



Planning &
Environment

Lakemba Precinct

LAND USE AND INFRASTRUCTURE ANALYSIS

OCTOBER 2015



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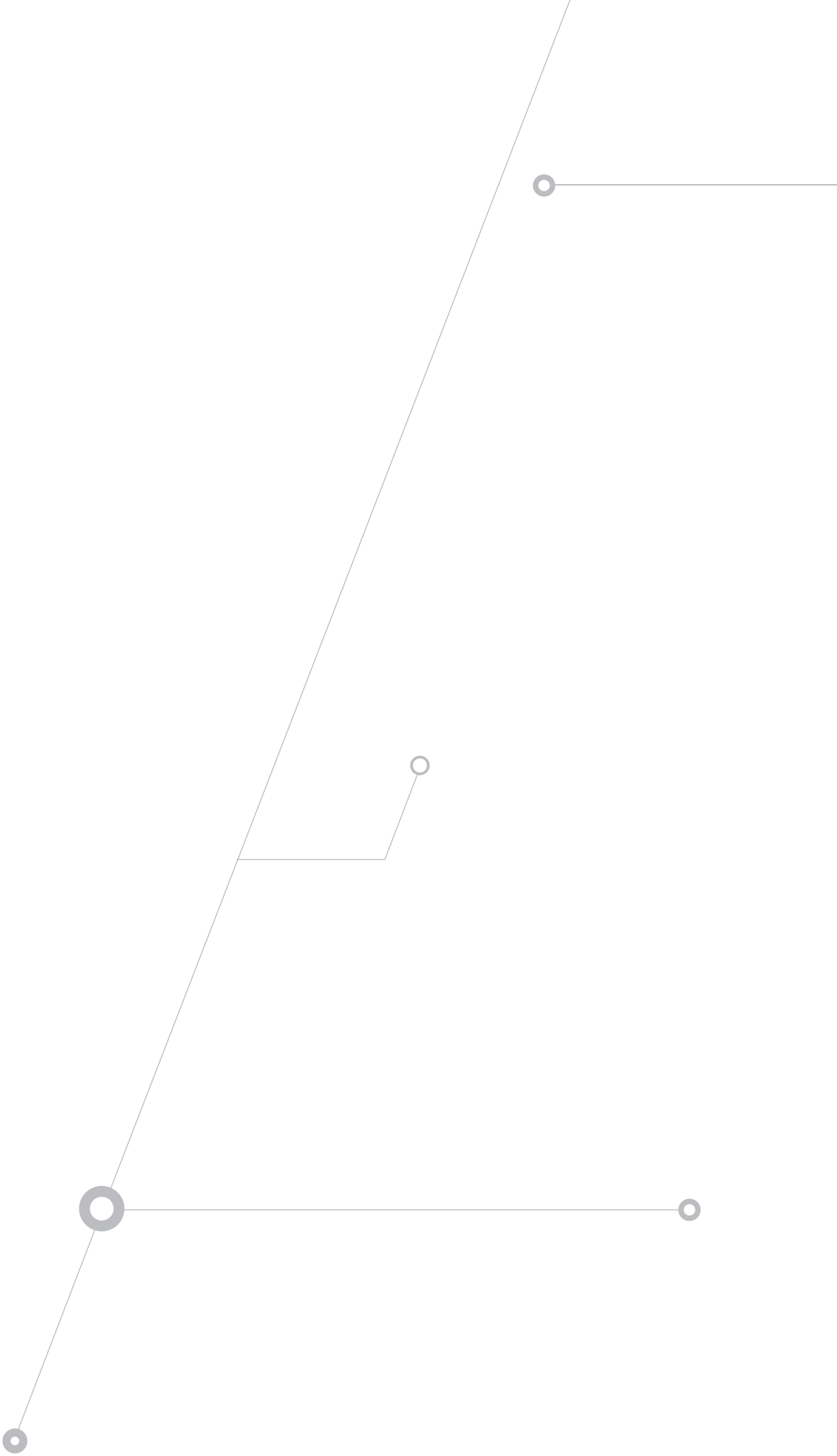
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Introduction

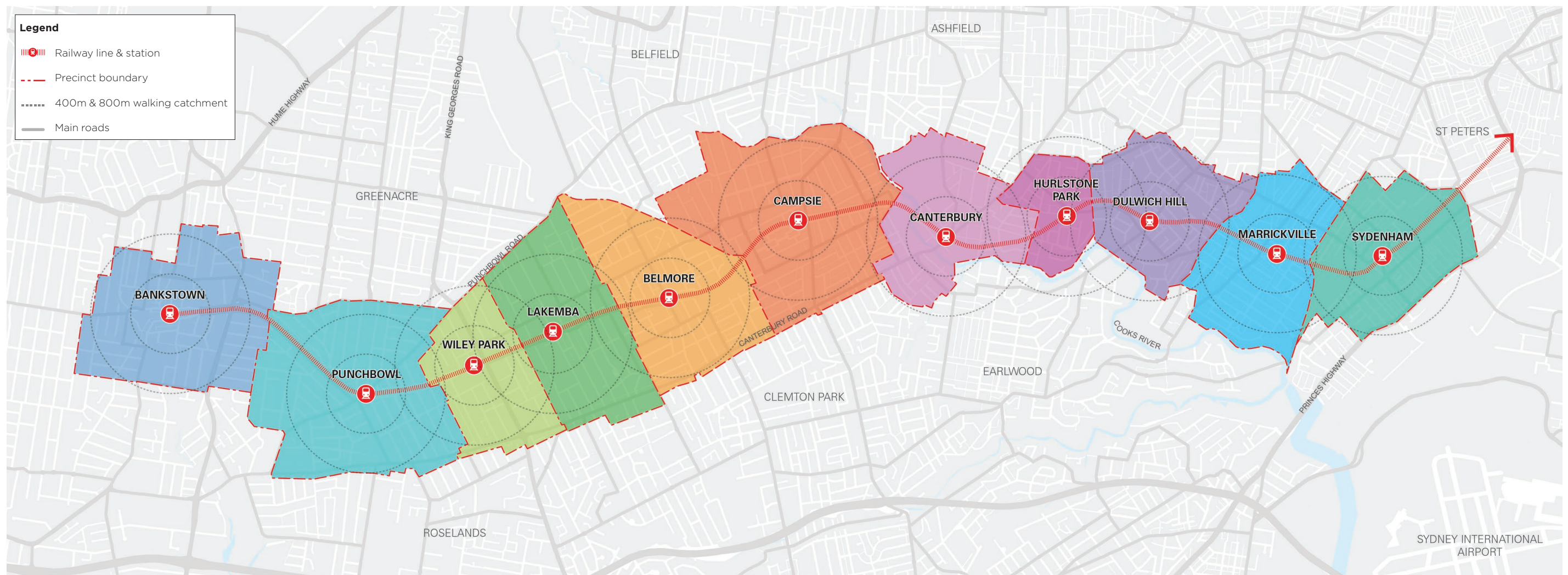


Figure 1: Sydenham to Bankstown Urban Renewal Corridor

Purpose

This Land Use and Infrastructure Analysis establishes a strategic planning framework to guide future development and infrastructure delivery in the Lakemba Precinct over the next 20 years. The analysis identifies opportunities for additional housing and jobs in the precinct and the infrastructure required to support growth.

The analysis aims to:

- Identify key constraints and opportunities for growth.
- Develop a vision for the precinct.
- Determine housing and employment growth potential to 2036.
- Be informed by a high level infrastructure capacity analysis.
- Incorporate employment lands, market demand and economic feasibility analyses.
- Identify the transport connections and community infrastructure requirements.
- Develop a framework to guide future land use change.
- Provide an evidence base for more detailed precinct planning.

The analysis has been informed by the constraints and detailed technical investigations to determine the precinct's potential for growth and the infrastructure needed to support this growth. These investigations have included urban design, transport, employment, economic feasibility, social infrastructure and open space studies.

Precinct Character

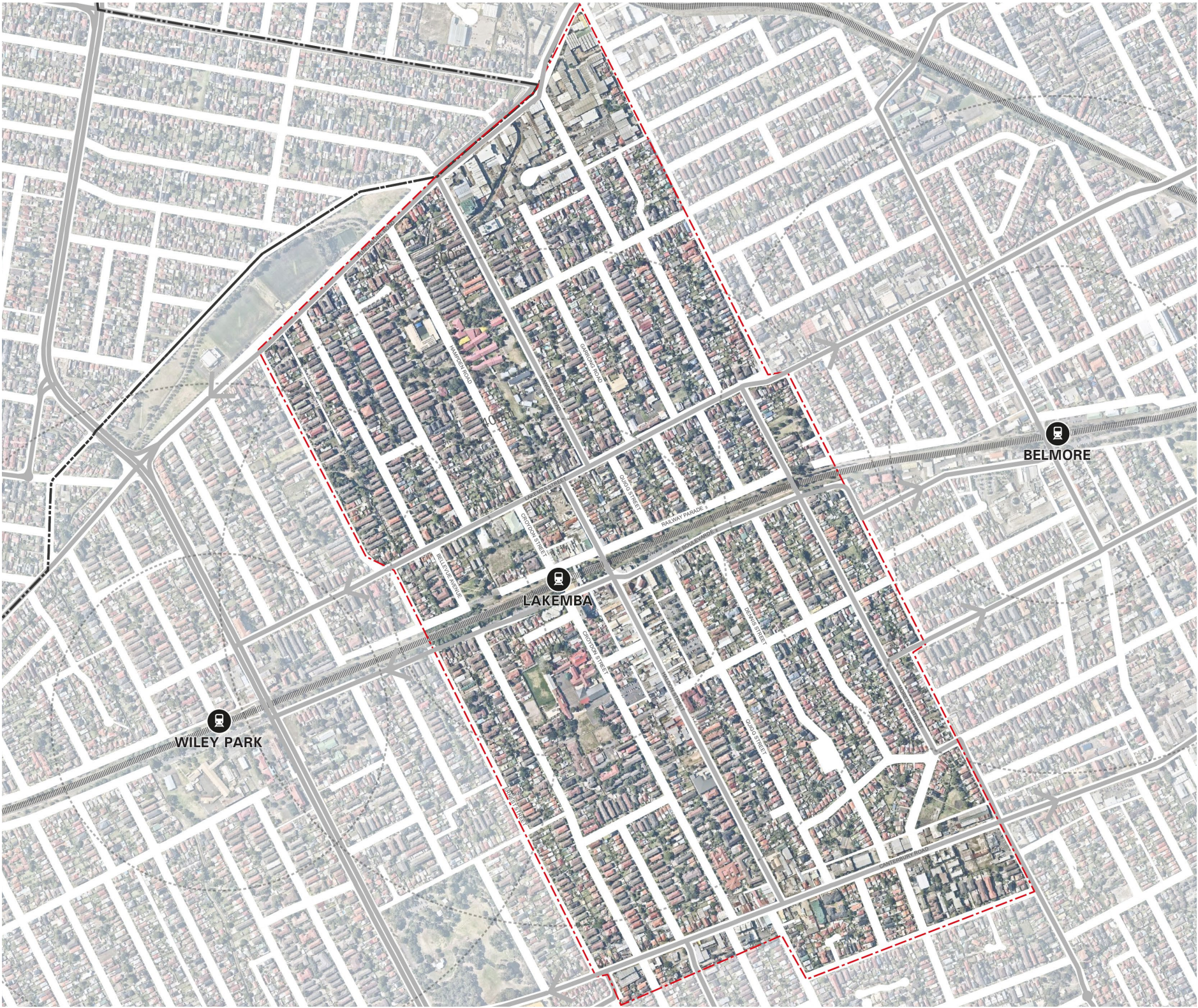
The Lakemba Precinct is located within the City of Canterbury local government area and approximately 16km from the Sydney CBD. The precinct borders the suburbs of Greenacre to the north, Belmore to the east, Roselands to the south and Wiley Park to the west. Lakemba town centre comprises a retail/commercial strip running north-south along Haldon Street.

The centre generally has a traditional, fine grain, built form with 1-2 storey high street buildings. Although buildings within Haldon Street are of varied architectural styling, it has a consistent form created by building height and street width proportions. Together with its low vehicular speed and narrow carriageway, Haldon Street provides a comfortable and attractive public domain for pedestrians.


The town centre is surrounded by an area of medium density housing. Strata titled apartment buildings are generally concentrated within the western portion of the high density residential area.

The outer areas of the precinct are largely occupied by single detached houses on relatively large lots dating from around the mid-20th century, including some weatherboard housing stock.

An aerial image of the precinct is provided. A series of photos that illustrate the existing built form and character of the precinct are provided on page 5.



Legend

 Railway line & station


 Precinct boundary

Figure 2: Lakemba Precinct

Demographics and Economy

Demographics

The key demographic attributes of the suburb of Lakemba (based on 2011 ABS data) are:

- ▶ A median age of 31, which is lower to that of Greater Sydney (36).
 - ▶ 59% of the population was born overseas (Bangladesh and Lebanon being the highest proportions), and 57% were from a non-English speaking background.
 - ▶ The predominant and fastest growing household type is couples with children (42%) which is higher than Greater Sydney (35%).
 - ▶ A lower earning potential with a median weekly household income of \$849, when compared to Greater Sydney average of \$1,447.
 - ▶ Slightly less than the majority of residents (42%) owned or were in the processes of owning the dwelling they reside in.
- ▶ A higher proportion (44%) of persons renting privately within the suburb, this compared to 25% across Greater Sydney the average weekly rent within the suburb was \$296, this was 19% less than that recorded for Greater Sydney (\$351).
 - ▶ Medium density dwellings comprises the bulk of dwelling stock (53%), this was significantly higher than that recorded for Greater Sydney as of 2011 (20%).
 - ▶ Medium and high density dwellings comprise 74% of the dwelling stock, with high density housing the fastest growing dwelling type.

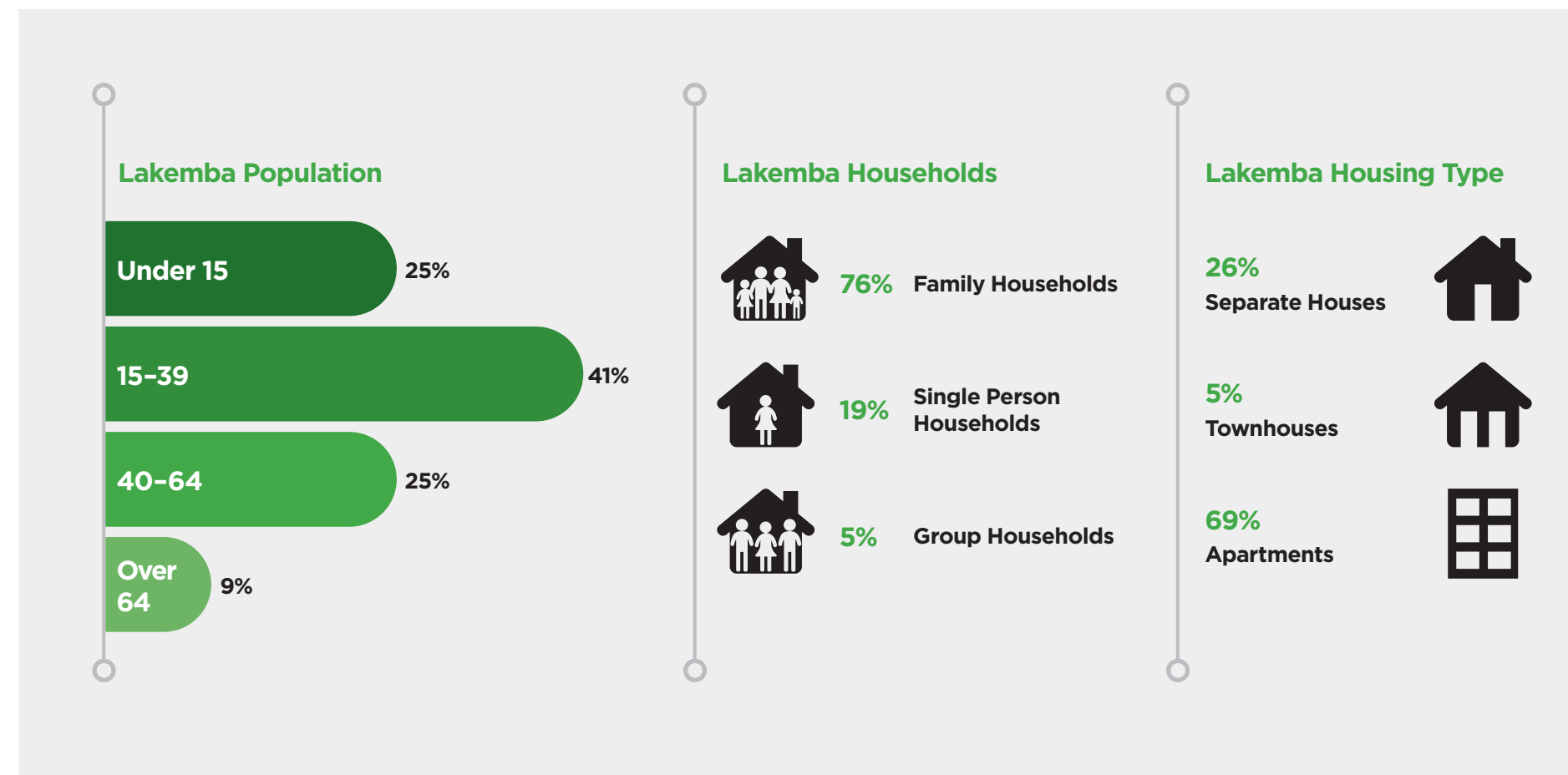


Figure 3: Key demographic facts for the Lakemba Precinct

Economy

In 2011, there were 2,565 jobs in the precinct, 41% of which were in education, health care and public services and 27% in retail and hospitality.

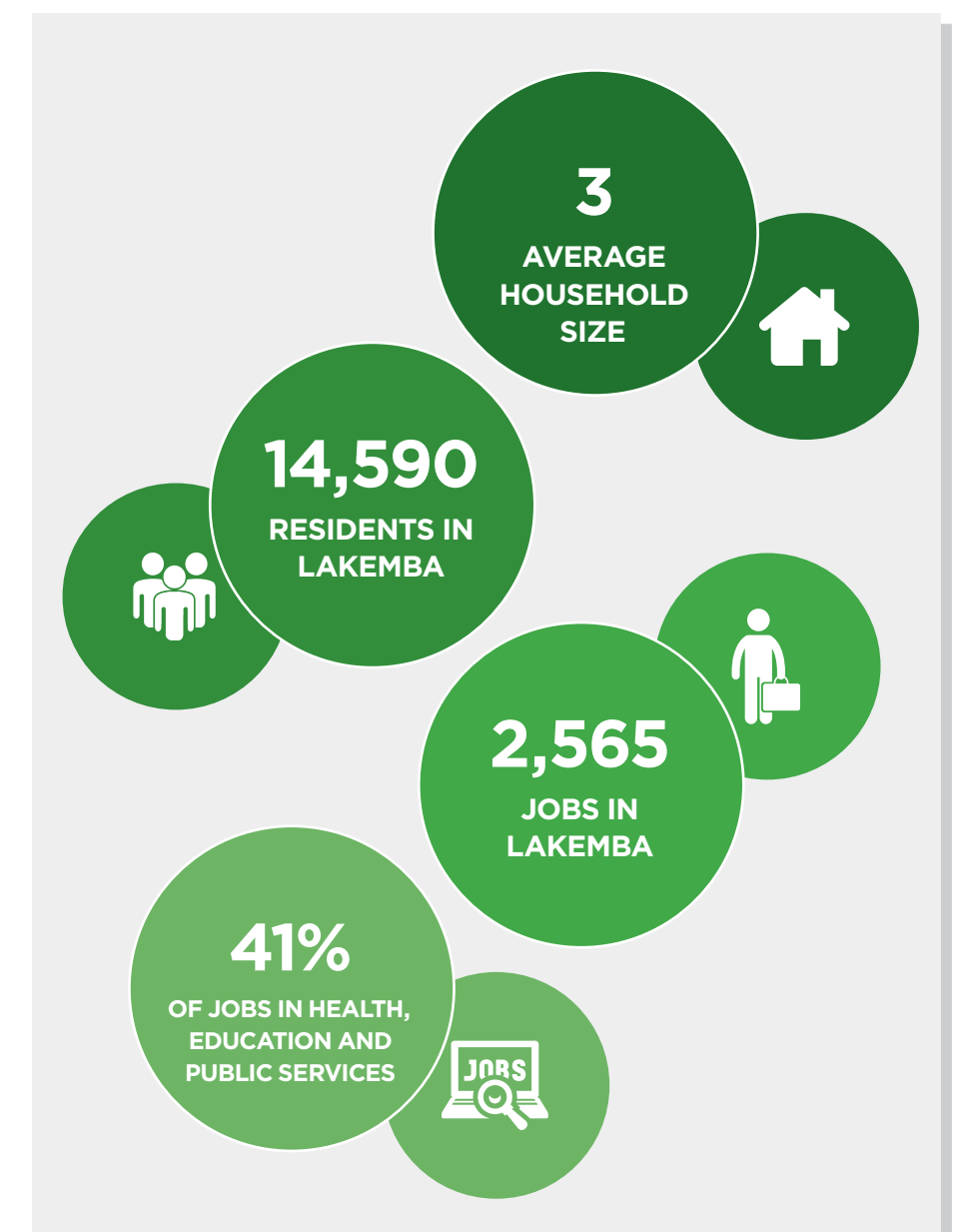


Figure 4: Key demographic facts for the Lakemba Precinct

Constraints Analysis

This section is an assessment of the constraints within the precinct. The physical characteristics of the precinct have been mapped and analysed to identify constraints for renewal. These characteristics include: transport and movement, open space, topography, flooding, heritage, strata title development, and social infrastructure.

The combination of these elements reveal the overall level of development constraint within the precinct. However, not all constraints that are identified are necessarily barriers to change, often they are opportunities for renewal in the future.



Figure 5: Existing development at the intersection of The Boulevard and Croydon Street, Lakemba



Figure 6: The Lakemba Hotel, Haldon Street

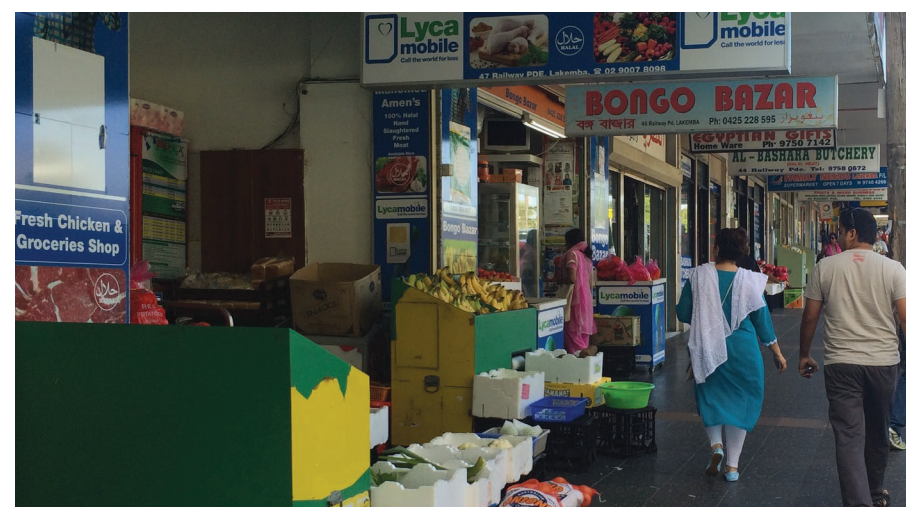


Figure 7: Commuter car parking at Lakemba Station



Figure 8: Early Childhood Health Centre, Croydon Street Lakemba

Site Context

Transport and Movement

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 Boulevarde provide local east-west connections. Surrounding lower-order streets are in generally arranged in a modified grid form and provide good connectivity.

Lakemba Railway Station is located within the core commercial precinct. The precinct has relatively good bus access with four local and regional bus services passing through the precinct, providing frequent services to Roseland, Greenacre, Bankstown, Hurstville, Burwood and Strathfield.

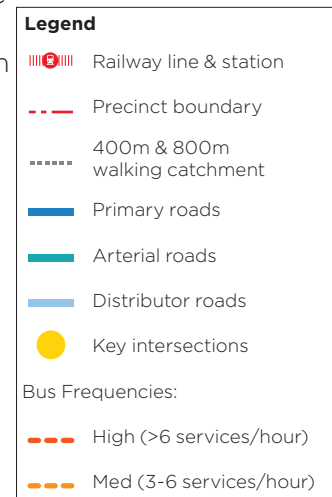


Figure 9: Transport and movement within the Lakemba Precinct

Walking and Cycling

Lakemba has a pedestrian catchment which is largely due to linear, intersecting primary roads and a number of perpendicular secondary streets.

There are no off-street cycle infrastructure within the centre or surrounding streets.

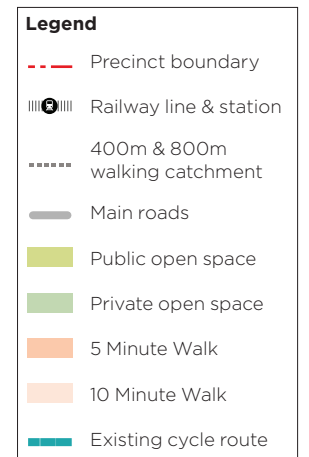


Figure 10: Walking catchment within the Lakemba Precinct

Open Space and Social Infrastructure

There is little public open space in the commercial precinct or surrounding area. The southern part of the centre is located on an elevated position that affords district views to north.

The precinct includes a number of public and independent schools predominately to the north of the station including:

- ▶ Hampden Park Public School
- ▶ Rissalah College
- ▶ St Therese's Public School
- ▶ Holy Spirit College.

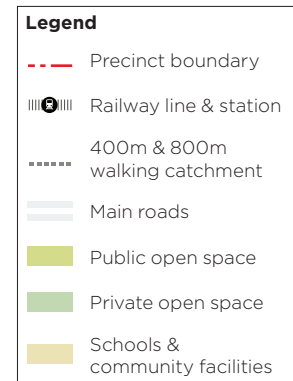


Figure 11: Open space and social infrastructure within Lakemba Precinct

Heritage

There are few local heritage items within the Lakemba Precinct:

- ▶ Lakemba 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 that are of Federation weatherboard and Inter-war styles.

There are no State listed heritage items or heritage conservation areas in the precinct.

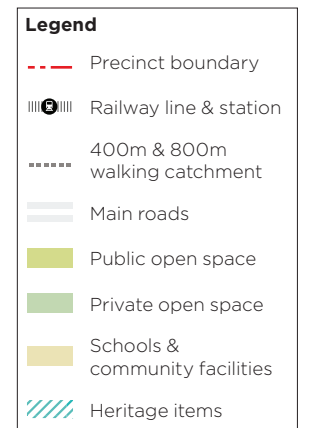


Figure 12: Heritage within Lakemba Precinct

Site Context

Strata Title

There are a significant number of strata titled apartment buildings located in the western portion of the precinct on both the north and south sides of the rail corridor.

These are generally characterised by older two and three storey walk up apartment buildings. The presence of these apartment buildings limit the potential for renewal in this area.

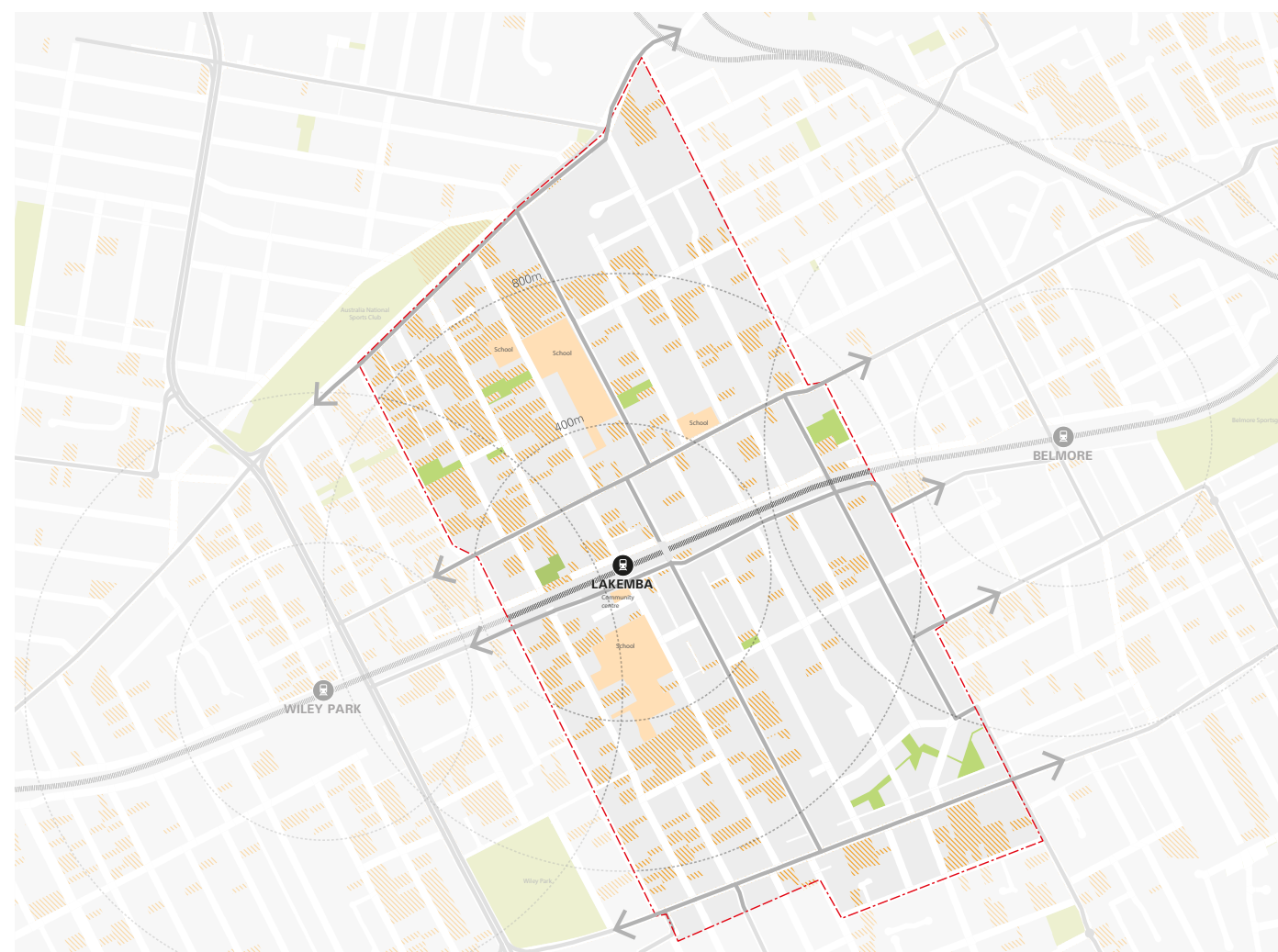
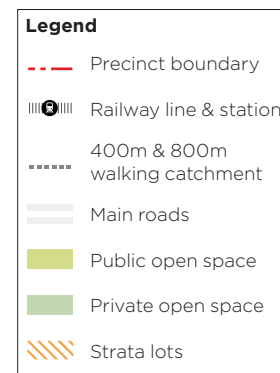


Figure 13: Strata title buildings located within Lakemba Precinct

Small Lots

There is not a significant amount of small lots located within the Lakemba Precinct. Where small lots do exist in the precinct, they are concentrated along Haldon Street and spread around the precinct.

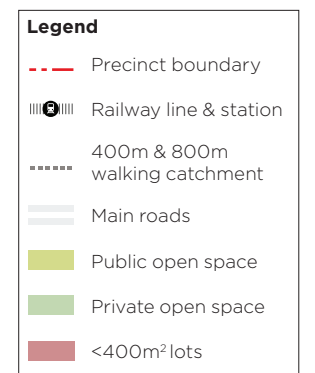


Figure 14: Small lots within Lakemba Precinct

Combined Constraints

The combined constraints mapping indicates that there are large portions of the precinct that contain some form of development constraint.

The key constraints of the Lakemba Precinct are:

- ▶ Strata titled apartment buildings – in the western portion of the precinct both north and south of the rail corridor.
- ▶ Limited open space – close to and around the town centre.
- ▶ Localised flood impacts – around Sproule Street only.

Opportunities

The key opportunities within the Lakemba Precinct are:

- ▶ A fine grain main street – that is not effected by excessive traffic.
- ▶ Council car park sites offer redevelopment opportunity for residential, community facilities and open space.
- ▶ Limited constraints – such as strata, flooding, airport restrictions.
- ▶ Emerging housing market – with growing demand new higher density housing.
- ▶ Good access to community facilities and local schools.

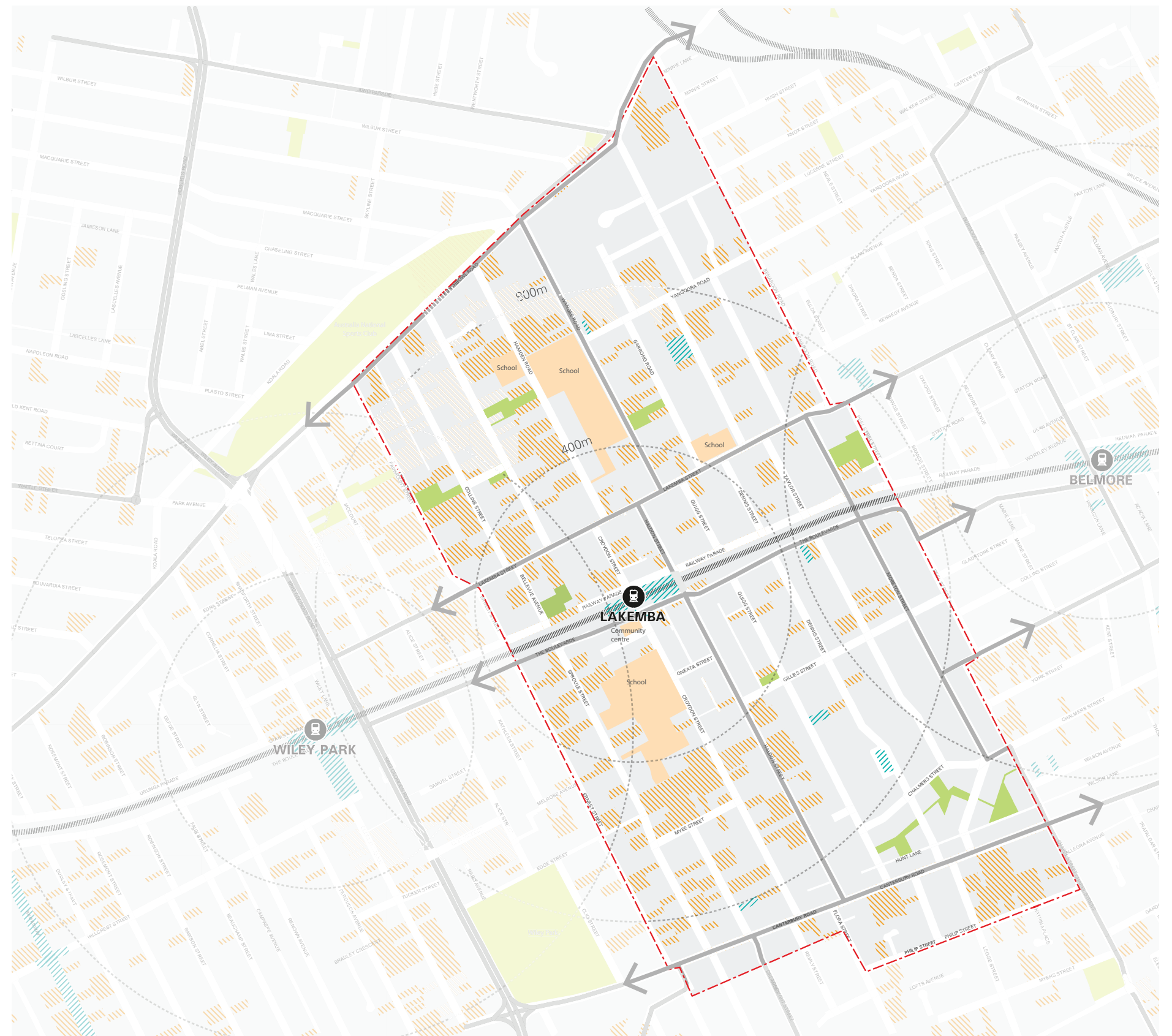
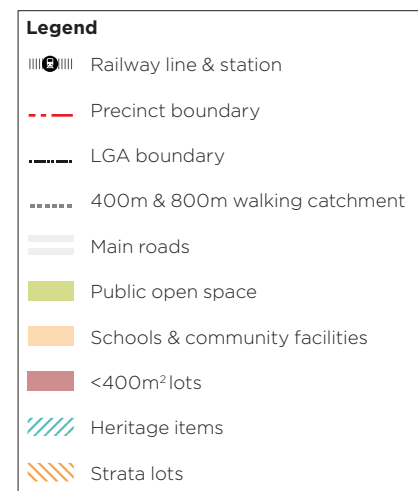


Figure 15: Combined constraints within the Lakemba Precinct

Vision

Built Form



- ▶ Retain the character of the lower scale of buildings along Haldon Street with apartments above (up to 5 storeys) that are setback behind the building facades to maintain sunlight to the streets.
- ▶ Accommodate a mix of medium and medium-high rise residential development up to 8 storeys generally within 400m of Lakemba Station and along the rail corridor towards Wiley Park Station.
- ▶ Provide opportunities for high-rise and mixed use buildings on key sites along Croydon Street, Quigg Street and Railway Parade.
- ▶ Gateway buildings on major intersections such as at Haldon and Lakemba Streets.
- ▶ Retain the areas beyond 400m from the station for low rise housing.

Movement Network



- ▶ Facilitate a new east-west regional cycle link along the rail corridor that will improve pedestrian and cycle access between the town centres and railway stations.
- ▶ Increase walking, cycling and public transport use within the precinct by improving the quality of the railway station for passengers with better access, facilities and new signage.
- ▶ Investigate opportunities to improve accessibility through the precinct, including:
 - New pedestrian link between Haldon Street and Dennis Street
 - New east-west road or pedestrian link between Ernest Street and Sproule Street.

Jobs



- ▶ Reinforce Haldon Street as a vibrant retail and commercial street with local services, retail and convenience shops in close proximity to the station.
- ▶ Encourage retail activation of laneways adjacent to Haldon Street.
- ▶ Identify opportunity sites to incorporate a supermarket close to the town centre.

Housing



- ▶ Provide for more housing opportunities within 400m of Lakemba Station to allow more people to live close to good public transport and amenity.
- ▶ Maintain the low rise neighbourhoods beyond the 400m radius of the station.

Open Space and Public Domain



- ▶ Utilise railway easements, car parks, verges and vacant lands to create a network of small parks and open spaces along the rail corridor with improved access between the town centres and railway stations.
- ▶ Improve the quality of the public domain by planting new trees in residential streets and upgrading footpaths and street furniture within the town centre and around the railway station.
- ▶ Investigate a new urban plaza as part of redeveloped car park on Quigg Street South.
- ▶ Expand and enhance Jubilee Reserve and Peel Park.
- ▶ Facilitate public access to playing fields in Hampden Park Public School.

Community Infrastructure



- ▶ Provide new or enhance existing local community facilities in Lakemba or adjacent precincts to meet the needs of the local community as the precinct develops.
- ▶ Locate new community facilities in highly accessible areas in the town centre areas around the train stations.
- ▶ Investigate the following opportunities as the corridor develops:
 - Provision of a new local community centre (including a youth centre and meeting halls) or embellishment of the existing community centres in Punchbowl or Lakemba.
 - Upgrades to existing library.

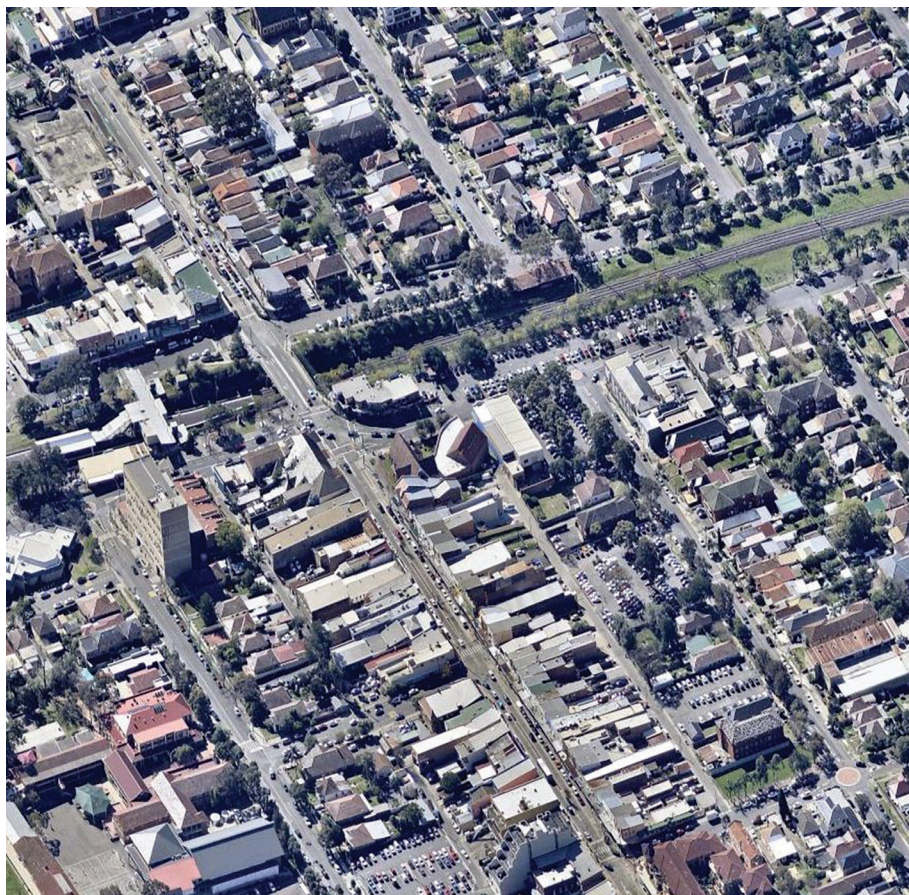


Figure 16: Lakemba Station

Haldon Street will be a vibrant, pedestrian friendly main street with a range of new shops, businesses and housing.



Figure 17: Artist's impression of future development on Railway Parade, Lakemba

Land Use and Infrastructure Plan

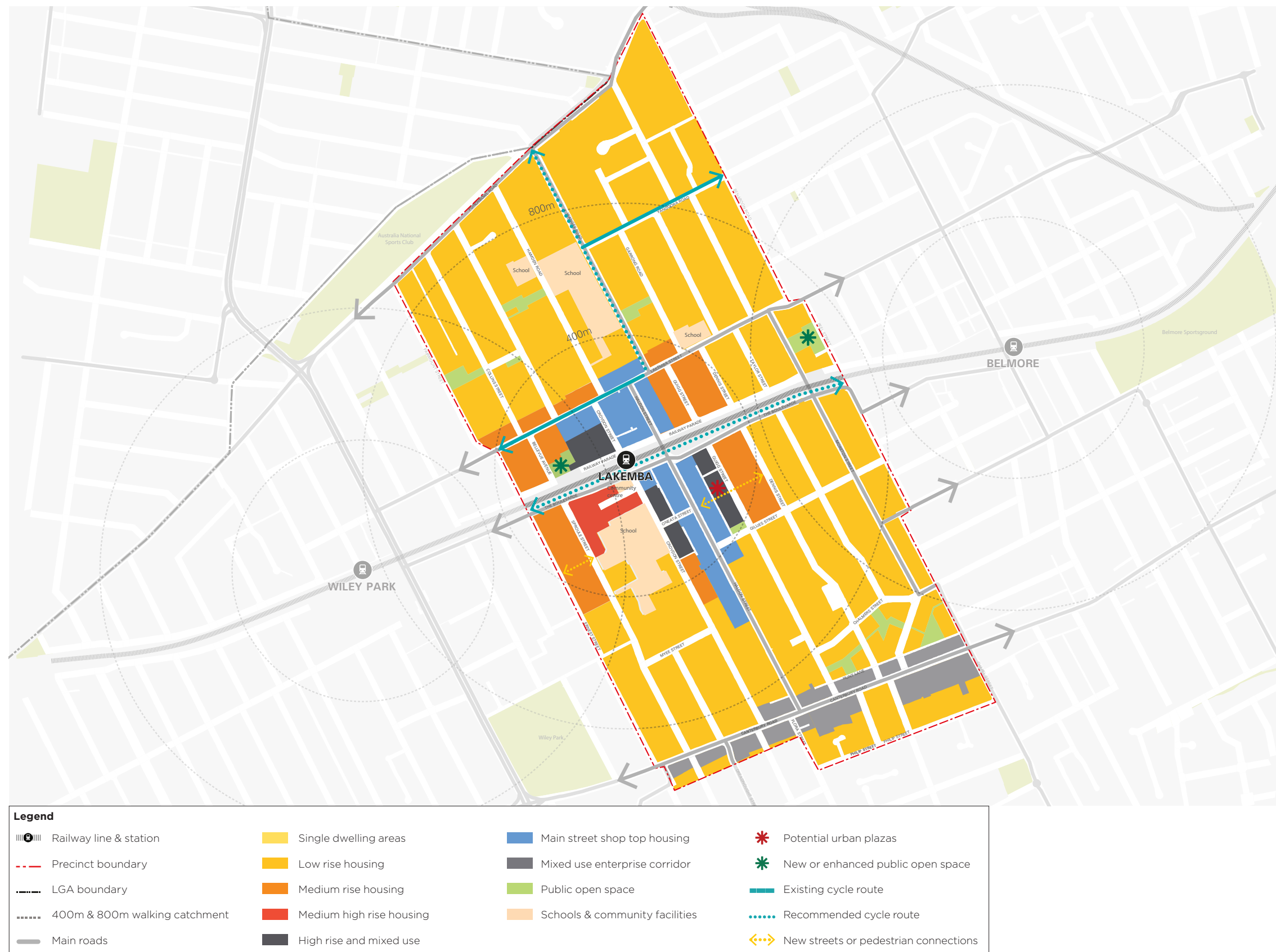


Figure 18: Lakemba Land Use and Infrastructure Plan

Future Precinct Character

Low rise housing

- ▶ Single dwelling houses, semi-detached houses town-houses and walk-up apartments, typically 2-4 storeys.
- ▶ Generally located in the outer edges of precincts beyond 400m from the railway station.



Figure 19: Example of low rise housing

Medium rise housing

- ▶ Residential apartment buildings, sometimes with cafés or small shops at ground level, typically 5-7 storeys.
- ▶ Located in selected core locations generally within 400m of some railway stations.



Figure 21: Example of medium rise housing

Medium high rise housing

- ▶ Residential apartment buildings, sometimes with cafés or small shops at ground level, typically 8 storeys.
- ▶ Located in selected core locations generally within 400m of some railway stations.



Figure 23: Example of medium high rise housing

High rise housing and mixed use

- ▶ Residential apartment buildings and towers often with shops and/or commercial premises at the lower level, typically 9+ storeys.
- ▶ Located in larger town centres and Bankstown CBD.



Figure 20: Example of high rise housing and mixed use developments

Main street shop top housing

- ▶ Traditional terrace shops, new housing with ground floor retail, shops and cafés, typically 3-5 storeys.
- ▶ Generally located along town centre main streets, such as Haldon Street, Lakemba, Beamish Street, Campsie and Illawarra Road, Marrickville.



Figure 22: Example of main street shop top housing

Mixed use enterprise corridor

- ▶ New housing with retail shops or showrooms at ground floor level, typically 5-6 storeys.
- ▶ Generally located along main roads such as Canterbury Road and New Canterbury Road.



Figure 24: Example of a development in a mixed use enterprise corridor

Projected Growth

The precinct’s projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The outcome of these projected growth calculations is provided below.

Residential

There is a general market trend for dwelling or townhouse/villa stock with a preference for proximity to the station. This is largely due to a lack of apartment stock within the locality.

However, there are a number of apartment developments presently proposed which envisage in the order of 500 new apartments to be delivered to the market over the next few years. This is expected to create a new market within the locality. A number of these mixed-use and residential buildings have commenced construction in recent times and are located at both the northern and southern extremities of the core.

The graph below illustrates the rate of dwelling growth in 5 year intervals.

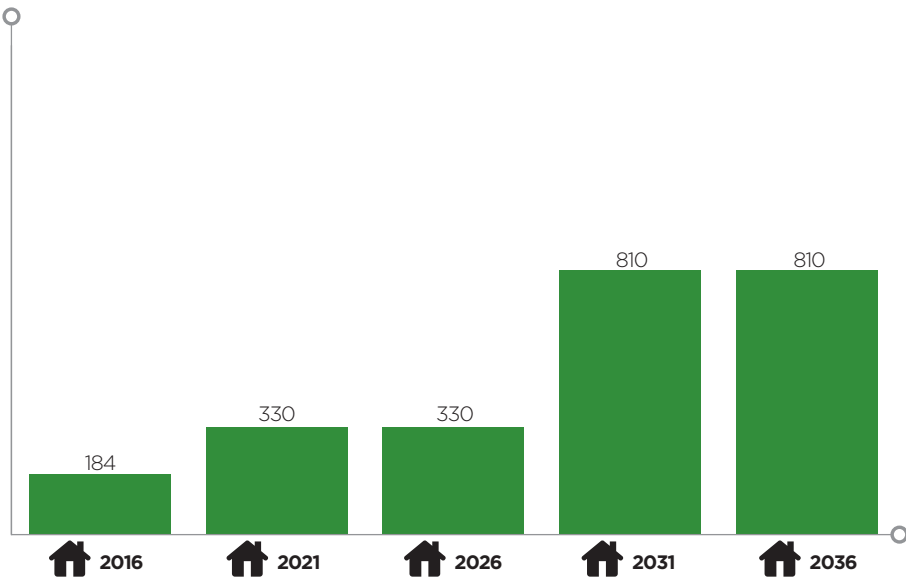


Figure 25: Projected dwelling growth in five year intervals in the Lakemba Precinct

	2011	2026	2036
Homes	5,398	6,250	7,850
Jobs	2,565	3,050	3,300

Figure 26: Projected dwellings and jobs in the Lakemba Precinct

Employment

It is anticipated that an additional 735 jobs will be created within the precinct by 2036 (based on Bureau of Transport Statistics forecasts). 48% of employment in the precinct will be in education, health care and public services and 25% in retail and hospitality.

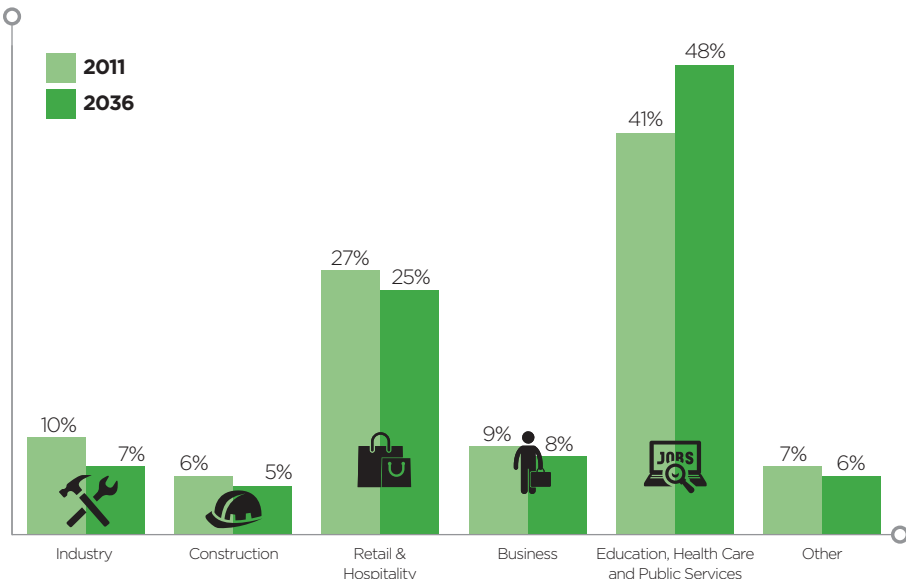


Figure 27: Projected jobs by industry in the Lakemba Precinct

Calculating Growth Potential

The precinct’s projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The projected growth calculations take into consideration the following factors:

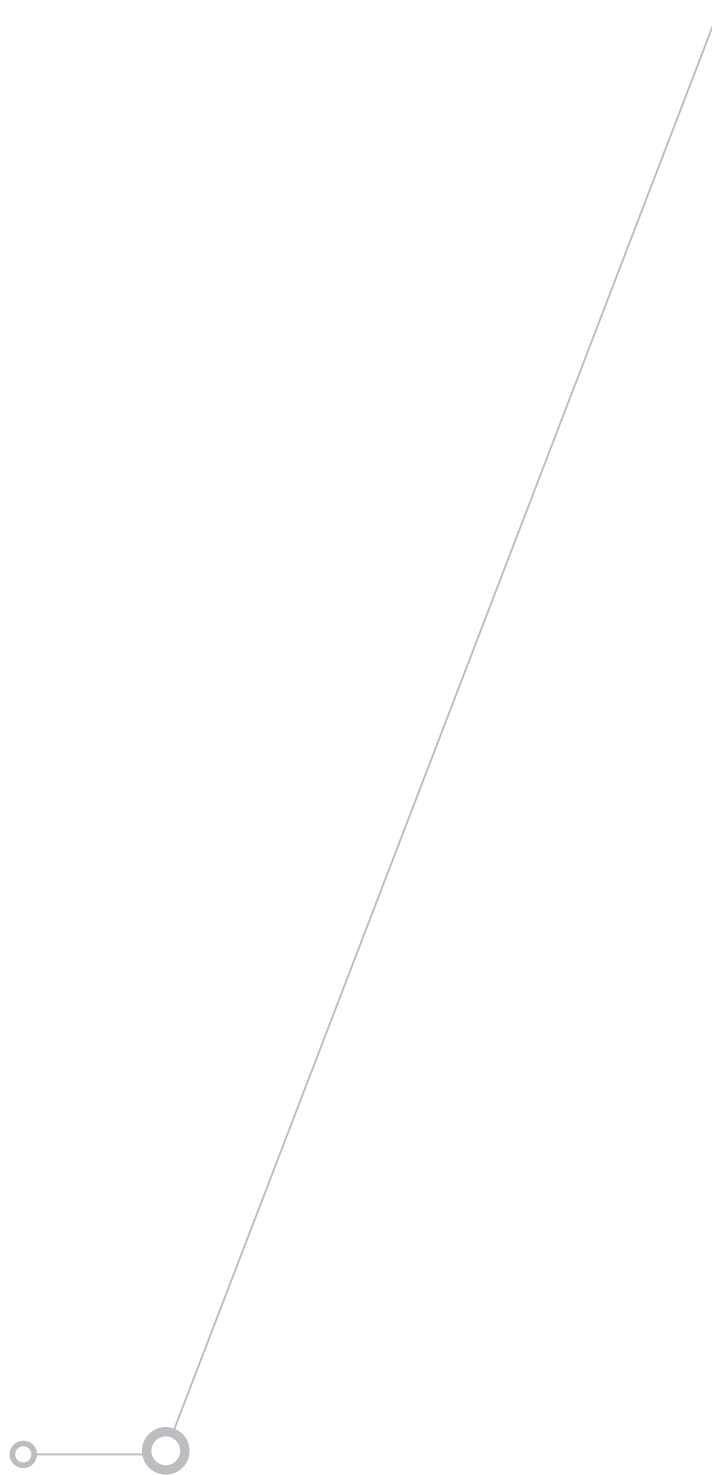
- **Development on Less Constrained Sites.** Development is projected to occur on the sites identified on the Land Use and Infrastructure Plan.
- **The Proposed Future Character and Built Form.** The Land Use and Infrastructure Plan identifies the desired future character and built form throughout the precinct.
- **Assumptions.** A series of assumptions have been applied to calculate the land areas required for each development type, and the number of dwellings that could be provided. These assumptions are documented in the Sydenham to Bankstown Urban Renewal Corridor Strategy.
- **Economic Feasibility.** An analysis of the housing potential and development feasibility within the precinct was undertaken using the Department’s Urban Feasibility Model (UFM). The UFM is a strategic planning tool used to determine the likelihood of the current market to deliver various types of dwellings.
- **Market Demand.** A high level demand analysis has been undertaken to determine the demand for different dwelling types within the precinct. The analysis:
 - Assessed the desired future character, built form and densities proposed under the Land Use and Infrastructure Plan, against market conditions and demand; and
 - Identified take-up/realisation rates for each land use within the precinct, which informed the calculation of the projected growth.
- The ‘take-up’ or ‘realisation’ rates were informed by several factors, including broader population growth, property sub-markets, historic dwelling activity, the development pipeline, the precinct’s dwelling capacity and current market feasibility.

Infrastructure Analysis

The table below provides a summary of the infrastructure items required to support the projected growth in the precinct. This includes public transport, walking and cycling upgrades, roads and community infrastructure, services utilities such as water, sewage, electricity and gas. Local and regional traffic improvements, active and public transport improvements and community infrastructure will also be upgraded as the precinct develops.

The infrastructure items would be funded and delivered by a range of sources as identified in the table, and would be subject to more detailed investigations to inform the delivery time frames, design and costings.

Item	Measure	Responsibility	Timing	Mechanism
Public Transport				
1	Sydney Metro will increase service frequency and capacity.	TfNSW	The southern extension of the Sydney Metro will be operating in 2024.	TfNSW delivery
2	Increase frequencies on the existing Bankstown to Lidcombe rail line to accommodate growth in the corridor prior to the operation of the Sydney Metro.	TfNSW	Detailed planning, timing and thresholds to be investigated by TfNSW as the corridor develops.	TfNSW delivery
3	Improve bus passenger waiting facilities on Railway Parade and Haldon Street.	TfNSW	Detailed planning, timing and thresholds to be investigated by TfNSW as the corridor develops.	TfNSW delivery
4	Increase bus frequencies to Lakemba station and the town centre.	TfNSW	Detailed planning, timing and thresholds to be investigated by TfNSW as the corridor develops.	TfNSW delivery
Walking & Cycling				
5	Introduce a shared bicycle/pedestrian path along the existing rail corridor between Bankstown and Sydenham to support local movements between centres.	TfNSW/Councils	To be determined as corridor develops	TfNSW delivery/Delivery as part of Council's Section 94 Contribution Plan
6	Improve pedestrian access between the commuter carparks and the station: <ul style="list-style-type: none">► Traffic signals 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 (subject to intersection operation).► A footpath on the southern side of Railway Parade and northern side of the Boulevard.	TfNSW/Councils	To be determined as corridor develops	TfNSW delivery/Delivery as part of Council's Section 94 Contribution Plan
Parks and Open Space				
7	Introduce new local open space in all urban centres as future developments are proposed.	Council/developer	To be determined as corridor develops	Delivery as part of Council's Section 94 Contribution Plan
Education & Community Infrastructure				
8	Provide new and improved local community facilities to meet the needs of the community as the corridor develops.	Council/developer	To be determined as corridor develops	Delivery as part of Council's Section 94 Contribution Plan



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