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Planning &
Environment



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The document has been prepared by Andrew Burns Architects, commissioned by the NSW Office of the Government Architect. The document consists of a 'fine grain study' exploring possibilities for improvements to the public domain and opportunities for public benefit, centred on Lakemba, Wiley Park and Punchbowl Stations and catalysed by the South West Metro project.

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This study has been guided by the following objectives:

- To identify opportunities to provide an improved public domain in the Lakemba, Wiley Park and Punchbowl Station precincts.
- To integrate and progress existing initiatives, in particular the Sydney Green Grid.
- To identify key catalyst development sites that can assist in realization of the vision.
- To review and propose refinements to the densities proposed by NSW Department of Planning, seeking to provide enhanced correlation between density and amenity.

Due to their proximity and similar urban structure, Lakemba, Punchbowl and Wiley Park have been considered as a group, incorporating a strategy that extends across the three locations, accompanied by detailed proposals for each precinct.

A working methodology has been followed, identifying assets and liabilities, leveraging these to create opportunities for public benefit. By identifying the assets and liabilities of the precinct, the opportunities are simultaneously identified. From this analysis a series of proposals are developed:

A LINEAR PARKLAND

A linear parkland is proposed along the entirety of the corridor, in accordance with the principles of the Sydney Green Grid. This contributes a significant and high quality landscape presence within the context, addressing the general absence of greenspace within the precinct. Inclined banks of landscape are used as a device to resolve level conditions at each of the three station locations, providing a cohesive, landscape-oriented identity.

EAST / WEST REORIENTATION

Associated with the proposal for a linear parkland is a redistribution of masterplan density to more closely follow the rail corridor and parkland. This strategy associates density with amenity, providing appealing outlooks, solar access and an urbane boulevard condition, departing from the high density residential proposed for King Georges Road.

A SUITE OF PUBLIC SPACES

A range of public spaces are proposed within the context; consisting of a new plaza at Lakemba Station, redefinition of existing public spaces such as the triangular park at Punchbowl and innovative 'shared zones' at Wiley Park Girls High School and Punchbowl High School, building upon successful models of shared space such as Redfern Park, Sydney.

CIVIC SPINE AND EDUCATIONAL PRECINCT

The Boulevard, extending along the southern side of the rail corridor, is identified as a civic spine, currently containing post office, library and a concentration of schools around the Wiley Park precinct. It is proposed to consolidate the identity of this area as an educational precinct, with a new multi-level school to be located on the intersection with King Georges Road, drawing upon precedents of the proposed vertical school for Parramatta. It is envisaged that this would become an icon for the South-West region, emphasizing the centrality of education within the community.

RECONFIGURATION OF WILEY PARK STATION

A significant reconfiguration of Wiley Park Station is proposed, moving the station entry from the busy frontage of King Georges Road, to a location at the western end of the station. This provides a safer location with generous plaza spaces to either side of the station and provides direct access to a residential catchment to the northern side of the station.

This locates the station entry point mid-way between Lakemba and Punchbowl Stations, whilst simultaneously avoiding the significant gradient adjacent to King Georges Road, which forms an unresolved aspect of the current station proposal.

ENHANCEMENT OF THE HIGH STREETS

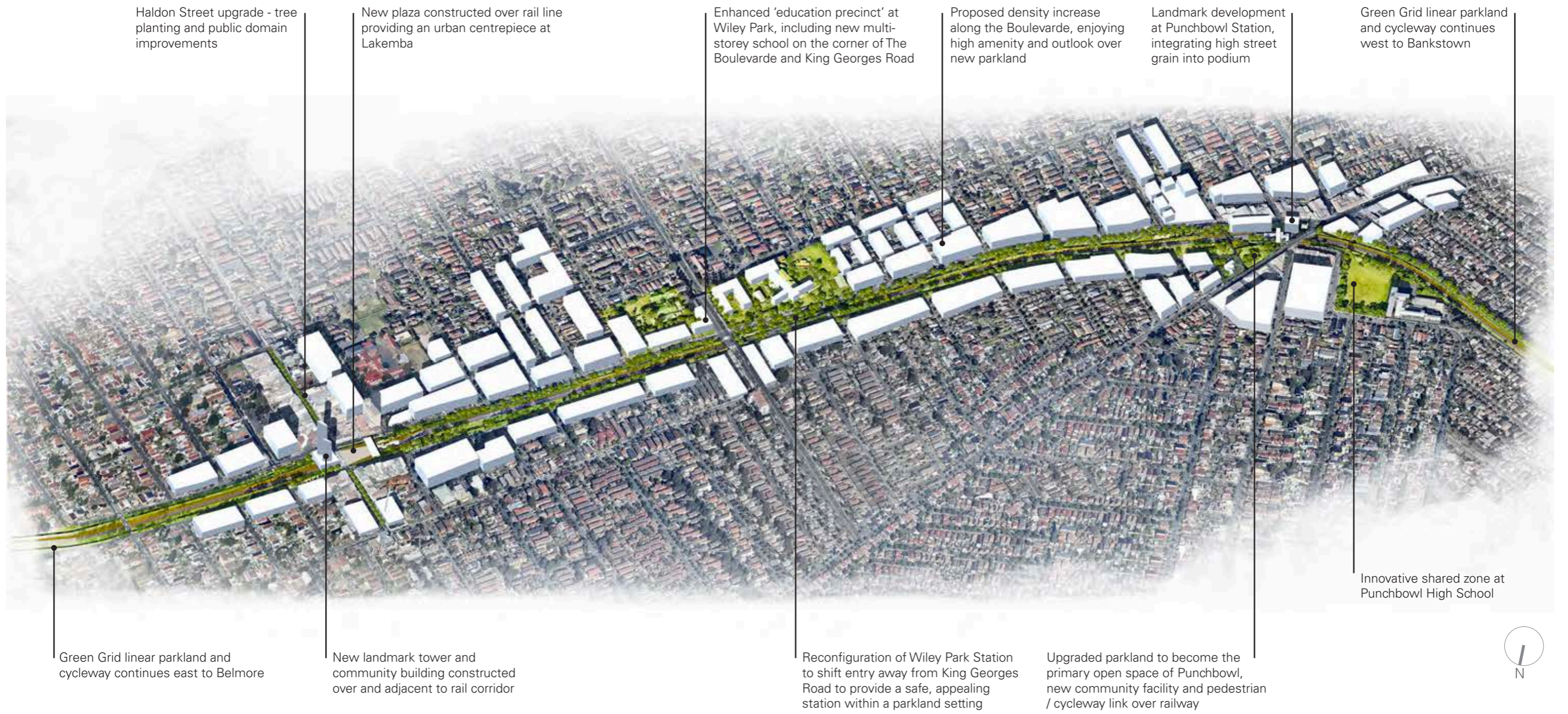
Haldon Street and Punchbowl Road are identified as successful high streets and a range of suggestions are provided to retain and enhance these vibrant locations. King Georges Road is proposed to transition to an alternative form of 'enterprise street', consisting of high quality show rooms and other large volume spaces that benefit from the significant passing traffic.

CATALYST PROJECTS

A significant development is proposed at Lakemba Station, consisting of the development of a tower over the railway line to the eastern side of Haldon Street, becoming a market akin to the forum development in St Leonards. This development of TfNSW land is envisaged to support the provision of the new plaza to the opposite side of Haldon Street and a new community centre / youth centre in the podium of the building - a 'grand room for Lakemba' and a cultural centrepiece of the South-West.



Aerial view - linear parkland, associated massing and accent points.



Haldon Street upgrade - tree planting and public domain improvements

New plaza constructed over rail line providing an urban centrepiece at Lakemba

Enhanced 'education precinct' at Wiley Park, including new multi-storey school on the corner of The Boulevard and King Georges Road

Proposed density increase along the Boulevard, enjoying high amenity and outlook over new parkland

Landmark development at Punchbowl Station, integrating high street grain into podium

Green Grid linear parkland and cycleway continues west to Bankstown

Green Grid linear parkland and cycleway continues east to Belmore

New landmark tower and community building constructed over and adjacent to rail corridor

Reconfiguration of Wiley Park Station to shift entry away from King Georges Road to provide a safe, appealing station within a parkland setting

Upgraded parkland to become the primary open space of Punchbowl, new community facility and pedestrian / cycleway link over railway

Innovative shared zone at Punchbowl High School



Aerial view - linear parkland, associated massing and accent points (VIEW 1)



The following section provides analysis, strategies and proposals that apply to the overall corridor of Lakemba, Wiley Park, Punchbowl.



Lakemba, Wiley Park and Punchbowl form a linear spine, oriented in an easterly direction towards the Sydney CBD. This provides a surprising presence of the CBD within the context, with views gained along the Boulevard and at elevated locations at each station. This sense of orientation is a positive attribute of the locality.



1

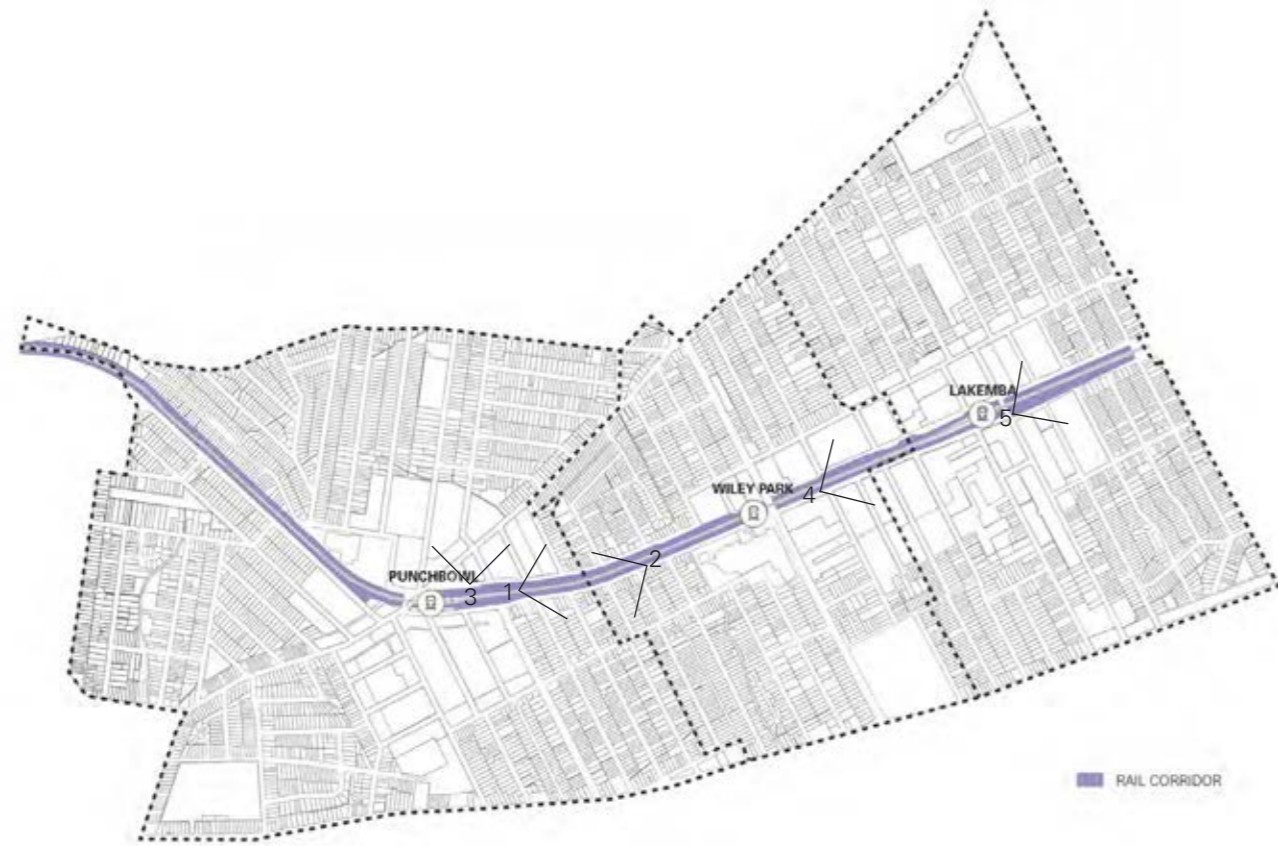


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1. Lakemba / Wiley Park / Punchbowl located in the South-West Metro - a linear spine oriented towards the Sydney CBD.
2. Sydney CBD view from Lakemba.



Significant areas of open space exist either side of the rail corridor, providing opportunities for the provision of new public landscape space.



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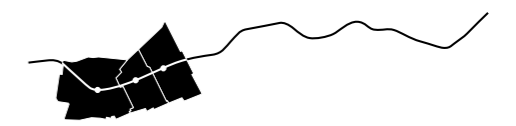


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- 1. Wide rail corridor
- 2. The Boulevard
- 3. Unused grass areas inside rail fence
- 4. Landscaping in the rail corridor
- 5. Wide parking in corridor



Haldon Street, Lakemba and Punchbowl Road, Punchbowl are reasonably well intact High Streets, comprising fine grain development with street awnings, two storey structures with parapets and traditional ornamentation and vibrant business activity.



1

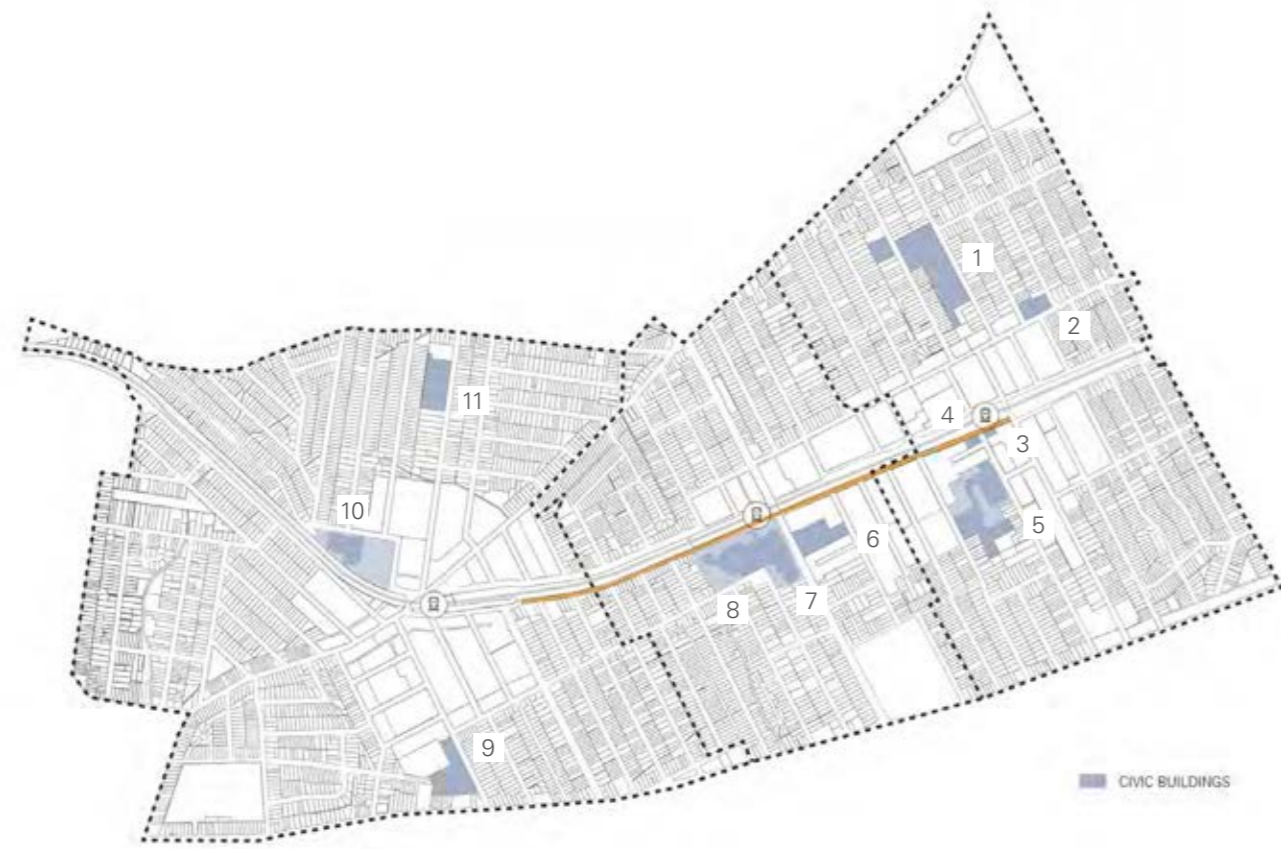


2

1. Haldon Street, Lakemba
2. Punchbowl Road, Punchbowl



Civic buildings are distributed throughout the precinct. The Boulevard, extending along the southern side of the rail corridor, is identified as a civic spine, currently containing post office, library and a concentration of schools around the Wiley Park precinct.



1. Hampden Park Public School
2. St Therese's Catholic Primary School
3. Lakemba Post Office
4. Lakemba Library
5. Holy Spirit College
6. Lakemba Public School
7. Wiley Park Public School
8. Wiley Park Girls High School
9. Punchbowl Public School
10. Punchbowl Boys High School
11. St Charbel's College



1



3



4



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11



The corridor is intersected by a series of arterial roads. King Georges Road is a major north-south connector. Punchbowl Road is of lower scale but causes significant compromise to the public domain in the Punchbowl precinct.



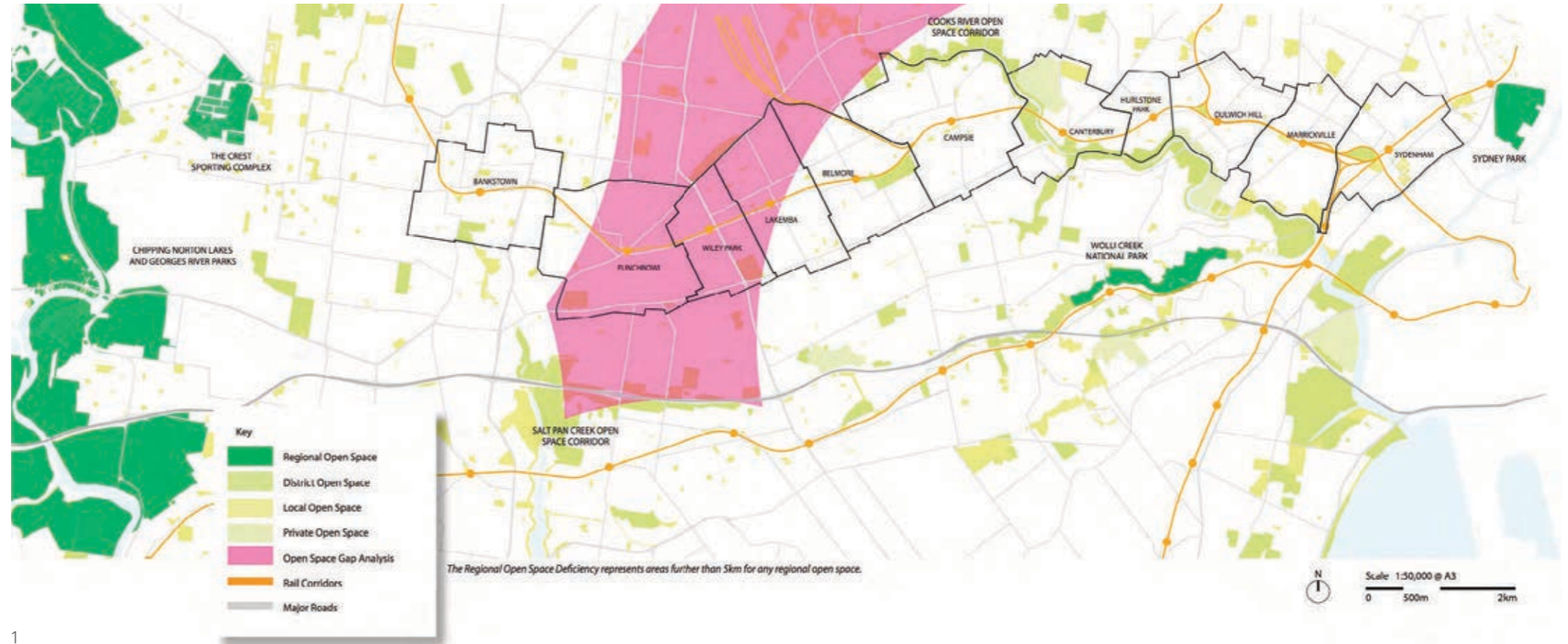
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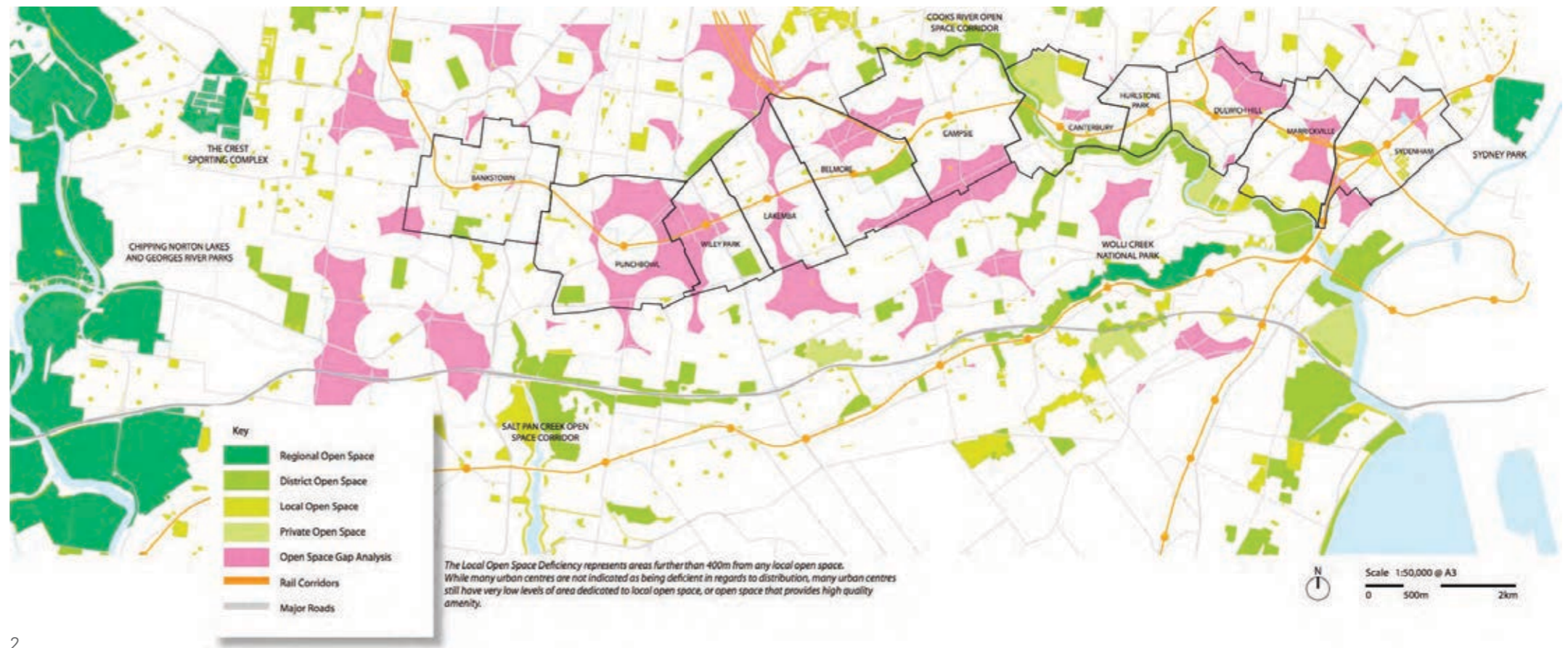
2



The precinct is affected by a significant lack of open space, both of regional and local scale. The gap analysis provided within the Draft Open Space and Recreation Strategy indicates that the study area is greater than 5km from regionally scaled open space. Similarly, the area between Wiley Park and Punchbowl is located greater than 500m from locally scaled open space, indicating a deficiency of open space within these precincts. This analysis is supported by community consultation comments, whereby Wiley Park residents nominated lack of green space as their primary concern.



1



2

1. Regional scale park gap analysis
2. Local scale park gap analysis
SOURCE: Draft Open Space and Recreation Strategy



A linear parkland is proposed along the entirety of the corridor, in accordance with the principles of the Sydney Green Grid, utilizing excess space within the rail corridor and large lawn verges adjacent to the corridor. A series of accent points are located along the length of the parkland; a highly urbane plaza at Lakemba Station, shared zones Wiley Park Girls High School and Punchbowl High School, an enhanced triangular park at Punchbowl and upgraded treescape on King Georges Road, inspiring access to existing green spaces through improved streets.

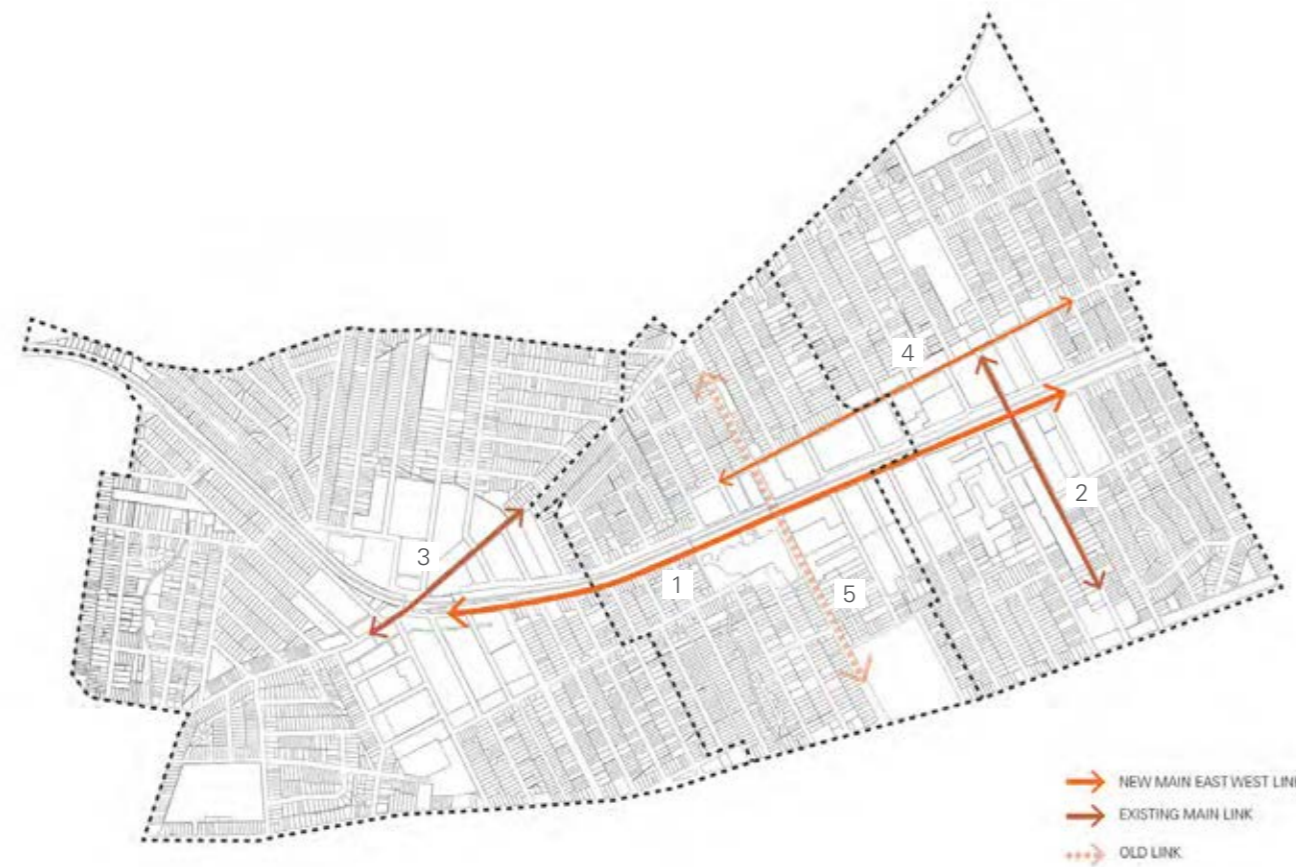
This contributes a significant and high quality landscape presence within the context, addressing the general absence of greenspace within the precinct.



1. Peel Street Reserve
2. Haldon Street (future tree planting proposed)
3. Jubilee Reserve
4. Wiley Park
5. Open space at Wiley Park Girls High School
6. Punchbowl Station Park
7. Playing Fields at Punchbowl Boys High School
8. King Georges Road tree planting



It is proposed to reorient the proposed densification area surrounding Wiley Park from a north-south orientation along King Georges Road, to an east-west orientation along the rail corridor and linear park, with the Boulevard serving as the primary road and pedestrian connector, supplemented by Lakemba Street to the northern side of the rail line.



- 1. The Boulevard
- 2. Haldon Street
- 3. Punchbowl Road
- 4. Lakemba Street
- 5. King Georges Road
- 6. Aerial view from North



6



Associated with the proposal for a linear parkland is an opportunity to redistribute the proposed masterplan densities to more closely follow the rail corridor and parkland. This strategy associates density with amenity, providing appealing outlooks, solar access and an urbane boulevard condition, departing from the high density residential proposed on King Georges Road.

If required, this arrangement of increased linear massing can be accompanied by a reduction of massing around the station core, resulting in a higher level of amenity within the core and greater ease of compliance with the Apartment Design Guide (ADG).



Potential to increase density on the northern side of the new Green Grid linear park to take advantage of the increased amenity

Remove high density zoning along King Georges Road, to reduce the number of people living adjacent to the poor amenity of the road, replace with industrial / showroom zoning. This strategy can continue along the green grid.

Continue density along extent of Green Grid Linear Park as appropriate

If the linear park is delivered then there is potential to increase density on the southern side of the new Green Grid linear park to take advantage of the increased amenity (density could be reduced from other areas such as Punchbowl town centre)

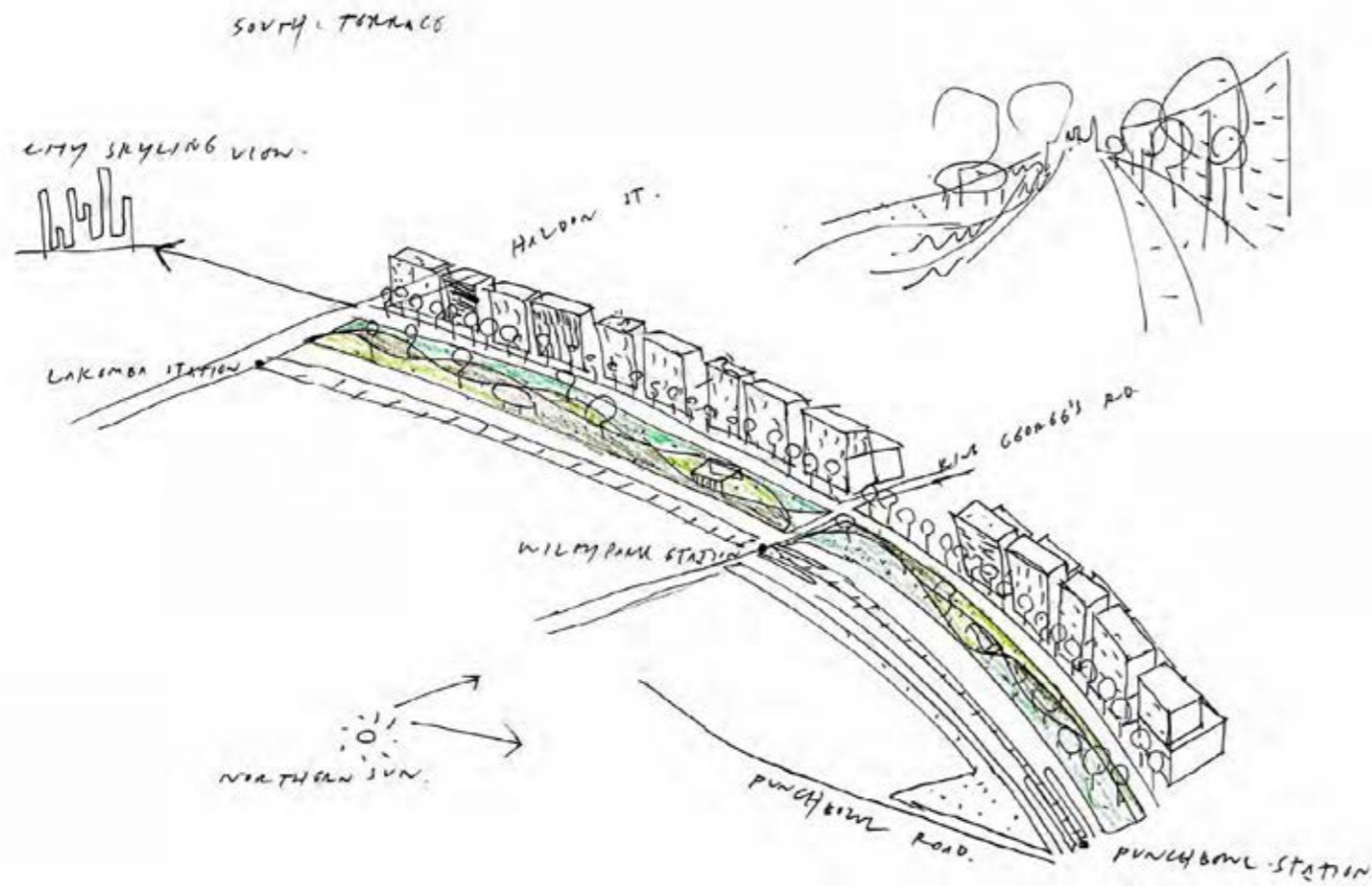
Change zoning of vacant site on corner of King Georges Road and The Boulevard to accommodate a new education establishment

- HIGH RISE AND MIXED USE
- MEDIUM HIGH RISE HOUSING
- MEDIUM RISE HOUSING
- MAIN STREET SHOP TOP
- CIVIC BUILDING
- MIXED USE ENTREPRISE



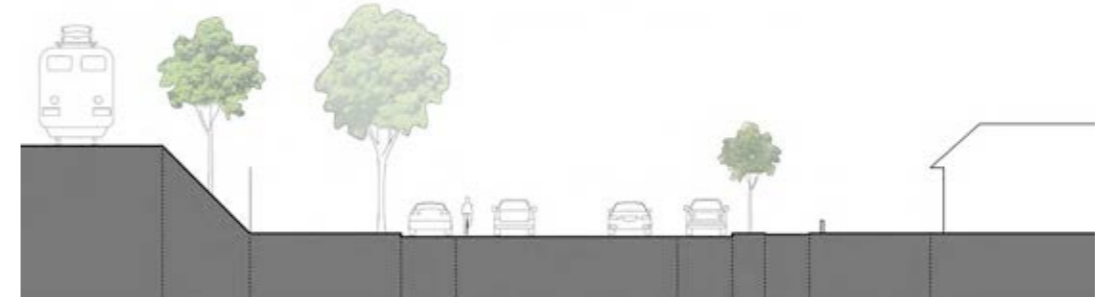
The redistribution of massing is centred on increased density along the Boulevard, linking Lakemba, Punchbowl and Wiley Park Stations. The existing wide street (4-5 lane width) is reduced to provide 2 lanes plus parking to the southern side only, therefore yielding a further increase to the linear parkland between the roadway and the rail corridor.

A series of pavilions, fitness equipment, rest spots, shade spots and other amenities are envisaged within the linear parkland. A two storey podium with terrace typology and multiple entry points is encouraged for the adjacent buildings, with apartments to the upper level set back to reduce the presence of massing within the streetscape. The linear boulevard benefits from city views on axis.

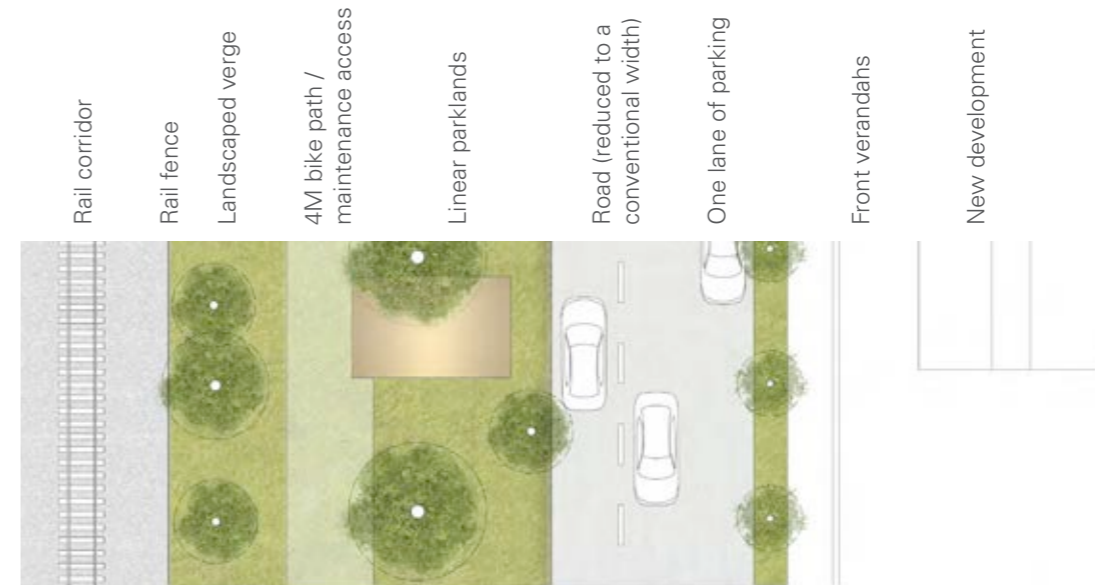


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1. Concept sketch - A linear park along the rail corridor gives high amenity to new development adjacent
2. Existing typical plan and section through The Boulevard
3. Proposed typical plan and section through The Boulevard



2



3







BEFORE



Landscape treatment to residual space within the rail corridor

4m wide cycle / pedestrian route doubles as maintenance access to rail corridor

Moments of rest and pause

Street tree planting

The Boulevard is reduced to two way plus parking to southern side only, to create enlarged parkland to north

Sensitively scaled building massing to the southern side of the Boulevard, replacing existing single dwelling residential stock

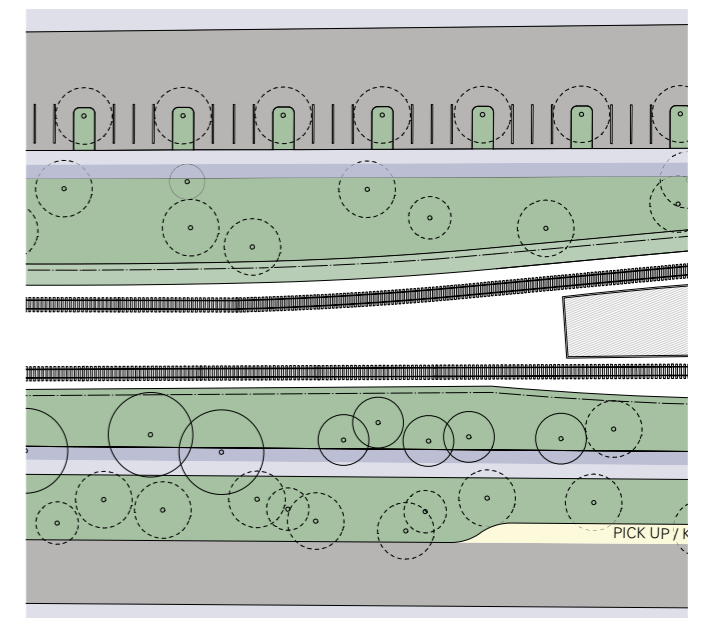
The Boulevard, looking north (VIEW 2)

The creation of the linear parkland and improved pedestrian and cycle networks results in some loss of car parking from the southern side of the rail corridor. As a general strategy, this car parking is substituted with parking to the currently under-utilised northern side of the railway, facilitated by additional railway crossing points; an underpass at Wiley Park and a new pedestrian / cycle bridge at Punchbowl.



1. Improved 90 degree parking along northern side of new Green Grid Linear Park
2. Predominant parkland along southern side of train line
3. New crossing at Punchbowl
4. New crossing at Wiley Park
5. Existing crossing at Wiley Park
6. Existing crossing at Lakemba
7. Detail plan of typical improved parking in relation to rail corridor and other improvements

- Green Grid
- Access across railway
- Street parking



7





The following section provides detailed analysis and strategies applicable to the Lakemba context.



Haldon Street contains a reasonably intact high street.
 Railway Parade and The Boulevarde contain additional fine grain, creating a lively station precinct.



1. Existing view from Haldon Street bridge

A number of large land parcels are located in the station precinct, both publicly and privately owned.



- 1. Multi residential building currently under construction
- 2. Under sized cottages with large street setback
- 3. Land over rail corridor with connections on three sides
- 4. Large parcel of land
- 5. Council owner public car parks



The current road bridge over the rail corridor has narrow dangerous footpaths which split Lakemba at it's centre.



1. Haldon Street bridge over rail corridor

A series of detracting buildings are located within the precinct, causing impedance of the linear parkland and cluttering the public spaces.



- 2. TfNSW owned shops
- 3. Independent lifts for access solution
- 4. Brick shops
- 5. TfNSW service building



The green grid linear parkland can extend throughout the precinct, transitioning to a more urbane plaza typology to the east of the station, with a formalized treescape to structure the open space and create places of shade and rest.



- 1. Green Grid linear park
- 2. Urban Plaza attached to Lakemba Station
- 3. Existing park

A number of catalyst development projects are located within the immediate context, strengthening the high street and structuring open spaces.



- 4. Development site that includes a podium continuing the fine grain of the high street
- 5. New shoptop development to extend the high street



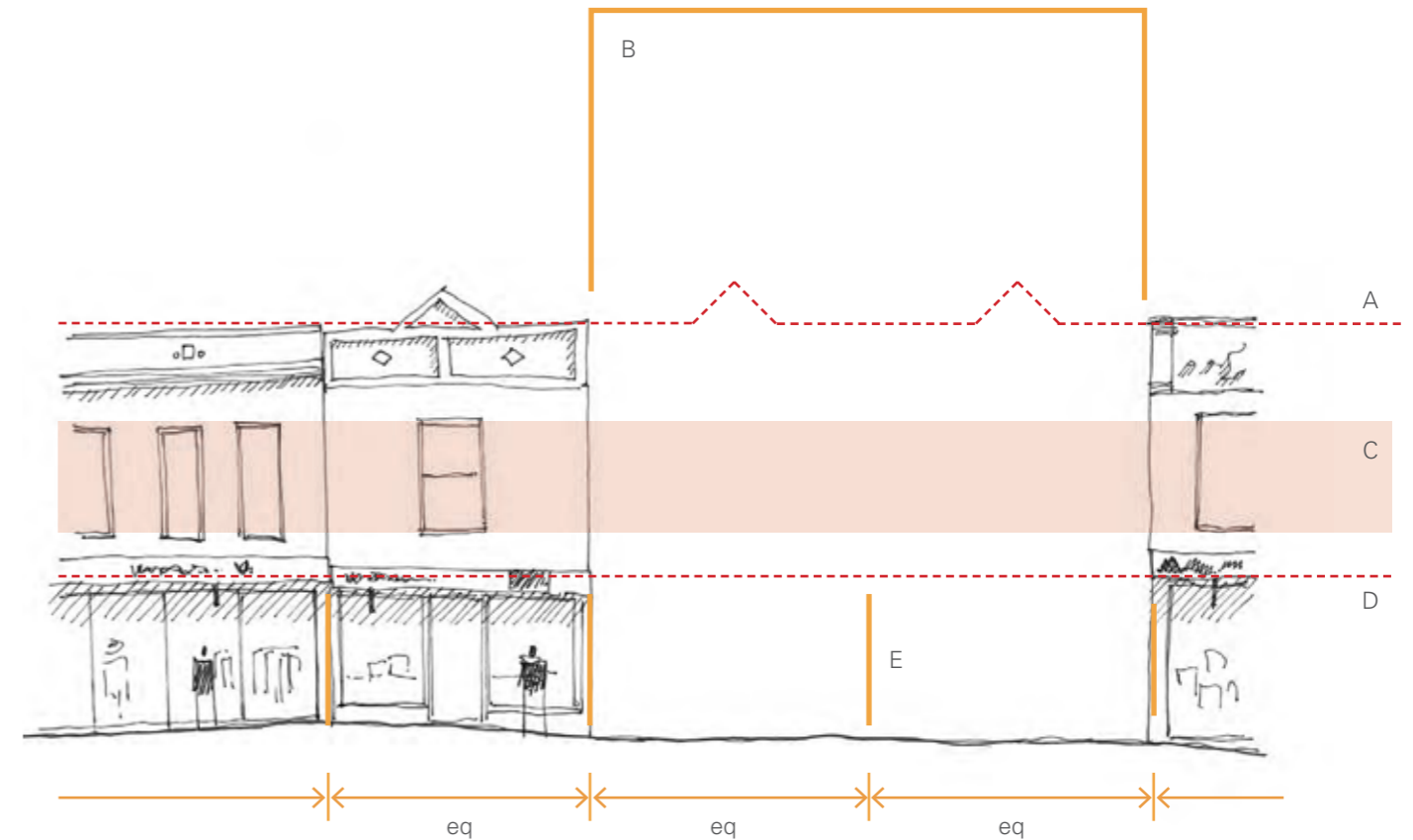
A series of land parcels are located along Haldon Street, in excess of 400 sqm land area. These parcels provide opportunity for sensitive enhancement of the high street. It is recommended that these be subject to thorough development controls, requiring retention of original streetscape fabric, or in the instance of new construction, observing critical alignments with parapets, setting back upper levels clear of parapet and providing appropriate material responses.



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1. Banks with wide and blank frontages
2. Recent shop top housing development on Haldon Street with set back upper levels to continue high street character
3. Proposed High Street infill development principles

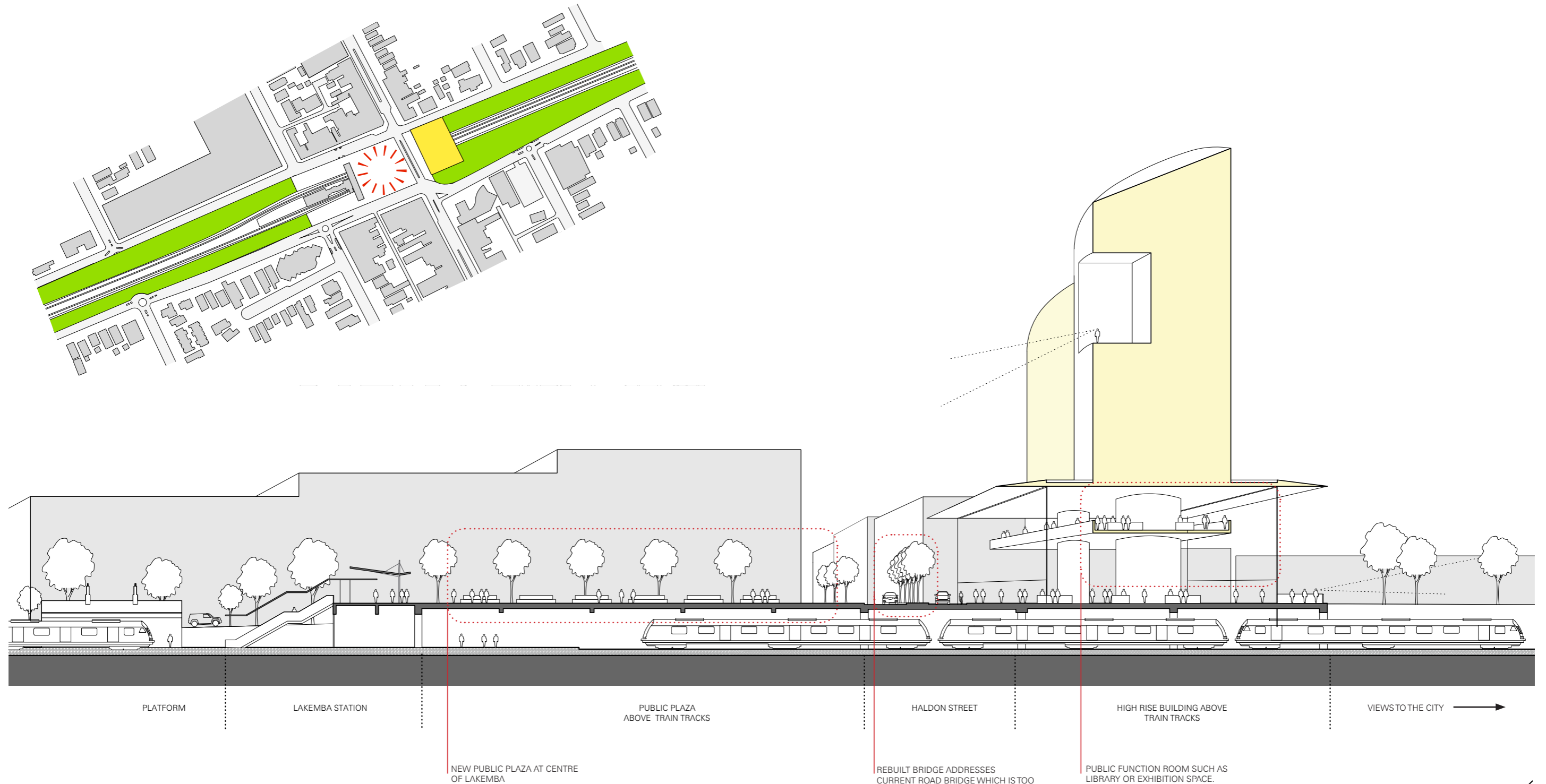
- Some proposed development principles for High Street Infill:
- A. Front elevation to street boundary with parapet at a height matching the consistent street elevation. Ornament to existing patterns if appropriate.
 - B. Setback of upper storey volumes behind parapet.
 - C. Alignment of upper windows on front elevation.
 - D. Continuation of street awnings.
 - E. Division of new shopfronts into retail spaces matching the width of adjacent retail spaces



A key opportunity within the Lakemba precinct is for the construction of a plaza over the rail line, to the west of Haldon Street and extending to the station concourse. The level change across the site is resolved by tapering landscape banks to form a transition between the plaza and the Boulevard and Railway Parade as the land drops to the west. This provides clear and direct access to the station and enables the removal of the lift cores to either side of the station, serving to de-clutter the precinct.

A significant development opportunity is located eastern side of Haldon Street, utilizing the land either side of the rail line and the air space over the rail line. It is recommended that this could accommodate a significant tower structure, becoming a marker building within the context akin to the Forum development in St Leonards.

It is proposed that the podium of this structure be dedicated to a community building, reinterpreting the fine grain shopfront typology in a larger structure, gaining an appealing frontage opposite the new station plaza and preserving the city view for public access from within the community building.



Section East / West along Rail Corridor





Tree planting to frame both sides of plaza and provide shade

An over-scaled eave references the shopfront awnings of Haldon Street, but at a scale befitting a public building

A new community building is constructed over the rail line, enjoying city views to the north and becoming a grand 'Room for Lakemba'

Consistent ground treatment to plaza, roadway and into building to create a continuous urban domain

Towers located with cores either side of the rail corridor. A lower northern tower animates the massing and reduces overshadowing to the plaza

Places of pause and rest

The proposed plaza, community building and indicative landmark tower development at Lakemba (VIEW 3)





Public domain paving extends inside to create a sense of connection to the plaza outside

Double height spaces to give a sense of grandeur

Large format fixed acoustic glazing to capture view of the city within the public room

An opportunity exists to subtly upgrade Haldon Street, incorporating tree planting to introduce a layer of softness and greenery into this urban context.



- 1. New street trees
- 2. Haldon Street existing
- 3. Haldon Street



The pedestrian catchment is channelled to the station plaza by a series of north-south oriented streets. The extension of the plaza in an east/west direction enables it to gather pedestrian movements.

The Green Grid linear park becomes a collector for pedestrian traffic to the station. This increases the amenity and safety of a walk to work. An increase in commuter oriented services is proposed around the station plaza to service pedestrians.



- 1. The majority of pedestrian traffic enters the station precinct along the Green Grid linear park
- 2. Secondary pedestrian traffic only will use Haldon Street
- 3. Increased pedestrian services around the station plaza

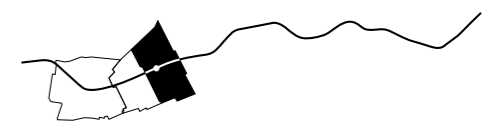


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- 4. Existing shopping for along Railway Parade for those walking to the station
- 5. Pedestrian access to Lakemba station along the Green Grid linear park



The introduction of the green grid linear parkland causes a loss of some car parking to the southern side of the rail corridor. This is proposed to be balanced by additional parking to the northern side of the corridor and the provision of multi-storey council car parking developments sleeved with a thin film of retail or commercial use to provide active frontages.



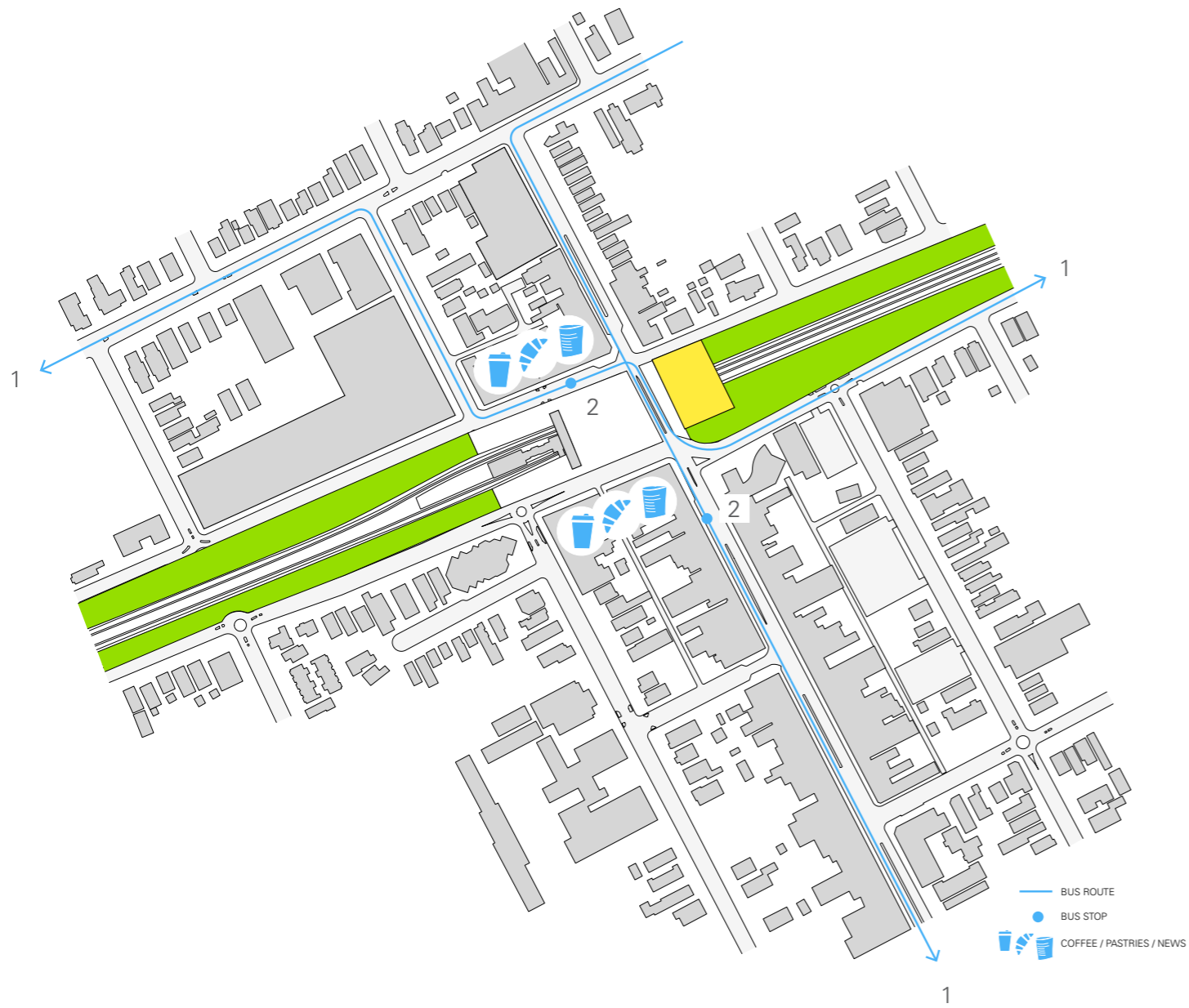
- 1. Existing rail corridor parking
- 2. Existing open asphalt Council parking



- 3. Removal of existing parking to benefit the new park
- 4. Upgrade to street parking on northern side of corridor
- 5. Upgraded Council parking into multi level developments
- 6. Supplement parking if required with planning agreements that bring public parking into private developments



Railway Parade is retained and enhanced as a safe and accessible bus area, supported by the new station plaza. Shopfronts adjacent to the new station plaza provide services for commuters changing between modes of transport.



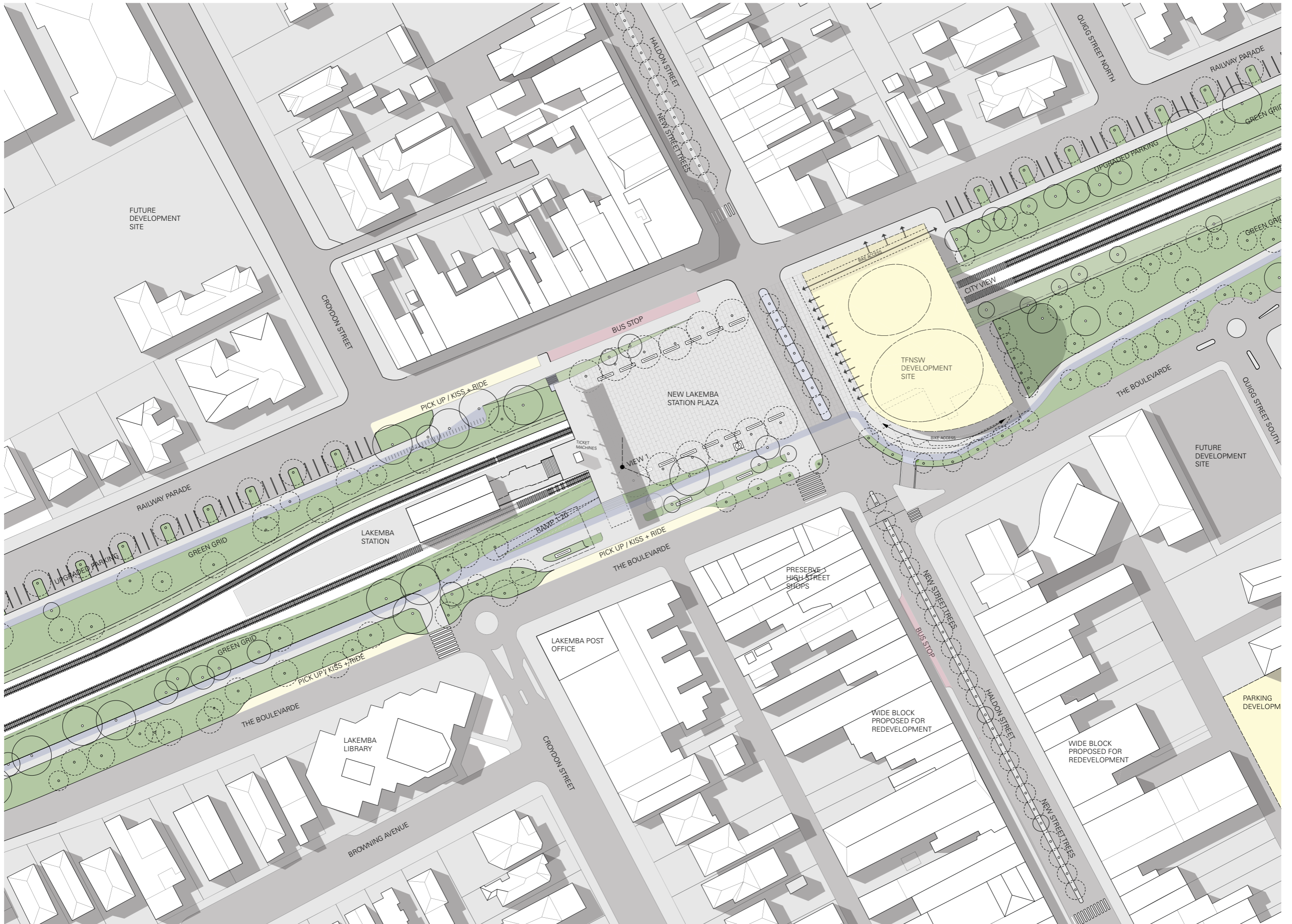
- 1. Existing Bus route
- 2. Key bus stop

The cycle network is accommodated along the length of the linear parkland, providing safe and easy access to the station precinct. Bicycle parking is located to provide access to Lakemba station and Haldon Street shops. Secondary streets allow cyclists to filter into the Green Grid cycle network without having to travel on major streets.



- 3. Green Grid cycle way
- 4. Shared zone at station plaza
- 5. Bike parking adjacent to station
- 6. Bike parking adjacent to Haldon St shops

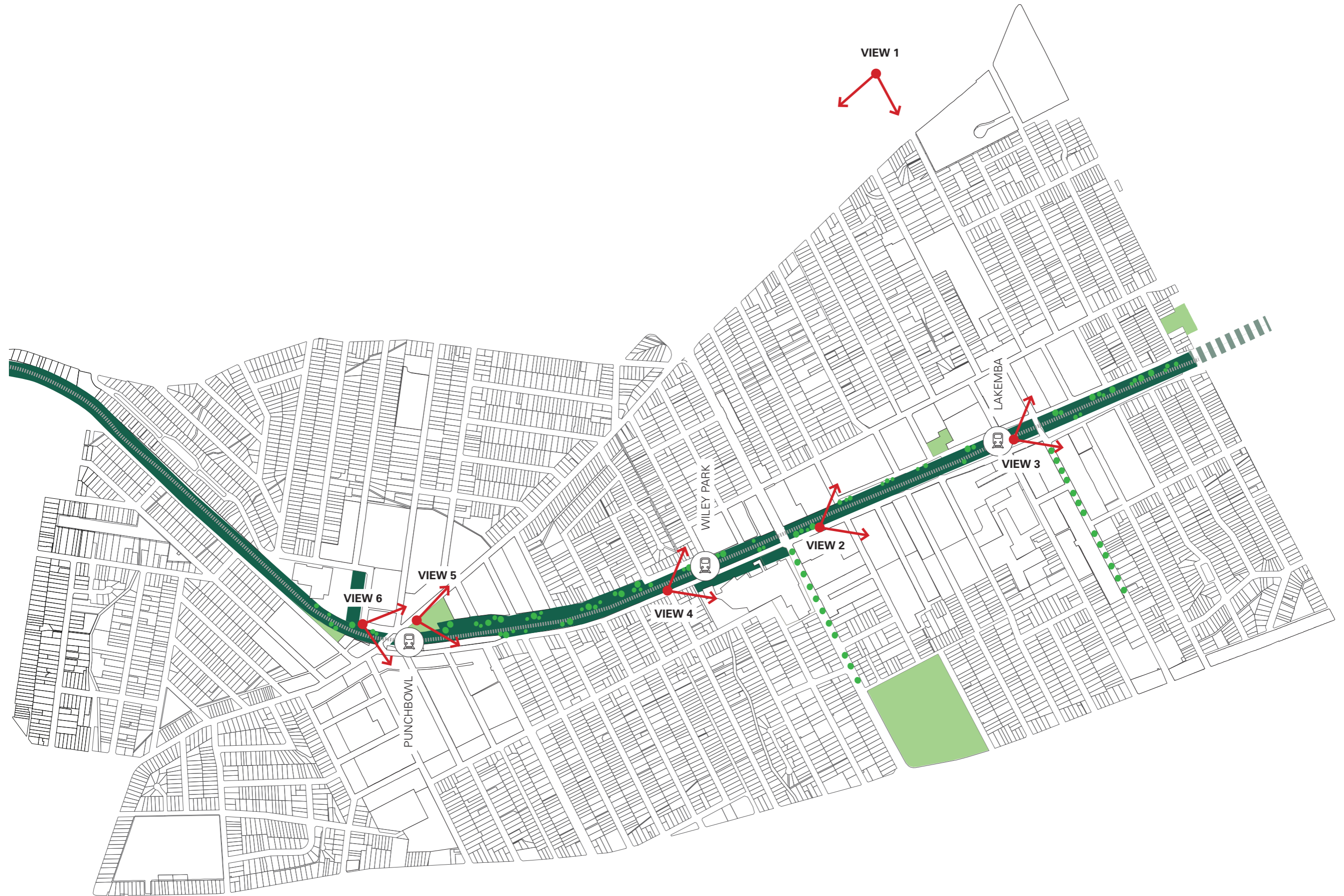




The following table provides a framework of next steps, identifying key stakeholders associated with the component of the proposal. In most instances, productive negotiation between multiple stakeholders is essential to achieve mutually beneficial outcomes and primarily, public benefit.

ITEM	DESCRIPTION	WHO	REFERENCE
1.0	GENERAL		
1.1	Further explore potential of Sydney Green Grid linear parkland, addressing absence of green space in Lakemba, Wiley Park and Punchbowl localities.	Council / DP&E	P14
1.2	Associate VPA funding for development adjacent to the linear parkland to the construction of the parkland.	Council	P15, P16
1.3	Consider and test the proposed modifications of masterplan density to provide additional density adjacent to linear parkland, associating high density with high amenity.	Council / DP&E	P16
1.4	Develop urban design principles for the Boulevarde, streetscape, building massing and integration with linear parkland.	Council	P17
1.5	Consider and test alternative parking strategy, incorporating under-utilised parking areas to the northern side of the rail corridor in lieu of street parking to the Boulevarde, enabling an improved landscape quality to the Boulevarde.	Council	P20
2.0	LAKEMBA		
2.1	Review and develop the preliminary urban design proposal for the Lakemba Station precinct.	Council / TfNSW	P35
2.2	Develop and enforce principles for development within the Haldon Street fine grain context.	Council	P25
2.3	Explore feasibility and progress the development of Council owned sites in the precinct to provide multi-storey parking with retail / commercial frontages to provide active streetscape.	Council	P33
2.4	Review and develop the preliminary design for a plaza over the rail corridor between the station and Haldon Street.	Council / TfNSW	P27 ,P35
2.5	Consider funding plaza through VPAs associated with the development of the TfNSW land over the rail corridor to the eastern side of Haldon Street.	Council/ TfNSW	P26, P27
2.6	Consider and progress decommissioning and removal of existing access lifts to north and side of station, with accessibility provided via plaza and landscape ramps.	Council / TfNSW	P35
2.7	Consider and progress development of TfNSW land over the rail corridor to the eastern side of Haldon Street. Pursue integrated design outcome with Haldon Street fine grain pattern and urban design of plaza.	Council / TfNSW	P26, P27, P35
2.8	Consider and progress the incorporation of community buildings within the podium of potential TfNSW development, consolidating public benefit and preserving views of Sydney CBD within the public spaces.	Council / TfNSW	P26, P27, P29
2.9	Consider and progress relocation of Canterbury City Community Centre to be integrated in the podium of TfNSW development, to enable continuity of linear parkland.	Council / TfNSW	P26, P27, P29
2.10	Consider and progress removal of TfNSW owned commercial building (small retain tenancies) to southern side of station to enable continuity of linear parkland.	TfNSW	P23
2.11	Review Haldon Street urban design upgrade, incorporating tree planting.	Council	P31

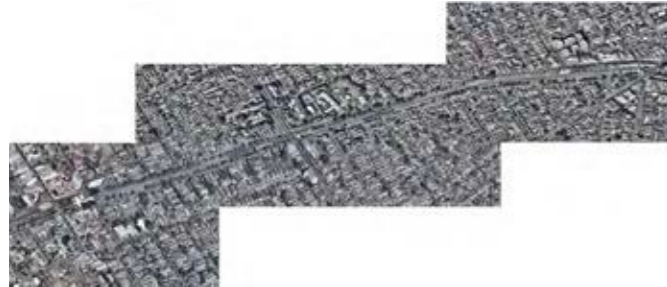




EXISTING

VIEW 1 (P5)

Aerial view of corridor from Lakemba to Punchbowl



PROPOSED



VIEW 2 (P18)

Typical view of the proposed linear park along The Boulevard



VIEW 3 (P27)

View of proposed development over rail line at Lakemba and public plaza



EXISTING

PROPOSED