



Planning &
Environment

Lakemba Station Precinct

*Sydenham to Bankstown
Urban Renewal Corridor Strategy*

CHAPTER 9





Contents	1
Executive Summary	2
1 Introduction	4
1.1 Introduction	4
1.2 Character and context	4
2 Development of the draft Strategy	6
3 What we've heard	8
3.1 Community feedback	8
3.2 Council feedback	9
3.3 Community workshops	10
4 Developing the revised Strategy	12
4.1 CM ⁺ design review	12
4.2 Architectural design review	13
5 Key considerations	14
5.1 Corridor-wide issues	14
5.2 Precinct-level issues	14
5.3 What's changed from the draft Strategy	19
6 The revised Strategy	20
6.1 Vision	20
6.2 Strategic intent	20
6.3 Built form typology in the Lakemba Station Precinct	22
6.4 Revised forecasts	23
6.5 Change from current planning framework	24
7 Actions	26
8 Infrastructure	28
9 Implementation	32
9.1 Finalisation of the Strategy	32
9.2 Planning pathways	32

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EXECUTIVE SUMMARY

The Sydenham to Bankstown Draft Urban Renewal Corridor Strategy was exhibited between October 2015 and February 2016. The proposals for areas of increased housing densities around train stations that will become part of the new Sydney Metro generated significant community and stakeholder interest resulting in over 1,800 submissions on the Strategy.

The key issues raised in regards to the Lakemba Station Precinct were:

- Increased densities should include improvements to the public domain and along Haldon Street;
- Along Haldon and Lakemba Streets in the centre, building heights should be kept lower to retain the village feel;
- Existing older three storey buildings and some newer developments are of poor quality and the Strategy should encourage better design outcomes. Tall 'lego block' outcomes should be avoided;
- Access to regional open space and maintaining existing pocket parks in the centre is important. A new central park and more pocket parks would be desirable; and
- Some landholders were supportive of increased densities at locations in the centre of the station precinct and in industrial areas on the periphery.

During the course of 2016, a detailed review of the Strategy was undertaken considering issues raised in submissions. This included a community design workshop in May 2016 and architect and urban design reviews.

The revised Strategy has been updated to:

- Increase the low rise housing areas north of the rail line between Dennis Street and Peel Street to medium rise;
- Increase the medium rise block between Sproule Street and Ernest Street to medium high rise north of a proposed through site link in line with Oneata Street;
- Increase the densities south of the rail line between Quigg Street and Moreton Street to medium rise south of a proposed through site link in line with Oneata Street and medium high rise to the north and adjoining The Boulevarde;
- Provide through site links, in line with Oneata Street, between Wiley Park and Belmore station precincts to create a new street as development occurs; and
- Reduce density from medium high rise to medium rise on The Boulevarde between Dennis and Taylor Street to respond to the heritage item at 12 The Boulevarde.

The vision for the Lakemba Station Precinct is:

- A centre that capitalises on its vibrant shopping strip with great places to shop, eat and socialise;
- Increased housing options with pockets of modern residential development around the station;
- Retain architecture along Haldon Street that contributes to its character and ensure that new development is complementary;
- Improved station entry through a new urban plaza providing a public space with sweeping city views and a landmark tower development above; and
- The potential for a new linear park along the metro line could create a new and interesting place for leisure and recreation.

The proposed changes to the land uses and built form controls in the Lakemba Station Precinct would provide for 3000 additional dwellings to be constructed in the precinct by 2036.

The following actions for the Lakemba Station Precinct will commence in the next 12 months:



Design of the GreenWay South West

DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link and linear park should surplus rail land become available.



Public Domain and Station Access Plans

Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Lakemba will provide improved pedestrian and bicycle access.



Finalisation of the Strategy and Local Planning Direction

DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the Strategy.



Special Infrastructure Contribution

DPE is preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the corridor. The SIC levy will fund a range of community, transport and open space infrastructure.



Planning for Schools

The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.



Precinct Support Scheme Funding

DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the corridor.



Canterbury Road Review

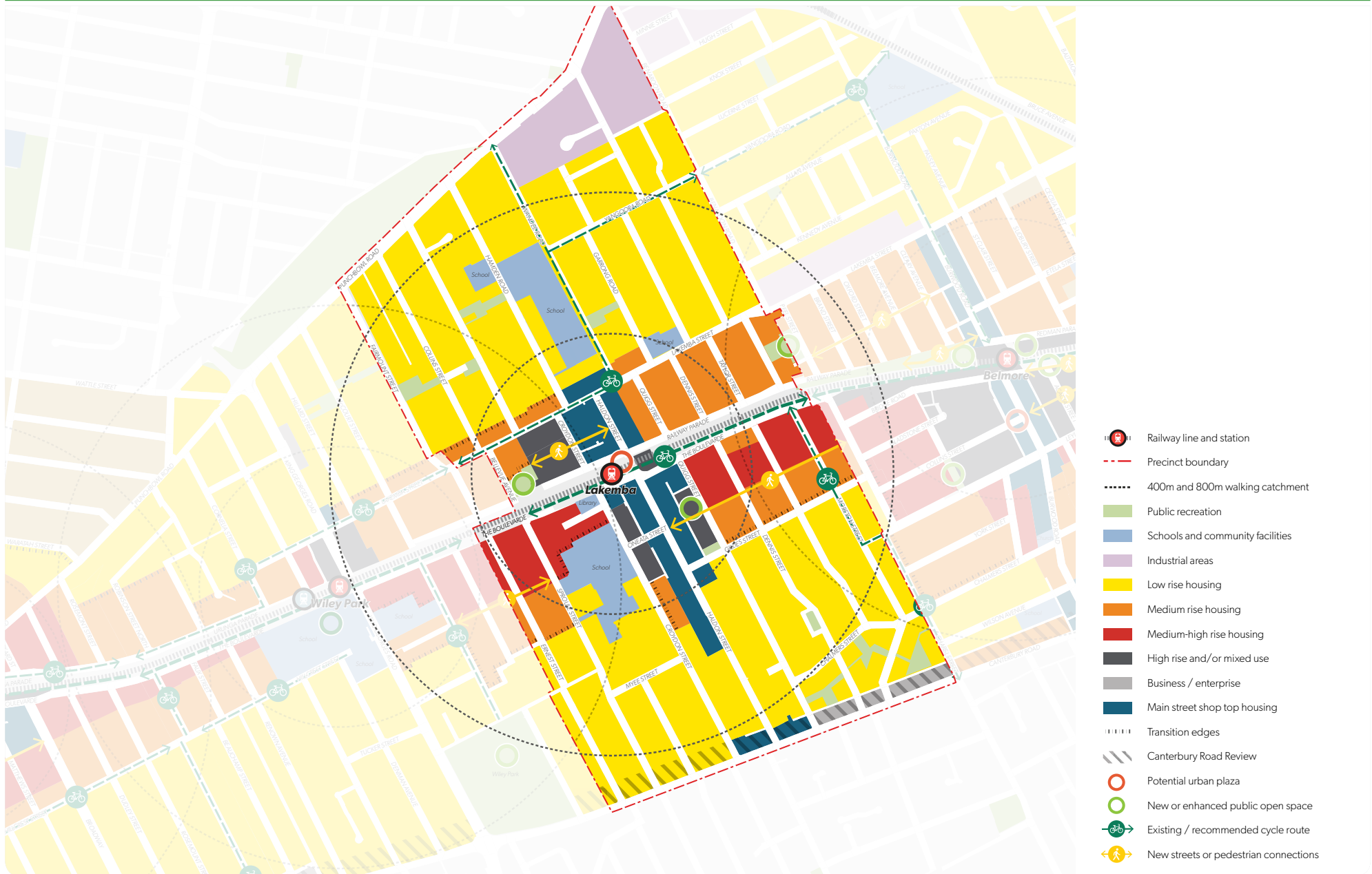
A review of planning controls along Canterbury Road has commenced and is expected to be concluded this year.



Priority Precinct Rezoning

DPE will work with Council to determine areas in the precinct to be prioritised for rezoning.

FIGURE 1: THE REVISED LAND USE PLAN – LAKEMBA STATION PRECINCT



1.1 Introduction

This chapter builds on the themes and visions developed for the revised Sydenham to Bankstown Urban Renewal Corridor Strategy and looks specifically at the Lakemba Station Precinct. The introduction of the Sydney Metro will provide the opportunity for additional homes near the station but this will be balanced with retaining existing areas of community value.

This chapter will provide a summary of the issues raised during community and stakeholder consultation along with some of the findings of the independent review carried out by CM+ and an architectural review by Andrew Burns Architects.

A revised vision statement and land use plan is presented along with updated housing and employment forecast data showing how the proposed changes will deliver new homes and jobs. Finally the chapter will conclude with a schedule of the infrastructure required in Lakemba to support this growth and the key actions for the Strategy to be implemented.

1.2 Character and context

The Lakemba Precinct is located within the City of Canterbury Bankstown Local Government Area and approximately 16km from the Sydney CBD. The precinct borders the suburbs of Greenacre to the north, Belmore to the east, Roselands to the south and Wiley Park to the west.

Lakemba town centre comprises a retail/commercial strip running north-south along Haldon Street with a traditional one to two storey built form making up the high street.

FIGURE 2: HALDON STREET



Source: © SaltyDingo, 2016

The town centre is surrounded by an area of medium density housing comprising predominantly strata titled apartment buildings. The outer areas of the precinct are largely occupied by single detached houses on relatively large lots dating from around the mid-20th century.

Haldon Street / Wangee Road is the primary north-south route through the precinct connecting to Punchbowl Road in the north and Canterbury Road in the south. Lakemba Street and The Boulevard provide local east-west connections. Surrounding lower-order streets are generally arranged in a modified grid form and provide good connectivity.

SECTION 1: INTRODUCTION

Local heritage items in the precinct include:

- Lakemba Railway Station, which opened in 1909.
- The Inter-war Lakemba Post Office located south of the station on The Boulevard.
- An Inter-war urban park located on Dennis Street.
- Several houses located around the precinct including weatherboard cottages and Inter-war styles
- Lakemba Fire Station at 208 Haldon Street

There is limited open space in Lakemba with the two most significant parks being the Peel Street Reserve at the eastern edge of the precinct and the Lakemba Community Garden at the Jubilee Reserve.

Schools in the precinct include Holy Spirit College, Hampden Park Public School and St Therese's Catholic Primary School. There are a number of churches and mosques in the area including the landmark Lakemba Mosque on Wangee Road near Punchbowl Road.

There are a number of Council owned car parks in the Lakemba Station Precinct including two on Quigg Street south of the station and one on Croydon Street, also south of the station. In addition, there is a large amount of commuter car parking along The Boulevard and Railway Parade on the northern and southern sides of the rail line.

FIGURE 3: CONTEXT MAP



FIGURE 4: VIEWS OF LAKEMBA



Source: © SaltyDingo, 2016

2

To inform the draft Strategy, an opportunities and constraints analysis was undertaken by JBA and identified areas (labelled A to C in Figure 5) to be investigated for development.

Area A was considered an opportunity to investigate greater heights (up to 10-12 storeys) subject to maintaining existing streetscape character of Haldon Street.

Area B was highlighted as an opportunity to review the existing land use and density controls to investigate whether Lakemba could support the retail function of Haldon Street through a mixed use designation.

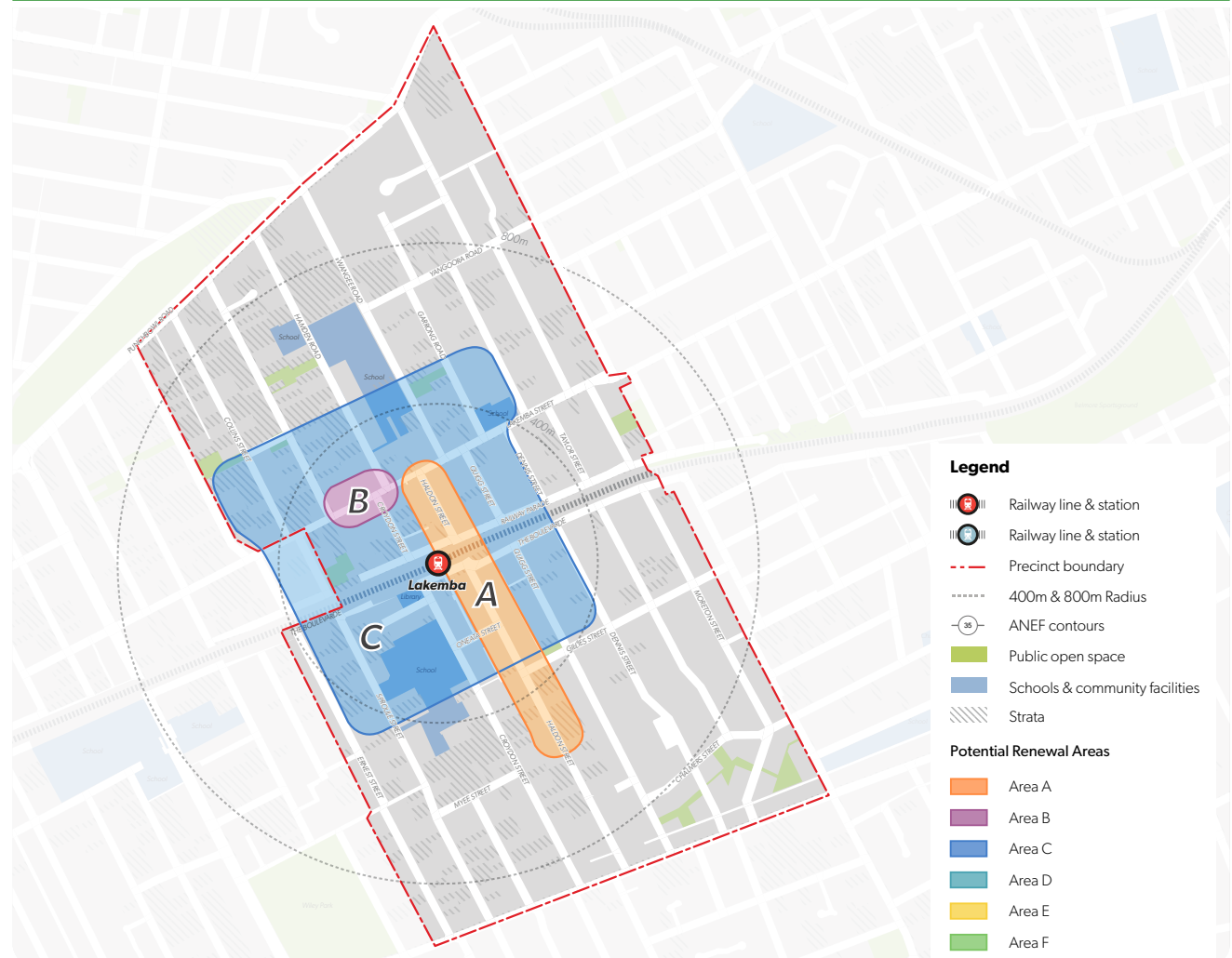
Area C was identified as an opportunity to redevelop and intensify the existing low density areas with low rise residential flat buildings, due to its proximity to the Lakemba Station.

The draft Strategy sought to expand and revitalise the existing town centre along Haldon Street and provide a wider range of local shops and businesses. The draft Strategy proposed areas of increased building heights in the area immediately around the station and extending west along the train line. Opportunities for shop top housing were identified along Haldon and Lakemba Streets and some specific sites in the centre were proposed for high rise mixed use development.

Outer areas of the station precinct (beyond 400m radius) were designated as low rise housing. Along Canterbury Road to the east of Croydon Street two blocks were identified for potential shop top housing. The blocks east of Quigg Street on Canterbury Road were identified as business corridor reflecting existing use.

The industrial area in the north eastern corner of the station precinct bordering Punchbowl Road reflects existing controls and land use.

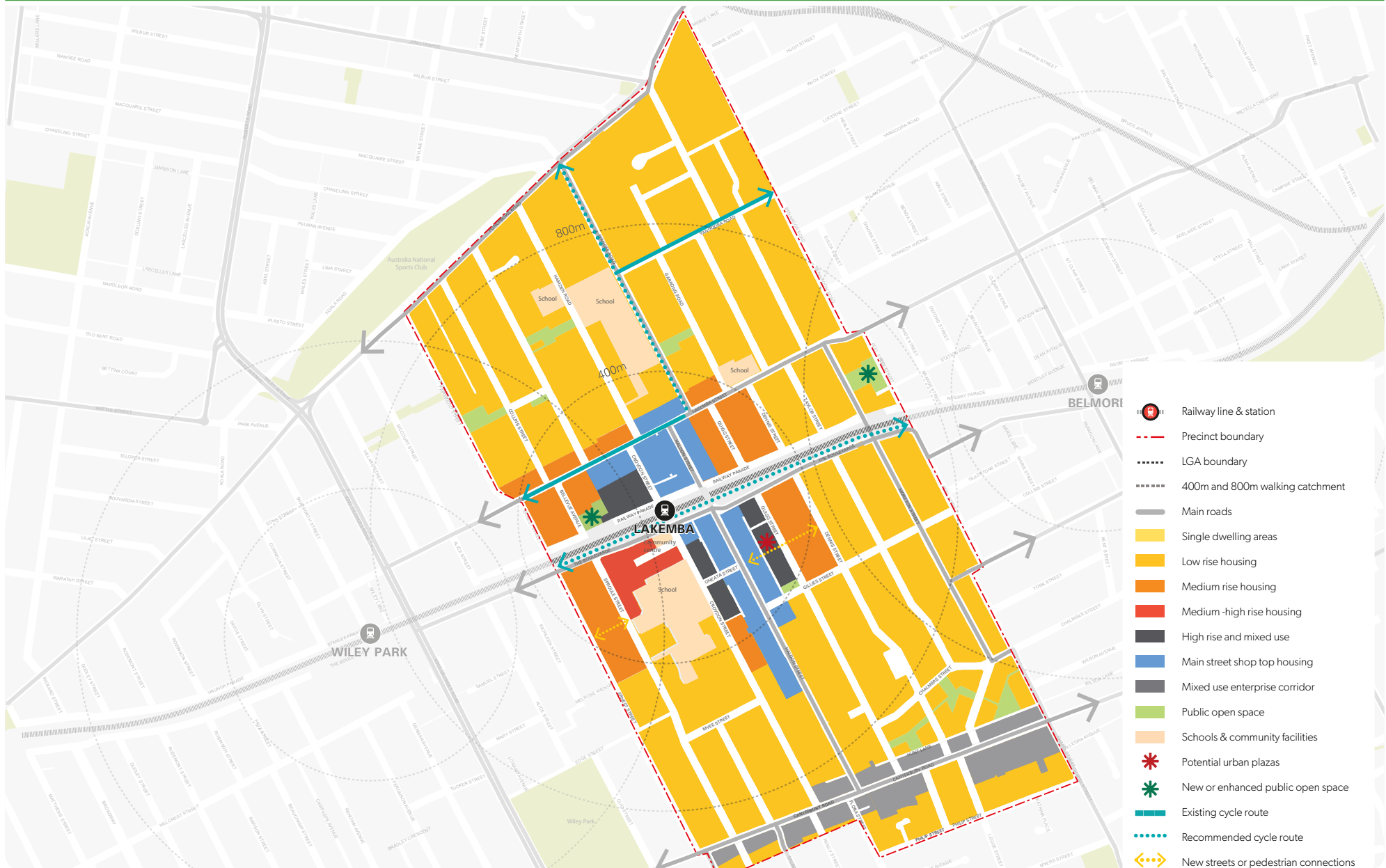
FIGURE 5: POTENTIAL RENEWAL AREAS



Source: © JBA, 2015

SECTION 2: DEVELOPMENT OF THE STRATEGY

FIGURE 6: DRAFT LAND USE STRATEGY (OCTOBER 2015)



Source: © JBA, 2015

3

3.1 Community feedback

The draft Strategy was publicly exhibited from 14 October 2015 to 7 February 2016. Over 1,800 submissions were received of which 11 related to the Lakemba Station Precinct.

Key issues raised included:

- High rise development will increase traffic;
 - Haldon Street and Canterbury Road should benefit from streetscape improvements and larger street trees;
 - Development should allow for more shopping options on Lakemba Street;
 - Haldon Street should benefit from streetscape improvements and greater setbacks;
 - A new public plaza should be considered for Lakemba;
 - Lakemba has a diverse community which should be preserved and celebrated; and
 - Infrastructure improvements in Lakemba should include increased green space, amenities, schools and hospitals.
- A number of submissions proposed sites where redevelopment could be considered as part of the Strategy or where additional development potential could be investigated, such as:
- 5, 7, 7A, 9 Croydon Street and 55A Railway Parade should be considered for 14 to 20 storeys;
 - 206-214 Lakemba Street should be considered for increased heights of nine or more storeys mixed use development;
 - Extend the shop top housing zone to align along Haldon Street;
 - Zone land on the western side of Quigg Street medium high rise; extend the high rise and mixed use zone south of Davidson Land along Croydon Street;
 - Extend the medium rise zone south along Croydon Street to align with the main street shop top housing;
 - ALDI Lakemba, at 212-226 Haldon Street, should be considered for stand-alone commercial operations within the shop top housing area and minimum three to five storey heights;
 - The north side of Canterbury Road between Ernest Street and Sproule Street should be planned as a business/enterprise corridor; and
 - 104-110 Benaroon Road should be planned for at least 14 storeys.

FIGURE 7: VIEWS OF LAKEMBA



Source: © SaltyDingo, 2016

SECTION 3: WHAT WE'VE HEARD

FIGURE 8: VIEWS OF LAKEMBA



Source: © SaltyDingo, 2016

3.2 Council feedback

The former Canterbury Council (now Canterbury-Bankstown Council) made a submission and the key points raised included:

- Concern about the provision and funding of the local infrastructure required to support the proposed densities;
- Projected population increase needs to be met with the appropriate addition of open space and needs to be zoned for public recreation use and identified on land acquisition maps to ensure that it is provided;
- More open space needs to be provided in Lakemba along with improvements to the bike network, better networks between open space and embellishment of streetscapes and smaller spaces;
- The GreenWay South West (the proposed cycle and pedestrian path along the rail line) should be funded by the State Government as part of the Sydney Metro CBD and South West project;
- The Strategy should include the provision of affordable housing as a key objective;
- The Strategy has not adequately addressed the South Sydney Regional Organisation of Councils (SSROC) Liveability Benchmarks for Central and Southern Sydney; and
- While increases to residential densities close to railway stations can be supported, the proposed Strategy extends far into low density suburban neighbourhoods.

SECTION 3: WHAT WE'VE HEARD

FIGURE 9: VIEW OF LAKEMBA



Source: © SaltyDingo, 2016

3.3 Community workshops

In May 2016 the Department undertook a series of six community workshops to provide further opportunities for community and land owner feedback. 17 participants attended the Lakemba, Wiley Park and Punchbowl workshop.

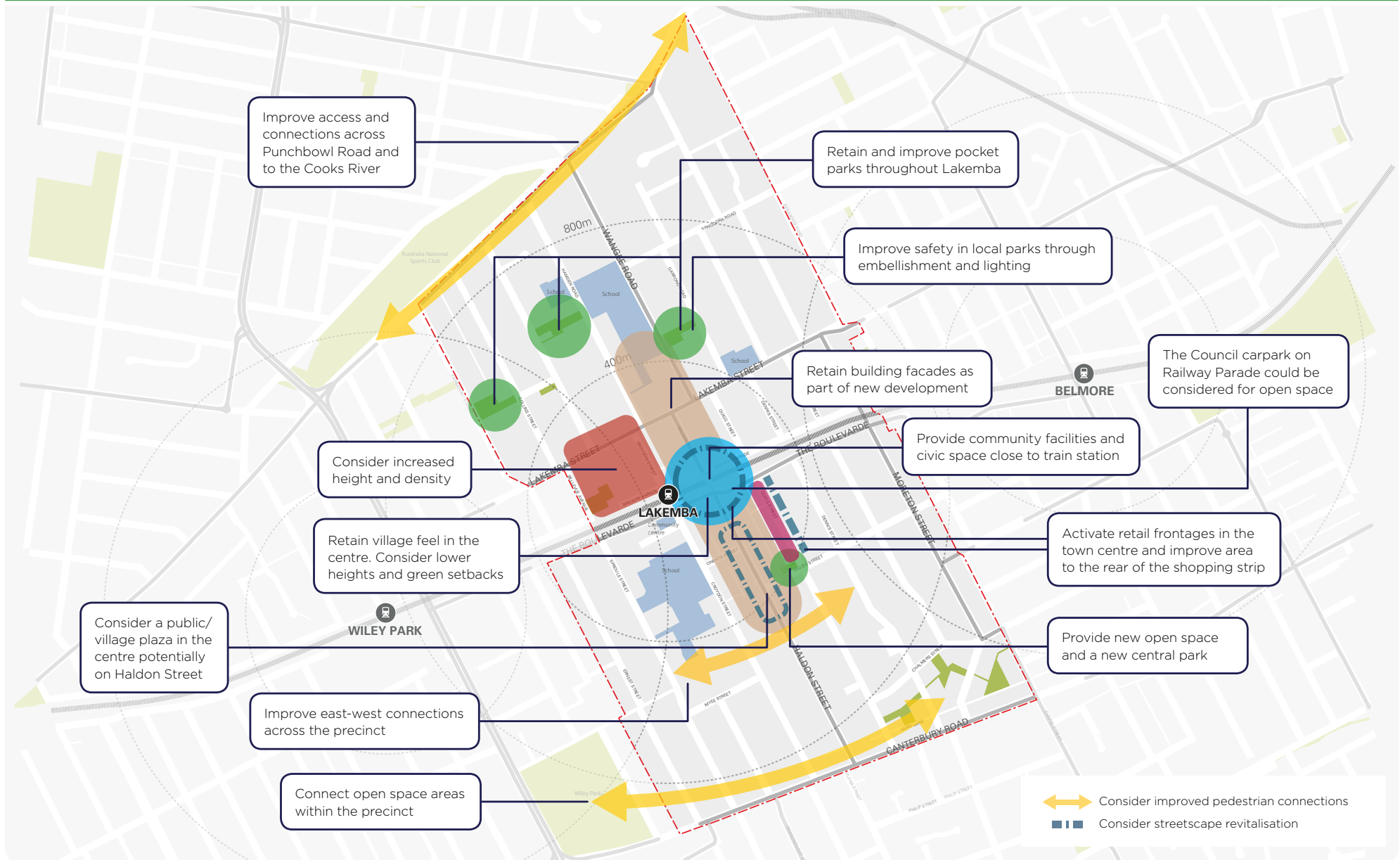
The key issues raised in relation to Lakemba were:

- Support for increased density focused on the centre but concern about the potential of increased residential densities further out into the Station Precinct;
- Many of the three storey walk ups within the Precinct boundary are run down and owners should be encouraged to redevelop;
- Lower building heights and retention of traditional facades should be encouraged in the town centre;
- Many recent developments on the area are of low design quality and Council should be trying to increase the standard of design of any new developments;
- Tall 'lego block' outcomes should be avoided;
- Access to regional open space and maintaining existing pocket parks in the centre is important. A new central park and more pocket parks would be desirable; and
- Some landholders were supportive of increased densities at locations in the centre of the Station Precinct and along at industrial areas on the periphery.

Further details are provided in the Community Workshop Outcomes Report available on the Department's website.

SECTION 3: WHAT WE'VE HEARD

FIGURE 10: COMMUNITY WORKSHOP RECOMMENDATIONS



Source: Elton, 2016

4

A detailed review process was undertaken following the exhibition of the Strategy. A summary of the findings are provided below and the full reports can be found on the Department's website.

4.1 CM⁺ design review

Conybeare Morrison (CM+) are a leading architectural and urban design practice with extensive experience in masterplanning, place making and urban transformation. DPE engaged CM+ to review the land use plans publicly exhibited and identify areas where improvements could be made to provide a better outcome for residents, future residents and businesses in the Station Precinct.

CM+ recommended a number of modifications to the land use Strategy including:

- Consider allowing development of the airspace above the railway corridor to increase density and obtain new station plaza / open space;
- Height increases are generally supported within close proximity to train station;
- Improve connectivity to Jubilee Reserve and maximise permeability of large blocks;
- Consider a three to five storey retail street with upper level setbacks from Haldon Street;
- Consolidate existing car parking into a multi-level car park to free up land for new open space with adjoining public facilities or retail on the ground floor to activate the street frontage; and
- Consider extending a platform over the railway line from Haldon Street to the existing station concourse to create a new open space area.

FIGURE 11: URBAN DESIGN PEER REVIEW RECOMMENDATIONS



SECTION 4: DEVELOPING THE REVISED STRATEGY

4.2 Architectural design review

Andrew Burns Architects undertook a study to examine the precinct's integration with the new station design and to identify urban design opportunities resulting from the new station projects. The Government Architect NSW oversaw the project and input was provided by the Department, Sydney Metro Delivery Team and the local councils.

The key recommendations were:

- To consider the Lakemba, Punchbowl, Wiley Park Precincts together given their proximity and good connections;
- Increase density along Lakemba Street and The Boulevard;
- Tree planting and public domain improvements along with the retention and improvement of existing fine grain architecture;
- Redevelopment of detracting sites on Lakemba and Haldon Streets should conform to the established building character of the shopping streets;
- A new plaza could be constructed over the rail line providing an urban centrepiece at Lakemba;
- A new landmark tower and community building could be constructed over and adjacent the rail corridor on state-owned land to the east of Haldon Street; the podium level of the structure should be dedicated to community uses and would benefit from views to the city; and
- The green grid linear parkland can extend throughout the precinct, transitioning to a more urban plaza typology to the east of the station, with formalised tree planting to structure the open space and create places of shade and rest.

FIGURE 12: CONCEPT FOR LANDMARK STATION DEVELOPMENT AND PLAZA AND BOULEVARDE



Source: Andrew Burns Architects, 2016

5

FIGURE 13: RAILWAY PARADE, LAKEMBA



Source: © SaltyDingo, 2016

This section addresses the issues raised in submissions and our further consultations and details how we have revised the Strategy.

5.1 Corridor-wide issues

A number of issues were raised in relation to the draft Strategy that are relevant to the corridor as a whole. These included concerns over the consultation process, appropriate areas for growth, schools and community facilities, design quality, affordable housing, social impacts and the provision of utilities infrastructure and services to meet the increase in housing density. Strategies for the implementation of the plan were also raised.

Corridor wide issues have been addressed in the Corridor Report and are discussed in more detail below.

5.2 Precinct-level issues

5.2.1 Growing the Centre

The Strategy plans for Lakemba to grow gradually outwards from the upgraded station plaza and shopping area around Haldon Street. Medium and medium high rise housing will provide more options close to transport and amenity. Some small pockets of taller buildings can be considered where they will not compromise the successful fine grain shopping strip along Haldon Street.

The precinct is largely absent of constraints such as small lot sizes, Heritage Conservation Areas and steep topography. The precinct is therefore well suited to deliver an urban renewal outcome.

DPE considers that the potential for over station development in Lakemba could create a local landmark and deliver an improved public space outcome along with new space for community facilities.

SECTION 5: KEY CONSIDERATIONS

FIGURE 14: DEVELOPMENT IN LAKEMBA



Source: Andrew Burns Architects, 2016

5.2.2 Land use and density

61-63 Quigg Street, 56-58 Gillies Street and 60A and 60B Gillies Street

A submission was received from the land owners of 61-63 Quigg Street, 56-58 Gillies Street and 60A and 60B Gillies Street currently designated low density housing. The submission requested the change of designation of the site to high rise mixed use with heights of up to 12 storeys. The submission also requested that areas along Haldon Street be designated for shop top housing, with medium high rise housing to the rear along Quigg Street South.

Recommendations from Andrew Burns Architects proposed the approach of increasing density in a linear pattern along the rail line at Lakemba as opposed to increasing densities further north and south in the precinct. This approach has been adopted because of the potential to improve amenity along The Boulevard.

The landowner's site predominantly comprises detached residential houses with two single storey retail shops. The proximity of the site to Lakemba Station and Haldon Street and the lack of constraints that may hinder the renewal opportunity of the site are acknowledged.

The Department considers this site to be appropriate for increased density, however proposed designation for high rise or mixed use is considered to be excessive in this location.

As a result, the revised Strategy has designated the site for shop top housing. This will extend the shop top housing designation along Gillies Street, and has the opportunity to improve the interface with the council-owned reserve opposite. The built form should be limited to a maximum five storeys.

However, the future development on the site should incorporate the following design principles:

- A three storey street wall that retains a relationship with the street wall along Haldon Street;
- Upper levels are set back from the street alignment along Gillies St and Quigg Street South, and from the rear boundary to reduce the visual scale of buildings from public domain and adjoining properties
- Active retail uses are focused along Gillies Street;
- Ground floor residential can be provided along Quigg Street South with individual terrace style entries; and
- Dwellings addressing Quigg Street South have a setback that aligns with the predominant street setback on Quigg Street South.

206-214 Lakemba Street

A submission was received from the land owners of 206-214 Lakemba Street, currently the Greek Community Club of Lakemba, identified for shop top housing in the draft Strategy. The submission proposed increased heights on the site in recognition of the high rise mixed use designation immediately to the south of the site and the medium rise designation to the west and the east. The site is over 5,000 square metres, located in close proximity to open space at the Jubilee Reserve and is within 400 metres of the train station. For these reasons the Strategy has been updated to include this area for high rise mixed use development.

5-9 Croydon Street and 55A Railway Parade

A submission from 5-9 Croydon Street and 55A Railway Parade requesting heights of 14-20 storeys has been considered. The site is identified as high rise mixed use in the draft Strategy based on a planning proposal submitted to the Department by Council in September 2015 requesting an increase in height from 18 metres to up 30 metres and the Floor Space Ratio increased from 1.6:1 to 2.2:1.

SECTION 5: KEY CONSIDERATIONS

The request to amend the Strategy to allow heights of 14-20 storeys is not supported for the site, as it would result in negative amenity impacts on existing surrounding properties and possible difficulties complying with the NSW Apartment Design Guide. This is mainly due to the irregular shape of the development parcel of the amalgamated site.

In addition, the urban design analysis requested by the Department as part of the updated planning proposal has confirmed that a maximum height of 30 metres (or approximately nine storeys) in selected areas of the site would be appropriate given the constraints of the site.

A more beneficial development outcome would occur through the acquisition of 11-19 Croydon Street and 53-55 Railway Parade, creating a regular development parcel with a larger site area. This would enable greater flexibility in site planning of buildings on the amalgamated site, which may support a greater height and density on the site.

It is acknowledged that 11-19 Croydon Street are currently walk-up residential flat buildings, and may be difficult to acquire given strata constraints. The amalgamation of existing detached dwellings on 53-55 Railway Parade would still benefit the site and the adjoining Jubilee Reserve. In particular this would enable any future development to properly address the existing amenity provided by Jubilee Reserve, and potential increase the size of the reserve as 'works-in-kind'. The site depth would also increase with the prospective amalgamations, enabling the opportunity to create a through-site link connecting Jubilee Reserve to Haldon Street.

Although, the Strategy does not support the increase of heights on the site to 14-20 storeys based on the existing site constraints, heights may exceed nine storeys subject to the amalgamation of 11-19 Croydon Street and 53-55 Railway Parade. If the amalgamation of these sites has been realised, future development on the site will need to deliver upon the following design principles:

- Provision of a publically accessible through site link connecting Jubilee Reserve to Croydon Street;
- A slender tower that is appropriately positioned and sited to maximise residential amenity and minimise overshadowing of Jubilee Reserve;
- Podium is built to the street alignment and a street wall height that is consistent with its surrounding context of two to four storeys;
- Land uses within the podium should predominantly consist of active ground floor retail uses, commercial and community uses; and
- Podium and tower elements should comply with NSW Apartment Design Guide requirements, such as building separation and depth, solar penetration and cross-ventilation.

Benaroon Road

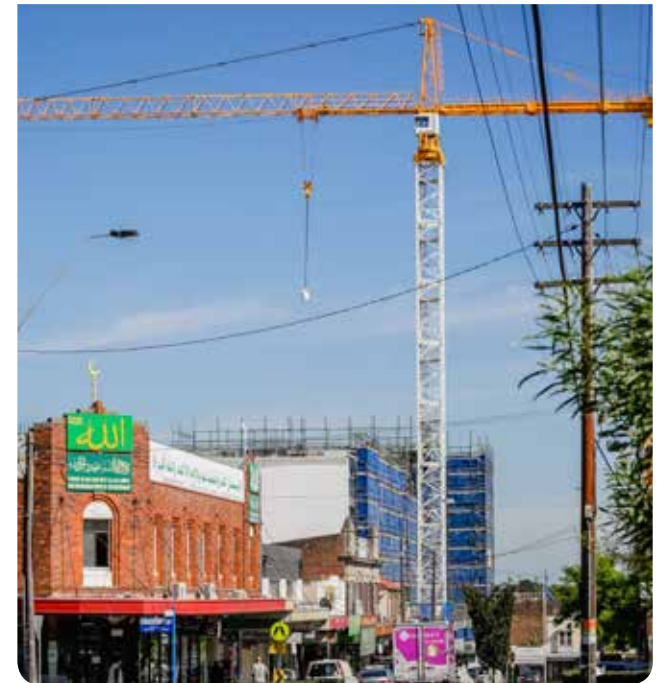
A submission relating to industrial zoned land at the junction of Benaroon Road and Punchbowl Road proposing it be considered for heights of at least 14 storeys was not included in this revision of the Strategy as this is beyond the 800m walking catchment to the station that the Strategy is focused on. Given the distance from the proposed new metro station and the surrounding existing land uses, this site should be retained for employment uses and new residential development be focussed in a compact area around the station.

Similarly, submissions relating to development on Canterbury Road have not been included in the revised Strategy due to distance from the train station but also because of the ongoing the Department review of development decisions on Canterbury Road.

Canterbury Road Review

The Department is working closely with Canterbury-Bankstown Council and NSW Government agencies to review the existing policy framework along Canterbury Road between Punchbowl and Hurlstone Park. The review will consider current planning controls along the road, existing planning proposals and state and local plans for the area.

FIGURE 15: DEVELOPMENT IN LAKEMBA



Source: © SaltyDingo, 2016

FIGURE 16: LAKEMBA STATION



Source: © SaltyDingo, 2016

SECTION 5: KEY CONSIDERATIONS

The review aims to balance the need for new homes in the area with improved transport and access to open green space, with a focus on investigating:

- Appropriate zoning, height limits, use and design of developments along the Canterbury Road Corridor;
- Measures to manage traffic, transport and car parking issues; and
- Measures to manage environmental issues, including noise and pollution.

A report is currently being prepared that will recommend changes and improvements to the policy framework and set a clear long term framework for development along Canterbury Road.

5.2.3 Local character and heritage

There are a small number of heritage buildings in the Lakemba Station Precinct. Lakemba Station buildings date from the early 1900s and will be preserved and incorporated in the development of the new Sydney Metro.

The Strategy has been revised to recognise the weatherboard cottage at 12 The Boulevard, which is heritage listed. Heights have been reduced from medium high rise to medium rise on The Boulevard between Dennis and Taylor Street to provide a more sensitive transition to this heritage item.

The local character of Lakemba centres on the fine grain 'village-like' feel of Haldon Street. Submissions that proposed increased heights and high rise mixed use development on Haldon Street have not been supported because of the desire to retain this traditional character of the shopping strip.

Development along Haldon Street should be built to the street alignment and retain the predominant street wall height of two storeys with parapet, along with active ground floor uses, in order to maintain the existing retail activity. Upper levels, up to six storeys beyond the street wall height, will be set back from the street alignment to reduce the apparent scale of shop top housing along Haldon Street.

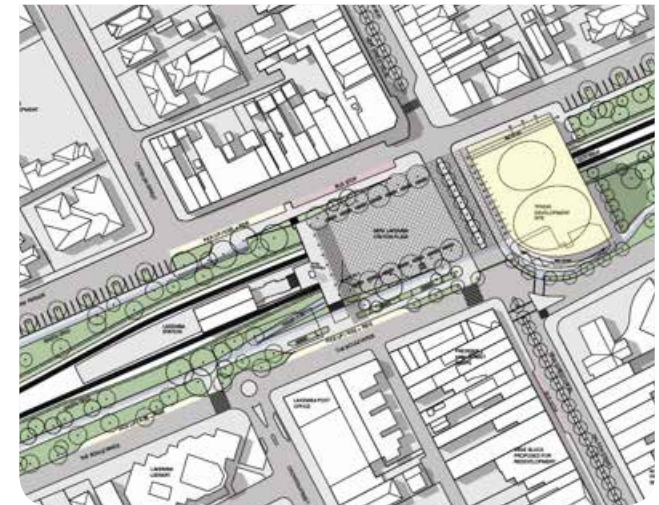
5.2.4 transport, traffic and access

Sydney Metro

Improvements to the existing entry will be part of the Sydney Metro project along with public domain and access improvements with increased footpath widths, which will encourage local retail activity surrounding the railway station.

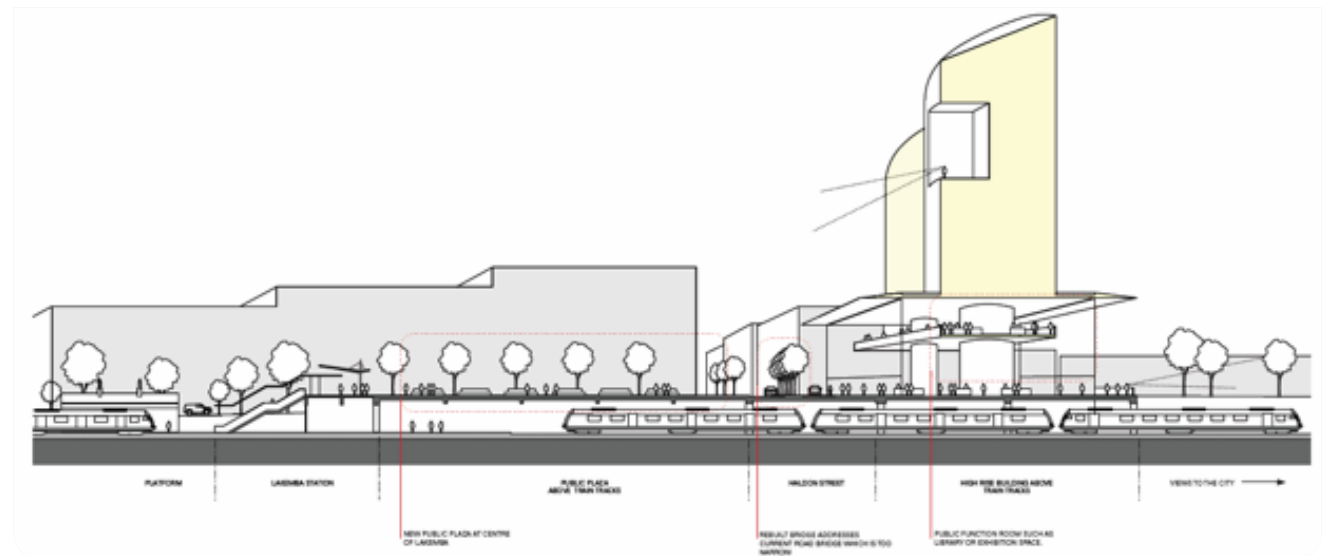
There is potential for over station development and an urban plaza on both sides of Haldon Street. This will be investigated further by DPE to determine the feasibility of development over the rail corridor. The level change across the site is resolved by tapering landscape banks to form a comfortable 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 existing lift cores to either side of the station, which would de-clutter the precinct and improve the public domain.

FIGURE 17: CONCEPT FOR DEVELOPMENT ABOVE NEW STATION



Source: Andrew Burns Architects, 2016

FIGURE 18: CONCEPT FOR DEVELOPMENT ABOVE NEW STATION



Source: Andrew Burns Architects, 2016

SECTION 5: KEY CONSIDERATIONS

DPE considers that there is potential for over station development and a new plaza on the eastern side of Haldon Street. Andrew Burns Architects recommended that this could accommodate a significant tower structure, becoming a marker building within the Lakemba area. The podium of this structure should 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.

Further details of station entries will be included in the Environmental Impact Statement for the Sydney Metro Southwest, due to be lodged in 2017.

Pedestrians and cycling

Connections for pedestrians and cyclists will be improved with the development of the GreenWay South West. This is an extension of the existing GreenWay which provides a pedestrian and cycle connection between the Cooks River and Iron Cove providing active transport links north to south in the Inner West. The GreenWay South West will run alongside the rail line connecting the stations along the Sydenham to Bankstown corridor. The GreenWay and the GreenWay South West will intersect at Dulwich Hill.

The revised Strategy proposes increasing permeability in Lakemba by extending through site links, breaking up large blocks as development occurs, to extend Oneata Street through to the neighbouring station precincts.

Improvements to the streetscape and public domain along Haldon Street will help improve the centre of Lakemba and provide a pleasant environment for walking and cycling.

5.2.5 Open space and recreation

The Open Space and Recreation Strategy prepared by the Government Architect NSW for the draft Strategy identified that there is an existing open space deficit in Lakemba and various strategies have been considered to improve the quantity and quality of open space in the Station Precinct.

FIGURE 19: LINEAR PARK CONCEPT AT LAKEMBA



Source: Andrew Burns Architects, 2016

In addition, Canterbury Bankstown Council's own Open Space Needs Review (July 2015) and Open Space Strategy 2016 has acknowledged the critical lack of open space in Lakemba and the importance of increasing recreation opportunities as population increases. Improvements to existing open space, investigating the possibility of land swaps and acquisition of new sites were options proposed by Council to improve access to open space.

The revised Strategy has recognised that the width of the rail corridor and streets to the north and south of the train line provides an opportunity to develop linear parks at the centre of Lakemba incorporating the existing park to the south of the rail line. The park will continue westwards to become the urban plaza at Lakemba Station before transitioning back to green open space connecting to Wiley Park.

Figure 19 provided by Andrew Burns Architects shows the linear park extending from the urban plaza at the station forecourt incorporating the existing small park to the south of the station.

Andrew Burns Architects and CM+ proposed the reuse of Council owned carparks as potential new areas of green open space. Three at-grade car parks on Quigg Street, and

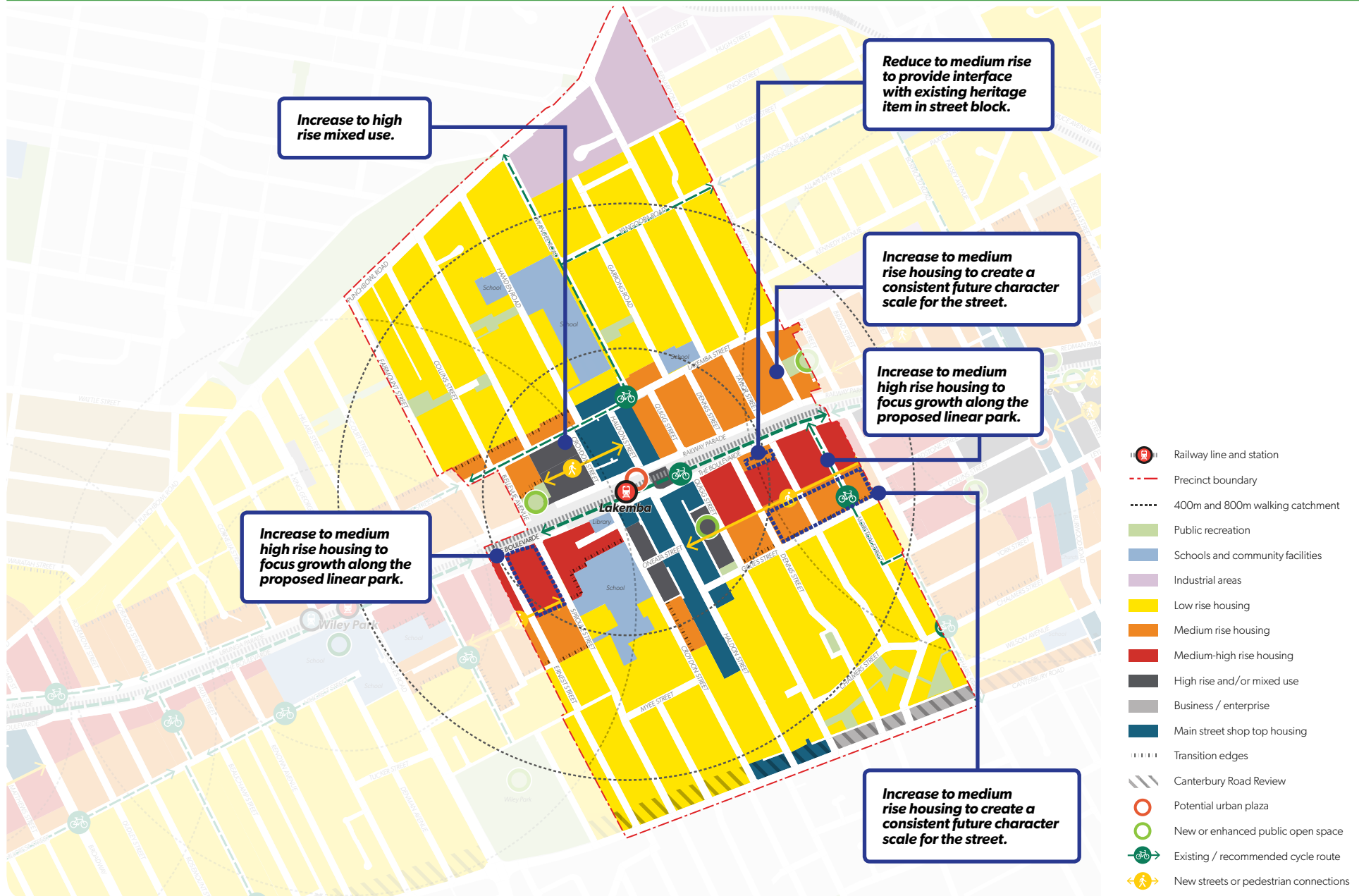
one on The Boulevard at the intersection with Quigg Street, present an opportunity for the consolidation of car parking underground which would result in the freeing up of space for Council to dedicate as a new park. The most appropriate location for open space and car parking along this block would need to be considered in more detail, should Council wish to support this proposal. The car park in the middle of the block between 31 to 45 Quigg Street could be a good option given its central location and the existing mature trees on the site.

The three car parks are identified in Councils' Open Space Needs Review (July 2015) which indicates Council's recognition of the benefits of a new park in this area.

Opening up school playing fields to the public outside school hours has been proposed at various locations throughout the corridor to address the issue of a shortage of open space. In the Lakemba Station Precinct, Holy Spirit College to the south of the rail line and west of Haldon Street would be a suitable option given its extensive playing fields and central, accessible location. The Department of Education and Council will further investigate sharing this space more effectively.

SECTION 5: KEY CONSIDERATIONS

FIGURE 20: WHAT'S CHANGED FROM EXHIBITION STRATEGY – LAKEMBA STATION PRECINCT



6

6.1 Vision



A centre that capitalises on its vibrant shopping strip with great places to shop, eat and socialise.



Increased housing options with pockets of modern residential development around the station.



Retain architecture along Haldon Street that contributes to its character and ensure that new development is complementary.



Improved station entry through a new urban plaza providing a public space with sweeping city views and a landmark tower development above.



The potential for a new linear park along the metro line could create a new and interesting place for leisure and recreation.

6.2 Strategic intent

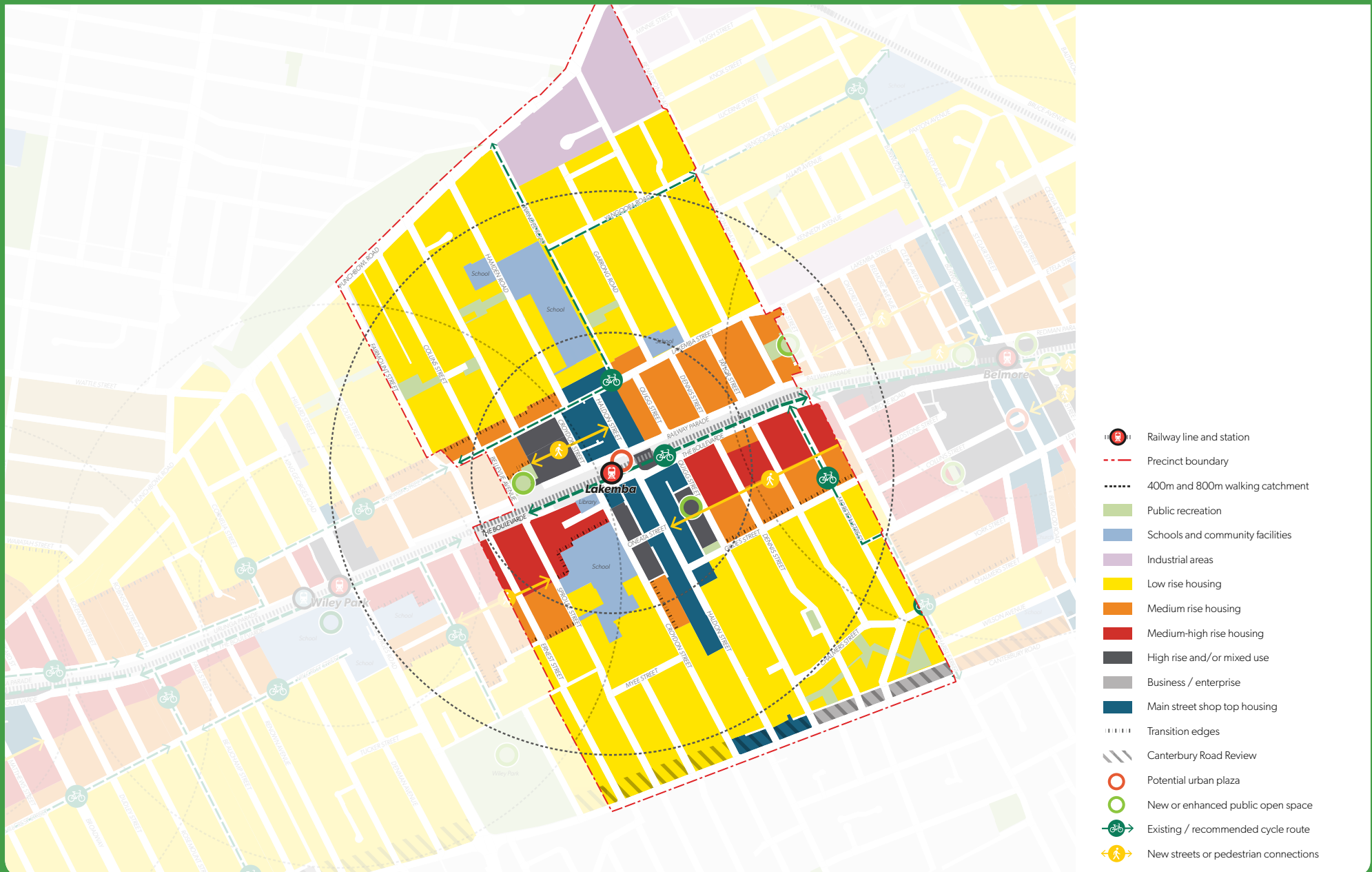
The strategic intent of the Land Use Strategy provides the core planning principles and outcomes that should guide development in the future. The local planning direction that has been prepared in conjunction with this Strategy includes a reference to this strategic intent and any planning applications relating to the Lakemba Station Precinct will need to be generally compliant with these objectives.

The strategic intent of the Land Use Strategy is as follows:

- Further investigate future height, density and land use through a Priority Precinct process in areas of the Station Precinct to be determined by DPE and Council.
- Allow fine grain retail with shop top housing along the retail area of Haldon Street south of Lakemba Street, ensuring that upper levels are set back to retain the existing low rise scale of the street. Retain existing character retail building and match new parapet heights to existing;
- Retain land on Benaroon Road for industrial or employment purposes;
- Allow medium rise residential development to the north of the rail line as far as Lakemba Street;
- Allow medium high rise residential development to the south of the train line along The Boulevard ensuring that any development provides for a through site link in line with Oneata Street;
- Heights on 5-9 Croydon Street and 55A Railway Parade are to be a maximum of nine storeys. However, building height above nine storeys can be considered if the site is amalgamated with 11-19 Croydon Street and 53-55 Railway Parade and the following design principles are met:
 - Provision of a publicly accessible through site link connecting Jubilee Reserve to Croydon Street;
 - A slender tower that causes no overshadowing of Jubilee Reserve between 9am and 3pm on June 22nd;
 - Two to four storey podium built to the street alignment;
 - Active retail uses, commercial and community uses on the ground and first floor; and
 - Achieve design excellence and compliance with NSW Apartment Design Guide.
- Any investigations of over station development should consider the potential for an urban plaza, widening of footpaths, active ground uses that enhance north-south activity along Haldon Street and incorporation of a community facility such as a library, at the ground floor;
- Shop top housing along Gillies Street up to a maximum five storeys with a three storey street wall that retains a relationship with the predominate street wall along Haldon Street;
- Transitions in height are to be provided adjacent to heritage items on the Boulevard;
- Development will deliver affordable housing in accordance with state and local affordable housing policy;
- Future development is to protect existing trees; maintain the existing urban forest and increase tree canopy cover in accordance with state and local Policies; and
- Require satisfactory arrangements be in place for the provision of State and regional infrastructure to support development prior to construction.

SECTION 6: THE REVISED STRATEGY

FIGURE 21: THE REVISED LAND USE PLAN – LAKEMBA STATION PRECINCT



SECTION 6: THE REVISED STRATEGY

Precinct

Low rise housing



- Typically a terrace / townhouse of two to three storeys, or four storey residential flat building if located within 500 metres from rail station;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Provide front landscape setbacks ranging from 3-6 metres;
- Side and rear setbacks are to retain amenity for residents of adjoining neighbours;
- Retain heritage items and incorporate into new developments;
- Reduce height at the interface of single dwelling areas to provide an appropriate transition; and
- Council are encouraged to review existing height and FSR controls as part of their comprehensive LEP review to improve development feasibility within the existing land use zone.

Main street shop top housing



- Principally located along Haldon Street, where existing fine grain retail is located;
- Generally consistent with the existing Council planning controls;
- Predominant two-storey street wall with parapet to be retained as part of redevelopment of high rise/mixed use to the rear;
- Provide active retail frontages at street level;
- Build to the street alignment and to the side boundary to retain a consistent streetscape;
- Retain heritage items and incorporate into new developments; and
- Provide awnings for pedestrian weather protection.

Medium rise housing



- Medium rise housing is to be a maximum of six storeys;
- A maximum of five storeys for 11- 17 The Boulevard with further height reduction at the interface to provide transition to heritage item at 12 The Boulevard;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Retain heritage items and incorporate into new developments;
- Provide a front landscape setback, typically 3-6 metres; and
- Include side and rear setbacks to retain amenity for residents for adjoining neighbours.

Medium-high rise housing



- Medium-high rise housing is to be a maximum of eight storeys;
- Built form is broken into three tiers, with upper level transitioning further from the setback to provide appropriate scale to the street;
- Landscape setbacks, typically 3 metres, will be required at street level;
- Ensure articulation in the facade is provided to reduce apparent scale and create interest; and
- Terrace style individual entries at ground level.

High rise and/or mixed use up to 12 storeys



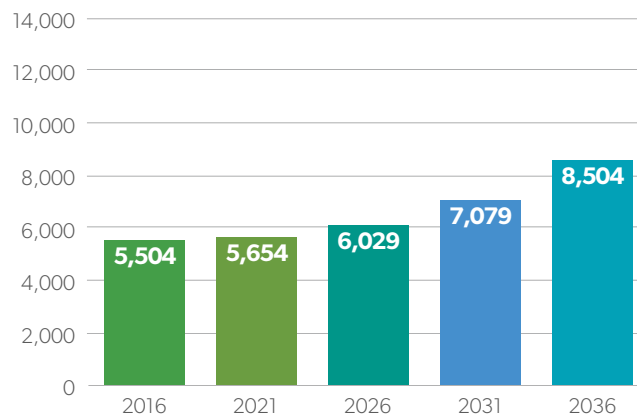
- Provide a transition of building heights to create an attractive skyline;
- Encourage slender buildings with good separation for light and air, and minimise overshadowing of main streets and public open space and minimise visual impacts on single dwelling areas and main streets;
- Promote high quality design through incorporating design excellence processes; and
- Where appropriate, incorporate active street edges and commercial uses for employment opportunities.

SECTION 6: THE REVISED STRATEGY

6.4 Revised forecasts

Careful analysis of market trends, development feasibility and population changes has been undertaken to establish a projection of dwelling take up in the first 20 years. The proposed changes to the land use and built form controls in the Lakemba Station Precinct would provide 3000 additional dwellings by 2036.

FIGURE 22: FORECAST DWELLINGS BY 2036



The graph above shows the forecast take-up of development and the total number of dwellings in the precinct resulting from the proposed land use changes. The take-up rate is important to identify the infrastructure needs to support growth.

The actual dwellings achieved by 2036 may differ to those forecast, as they will be dependent on several factors including economic and market conditions, social trends, technological changes, housing preferences and immigration levels. Infrastructure and services required to accommodate growth will be periodically reviewed to ensure that infrastructure is delivered in a timely and coordinated way and where possible keeps pace with growth and development over time by service providers to identify the need for additional services or works that may be required.

FIGURE 23: CONSTRUCTION ACTIVITY IN LAKEMBA



Source: © SaltyDingo 2016

Market demand

Development take-up is subject to both demand-side and supply-side factors and there is a direct relationship between population growth and housing demand. Households consider factors such as cost, location and convenience to their place of work when making decisions about the type and quality of housing within their financial capability.

Projected demand for dwellings is strong in the outer station precincts (Lakemba, Wiley Park, Punchbowl and Bankstown).

Demand for units, however, is curtailed by the price of individual houses which restricts the prices achievable on apartments given a general preference locally for houses over units.

With current demand for units taken into consideration, building heights of over ten storeys will be unlikely to become feasible in the medium term. It is likely that once development occurs in the inner and middle suburbs, demand for apartment living in the outer suburbs will increase.

6.5 Change from current planning framework

FIGURE 24: CURRENT PLANNING FRAMEWORK – LAKEMBA STATION PRECINCT

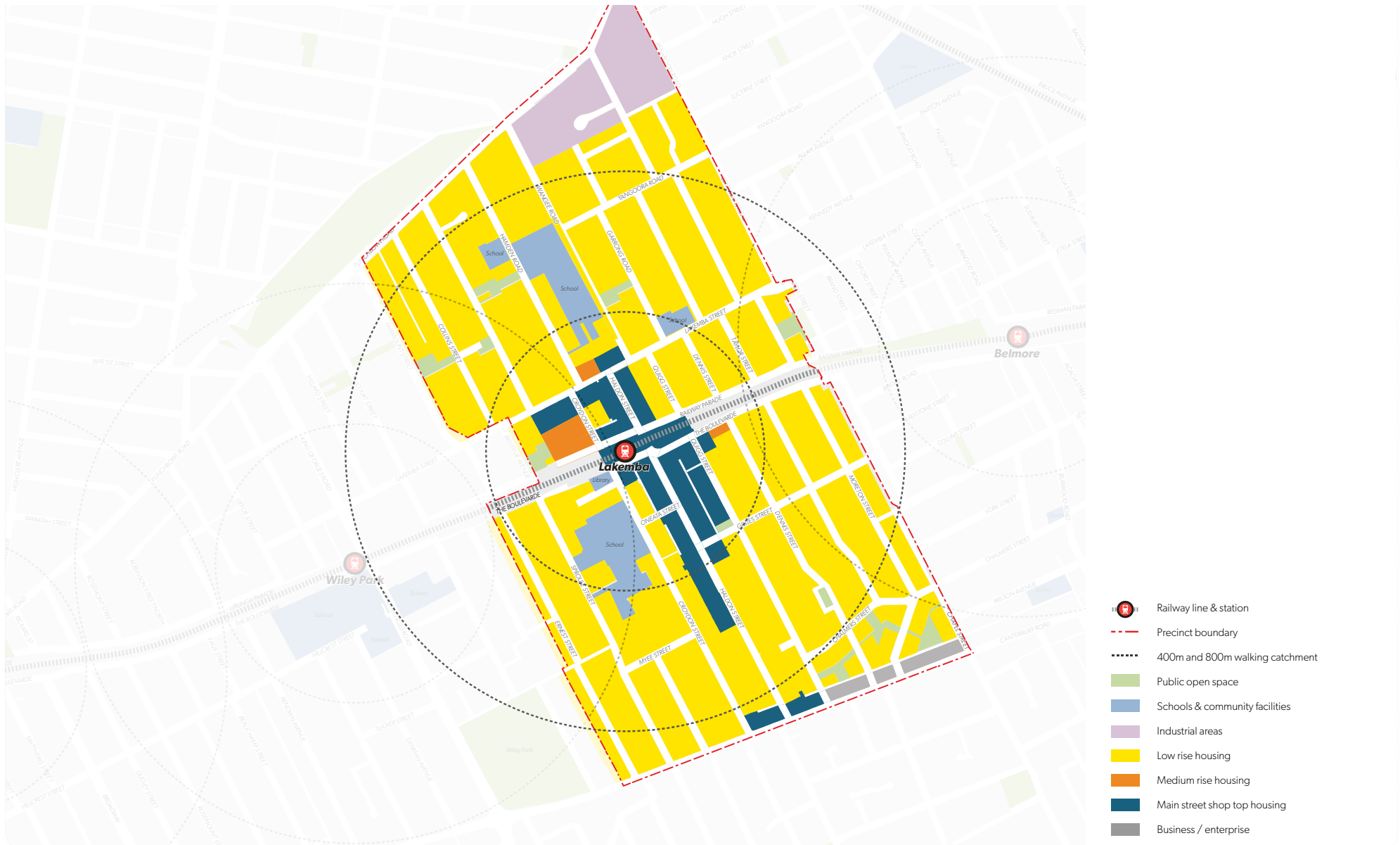
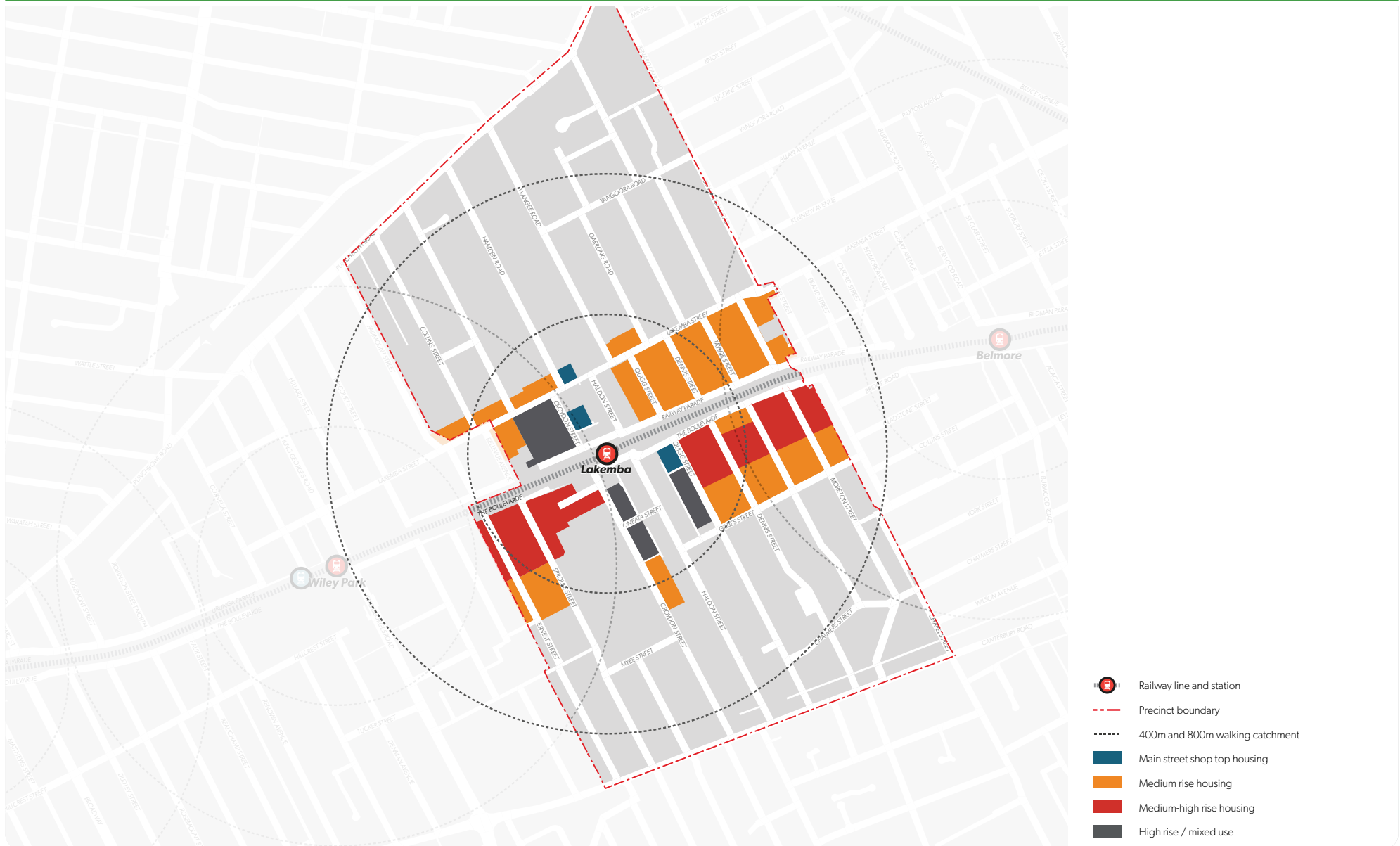


FIGURE 25: CHANGE FROM CURRENT PLANNING FRAMEWORK



7

The following key actions will drive the implementation of the Strategy in the Lakemba station precinct:



Design of the GreenWay South West

DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link, and linear park should surplus rail land become available.



Planning for Schools

The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.



Public Domain and Station Access Plans

Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Lakemba will provide improved pedestrian and bicycle access.



Precinct Support Scheme Funding

DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the corridor.



Finalisation of the Strategy and Local Planning Direction

DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the Strategy.



Canterbury Road Review

A review of planning controls along Canterbury Road has commenced and is expected to be concluded this year.



Special Infrastructure Contribution

DPE is preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the corridor. The SIC levy will fund a range of community, transport and open space infrastructure.



Priority Precinct Rezoning

DPE will work with Council to determine areas in the precinct to be prioritised for rezoning.

FIGURE 27: INFRASTRUCTURE – LAKEMBA STATION PRECINCT



SECTION 8: INFRASTRUCTURE

The following table provides an overview of the infrastructure projects that have been identified to support growth in the Lakemba Station precinct.

Measure		Responsibility	Justification
Public Transport			
T1	<ul style="list-style-type: none">● Sydney Metro City & Southwest, including;● New modern metro stations that are fully accessible;● Improved pedestrian access and bicycle parking; and● Improved public domain around the station.	Sydney Metro	The existing Bankstown Line between Bankstown and Sydenham will be upgraded and converted to metro standards, increasing services from eight an hour in the peak to 15 new metro trains every hour with real time information at metro stations and on board trains (Sydney Metro, 2017).
T2	Upgrade interchange between rail and buses.	Transport for NSW	Sydney Metro potentially requires changes to existing interchange arrangements in the vicinity of the stations, including changes to locations of bus stops, new/relocated kiss and ride, taxi ranks (Sydney Metro, 2017).
T3	Increase the frequency of bus services that access the railway station (eg route 946 and 450).	Transport for NSW	Increasing bus frequencies, particularly those serving rail stations, will promote bus to rail interchanges and reduce private vehicle dependency (ARUP, 2015).

Measure		Responsibility	Justification
Walking and cycling			
P1	New shared bicycle and pedestrian path along the existing rail corridor between Bankstown and Sydenham stations.	Sydney Metro	This measure would enhance local movement across the Corridor, particularly for those people both living and working within the corridor. It would encourage short trips to be made by non-motorised modes instead of private vehicles (ARUP 2015) The rail easements and wide road verges present an opportunity to provide a continuous pedestrian and cycle link adjacent to the rail corridor (GAO, 2015).
P2	Improve pedestrian amenity, accessibility and safety around the precinct: <ul style="list-style-type: none">● Improve the pedestrian crossing at the Haldon Street/Railway Parade intersection;● Replace the traffic island on the south east corner of Haldon Street/ Boulevard intersection with a single pedestrian crossing; and● New footpath on the southern side of Railway Parade and northern side of the Boulevard.	Council	To accommodate pedestrian movements from the commuter car parks to the east of the station. (ARUP, 2015).

SECTION 8: INFRASTRUCTURE

Measure	Responsibility	Justification
Walking and cycling continued		
P3	<ul style="list-style-type: none"> New street between Haldon Street and Peel Street, which generally aligns with Oneta Street New street between Sproule Street and Alice Street, which generally aligns with Samuel Street. 	To be delivered as works in kind by developers.
P4	New 40km/h high pedestrian activity area on Haldon Road.	Improving connectivity will encourage active and public transport use (JBA, 2015).
P5	New street between Haldon Street and Jubilee Reserve.	High pedestrian activity areas promote local movements by walking and cycling and support the place function of the corridor. They are effective in enhancing safety and reducing the volume of through traffic movements (ARUP, 2015).
P6	New cycleway along Moreton Street and Chapel Street.	Creating a through-site link connecting Jubilee Reserve to Haldon Street.
P6	New cycleway along Moreton Street and Chapel Street.	There is significant opportunity to reduce private vehicle demand through the enhancement of the local cycling network through the implementation of area wide LGA bicycle plans (ARUP, 2015).
Parks and open space		
O1	Potential new linear park along the rail corridor.	Provide a continuous and direct off road pedestrian and cycle links between key urban centres and major open spaces making use of the rail corridor easement and wide parallel street verges. Provide small open spaces along the link with varied program or uses (GAO, 2015).
O2	New open space on Quigg Street carpark.	Creating a new urban open space supports increased demand for open space as the area grows (JBA, 2015).

Measure	Responsibility	Justification
Parks and open space continued		
O3	Improve the open space and recreation facilities Jubilee Reserve.	Council
O4	Provide community access (outside school hours) to facilities at Hampden Park Primary School.	Improving and expanding existing open space supports increased demand for open space as the area grows (JBA, 2015).
O4	Provide community access (outside school hours) to facilities at Hampden Park Primary School.	Department of Education
O5	Improve the open space and recreation facilities within Peel Street Reserve.	There are many underutilised open space opportunities close to urban centres; including school grounds, at grade carparks and infrastructure easements. There is an opportunity to make use of these as public open spaces to minimise the amount of new open space that has to be provided (NSW Government Architect's Office, 2015).
O5	Improve the open space and recreation facilities within Peel Street Reserve.	Council
O6	New urban plaza at the new station forecourt.	Improving and expanding existing open space supports increased demand for open space as the area grows (JBA, 2015).
O6	New urban plaza at the new station forecourt.	Sydney Metro
Schools and community infrastructure		
C1	Upgrade existing library and local community centre.	Providing a public space with sweeping city views and a landmark tower development.
C1	Upgrade existing library and local community centre.	Council
E1	New fire station.	Improving existing library and community facilities will be sufficient to meet increased demand as the area grows (ARUP, 2015)
E1	New fire station.	Emergency NSW
E1	New fire station.	An additional fire station will be required to meet emergency service demand as the area grows.

FIGURE 28: LAKEMBA STATION



9

9.1 Finalisation of the Strategy

Following exhibition of this Strategy, the Department of Planning and Environment, in consultation with Council and key stakeholders will make any amendments required prior to finalisation. The Strategy will inform future land use change and guide development in the Precinct. Once finalised, the Strategy will be implemented through amendments to local planning instruments, local planning investigations and planning proposals.

To ensure future land use change is consistent with the Strategy a local planning direction under Section 117 Direction of the *Environmental Planning and Assessment Act 1979* will be applied to the revised Strategy.

The local planning direction, will require future amendments to any local or state planning instruments or planning proposals to be generally consistent with the finalised Strategy.

In particular, future rezoning proposals should demonstrate consistency with the following sections of the Strategy:

- Figure 21 – Revised Land Use plan;
- Section 6.2 – Strategic Intent;
- Section 6.3 – Built Form Typology; and
- Section 8 – Infrastructure Strategy.

9.2 Planning pathways

To achieve the vision for Lakemba Station Precinct as part of the draft Strategy, changes to the current planning controls in the Canterbury Local Environmental Plan 2012 are required. This includes amendments to the zoning, height, density, and built form controls. This can occur through the state government Priority Precinct process or planning proposals.

Priority Precinct

Working in partnership with Canterbury-Bankstown Council, a Precinct Proposal will be prepared for areas in the Lakemba Station Precinct that will be prioritised for rezoning. This would include amendments to land use zones, floor space ratios and maximum buildings heights in the Canterbury Local Environmental Plan 2012.

The Precinct Proposal would be supported by a detailed planning report and Explanation of Intended Effect, along with supporting specialist studies covering issues such as urban design, traffic and transport, economic feasibility, open space and community facilities and heritage.

An extensive community engagement process would also be undertaken, providing the opportunity to comment on the draft Precinct Proposal.

Local planning proposals

For land outside the priority precinct investigation area, local planning proposals can be prepared by land owners or developers to amend the zoning and/or planning controls that apply to their land.

A Ministerial Direction will be issued by the Minister for Planning under section 117 of the Environmental Planning and Assessment Act, 1979. The s117 Ministerial Direction requires the Strategy and Land Use Plan, to be considered when planning proposals are being prepared, assessed and determined in the Corridor.

With regards to the Canterbury Road Review, once the review has been completed, a report will be produced to give guidance for any future rezoning proposals. Land owners and developers will then be able to lodge planning proposals to the Council that align with the recommendations of the review.





Planning &
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