



Figure 37. Existing Images - Lakemba

11.0 Lakemba



11.1 Overview

Lakemba is a medium size Centre focussed along a well-formed and successful 'Main Street', particularly south of the station. Here there is further development potential of existing car parking sites to the rear of 'Main Street'. To the north, Haldon Street is in transition with several large scale developments currently under construction. The recently completed Lakemba Club development defines the eastern extent of the Centre.

11.2 Opportunities

Opportunities include allowing some additional height within proximity to the station and generally 'fine tuning' the built form, allowing controlled development above 'Main Street' buildings, providing new pedestrian links as sites redevelop, rationalising of car parking provision and potential for new open space to be created above the station and railway corridor.



Figure 38. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

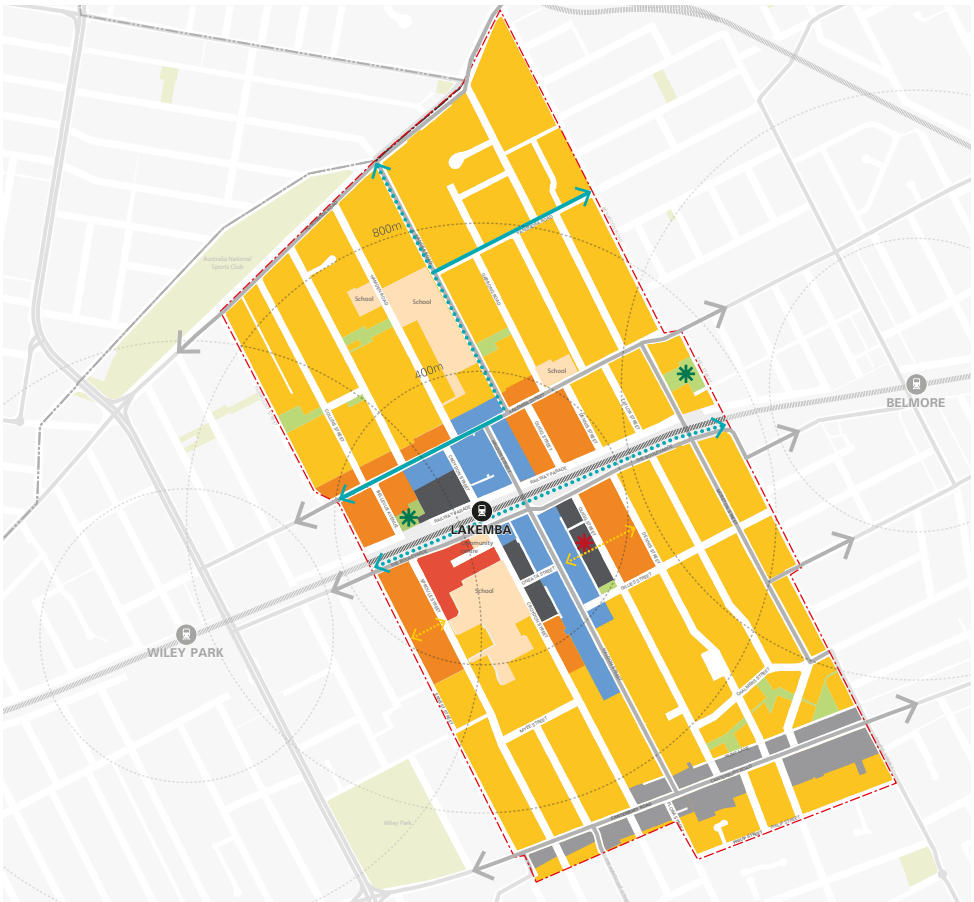
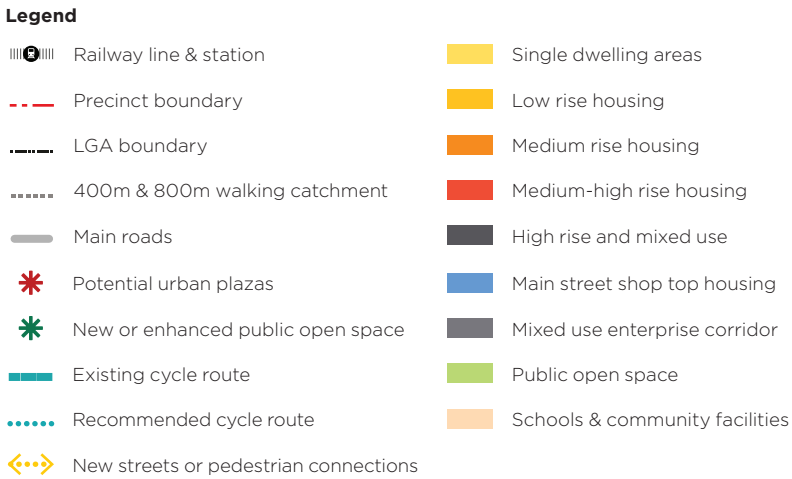


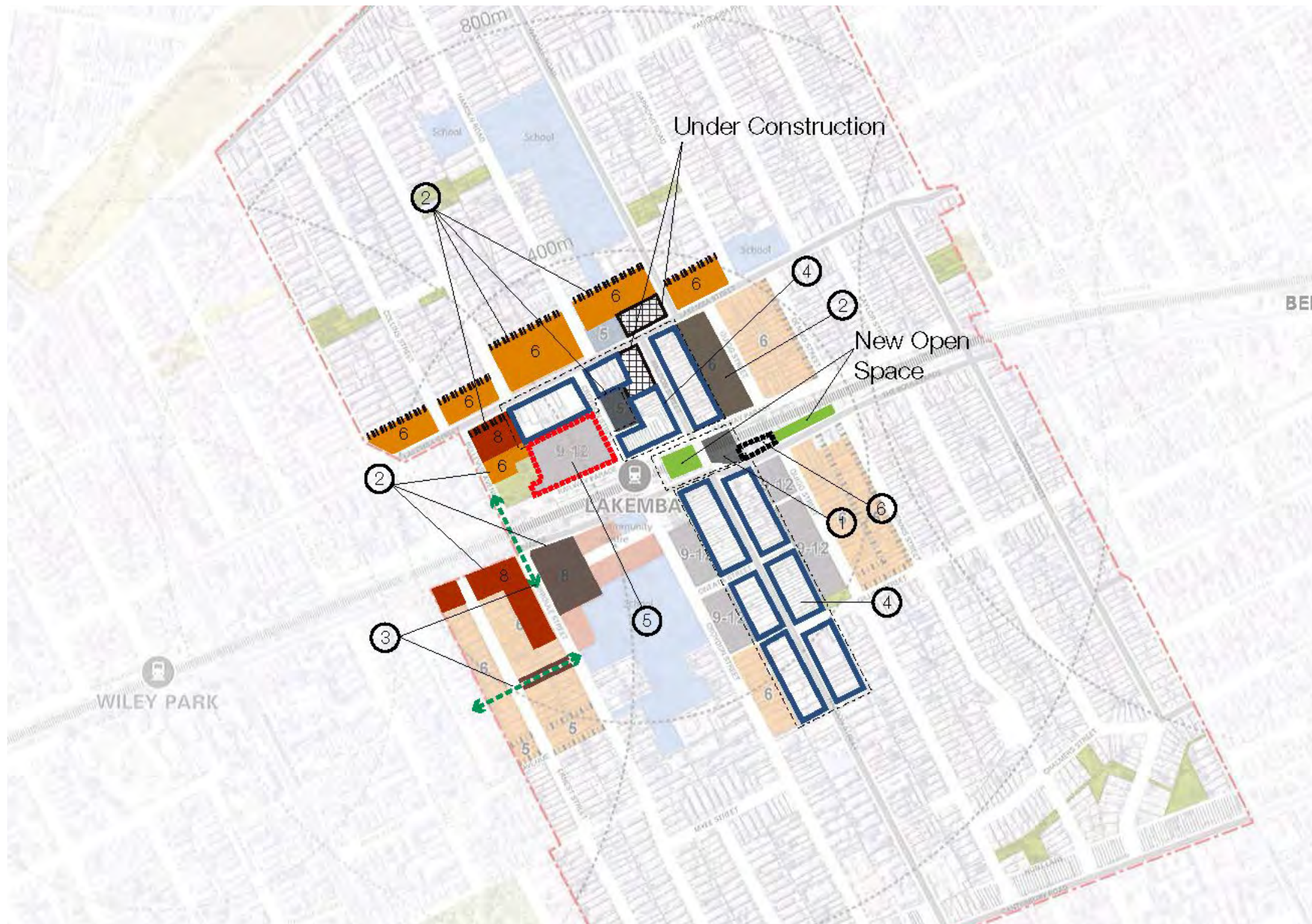
Figure 39. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)



11.0 Lakemba



11.0 Lakemba



- ① Consider allowing development of the airspace above the railway corridor to increase density and obtain new station plaza / open space.
- ② Potential height increases are generally supported within close proximity to train station.
- ③ Improve connectivity to Jubilee Reserve and maximise permeability of large blocks.
- ④ 3-5 stories retail street with upper levels setback from the street.
- ⑤ Area subject to land owner Planning Proposal.
- ⑥ Consolidation of existing car parking into a multi level car park to free up land for new open space. Potential public facilities / retail in ground floor to activate street frontage.

Figure 41. CM⁺ Recommendations Plan



Figure 42. Existing Images - Wiley Park

12.0 Wiley Park

12.1 Overview

Wiley Park is a small Centre dominated by King Georges Road. The major traffic volumes and sporadic urban form create a public domain that is exposed and lacking in coherence. There is an opportunity to re-establish a new ‘Main Street’ along Lakemba Street, perpendicular to King Georges Road.

12.2 Opportunities

To the north of the Centre is Parry Park, and to the south, Wiley Park. There is an opportunity to link these two important green spaces by a shared path and landscaping along Alice Street and McCourt Street – in the long term, there is potential to link the two streets with a pedestrian/cycle bridge over the rail corridor.

Opportunities include allowing additional height within proximity to the station, defining the proposed new Centre ‘spines’ of Lakemba Street and Alice/McCourt Streets, and providing two key new pedestrian links.



Figure 43. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

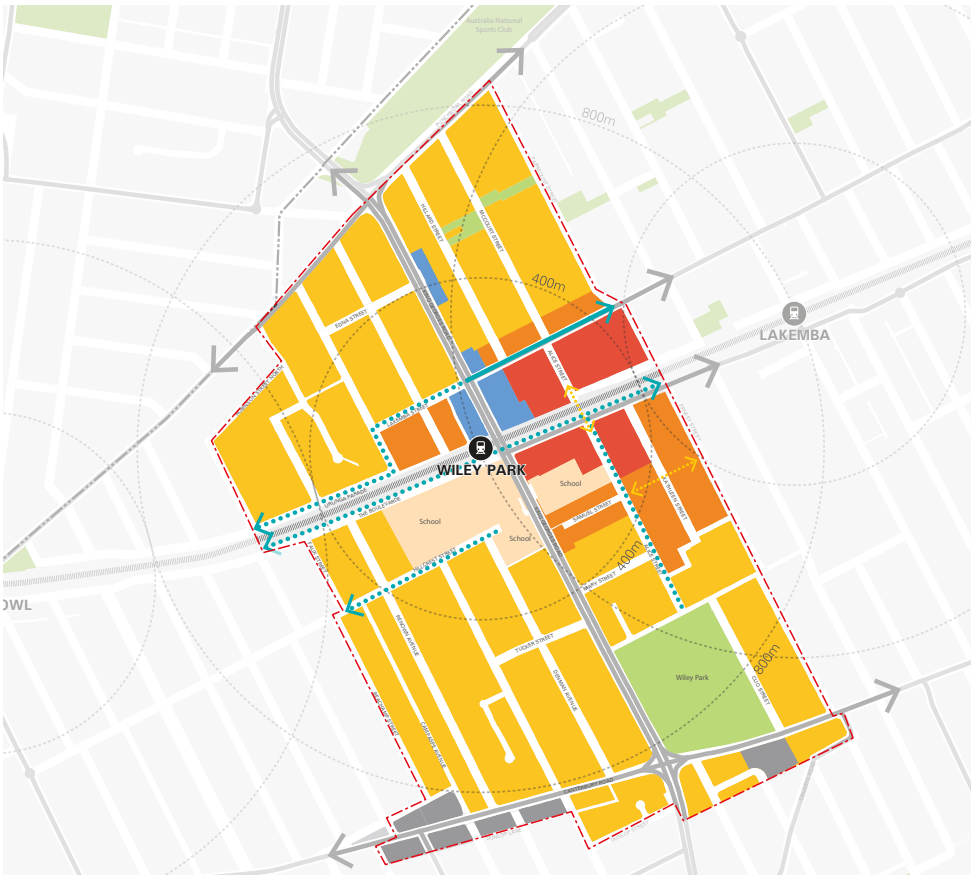
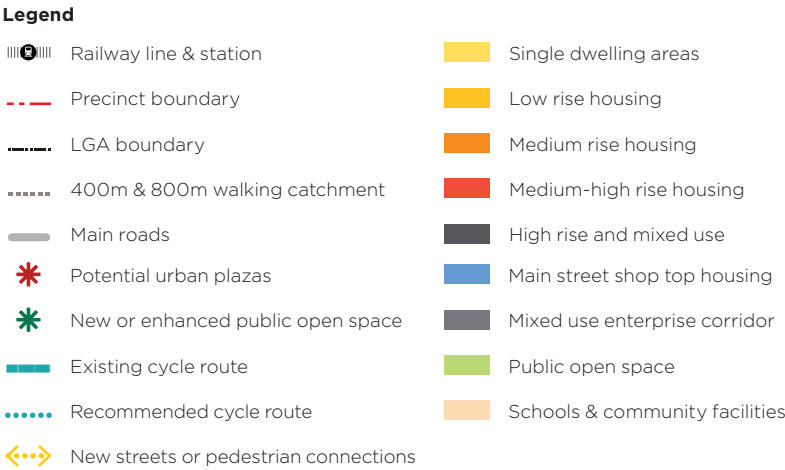


Figure 44. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)



12.0 Wiley Park



Figure 45. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)

12.0 Wiley Park



Figure 46. CM⁺ Recommendations Plan

- ① Potential height increases are generally supported within close proximity to train station.
- ② Opportunity for Alison Street as a shared path connecting open spaces and schools.
- ③ Improve connectivity as sites redevelop.
- ④ Provide transition between medium / high rise development and Jubilee Reserve



Figure 47. Existing Images - Punchbowl

13.0 Punchbowl

13.1 Overview

Punchbowl is a medium size Centre that is flourishing, despite considerable challenges, including being divided by major transport infrastructure – the major traffic artery of Punchbowl Road awkwardly intersects the curved railway alignment. Significant new development has occurred in the southeast of the Centre, along The Boulevard with the recent construction of a group of seven apartment buildings, including Broadway Plaza and Woolworths, and new construction is underway on Mathews Street.

13.2 Opportunities

Opportunities include allowing some additional height in proximity of the station and generally ‘fine tuning’ the Centre built form. Providing for development above ‘Main Street’ buildings, and for new pedestrian routes and links as sites are redeveloped. Explore new open space opportunities in the Centre, including associated with the proposed new station entry, upgrading of the Urunga Street Triangle Park, pocket parks setback from Punchbowl Road, and negotiating public access to Punchbowl High School sports fields for recreational purposes.



Figure 48. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

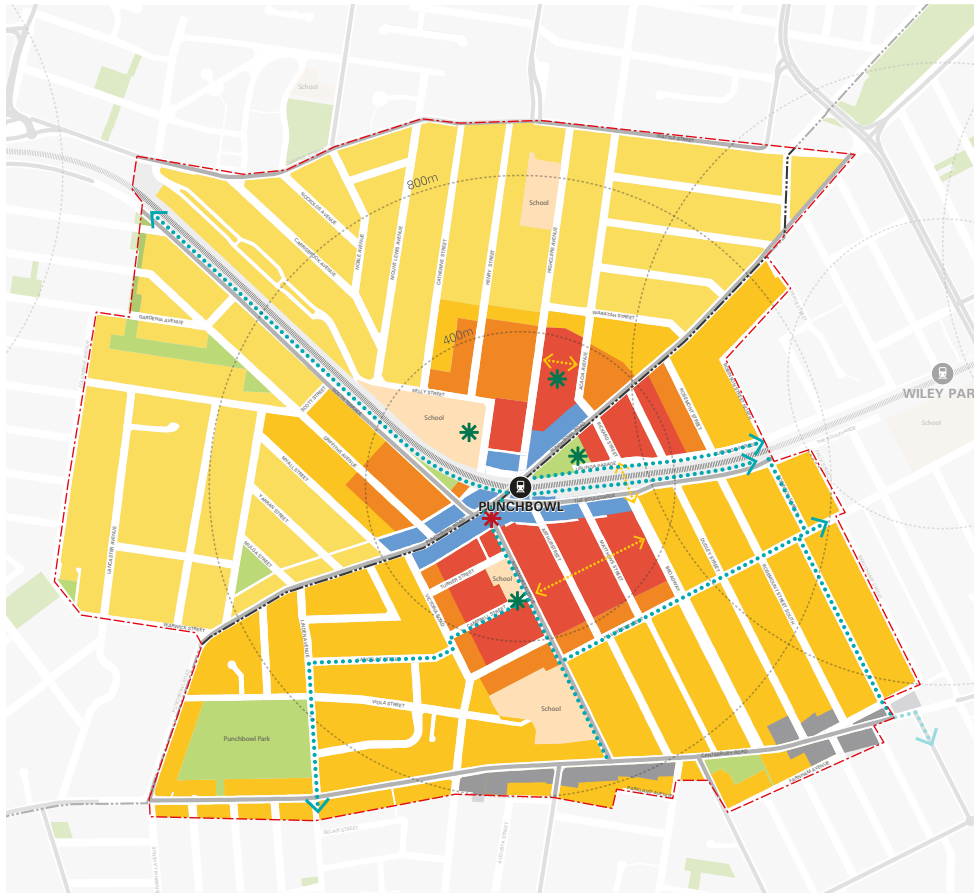
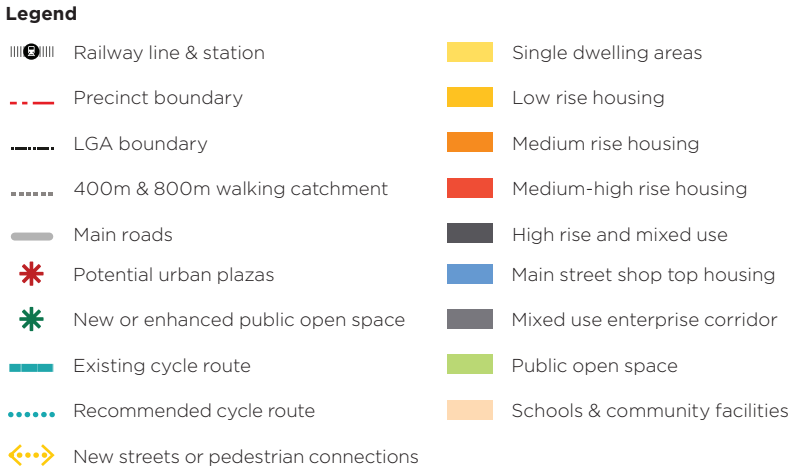


Figure 49. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)



13.0 Punchbowl

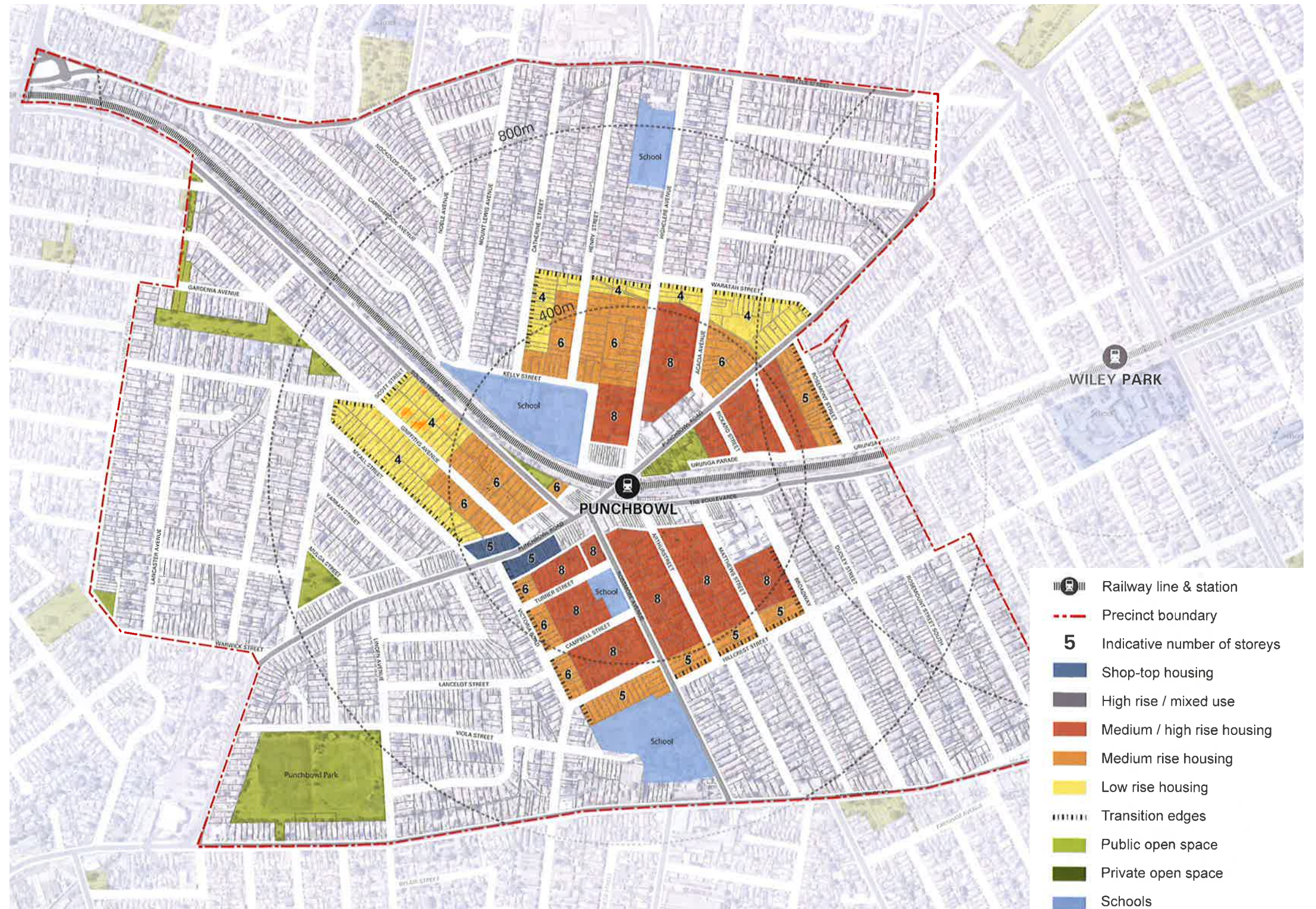


Figure 50. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)

13.0 Punchbowl

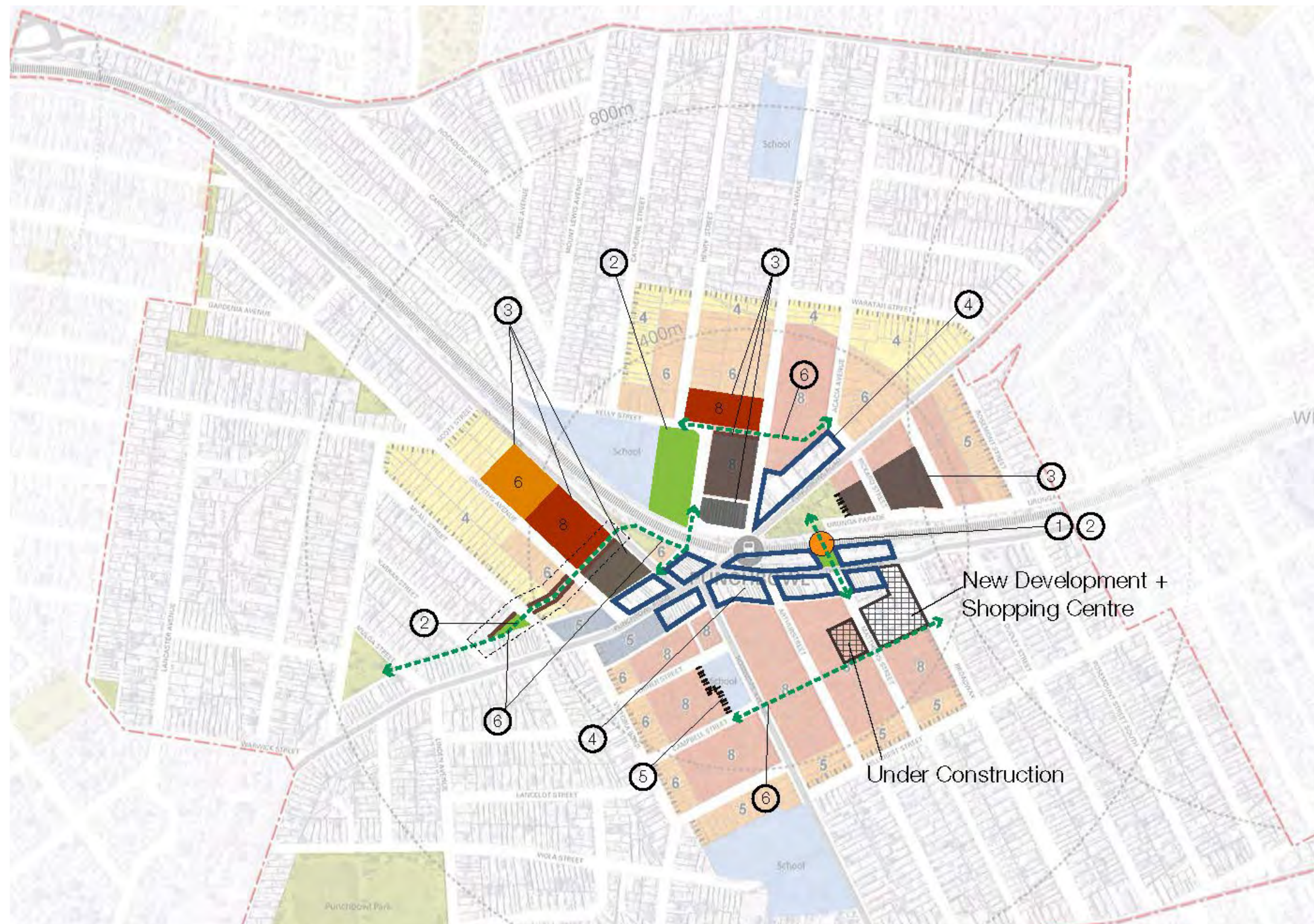


Figure 51. CM⁺ Recommendations Plan

- ① Opportunity to improve connectivity if station entry moves.
- ② Provide more open space and recreation facilities. (Consider potential public access to school open space out of hours)
- ③ Potential height increases are generally supported within close proximity to train station.
- ④ 3-5 stories retail street with upper levels setback from the street.
- ⑤ Provide transition between medium-high development and school.
- ⑥ Improve connectivity as sites redevelop.



Figure 52. Existing Images - Bankstown

14.0 Bankstown

14.1 Overview

Bankstown is a Strategic Centre in *A Plan for Growing Sydney*, incorporating a major transport interchange around the station, a significant retail component; including Bankstown Central shopping centre, and vibrant Bankstown City Plaza ‘Main Street’ retail and ‘eat street’. To the north, the Civic Precinct includes Bankstown Library and Knowledge Centre, Bryan Brown Theatre, Council Chamber and Offices and Bankstown Court House, clustered around Paul Keating Park. In the south significant recreational open spaces are provided at the Bankstown Memorial Park sports ovals.

14.2 Opportunities

Opportunities include potential future undergrounding of the station and development of the airspace above, also allowing controlled development above ‘Main Street’ buildings, refinements at the northwest and east edges of the Centre, to provide appropriate scale transition to adjoining residential areas and a number of new pedestrian links were also identified.



Figure 53. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

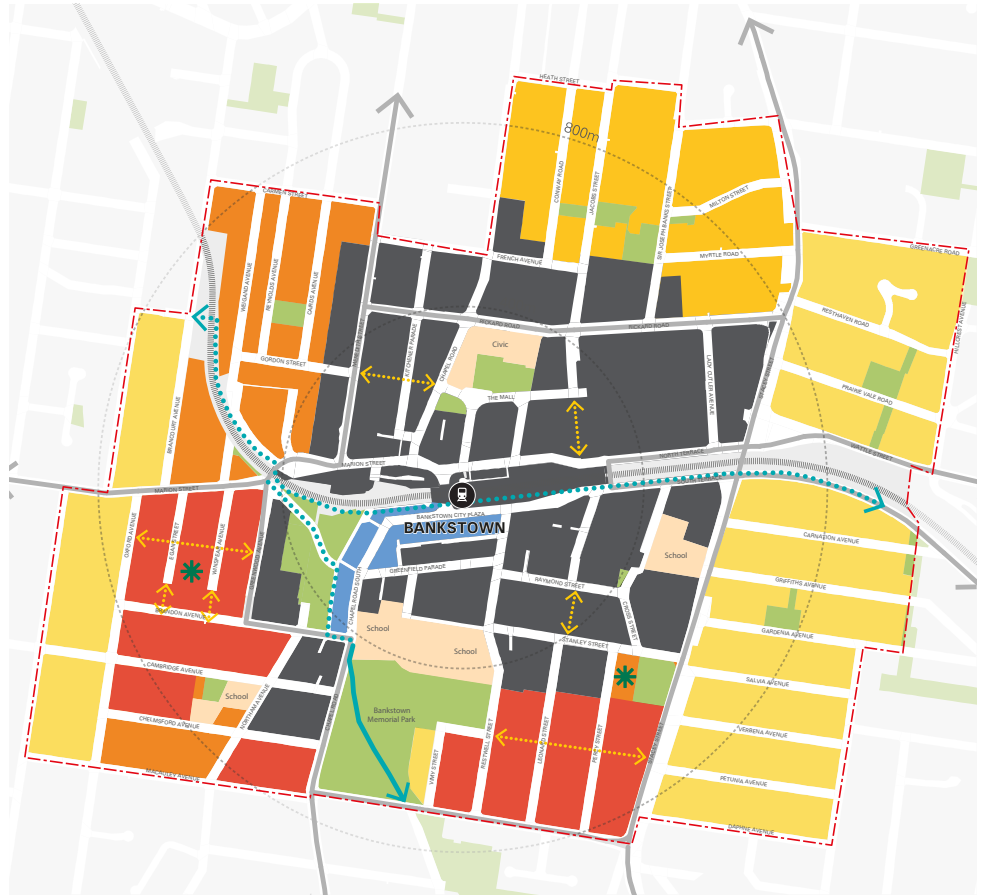
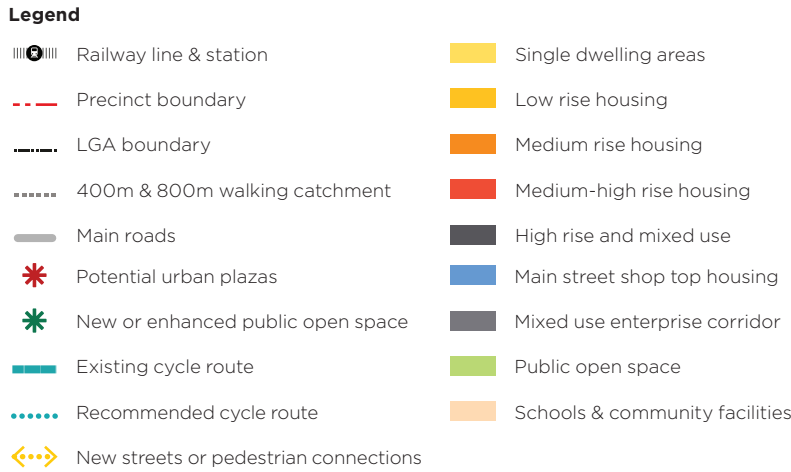


Figure 54. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)



14.0 Bankstown

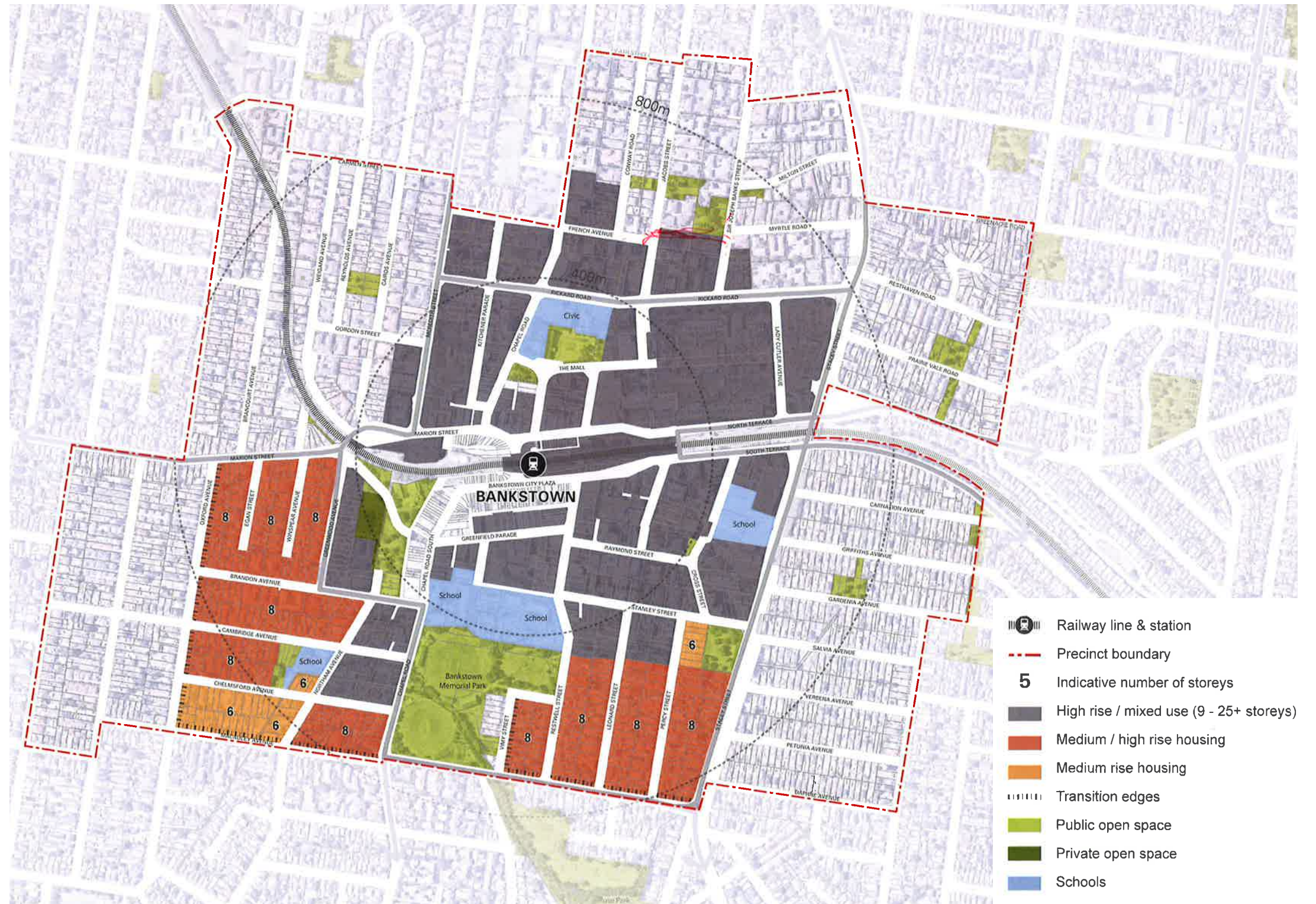
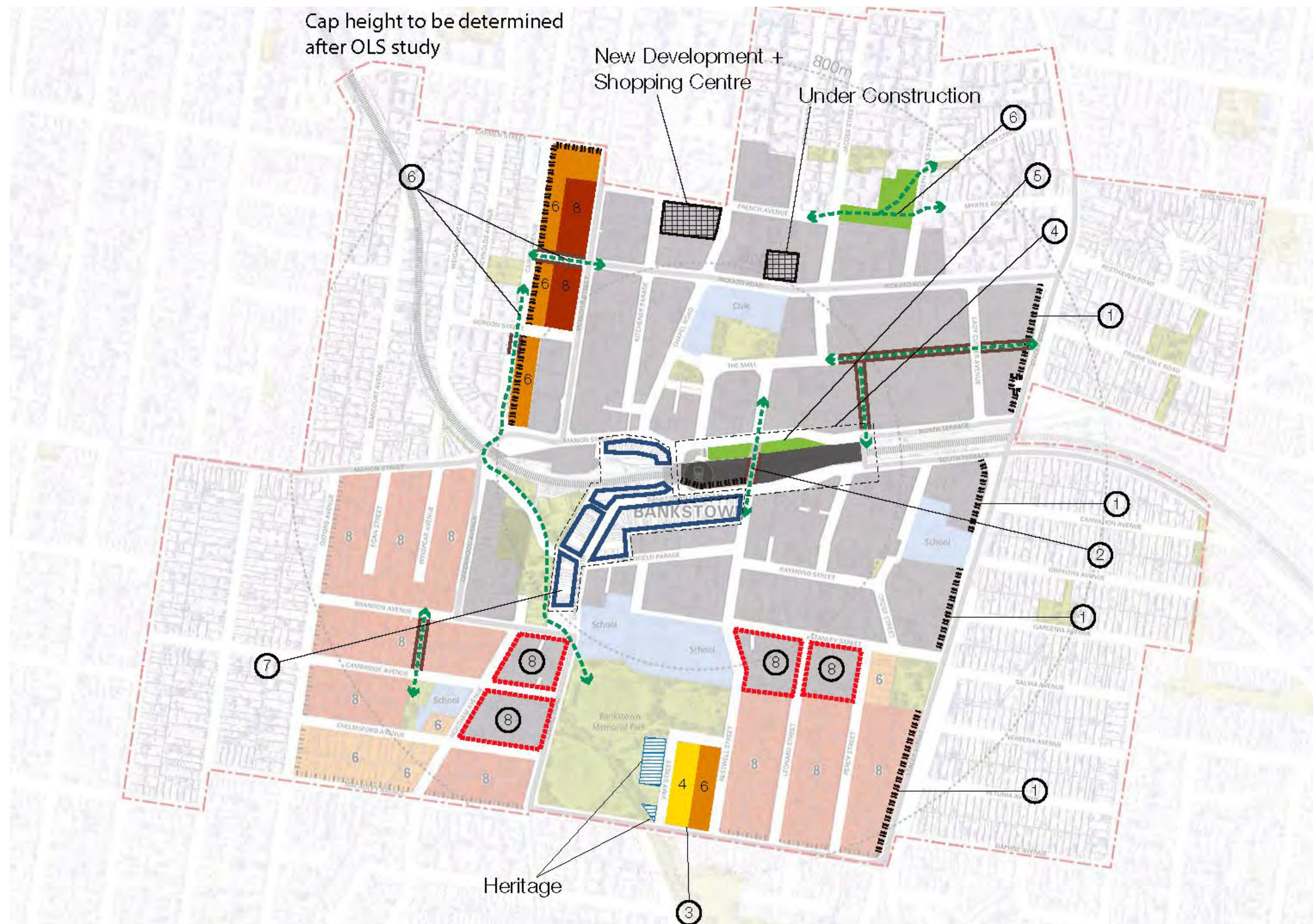


Figure 55. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)

14.0 Bankstown



- ① Provide upper level setbacks on residential street (Stracey St) above four storey podium, subject to shadow study assessment.
- ② Improve connectivity from mixed use area to core of the centre.
- ③ Appropriate transitional height provisions within vicinity of heritage items along Vinny St.
- ④ Consider the potential to develop the airspace above the station and improve connectivity.
- ⑤ Provide more open space and recreation facilities.
- ⑥ Improve connectivity.
- ⑦ 3-6 storeys retail street with setback.
- ⑧ High rise residential proposed to keep a compact commercial area (as per Council's vision).

Figure 56. CM⁺ Recommendations Plan



15.0 Conclusion

15.1 Consistency and Centre Identity

The eleven Centres that comprise the Sydenham to Bankstown urban renewal corridor will be unified by a single Metro corridor infrastructure, station architecture, corridor landscaping and signage. At the same time, each Centre along the alignment should maintain its own unique scale, heritage component, mix of land uses, urban structure, built form and streetscape and landscape character.

15.2 Opportunity

Every Centre has its own set of development constraints, and also urban planning and design opportunities. The Peer Review has identified new opportunities to unlock the potential of each Centre. Many of the Centres have ‘good bones’ in an Urban Design sense. Centres such as Bankstown, Campsie and Belmore have a robust urban structure that is able to accommodate new growth and development and at the same time can provide a high level of amenity for its future residents, for workers and for visitors.

In contrast, Centres such as Dulwich Hill, Sydenham and Hurlstone Park are highly constrained, either by urban structure, major road or rail infrastructure, heritage considerations or by proximity to sensitive low scale residential neighbourhoods. In these Centres more modest redevelopment is recommended.

Centres such as Marrickville, Canterbury, Lakemba and Punchbowl are experiencing rapid transformation in scale, as new development takes shape in parts of the Centre, temporarily contrasting in scale with the remainder of the Centre. This is characteristic of Centres that are in the process of transition.

15.3 Re-establishing ‘Main Street’

The original Canterbury and Wiley Park ‘Main Streets’ now take large volumes of traffic and are therefore unviable into the future. At these Centres the establishment of new ‘Main Streets’, on nearby alignments, are proposed that in conjunction with new development will re-establish a pedestrian ‘friendly’ retail street for each Centre.

15.4 Planning Controls into the Future

The new Urban Renewal Corridor development parameters, established by the JBA Urban Planning and as Peer Reviewed by CM+, will be translated into new LEP mapping and gazetted planning legislation over the next few years. As the Sydenham to Bankstown Metro is constructed over the next decade, there will be a corresponding need to regularly review the planning controls in place along the corridor to ensure their relevance and currency.