

Office of the
Government
Architect



Planning &
Environment



CONTENTS

Introduction	3
Executive Summary	4
Corridor Wide Study	7
Punchbowl - Detailed Study	21
Next Steps / Recommendations	35
Appendix - View Locations	36

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

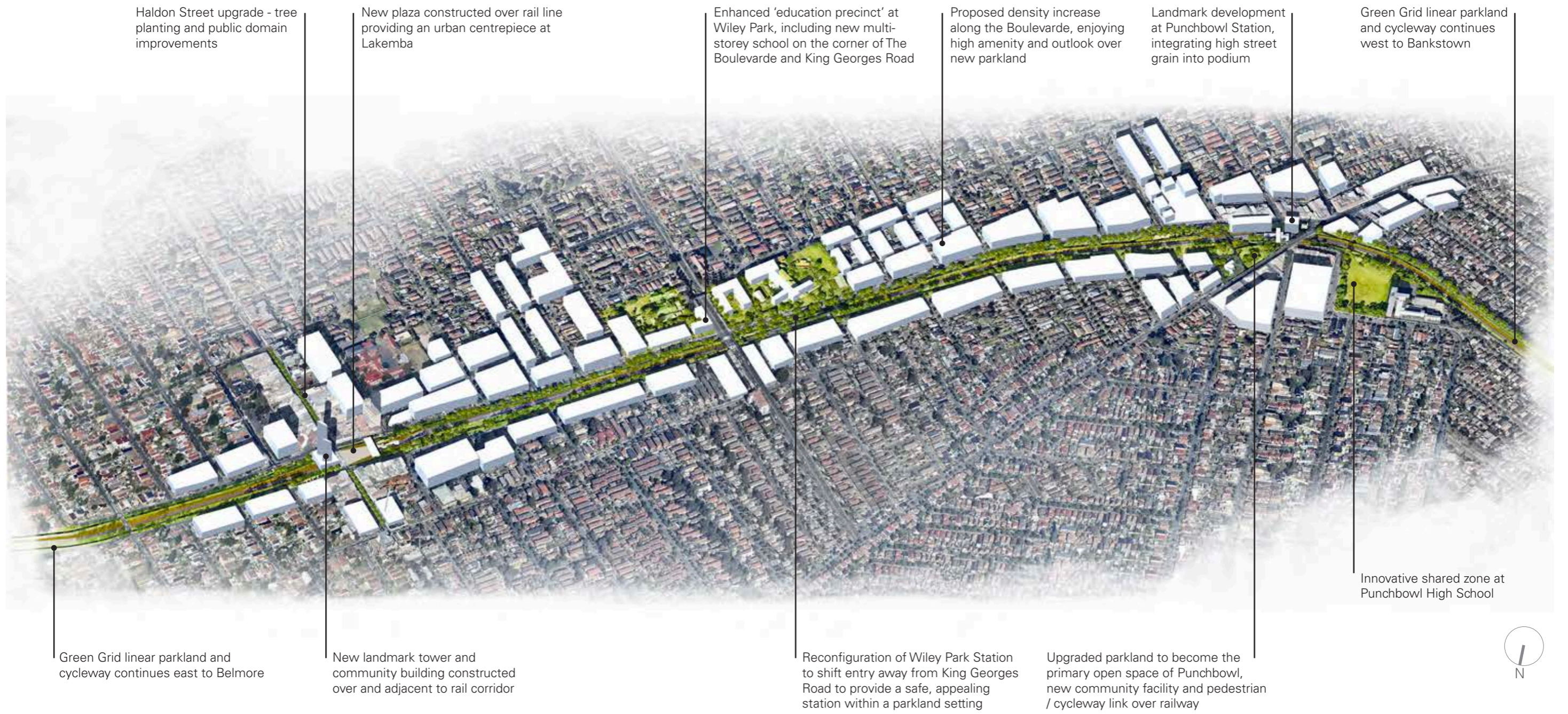
Haldon Street and Punchbowl Road are identified as successful high streets and a range of suggestions are provided to retain and enhance these vibrant locations. King Georges Road is proposed to transition to an alternative form of 'enterprise street', consisting of high quality show rooms and other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



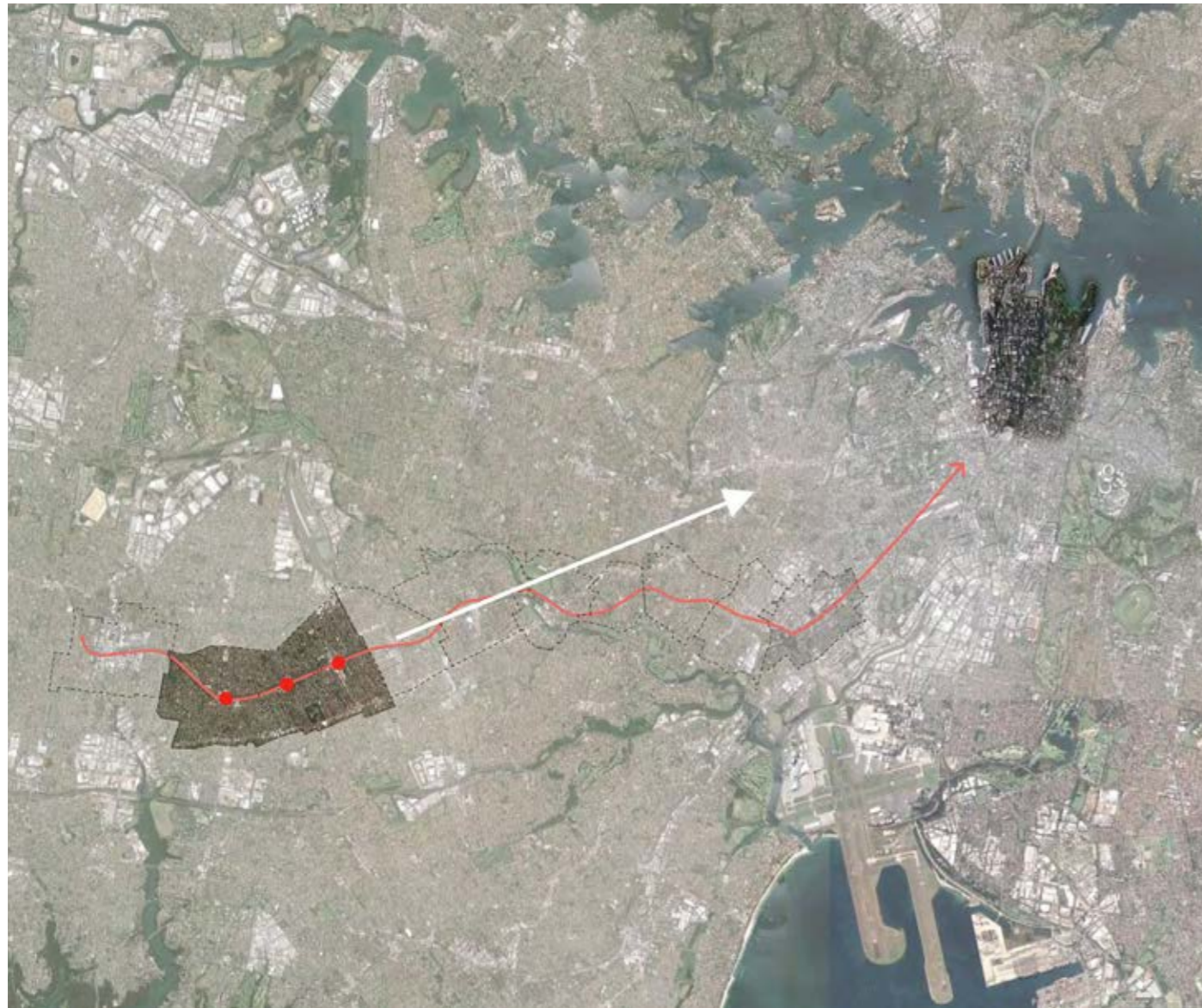
Aerial view - linear parkland, associated massing and accent points (VIEW 1)



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

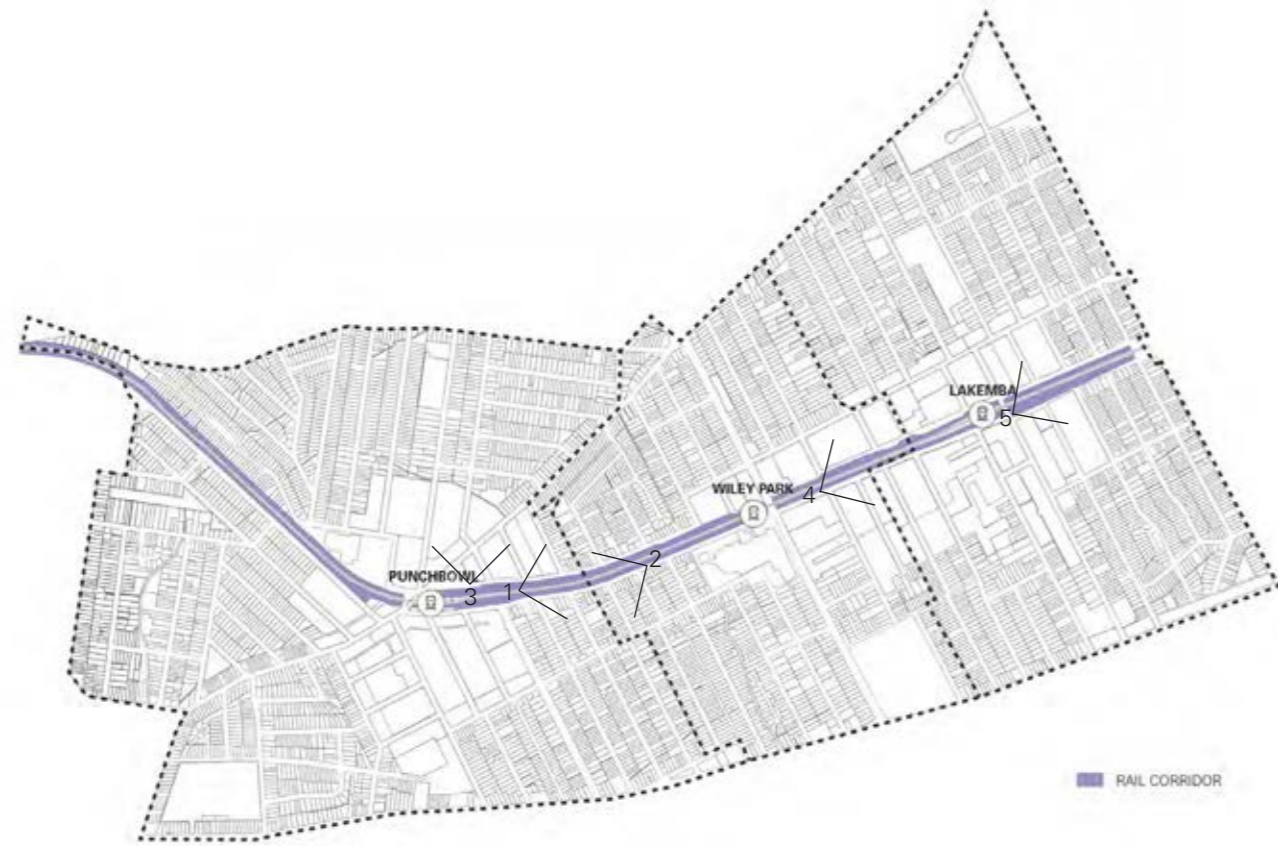


2

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.



1



2



3



4



5

- 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.

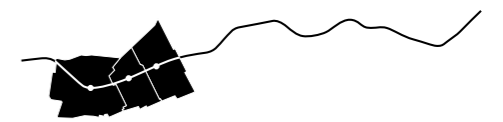


1

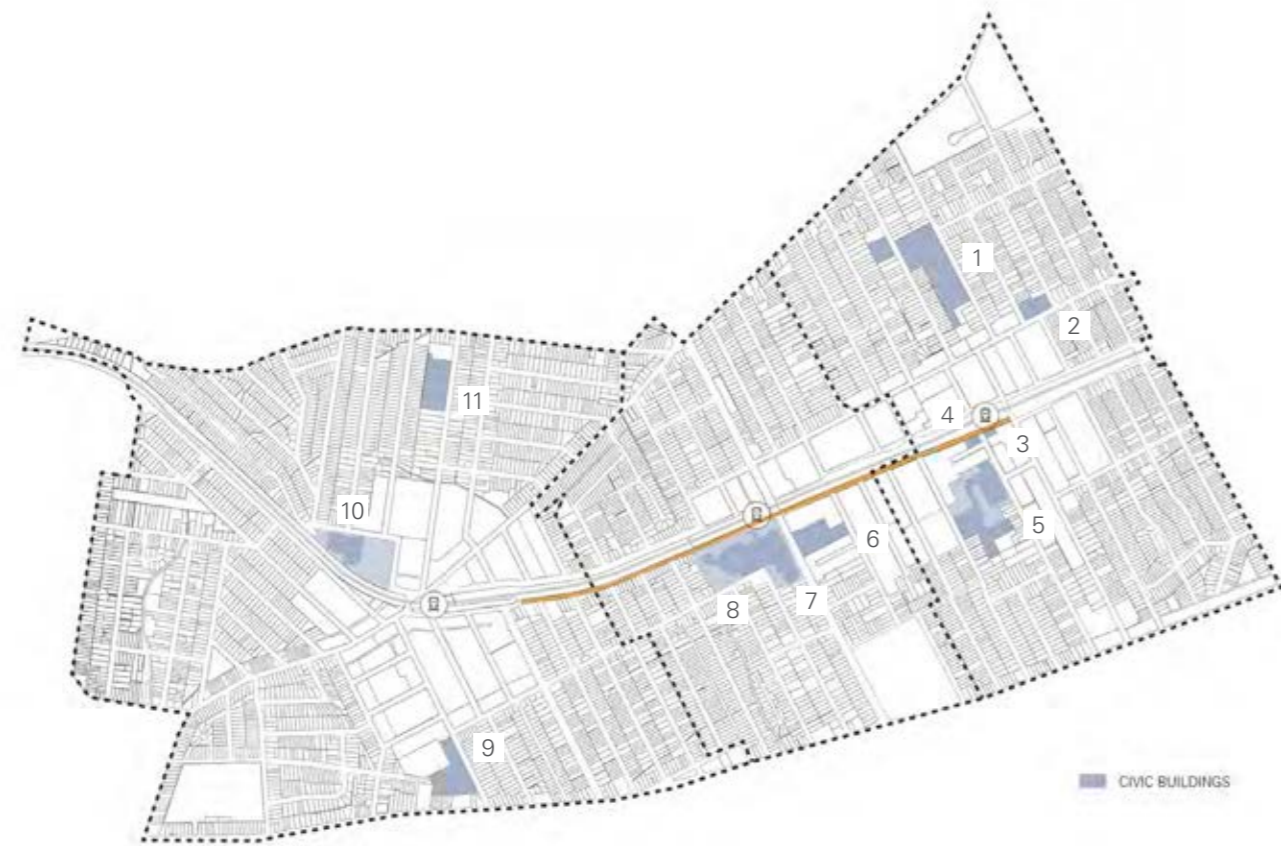


2

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



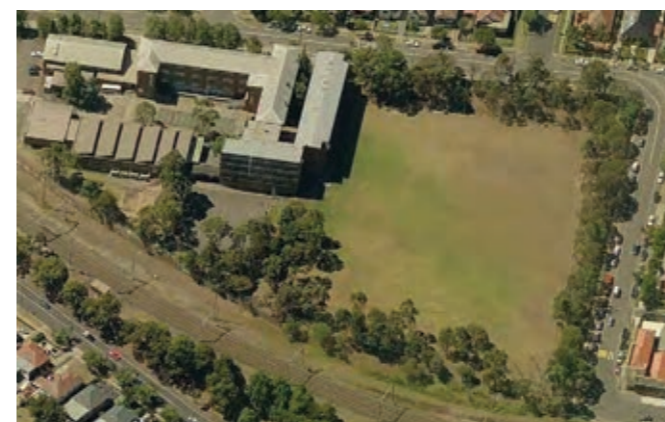
6



7



8



10



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.



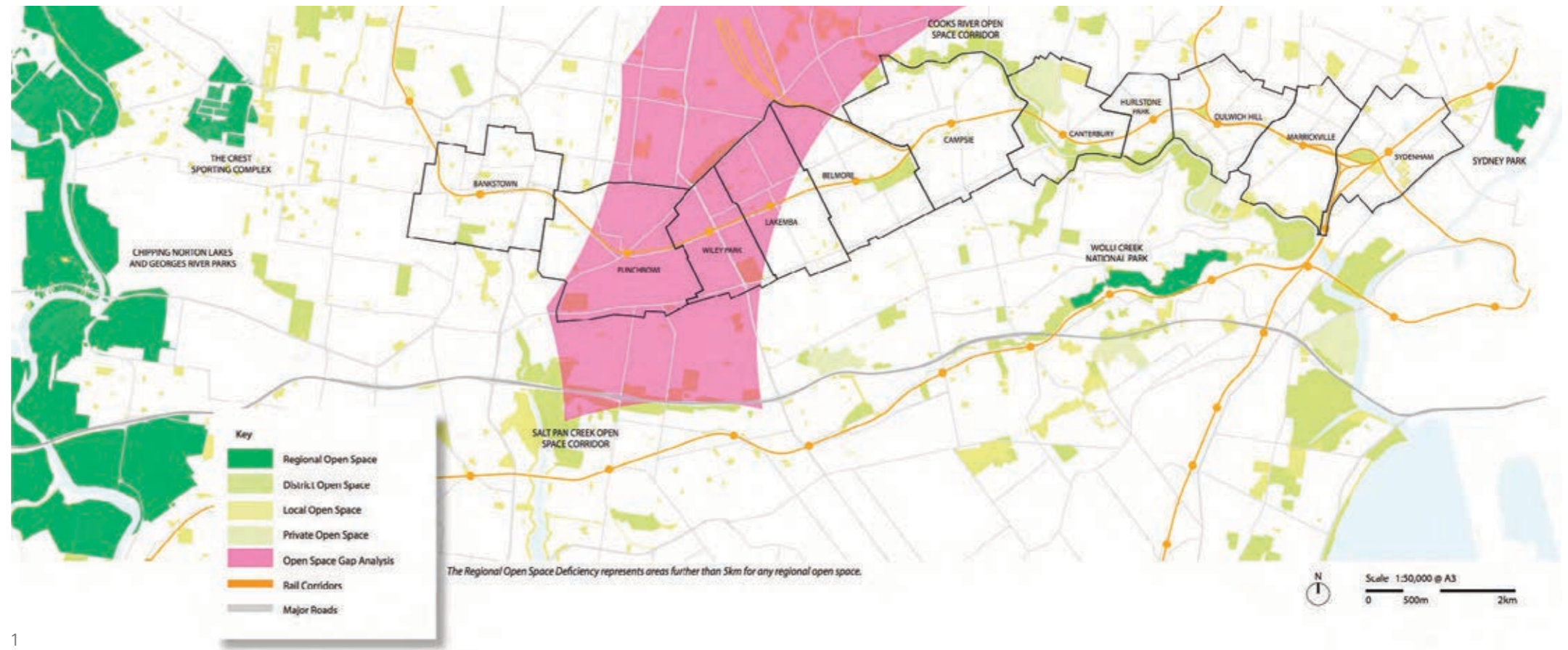
1



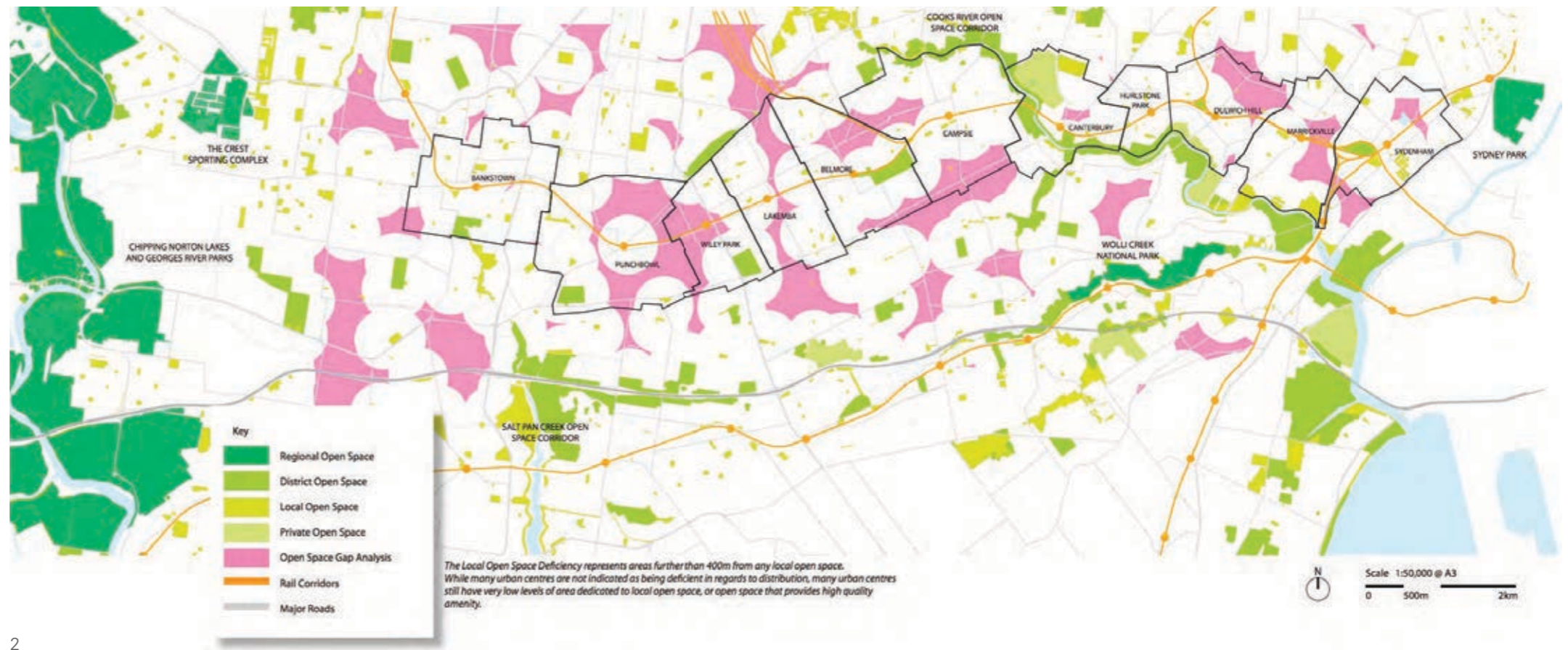
2



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.

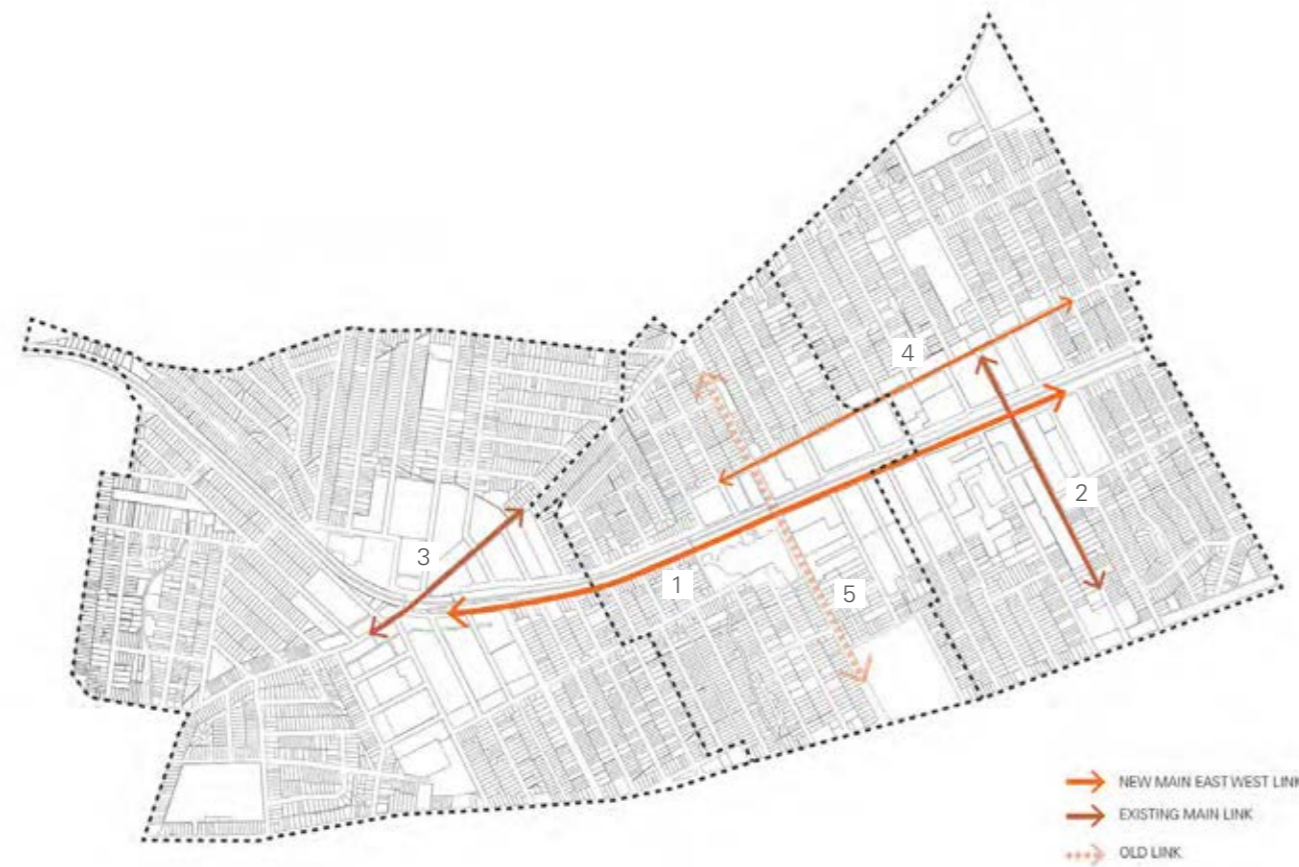
This contributes a significant and high quality landscape presence within the context, addressing the general absence of greenspace within the precinct.



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 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).

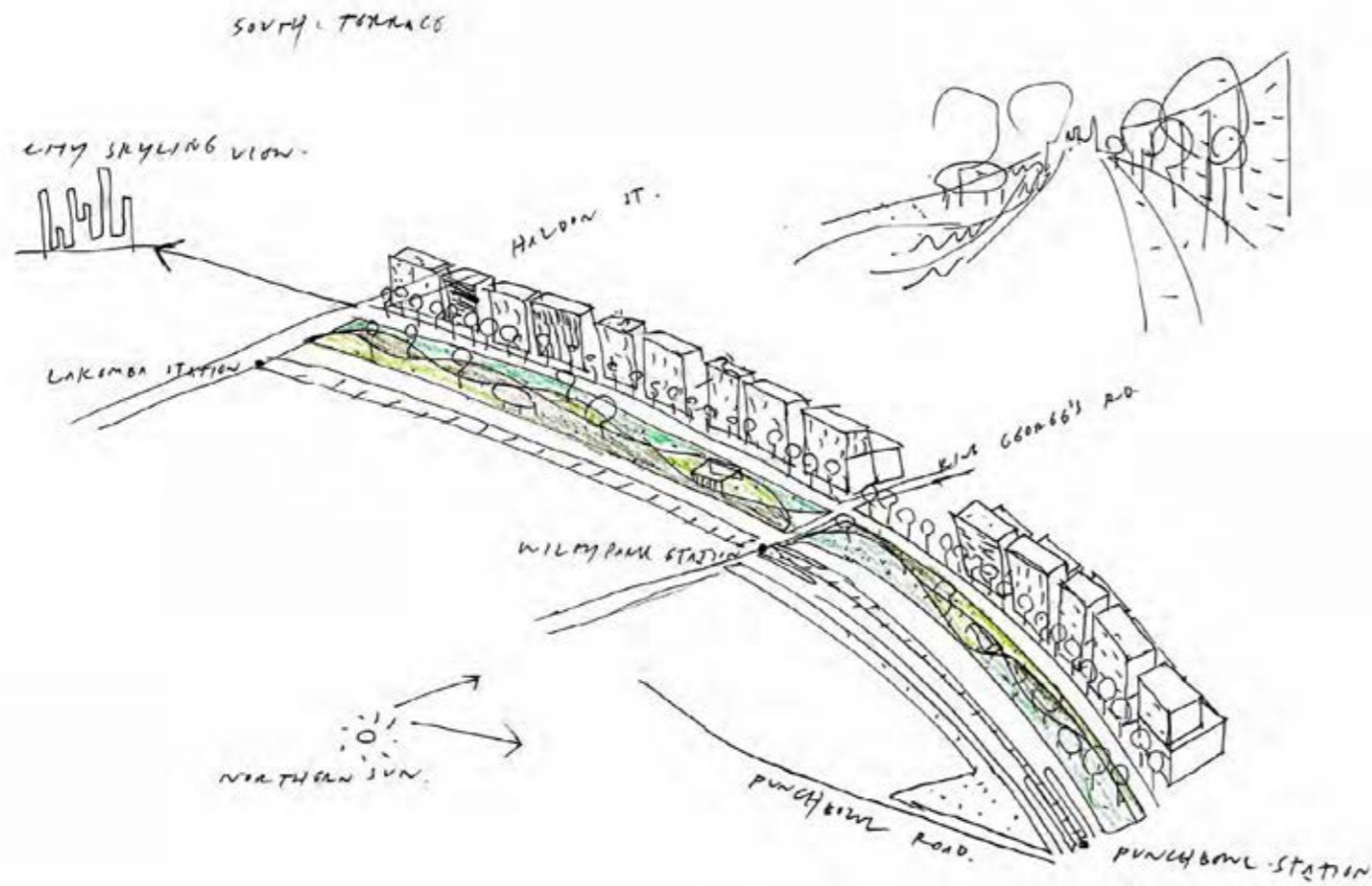


Massing proposal established by Department of Planning, with proposed modifications shown overlaid.



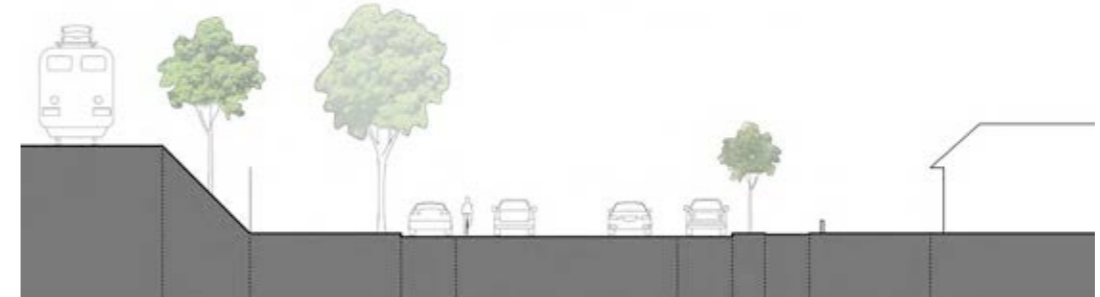
The redistribution of massing is centred on increased density along the Boulevard, linking Lakemba, Punchbowl and Wiley Park Stations. The existing wide street (4-5 lane width) is reduced to provide 2 lanes plus parking to the southern side only, therefore yielding a further increase to the linear parkland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

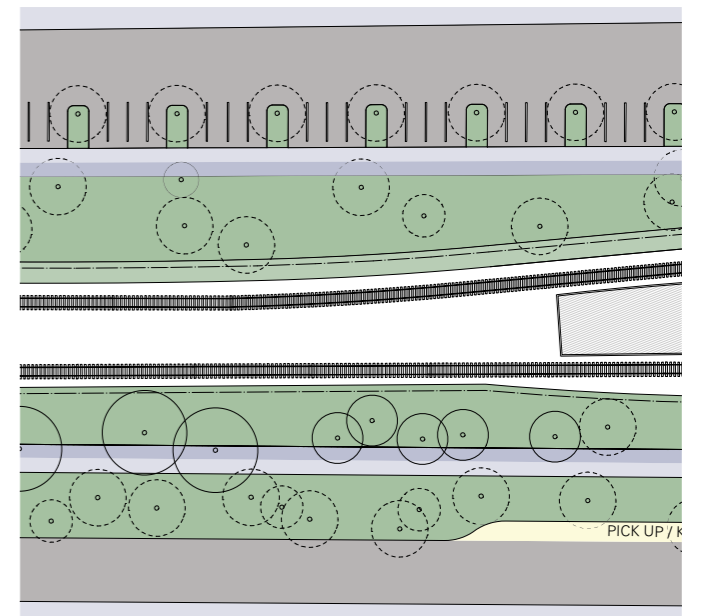
The Boulevard, looking north (VIEW 2)

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

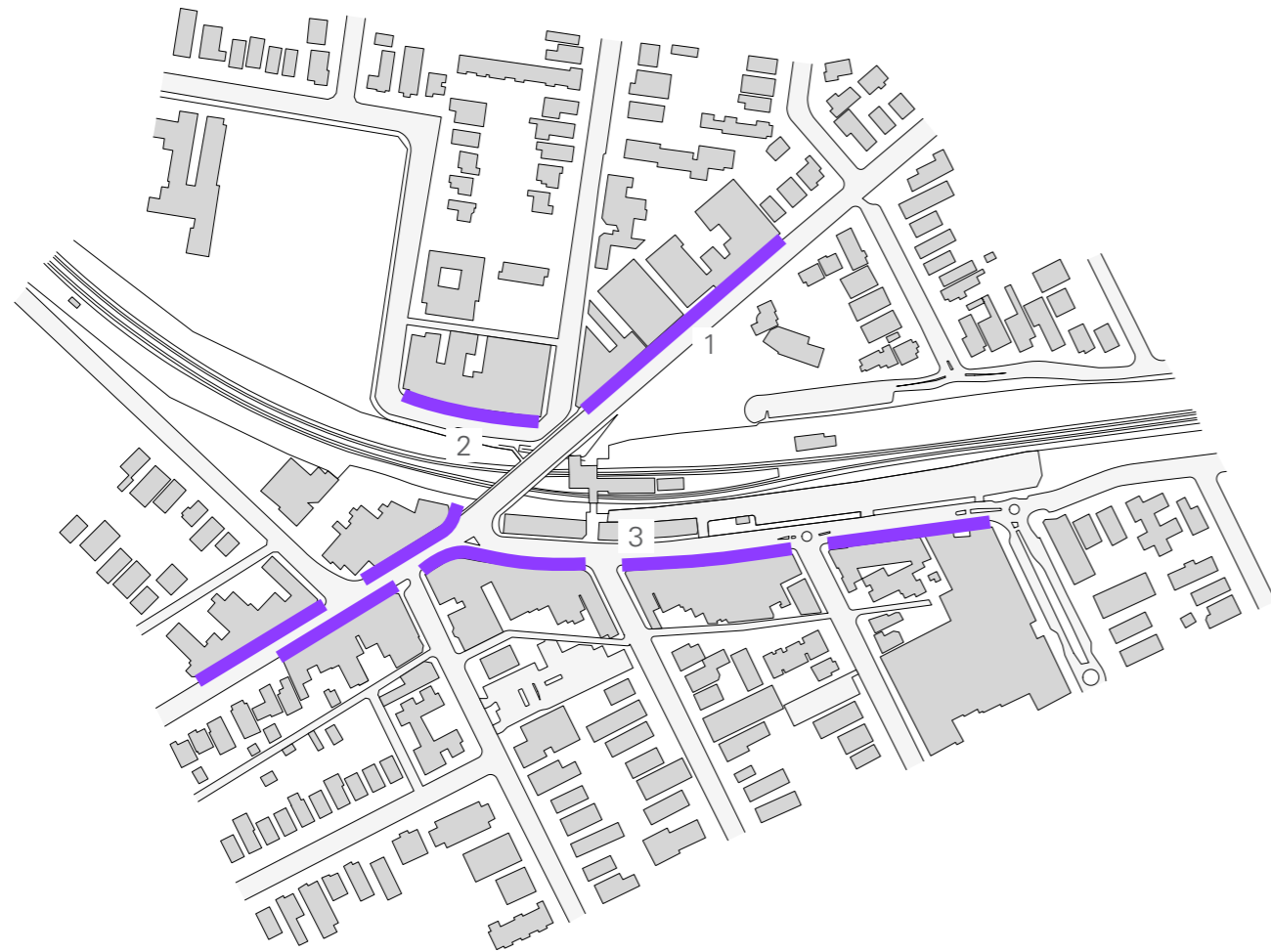




The following section provides detailed analysis and strategies applicable to the Punchbowl context.



Punchbowl Road, Breust Street and the western end of The Boulevard currently retain a high street presence.



1



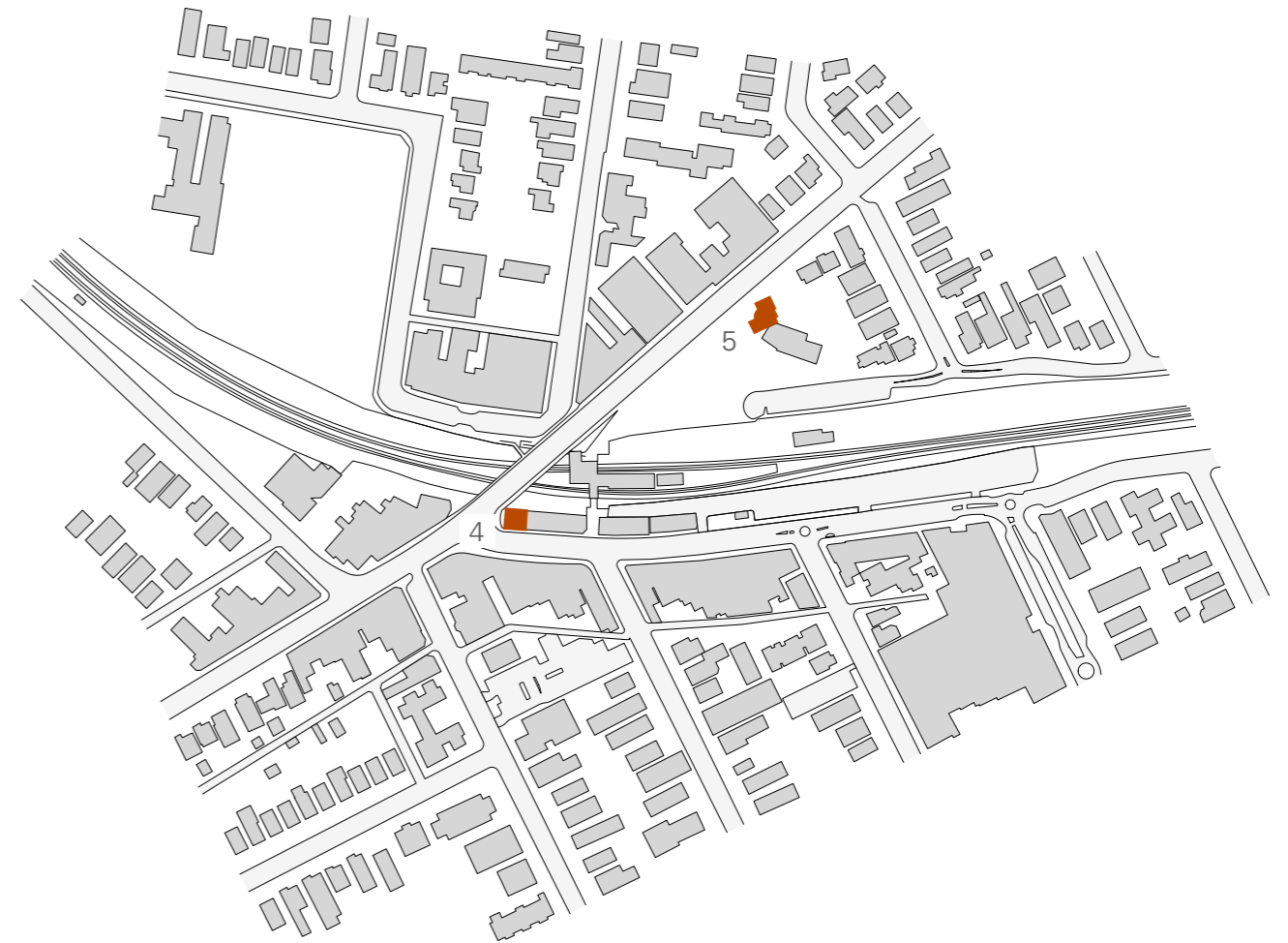
2



3

- 1. Punchbowl Road
- 2. Breust Street
- 3. The Boulevard adjacent to Punchbowl Station

Two heritage buildings are located within the context; the memorial structure at the intersection of Punchbowl Road and the Boulevard, and the Baby Health Centre within the triangular parkland.

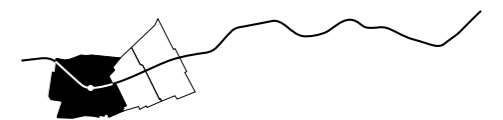


4

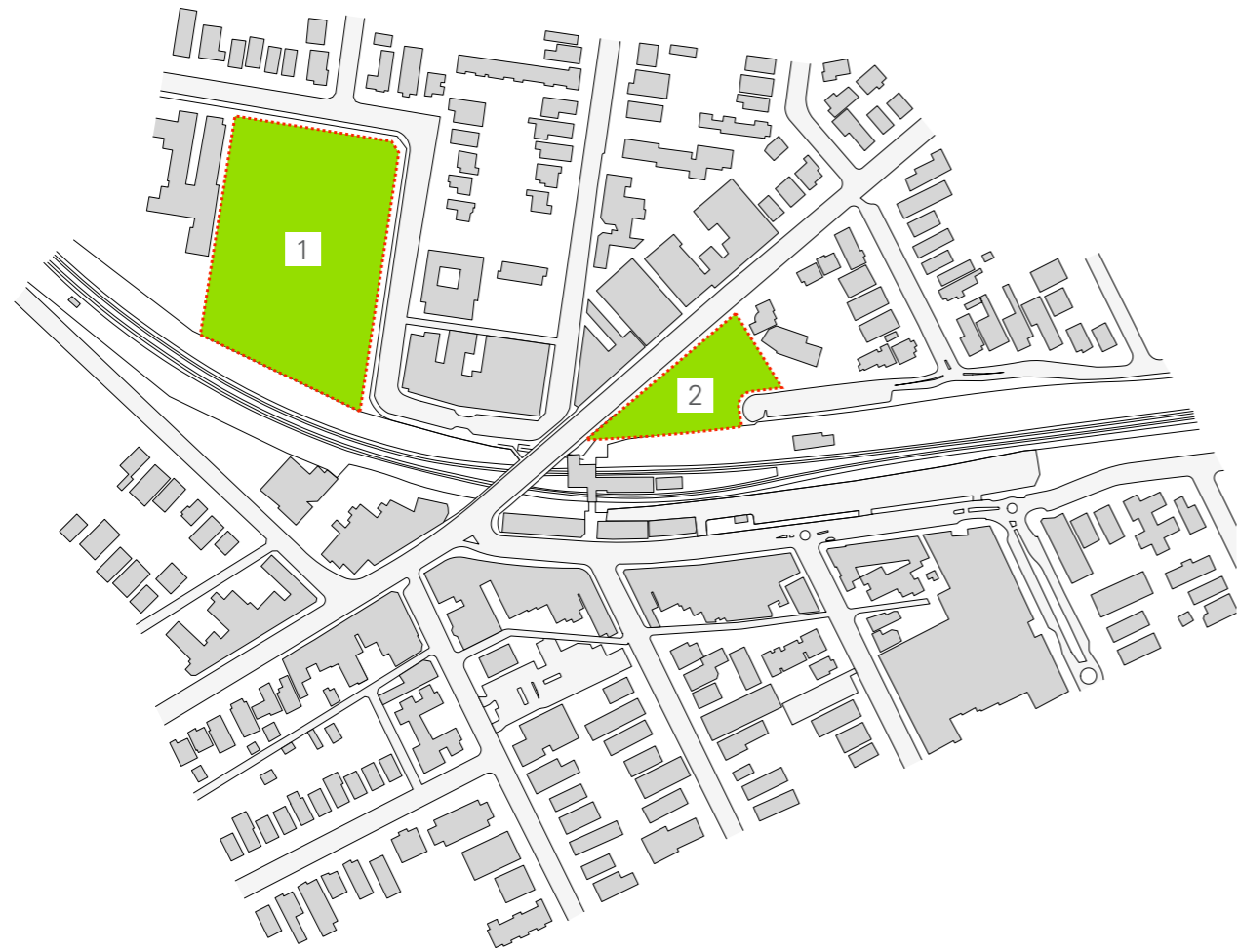


5

- 4. Memorial at the corner of Punchbowl Rd and The Boulevard
- 5. Baby Health Centre



Significant existing green spaces are provided at the triangular park and Punchbowl High School.



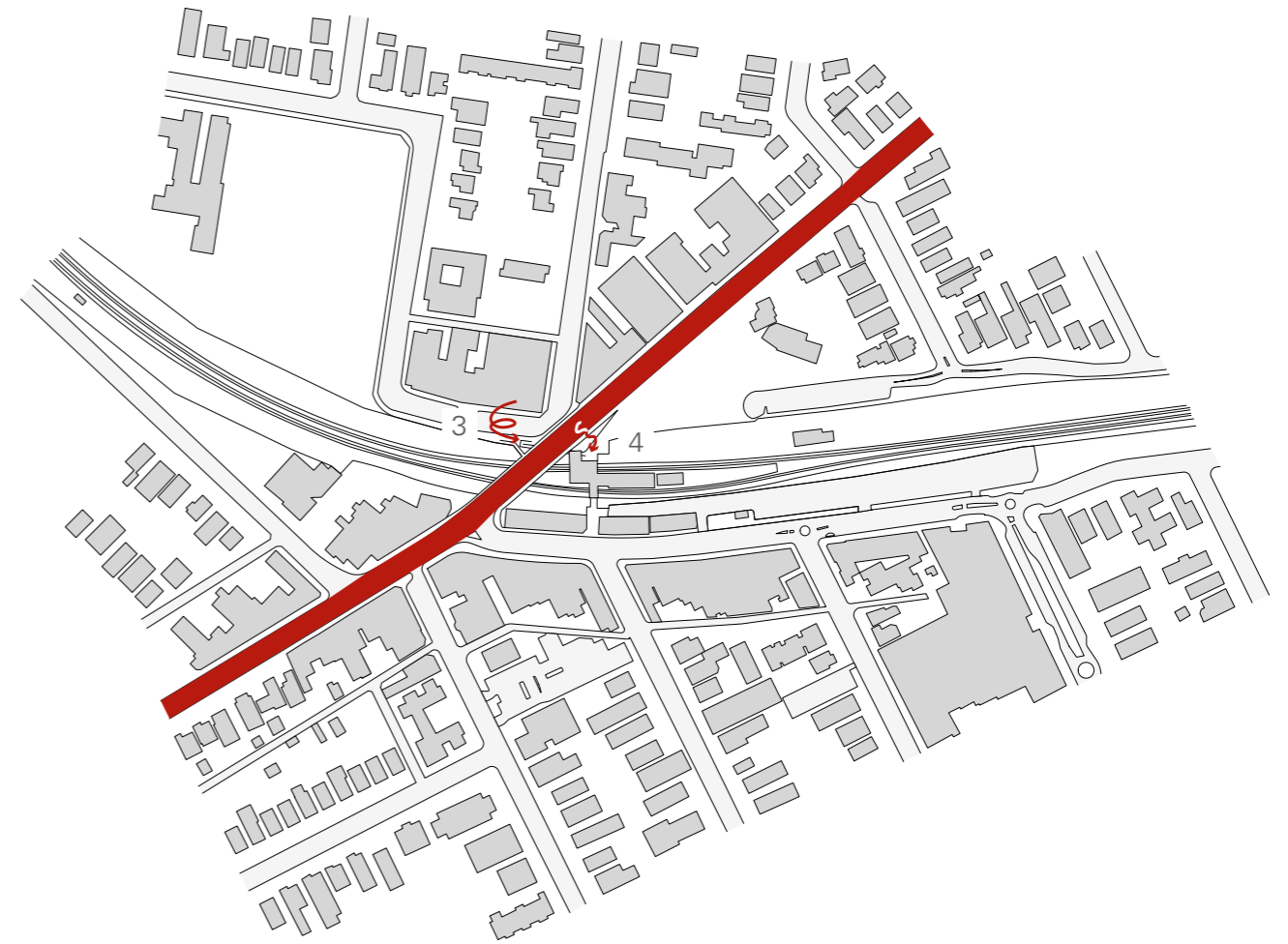
1



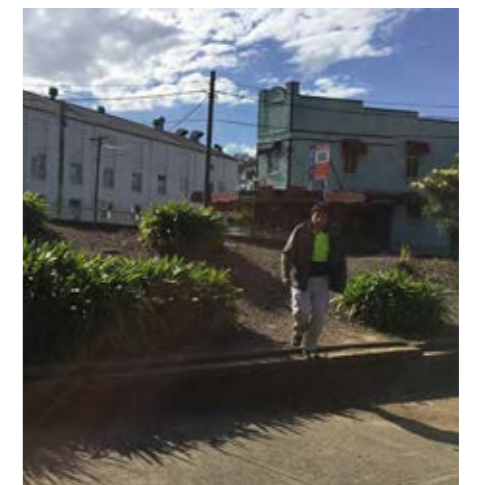
2

1. Lakemba Boys High School playing fields
2. Punchbowl Rest Park

Punchbowl Road causes significant urban dislocation within the precinct, causing pedestrian links of low amenity and difficulty of movement throughout the precinct.



3



4

3. Entry to Punchbowl Road underpass
4. Shortcut to station entry from Punchbowl Road



The Green Grid linear parkland can be extended through the context, linking to the triangular parkland, the potential shared school zone and the northern station forecourt.



- 1. Green Grid linear park in wide rail corridor
- 2. Station forecourt
- 3. Upgraded park
- 4. Public plaza associated with upgraded park

A number of potential catalyst development sites are located within the precinct. It is proposed that the council owned site adjacent to the Baby Health Centre be redeveloped, articulating the Baby Health Centre as a pavilion within the parkland and providing a new building that controls the eastern edge of the parkland and mediates to the future high density massing to the east.

The narrow strip of land to the southern side of the station presents an additional development opportunity. It is recommended that this could be incorporate a marker tower type development, set over a fine grain podium to preserve the quality of the streetscape and provide a synthesis with the context.

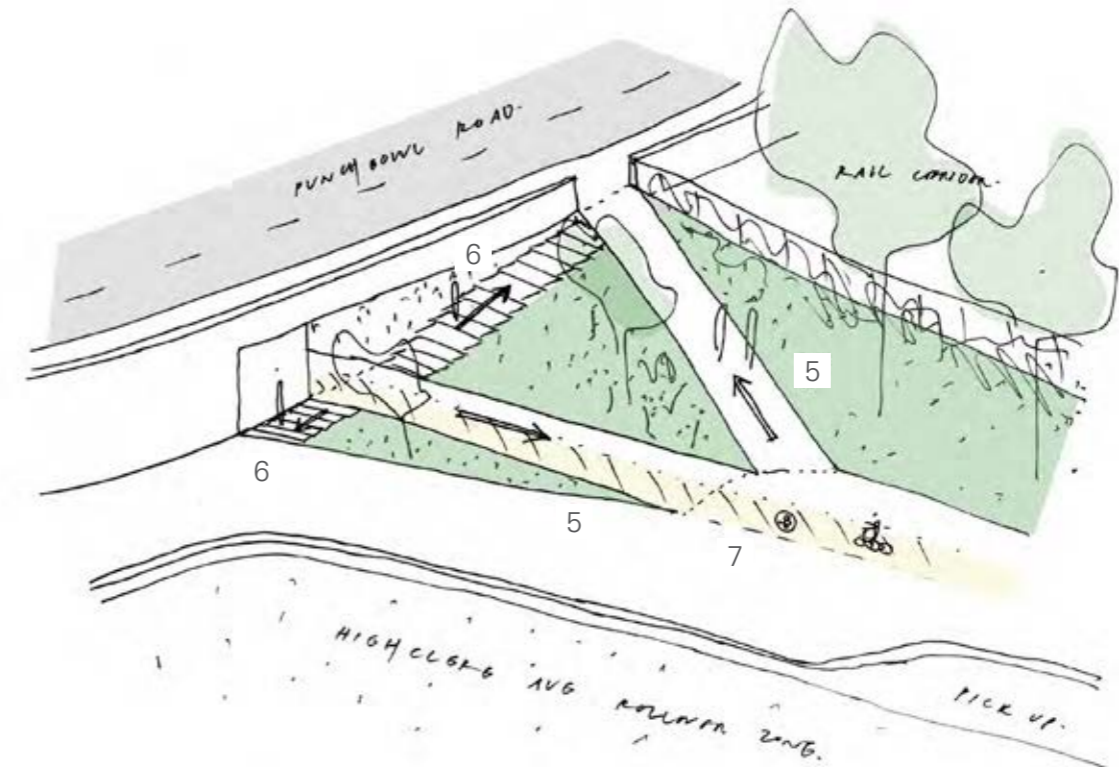
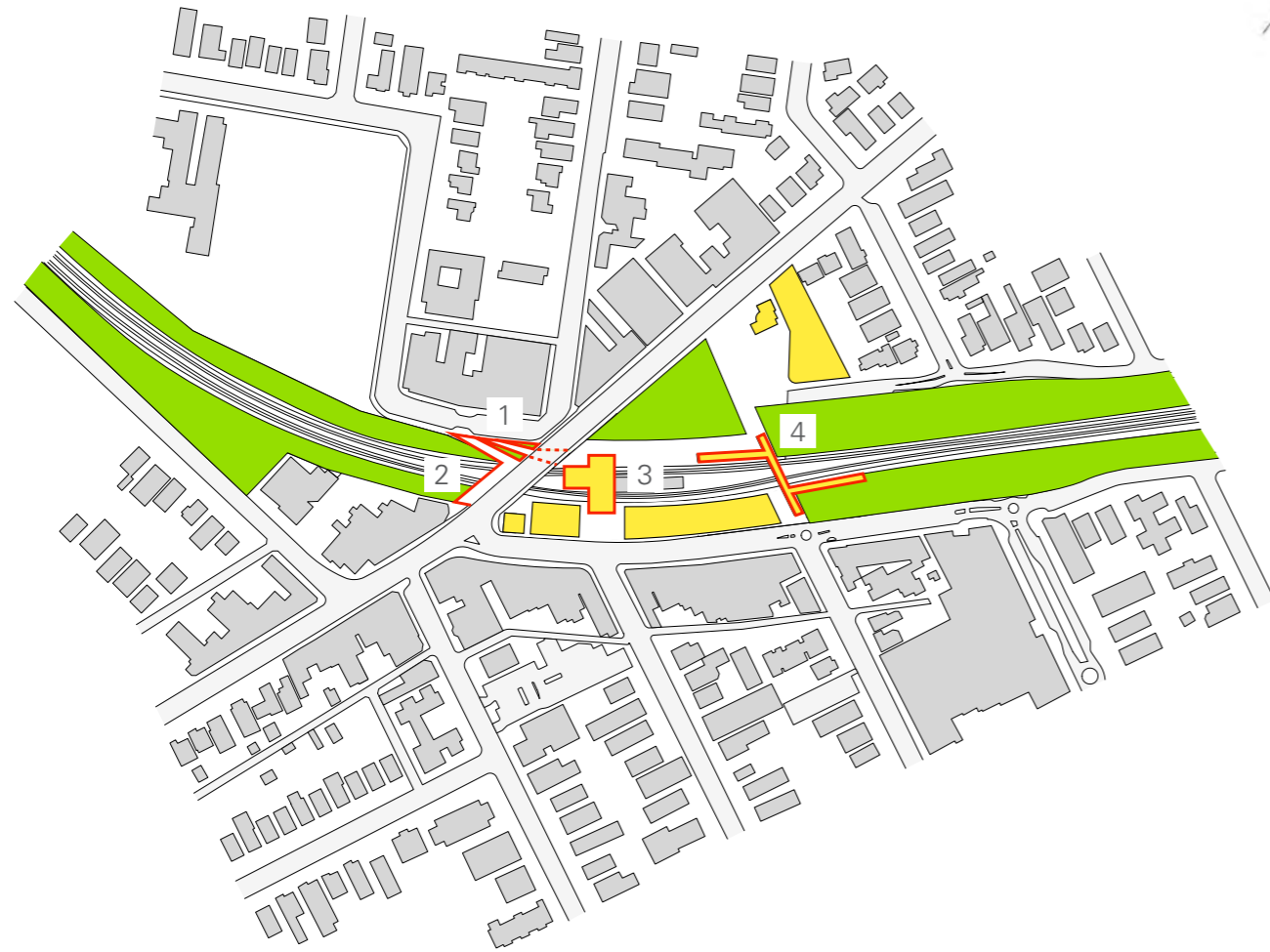
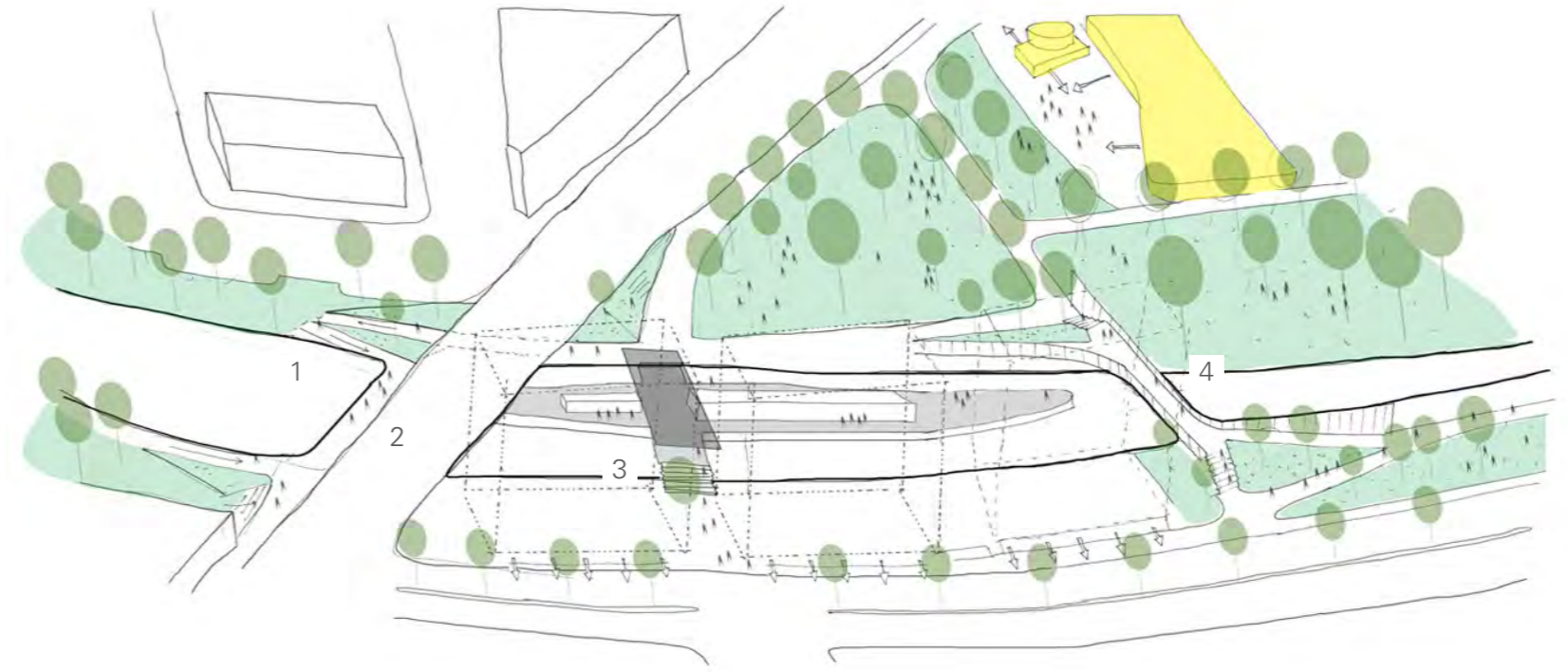


- 5. Public building to activate new parklands
- 6. Development strip on south side of station, extending fine grain high street character



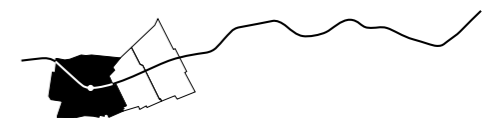
A number of strategic station upgrades are proposed, incorporating a reconfigured underpass approach with banks of landscape, utilizing available width within the rail corridor to create a less overtly engineered solution to the level difference. This treatment is extended to the eastern side of Punchbowl Road, providing an improved forecourt to the station.

A new pedestrian bridge is proposed to the eastern end of the station, providing a unique S configuration with cycle / pedestrian ramps forming long approaches and stairs forming the direct north-south route. The bridge extends across to the eastern side of the triangular parkland. The S configuration enables cyclists (and pedestrians) to seamlessly transfer from the northern to the southern side of the rail corridor, freeing up the area to the southern side of the station from the cycleway and avoiding congestion of this high street context..



- 1. New ramp connection to existing pedestrian underpass
- 2. Potential bridge widening for increased pedestrian amenity
- 3. Reconstruction of Punchbowl station entry
- 4. New pedestrian bridge at east end of station

- 5. New ramps set into banked landscape
- 6. Stairs set between ramping extremes
- 7. Increased width to main thoroughfare







BEFORE



Fine grain density of Punchbowl Road to be retained

Baby Health Centre converted to a pavilion within the park

A new community facility creates a backdrop to the park, whilst activating the eastern edge

A strong landscape presence is provided within the heart of Punchbowl

Proposed new cycle / pedestrian bridge over rail corridor, activating south-eastern corner of park

Building massing to the southern side of the Boulevard beyond

An upgraded parkland at Punchbowl - a place of leisure (VIEW 5)





BEFORE



Kiss and ride to Breust Place

Enhancement of existing street art to side of Punchbowl Road to support cosmopolitan identity

Reconfigured switch back ramps to provide comfortable transition of levels

Landscape banks are utilised to create soft transitions

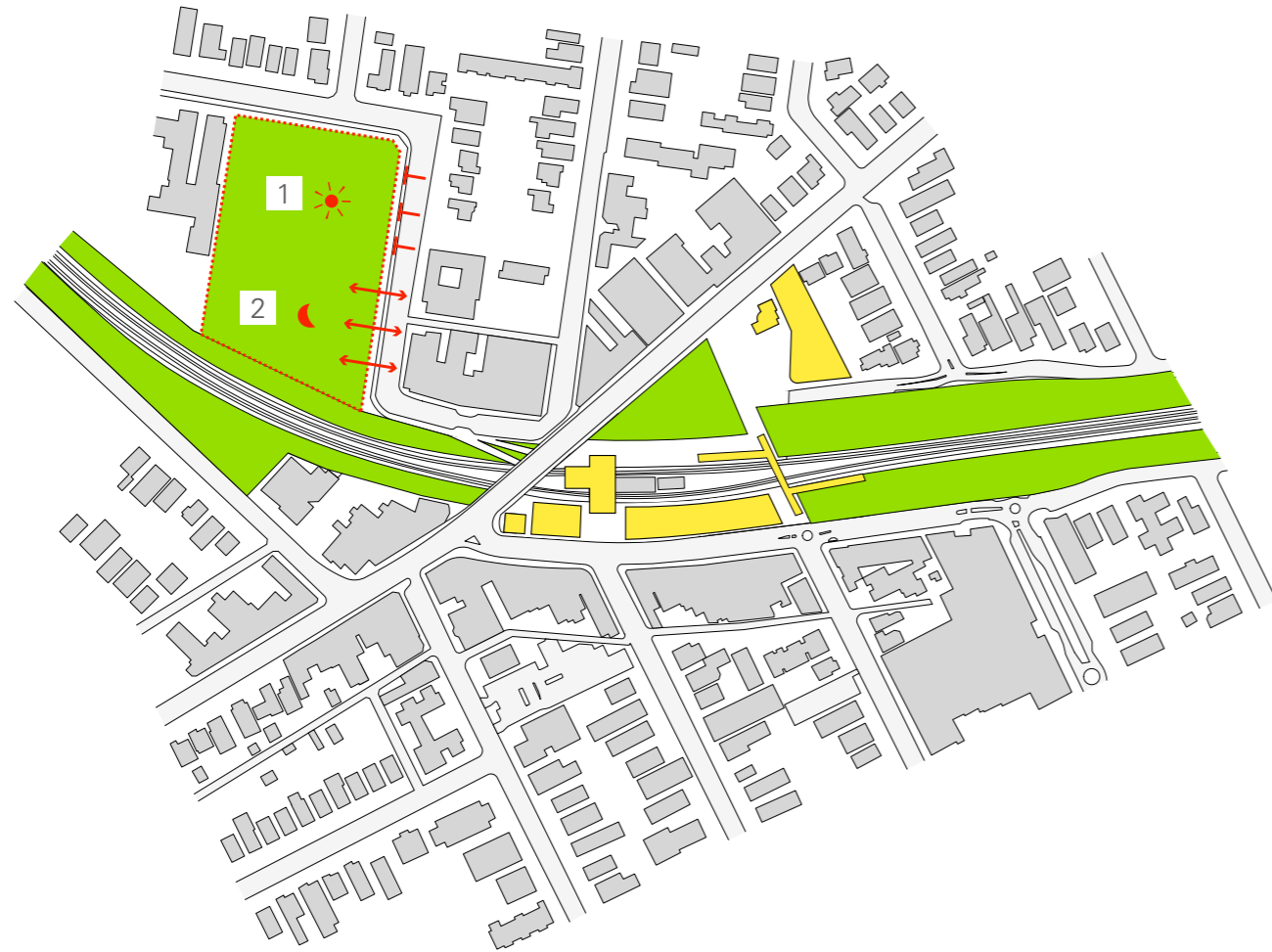
Slow cycle zone at point of intersection

Some utilisation of the existing rail corridor to create improved ramp design and pedestrian outcome

Contemporary treatment of roadway barriers

Modifications to the Punchbowl Road underpass (VIEW 6)

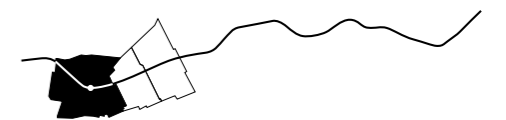
A shared zone is recommended for Punchbowl High School, consisting of large gates that enable the outdoor space of the school to be used exclusively by the school during hours, and enabling community use outside hours. A successful example of this model is Redfern Park, Sydney, which is shared between the community and restricted during training periods for the South Sydney Rabbitohs.



1. Shared zone closed to public during school hours
2. Shared zone open to public after school hours
3. Redfern Park shared zone. BVN Architecture / Photograph copyright John Gollings

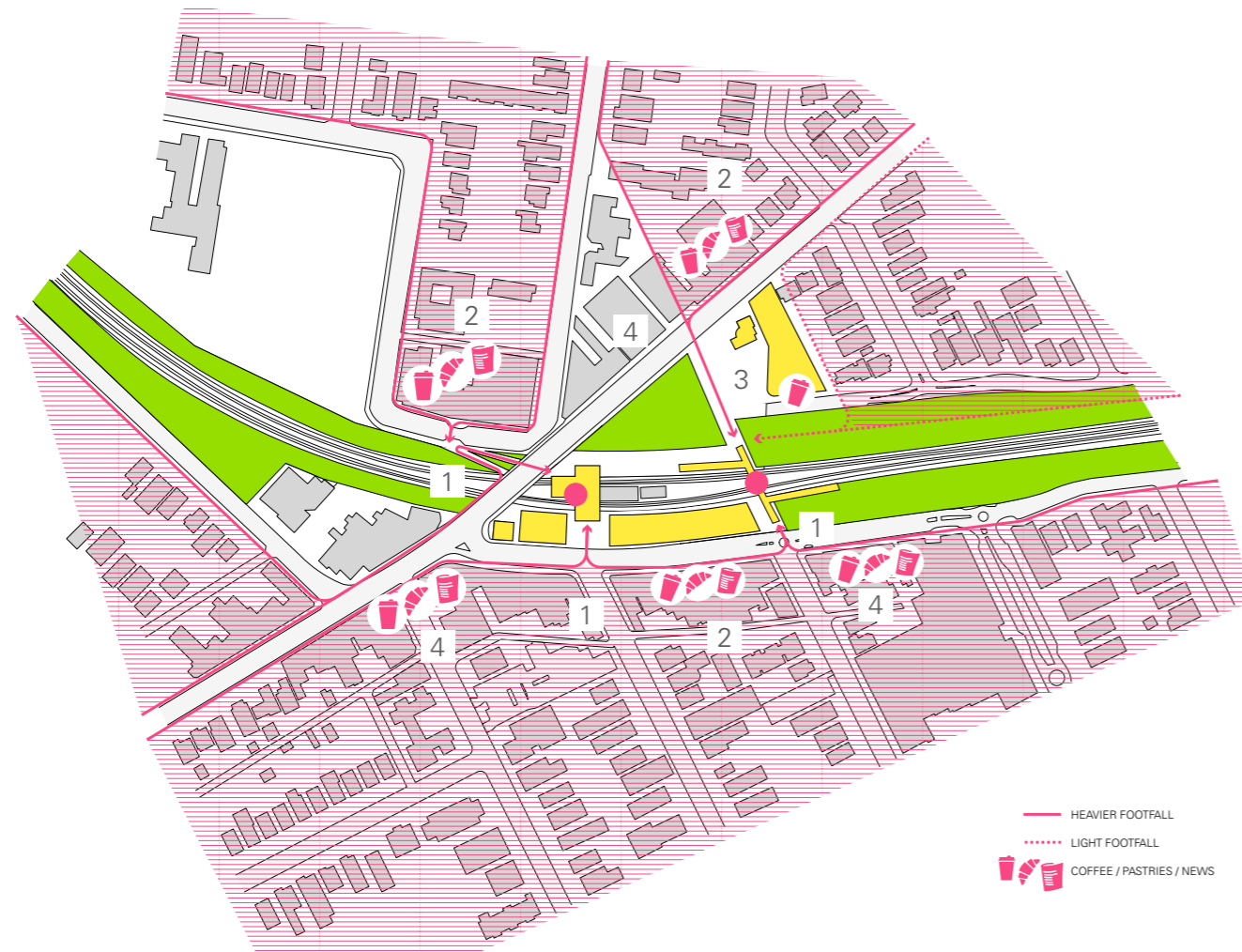


3



The pedestrian network is proposed to be clarified via the improved linkage across Punchbowl Road, the new overpass and the direct movement along the linear parkland.

Multiple station entry points accommodates the varied approaches to the station, and allows for the proposed increase in density to the Punchbowl town centre.



- 1. Pedestrian traffic enters the station precinct from several directions
- 2. Increased pedestrian services around new station entries
- 3. New cafe in community
- 4. Existing shops cater to pedestrian traffic.



5.



6.

- 5. New bridge provides improved connection for those walking from the east
- 6. New underpass provides improved connection for those walking from the north west

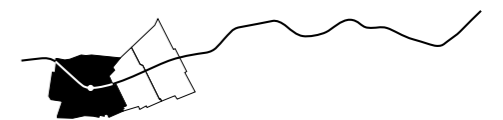


The proposed Green Grid linear parkland results in some reduction in parking. It is proposed that this be supplemented by parking to the northern side of the corridor, within multi-storey carpark development of Council sites and VPA arrangements with private developers where appropriate.

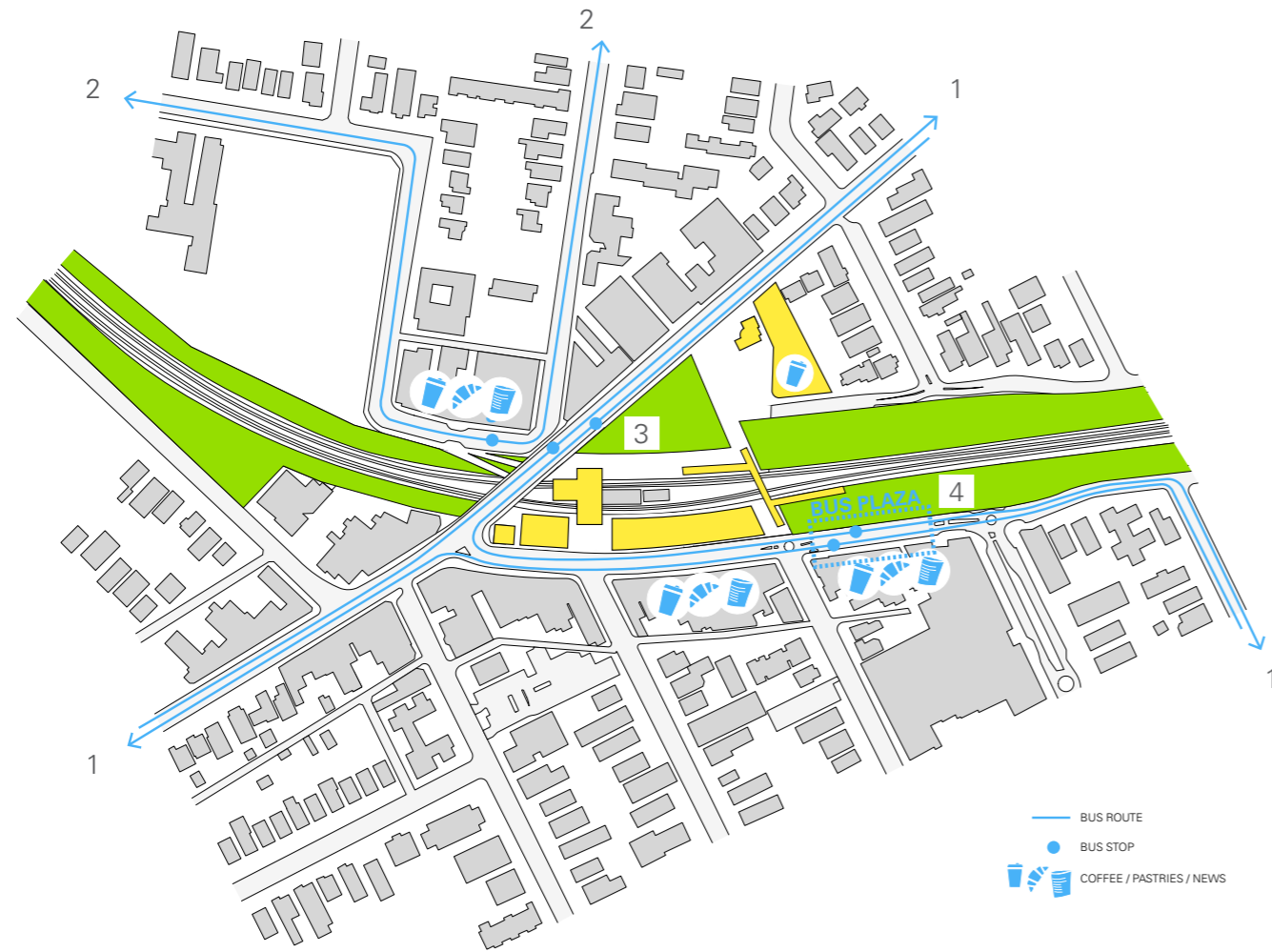


- 1. Existing rail corridor parking
- 2. Existing open asphalt Council parking

- 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 if required

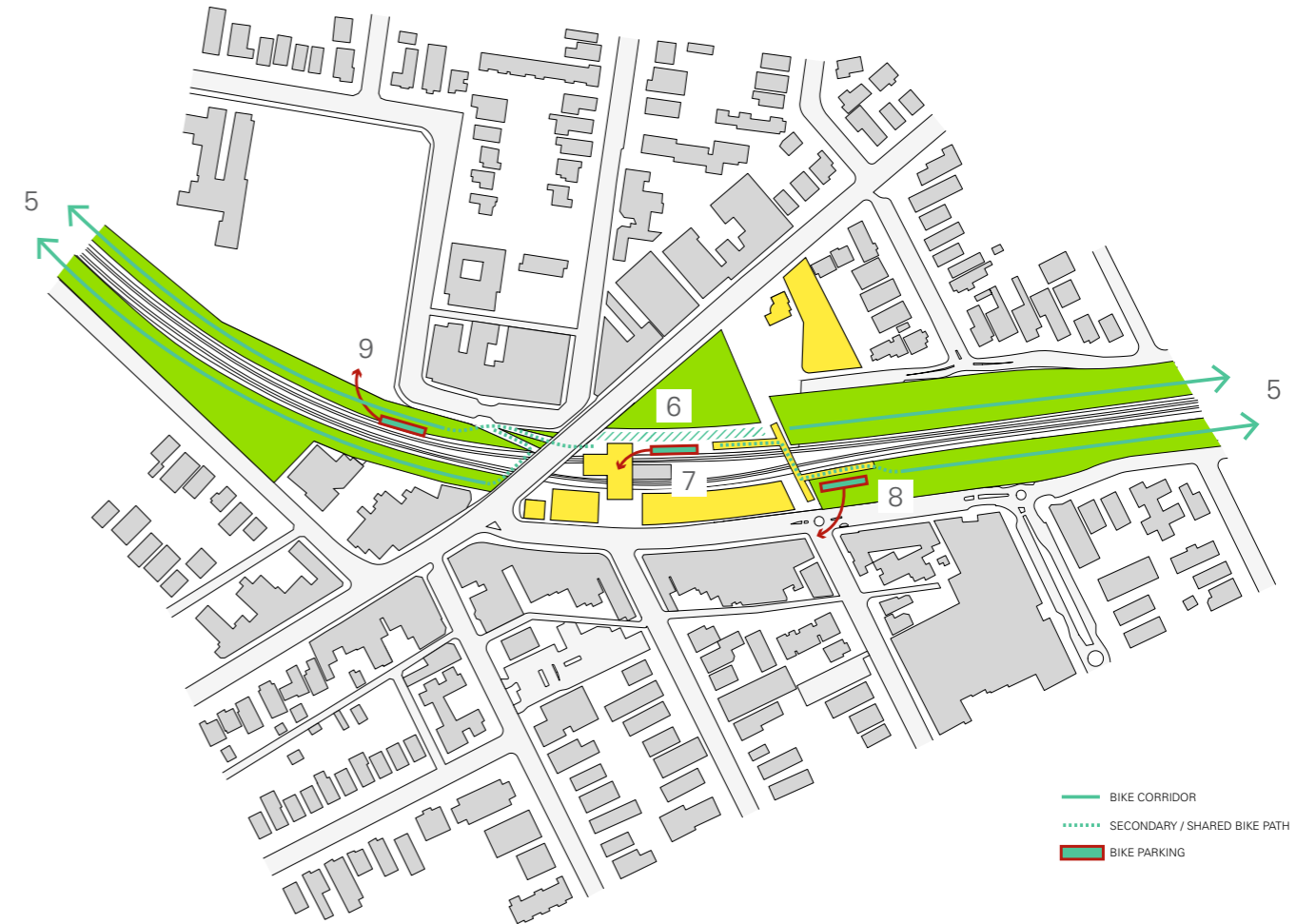


A simplified bus plaza is proposed to the eastern side of the station, extending along The Boulevard.

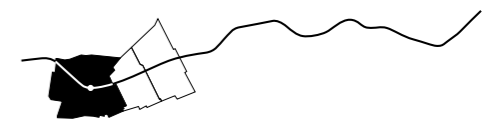


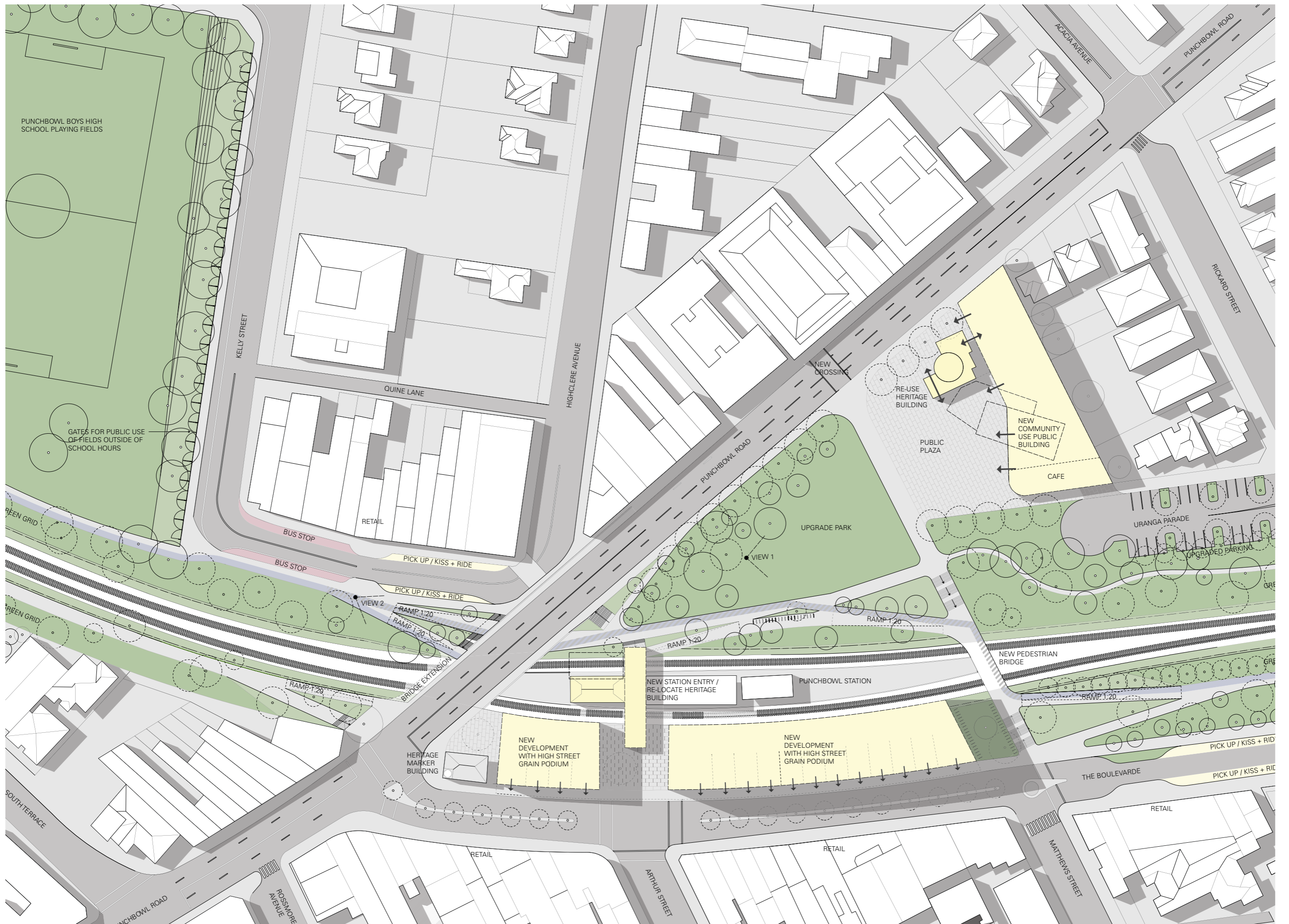
- 1. Existing bus route
- 2. Existing school bus route
- 3. Key bus stops
- 4. New bus plaza area to consolidate bus stops

The Green Grid linear parkland provides a direct cycle route. The upgraded underpass and the proposed overpass provide means to cross the rail corridor, avoiding the tight high street context at the western end of The Boulevard as required.



- 5. Green Grid cycle way
- 6. Shared zone at station plaza
- 7. Bike parking adjacent to station
- 8. Bike parking adjacent to high street shops
- 9. Bike parking for students

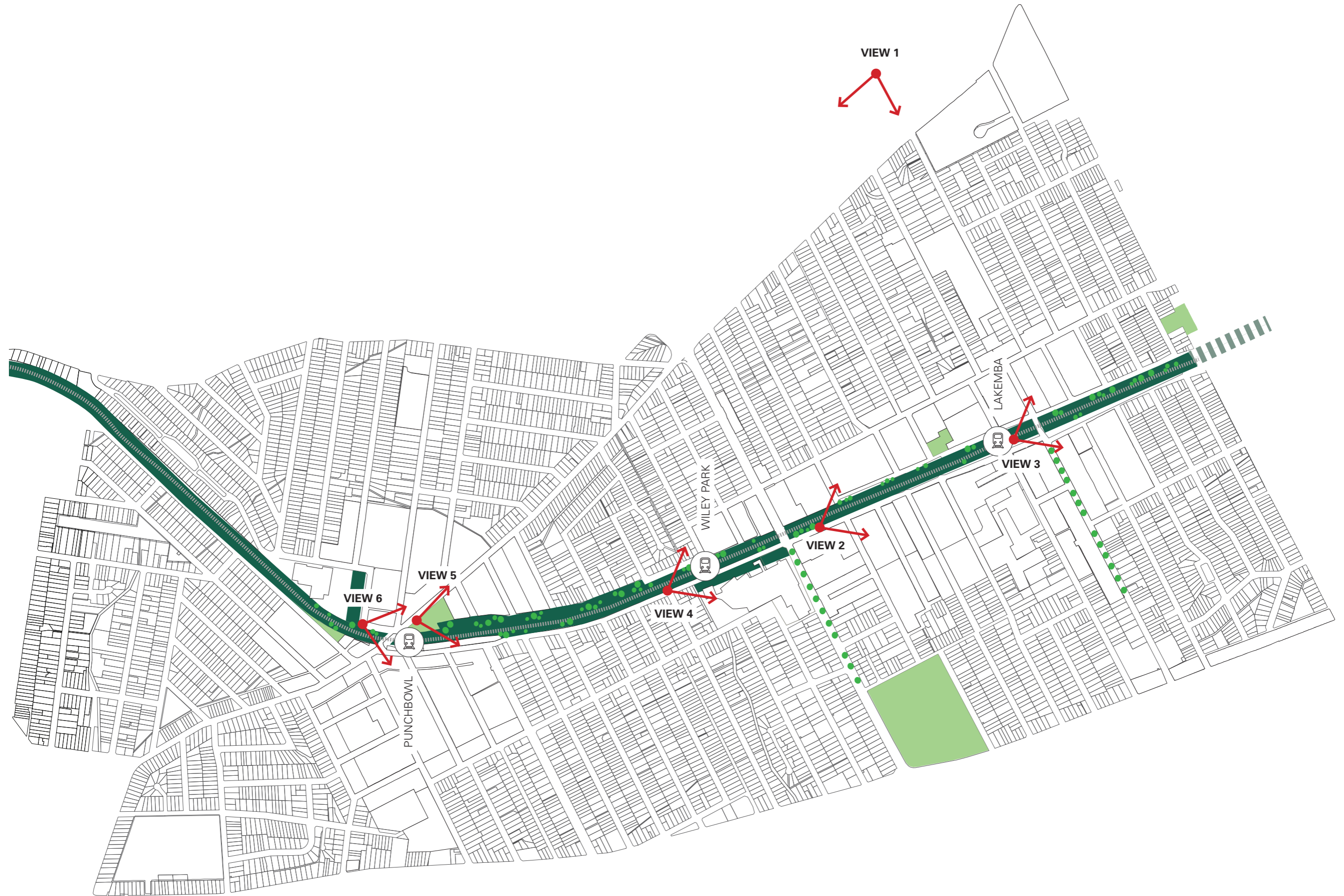




The following table provides a framework of next steps, identifying key stakeholders associated with the component of the proposal. In most instances, productive negotiation between multiple stakeholders is essential to achieve mutually beneficial outcomes and primarily, public benefit.

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
4.0	PUNCHBOWL		
4.1	Review and develop the preliminary urban design proposal for the Punchbowl Station precinct, incorporating the triangular park.	Council / TfNSW	P34
4.2	Consider and progress redevelopment of the Council owned land adjacent to the triangular park to provide a new community building and to control the interface between the eastern edge of the park and the adjacent built form.	Council	P24
4.3	Consider and progress conversion of the Baby Health Centre to become a pavilion within the park, associated with the proposed community building listed above.	Council	P22, P24
4.4	Consider and progress proposed new cross corridor bridge to the eastern end of the station, providing pedestrian and cycle access.	Council / TfNSW	P35, P26
4.5	Consider proposed development of TfNSW land to southern side of station, to incorporate fine grain podium continuity and appropriate treatment of the heritage item on the corner of Punchbowl Road and The Boulevarde.	Council / TfNSW	P34
4.6	Consider and progress proposed remodelling of pedestrian / cycle link under Punchbowl Road to provide improved amenity.	Council	P25, P28
4.7	Consider proposed shared zone at Punchbowl High School.	Council / DPE / DofE	P30
4.8	Develop and enforce principles for development within the Punchbowl Road fine grain context.	Council	P34

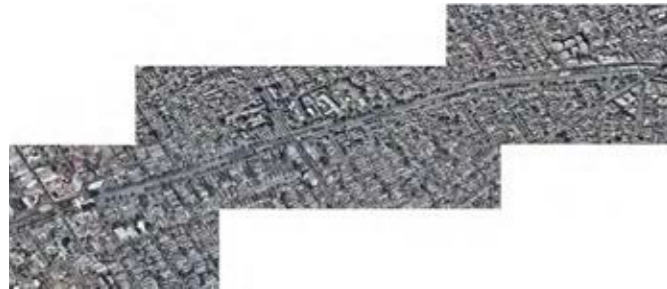




EXISTING

VIEW 1 (P5)

Aerial view of corridor from Lakemba to Punchbowl



PROPOSED



EXISTING

VIEW 5 (P53)

New park and community building north of Punchbowl Station



PROPOSED



VIEW 2 (P18)

Typical view of the proposed linear park along The Boulevard



VIEW 6 (P55)

New ramp access to Punchbowl station underpass

