

PTW

Redevelopment of Dooleys Lidcombe Catholic Club 24-28 John Street, Lidcombe

Urban Design Strategy

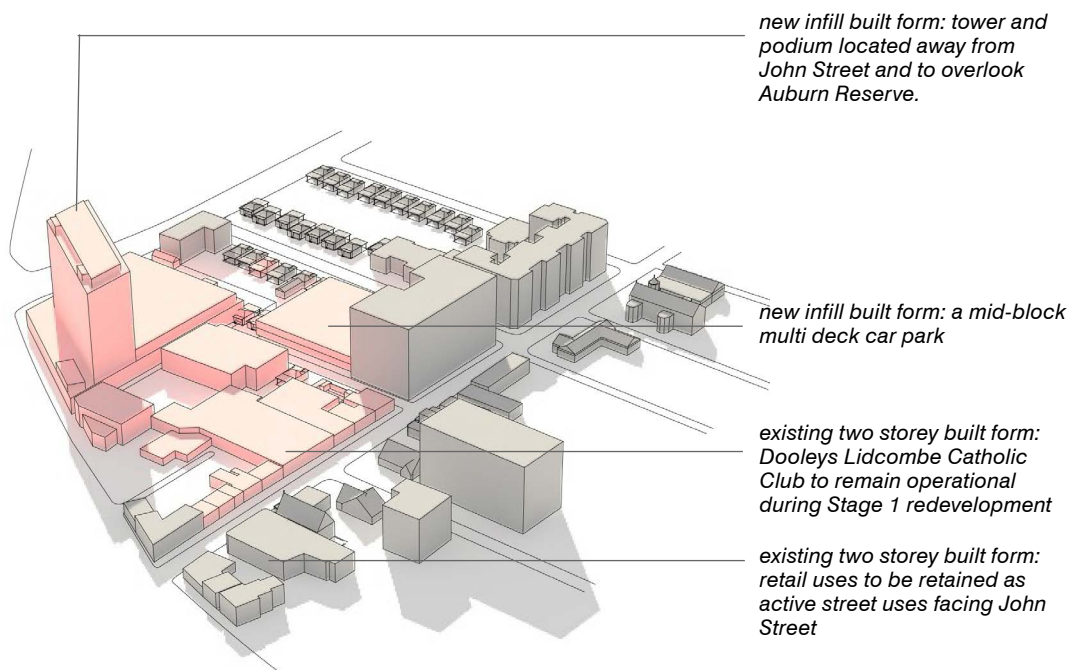
Prepared for Dooleys Lidcombe Catholic Club
June 2016 Rev B



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Proposed redevelopment: Stage 1

PTW Introduction

Under this urban design study, consideration has been given to the redevelopment of Dooleys Lidcombe Catholic Club. Higher density and new activated uses will be achieved through mitigating environmental impacts.

Informing this urban design report in support for potential redevelopment of Dooleys Lidcombe Catholic Club, is an analysis of the site and its surrounding urban context. An understanding of this urban context, both within and surrounding the site area, will provide the basis for defining the preferred redevelopment strategy of the site. This will necessitate a balance between an increase in density (and building height) with the mitigation of likely impacts upon the urban context.

Considering the potential redevelopment of the site, which consists of Nos. 4B, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26 and 28 Board Street; 3, 5, 7, 9, 11 and 17 Ann Street; and 6, 8, 12A and 24-28 John Street, Lidcombe, will recognize the need for appropriate urban address and access, the disposition of urban form with appropriate streetscape articulation in association with an expansion of tourist related uses.

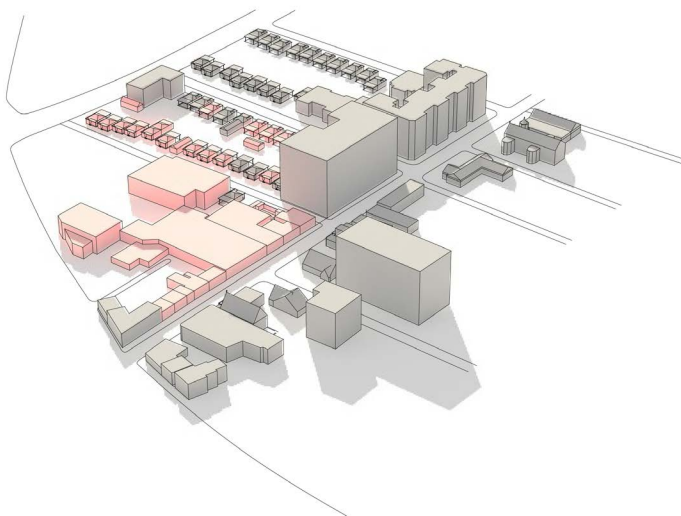
The urban importance of this site is demonstrated in the way this unique and high profile site can support greater density for tourist activities. As presented here in this urban design report is the analysis of the existing urban setting leading to an understanding of the proposed redevelopment of the site under Stage 1 and Stage 2 work.

Under this report consideration has been given to the likely urban changes to John Street and other local streets within Lidcombe's town centre of which Dooleys Lidcombe Catholic Club will continue to be an important contributor.

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The site is shown located within the urban pattern of Lidcombe's Town Centre.



The site, with the existing building's coloured pink, is shown located within the built form context of John Street.

PTW 1. Existing Urban Character

Dooleys Lidcombe Catholic Club is located within the northern portion of Lidcombe's town centre. This portion of the town centre is currently experiencing a change in urban form with a number of taller infill developments taking place.

Dooleys Lidcombe Catholic Club occupies an amalgamated city block to the west of John Street and within the northern portion of Lidcombe's Town Centre. The town centre of Lidcombe, for purposes of this study, is defined by development along John Street and Joseph Street. These streets are bisected by the Western railway line.

The existing urban neighbourhood character of Lidcombe's town centre generally consists of low rise retail buildings however this character is currently undergoing change, especially north of the railway station where taller residential apartment buildings with street retail, are being constructed. These recent developments are in the order of 5-9 storeys in height.

To the east of the site and town centre, low rise free standing suburban residential and community uses are interspersed with taller residential apartments. To the west of the site and Olympic Drive are a sequence of recreation open spaces including Auburn Swim Centre and Lidcombe Oval.

The presentation of John Street, as a continuous active street, reduces in scale away from the station and the subject site. Along John Street narrow blocks for retail uses are located in an east-west orientation.

Elsewhere existing suburban residential uses face onto local streets however, this urban pattern is undergoing change as increases in residential density (with new built form profiles) recognize the advantage living in close proximity to transport connections, retail and community uses. A mixture of scales and uses define the urban character immediate to the subject site.

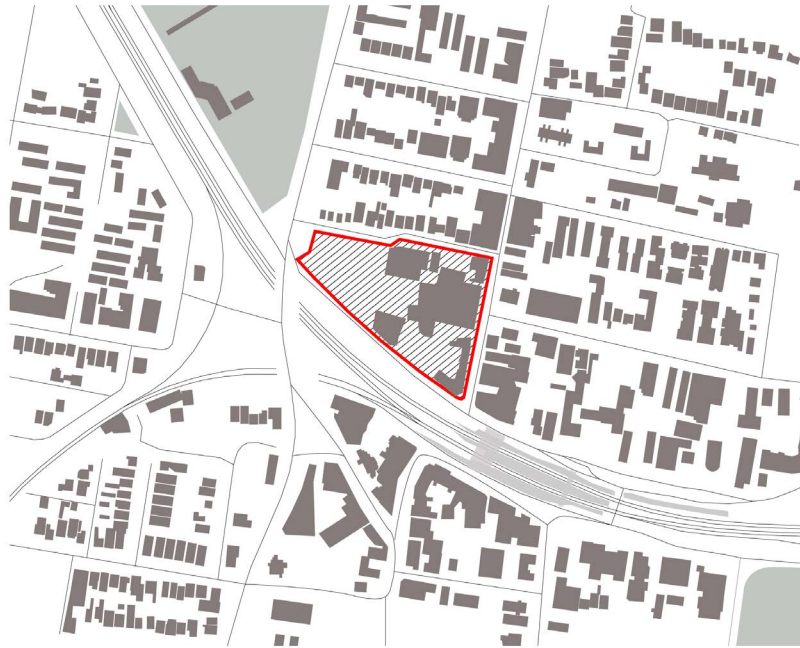


Dooleys Lidcombe Catholic Club occupies a large section of Lidcombe's town centre west of John Street.

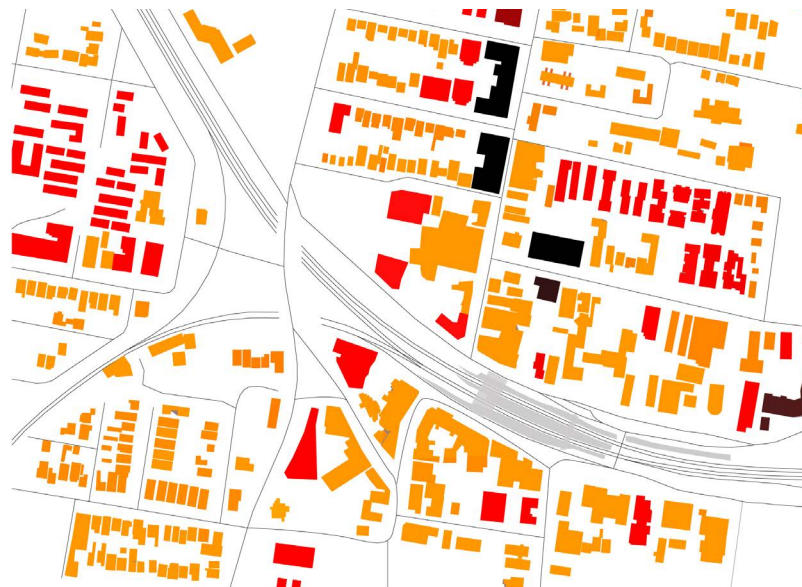


The site has an outlook west over the Auburn Reserve.

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An open urban pattern with street aligned buildings define Lidcombe's Town Centre.



The existing building heights of Lidcombe's Town Centre. New taller buildings, meeting the height controls of the current LEP, are being built north of the railway station and along John Street.

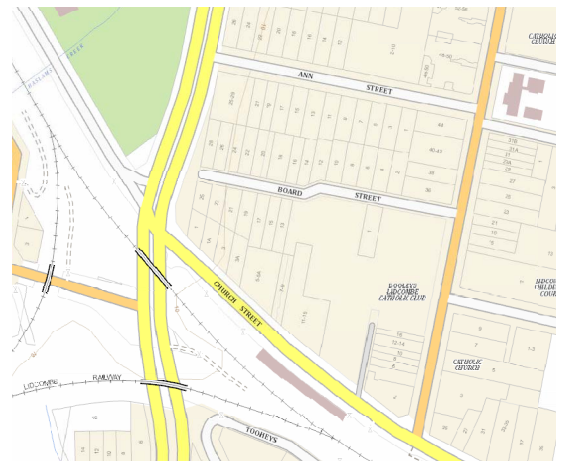
PTW 2. Landform and Street Network

The subject site occupies an important part of Lidcombe's Town Centre which is bounded by Haslams Creek to the west (within Auburn Reserve), and the railway to the south. The rectangular urban block pattern of the town centre is primarily influenced by the north-south alignment of John Street, the drainage pattern of Haslams Creek to the west and the sweep of the Western railway line across the town centre.

The highest point within the town centre of Lidcombe occupies a position south of the railway line and away from the main retail streets. Interestingly the man-made landscape of the railway and the sweep of Olympic Drive dominate the urban experience and important urban views of the subject site.

The gentle sloping terrain of the local area has resulted in a rectangular grid system of streets. The extent of the northern portion of Lidcombe's Town Centre is defined by a network of local streets staggered in alignment off John Street. The subdivision pattern of the town centre tends to be of narrow fronted sites having a medium depth for both retail and free standing residential uses. The larger sites tend to be associated with community uses or achieved through amalgamation. Interestingly the crank in Board Street (as indicated on the Cadastral Plan) appears to be the result of the convergence of separate subdivisions.

The streets adjacent to the subject site include the sweep of Olympic Drive, narrow Board Street, Church Street (which connects with Olympic Drive) and Ann Street.



The immediate street pattern adjoining the subject site consists of major north-south roads with local streets aligned generally east-west.

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Response:

In the redevelopment of Dooleys Lidcombe Catholic Club, the existing and future urban character of the town centre streets, are recognised:

John Street: as Lidcombe's town centre pedestrian friendly retail street, is edged by a mixture of buildings having retail and/or community uses in close proximity to the railway station. The heights of buildings along this street vary and indicates a shift in urbanity from low scale retail to taller mixed uses;

Olympic Drive: as a more recent regional road, this multiple lane parkway is edged by different uses north of the railway line. These uses include: recreational open space, industrial and tourist uses;

Church Street: as a local roadway and following the railway line is edged by retail uses. At the intersection with Olympic Drive the existing urban pattern of the subject site is dominated by an open carpark; and

Ann Street: is a narrow local residential street edged by a mixture of residential buildings of different scales. The character and scale of this street is becoming more urban in character.



John Street looking south



John Street looking north



Ann Street looking west



Ann Street looking east



Church Street looking east



Board Street looking east



Olympic Drive looking north



Mary Street looking west

PTW 3. The Site

The site of the proposed redevelopment consists of an amalgamated site within the town centre of Lidcombe. The site is bounded by John Street to the east, Olympic Drive to the west, Church Street to the south and Ann Street to the north. Dooleys Lidcombe Catholic Club consists of a number of amalgamated properties of which the western portion of Board Street is included. Currently, the primary urban address is off John Street while a secondary address with vehicle entry is available off Church Street. Fronting Lidcombe railway station, the site is well located in the context of Sydney's existing rail network.

The amalgamated site combines a number of smaller sites once containing small free-standing residences. The urban importance of the subject site is demonstrated in the way the site is centrally located within the town centre of Lidcombe; an area which is currently undergoing greater urbanity. The location of the site has the opportunity to support greater development, including new tourist uses, appropriate to its town centre location.



The site from John Street



The site from Olympic Drive

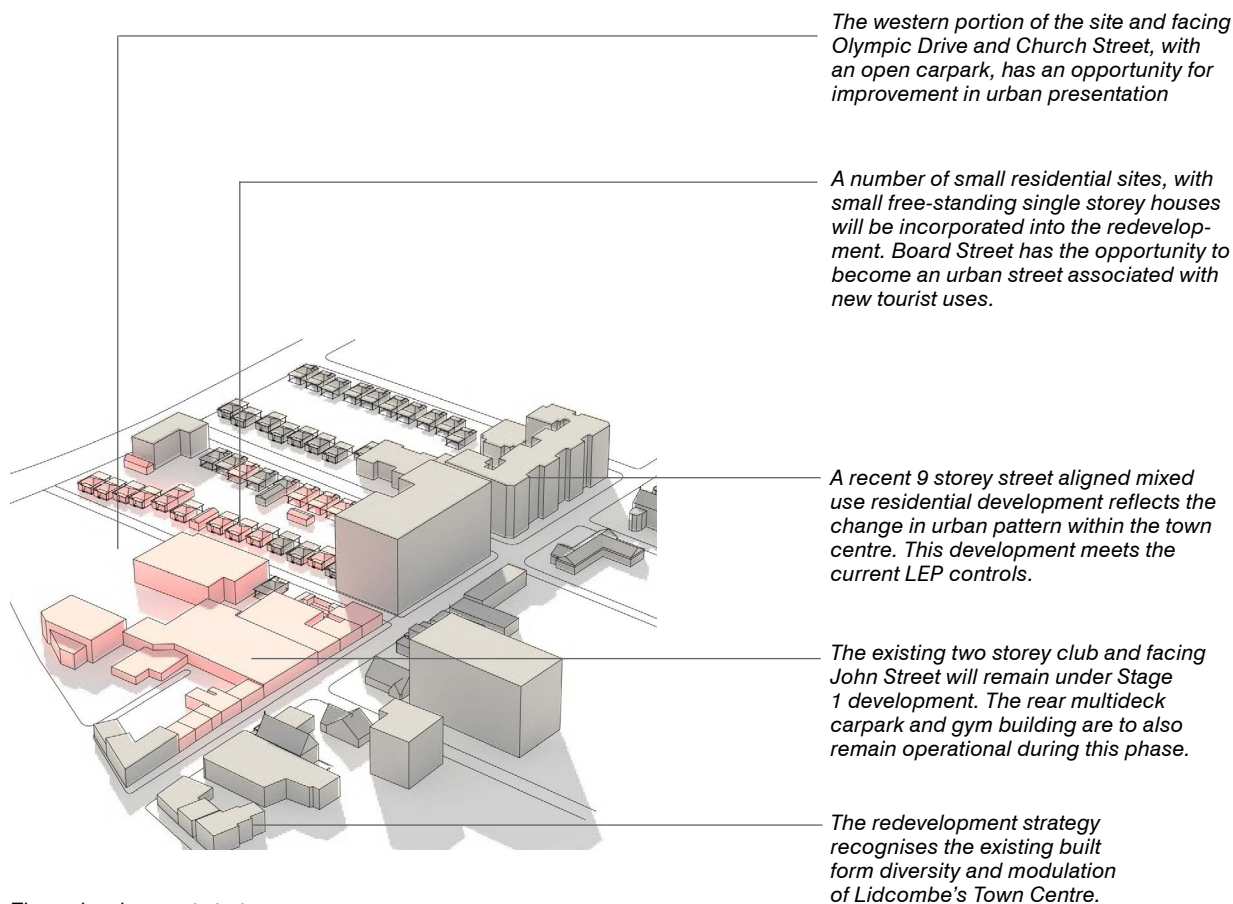


An open carpark occupies the western portion of the site



Existing club uses, with an address off Church Street, occupies the eastern portion of the site

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The redevelopment strategy

Response

The site is a large amalgamated site with three street frontages. The western portion of the site provides an opportunity for taller development while the existing club - located off John and Church Street can remain operational under Stage 1 development. The amalgamated sites, of previous residential uses along Board and Ann Streets, are included in the redevelopment of the subject site for expanded tourist uses. This change in land use and built form, recognises the change in urban pattern within Lidcombe's Town Centre.

PTW 3. The Site

The redevelopment of the site seeks to mitigate a number of environmental constraints while taking advantage of urban opportunity.

The redevelopment of the site seeks to mitigate the following environmental constraints while taking advantage of the following urban opportunities.

Environmental Constraints

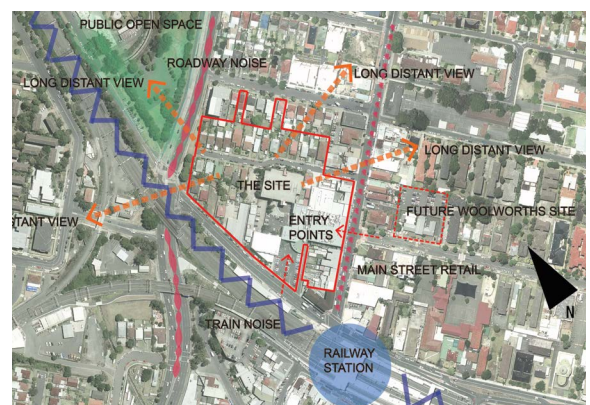
- _noise impacts from Olympic Drive and Church Street;
- _potential flooding in the south west corner;
- _the need to consider the adjustment in urban scale and potential urban impacts when adjacent to existing properties and Heritage LEP items - ie consider built form modulation adjacent to Lidcombe Hotel and properties at 1, 13 and 15 Ann Street or 2 Board Street;
- _visual impacts of new infill development along Ann Street;
- _locate taller building to the south west quarter of the site and away from Heritage LEP items; and
- _recognise existing operational demands of the club - the club is to remain operational during any redevelopment.

Urban Opportunity

- _proximity of the proposed redevelopment within Lidcombe's town centre with access to Lidcombe railway station;
- _locate an urban marker to the south-west corner of site, this will indicate the western edge of the town centre;
- _provide outlook over Auburn Reserve;
- _an opportunity to provide active street frontages to John Street and Church Street;
- _to locate new vehicle entries away from John Street;
- _realign Board Street so that it becomes a new pedestrian friendly street;
- _provide a new urban edge to Olympic Drive; and
- _provide mid-block pedestrian connections for a more pedestrian activated town centre.

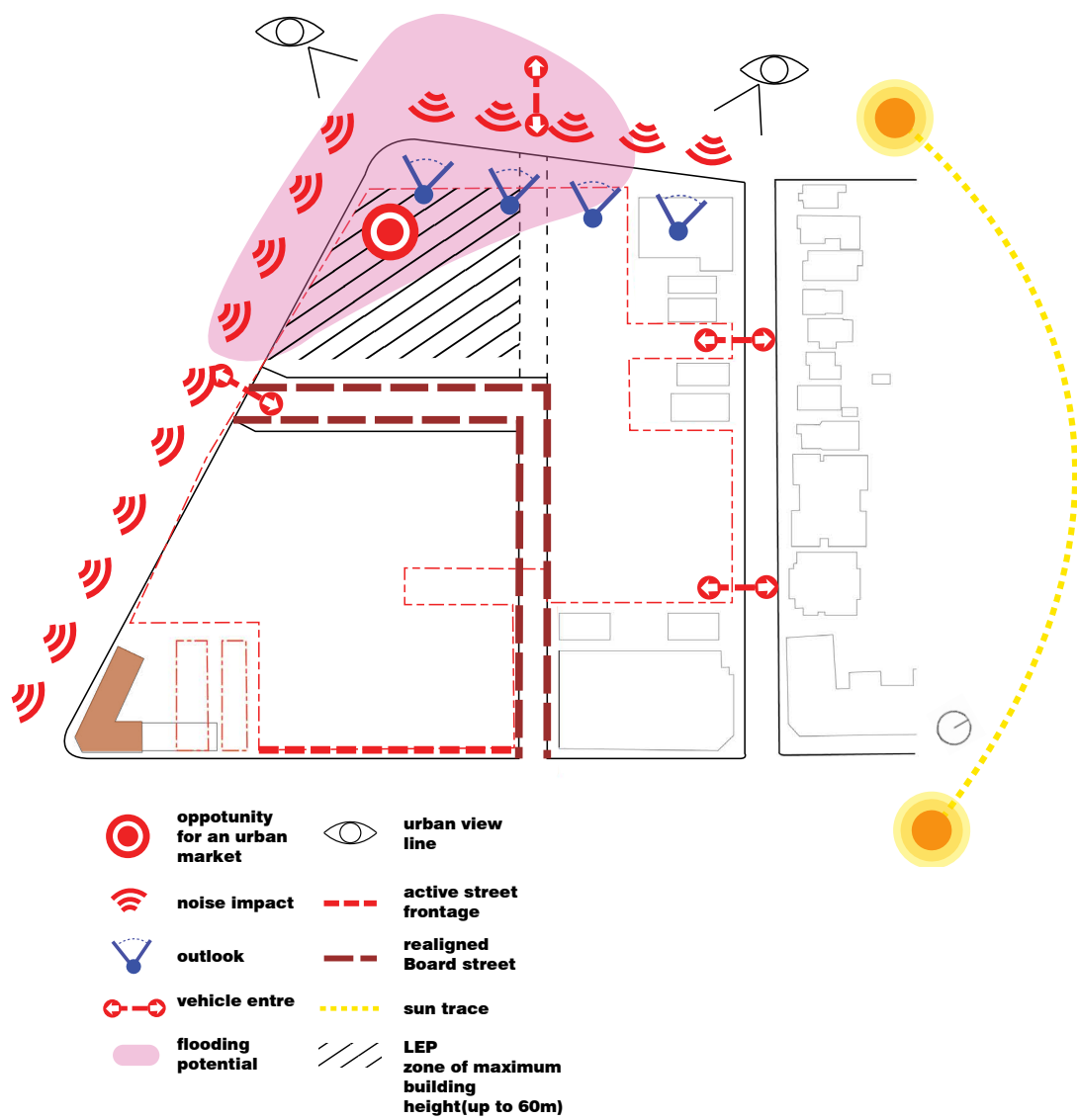


The existing club facilities, which address John and Church Streets, are to remain operational during any new redevelopment



Indicative view analysis and other environmental constraints identified relative to an aerial photograph

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Summary of Opportunities and Constraints

PTW 4. Redevelopment Strategy

Various redevelopment options were undertaken by PTW Architects, with three broad scenarios being considered. Each of these options met the current LEP controls.

Option 1

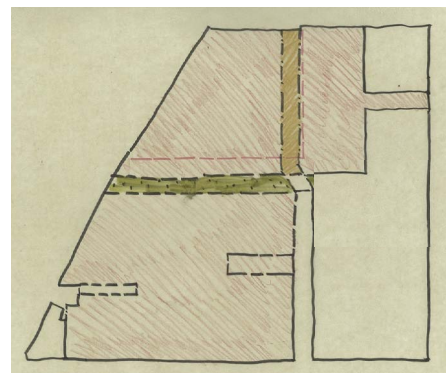
Under this redevelopment scenario, seven new towers occupy the north and western portion of the site integrated with new street edge aligned podiums. This option considered the redevelopment of the site in one stage. This proved difficult to achieve while maintaining a fully functioning club. Under this option a tower located off Ann Street, while meeting the current LEP controls, was considered as having too great an urban impact.

Option 2

Under this redevelopment scenario, six new towers occupy the north and western portion of the site integrated with new street edge aligned podiums. This option considered the redevelopment of the site in one stage. This proved difficult to achieve while maintaining a fully functioning club. Under this option the built form of the tower overlooking Olympic Drive was simplified. Under this option a tower was shown located off Ann Street, and while meeting the current LEP controls, was considered as having too great an urban impact.

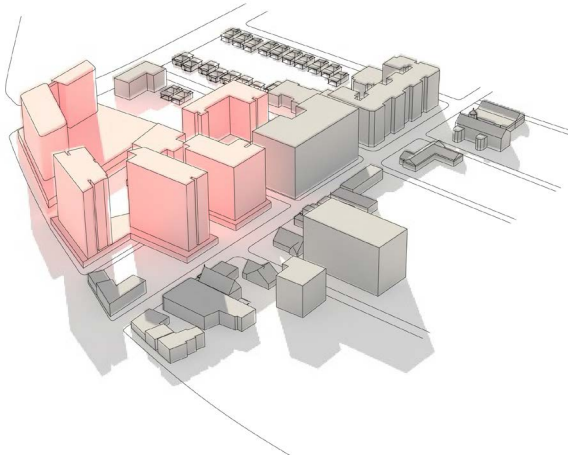
Option 3 (preferred)

Under this redevelopment scenario the disposition of towers were rationalised with five new towers occupying the north and western portion of the site integrated with new street edge aligned podiums. These towers were located away from Lidcombe Hotel and the tower facing Ann Street adjusted in scale. This option allowed staging, with Stage 1 allowed the existing club facilities to remain.

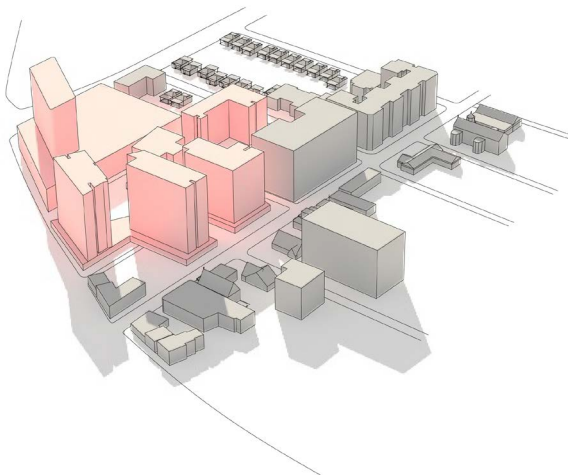


Under each option, Board Street is realigned south to meet Church Street. In this strategy there is no net loss of public open space. A new taller building with podium, and meeting the current LEP controls, is located on the south west corner across the former alignment of Board Street and away from John Street.

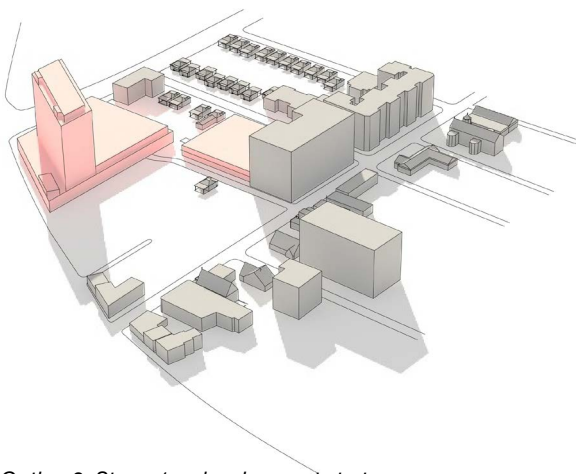
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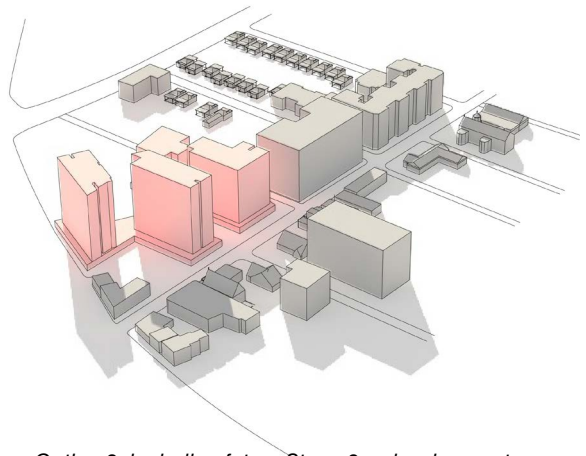
Option 1: redevelopment strategy



Option 2: redevelopment strategy



*Option 3: Stage 1 redevelopment strategy
identifying new infill buildings to the northern
and western edges of the site*



*Option 3: including future Stage 2 redevelopment
strategy with new infill buildings to the east and
southern edges of the site*

PTW 5. Urban Design Objectives for Redevelopment

Redevelopment of the site will provide active street edges linked to new public open spaces

The following Urban Design Objectives, which considers the redevelopment of the entire site under Stages 1 and 2 development scenarios, are identified:

Access

Provide publicly accessible links which extend a permeable town centre network. Redevelopment of the site will maintain an active street edge along John Street with the opportunity for mid-block pedestrian connections.

Realign Board Street and provide a publicly accessible roadway with associated open landscape spaces. Locate new vehicle entries off Ann Street and utilise the intersection of Board Street with Olympic Drive as a dedicated services vehicle entry/exit. The realignment of Board Street seeks to improve the urban experience between John and Church Streets.

Landscape Open Space

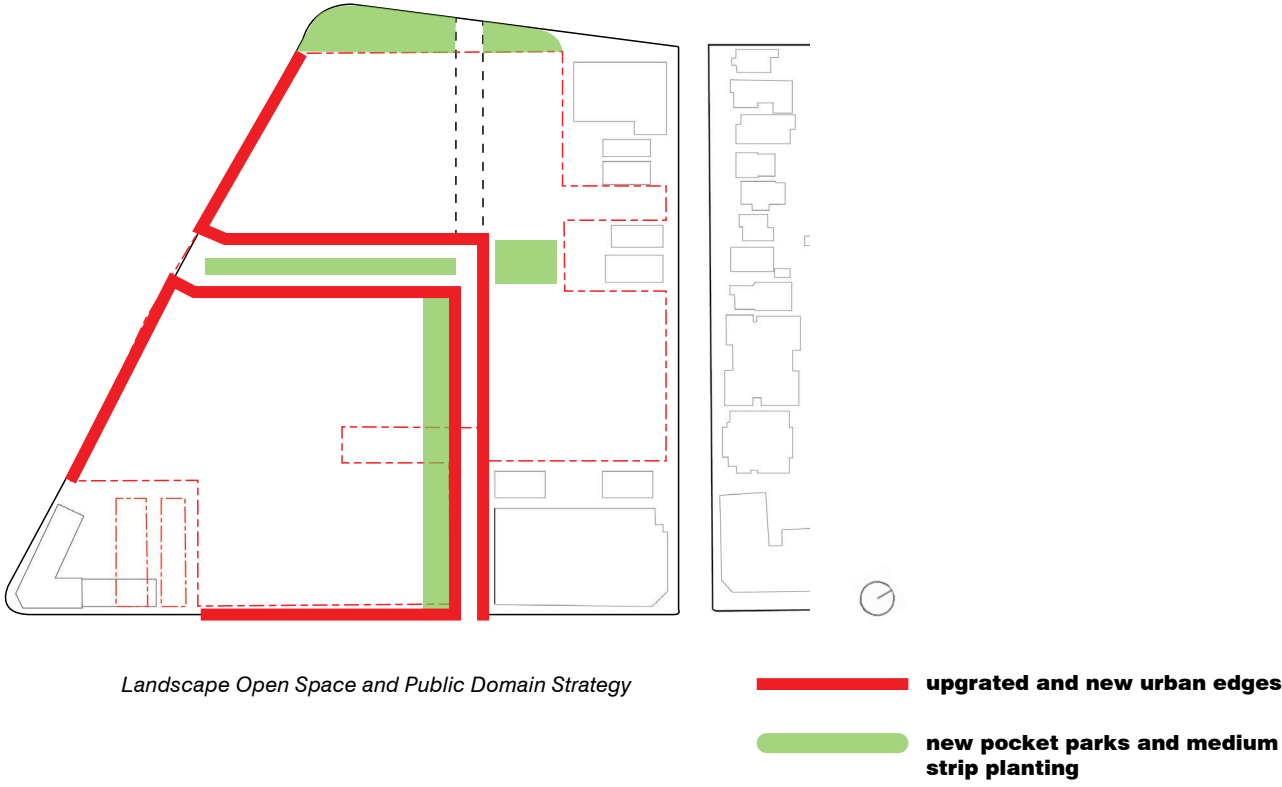
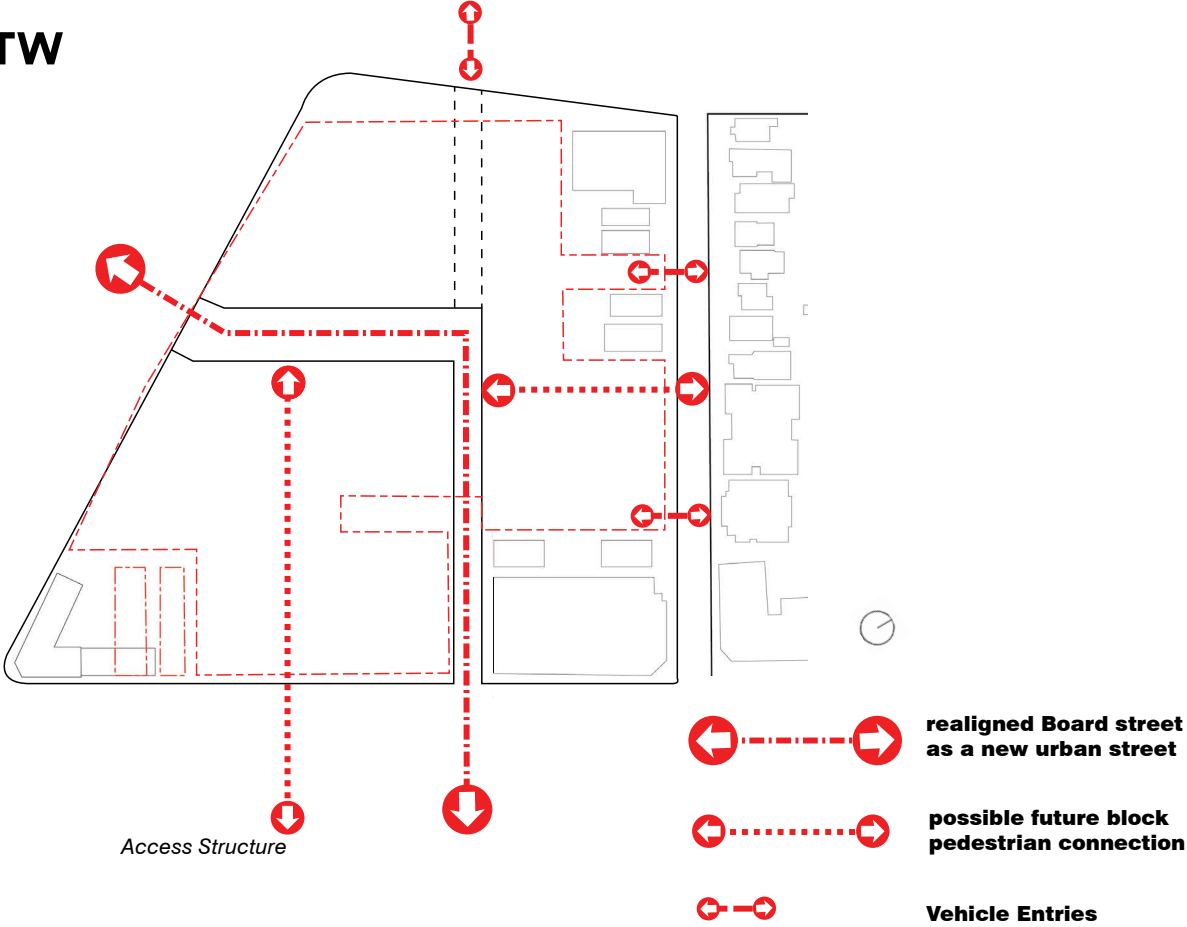
Promote a vibrant and activated streetscape through an improved public domain. Support John Street as an 'active' town centre street and improve the urban character of Board Street as a new pedestrian friendly street. Extend street tree planting along Board and Church Streets to give distinction and improve the urban setting.

Locate new pocket parks adjacent to the proposed mid-block links for improved public amenity and outlook.



Board Street is to be realigned as a pedestrian friendly street, within Lidcombe's town centre.

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PTW 5. Urban Design Objectives for Redevelopment

Redevelopment of the site will provide a diversity of built form

Massing Strategy

Recognise the urban character of the town centre and provide street edge podium buildings in association with taller buildings set back from the street edge. Locate taller buildings along the southern edge of the site as urban markers and position, for Stage 1 development, a taller building on the Church Street and Olympic Drive corner away from the existing lower buildings along John Street.

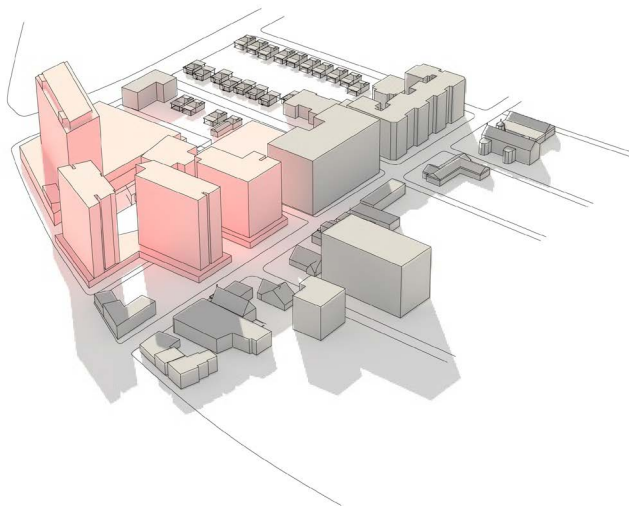
Building Orientation and diversity in built form

The orientation of new towers, for Stage 1 and Stage 2 development, are generally aligned east-west for urban address.

The development pattern of the site is considered as a series of urban 'infill' buildings which recognize the modulation of urban pattern within a town center. This pattern is made up of different buildings having different heights.

The south eastern portion of the site will provide a transition in urban scale to the adjoining Lidcombe Hotel, while the new above ground carpark (off Ann Street and under Stage 1 development) will be integrated with architectural screening to reduce its visual impact.

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Proposed redevelopment including Stage 1 and future Stage 2 built form envelopes



Built form strategy for Stages 1 and 2 redevelopment

PTW 5. Urban Design Objectives for Redevelopment

Redevelopment of the site will celebrate the urban importance the western edge of the town centre



Views and Vistas

The development site is clearly visible off Olympic Drive, Church and John Streets, and has high visual exposure. With an opportunity for an urban marker on the south-west corner of the site, the urban importance of this site within the town centre will be confirmed. New taller built form will provide immediate views west over Auburn Reserve and district views towards the north-east.

New urban form will provide a distinct silhouette within the urban townscape of Lidcombe with a taller building marking the intersection of Olympic Drive and Church Street.

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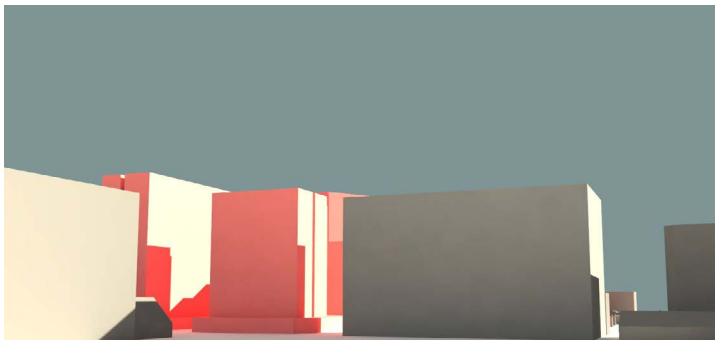
Olympic Drive and Church Street intersection: view looking north east - Stage 1 development



Olympic Drive and Church Street intersection: view looking north east - Stage 2 development



Off John Street: view looking south west - Stage 1 development



Off John Street: view looking south west - Stage 2 development

PTW 6. Achieving Design Excellence

Greater amenity is provided through an appropriate disposition of built form, a range of pocket parks and the location of new vehicle entries away from John Street.

The proposed redevelopment will mitigate the following likely urban impacts:

- 1 Noise from trains and roadway** - the raised podium to the western and southern edge, and its future building detail, considers this impact.
- 2 Flooding** - this impact will be mitigated through the design of the raised levels and entries within the podium to the south-west corner of the site.
- 3 Privacy issues and scale adjustments to the existing residential uses along Board and Ann Streets** - the proposed development recognizes these existing residential uses through an adjustments in built form to the adjoining boundaries. The proposed development also recognises that these sites have the potential for redevelopment in the near future.
- 4 Adjustment in scale near Lidcombe Hotel** - the proposed development locates taller built form away from this Heritage LEP item.
- 5 A sequence of new pocket parks and mid-block links** - the proposed development recognizes the need for a variety of urban experiences (including activated mid-block links) within the town centre of Lidcombe. These parks, being sheltered from the prevailing winter winds, will not impact on existing circulation patterns within the town centre.
- 6 Visitor vehicle entries** - the proposed development locates all vehicle entries either off Church Street, Board Street or Ann Street to ensure the pedestrian friendly urban character of John Street is maintained.

7 Service vehicle entry - service entries/exits are located off Olympic Drive to ensure that the town centre streets are not dominated by large vehicles.

8 High Level Crime Prevention Through Environmental Design (CPTED) - the proposed redevelopment mitigates crime prevention through CPTED by considering the following:

- _ a calm and safe approach to the design of the public domain with new club entries off Board Street;

- _ new public domain street lighting to the realigned portion of Board Street, especially as this contributes to a new urban address for the club;

- _ to locate new street lighting away from new street tree planting;

- _ to provide clear sight lines along all new pedestrian links, including passive surveillance opportunities into and along Board Street and into and through the proposed multi-deck carpark;

- _ an open landscape design for all new pocket parks; and

- _ a new built form envelope which has no re-entrant corners at street level (as potential dangerous areas after dark).

9 Site Isolation - the redevelopment stages of an amalgamated site does not include 1, 13 and 15 Ann Street or 2 Board Street. The current investigations undertaken by PTW Architects suggests that these sites are not isolated nor significantly impacted and have the potential for separate and appropriate redevelopment. If 13 and 15 Ann Street are amalgamated, the potential for redevelopment with a north facing 5-storey apartment can be achieved. Investigation of the future redevelopment to 1 Ann Street and 2 Board Street suggests that redevelopment of these sites for separate residential uses can be positively achieved.



4 GREEN WALL NORTH
1 : 200



5 GREEN WALL SOUTH
1 : 200

Proposed carpark facades - as new screens to Board Street and Ann Street

PTW 6. Achieving Design Excellence

Design excellence is achieved through the development of an appropriate urban response.

The proposed redevelopment has the following urban benefit:

Opportunity to embrace the planning controls

The subject site, while meeting the planning controls of the current LEP, provides differences in building height across the site. These planning controls were used as an opportunity for greater urban diversity.

Maintains a permeable Street Network

Realigning Board Street improves the pedestrian links between John Street and Church Street - a potential desire line to the Olympic Drive underpass. This realignment will provide immediate benefit to the local community through a pedestrian friendly street while providing a new urban address to the club. New buildings along John Street and Church street will be designed to have active ground floor uses.

Provides a sequence of new landscaped open spaces

New pocket parks will be integrated with the realigned Board Street and future mid-block links. These open spaces will provide different urban experiences - from a memorial park to a community friendly park.

Provides urban cohesiveness through street edge alignment of new built form

All new built form will be considered as 'urban infill' and be street aligned. Material selection to new infill development will consider colour, texture and reflectivity.

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Proposed landscape and public domain works contributing to a permeable network of town centre community spaces

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