URBAN DESIGN REPORT
CABRA VALE DIGGERS CLUB REDEVELOPMENT

13 / 10 / 2017

GMU
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1. INTRODUCTION

1.1 INTRODUCTION

GM Urban Design & Architecture (GMU) was appointed by Cabra Vale Diggers Club to prepare an Urban Design report in support of the Development Application for the Cabra Vale Diggers Club redevelopment located at 1 Bartley Street, Canley Vale.

This study has considered the broader planning framework for the site and the surrounding areas as well as the intent of the applicable controls in relation to the general and immediate context. This urban design report forms part of the supporting documentation of the Development Application for the site.

Documents Reviewed

In preparing this report, GMU has reviewed the following information:

- Development Application drawings prepared by Altis Architecture, Issue 2, dated 10 August 2017
- Landscape Plans by Greenland Design Landscape Architects, Issue A, dated 09 August 2017
- Statement of Environmental Effects by Cityscape Planning + Projects, dated August 2017
- Acoustic Assessment Report by JHA Consulting Engineers, Revision D, dated 14 August 2017

GMU has reviewed the following controls and documents relevant to the development proposal:

- Fairfield Local Environmental Plan 2013
- Fairfield Citywide Development Control Plan 2013 (Amendment No.12)
- Canley Vale & Canley Heights Development Control Plan No.37 (Amendment No.9)
- Cabramatta Town Centre Development Control Plan No.5/2000 (Amendment No.3)
- SEPP 65 and the Apartment Design Guide

GMU has also conducted extensive site visits and photographic documentation of the site and its context.

1.2 SITE DESCRIPTION

The Cabra Vale Diggers Club is located approximately 25km to the west of Sydney CBD. The site is legally known as Lot 51, DP 1120245 and is bounded by Railway Parade to the east, Bartley Street to the south and Phelps Street to the west. To the north, the site shares a common boundary with the properties at No.141 Railway Parade and No.12 Pevensey Street. Its north-western portion has a frontage to Pevensey Street.

The site has a total area of approximately 3.3 ha and currently contains the following structures and uses:

- A club building occupying the southeastern portion
- Bowling greens in the northeastern portion
- A 3-storey car park structure in the northwestern portion
- An at-grade car park in the southwestern portion
- A two-storey brick building for a former police station at the southwestern corner

Figure 1. Location of Canley Vale in relation to the Sydney Metropolitan Area (google map)

Figure 2. Aerial photo of the Cabra Vale Diggers Club site (Source: NearMap)

Existing club building in the southeastern part of the site.

Existing at-grade parking in the western part of the site.

Existing bowling greens in the eastern part of the site.

Existing brick building at the southwestern corner of the site.

As Figure 3 shows, the site's topography is very flat with a gradient of approximately 0.7% falling towards the north eastern corner. Council's flood map in Figure 4 shows that the site has low to medium flood affectation. Flood risks are generally greater towards the northern and eastern parts of the site as the topography falls.

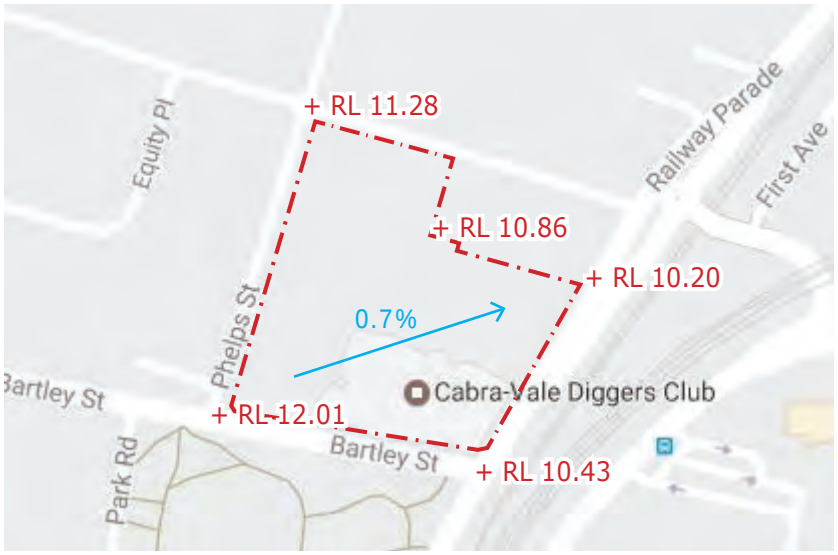

Figure 3. Topography of the site

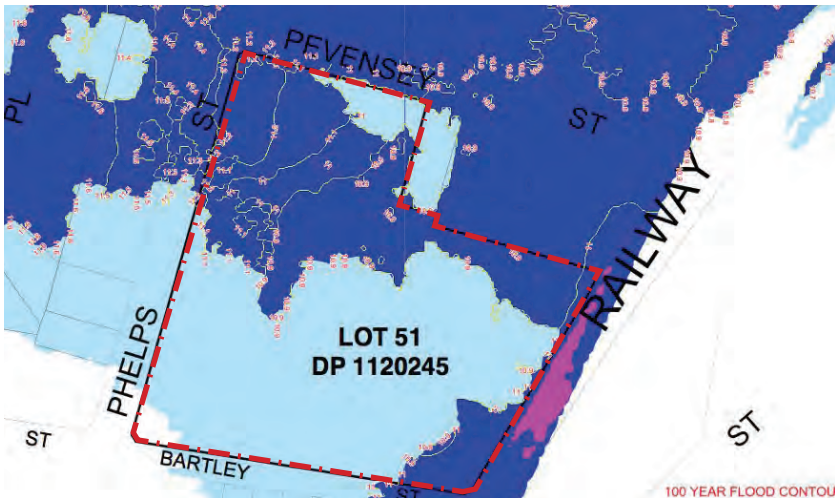

Figure 4. Council Flood Map

KEY

High Flood Risk Precinct

Land below 100 year flood that is either subject to a high hydraulic hazard or where there are significant evacuation difficulties.

Medium Flood Risk Precinct

Land below 100 year flood that is not subject to a high hydraulic hazard and where there are no significant evacuation difficulties.

Low Flood Risk Precinct

All other land within the floodplain i.e. within the Probable Maximum Flood (PMF) extent, but not identified as within the high or medium flood risk precinct.

1.3 PROPOSED DEVELOPMENT

The proposed development will increase parking spaces from 861 to 1,092 and increase the site's GFA from 14,629m^2 to 26,677m^2. The applicant has submitted a Development Application for the following development in four stages:

STAGE 1

- Demolish unused Police building
- Relocate existing bowling greens to south west corner of site
- Construct new club facilities for bowlers at western edge of existing club building

STAGE 2

- New basement car park (2 levels) on site of current bowling greens
- New entry area (pedestrian and vehicle porte cochere) via Railway Parade
- New gaming lounge for club facility
- New auditorium and pre-function area
- New karaoke and cinema area

STAGE 3

- New 120 room hotel (Novatel 4.5 Star rating) provided within an 8 storey building
- Roof top pool and terrace area

STAGE 4

- New function area for the Club
- New and reconfigured administration area for the Club
- New façade treatment to club building
- New façade treatment to decked car park

The context of the site will be analysed in detail in the next chapter.

Figure 5. Area of proposed works (courtesy of Altis Architecture)

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2. CONTEXT

2.1 WIDER CONTEXT

The Cabra Vale Diggers Club is located in the locality of Canley Vale and is within the local government area of Fairfield City. According to Greater Sydney Commission (GSC)'s Draft District Plan, the site is within the South West District and is in proximity to the following important centres (refer to Figure 6):

- 3km from the Strategic Centre of Liverpool
- 2.5km from the District Centre of Fairfield
- 500-600m from the Local Centre of Cabramatta

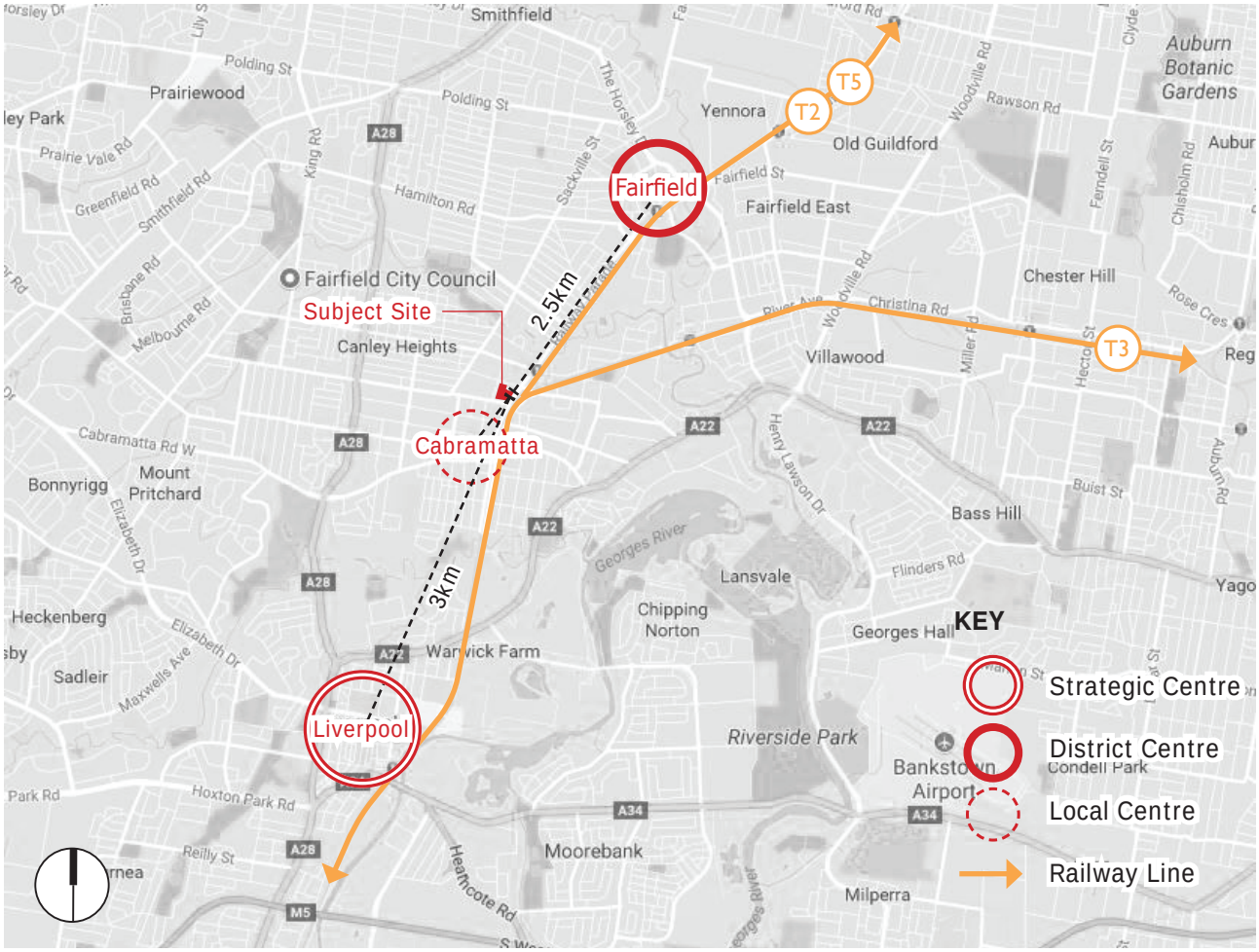


Figure 6. Context of the site

The Cabra Vale Diggers Club is well connected by roads and public transport services. As Figure 6 and Figure 7 show, the site is less than 400m (or 5-minute) walk to Canley Vale Railway Station to the north and approximately 500m (or 6-minute) walk to Cabramatta Railway Station to the south. The Canley Vale Railway Station is on the T2 Inner West & South Line and T5 Cumberland Line. The typical travel time from Canley Vale Station to the major interchanges are as follows:

- Town Hall Station - 49 minutes
- Parramatta Station - 23 minutes
- Lidcombe Station - 22 minutes

- Strathfield Station - 28 minutes
- Liverpool Station - 8 minutes
- Glenfield Station - 15 minutes
- Campbelltown Station - 32 minutes

As the above shows, Canley Vale is accessible within 30 minutes via public transport from many railway interchanges in the western part of Sydney. There are also bus routes operating 24/7 between large centres via the subject site as follows:

Bus Routes	From	To	Frequency
N50	City Town Hall	Liverpool	Hourly during night time
817	Fairfield	Cabramatta	Every 30 to 40 minutes

Figure 7. Connectivity of the site

The Greater Sydney Commission (GSC) found that South West District residents face longer commute times in order to access a greater diversity of jobs as only 6% of Greater Sydney's jobs can be accessed by South West District residents within 30 minutes by public transport or private vehicle. Their research (item 3.1.2 of Draft District Plan) also found that jobs in the South West District are dispersed and more people drive to work rather than using public transport due to limited public transport options across the District.

In order to improve job accessibility in the District, the GSC proposes a vision for creating a productive city (item 3.7.1), which "*will support urban renewal around Fairfield, Canley Vale and Cabramatta stations that provides new housing and local employment*". The Draft District Plan sets out a target for Fairfield to deliver 36,000 to 39,000 jobs by 2036, which is a 24% to 34% increase from Fairfield's job statistics of 29,000 in 2016.

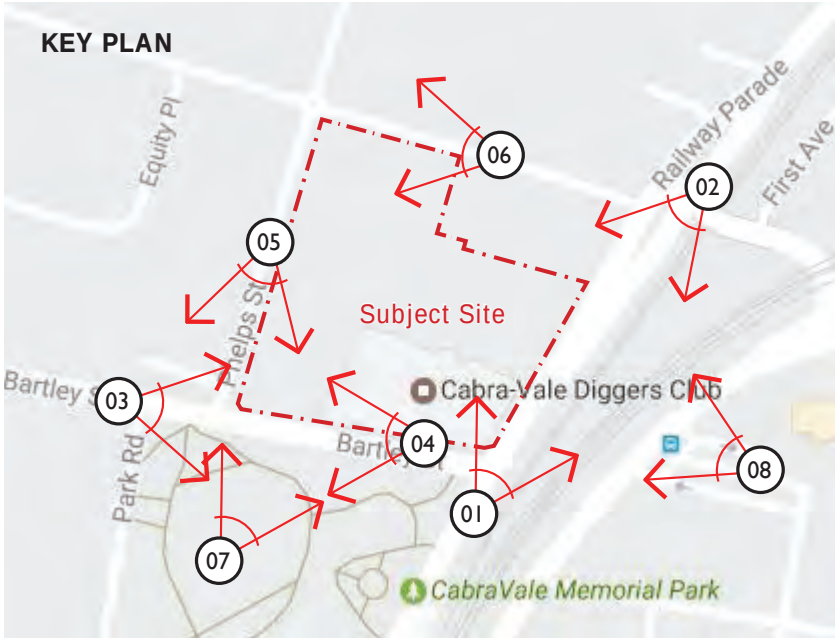
The Cabra Vale Diggers Club site is perfect for creating accessible jobs as part of the site's redevelopment. This project aligns with the strategic direction of the GSC's Draft District Plan and the Sydney Metropolitan Strategy, which encourages employment growth near public transport infrastructure.

2.2 LOCAL CONTEXT - EXISTING CHARACTER

In order to understand the existing character of the locality, GMU investigated the peripheral conditions of the site, the site's constraints, adjacent heritage items and the development scale of adjoining development in this section.

Peripheral conditions of the site

The conditions of the periphery of the site are described in the photographs on the following pages. The location of the photographs is annotated in the key plan below.



Eastern Boundary - *Railway Parade, view due north*

Eastern Boundary - *Railway Parade, view due south*

The existing streetscape of Railway Parade is characterised by the 2-storey club building on the western side and an exposed railway corridor on the eastern side. The club building is a locally recognisable built form element on the street.

Southern Boundary - *Bartley Street, view due east*

Southern Boundary - *Bartley Street, view due west*

The existing streetscape of Bartley Street is characterised by 2 to 3-storey built form on the northern side and a vegetated public open space (Cabra Vale Memorial Park) on the southern side.

Western Boundary - *Phelps Street, view due south*

The existing streetscape of Phelps Street is characterised by 2 to 3-storey residential flat buildings on the western side and a one-storey wall on the eastern side along the site's boundary.

Northern Boundary - *Pevensey Street, view due west*

The existing streetscape of Pevensey Street is characterised by one-storey dwelling houses and 2-storey multi-dwelling buildings on the northern side and a 2-storey wall on the southern side along the site's boundary.

Cabra Vale Memorial Park, view due north

The existing buildings on the site are barely visible from Cabra Vale Memorial Park due to the buffering of existing vegetation along the northern edge of the park.

Cabra Vale Leisure Centre, view due west

The existing club buildings on the site are partly visible from Cabra Vale Leisure Centre behind the existing vegetation and the railway line structures.

Site Constraints

A number of development constraints within or near the site are identified as follows and are represented in Figure 8:

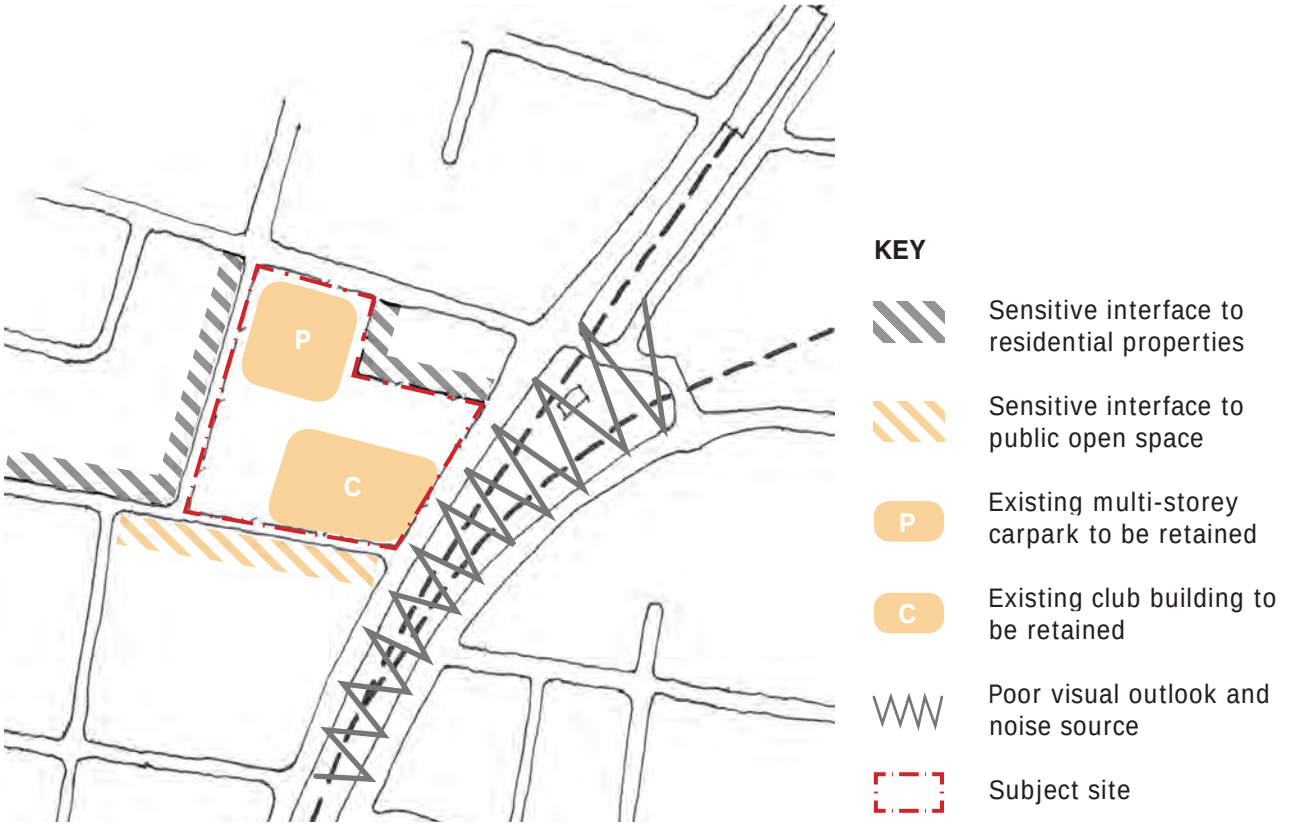


Figure 8. Site constraints

The adjoining 4-storey residential flat building at No.141 Railway Parade has balconies and windows of habitable rooms directly facing south to the subject site. The redevelopment project must keep in mind the visual and acoustic privacy of the neighbouring residents.

The adjoining 3 to 4-storey residential flat building at No.12 Pevensey Street has balconies and windows of habitable rooms directly facing west to the subject site. The redevelopment project must keep in mind the visual and acoustic privacy of the neighbouring residents.

The Cabra Vale Memorial Park is located on the southern side of Bartley Street. The future development on the site must minimise any potential overshadowing impacts on this public open space.

The existing multi-storey car park is to be retained as part of the site's redevelopment. This also presents an opportunity for the project to reduce its visibility and visual impact through design of the future development.

Adjoining Development Scale

The development scale of the surrounding area has the following characteristics (refer to Figure 9 and Figure 10):

- The majority of the development in the area are residential dwellings and are one to two storeys high.
- To the north and west of the site, the area contains a small number of walk-up flat buildings which are three to four storeys high.
- The current maximum height in the area is 4 storeys.
- There is currently no distinctive concentration of heights in Canley Vale.
- The surrounding development presents a much finer 'grain' when compared to the existing buildings on the subject site.
- The surrounding residential allotments to the north and west contain buildings with frontages that typically range between 11m to 17m.
- The area immediately to the south and east of the site has little development and is visually very open as they are public recreational facilities. To the south is Cabra Vale Memorial Park and to the east is the railway corridor and the Cabra Vale Leisure Centre.

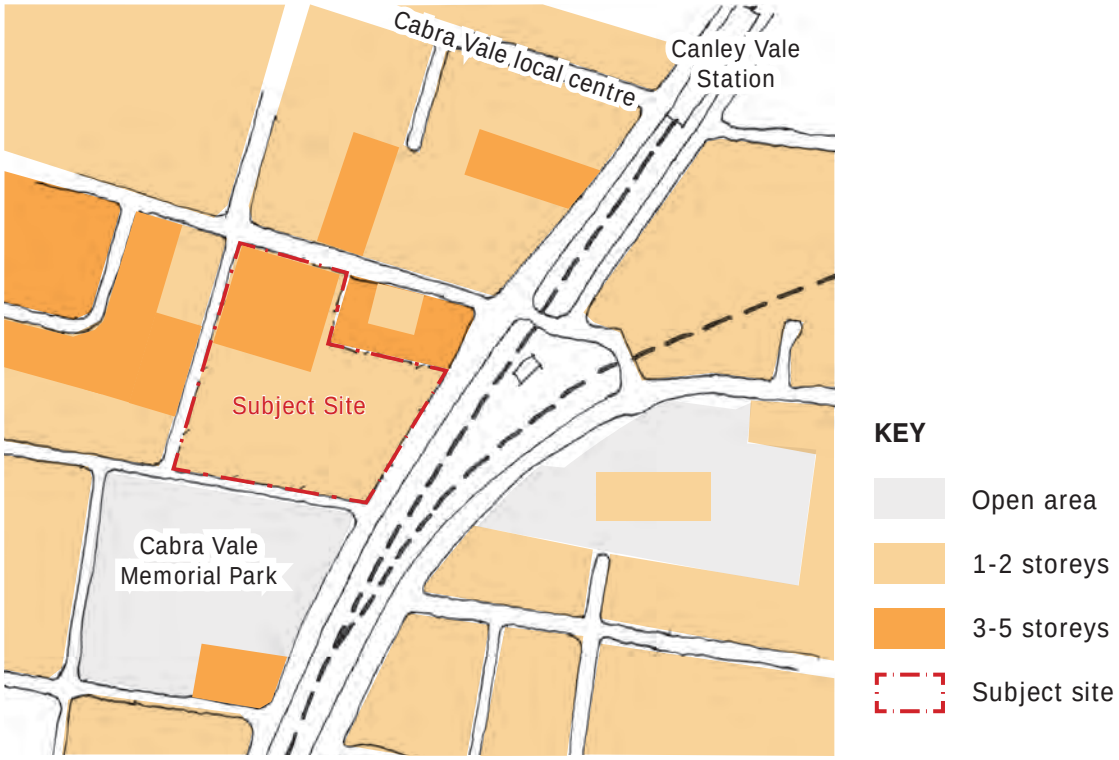


Figure 9. Existing development scale of the locality

Figure 10. Figure-ground diagram showing the contrast between the footprint of the existing buildings on the site as opposed to the finer 'grain' of the surrounding development

The following photographs document some of the existing development in the locality.

Existing 2 to 3-storey residential flat buildings on the western side of Phelps Street are under strata title, but they have the potential to be redeveloped into 5-storey buildings in the long term. In the short term, these buildings are likely to remain unchanged.

Existing 4-storey residential flat buildings located at No.141 Railway Parade, immediately to the north. The building is strata titled and has nearly reached its height limit of 16m. Therefore, the site is unlikely to redevelop in the short to medium terms.

Cabra Vale Memorial Park is a public open space located immediately to the south of the site. Its character and uses are unlikely to change in the foreseeable future.

The area on the eastern side of the railway corridor and Broomfield Street is characterised by one to two-storey development and public open space. This character is largely disconnected from the area to the west side due to the segregation created by the railway corridor.

Heritage and Conservation

The site does not contain any heritage items within its boundary and it is also not located within or near any conservation areas. Therefore, the site is considered to have a greater level of tolerance to accommodate different architectural styles and materiality.

The heritage items in proximity to the site include:

- Bandstand (I17)
- Library and Civic Hall (I21)

The bandstand is located near the primary entry of Cabra Vale Memorial Park. It is approximately 100m from the site to the south. Depending on the built form outcome and a skilful design, future development on the subject site is unlikely to overshadow the heritage item.

The Library and Civic Hall are located further to the south in Cabramatta, approximately 230m from the site. The heritage building will not be seen in context with any future development on the subject site.

There are several heritage items scattered in the northern part of Canley Vale, such as:

- Corner shop at No.4 Canley Vale Road (I25)
- Victorian cottage at No.94 Canley Vale Road (I26)
- Railway viaduct (I28)
- Victorian cottage - 'Westacott Cottage' at No. 110 Railway Parade (I29)
- Kwan Yin Temple at No.2 Second Avenue (I31)
- Victorian house at No. 1 Stuart Street (I32)

The above heritage items are located over 270m from the site. Due to their distance from the site, it is considered that the redevelopment project is unlikely to cause any impact on these heritage items.

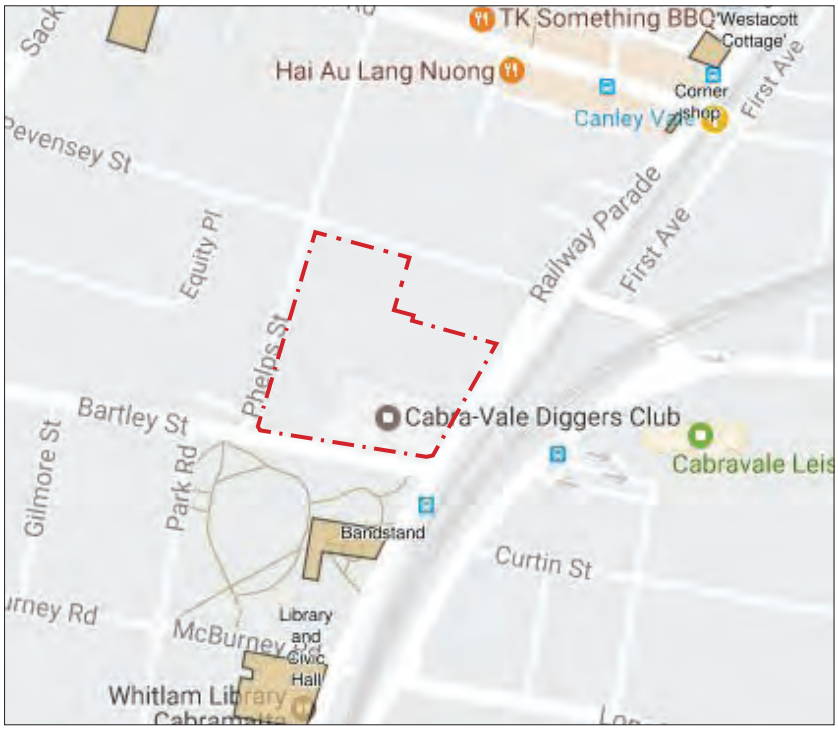


Figure 11. Heritage map as per FLEP 2013

KEY

Site Boundary

General Heritage item (local significance)

Local heritage item - the bandstand within Cabra Vale Memorial park

Local heritage item - Library and Civic Hall, Cabramatta (Source: Google Street view)

2.3 LOCAL CONTEXT - DESIRED FUTURE CHARACTER

In order to understand the desired future character for the locality, it is essential to consider the current applicable controls. The key LEP controls are summarised on the following pages:

Fairfield Local Environmental Plan 2013

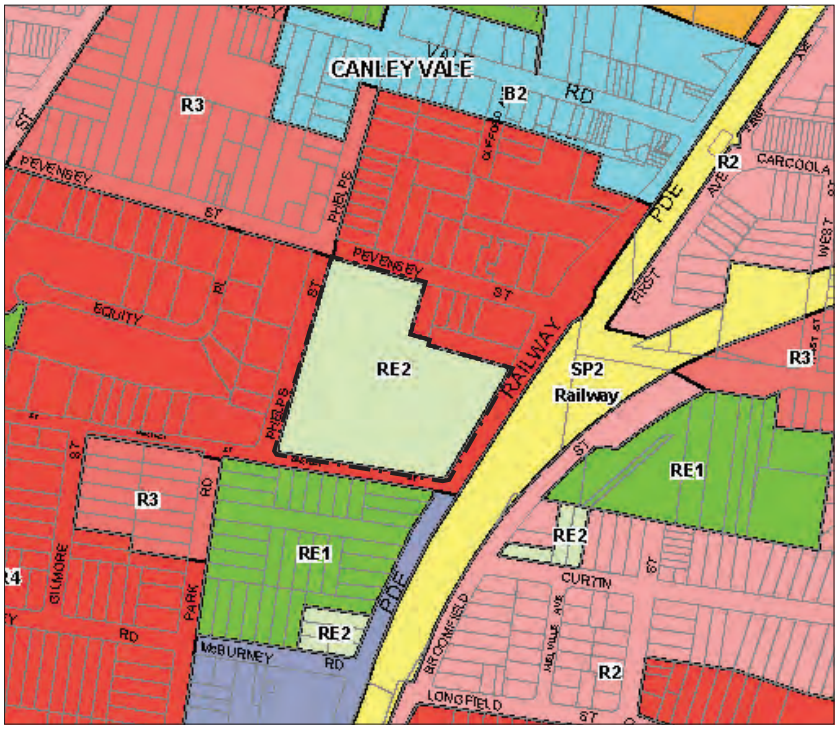


Figure 12. FLEP 2013 Land zoning map

KEY

SITE BOUNDARY	B2 LOCAL CENTRE
B4 MIXED USE	R2 LOW DENSITY RESIDENTIAL
RE1 PUBLIC RECREATION	R3 MEDIUM DENSITY RESIDENTIAL
RE2 PRIVATE RECREATION	R4 HIGH DENSITY RESIDENTIAL
SP2 INFRASTRUCTURE	

The site is zoned RE2 Private Recreation. It is surrounded by:

- R4 High Density Residential to the north and west
- R3 Medium Density Residential to the northwest
- RE1 Public Recreation (Cabra Vale Memorial Park) to the south
- SP2 Infrastructure (railway corridor) to the east

The approved planning proposal under the current Local Environmental Plan (FLEP2013) allows for the development of a hotel/motel on the site.

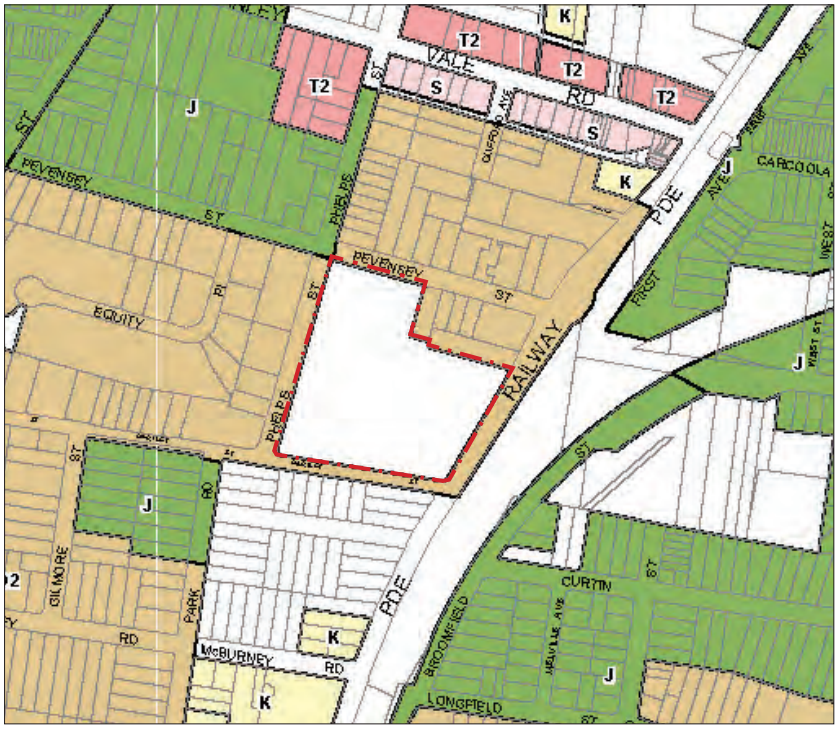


Figure 13. FLEP 2013 height of building map

KEY

	SITE BOUNDARY	O2	16M
J	9M	S	23M
K	10M	T2	26M

The local area is physically divided by the railway corridor. As the *Height of Buildings* map shows, the heights on the western side of the railway corridor are generally higher than the eastern side.

There is currently no maximum building height control applicable to the site. However, as per Council's DCP2013 Amendment No.12, the site has a maximum height of 28m permissible at the southwestern corner, which transitions to the adjacent residential area with a lower height (16m) near the western boundary.

The allowable maximum building height in the immediate context of the site is 16m, which represents the common maximum building height on the western side of the railway line. The Canley Vale Local Centre, which is located 250m north of the site, has maximum building heights ranging between 23-26m as per Council's DCP No.37 Amendment No.9.

Figure 14. FLEP 2013 FSR control map

KEY

	SITE BOUNDARY	S	1.5 : 1
C	0.45 : 1	U	2.5 : 1
J	0.8 : 1		

There is currently no maximum FSR control applicable to the site.

The FSR controls for the site's surrounding area range from 0.45:1 to 0.8:1. A higher FSR up to 1.5 to 2.5:1 is allowed near Cabramatta Town Centre to the south. On the eastern side of the railway corridor, the FSRs are generally 0.45:1.

Due to the absence of height and FSR controls, the current LEP does not provide a clear indication of a desired development scale on the subject site. However, there are site-specific DCP built form controls applicable to the site which are discussed on the following pages.

Fairfield Development Control Plan 2013 (Amendment No.12)

GMU understands that the site has an approved planning proposal, which prescribes site-specific planning controls for the south western portion of the site under the current Fairfield City DCP 2013 Amendment No.12. The site-specific controls allow for the development of hotel/ motel was following the built form parameters below (refer to Figure 15 and Figure 16):

- 55m length and 16m height with 10m setback along Phelps St
- 40m length and 16-28m height with 10m setback along Bartley St, with 28m being additional height for part of the building, above the height prescribed limit for the site

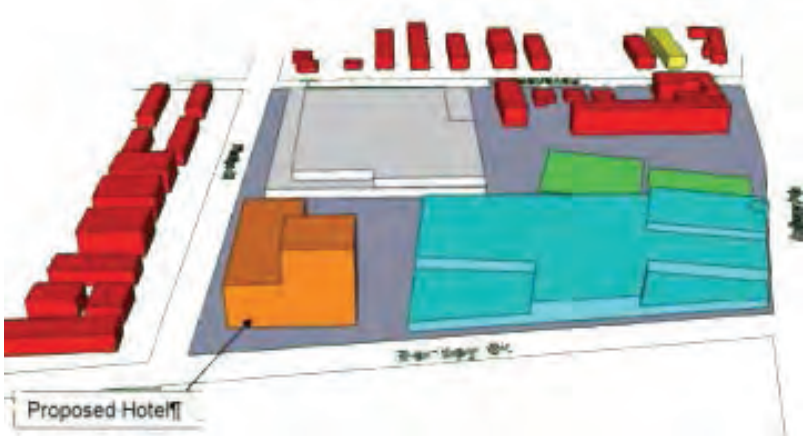


Figure 15. Location / siting of hotel under Fairfield City DCP 2013 Amendment No.12

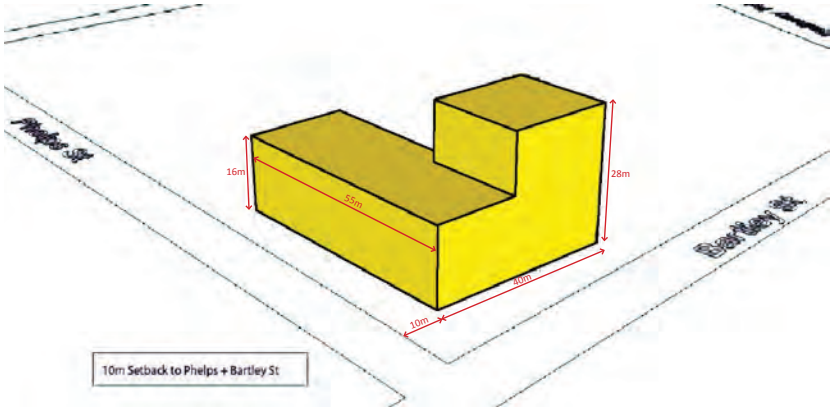


Figure 16. Originally endorsed built form envelope for a hotel development at the south western portion of the site

The indicative urban form shown in Figure 17 and Figure 18 was interpreted based on FLEP2013 and building envelopes illustrated in Canley Corridor Local Town Centres DCP No.37 Amendment No. 9 and Fairfield City DCP Amendment No.12 for the subject site. Figure 18 presents the future development scale in a sectional view along Railway Parade between Cabramatta Railway Station and Canley Vale Local Centre. The figure shows that on the western side of the railway corridor, the area would experience an intensification in the density and building heights, for example:

- There is major development uplift up to 23-26m or 7 to 8 storeys in the Canley Vale Local Centre.
- There is major development uplift up to 25m above Cabramatta Railway Station.
- The subject site is expected to accommodate a hotel/motel building up to 28m.
- There is minor development uplift up to 16m or 5 storeys immediately to the west of the site.
- The area on the eastern side of the railway corridor would largely remain unchanged.

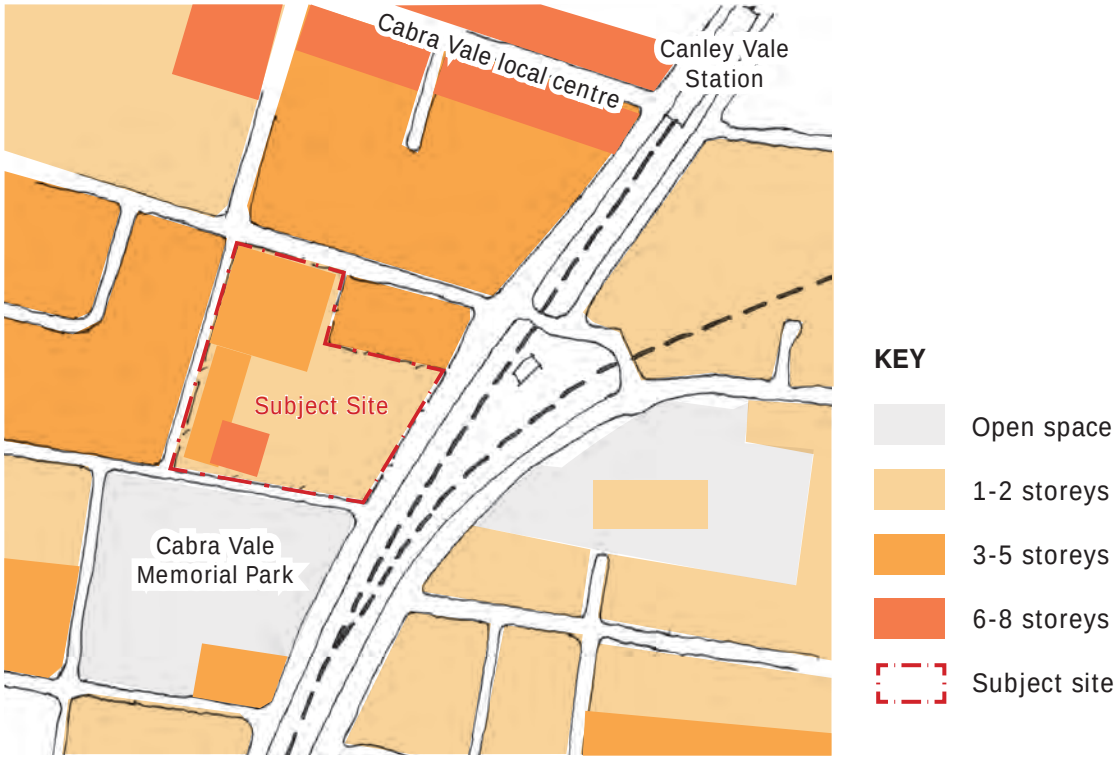


Figure 17. Desired future development scale as per FLEP2013 and DCP controls

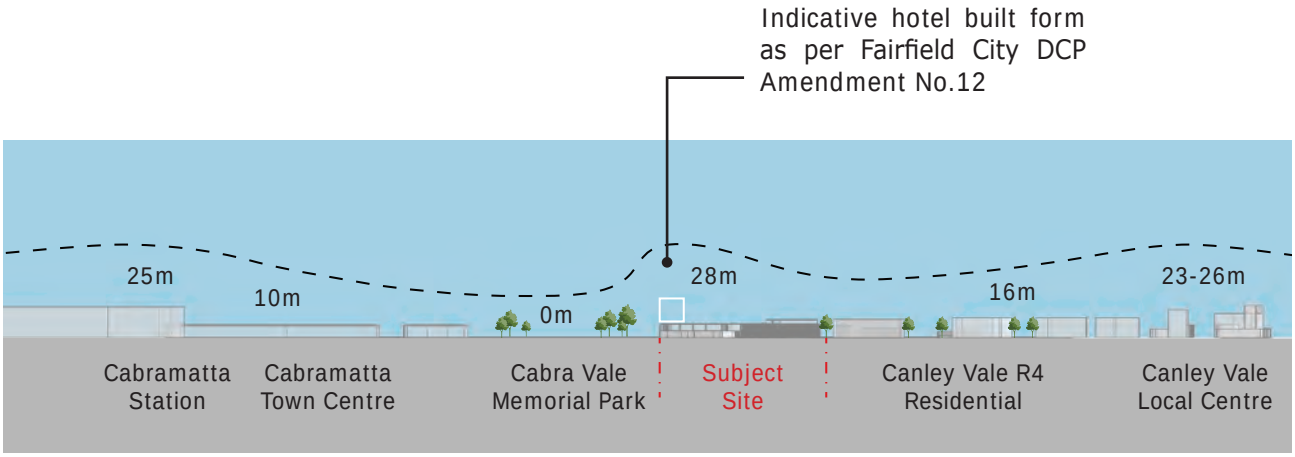


Figure 18. Desired future development scale along Railway Parade

Cabramatta Railway Station is permitted to increase to a maximum of 25m, equivalent to 8 storeys, which will potentially establish a prominent built form marker on Railway Parade to the south of the site.

The local business centre along Canley Vale Road is envisaged to increase from the existing scale of 2 storeys to 6-8 storeys (i.e. 23-26m), which are currently the highest permissible development scale in Canley Vale. This allows prominent built form markers to be created to the north of the site.

2.4 SECTION CONCLUSION

This chapter discusses the context of the site at a regional and local scale. It focuses on understanding the Draft District Plan's vision for the South West District and the site's relation to adjacent centres. In order to understand the existing character and the desired future character of the locality, GMU investigated the existing conditions on the periphery of the site, development constraints, the adjoining development scale and adjacent heritage items.

GMU notes that the existing Fairfield City DCP 2013 Amendment No.12 has building envelope controls that are applicable to the southwestern part of the site for a hotel development. The project team considered that the original DCP's built form envelope lacks integration with the existing Club building. The DCP's prescribed proximity for the hotel to the Phelps Street residential properties may also lead to concern over potential impacts on the neighbour's amenity and the lack of a sensitive built form transition.

With the Cabra Vale Diggers Club's decision to relocate the Bowling Greens to the southwestern corner, it opens an up opportunity for redevelopment to occur over the existing Bowling Greens in the eastern part of the site. It also provides an opportunity to have a more holistic, logical and appropriate master plan layout for the site which is able to deliver a better design outcome.

As the hotel is no longer being considered at the southwestern corner, the original site-specific DCP would not be applicable to the site and not informative to the current proposal. The proposal also seeks to modify the maximum height of the site from 28m to 38m to achieve a stronger marker presence at the point of arrival. The rationale behind the relocation of the hotel building envelope and the proposed amendments to the original site-specific DCP are already discussed in detail in a submitted Urban Design Analysis report by GMU, dated 26 September 2017.

Although the original building envelope controls are proposed to be amended, the objective of the controls and the desired future character predicated by the controls are still relevant for consideration and they will be discussed when relevant under the appropriate sections in the next chapter of this report.

The next chapter discusses the proposal's performance against the nine urban design principles in the Apartment Design Guide. Although, not directly applicable to a commercial proposal, a narrative has been provided with regards to the proposal's interface with surrounding residential properties and its overall contextual fit with the locality.

3. URBAN DESIGN PRINCIPLES

This section of the report provides a comprehensive review of the proposed built form strategy against the urban design principles, outlined in the Apartment Design Guide (hereafter referred as the ADG). Although the ADG is not applicable to the proposed hotel/club development, these important baseline principles were considered by GMU to assess the urban design outcome of the proposal, especially with regards to the proposal's interface with surrounding residential development.

The nine principles include:

1. Context and neighbourhood character
2. Built form and scale
3. Density
4. Sustainability
5. Landscape
6. Amenity
7. Safety
8. Social interaction
9. Visual appearance / aesthetics

3.1 PRINCIPLE 1: CONTEXT AND NEIGHBOURHOOD CHARACTER

Good design responds and contributes to its context. Context includes the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.

Consideration of local context is important for all sites, including sites in established areas and those undergoing or identified for change.

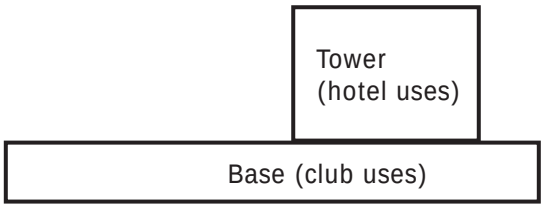
Comment:

In contrast to the residential context adjacent to the site, the proposed hotel/club development caters for entertainment and hospitality purposes and hence has different operational requirements. The contextual fit can only be achieved through careful study, understanding of the characteristics of the neighbourhood and responding sensitively in the design.

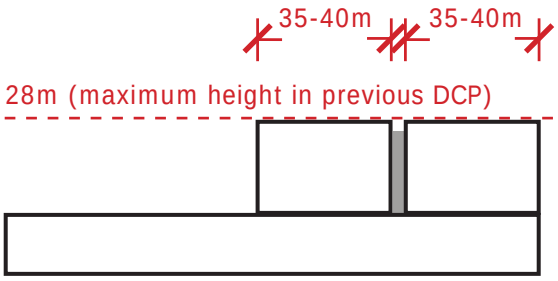
Amongst the proposed development works, some are only upgrades of existing uses or internal reconfiguration, which have a low impact on the neighbourhood character of the local area. The most critical component in achieving a contextual fit is the 120-room hotel development which will result in a larger scale and prominent built form at the eastern end of the site.

Before arriving at the preferred strategy, the project team tested several built form scenarios (refer to Figure 19). The preferred strategy was chosen for its ability to sculpt the form and create a built form marker. This strategy was then developed further into the proposed scheme as it was considered capable of achieving the highest level of contextual fit with the neighbourhood. Due to its ability to improve way-finding whilst reducing and sculpting the form into a slender and elegant tower form at a key entry point to the site.

Scenario 1 - Single Volume



Scenario 2 - Separated Volumes



Scenario 3 - Fine Grain (preferred)

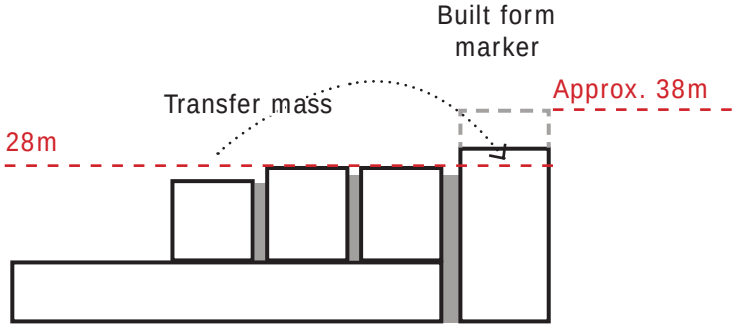


Figure 19. Development process of the hotel built form

Figure 20. Figure-ground of the local area of the site

KEY

Existing building footprint within the subject site

Future club building footprint within the subject site

Existing building footprint in the surrounding area

Future hotel footprint in the surrounding area

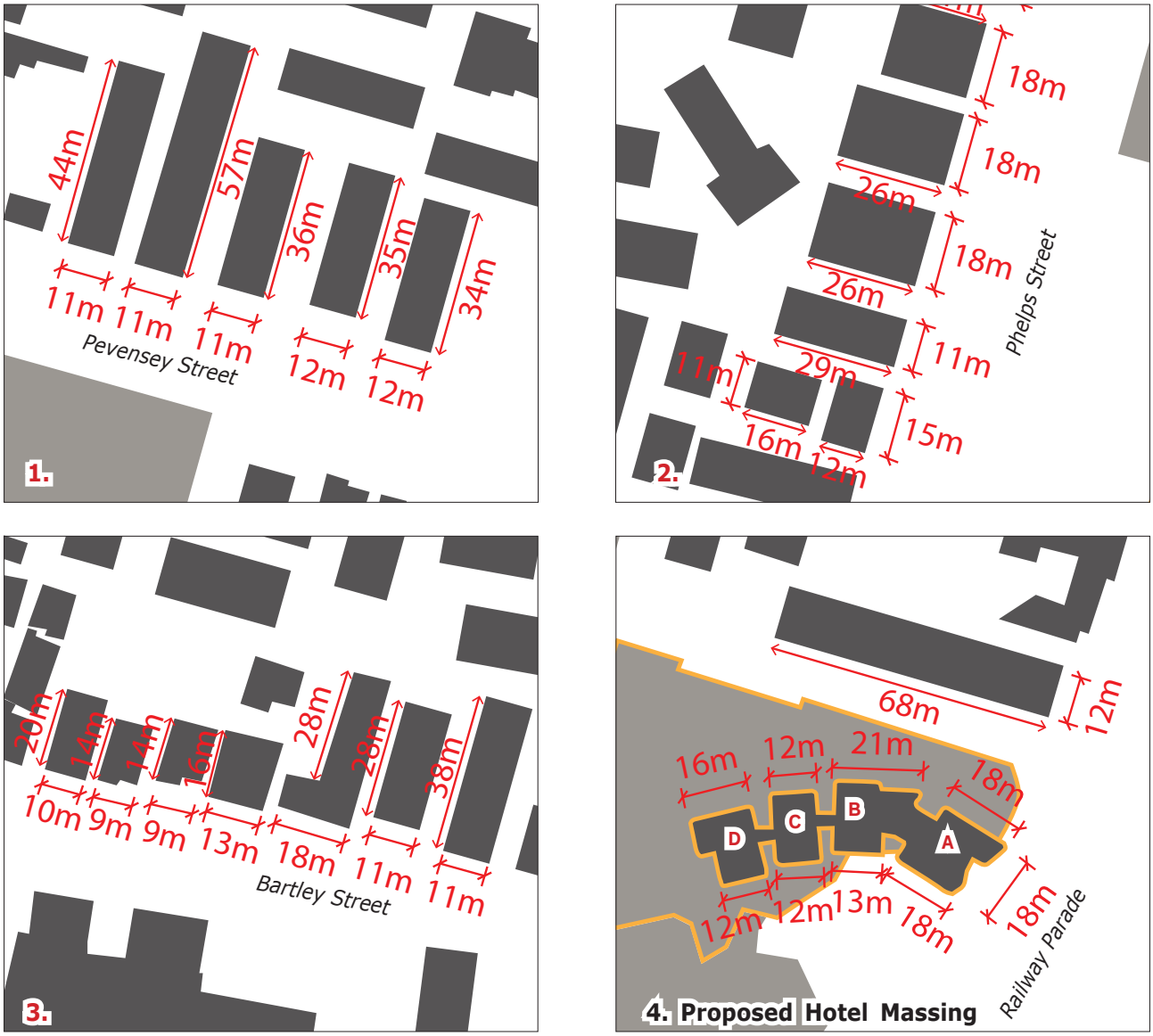


Figure 21. Comparison of built form scales (dimensions annotated are approximate)

In the assessment of the proposed built form's ability to fit with the scale of the surrounding context, GMU prepared a figure-ground diagram, which is an effective tool to understand the scale of buildings and the relationship between the built and unbuilt space (refer to Figure 20). The figure-ground diagrams compare the footprint of the proposed hotel's individual building components with the typical existing buildings located on the surrounding streets such as Phelps Street, Bartley Street and Pevensey Street (refer to Figure 21).

Figure 21 shows that the context of the neighbourhood presents the following characteristics in terms of built form scale:

- Pevensey Street - building frontages are commonly 11 to 12m wide and building lengths range from 34 to 57m.
- Phelps Street - building frontages are commonly 18m wide and building lengths are commonly 26 to 29m.
- Bartley Street - building frontages are commonly 9 to 11m wide and building lengths tend to be long at 28 to 38m towards the eastern end near the site.

As discussed in Chapter 2, the above characteristics are unlikely to change in the short term as many of these adjacent buildings are under Strata Title and under multiple individual ownerships.

Diagram No.4 of Figure 21 shows that the proposed hotel built form relates appropriately to the 'grain' of its context. This is achieved by breaking up the building mass into smaller components and articulating the built form with substantial indentation. The width of each component is typically limited to 12 to 18m with a maximum dimension limited to 21m. These dimensions are comparable to those existing on Pevensey Street, Phelps Street and Bartley Street.

Breaking up the form and organising it into a crescent helps effectively to reduce the bulk of the hotel building when viewed from various angles in the surrounding public domain. The hotel building will appear as a group of individual smaller built forms rather than a continuous mass. The crescent alignment helps to further reduce the perceived bulk of the hotel as it curves the form avoiding planar alignments that can be seen in the same plane.

GMU considers that the proposed built form relates to the footprint adjacent buildings and provides an appropriate response to the 'grain' existing in the neighbourhood. The proposal meets the objectives of the original site-specific DCP controls, in that it

- a) ensures that the location and siting of the proposed hotel/ motel has regard for compatibility with neighbourhood character, and
- b) minimises adverse impact on neighbourhood amenity

Whilst the proposed height increases from 28m to 38m, this is a deliberate departure on the applicable height over a small portion of the site, in order to create a built form marker over the arrival point and ceremonial entry into the site.

Therefore, the proposed hotel is considered to achieve a positive relationship with the site's context and neighbourhood character.

3.2 PRINCIPLE 2: BUILT FORM AND SCALE

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

An appropriate built form for a site and the building's purpose is achieved regard to building alignments, proportions, building type, articulation and the manipulation of building elements. The space between buildings should be of a scale and character that is defined and suited to purpose.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

Comment:

As discussed in the previous chapter, the proposal seeks to amend the original site-specific DCP applicable to the hotel development on the site. A key variation to the original DCP is to increase the maximum building height from 28m to 38m in order to create a prominent and legible 'marker' at the arrival point of the site. The reasons to vary to the maximum building height are meritorious and discussed below in detail.

During the design process, the project team tested a scenario which maintained the maximum building height at 28m (refer to scenario 2 of Figure 19) while creating a 120-room hotel on the site. The disadvantages of this approach became evident for following reasons:

- The substantial building lengths would create a 'wall' effect.
- The overall bulk and scale of the massing were out of scale with the surrounding context.
- The static form lacked variation and visual interest.
- The hotel building lacked presence to the street.

The proposal then evolved to have a 'fine-grained' built form with greater height variation (refer to scenario 3 of Figure 19). The preferred strategy applied a number of techniques to articulate the mass of the hotel and create visual interest to minimise the proposal's potential visual impacts (refer to Figure 22).

The building mass was broken up so that it appears as a group of buildings rather than a single building. The four building components are visually separated, with each maintaining an appropriate scale that responds to the 'grain' found in the surrounding context and connected by circulation corridors to optimise the operational efficiency of the hotel.

The siting of the hotel towards the eastern end allows the tower to stay farther away from the Phelps Street residential area and Cabra Vale Memorial Park so that the hotel's visibility is minimised when viewed from these locations. The visual outcome of the proposal is demonstrated in Figure 23, Figure 24, Figure 25 and Figure 26.

The varying building height from 25m, 28m and 32m to 38m also adds visual interest and individual identity to each building component. Using the original height limit of 28m as a base, the proposal transferred building mass from the 'tail' to the eastern end of the built form which acts as a taller legible marker for the site. The increase of height also allows the main building to achieve a better proportion and mark its slenderness.

Therefore, GMU considers that the proposal meets the principle for built form and scale and also meets the following urban design-related objectives of the LEP height controls to:

- *(b) ensure that the height of buildings complements the streetscape and character of the area in which the buildings are located.*
- *(c) minimise the visual impact, disruption of views, loss of privacy*

and loss of solar access to existing development.

The following page describes the urban design principles applied to the overall built form.

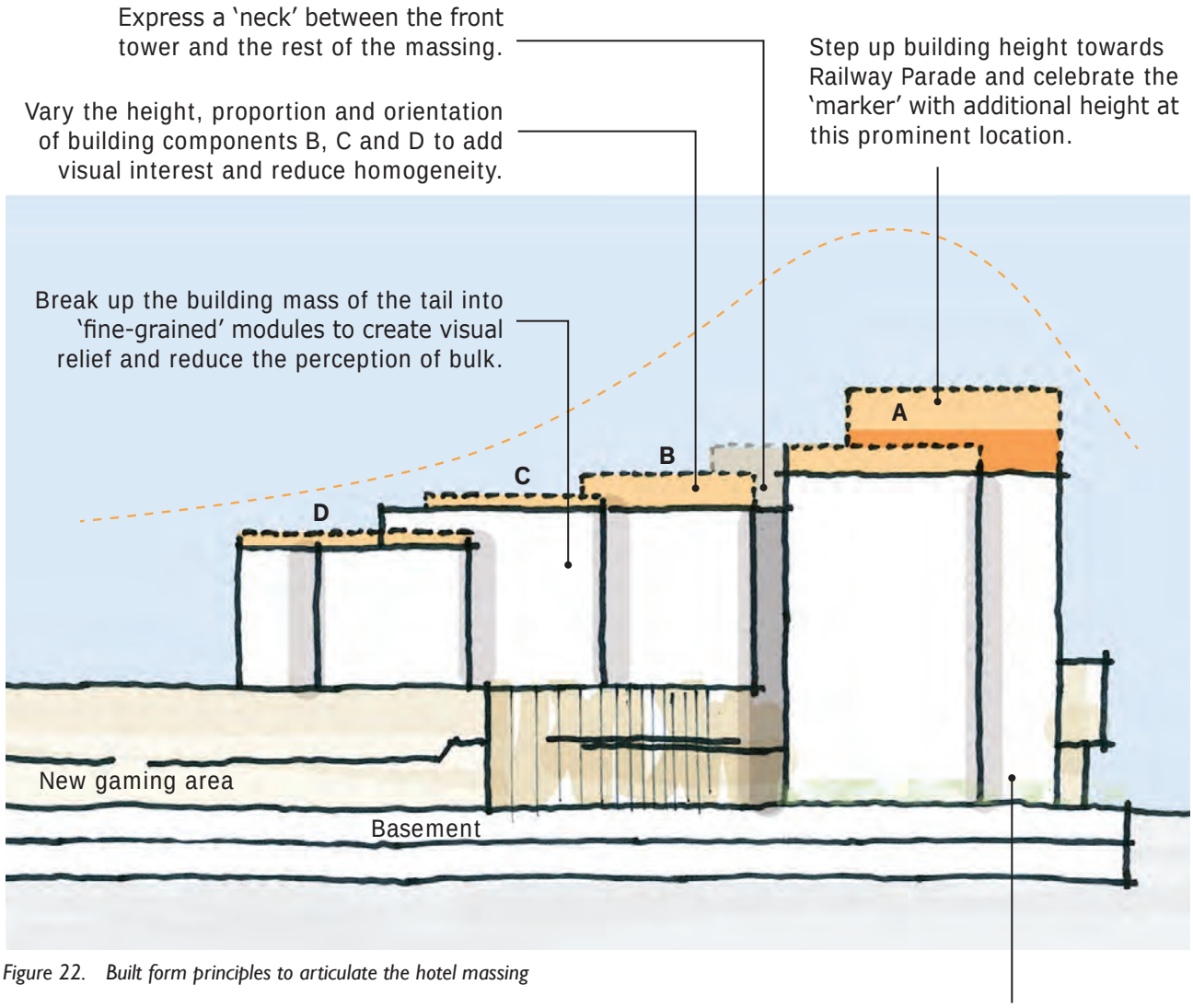


Figure 22. Built form principles to articulate the hotel massing

KEY

Roof articulation zone (no floor space; for plant structures and roof design feature only)

Plant level (screened from public view)

Figure 23. The proposed hotel building will be seen as a built form 'marker' on Railway Parade, view due north from the corner of Railway Parade and Bartley Street (Courtesy of Altis Architecture)

Figure 24. The proposed hotel building will be seen as a built form 'marker' on Railway Parade, view due south from Bareena Street (Courtesy of Altis Architecture)

Figure 25. The proposed hotel building has a low visibility in an open landscape setting, view due north from within Cabra Vale Memorial Park (Courtesy of Altis Architecture)

Figure 26. The proposed hotel building has a low visibility in an open landscape setting, view due east from the western side of Phelps Street (Courtesy of Altis Architecture)

3.3 PRINCIPLE 3: DENSITY

Good design achieves a high level of amenity for residents and each dwelling, resulting in a density appropriate to the site and its context.

Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

Comment:

Density is often reflected by the Floor Space Ratio (FSR) of the development. The objectives of the FSR controls under FLEP 2013 are as follows:

- *(a) to provide an appropriate density of development consistent with the established centres hierarchy.*
- *(b) to ensure building density, bulk and scale make a positive contribution toward the desired built form as identified by the established centres hierarchy.*

As a result of the proposed works, the site will increase the gross floor area (GFA) to reach an FSR of 0.81:1. Although land uses are different, such a level of FSR is consistent with the maximum allowable FSR of 0.8:1 on adjacent residential areas immediately to the north and west, demonstrating that the proposed level of density is appropriate for the site from a contextual point of view.

The upgrades will enable the site to generate up to 503 full time and part-time jobs on sites; all within the district and within close proximity to a public transport node.

As discussed in Chapter 2, South West District residents tend to have longer commute times to access a greater diversity of jobs and only 6% of Greater Sydney's jobs can be accessed by South West District residents within 30 minutes by public transport or private vehicles. Jobs in the South West District are dispersed and public transport options across the District are also limited. Therefore, there are more people driving to work than those using public transport in the District.

The lack of accessible public transport in this part of Western Sydney is a chronic problem and there is no major public transport infrastructure planned to address this issue in the foreseeable future. The District critically needs developments like this proposal to provide accessible jobs for residents within the District.

Being only a 5-minute walk away from Canley Vale Railway Station, the proposal can help reduce car reliance for local residents, promote a 'greener' way of commute and reduce the number of vehicles in the local road network, which are significant environmental benefits. Therefore, GMU considers that the proposal will be an important job generator to support the local economy and community as well as providing valuable facilities and an existing new destination and meeting place for neighbouring residents.

3.4 PRINCIPLE 4: SUSTAINABILITY

Good design combines positive environmental, social and economic outcomes.

Sustainable design includes the use of natural cross ventilation and sunlight for the amenity and livability of residents, as well as passive thermal design for ventilation, heating and cooling. These measures reduce the reliance on technology and operational costs. Additional elements include: recycling and reuse of materials and waste, use of sustainable materials and deep soil zones for groundwater recharge and vegetation.

Comment:

GMU considers that the proposal is able to contribute positively to the three prongs of sustainability including the economic, environmental and social streams.

The proposal includes a 4.5-star hotel that will support and promote growth in the local tourism sector supporting the emerging Cabramatta Town Centre. It is estimated that after the development of the site it will generate 455-503 full time and part time jobs on site. This will be a significant contribution to the local economy.

Within a short distance walk (400m) to Canley Vale Railway Station, the proposal can help reduce car reliance, promote a 'greener' way of commute and the number of vehicles running in the local road network, which are very positive environmental outcomes.

In addition, the proposal will explore the use of co-generation or tri-generation system, on-site renewable energy and a sophisticated electronic lighting and access control system to reduce energy consumption. The construction of the proposal will also target to increase the use of low-impact materials, achieve high levels of construction waste recycling and reduce on-site wastage. Other environment-friendly measures include low-flow water efficient hydraulic fittings and potential use of recycled rainwater.

The Club's strategic direction to reduce the reliance on gaming and to diversify its business to include a variety of entertainment activities such as dining, cinema, hotel accommodation, events and functions will cater for the needs of a wider range of patrons. The inclusion of a greater cross-section of the community to use the Club's facilities is considered to be a positive social outcome for the local area.

Considering the economic, environmental and social benefits of the project, the proposal is believed to meet the principle of sustainability.

3.5 PRINCIPLE 5: LANDSCAPE

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.

Landscape design enhances a development's environmental performance by retaining natural and cultural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks.

Landscape design should optimise usability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long term management.

Comment:

The existing conditions of site will be enhanced by the following landscape works as part of the proposal:

Residential interface treatment
The proposal retains a 3m wide deep soil zone at the common boundary to the north and north-east and provides a combination of native and exotic tree species in the planting zone to provide screening to adjoining residential properties. The selected species - Eumundi Quandong, Native Frangipani and 'Little Gem' Southern Magnolia, are evergreen trees which will grow to 2 to 3 storeys high and are ideal to provide a year-round screening effect for the adjoining properties at No.141 Railway Parade and No.12 Pevensey Street.

The creation of a new service road requires the removal of six trees near the boundary with No.12 Pevensey Street, but a total of 13 new trees will be planted in the same location to maintain an adequate landscape buffer to the property.

A 35m long green wall is also proposed to face neighbouring properties at the alfresco gaming area which is a landscape design feature to enhance the visual quality to the service road space.

Memorial Garden
A Memorial Garden is provided to create an inviting entry, enhancing the arrival experience from Railway Parade and establish an identity for the site. Planting beds are provided to define the boundary line, but they are limited to 1m high to maintain visibility to the Club/hotel entries (refer to Figure 27). Shrub and groundcover species with a variety of form, colours and texture were selected to add visual interest and to soften the hard surfaces used at the entry.

The use of high quality paving materials throughout the Railway Parade entry and the drop-off zone helps to create a pedestrian-friendly environment and reduce the perception of car dominance.

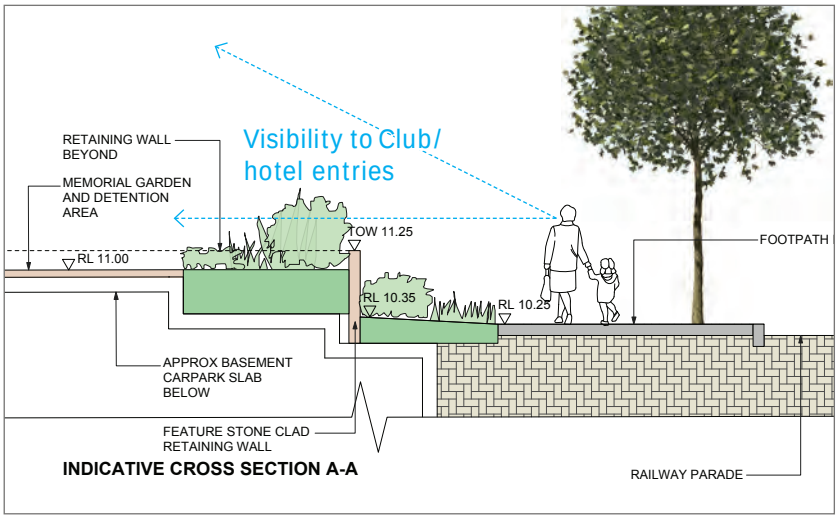


Figure 27. Section - Memorial Garden and Railway Parade public domain (Courtesy of Greenland Design)

Public domain

New street tree plantings (Water Gums) are proposed in the verge of Railway Parade, Bartley and Phelps Streets which will significantly enhance the streetscape character of the locality as street trees are much needed to alleviate the 'hard-edge' conditions of the site, especially on Bartley Street and Railway Parade where there are no existing street trees in the public domain. The proposed street tree planting will improve the quality of the public domain by providing shading to pedestrians and hence improve the surrounding microclimate.

Facade treatment to carpark

The addition of landscape screens with climber plantings to the Phelps Street and Pevensey Street elevations of the multi-storey carpark will alleviate the visual impacts of the existing structure and improve the quality of the streetscape by softening the appearance of the large-scale concrete structure. This will also improve the outlook of the west-facing properties on Phelps Street and the south-facing properties on Pevensey Street.

Based on the above, GMU considers that the proposal will contribute positively to the landscape character and the quality of the local area and, therefore, meet the objective of this principle.

3.6 PRINCIPLE 6: AMENITY

Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident wellbeing.

Good amenity combines appropriate room dimensions access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.

Comment:

As identified in the context analysis in Chapter 2, a number of neighbouring residential properties, especially those located on the western side of Phelps Street and immediately to the north at No.141 Railway Parade will have an interface with the redeveloped the site. The proposed response to the neighbours' amenity such as privacy, outlook and noise is elaborated below.

No.141 Railway Parade - visual privacy
As Figure 28 and Figure 29 show, the proposed building separation to No.141 Railway Parade maintains the amenity of the neighbouring residents. The proposal has a podium containing non-habitable uses facing north to the adjoining properties. The podium is approximately 14m high, equivalent to a 4 to 5-storey built form. For such an interface condition, the Apartment Design Guide (ADG) requires a minimum of 6m setback to the common boundary.

In response, the proposal has provided a setback of approximately 7m from the common boundary to its podium, exceeding the ADG's minimum requirement. The provision of non-habitable uses to this interface also ensures that any visual privacy impacts to the neighbouring residents are minimised.

No.141 Railway Parade - acoustic privacy
To minimise potential impacts to 141 Railway Pde generated from the new site's service road and back of house uses, the proposed building mechanical services, plant and auditorium are encapsulated within the building and will be acoustically treated to ensure that the neighbouring properties will not be adversely impacted by noise.

To manage the potential noise in the new service road, a 2.4m high solid noise barrier has been recommended by the project's acoustic consultant JHA to be erected at the common boundary.

The swimming pool on Level 1 has been setback approximately 15m to the common boundary, which provides a separation of over 20m to No.141 Railway Parade. The swimming pool area is also screened by a services passage and a 3m high parapet. The acoustic assessment report by JHA found that the proposed swimming pool will not cause an unacceptable level of noise to the residential properties.

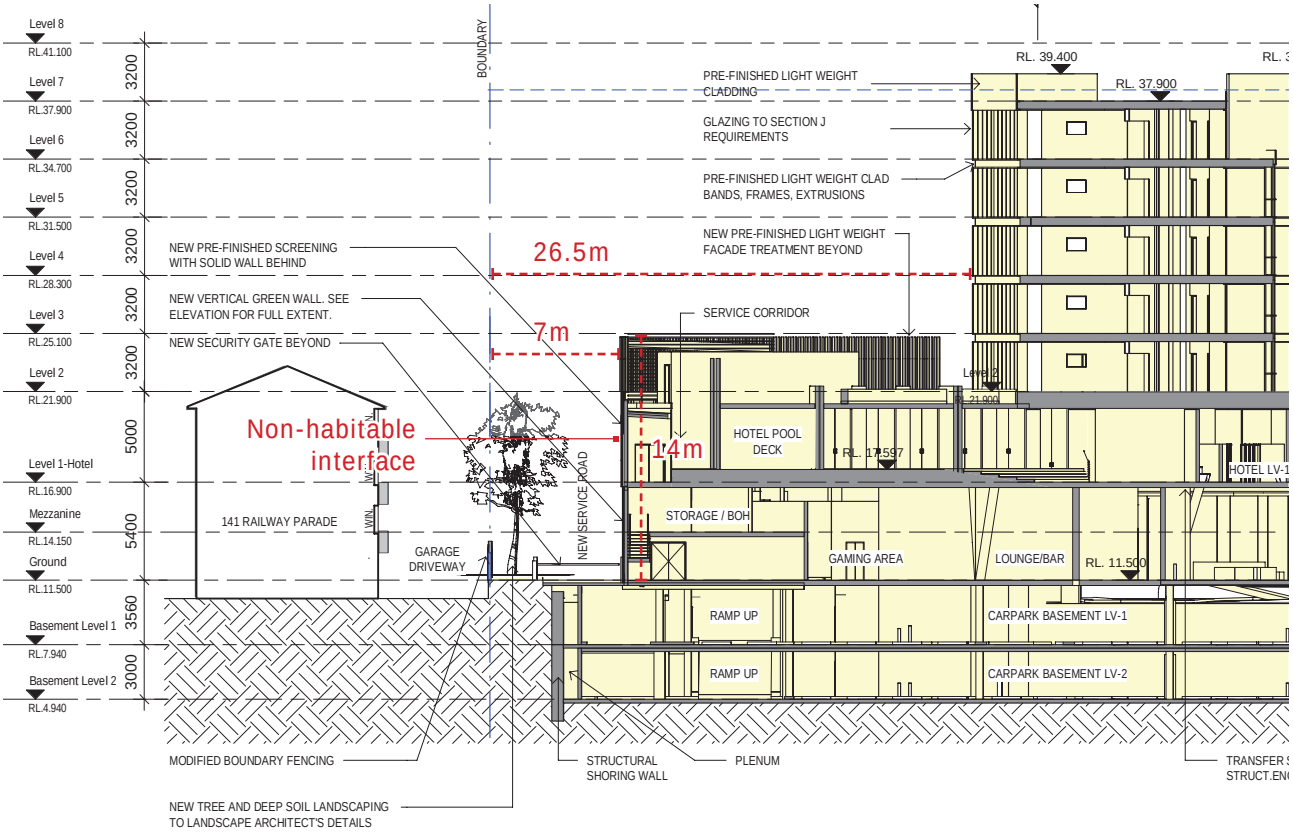


Figure 28. Interface with No.141 Railway Parade (Courtesy of Altis Architecture); dimensions annotated above are approximate

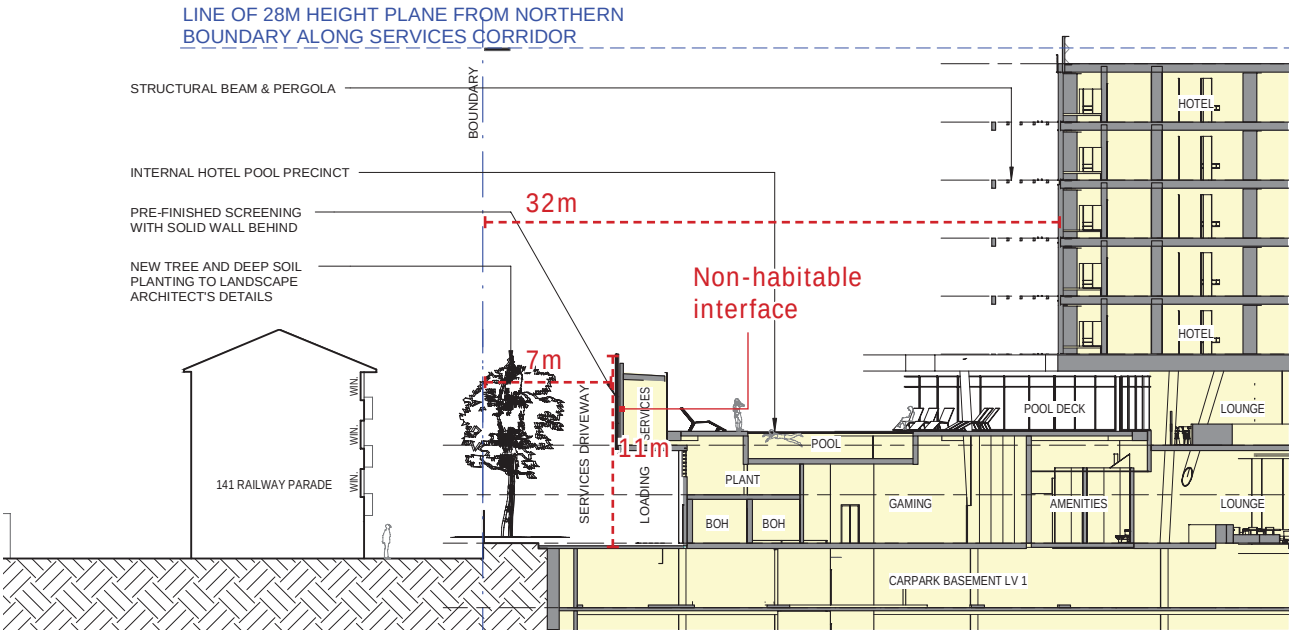


Figure 29. Interface with No.141 Railway Parade (Courtesy of Altis Architecture); dimensions annotated above are approximate

No.141 Railway Parade - outlook
The neighbours at No.141 Railway Parade have windows looking down to the new service road. They also have views to an inactive facade which screens back-of-house uses such as loading, pool plant and house keeping on this interface.
In response, the facade has been treated with high quality exterior materials and architectural details (refer to DA drawing No.2200 By Altis Architecture). This is further elaborated under 'Principle 9 Visual Appearance/Aesthetics'.

The proposal also retained a 3m wide deep soil planting zone along the common boundary to ensure mature planting as a visual buffer. The provision of deep soil ensures that trees in the planting beds are able to reach a mature size to effectively mitigate the potential visual impacts of the new development. The same landscape treatment has been continuously extended along the boundary to the Pevensey Street exit.

No.12 Pevensey Street
Similar to No.141 Railway Parade, a 3m wide deep soil tree planting zone has been provided at the boundary to ensure that the outlook of the residents will not be adversely impacted. A 2.4m high noise barrier erected at the boundary will make sure that the use of the service road does not cause unacceptable level of noise to the residents.

Phelps Street and Pevensey Street properties in general
The existing residential properties on the western side of Phelps Street and the northern side of Pevensey Street will be benefited from the redevelopment project to enjoy an improved outlook. The proposed facade treatment on the existing multi-storey carpark will improve the visual appearance of the structure by adding landscape climbers and screening to the carpark's Phelps Street and Pevensey Street elevations.

The outlook of existing residential properties facing the south-western corner of the site will also be improved as the existing on-grade carpark and the boundary wall are to be replaced by the new Bowling Greens. The residents will enjoy views of a large, open and active green space rather than a large asphalt car park wrapped by a solid wall (refer to Figure 30). The new bowling facilities will also sleeve existing back-of-house uses to minimise their visual impact.

Figure 30. Artist's impression - Phelps Street view to the Bowling Club and Greens (Courtesy of Altis Architecture)

3.7 PRINCIPLE 7: SAFETY

Good design optimises safety and security within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.

A positive relationship between public and private spaces is achieved through clearly defined secure access points, well-lit and visible areas that are easily maintained and appropriate to the location and purpose.

Comment:

The discussion of safety from an urban design perspective focuses on the following aspects:

- Activation of the public domain interface
- Passive surveillance to the public domain
- Minimisation of pedestrian-vehicle conflicts

The site's existing street frontages are predominantly defined by the existing building line, fences and boundary walls. However, many of these edges are not activated and provide little visual interaction between the public domain and the site's internal space. Existing level of activation of the street frontage is mapped out in Figure 31.

The proposal will significantly improve the level of activation to the surrounding public domain with the following design responses:

- Hotel admin/offices are provided at the north-eastern corner with windows overlooking Railway Parade.
- A legible primary entry to the Club/hotel is created off Railway Parade and it is easily identifiable from the public domain.
- Alfresco terraces are provided to overlook Bartley Street.
- A Memorial Garden is provided at the site entry with seating and lingering space for visitors. Planting beds were designed to define the boundary line but are limited to 1m high to maintain visibility to the Club/hotel entries.
- Seating and resting areas are provided along the edges of the Bowling Greens to overlook Phelps Street. The level of the playing field is raised to approximately 1m above the footpath level to define the private domain while maintaining the visibility from/to the public domain.
- Clear glazing is used to maximise visibility of the internal uses as well as to allow for passive surveillance to the public domain.
- Multiple pedestrian entry points are created at the site boundary, especially from Railway Parade and Bartley Street which are the site's primary street frontages.
- Blank wall surfaces of the planting beds at the boundary are limited to no more than 1m high from the footpath level and these surfaces are softened by landscape planting.
- Where inactive edge conditions are unavoidable, the length of these edges is minimised and discontinued to reduce any possibility of being dominant.

Figure 31. Existing street frontage activation

Figure 32. Potential future street frontage activation

- Architectural details and interest are applied to the facade of the existing carpark structure to reduce its visual impacts on the public domain.

When considering the edge conditions of the site, GMU referred to the categories below, which provide a scale to assess the level of activation to street frontages:

- Grade A - good activation with activities spilled over to the public domain such as outdoor dining and seating with continuous shopfront or high visibility to/from the street and frequent pedestrian entries; facade treated with attractive architectural details and high quality materials;
- Grade B - some activation with window display, standard details and materials but has low visibility to/from the street
- Grade C - inactive interface treated with architectural details and high quality materials
- Grade D - no activation; blank facade with little architectural details

As demonstrated in Figure 32, the proposal will significantly improve the level of street activation and as a result create a greater sense of safety for the local area. GMU considers that the proposal will positively contribute to the safety of the locality, provide significant improvements from its existing conditions and meets the objectives of this principle.

Figure 33. The proposed activation of the Railway Parade interface (Courtesy of Altis Architecture)

3.8 PRINCIPLE 8: SOCIAL INTERACTION

Well-designed developments respond to social context by providing housing and facilities to suit the existing and future social mix.

Good design involves practical and flexible features, including different types of communal open space for a broad demographic range and provide opportunities for social interaction.

Good design allows for dwellings to be adaptable and people to live in a dwelling through different stages of life by accommodating various household types.

Comment:

The proposed hotel development and club expansion seek to reduce the Club's reliance on gaming and to diversify its business to include additional entertainment and hospitality services such as dining, karaoke, events and functions, cinema and hotel accommodation on the site. This shift in the business direction will allow the Club to attract a wider spectrum of patrons and potentially bring in a greater variety of community members, which may include families with children, businessmen, couples of all ages and retirees to visit the local area.

Throughout the development, the proposal has created a number of large and small formal or informal gathering spaces where patrons and Club/hotel workers can interact. These spaces include:

- On the ground level - the Memorial Garden, the drop-off zone, the hotel foyer, the cafe and Alfresco terrace, lounge areas, Bar and BBQ facility and seating around the edges of the Bowling Greens
- On the first level - function terrace, bar lounge, lobby (connected to carpark), smoking terrace, upper foyer and the terrace overlooking the Bowling Greens.
- Above podium level - pool facilities, outdoors bar and recreational open space.
- Within the hotel - generous lobby and lounge areas on each level.

The proposal also maintains the provision of the lawn bowling facility within the site, which would retain existing patrons and is expected to attract new patrons with the expansion. The Bowling Greens are equipped with Bar and BBQ facility for group gatherings. Seating is also generously provided around the edges of the facility to cater for small groups.

It is considered that the proposal will provided state of the art facilities to promote and cater for social interaction within the site and to service the local community. It is considered that the proposed works will significantly improve opportunities for social interaction from the existing site conditions. Therefore, the proposal meets the objectives of this principle.

3.9 PRINCIPLE 9: VISUAL APPEARANCE / AESTHETICS

Good design achieves a built form which exhibits good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.

The visual appearance of a well-designed development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.

Comment:

The selection of materials attempts to merge the functional aspects of the environmental performance of the facade with high quality contemporary materials to express the unique design aesthetics of the proposal and the site.

The selected materials and finishes (refer to Figure 34) are presented in a contemporary expression to optimise the proposal's visual quality presented to the neighbourhood and maintain a consistent language throughout. The selected materials mix a rich variety of colours and finishes to add visual interest, but also to ensure that each component of the design, such as the hotel building, the podium, the new Bowling Greens, is able to expresses their individuality. The proposed facade treatment is also able to integrate the existing club building seamlessly with the new works so that the development looks consistent as a whole.

The extensive use of clear glazing, pre-finished light weight cladding and pre-finished extrusions and frames to the hotel building form the key expression of the development. The use of clear glazing is carried through to the podium and the street-level interface of the development. In the lower levels, the facade is enhanced with decorative blade panels and screening with a variety of finishes. The use of decorative screening elements helps establish a vertical rhythm on the street edges and create an interesting urban experience for pedestrians.

Along the service road where the proposed development has an inactive interface with No. 141 Railway Parade to the north, the proposal uses high-quality cladding with alternating tones as well as a large green wall to add visual interest to the surface. These design responses ensure that there will be no adverse visual impact on the neighbouring properties.

Throughout the development, the use of paint render finish is restricted to very limited surfaces, such as the low planting bed along Bartley Street and part of Phelps Street. These surfaces are softened by the landscape planting along the street frontages.

Based on the above, the proposal will present a contemporary and dynamic expression which will freshen the entire site, not only the new additions to the Club.

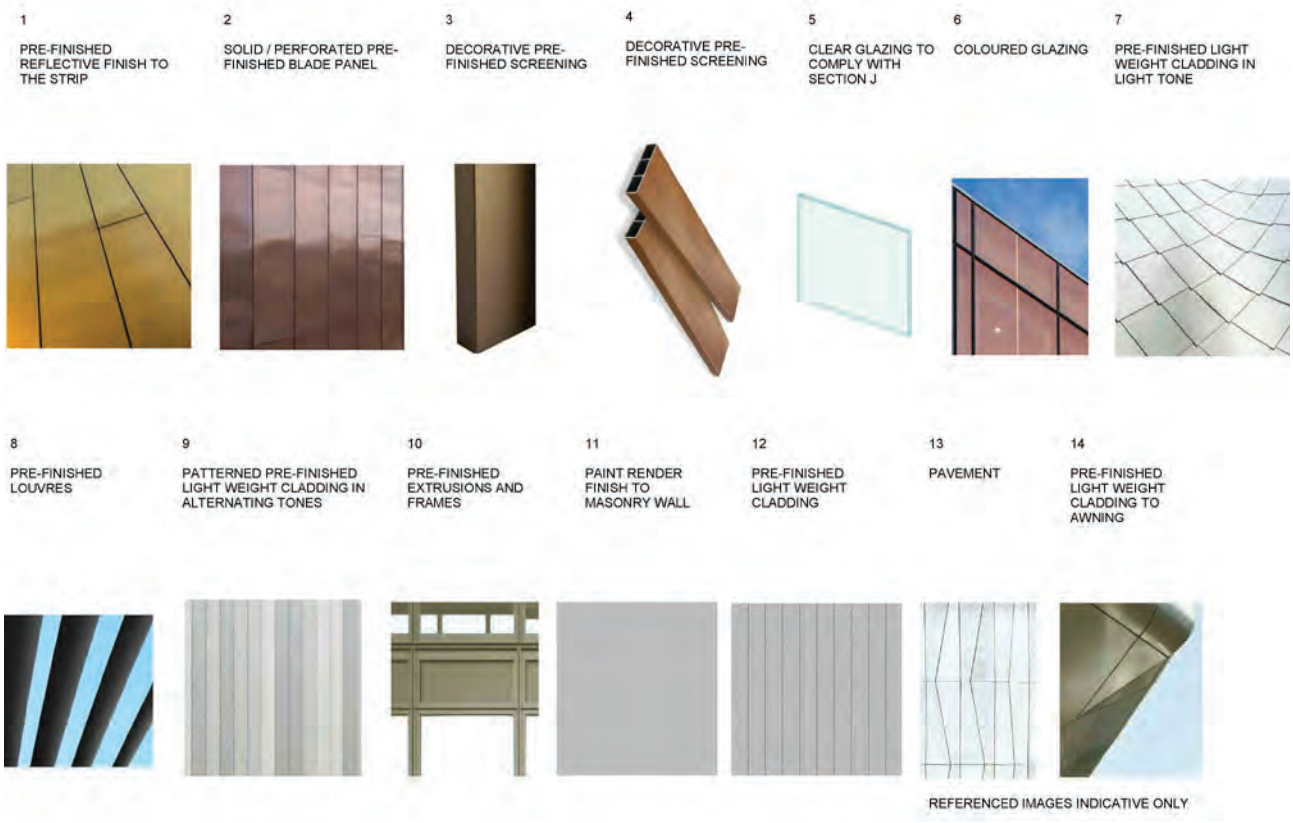


Figure 34. Material palette (Courtesy of Altis Architecture)

4. CONCLUSION AND RECOMMENDATIONS

4.1 CONCLUSION AND RECOMMENDATIONS

The review of the context and the proposal by GMU shows that the development for the development at No.1 Bartley Street, Canley Vale achieves an appropriate response to the surrounding existing and future context in terms of built form, open space, amenity and streetscape character. The proximity to a railway station makes the site particularly suitable for providing much needed accessible jobs for residents in the South West District.

It is GMU's opinion that the proposal satisfies the objectives of the existing controls and will achieve an appropriate built form outcome. The proposal provides a well-considered built form that responds sensitively to the scale of the existing residential neighbourhood to the north on Railway Parade and to the west on Phelps Street. The proposal also enhances the streetscape character and improves the activation of Railway Parade, Bartley Street and Phelps Street.

By varying the DCP's maximum height limit applicable to the site, the proposal provides a more legible 'marker' on Railway Parade while maintaining a low visibility for the hotel when viewed from Cabra Vale Memorial Park and Phelps Street developments. Therefore, the potential visual impact of the proposal is minimal from these vantage points.

The proposal is able to meet the objectives of the original site-specific DCP and deliver an outcome superior to that intended by the original DCP. The proposal's positive outcomes include:

- Maintaining a sensitive contextual fit with the surrounding residential neighbourhood
- Minimising visual impacts on adjacent public open space and residential properties
- Creating a built form marker to enhance the legibility for the local area
- Providing accessible jobs close to public transport
- Providing in-demand hospitality facilities to support the local tourism economy
- Minimising potential amenity impacts on adjoining residential properties
- Enhancing the streetscape and improving the quality of the surrounding public domain
- Creating a safer and more interesting public domain
- Promoting social interaction by creating a local destination to cater for a wider spectrum of the community

Overall, the proposal is a well-considered hotel/club development that will bring significant economic benefits and deliver a great place to work, relax and meet for the local residents and wider community. Therefore, it is GMU's recommendation that the proposal be considered for approval.

END OF DOCUMENT

GMU
Urban Design & Architecture

Project	URBAN DESIGN REPORT
	CABRA VALE DIGGERS CLUB REDEVELOPMENT
Prepared for	CABRA VALE DIGGERS CLUB
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Date issued	13 / 10 / 2017