



Planning &  
Environment



Office of the  
Government  
Architect



CONTENTS

Introduction	3
Executive Summary	4
Assets	5
Industrial Fine Grain	5
Rail Corridor	6
Focal Points	7
Street Conditions	8
Business Vitality	9
Liabilities	10
Railway Parade	10
Street Lighting	11
Opportunities	12
Summary	12
Pedestrian Catchment	13
Pedestrian Connections	13
Cycle Network	14
Bus Network	14
Traffic Network	15
Kiss and Ride	15
Commuter Parking	16
Simplified Movement Networks	17
Boulevard Conditions - Sydenham Rd	19
Sydenham Street Perspective	20
Boulevard Conditions - Marrickville Rd	22
Marrickville Rd Perspective	23
Enterprise Street Conditions	25
Reservoir Precinct	26
Cooridor Green Link Perspective	27
Reservoir Precinct	29
Reservoir Perspective	30
Catalyst Buildings	32
Revised Zoning for New High Streets	33
New Open Spaces	34
Recommendations	35
Key Plan of Perspectives	36

The document has been prepared by Andrew Burns Architects, commissioned by the NSW Office of the Government Architect. The document consists of a 'fine grain study' exploring possibilities for improvements to the public domain and opportunities for public benefit, centred on Sydenham Station and catalysed by the South West Metro project.

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## EXECUTIVE SUMMARY

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This study has been guided by the following objectives:

- To identify opportunities to provide an improved public domain in the Sydenham Station precinct.
- To integrate and progress existing initiatives, in particular the Sydney Green Grid.
- To identify key catalyst development sites that can assist in realization of the vision.
- To simplify and create appealing movement networks within the precinct, for pedestrians, cyclists, buses and cars.

A working methodology has been followed, identifying assets and liabilities, leveraging these to create opportunities for public benefit. By identifying the assets and liabilities of the precinct, the opportunities are simultaneously identified. From this analysis a series of proposals are developed:

### EASE OF MOVEMENT

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The proposal contains a reconfiguration of the movement networks within the precinct, removing the one-way traffic configuration and converting to a conventional two-way network, enabled by the reduced traffic volumes resulting from West Connex. This reconfiguration of vehicular traffic is accompanied by a simplification of pedestrian, cycle, bus and kiss and ride networks to provide ease of movement to and from the station and within the precinct.

### STREETS FOR PEOPLE

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The heart of the proposal is an upgrade to the sequence of streets; Sydenham Road and Marrickville Roads, linked by the sweep of Railway Parade. Subtle reconfiguration of these streets is proposed, accommodating pedestrians, cyclists, vehicular traffic, bus pickup and enhanced treescape, becoming streets for people. Railway Parade becomes an appealing frontage for the new station.

The primary streets within the enterprise precinct, Sydney Street, Barclay Street and Buckley Street, are proposed to become a new typology of 'enterprise street' consisting of a concrete roll-over plaza with a variety of uses on the hardscape to either side, enabling business activity contained within the adjacent industrial volumes to become present within the street.

### THE RESERVOIR

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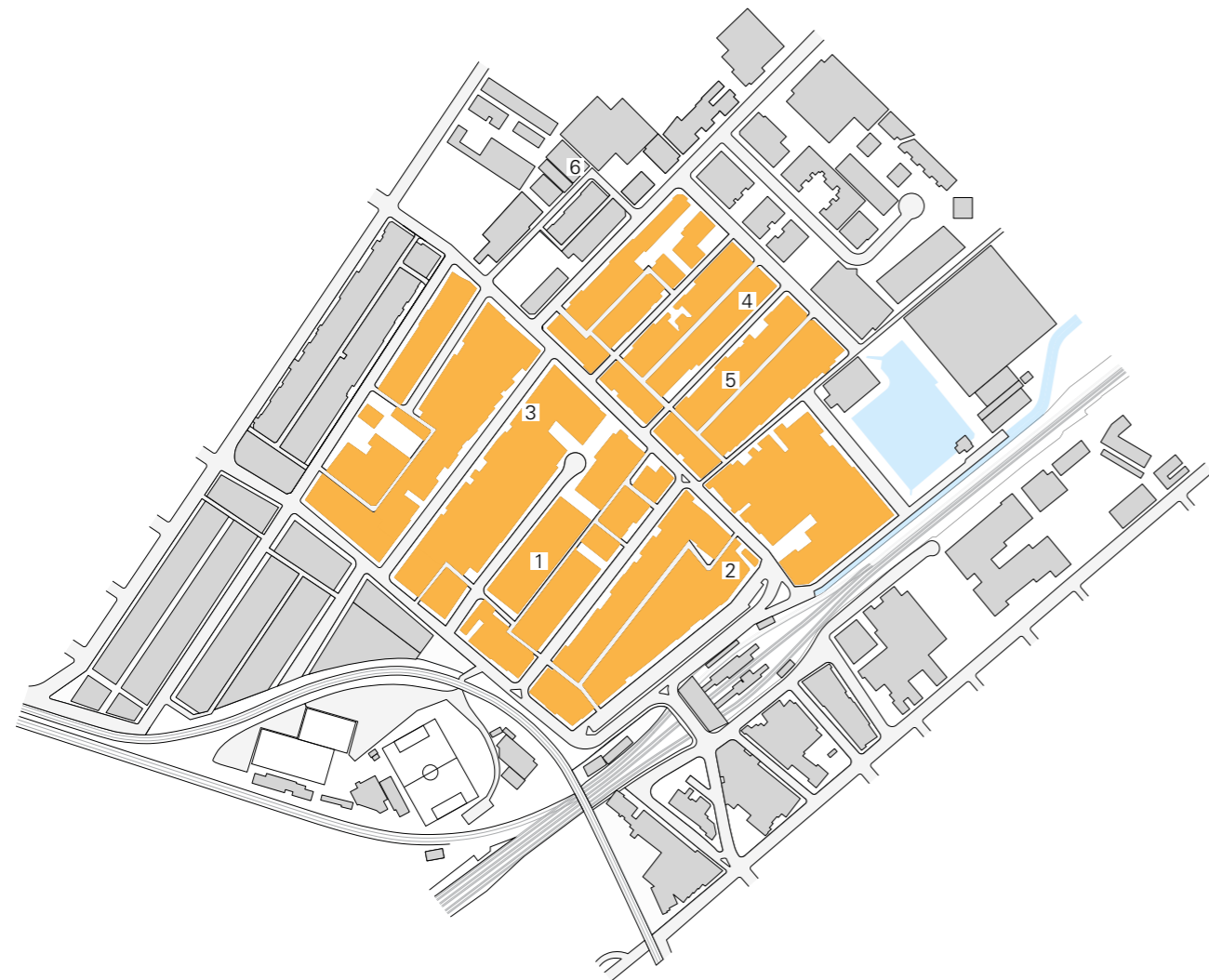
The reservoir is proposed as a centrepiece within the precinct. This piece of urban landscape possesses a unique charm, forming a large void within the dense industrial context. An upgraded public domain is proposed to the south and western edges of the reservoir, linking through to the station forecourt via the existing concrete hardstand, re-conceived as a 'goods line' landscape.

### CATALYST PROJECTS

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The streetscape and reservoir proposals are accompanied by a series of proposed catalyst projects; public and private development opportunities that are capable of strategically supporting the project vision and providing the positive frisson of public space and private enterprise.

The enterprise area is characterized by a fine grain of early to mid 20th century industrial development. This development pattern provides a distinctive quality to the area, characterized by sawtooth rooves and robust masonry forms.



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- 1. 3 Barclay St.
- 2. 51 Sydenham Rd.
- 3. 2/6-12 Sydney St
- 4. 22 Cadogan St.
- 5. 12 Sloane Ln.
- 6. 28-30 Faversham St.



Significant areas of open space exist either side of the rail corridor. Some complexity exists to the immediate west of Sydenham Station, at the intersection of the heavy freight line.



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1. Reservoir access corridor, looking North-east, past control tower.
2. Reservoir access corridor, looking North-east.
3. Edge of elevated freight line, Marrickville Rd.
4. View of land asset, corner of Marrickville and Railway Pde.
5. Entrance to corner of Marrickville and Railway Pde.
6. Rail corridor on Bolton St, looking East to council depot.



A series of focal points are present within the context:

- The Reservoir and surroundings.
- Parking lot north of new station entrance.
- Lower Railway Parade with feature heritage wall.
- Barclay St and parking lot at northern end.
- Triangular land parcel at entrance of Fraser Park.



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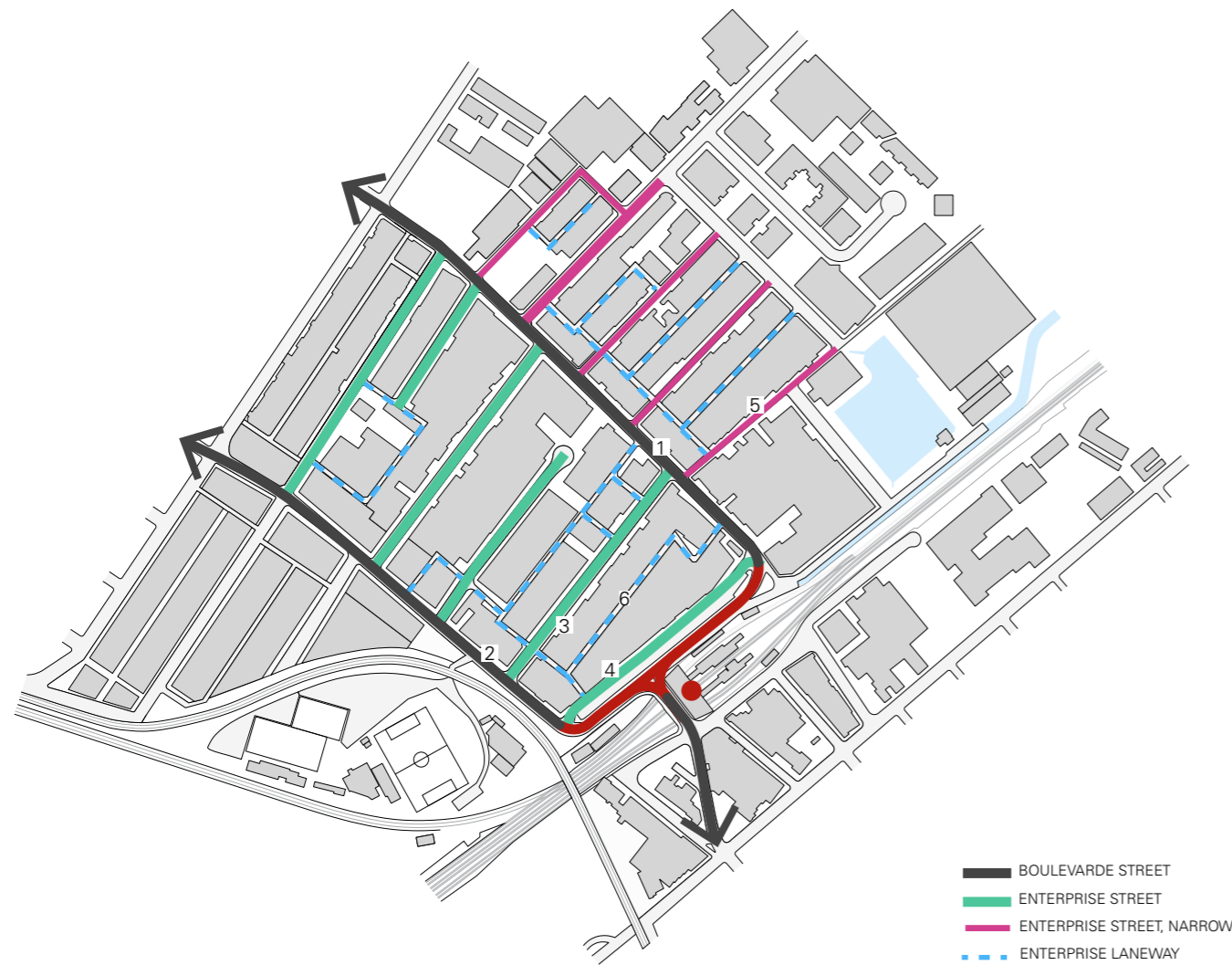
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1. Reservoir from Garden St, looking towards control tower.
2. Parking lot of 1 & 19 Sydenham Rd.
3. Lower Railway Parade, adjacent heritage wall.
4. Barclay St, looking north-east with view of CBD.
5. Parking lot at north end of Barclay St, accessed from Sydenham Rd.
6. Triangular land parcel at 102 Marrickville Rd.

The area is characterized by a variety of street types; the boulevard conditions of Sydenham and Marrickville Roads and the primary streets, secondary streets and lanes of the enterprise area.



1. Boulevard condition, Sydenham Rd.
2. Boulevard condition, Marrickville Rd.
3. Enterprise St, Buckley St.
4. Enterprise St, *lower* Railway Pde.
5. Narrow Enterprise St, Shirlow St.
6. Enterprise Laneway, Buckley Lane.



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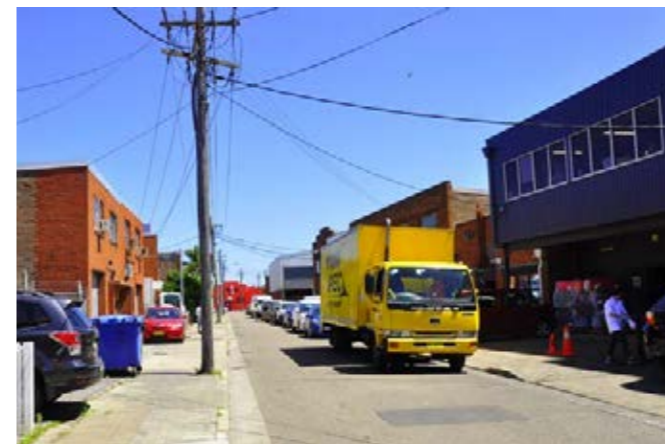
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The precinct contains a range of vibrant businesses, from small craft-based businesses, to providores and a series of entertainment venues. The industrial building typologies mean that the external façades are generally blank with little indication of the activity inside.

- A. Batch Brewery
- B. Maker Space
- C. Bob & Pete's
- D. Hop And Brew Grain Store
- E. Gasoline Pony
- F. Faros Bros Seafoods
- G. Camelot
- H. General Gordon Hotel
- I. Marrickville Bowling Club
- J. The Art And Framing Company
- K. Feather And Bone
- L. Simone Logue
- M. Tuck In Sandwich Bar Marrickville
- N. Comedy Theatre Club
- O. Factory Fresh
- P. Red Rattler Theatre
- Q. The Grumpy Baker



- 1. Batch brewery (outside / inside).
- 2. Maker Space & Co (outside / inside).
- 3. The Red Rattler Theatre (outside / inside).
- 4. Faros Bros. seafood (outside / inside).



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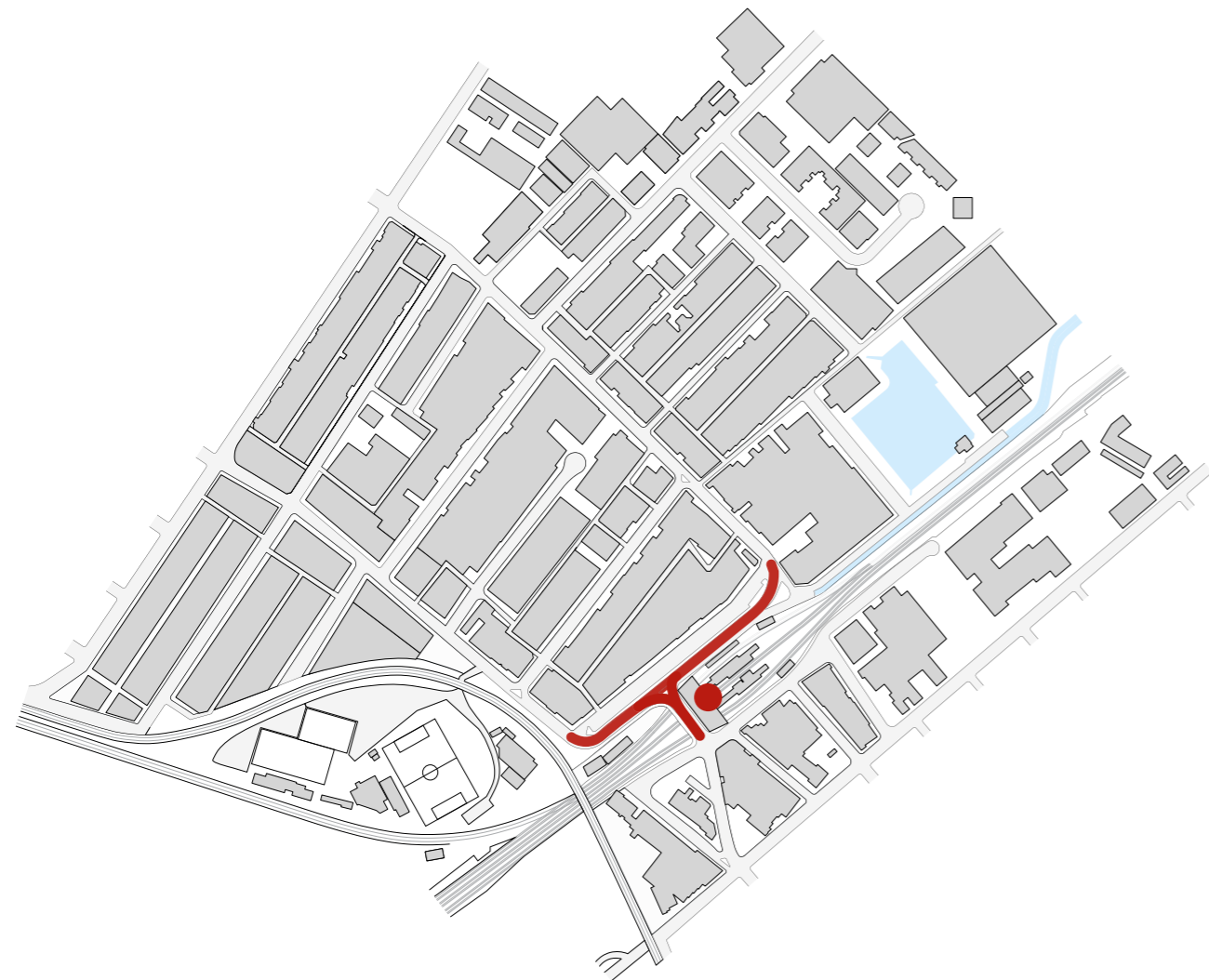
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The combination of Railway Parade and Buckley Street is a relatively high speed, one way traffic loop, resulting in a low level of pedestrian amenity and safety.



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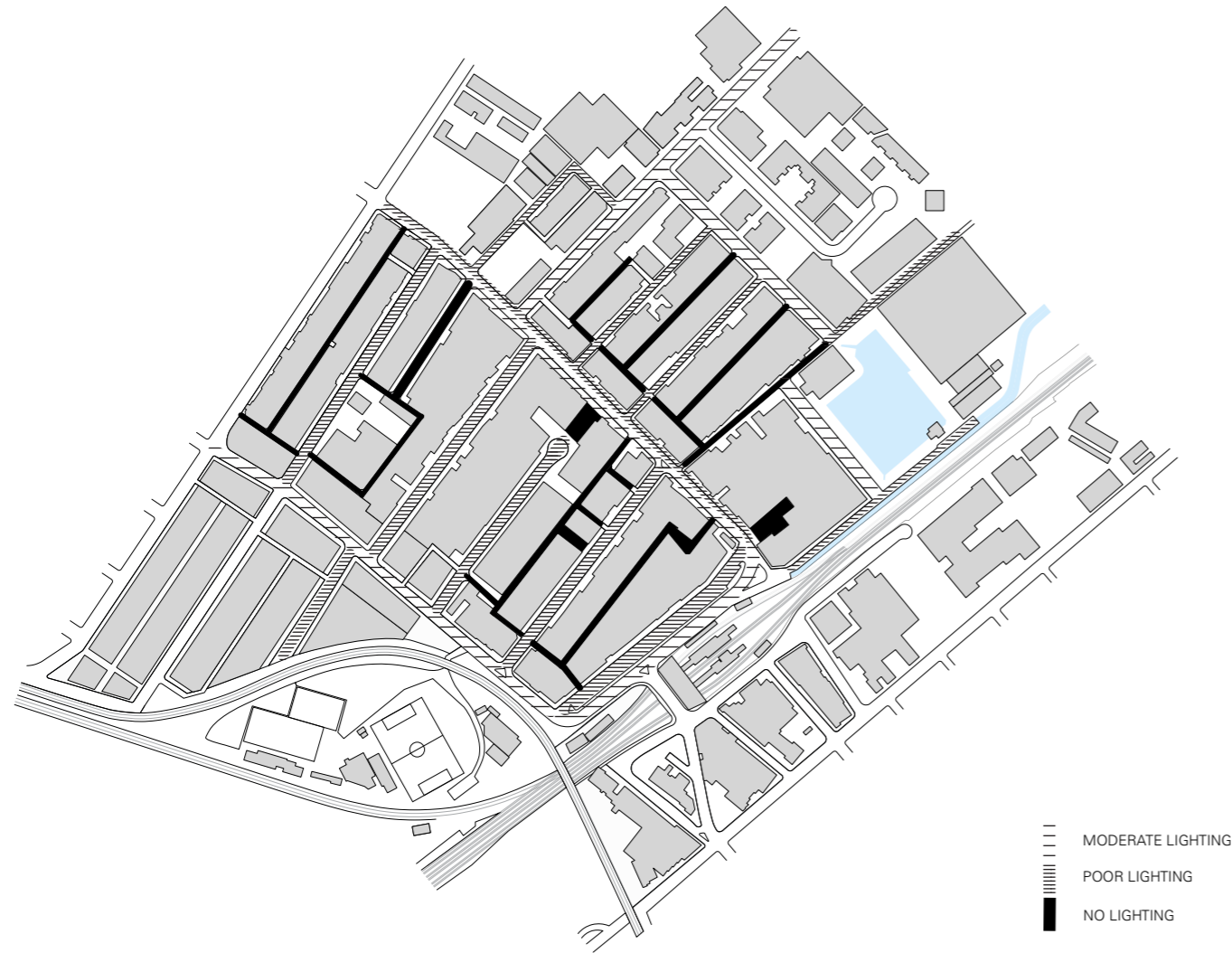
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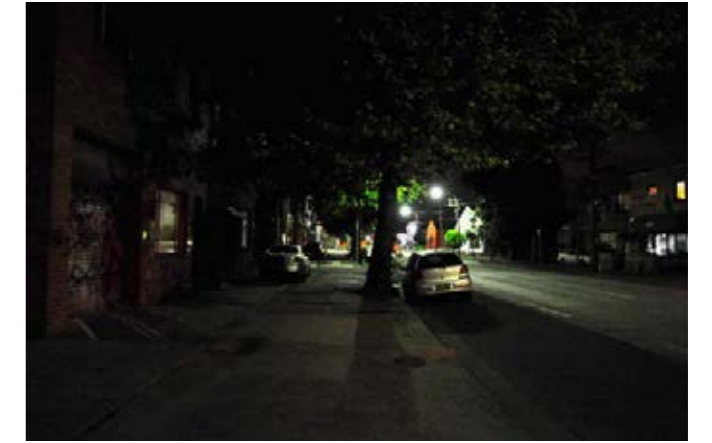
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- 1. Dangerous pedestrian crossing near Sydenham Rd, at new north station entrance
- 2. Poor pedestrian navigability and amenity at existing station entrance
- 3. Poor street interface from station, predominant condition of inactive frontage
- 4. Poor amenity at bus interchange

The precinct is generally affected by a low level of public domain lighting, creating a moderately uncomfortable environment during the evening.



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1. Poor lighting along footpath outside station.
2. Street trees along Sydenham Rd further darken sidewalk.
3. Dark and uninviting areas within Enterprise streets beyond.
4. Camelot lounge: life and music inside, dim and uncomfortable outside.

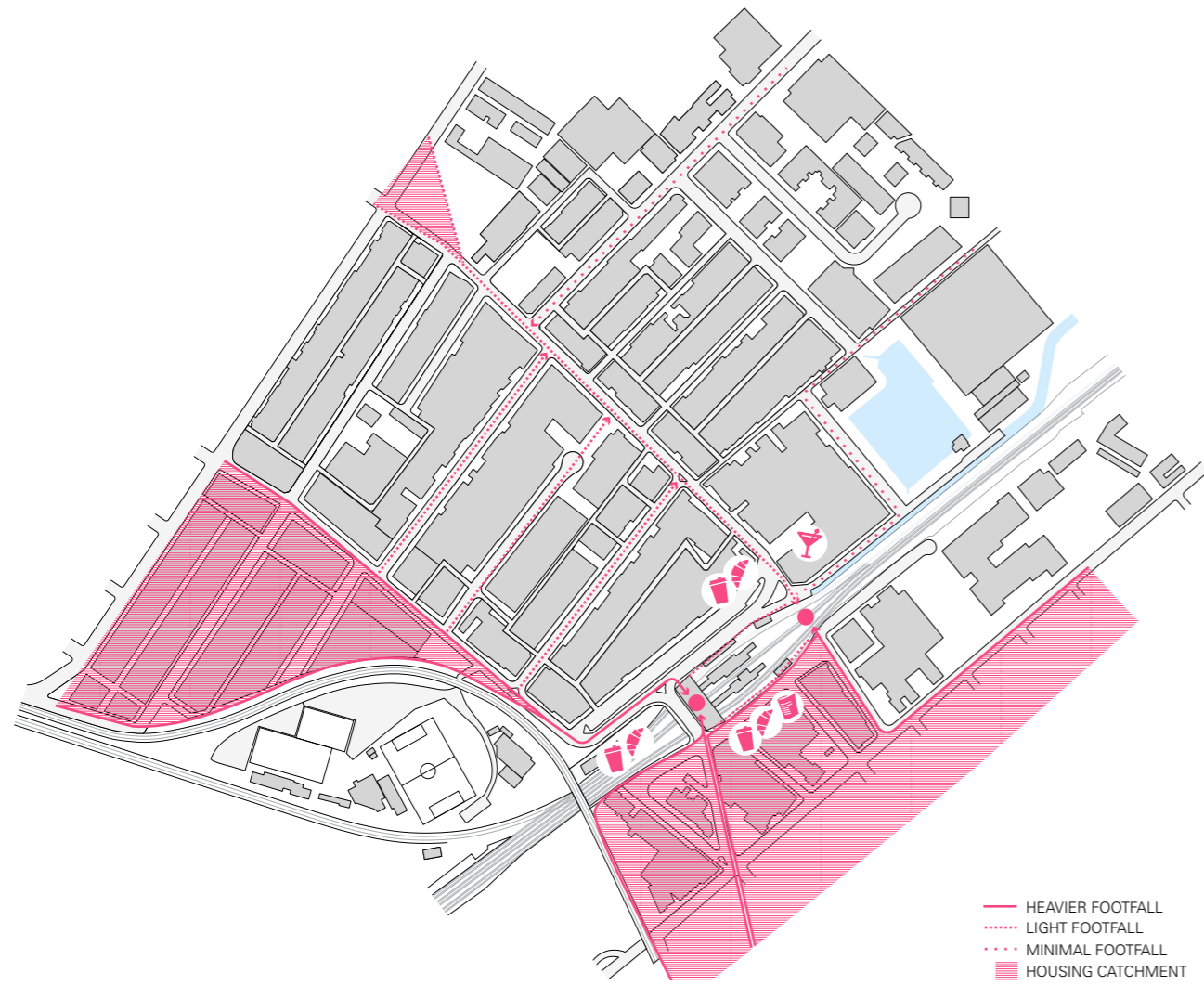
A range of opportunities are provided within the precinct; focusing on the resolution of movement networks, streetscape conditions, the reservoir precinct and a range of strategic catalyst buildings that can support the realization of the vision.

1. Boulevard treatment to Marrickville Road.
2. Boulevarde treatment to Sydenham Road.
3. Simplified station precinct around Railway Parade.
4. Upgraded 'enterprise streets' to Sydney St, Barclay Rd, Buckley St, and lower Railway Parade.
5. Catalyst buildings to corner to corners of Sydenham Rd and Railway Parade.
6. Green link within the reservoir accessway.
7. Reservoir forecourt.
8. New High Streets.
9. New public plazas to north Barclay Street, entrance of Fraser Park on Marrickville Rd and 1 Sydenham Road carpark.
10. Other catalyst projects.



OPPORTUNITIES – PEDESTRIAN CATCHMENT

Pedestrian catchment to the north of the station is concentrated along Marrickville and Sydenham Roads, due to the absence of residential accommodation within the enterprise area. This supports the rationale to upgrade these streets to provide improved pedestrian experience.



OPPORTUNITIES – PEDESTRIAN CONNECTIONS

A series of pedestrian connections are proposed to provide safe crossing points within the precinct. Paved rumble crossings to provide traffic calming are proposed to the entry points to the enterprise precinct.



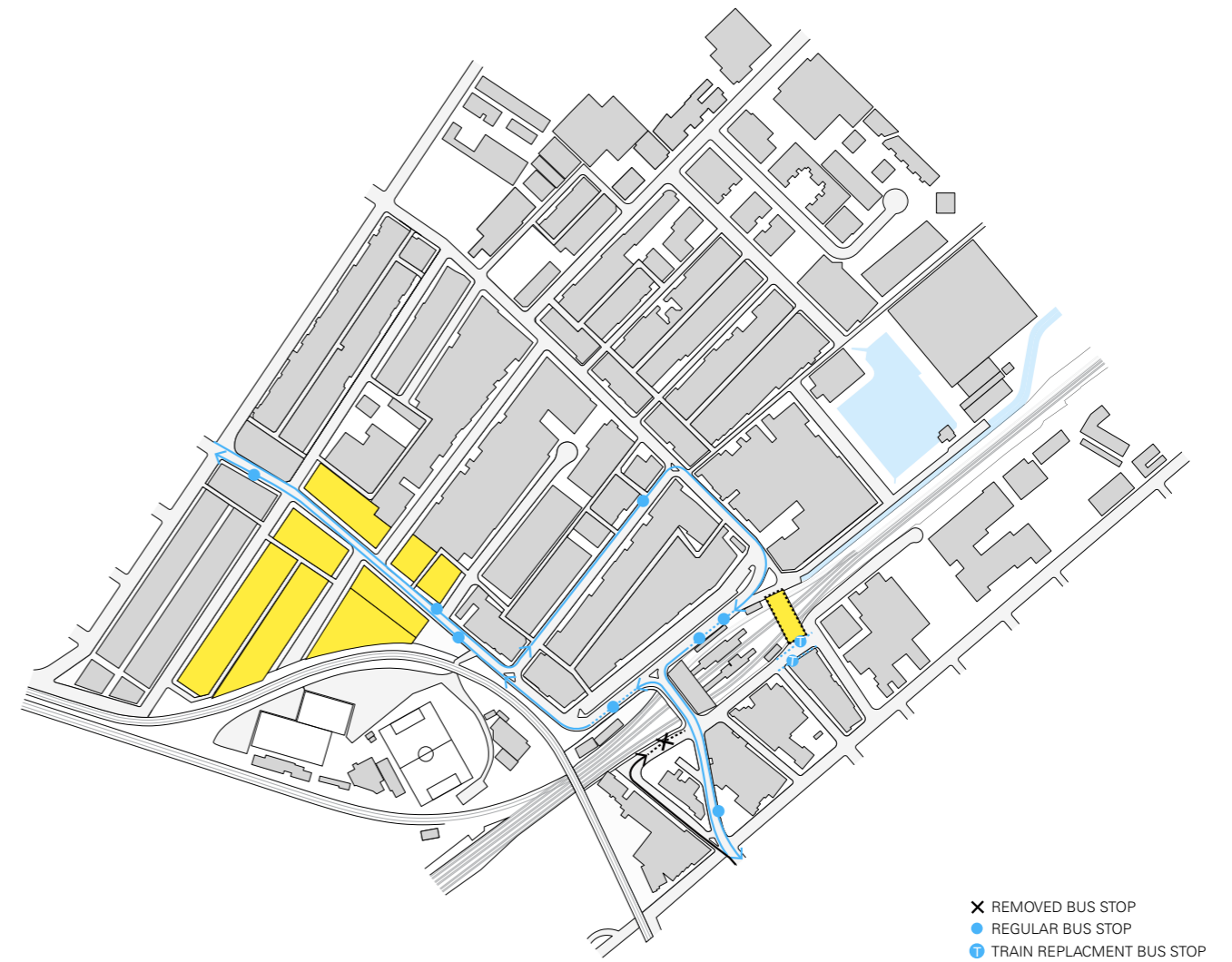
OPPORTUNITIES – CYCLE NETWORK

A continuous two-way cycle network is proposed to the sequence of Marrickville Road, Railway Parade and Sydenham Road, linking to cycleways adjacent to the rail corridor and distributing to Gleeson Avenue to the south.

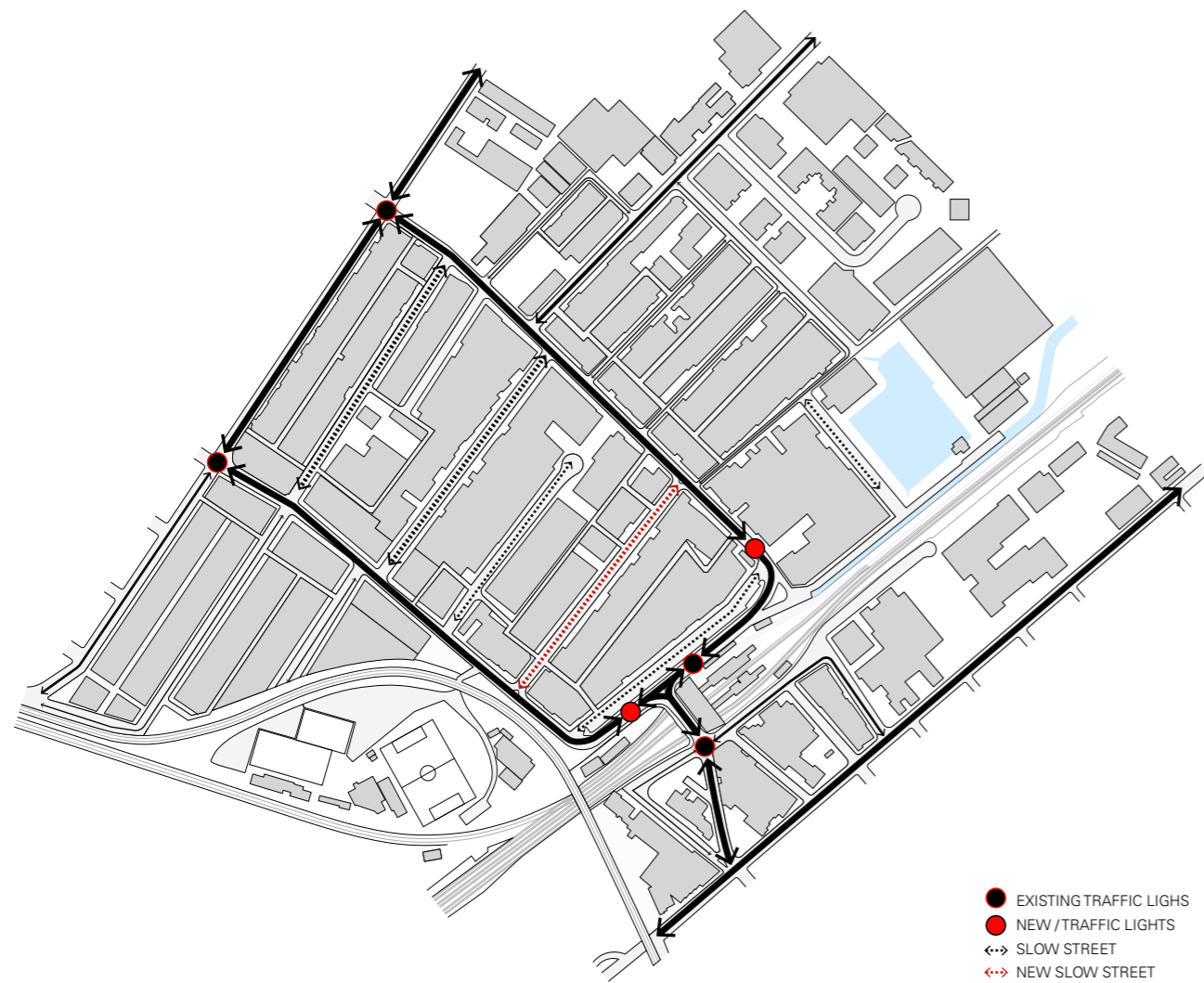


OPPORTUNITIES – BUS NETWORK

The bus network provides a simplified arrangement of bus stop locations, located adjacent to the northern side of the station and able to distribute to north via Marrickville Road and south via Gleeson Avenue.



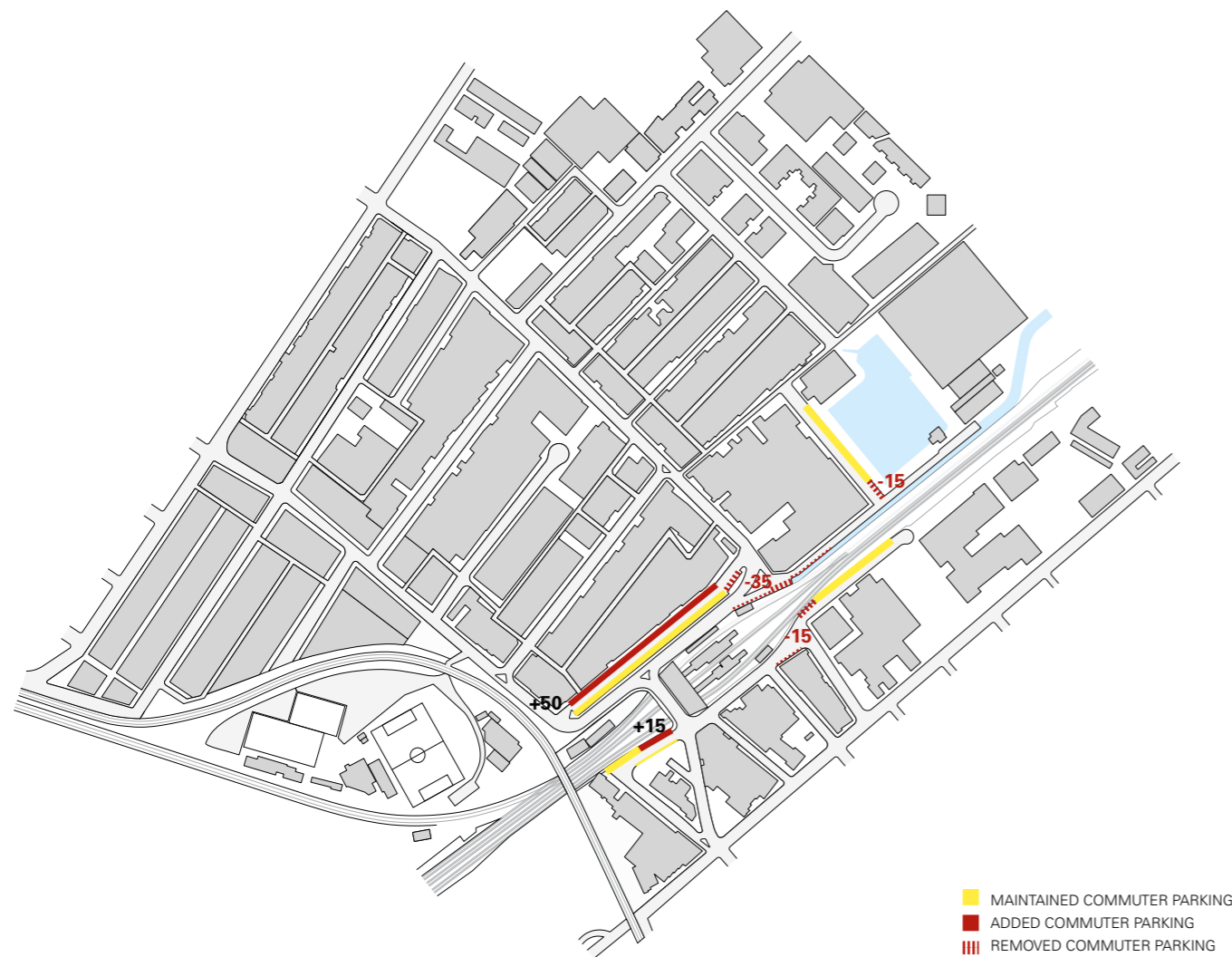
The one-way traffic network is proposed to be replaced with a conventional two-way system, enabled by the reduced traffic volumes resulting from West Connex. Two new traffic lights are proposed, creating safe vehicle distribution and pedestrian movement within the precinct.



Kiss and Ride locations are provided to the northern and southern sides of the station.



The incorporation of cycleway and improved bus island causes a reduction in unrestricted commuter parking. These are supplemented by provision of additional parking on Burrows Avenue where the existing bus stop is removed and on Railway Parade, where parking is proposed to both sides of the road.



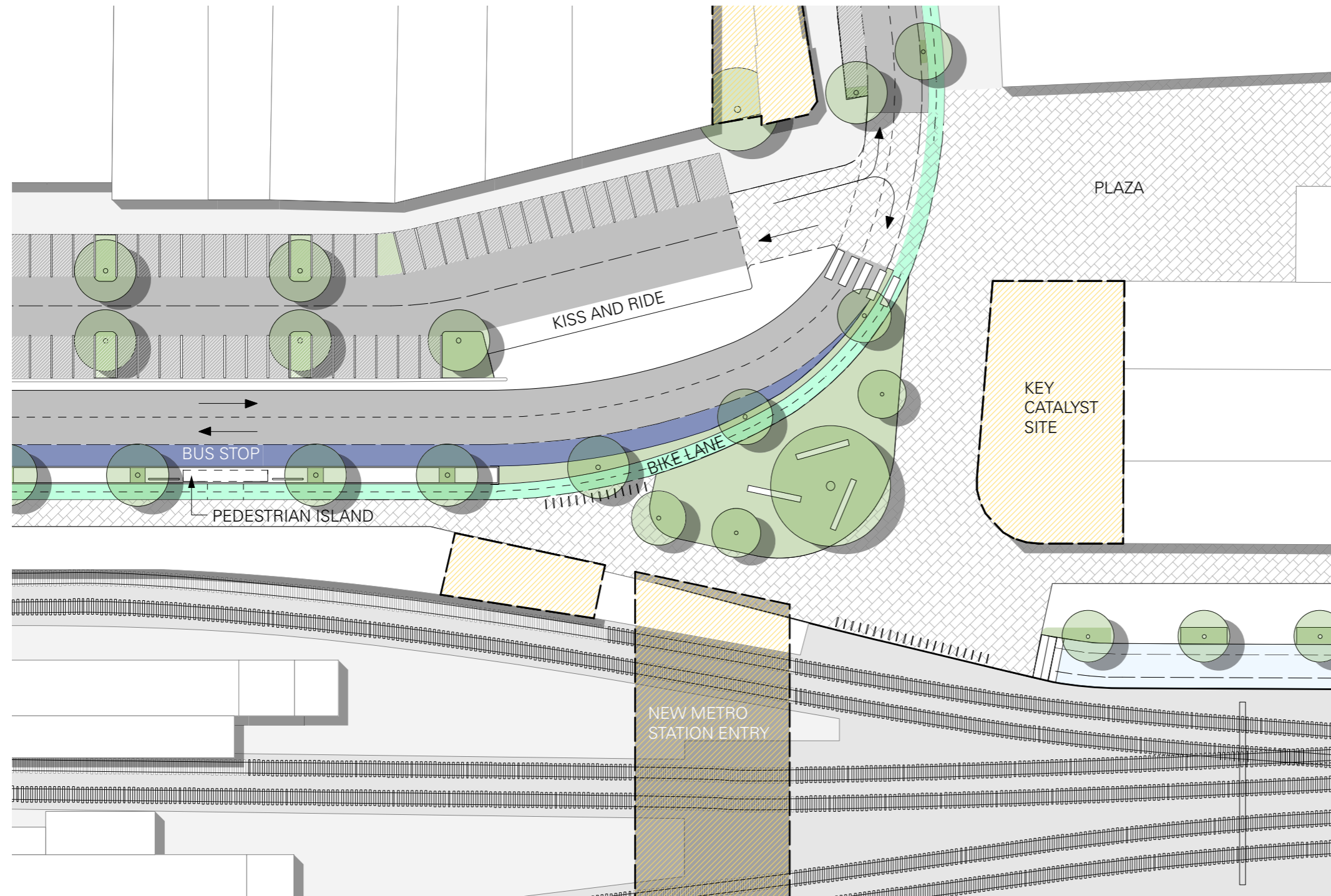


The boulevard streetscapes of Marrickville and Sydenham Roads are linked by an upgrade plaza treatment to Railway Parade, clarifying pedestrian, cycle, bus and vehicle movements. The cycleway is located inboard of a raised and landscaped island, providing frontage to the roadway for bus and kiss and ride pickup.

1. Boulevard treatment to Marrickville Road.
2. Boulevard treatment to Sydenham Road.
3. Simplified station precinct around Railway Parade.
4. Upgraded 'enterprise streets' to Sydney St, Barclay Rd, Buckley St, and lower Railway Parade.
5. Catalyst buildings to corner to corners of Sydenham Rd and Railway Parade.
6. Green link within the reservoir accessway.
7. New public plazas to north Barclay Street, entrance of Fraser Park on Marrickville Rd.
8. Other catalyst projects.
9. New Plaza on corner of Sydenham Rd and Railway Prd.
10. New Kiss and ride
11. New Parking to Railway Prd.



The 3.5m width of the island with bike lane is partly gained from the reduction in width of the northern footpath. Hunt Street Surry Hills provides an example of this treatment.

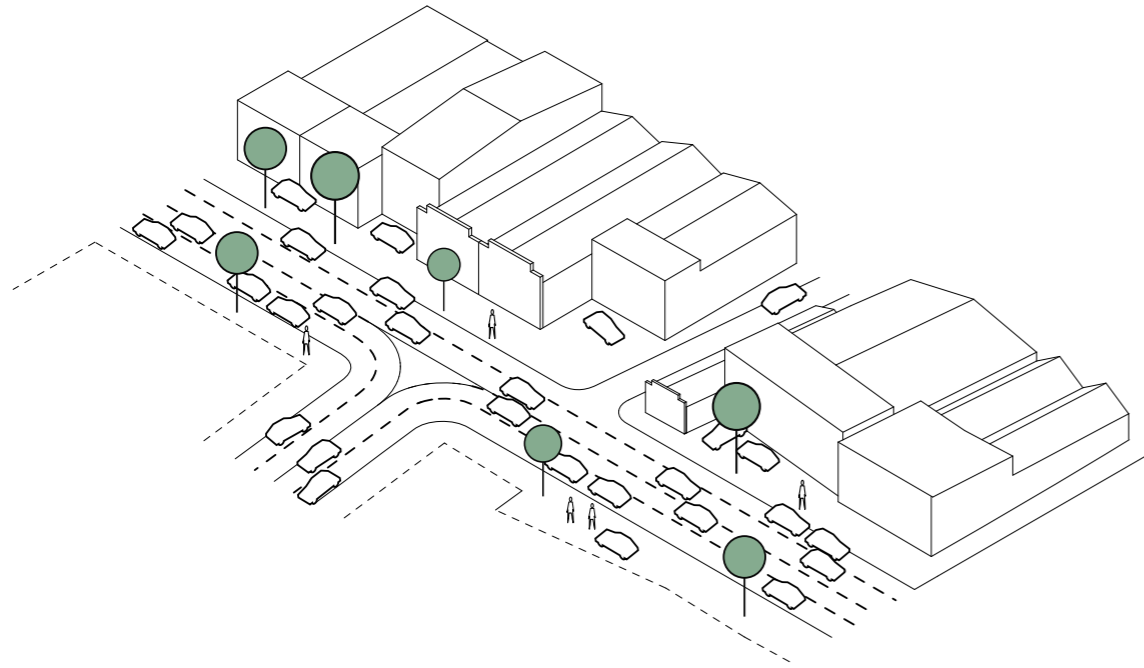


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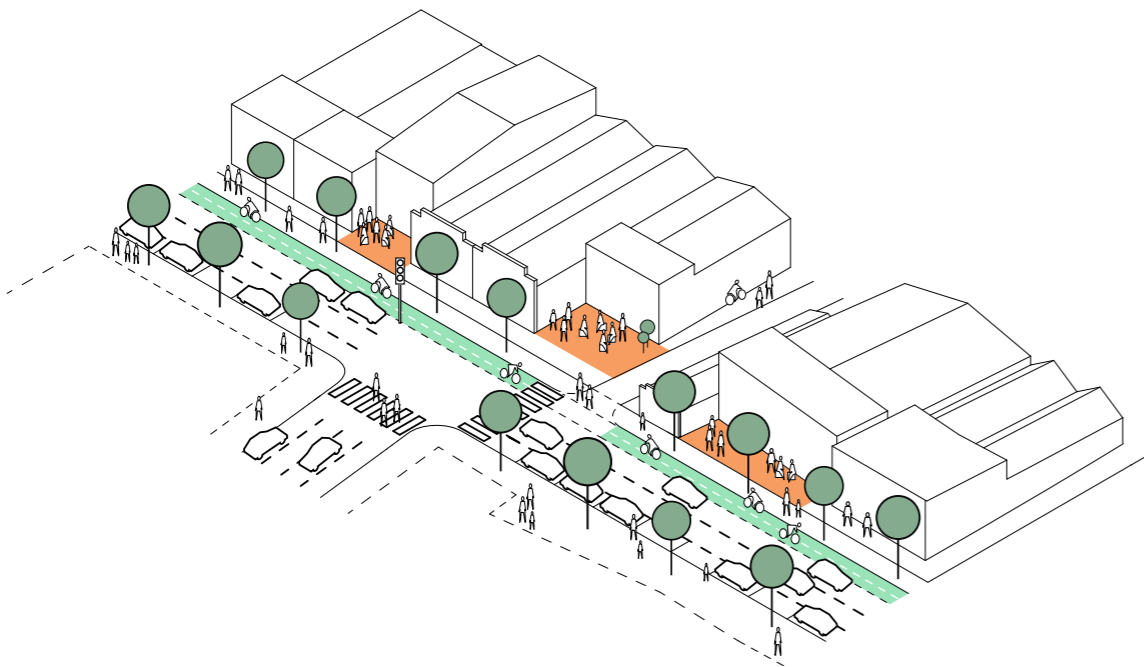


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Marrickville Road and Sydenham Road are proposed to be converted from vehicle oriented streets to mixed streets that incorporate pedestrian footpaths, cycleway, car movement, parking, lighting and treescape, providing an improved level of pedestrian amenity.

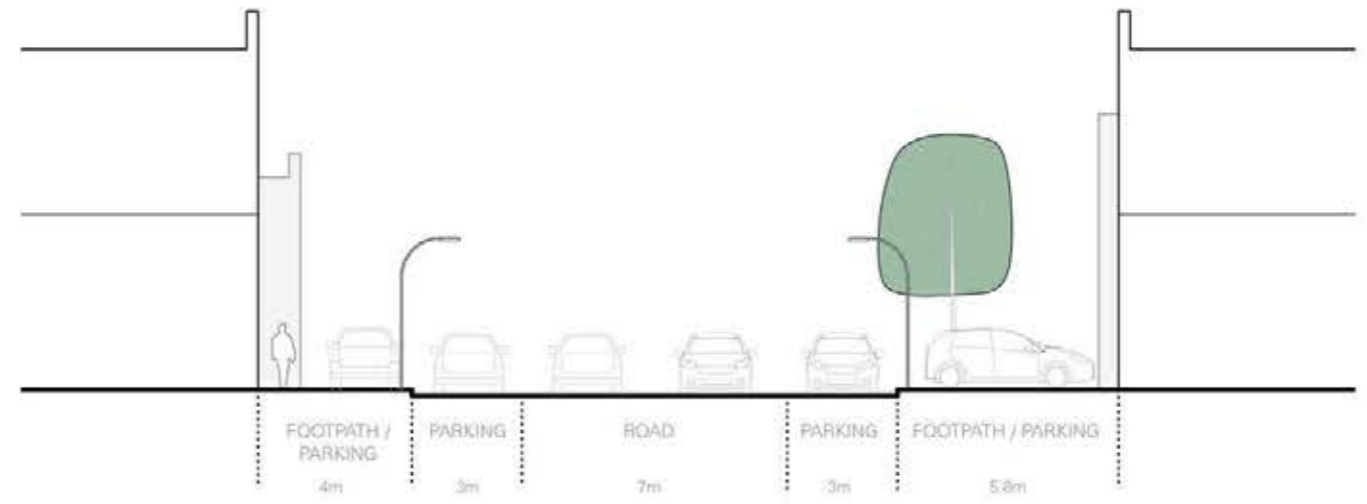


EXISTING STREETScape

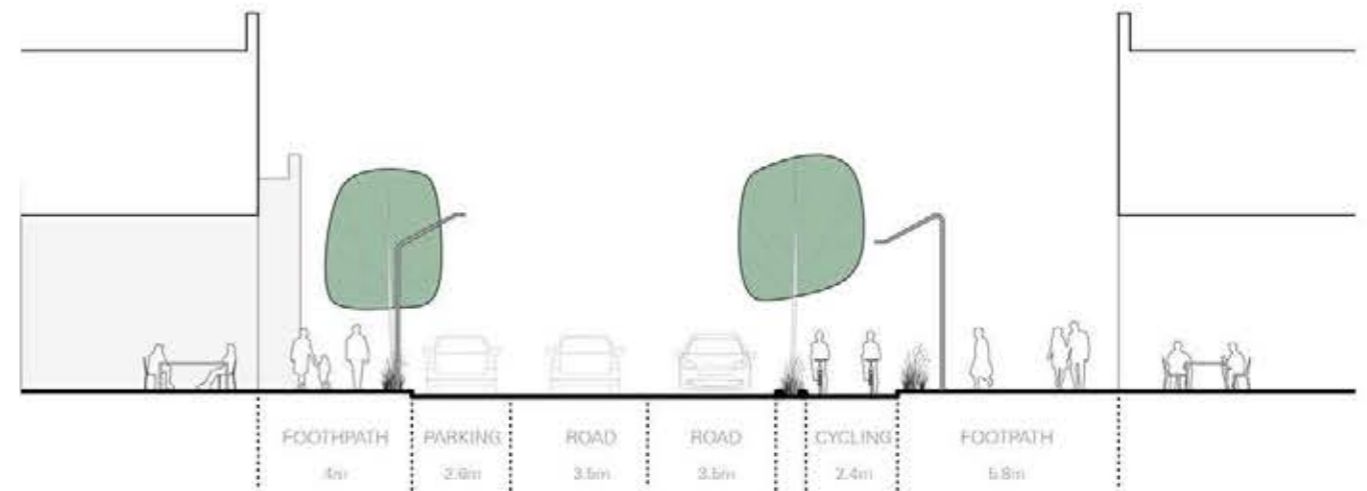


PROPOSED STREETScape

Sydenham Road gains a more intimate scale through the provision of cycleway and raised pedestrian island to the eastern side, whilst maintaining parking and peak clearway to facilitate northern traffic distribution.



SECTION EXISTING, 1:200



SECTION PROPOSED, 1:200

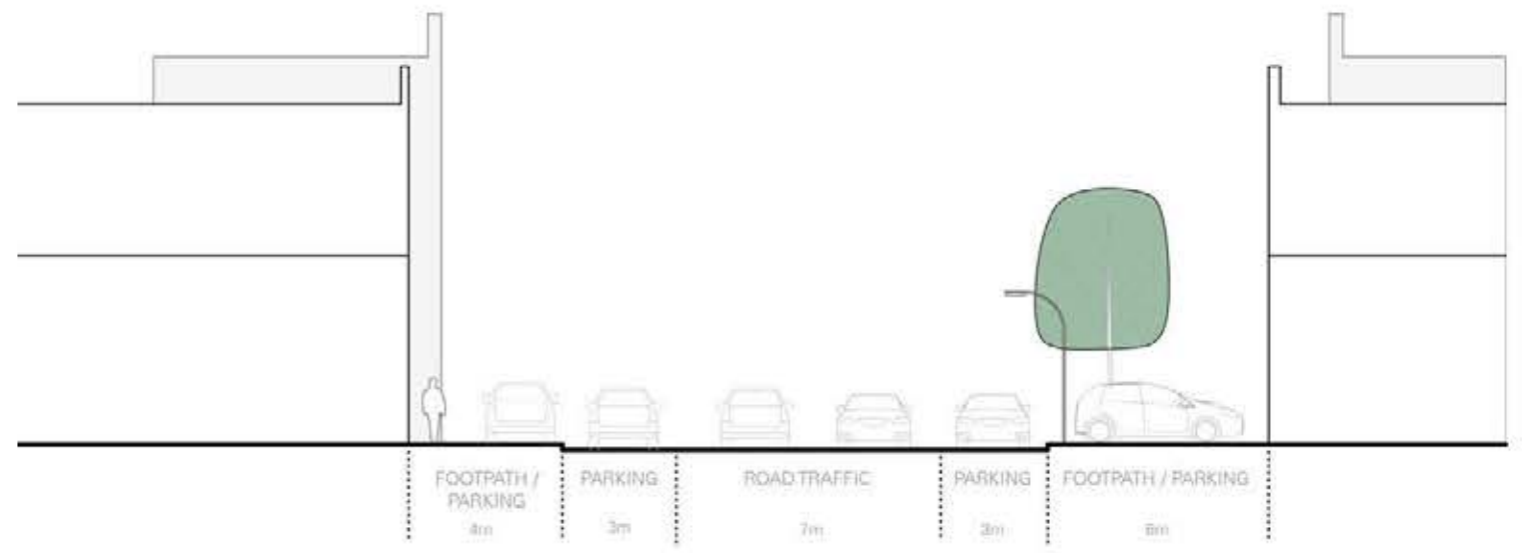


PERSPECTIVE, SYDENHAM RD VIEWED FROM STATION FORECOURT



ANNOTATED PERSPECTIVE, SYDENHAM RD VIEWED FROM STATION FORECOURT

Marrickville Road also gains a more intimate scale through provision of cycleway and raised pedestrian island to the western side, utilizing the existing wide footpath to accommodate a shared cycleway zone where possible.



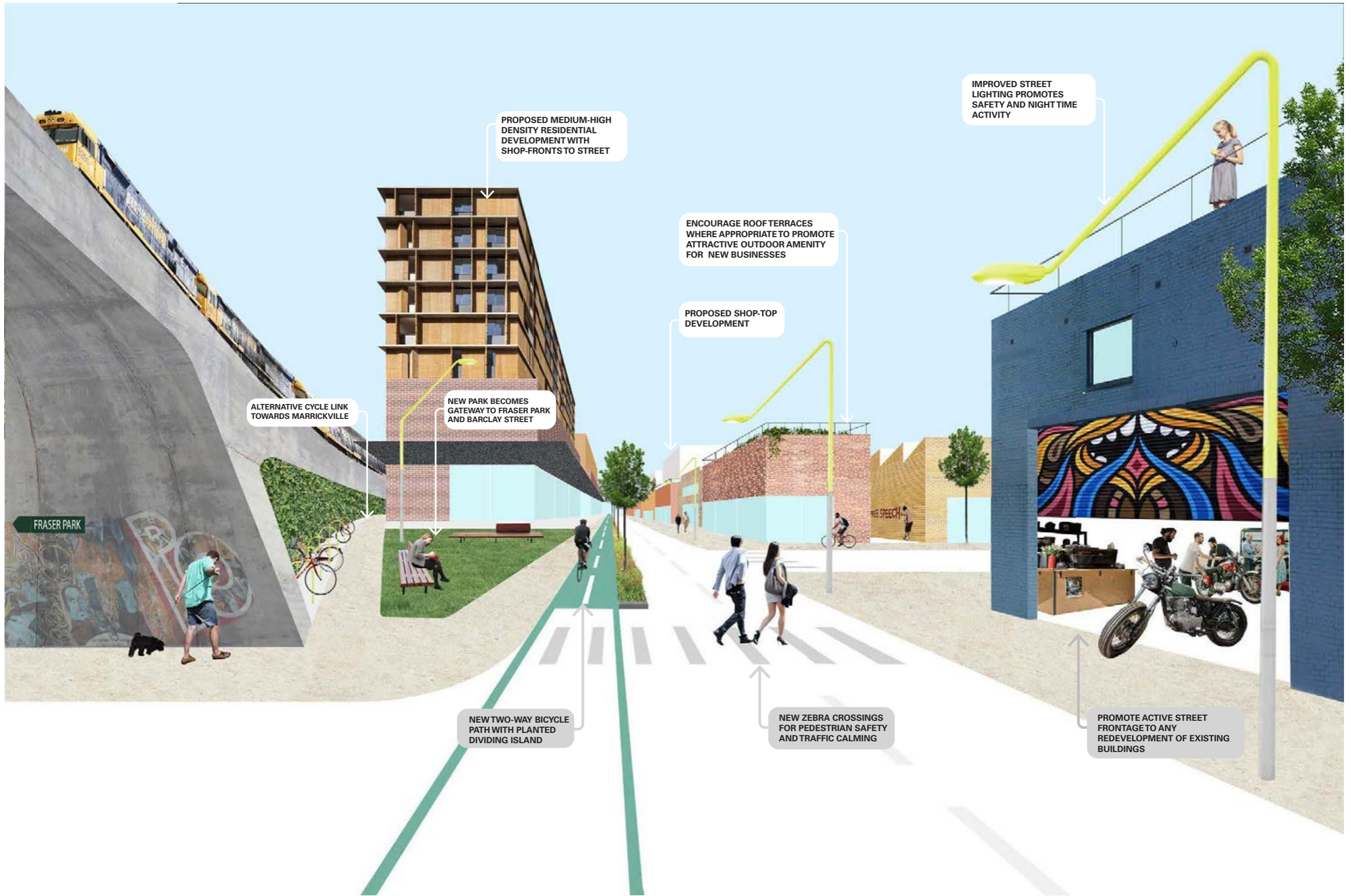
SECTION EXISTING, 1:200



SECTION PROPOSED, 1:200



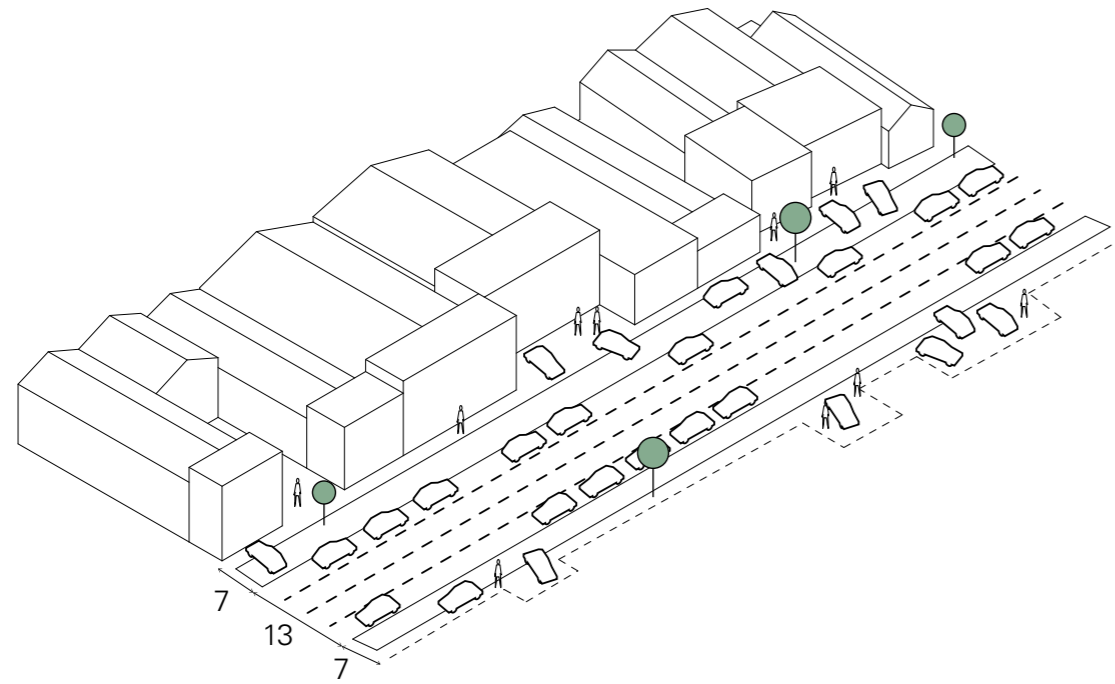
PERSPECTIVE, MARRICKVILLE RD



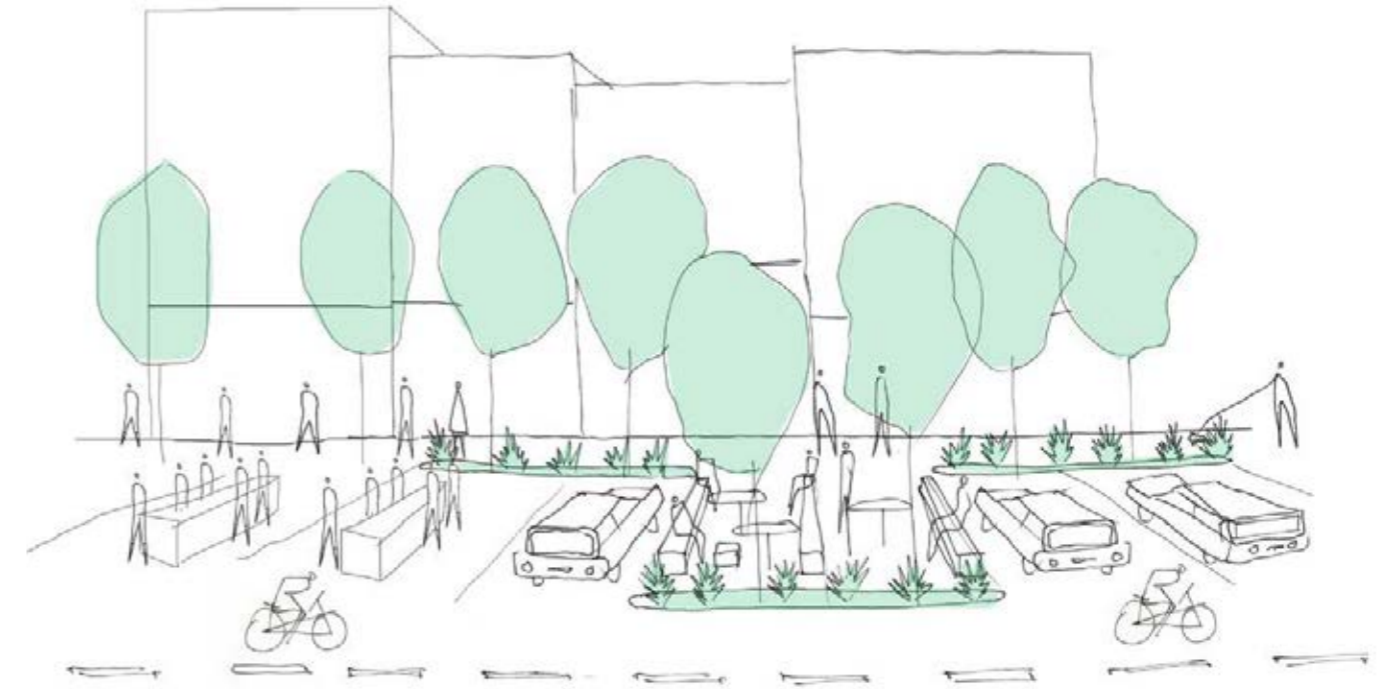
ANNOTATED PERSPECTIVE, MARRICKVILLE RD



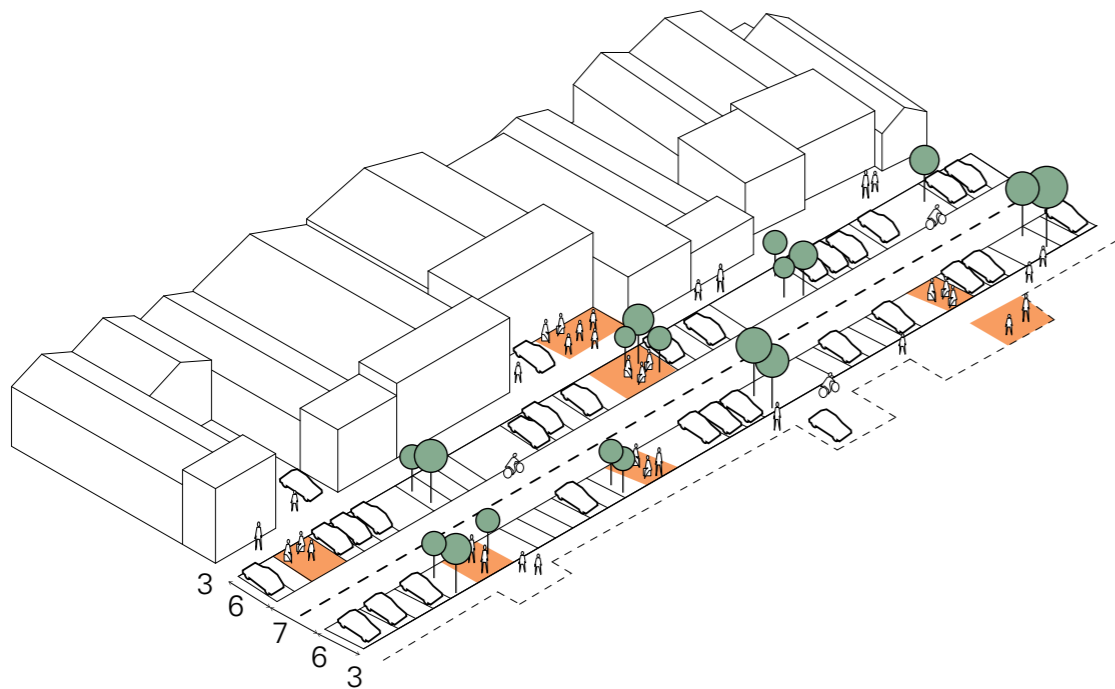
The primary streets within the enterprise precinct; Sydney, Barclay and Buckley Streets; are converted to 'enterprise streets' consisting of concrete hardstand with a mixed zone to either side comprising a combination of perpendicular parking, pocket parks and outdoor terraces, supporting the business activities within the adjacent buildings. Parking quantity is preserved.



EXISTING STREETScape

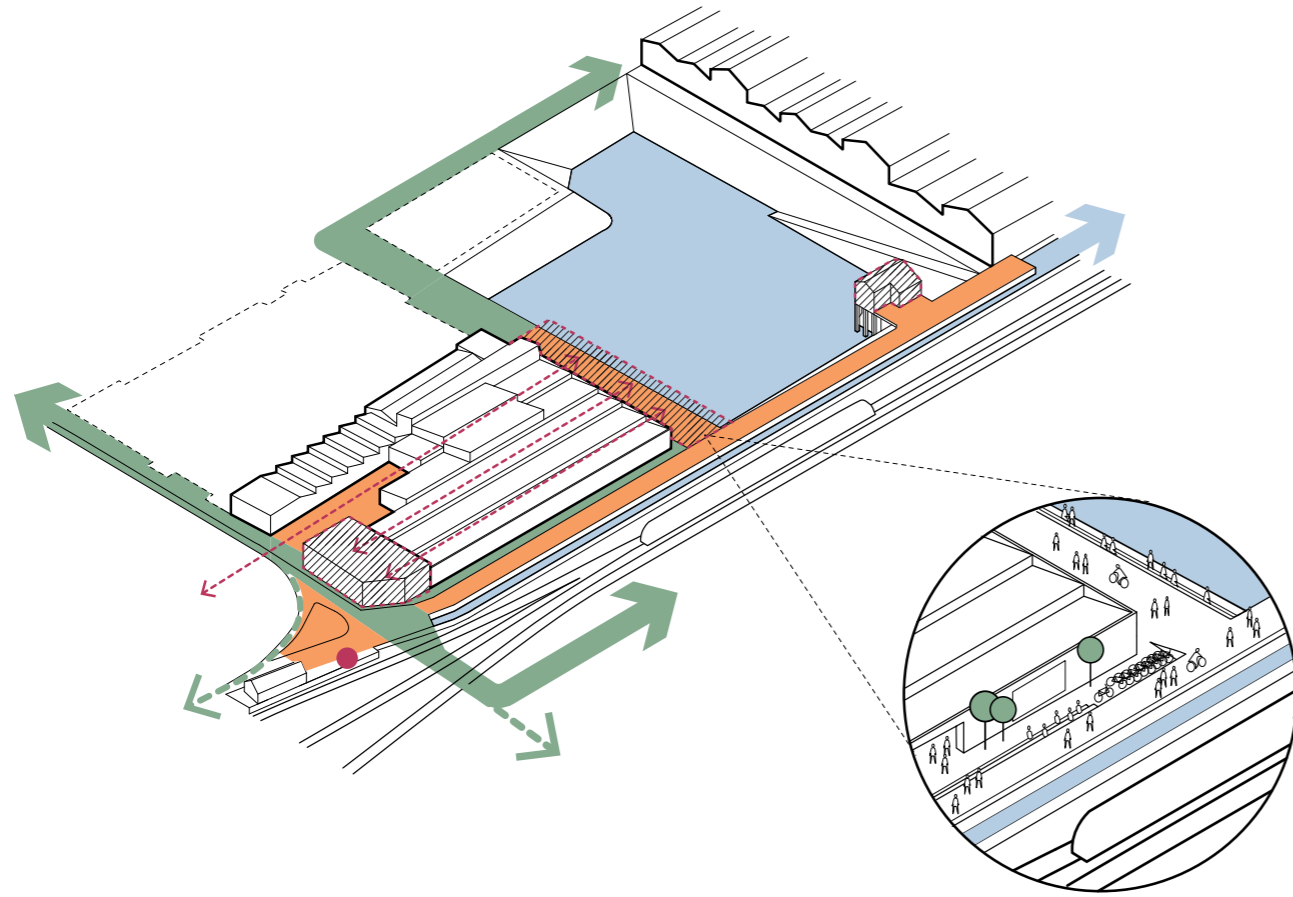


SKETCH, ENTERPRISE STREET

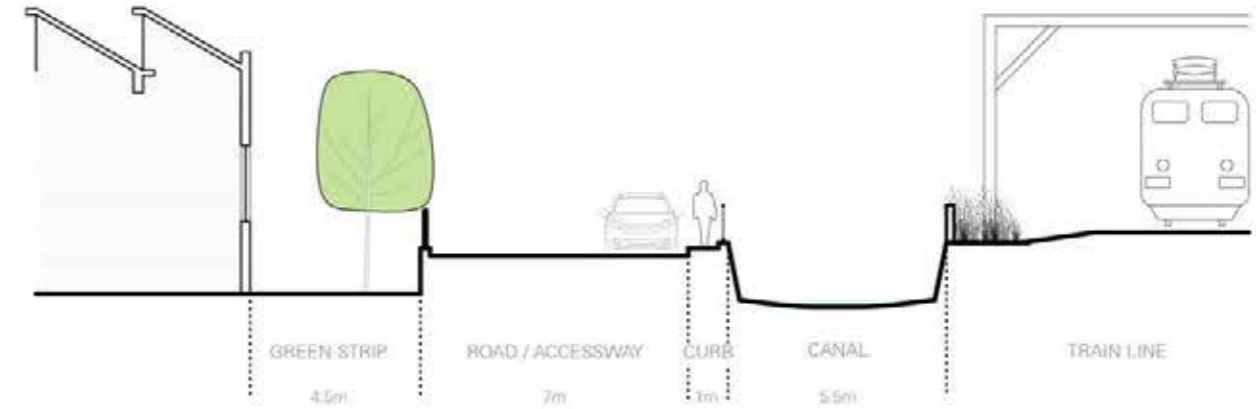


PROPOSED STREETScape

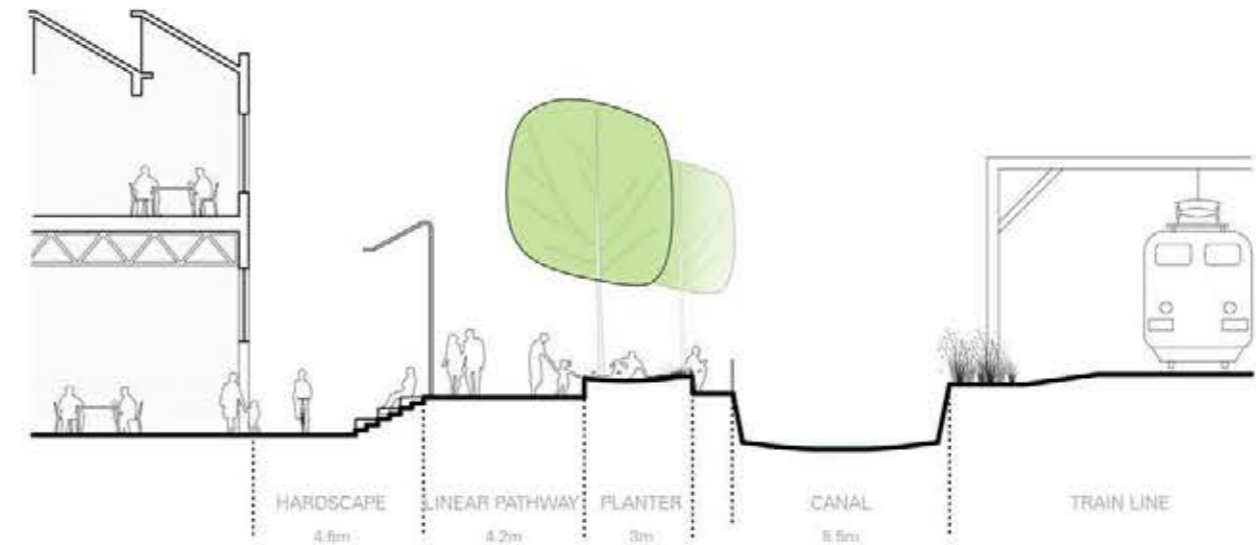
The reservoir is proposed as a centrepiece within the precinct. This piece of urban landscape possesses a unique charm, forming a large void within the dense industrial context. An upgraded public domain is proposed to the south and western edges of the reservoir, linking through to the station forecourt via the existing concrete hardstand, re-conceived as a 'goods line' landscape.



PROPOSED STREETScape



SECTION EXISTING, 1:200



SECTION PROPOSED, 1:200



PERSPECTIVE, CORRIDOR GREEN LINK



CONVERTED INDUSTRIAL BUILDING INCORPORATES NEW USES WITH ACTIVE FRONTAGE ONTO NEW LINK

GOOD LIGHTING AMENITY PROMOTES NIGHTTIME ACTIVITY AND USE

PROVIDE BICYCLE PARKING AND FACILITIES

NEW TREES PROVIDE SHADE AND A VISUAL BUFFER

PLANTERS WITH STREET FURNITURE ALONG CANAL

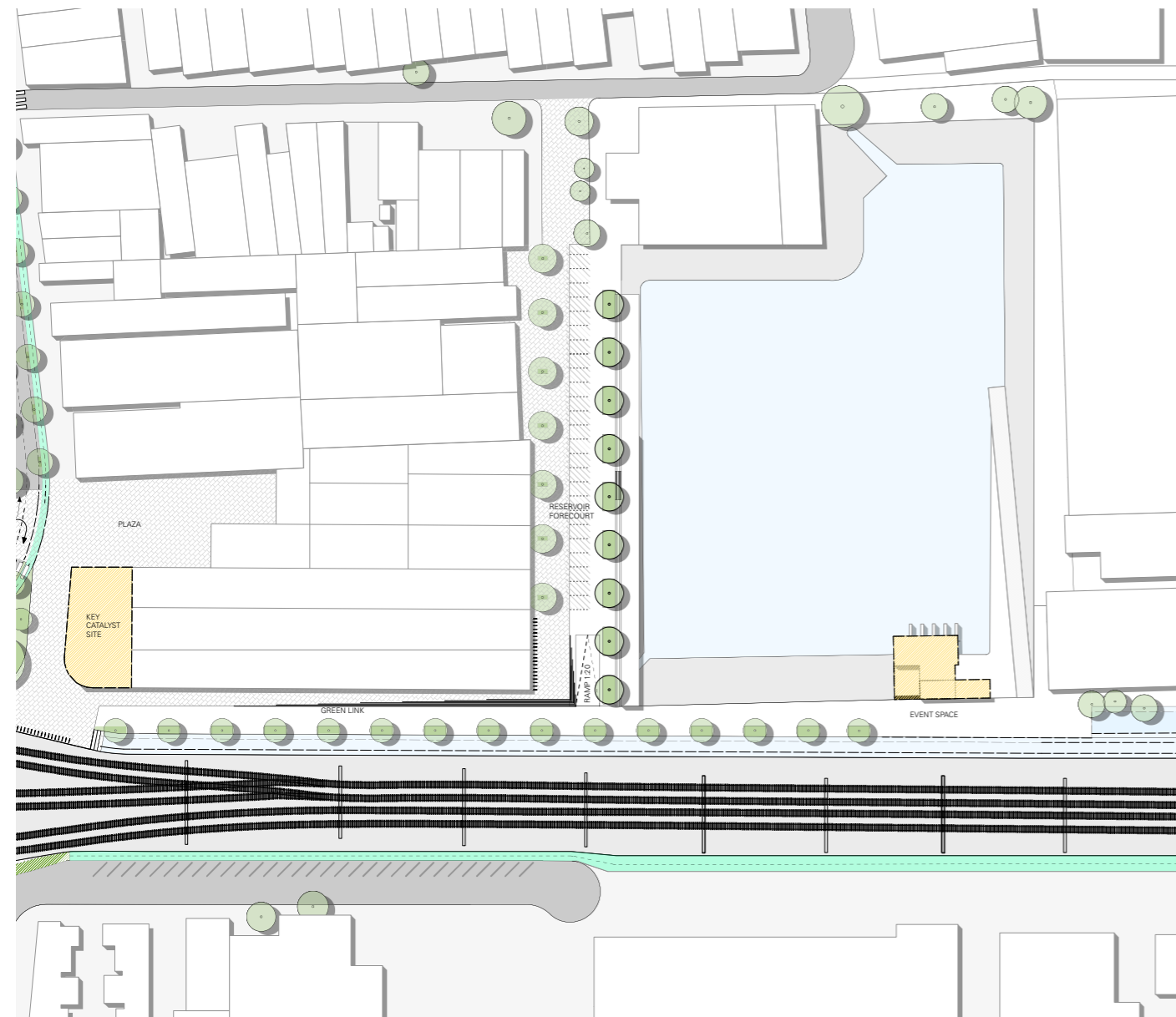
COMMISSION NEW ARTWORKS ALONG LENGTH OF CANAL

NEW WIDE PEDESTRIAN LINK TO RESERVOIR WITH GRADED STEPS

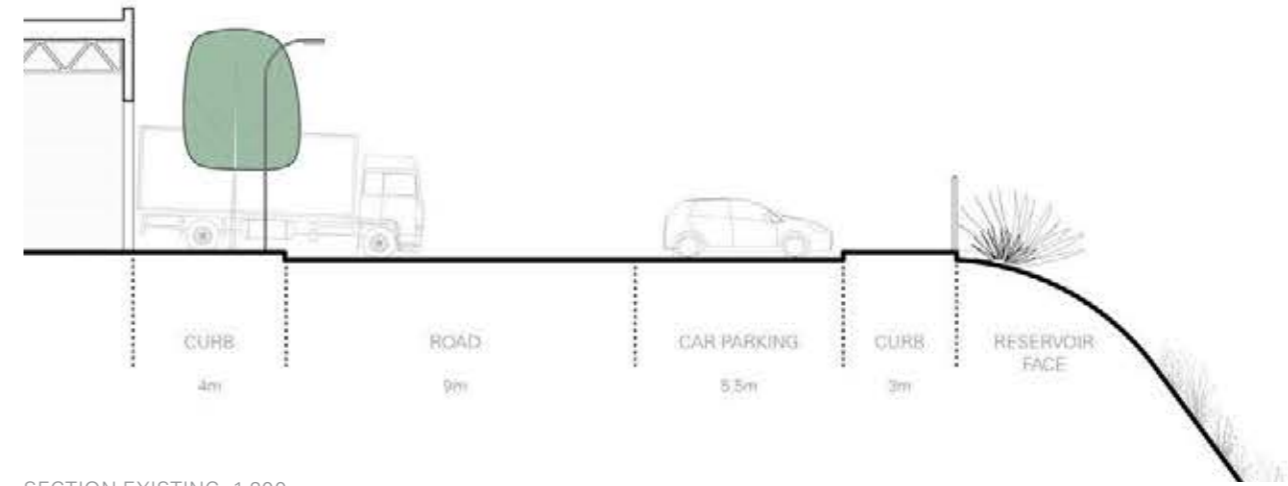
PROVIDE KEY MOMENTS OF INTENSITY THAT CAPTURE VIEWS

ANNOTATED PERSPECTIVE, CORRIDOR GREEN LINK

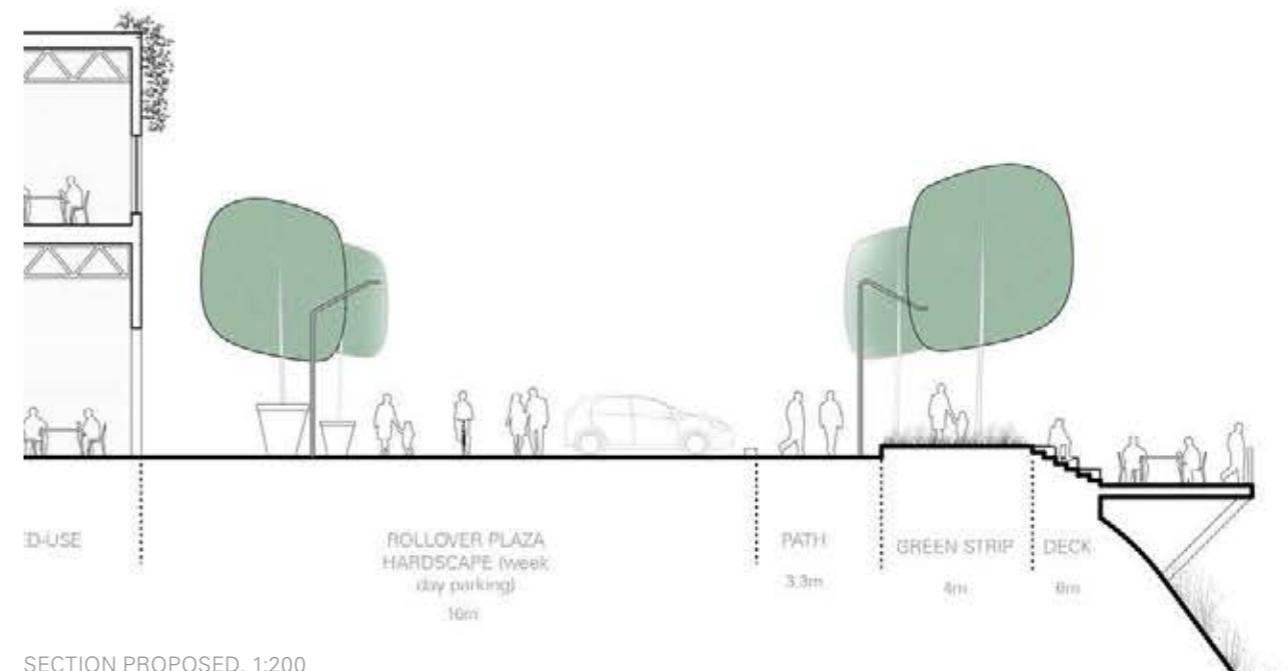
The area to the west of the precinct is modified to provide an improved public domain and a setting for urban recreation. A timber deck cantilevers out from the footway, stepping down to create banked seating to remove the balustrade from the view. A series of pavilions are proposed along the length of the deck, providing shade and amenity within the urban context.



PLAN PROPOSED, 1:1000



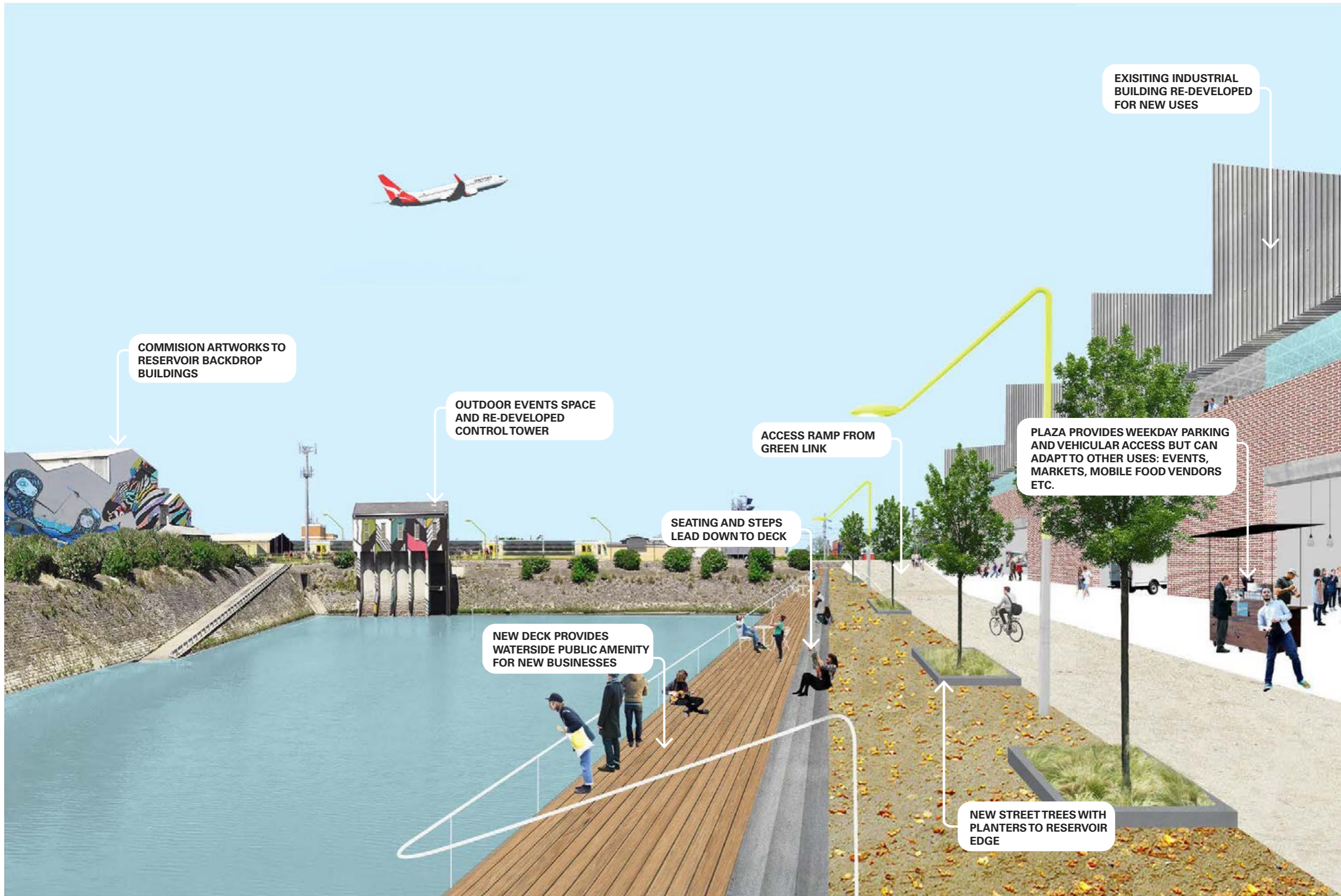
SECTION EXISTING, 1:200



SECTION PROPOSED, 1:200



PERSPECTIVE, RESERVOIR FORECOURT



COMMISSION ARTWORKS TO RESERVOIR BACKDROP BUILDINGS

OUTDOOR EVENTS SPACE AND RE-DEVELOPED CONTROL TOWER

ACCESS RAMP FROM GREEN LINK

PLAZA PROVIDES WEEKDAY PARKING AND VEHICULAR ACCESS BUT CAN ADAPT TO OTHER USES: EVENTS, MARKETS, MOBILE FOOD VENDORS ETC.

SEATING AND STEPS LEAD DOWN TO DECK

NEW DECK PROVIDES WATERSIDE PUBLIC AMENITY FOR NEW BUSINESSES

NEW STREET TREES WITH PLANTERS TO RESERVOIR EDGE

EXISTING INDUSTRIAL BUILDING RE-DEVELOPED FOR NEW USES

ANNOTATED PERSPECTIVE, RESERVOIR FORECOURT

A series of catalyst developments are proposed within the context, strategically supporting the public domain initiatives.

1. A new corner building alongside adjacent new northern station entrance presents an opportunity to anchor the reservoir precinct. Along with adjoining warehouse buildings and car park, this is an ideal industrial conversion site to provide key arts and hospitality venues for the reservoir precinct.

2. Corner building and courtyard are a key site for a new highly visible cafe or bar.

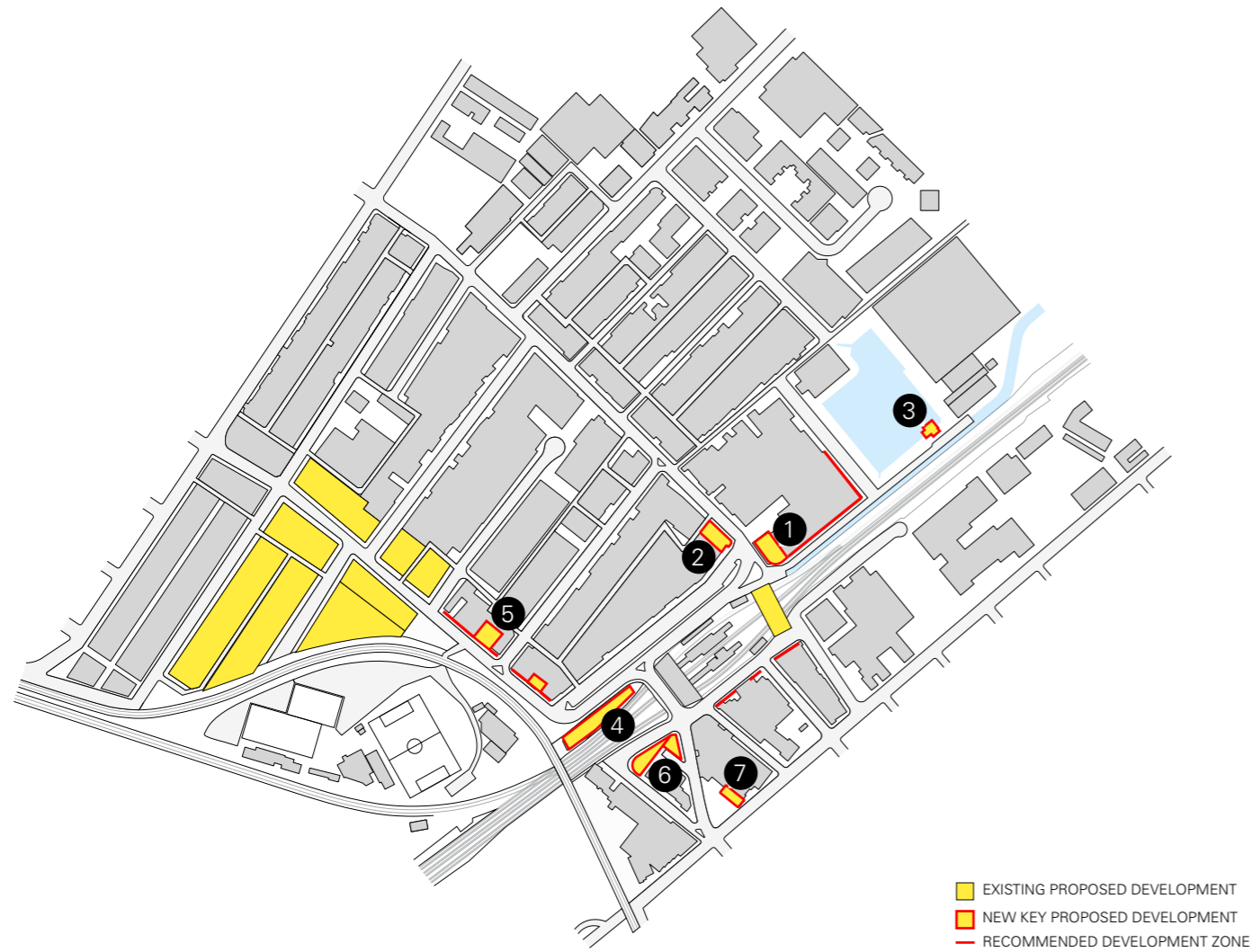
3. Reservoir control tower and potential new forecourt are a key opportunity to create a new outdoor events and music space with reservoir as a backdrop to new a stage.

4. Sydney Rail site to west of road crossing is an opportunity for additional parking spaces with development above.

5. Partially vacant sites and inconsistent grain along south Marrickville road are key sites for new development with active frontage to street.

6. Vacant land and adjoining block at the western end of Burrows avenue are an opportunity to continue the high street character south of the station with new shop-top housing.

7. Opportunity for a new civic building fronting onto the park.



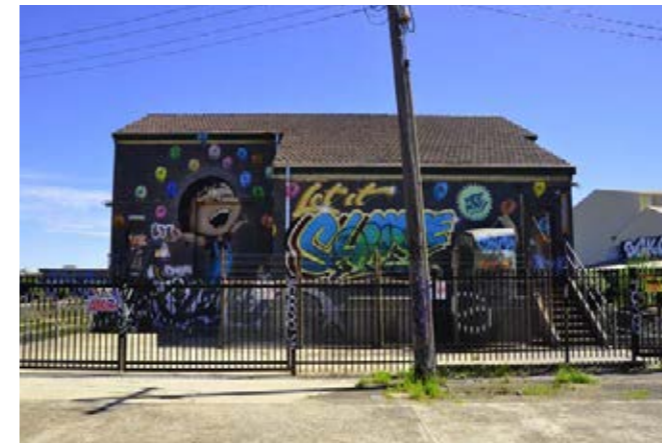
- 1. 1 Sydenham Rd.
- 2. Corner site at 51 Railway Pde.
- 3. Reservoir control tower.
- 4. Sydney Rail site on Railway Pde.
- 5. 37-43 Marrickville Rd
- 6. 117 Burrows Avenue.
- 7. 45 Unwins bridge Rd.



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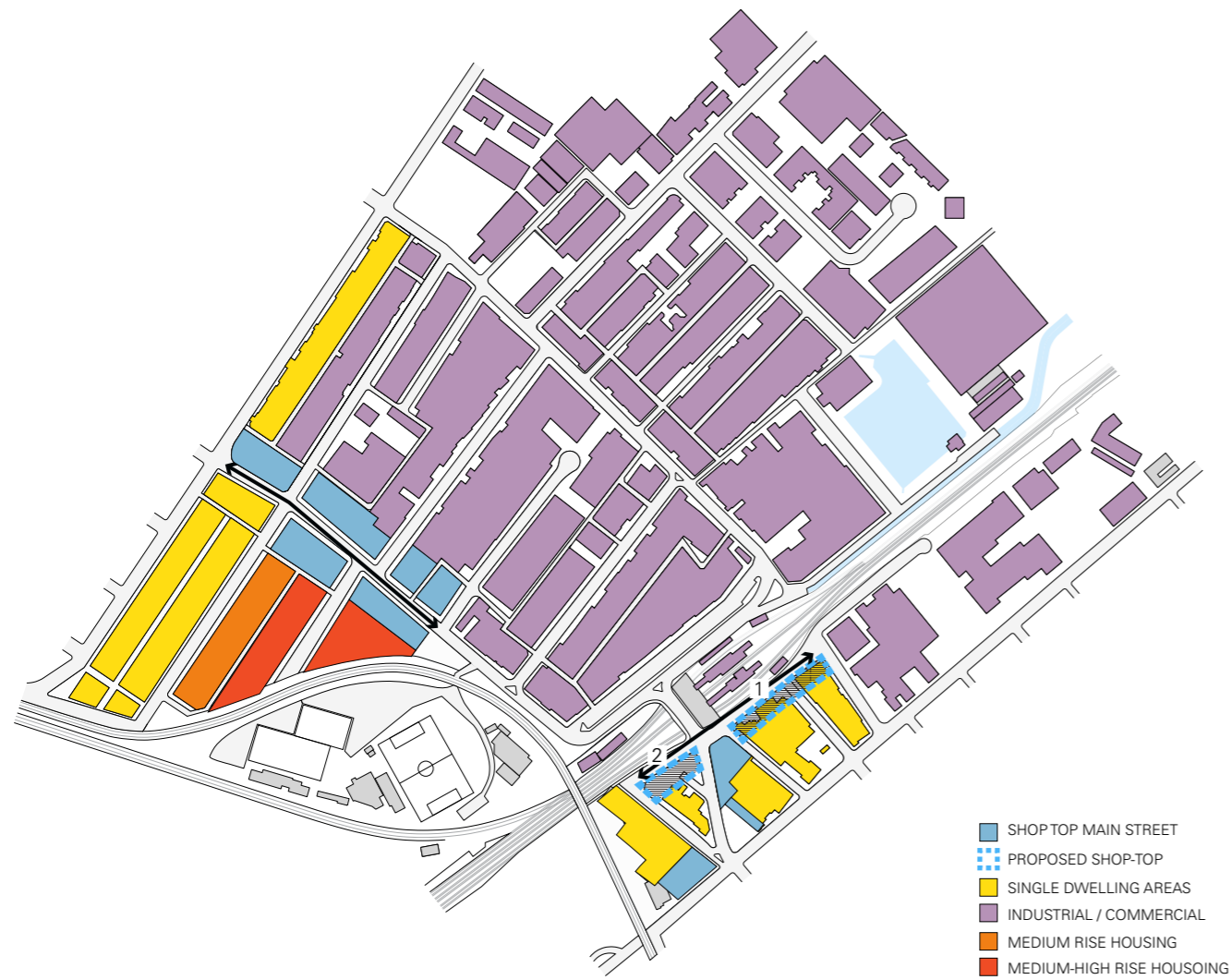
Burrows Avenue is identified as an opportunity to incorporate a fine grain shop-top housing typology, extending an existing series of shop fronts to create a locally scaled high-street. This is a minor departure from the Metro Strategy density model.



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1. Partially shopfront development along Burrows Avenue.  
2. Vacant site at 117 Burrows Avenue.

OPPORTUNITIES – NEW OPEN SPACE

A series of new open spaces are proposed within the precinct. These are strategically located to leverage key focal point assets, proposed catalyst developments, proposed land use and infrastructure plan, and the new station configuration.

1. The reservoir accessway provides a great opportunity for a new public leisure and arts spine that take will feed into key catalyst sites and provide a space to enjoy the heritage reservoir backdrop.

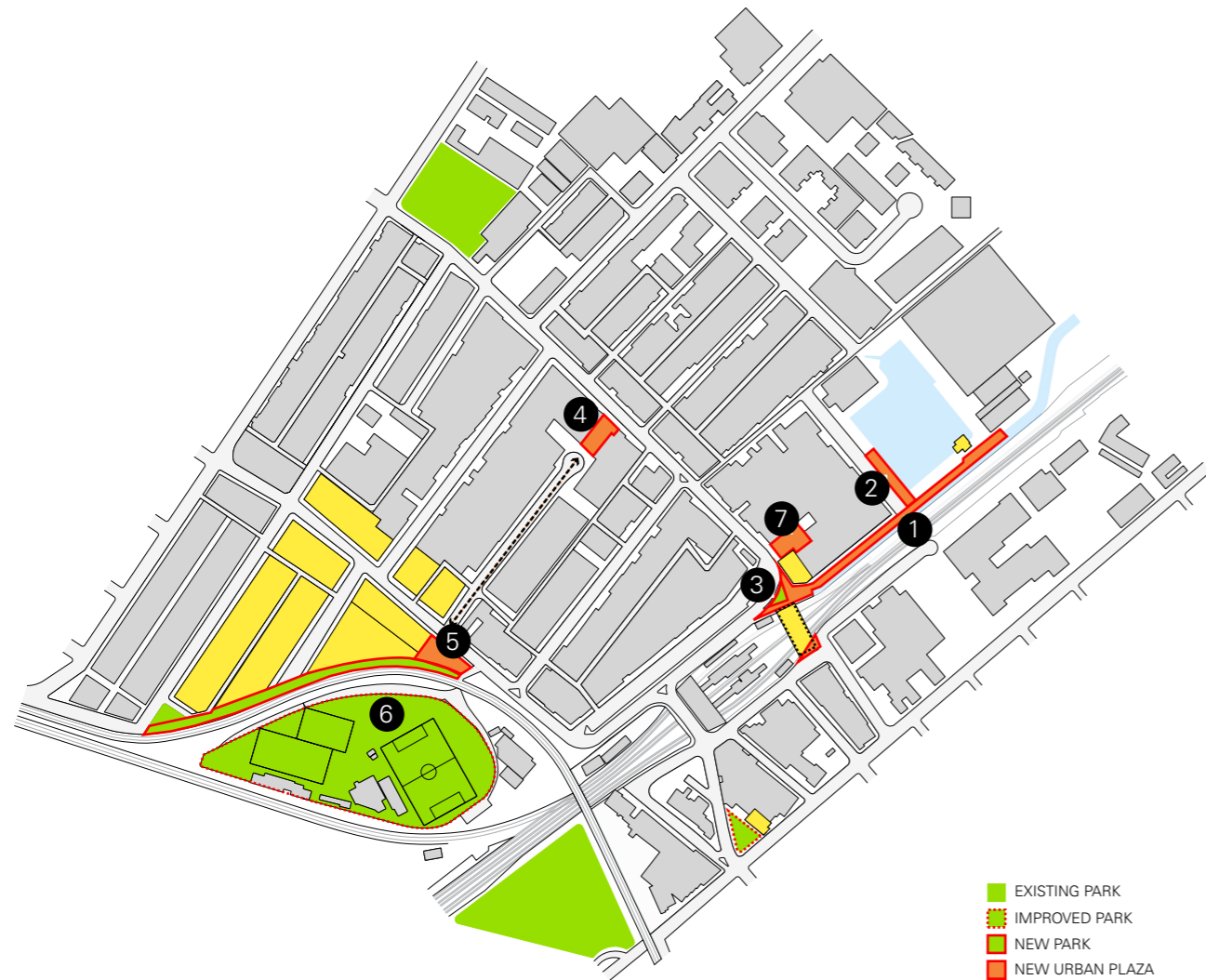
2. The reservoir water edge can become a primary public space that can serve as an outdoor extension to 1 Sydenham Rd. We propose Garden St hardscape continue to service the building and act as a carpark but it should be able to transform into an open hardscape reservoir forecourt for public events.

3. The Northern station entrance is an opportunity for a new forecourt and pocket park that can anchor the pedestrian and cycle network with the reservoir green-link accessway.

4. Barclay St. carpark is a opportunity to extend the amenity of Barclay St. into a new public plaza outside existing Batch Brewery. Barclay St is set to become a key pedestrian link through Sydenham from the proposed new medium-rise residential development along Marrickville Rd.

5. This triangular parcel of land is a key open space needed to anchor south Barclay street with the new residential development along Marrickville Rd. and can become a gateway to the currently concealed Fraser Park.

6. Improvements and public access to Fraser Park will be important to supporting increase in density of the area.



- 1. Reservoir accessway looking north towards control tower.
- 2. Garden St.
- 3. Intersection of Railway parade and Sydenham Road.
- 4. Car park, North Barclay St.
- 5. 102 Marrickville Rd.
- 6. Fraser Park.
- 7. Carpark at 1 Sydenham Road.



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

ITEM	DESCRIPTION	WHO	REFERENCE PAGE
1.0	STREETS		
1.1	Pursue reconfiguration of one way couplet to two way conventional arrangement, supported by reduced traffic volumes from West Connex.	Council / RMS	17
1.2	Further explore reconfiguration of Railway Parade to provide simplified transport interchange; cycleway, bus pickup, pedestrian links, car and urban design upgrades; treescape, planting, lighting.	Council / RMS	17
1.3	Further explore reconfiguration of Marrickville Road and Sydenham Road with 'boulevard treatment.	Council	19
1.4	Further explore reconfiguration of Sydney, Barclay and Buckley Streets as 'enterprise streets.	Council	34
2.0	STATION PRECINCT		
2.1	Further explore station forecourt to northern side of new TfNSW station. Resolve levels, planting, seating, lighting and other urban design elements.	Council / TfNSW	17
2.2	Explore strategic acquisition of property at 51 Sydenham Road (adjacent to kiss and ride area) for conversion to café / retail to accompany the station precinct.	Council	17
3.0	RESERVOIR PRECINCT		
3.1	Develop concept for reservoir.	Council	29
3.2	Develop concept for 'goods-line' link (name TBC).	Council	30
3.3	Negotiate realization of reservoir concept as part of rectification works to reservoir following use as West Connex dive pit.	Council / DP&E	30
3.4	Negotiate with owners of properties immediately to the west of the reservoir (1 Sydenham Road, extending through to Garden Street).	Council	29
3.5	Explore potential for pumping station to be utilized for hospitality purposes as a destination.	Council	29
3.6	Explore strategic acquisition of building at western side of 1 Sydenham Road (adjacent to station forecourt) for conversion to retail and other active uses to accompany the station precinct.	Council	17
4.0	OTHER		
4.1	Explore potential for development of site adjacent to entry to Fraser Park to create enhanced entry point.	Council	23
4.2	Explore planning potential for triangular site bounded by Burrows Ave, Gleeson Ave and Railway Road for FSR uplift to accommodate affordable housing.	Council	32
4.3	Explore planning potential for incorporation of secondary high street to Burrows Avenue.	Council / DP&E	32



Location and direction of presented perspective views:

1. Sydenham Road and station forecourt.
2. Marrickville Road and Fraser's Park entrance.
3. Reservoir accessway, Green-link.
4. Reservoir forecourt, Garden Street.



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