MARRICKVILLE ROAD (EAST) PUBLIC DOMAIN PROJECT

COMMUNITY NOTIFICATION PLAN

PROJECT INFORMATION

Following extensive community engagement and public exhibition of a Draft Masterplan, Inner West Council adopted a Final Masterplan for the Marrickville Road (East) Public Domain Project in September 2021. The project aims to provide a safer environment for all users between the Sydenham and Tempe Railway Station and deliver a pedestrian and cyclist environment that is safe, pleasant and enjoyable to use.

The scope of the project includes public domain elements along Marrickville Road from Victoria Road to Railway Parade and then extending along Railway Parade to Sydenham Railway Station. The project scope also includes public domain elements immediately adjoining the intersections of Marrickville Road with Lower Railway Parade, Buckley Street, Barclay Street, Sydney Street, Gerald Street, Meeks Road and the Fraser Park access road.

The design of the project has been developed in general accordance with the adopted Masterplan. Design development has included consultation with a wide range of public authorities, council representatives and other key stakeholders. This Community Consultation Plan represents the current design of the project, to be used by Inner West Council as the basis of further public exhibition of the project.

The following text and reference numbers correlate with the illustrative plan below, and together summarise the key design elements of the project.

CAR PARKING COMPARISON

MARRICKVILLE ROAD (EASTERN SIDE)	EXISTING	PROPOSED	DIFFERENCE
Meeks Road to Sydney Street	11	5	- 6
Sydney Road to Barclay Road	10	9	- 1
Barclay Street to Buckley Street	10	9	- 1
Buckley Street to Railway Parade	4	5	+ 1
MARRICKVILLE ROAD (WESTERN SIDE)	**EXISTING**	**PROPOSED**	**DIFFERENCE**
Meeks Road to Gerald Street	11	11	0
Gerald Street to Fraser Park	11	16	+ 5
Fraser Park to Gleeson Avenue	11	12	+ 1
TOTAL =	81	88	+8

Note:
1. Calculations exclude illegal parking (e.g. within 10m of intersecting roads, and / or across driveways.

LEGEND

- EXISTING KERB & GUTTER
- EXISTING KERB & GUTTER TO BE REMOVED
- PROPOSED STANDARD KERB & GUTTER
- PROPOSED FUTURE KERB & GUTTER ALIGNMENT (SUBJECT TO TRANSPORT FOR NSW APPROVAL)
- PROPOSED 900mm WIDE DISH GUTTER
- STANDARD DRIVEWAY LAYBACK
- PROPOSED KERB RAMPS WITH GREY CHOC COLOUR
- PROPOSED SEATS
- PROPOSED LITTER BIN
- PROPOSED RELOCATED BUS SHELTER
- PROPOSED CONCRETE FOOTPATH
- PROPOSED SHARED PEDESTRIAN / BICYCLE AREA
- PROPOSED UNIT PAVED FOOTPATH TO MATCH EXISTING TREATMENT
- PROPOSED BI-DIRECTIONAL BICYCLE PATH
- PROPOSED GARDEN WITH LOW NATIVE GRASSES AND GROUNDCOVERS
- PROPOSED CAR PARKING SPACES

KEY

1. Existing driveways maintained (except where shown otherwise) and square-off to property boundaries.
2. Northern kerb alignment of Marrickville Road moved northward in mid-block areas to maintain north side parallel parking. Alignment to allow for a consistent carriageway width required for a new bi-directional bicycle path on the southern side of Marrickville Road.
3. Parallel on-street parking maintained on southern side of Marrickville Road and eastern side of Railway Parade.
4. New and upgraded pedestrian crossing points with kerb ramps.
5. New landscaped kerb blisters provided at intersections to improve pedestrian amenity and safety by reducing road crossing distances, while maintaining capacity for semi-trailers to turn.
6. Large *Eucalyptus Mannifera* tree retained, in widened tree-pit planting area with groundcover planting.

   Increased street tree planting with spreading canopies established in tree-pits with native grasses and groundcovers to replace existing street trees (except where tree retention is otherwise noted) to improve streetscape amenity. Tree pits to utilise Water Sensitive Urban Design (WSUD) initiatives where practicable.
7. Existing street trees retained where possible and incorporated into landscaped tree pits.
8. Railway Parade design coordinated with Sydney Metro's developing design for the Gleeson Avenue / Railway Parade intersection (subject to TfNSW approval).
9. New parking protected bi-directional bicycle path on the southern side of Marrickville Road and Eastern side of Railway Parade, from Sydenham Station to Meeks Road.
10. Retain existing heritage wall and liaise with other agencies and heritage advisors to explore opportunities for street art.
11. Street furniture including seating with backrests and accompanying bins.
12. Bicycle path continues via the South West Active Transport Link.
13. Bus shelter / zone relocated to accommodate articulated buses, and maximise circulation space for pedestrians.
14. Pedestrian crossing and traffic island maintained at Buckley Street / Marrickville Road intersection.
15. New coloured concrete footpaths.
16. Shared pedestrian / bicycle areas with pavement treatment.
17. Dedicated bicycle off-ramps from roadway.
18. Match existing footpath paving treatment to the west.
19. Existing pedestrian refuge removed.
20. Pedestrian crossing and continuous bicycle path treatment proposed at Gerald Street intersection.
21. Street lighting upgraded to improve pedestrian safety.
22. Existing rigid concrete road pavement sheeted over to match adjoining re-sheeted asphalt areas.
23. Bi-directional shared bicycle / pedestrian path on Northern side of Marrickville Road between Barclay and Buckley Streets.

PROPOSED STREET TREE SPECIES

Syagrus,

Botanic name: **Tristaniopsis laurina 'Luscious'**

Common name: Water Gum

Trimming regime: 6 - 10 metres

Trimmed Width: 3 - 6 metres

Habit: Very hardy small native evergreen tree with a dense canopy

Syagrus,

Botanic name: **Caphotaenium conferta**

Common name: Brush Box

Trimming regime: 8 - 20 metres

Trimmed Width: 6 - 12 metres

Habit: A tall, sturdy evergreen native tree with rough bark at the base and smooth, pinkish bark above. Young trees have attractive bronish new bark. A densely spreading crown with domed head.

Syagrus,

Botanic name: **Lophostemon suffgiva**

Common name: Tallo Gum

Trimming regime: 10-18 metres

Trimmed Width: 6-8 metres

Habit: Medium to large and columnar deciduous tree with upright branching.

PROPOSED FOOTPATH PAVEMENT FINISHES

Footpath pavement (north side)

Mortmeas
Standard concrete footpath with broom finish

Footpath pavement (south side)

Mortmeas
Dark coloured concrete (e.g. CCS Onyx) with broom finish

Pedestrian / bicycle shared areas

Mortmeas
Dark coloured concrete (e.g. CCS Stallion) with stencilled pattern to demarcate shared area

Driveways

Mortmeas
Standard concrete footpath with broom finish

PROPOSED STREET FURNITURE

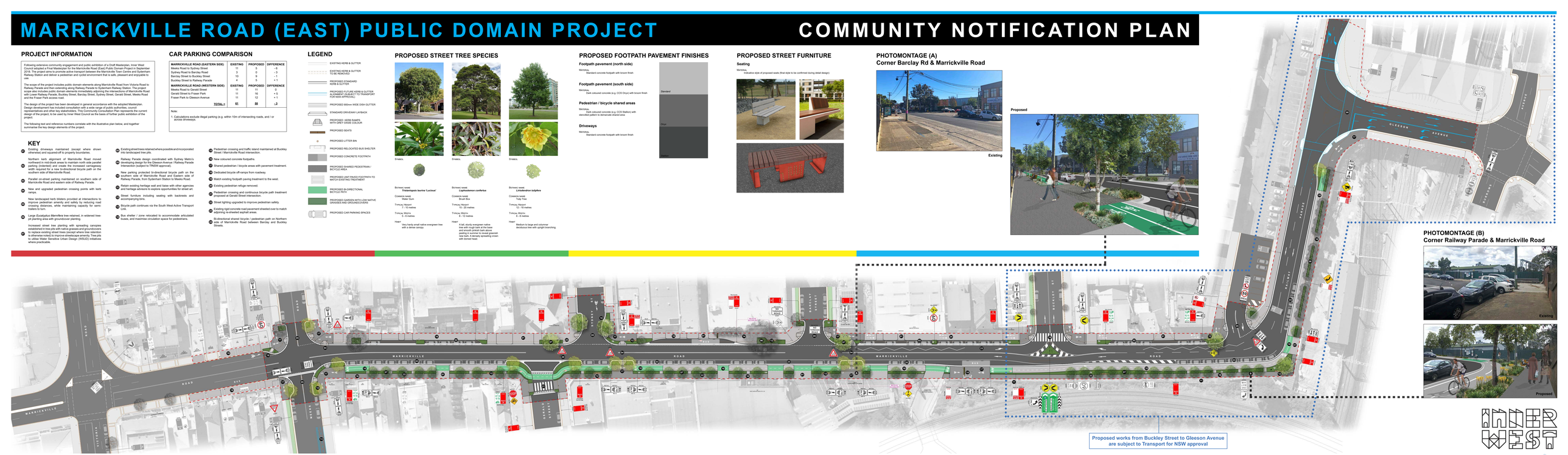
Seating

Mortmeas
Indicative style of proposed seats (final style to be confirmed during detail design)

PHOTOMONTAGE (A)
Corner Barclay Rd & Marrickville Road

Existing

Proposed



PHOTOMONTAGE (B)
Corner Railway Parade & Marrickville Road

Existing

Proposed

Proposed works from Buckley Street to Gleeson Avenue are subject to Transport for NSW approval

INNER WEST