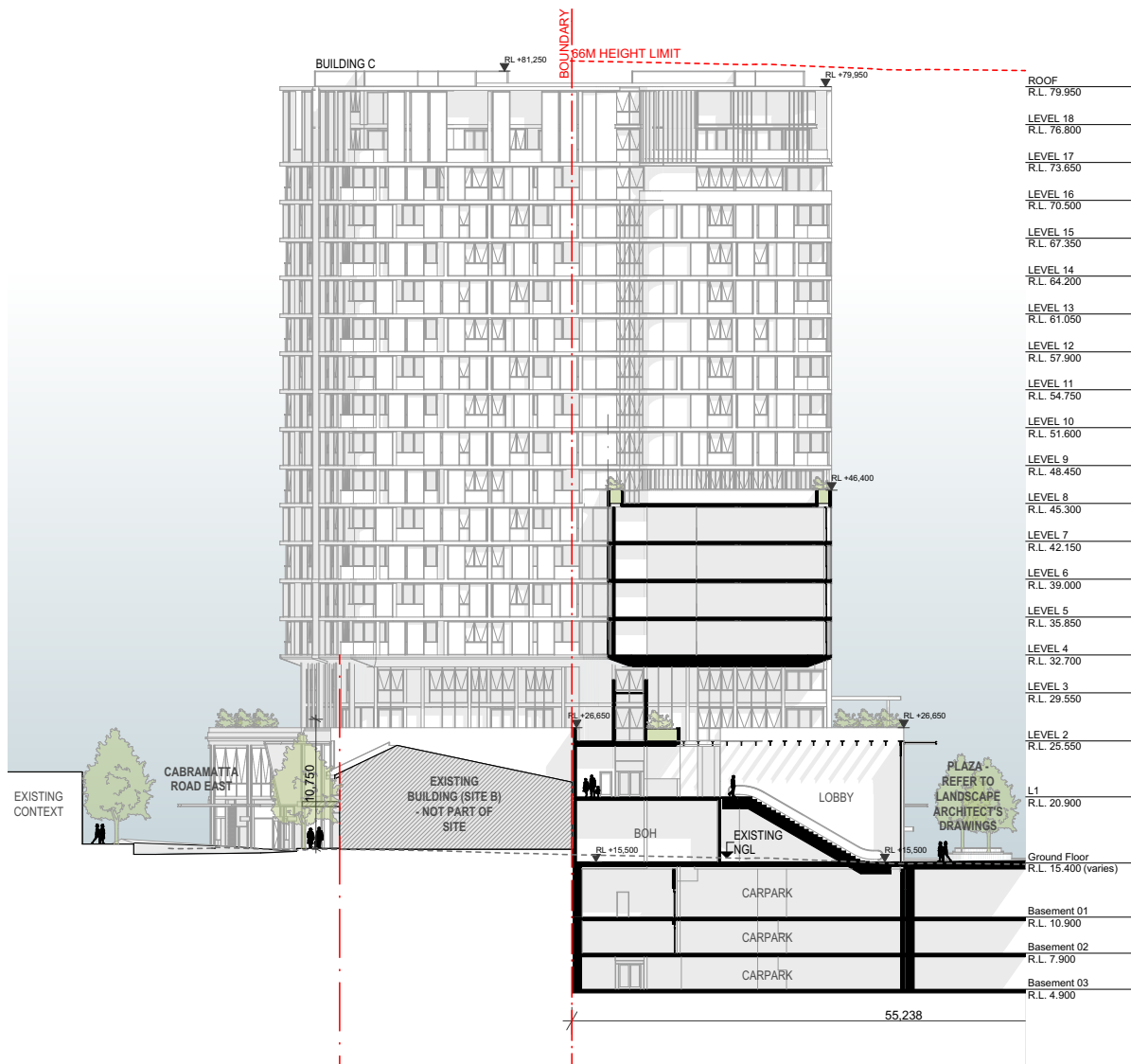
PROPOSED SCHEME - SECTION

EW SECTION THROUGH BUILDING C & NEIGHBOURING SITE A+B



PROPOSED SCHEME - SECTION

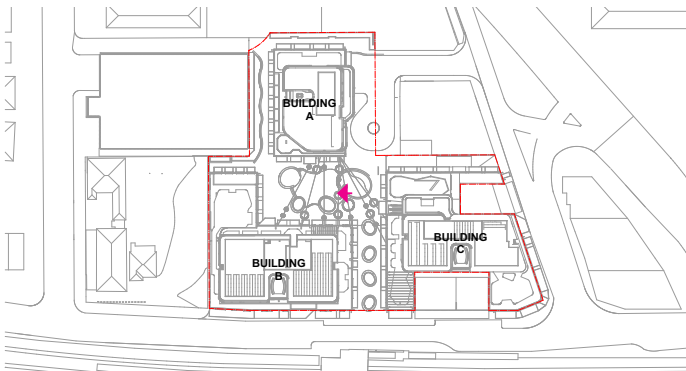
NS SECTION THROUGH BUILDING C & NEIGHBOURING SITE A+B



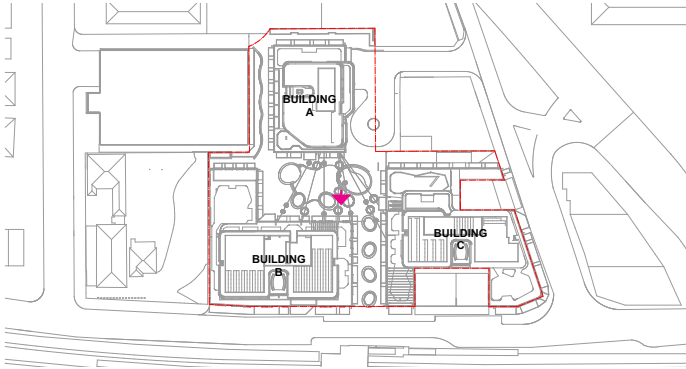
PROPOSED SCHEME - OVERALL ELEVATION

SOUTHERN ELEVATION OF BUILDING A & B

The laneways and plazas are framed by the podia of the various buildings. The variety in material, articulation and height alternation will add character to the space. The various material colours which help to create variety and character within the architecture come down to the ground to add clarity to entry points within the consistency of the rhythm in the base.



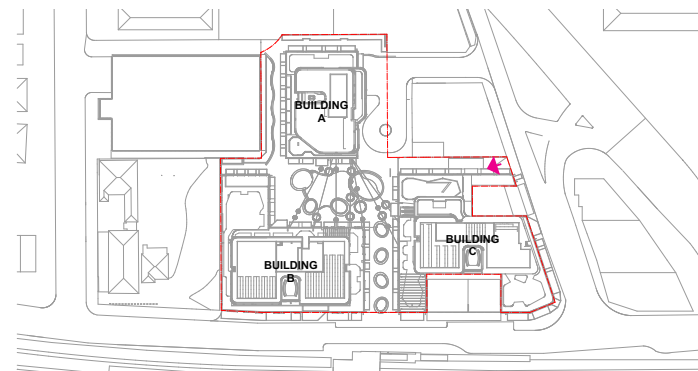
PROPOSED SCHEME - OVERALL ELEVATION
EASTERN ELEVATION OF BUILDING B & C



PROPOSED SCHEME - OVERALL ELEVATION

SOUTHERN ELEVATION ON CABRAMATTA ROAD EAST

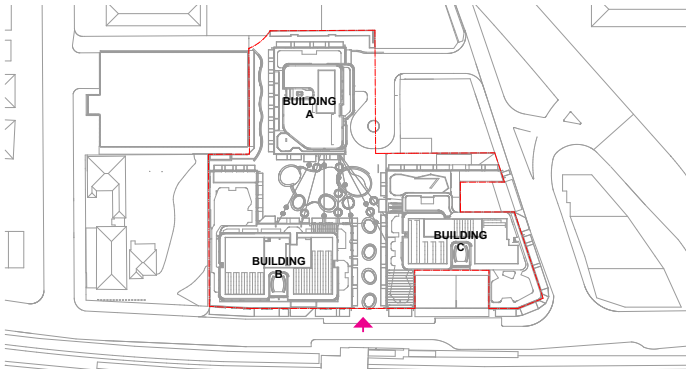
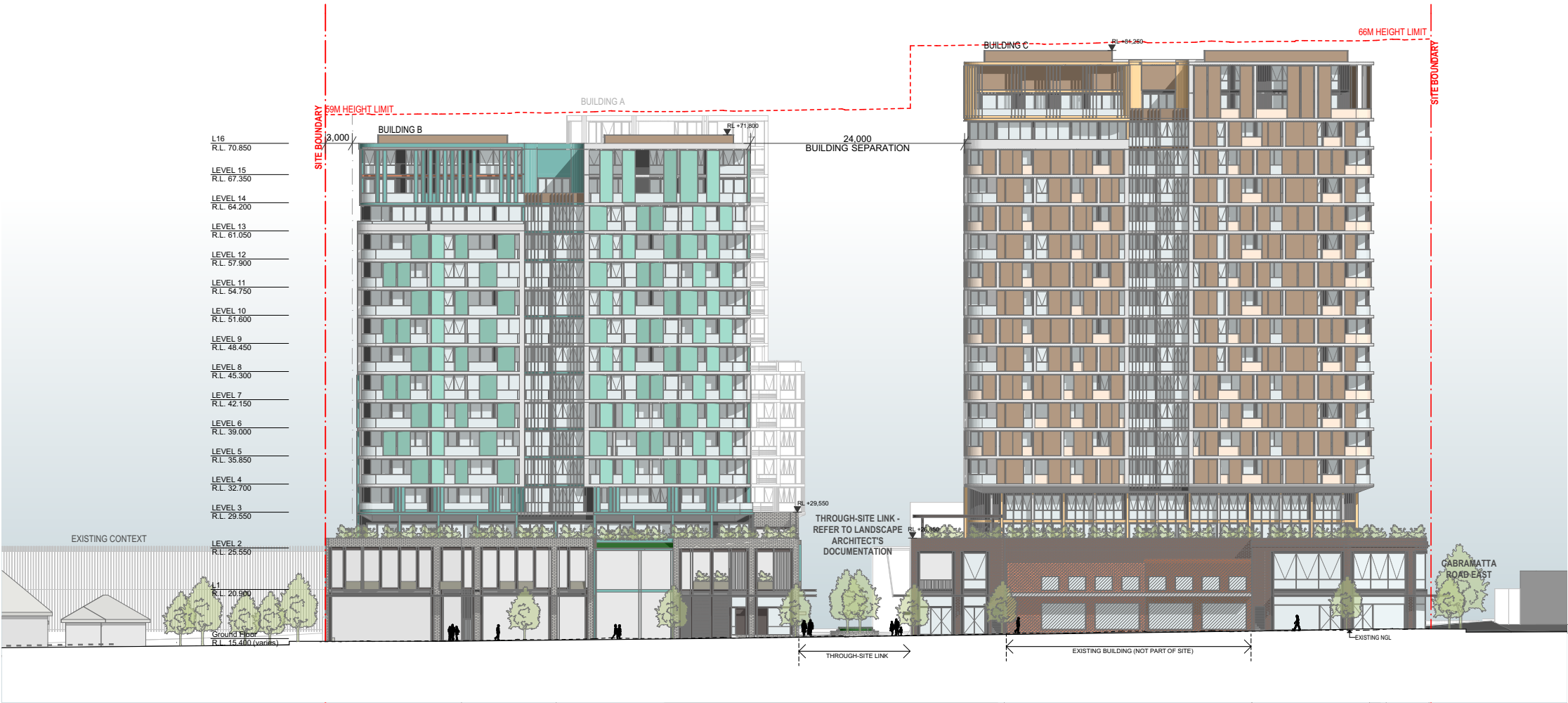
The 19 storey tower, highlighted in the southern elevation, marks the southwest corner of the site. The tower, carried by the brick base, holds the corner. Adjacent existing properties tie into the scale of the podium. The height proposed in the future stages of the precinct will further compose the overall precinct and bring continuity into the scale and height of the established podium form.



PROPOSED SCHEME - OVERALL ELEVATION

WESTERN ELEVATION OF BUILDING B & C

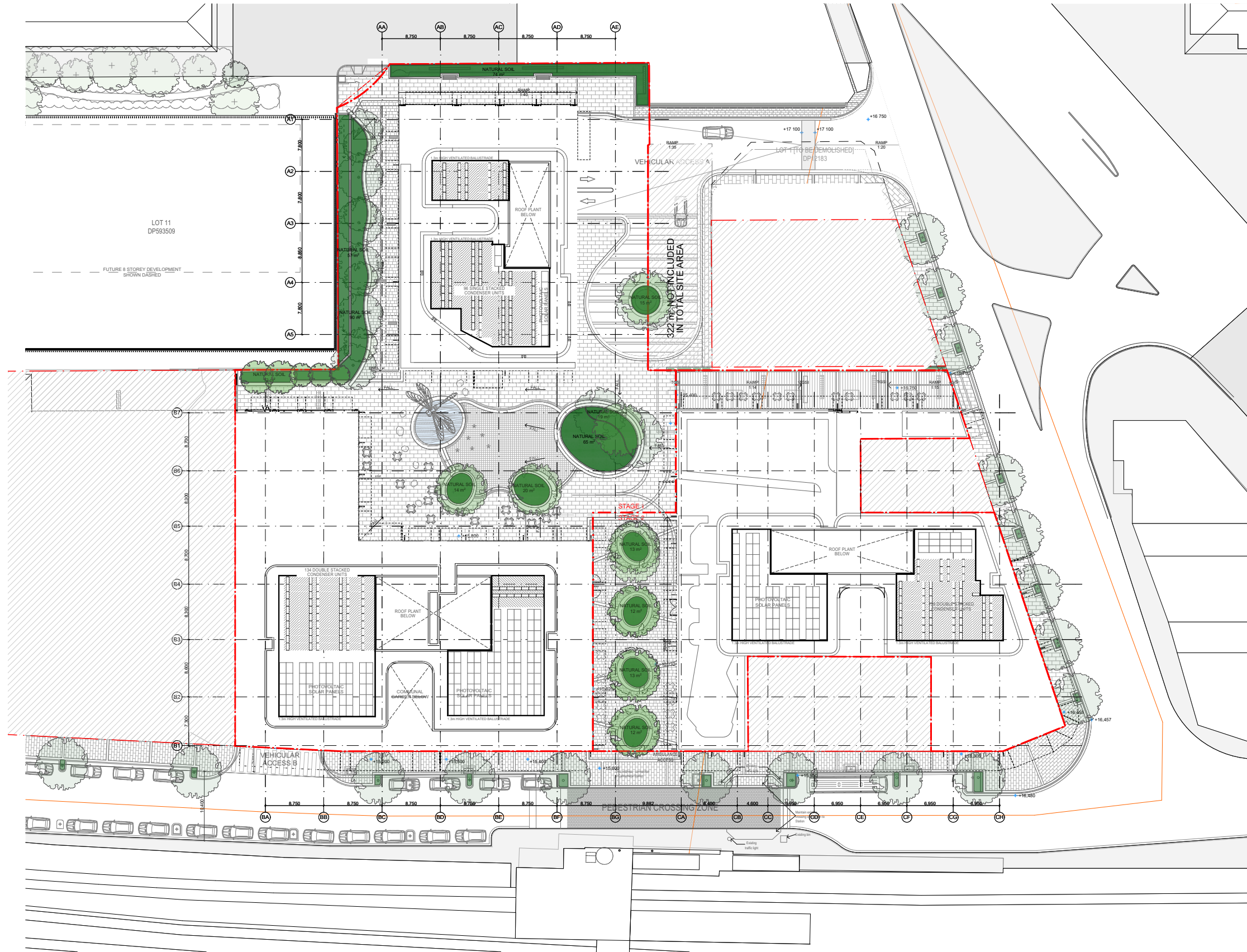
From the west the project is clearly defined by the brick base with two towers over. The northern 16 storey tower help to define the entry point into the heart of the site, located opposite the Station entry while the southern tower sitting at 19 storeys marks the overall precinct along the intersection of Broomfield Street and Cabramatta Road East. The podia and towers form part of a family of buildings while having their own distinct character established through material, colour and detailing. The ground plane contains active uses surrounding the through site link to the central plaza with access to the basement and services to the northern end of Broomfield Street.





08 COMPLIANCE SUMMARY

PROPOSED NATURAL SOIL ON SLAB



The proposal has a 3 storey basement which extends across the precinct to service the project. The ground plane ensures that sufficient natural soil over this structure is incorporated to achieve the balance of soft and hard landscaping across the public domain to enrich the space with nature and shade. The ground floor slab and structure allows for pockets of additional depth to achieve the soil depths to achieve this and ensure accessibility and direct access to adjacent retail and commercial uses at ground plane.



COMMUNAL OPEN SPACE



THROUGH SITE LINK



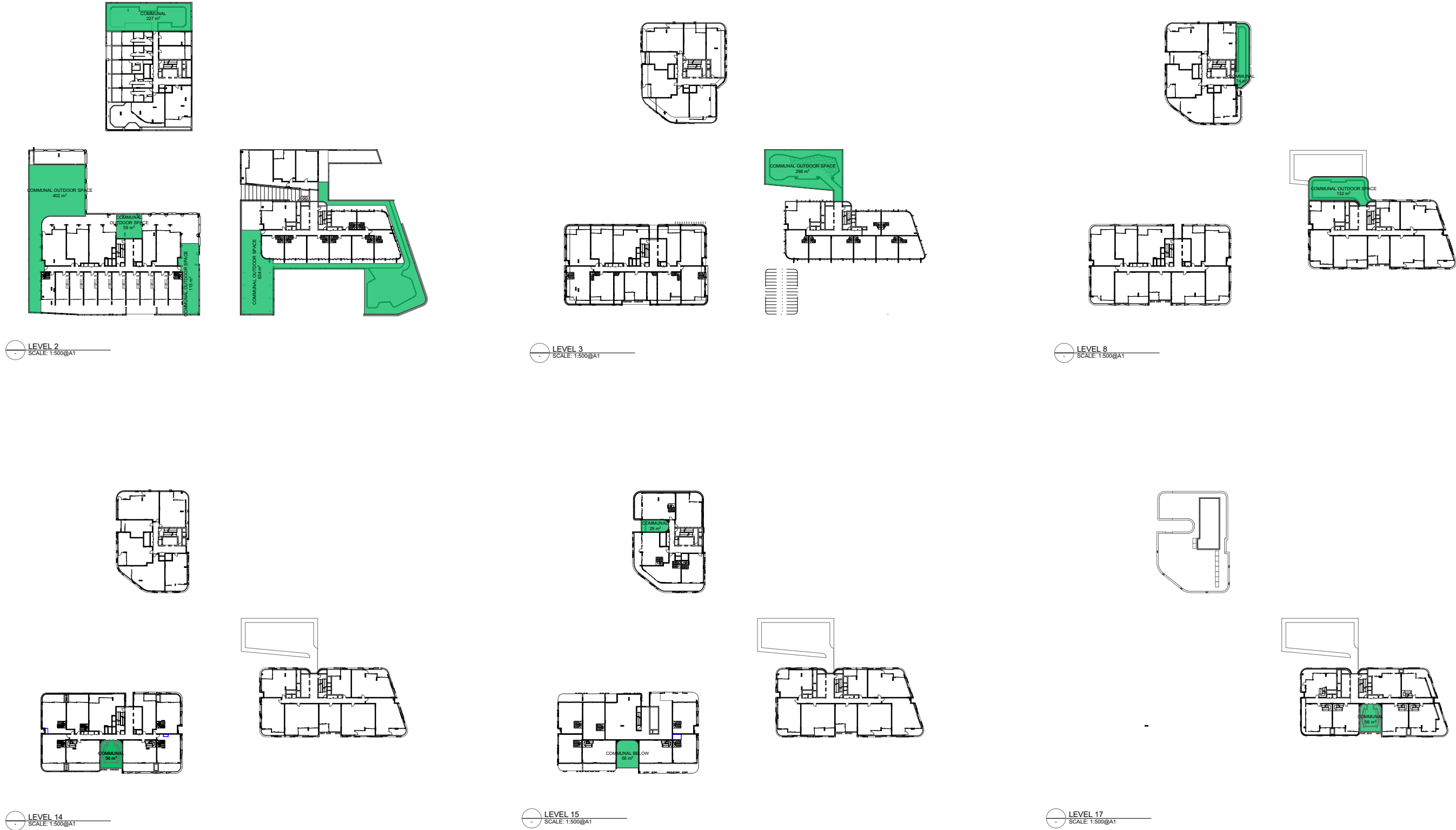
PUBLIC PLAZA



URBAN FURNITURE

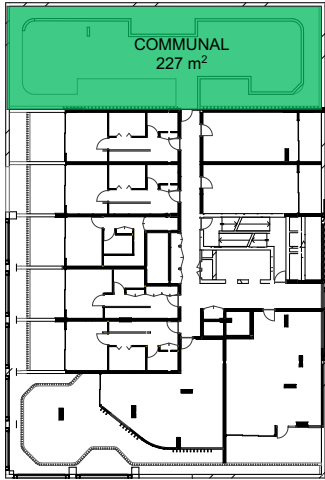


COMPLIANCE
COMMUNAL OPEN SPACE - S1 & S2

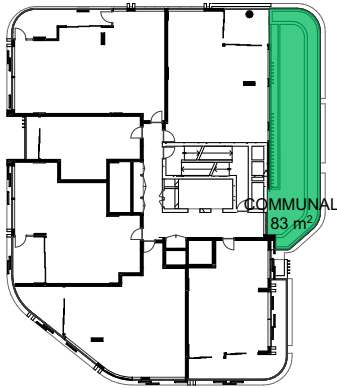


COMPLIANCE

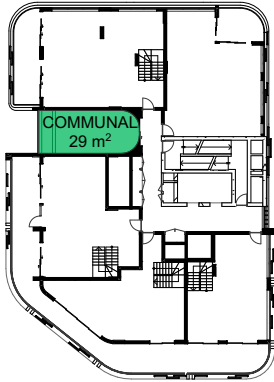
COMMUNAL OPEN SPACE - BUILDING A



LEVEL 2
SCALE: 1:250@A1



LEVEL 8
SCALE: 1:250@A1

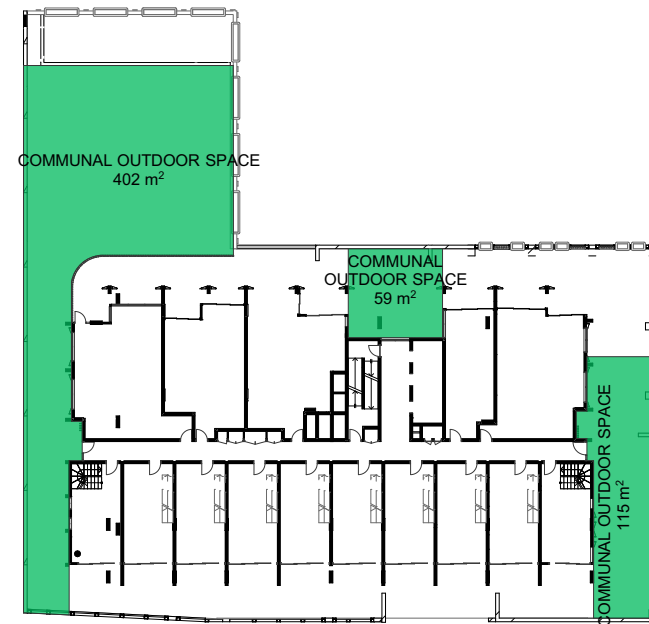


LEVEL 15
SCALE: 1:250@A1

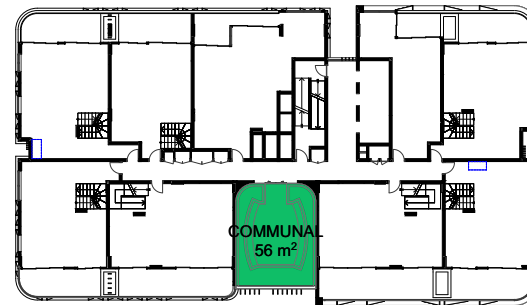


COMPLIANCE

COMMUNAL OPEN SPACE - BUILDING B



LEVEL 2
SCALE: 1:250@A1

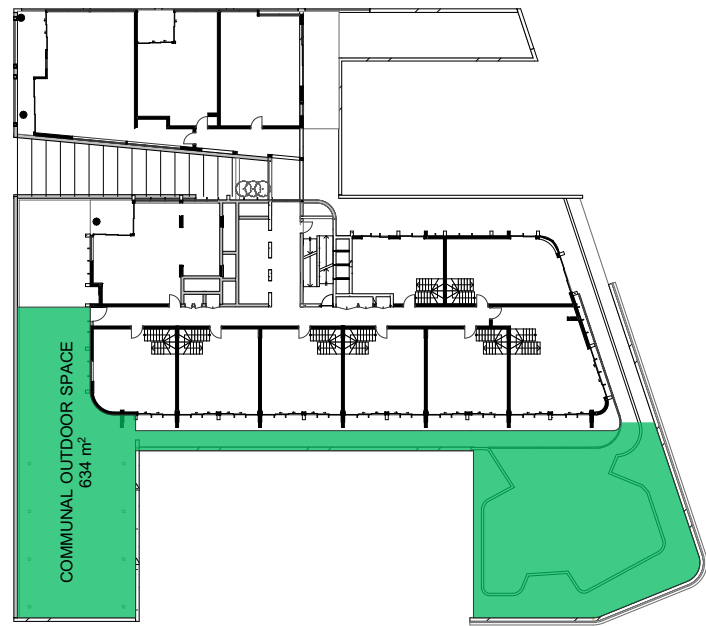


LEVEL 14
SCALE: 1:250@A1

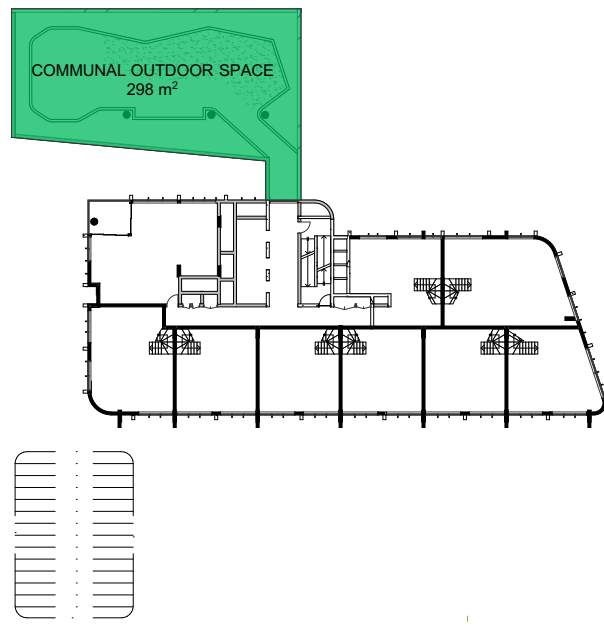


COMPLIANCE

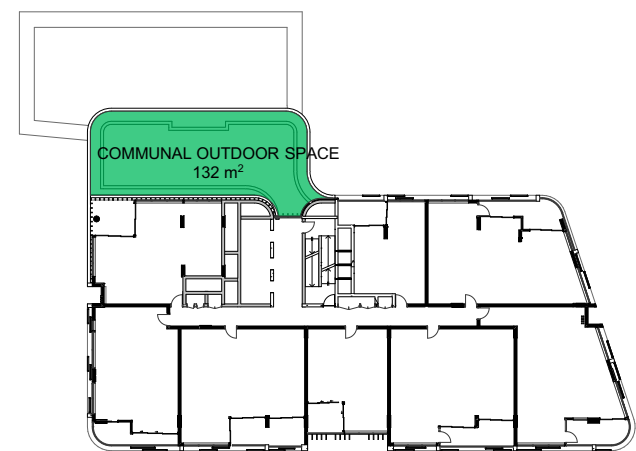
COMMUNAL OPEN SPACE - BUILDING C



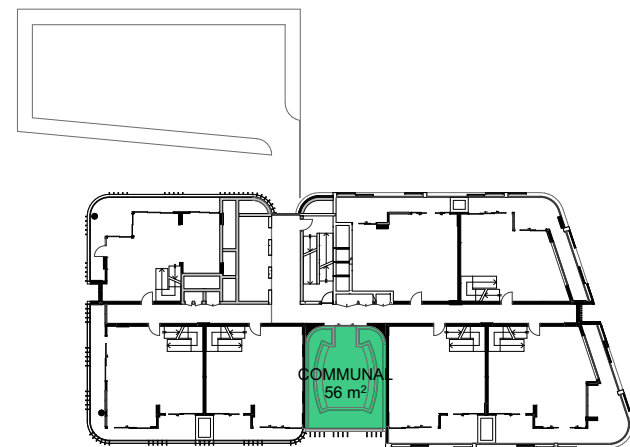
LEVEL 2
SCALE: 1:250@A1



LEVEL 3
SCALE: 1:250@A1



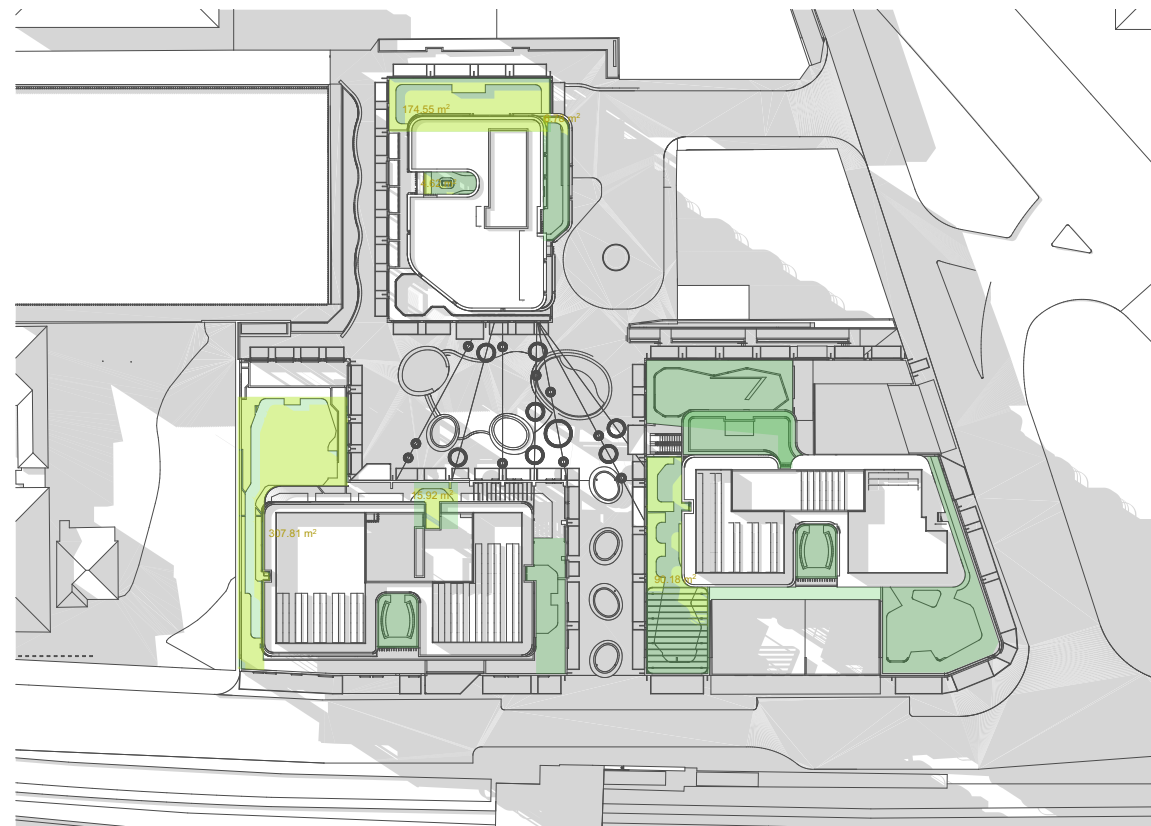
LEVEL 8
SCALE: 1:250@A1



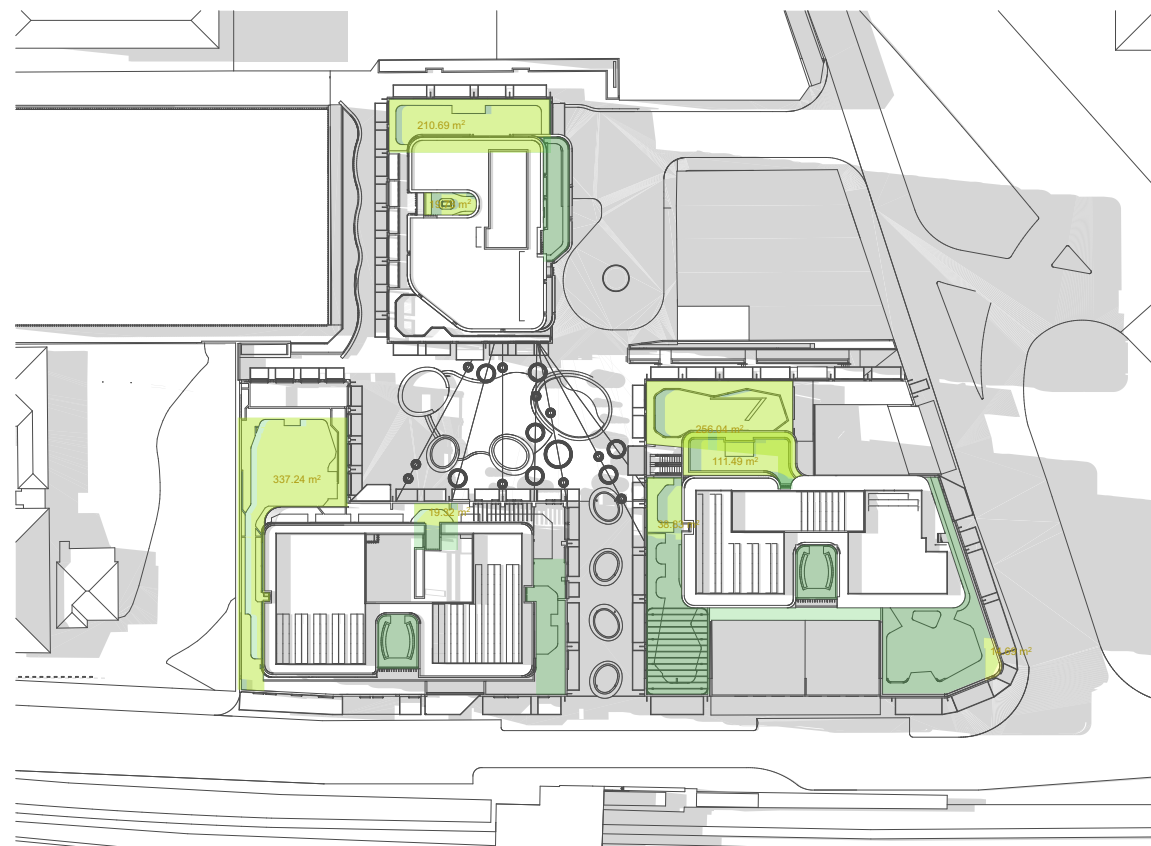
LEVEL 17
SCALE: 1:250@A1



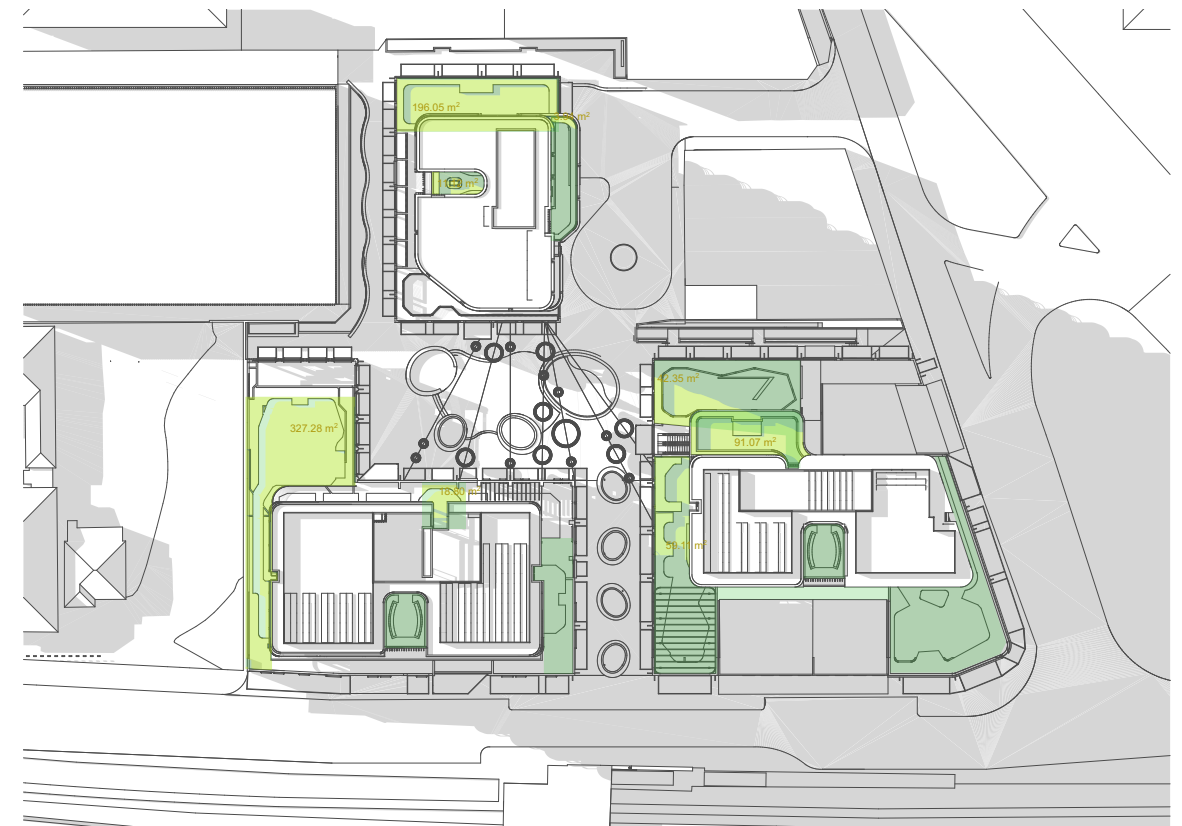
COMMUNAL OPEN SPACE - SOLAR (21ST JUNE) - 9AM TO 12PM



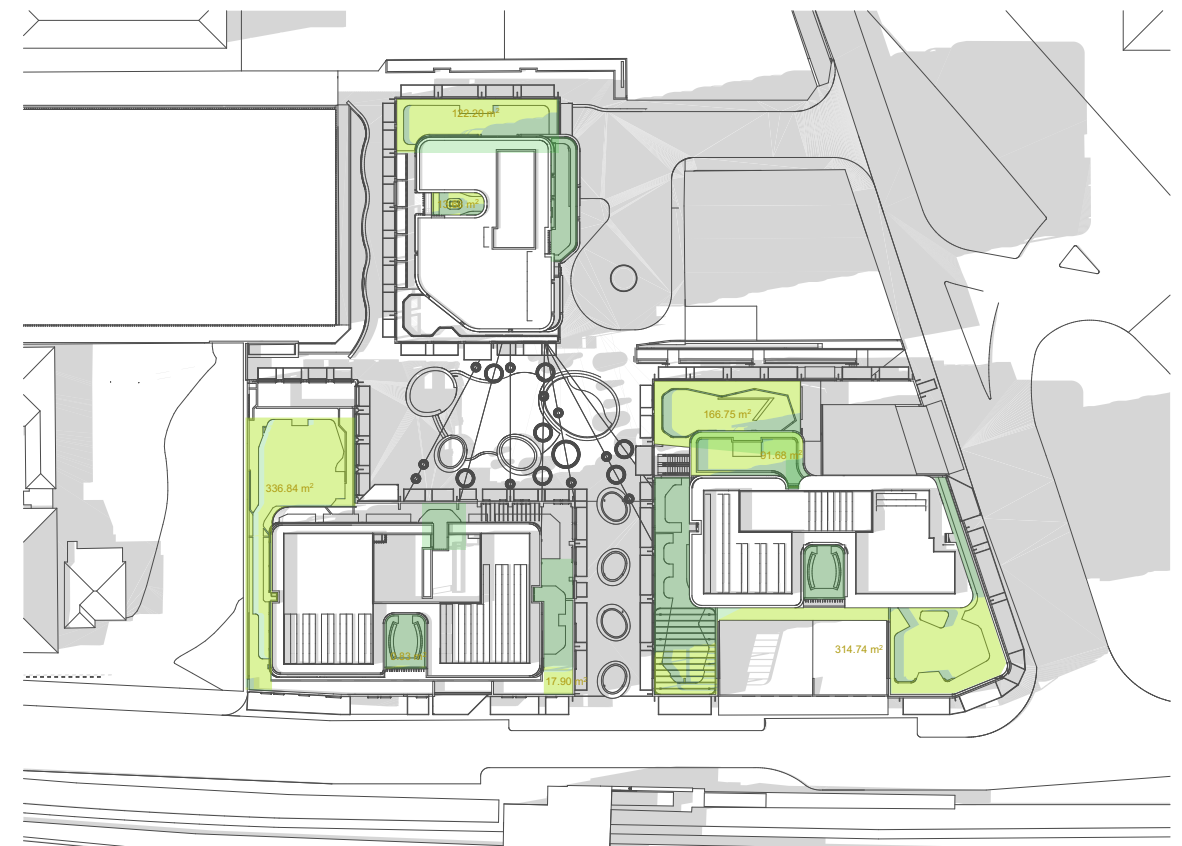
9AM
SCALE 1:500 @A1



11AM
SCALE 1:500 @A1



10AM
SCALE 1:500 @A1

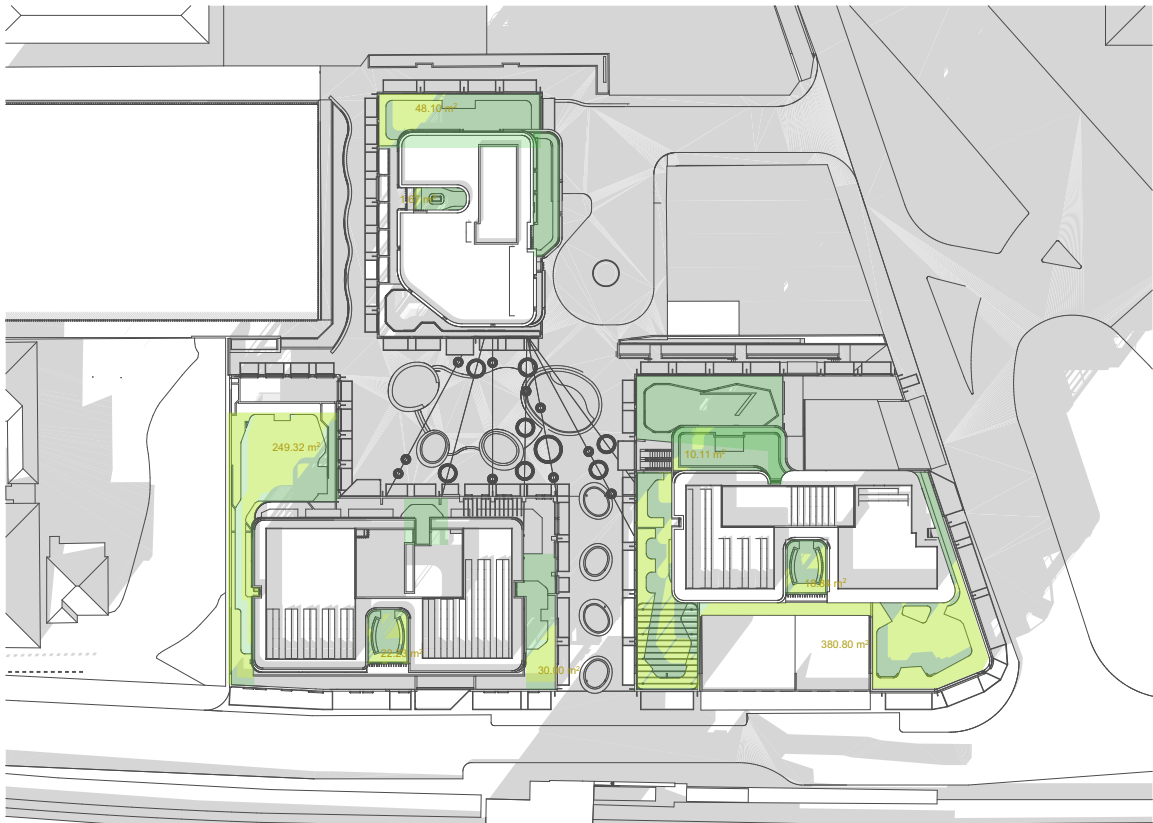
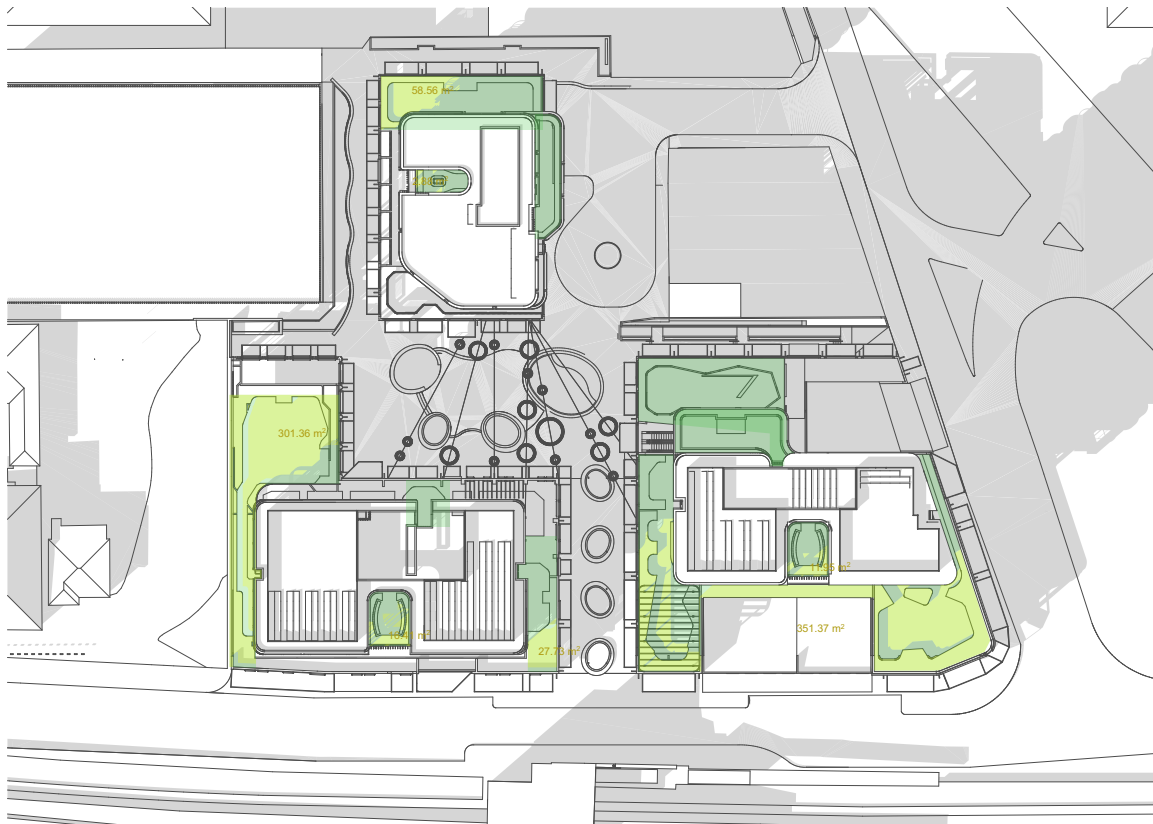
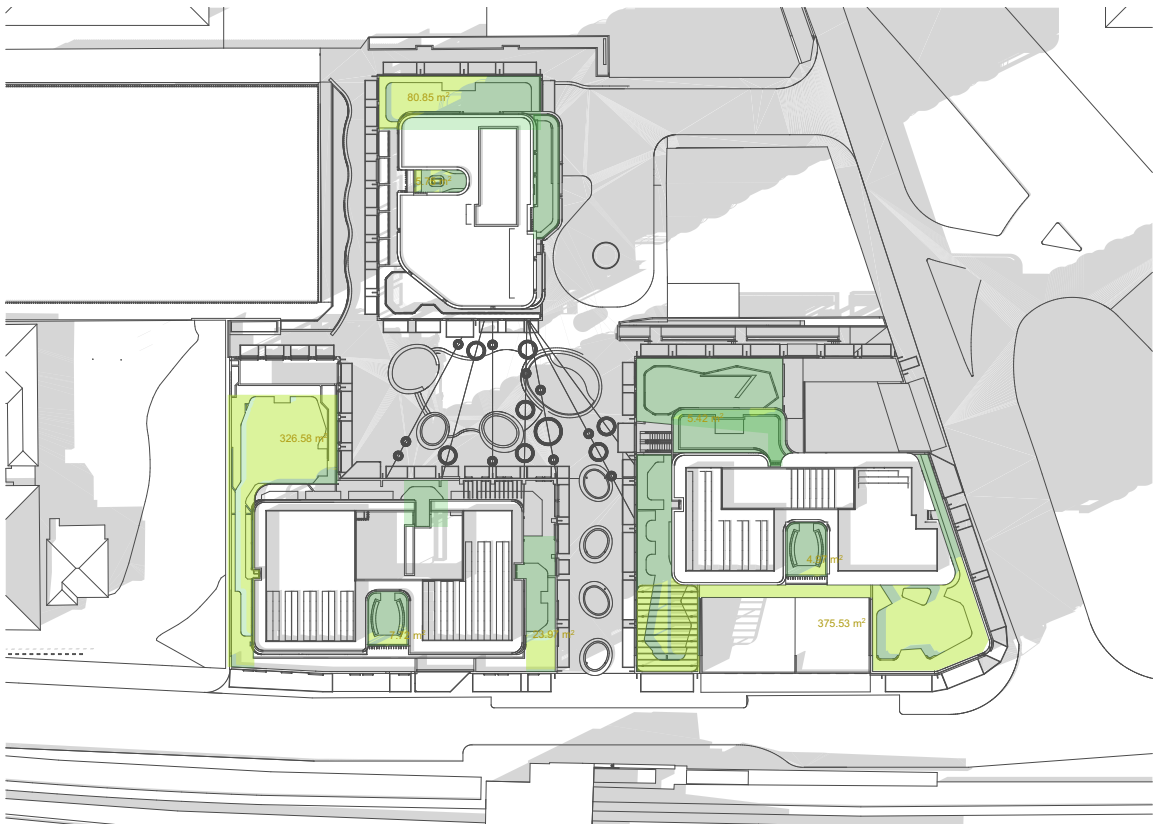


12PM
SCALE 1:500 @A1



COMPLIANCE

COMMUNAL OPEN SPACE - SOLAR (21ST JUNE) - 1PM TO 3PM



COS SOLAR ACCESS
STAGE 1 - BUILDING A

A			
COS AREA (m2)	339	BUILDING AREA (m2)	1031
		% COS	33%
TIME	AREA RECEIVING SOLAR	% SOLAR ACCESS ACHIEVED	HOURS ACHIEVING SOLAR ACCESS
9AM	185.95	55%	Y
10AM	211.11	62%	Y
11AM	230.47	68%	Y
12PM	135.88	40%	N
1PM	86.6	26%	N
2PM	63.24	19%	N
3PM	49.77	15%	N

REQUIREMENTS		
COS AREA % OF BUILDING AREA	COS SOLAR ACCESS	% COS REQUIRING 2HRS SOLAR
25%	2HRS	50%

STAGE 1 - BUILDING B

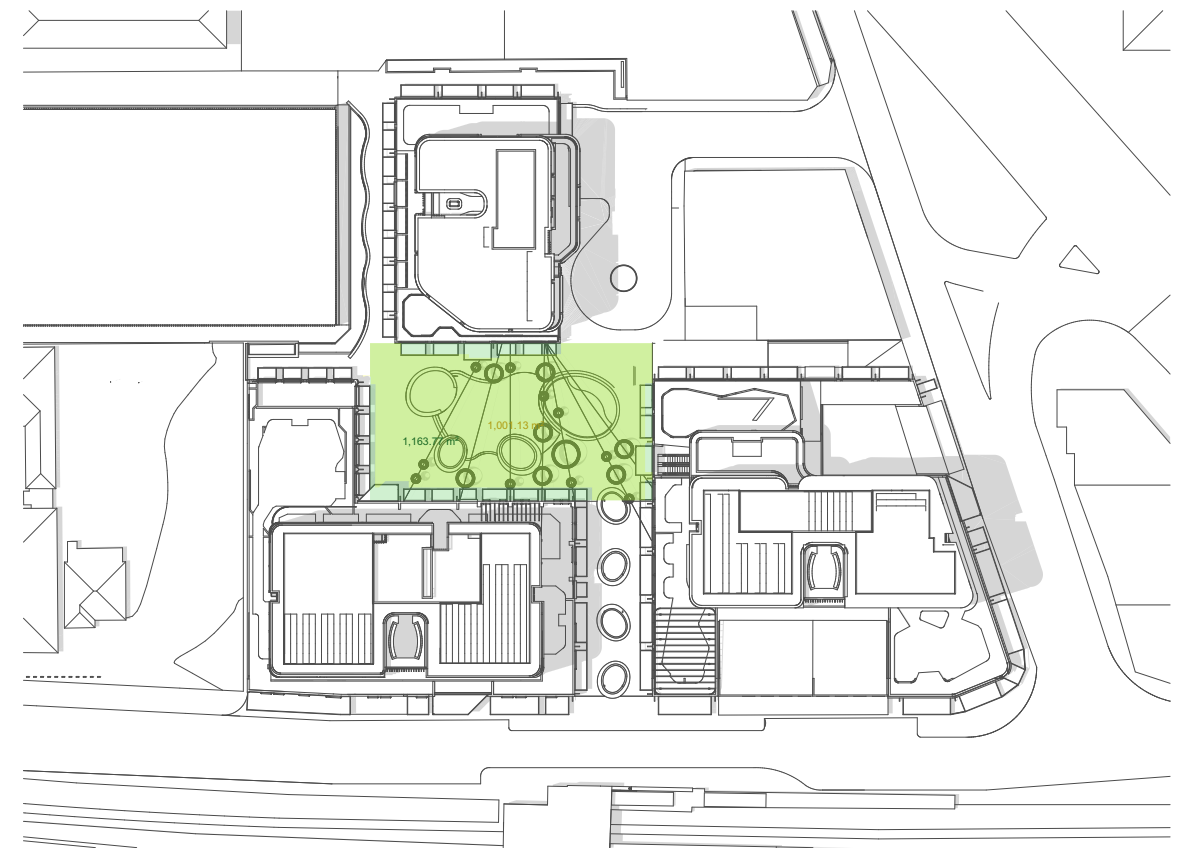
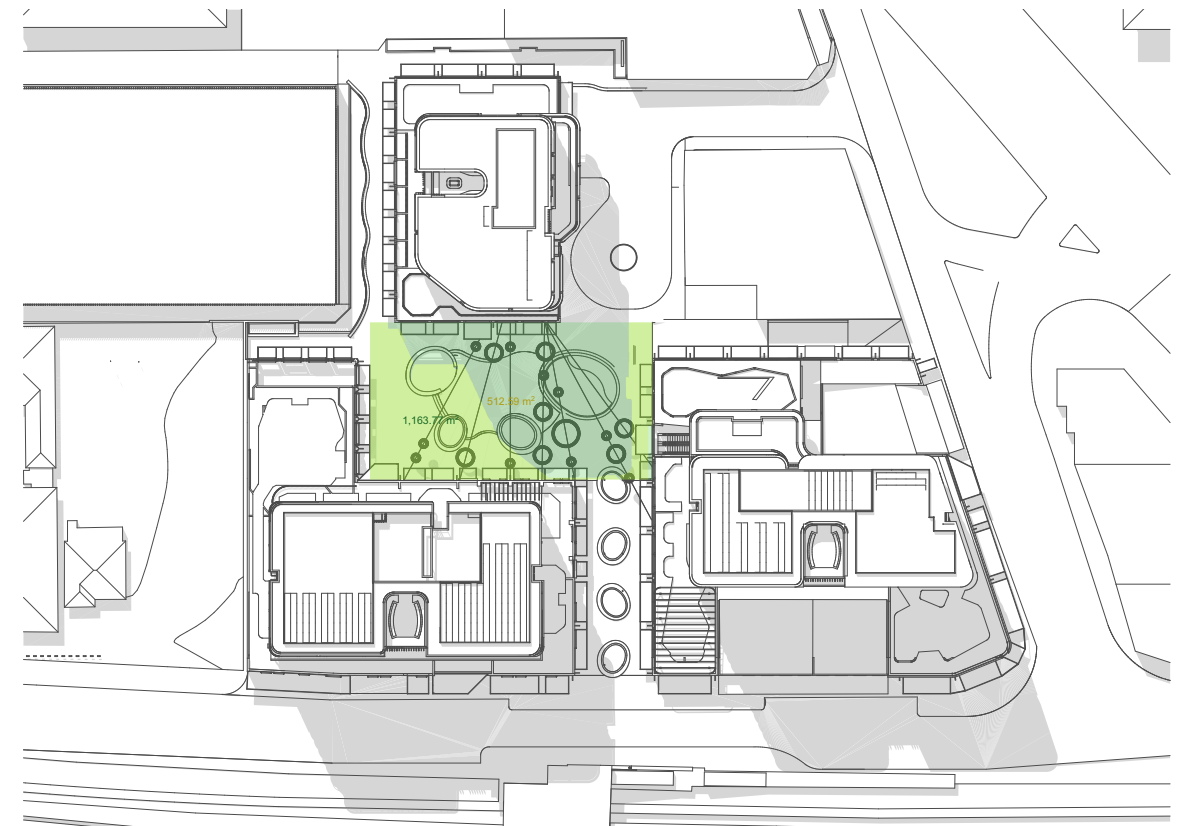
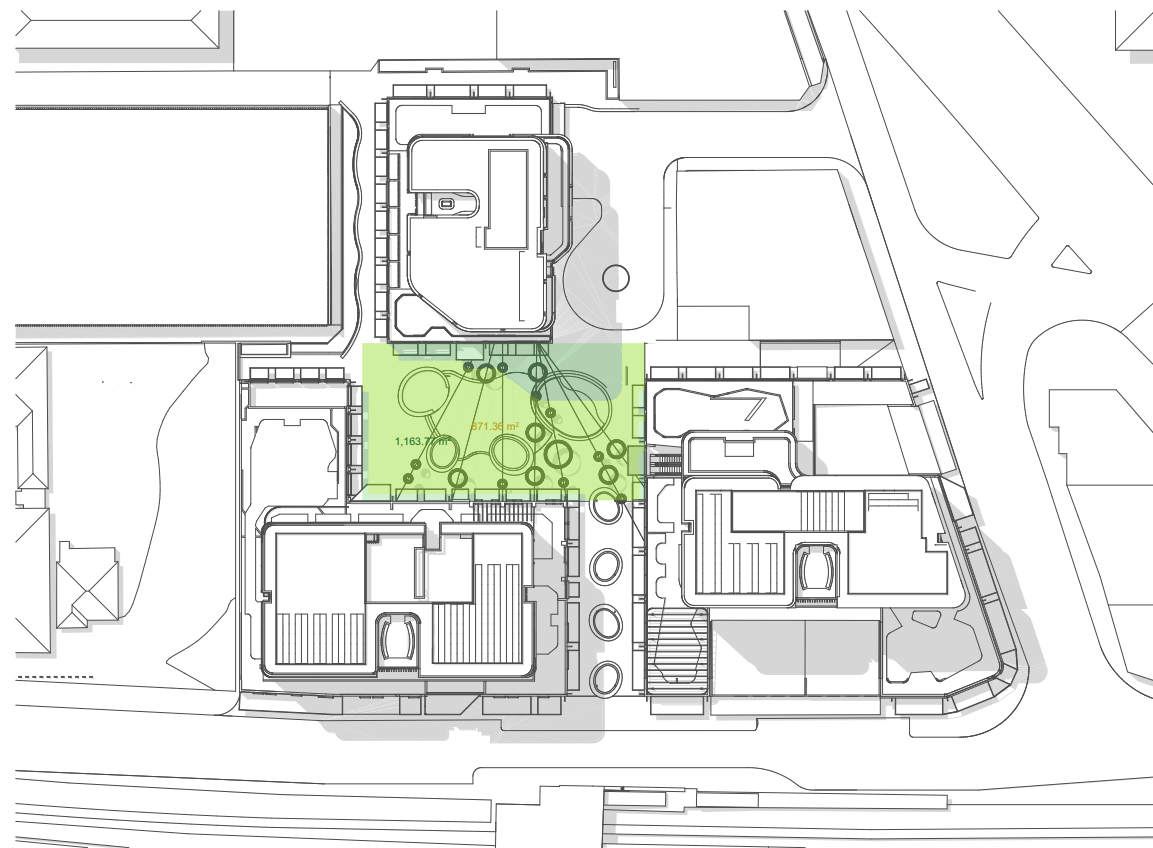
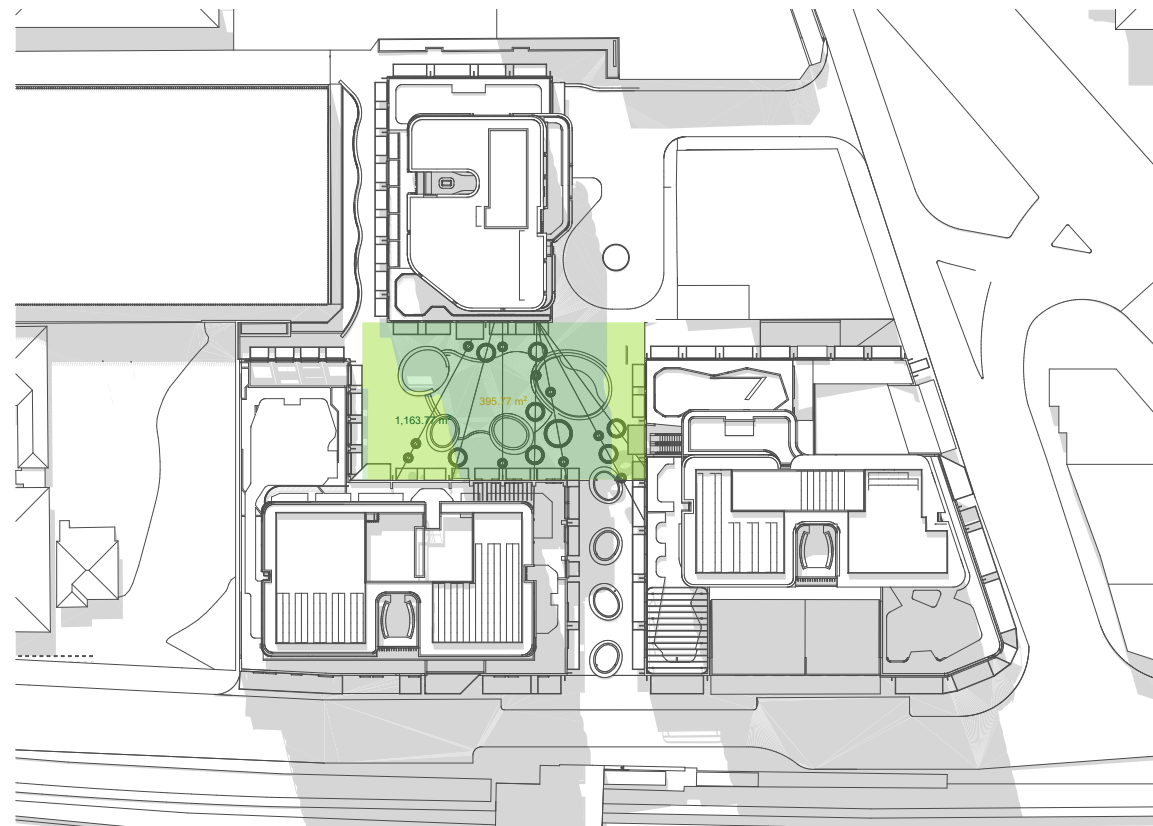
B			
COS AREA (m2)	632	BUILDING AREA (m2)	2049
		% COS	31%
TIME	AREA RECEIVING SOLAR	% SOLAR ACCESS ACHIEVED	HOURS ACHIEVING SOLAR ACCESS
9AM	323.73	51%	Y
10AM	346.06	55%	Y
11AM	356.56	56%	Y
12PM	355.57	56%	Y
1PM	358.27	57%	Y
2PM	345.5	55%	Y
3PM	301.55	48%	N

STAGE 2 - BUILDING C

C			
COS AREA (m2)	1120	BUILDING AREA (m2)	2013
		% COS	56%
TIME	AREA RECEIVING SOLAR	% SOLAR ACCESS ACHIEVED	HOURS ACHIEVING SOLAR ACCESS
9AM	90.18	8%	N
10AM	192.53	17%	N
11AM	421.05	38%	N
12PM	573.17	51%	Y
1PM	385.92	34%	N
2PM	363.32	32%	N
3PM	409.75	37%	N

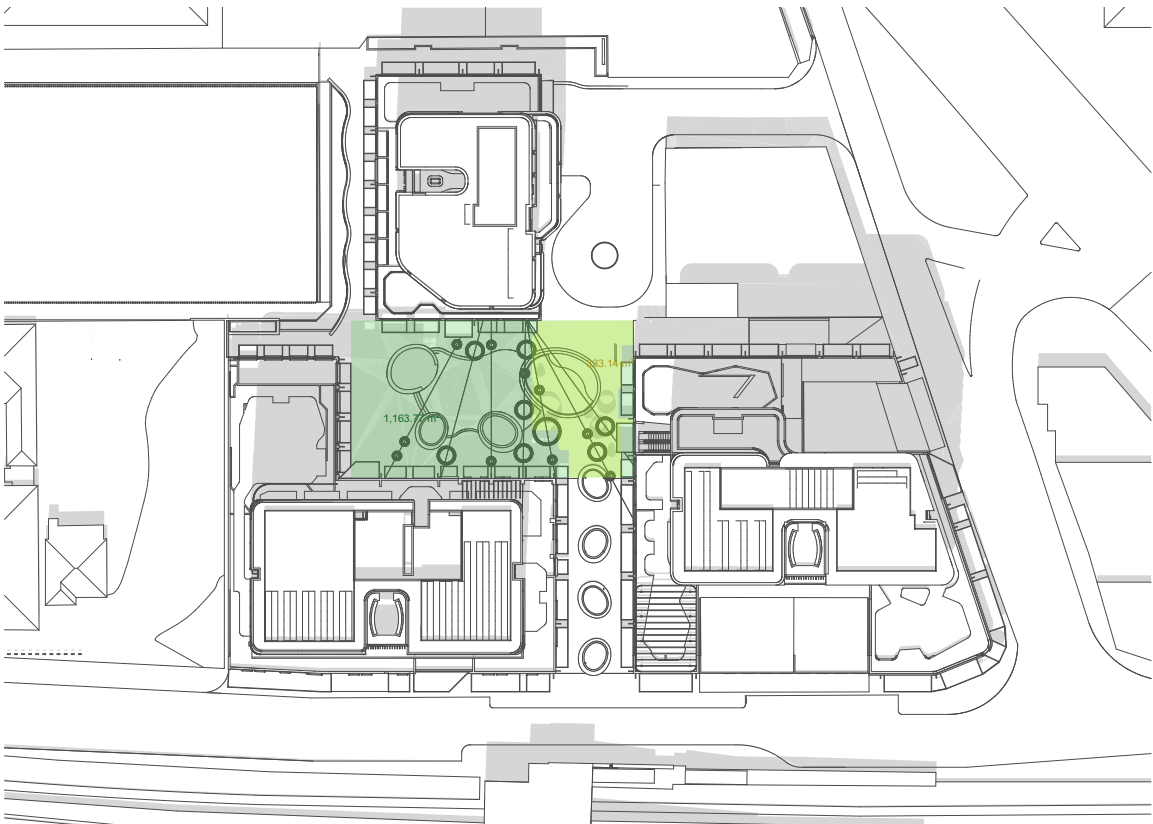
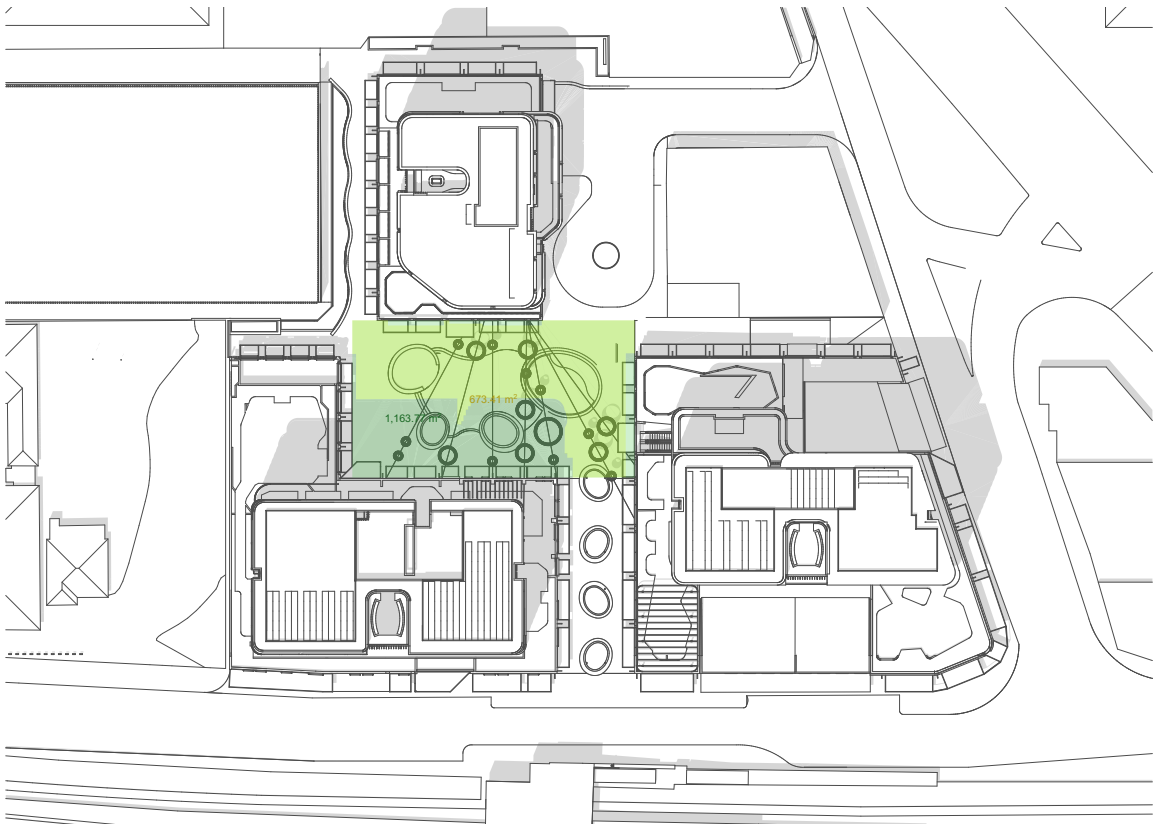


PUBLIC PLAZA - SOLAR (SUMMER) - 9AM-12PM



COMPLIANCE

PUBLIC PLAZA - SOLAR (SUMMER) - 1PM-3PM



PUBLIC PLAZA SOLAR ACCESS
SUMMER SOLSTICE

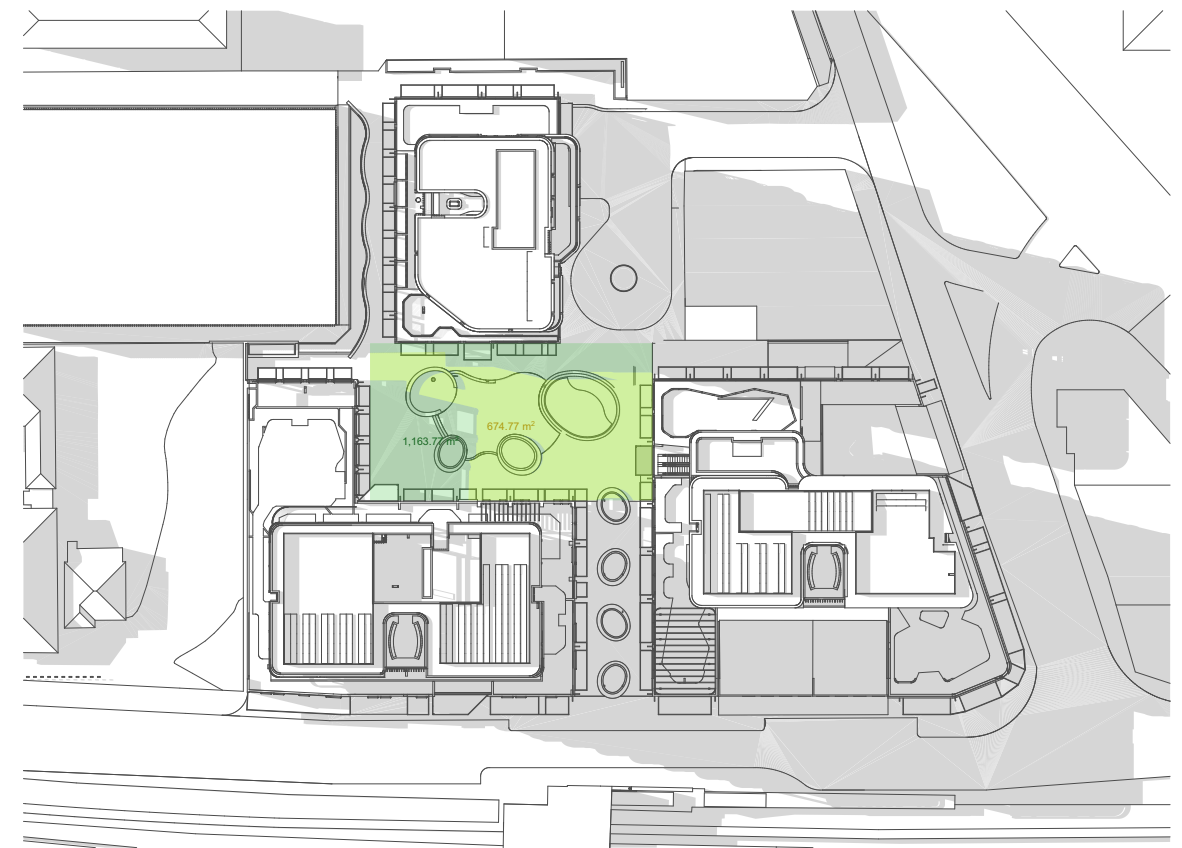
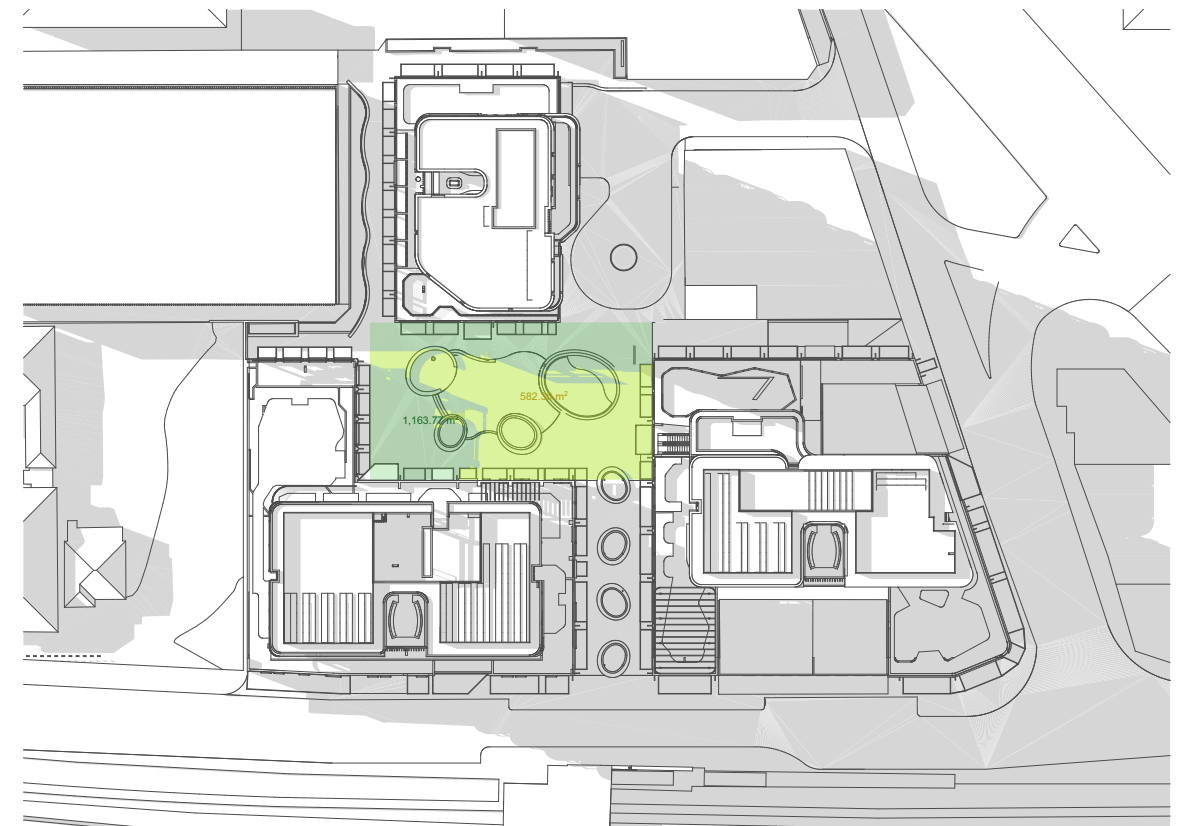
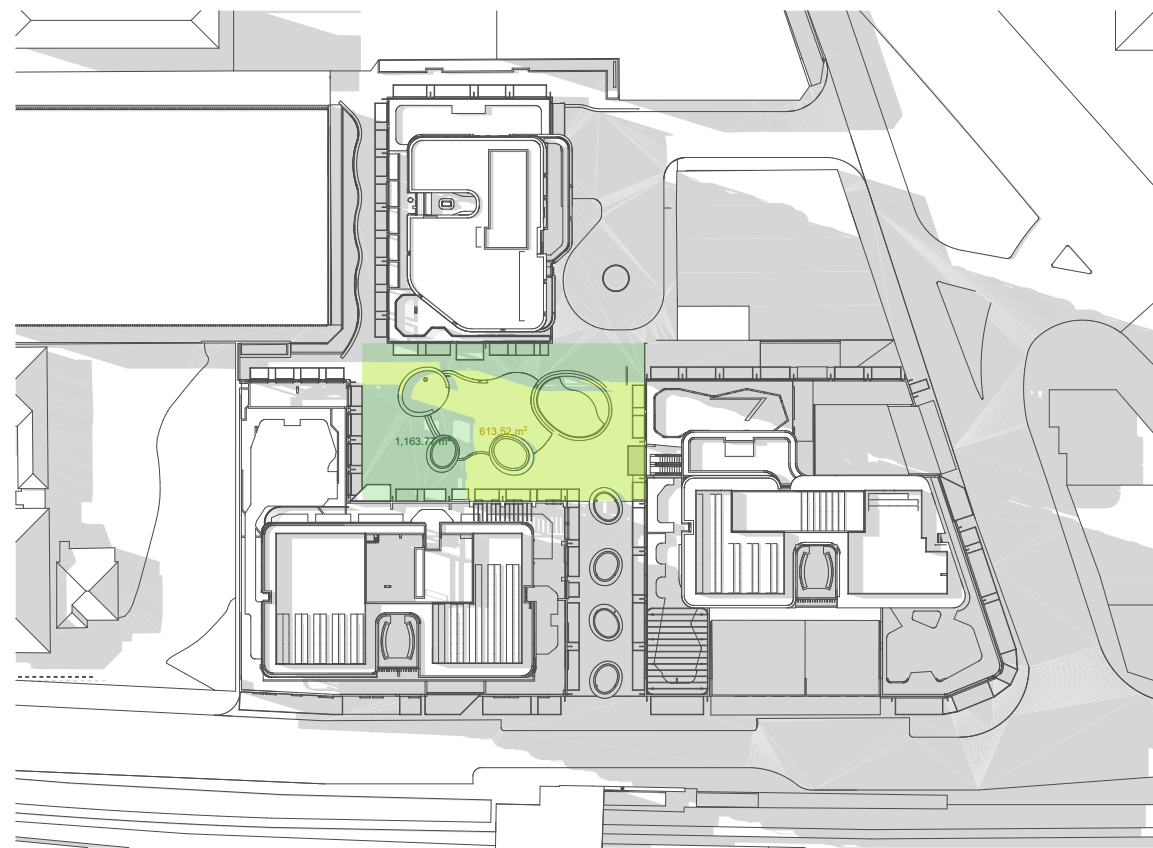
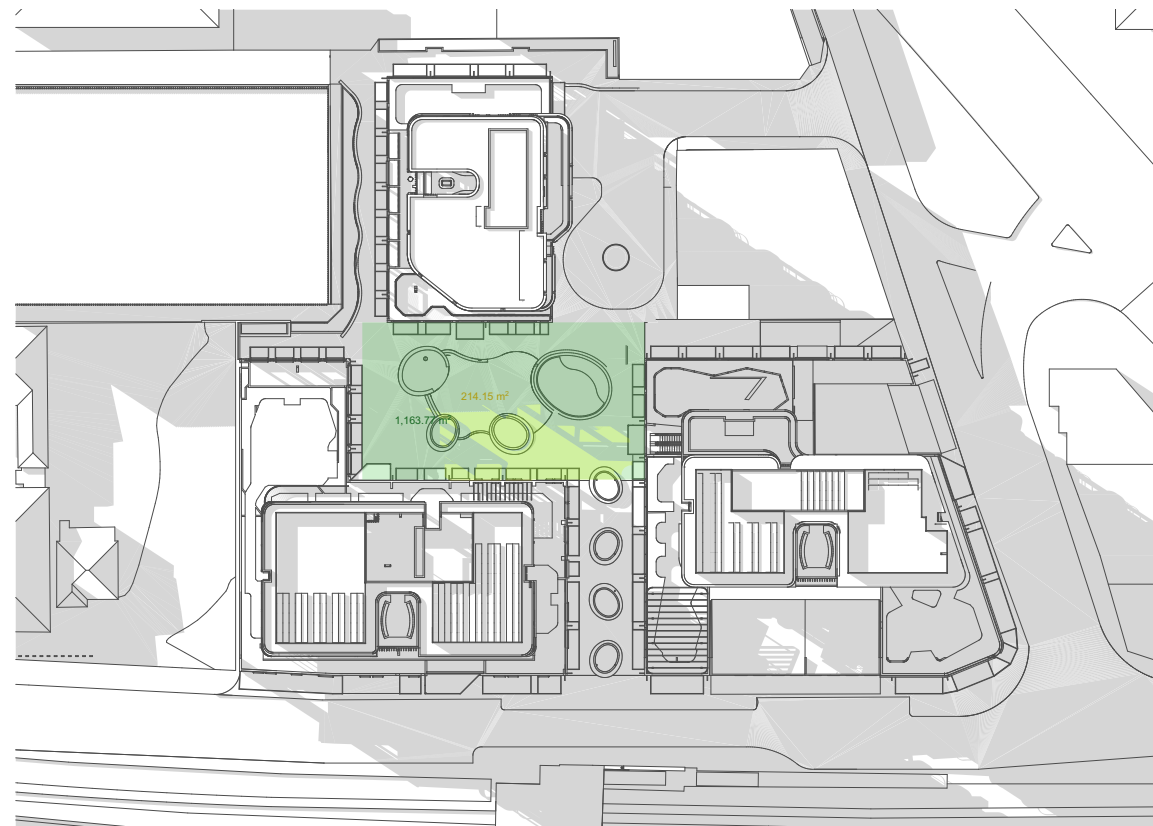
PLAZA AREA (m2)	1212.12		
TIME	AREA RECEIVING SOLAR	% SOLAR ACCESS ACHIEVED	HOURS ACHIEVING SOLAR ACCESS
9AM	395.77	33%	N
10AM	512.59	42%	N
11AM	871.36	72%	Y
12PM	1001.13	83%	Y
1PM	673.41	56%	Y
2PM	333.14	27%	N
3PM	372.74	31%	N

REQUIREMENTS	
PLAZA SOLAR ACCESS	% PLAZA REQUIRING 2HRS SOLAR
2HRS	50%

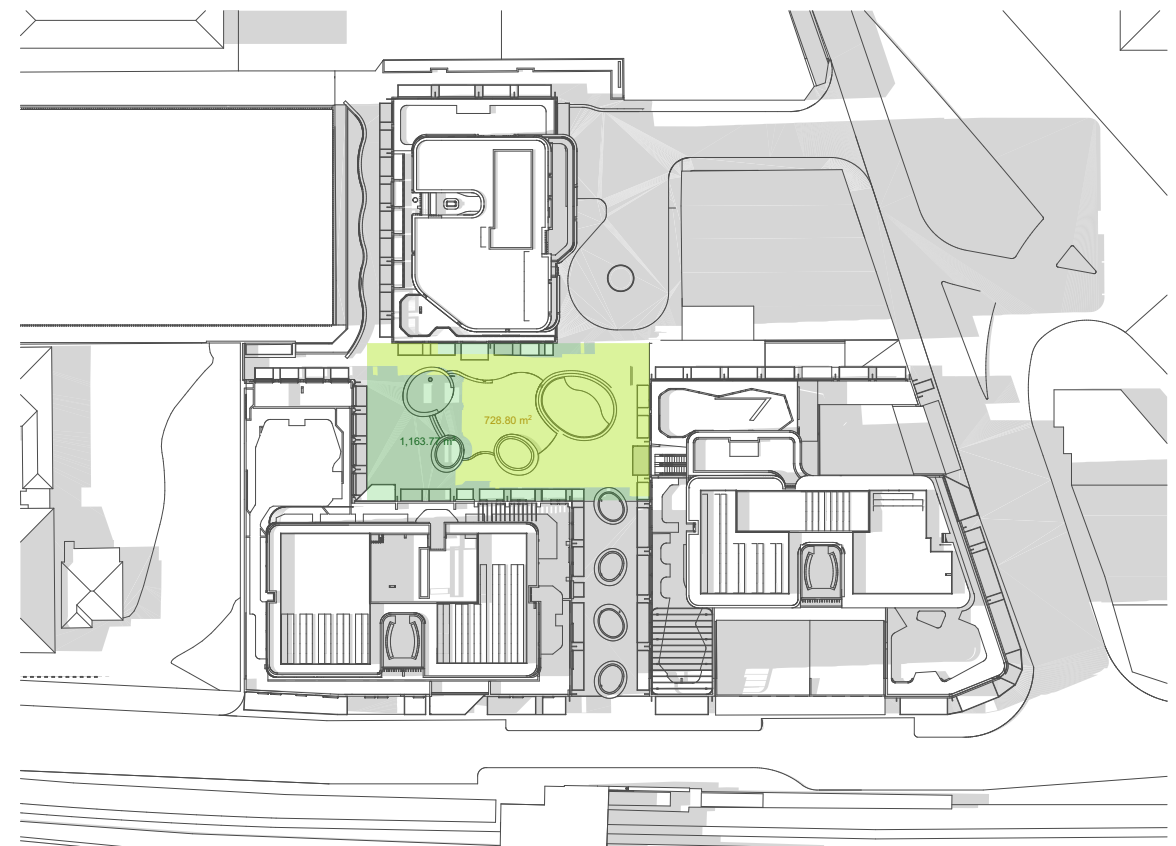
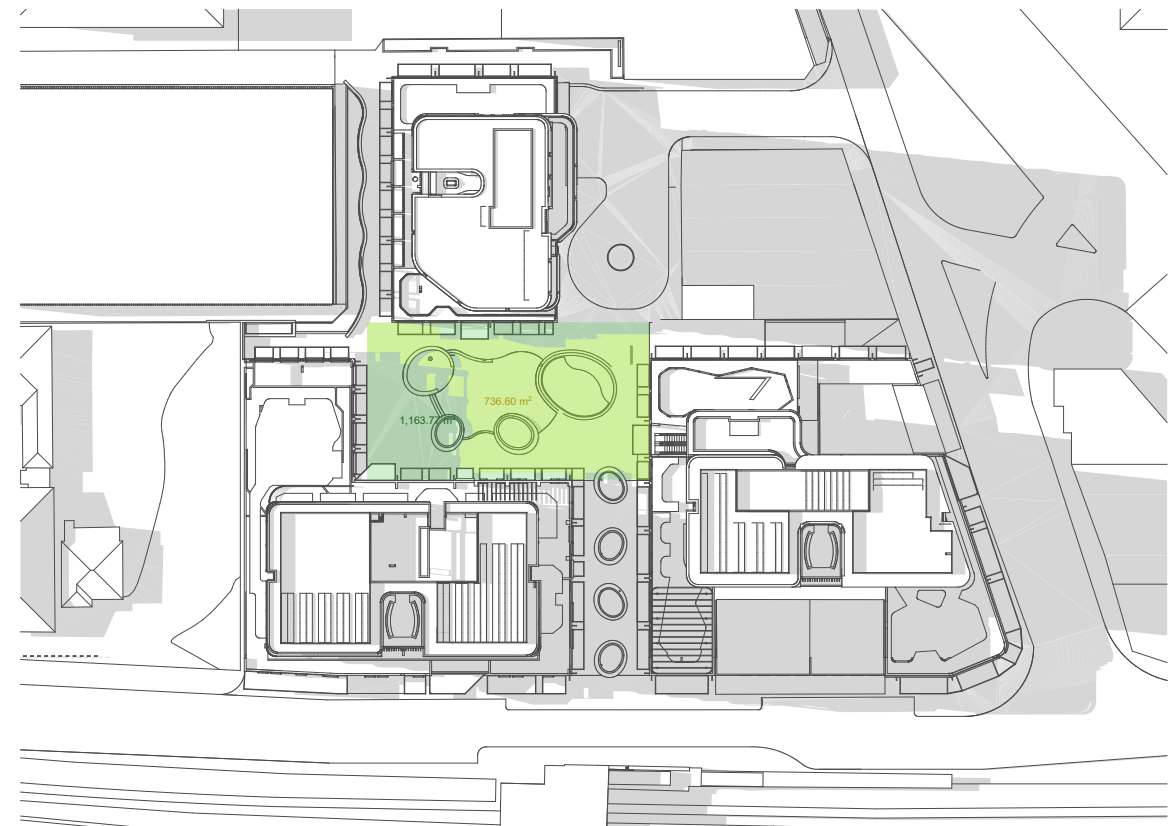
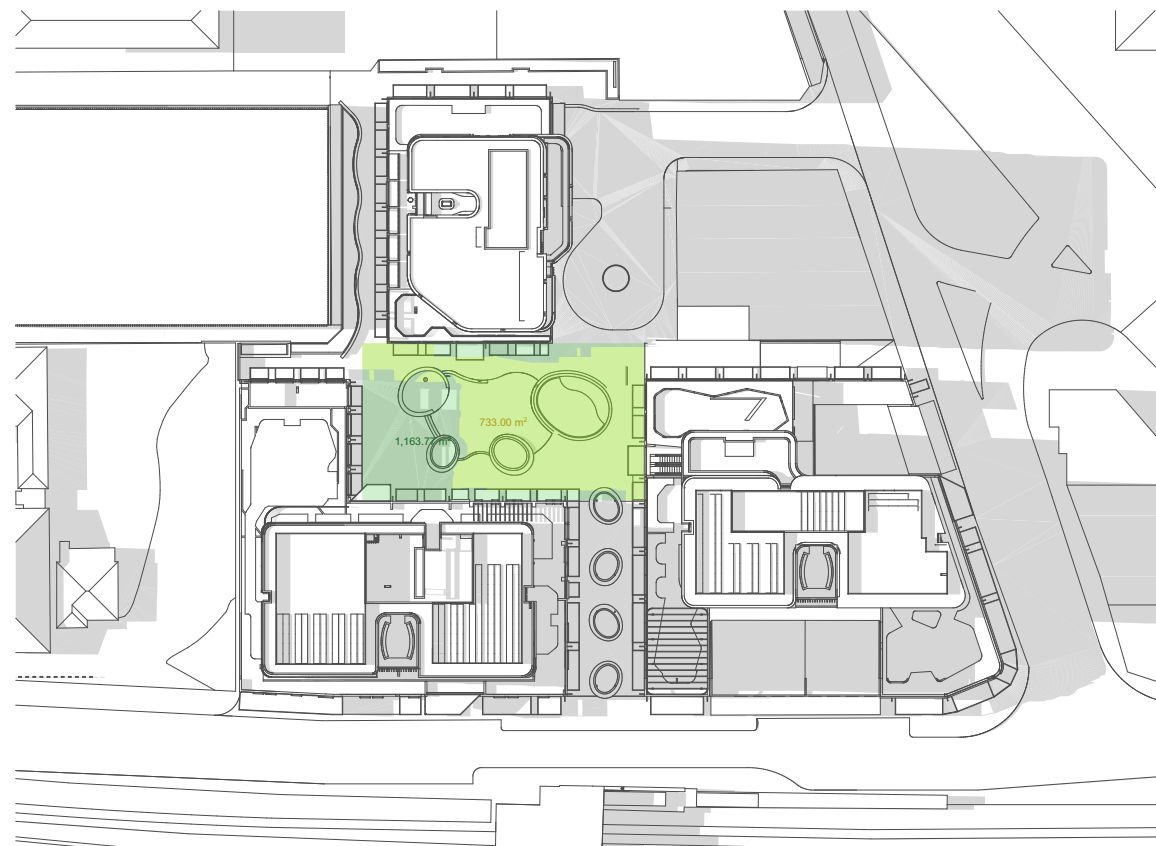
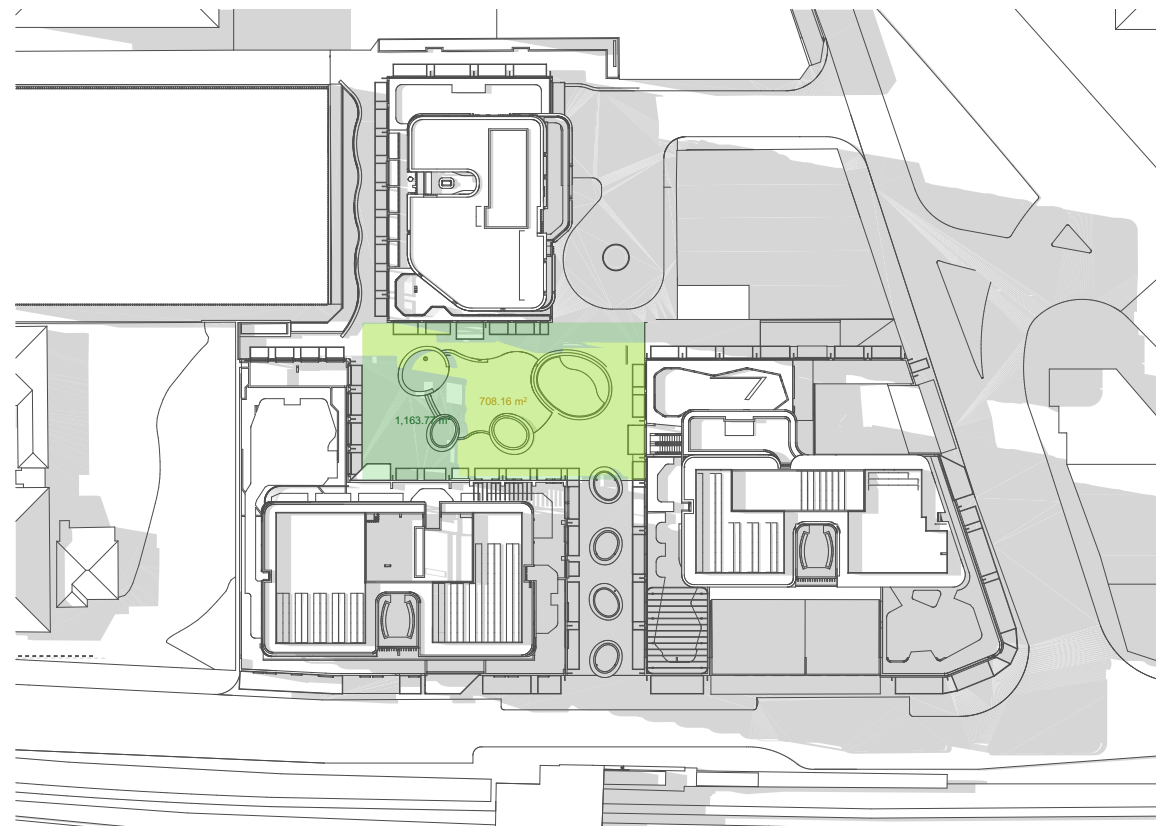
COMPLIANT	50%
2HRS	Y



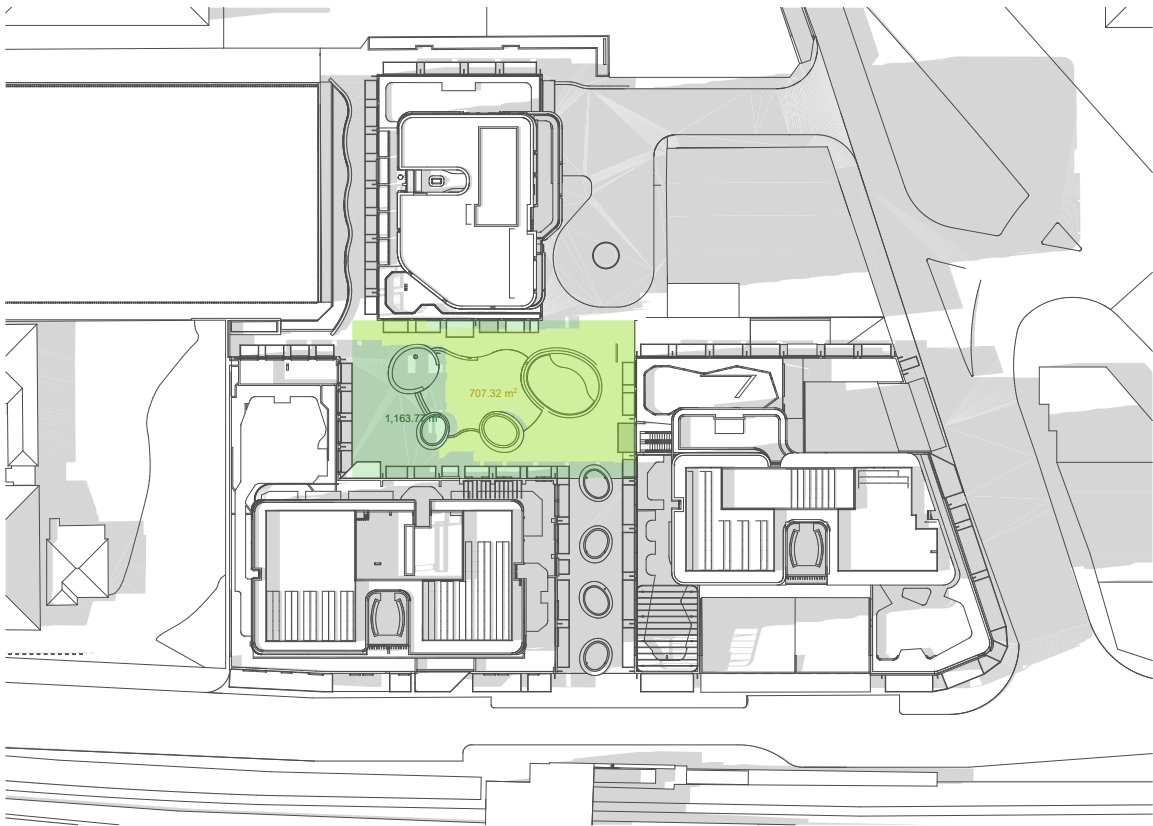
PUBLIC PLAZA - SOLAR (WINTER) - 9AM-10.30AM



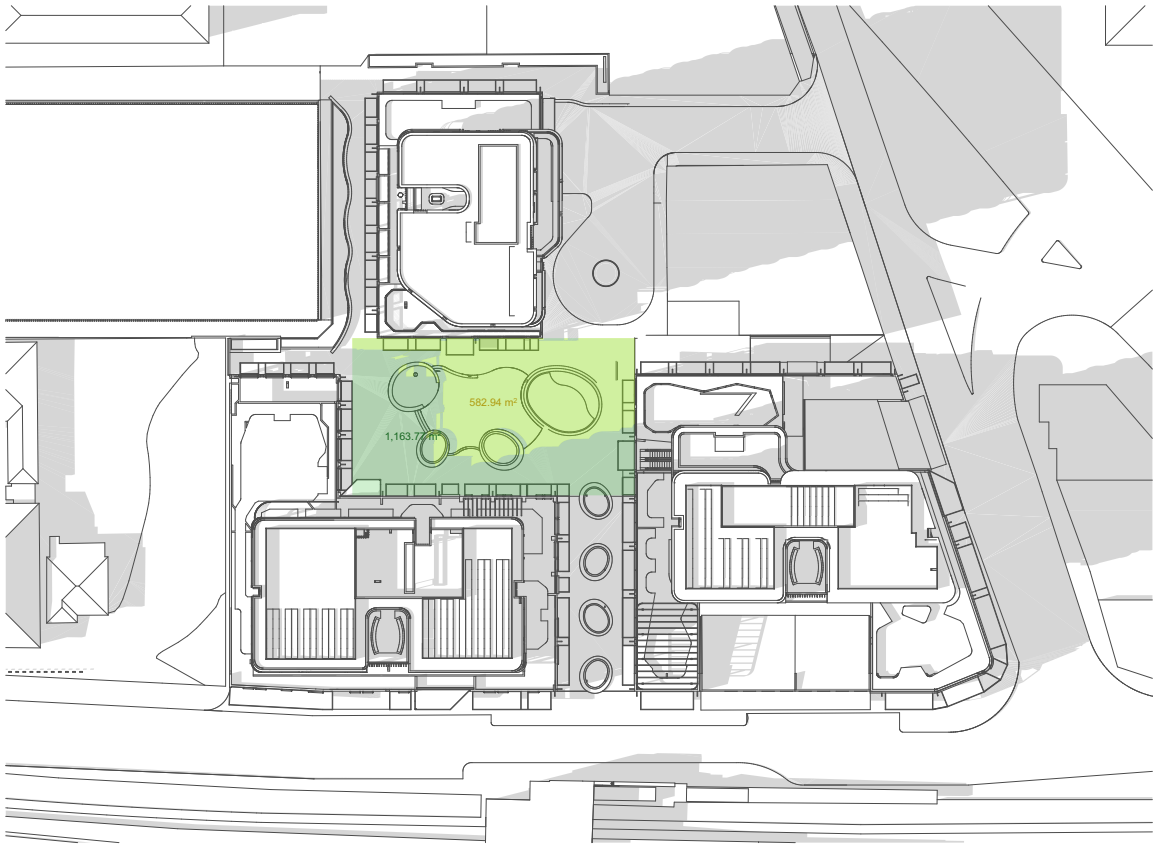
PUBLIC PLAZA - SOLAR (WINTER) - 10.45AM-11.30AM



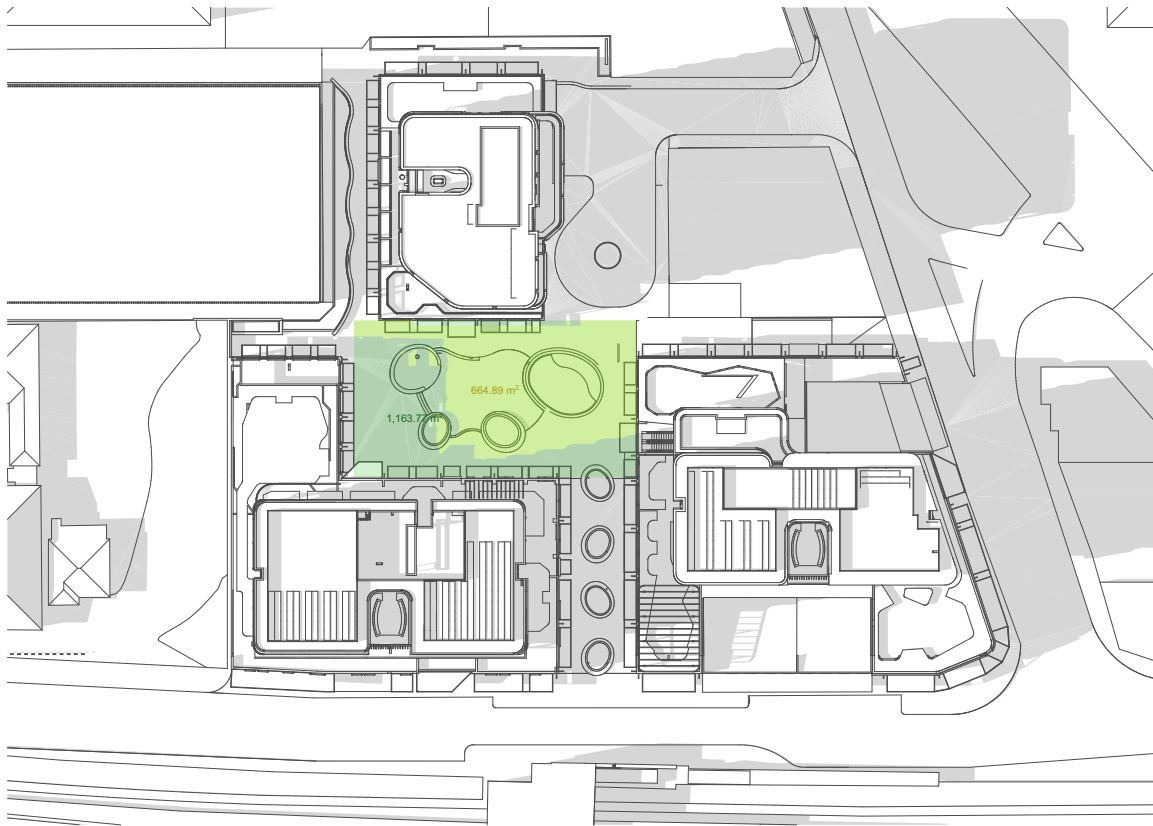
COMPLIANCE
PUBLIC PLAZA - SOLAR (WINTER) - 11.45AM-1.00PM



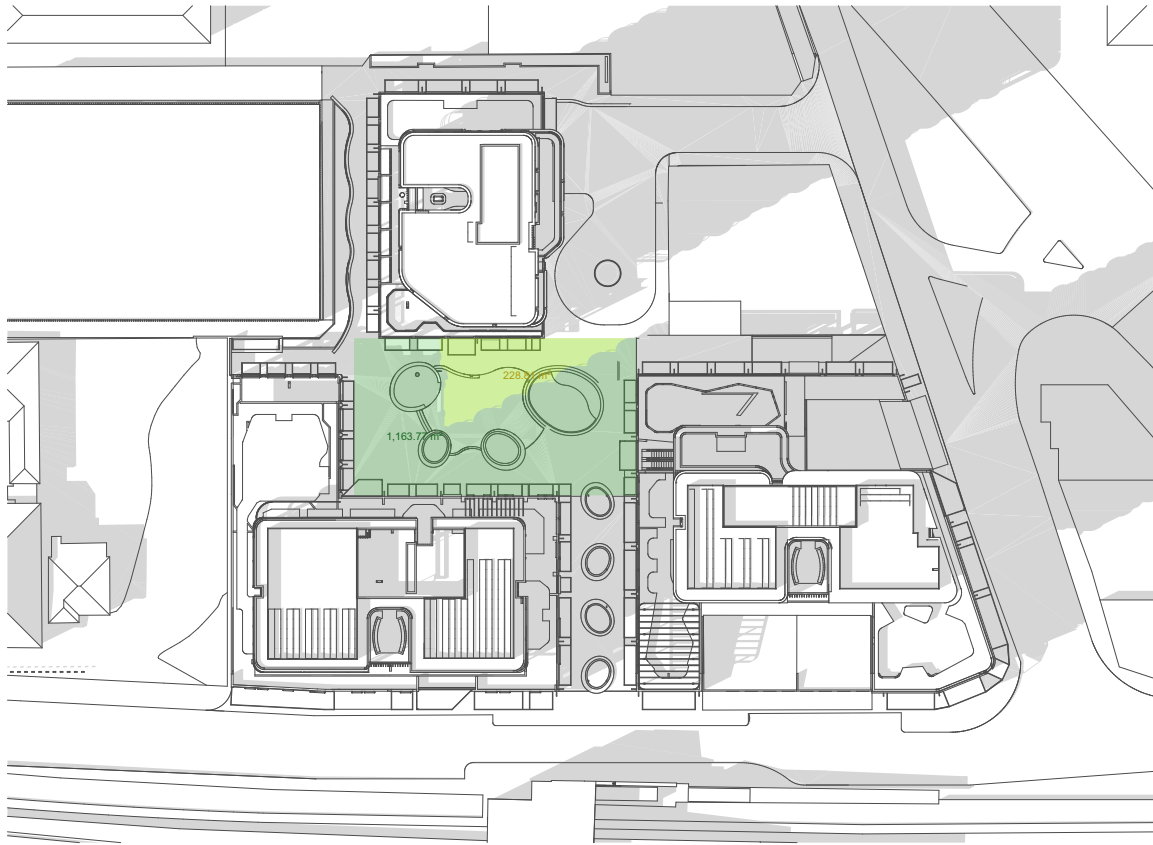
11.45AM
SCALE 1:500 @A1



12.15PM
SCALE 1:500 @A1



12PM
SCALE 1:500 @A1

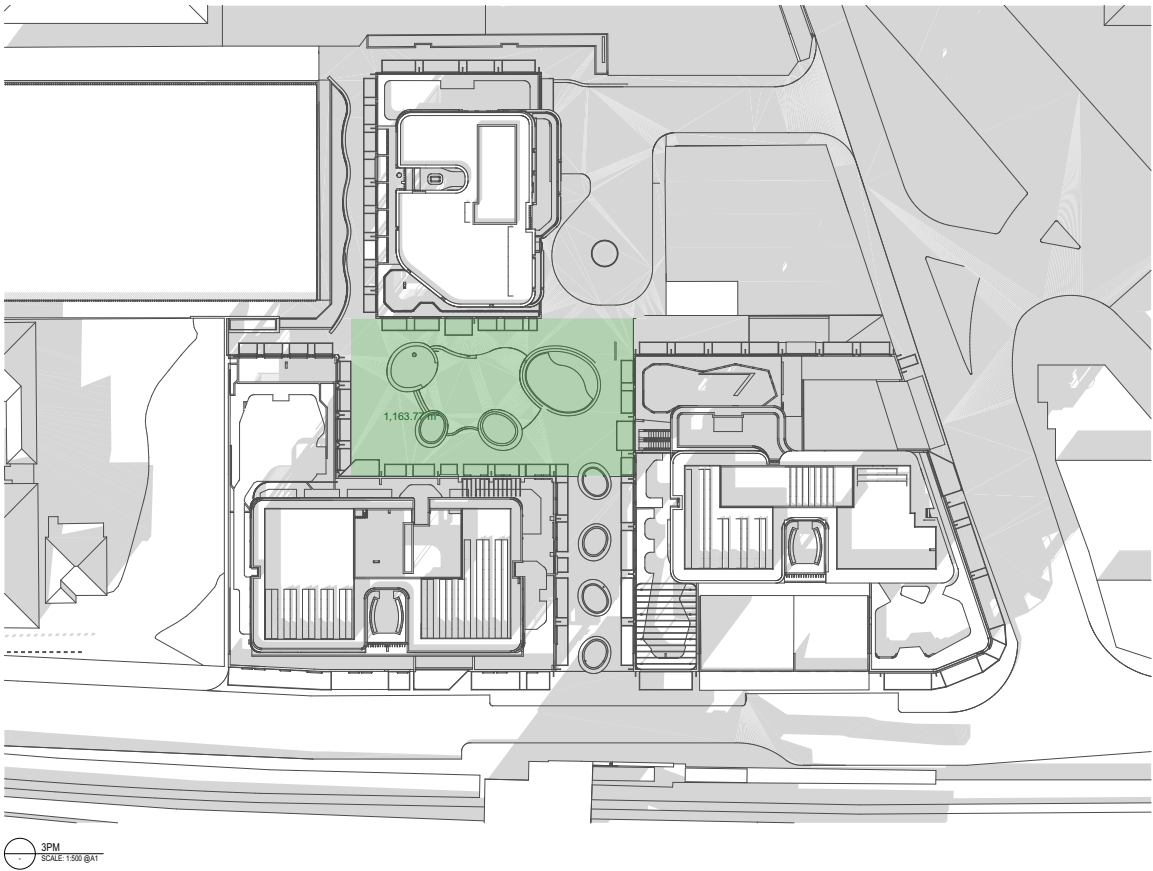
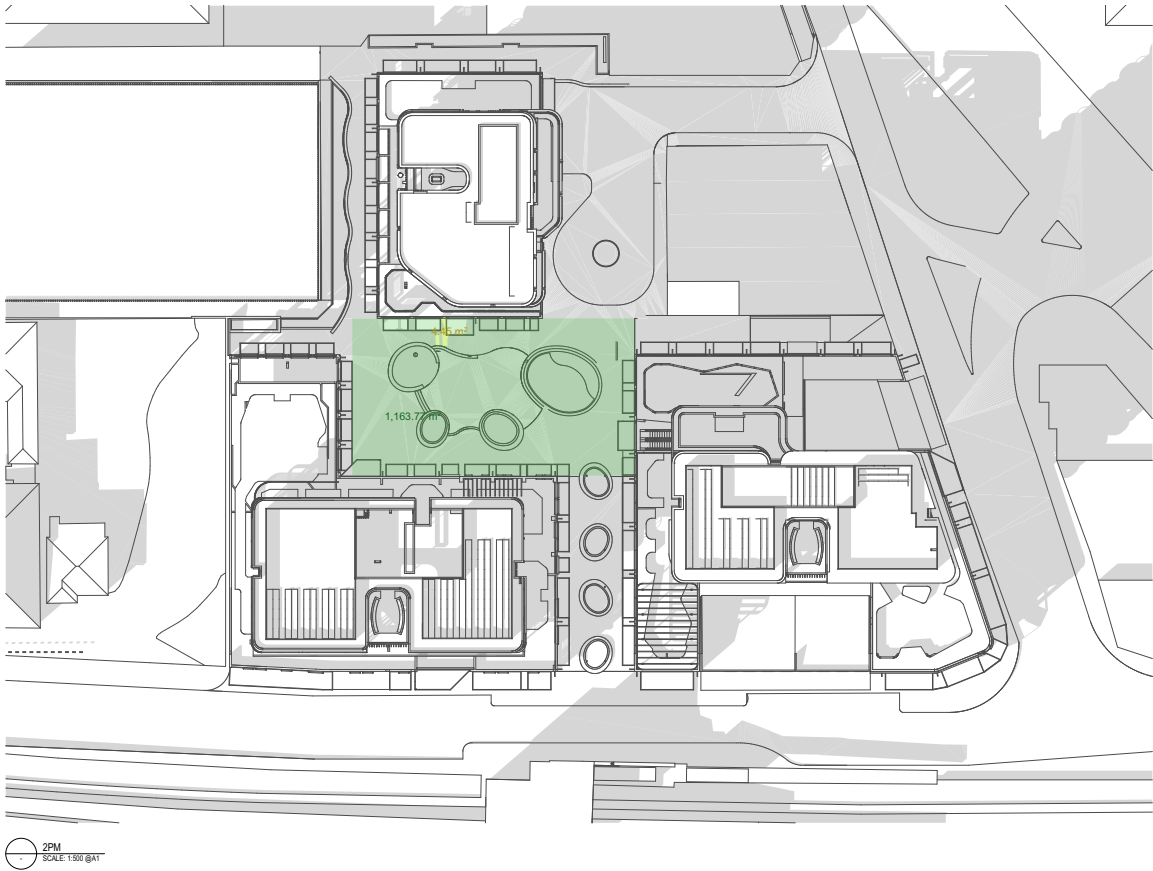


1PM
SCALE 1:500 @A1



COMPLIANCE

PUBLIC PLAZA - SOLAR (WINTER) - 2PM-3PM



PUBLIC PLAZA SOLAR ACCESS
WINTER SOLSTICE

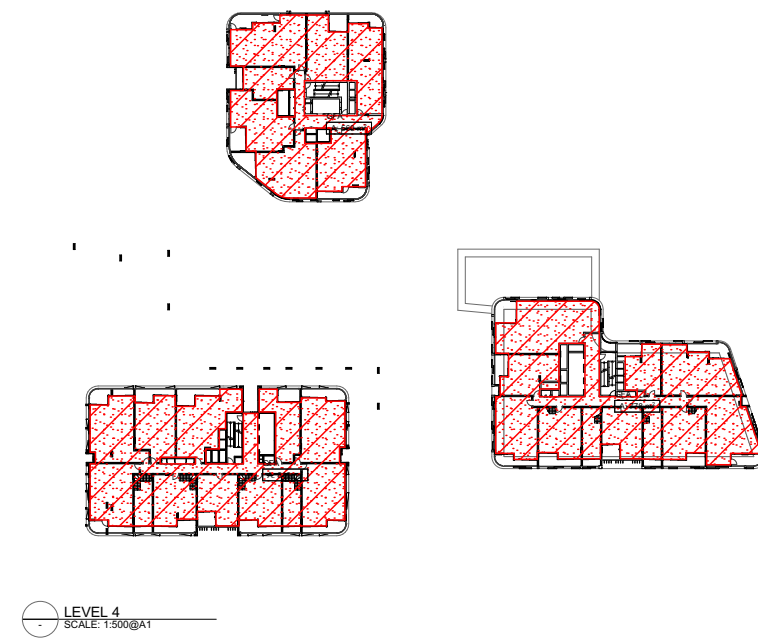
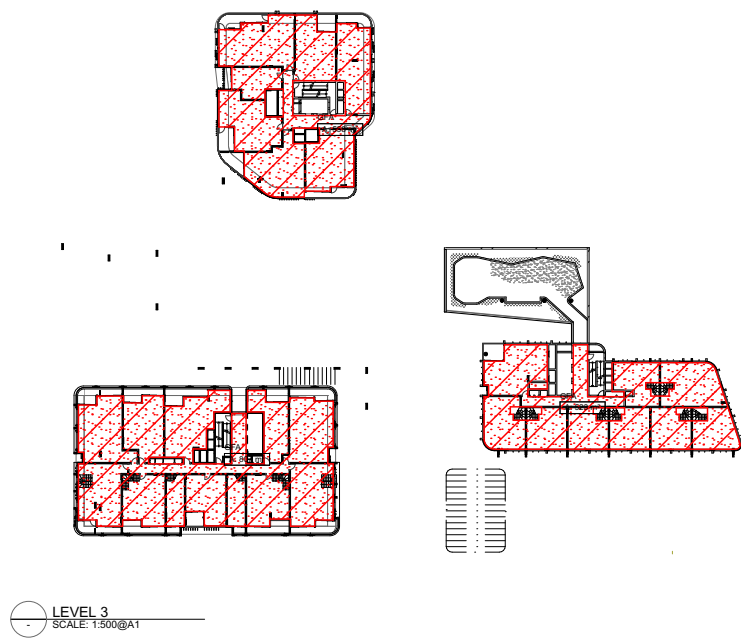
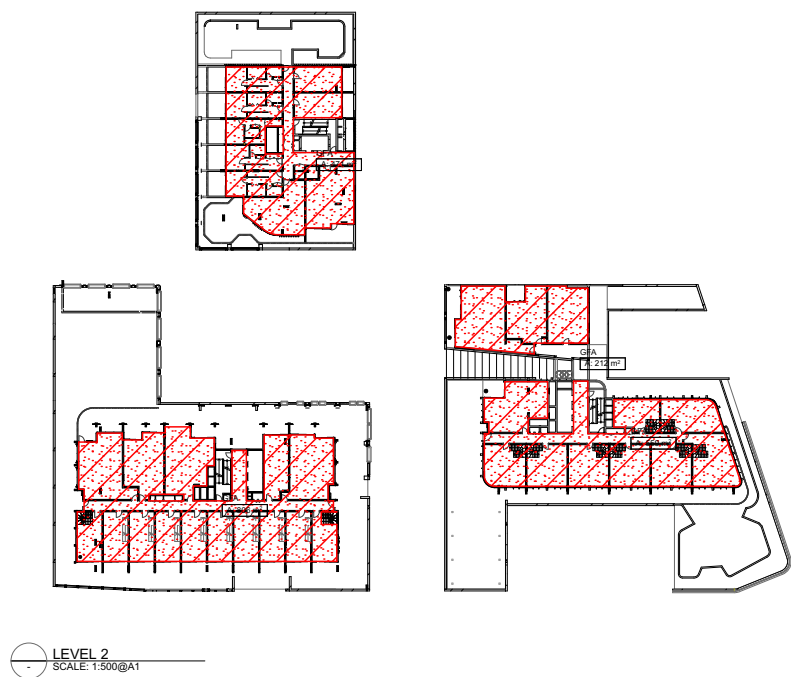
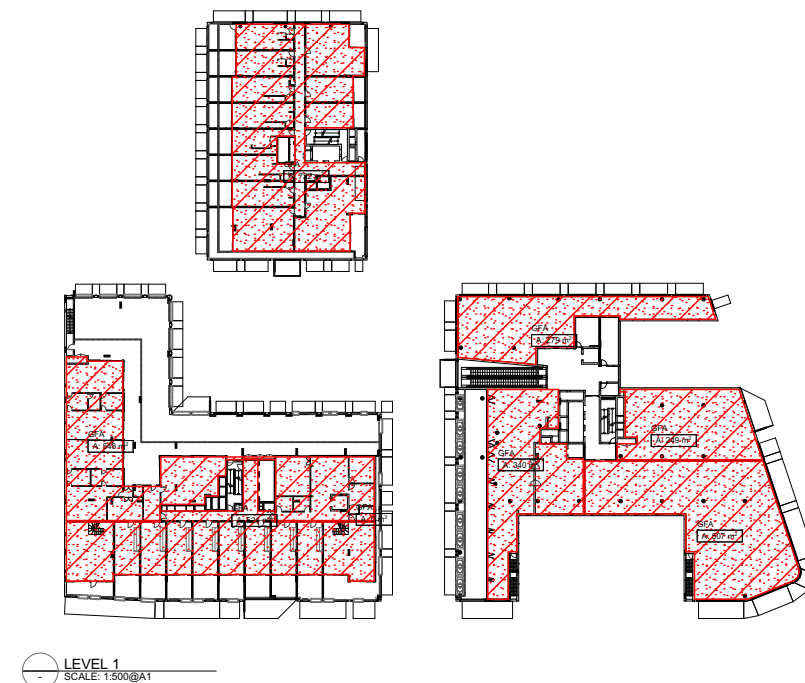
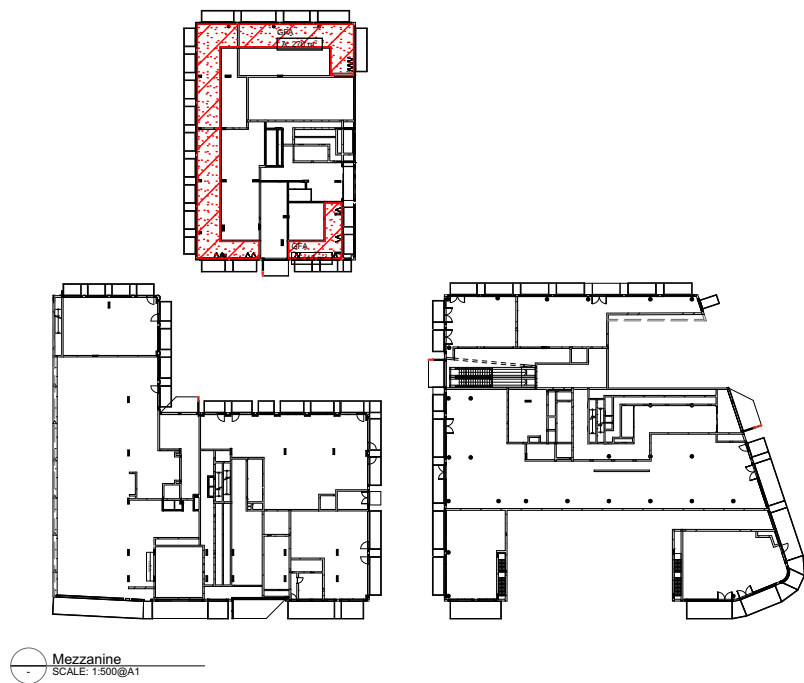
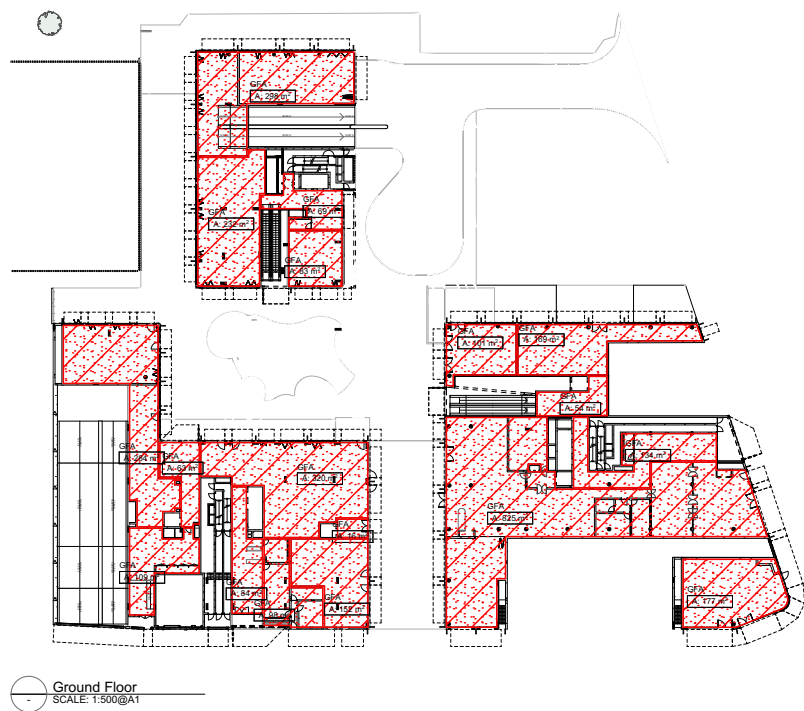
PLAZA AREA (m2)	1163.77		
TIME	AREA RECEIVING SOLAR	% SOLAR ACCESS ACHIEVED	HOURS ACHIEVING SOLAR ACCESS
9AM	214.15	18%	N
10AM	582.36	50%	Y
10.15AM	613.52	53%	Y
10.30AM	674.77	58%	Y
10.45AM	708.16	61%	Y
11AM	736.6	63%	Y
11.15AM	733	63%	Y
11.30AM	728.8	63%	Y
11.45AM	707.36	61%	Y
12PM	664.89	57%	Y
12.15PM	582.94	50%	Y
1PM	228.81	20%	N
2PM	4.45	0%	N
3PM	0	0%	N

REQUIREMENTS	
PLAZA SOLAR ACCESS	% PLAZA REQUIRING 2HRS SOLAR
2HRS	50%

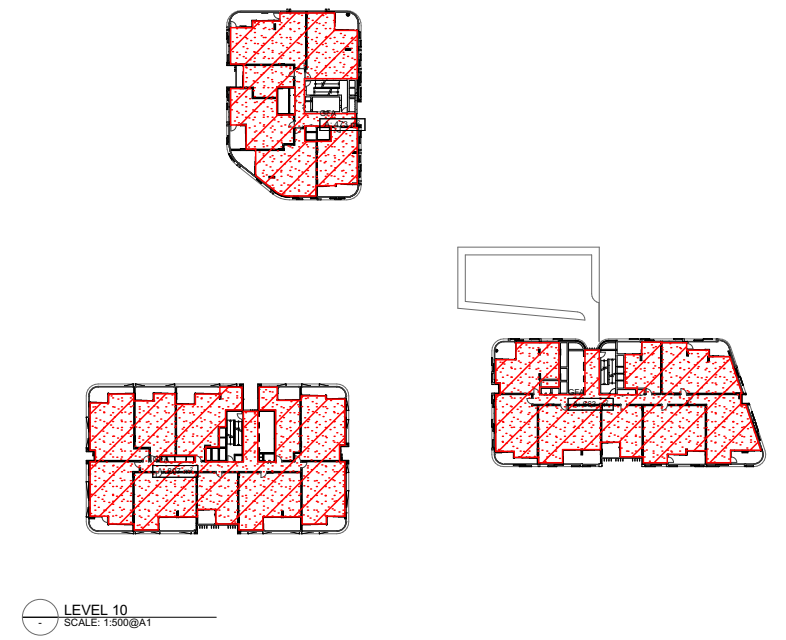
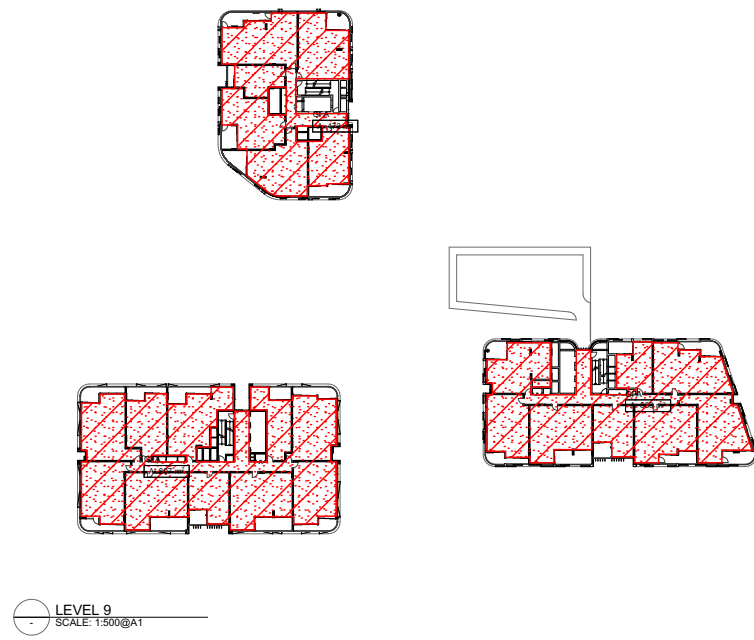
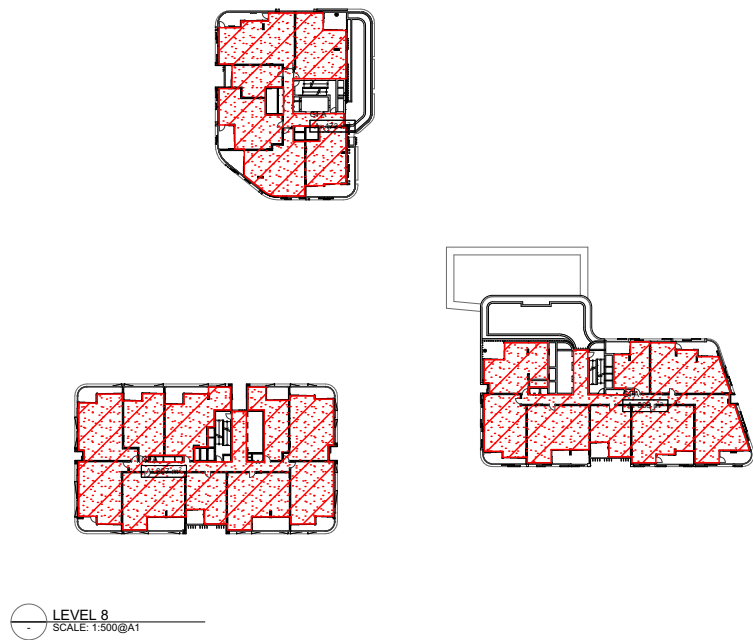
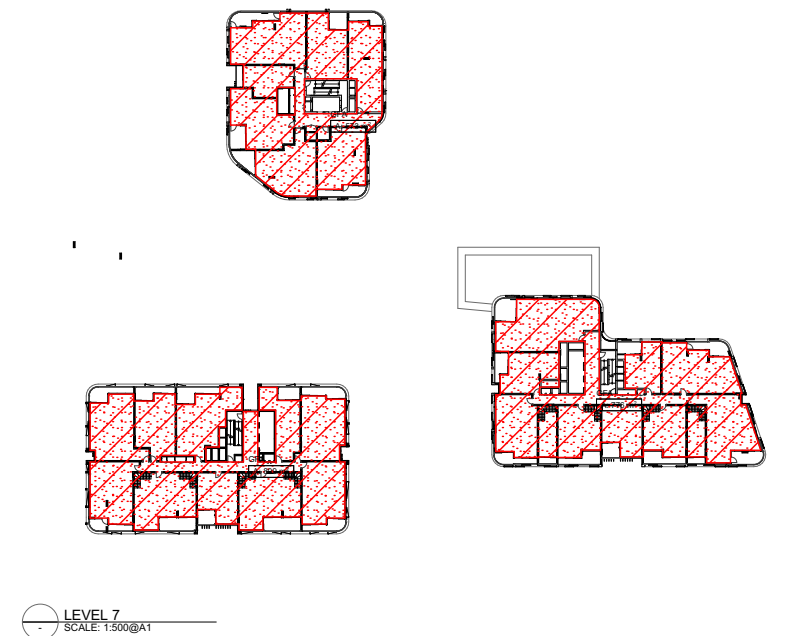
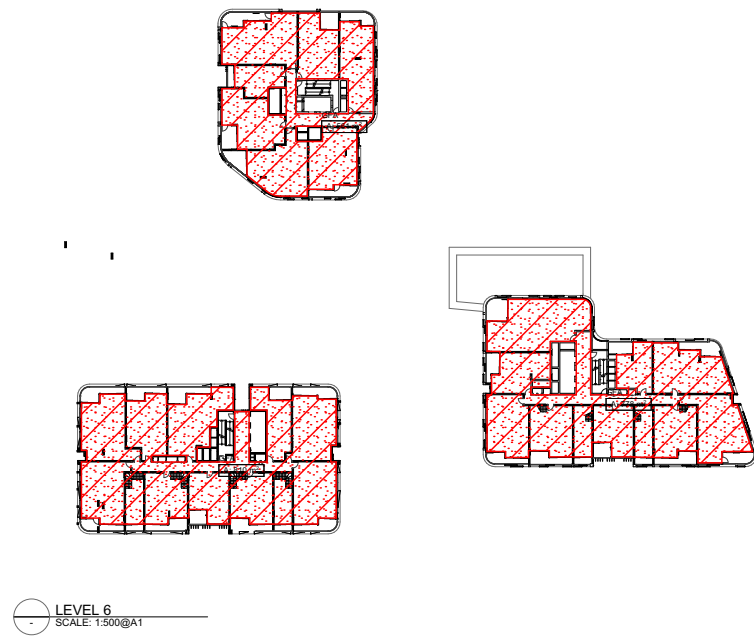
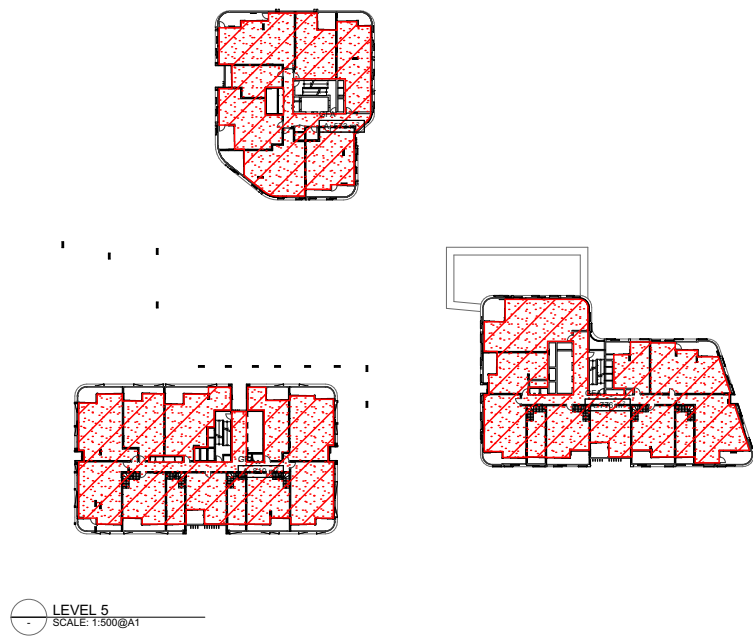
COMPLIANT	50%
2HRS	Y



COMPLIANCE
GFA - GROUND TO LEVEL 4



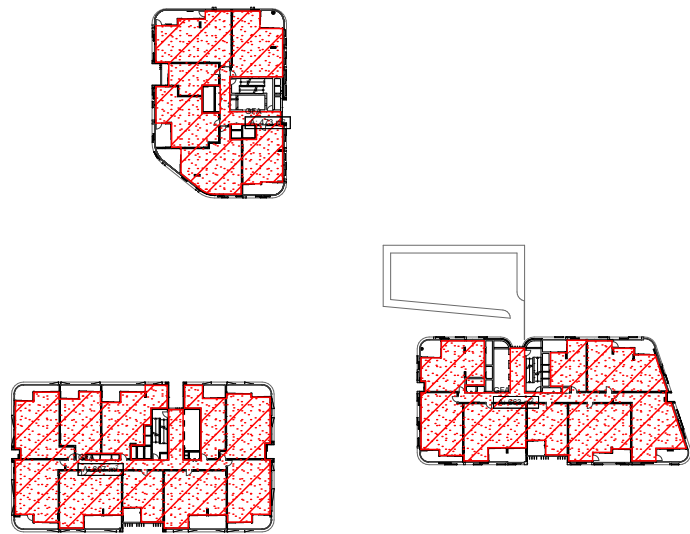
COMPLIANCE
GFA - LEVEL 5 TO LEVEL 10



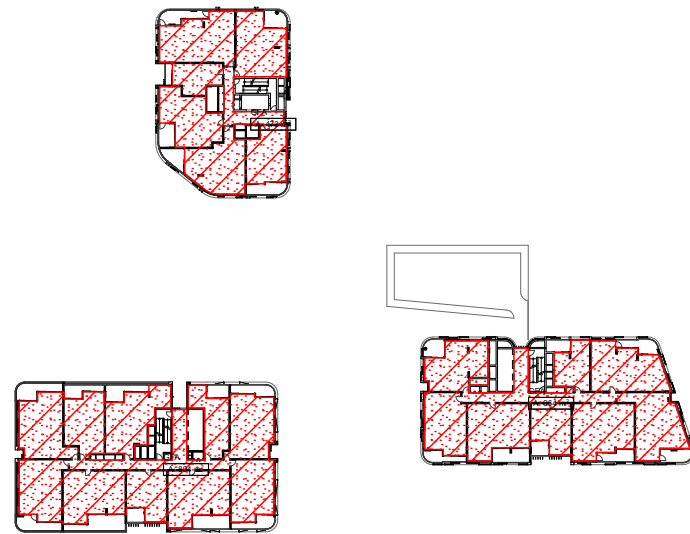
COMPLIANCE
GFA - LEVEL 11 TO LEVEL 16



LEVEL 11
SCALE: 1:500@A1



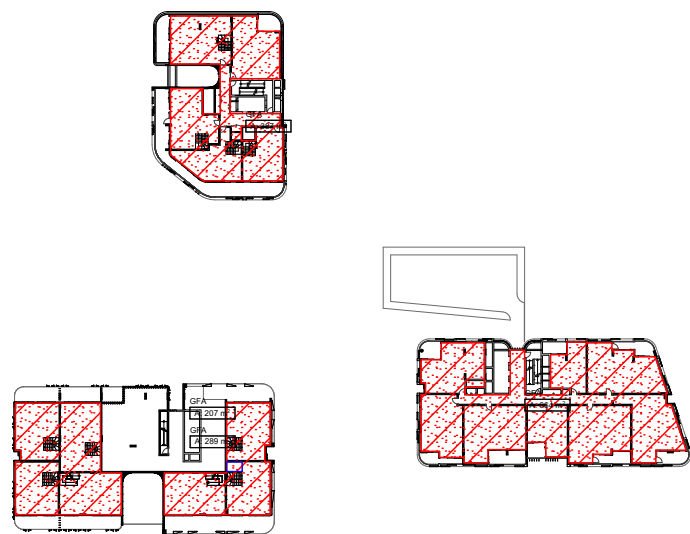
LEVEL 12
SCALE: 1:500@A1



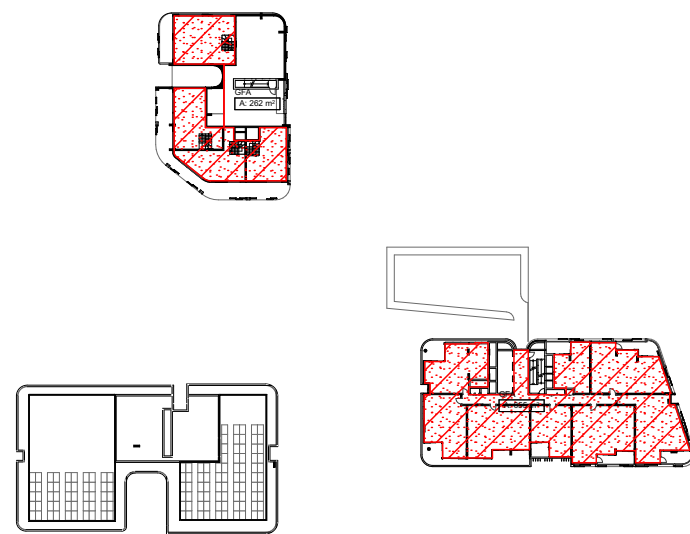
LEVEL 13
SCALE: 1:500@A1



LEVEL 14
SCALE: 1:500@A1



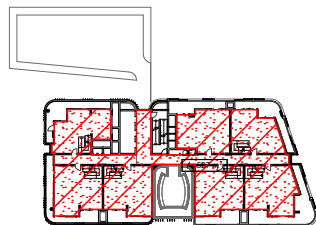
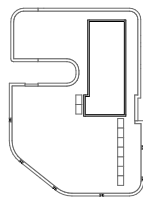
LEVEL 15
SCALE: 1:500@A1



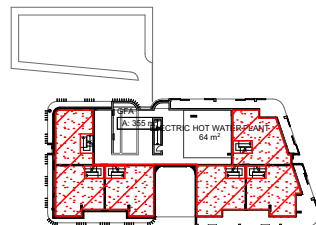
LEVEL 16
SCALE: 1:500@A1



COMPLIANCE
GFA - LEVEL 17 TO LEVEL 18



LEVEL 17
SCALE: 1:500@A1



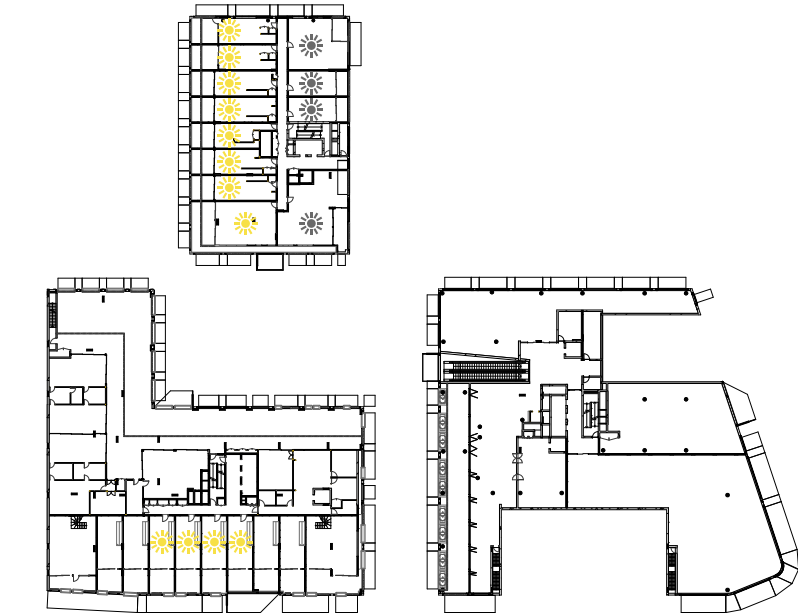
LEVEL 18
SCALE: 1:500@A1



COMPLIANCE

SOLAR AMENITY DIAGRAMS (21ST JUNE) - LEVEL 1 TO LEVEL 6

SUMMARY	BUILDING A	BUILDING B	BUILDING C
Min. 2-Hour Solar Access : 263/358 Min. 2-Hour Solar Percent : 73%	73/96 76%	78/134 58%	112/128 88%
No Direct Solar : 37/358 No Direct Solar Percent: 10%	11/96 11%	16/134 12%	10/128 8%



LEVEL 1
SCALE: 1:500@A1

Min. 2-Hour Solar Access : 12/16
Min. 2-Hour Solar Percent : 75%

No Direct Solar : 4/16
No Direct Solar Percent: 25%



LEVEL 2
SCALE: 1:500@A1

Min. 2-Hour Solar Access : 13/25
Min. 2-Hour Solar Percent : 52%

No Direct Solar : 8/25
No Direct Solar Percent: 32%



LEVEL 3
SCALE: 1:500@A1

Min. 2-Hour Solar Access : 11/18
Min. 2-Hour Solar Percent : 61%

No Direct Solar : 3/18
No Direct Solar Percent: 17%



LEVEL 4
SCALE: 1:500@A1

Min. 2-Hour Solar Access : 18/26
Min. 2-Hour Solar Percent : 69%

No Direct Solar : 4/26
No Direct Solar Percent: 15%



LEVEL 5
SCALE: 1:500@A1

Min. 3-Hour Solar Access : 18/26
Min. 3-Hour Solar Percent : 69%

No Direct Solar : 4/26
No Direct Solar Percent: 15%



LEVEL 6
SCALE: 1:500@A1

Min. 2-Hour Solar Access : 18/26
Min. 2-Hour Solar Percent : 69%

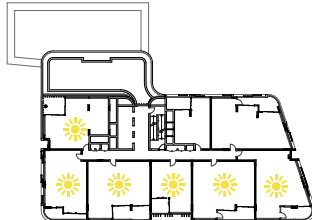
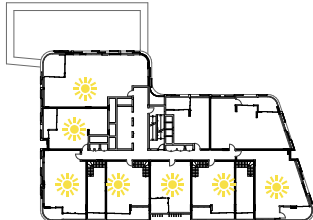
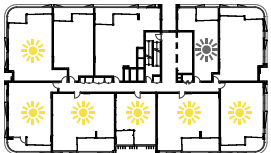
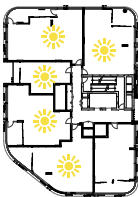
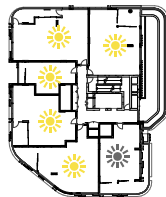
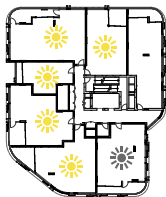
No Direct Solar : 4/26
No Direct Solar Percent: 15%



COMPLIANCE

SOLAR AMENITY DIAGRAMS (21ST JUNE) - LEVEL 7 TO LEVEL 13

SUMMARY	BUILDING A	BUILDING B	BUILDING C
Min. 2-Hour Solar Access : 263/358 Min. 2-Hour Solar Percent : 73%	73/96 76%	78/134 58%	112/128 88%
No Direct Solar : 37/358 No Direct Solar Percent: 10%	11/96 11%	16/134 12%	10/128 8%



LEVEL 7
SCALE: 1:500@A1

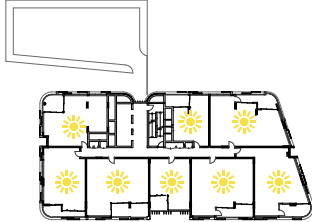
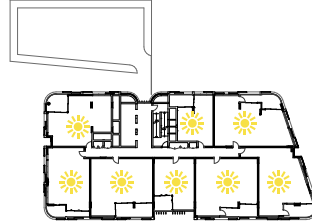
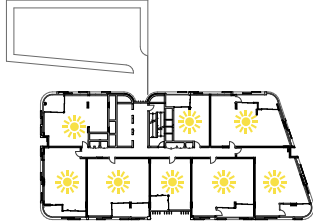
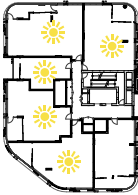
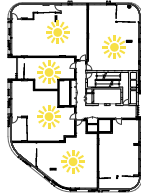
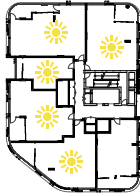
Min. 3-Hour Solar Access : 18/26
Min. 3-Hour Solar Percent : 69%
 No Direct Solar : 2/26
No Direct Solar Percent: 8%

LEVEL 8
SCALE: 1:500@A1

Min. 3-Hour Solar Access : 17/24
Min. 3-Hour Solar Percent : 71%
 No Direct Solar : 2/24
No Direct Solar Percent: 8%

LEVEL 9
SCALE: 1:500@A1

Min. 2-Hour Solar Access : 17/24
Min. 2-Hour Solar Percent : 71%
 No Direct Solar : 1/24
No Direct Solar Percent: 4%



LEVEL 10
SCALE: 1:500@A1

Min. 2-Hour Solar Access : 19/24
Min. 2-Hour Solar Percent : 79%
 No Direct Solar : 1/24
No Direct Solar Percent: 4%

LEVEL 11
SCALE: 1:500@A1

Min. 2-Hour Solar Access : 19/24
Min. 2-Hour Solar Percent : 79%
 No Direct Solar : 1/24
No Direct Solar Percent: 4%



LEVEL 12 - 13
SCALE: 1:500@A1

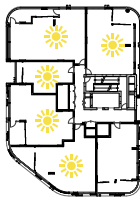
Min. 2-Hour Solar Access : 19/24
Min. 2-Hour Solar Percent : 79%
 No Direct Solar : 1/24
No Direct Solar Percent: 4%




COMPLIANCE


SOLAR AMENITY DIAGRAMS (21ST JUNE) - LEVEL 14 TO LEVEL 17

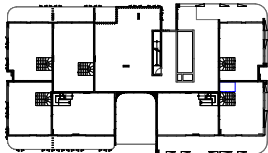
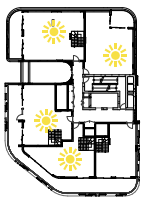
SUMMARY	BUILDING A	BUILDING B	BUILDING C
 Min. 2-Hour Solar Access : 263/358 Min. 2-Hour Solar Percent : 73%	73/96 76%	78/134 58%	112/128 88%
 No Direct Solar : 37/358 No Direct Solar Percent: 10%	11/96 11%	16/134 12%	10/128 8%



LEVEL 14
SCALE: 1:500@A1

 Min. 2-Hour Solar Access : 18/23
Min. 2-Hour Solar Percent : 78%

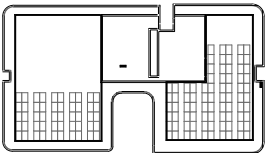
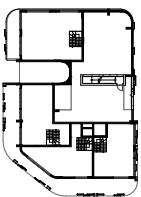
 No Direct Solar : 1/23
No Direct Solar Percent: 4%




LEVEL 15
SCALE: 1:500@A1


 Min. 2-Hour Solar Access : 12/13
Min. 2-Hour Solar Percent : 92%

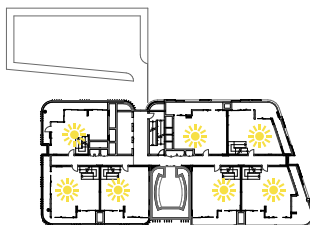
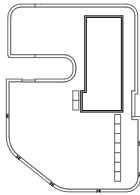
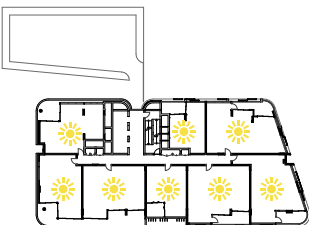
 No Direct Solar : 0/13
No Direct Solar Percent: 0%




LEVEL 16
SCALE: 1:500@A1


 Min. 2-Hour Solar Access : 8/8
Min. 2-Hour Solar Percent : 100%

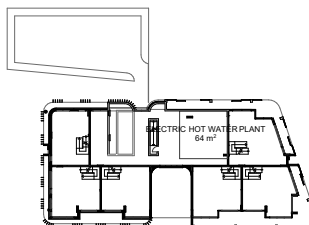
 No Direct Solar : 0/8
No Direct Solar Percent: 0%



LEVEL 17
SCALE: 1:500@A1

 Min. 2-Hour Solar Access : 7/7
Min. 2-Hour Solar Percent : 100%

 No Direct Solar : 0/7
No Direct Solar Percent: 0%




LEVEL 18
SCALE: 1:500@A1

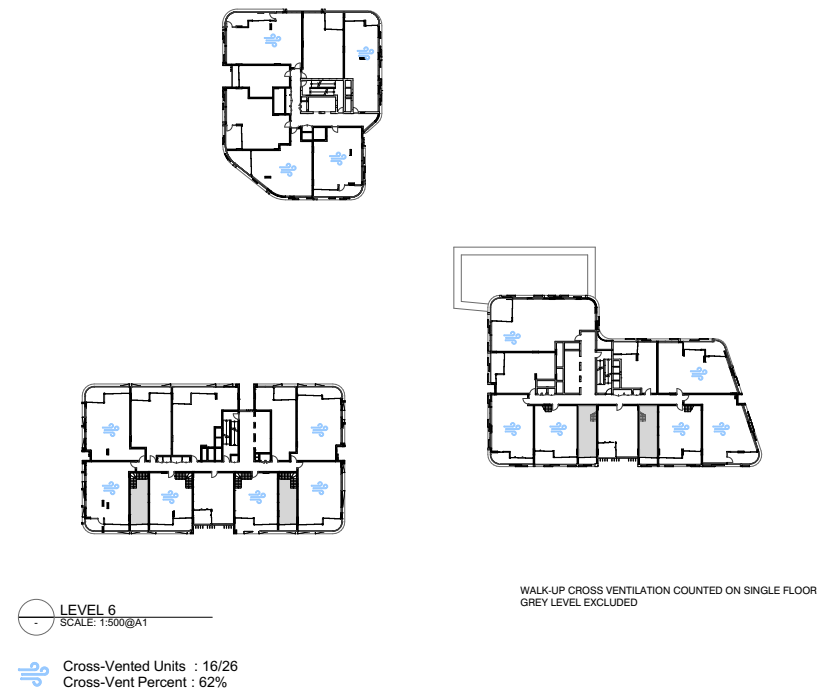
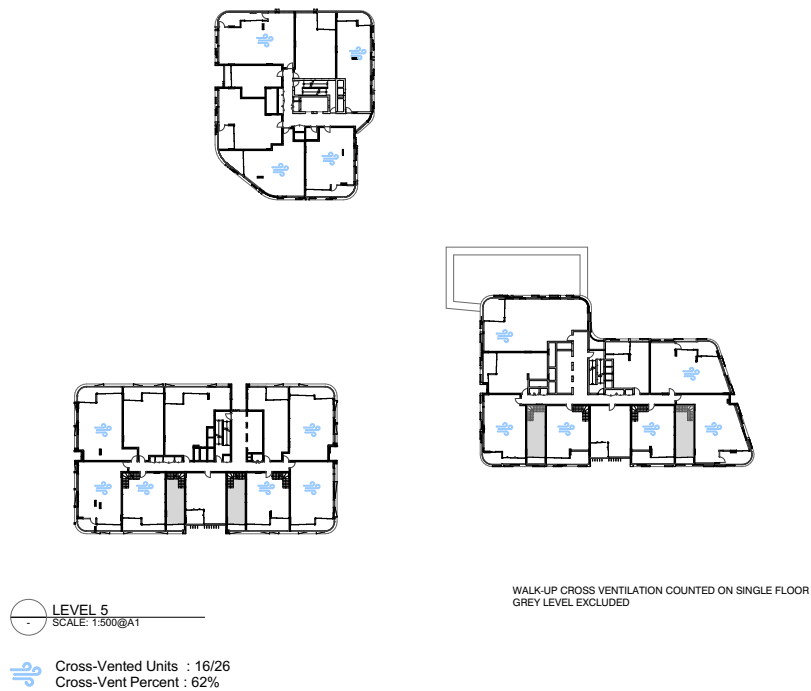
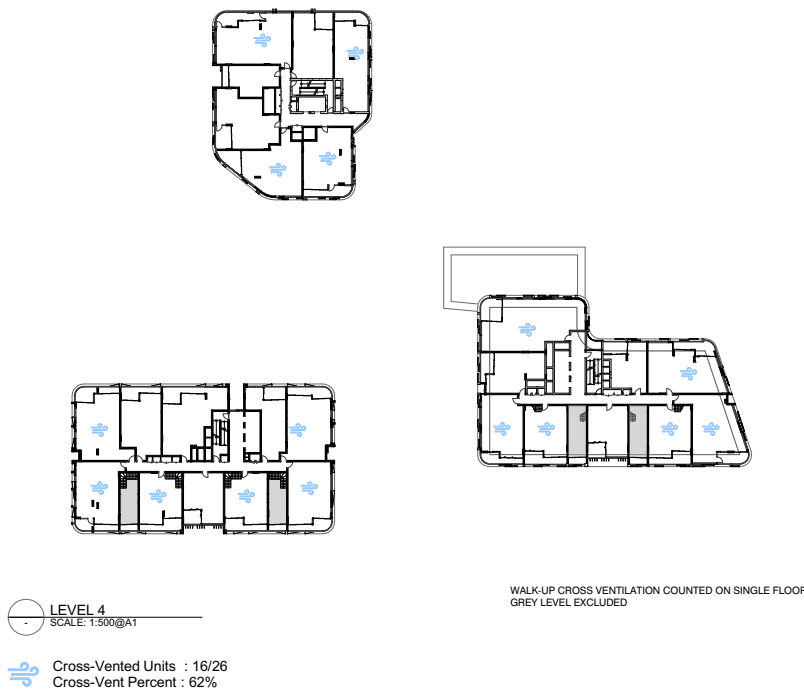
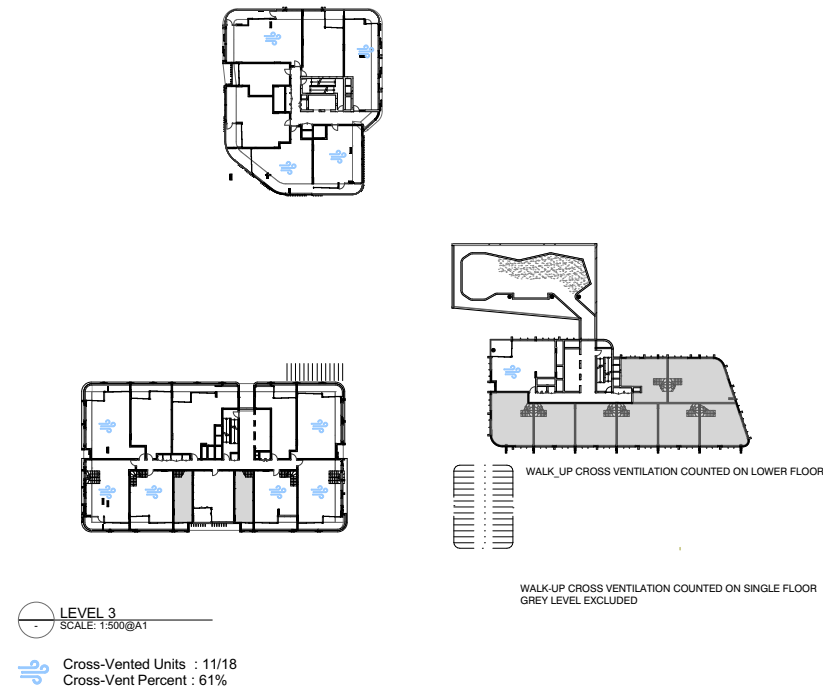
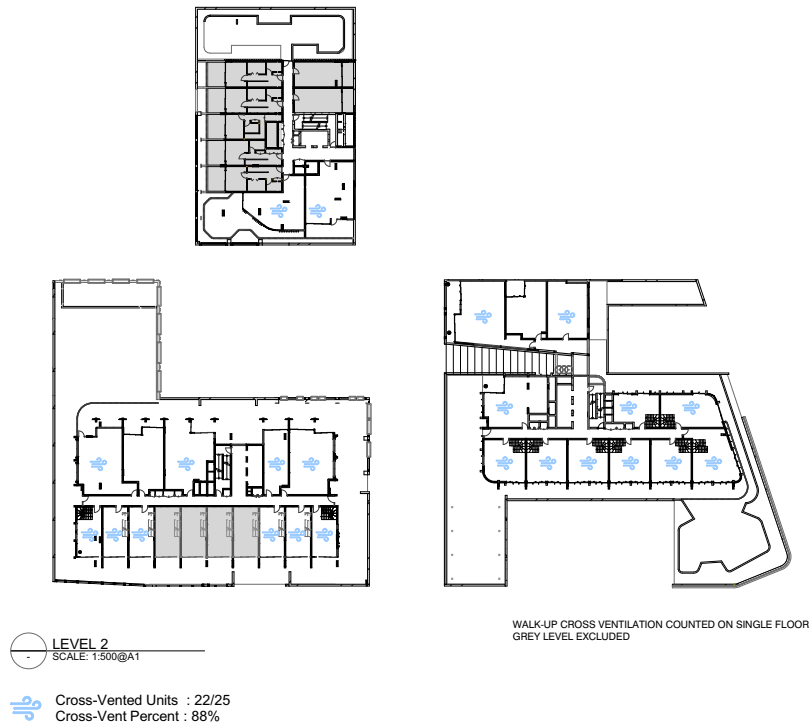
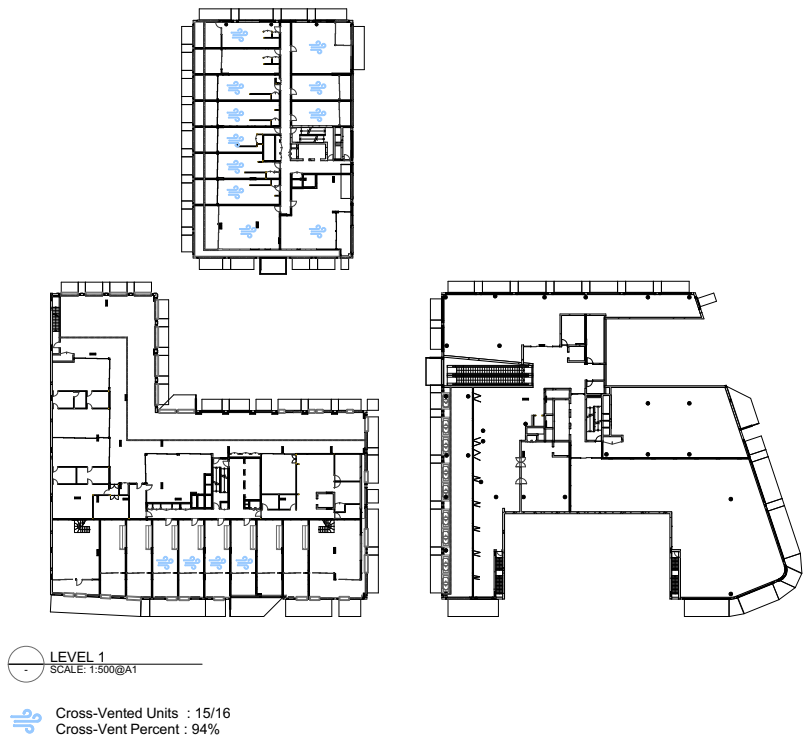


COMPLIANCE

CROSS VENTILATION DIAGRAMS - LEVEL 1 TO LEVEL 6

SUMMARY


 Cross-Vented Units : 123/189
Cross-Vent Percent : 65%

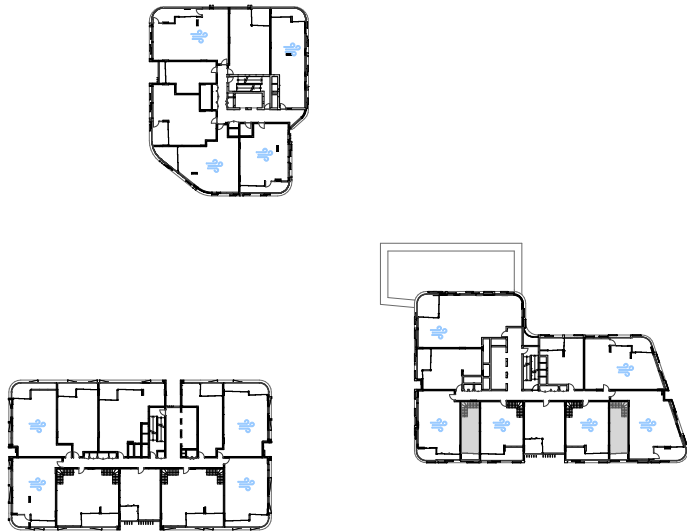


COMPLIANCE


CROSS VENTILATION DIAGRAMS - LEVEL 7 TO LEVEL 8

SUMMARY

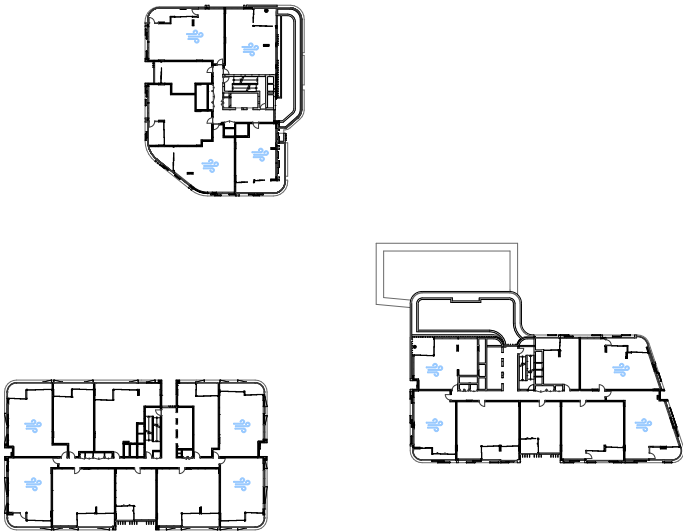
 Cross-Vented Units : 116/191
Cross-Vent Percent : 61%




LEVEL 7
SCALE: 1:500@A1

 Cross-Vented Units : 14/26
Cross-Vent Percent : 54%

WALK-UP CROSS VENTILATION COUNTED ON SINGLE FLOOR
GREY LEVEL EXCLUDED

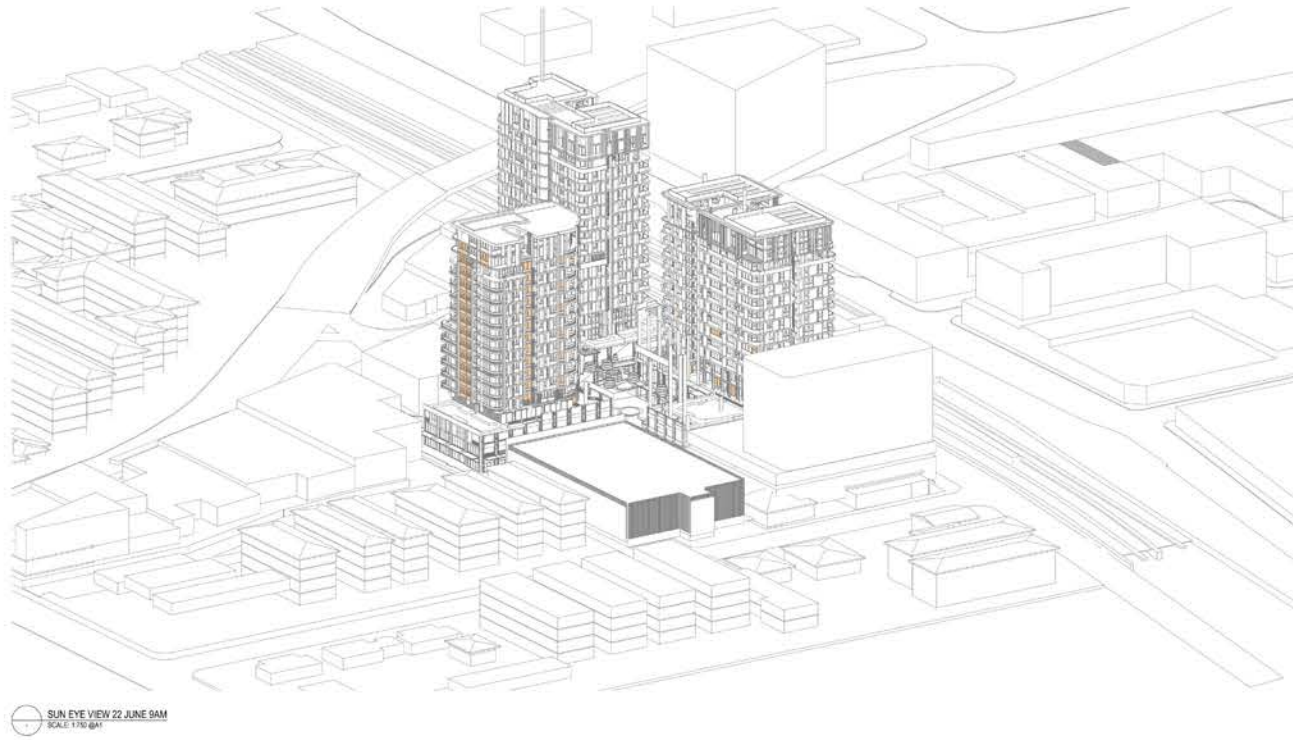


LEVEL 8
SCALE: 1:500@A1

 Cross-Vented Units : 12/24
Cross-Vent Percent : 50%



COMPLIANCE
SUN EYE VIEWS (21ST JUNE) - 9AM TO 12PM



COMPLIANCE

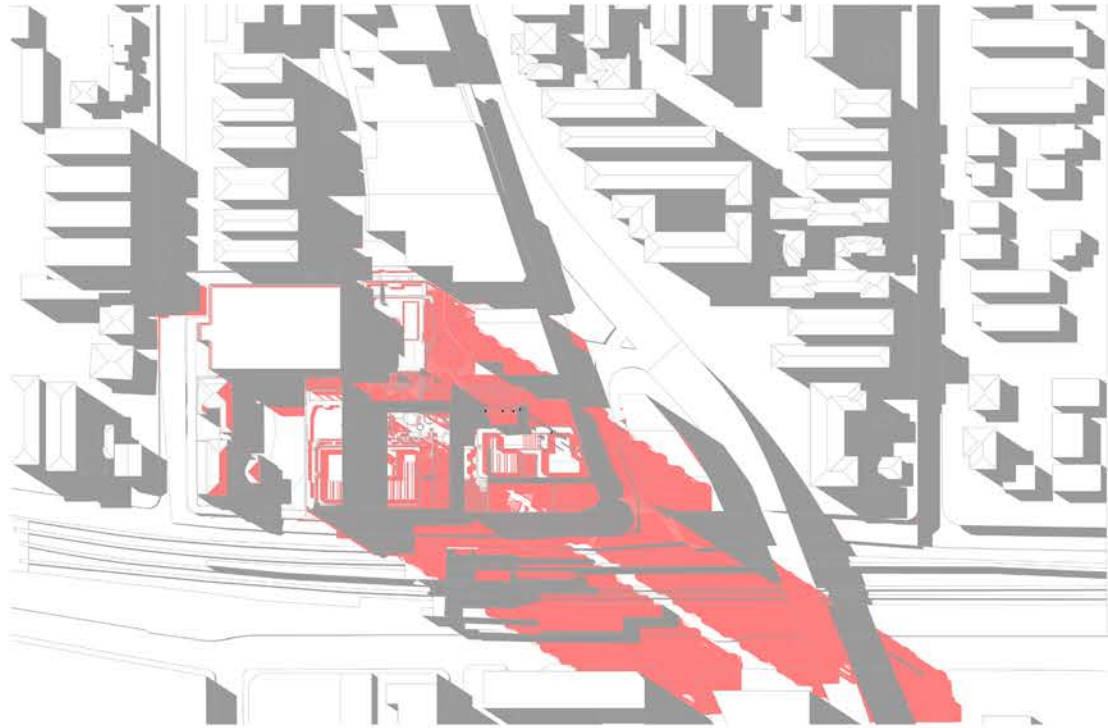
SUN EYE VIEWS (21ST JUNE) - 1PM TO 3PM



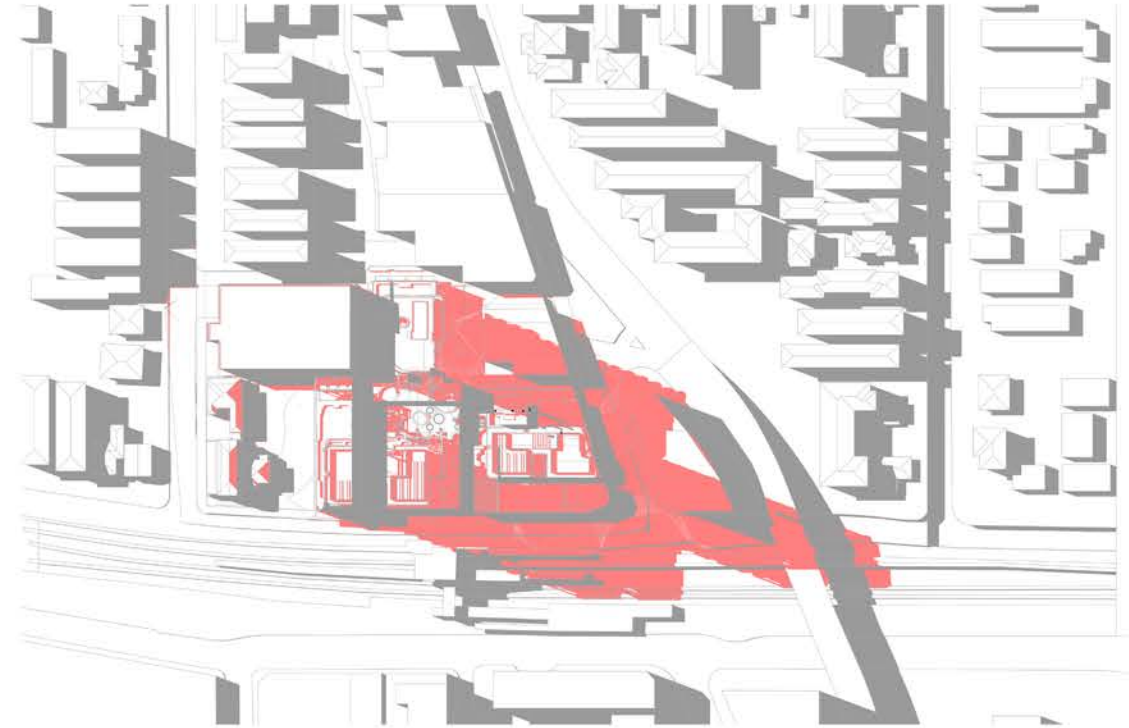
SHADOW STUDIES (21ST JUNE) - 9AM TO 12PM

LEGEND

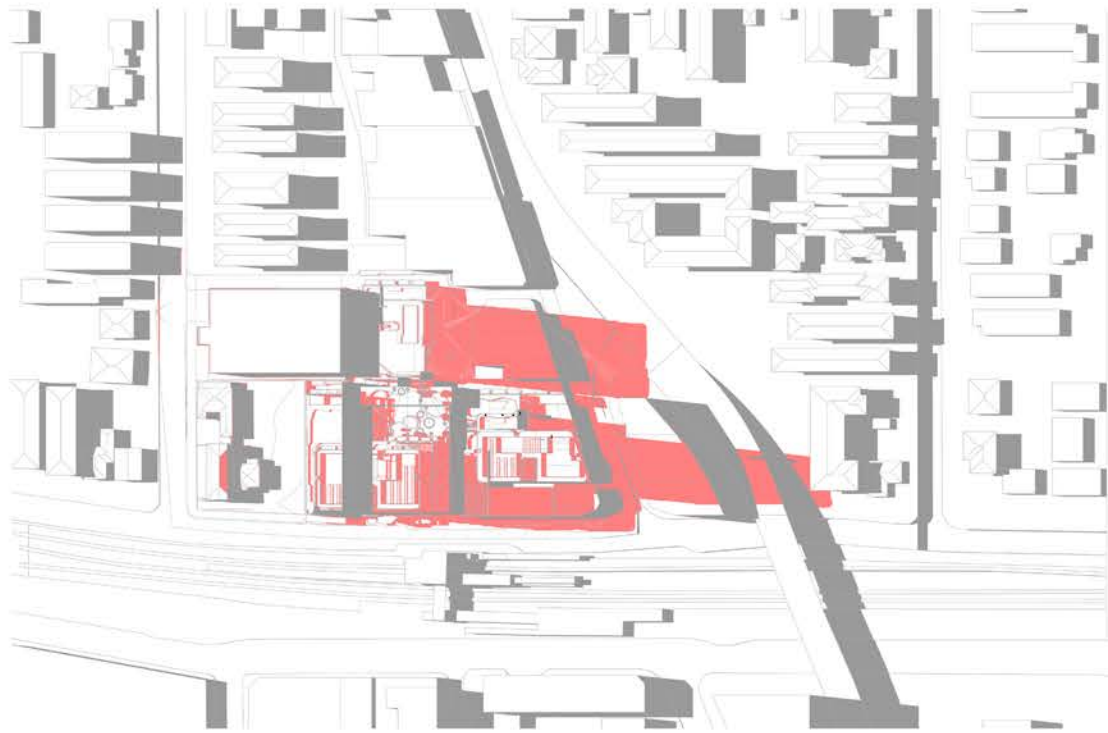
- Context Shadows
- Proposed Shadows



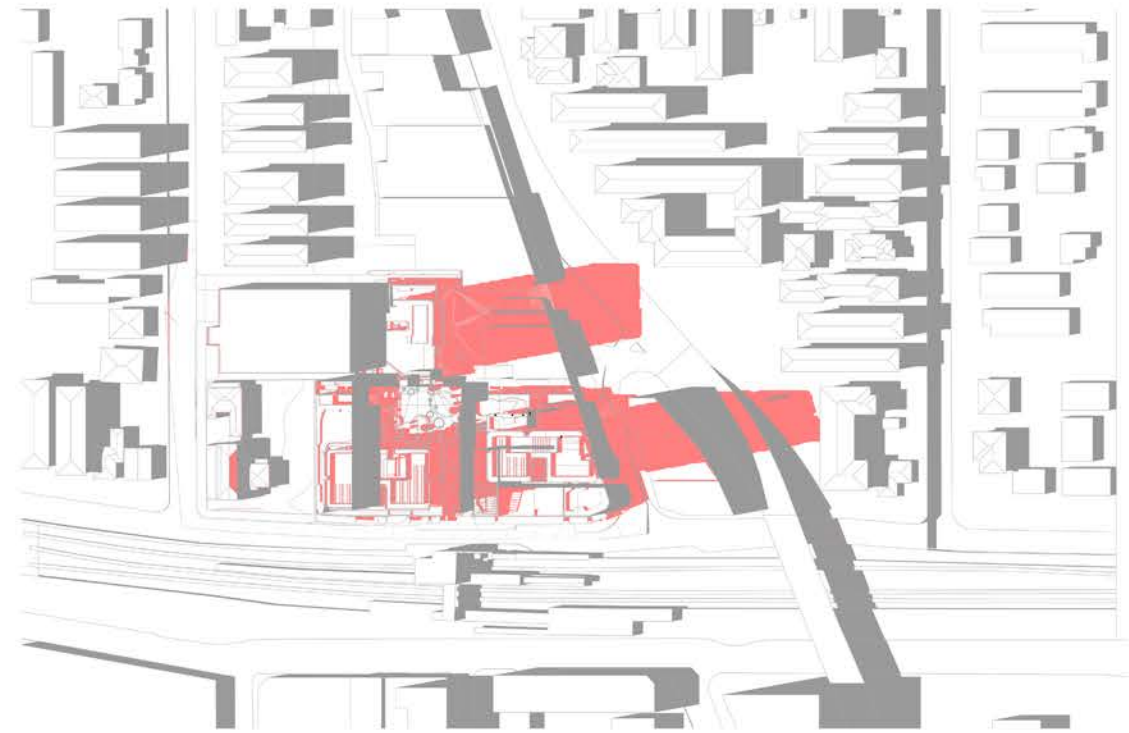
9AM
SCALE 1:1000



10AM
SCALE 1:1000



11AM
SCALE 1:1000



12PM
SCALE 1:1000

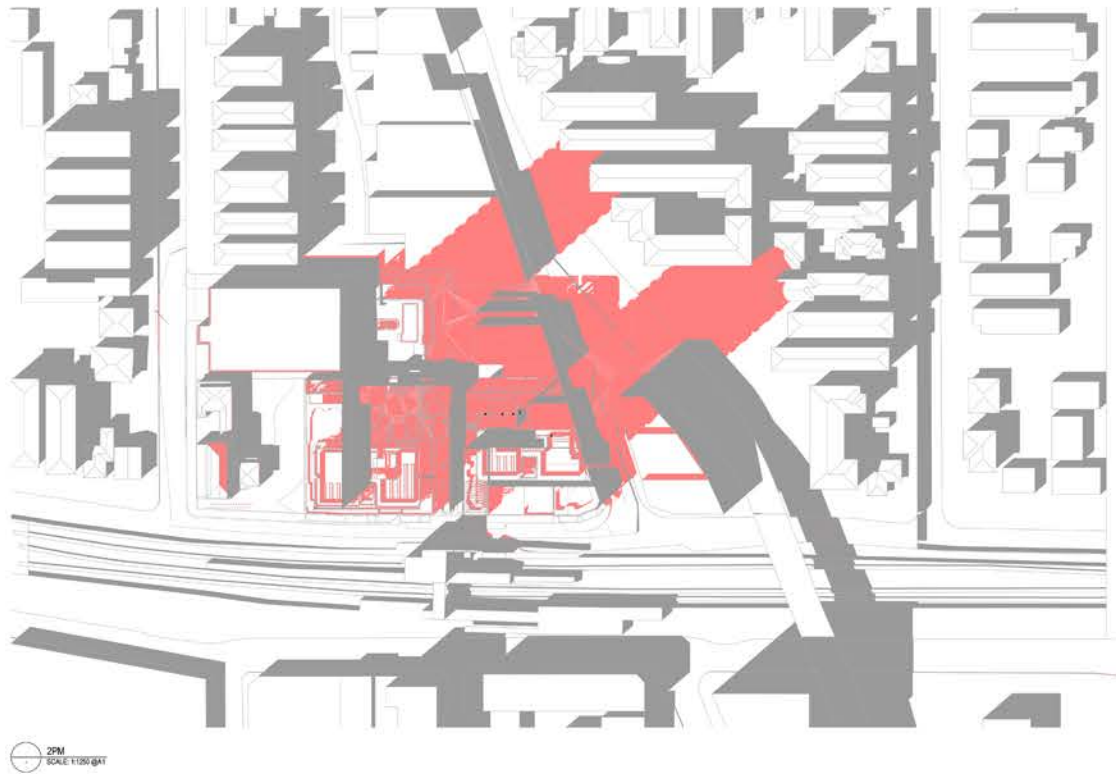


COMPLIANCE
SHADOW STUDIES (21ST JUNE) - 9AM TO 12PM

LEGEND

Context Shadows

Proposed Shadows



SCHEDULE

DEVELOPMENT SCHEDULE

CABRAMATTA EAST PRECINCT
DEVELOPMENT SCHEDULE

Job No 20073
File 12.06.01
Date 12/05/2023

SITE AREA: 8113 SQ.M.

STAGE 1 & 2 COMBINED

	CARPARK		SERVICES/CIRC	RETAIL	COMMERCIAL		RESIDENTIAL							Total	AREA PER LEVEL			AMENITIES			
	NO	Area	Area	Area	Area	Area	MIX						(EX BALCONIES)			9 am - 3 pm 8 am - 4 pm					
							35-50sqm Studio	60-70sqm 1 Bed	60-70sqm 1 Bed +	70-75sq 2 Bed	75-90sq 2 Bed +	90-100sqm 3 Bed	100-110sqm 3 Bed +		Sellable area	GBA*	GFA*	CV	Solar	Solar	No Solar
Basement 4	0	0	0												0	0					
Basement 3	192	7363	0												7741	0					
Basement 2	154	7363	0												7741	0					
Basement 1	88	7366	0	0	0	0									0	7741	0				
Ground Floor (L1)	0	0	158	1879	0	825	0	0	0	0	0	0	0	0	3104	4313	3262				
Ground Floor (Mezz)	0	0	0	313	0	0	0	0	0	0	0	0	0	0	313	0	313				
Level 1 (L2)	0	0	0	49	1035	890	2	0	12	1	0	0	1	16	3220	3824	3243	15	12	12	4
Level 2 (L3)	0	0	0	0	0	0	1	2	7	2	11	0	2	25	2049	2375	1991	23	13	13	8
Level 3 (L4)	0	0	0	0	0	0	1	2	2	5	7	1	0	18	1810	2234	1888	11	11	11	3
Level 4 (L5)	0	0	0	0	0	0	2	4	2	5	10	2	1	26	2050	2453	2148	16	18	18	4
Level 5 (L6)	0	0	0	0	0	0	2	4	2	5	10	2	1	26	2048	2452	2159	16	18	18	4
Level 6 (L7)	0	0	0	0	0	0	2	4	2	5	10	2	1	26	2050	2454	2149	16	18	18	4
Level 7 (L8)	0	0	0	0	0	0	2	4	2	5	10	2	1	26	2052	2452	2158	14	18	18	2
Level 8 (L9)	0	0	0	0	0	0	2	4	2	3	11	2	0	24	1880	2247	1943	12	17	17	2
Level 9 (L10)	0	0	0	0	0	0	2	4	2	3	11	2	0	24	1881	2249	1946	-	17	17	1
Level 10 (L11)	0	0	0	0	0	0	2	4	2	3	11	2	0	24	1880	2246	1943	-	19	19	1
Level 11 (L12)	0	0	0	0	0	0	2	4	2	3	11	2	0	24	1881	2249	1946	-	19	19	1
Level 12 (L13)	0	0	0	0	0	0	2	4	2	3	11	2	0	24	1880	2246	1943	-	19	19	1
Level 13 (L14)	0	0	0	0	0	0	2	4	2	3	11	2	0	24	1875	2244	1941	-	19	19	1
Level 14 (L15)	0	0	0	0	0	0	2	3	1	1	7	2	7	23	1765	2129	1814	-	18	18	1
Level 15 (L16)	0	0	0	0	0	0	1	1	1	2	5	1	2	13	1455	2045	1531	-	12	12	0
Level 16 (L17)	0						1	1	1	0	3	2	0	8	865	1248	891		8	8	0
Level 17 (L18)	0						0	0	1	1	0	0	5	7	508	637	527		7	7	0
Level 18 (L19)	0						0	0	0	0	0	0	0	0	346	425	355		0	0	0
Roof	0						0	0	0	0	0	0	0	0	0	0			0	0	0
Totals	434	22092	158	2241	1035	1715	28	49	45	50	139	26	21	358	34912	65745	36091	123	263	263	37
	sqm/car = 50.9			Total Retail/Commercial Area = 4991			8%	14%	13%	14%	39%	7%	6%					66%	73%	73%	10%
							8%	26%		53%		13%									

DEVELOPMENT GFA*:	36091 SQ.M.
TOTAL FSR ACHIEVED:	4.45 :1
ALLOWABLE GFA*:	37423 SQ.M.
ALLOWABLE FSR:	4.80 :1
ALLOWABLE HEIGHT:	66.00 M

	REQUIRED	PROVIDED
RESIDENTIAL CAR SPACES	250	251
RETAIL / COMMERCIAL CAR SPACES (REDUCED CAR PARK ALLOCATION AS PER CAB DCP NOTE ALLOWING FOR UP TO 70% REDUCTION FOR DEVELOPMENTS WITH SIGNIFICANT CULTURAL, RECREATIONAL, OR ENTERTAINMENT USES.)	184	183
TOTAL CAR SPACES *NOTE: INCLUDES RESIDENTIAL, VISITOR, RETAIL AND ACCESSIBLE CARSPACE NUMBERS	434	434

RESI. CAR RATE					ACC. CARSPACES				
0.5	0.5	0.75	1	No Visitor Space	RESI				
14	47	142	47	0	INC. 10% Acc				
250					36 Carspaces Required				
NON-RESI. CAR RATE					RETAIL/COMMERCIAL				
	RETAIL 1carspace/25m2	COMMERCIAL 1carspace/40m2 GLA	DAYCARE 1carspace/4 children	TAVERN RESTAURANT 1carspace/25m2 GLA	1carspace for 1-20 carspaces +1 carspace for every 50 carspaces				
	75	32	19	58	Acc Carspaces				
184					7				
TOTAL					ACC. INCLUSIVE				
434					43				
Total Apartments for first 9 Storeys					187	INC. 10% Acc	35.8	Units Required	
PERMISSIBLE					60%	70%	70%	15%	

SCHEDULE

STAGE 1 SUMMARY

CABRAMATTA EAST PRECINCT
DEVELOPMENT SCHEDULE

Job No 20073
File 12.06.01
Date 12/05/2023

SITE AREA: 5858 SQ.M.

STAGE 1 - TOWER A & B

	CARPARK		SERVICES/CIRC	RETAIL	COMMERCIAL		RESIDENTIAL							Total	AREA PER LEVEL			AMENITIES		
	NO	Area	Area	Area	OFFICES/ MEDICAL/ GYM	HOTEL / CLUB CHURCH / DAY CARE	MIX								(EX BALCONIES)			9 am - 3 pm		
							35-50sqm Studio	50-60sqm 1 Bed	60-70sqm 1 Bed+	70-75sq 2 Bed	75-90sq 2 Bed +	90-100sqm 3 Bed	100-110sqm 3 Bed +		Sellable area	GBA*	GFA*	CV	Solar	No Solar
Basement 4															0	0				
Basement 3	155	5487													5717	0				
Basement 2	123	5487													5717	0				
Basement 1	62	5490													5717	0				
Ground Floor (L1)		104		1432			0	0	0	0	0	0	0	0	1432	2414	1802			
Ground Floor (Mezz)				313			0	0	0	0	0	0	0	0	313	0	313			
Level 1 (L2)				0		550	2	0	12	1	0	0	1	16	1592	2049	1794	15	12	4
Level 2 (L3)				0			1	0	7	1	4	0	0	13	1016	1481	1220	12	5	4
Level 3 (L4)				0			1	2	2	4	7	1	0	17	1209	1566	1365	10	10	3
Level 4 (L5)				0			1	2	2	4	7	1	0	17	1210	1568	1370	10	11	2
Level 5 (L6)				0			1	2	2	4	7	1	0	17	1210	1569	1383	10	11	2
Level 6 (L7)				0			1	2	2	4	7	1	0	17	1210	1569	1371	10	11	2
Level 7 (L8)				0			1	2	2	4	7	1	0	17	1224	1569	1382	8	11	2
Level 8 (L9)				0			1	3	1	2	8	1	0	16	1147	1477	1280	8	11	2
Level 9 (L10)				0			1	3	1	2	8	1	0	16	1147	1479	1282	-	11	1
Level 10 (L11)				0			1	3	1	2	8	1	0	16	1147	1477	1280	-	11	1
Level 11 (L12)				0			1	3	1	2	8	1	0	16	1147	1479	1282	-	11	1
Level 12 (L13)				0			1	3	1	2	8	1	0	16	1147	1477	1280	-	11	1
Level 13 (L14)				0			1	3	1	2	8	1	0	16	1141	1474	1277	-	11	1
Level 14 (L15-Penthouse)				0			1	2	0	0	4	1	7	15	1031	1360	1151	-	10	1
Level 15 (L16-Plant)				0			0	0	0	1	2	0	2	5	782	1275	867	-	4	0
Level 16 (L17-Roof)							0	0	0	0	0	0	0		236	488	236		0	0
Roof																				
Totals	340	16464	104	1745	0	550	15	30	35	35	93	12	10	230	19341	42922	21935	83	151	27
	sqm/car = 48		Total Retail/Commercial Area = 2295				7%	13%	15%	15%	40%	5%	4%					64%	66%	12%
							7%	28%		56%		10%								

STAGE A DEVELOPMENT GFA*:	21935 SQ.M.
TOTAL FSR ACHIEVED:	3.74 :1
ALLOWABLE GFA*:	22553 SQ.M.
ALLOWABLE FSR:	3.85 :1
ALLOWABLE HEIGHT:	59.00 M

	REQUIRED	PROVIDED
RESIDENTIAL CAR SPACES	158	214
RETAIL / COMMERCIAL CAR SPACES (REDUCED CAR PARK ALLOCATION AS PER CAB DCP NOTE ALLOWING FOR UP TO 70% REDUCTION FOR DEVELOPMENTS WITH SIGNIFICANT CULTURAL, RECREATIONAL, OR ENTERTAINMENT USES.)	76	126
TOTAL CAR SPACES *NOTE: INCLUDES RESIDENTIAL, VISITOR, RETAIL AND ACCESSIBLE CARSPACE NUMBERS	234	340

Total Apartments for first 9 Storeys 130 INC. 10% Acc 23 Units Required

PERMISSIBLE		
60%	70%	15%

RESI. CAR RATE				
0.5	0.5	0.75	1	No Visitor Space
7	33	96	22	0
158				
NON-RESI. CAR RATE				
	RETAIL 1carspace/25m2	COMMERCIAL 1carspace/40m2 GLA	DAYCARE 1carspace/10 places +1/staff	TAVERN RESTAURANT 1carspace/25m2 GLA
	57	N/A	19	N/A
76				
TOTAL 234				

ACC. CARSPACES	
RESI	
INC. 10% Acc	23
RETAIL/COMMERCIAL	
1carspace for 1-20 carspaces	+1 carspace for every 50 carspaces
Acc Carspaces	3
ACC. INCLUSIVE	26

SCHEDULE

STAGE 1 BUILDING A

CABRAMATTA EAST PRECINCT
DEVELOPMENT SCHEDULE

Job No 20073
File 12.06.01
Date 12/05/2023

SITE AREA: 5858 SQ.M.

STAGE 1 - TOWER A

	CARPARK		SERVICES/CIRC	RETAIL	COMMERCIAL		RESIDENTIAL							Total	AREA PER LEVEL			AMENITIES		
	NO	Area	Area	Area	OFFICES/ MEDICAL/ GYM	HOTEL / CLUB CHURCH / DAY CARE	MIX								(EX BALCONIES)			9 am - 3 pm		
							35-50sqm Studio	50-60sqm 1 Bed	60-70sqm 1 Bed+	70-75sq 2 Bed	75-90sq 2 Bed +	90-100sqm 3 Bed	100-110sqm 3 Bed +		Sellable area	GBA*	GFA*	CV	Solar	No Solar
Basement 4															0	0				
Basement 3															0	0				
Basement 2															0	0				
Basement 1															0	0				
Ground Floor (L1)				613			0	0	0	0	0	0	0	0	613	899	682			
Ground Floor (Mezz)				313			0	0	0	0	0	0	0	0	313		313			
Level 1 (L2)							2	0	8	1	0	0	1	12	599	828	722	11	8	4
Level 2 (L3)							0	0	1	1	0	0	0	2	362	568	414	2	1	1
Level 3 (L4)							1	0	1	2	2	1	0	7	503	660	558	4	5	1
Level 4 (L5)							1	0	1	2	2	1	0	7	505	662	560	4	5	1
Level 5 (L6)							1	0	1	2	2	1	0	7	505	662	573	4	5	1
Level 6 (L7)							1	0	1	2	2	1	0	7	505	662	561	4	5	1
Level 7 (L8)							1	0	1	2	2	1	0	7	505	662	573	4	5	1
Level 8 (L9)							1	1	0	0	3	1	0	6	430	572	473	4	5	1
Level 9 (L10)							1	1	0	0	3	1	0	6	428	572	473	-	5	0
Level 10 (L11)							1	1	0	0	3	1	0	6	430	572	473	-	5	0
Level 11 (L12)							1	1	0	0	3	1	0	6	428	572	473	-	5	0
Level 12 (L13)							1	1	0	0	3	1	0	6	430	572	473	-	5	0
Level 13 (L14)							1	1	0	0	3	1	0	6	428	572	473	-	5	0
Level 14 (L15)							1	1	0	0	3	1	0	6	425	566	459	-	5	0
Level 15 (L16-Penthouse)							0	0	0	1	2	0	2	5	336	478	371	-	4	0
Level 16 (L17-Plant)															236	488	236			
Roof																				
Totals	0	0	0	926	0	0	14	7	14	13	33	12	3	96	7981	10567	8860	37	73	11
	sqm/car = #DIV/0!			Total Retail/Commercial Area = 926			15%	7%	15%	14%	34%	13%	3%					67%	76%	11%
							15%	22%		48%		16%								

STAGE A DEVELOPMENT GFA*:	8860 SQ.M.
TOTAL FSR ACHIEVED:	1.51 :1
ALLOWABLE GFA*:	22553 SQ.M.
ALLOWABLE FSR:	3.85 :1
ALLOWABLE HEIGHT:	59.00 M

	REQUIRED	PROVIDED
RESIDENTIAL CAR SPACES	67	
RETAIL / COMMERCIAL CAR SPACES (REDUCED CAR PARK ALLOCATION AS PER CAB DCP NOTE ALLOWING FOR UP TO 70% REDUCTION FOR DEVELOPMENTS WITH SIGNIFICANT CULTURAL, RECREATIONAL, OR ENTERTAINMENT USES.)	24	
TOTAL CAR SPACES *NOTE: INCLUDES RESIDENTIAL, VISITOR, RETAIL AND ACCESSIBLE CARSPACE NUMBERS	91	

Total Apartments for first 9 Storeys 55 INC. 10% Acc 9.6 Units Required

PERMISSIBLE		
60%	70%	15%

RESI. CAR RATE				
0.5	0.5	0.75	1	No Visitor Space
7	11	35	15	0
67				
NON-RESI. CAR RATE				
	RETAIL 1carspace/25m2	COMMERCIAL 1carspace/40m2 GLA	DAYCARE 1carspace/4 children	TAVERN RESTAURANT 1carspace/25m2 GLA
	24	N/A	N/A	N/A
24				
TOTAL 91				

ACC. CARSPACES	
RESI	
INC. 10% Acc	10
RETAIL/COMMERCIAL	
1carsapce for 1-20 carspaces	+1 carsapce for every 50 carspaces
Acc Carspaces	3
ACC. INCLUSIVE	13

SCHEDULE

STAGE 1 BUILDING B

CABRAMATTA EAST PRECINCT
DEVELOPMENT SCHEDULE

Job No 20073
File 12.06.01
Date 12/05/2023

SITE AREA: 5858 SQ.M.

STAGE 1 - TOWER B

	CARPARK		SERVICES/CIRC	RETAIL	COMMERCIAL		RESIDENTIAL							Total	AREA PER LEVEL			AMENITIES		
	NO	Area	Area	Area	OFFICES/ MEDICAL/ GYM	HOTEL / CLUB CHURCH / DAY CARE	MIX								(EX BALCONIES)			9 am - 3 pm		
							35-50sqm Studio	50-60sqm 1 Bed	60-70sqm 1 Bed+	70-75sq 2 Bed	75-90sq 2 Bed +	90-100sqm 3 Bed	100-110sqm 3 Bed +		Sellable area	GBA*	GFA*	CV	Solar	No Solar
Basement 4															0	0				
Basement 3															0	0				
Basement 2															0	0				
Basement 1															0	0				
Ground Floor (L1)			104	819			0	0	0	0	0	0	0	0	819	1515	1120			
Ground Floor (Mezz)							0	0	0	0	0	0	0	0						
Level 1 (L2)					550		0	0	4	0	0	0	0	4	993	1221	1072	4	4	0
Level 2 (L3)							1	0	6	0	4	0	0	11	654	913	806	10	4	3
Level 3 (L4)							0	2	1	2	5	0	0	10	706	906	807	6	5	2
Level 4 (L5)							0	2	1	2	5	0	0	10	705	906	810	6	6	1
Level 5 (L6)							0	2	1	2	5	0	0	10	705	907	810	6	6	1
Level 6 (L7)							0	2	1	2	5	0	0	10	705	907	810	6	6	1
Level 7 (L8)							0	2	1	2	5	0	0	10	719	907	809	4	6	1
Level 8 (L9)							0	2	1	2	5	0	0	10	717	905	807	4	6	1
Level 9 (L10)							0	2	1	2	5	0	0	10	719	907	809	-	6	1
Level 10 (L11)							0	2	1	2	5	0	0	10	717	905	807	-	6	1
Level 11 (L12)							0	2	1	2	5	0	0	10	719	907	809	-	6	1
Level 12 (L13)							0	2	1	2	5	0	0	10	717	905	807	-	6	1
Level 13 (L14)							0	2	1	2	5	0	0	10	713	902	804	-	6	1
Level 14 (L15-Penthouse)							0	1	0	0	1	0	7	9	606	794	692	-	5	1
Level 15 (L16-Plant)							0	0	0	0	0	0	0	0	446	797	496	-	0	
Level 16 (L17-Roof)																				
Roof																				
Totals	0	0	104	819	0	550	1	23	21	22	60	0	7	134	11360	15204	13075	46	78	16
	sqm/car = #DIV/0!		Total Retail/Commercial Area =			1369	1%	17%	16%	16%	45%	0%	5%					61%	58%	12%
							1%	33%		61%		5%								

STAGE A DEVELOPMENT GFA*:	13075 SQ.M.
TOTAL FSR ACHIEVED:	2.23 :1
ALLOWABLE GFA*:	22553 SQ.M.
ALLOWABLE FSR:	3.85 :1
ALLOWABLE HEIGHT:	59.00 M

	REQUIRED	PROVIDED
RESIDENTIAL CAR SPACES	91	
RETAIL / COMMERCIAL CAR SPACES (REDUCED CAR PARK ALLOCATION AS PER CAB DCP NOTE ALLOWING FOR UP TO 70% REDUCTION FOR DEVELOPMENTS WITH SIGNIFICANT CULTURAL, RECREATIONAL, OR ENTERTAINMENT USES.)	53	
TOTAL CAR SPACES *NOTE: INCLUDES RESIDENTIAL, VISITOR, RETAIL AND ACCESSIBLE CARSPACE NUMBERS	144	

Total Apartments for first 9 Storeys 75 INC. 10% Acc 13.4 Units Required

PERMISSIBLE		
60%	70%	15%

RESI. CAR RATE				
0.5	0.5	0.75	1	No Visitor Space
0	22	62	7	0
91				
NON-RESI. CAR RATE				
	RETAIL		COMMERCIAL	
	1carspace/25m2		1carspace/40m2 GLA	
	33		N/A	
			DAYCARE	
			1carspace/10 places +1/staff	
			20	
				N/A
				53
TOTAL				
				144

ACC. CARSPACES	
RESI	
INC. 10% Acc	13
RETAIL/COMMERCIAL	
1carspace for 1-20 carspaces	+1 carspace for every 50 carspaces
Acc Carspaces	3
ACC. INCLUSIVE	16

SCHEDULE

STAGE 2 BUILDING C

CABRAMATTA EAST PRECINCT
DEVELOPMENT SCHEDULE

Job No 20073
File 12.06.01
Date 12/05/2023

SITE AREA: 2255 SQ.M.

STAGE 2 - TOWER C

	CARPARK		SERVICES/CIRC	RETAIL	COMMERCIAL		RESIDENTIAL							Total	AREA PER LEVEL			AMENITIES		
	NO	Area	Area	Area	OFFICES/ MEDICAL/ GYM	HOTEL / CLUB CHURCH / DAY CARE	MIX						(EX BALCONIES)		GBA*	GFA*	9 am - 3 pm			
							35-50sqm Studio	50-60sqm 1 Bed	60-70sqm 1 Bed +	70-75sq 2 Bed	75-90sq 2 Bed +	90-100sqm 3 Bed					100-110sqm 3 Bed +	CV	Solar	No Solar
Basement 4														0	0					
Basement 3	37	1876												2024	0					
Basement 2	31	1876												2024	0					
Basement 1	26	1876												2024	0					
Ground Floor (L1)			54	447	0	825	0	0	0	0	0	0	0	0	1272	1899	1460	0	0	0
Ground Floor (Mezz)							0	0	0	0	0	0	0	0	0		0	0	0	0
Level 1 (L2)				49	1035	340	0	0	0	0	0	0	0	0	1375	1775	1449	0	0	0
Level 2 (L3)							0	2	0	1	7	0	2	12	667	894	771	11	8	4
Level 3 (L4)							0	0	0	1	0	0	0	1	448	668	523	1	1	0
Level 4 (L5)							1	2	0	1	3	1	1	9	668	885	778	6	7	2
Level 5 (L6)							1	2	0	1	3	1	1	9	666	883	776	6	7	2
Level 6 (L7)							1	2	0	1	3	1	1	9	668	885	778	6	7	2
Level 7 (L8)							1	2	0	1	3	1	1	9	656	883	776	6	7	0
Level 8 (L9)							1	1	1	1	3	1	0	8	578	770	663	4	6	0
Level 9 (L10)							1	1	1	1	3	1	0	8	579	770	664	-	6	0
Level 10 (L11)							1	1	1	1	3	1	0	8	578	769	663	-	8	0
Level 11 (L12)							1	1	1	1	3	1	0	8	579	770	664	-	8	0
Level 12 (L13)							1	1	1	1	3	1	0	8	578	769	663	-	8	0
Level 13 (L14)							1	1	1	1	3	1	0	8	579	770	664	-	8	0
Level 14 (L15)							1	1	1	1	3	1	0	8	578	769	663	-	8	0
Level 15 (L16)							1	1	1	1	3	1	0	8	579	770	664	-	8	0
Level 16 (L17)							1	1	1	0	3	2	0	8	570	760	655	-	8	0
Level 17 (L18-Penthouse)							0	0	1	1	0	0	5	7	427	637	527	-	7	0
Level 18 (L19-Plant)							0	0	0	0	0	0	0	0	346	425	355	-		0
Roof																				
Totals	94	5628	54	496	1035	1165	13	19	10	15	46	14	11	128	12391	22823	14156	40	112	10
	sqm/car = 59.9			Total Retail/Commercial Area = 2696			10%	15%	8%	12%	36%	11%	9%					70%	88%	8%
							10%	23%		48%		20%								

STAGE B DEVELOPMENT GFA*:	14156 SQ.M.
TOTAL FSR ACHIEVED:	6.28 :1
ALLOWABLE GFA*:	14545 SQ.M.
ALLOWABLE FSR:	6.45 :1
ALLOWABLE HEIGHT:	66.00 M

	REQUIRED	PROVIDED
RESIDENTIAL CAR SPACES	92	37
RETAIL / COMMERCIAL CAR SPACES (REDUCED CAR PARK ALLOCATION AS PER CAB DCP NOTE ALLOWING FOR UP TO 70% REDUCTION FOR DEVELOPMENTS WITH SIGNIFICANT CULTURAL, RECREATIONAL, OR ENTERTAINMENT USES.)	108	57
TOTAL CAR SPACES *NOTE: INCLUDES RESIDENTIAL, VISITOR, RETAIL AND ACCESSIBLE CARSPACE NUMBERS	200	94

RESI. CAR RATE				
0.5	0.5	0.75	1	No Visitor Space
7	15	46	25	0
92				
NON-RESI. CAR RATE				
	RETAIL		COMMERCIAL	
	1carspace/25m2		1carspace/40m2 GLA	
	18		32	
			N/A	
				58
				108
TOTAL				200

Total Apartments for first 9 Storeys 57

INC. 10% Acc 12.8 Units Required

ACC. CARSPACES
RESI
INC. 10% Acc 13 Carspaces Required

RETAIL/COMMERCIAL
1carsapce for 1-20 carspaces
+1 carsapce for every 50 carspaces

Acc Carspaces 4

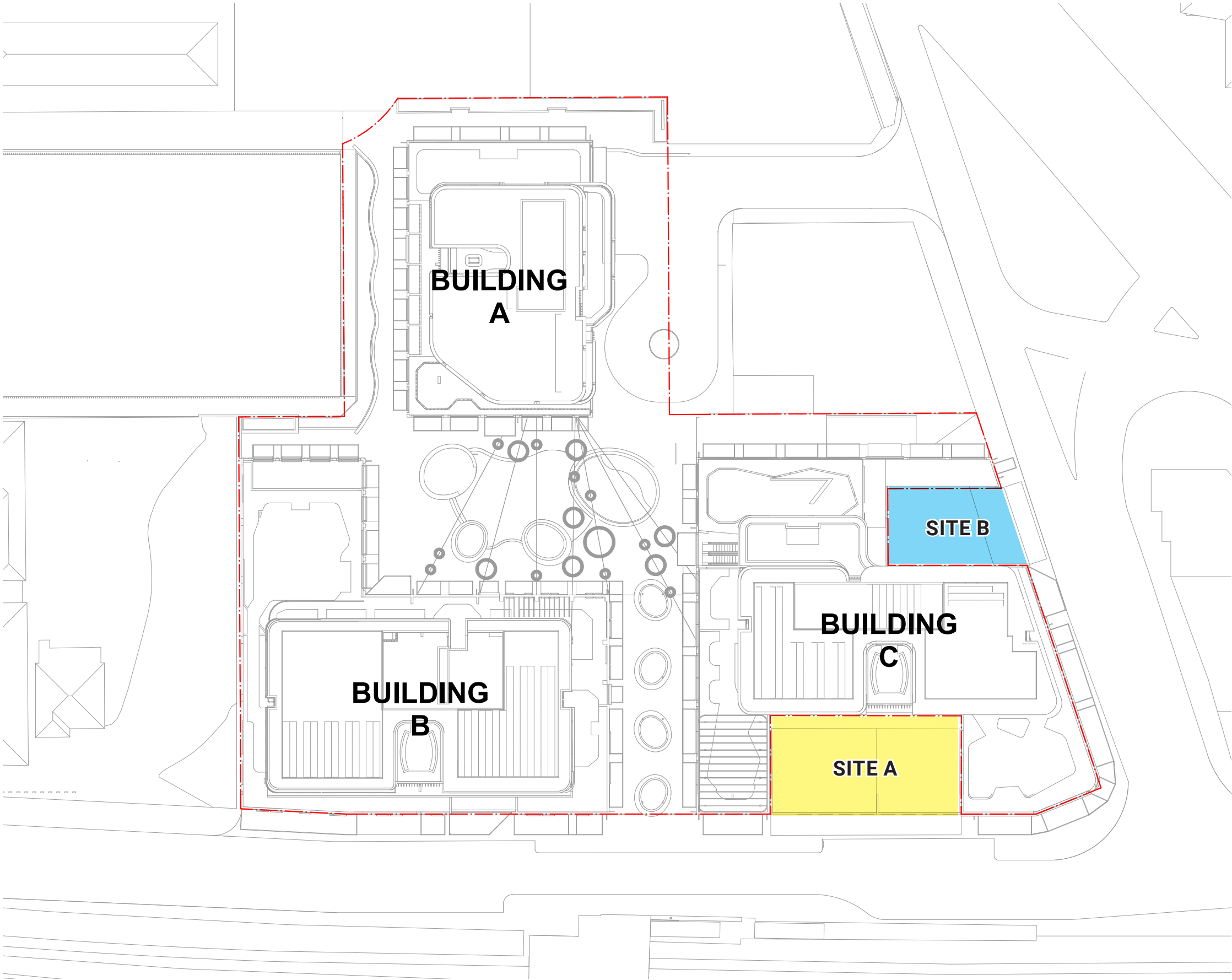
ACC. INCLUSIVE 17

PERMISSIBLE		
60%	70%	15%

09 APPENDICES - ISOLATED SITE STRATEGY

APPENDICES

LOCATION OF ISOLATED SITES



There are a range of smaller properties which as part of this development opportunity have not been able to be integrated into the overall proposal. Both their current positioning, scale and character as well as their future scale have been considered as part of this proposal and will allow them to be integrated into the overall design of the precinct both in scale and character. As a result of the site area there is a limitation for these properties to reach above the established podium scale. Both residential and commercial options have been assessed to confirm this outcome. As a result the proposed tower form which is located adjacent to the properties is able to achieve a close proximity to these sites without compromising the safety and future development opportunity of these isolated sites.



SITE A - AERIAL VIEW



SITE A - STREET VIEW



SITE B - AERIAL VIEW



SITE B - STREET VIEW

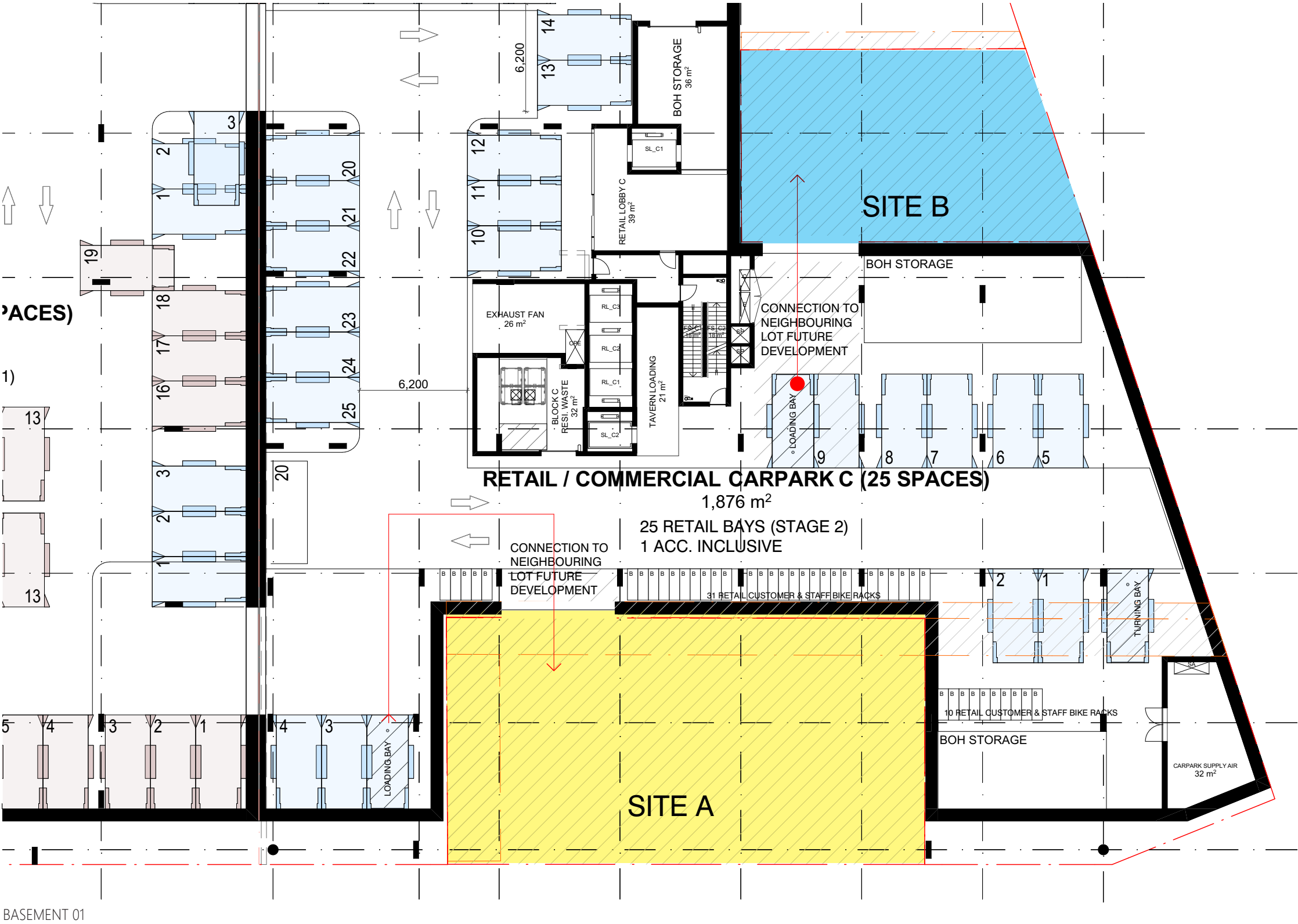
LEGEND

- SITE A
- SITE B



APPENDICES

FUTURE ACCESS TO BASEMENT ISOLATED SITES



The two isolated areas, Sites A and B have been assessed as part of this submission to ensure they have the potential to benefit from the overall precinct strategy in a future stage. This includes the opportunity for these sites to be connected into the basements of this current proposal. Connecting into the basement will allow these sites to allocate carparking below their site without the need for separate access and the ability to use the central waste and loading bay area for servicing the site.



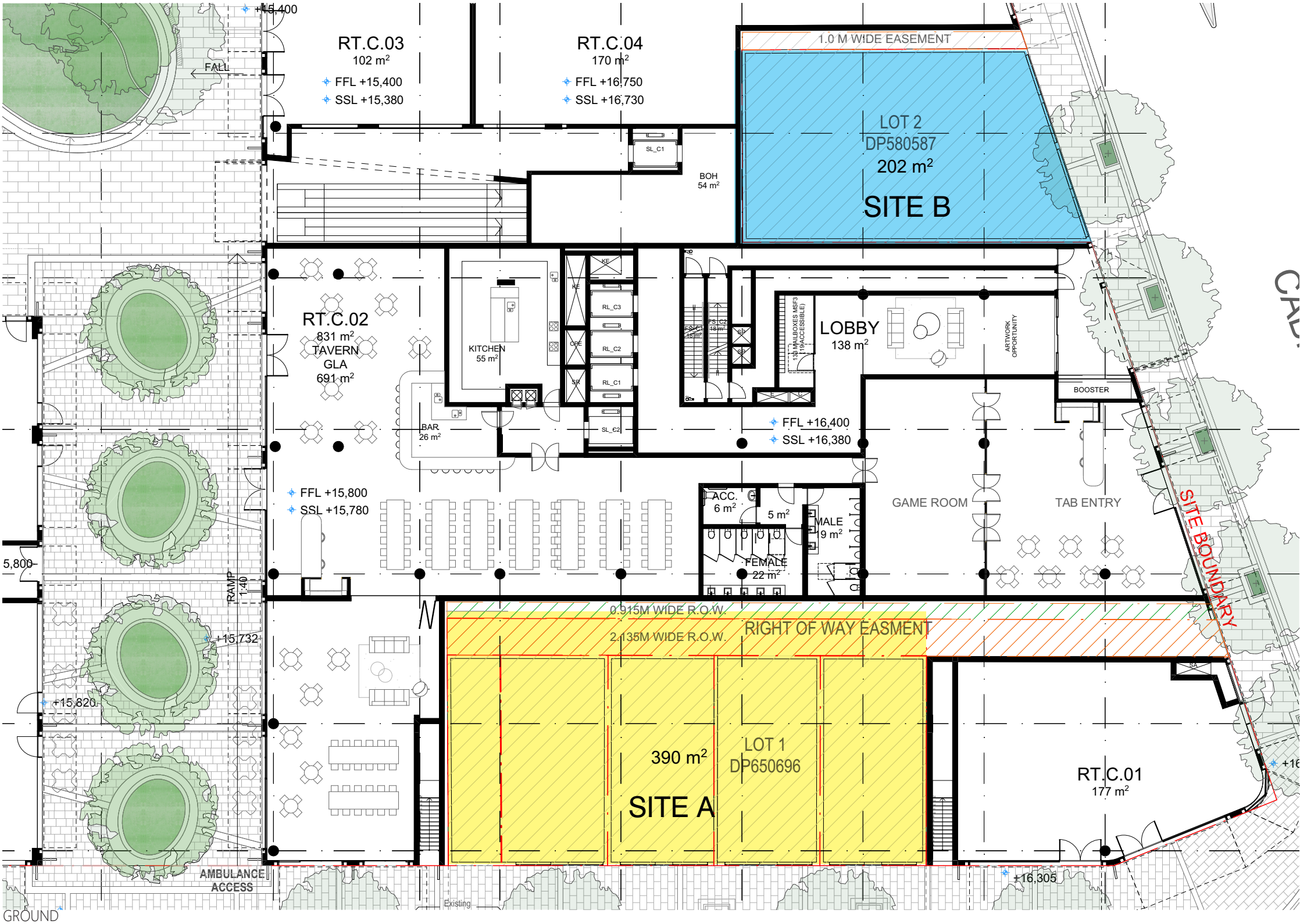
LEGEND

- SITE A
- SITE B



APPENDICES

GROUND LEVEL FOR ISOLATED SITES



Site A consists of 4 separate properties located along Broomfield Street with a total area of approx. 390m2. Site B consists of strata commercial building located along Cabramatta Road East with a site area of approx. 202m2. The proposal is wrapping these properties to make them become part of the podium scale of the overall development. Site A has a Right of Way which will be maintained along the eastern edge of the site to ensure the properties maintain access along the back of their site.



SITE A - AERIAL VIEW



SITE A - STREET VIEW



SITE B - AERIAL VIEW



SITE B - STREET VIEW

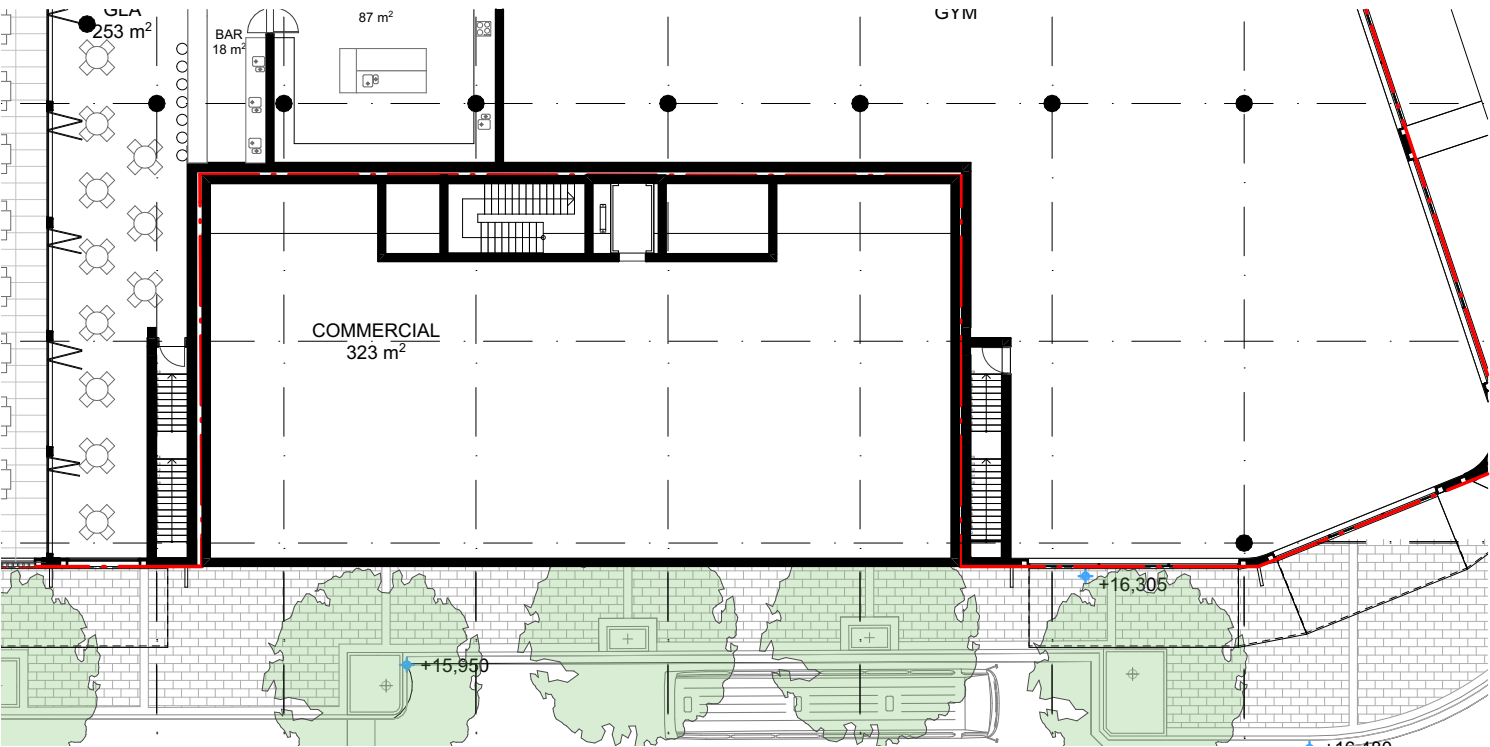
LEGEND

- SITE A
- SITE B



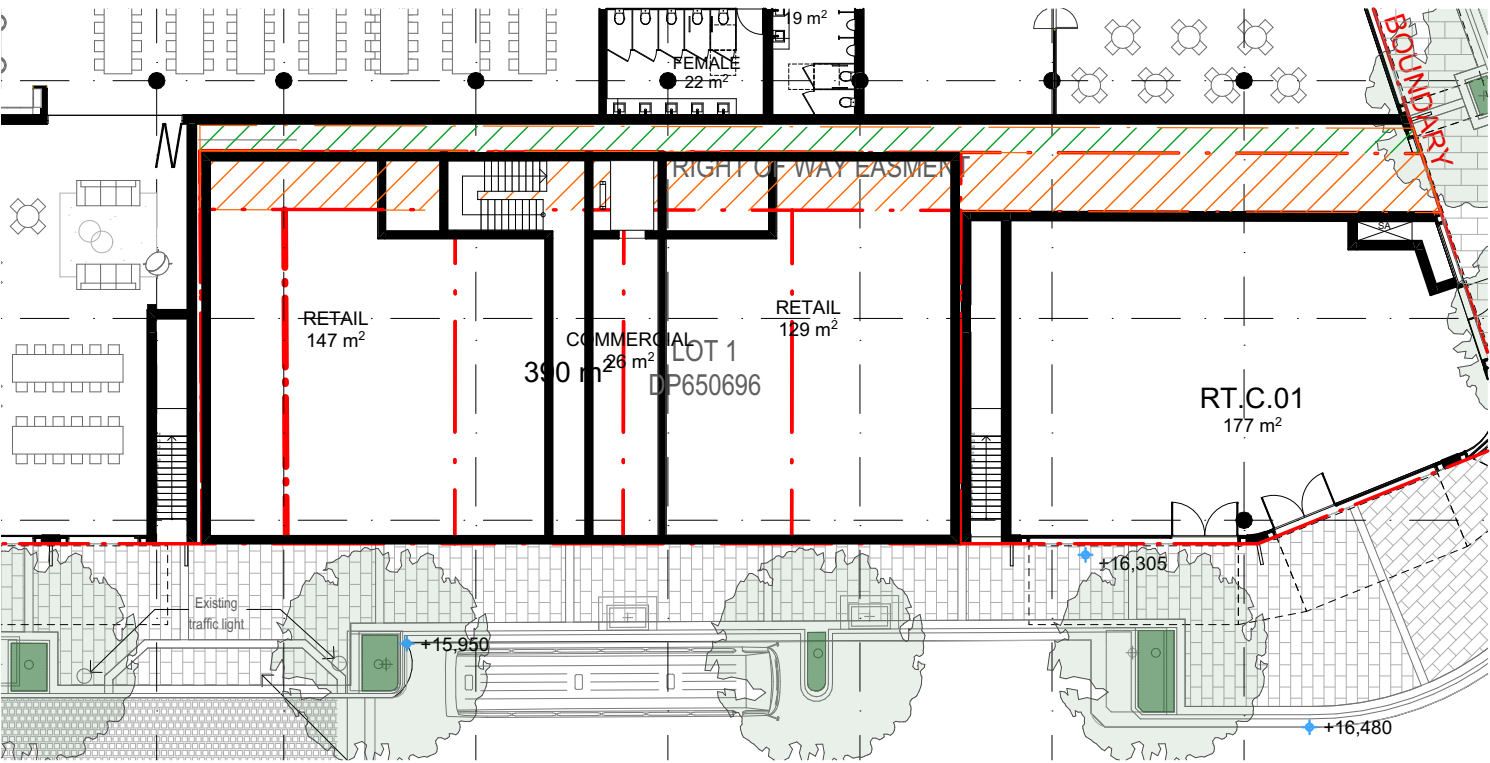
APPENDICES

SITE A DEVELOPMENT OPTION 1 - COMMERCIAL USE



LEVEL 01

SCALE: 1:250@A3



GROUND FLOOR

This development option explores the future commercial use of the site. The allowable FSR and height will allow the proposal to be a 2 storey building which will align with the general proposed scale of the building. Given the site area the proposal would have to stay within 10m height and 2.2:1 FSR. Given the required floor to floor heights for commercial and ground floor retail the development will only be able to achieve an FSR in the order of 1.6:1. The proposal would have the opportunity to connect into the shared basement, allowing for efficient car parking to maximise the GFA.

NEIGHBOURING SITE A - Option 01 (Commercial)

	GFA		RESIDENTIAL NSA	RETAIL NLA	COMMERCIAL NLA
	NO	Area	Area	Area	Area
Basement 4					
Basement 3					
Basement 2					
Basement 1					
Ground Floor		302		276	26
Level 1		323			323
Level 2					
Totals	0	625	0	276	349

NEIGHBOURING SITE A DEVELOPMENT GFA*:	625 SQ.M.
TOTAL FSR ACHIEVED:	1.60 :1
ALLOWABLE GFA*:	858 SQ.M.
ALLOWABLE FSR:	2.20 :1
ALLOWABLE HEIGHT:	10.00 M



APPENDICES

SITE A DEVELOPMENT OPTION 1 - COMMERCIAL USE

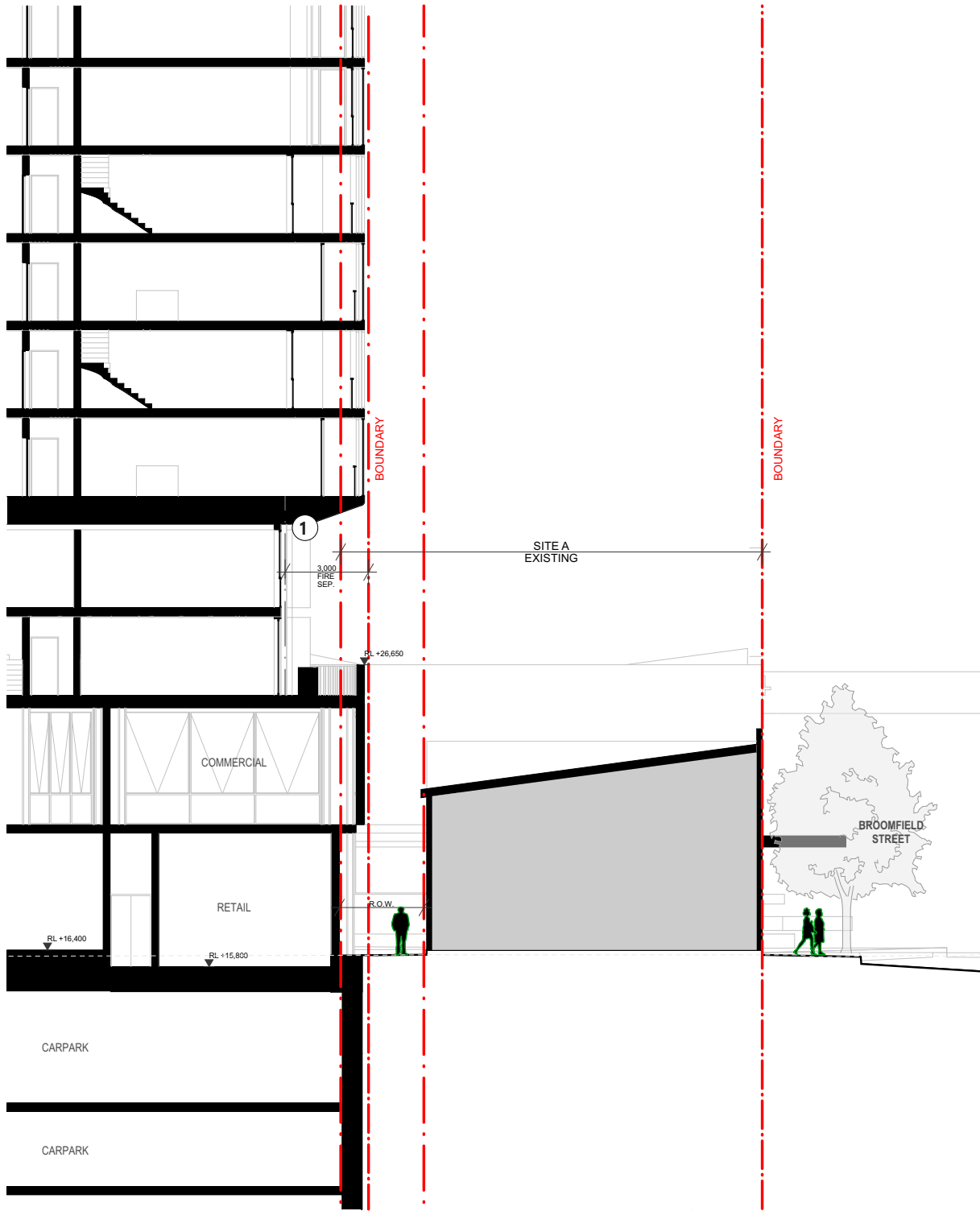
- 1

BCA

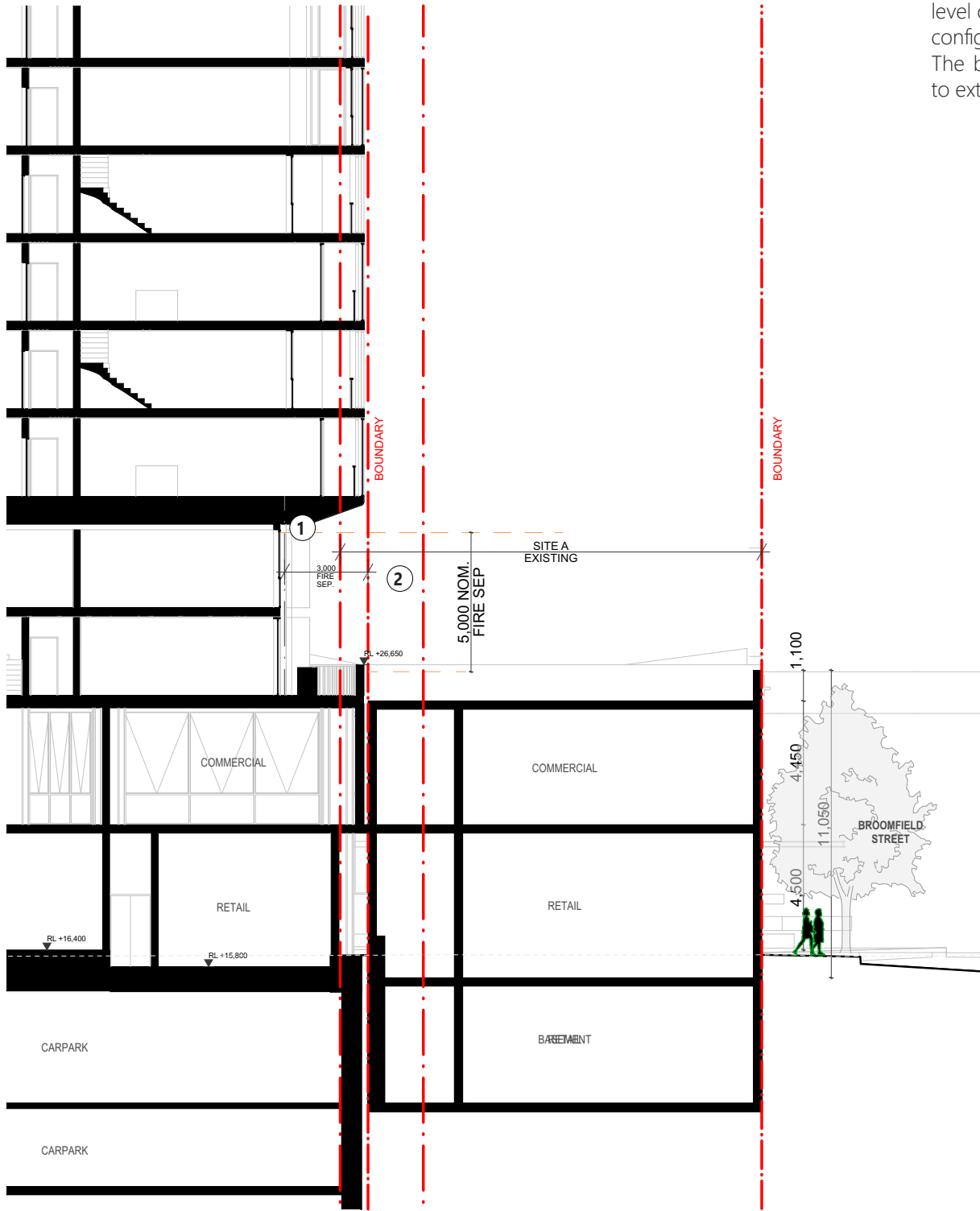
A 3m set-back from boundary to preclude the need to install fire sprinklers or fire shutters to openings
- 2

FIRE ENG.

The 3m set-back zone is required only to the (single) storey of the adjacent tower above the uppermost level of the isolated/neighbouring lot (in its ultimate configuration).
The built form of the adjacent tower is permitted to extend to the boundary line above this set-back.



SECTION: NEIGHBOURING SITE STRUCTURE - EXISTING



SECTION: NEIGHBOURING STRUCTURE - OPTION 1

APPENDICES

SITE A DEVELOPMENT OPTION 1 - COMMERCIAL USE



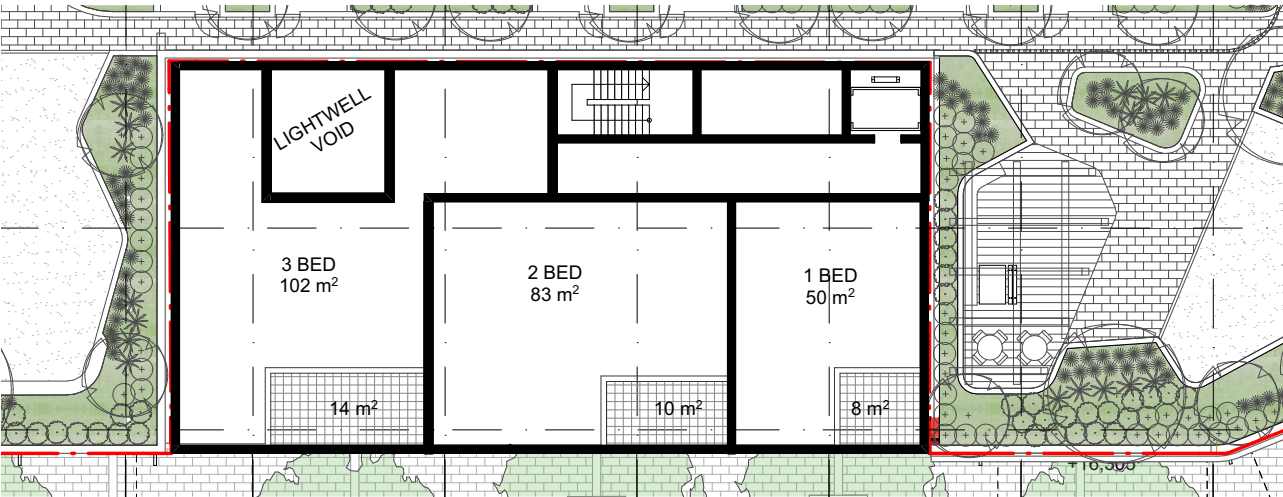
SITE A EXISTING



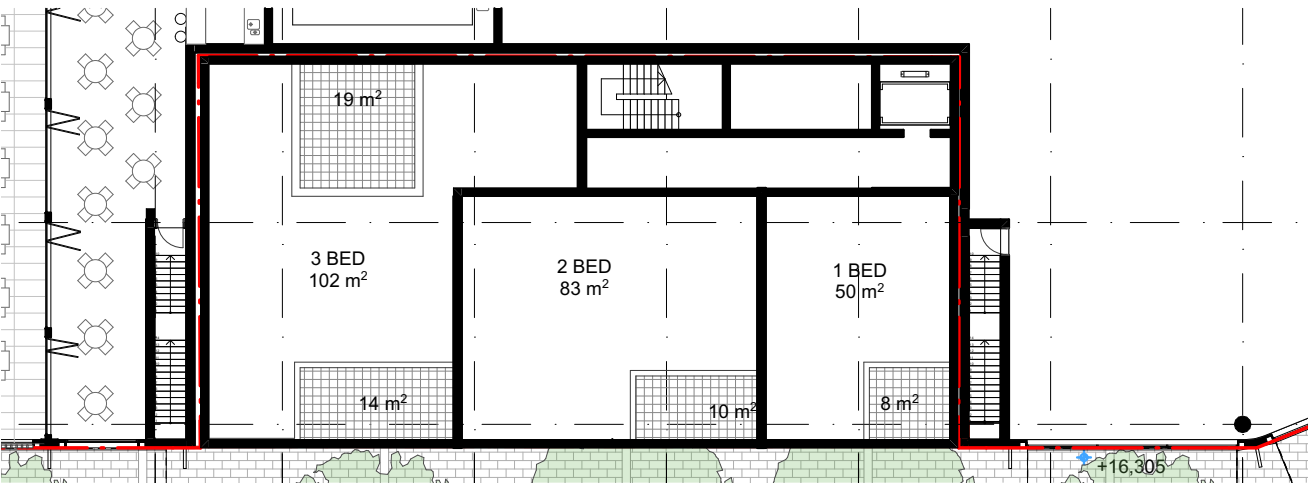
SITE A OPTION 1

APPENDICES

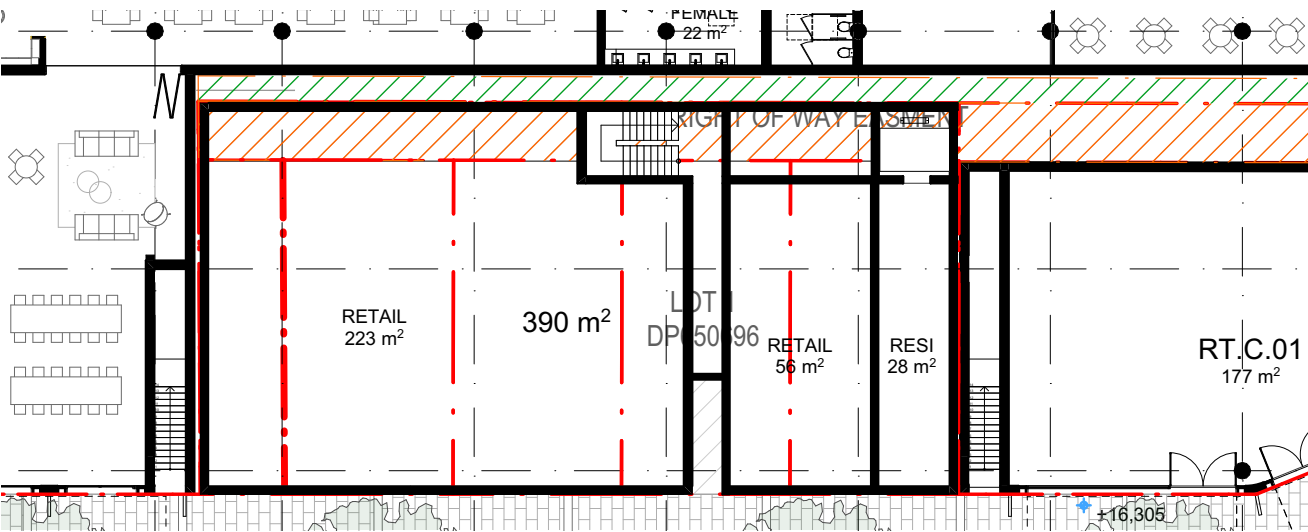
SITE A DEVELOPMENT OPTION 2 - RESIDENTIAL USE



LEVEL 02



LEVEL 01



GROUND FLOOR

This development option explores the future commercial and residential use of the site. The allowable FSR and height will allow the proposal to be a 3 storey building which will align with the general proposed scale of the building. Given the site area the proposal would have to stay within the 14m height height and 2.2:1 FSR. Given the required floor to floor heights for commercial at ground floor and residential levels over the proposal, will maximize the FSR first at 2.2:1 and achieve 3 levels which will bring the height up to approx. 11m which would still comfortable work within the proposed podium scale of the overall development. The proposal would have the opportunity to connect into the shared basement to accommodate carparking, services and waste.

NEIGHBOURING SITE A - Option 02 (Retail + Resi)

	GFA		RESIDENTIAL NSA	RETAIL NLA	COMMERCIAL NLA
	NO	Area	Area	Area	Area
Basement 4					
Basement 3					
Basement 2					
Basement 1					
Ground Floor		307	28	279	
Level 1		285	253		
Level 2		266	234		
Totals	0	858	515	279	0

NEIGHBOURING SITE A DEVELOPMENT GFA*:	858 SQ.M.
TOTAL FSR ACHIEVED:	2.20 :1
ALLOWABLE GFA*:	858 SQ.M.
ALLOWABLE FSR:	2.20 :1
ALLOWABLE HEIGHT:	14.00 M

APPENDICES

SITE A DEVELOPMENT OPTION 2 - RESIDENTIAL USE

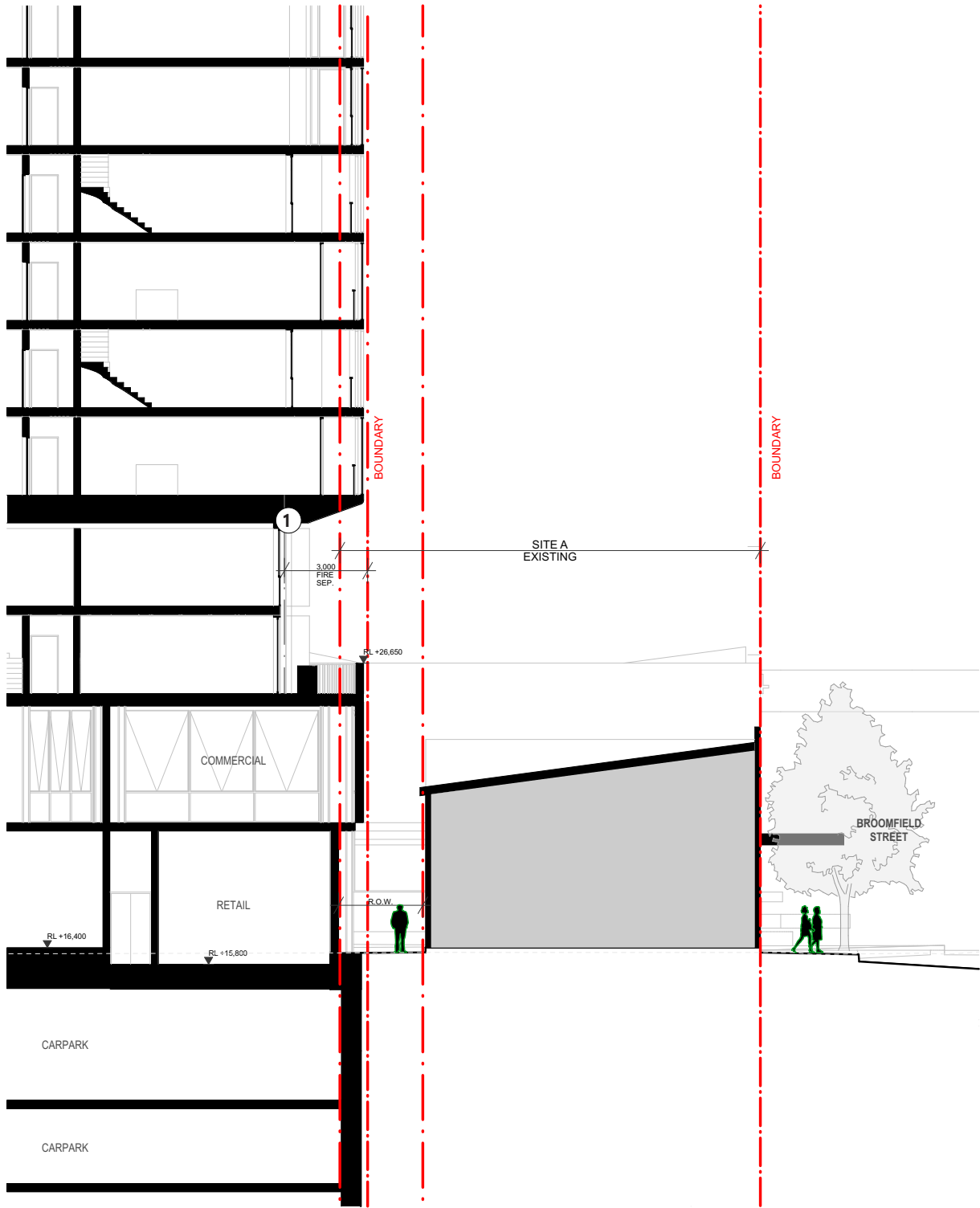
- 1

BCA

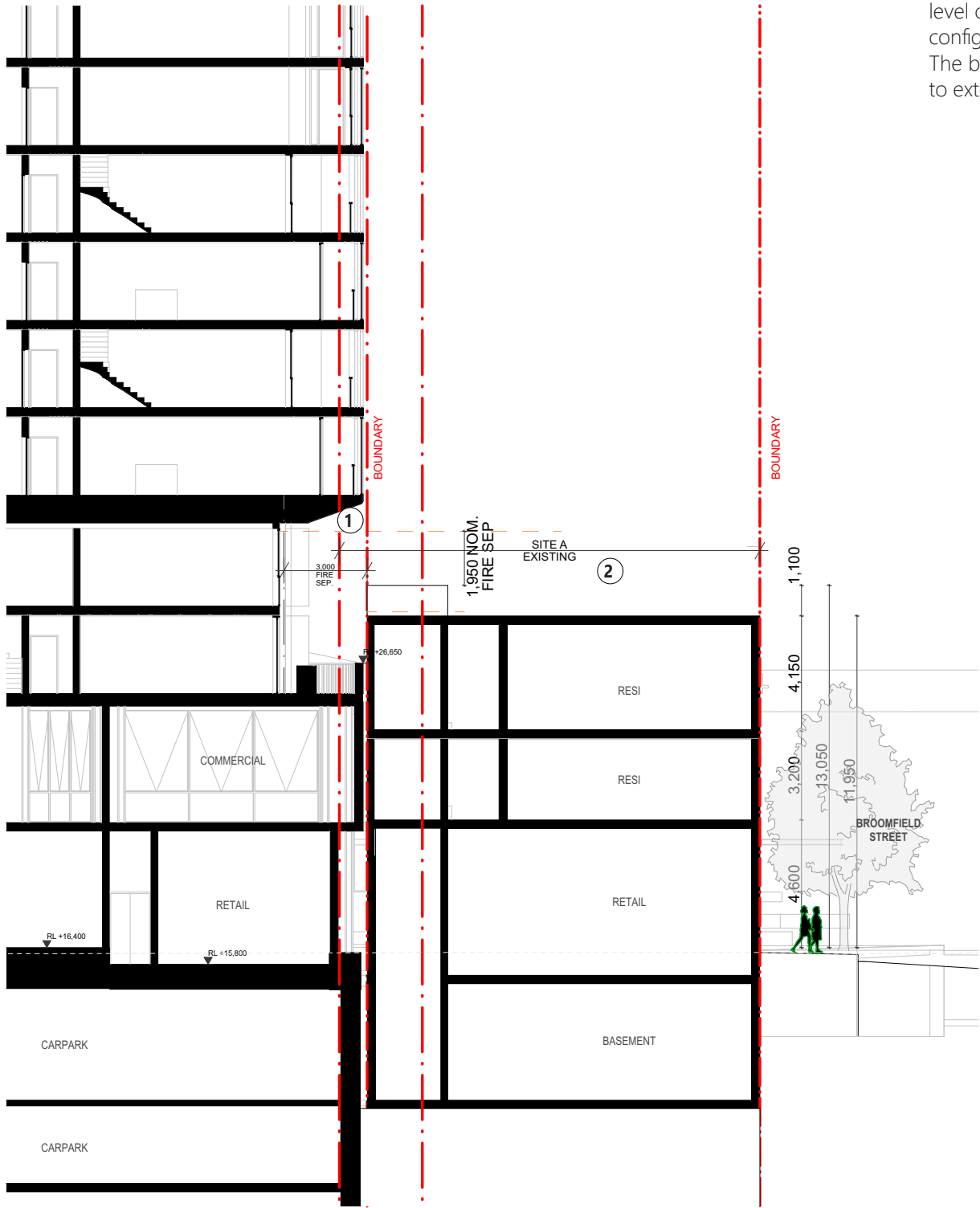
A 3m set-back from boundary to preclude the need to install fire sprinklers or fire shutters to openings
- 2

FIRE ENG.

The 3m set-back zone is required only to the (single) storey of the adjacent building above the uppermost level of the isolated/neighbouring lot (in its ultimate configuration).
The built form of the adjacent building is permitted to extend to the boundary line above this set-back.



SECTION: NEIGHBOURING SITE STRUCTURE - EXISTING



SECTION: NEIGHBOURING STRUCTURE - OPTION 2

APPENDICES

SITE A DEVELOPMENT OPTION 2 - RESIDENTIAL USE



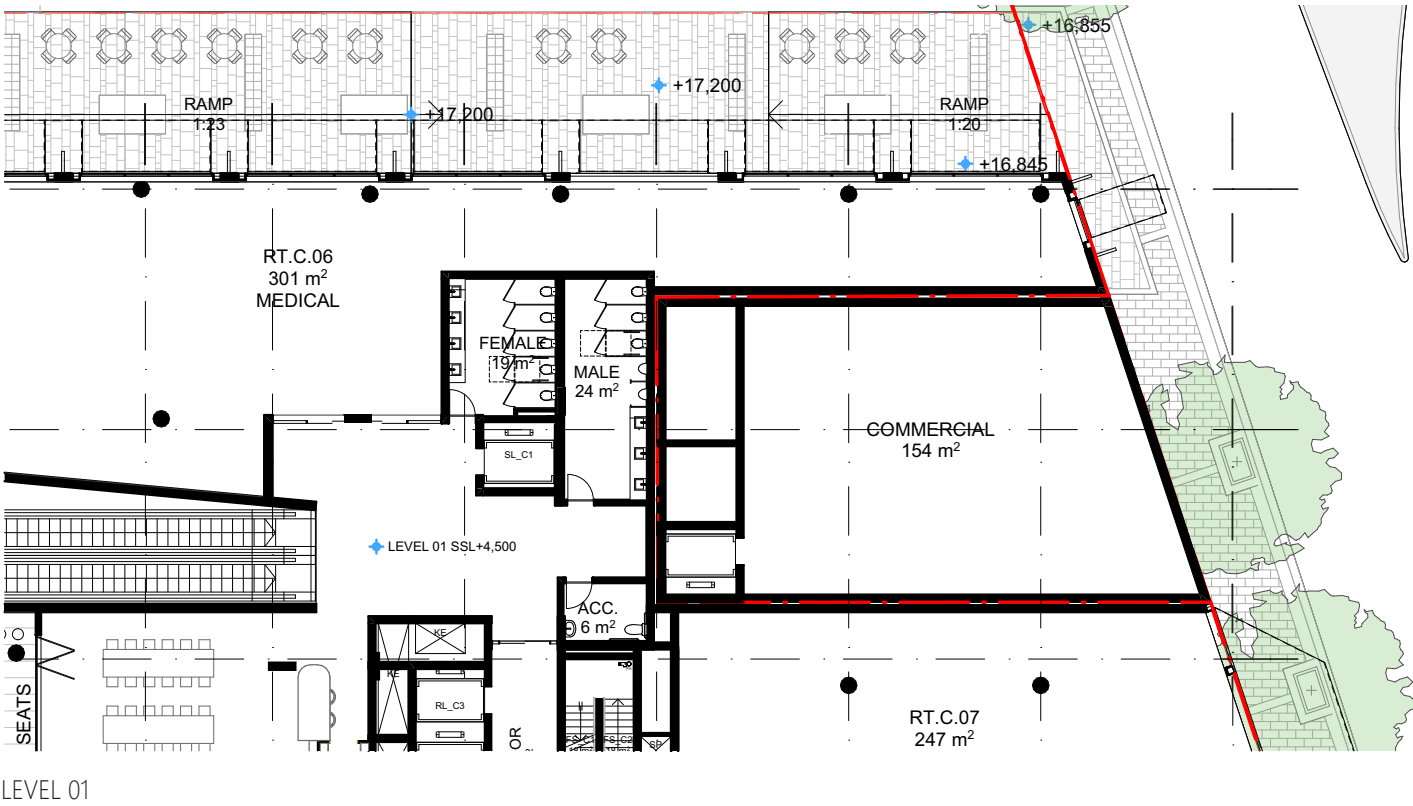
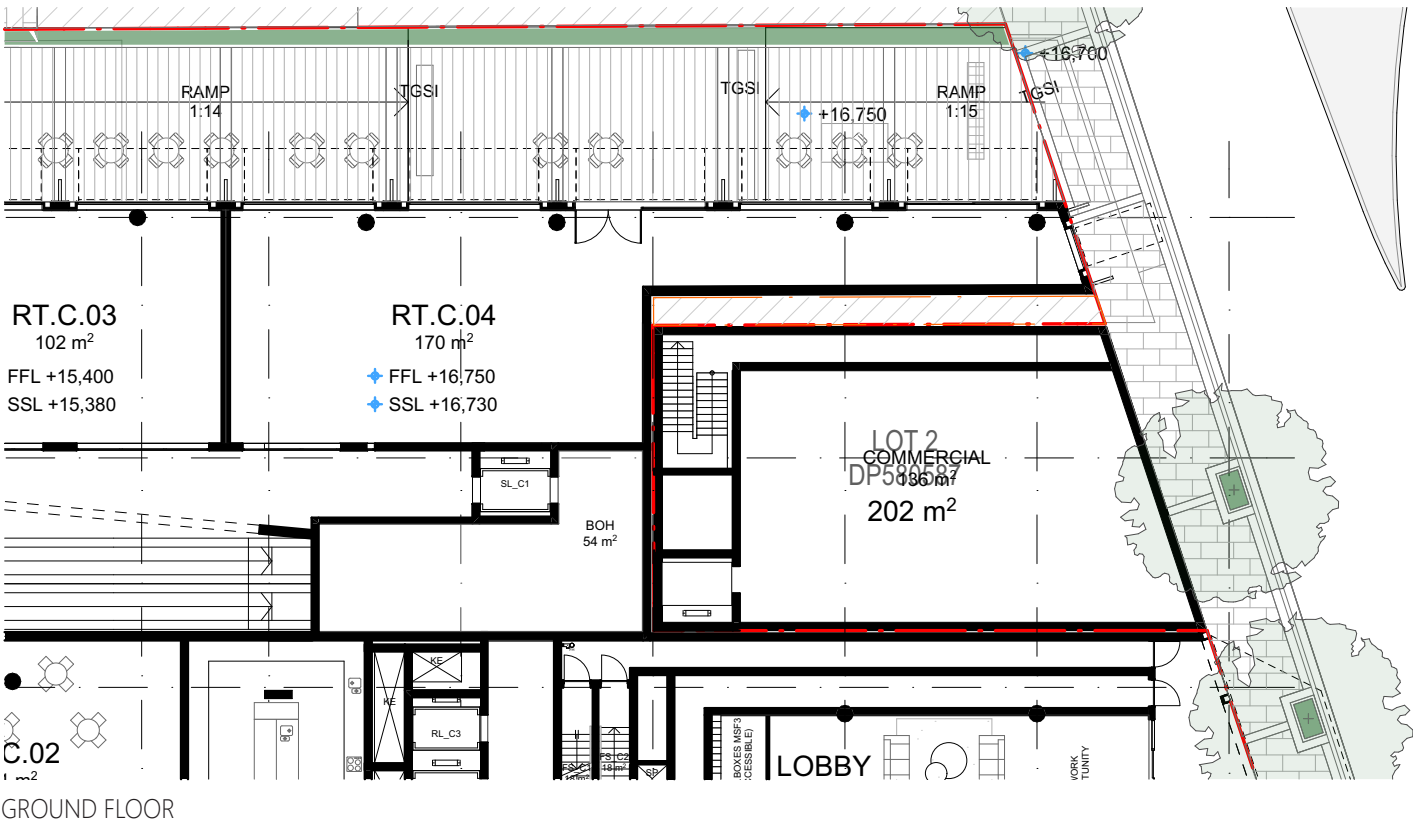
SITE A EXISTING



SITE A OPTION 2

APPENDICES

SITE B DEVELOPMENT OPTION 1 - COMMERCIAL USE



NEIGHBOURING SITE B - Option 01 (Commercial)

	GFA		RESIDENTIAL NSA	RETAIL NLA	COMMERCIAL NLA
	NO	Area	Area	Area	Area
Basement 4					
Basement 3					
Basement 2					
Basement 1					
Ground Floor		136			136
Level 1		154			154
Level 2					
Totals	0	290	0	0	290

NEIGHBOURING SITE A DEVELOPMENT GFA*:	290 SQ.M.
TOTAL FSR ACHIEVED:	1.44 :1
ALLOWABLE GFA*:	444 SQ.M.
ALLOWABLE FSR:	2.20 :1
ALLOWABLE HEIGHT:	10.00 M

SITE B DEVELOPMENT OPTION 1 - COMMERCIAL USE

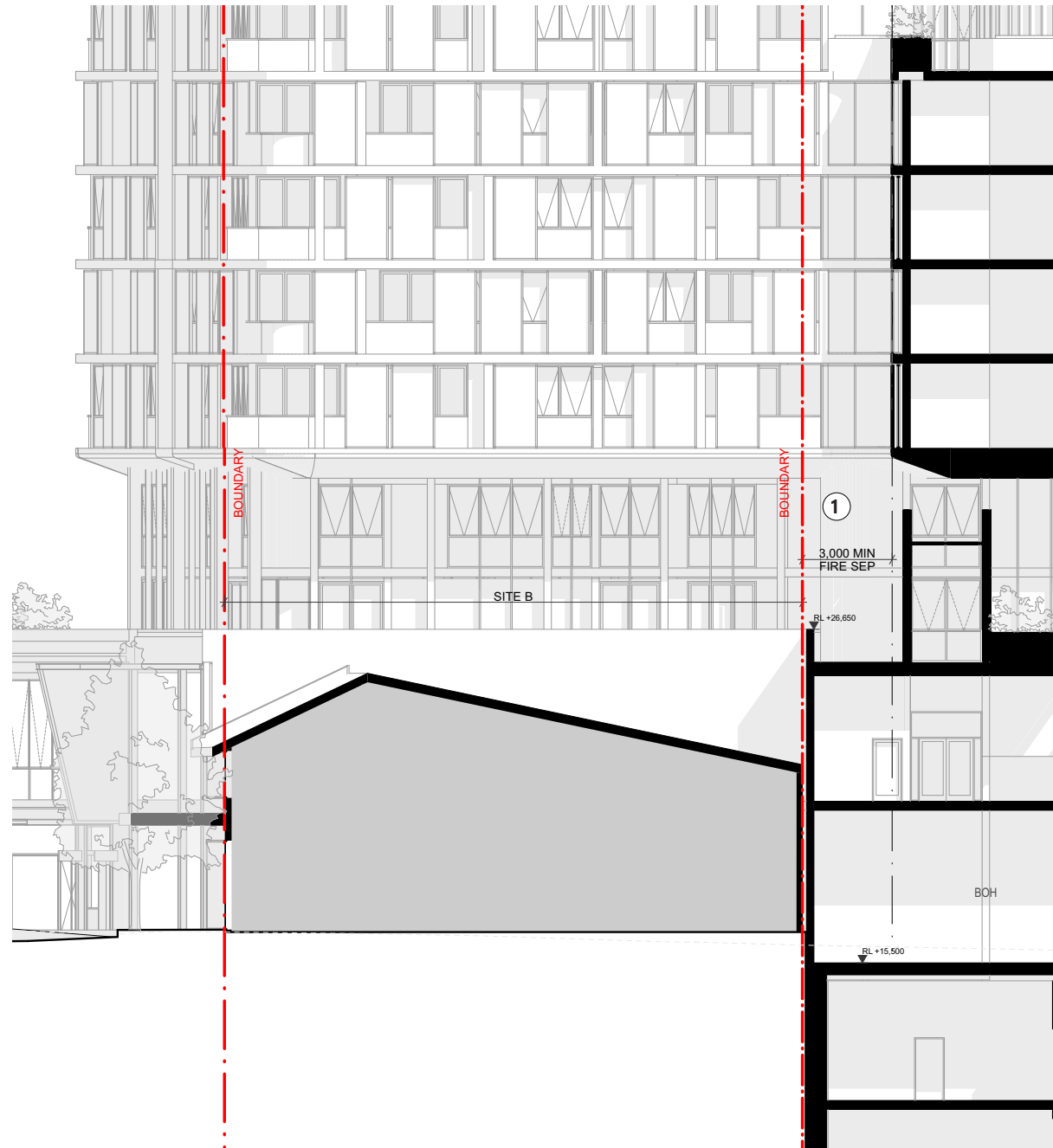
① **BCA**

A 3m set-back from boundary to preclude the need to install fire sprinklers or fire shutters to openings

② **FIRE ENG.**

The 3m set-back zone is required only to the (single) storey of the adjacent building above the uppermost level of the isolated/neighbouring lot (in its ultimate configuration).

The built form of the adjacent building is permitted to extend to the boundary line above this set-back.



TOWER C + NEIGHBOURING SITE B - EXISTING



TOWER C + NEIGHBOURING SITE B - OPTION 1

APPENDICES
SITE B DEVELOPMENT OPTION 1 - COMMERCIAL USE



SITE B EXISTING



SITE B OPTION 1

09 APPENDICES - BRIDGE CONNECTION TO STATION

APPENDICES

BRIDGE CONNECTION STUDY VIEW 1



The station concourse connecting to the various platforms is elevated above the ground plane. From this level a set of stairs and separate lift connect back to Broomfield Street.



STREET CROSSING



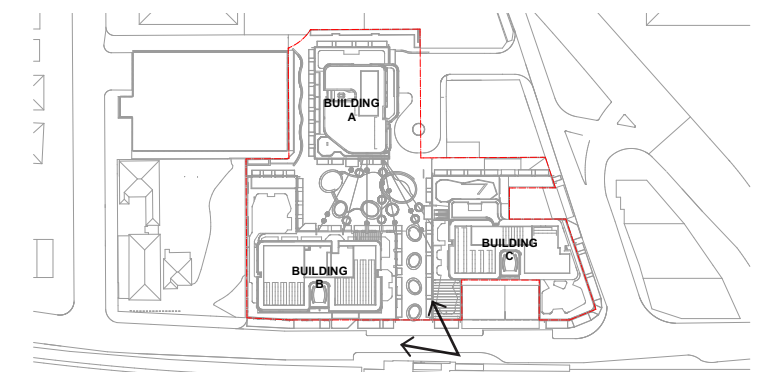
CIRCULATION



RETAIL LANE



RETAIL



APPENDICES

BRIDGE CONNECTION PROPOSAL VIEW 1



The proposal is located directly across from the Cabramatta station. The proposed laneway connecting the central plaza to the station is aligned with the general public movement pattern to and from the station. Although not part of the current Development Application, the proposed link is carefully aligned with the station concourse to allow for a potential future pedestrian bridge over Broomfield Street and connect directly into the podium. An allocated future lift location has been allowed for in the podium design and a set of escalators would lead directly into the proposed central plaza. The bridge would align with the Level 1 commercial uses which would provide further opportunity of connectivity into the podium of Stage 2 and connect into the vertical circulation at the south of the plaza.



PEDETRIAN BRIDGE



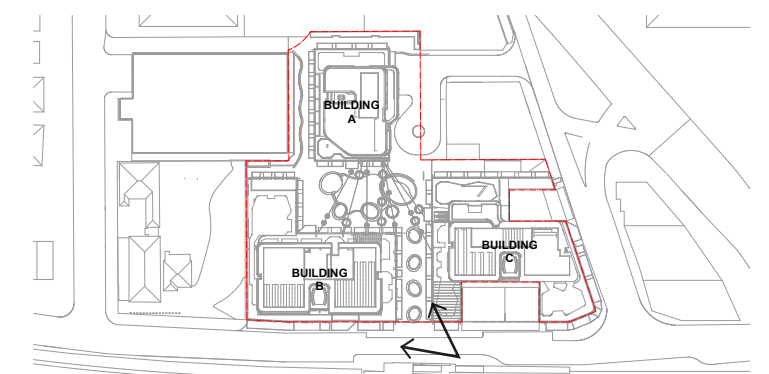
CIRCULATION



RETAIL LANE



RETAIL



APPENDICES
BRIDGE CONNECTION STUDY VIEW 2



The station concourse connecting to the various platforms is elevated above the ground plane. From this level a set of stairs and separate lift connect back to Broomfield Street.



RETAIL LANE



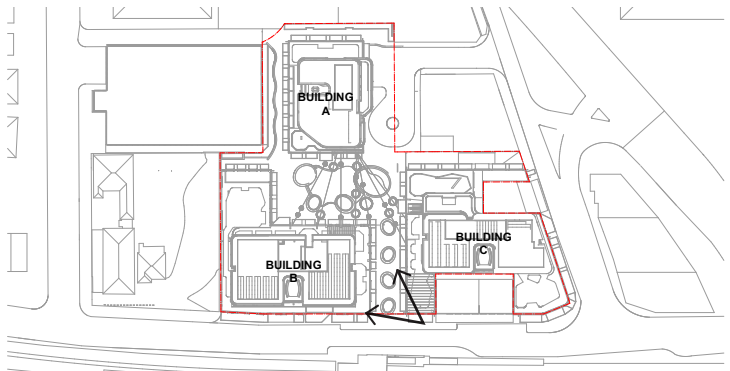
RETAIL



OPEN SPACE



RETAIL



APPENDICES
BRIDGE CONNECTION PROPOSAL VIEW 2



The proposal is located directly across from the Cabramatta station. The proposed laneway connecting the central plaza to the station is aligned with the general public movement pattern to and from the station. Although not part of the current Development Application, the proposed link is carefully aligned with the station concourse to allow for a potential future pedestrian bridge over Broomfield Street and connect directly into the podium. An allocated future lift location has been allowed for in the podium design and a set of escalators would lead directly into the proposed central plaza. The bridge would align with the Level 1 commercial uses which would provide further opportunity of connectivity into the podium of Stage 2 and connect into the vertical circulation at the south of the plaza.



PEDETRIAN BRIDGE



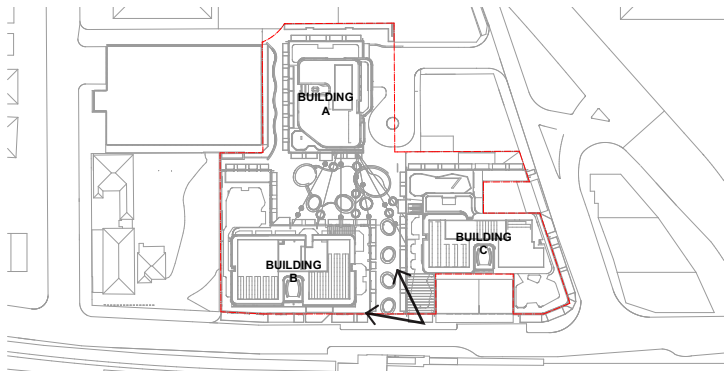
CIRCULATION



OPEN SPACE



RETAIL



APPENDICES

BRIDGE CONNECTION STUDY VIEW 3



The station concourse connecting to the various platforms is elevated above the ground plane. From this level a set of stairs and separate lift connect back to Broomfield Street.



RETAIL LANE



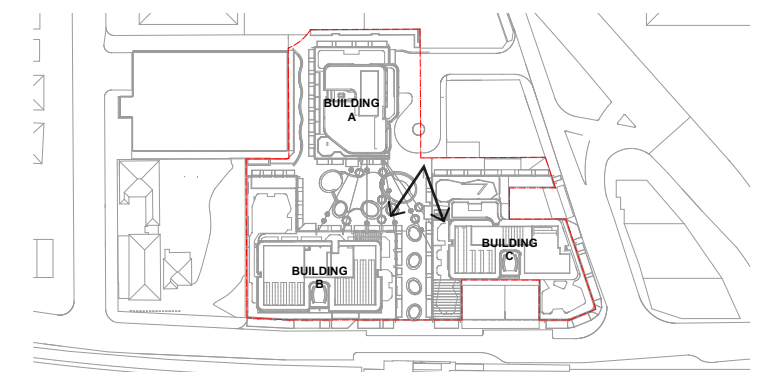
RETAIL



OPEN SPACE



RETAIL



APPENDICES

BRIDGE CONNECTION PROPOSAL VIEW 3



The proposal is located directly across from the Cabramatta station. The proposed laneway connecting the central plaza to the station is aligned with the general public movement pattern to and from the station. Although not part of the current Development Application, the proposed link is carefully aligned with the station concourse to allow for a potential future pedestrian bridge over Broomfield Street and connect directly into the podium. An allocated future lift location has been allowed for in the podium design and a set of escalators would lead directly into the proposed central plaza. The bridge would align with the Level 1 commercial uses which would provide further opportunity of connectivity into the podium of Stage 2 and connect into the vertical circulation at the south of the plaza.



PEDETRIAN BRIDGE



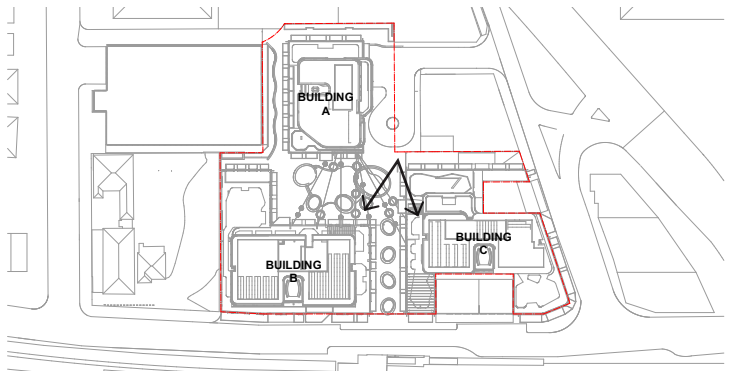
RETAIL LANE



RETAIL LANE

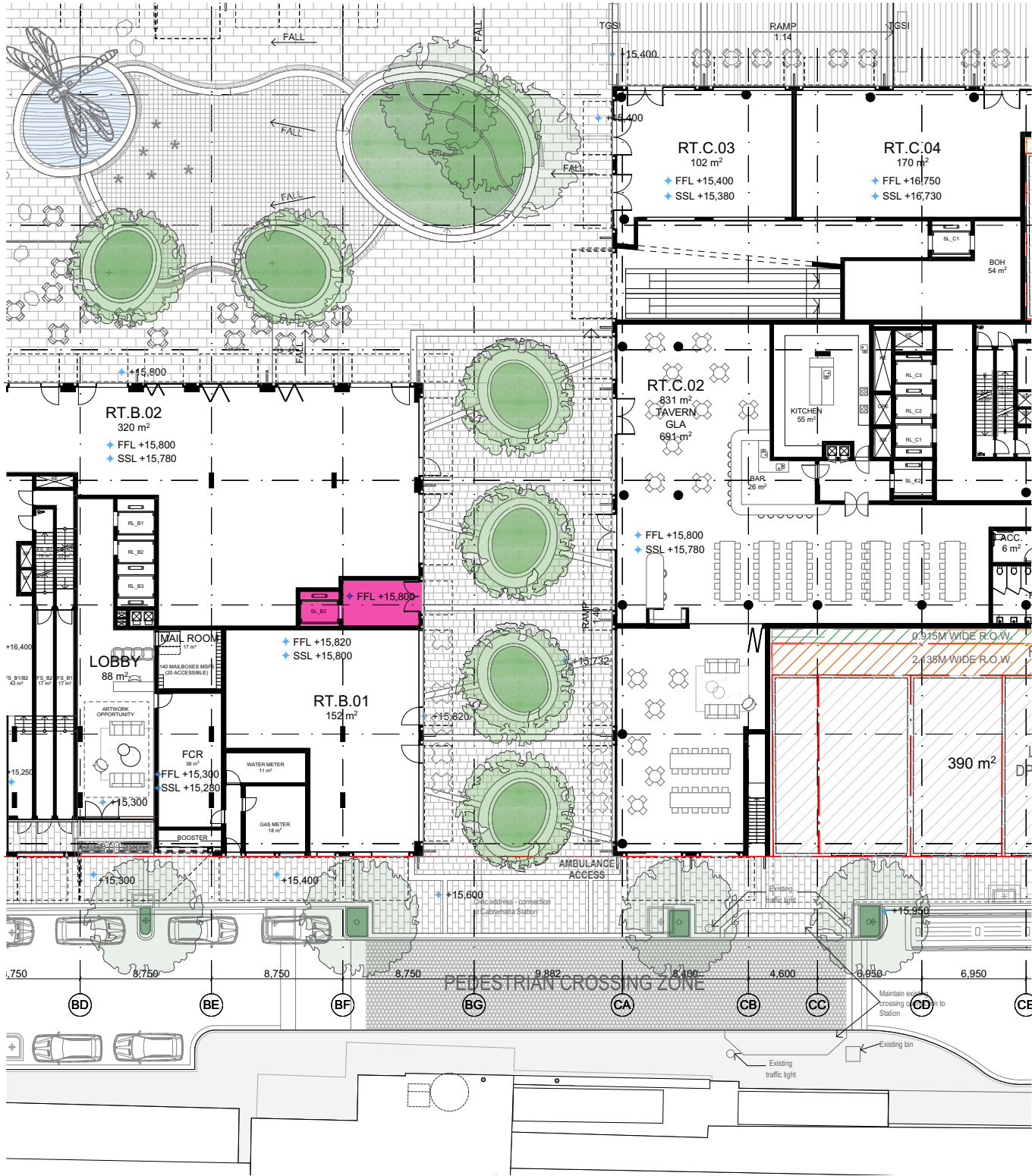


RETAIL



APPENDICES

BRIDGE CONNECTION STUDY PLAN VIEW - GROUND FLOOR



STREET CROSSING



CIRCULATION



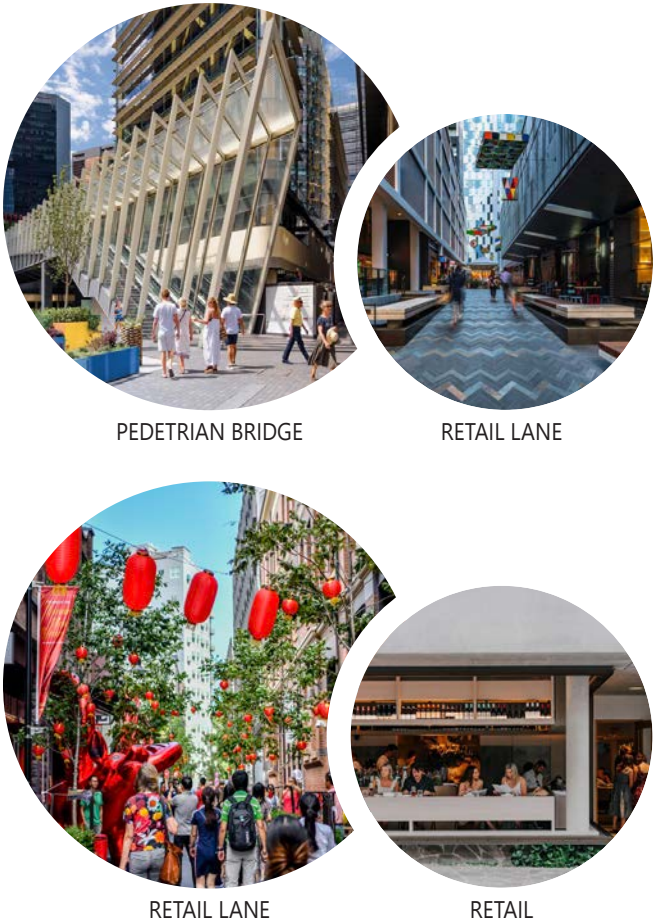
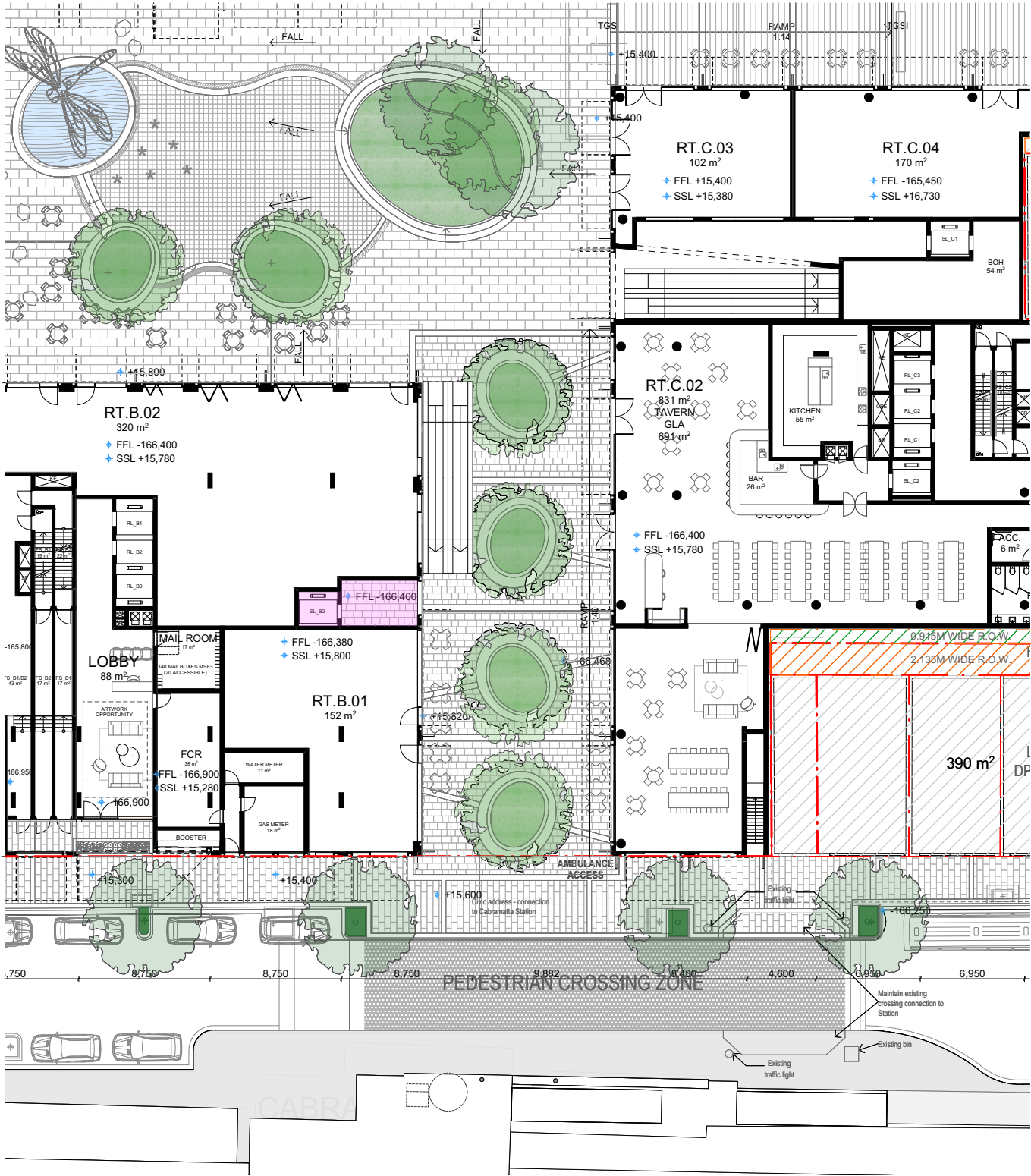
RETAIL LANE



RETAIL

APPENDICES

BRIDGE CONNECTION PROPOSAL PLAN VIEW - GROUND FLOOR

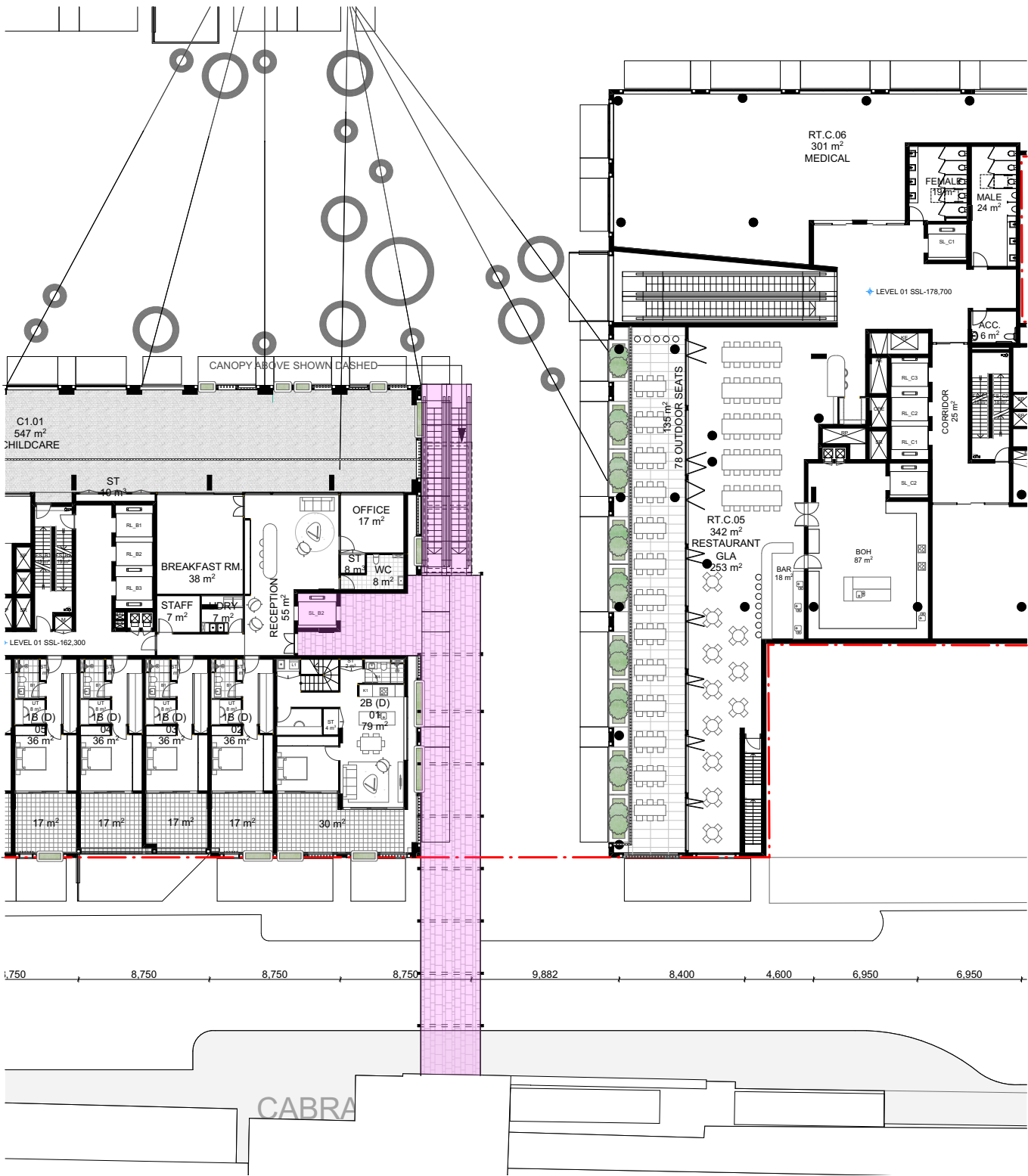


BRIDGE CONNECTION STUDY PLAN VIEW - LEVEL 1



APPENDICES

BRIDGE CONNECTION PROPOSAL PLAN VIEW - LEVEL 1



PEDETRIAN BRIDGE

CIRCULATION



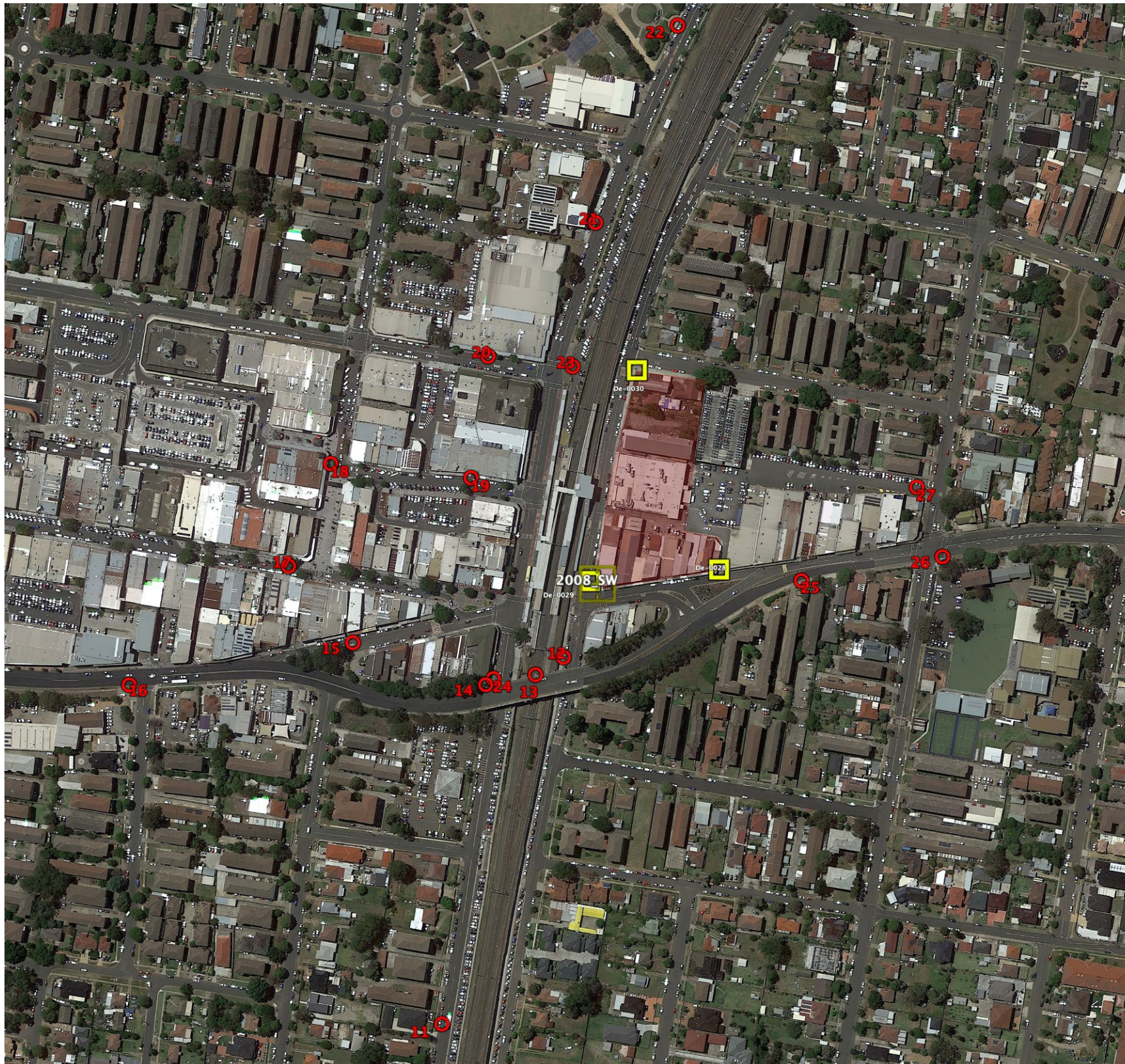
OPEN SPACE

RETAIL

09 APPENDICES - VISUAL IMPACT ASSESSMENT

APPENDICES

VISUAL IMPACT ASSESSMENT - VIEW POSITIONS



VIEW POSITIONS

APPENDICES

VISUAL IMPACT ASSESSMENT - RAILWAY PARADE SW OF SITE



APPENDICES

VISUAL IMPACT ASSESSMENT - BROOMFIELD STREET SOUTH OF SITE



Key Map



EXISTING

APPENDICES

VISUAL IMPACT ASSESSMENT - CABRAMATTA ROAD EAST WESTERN OVERPASS



APPENDICES

VISUAL IMPACT ASSESSMENT - CABRAMATTA ROAD WEST



APPENDICES

VISUAL IMPACT ASSESSMENT - CABRAMATTA ROAD WEST AND ACACIA STREET



APPENDICES

VISUAL IMPACT ASSESSMENT - JOHN STREET NEAR MALL



APPENDICES

VISUAL IMPACT ASSESSMENT - ARTHUR STREET SHOPS, CORNER OF PARK ROAD



APPENDICES

VISUAL IMPACT ASSESSMENT - RAILWAY PARADE NW OF SITE



APPENDICES

VISUAL IMPACT ASSESSMENT - RAILWAY PARADE FROM CABRAVALE MEMORIAL PARK ENTRY



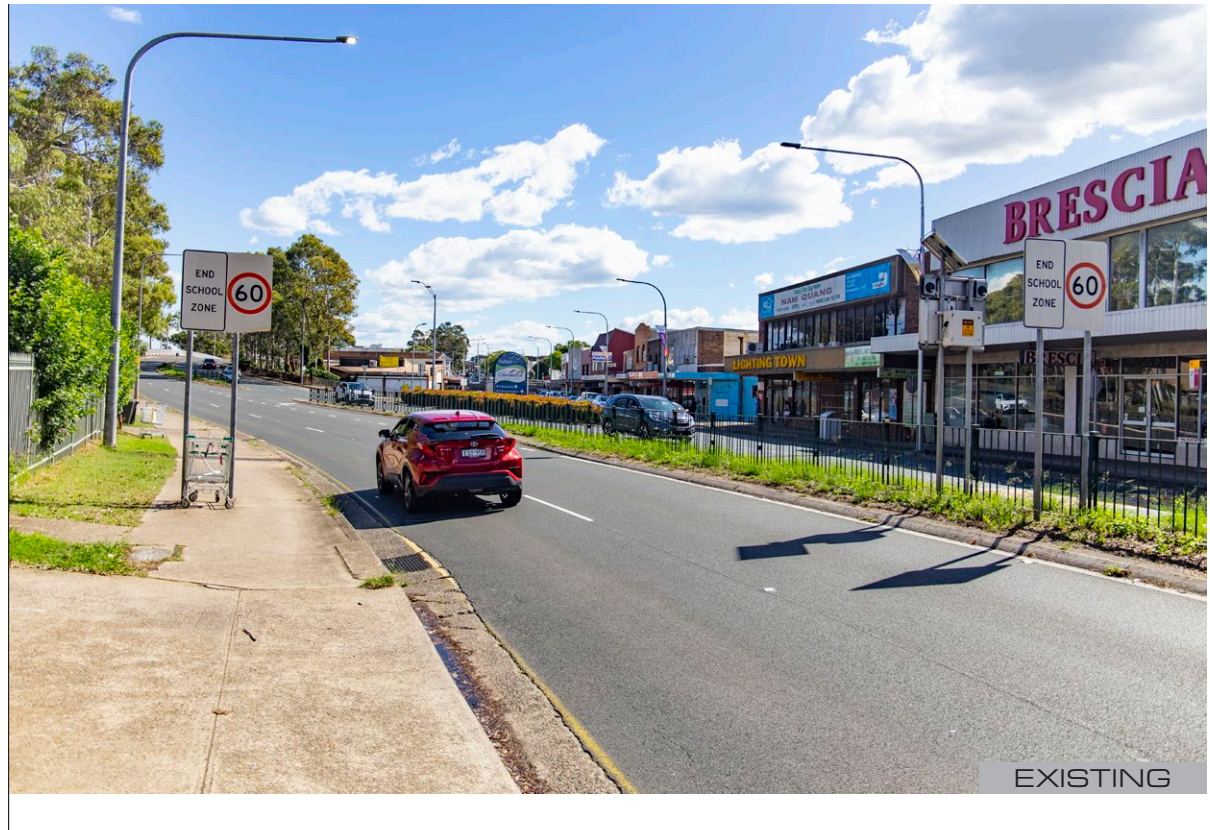
APPENDICES

VISUAL IMPACT ASSESSMENT - RAILWAY PARADE BUS STOP



APPENDICES

VISUAL IMPACT ASSESSMENT - CABRAMATTA ROAD EAST

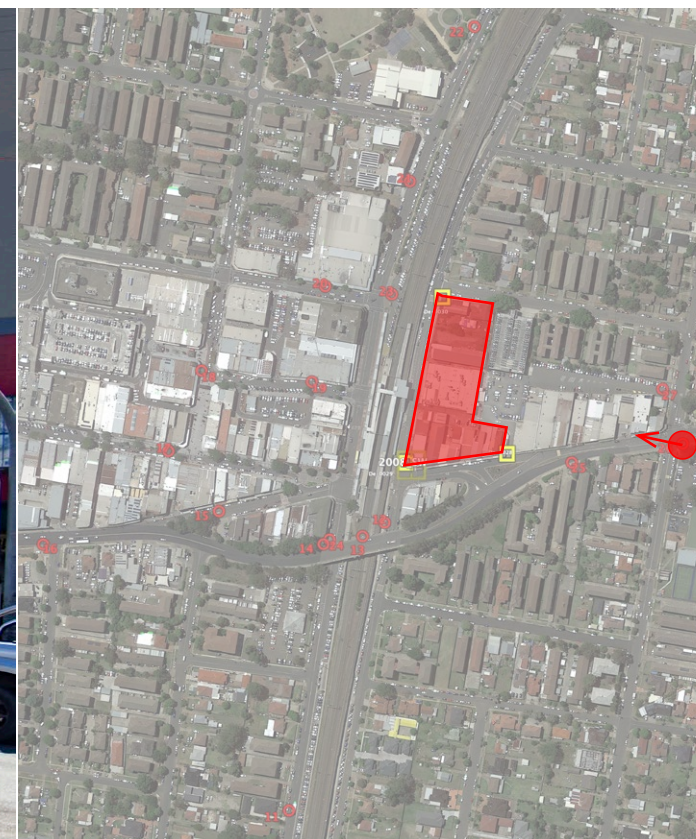


APPENDICES

VISUAL IMPACT ASSESSMENT - CRE CORNER OF CUMBERLAND STREET AND CABRAMATTA PUBLIC SCHOOL



PROPOSED



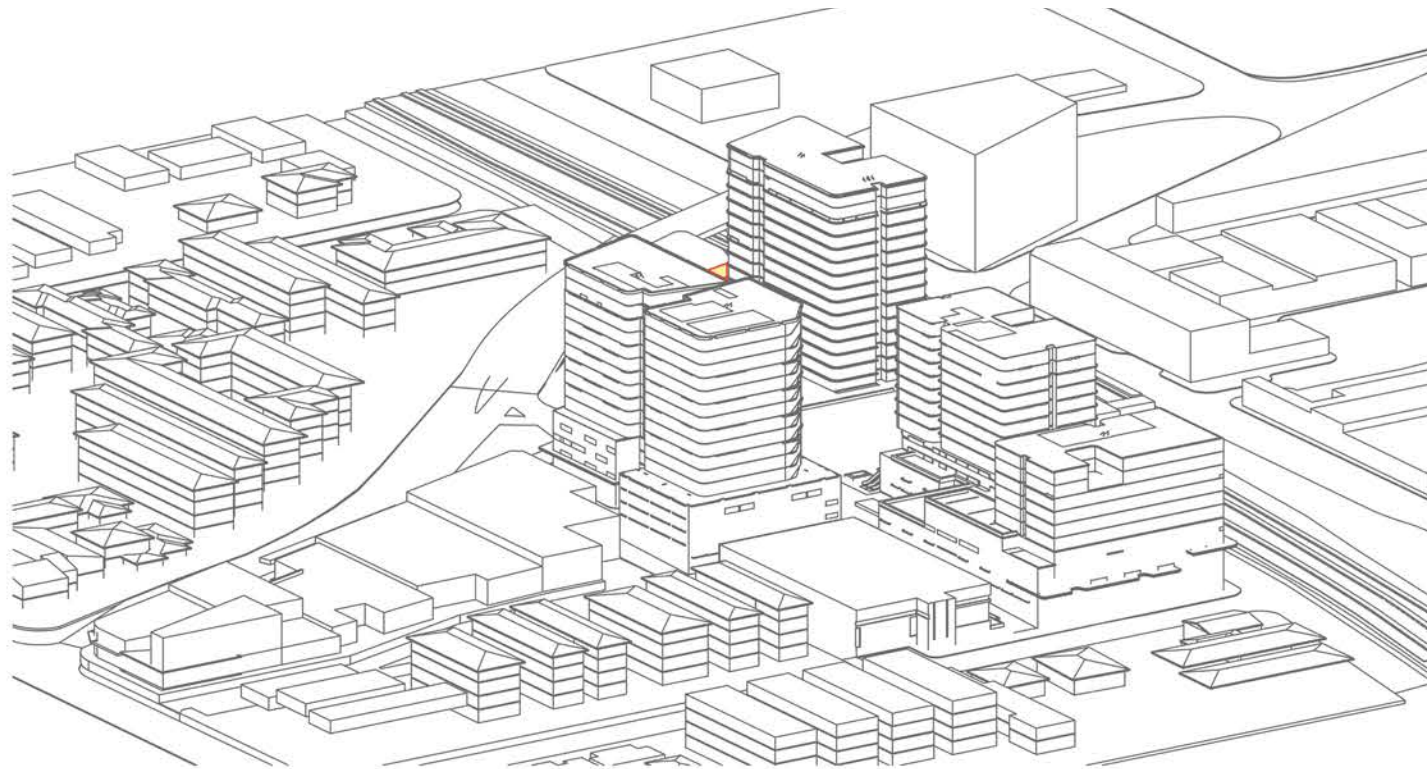
Key Map



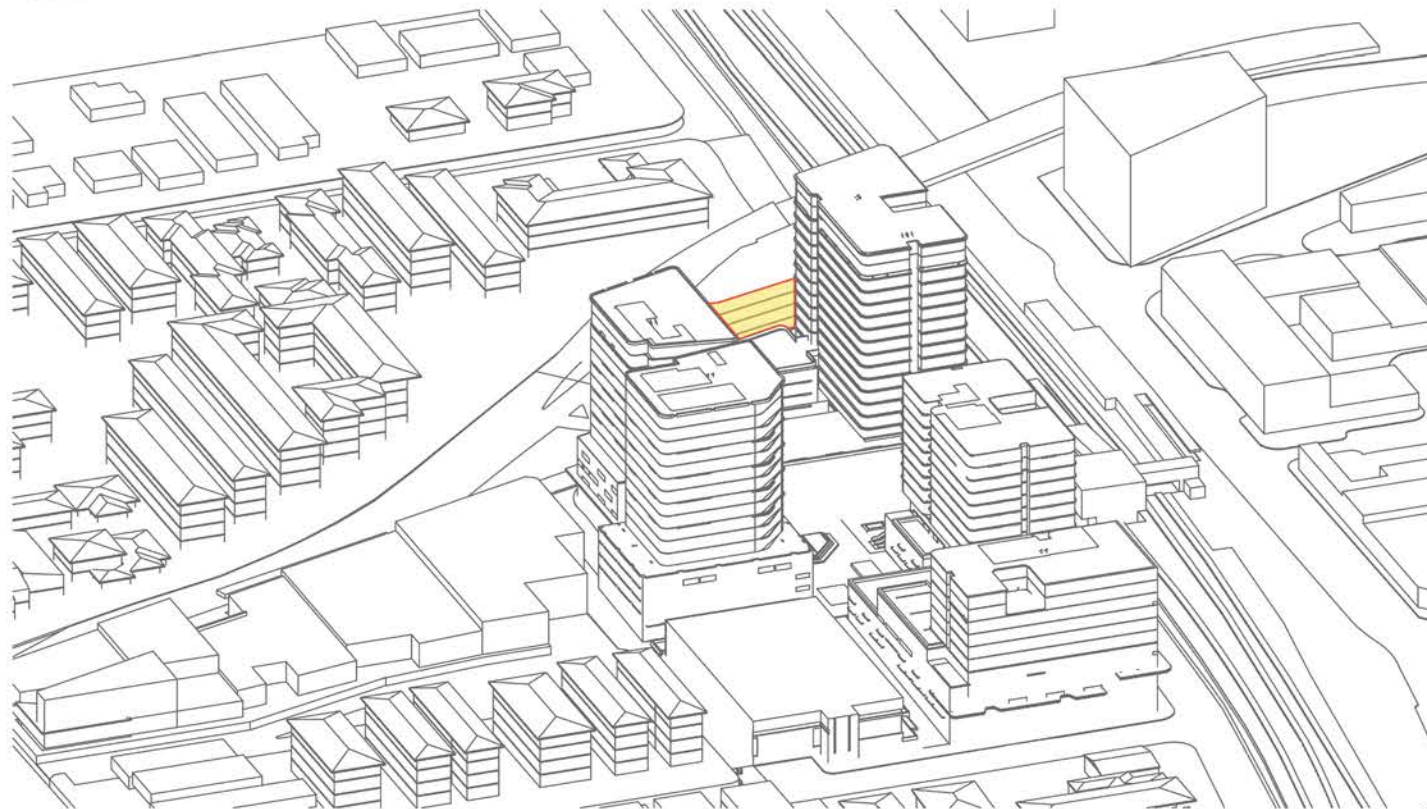
EXISTING

09 APPENDICES - SOUTHERN SITE SOLAR ACCESS (CCV)

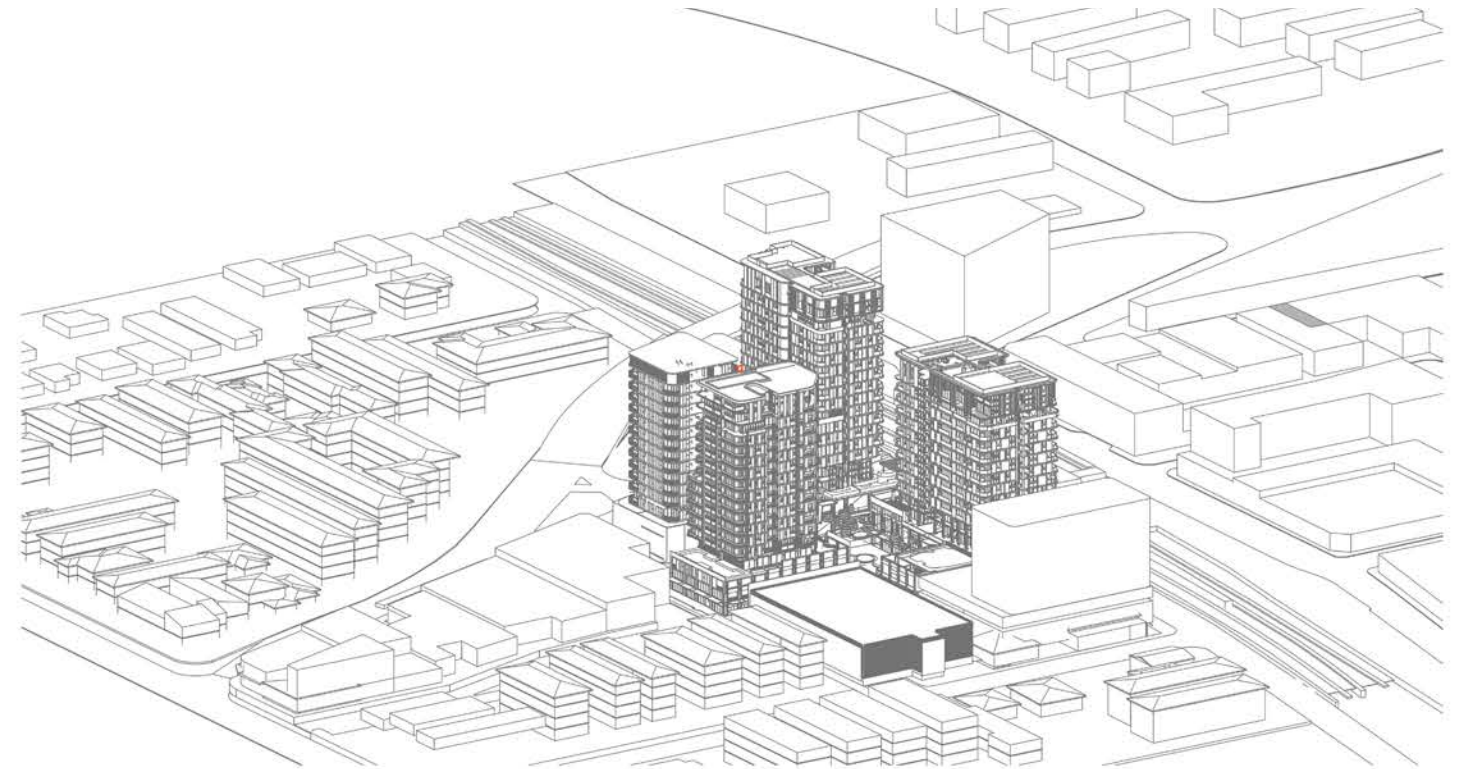
SUN EYE VIEWS - DCP AND CURRENT DA



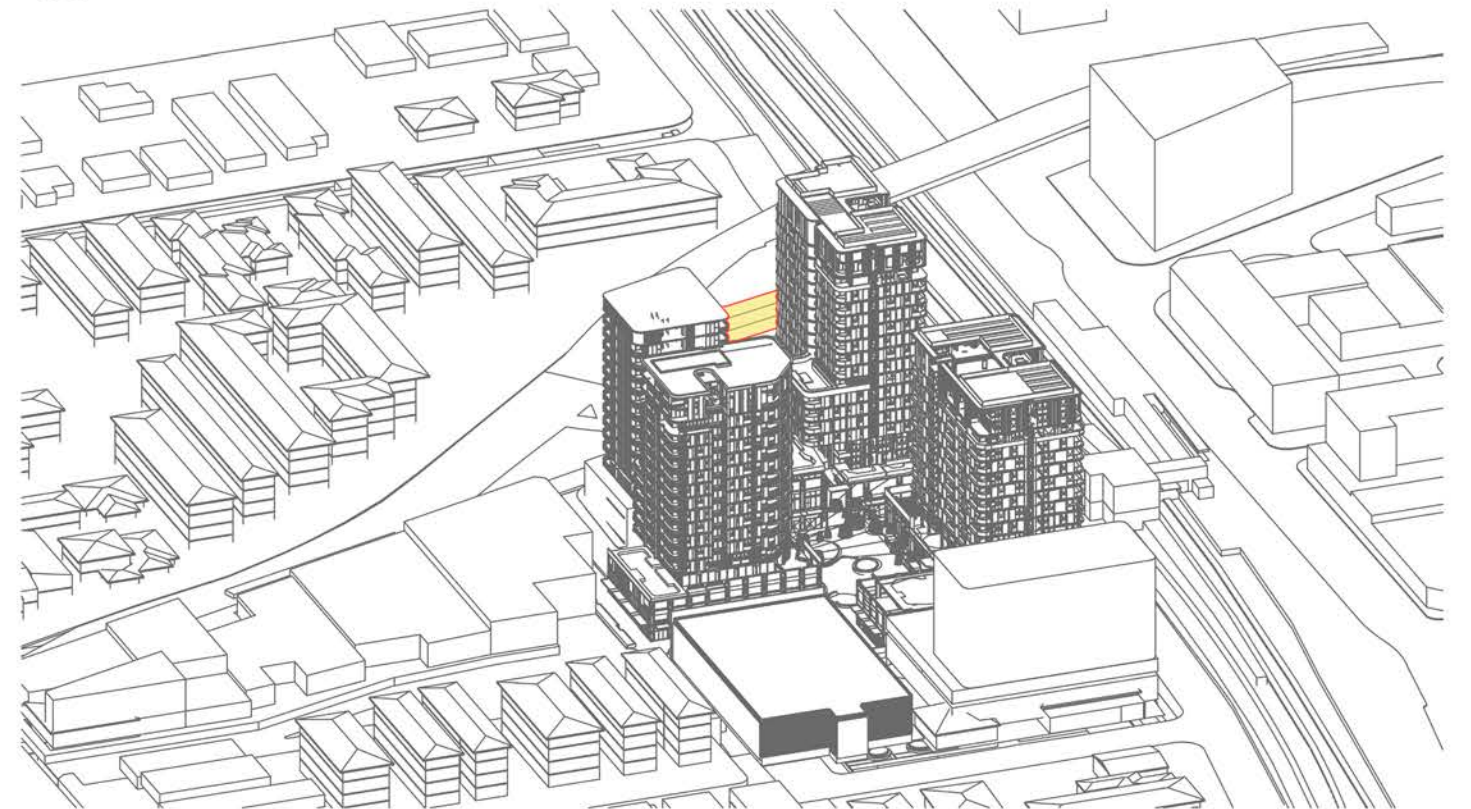
SUN EYE VIEW 22 JUNE 9AM - DCP
SCALE: 1:2000@A1



SUN EYE VIEW 22 JUNE 10AM - DCP
SCALE: 1:2000@A1



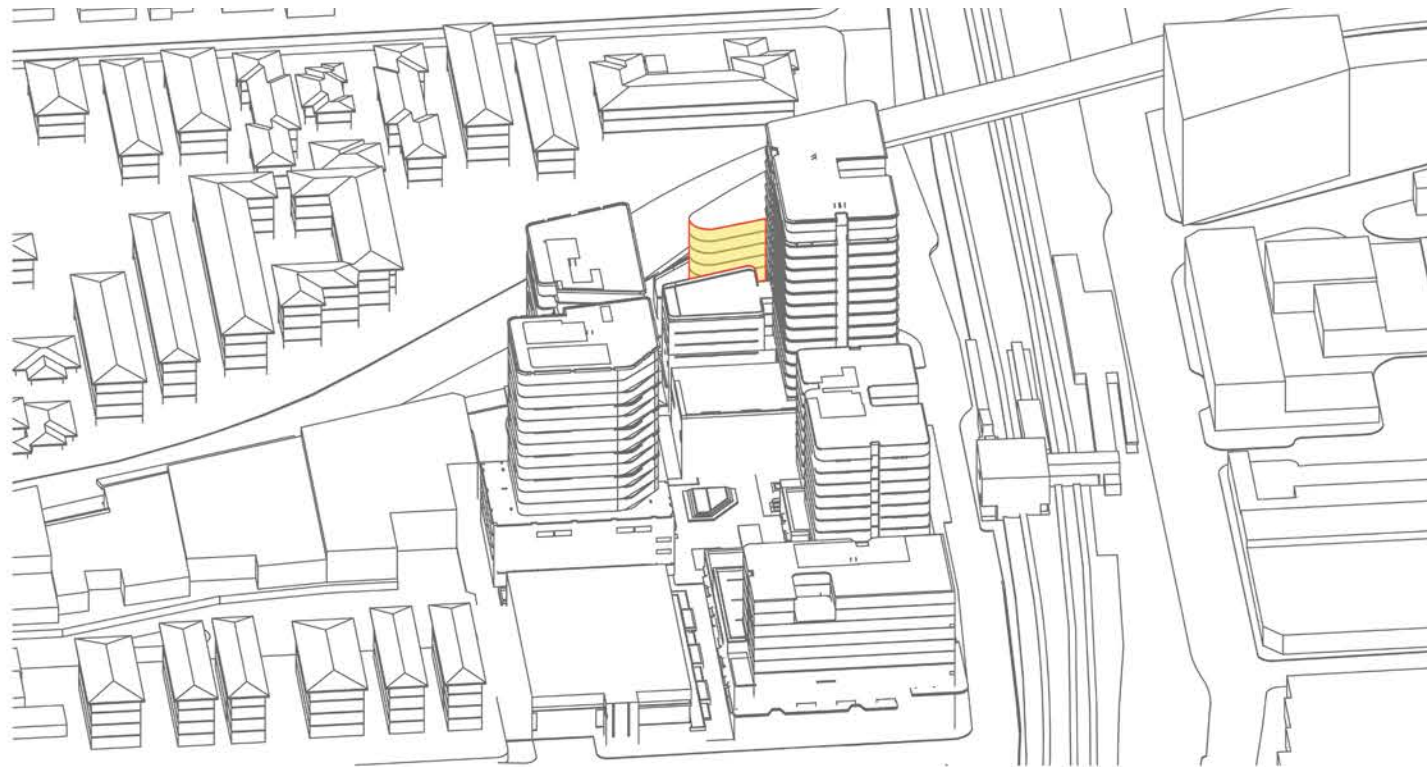
SUN EYE VIEW 22 JUNE 9AM - CURRENT DA
SCALE: 1:2000@A1



SUN EYE VIEW 22 JUNE 10AM - CURRENT DA
SCALE: 1:2000@A1



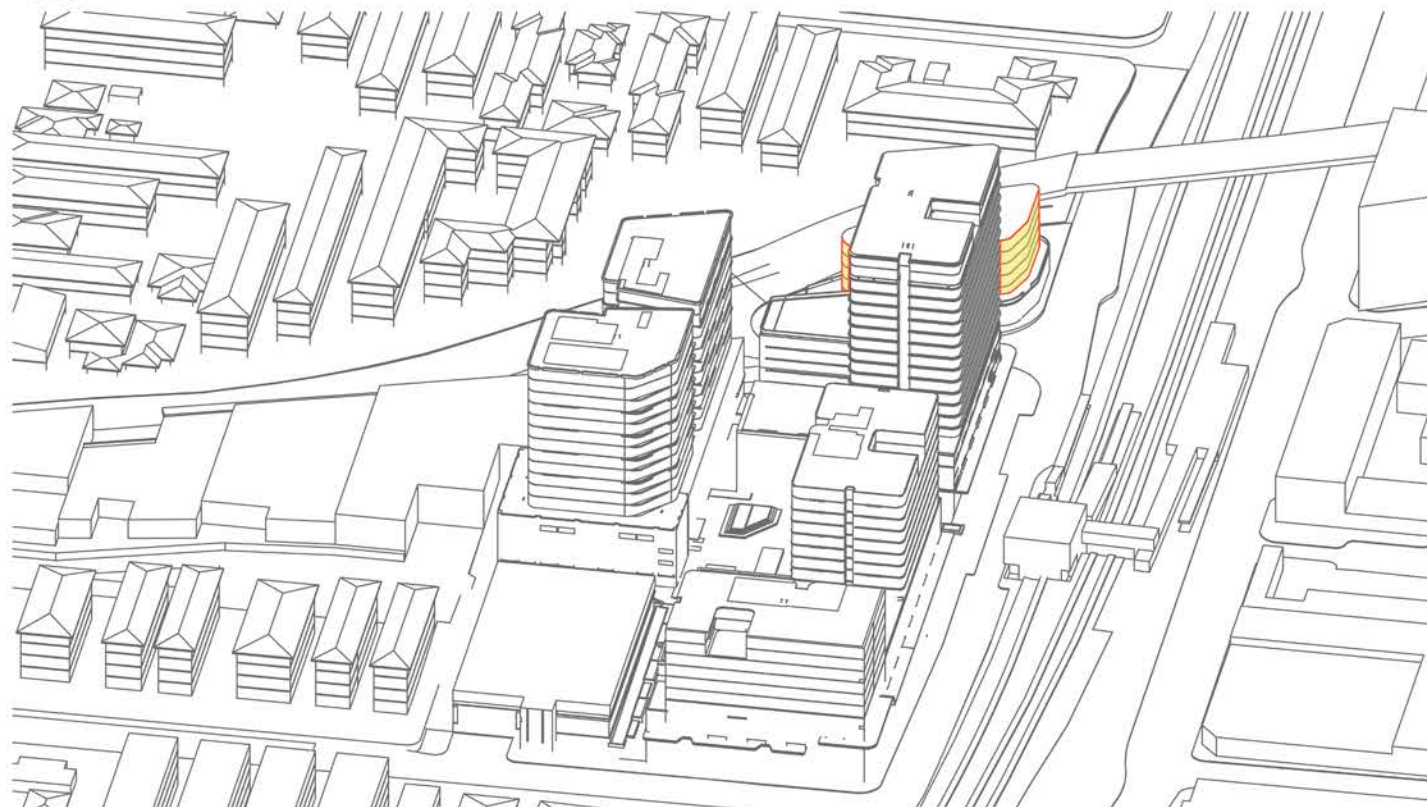
APPENDICES
SUN EYE VIEWS - DCP AND CURRENT DA



SUN EYE VIEW 22 JUNE 11AM - DCP
SCALE: 1:2000@A1



SUN EYE VIEW 22 JUNE 11AM - CURRENT DA
SCALE: 1:2000@A1



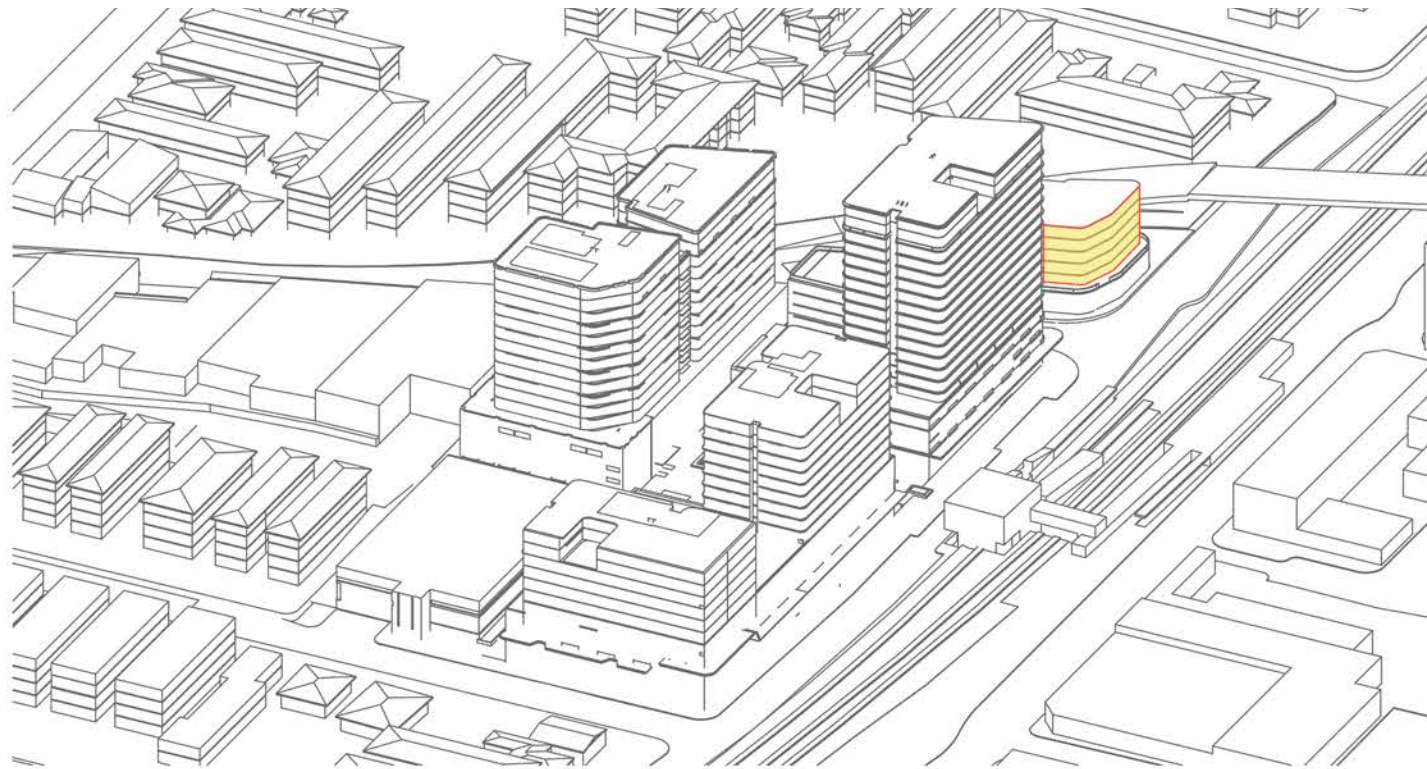
SUN EYE VIEW 22 JUNE 12PM - DCP
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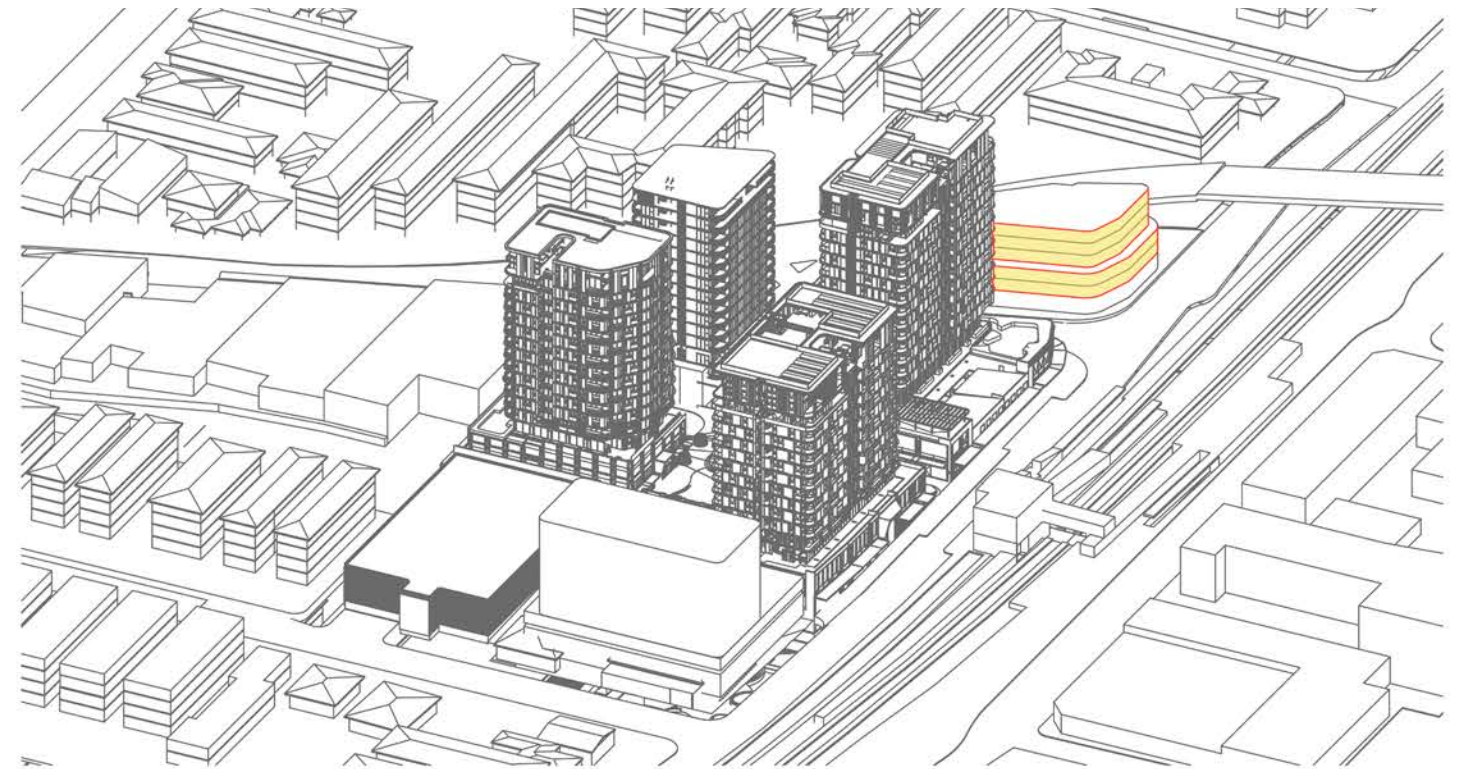
SUN EYE VIEW 22 JUNE 12PM - CURRENT DA
SCALE: 1:2000@A1



SUN EYE VIEWS - DCP AND CURRENT DA



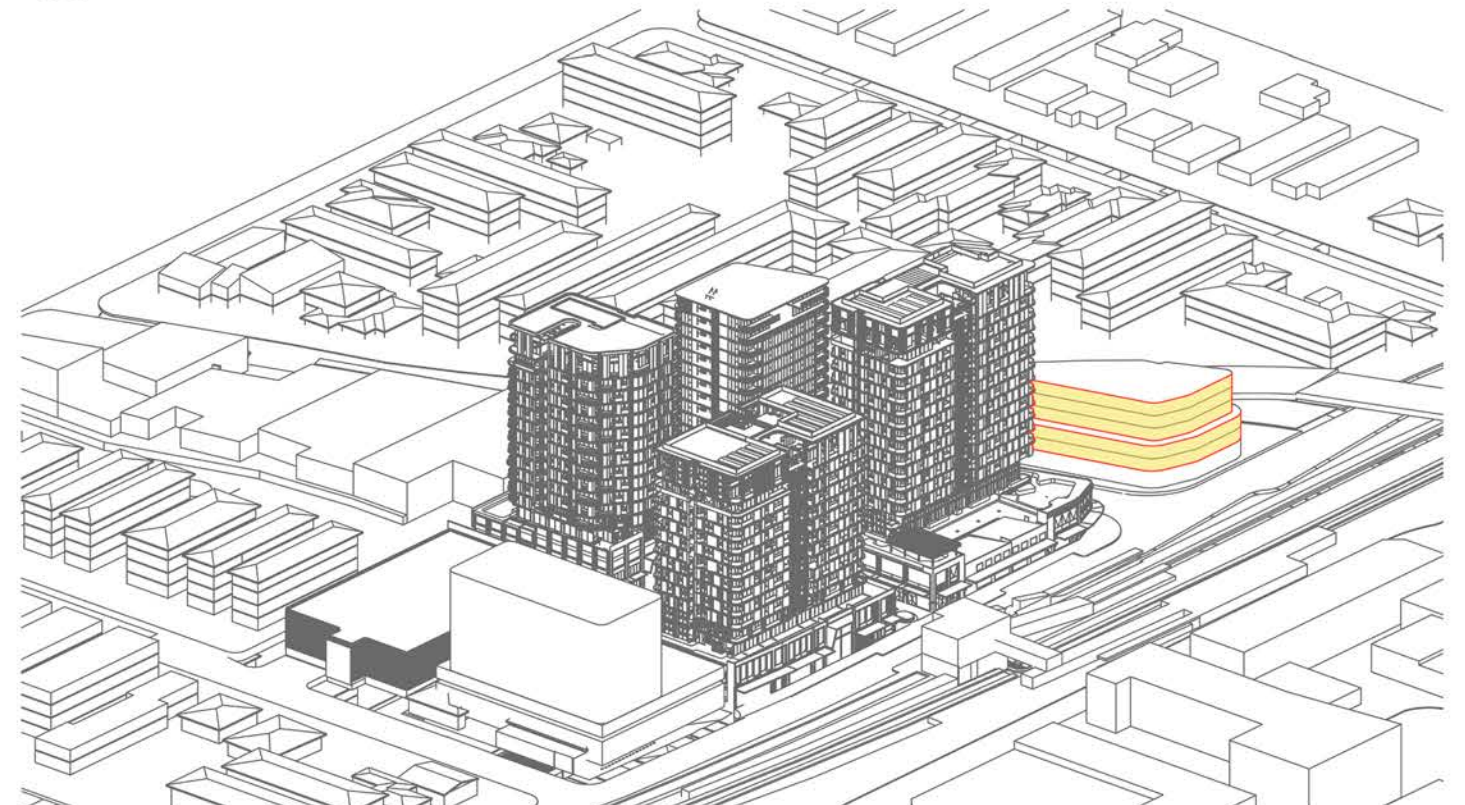
SUN EYE VIEW 22 JUNE 1PM - DCP
SCALE: 1:2000@A1



SUN EYE VIEW 22 JUNE 1PM - CURRENT DA
SCALE: 1:2000@A1



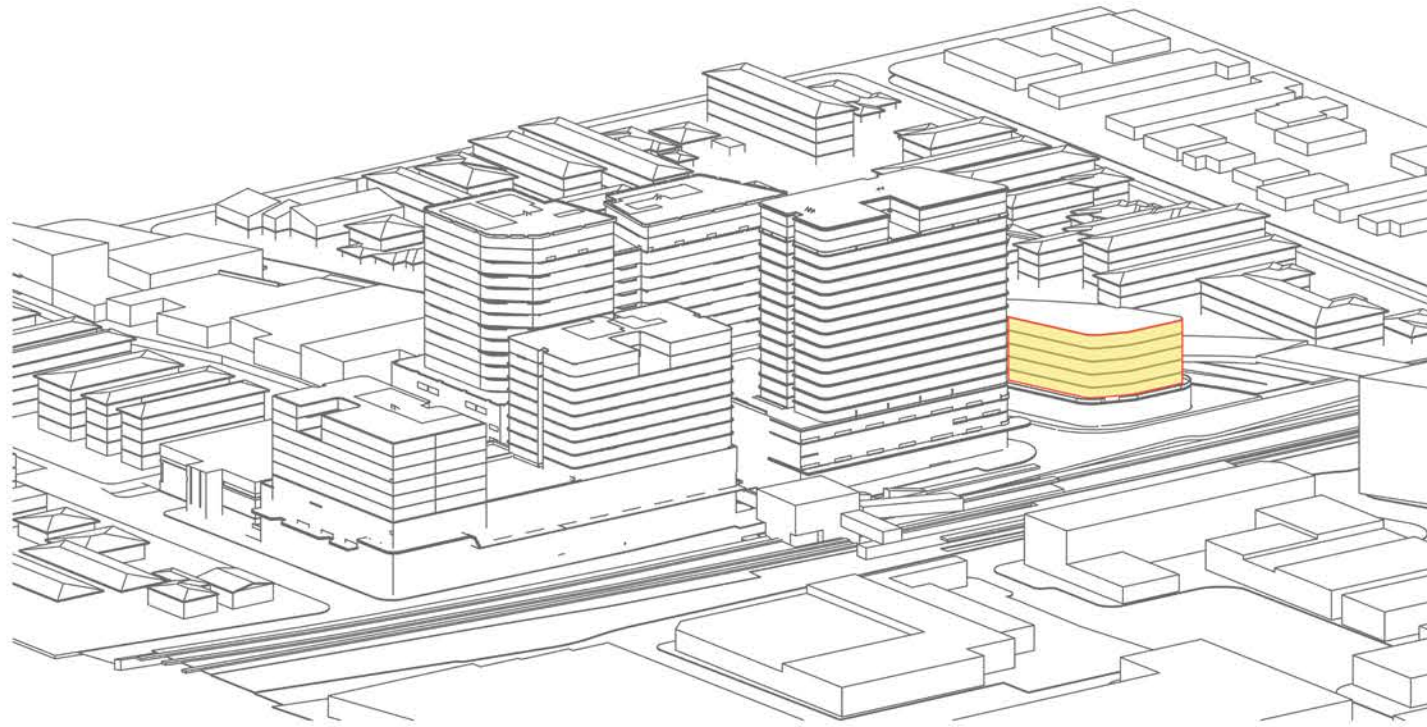
SUN EYE VIEW 22 JUNE 2PM - DCP
SCALE: 1:2000@A1

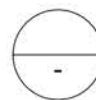


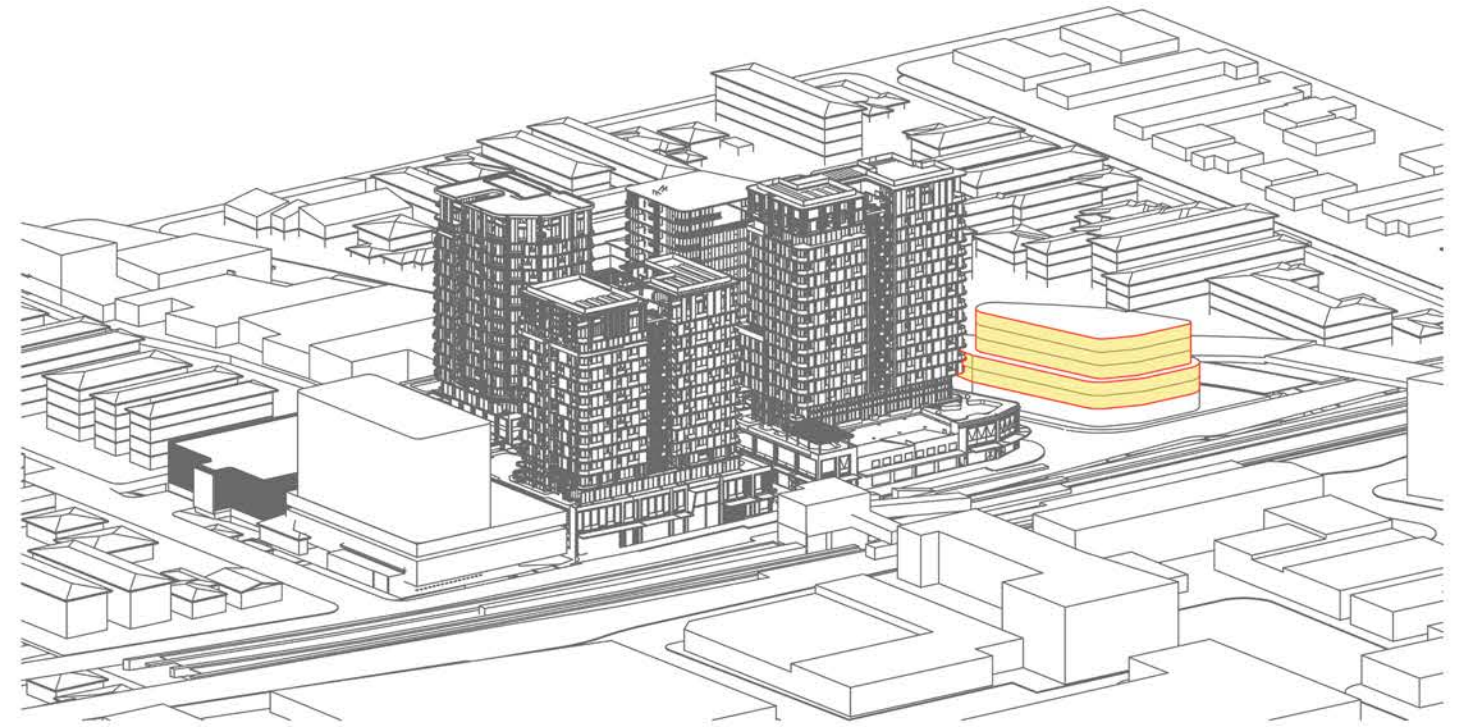
SUN EYE VIEW 22 JUNE 2PM - CURRENT DA
SCALE: 1:2000@A1

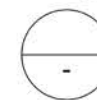


APPENDICES
SUN EYE VIEWS - DCP AND CURRENT DA



 SUN EYE VIEW 22 JUNE 3PM - DCP
SCALE: 1:2000@A1

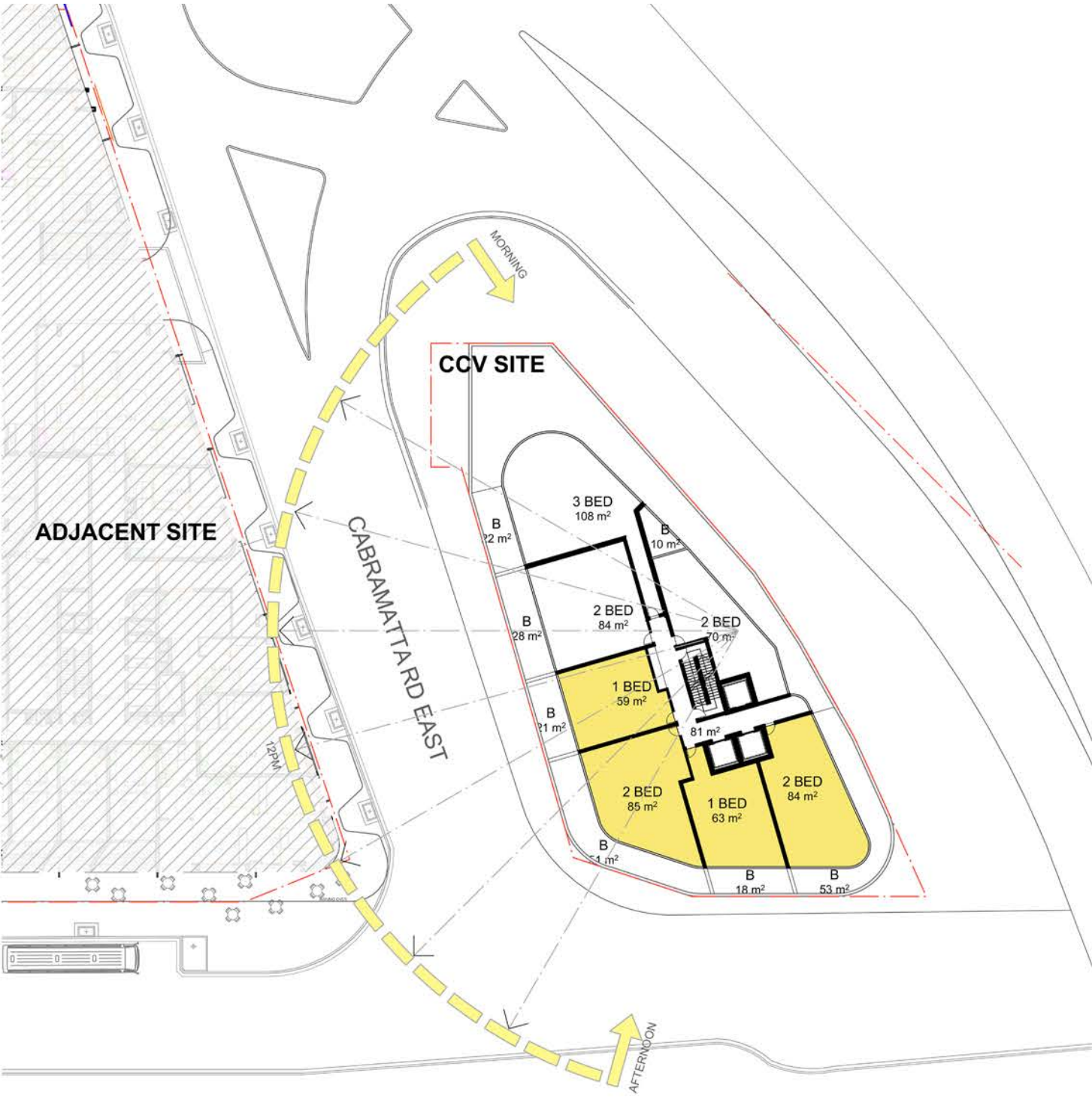


 SUN EYE VIEW 22 JUNE 3PM - CURRENT DA
SCALE: 1:2000@A1



APPENDICES

SOLAR ACCESS TO SOUTHERN SITE - DCP AND CURRENT DA



LEVEL 01-02
SOLAR ACCESS CALCULATION:
(2 HOURS OF SUN DURING WINTER
SOLSTICE

4 / 7 APARTMENTS: 57%



LEVEL 01-02
SOLAR ACCESS CALCULATION:
(2 HOURS OF SUN DURING WINTER
SOLSTICE

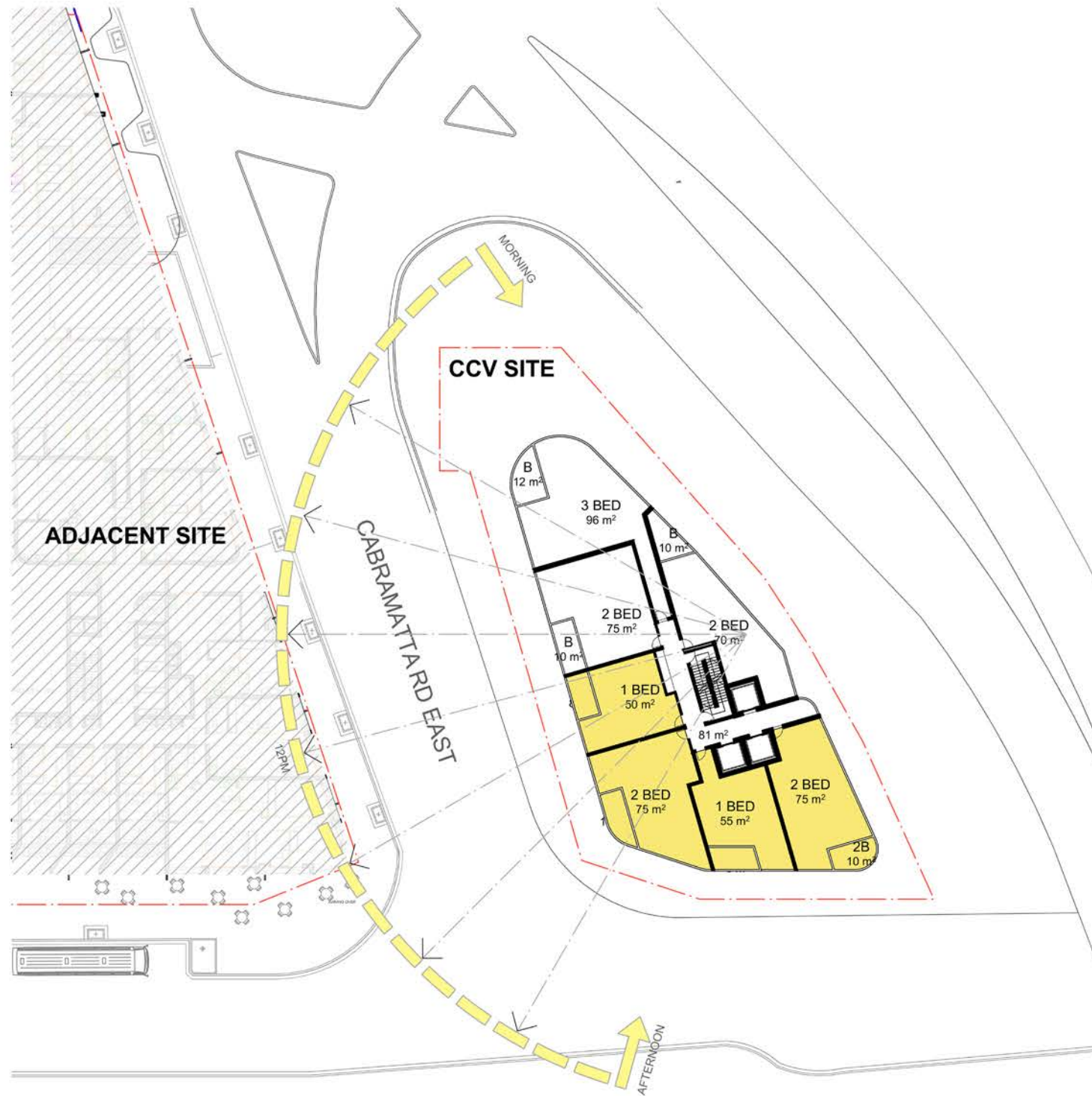
6 / 7 APARTMENTS: 87%



APPENDICES

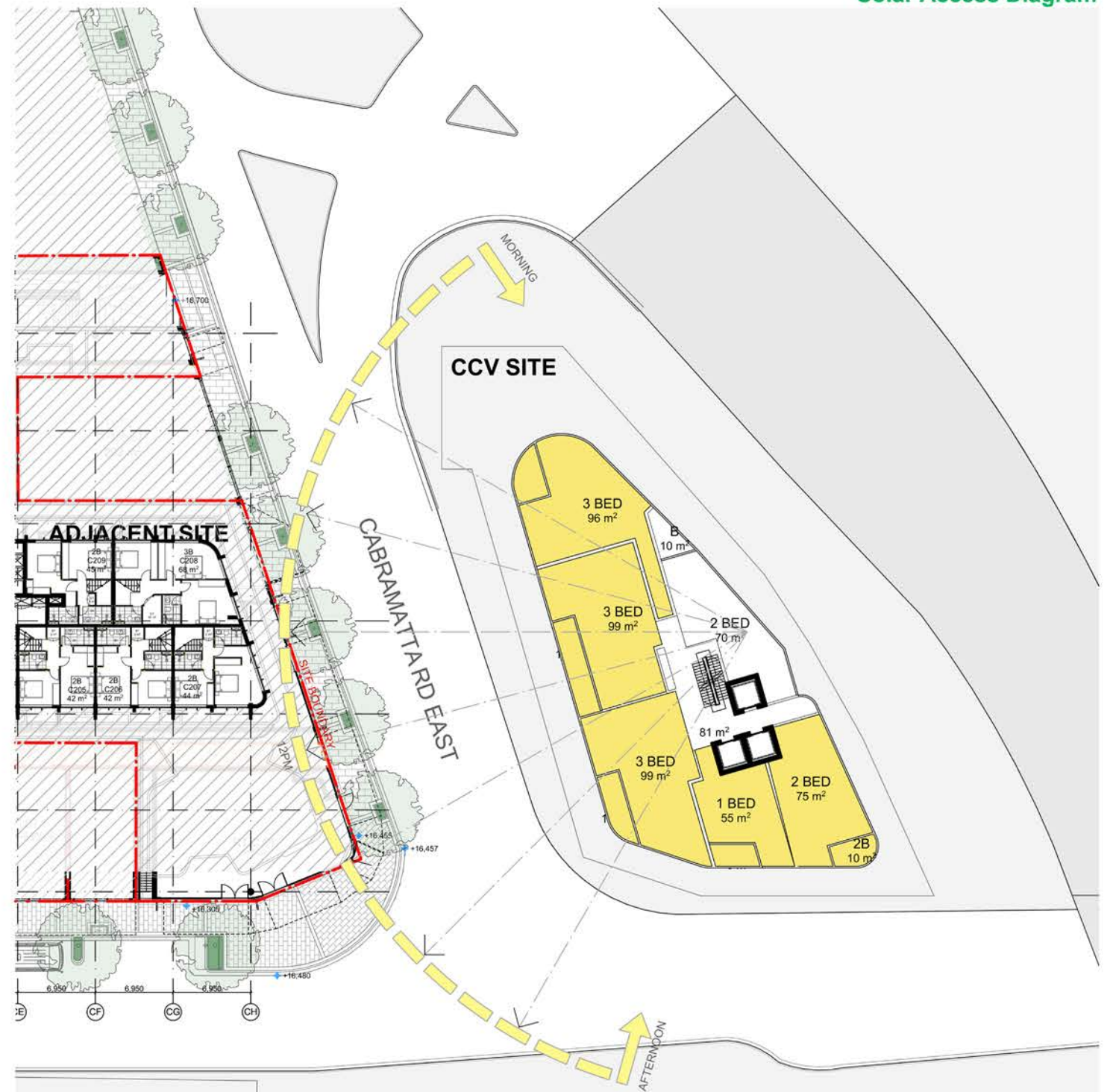
SOLAR ACCESS TO SOUTHERN SITE - DCP AND CURRENT DA

Solar Access Diagram



LEVEL 03-05
SOLAR ACCESS CALCULATION:
(2 HOURS OF SUN DURING WINTER
SOLSTICE)

4 / 7 APARTMENTS: 57%



LEVEL 03-05
SOLAR ACCESS CALCULATION:
(2 HOURS OF SUN DURING WINTER
SOLSTICE)

5 / 6 APARTMENTS: 83%



APPENDICES

DEVELOPMENT SCHEDULE - DCP

CABRAMATTA EAST PRECINCT
DEVELOPMENT SCHEDULE

Job No 20073
File 12.06.01
Date 9/05/2023

DCP



SITE AREA: 1142 SQ.M.

CCV SITE

	CARPARK		SERVICES/CIRC	RETAIL	RESIDENTIAL							GBA* GFA*		AMENITIES		
	NO	Area			MIX						Total			Solar	Cross-Ventilation	
					35-50sqm	60-70sqm	60-70sqm	70-80sq	80-90sqm	90-110sqm						110-130sqm
					Studio	1 Bed	1 Bed+	2 Bed	2 Bed +	3 Bed						3 Bed +
Ground Floor (L1)			24	770	0	0	0	0	0	0	0	0	851	821	0	0
Level 1 (L2)			97		0	1	1	1	3	1	0	7	678	628	4	4
Level 2 (L3)			97		0	1	1	1	3	1	0	7	614	562	4	4
Level 3 (L4)			97		0	1	0	2	0	3	0	6	614	562	4	4
Level 4 (L5)			97		0	1	0	2	0	3	0	6	614	562	4	4
Level 5 (L6)			97		0	1	0	2	0	3	0	6	614	562	4	4
Totals	0	0	509	770	0	5	2	8	6	11	0	32	3985	3697	20	20
	sqm/car = #DIV/0!			Total Retail/Comm	0%	16%	6%	25%	19%	34%	0%				63%	63%
					0%	22%		44%		34%						

NORTH DEVELOPMENT GFA*:	3697 SQ.M.
TOTAL FSR ACHIEVED:	3.24 :1

Total Apartments for first 9 Storeys 32

DEVELOPMENT SCHEDULE - DCP
SCALE: 1:1 @A1



APPENDICES

DEVELOPMENT SCHEDULE - CURRENT DA

CABRAMATTA EAST PRECINCT
DEVELOPMENT SCHEDULE

Job No 20073
File 12.06.01
Date 9/05/2023

CURRENT DA



SITE AREA: 1142 SQ.M.

CCV SITE

	CARPARK		SERVICES/CIRC	RETAIL	RESIDENTIAL							GBA* GFA*		AMENITIES		
	NO	Area			MIX						Total			Solar	Cross-Ventilation	
					35-50sqm	60-70sqm	60-70sqm	70-80sq	80-90sqm	90-110sqm						110-130sqm
					Studio	1 Bed	1 Bed+	2 Bed	2 Bed +	3 Bed						3 Bed +
Ground Floor (L1)			24	770	0	0	0	0	0	0	0	0	851	821	0	0
Level 1 (L2)			97		0	1	1	1	3	1	0	7	678	628	6	4
Level 2 (L3)			97		0	1	1	1	3	1	0	7	614	562	6	4
Level 3 (L4)			97		0	1	0	2	0	3	0	6	614	562	5	4
Level 4 (L5)			97		0	1	0	2	0	3	0	6	614	562	5	4
Level 5 (L6)			97		0	1	0	2	0	3	0	6	614	562	5	4
Totals	0	0	509	770	0	5	2	8	6	11	0	32	3985	3697	27	20
				Total Retail/Comm	0%	16%	6%	25%	19%	34%	0%				84%	63%
					0%	22%		44%		34%						

NORTH DEVELOPMENT GFA*:	3697 SQ.M.
TOTAL FSR ACHIEVED:	3.24 :1

Total Apartments for first 9 Storeys 32

DEVELOPMENT SCHEDULE - CURRENT DA
SCALE: 1:1 @A1



Suite 602, L6, 150 Karangahape Road
AUCKLAND 1010
New Zealand

Tel +64 9 281 3800
auckland@plusarchitecture.com.au

Ground Floor, 102 Adelaide Street
BRISBANE QLD 4000
Australia

Tel +61 7 3067 3599
brisbane@plusarchitecture.com.au

Level 1, 60 Cashel Street
CHRISTCHURCH 8013
New Zealand

Tel +64 3 337 9481
christchurch@plusarchitecture.com.au

Suite 5, 18 Tedder Avenue
MAIN BEACH QLD 4217
Australia

Tel +61 7 5610 1913
goldcoast@plusarchitecture.com.au

5/107 Elizabeth Street
MELBOURNE VIC 3004
Australia

Tel +61 3 8696 3999
melbourne@plusarchitecture.com.au

160 Beaufort Street
PERTH WA 6000
Australia

Tel +61 8 6500 6490
perth@plusarchitecture.com.au

Level 4, 222 Clarence Street
SYDNEY NSW 2000
Australia

Tel +61 2 8823 7000
sydney@plusarchitecture.com.au

NOMINATED ARCHITECT (NSW)

Amit Julka 10002, Rido Pin 11286