

# 2-36 CHURCH STREET LIDCOMBE

## PLANNING PROPOSAL DESIGN REPORT

REPORT BY PLUS ARCHITECTURE  
10/06/2020

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Prepared for Cumberland Council  
June 2020



Plus Architecture Sydney Pty Ltd  
Nominated Architect: Amit Julka/10002



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The site of 2-36 Church St, Lidcombe is currently empty land entirely owned by the NSW Land and Housing Corporation and the redevelopment of this is part of the NSW Government Communities Plus Program. This program aims to deliver new communities where there is a mix of social housing blending with private housing, communities with good access to public transport and employment as well as ensuring improved community facilities and open spaces. The program aims to leverage the capacity and expertise of private and non government sectors.

In February of 2019, Billbergia was the successful proponent selected to develop this site.

Billbergia is committed to providing quality community infrastructure through a voluntary planning agreement with the Cumberland Council.

This is an opportunity for the development of 2-36 Church Street, Lidcombe to provide an inclusive, integrated community comprising of private dwellings and social housing, open spaces and improved community infrastructure.

This planning design report outlines the proposal for a mixed use residential development site at 2-36 Church St, Lidcombe and supports the planning application by Billbergia.

The site, located on the northern interface at the rail corridor that feeds Lidcombe Station, comprises an area of 10,133m<sup>2</sup>. It occupies a highly prominent position with close proximity to infrastructure, services and amenities.

Taking into consideration the significant uplift in urban density marked for the Lidcombe town centre, any development on the site has the potential to read naturally as an extension to this future urban context, stepping down from west to east transitioning to the local context.

**POSITIVE CONTRIBUTIONS TO THE COMMUNITY INCLUDE:**

- Contributions for the upgrade of surrounding infrastructure
- Power lines on Church St to go underground
- A childcare facility to support the growing community
- Increasing stock for social housing

**SITE MODIFICATION TO PLANNING CONTROLS**

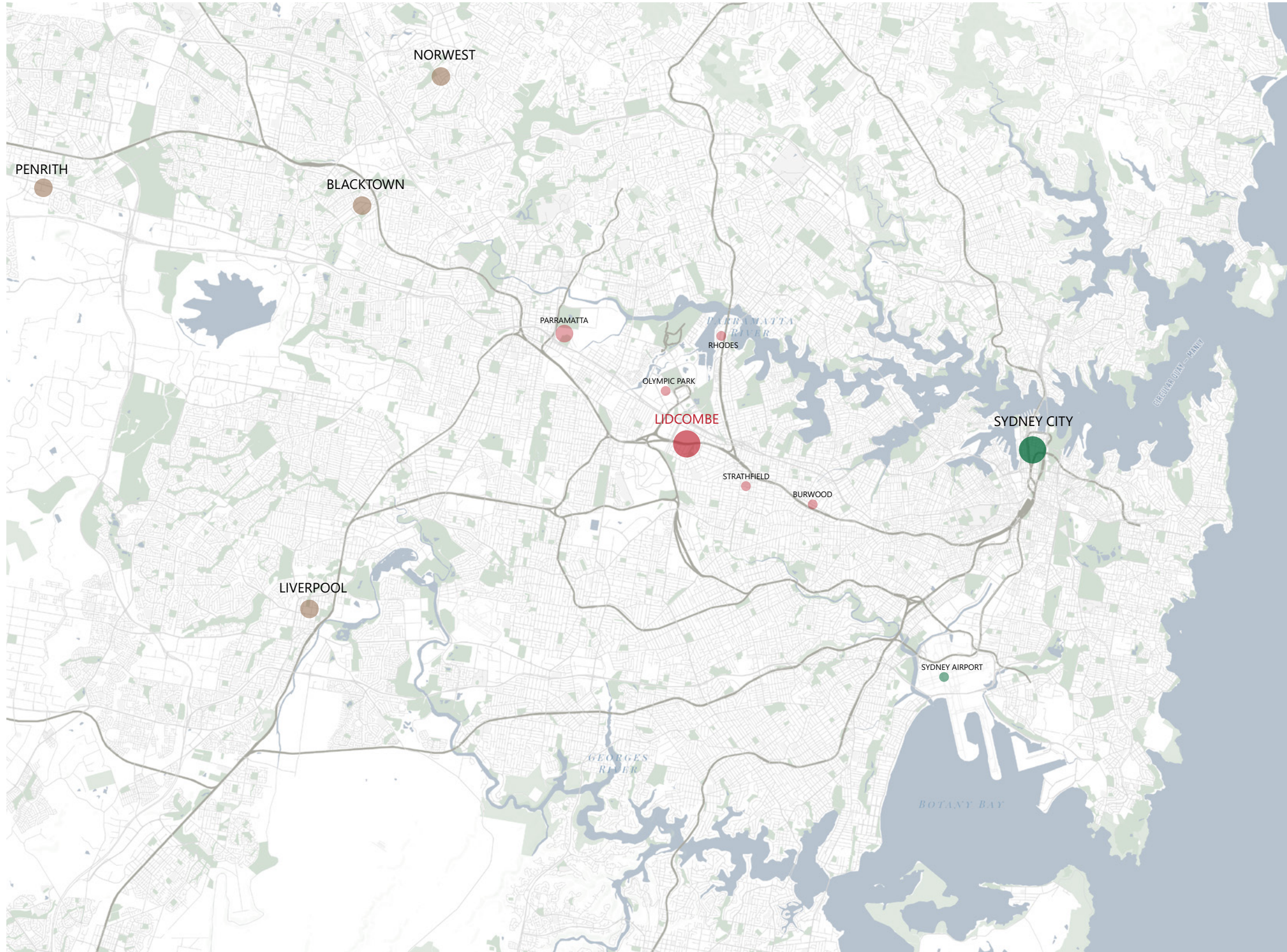
- Increasing height limits for some of the proposed buildings as a transition to the taller town centre
- Increasing the FSR from 2.1: to 1 (site-wide) to 3.2:1
- Increasing the GFA permitted on site from 21279m<sup>2</sup> to 32425m<sup>2</sup>

# 01

## PRECINCT ANALYSIS



# 01 PRECINCT ANALYSIS METROPOLITAN CONTEXT

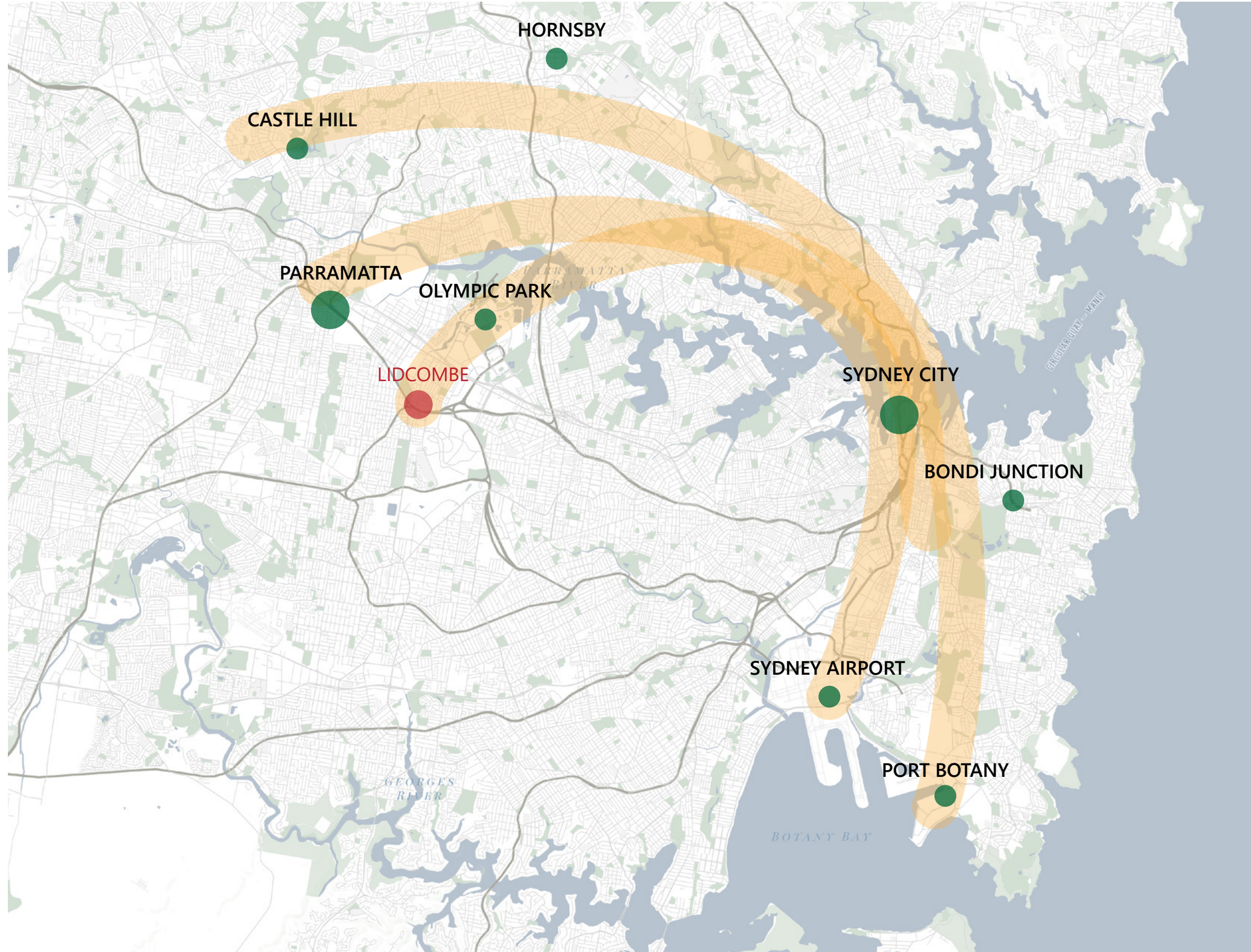


The site in Lidcombe is located within the local government areas of Cumberland Council and that of the city of Parramatta.

The site itself has close proximity to three town centres: Parramatta Metropolitan City, Sydney Olympic Park Strategic Centre and the North Lidcombe Local Centre.

The suburb of Lidcombe is approximately 18km from the Sydney CBD.





The Global Economic Corridor is of economic significance for Sydney and Australia as Sydney's knowledge jobs are heavily concentrated within this Global economic Corridor. This corridor generates 41% of the NSW Gross State Product.

This corridor extends from Port Botany and Sydney Airport to the South and extends via north Sydney to Macquarie Park to Parramatta and all the way west to Norwest Business Park.

Lidcombe sits on the edge of the middle band that stretches from Macquarie Park down to Sydney Olympic Park. Lidcombe sits strategically due to its proximity and rail connections to Sydney Olympic Park and thus the rest of the Global Economic Corridor.



# 01 PRECINCT ANALYSIS REGIONAL CONTEXT



Lidcombe is situated approximately 8km east of Parramatta CBD and 18km west of the Sydney CBD. With frequent train connections to both CBDs as well as close proximity to the future Sydney Olympic Park Light Rail station connecting to Stage 2 of the Parramatta Light Rail system, Lidcombe is ideally situated to support the increasing demand for varied housing stock as well as support the growth of business and commercial assets.

Equally, Lidcombe's status as a regional town centre with strong transport linkages allow for the opportunity to promote an on-going macro-level strategy for the greater Sydney region with respect to limiting the extent of urban sprawl by increasing the density of urban land stock that is sited within the bounds of existing town centres and infrastructure.

Some of the Urban Planning Principles for Lidcombe taken from the draft Auburn and Lidcombe Town Centre Strategy are listed below:

- Transition building heights within the town centre to the surrounding areas
- Generate a built form that is responsive to its context
- Increase the permitted heights for reasons including provision of a varied skyline emphasising the role of the city centre
- Encourage the precincts north and south of the rail line to continue to evolve with a different character.

## LEGEND

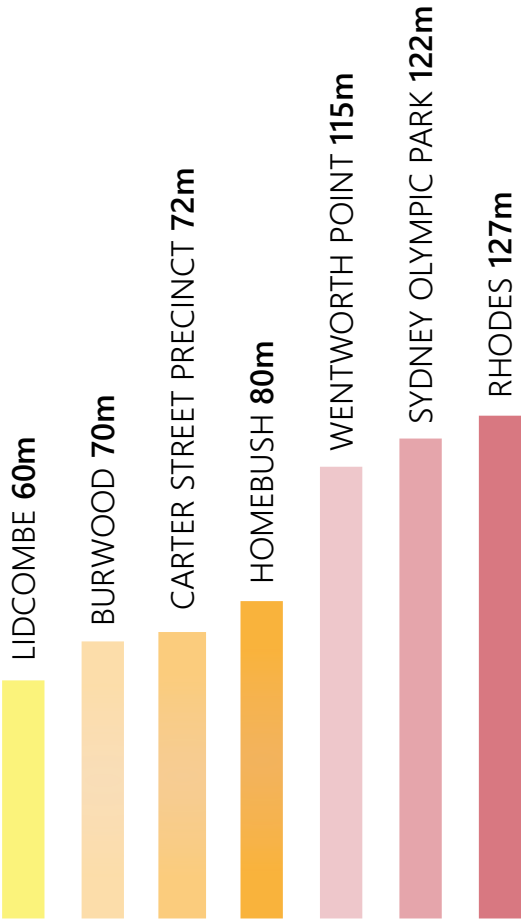
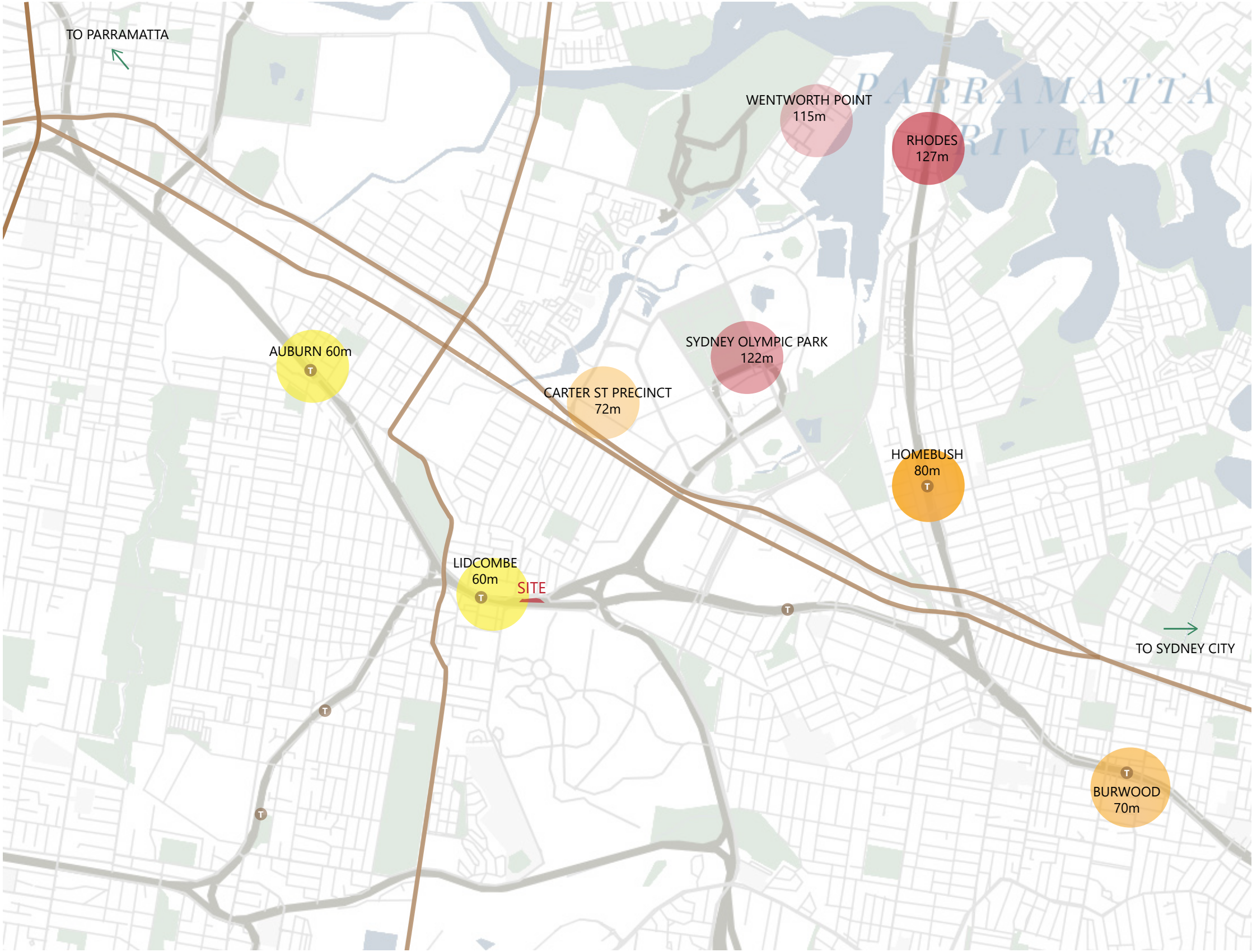
- Railway
- T Train Station



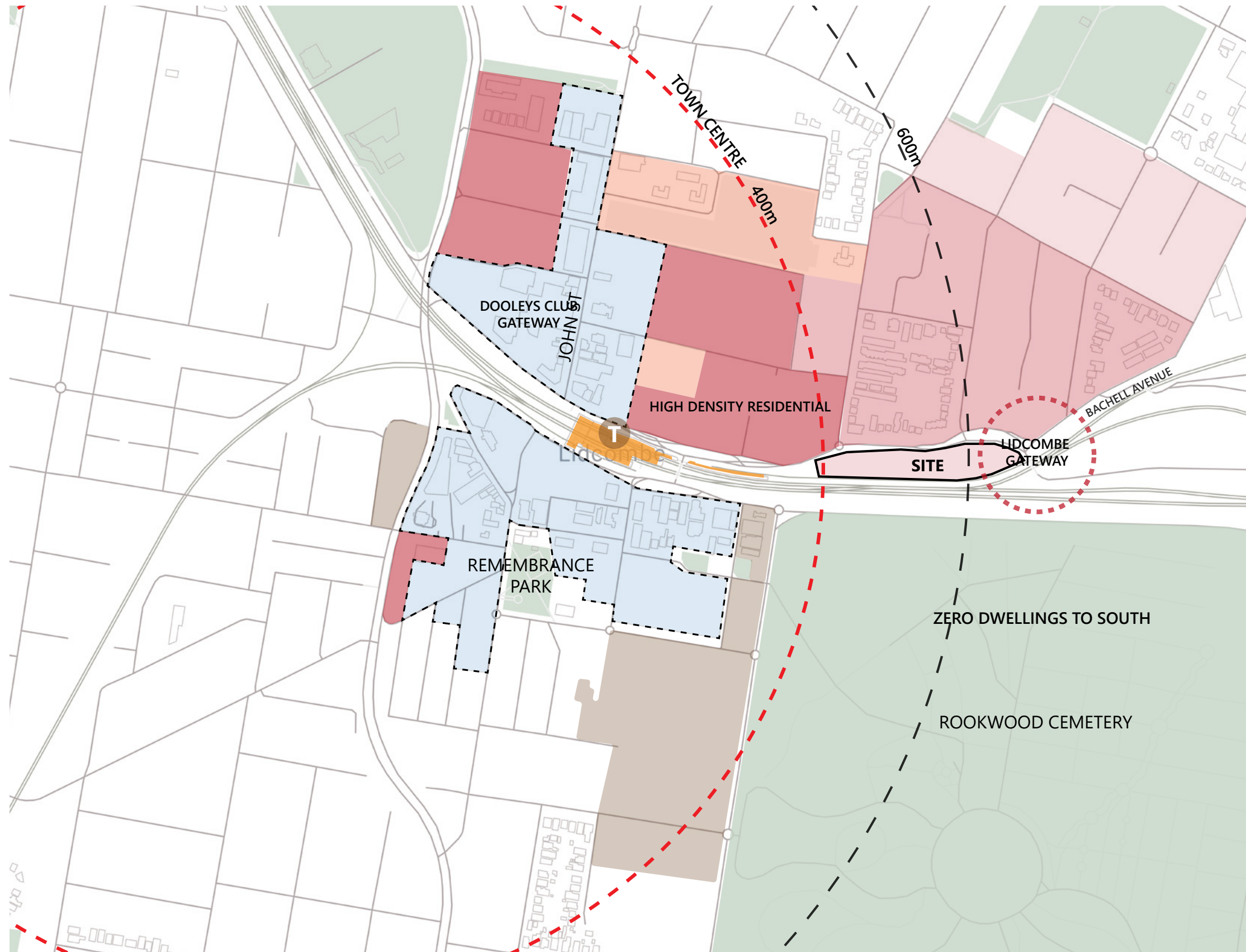
01 PRECINCT ANALYSIS

# LOCAL HEIGHT ANALYSIS

The Lidcombe Town Centre recommends heights up to 60m. In contrast, the surrounding town centres propose heights of up to almost double.
















The North Lidcombe town centre is within 400m of the site with the Lidcombe Train Station 350m east of the site. The retail strip of John Street provides amenities within 300m to the north west of the site. Immediately to the south is the railway corridor and beyond that is the Rookwood cemetery. East of the site is a light industrial area.

The suburban low-medium density housing to the north of the site encourages the built form to be sensitive in scale through architectural features, and to integrate improved amenity through ground level green space and pedestrian connectivity.

The provision of a new and varied housing stock within 30 minutes of the local centre will contribute to increased accessibility and productivity of resident worker populations. Included in this is also the delivery of much needed social housing.

## LEGEND

-  Railway
-  Train Station
-  Mixed Use
-  Education Facilities
-  Light Industrial
-  Park/ Open Space
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential





LIDCOMBE TRAIN STATION



LIDCOMBE PUBLIC SCHOOL



JOHN STREET



LIDCOMBE INDUSTRIAL AREA



LIDCOMBE REMEMBRANCE PARK



ROOKWOOD CEMETERY



# 02

## SITE ANALYSIS



#### ARTERIAL ROAD CONNECTIONS

There are 3 main arterial roads bounding the site.

East of the site is the A3 motorway connecting Mona Vale to the north to Princes Highway at Blakehurst to the south.

To the west is the A6 motorway which connects Cumberland highway at Carlingford to Princes Highway at Heathcote.

The M4 western motorway is to the north of the site.

#### PUBLIC TRANSPORT CONNECTIONS

Lidcombe train Station is considered a major train station with services and connections allowing it to be serviced by 4 different lines - T1 Western line, T2 Inner West line, T3 Bankstown line and T7 Olympic line. The station is 350m east of the site.

4 bus stops are located within 5 minutes of the site.



5 mins  
Train Station - Walking Distance



7 mins  
Library - Walking Distance



10 mins  
Phillips Park - Walking Distance



25 mins  
Shopping Centre - Walking Distance





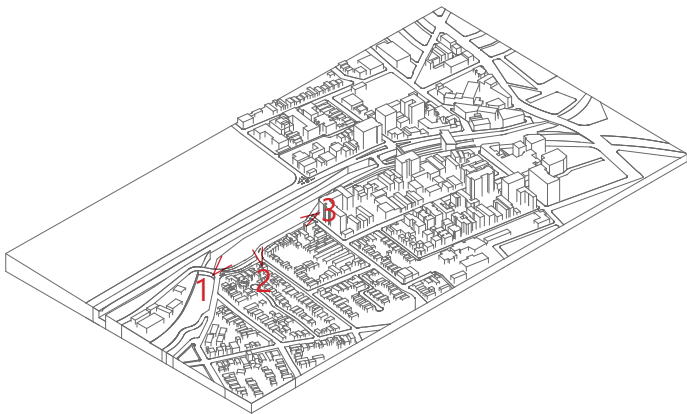
1 View from North East of the site



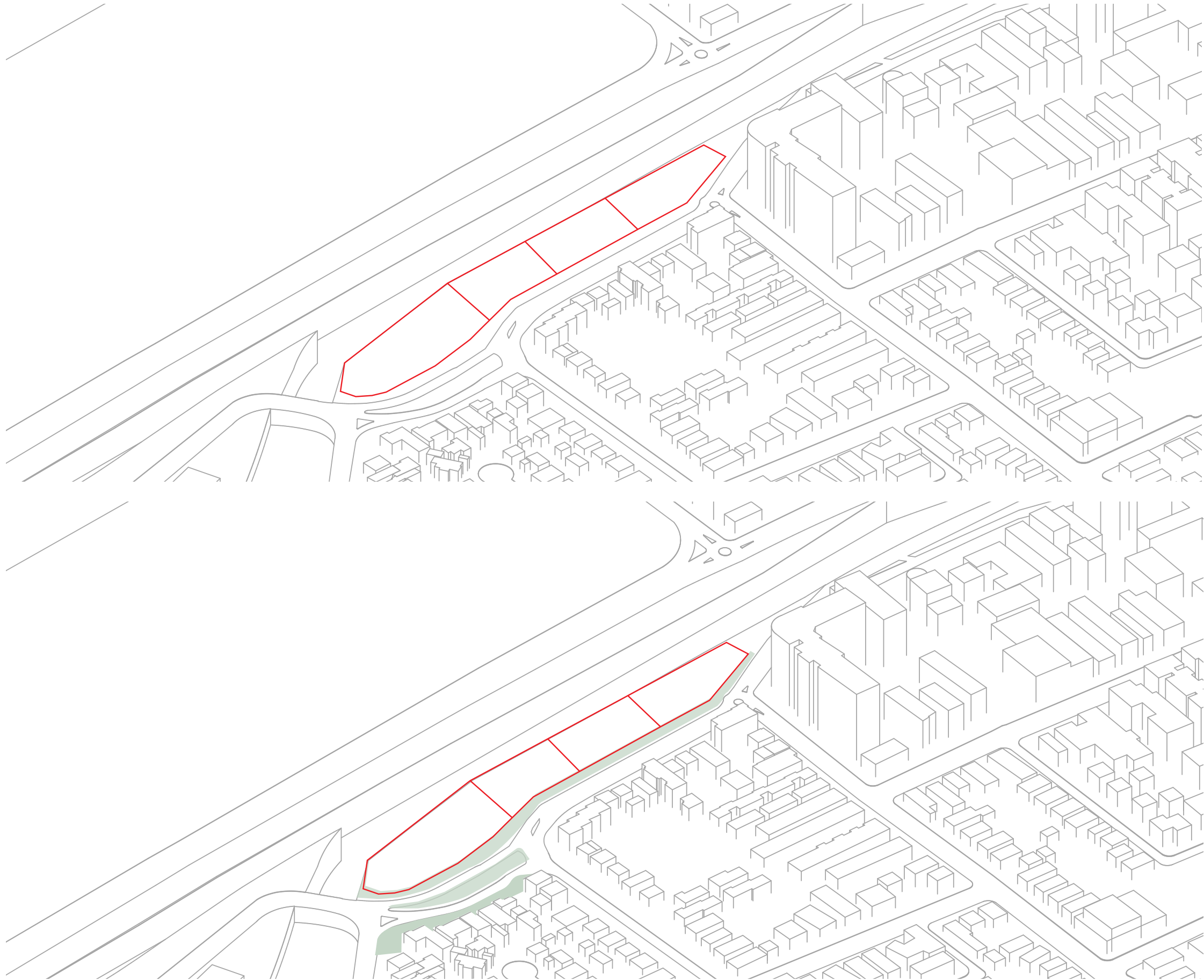
2 Church Street, the North of the site



3 Church Street, North West end of the site







**EXISTING SITE**

The site is an irregular shape with an area of 10,133m<sup>2</sup>.

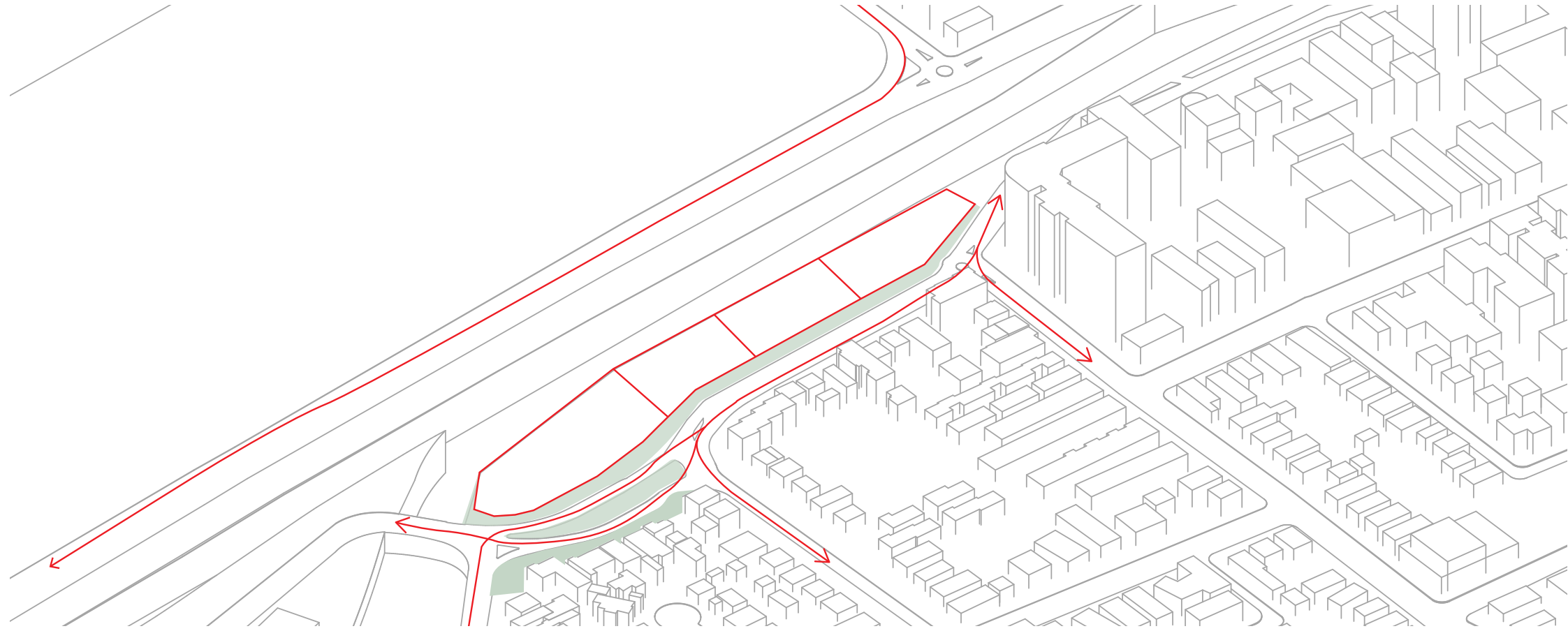
There are 18 individual site lots with a street frontage and road access directly onto Church St measuring at approximately 273m.

The site has various depths with a minimum width of 17m at the eastern end and 43m at the western end.

**GREEN SPACE**

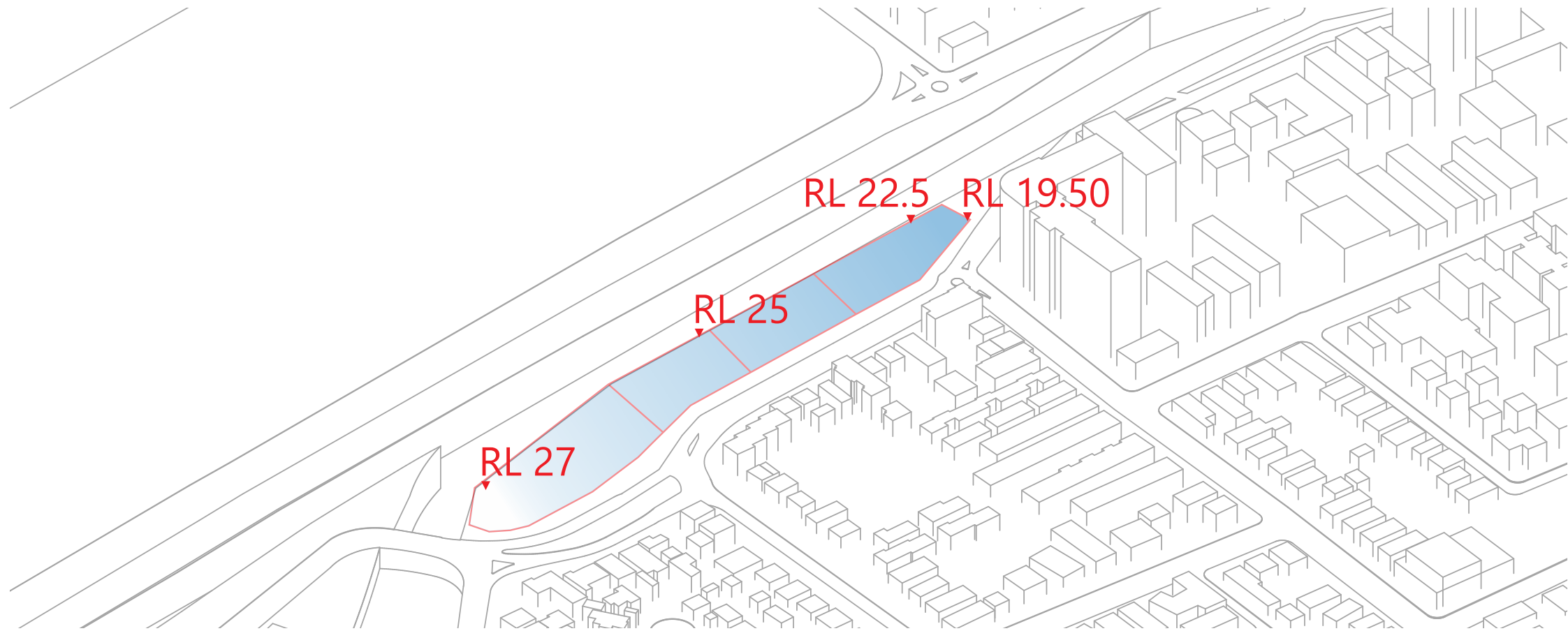
These zones which comprise portions of the development site as well as public landscape, when taken as a whole provide an important landscape buffer that serves to soften the built form, particularly when viewed from street level.





**ROAD STRUCTURE**

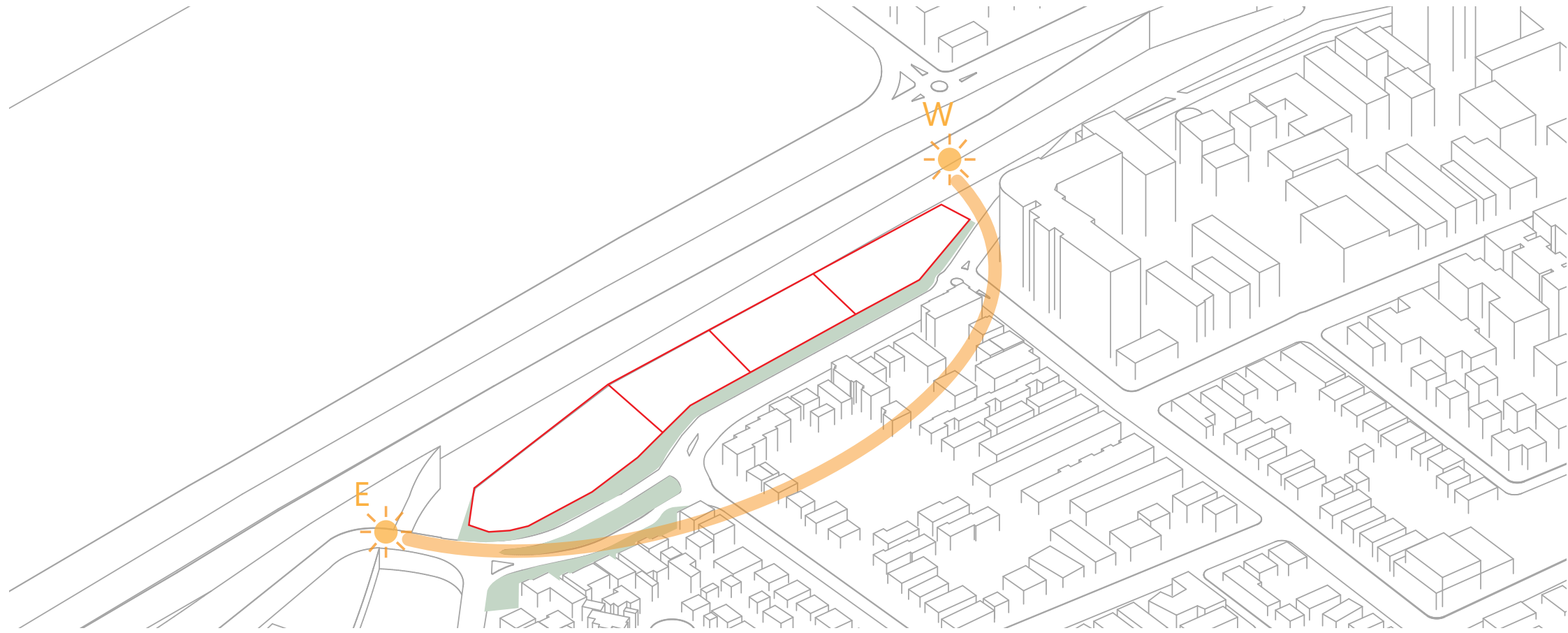
With multiple streets coming off Parramatta Rd and leading to Church St, this location could be seen as a clear gateway into the town centre.



**SITE LEVELS**

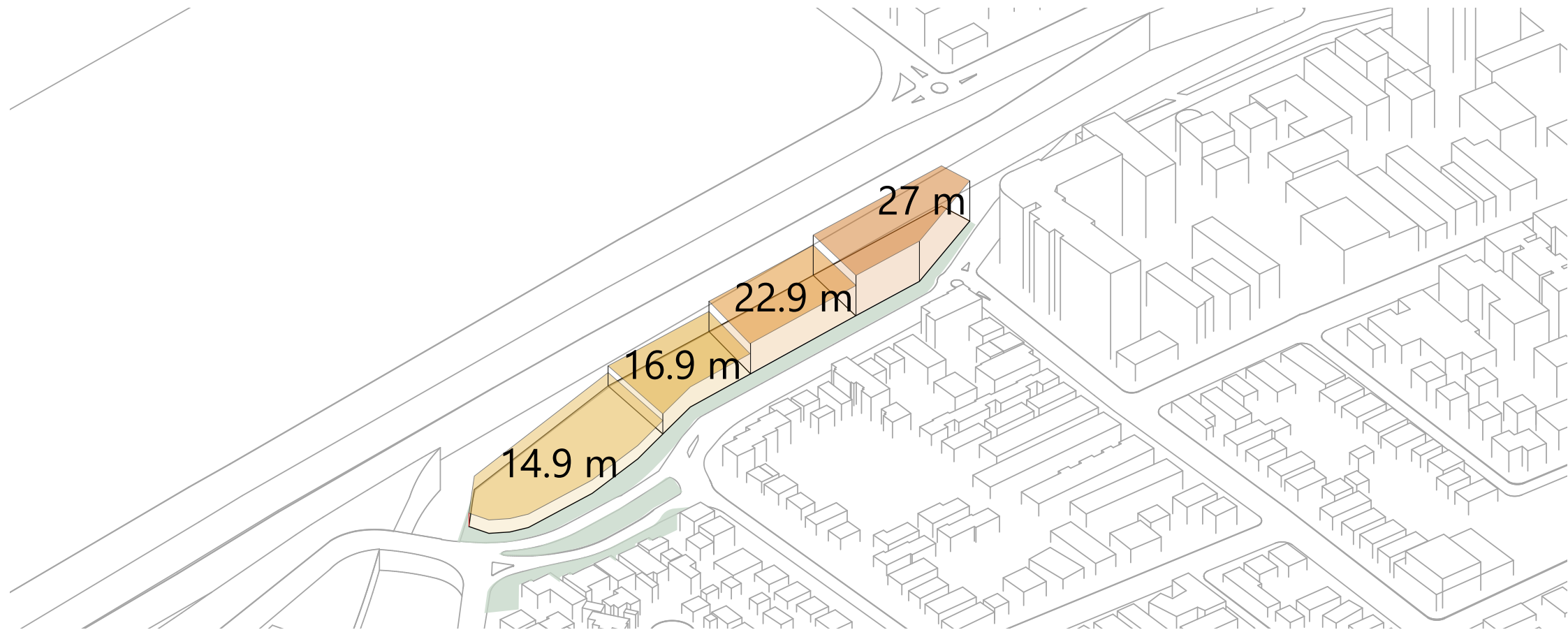
The site falls 8m across the length of the site, with varying steepness at different sections





### SOLAR ACCESS

The site has a favourable orientation receiving the northern sun across the length of the whole site. With the train line immediately to the south and no immediate neighbours, no built form is casting any significant shadows on the site. Any shadows cast at 12pm during winter are cast over the railway and cemetery.



### LEP HEIGHTS

Current LEP controls suggests a stepping of the site in regards to both height and FSR which is in line with the future vision of a stepped built form moving away from Lidcombe Town Centre.





# 03

## PROPOSED DEVELOPMENT

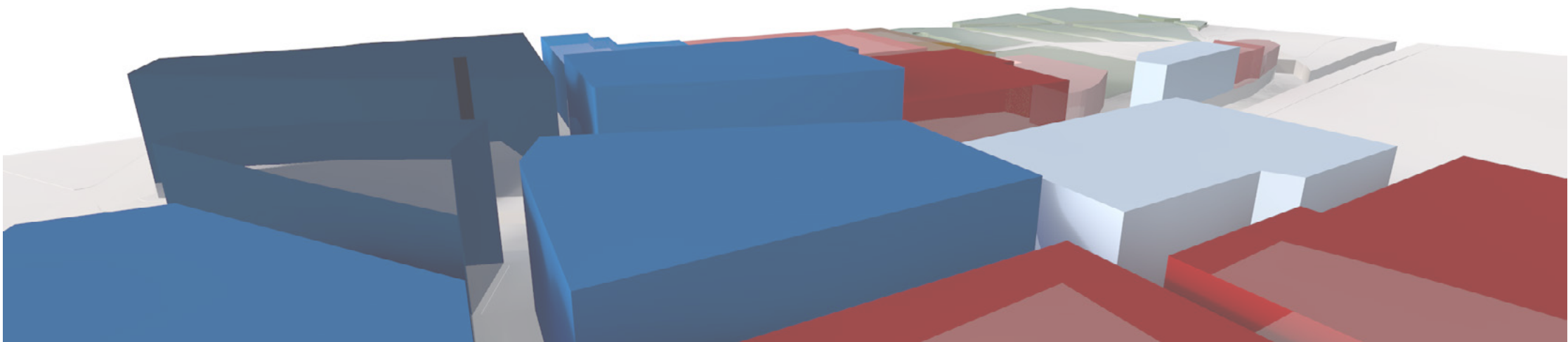
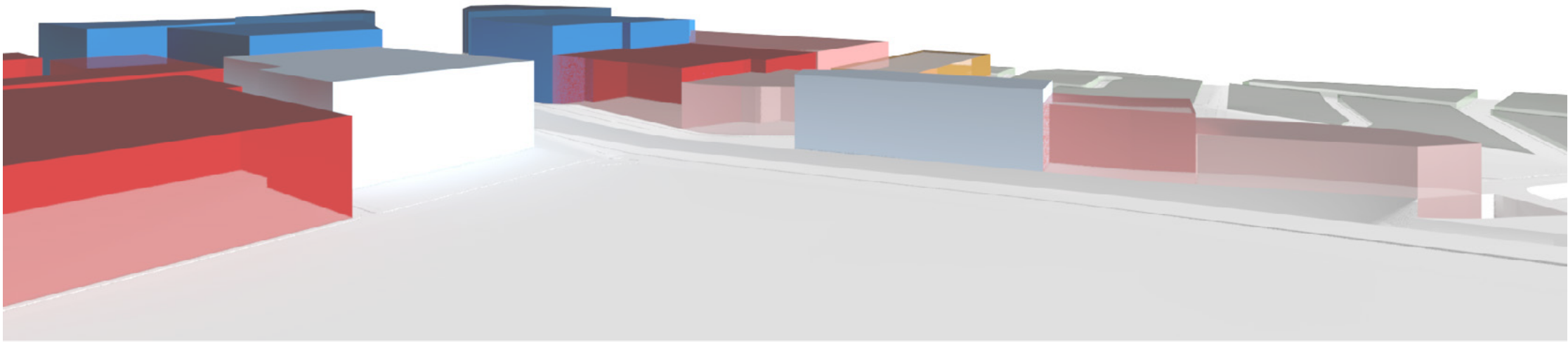
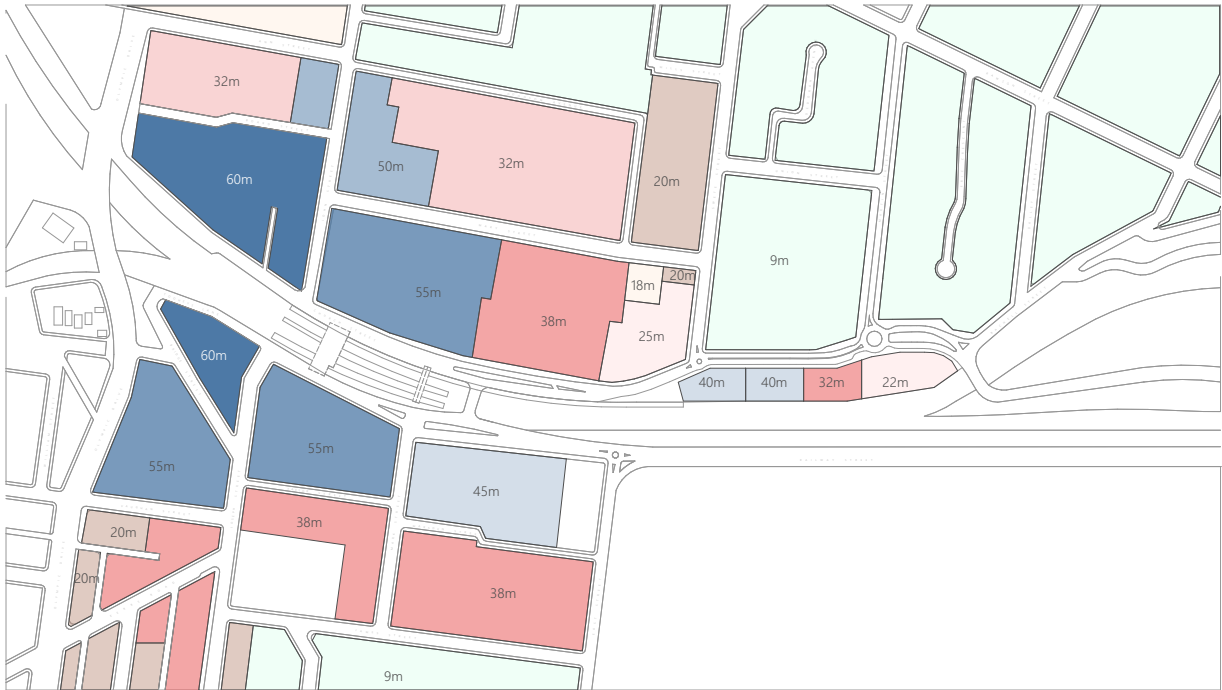
03 PROPOSED DEVELOPMENT

# LOCAL CONTEXT PROPOSED HEIGHT

The future context of the Lidcombe Town Centre envisions buildings up to 60 metres in height and FSRs up to 5:1.

With this context in mind, the proposal for this site and its close proximity to the town centre is sympathetic with the vision for the future of Lidcombe Town Centre.

The plan is extracted from the proposed Lidcombe Town Centre Plan with aerial views showing the proposal with this future context.



- J < 9 m
- P 2 < 18 m
- Q < 20 m
- T 1 < 25 m
- U < 32 m
- V 2 < 38 m
- X < 45 m
- Y < 50 m
- Z < 55 m
- A A 1 < 60 m

JOB NO.	20473
DATE	10/06/2020
SCALE	NTS

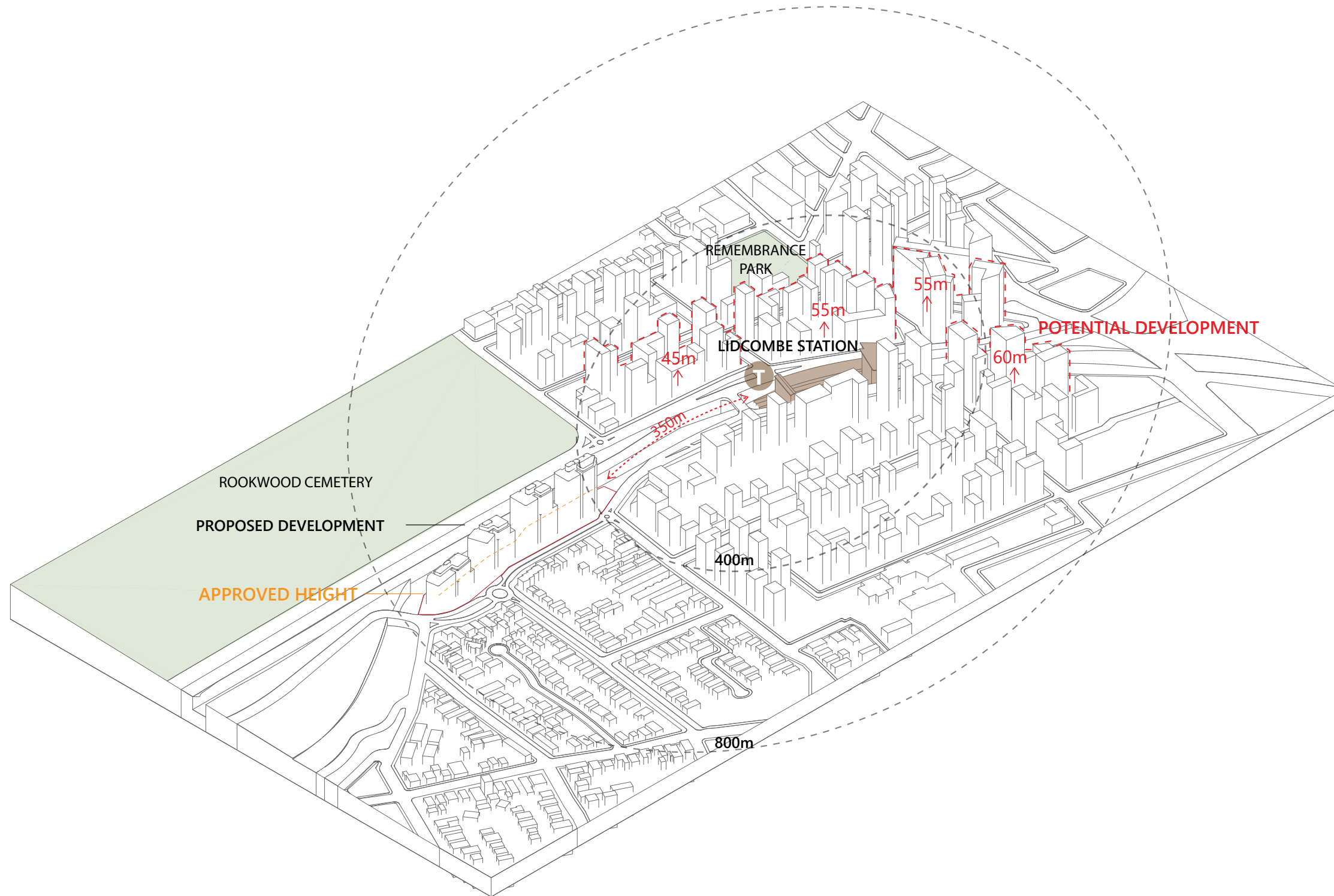
# 03 PROPOSED DEVELOPMENT LOCAL CONTEXT PROPOSED HEIGHT

## SITE PROXIMITY

The site is ideally located with good accessibility to existing services, amenities and infrastructure being only 350m from the Lidcombe Train Station and 400m from the Lidcombe Town Centre. It provides an invaluable opportunity to help increase available housing stock within the area.

## HEIGHT OPPORTUNITY

With the future of Lidcombe Town Centre set to increase in density and height, the proposal is in keeping with this vision, while at the same time, being sensitive to its local context.

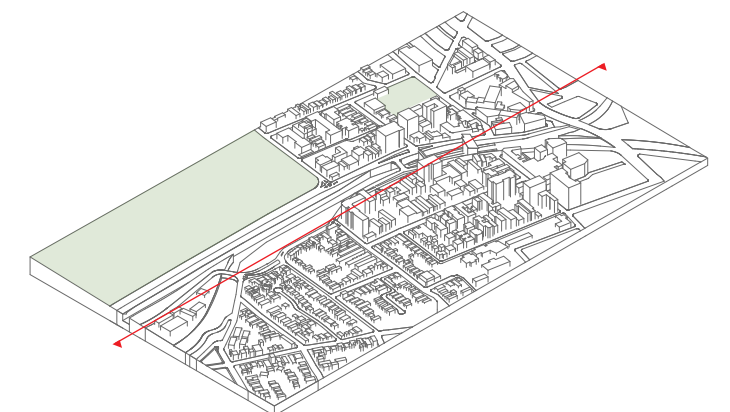
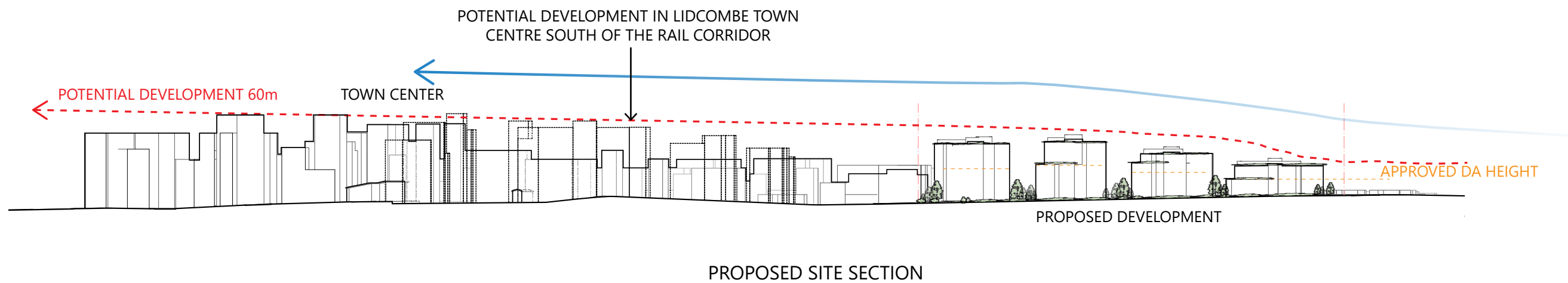
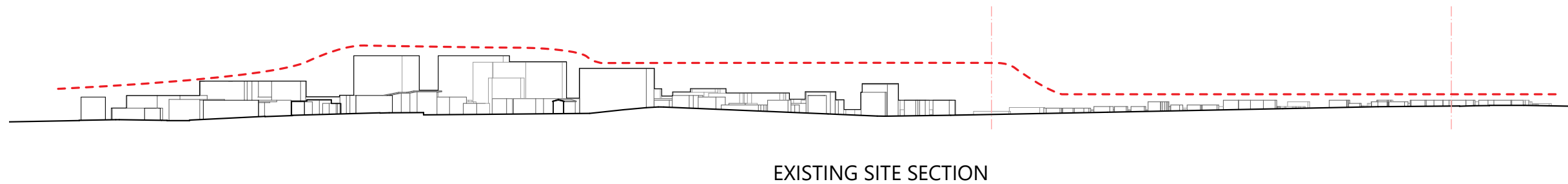


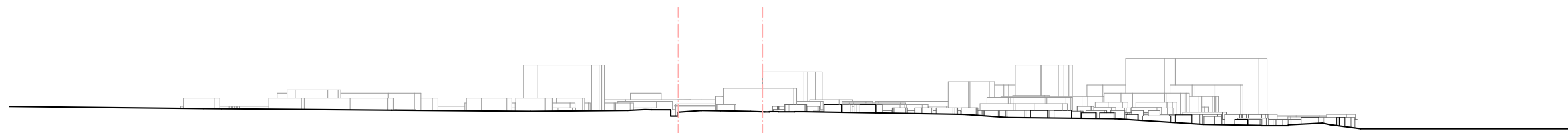
## 03 PROPOSED DEVELOPMENT SITE SECTION

### TRANSITIONING

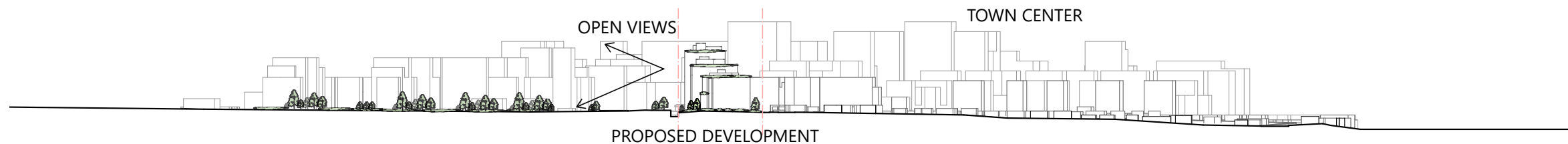
It is proposed that the western most building closest to the Town Centre will step down in height to 40m, as the first to transition from the proposed Town Centre.

The proposal continues to transition to 22m to highlight the suburban gateway to the Town Centre at Church St and to complement its immediate context.

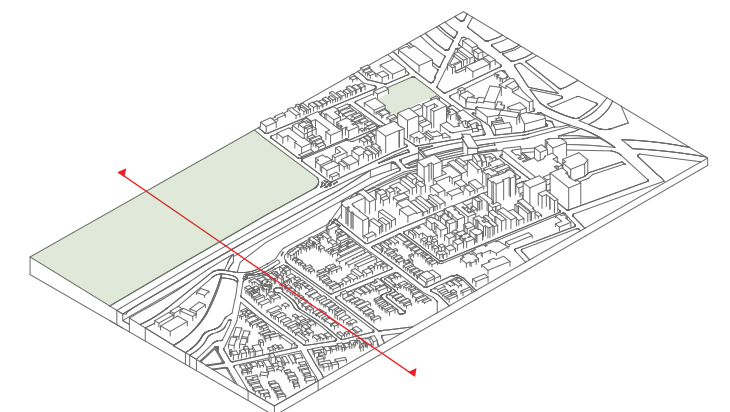




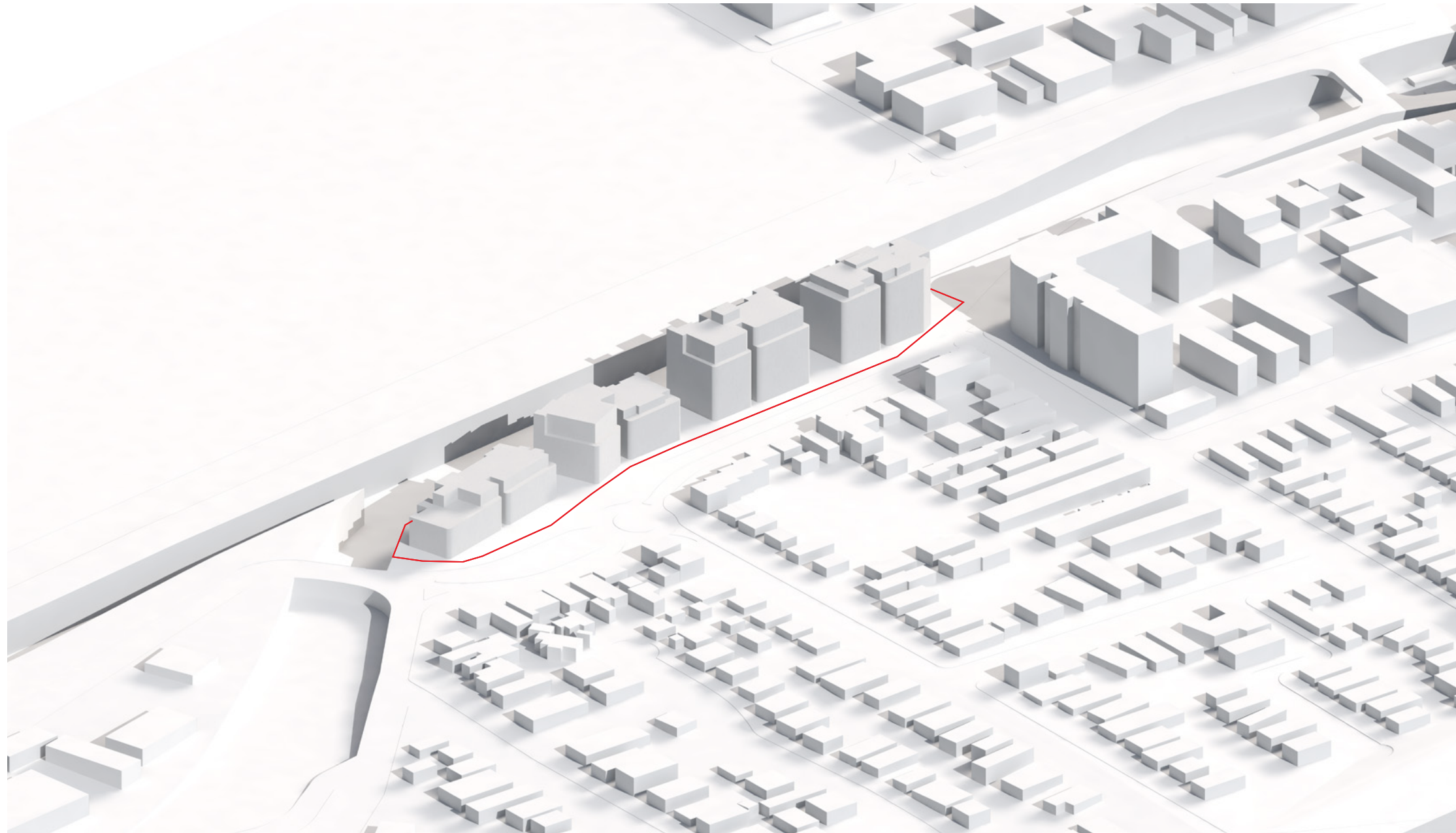
EXISTING SITE SECTION



PROPOSED SITE SECTION







The site's proximity to the future Lidcombe Town Centre has it uniquely placed to supply much needed housing stock to the Lidcombe community.

The opportunity to provide a sympathetic transition from the Town Centre to adjacent built form allows for the potential of greater density on the site than in the currently approved DA.



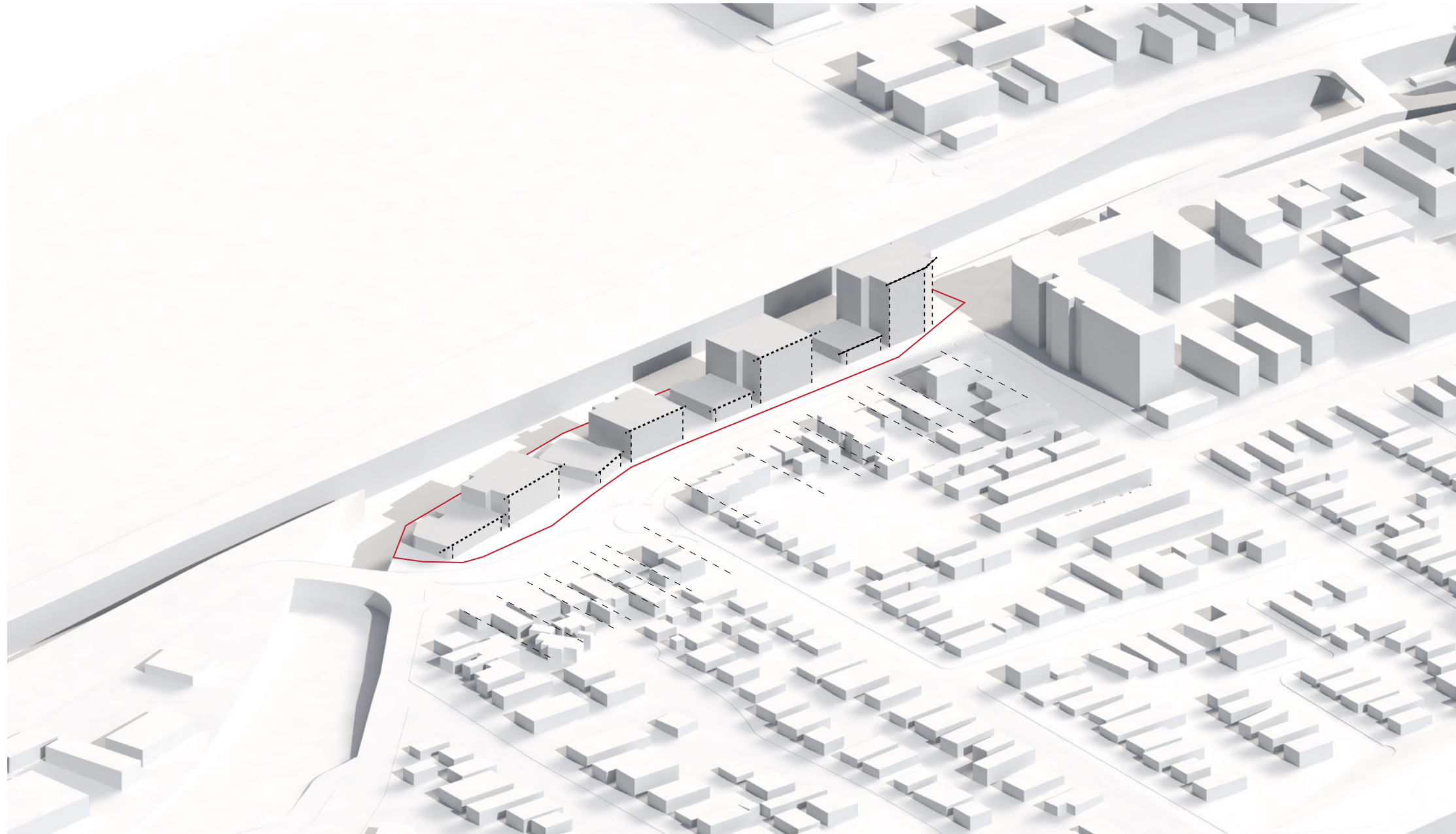


#### EXISTING SITE

In order to envisage the potential for the site, the current approved DA proposal was stripped back in order to re-imagine a sympathetic development that was bold in its proposition while in keeping with the future of the Lidcombe Town Centre.

The proposal kept the existing framework that has already been established by the current approved Development Application, by keeping within boundaries already established by the 4 buildings.





#### ESTABLISHMENT OF PODIUM SCALE

Build up the architecture in such a way that its base relates to its immediate context.

Break up the 4 buildings through articulation, and then developing further a finer grain such that the podium base is more sensitive to its immediate northern context.





#### CRAFTING THE TOWERS

With the base more appropriately articulated, the towers can then float above the base. Bringing some tower elements closer to the ground than others, helps emphasise and articulate a finer grain to the 4 buildings.



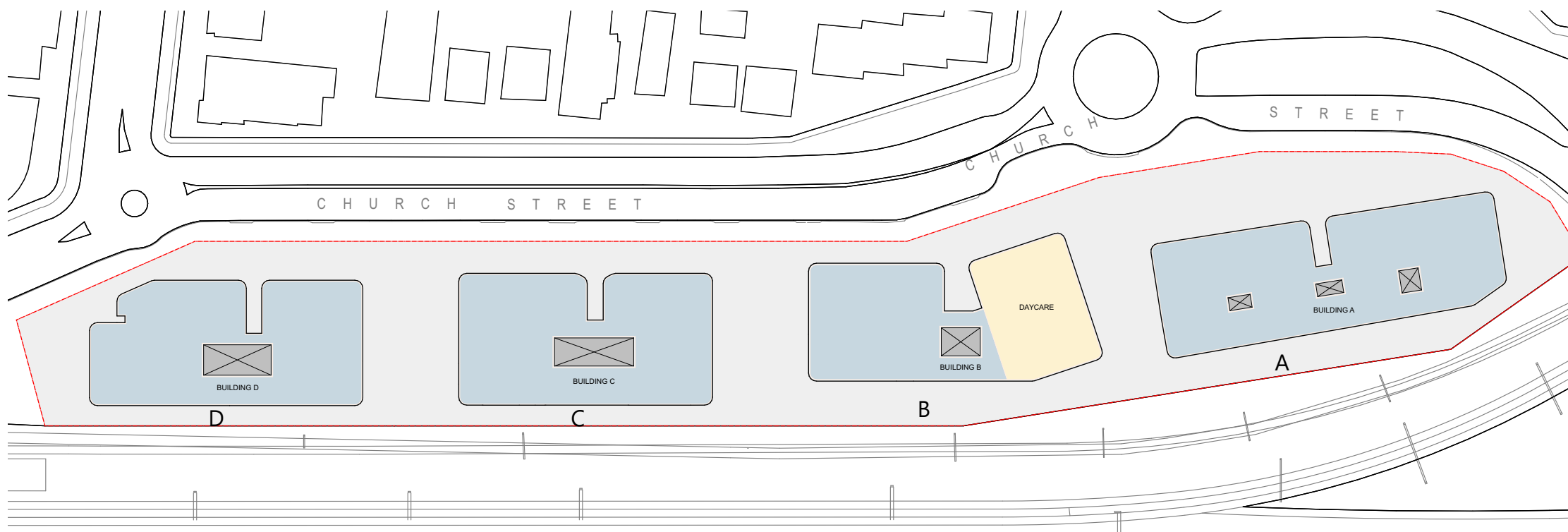
#### INTRODUCING LANDSCAPE

Through the introduction of well designed landscaped areas not only just to the ground levels but letting it climb vertically through slots, and occupying communal areas on the roofs will not only provide positive impact to its residents but also contribute to providing an appropriate architecture to the surrounding community that is already lacking in green spaces.



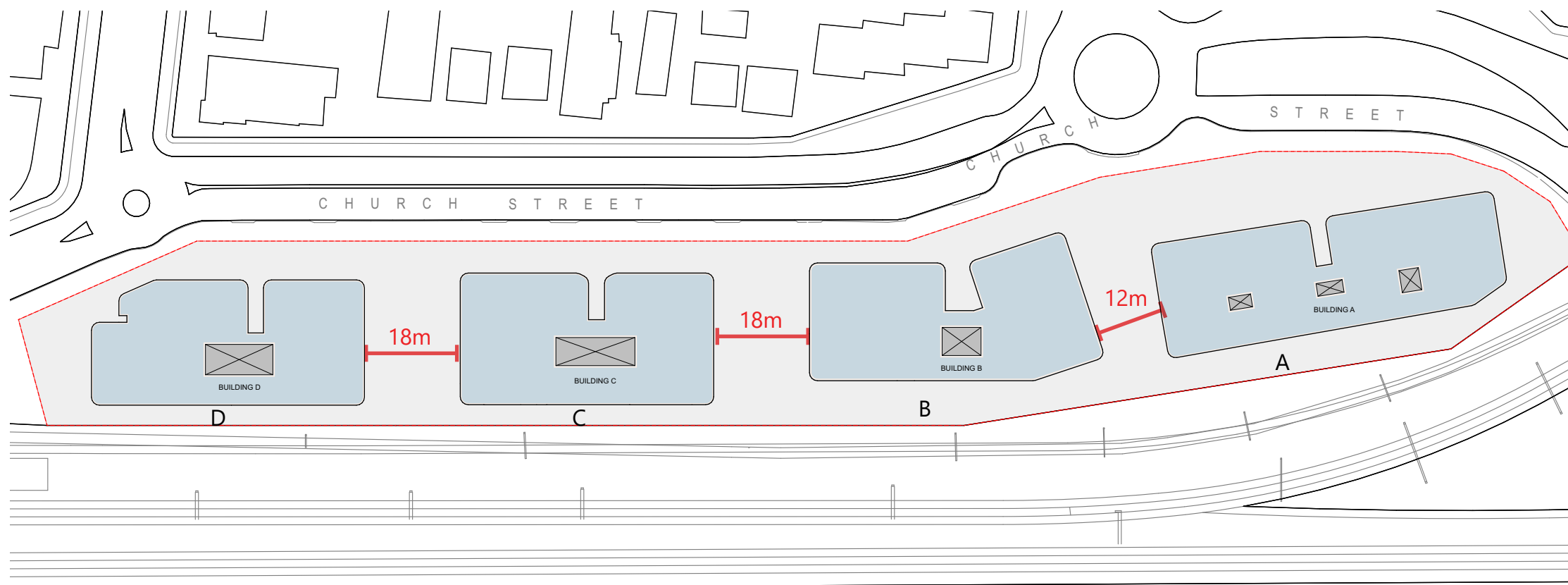
## 03 PROPOSED DEVELOPMENT GROUND PLAN

Using the same framework as the current approved DA, apartments will be planned to ensure compliance with ADG. Ground level will incorporate a daycare centre which will be of benefit to the surrounding community,



## 03 PROPOSED DEVELOPMENT TYPICAL PODIUM PLAN

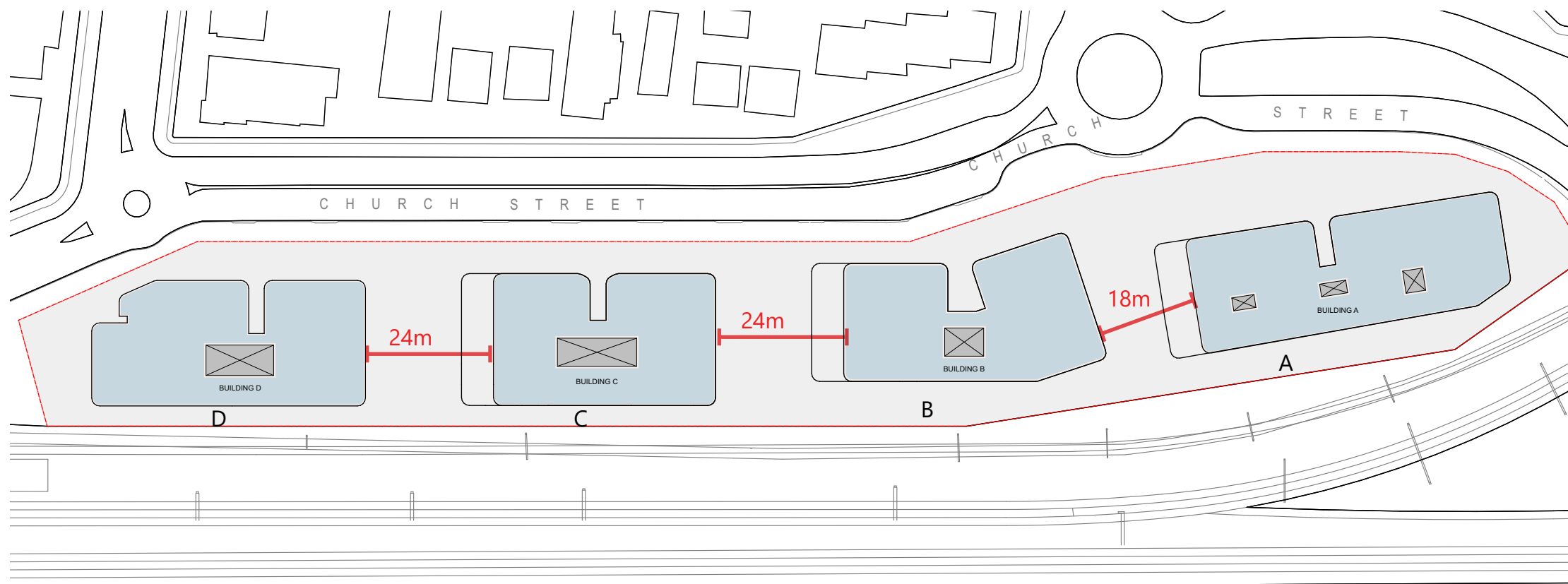
The lower levels will achieve setbacks as indicated in the ADG with planning to allow for a mixture of balconies and wintergardens. The balconies maybe used more in the lower levels to help create recesses and breaks in the architecture



## 03 PROPOSED DEVELOPMENT TYPICAL TOWER PLAN



The higher levels are setback further to ensure compliance, and to give each building adequate breathing space. Potentially the lower levels will transition more into wintergardens as the tower gets higher for protection from wind.



# 03 PROPOSED DEVELOPMENT ROOF PLAN



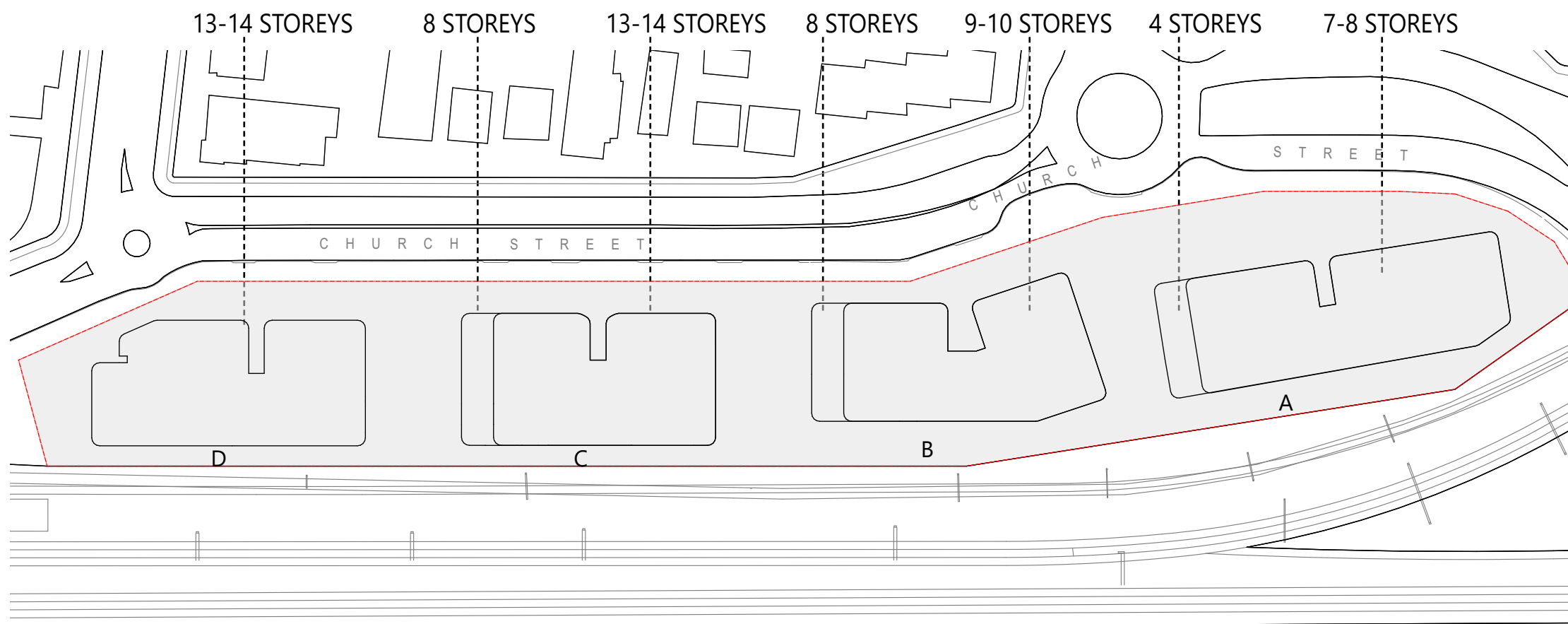
## SUMMARY OF HEIGHTS

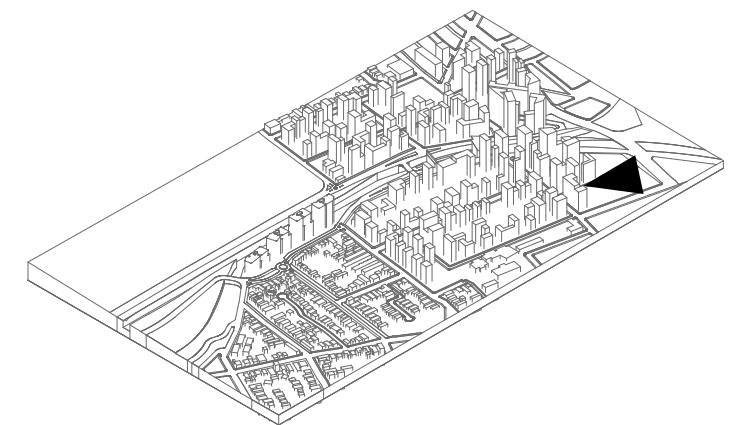
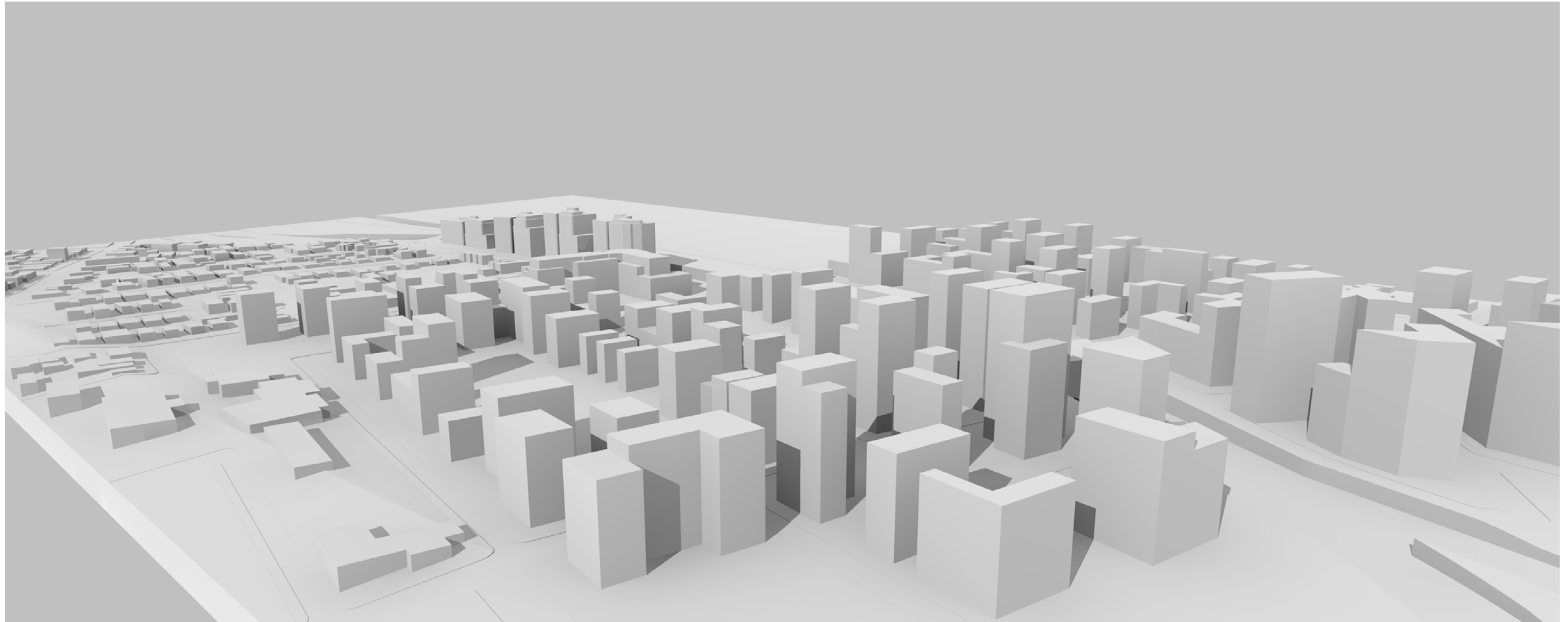
BUILDING A (EASTERN BUILDING)  
- 22m (7-8 Storeys)

BUILDING B  
- 32m (9-10 Storeys)

BUILDING C  
- 40m (13-14 Storeys)

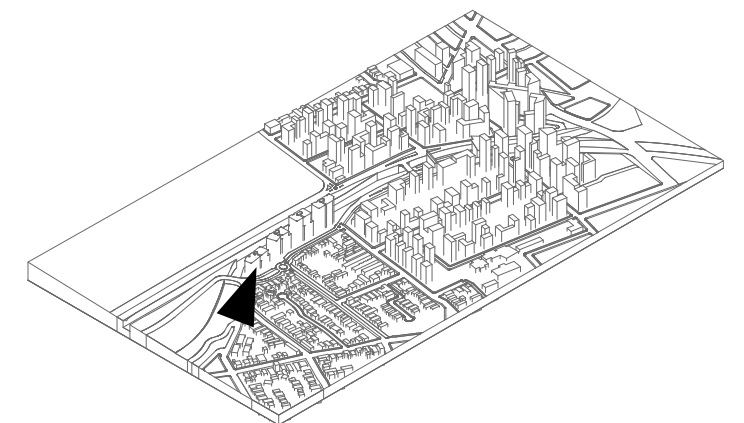
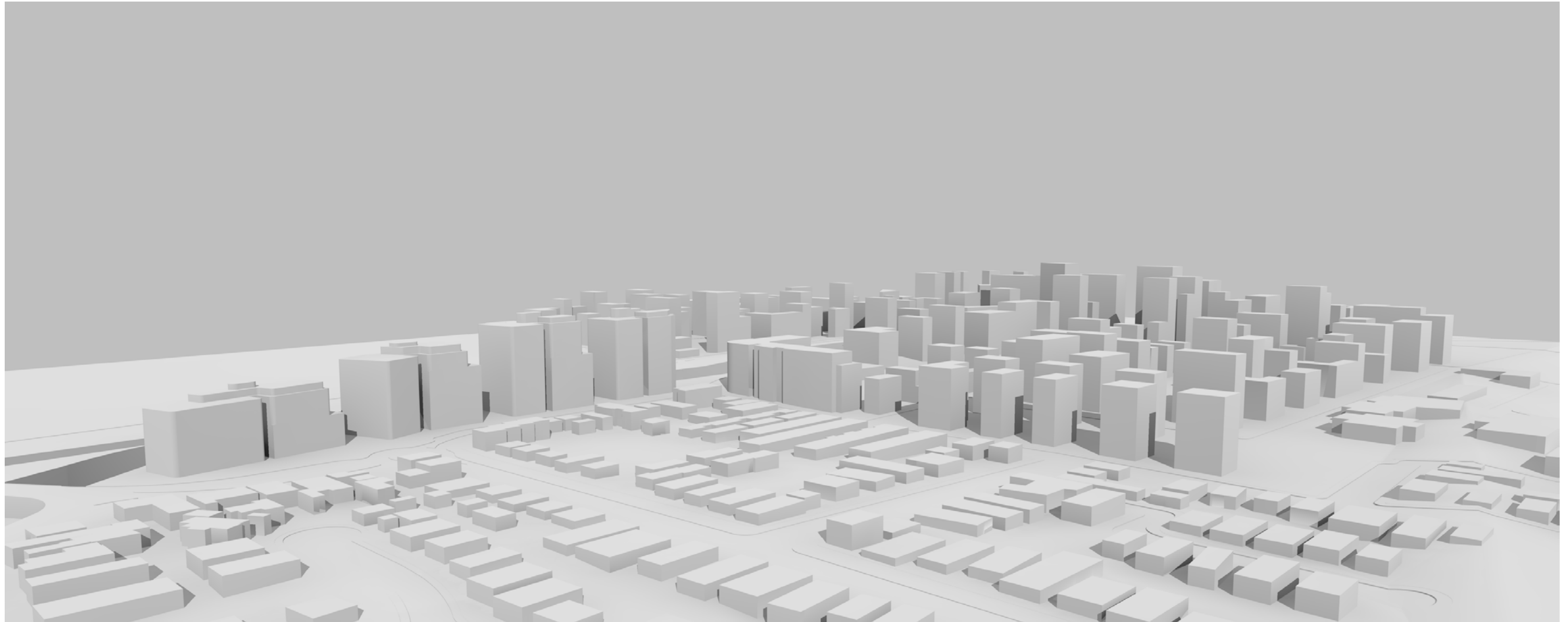
BUILDING D (WESTERN BUILDING)  
- 40 (13-14 Storeys)





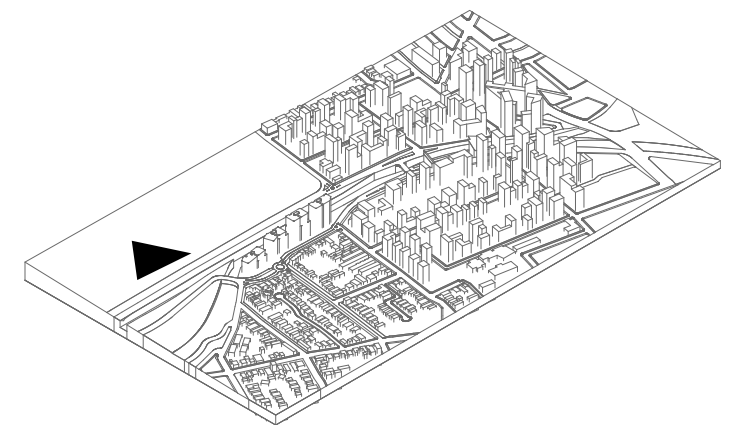
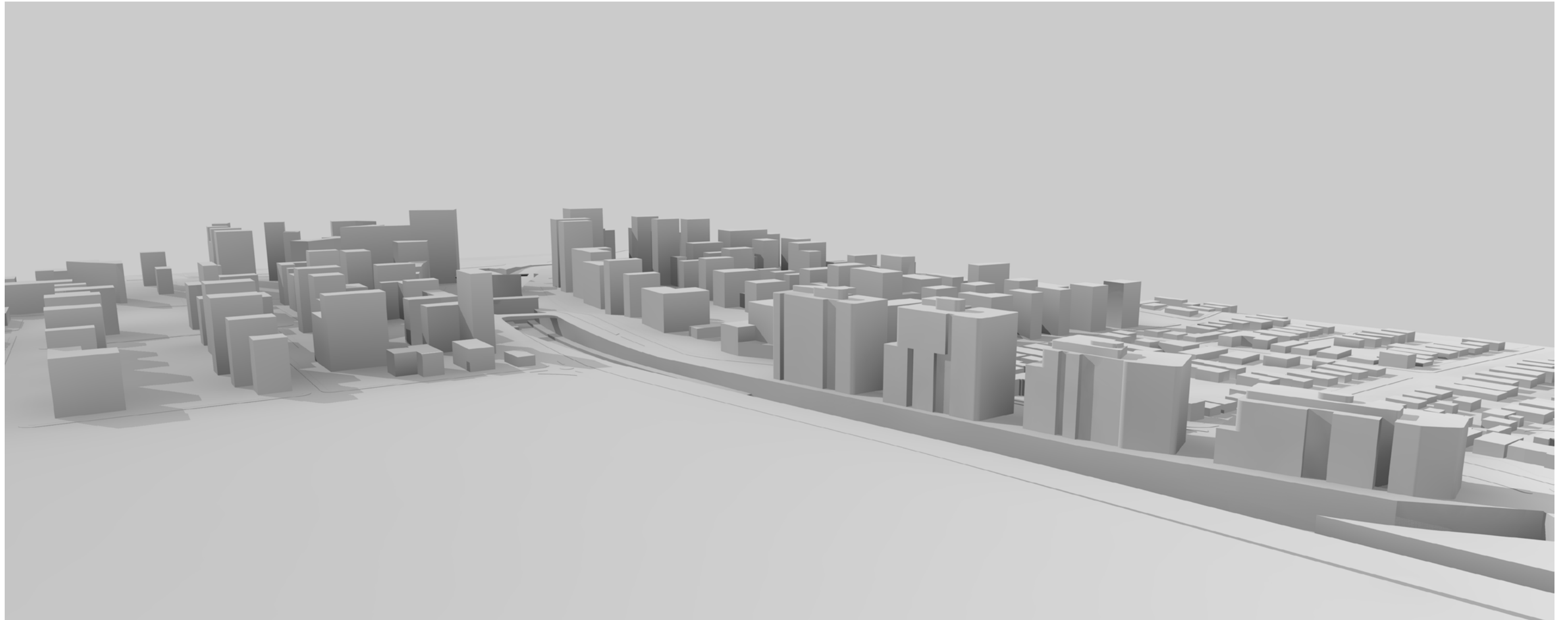
VIEW FROM NW





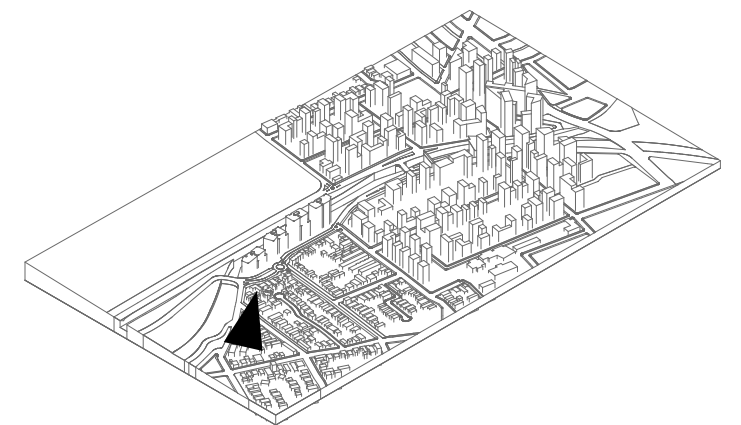
VIEW FROM NE





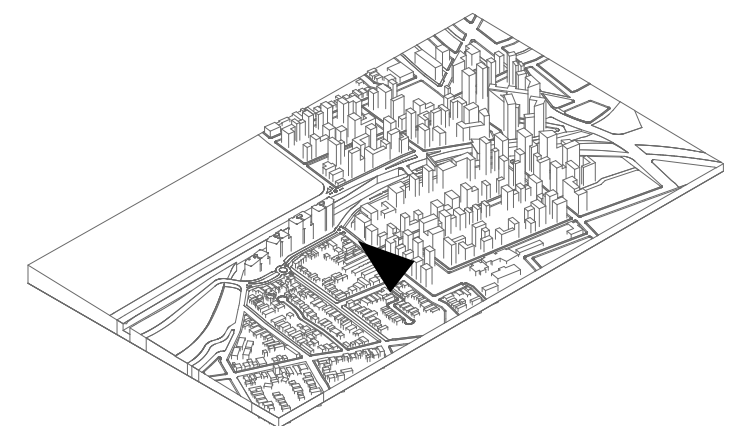
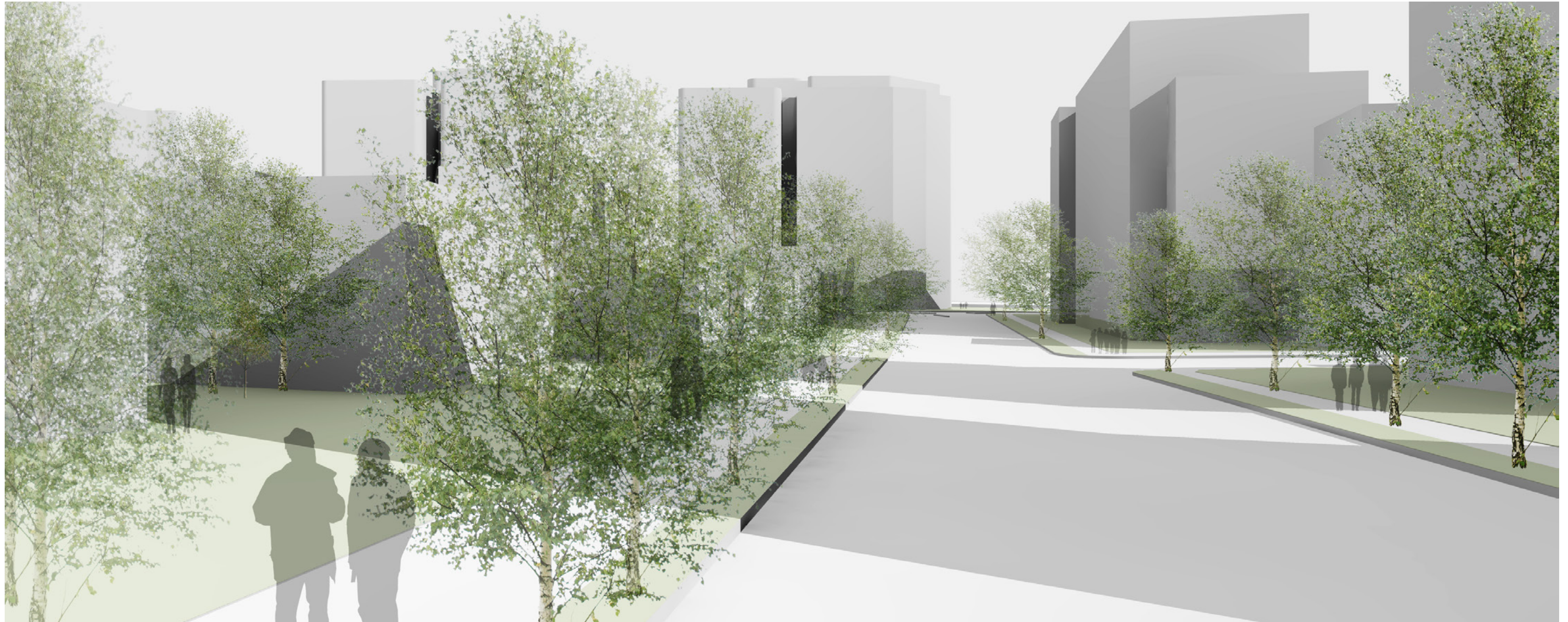
VIEW FROM SE





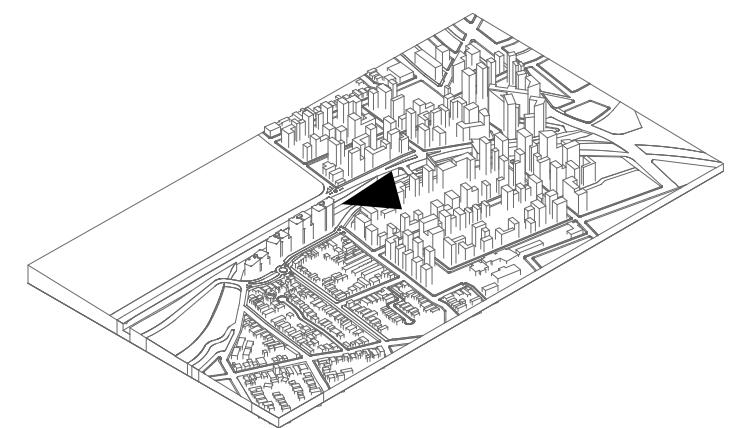
VIEW FROM NE





VIEW FROM SWETE STREET



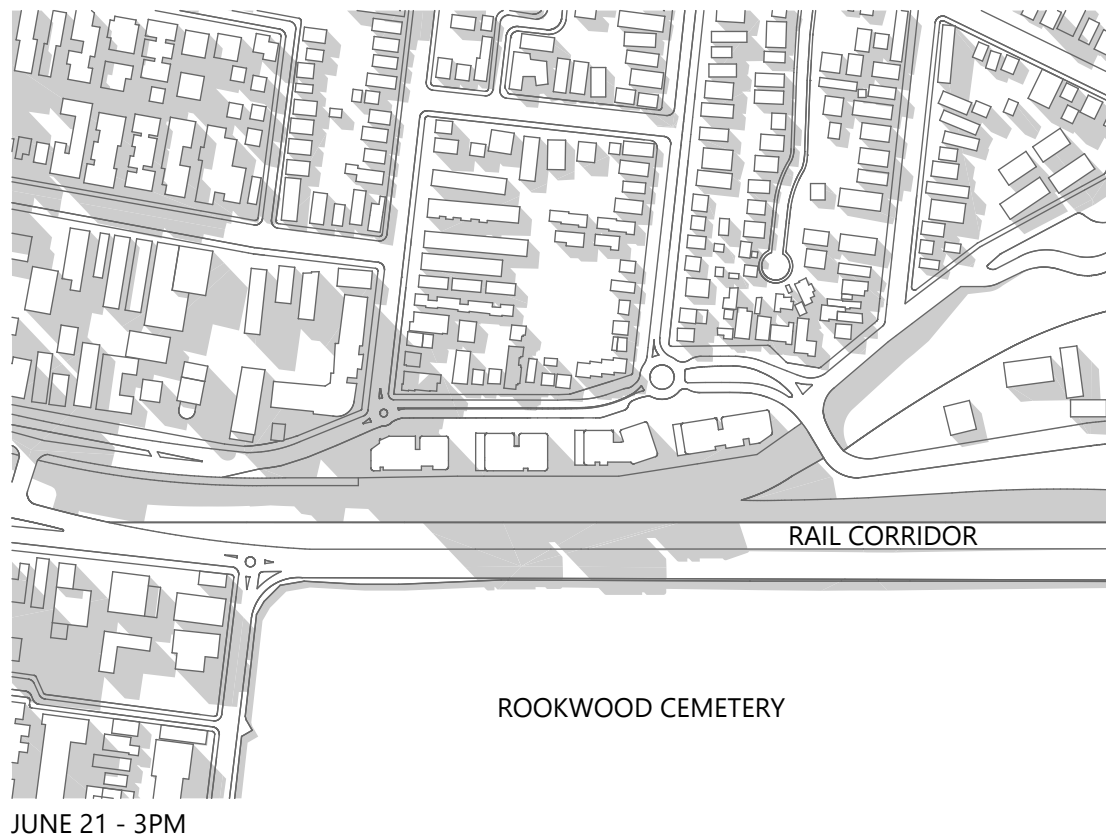
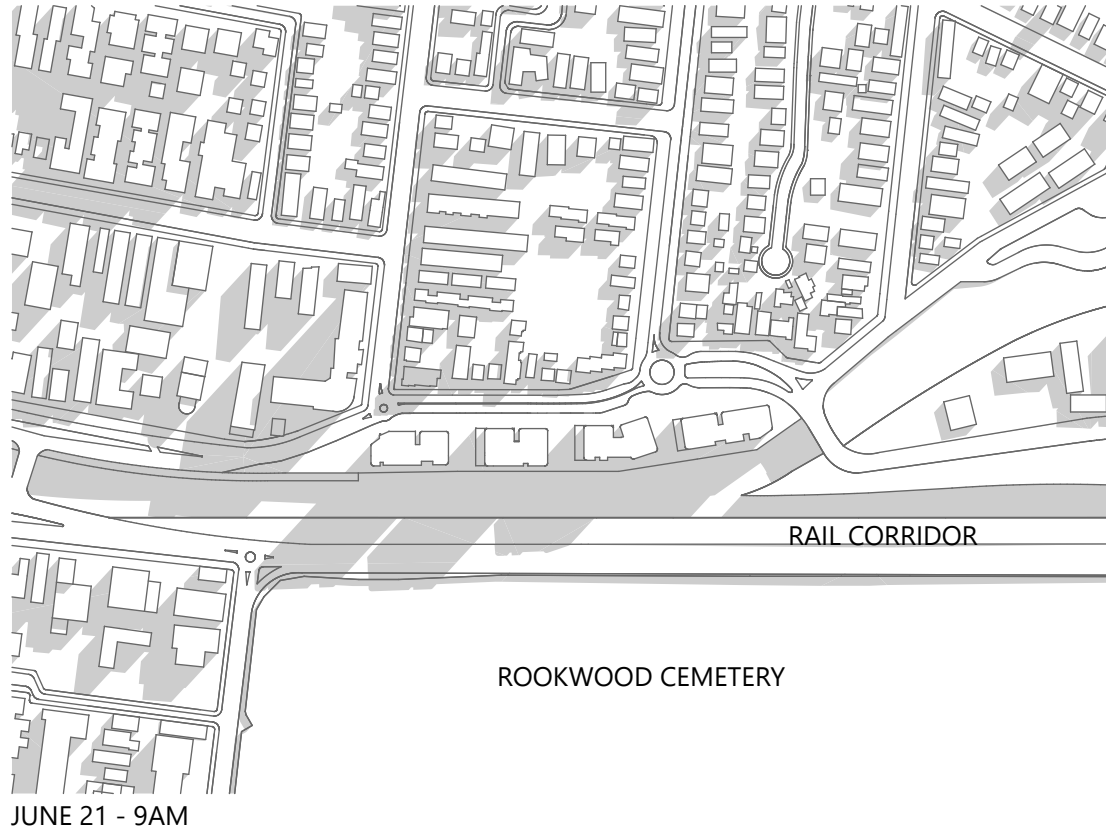


VIEW FROM WEST

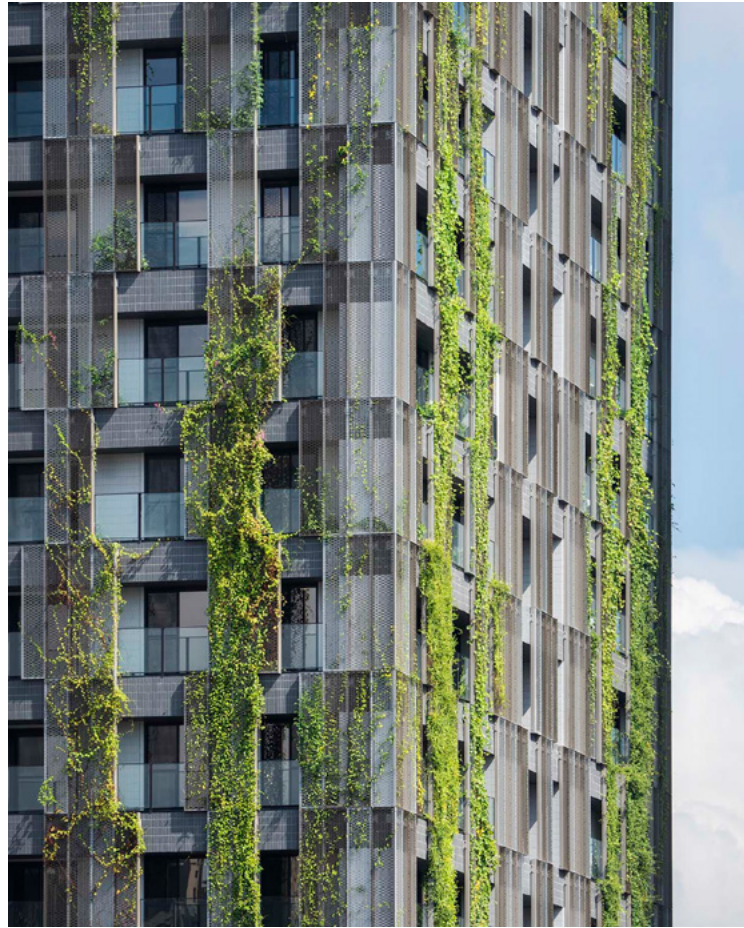


## 03 PROPOSED DEVELOPMENT SHADOWS

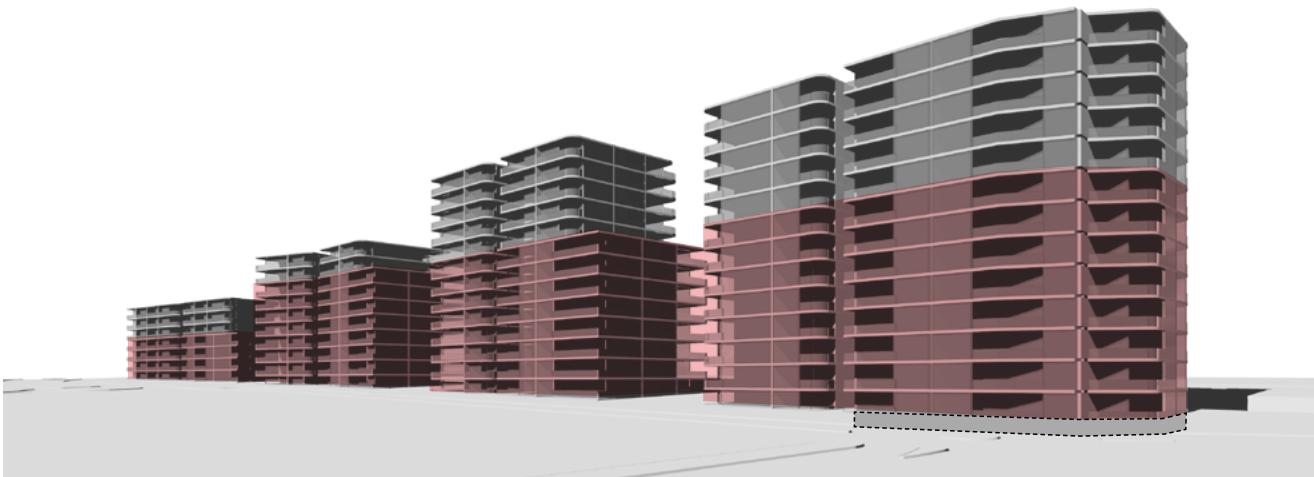
The rail corridor and parts of the northern boundary of Rookwood cemetery absorbs most of the shadows that are being cast on Jun 21 by the proposal.







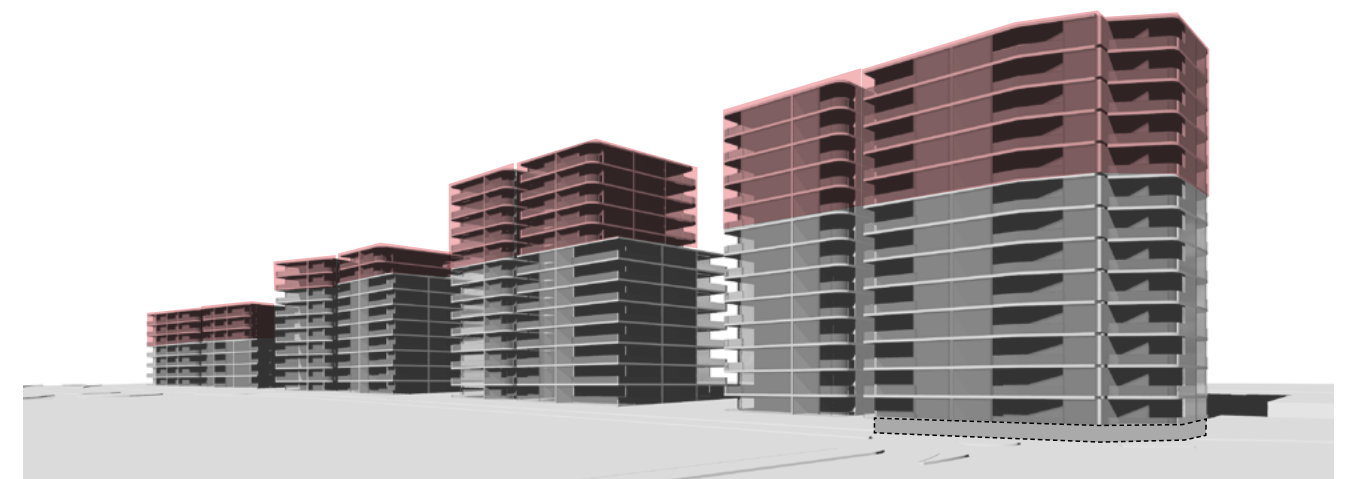








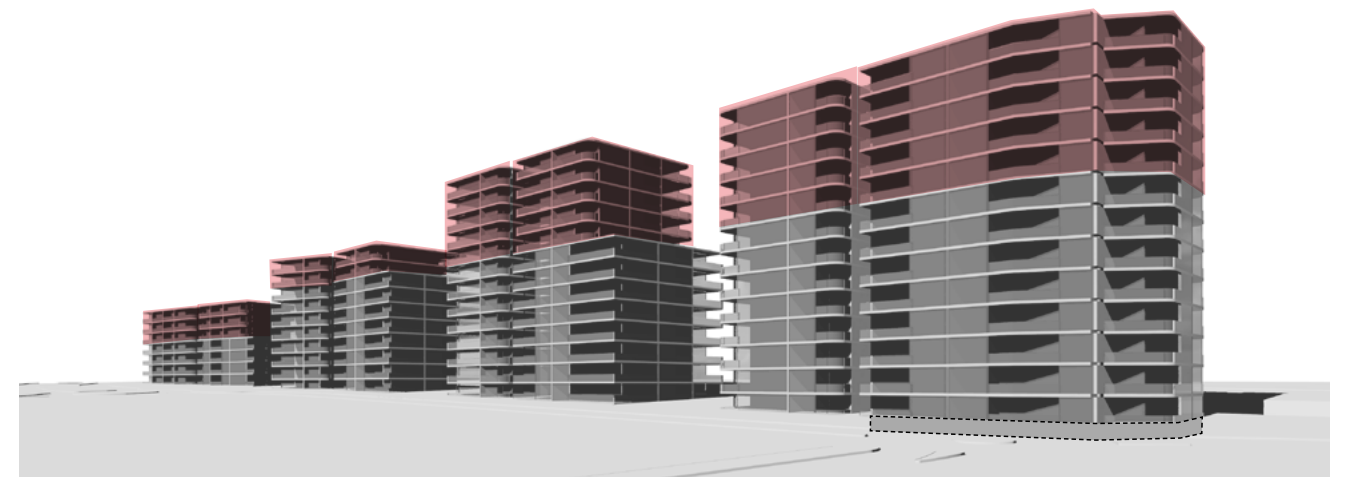
Wintergardens could be used on the southern face of the towers to protect from winds and to provide amenity due to orientation towards the railway corridor.



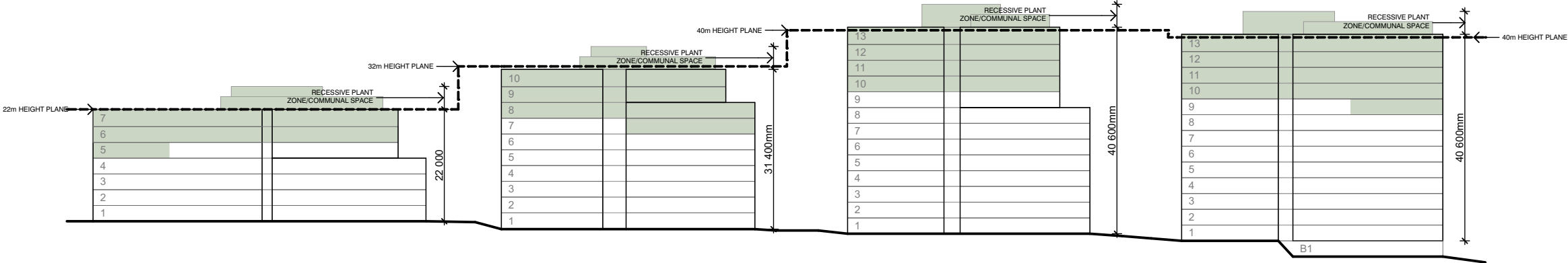




Open balconies on the eastern, northern and western façades would take advantage of solar amenity and ventilation.





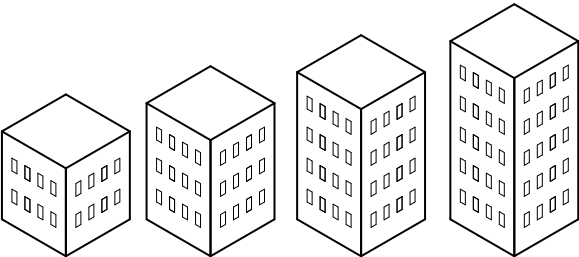


**BUILDING A**  
22m 7-8 STOREYS

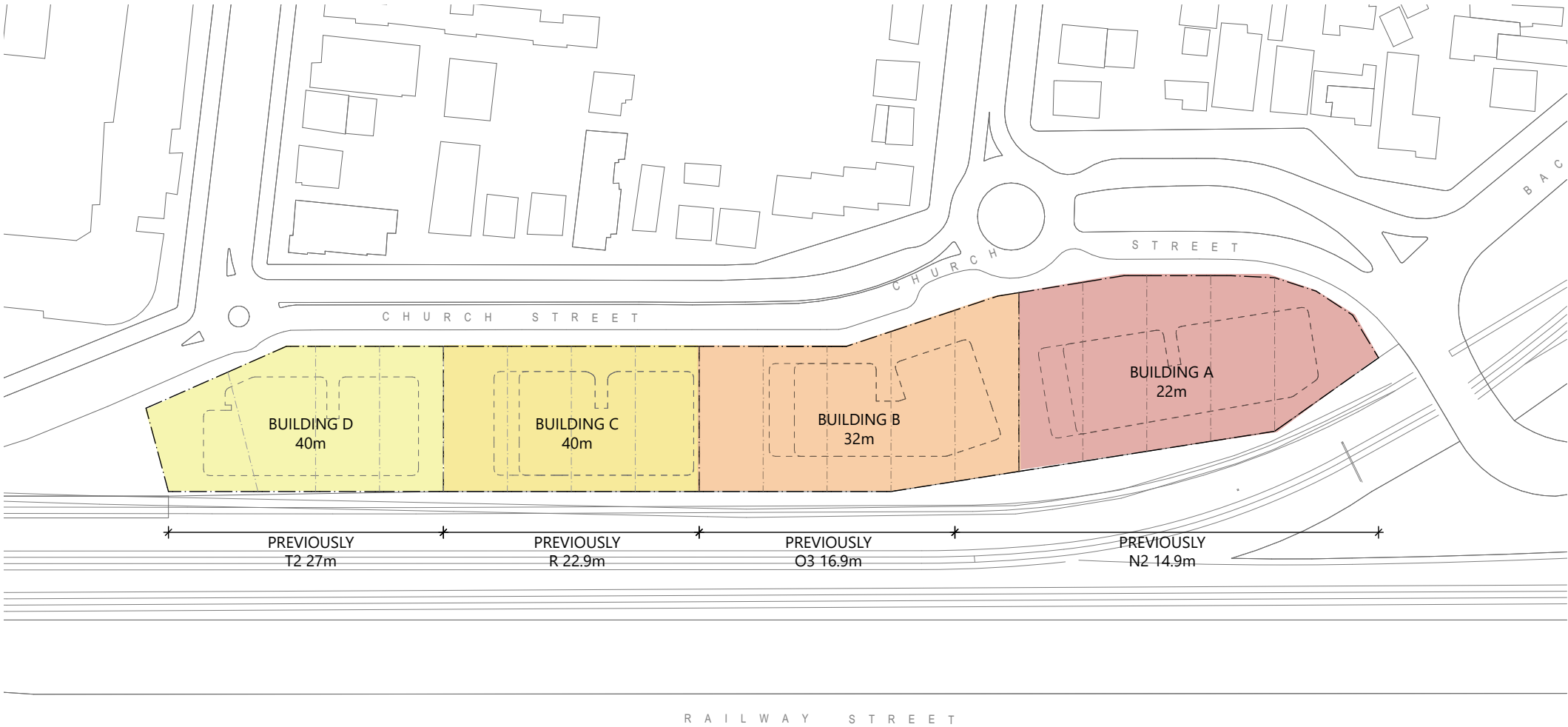
**BUILDING B**  
32m 9-10 STOREYS

**BUILDING C**  
40m 13-14 STOREYS

**BUILDING D**  
40m 13-14 STOREYS



APPROX 375  
HOMES

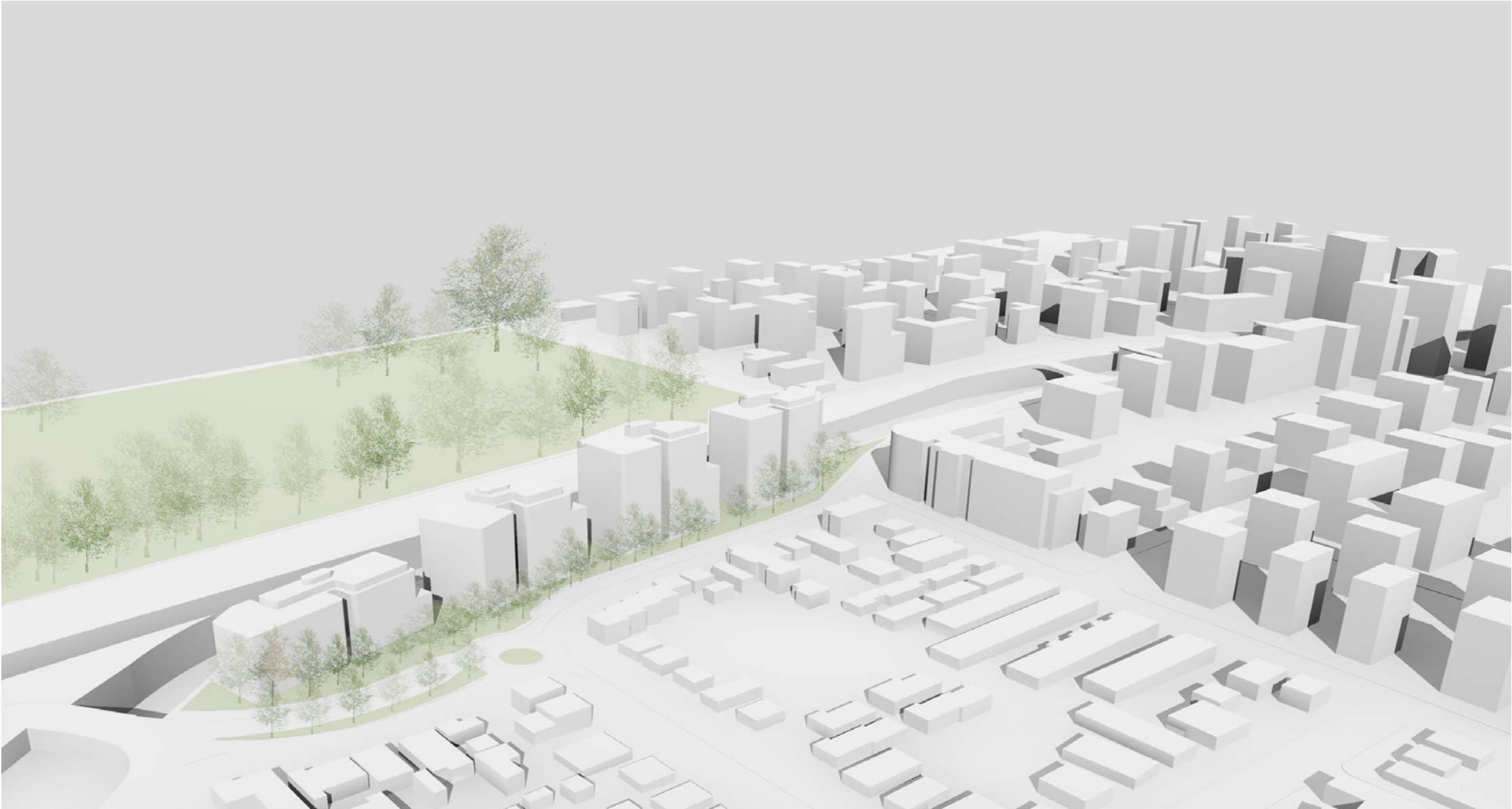


10,133m<sup>2</sup>  
SITE AREA

PROPOSED GFA - 32,425M2  
PERMITTED GFA - 21,179M2

PROPOSED FSR - 3.2





2-36 Church St, Lidcombe is a significant yet under utilised site that is highly accessible to existing services, transport, infrastructure and amenities. This proposal aims to capture this potential and develop it in line with the future vision of the Lidcombe Town Centre and deliver much needed housing stock to Lidcombe, Sydney.

The site naturally reads as an extension of the town centre with the future proposal stepping down from the town centre skyline to the surrounding neighbourhoods.

The site is highly favourable in regards to orientation making it an ideal location for providing a high density of quality homes with excellent amenity. The proposal itself is also ideal to not cause significant overshadowing to the surrounding context. The proposal presents an opportunity to also improve the open spaces and landscaped areas enhancing connectivity, pedestrian movement while providing positive impact to the surrounding neighbourhood.

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