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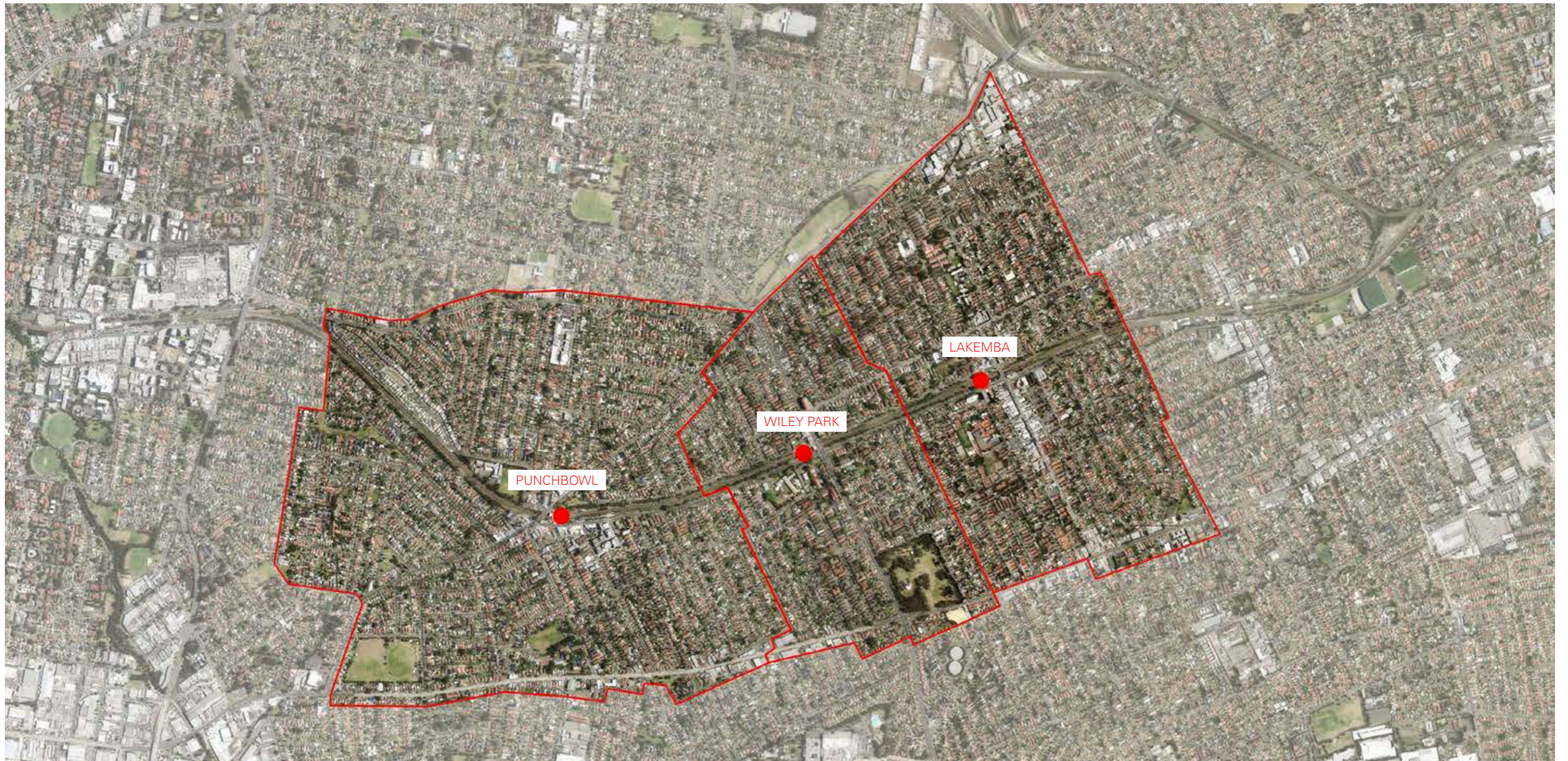


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The document has been prepared by Andrew Burns Architects, commissioned by the NSW Office of the Government Architect. The document consists of a 'fine grain study' exploring possibilities for improvements to the public domain and opportunities for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

Project team:
Andrew Burns
Casey Bryant
Camille Gaven
Noel Roche
Carter Hu





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

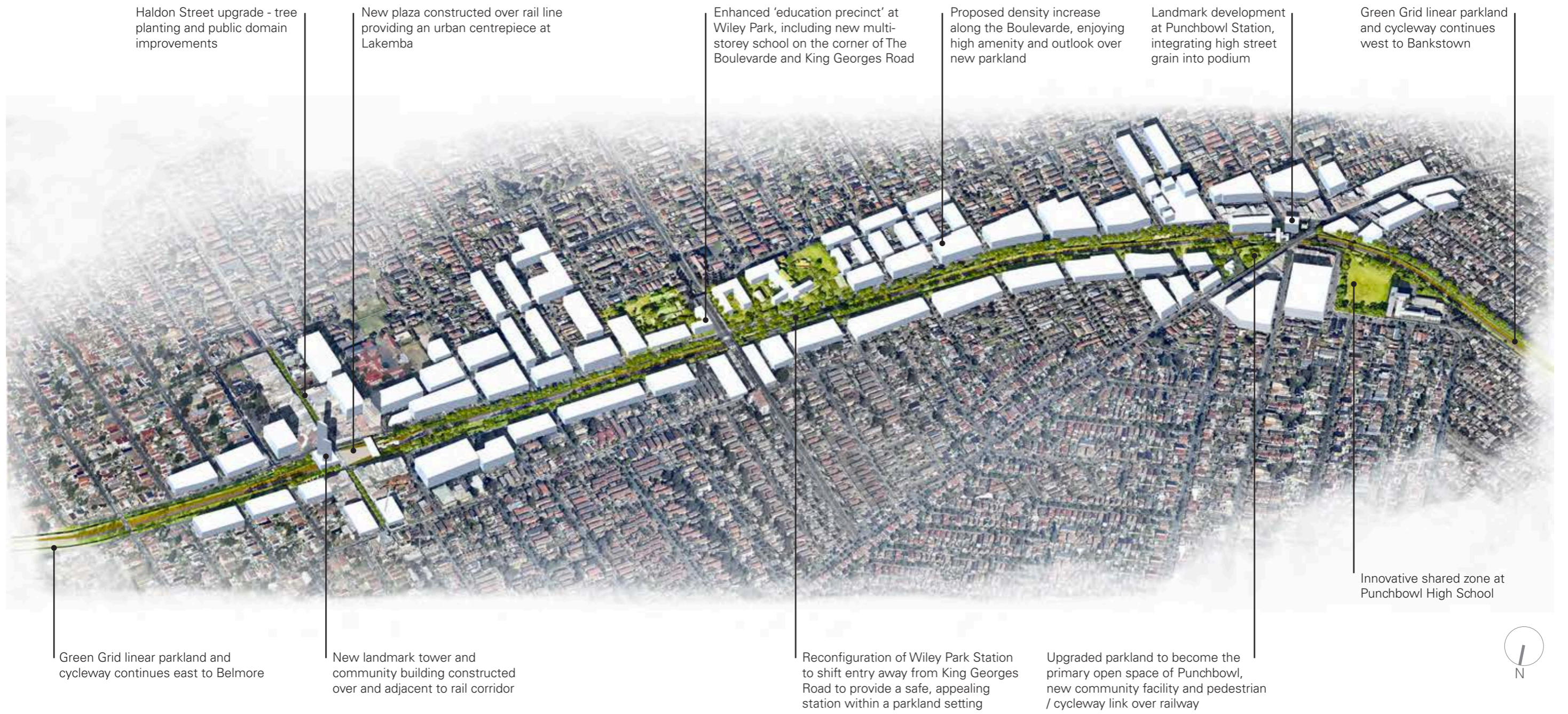
Haldon Street and Punchbowl Road are identified as successful high streets and a range of suggestions are provided to retain and enhance these vibrant locations. King Georges Road is proposed to transition to an alternative form of 'enterprise street', consisting of high quality show rooms and other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

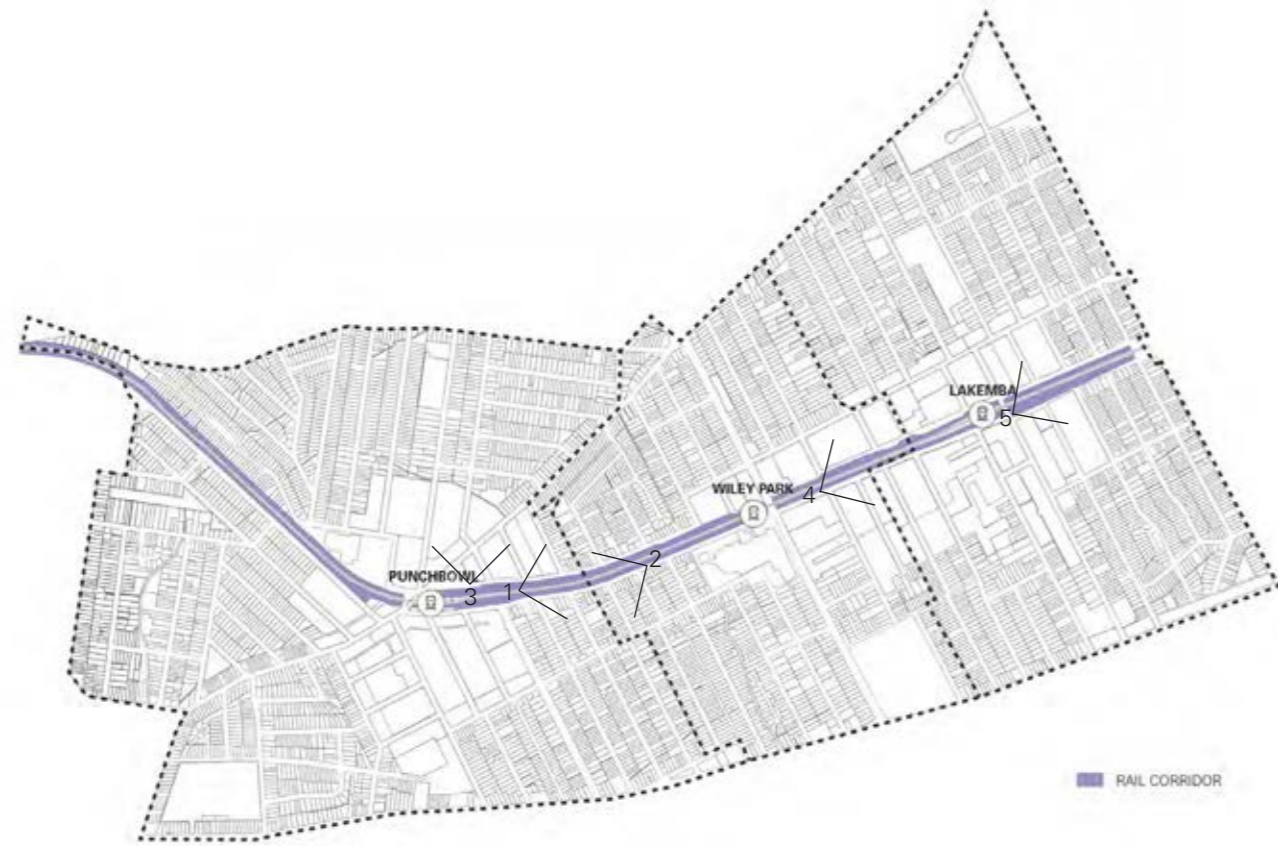


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1. Lakemba / Wiley Park / Punchbowl located in the South-West Metro - a linear spine oriented towards the Sydney CBD.
2. Sydney CBD view from Lakemba.



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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- 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.



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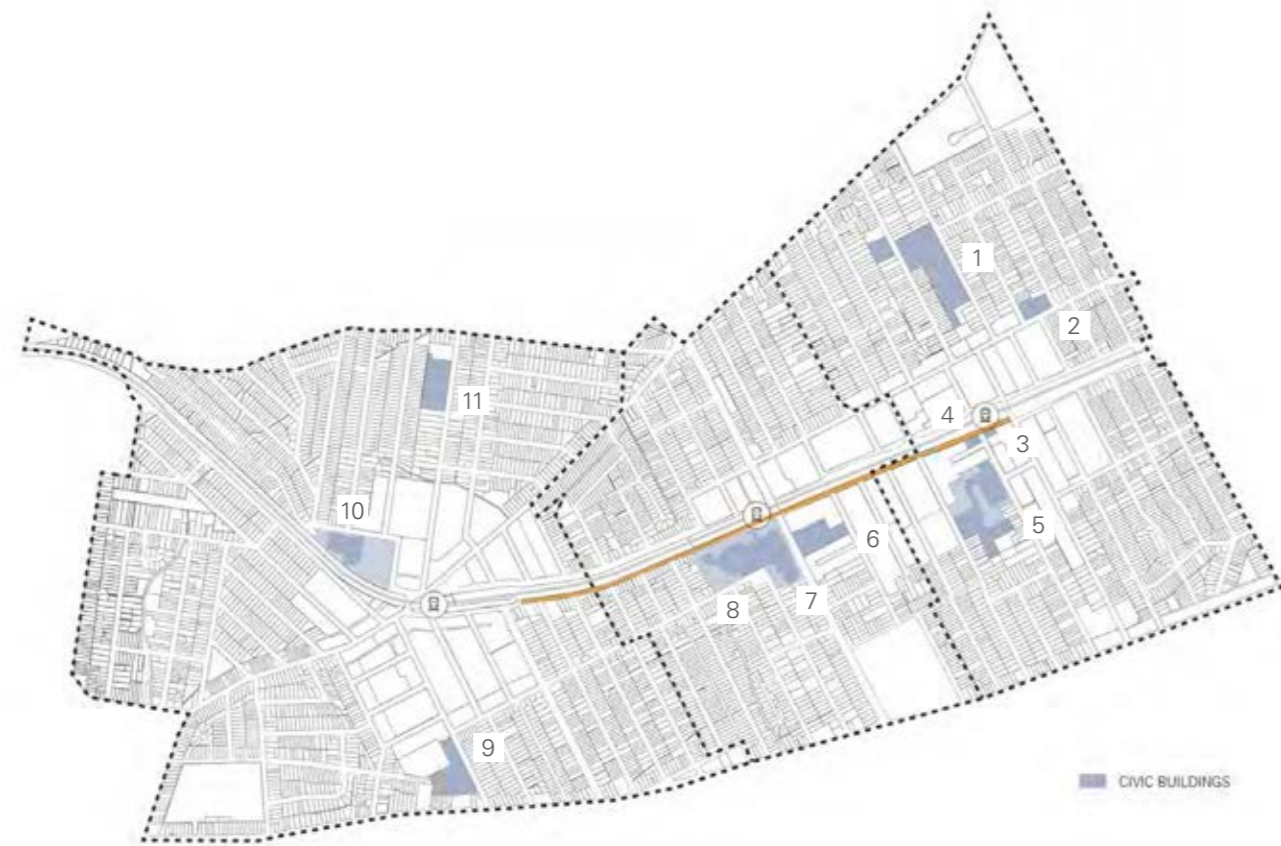


2

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



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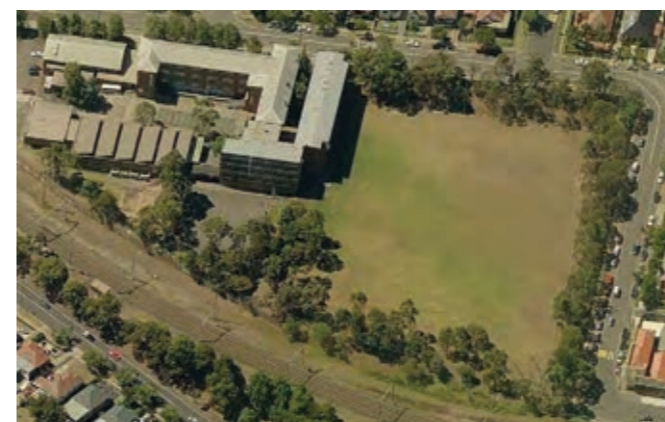
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The corridor is intersected by a series of arterial roads. King Georges Road is a major north-south connector. Punchbowl Road is of lower scale but causes significant compromise to the public domain in the Punchbowl precinct.



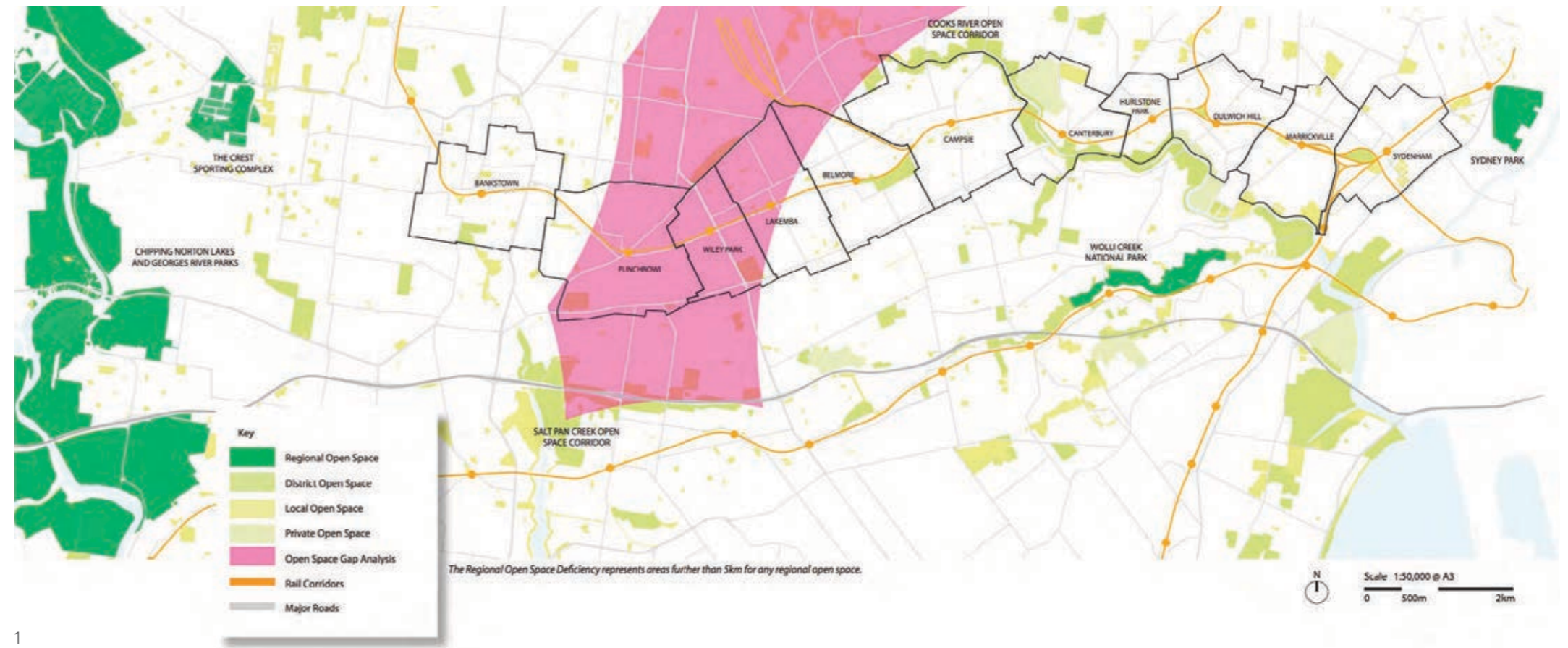
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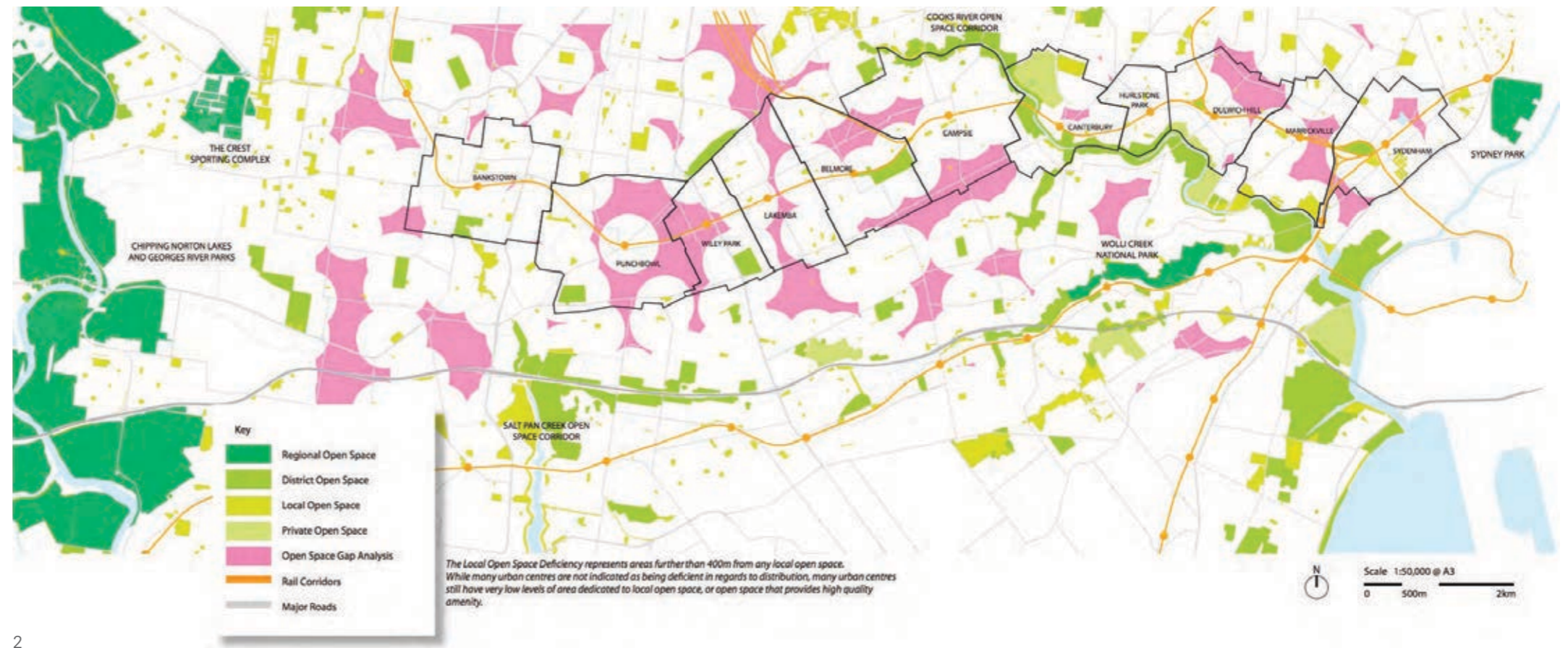
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The precinct is affected by a significant lack of open space, both of regional and local scale. The gap analysis provided within the Draft Open Space and Recreation Strategy indicates that the study area is greater than 5km from regionally scaled open 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.

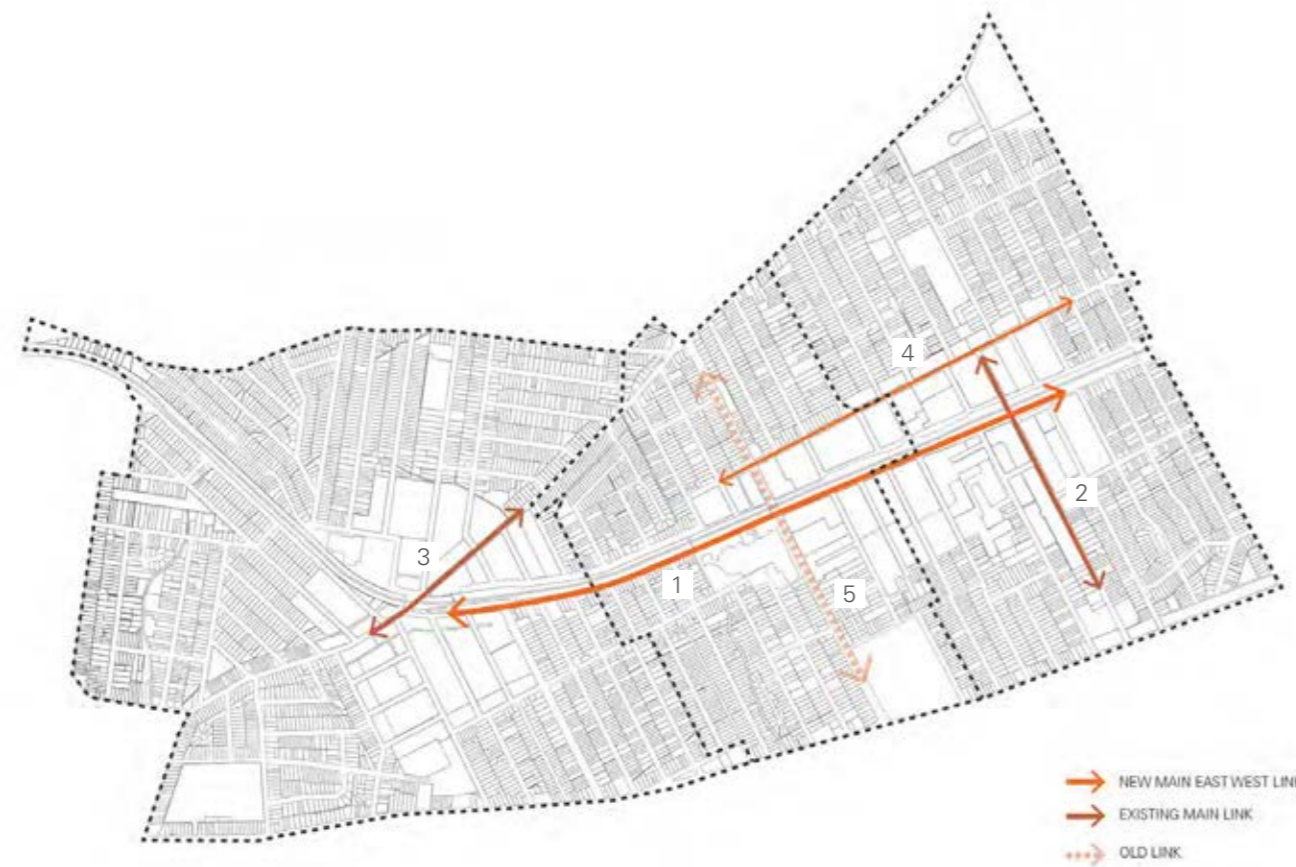
This contributes a significant and high quality landscape presence within the context, addressing the general absence of greenspace within the precinct.



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 Boulevardde serving as the primary road and pedestrian connector, supplemented by Lakemba Street to the northern side of the rail line.



1. The Boulevardde
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).

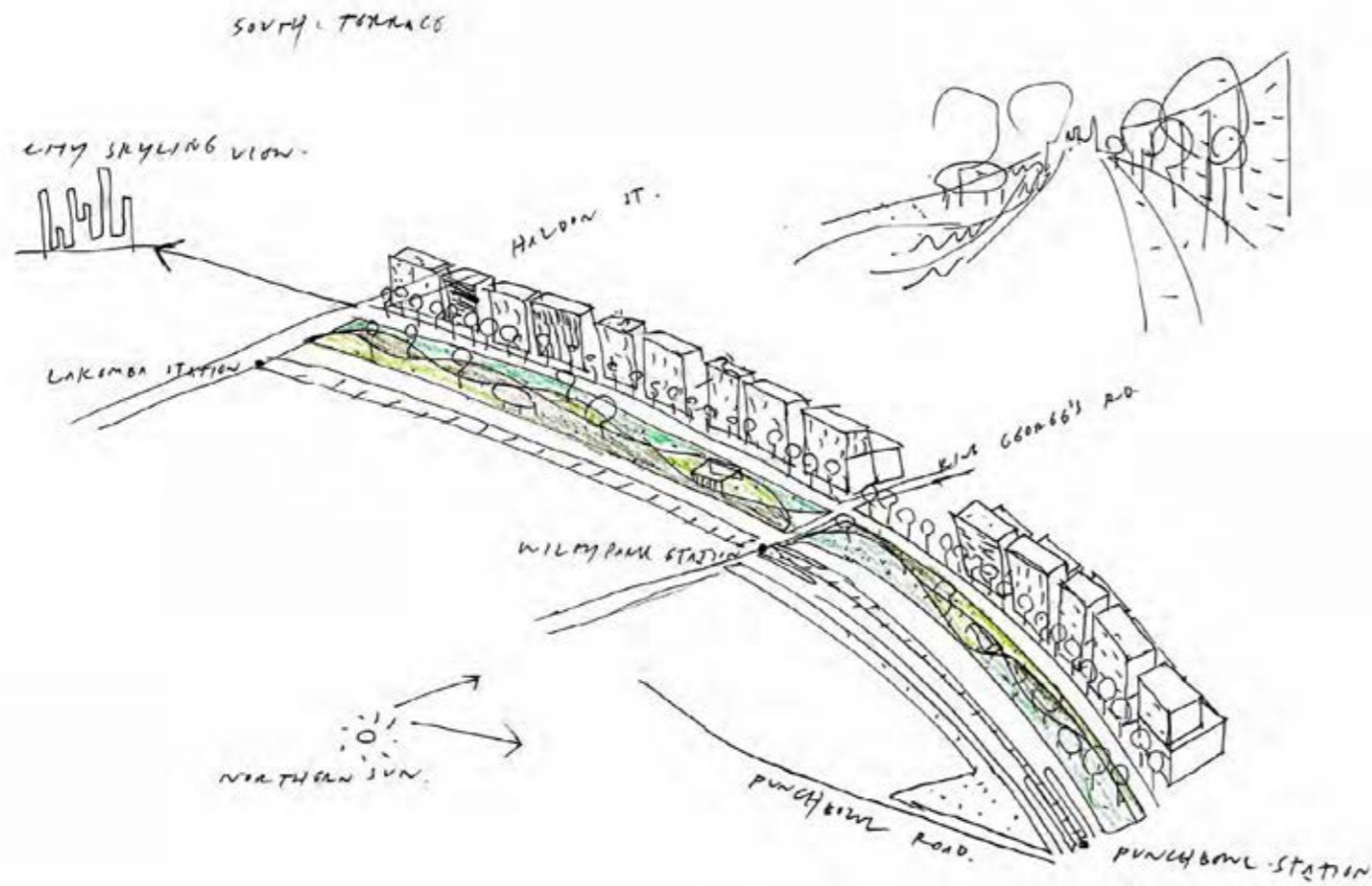


Massing proposal established by Department of Planning, with proposed modifications shown overlaid.



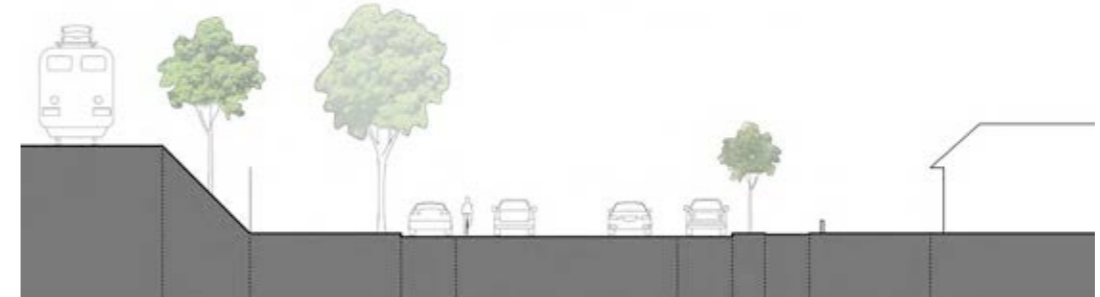
The redistribution of massing is centred on increased density along the Boulevard, linking Lakemba, Punchbowl and Wiley Park Stations. The existing wide street (4-5 lane width) is reduced to provide 2 lanes plus parking to the southern side only, therefore yielding a further increase to the linear parkland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



1

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

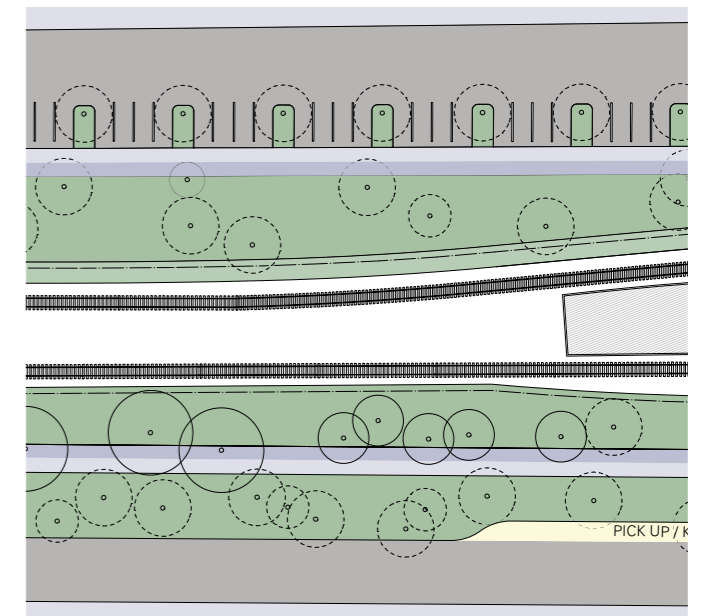
The Boulevard, looking north (VIEW 2)

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 Wiley Park context.



The cluster of Wiley Park Girls High School, Wiley Park Public School and Lakemba Public School creates a distinctive education precinct within the Wiley Park context, consisting of a significant amount of quality building stock.



- 1. Wiley Park Girls High School
- 2. Wiley Park Public School
- 3. Lakemba Public School

A number of large vacant sites existing within the context at potentially strategic locations; the corner of King Georges Road and the Boulevard; an anchoring site within the educational precinct; and on the corner of Urunga Parade and Cornelia Street, forming a gateway to the residential area to the north of the rail corridor.



- 4. Wide rail corridor
- 5. Wide road verge formed by corner
- 6. Vacant corner site



King Georges Road is a six lane arterial road, severely compromising any remnant high street quality and residential amenity. It does however provide significant traffic volumes which can support other forms of development such as showrooms and other enterprise uses.



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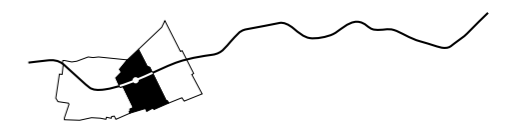


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- 1. King Georges Road
- 2. Wiley Park Station exits onto Road
- 3. Pedestrian access to schools is very poor



The Green Grid linear park can be readily extended throughout the Wiley Park precinct, supported by the clear, linear urban structure. The parkland can be accompanied by a shared zone to the edge of Wiley Park Girls High School to provide an enhanced landscape presence.



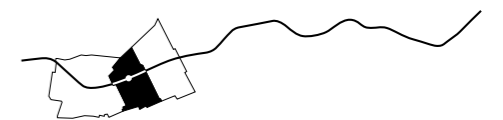
1. Green Grid linear park proposed within the wide rail corridor
 2. Potential shared zone in front of Wiley Park Girls High School



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2



A number of potential catalyst sites are located in the precinct. It is recommended that the site to the corner of King Georges Road and The Boulevard be investigated for acquisition, providing a prominent location for a tower type school akin to that proposed for Parramatta.

The existing single dwelling residential sites to the northern side of the rail corridor create an opportunity for medium density residential development. It is recommended that these developments contain frontages and outlook over the landscaped rail corridor, providing passive surveillance.



- 1. Development sites along Stanlea Parade, with activation facing the new station
- 2. Vacant site on corner of Boulevard and King Georges Road (Extend to adjacent properties if required)
- 3. Proposed high-rise school in Parramatta by Grimshaw and BVN
- 4. Proposed South Melbourne Primary School by Hayball



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It is proposed to reconfigure Wiley Park Station, shifting the station entry from the eastern end to the west, accessed via a new pedestrian tunnel and ticket plaza. This provides a safer exit point from the station and accommodates generous station forecourts, avoiding the traffic volumes of King Georges Road.

In addition, this provides improved resolution of gradients within the precinct, avoiding the steep fall from King Georges Road to the west, currently unresolved within TfNSW proposals for the precinct.

The existing heritage listed station building adjacent to King George's Road can be converted to an open air pavilion within the linear parkland.

Whilst no direct connection south from the new station entrance is available, there is potential to explore a pedestrian connection along the western edge of Wiley Park Girls High School, making use of an open drainage easement.



- 1. New Station entry plaza and ramping to platforms
- 2. Potential connection to southern areas
- 3. Existing Station entry building reused as park pavilion



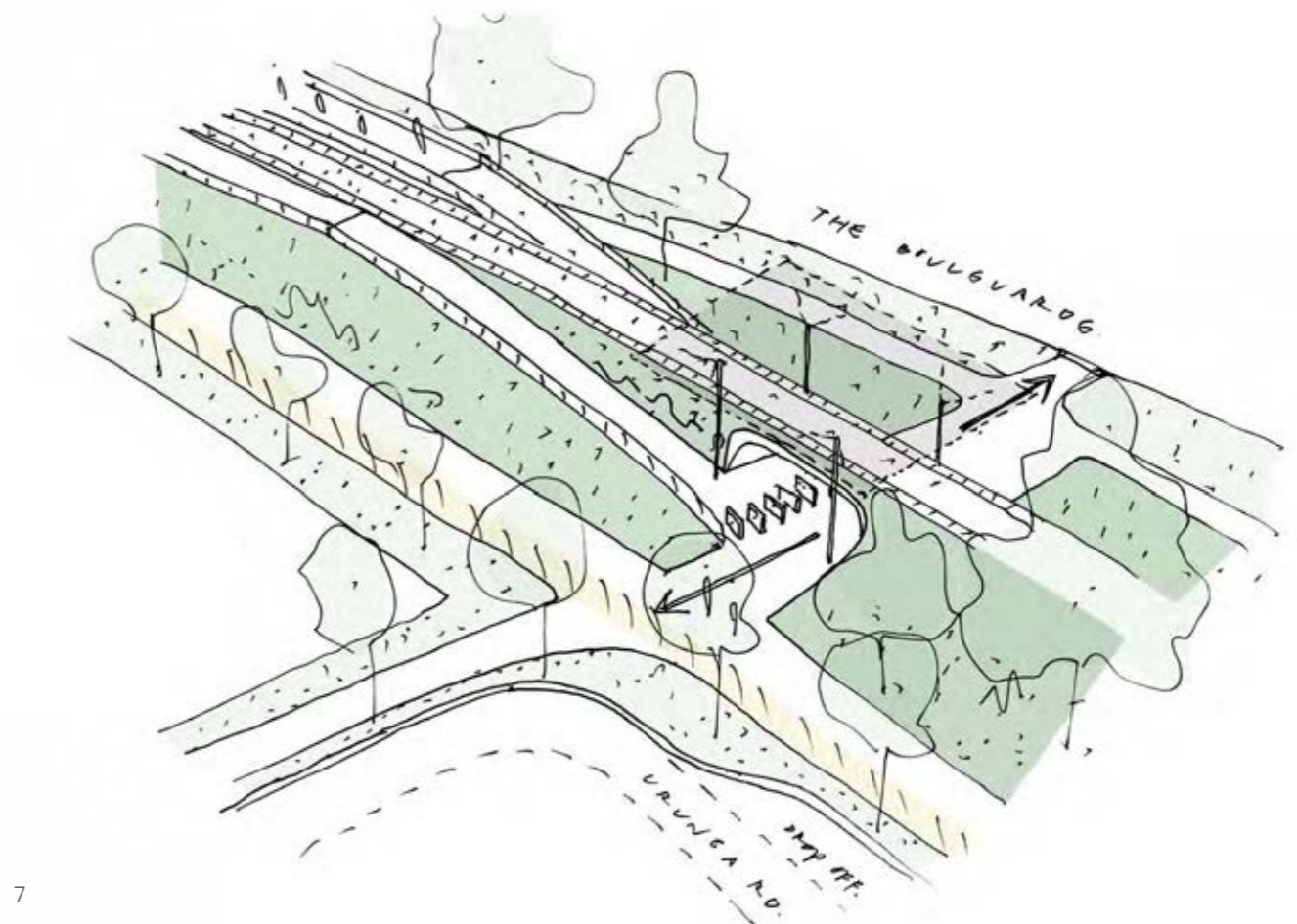
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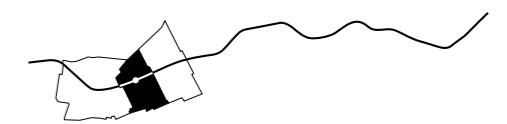


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- 4. Existing location of Wiley Park, between Lakemba and Punchbowl
- 5. Proposed station entry, centrally located between Lakemba and Punchbowl
- 6. Existing condition at location of proposed station entry
- 7. Proposed Station entry







BEFORE



Slow cycle zones and cycle parking adjacent to the station

New portal under rail line to create station ticket plaza. TfNSW station roof hovers over

Moments of rest and pause

Kiss and ride and bus pickup locations, safely removed from King Georges Road and enjoying low gradients

Upgraded landscape treatments to Wiley Park Public School frontage to the Boulevard to enhance educational presence.

A re-imagined Wiley Park Station, within a landscape setting (VIEW 4)

An improved pedestrian experience is provided via the linear parkland to either side of the rail corridor and further supported by the shared zone to the edge of Wiley Park Girls High School. The new access pathway removes the need for students to walk along King Georges Road.

New amenities provided at Wiley Park Station for pedestrian activity should focus on the needs of school students. Some potential amenities may include games and study spaces, in addition to the usual food and beverage offering.

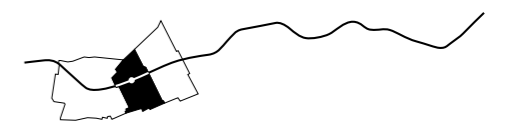


1. Existing student traffic along King Georges Road
2. Proposed student access along the Green Grid linear park
3. Commuter traffic via the Green Grid linear park
4. Provision of student focused amenities at the station entry
5. Upgrade street crossing



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5. New pedestrian routes allow students to avoid King Georges Road footpath and overpass



Schools at Wiley Park are currently accessed via car parking at their rear. There is little on street parking around the station and schools. New drop off areas are proposed on the south side of the Green Grid linear park, to serve both the station and the schools. New school entrances are proposed adjacent to these.

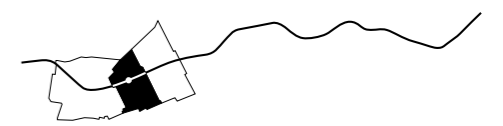
Additional parking to the northern side of the corridor on the currently underutilized Urunga Parade.

A new crossing over King Georges Road is proposed to facilitate continuation of the linear park and associated bike and pedestrian links.



1. Existing access to schools via back streets

- 2. New school entrances off the Green Grid linear park
- 3. New drop off areas at station and schools
- 4. Upgraded and expanded crossing at King Georges Road
- 5. Upgraded parking on northern side of Green Grid



The proposal preserves the existing bus network.



- 1. Major bus route along King Georges Road
- 2. School bus route along back streets

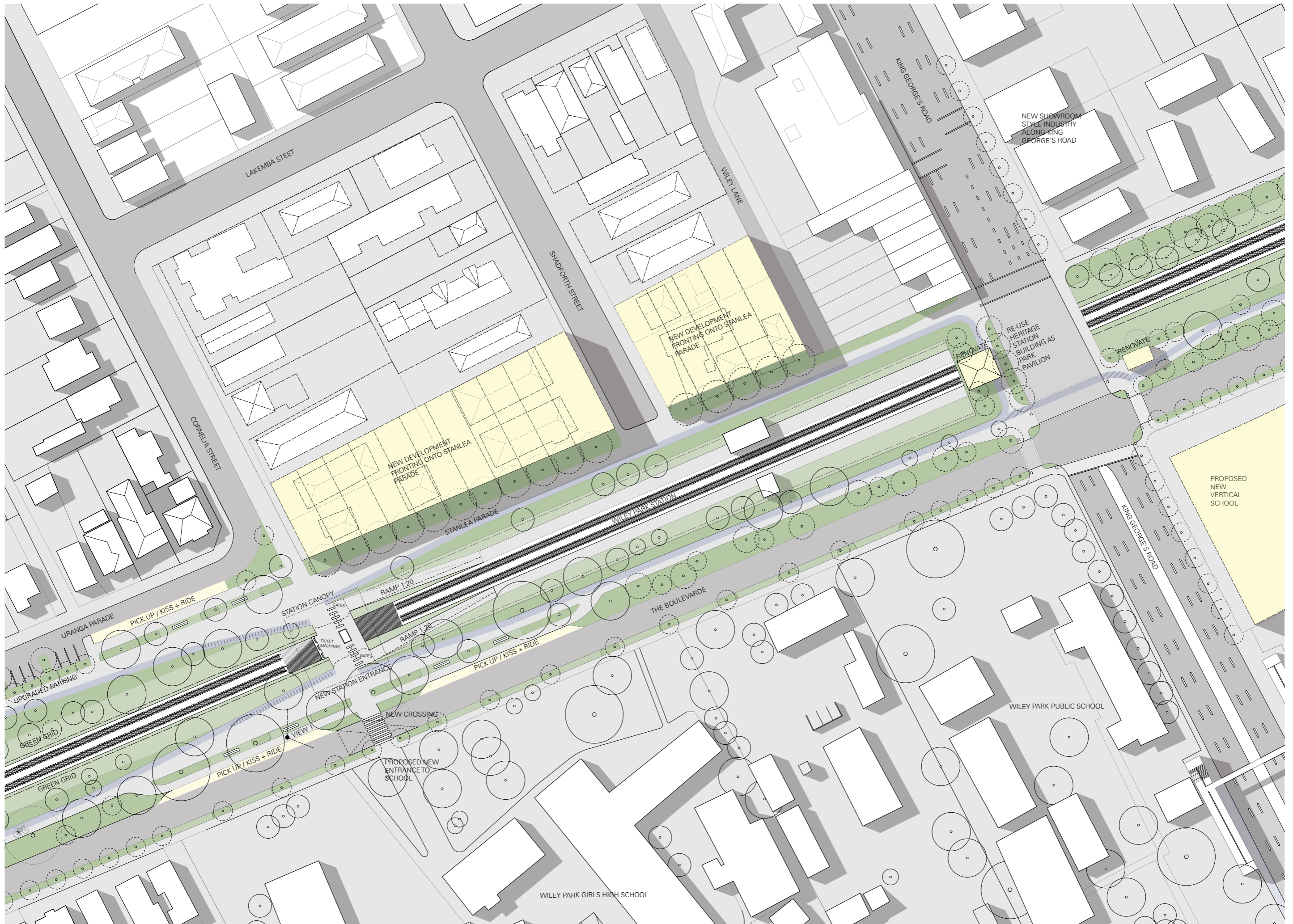
The cycle network is accommodated along the length of the linear parkland, providing safe and easy access to the station precinct, supported by bicycle parking.

The provision of bike parking within the linear park encourages students to cycle to school.



- 3. Green Grid cycle way
- 4. Bike parking adjacent to station
- 5. Bike parking adjacent to schools

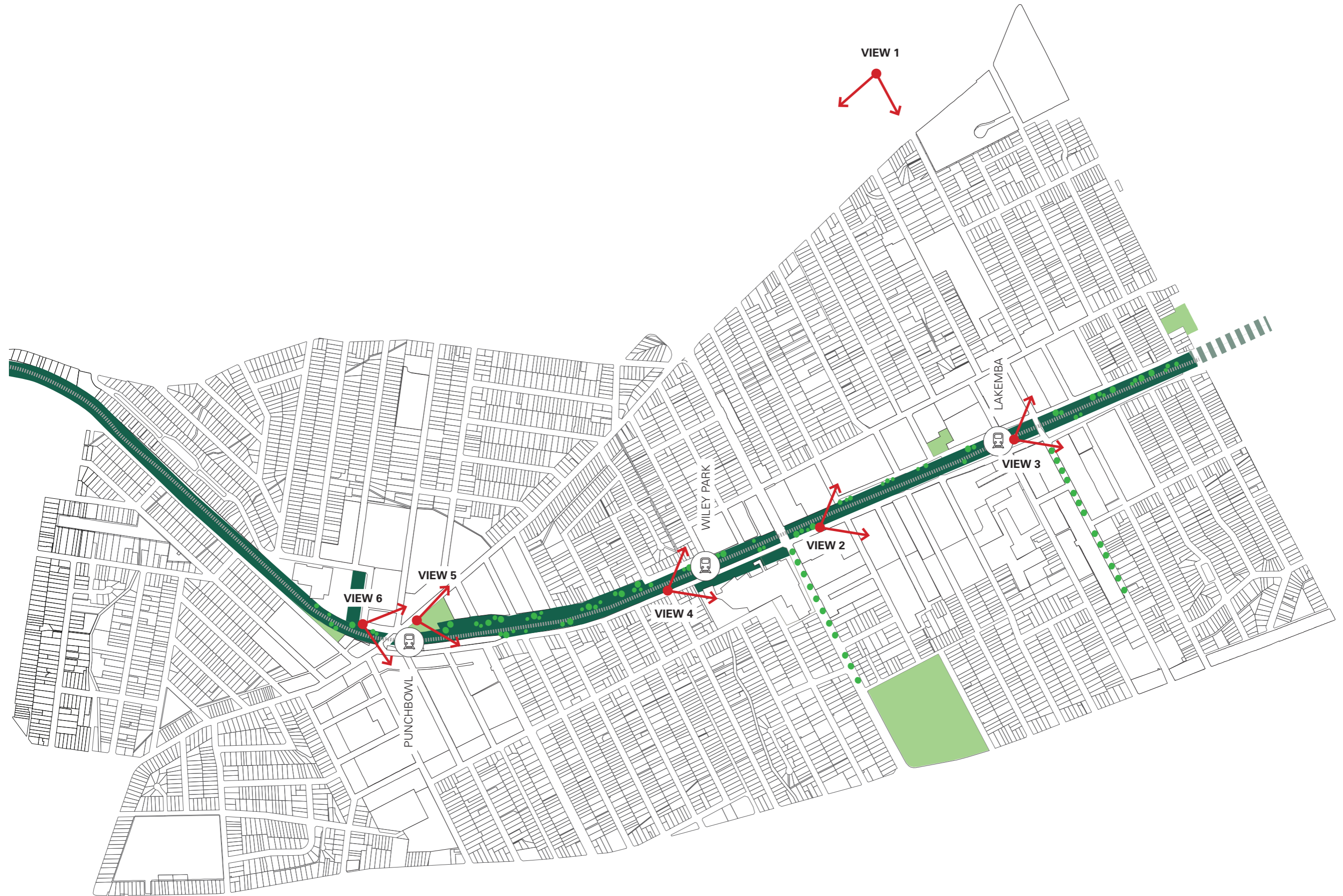




The following table provides a framework of next steps, identifying key stakeholders associated with the component of the proposal. In most instances, productive negotiation between multiple stakeholders is essential to achieve mutually beneficial outcomes and primarily, public benefit.

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
ITEM	DESCRIPTION	WHO	REFERENCE
3.0	WILEY PARK		
3.1	Review and develop the preliminary urban design proposal for the Wiley Park Station precinct.	Council / TfNSW	P32
3.2	Review and test alternative design of Wiley Park Station with entry relocated to western end of platform - provides safer exit point, lower gradients and locates station mid-way between Punchbowl and Lakemba.	TfNSW	P26
3.3	Consider and progress conversion of the existing heritage listed station entry building on King Georges Road to become an open air pavilion within the linear parkland.	Council / TfNSW	P32
3.4	Explore acquisition of vacant site on corner of King Georges Road and The Boulevarde for a future tower school, similar to current Parramatta project, consolidating the educational precinct.	DP&E, DofE	P31
3.5	Review and test rezoning of King Georges Road (north of the Boulevarde) to accommodate large volume showroom spaces, in lieu of proposed high density residential, due to low residential amenity.	DP&E	P32

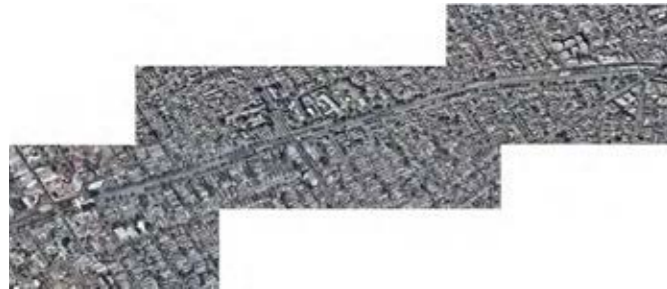




EXISTING

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



EXISTING

VIEW 4 (P42)

New station entry at Wiley Park, viewed from The Boulevard



PROPOSED

