

1. Urban Design Framework

Our aim is to create a coherent and legible framework for the development of the site that consist of a pattern of streets and blocks. We have maintained the alignment and visual continuity of neighbourhood streets through the site, which creates a series of north-south streets. The existing heritage buildings have been used to establish the alignment of east west streets. The combination of the two street patterns establishes a framework of traditional streets and blocks in a configuration that responds to both the neighbourhood streets and heritage buildings on the site. The simplicity of the framework allows flexibility in terms of staging, subdivision, etc, while maintaining a coherent legible overall form.

2. Public Open Space

Our aim is to create a network of public open space that respond to the linear character of the site and relates to the historic building and spaces. The primary open space is a shared pedestrian and vehicle east-west street framed by the Carriage Works and Blacksmith's Shop building. We have called this street Carriagework Way and it will be paved to prioritise the pedestrian, and yet remain open to vehicles, albeit with traffic calming devices, and traffic managed during events. This street links the east and west ends of the railyards through the cultural and retail heart of the site. To maximise its accessibility from Wilson Street a series of pedestrian connections are proposed, typically located at the ends of the neighbourhood streets. These connections will have public stairs.

Carriageworks Way links four open spaces along its length. Either side of the Carriage Works the traversers will be maintained. These spaces will retain the rails to facilitate heritage interpretation, and be spaces to facilitate a range of outdoor cultural and community events.

At the eastern end of the site a large plaza is proposed as an extension of the existing open space adjacent to the Foundry. This plaza is the connecting arrival space for the new bridge to the Redfern Railway Station.

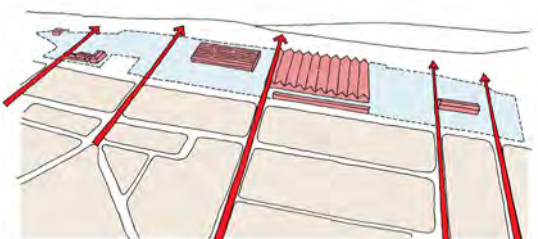
3. Built Form/ Urban Morphology

The built form and building heights have been conceived to maintain continuity of scale with the historic buildings. A series of low rise linear buildings, generally aligned east-west, frame Carriageworks Way, providing a scale that is sympathetic to the heritage buildings and respects the scale of the adjoining neighbourhood. Taller buildings have been located on the southern portion of the site adjacent to the rail line, where they will have minimal overshadowing impact. These buildings have been aligned perpendicular to the rail lines to frame the neighbourhood streets, and imply an openness and connectivity across the rail lines; as opposed to walling off the precinct from the rail lines.

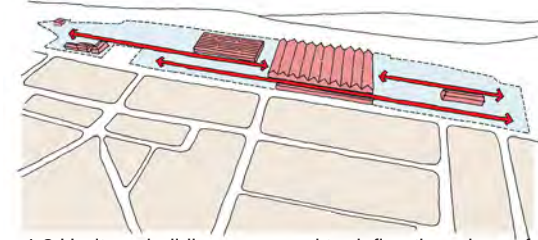
Paint Shop Proposals : The building typologies above the Paintshop employ a similar language to the treatment of the proposed taller southern buildings on the site. These too run perpendicular to the rail line. These volumes have been pulled away from the northern façade and are expressed on the southern elevation interlocking with the existing heritage building. To the north of the Paint Shop it is envisaged the northern most bay remain as an open colonnade. The retail facilities provided at ground floor will activate the façades to the north, east and west with open café dining provided to the public park to the east. Parking facilities for commercial, retail and residential will be located within the existing shell of the Paint Shop on mezzanine levels to the south. Access to these parking facilities and to retail loading will be from the south accessed through the new façades leaving the rhythmic arched bays of the heritage structure untouched.

The residential buildings above are set back from the north, east and west facades to respect the activated façades. Private landscaped open courtyard gardens will be created for the residents in a similar manner to the private landscaped courtyards of the residential proposals to the west.

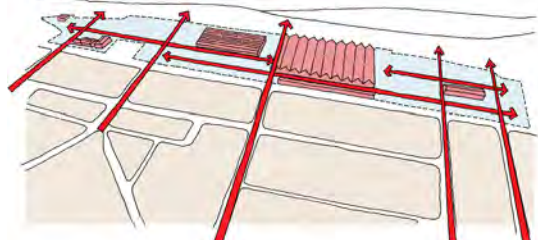
Finally a singular higher rise 'object' building is proposed as landmark at the eastern end of the site. This building hovers above the plaza and acts as a landmark for the Redfern Railway station entrance.



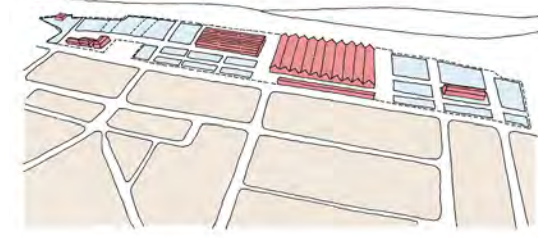
1.1 Neighbourhood streets are extended across the site to create a north south block dimension.



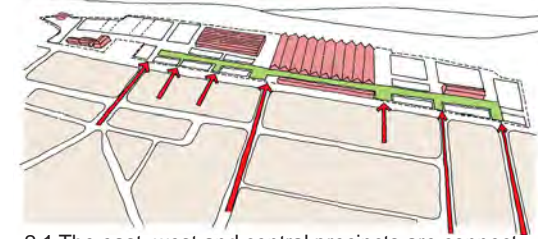
1.2 Heritage buildings are used to define the edges of east-west streets.



1.3 The combination of north-south and east-west streets creates a framework that integrates the neighbourhood with the historic buildings.



1.4 The framework creates a simple, flexible, and legible pattern of streets and blocks.



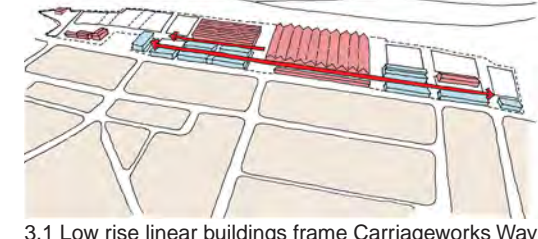
2.1 The east, west and central precincts are connected via carriageworks's way - a shared linear street.



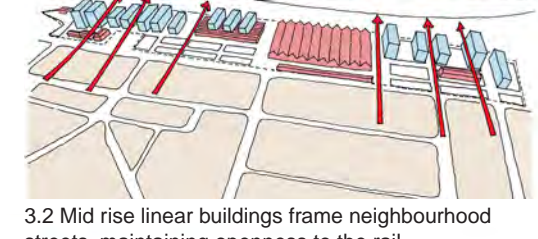
2.2 Carriageworks's way links major public spaces either side of the carriageworks, adjacent to the clothing store and to the north of the Paint Shop. A major public plaza is proposed as the extension of the foundry for access to Redfern station.



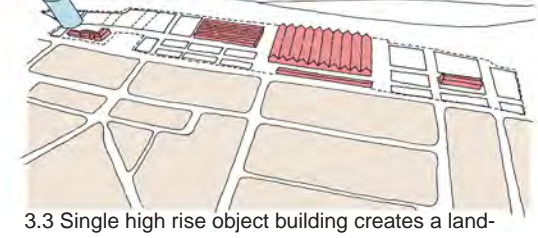
2.3 Pocket parks / plaza's are proposed for local neighbourhood amenity.



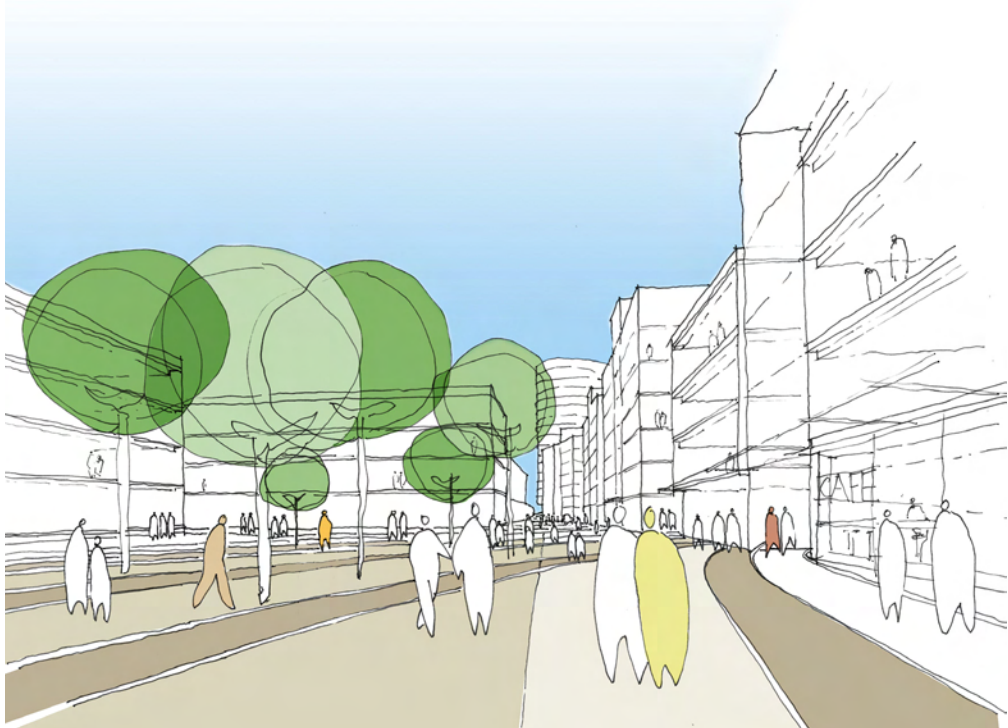
3.1 Low rise linear buildings frame Carriageworks Way and respect the scale of heritage buildings.



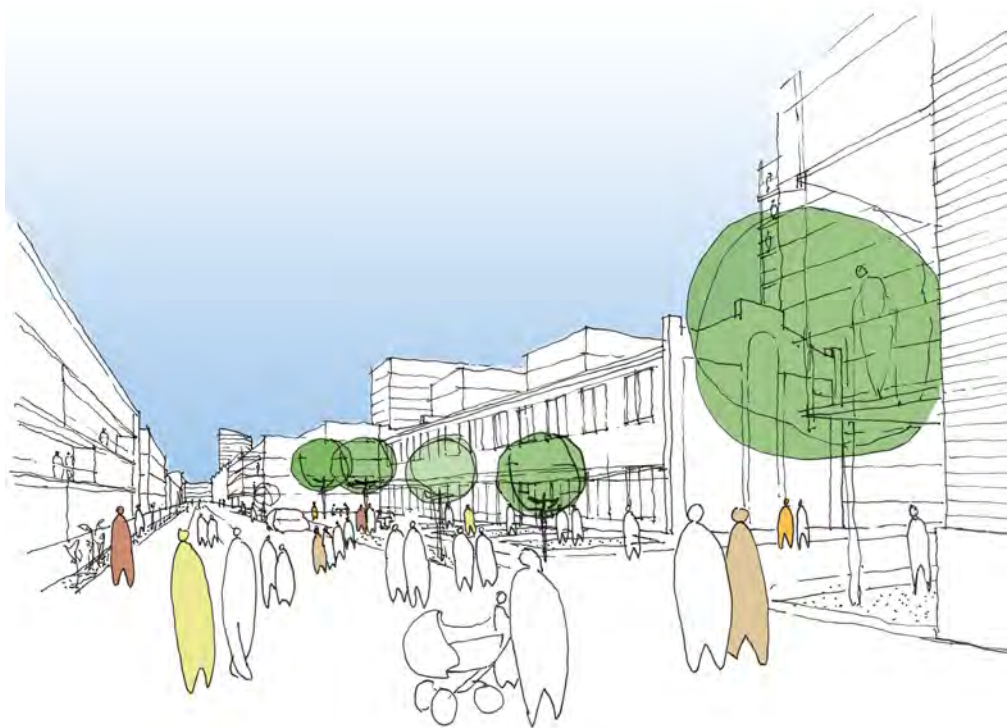
3.2 Mid rise linear buildings frame neighbourhood streets, maintaining openness to the rail.



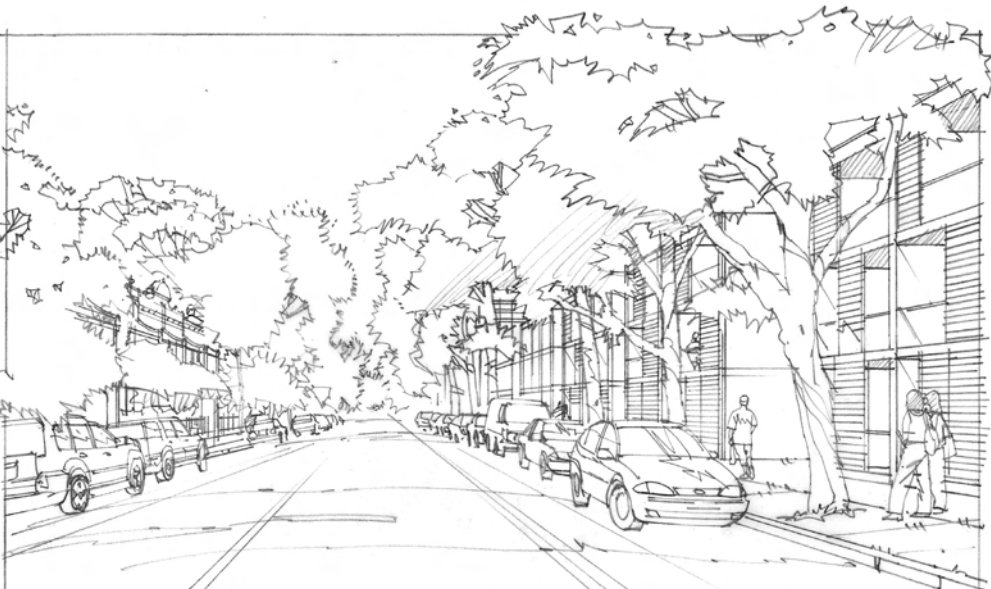
3.3 Single high rise object building creates a landmark for Redfern station.



View across park towards landmark building



View along Carriageworks Way, near Clothing Store



View looking eastwards along Wilson Street

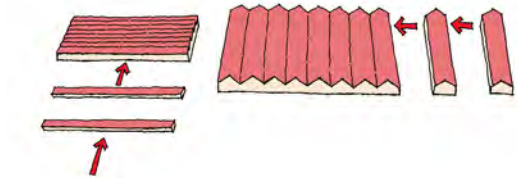
4. Building Typology

The building typologies have been developed to relate to the rail building types that occupied the site; and thus reinforce a precinct with a distinct character and typology. We commenced by analysing the typology of the existing rail buildings on the site, specifically the Paint Shop and the Carriageworks. These buildings have a typology resulting from the addition of identical linear elements, giving them a repetitive linear rhythm. We have reinterpreted this quality to come up with contemporary commercial and residential building types.

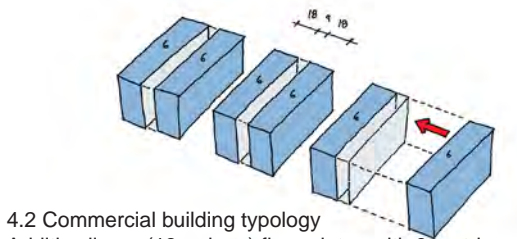
The commercial building typology consists of the addition of 18m wide linear floorplates, separated by 9m atriums. This creates a flexible commercial building typology with an additive linear quality. The building floorplates can be developed in a number of ways to suit the requirements of single & multiple tenants, and strata title. The primary long facades have a north-east orientation which will allow effective solar shading and daylighting conditions.

The residential building typology consists of the addition of 16.4m wide linear floorplates and a 3m balcony projection framing a courtyard. The units are subdivided using a 4.2m grid. These modules can easily be subdivided into several apartment mixes giving flexibility to the building footprint. The building heights have been modulated to maximise solar access and create a hierarchy of building heights. Between the buildings a five storey single sided residential element has been added as a buffer against rail noise. The primary living rooms all face north-east allowing excellent solar access throughout the year. We have tested solar access to the apartments and to the courtyard and confirm that all apartments receive in excess of two hours of sunlight to primary living rooms, and the courtyard receives two hours sunlight to in excess of 50% of its area.

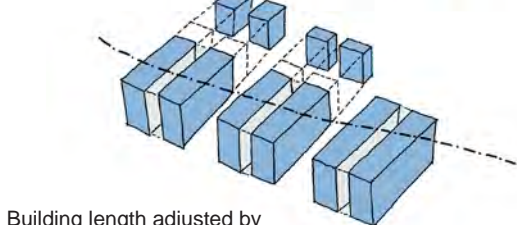
The residences on Wilson Street have a different typology. These are 4 storey buildings with 3 storeys visible from the Wilson Street level. These buildings have a 12m wide linear floorplate and a 3m balcony projection. These units utilise the same 4.2m grid for subdivision. This grid is expressed on the Wilson Street frontages and forms a modern interpretation of the existing terraces opposite.



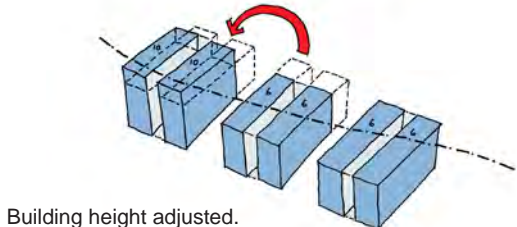
4.1 Heritage building typology of additive linear element.



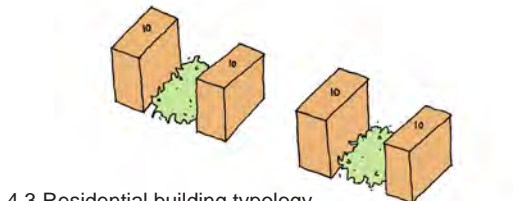
4.2 Commercial building typology
Additive linear (18m deep) floor plates with 9m atrium.



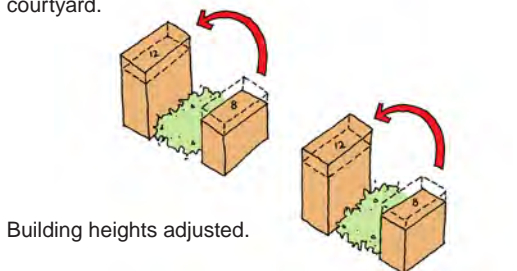
Building length adjusted by site boundary.



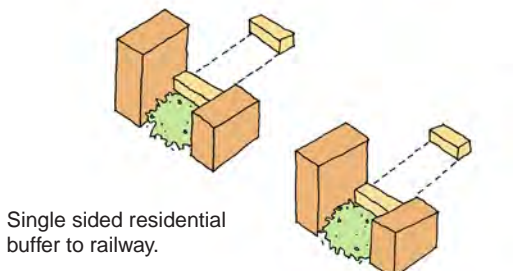
Building height adjusted.



4.3 Residential building typology
Additive linear (16.4m deep) floorplates frame a courtyard.



Building heights adjusted.



Single sided residential buffer to railway.