

Wiley Park Precinct

LAND USE AND INFRASTRUCTURE ANALYSIS

OCTOBER 2015



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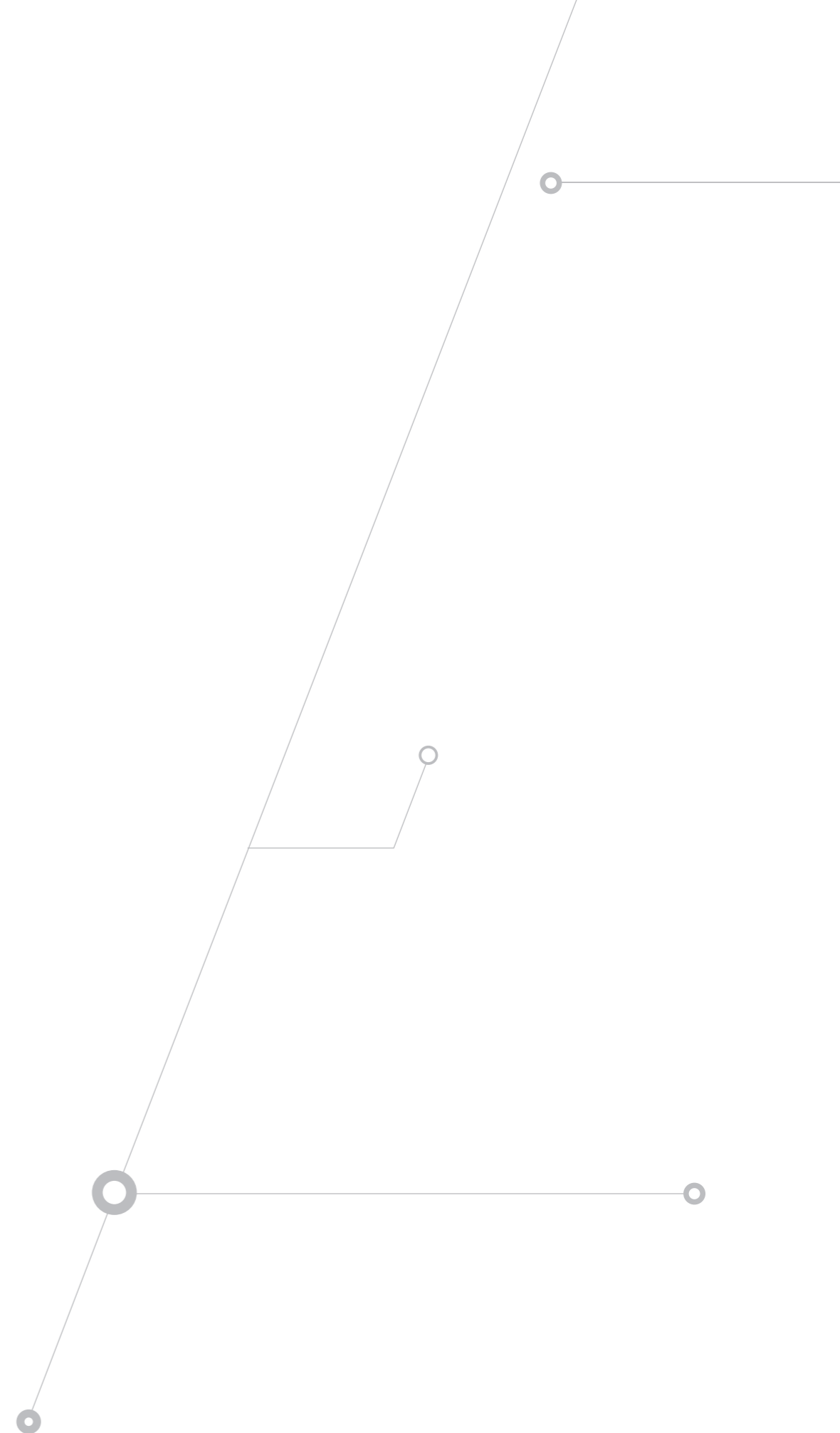
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Introduction

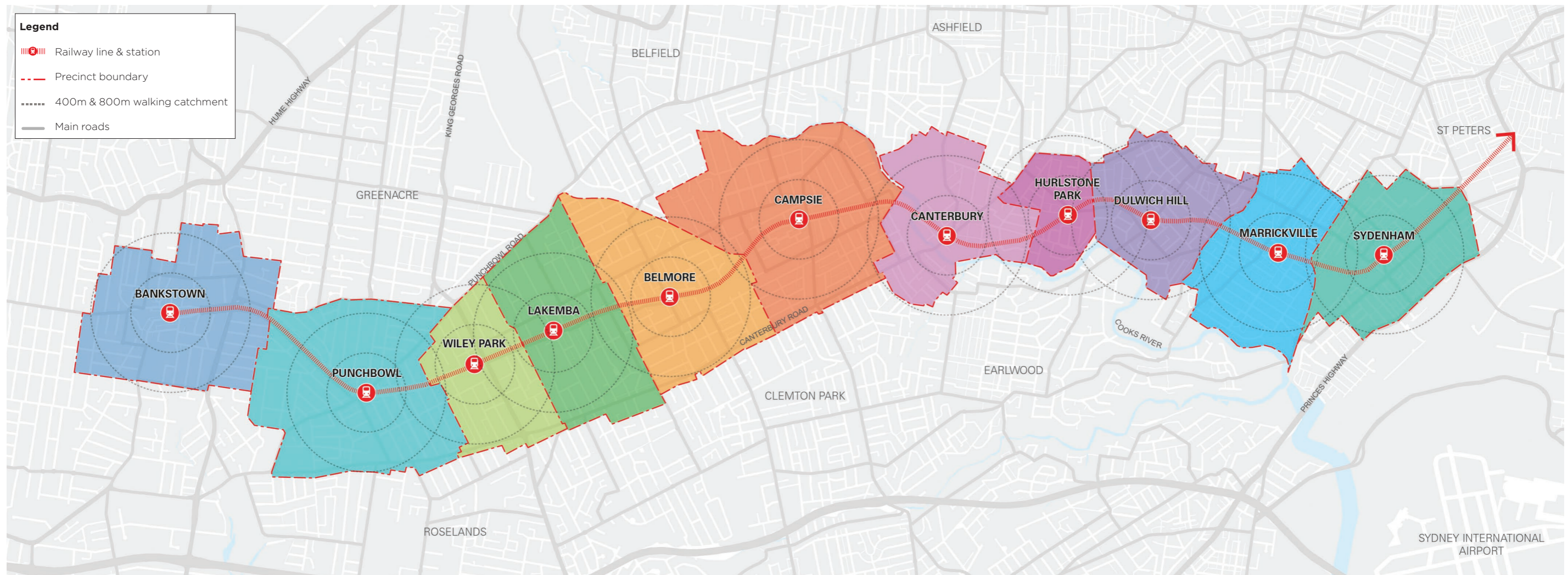


Figure 1: Sydenham to Bankstown Urban Renewal Corridor

Purpose

This Land Use and Infrastructure Analysis establishes a strategic planning framework to guide future development and infrastructure delivery in the Wiley Park 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 Wiley Park Precinct is located within the City of Canterbury local government area and approximately 15km from the Sydney CBD.

The precinct borders the suburbs of Greenacre to the north, Lakemba to the east, Roselands to the south and Punchbowl to the west. Wiley Park comprises a small local centre and has a limited range of retail and takeaway food and drink premises, focused on King Georges Road and Lakemba Street.

The centre is largely occupied by convenience and fast food type uses, together with the Wiley Park Hotel. Built form is generally 1-2 storey shop-top housing buildings with the exception of two larger and more recent mixed-use buildings.

The centre and surrounding precinct has a frame of medium-density residential flat buildings to the north and east of the commercial core. This area generally consists of older, small scale (3 storey) buildings occupying narrow sites with a high proportion of strata-titled properties. Outside the core and frame, residential areas are largely occupied by single detached houses on relatively large blocks dating from around the mid-20th century.

Building stock is generally in average condition and there has been minimal new residential development in the centre in recent years with exception to the large, 6 storey shop-top housing building at the corner of King Georges Road and Lakemba Street and a 4 storey shop-top building closer to the railway line.

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.

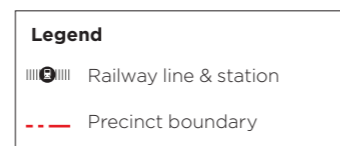


Figure 2: Wiley Park Precinct

Demographics and Economy

Demographics

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

- ▶ A median age of 30, which is lower to that of Greater Sydney (36).
- ▶ 55% of the population was born overseas (Bangladesh and Lebanon being the highest proportions), and 53% were from a non-English speaking background.
- ▶ The predominant and fastest growing household type is couples with children (38%) which is slightly higher than Greater Sydney.
- ▶ A lower earning potential with a median weekly household income of \$894, when compared to Greater Sydney average of \$1,447.
- ▶ A high proportion of residents (44%) owned or were in the processes of owning the dwelling they reside in.
- ▶ A higher proportion (41%) of persons renting privately within the suburb, this compared to 25% across Greater Sydney.
- ▶ The average weekly rent within the suburb was \$295, this was 19% less than that recorded for Greater Sydney (\$351).
- ▶ Medium density dwellings comprises the bulk of dwelling stock (57%), this was significantly higher than that recorded for Greater Sydney as of 2011 (20%).
- ▶ Medium and high density dwellings comprise 71% of the dwelling stock, however separate dwellings are the fastest growing housing type.

Economy

There are 786 jobs in Wiley Park, of which 40% were in retail and hospitality and 39% were in education, health care and public services.

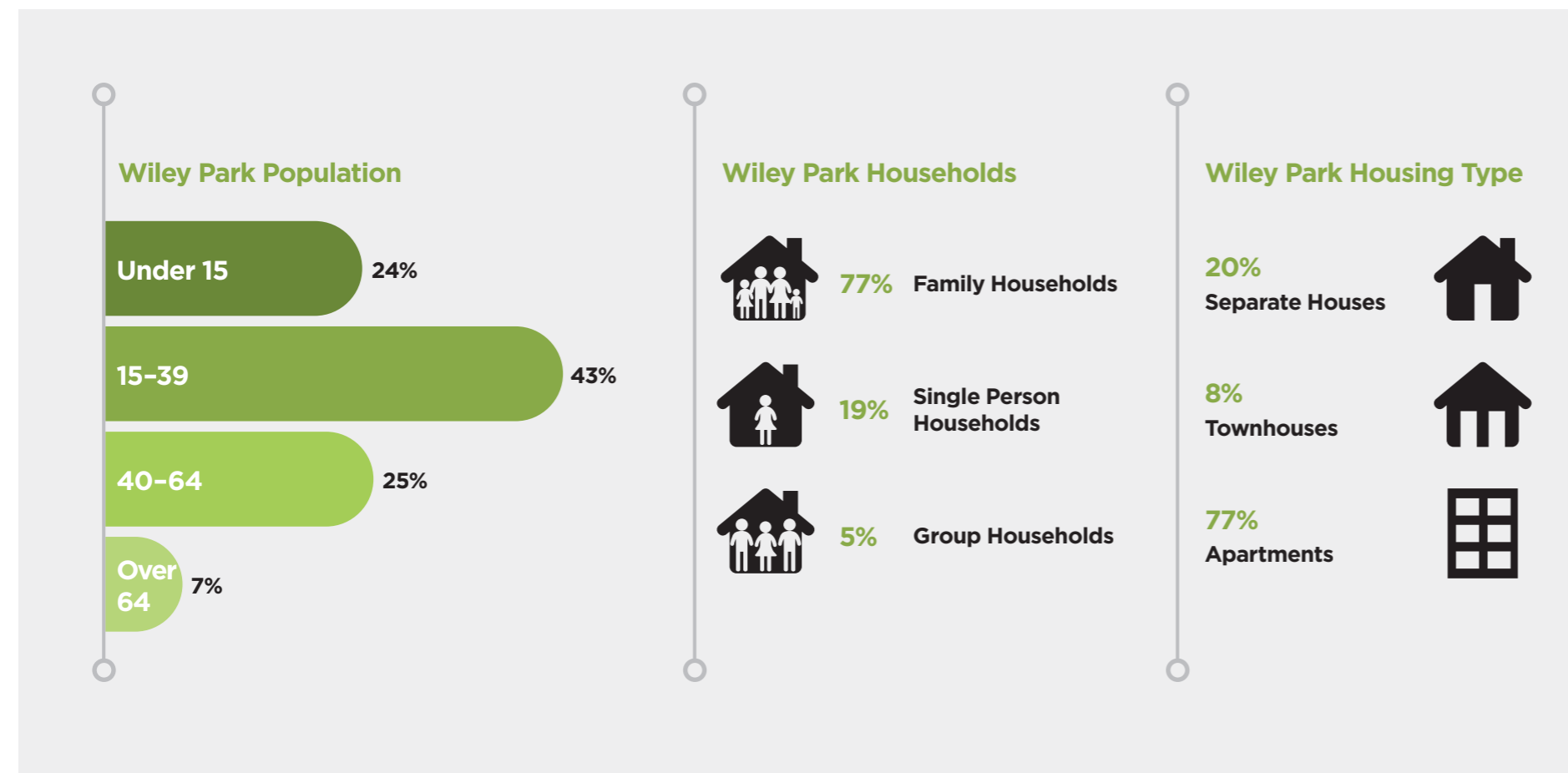


Figure 3: Key demographic facts for the Wiley Park Precinct

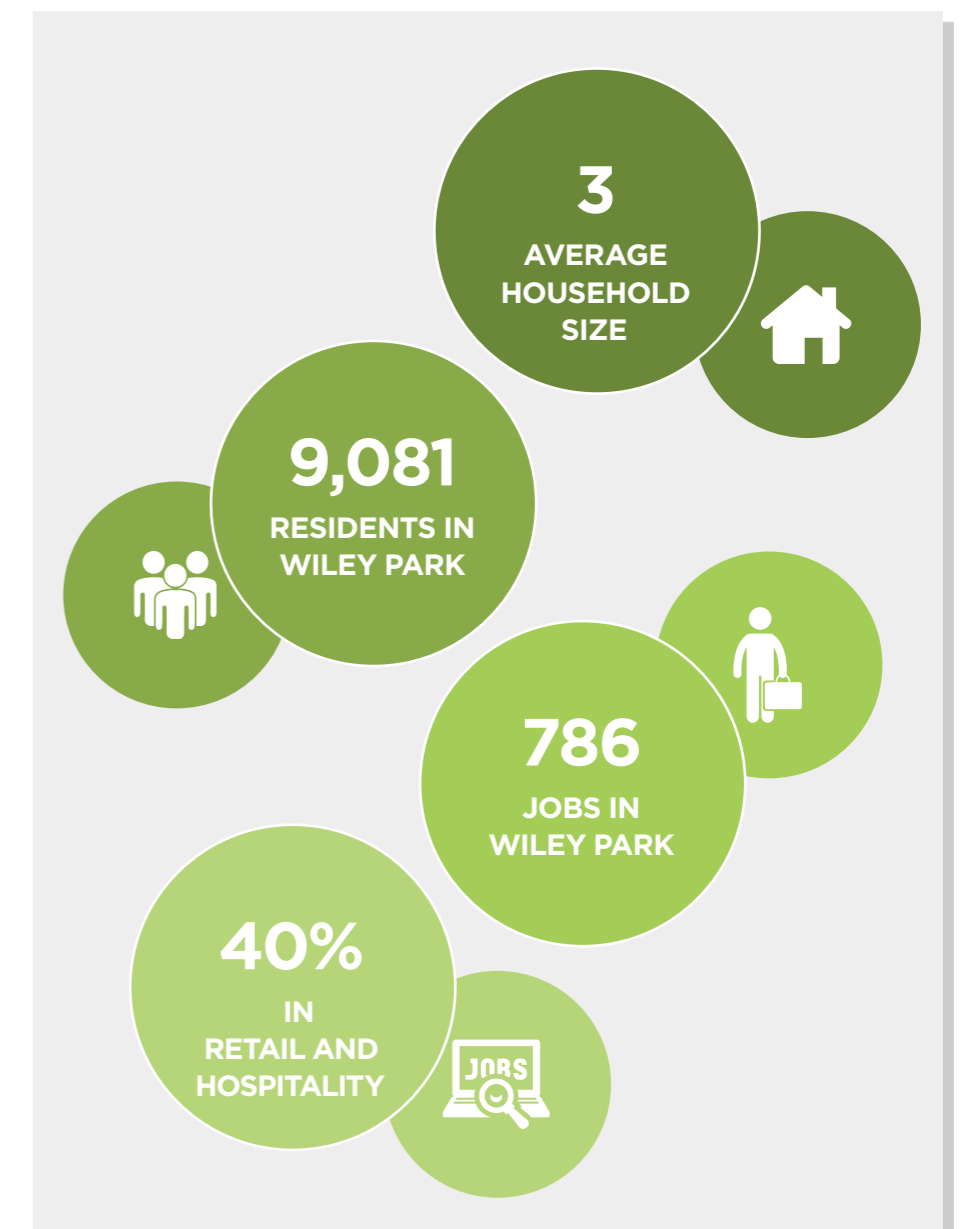


Figure 4: Key demographic facts for the Wiley Park Precinct

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: Wiley Park



Figure 6: The Boulevard, Wiley Park



Figure 7: The Boulevard, Wiley Park



Figure 8: King Georges Road, Wiley Park



Figure 9: Lakemba Street, Wiley Park

Site Context

Transport and Movement

Wiley Park Station is located in the core of the precinct.

The Wiley Park Precinct is dominated by King Georges Road, a 6 lane major north-south arterial road, carrying in excess of 40,000 vehicles per day.

Heavy traffic has significant adverse amenity impacts on the centre and acts as a barrier to east-west pedestrian movement. A clearway on King Georges Road limits on-street retail parking.

Surrounding lower-order streets are in generally arranged in a modified grid form and provide good connectivity.

The precinct has minimal bus services with only two bus routes passing through the precinct, providing local services to Campsie, Roselands and Riverwood.

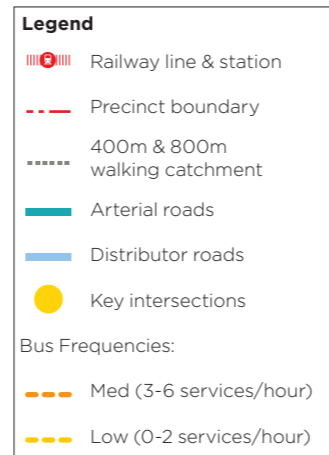


Figure 10: Transport and movement within the Wiley Park Precinct

Walking and Cycling

Wiley Park has a good pedestrian catchment which is largely due to linear, intersecting primary roads and a number of perpendicular secondary streets. Pedestrian crossing points on King Georges Road are reasonable near to the station precinct.

The cycle network is extremely limited in the precinct with a lack of off road, dedicated cycleways connecting to the station.

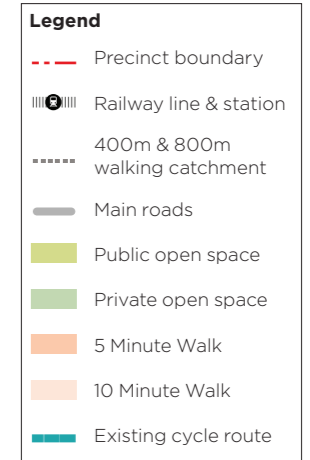


Figure 11: Walking catchment within the Wiley Park Precinct

Open Space and Social Infrastructure

The large Wiley Park is located approximately 600m to the south of the centre.

The higher density residential area to the north-east of the centre has a number of small, local parks used for passive recreation, walking and cycling.

Wiley Park has no significant community and civic facilities. The precinct has a small number of public schools clustered on the southern side of the station consisting of:

- ▶ Wiley Park Girls High School
- ▶ Wiley Park Public School
- ▶ Lakemba Public School.

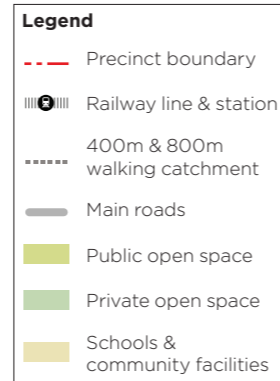


Figure 12: Open space and social infrastructure within the Wiley Park Precinct

Heritage

Wiley Park Railway Station is a local heritage item. It opened in 1938.

The only other local heritage item is a pumping station located in the grounds of the Wiley Park Public School.

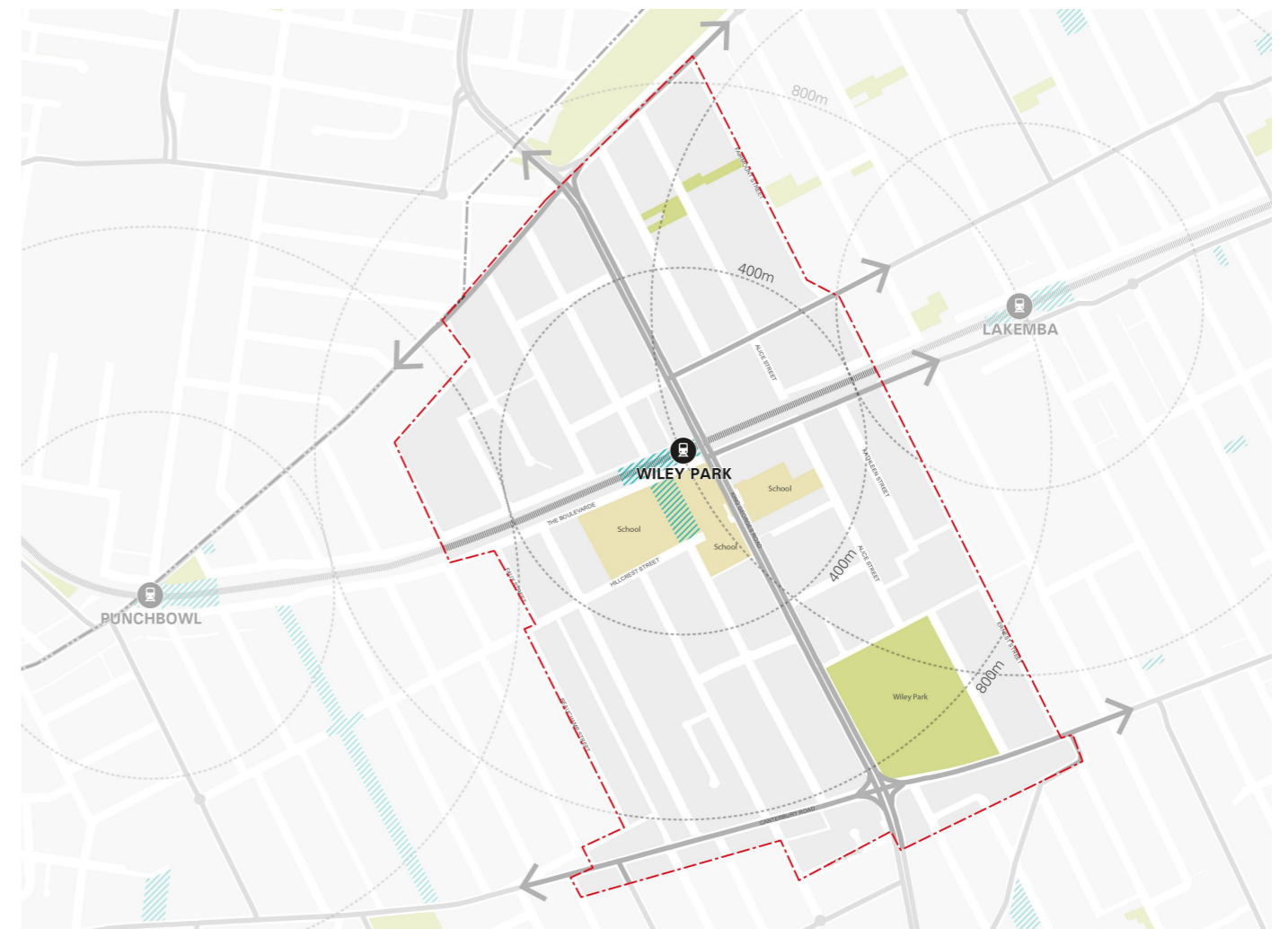
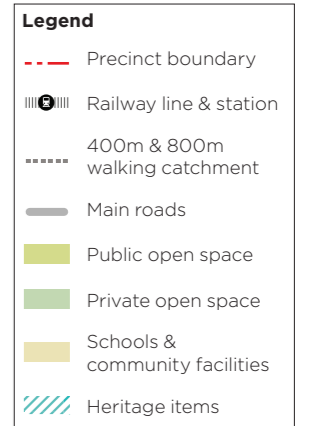


Figure 13: Heritage within the Wiley Park Precinct

Site Context

Strata Title

There are a substantial number of strata titled buildings across the Wiley Park Precinct, including in the eastern, northern and southern areas. This presents a significant constraint to renewal within the precinct.

These strata buildings include two and three storey walk up apartment buildings of old and newer construction.

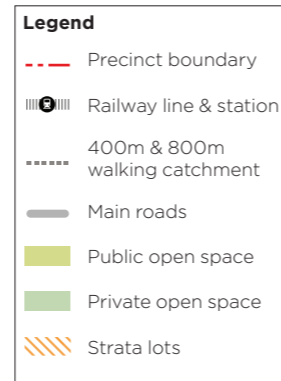


Figure 14: Strata title development within the Wiley Park Precinct

Small Lots

The Wiley Park Precinct is not particularly constrained by small lots. There are a few clusters of small residential lots located on King Georges Road, The Boulevard and around the precinct.

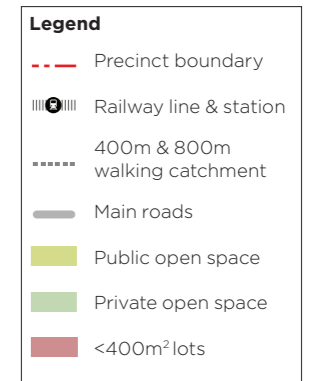


Figure 15: Small lots within the Wiley Park Precinct

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 within the Wiley Park Precinct are:

- ▶ Strata titled apartment buildings – substantial strata titled buildings in the eastern portion of the precinct both north and south of the rail corridor.
- ▶ King Georges Road – substantially impacts on the amenity of the centre.
- ▶ Connectivity – reduced due to the rail corridor and King Georges Road.
- ▶ Weaker housing market – limits the feasibility of redevelopment.

Opportunities

The key opportunities within the Wiley Park Station precinct are:

- ▶ Local amenity – in terms of schools and open space.
- ▶ Encourage new local retail along Lakemba Street – away from the busy King Georges Road.

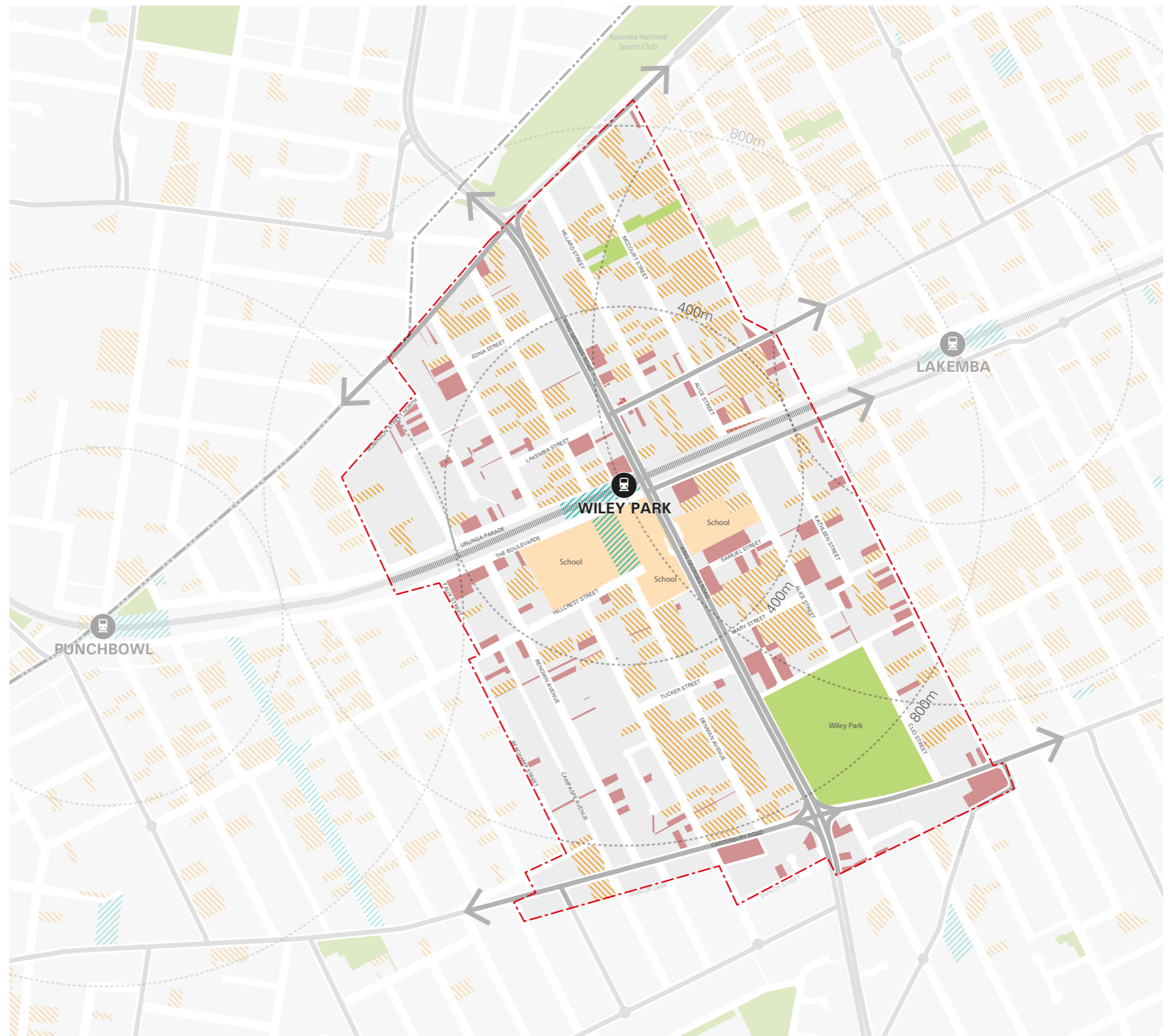
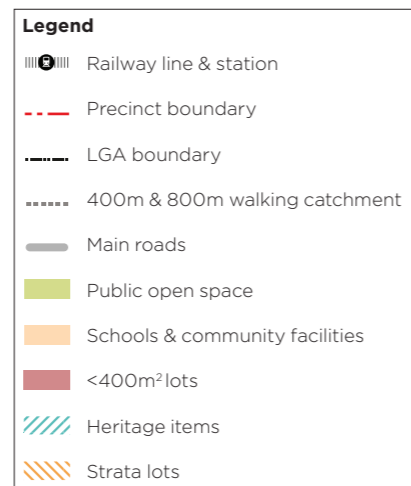


Figure 16: Combined constraints within the Wiley Park Precinct

Built Form



- ▶ Accommodate a mix of low, medium and medium-high rise residential development up to 8 storeys within 400m of Wiley Park Station, and along the rail corridor towards Lakemba.
- ▶ Provide opportunities for taller buildings on key sites near the station that could provide improvements to the public space at street level.
- ▶ Retain the area beyond 400m from the railway 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 the potential for a new pedestrian link over the rail corridor, to the east of the station at Alice Street.
- ▶ Investigate the potential for a new east-west road or pedestrian links in the larger blocks between Alice Street and Ernest Street.

Housing



- ▶ Provide for more housing opportunities within a 400m radius around Wiley Park Station to allow more people to live close to good public transport and amenity.

Jobs



- ▶ Encourage new retail and shopping along the side streets from King Georges Road where better amenity for pedestrians can be achieved.
- ▶ Identify opportunity sites that would be suitable to incorporate a supermarket close to the railway station and town centre.

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.

Community Infrastructure



- ▶ Provide new or enhance existing local community facilities in Wiley Park 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 area around the train station.
- ▶ 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.
 - New local library branch or embellishment of existing library at Lakemba.
 - Extensions to public schools.
 - Enhance existing community health centres outside of the precinct.



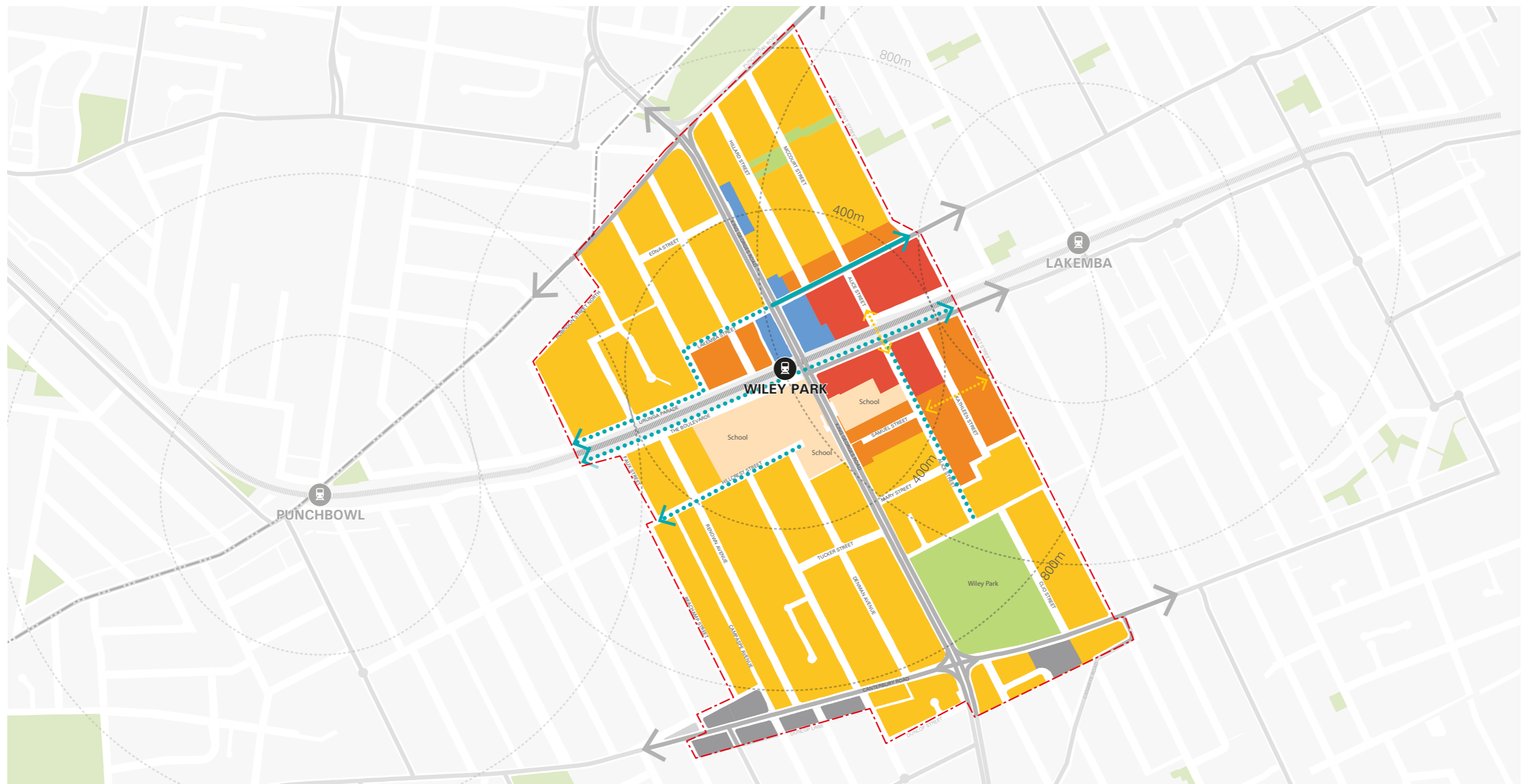
Figure 17: Wiley Park Station

Wiley Park will grow with new housing within easy walking distance of the station and new shops and businesses along Lakemba Street.



Figure 18: Artist's impression of improved cycleways along The Boulevard, Wiley Park

Land Use and Infrastructure Plan



Legend			
	Railway line & station		Single dwelling areas
	Precinct boundary		Low rise housing
	LGA boundary		Medium rise housing
	400m & 800m walking catchment		Medium high rise housing
	Main roads		High rise and mixed use
	Main street shop top housing		Mixed use enterprise corridor
	Potential urban plazas		Public open space
	New or enhanced public open space		Schools & community facilities
	Existing cycle route		Recommended cycle route
	New streets or pedestrian connections		

Figure 19: Wiley Park 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 20: 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 22: 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 24: 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 21: 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, Murrumbidgee.



Figure 23: 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 25: 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

Development in Wiley Park in recent times has generally consisted of new single dwellings and dual occupancies stock. However, new residential apartment developments have been completed in recent times.

The market demand within the area is generally for townhouses and walk-up apartments given the dominance in older building stock within the locality.

Only a small number of developments are projected within the locality. The figure below illustrates the rate of dwelling growth in 5 year intervals.

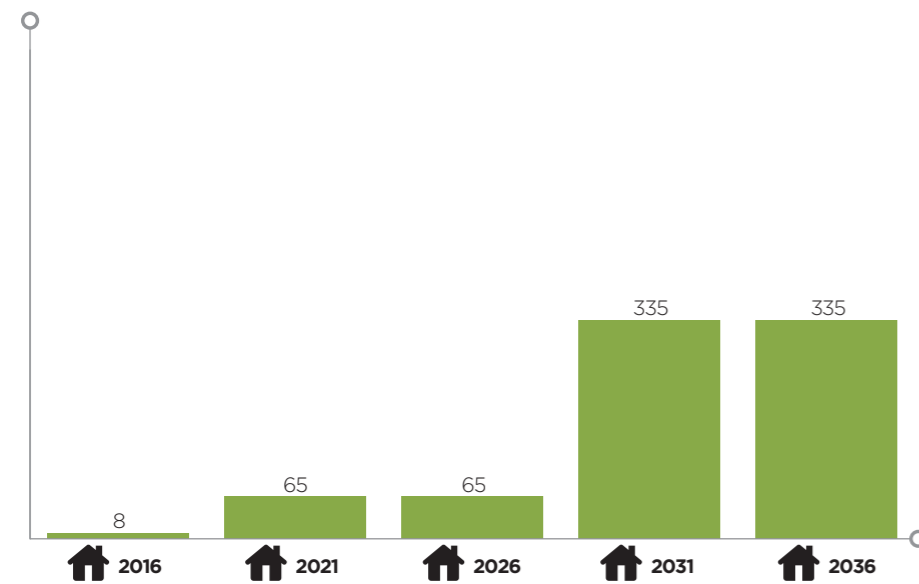


Figure 26: Projected dwelling growth in five year intervals in the Wiley Park Precinct

	2011	2026	2036
Homes	3,045	3,200	3,850
Jobs	786	900	950

Figure 27: Projected dwellings and jobs in the Wiley Park Precinct

Employment

It is anticipated that an additional 164 jobs will be created within the precinct by 2036 (based on Bureau of Transport Statistics forecasts). By 2036, 43% of all employment in the precinct will be in education, health care and public services and 37% in retail and hospitality.

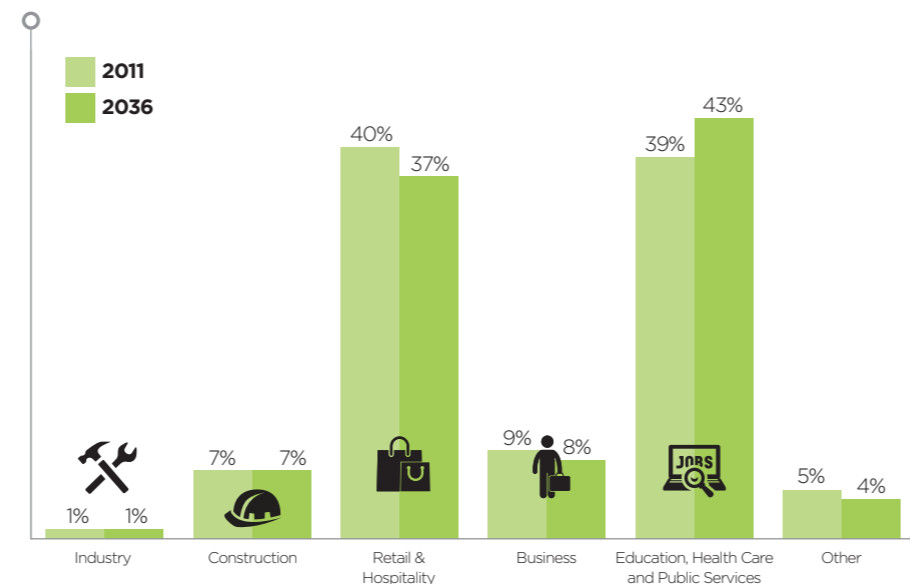


Figure 28: Projected jobs by industry in the Wiley Park Precinct

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.

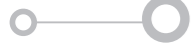
Infrastructure Analysis

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 facilities for stops on King Georges Road.	TfNSW	Detailed planning, timing and thresholds to be investigated by TfNSW as the corridor develops.	TfNSW delivery
Walking & Cycling				
4	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 councils Section 94 Contribution Plan
5	Streetscape works to improve pedestrian amenity, accessibility and safety around the precinct, such as: <ul style="list-style-type: none"> ▶ Improving pedestrian accessibility across King Georges Road. ▶ Decluttering the footpaths on King Georges Road surrounding the station entry. ▶ Improve lighting along the pedestrian path running north of the station. 	Councils	To be determined as corridor develops	Delivery as part of Council's Section 94 Contribution Plan
Parks and Open Space				
6	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				
7	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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