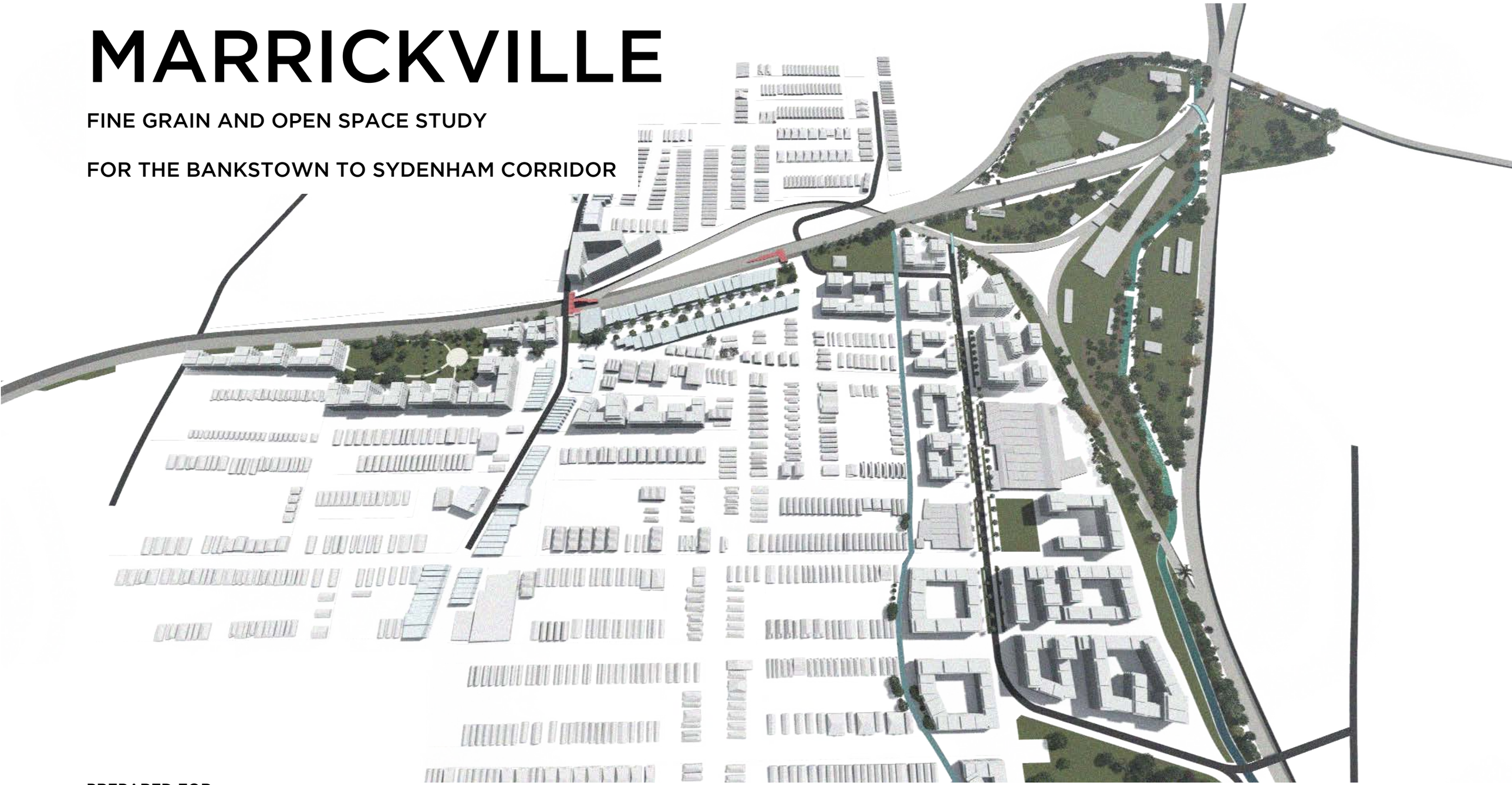
MARRICKVILLE

FINE GRAIN AND OPEN SPACE STUDY

FOR THE BANKSTOWN TO SYDENHAM CORRIDOR



PREPARED FOR

NSW GOVERNMENT | Office of the Government Architect

TYRRELLSTUDIO

1.0

INTRODUCTION

THE MARRICKVILLE FINE GRAIN AND OPEN SPACE STUDY REPORT IS STRUCTURED IN FIVE PARTS.

INTRODUCTION:
THE THREE KEY ELEMENTS OF FINE GRAIN CHARACTER

THIS REPORT IS FOCUSED ON THE EXISTING AND PROPOSED URBAN SYSTEMS OF MARRICKVILLE. IT SEEKS TO IDENTIFY POTENTIAL TO TRANSITION EXISTING FINE GRAIN URBAN VIBRANCY INTO THE NEW GRAIN OF THE URBAN SETTING.

The morphogenesis of the urban fabric of the Sydenham to Bankstown corridor is reflected in fairly distinct phases and typologies.

These phases follow initial land release and subdivision, 60's population growth and the current phase of urban infill. The growth of the corridor is also related to the history of the rail line which over several transformations has allowed greater population growth.

This latest transformation from heavy rail to metro will facilitate the greatest spike in the areas growth since initial subdivision . The latest morphogenesis will be from infill to agglomeration and development of original lots once zoning has been finalised.

This study is primarily focused on the potential transitioning of the existing fine grain main street retail system into future town centre layouts and also the potential relationship between existing open space provision and future position of increased density.

The attitude taken to fine grain activity is that it is an outcome of an urban system that has developed organically over time. Whilst this 'street life' is at risk through rapid development it may be possible to transition the life into the new urban structure with careful planning.

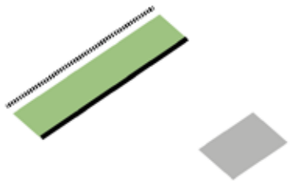
The report covers three key elements of the fine grain in the station precincts;

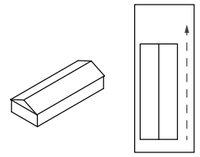
1. Fine grain retail structure.

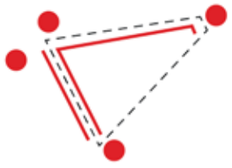
2. Open space provision,

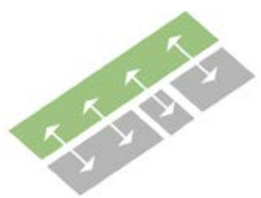
3. Development typologies and their morphogenesis.

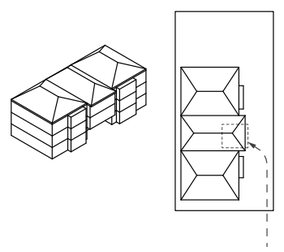
Each of these element will be analysed and strategies proposed to adapt and build upon the existing structure. The report will then provide proposed strategies for key opportunity sites that have been identified.

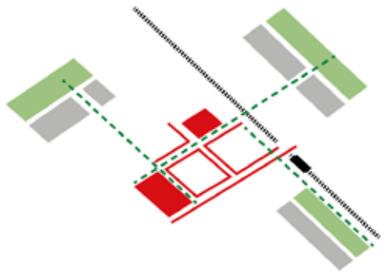


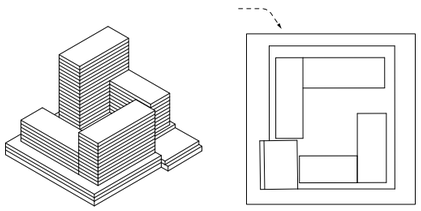












1. FINE GRAIN RETAIL STRUCTURE

2. OPEN SPACE PROVISION

3. DEVELOPMENT TYPOLOGIES AND MORPHOGENESIS

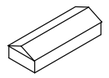
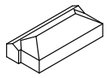
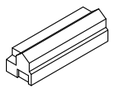
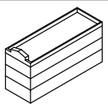
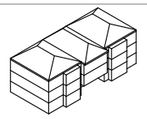
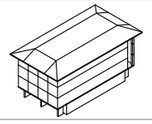
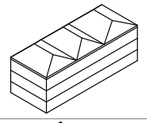
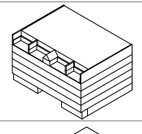
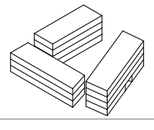
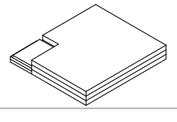
1.1

BUILT FORM TYPOLOGIES

Over time the development typologies have evolved to suit the growth in population and the changing methods of construction.

Apartment developments are more likely to have strata ownership and therefore less likely to be immediate targets for redevelopment.

BUILDING TYPOLOGIES OVER TIME

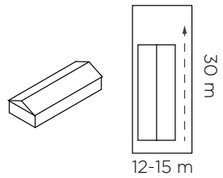
Building Types	Development 1880s +	Development 1960s +	Current development
1		DETACHED DWELLING WITH SIDE DRIVE	
2		DETACHED DWELLING WITH REAR LANE	
3		DETACHED DWELLING WITH FRONT GARAGE	
7		2 STOREY SHOP TOP WITH REAR LANE	
4		WALK-UP APARTMENT WITH SIDE DRIVE	
5		WALK-UP APARTMENT WITH FRONT GARAGE	
6		WALK-UP APARTMENT WITH REAR LANE	
8		SHOP TOP WITH MULTI STOREY	
9		PERIMETER BLOCK WITH MULTIPLE ENTRIES ONE MAJOR VEHICLE ENTRY	
10		LARGE COMMERCIAL BLOCK ANCHORS	

BUILT FORM TYPOLOGIES

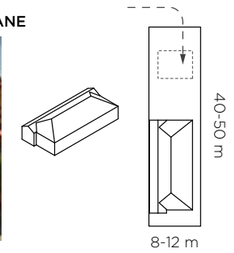
SUB-DIVISION DEVELOPMENT 1880S +

Detached dwelling density: 12-15 / Ha
Terraced dwelling density: 20-40 / Ha

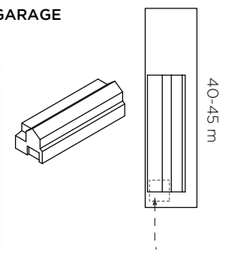
1 DETACHED DWELLING WITH SIDE DRIVE



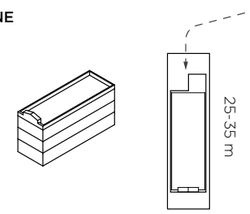
2 DETACHED DWELLING WITH REAR LANE



3 DETACHED DWELLING WITH FRONT GARAGE



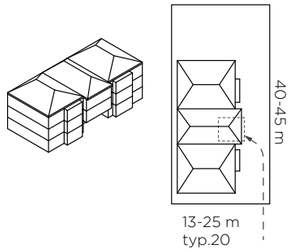
7 2 STOREY SHOP TOP WITH REAR LANE



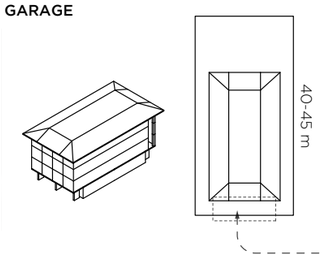
STRATA DEVELOPMENT 1960S +

Low-rise walk-up dwelling density: 60-80 / Ha

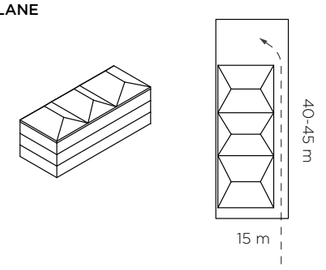
4 WALK-UP APARTMENTS WITH SIDE DRIVE



5 WALK-UP APARTMENTS WITH FRONT GARAGE



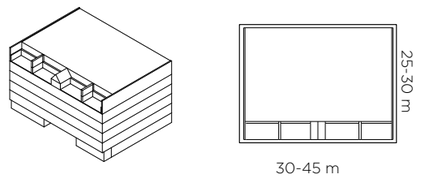
6 WALK-UP APARTMENTS WITH REAR LANE



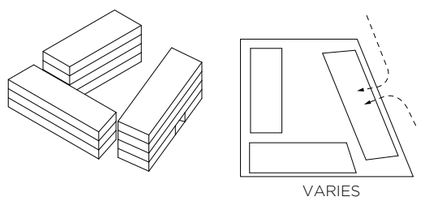
CURRENT DEVELOPMENT

Mid-rise (5-8 storey) dwelling density: 100-160 / Ha

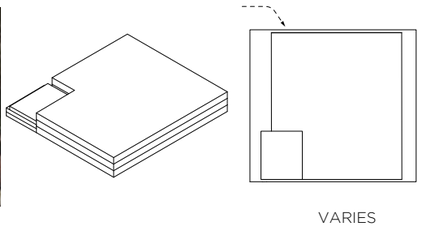
8 SHOP TOP WITH MULTI STOREY



9 PERIMETER BLOCK WITH MULTIPLE ENTRIES ONE MAJOR VEHICLE ENTRY



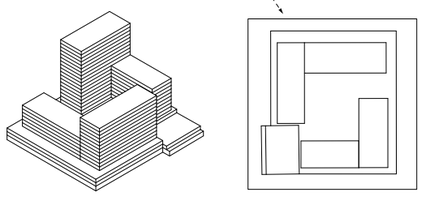
10 LARGE COMMERCIAL BLOCKS ANCHORS



PROPOSED DEVELOPMENT

High-rise (8+ storeys) dwelling density: 300+ / Ha

11 PODIUM AND TOWERS



MARRICKVILLE'S MIXED GRAIN AND BUILDING TYPOLOGIES

1.2

SUBDIVISION PATTERNS

Marrickville's fractured grid pattern has resulted from a series of small parcel subdivisions throughout the late 19th and early 20th century.

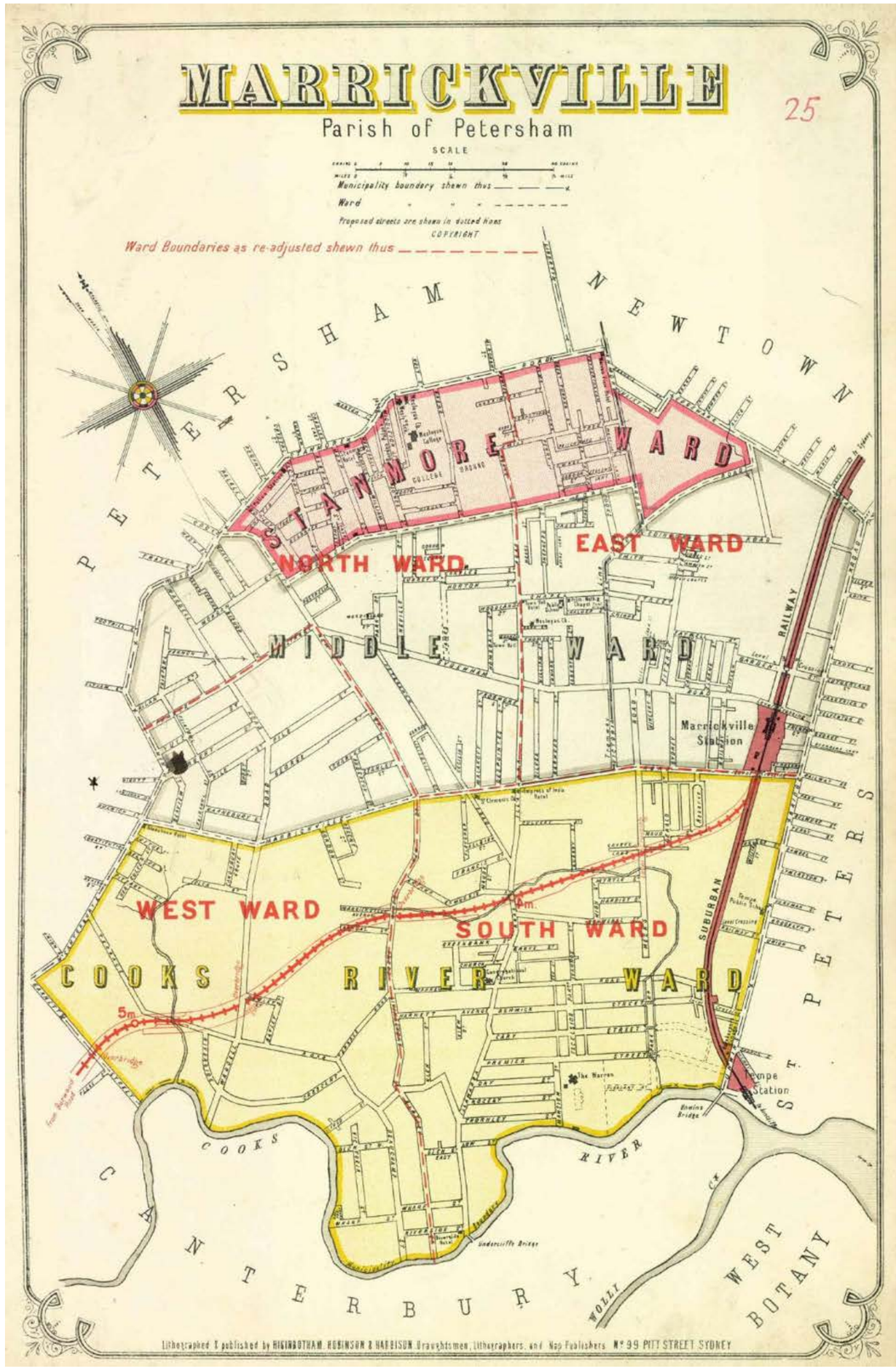
In the 1880s, the station now known as Sydenham Station was originally known as Marrickville Station.

The traditional main street retail strip along Marrickville Road, runs perpendicular to the original Marrickville Station.

When the new Belmore rail line was built circa 1895 (now known as the Bankstown Rail Line) and the new Marrickville Station was constructed, retail began to extend along the length of Illawarra Road between Marrickville Road and the new Marrickville Station.

The Carrington Precinct was originally part of a long length of industrial lands that ran along the rail edge from Sydenham to Tempe. When the new Belmore Rail Line was built circa 1895 (now know as the Bankstown Rail Line) the Carrington Precinct was split into a smaller area of industrial lands area, separated by the rail lines from the rest of Sydenham.

A large amount of housing and development had already occurred along the rail corridor priority to the 1895 Belmore Rail Line. This explains why so much of the rail line along this length today is very narrow and is backed onto rear fences of private property, in contrast to most of the rail line between Campsie and Bankstown where there are streets or lanes along the length of the rail line.



MARRICKVILLE 1943

MARRICKVILLE ROAD
TRADITIONAL HIGH STREET
TO SYDENHAM STATION
(FORMERLY MARRICKVILLE STATION)

MCNEILLY PARK IS
LOW LYING
UNDEVELOPABLE LAND

RESIDENTIAL EXTENDS
TO CARRINGTON ROAD

CARRINGTON PRECINCT
SPLIT FROM SYDENHAM
BY RAIL LINE

MARRICKVILLE 2016

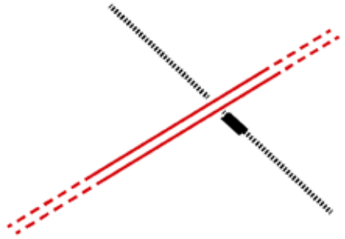
RETAIL EXTENDED FROM
MARRICKVILLE ROAD TO
MARRICKVILLE STATION

CARRINGTON PRECINCT
EXTENDED INTO
RESIDENTIAL
NEIGHBOURHOOD

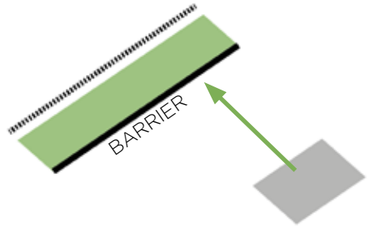
2.0

PRINCIPLES OF THE THREE KEY ELEMENTS OF FINE GRAIN CHARACTER

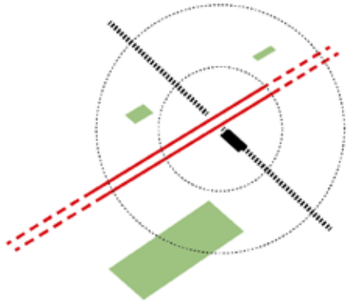
EXISTING CHARACTER



There is a vibrant fine grain retail strip along Marrickville Road. The activity diminishes with distance from station. The retail structure also does not relate well to any of the public open spaces in the area.

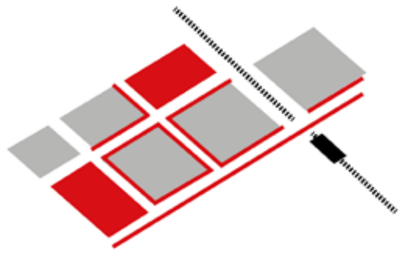


Some existing open space of Marrickville is under-performing and underutilised. The access and built form relationships to open space are often poor and open space is not located near areas of density

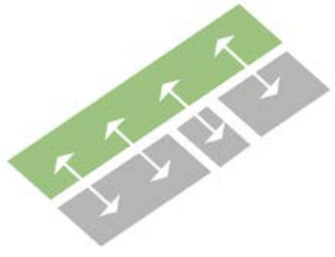


It is often difficult to provide an adequate provision of open space close to the station. Station-centric or transit oriented development is not always located close to open space.

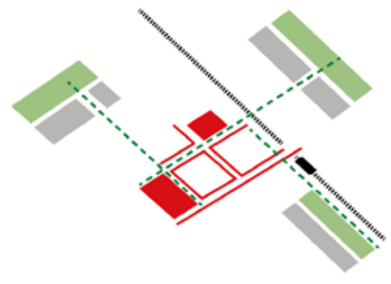
PROPOSAL



The existing retail could transition from being a strip supported by the station and fading with distance, to being a network connecting to new densities of people and reinvented public open spaces.



Density can be distributed along under performing open space. This will support open space upgrading and prompt the creation of a high performance connected network of open space throughout the neighbourhood.



As well as station centers, high quality neighbourhoods could be encouraged to develop around open space and provide improved links and inter-modal connections directly to stations and retail centres.

RETAIL STRUCTURE

OPEN SPACE PROVISION

DEVELOPMENT TYPOLOGIES

2.1

RETAIL STRUCTURE

TRANSITION RETAIL STRIPS TO NEW RETAIL SYSTEMS BASED ON NEW ANCHORS AND FINE GRAIN RETAIL, SUPPORTED BY HEIGHTENED DENSITIES

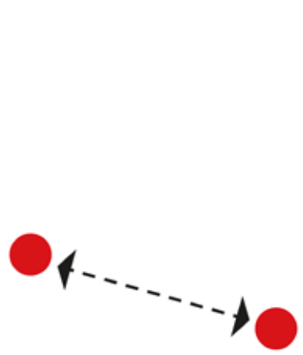
There is an existing pattern of successful fine grain retail along the main streets. This will either fail as development intensifies, or must be encouraged to transition to a new system, with a short window to rehouse the fine grain.

The systems integrate the main strip into a cluster of anchors around the station, rather than allowing activity to dissipate further away.

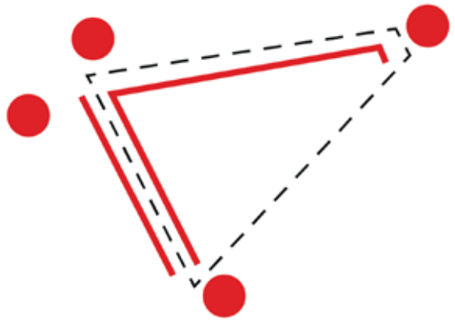
To create new system;

- establish a conservative quantum of street retail and potential retail anchors based on projected population growth.

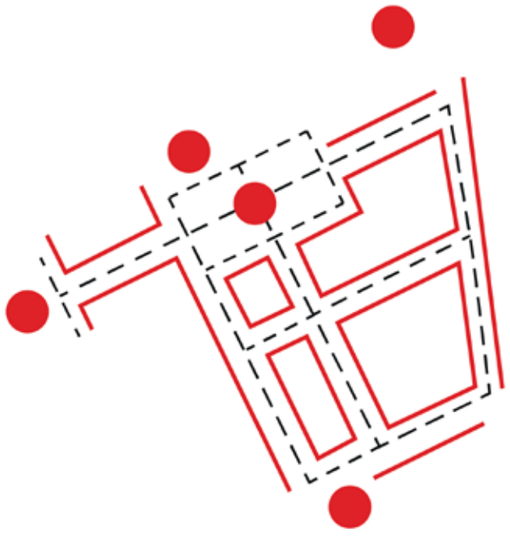
- strategically zone for retail such that the energy and street life can transition to new, more sustainable forms; from main street structure to a cluster of offerings.



RETAIL DUMBBELL



RETAIL LOOP



RETAIL GRID

EVOLUTION OF THE RETAIL STRUCTURE

MARRICKVILLE PROJECTIONS FOR 2036:

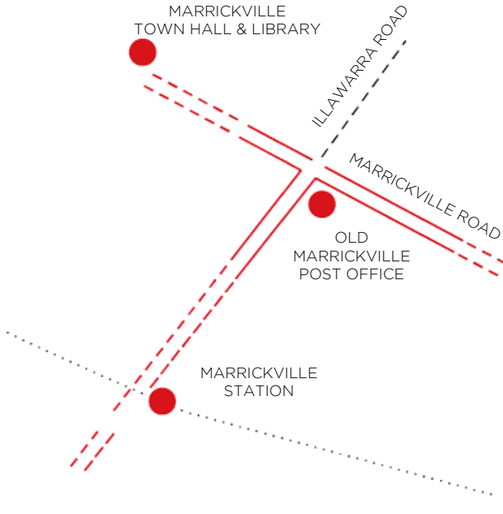
1,400 *ADDITIONAL JOBS*
assuming 50% will require new commercial space, at 10sqm / employee additional required floorspace is approximately 7,000sqm.

7,000sqm *ADDITIONAL COMMERCIAL / OFFICE SPACE*

4,000 *ADDITIONAL DWELLINGS*
conservatively at 2 residents per dwelling will provide housing for approximately 8,000 additional residents.

8,000 *ADDITIONAL RESIDENTS*
Supporting 0.5sqm / person is approx. 4000sqm additional local strip retail, which equates to approximately 400m additional retail frontage.

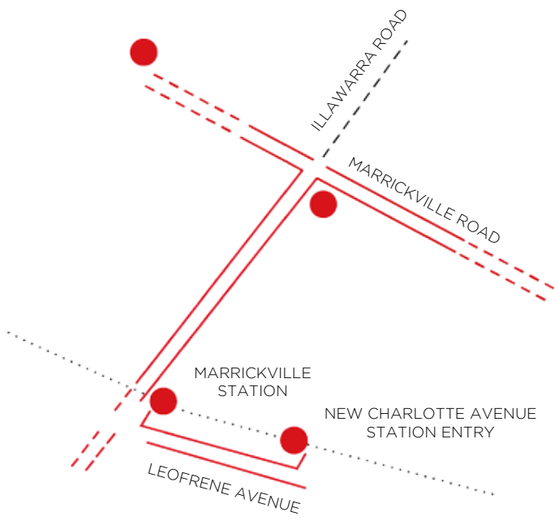
400m *ADDITIONAL LOCAL STRIP RETAIL FRONTAGE*
and a couple of larger footprint stores in the Carrington Rd precinct such as a small supermarket



EXISTING RETAIL STRUCTURE

Marrickville's existing retail structure is a "T" formation with its locus at the intersection of Marrickville Road and Illawarra Road.

The three important sites that frame Marrickville's retail structure are Marrickville Station, the old Marrickville Post Office site, and Marrickville Town Hall and Library.



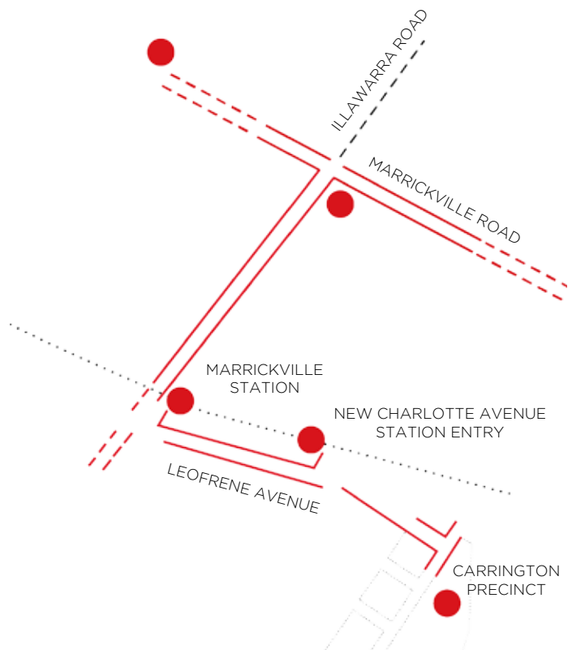
NEW STATION ANCHOR

The new Marrickville station should aim to strengthen the retail life around the station and along Illawarra Road, not compete with it.

To do this, ground level retail could be extended along Leofrene Avenue.

A strong link should be created between the Carrington Rd precinct, the new Charlotte Avenue station entry and plaza, and new plaza at Illawarra Rd station entry.

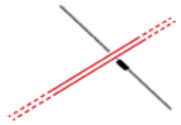
The new station entry at Charlotte Avenue will be the main station entry for new residents in the Carrington Precinct. If a separate retail or mixed use zone was created in the centre of the new Carrington precinct it would draw all street activity away from Illawarra Rd and risk competition between the two centres.



NEW CARRINGTON ANCHOR

New retail provision for the Carrington Precinct should build upon the existing Marrickville retail structure rather than create a separate competing retail structure. Retail for the Carrington Precinct should make use of Leofrene Avenue and Victoria Road to create life around the station. Commercial and retail uses to be located only at the northern end of the Carrington Precinct.

Fine grain retail tenancies (5-8m wide frontages) located along Leofrene Avenue and Myrtle Street, linking the Carrington Precinct with the station entries and Illawarra Rd.



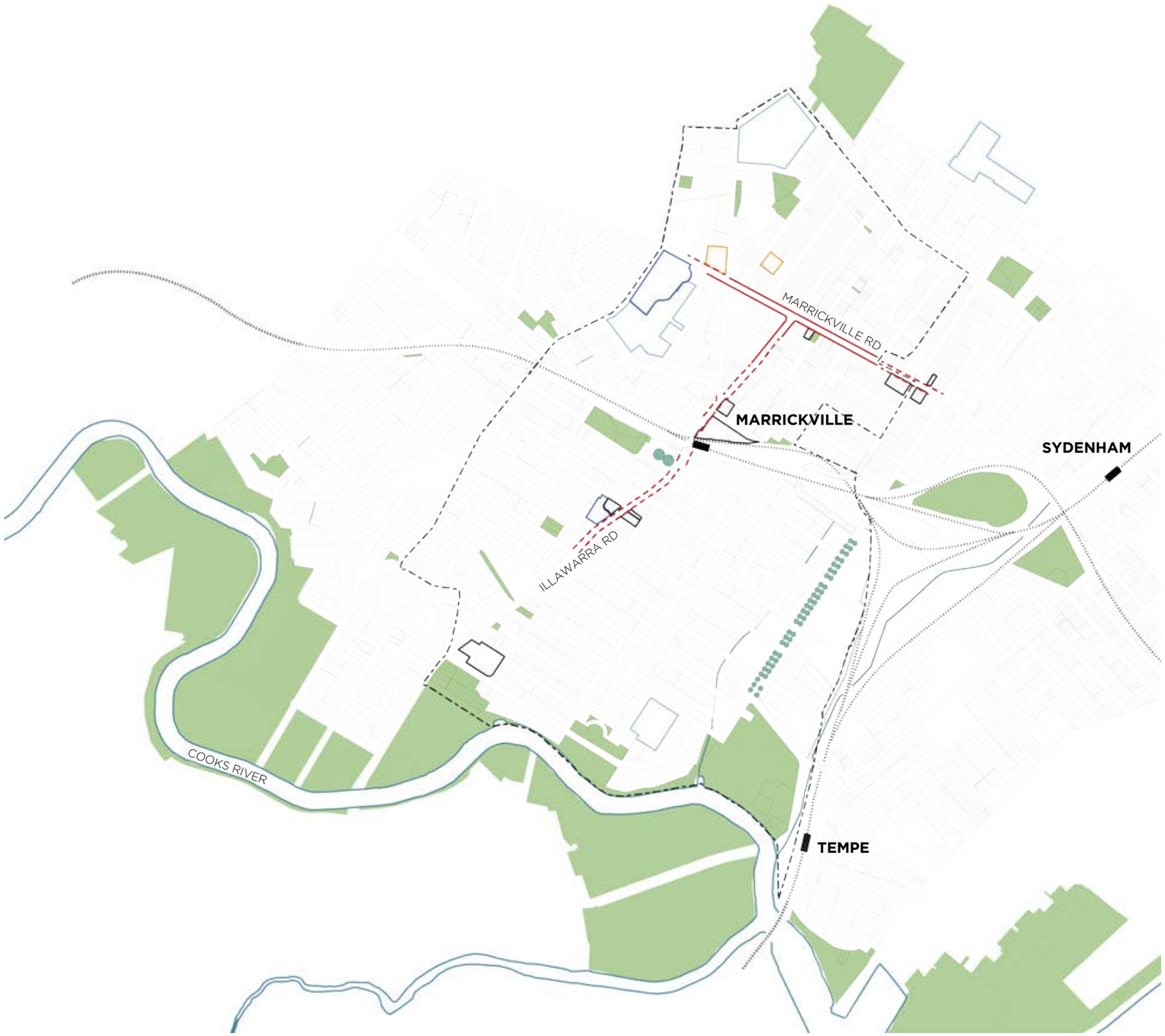
EXISTING

RETAIL STRUCTURE

There is a vibrant fine grain retail core along Marrickville Road, the historic main street of Marrickville.

When the Bankstown Rail Line was first built in 1895, Marrickville Station was built and drew retail down Illawarra Road between Marrickville Road and Marrickville Station. This retail strip is intermittent, with a mix of existing cottage housing and multistorey shoptop housing.

Intermittent retail extends along Illawarra Road south of Marrickville Station to the Woolworth's supermarket which acts as an anchor tenancy for the retail strip.



LEGEND

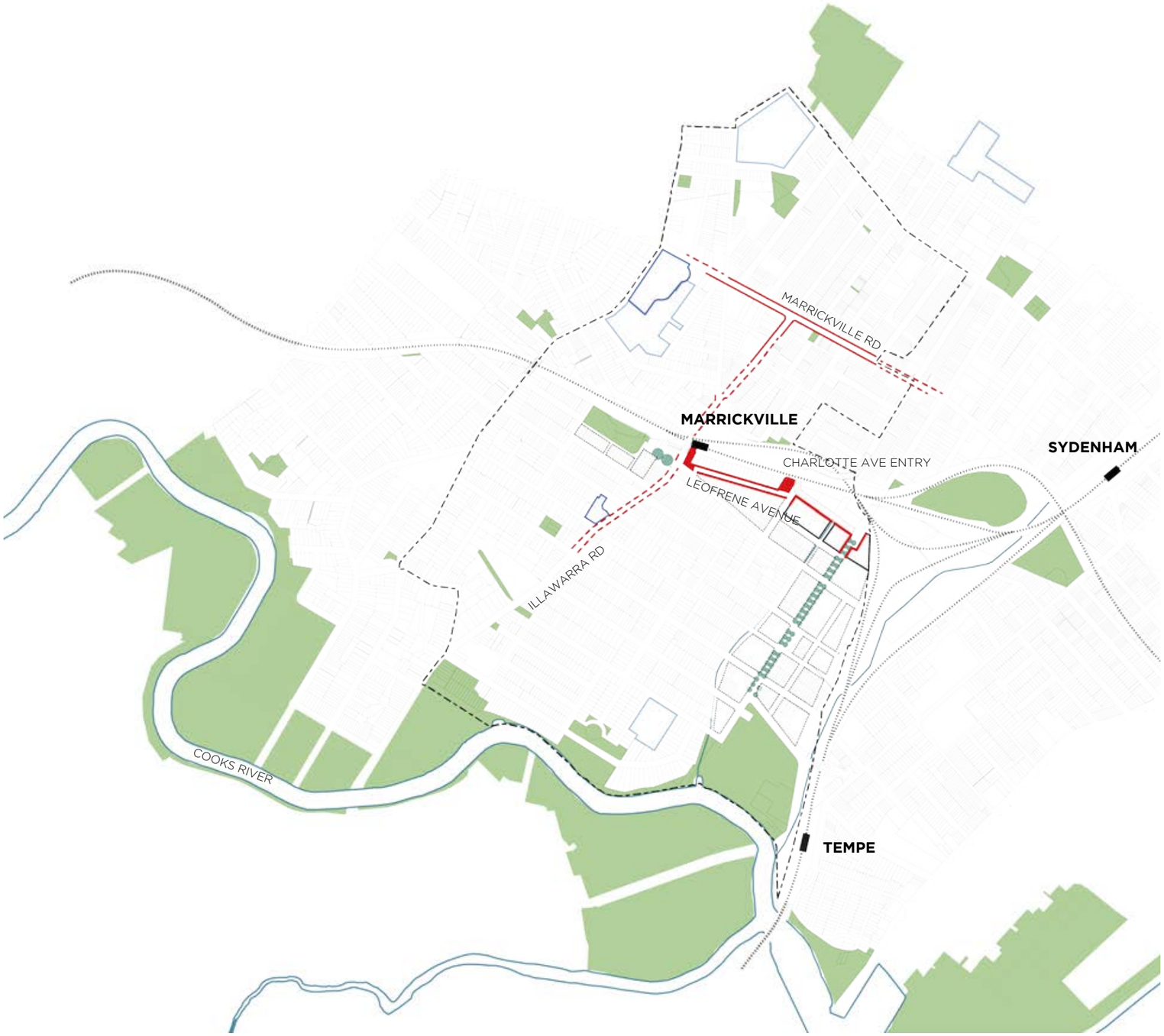
- Existing Open Space
- Train Station Entry
- Core Retail
- Intermittent Retail
- Recent Shoptop and Multistorey Housing
- Existing Rail Lines
- School
- Churches
- Community Facility
- Canal
- Existing Trees

PROPOSED

RETAIL STRUCTURE

The new station entry at Charlotte Avenue sets up a dual station entry structure. Leofrene Avenue runs between the two station entries and has the potential to be configured as a retail dumbbell structure along Leofrene Avenue in order to support and extend the existing retail hierarchy.

The retail in the Carrington Precinct should be focused along the northern edge of the precinct to continue the retail strip between the Charlotte Avenue station entry.



LEGEND

- Existing Open Space
- Train Station Entry
- Retail Square
- Core Retail
- Intermittent Retail
- Recent Shoptop and Multistorey Housing
- Existing Rail Lines
- School
- Churches
- Community Facility
- Canal
- Existing Trees

2.2

EXISTING
OPEN SPACE STRUCTURE

The Open Space structure in Marrickville is fragmented and under-performing. The majority of the open space is on the periphery of development precincts and in areas of undevelopable land in low lying flood prone areas, along the river edges and along the rail corridors. There is some small open spaces in the centre of Marrickville and a deficiency of open space in the mid zone between the centre and the river and rail corridors on the periphery.

LEGEND
- Existing Open Space
- Train Station
- Open Space Deficiency
- Existing Rail Lines
- School
- Church
- Canal
- Existing Trees

PROPOSED
OPEN SPACE STRUCTURE

There is potential to unlock large open space areas through creative fencing and bridging strategies along the edges of the rail and water easements.

A series of connected new open spaces along the rail corridor edges between Marrickville Station and Fraser Park off the potential to provide new open space and improve pedestrian and cycle access between Marrickville and Sydenham.

There is the opportunity to provide a number of linear open space corridors between the Cooks River and Marrickville Station through the Carrington Precinct.

Providing linear open space corridors along the Carrington Precinct also provide improved walking and cycle access between Tempe and Marrickville Stations.

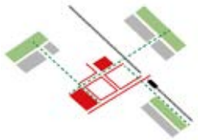
Although the Carrington Precinct lies just outside the typical walking radius of Marrickville Station, development in this location adjacent to untapped amenity provides better living conditions for future populations.

LEGEND

- Existing Open Space
- New Open Space
- Train Station
- Proposed Retail Structure
- Existing Rail Lines
- School
- New Development
- Station Concourse
- Canal
- Existing Trees

19. DECEMBER.2016

TYRRELLSTUDIO



PROPOSED

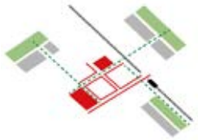
OPEN SPACE STRUCTURE
PEDESTRIAN & BIKE NETWORK

There are a number of existing pedestrian and cycle connections through Marrickville along Carrington Road, Petersham Road and the Cooks River.

The new development in the Carrington Precinct has the potential to provide excellent pedestrian and cycle connections between Marrickville Station, Tempe Station and the Cooks River.

LEGEND

- Existing Open Space
- New Open Space
- Train Station
- Existing Rail Lines
- School
- Private Open Space
- Station Concourse
- Canal
- Existing Trees
- New Trees
- Pedestrian and Cycle Connection



PROPOSED

OPEN SPACE STRUCTURE
BUS NETWORK

The major bus routes in Marrickville are along Marrickville Road and Illawarra Road. There is potential to develop an Intermodal bus connections that extends into the Carrington Precinct to improve access between development along amenity, stations & retail centres.

LEGEND

- Existing Open Space
- New Open Space
- Train Station
- Existing Rail Lines
- Existing Major Bus Route
- Existing Minor Bus Route
- Proposed Bus Route
- School
- Church
- Station Concourse
- Existing Trees

19. DECEMBER.2016

TYRRELLSTUDIO

2.3

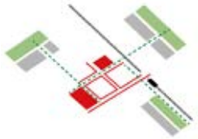
EXISTING DEVELOPMENT STRUCTURE

New and recent developments in Marrickville have mainly occurred opportunistically on the periphery of retail strips where shoptop multistorey housing has been developed on larger or combined lots. Some large lots in the centre near Marrickville Station have also been developed with multistorey housing.

The small detached housing lots combined with walk-up apartments under strata on larger lots means there has been little redevelopment that has occurred in Marrickville in recent times.

LEGEND

- Existing Open Space
- Train Station
- Retail
- Existing Rail Lines
- School
- Private Open Space
- Community Facility
- Shoptop with Multistorey housing
- Canal
- Existing Trees



PROPOSED DEVELOPMENT STRUCTURE

There is potential to structure new development to occur adjacent to existing and proposed open spaces. New development along McNeilly Park, Victoria Road and the Carrington Precinct.

Development in the Carrington Precinct can be focused along the rail edge and should also integrate varied building type and scale throughout the precinct to continue the varied grain character of Marrickville's housing. Reusing heritage buildings within the Carrington Precinct will also provide added diversity to the new development.

LEGEND

- Existing Open Space
- Train Station
- Retail
- Existing Rail Lines
- School
- Church
- Community Facility
- New Development of heritage buildings
- New Development
- Canal
- Existing Trees

19. DECEMBER.2016

TYRRELLSTUDIO

MARRICKVILLE

KEY OPPORTUNITY SITES

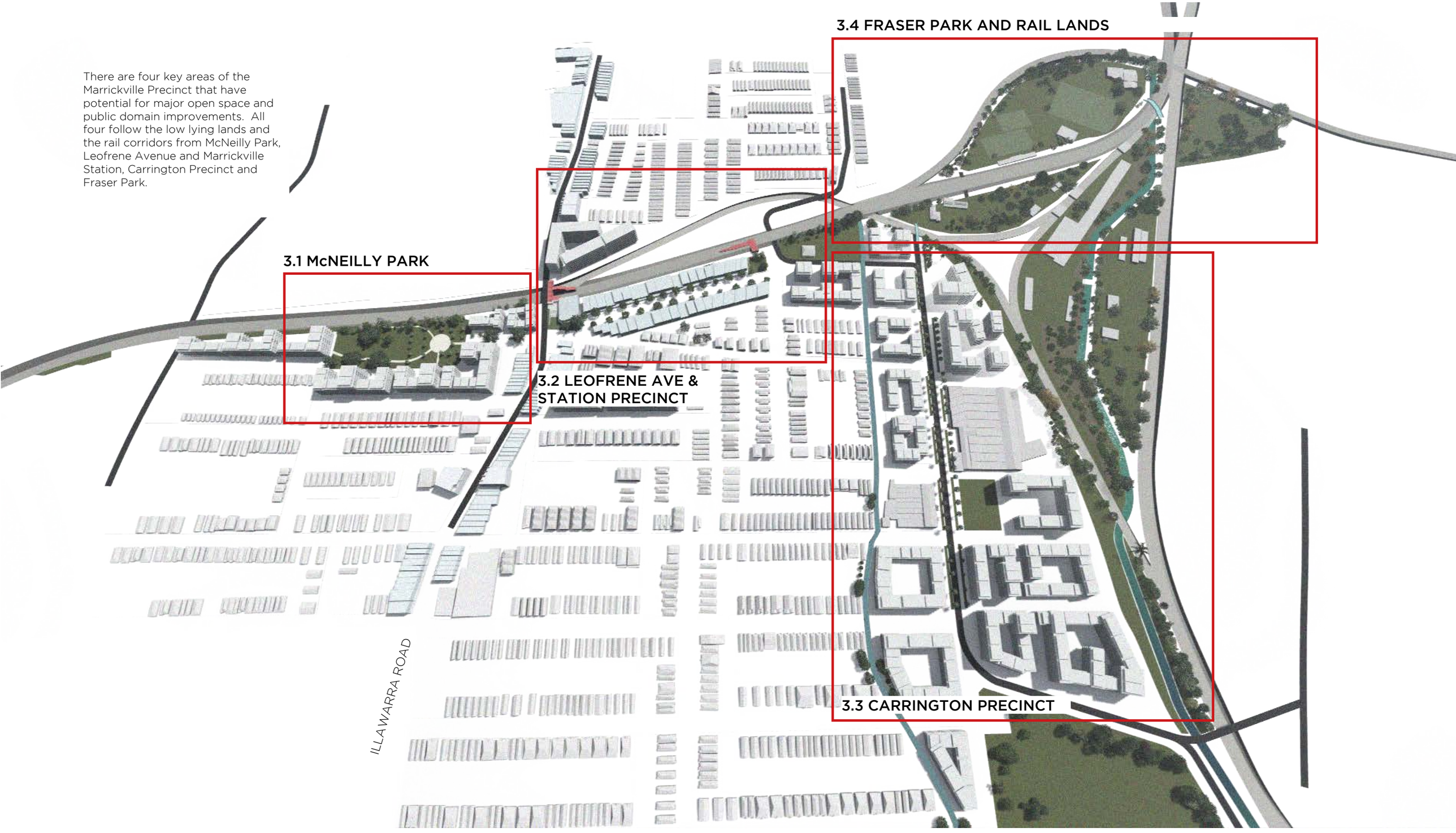
3.1 McNEILLY PARK

3.2 LEOFRENE AVENUE & STATION PRECINCT

3.3 CARRINGTON PRECINCT

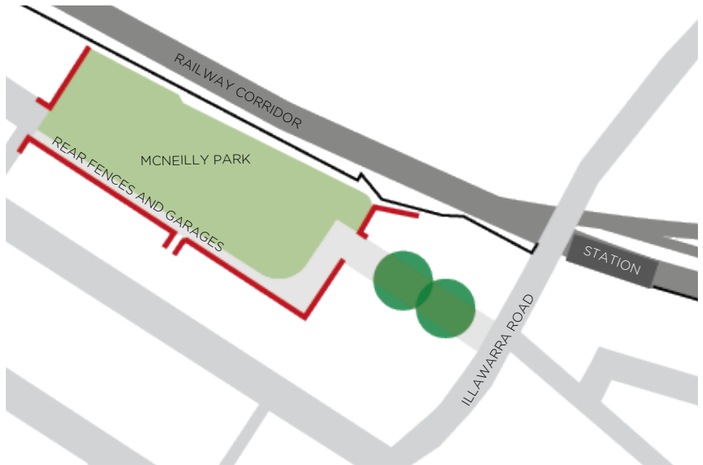
3.4 FRASER PARK & RAIL LANDS

There are four key areas of the Marrickville Precinct that have potential for major open space and public domain improvements. All four follow the low lying lands and the rail corridors from McNeilly Park, Leofrene Avenue and Marrickville Station, Carrington Precinct and Fraser Park.

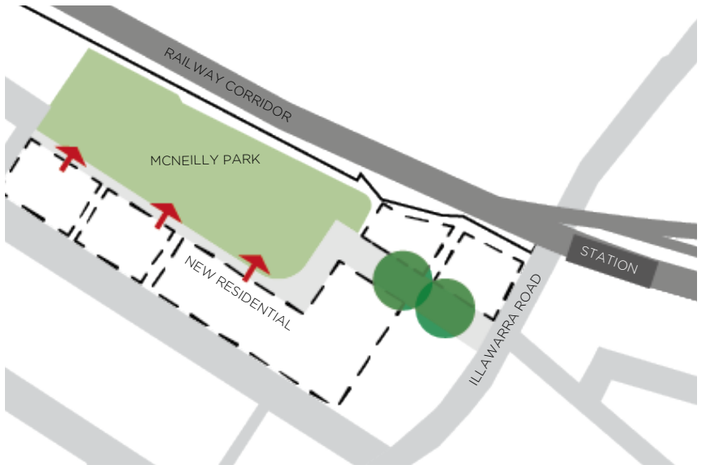


3.1

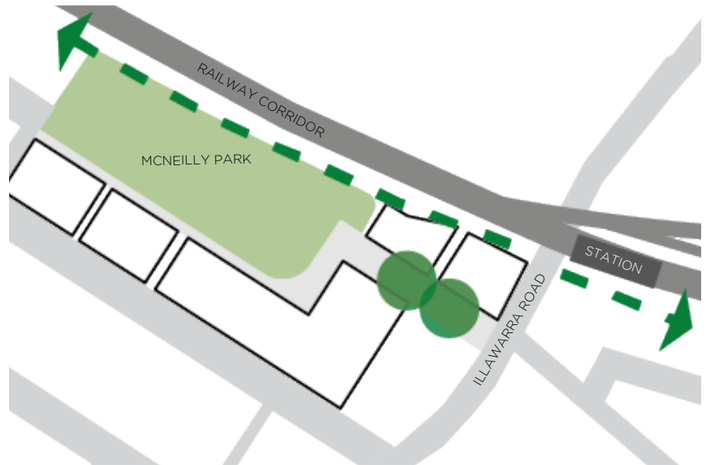
OPPORTUNITY SITE: McNEILLY PARK



Rear Fences and garages dominating the park edges and the park is separated from station and poor access across Illawarra Road



New residential dwellings to address the park at the ground floor level

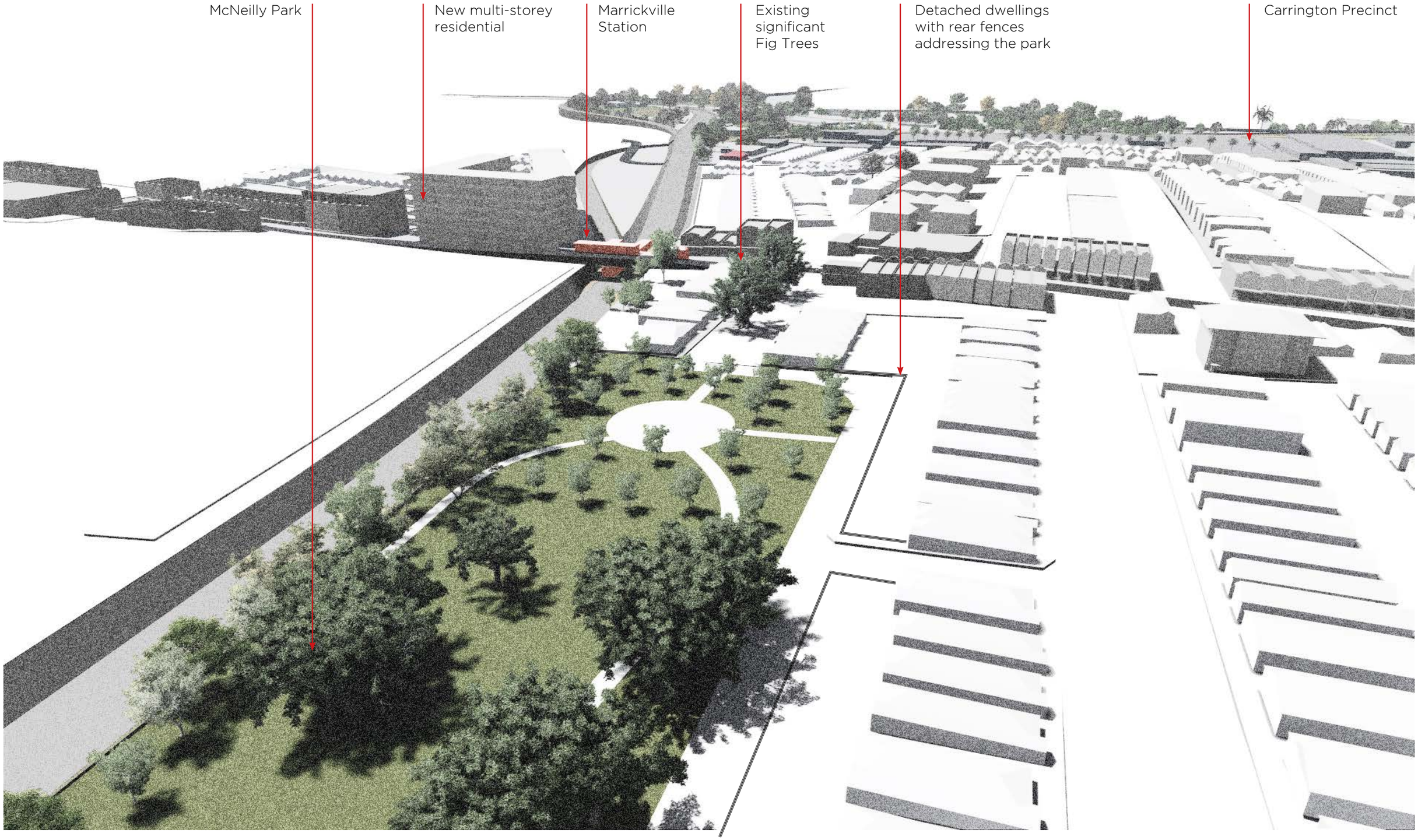


Continue Green Link along rail edge from McNeilly Park under Illawarra Road to Marrickville Station and beyond

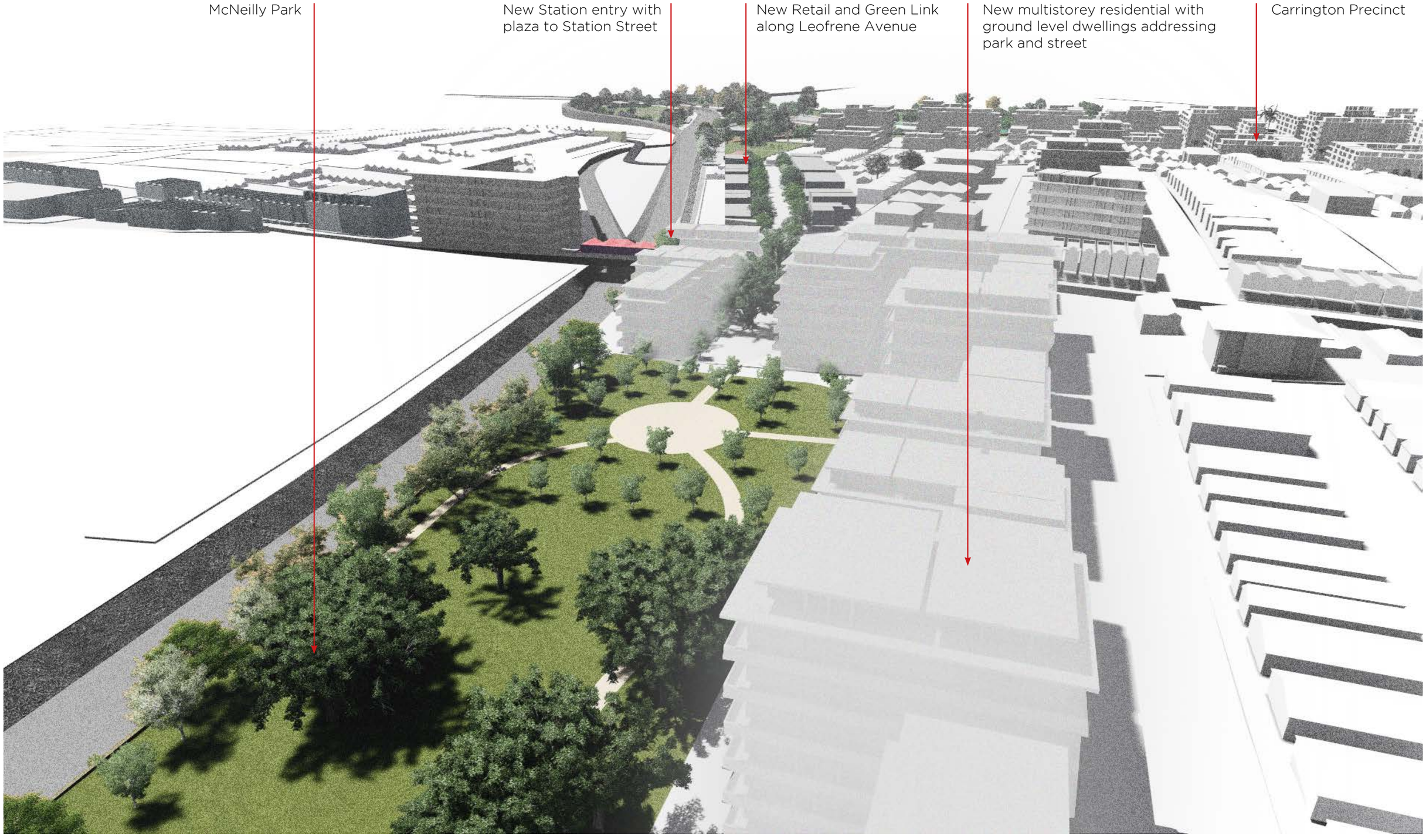
Warburton Street between McNeilly Park to Illawarra Road. The existing figs should be used as a starting point to build a green link between McNeilly Park to the Carrington Precinct.

The typical relationship between McNeilly Park and the adjacent development. Rear garages and fences provide a poor relationship. New development should provide a residential address to the open space.

MCNEILLY PARK: CURRENT

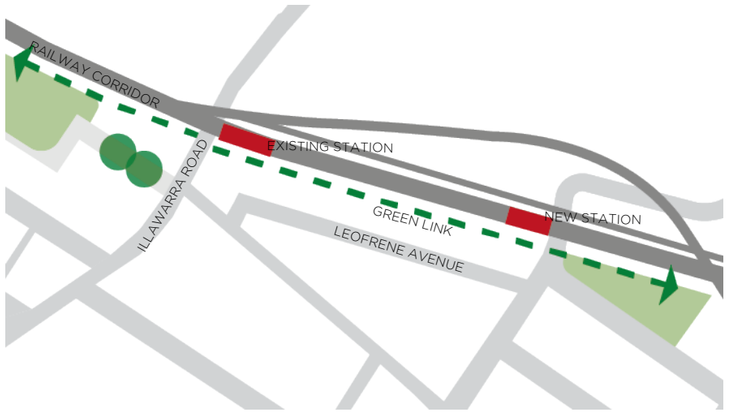


MCNEILLY PARK: FUTURE

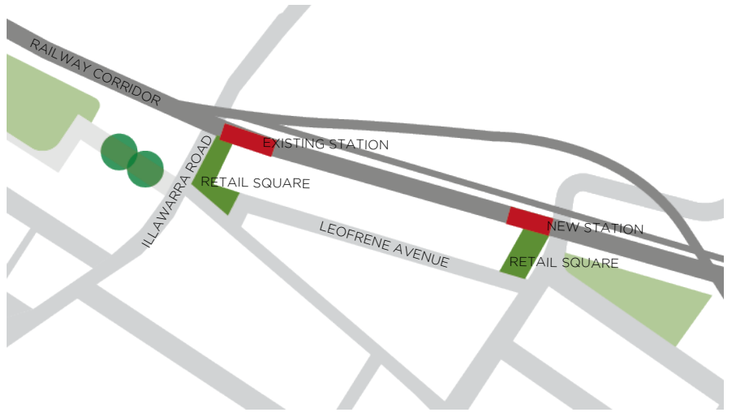


3.2

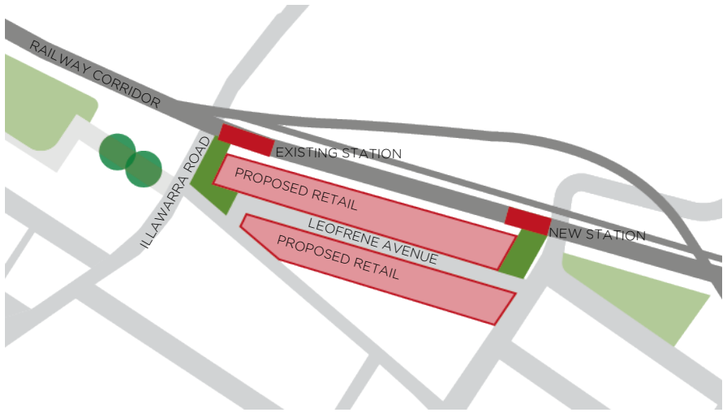
OPPORTUNITY SITE: LEOFRENE AVENUE & STATION PRECINCT



Continue green link along rail line from McNeilly Park to Fraser Park. Make use of underutilise rail easement land and provide a tunnel link under Illawarra Road to Marrickville Station.



Create a new public square at the intersection of Illawarra Road and Leofrene Avenue that creates a new generous retail square and entrance to Marrickville Station.



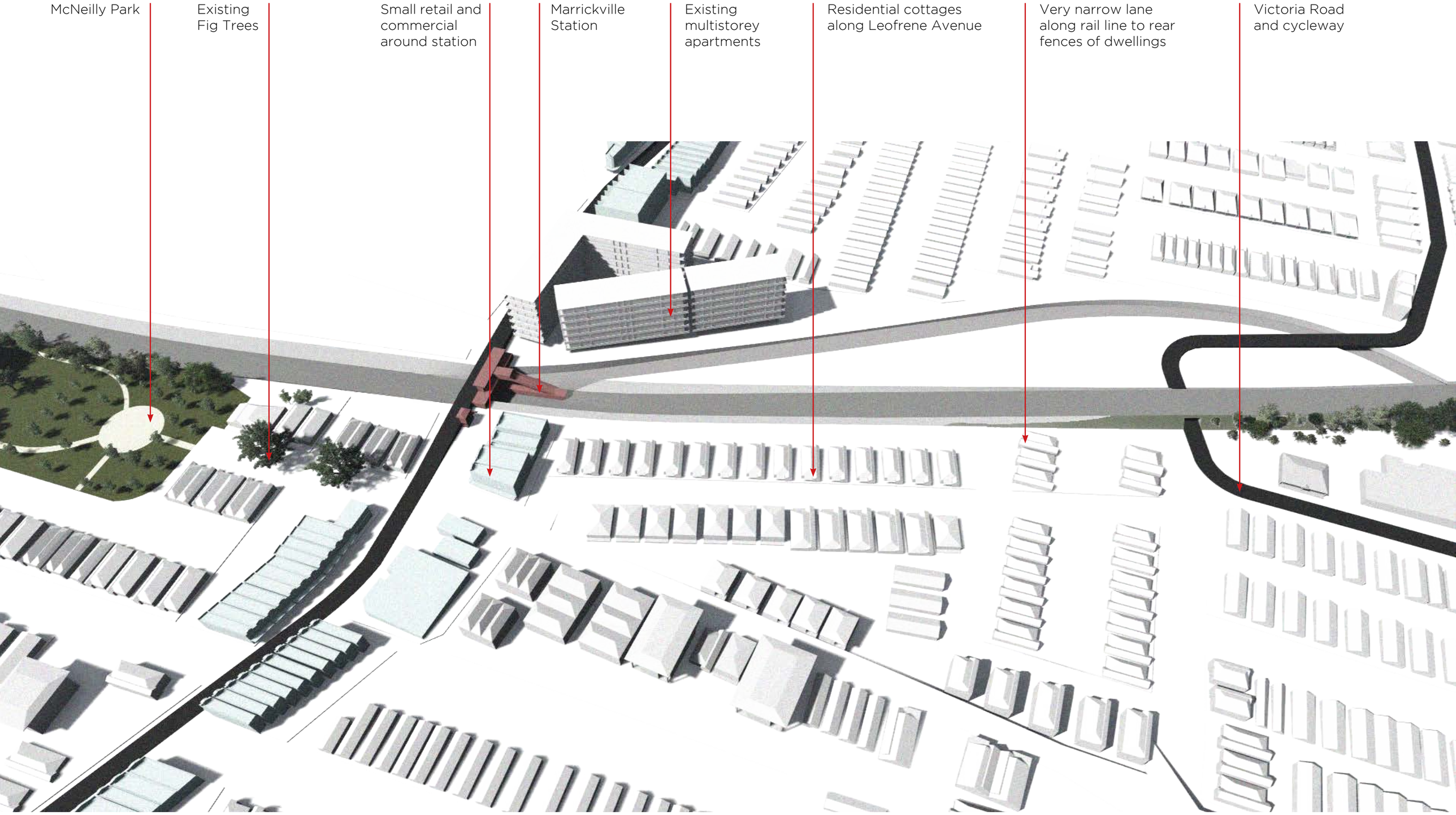
With the new station entry at Charlotte Ave, extend retail and new shoptop housing down Leofrene Street to build upon Marrickville's retail structure and cluster new retail with existing. Do not create a new competing retail centre in the Carrington precinct as this risks the viability of the existing retail around Marrickville Station.

Extend shade tree planting along Leofrene Avenue from existing Figs from Warburton Street to Leofrene Street to Charlotte Ave

This should include planting at the new square at Marrickville Station and opens views between Leofrene Avenue and McNeilly Park

Marrickville Station entry from Illawarra Road has a poor pedestrian address. A new plaza and entry into the station and an improved retail edge will draw new residents from the Carrington Precinct into the area.

LEOFRENE AVENUE: CURRENT



LEOFRENE AVENUE: FUTURE

McNeilly Park

Existing Fig Trees

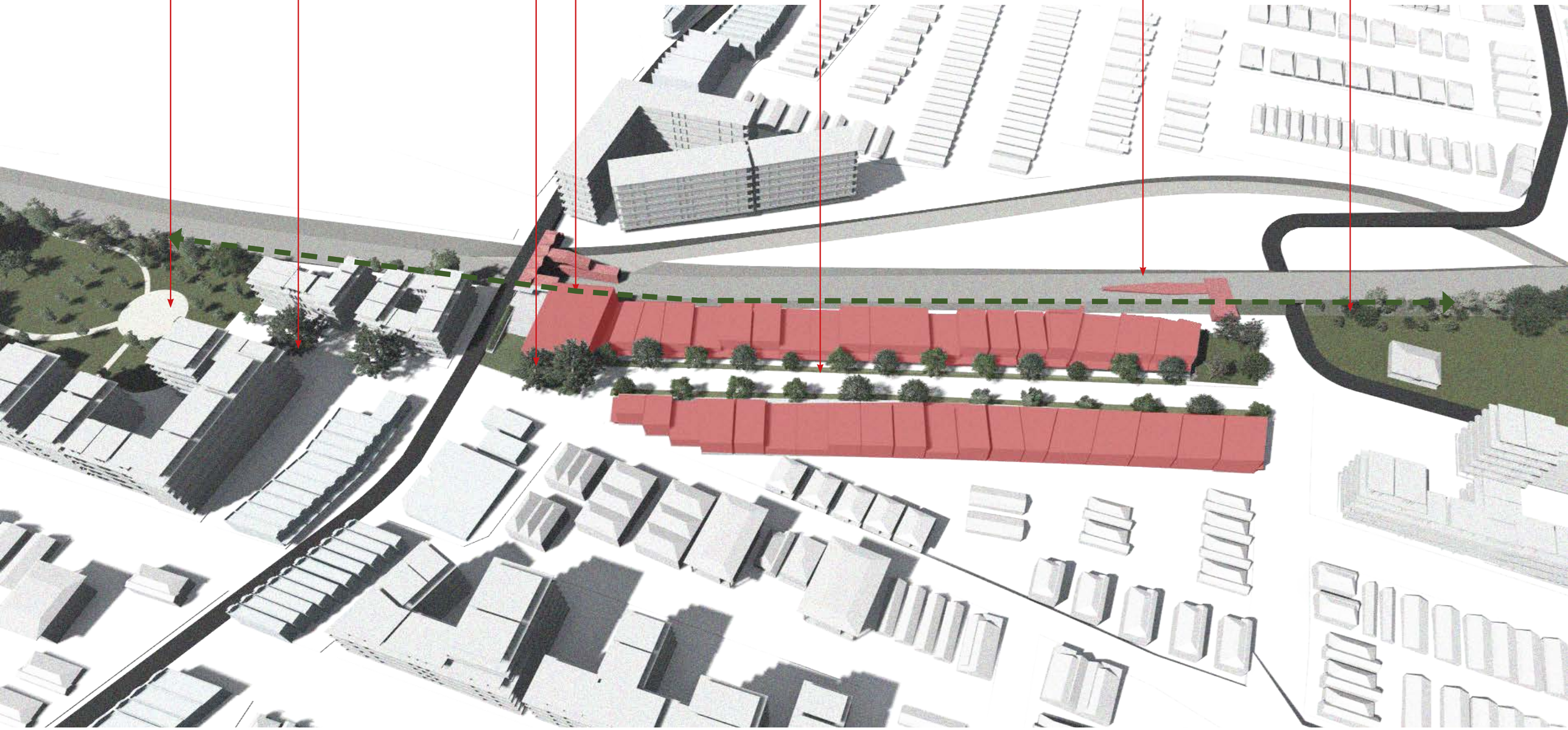
Extend shade trees along Leofrene Avenue and to new square at Marrickville Station

Green Link along rail edge from McNeilly Pk, under Illawarra Road and along rail station edge

New retail and shoptop housing along Leofrene Avenue to build upon Marrickville's retail centre

New Charlotte St Entry to Marrickville Station

Continue Green link over Victoria Road to Carrington Precinct



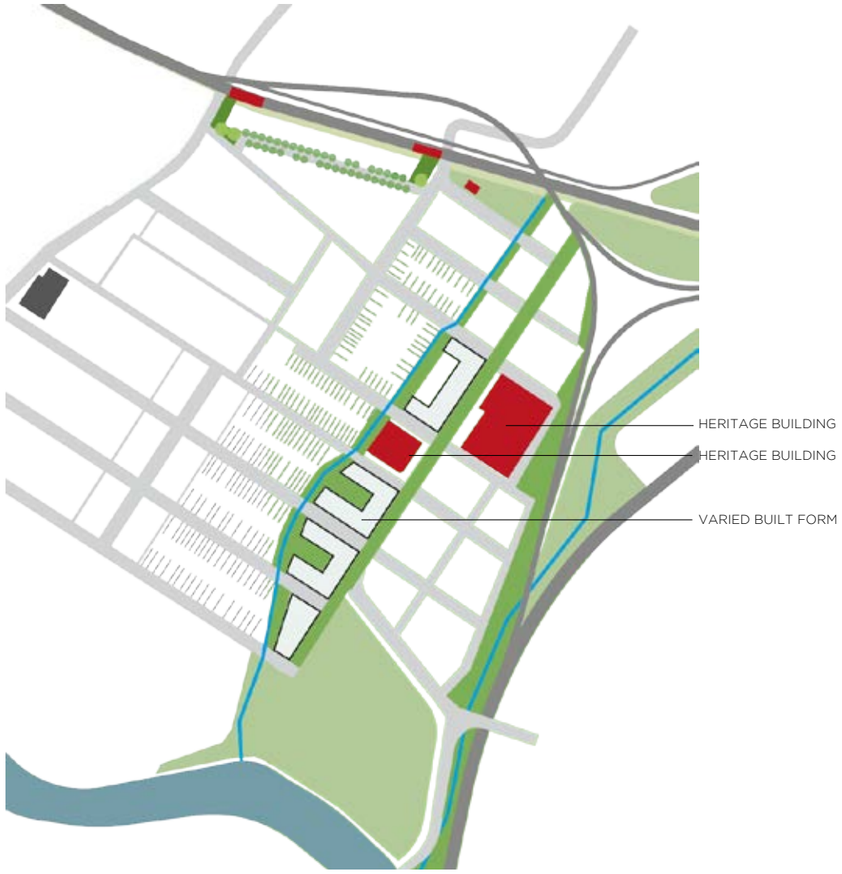
3.3

OPPORTUNITY SITE: CARRINGTON PRECINCT

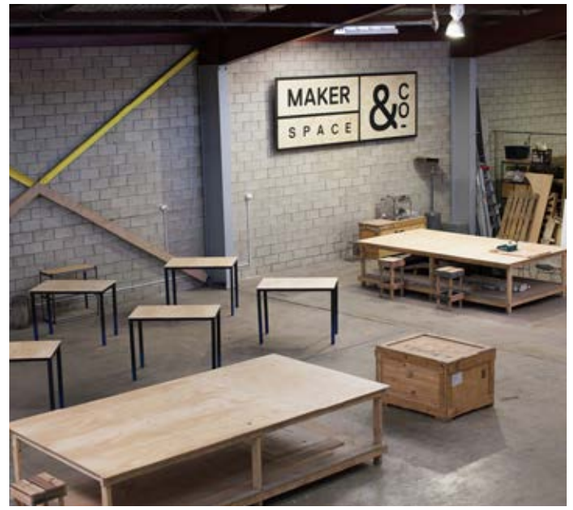
Limit retail to northern extent of Carrington Precinct along Victoria Road. This will help to draw residents into the existing Marrickville centre and station precinct.

Investigate alternate ground floor uses to the Carrington Precinct where residential is not possible due low lying flood prone land.
There is potential to create a live/work community in the heart of the Carrington Precinct. Well located and connected to retail along Warren Rd. Work space for startups, shared workspaces and workshops have potential to keep the life of the light industrial precinct and provide an active and vibrant ground level in the precinct, while being complimentary uses to new residential above.

Create three open space links through the Carrington Precinct
1. Rail line edge to Cooks River
2. Carrington Road
3. Junction Street and stormwater canal



Vary built form scale to merge into adjacent Marrickville grain. Marrickville has a varied built form scale from single and two storey cottages to multi storey apartment blocks.



Due to much of the Carrington Precinct being located within the 1:100 year flood zone, ground floor levels will not be able to be residential.

To continue the life of the existing light industrial of the Carrington Precinct, the ground floor areas of the Carrington Precinct should seek to provide street life and activity throughout the day.

Creative industry shared spaces such as Marrickville's MakerSpace &co (above) provides shared spaces for design, making and support for artists and startups. This type of commercial enterprise would be ideal to include into the life of the Carrington Precinct.

CARRINGTON PRECINCT: CURRENT

Mackey Park

Stormwater channel to Cooks River

Light industrial warehouses

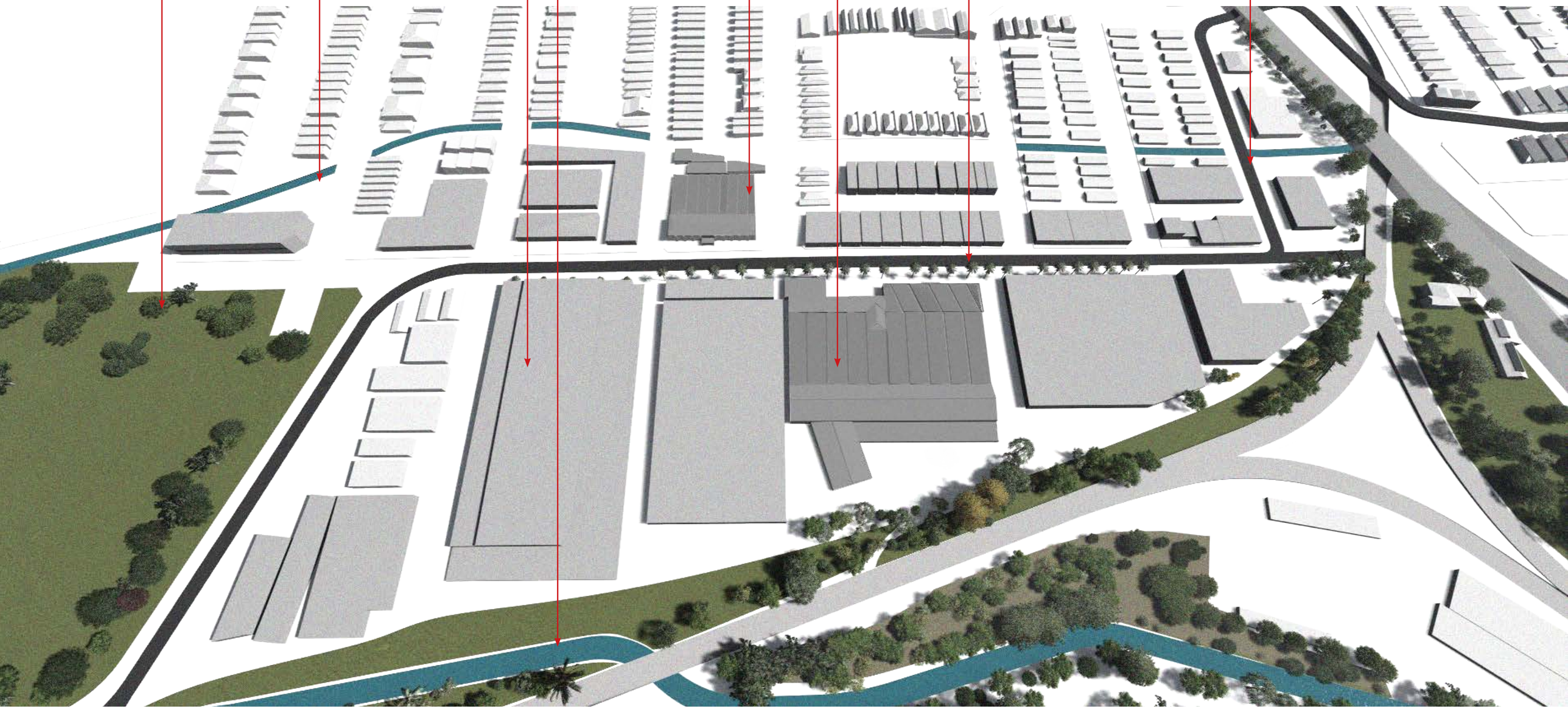
Major Stormwater Canal and rail infrastructure corridors

Heritage building

Heritage building

Heritage avenue of palm trees along Carrington Road

Victoria Road and cycleway



CARRINGTON PRECINCT: FUTURE

New open space along Stormwater channel development to address open spaces

New development to address new linear open space

New development to fade into existing grain of Marrickville

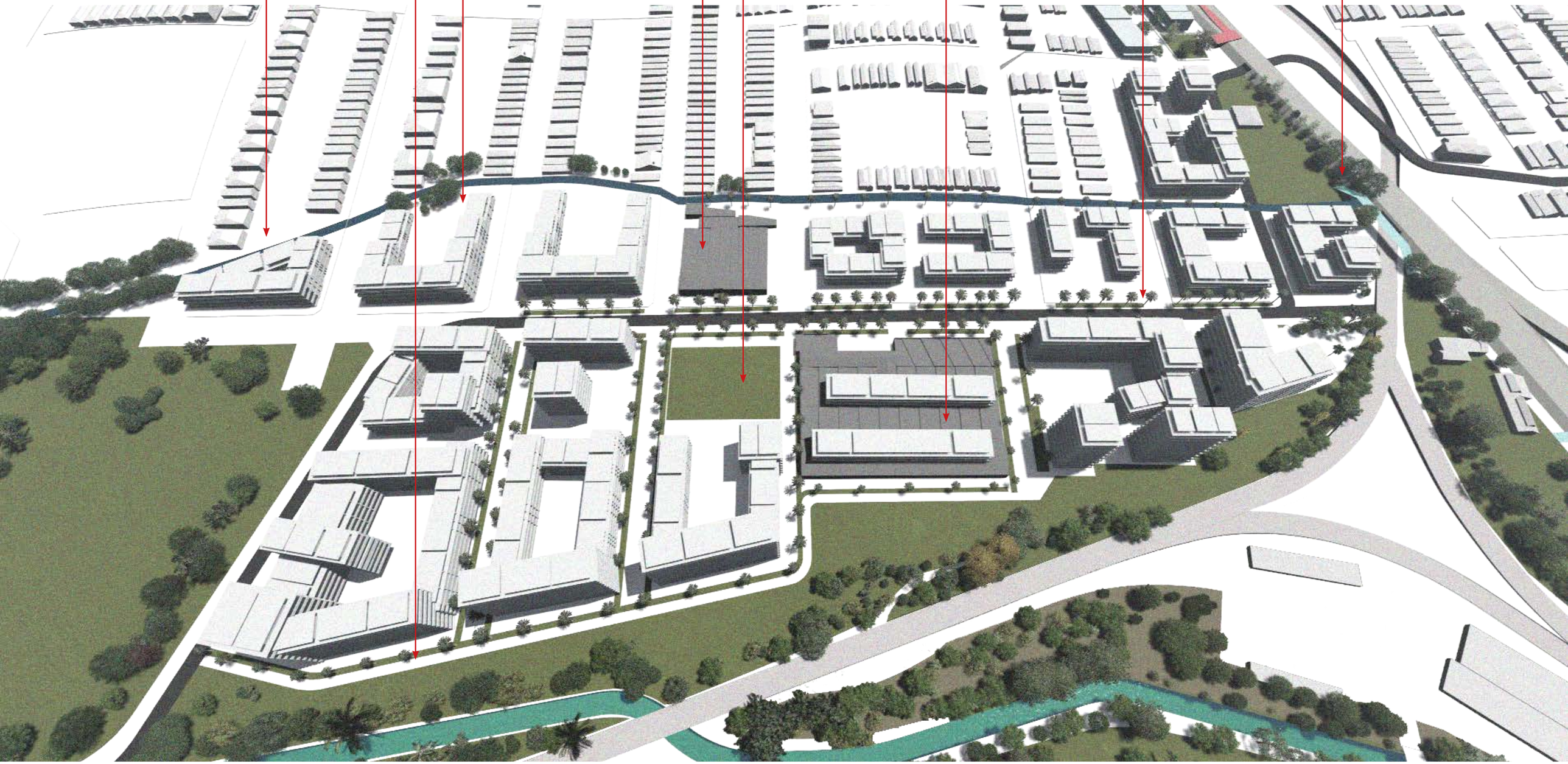
Heritage building

New open space at the heart of the live-work hub

Heritage building with new development above

Heritage avenue of palm trees along Carrington Road

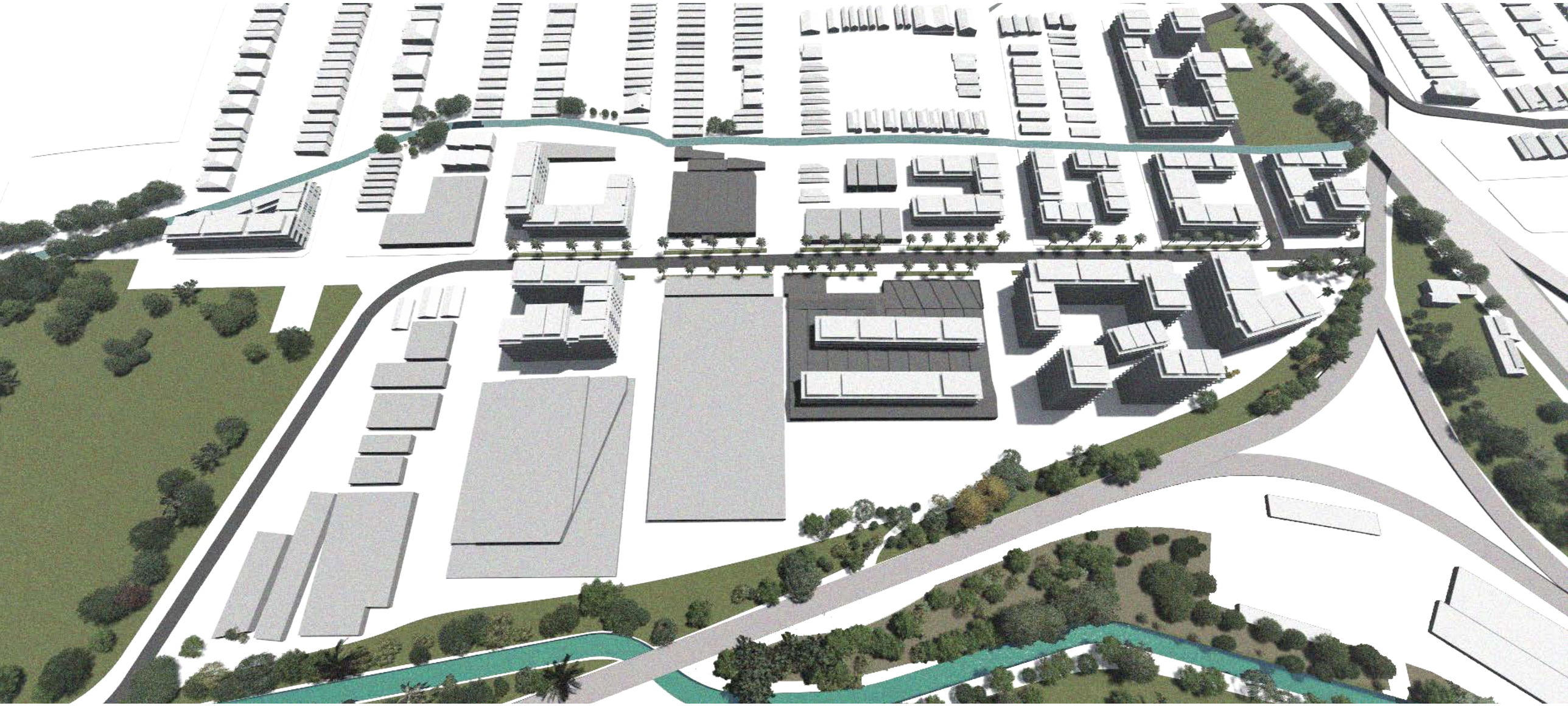
New open space and cycleway



CARRINGTON PRECINCT: INTERIM

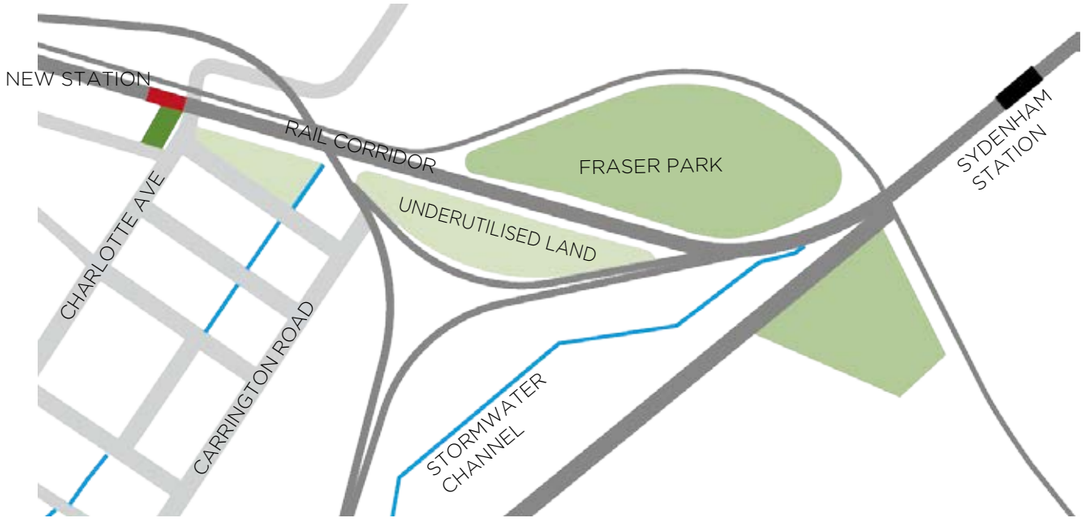
The Carrington Precinct will transition from light industrial uses to residential housing. It is proposed that this happens incrementally and that a wide variety of architects are involved in the design of the buildings throughout the precinct. Diversity of housing types is an important attribute in the fine grain character of Marrickville.

Incremental development of the Carrington Precinct will allow the light industrial life of the precinct to remain and transition slowly into a live / work development precinct. The development process should aim to prevent a “clean slate” approach to development which will isolate the precinct from the surrounding community and risk the precinct being perceived as a community separate to the fine grain character of Marrickville.

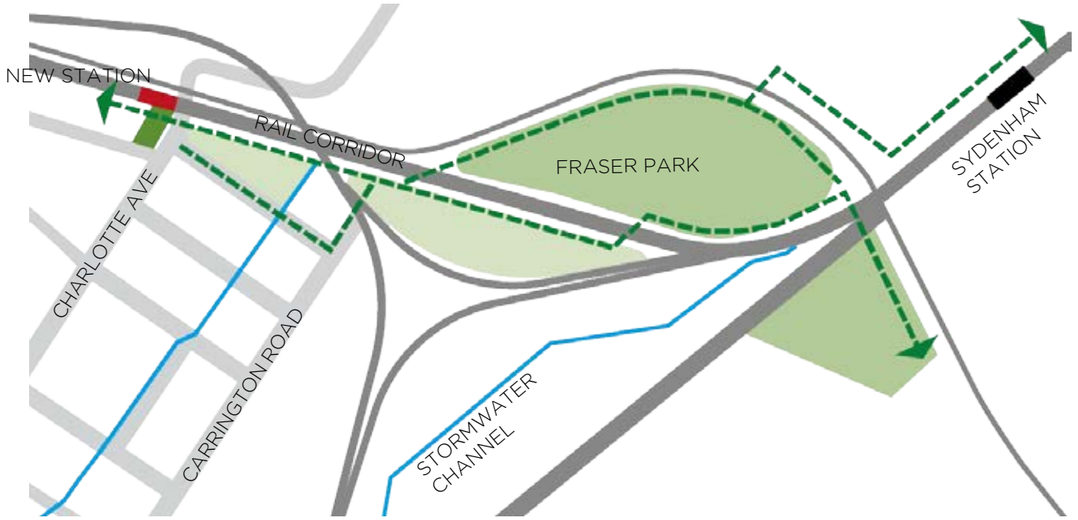


3.4

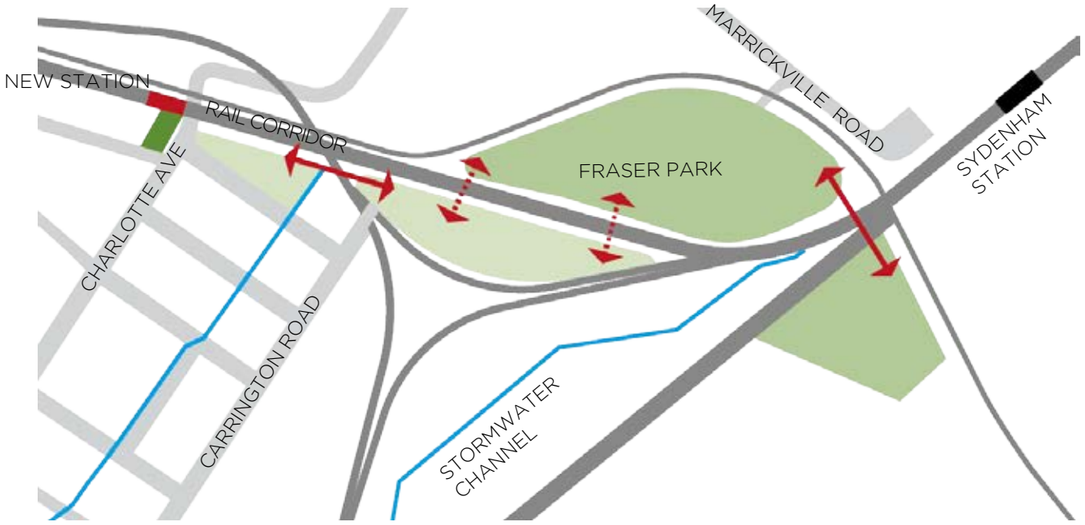
OPPORTUNITY SITE: FRASER PARK & RAIL LANDS



The two existing open spaces in the area are McNeilly Park and Fraser Park. Both open spaces are on the edges of the rail lines. There are a series of areas of underutilised land within rail easements and industrial lands that have potential as open spaces.



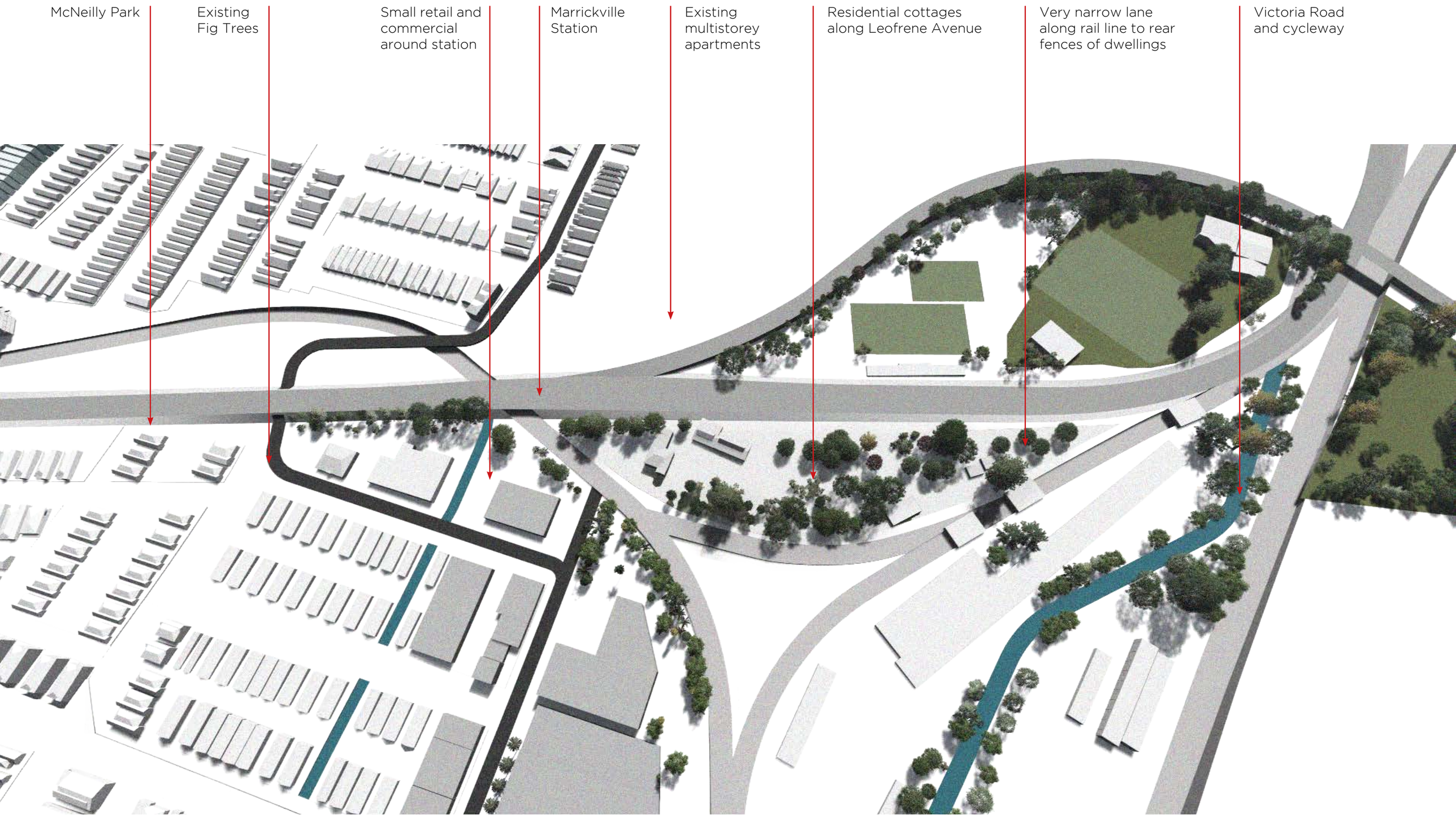
The rail lines in the area are a major barrier to pedestrian and cycle access between Marrickville, Sydenham and Tempe. A chain of connected open spaces with walking and cycling paths through the area would improve access between the three centres.
This connection would also be an important part of the Bankstown to Sydenham Open Space Corridor



Improve access from the Carrington Precinct into Fraser Park and north to Marrickville Road and Sydenham.

Open Space and pedestrian and cycleway access through and under transport infrastructure.

FRASER PARK: CURRENT



FRASER PARK: FUTURE

McNeilly Park

Existing Fig Trees

Extend shade trees along Leofrene Avenue and to new square at Marrickville Station

Green Link along rail edge from McNeilly Pk, under Illawarra Road and along rail station edge

New retail and shoptop housing along Leofrene Avenue to build upon Marrickville's retail centre

New Charlotte St Entry to Marrickville Station

Continue Green link over Victoria Road to Carrington Precinct