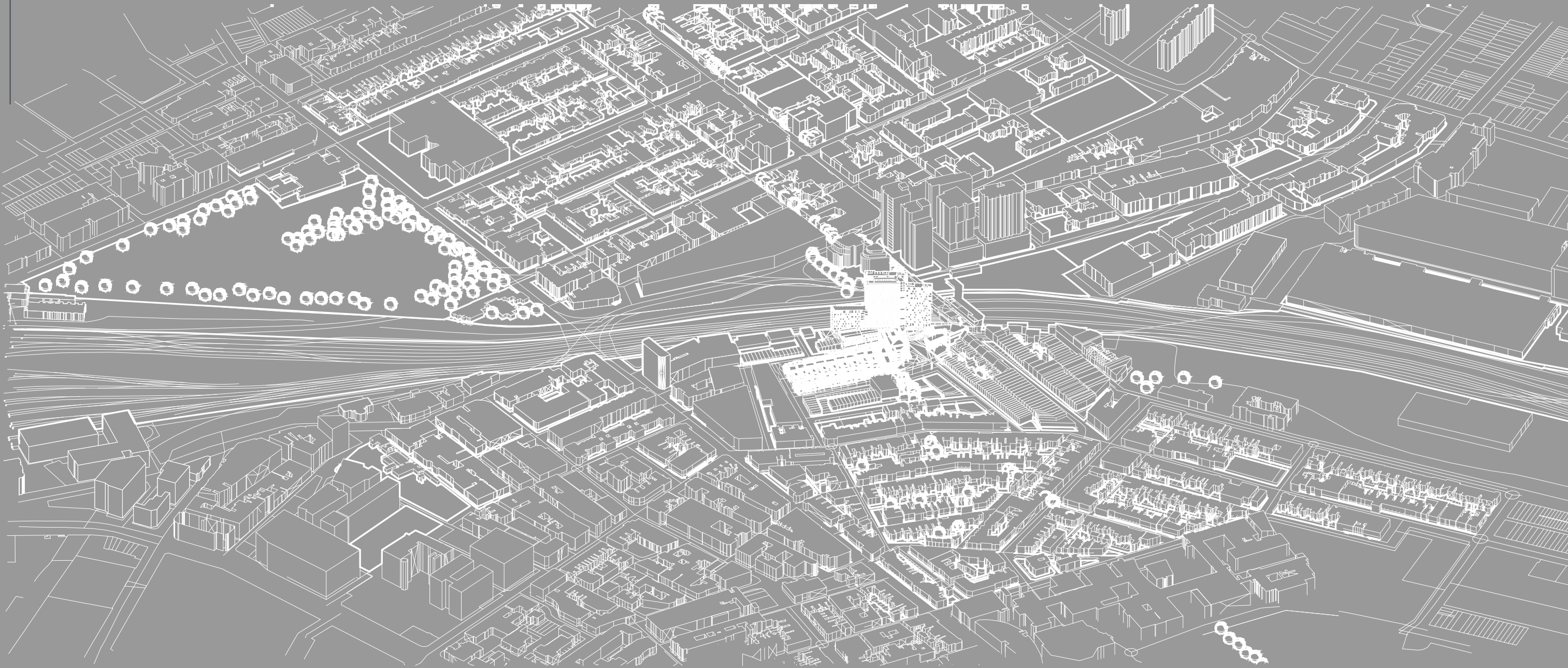


PEMULWUY PROJECT



URBAN CONTEXT REPORT
JUNE 2017

GRIMSHAW

Job Title: PEMULWUY PROJECT
Document Title: URBAN CONTEXT REPORT

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Executive Summary

Executive Summary: 0

0

This Urban Context Study is carried out on behalf of Deicorp and the Aboriginal Housing Company, on the work conducted by the design team on the Pemulwuy project. The report considers the scheme in a forward-thinking speculative context which considers, amongst other studies and strategies, the Central to Eveleigh Urban Transformation Strategy developed by UrbanGrowth NSW.

The subject site sits directly adjacent to the Central to Eveleigh rail corridor, which is underpinned by the strategic visions established by the NSW Government's 'A Plan for Growing Sydney', and proposes strategic development to deliver major housing, transport and employment outcomes for Sydney to support growth. The 80 hectare corridor sits within a broader study area, including this site, that is important to consider in terms of renewal opportunities.

Redfern precinct sits centrally within this renewal framework which considers future potential redevelopment of the station area. The region's strategic position close to transport links, universities, the CBD and Australian Technology Park gives excellent potential for higher density development. This must be balanced against the context of the site, the enhancement of the existing public realm and character of the area.

We have studied a number of key strategies relating to the context of this site, including:

- A Plan for Growing Sydney 2014
- Central Sydney Planning Strategy 2016
- Central to Eveleigh Urban Transformation Strategy 2016
- Draft Central District Plan 2016

Considering the context of these strategies, as well as the existing and pipeline developments around Redfern station, we believe that the Pemulwuy project represents an appropriate density within the future urban context, and allows for a transitional change in height from the planned density around the rail corridor to the wider precinct.

In addition to the urban context study, Grimshaw have also reviewed the proposed public realm treatment against the above key strategies and present our findings herewithin.

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-

1

1.1 Background

This document takes into account both the current urban context of Redfern precinct, which includes any local development in the pipeline, and a speculative projected development model which takes into account the principles of growth as established by the Central to Eveleigh Urban Transformation Strategy. These two models allow for a consideration of the Pemulwuy project within the current constraints, and a more holistic long-term vision for the precinct, substantiating the appropriate density within these two frameworks.

Given the demand for growth within the city, particularly in close proximity to transport links, it is vitally important to consider this context in such a central precinct. However, it is also important to consider the principles underpinning the Central to Eveleigh study, which takes into account the established and vibrant characters of the precincts, and proposes that these be harnessed and strengthened as a starting point to achieve an increase in diversity, choice, affordability and connectivity.

Future growth is projected in this report to take into account the following factors:

- Appropriate density around public transport
- Meeting the needs of the increasing population
- Requirement for diversity in housing types and smaller homes



Fig: View from edge of proposed Precinct 3 towards Redfern station and existing developments

The subject site sits on the western boundary of Redfern precinct, directly adjacent to the rail corridor and Redfern station, and approximately half way along the Central to Eveleigh rail corridor.

- 1. UNIVERSITY OF SYDNEY
- 2. NATIONAL CENTRE OF INDIGENOUS EXCELLENCE
- 3. AUSTRALIAN TECHNOLOGY PARK
- 4. REDFERN TOWN HALL
- 5. THE ACTORS PULSE - ACTING SCHOOL
- 6. REDFERN COMMUNITY CENTRE PLAYGROUND
- 7. DEPARTMENT OF HUMAN SERVICES
- 8. REDFERN MEDICAL CENTRE
- 9. REDFERN STATION
- 10. CENTRAL STATION
- 11. MACDONALDTOWN STATION
- 12. ERSKINEVILLE STATION
- 13. PRINCE ALFRED PARK

URBAN RENEWAL CORRIDOR
STRATEGY PRECINCT BOUNDARY

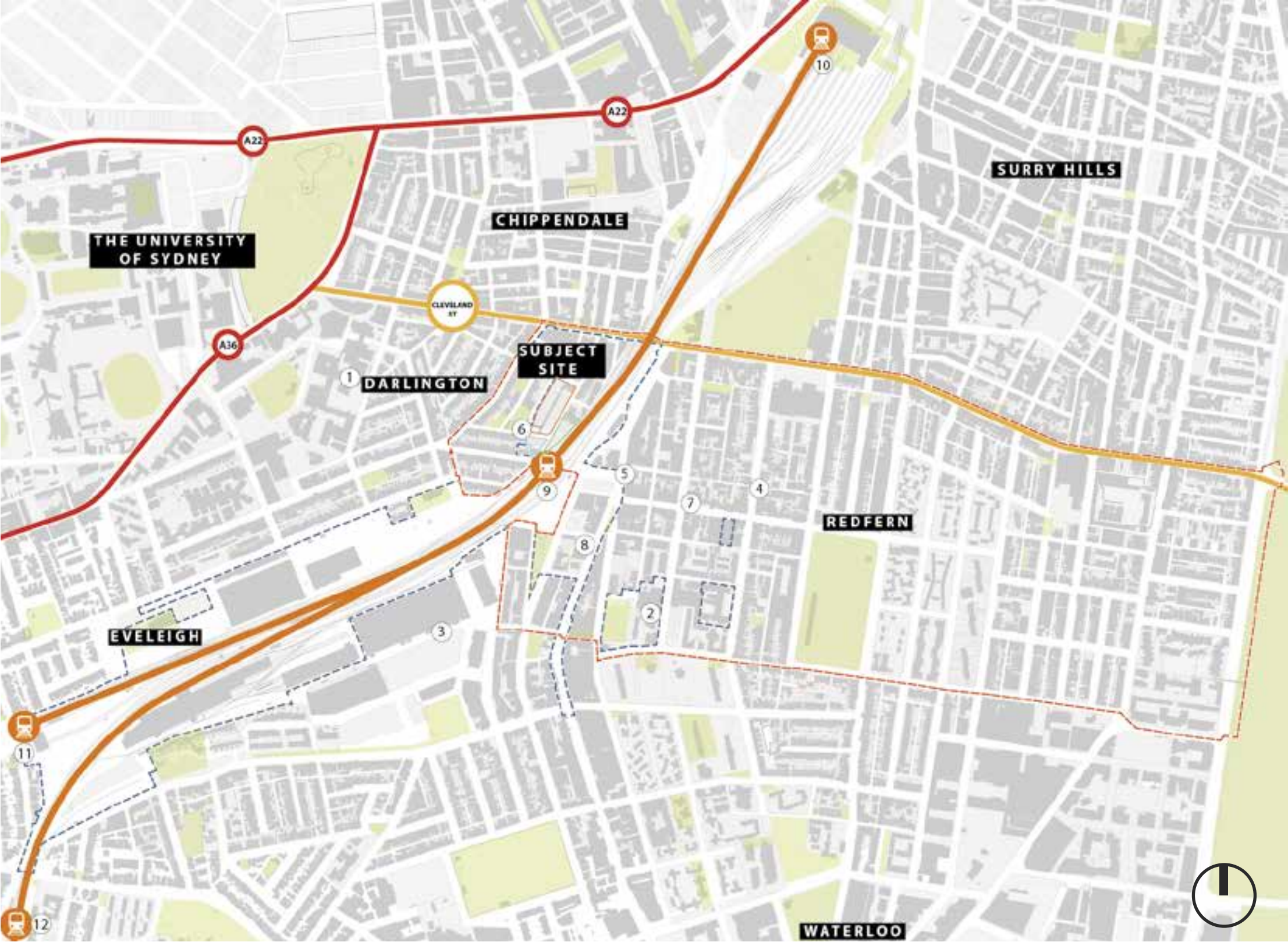
TRAIN STOP

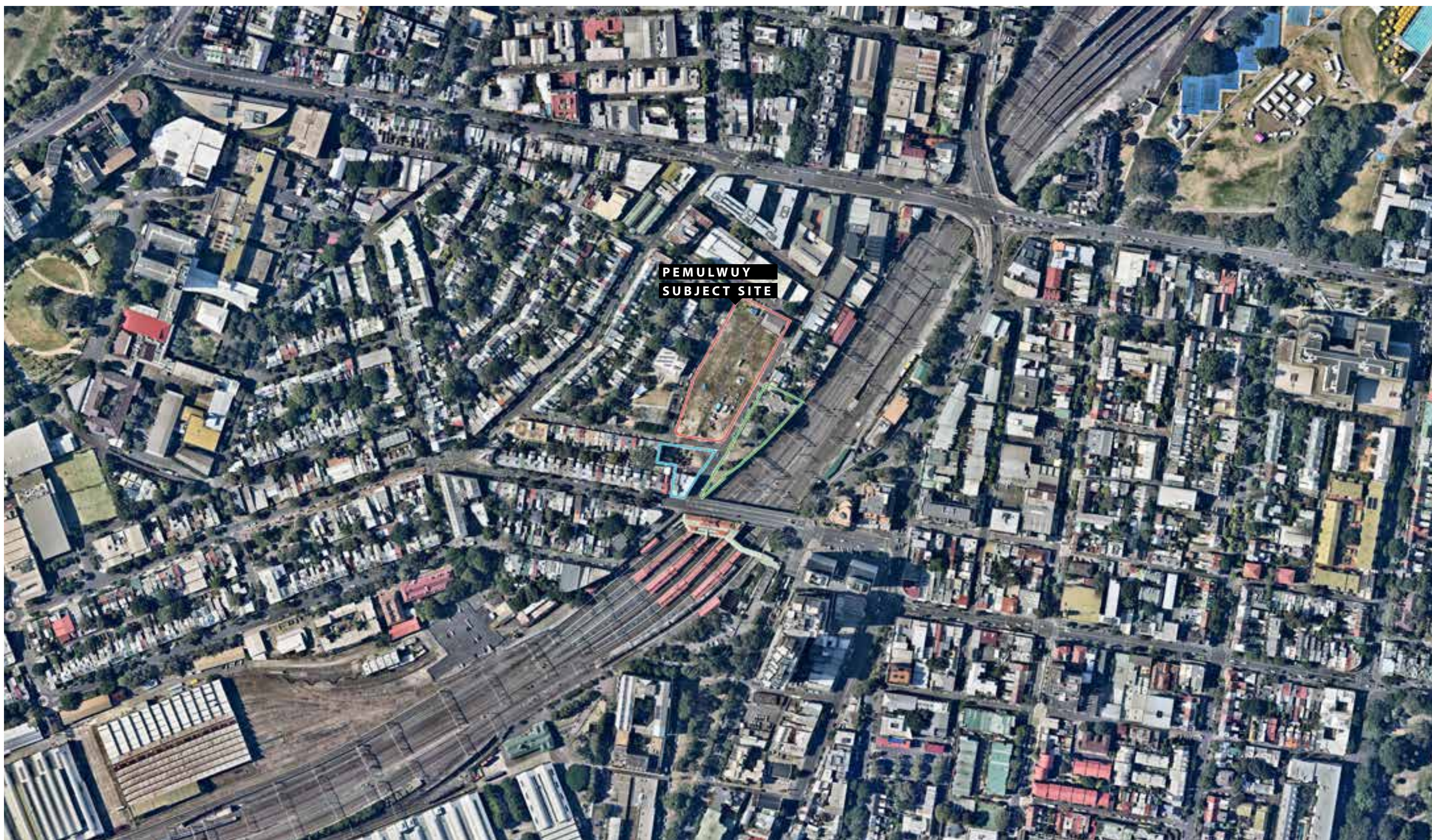
TRAIN LINE

MAIN ARTERIAL ROAD

HIGHWAY ROAD

STATE ENVIRONMENTAL
PLANNING POLICY



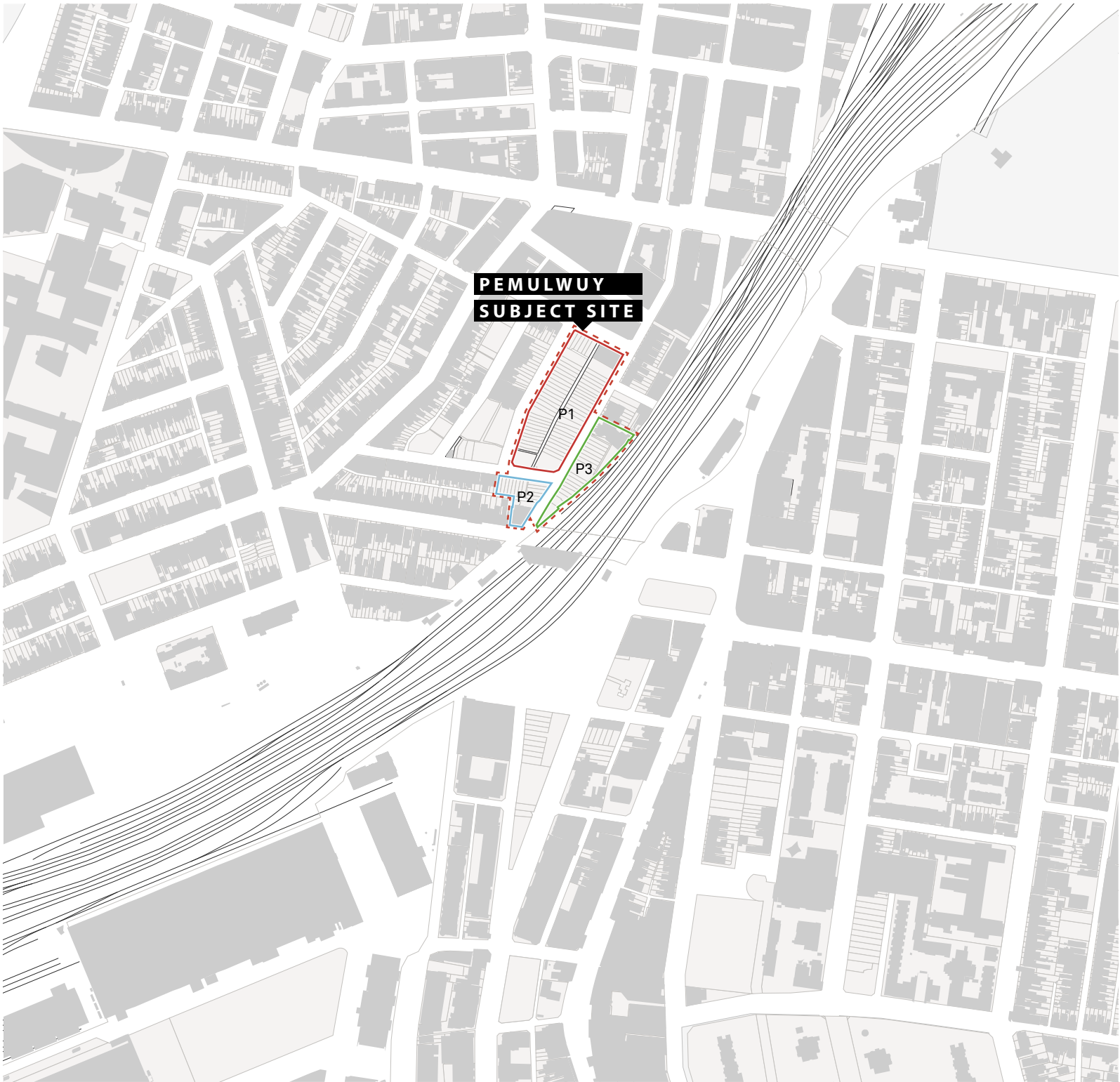


1.2 Pemulwuy_ Site & Lots

- Site Boundary 1 - Project Site - 36-102 Eveleigh St, 2-10 Caroline St, 3-59 Luis St, 1-11 Vine St
- Site Boundary 2 - Project Site - 104 Eveleigh St, 104 Lawson St, 1-13 Caroline St
- Site Boundary 3 - Project Site - 77-123 Eveleigh Street

Site Info

Precinct	Address	Area
1 Precinct 1	36-102 Eveleigh St, 2-10 Caroline St, 3-59 Louis St, 1-11 Vine St	6708 m²
2 Precinct 2	104 Eveleigh St, 104 Lawson St, 1-13 Caroline St	1282 m²
3 Precinct 3	77-123 Eveleigh Street	2380 m²
Total :		10,441 m²



SCALE 1 : 5000 @ A3

1.3 Local Planning Context

DEVELOPMENT HISTORY

The Redfern precinct has been a priority for redevelopment to meet the growing needs of Sydney for many years. Previously the Redfern-Waterloo Authority was set up to aid the revitalisation of the Redfern-Waterloo Growth Centre, which is approximately 350 hectares in size and includes the subject site.

This ambition has been carried forward to the Sydney Metropolitan Development Authority, and now on to UrbanGrowth NSW Development Corporation. The area has since been included in the Central to Eveleigh Urban Transformation Strategy prepared by UrbanGrowth.

SEPP - REDFERN-WATERLOO

The subject sites sit directly adjacent to Redfern station, and the existing controls applicable to the sites would not enable the type of high-quality transit-oriented development envisaged by the NSW Government in their delivery of the redevelopment of Redfern precinct.

The current controls are as devised from the State Environmental Planning Policy (Major Development) 2005 Redfern-Waterloo Authority Sites

Clause	Control	Comment
Land Zoning	Site zoned D - Business Zone - Mixed Use	Permissible development with consent includes: "Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing"
Height of Buildings	3 storeys (Precinct 1+2) 5 storeys (Precinct 3)	This is not in keeping with the Central to Eveleigh Urban Transformation Strategy, or local developments adjacent of 18-storeys.
Floor Space Ratio	Precinct 1 + 2: 1.5:1 (max. 0.75 residential) : 2:1 (max. 1:1 residential)	This is not in keeping with the Central to Eveleigh Urban Transformation Strategy, or local developments adjacent.
Heritage Conservation	Adjacent plot	Redfern Station Booking Office sits opposite the subject sites

- Key Information:
- Distance to CBD: 3km
 - Distance to Redfern Station: 20m

Context

2

Existing Context :	2
Existing Context	2.1
Photographic Survey	2.2
Visual Impact Study	2.3
Existing Analysis	2.4
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Transport + Movement	2.4.2
Walking + Cycling	2.4.3
Open Space	2.4.4
Heritage	2.4.5
Constraints	2.4.6
Boundaries	2.4.7
Pipeline Development	2.4.8

2.1 Existing Context

The inner-city suburb of Redfern sits 3km south of Sydney CBD, and is located in the City of Sydney local government area.

HISTORY

The area around this subject site has been a meeting place for Aboriginal people for tens of thousands of years, and in recent times has been a focal point for the reconciliation movement.

The suburb is named after William Redfern, who was granted 100 acres in 1817 by Lachlan Macquarie. Redfern has historically been characterised by migrant populations and in the late 19th century many of the businessmen occupants of the suburb were originally from Lebanon.

LOCAL ECONOMY

The population of the suburb spans a broad spectrum of socioeconomic characteristics, perhaps partly due to the geography of the suburb - long, narrow and centrally located.

DEMOGRAPHIC

In the 2011 census, Aboriginal and Torres Strait Islanders made up 2.4% of the population of the suburb. The area has a multicultural and diverse demographic with 50.8% of the population being born overseas.

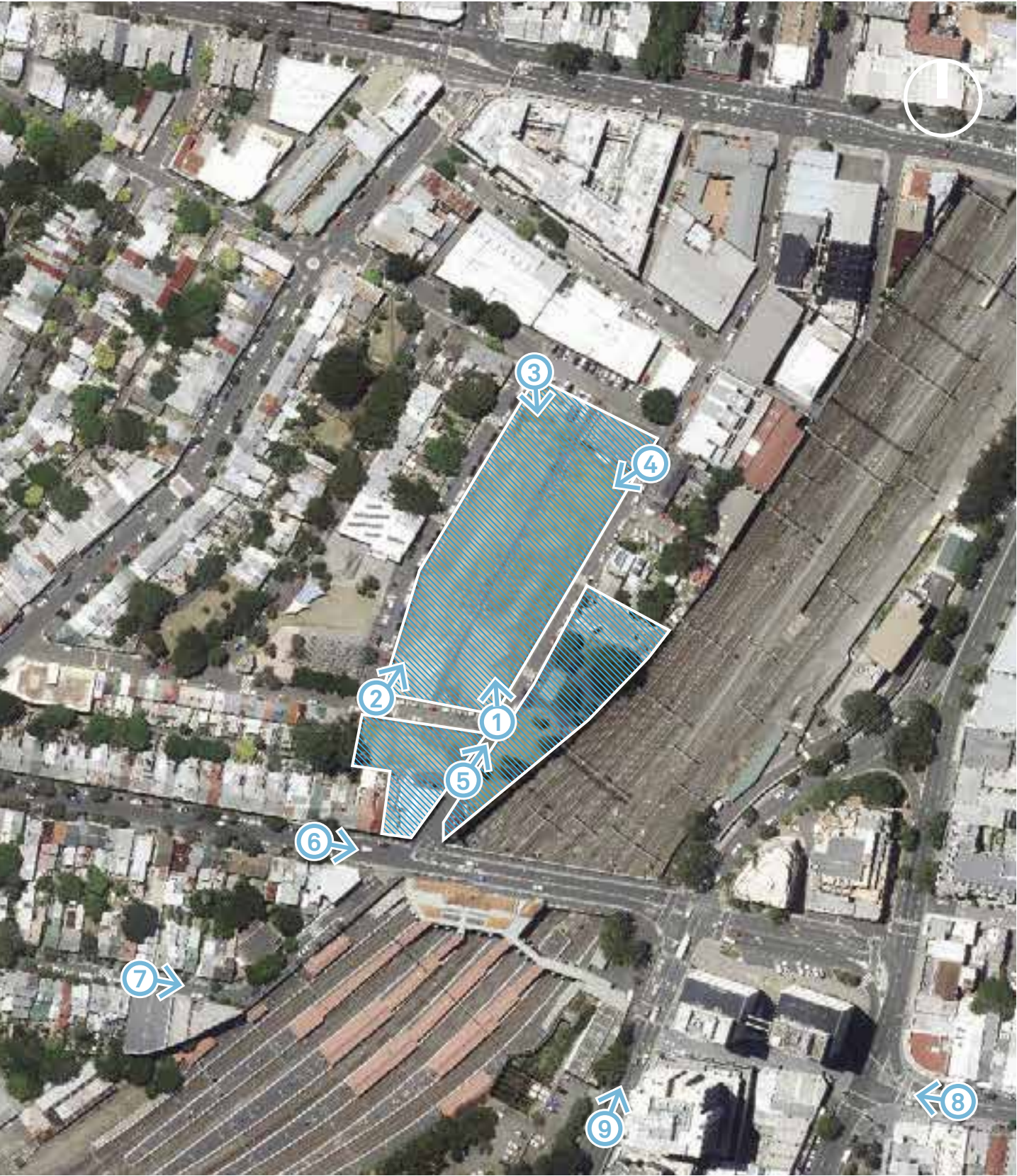
COMMUNITY

Redfern Community Centre, adjacent to the subject site, supports a diverse and vibrant local culture. The suburb is of significant importance to the Indigenous community, in particular because of this subject site, which is owned by the Aboriginal Housing Company and was set up as the first urban Aboriginal community housing provider.

Fig. Redfern Station



2.2 Photographic Survey



SOURCE GOOGLE STREET MAPS



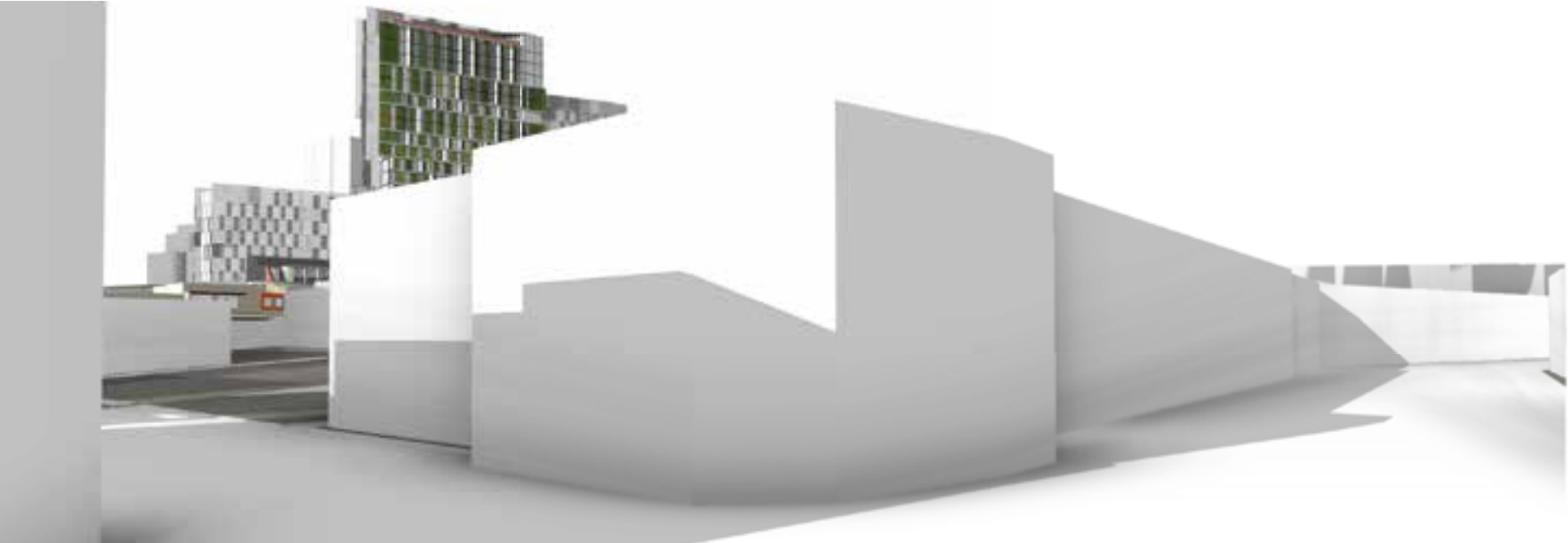
2.3 Visual Impact Study



VIEW LOCATION PLAN



1: VIEW FROM CORNER OF LOUIS STREET & VINE STREET



2: VIEW FROM CORNER OF VINE STREET & ABERCROMBIE STREET



VIEW LOCATION PLAN



3: VIEW FROM CAROLINE STREET



4: VIEW FROM LITTLE EVELEIGH STREET

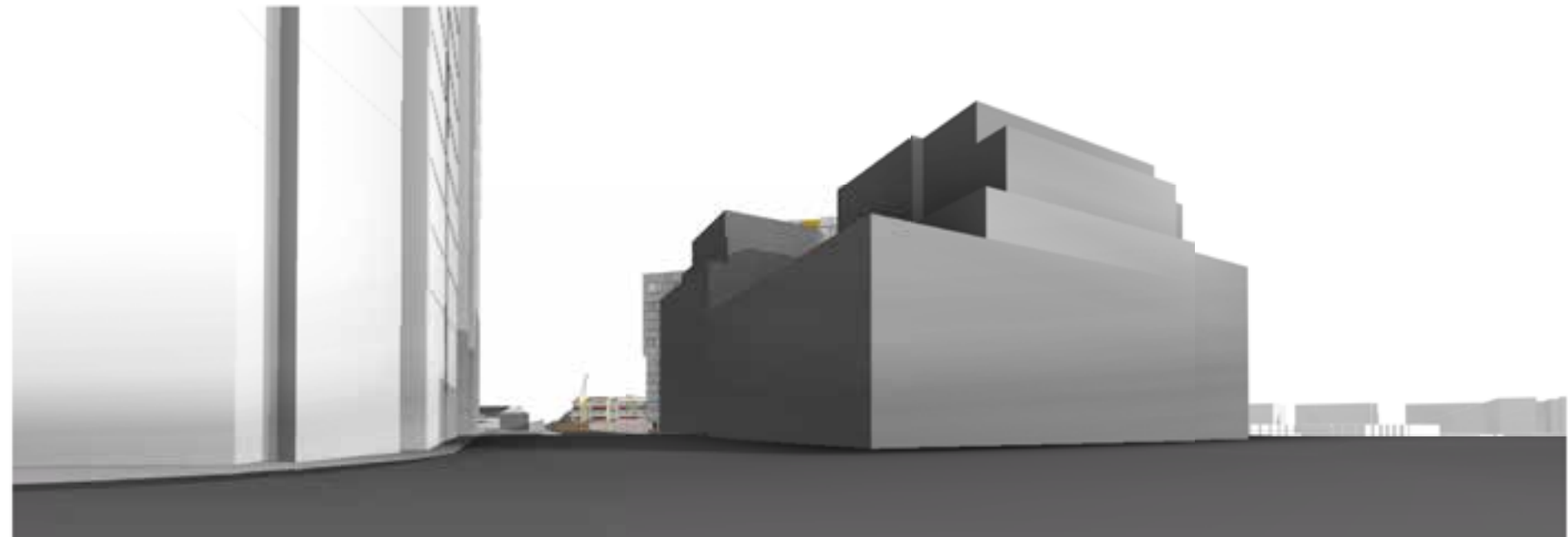
2.3 Visual Impact Study



VIEW LOCATION PLAN



5: VIEW FROM LAWSON STREET BRIDGE OVER RAIL



6: VIEW FROM CORNER OF LAWSON STREET & REGENT STREET



VIEW LOCATION PLAN



7: VIEW FROM RAILWAY LOOKING SOUTH



8: VIEW FROM CORNER OF EVELEIGH STREET & HUDSON STREET

2.4.1 Existing Context : Local Land Use

The subject site is predominantly bounded by a mixture of terraced residential dwellings and commercial buildings. Redfern station sits directly adjacent, and the site is bounded by the busy rail corridor. The Australian Technology Park and University of Sydney are in close proximity.

The dwellings directly adjacent to the site along Louis Street (circled) face on to Hugo Street and therefore the rear of the properties faces the site.

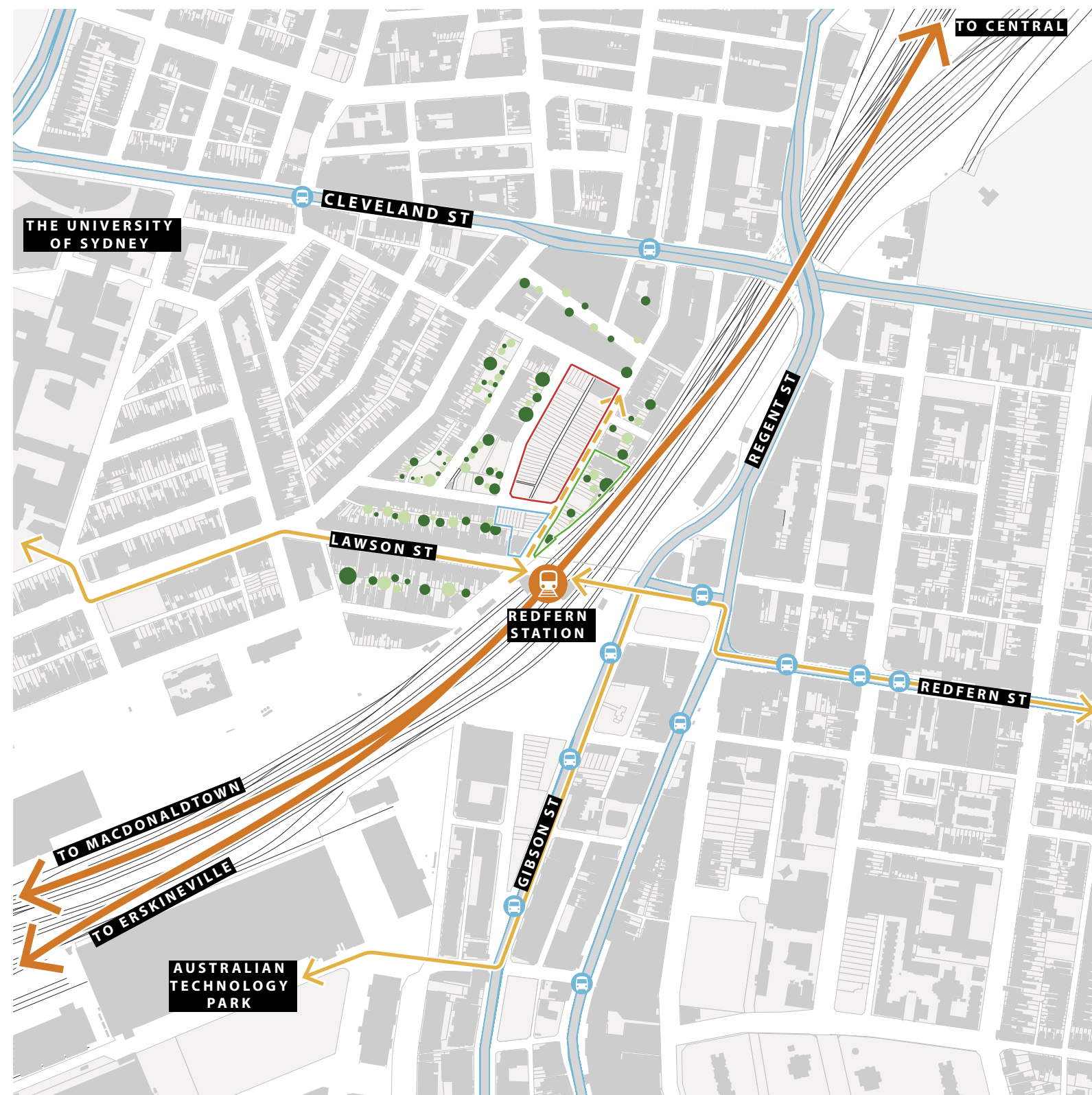
- RAIL CORRIDOR
- MULTI RESIDENTIAL
- SINGLE PRIVATE
- COMMERCIAL
- COMMUNITY CENTRE
- SOCIAL HOUSING
- TRAIN STATION
- UNIVERSITY CAMPUS



SCALE 1 : 5000 @ A3

2.4.2 Existing Context : Transport & Access

Redfern Station sits on the major rail corridor between Macdonaldtown / Erskineville and Central Station. The station is serviced by all of Sydney's major rail lines, with direct connections to the City Circle, North Shore, Bankstown, South Line, Airport & East Hills and Inner West.

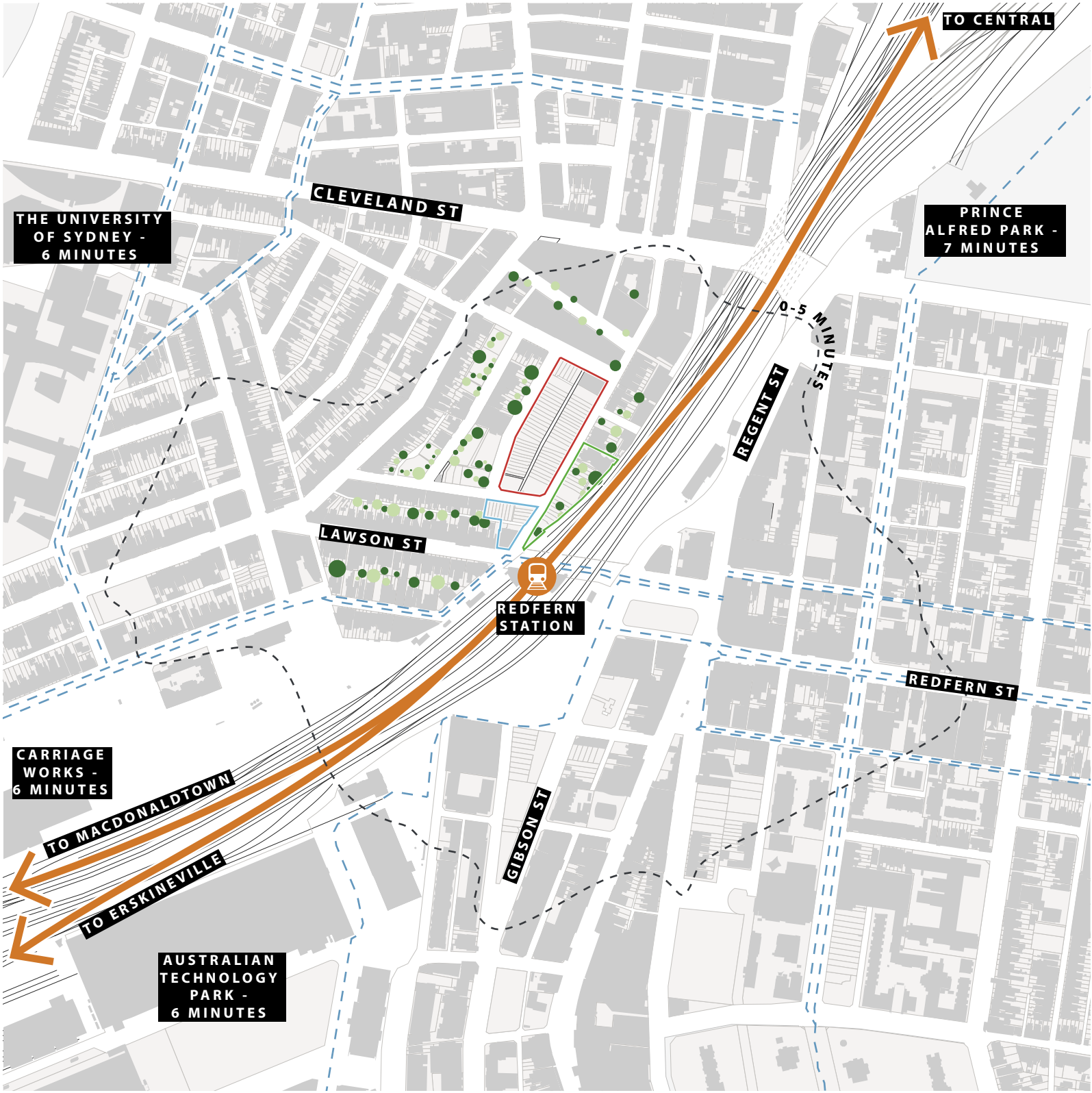


EXISTING RAIL LINE
HEAVY PEDESTRIAN MOVEMENT PATH
BUS ROUTES

SCALE 1 : 5000 @ A3

2.4.3 Existing Context : Walking & Cycling

Redfern station provides public transport within close walking proximity to the University of Sydney and the Australian Technology Park. The subject site is also a minute's walk from the station, and the location is very well connected with cycling paths.



CYCLING
WALKING DISTANCE FROM REDFERN STATION
EXISTING RAIL LINE

SCALE 1 : 5000 @ A3

2.4.4 Existing Context : Open Space

Directly adjacent to the subject site, the public Redfern Community Playground provides public open space. Further afield, but within a 5-10 minute walk, is the Peace Park, Daniel Dawson Reserve and the award-winning Prince Alfred Park.



PRIVATE GREEN SPACES



PUBLIC GREEN SPACES



SCALE 1 : 5000 @ A3

2.4.5 Existing Context : Heritage

The Australian Technology Park sits within the former Eveleigh Railway Workshops complex which is listed as a heritage item of exceptional significance. Redfern station, which played an important role in the development of the surrounding suburbs, is a rare remaining example of the Queen Anne style of railway architecture.



REDFERN STATION

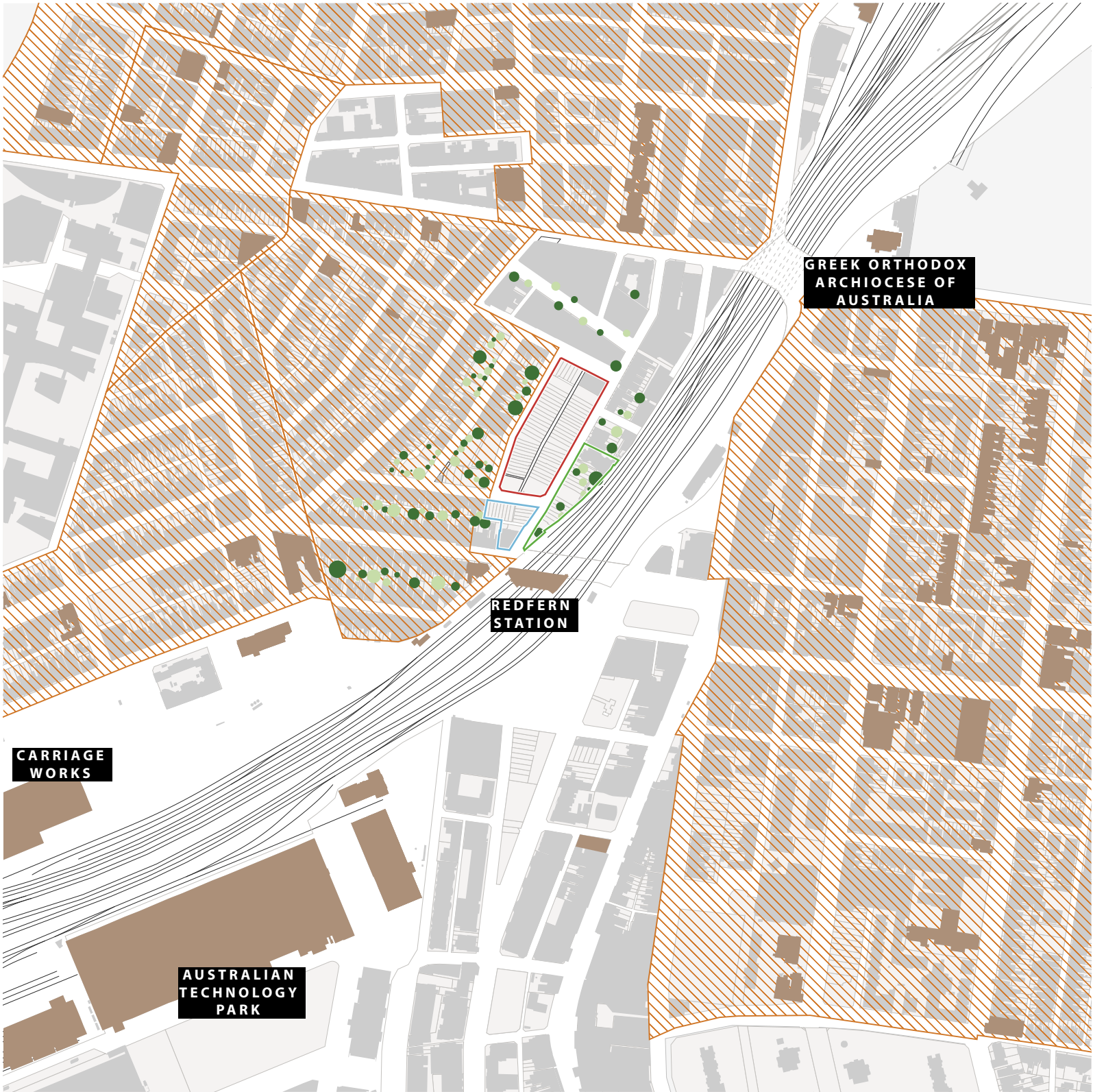


AUSTRALIAN TECHNOLOGY PARK



CARRIAGEWORKS

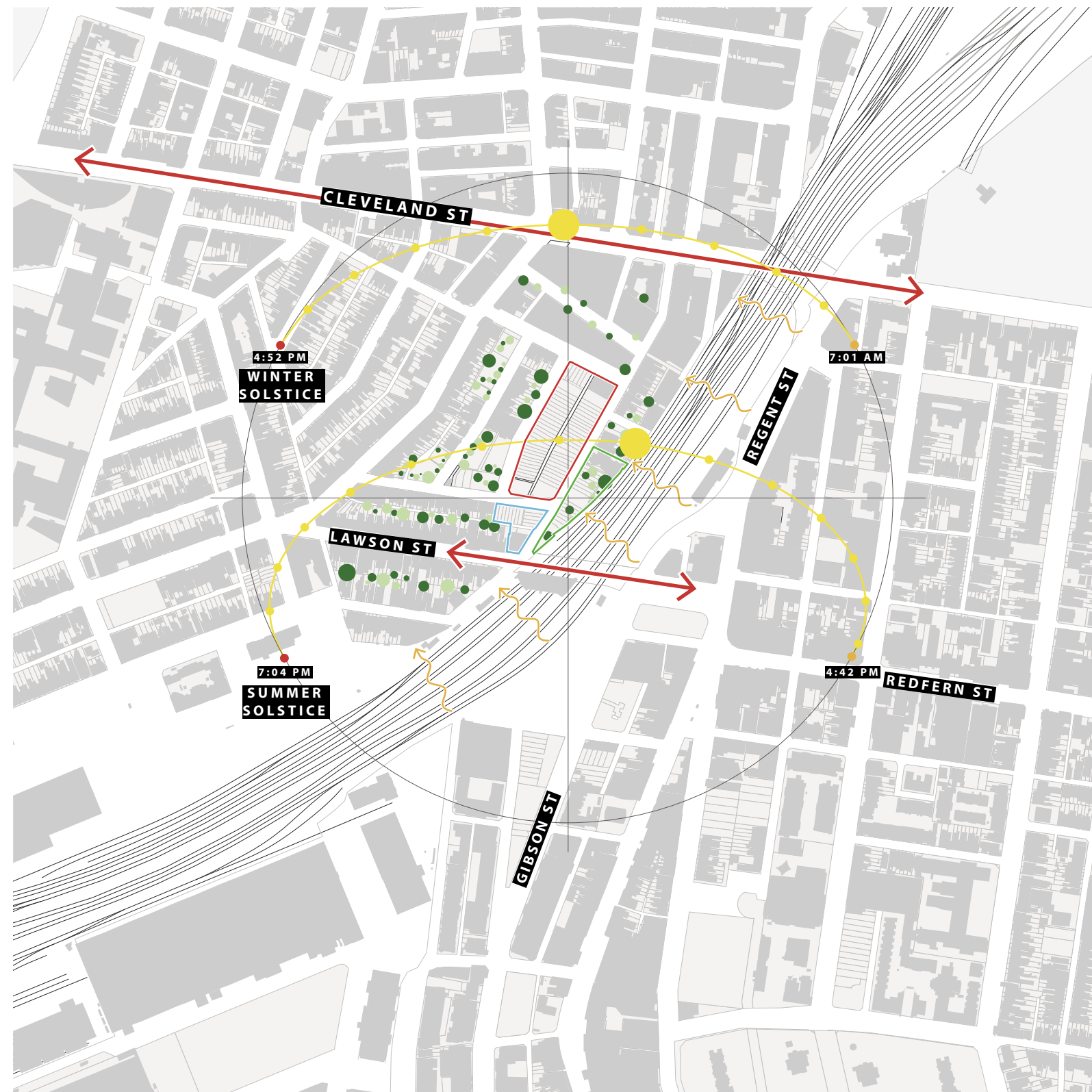
HERITAGE LISTED BUILDING
CONSERVATION AREA
SOURCE: SYDNEY LEP 2012 & SEPP REDFERN-WATERLOO 2005



SCALE 1 : 5000 @ A3

2.4.6 Existing Context : Constraints

The site sits directly adjacent to the busy railway corridor, and therefore there is a noise constraint. It is important to consider any potential overshadowing in relation to the existing context, but also the projected development as in the following chapter.



SUN PATH

RAIL CORRIDOR CROSSING

NOISE

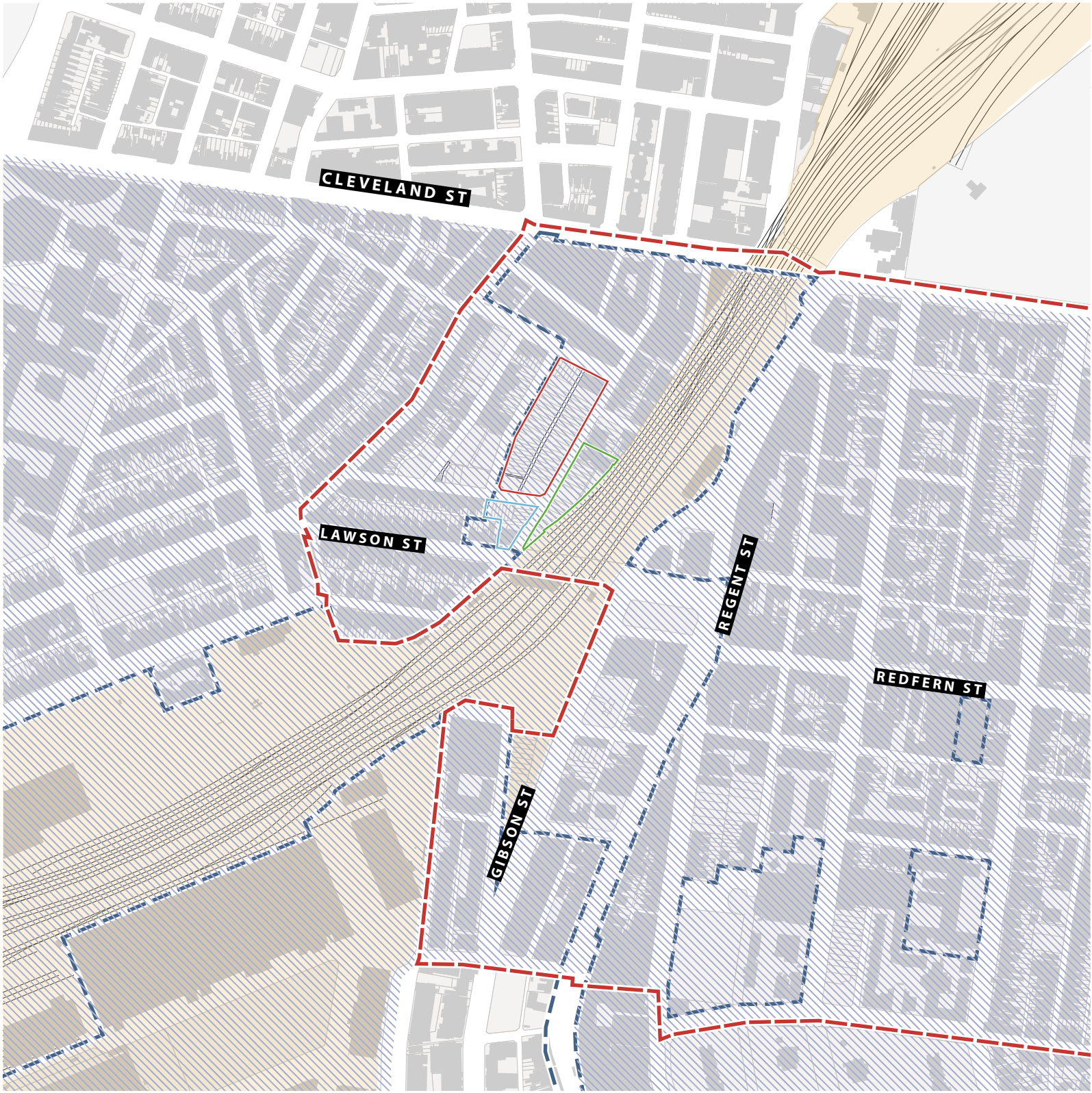


SCALE 1 : 5000 @ A3

2.4.7 Existing Context : Boundaries

The subject sites sit within a variety of development and growth boundaries which relate to Redfern and the wider city context. The site sits within the Redfern-Waterloo Growth Centre which was previously the remit of the Redfern-Waterloo Authority. It is also directly adjacent to the rail corridor which is the main focus of the Central to Eveleigh Urban Transformation, and within the overall study area of this strategy. The site sits within the western edge of Redfern precinct itself, and is controlled by a State Environmental Planning Policy (Major Development) 2005. The Central Sydney Planning Strategy, developed by the City of Sydney, sits to the north.

- REDFERN PRECINCT
- URBAN TRANSFORMATION STRATEGY 2016
- CENTRAL SYDNEY PLANNING STRATEGY
- REDFERN-WATERLOO GROWTH CENTRE
- STATE ENVIRONMENTAL PLANNING POLICY



SCALE 1 : 5000 @ A3

2.4.8 Existing Context + Pipeline Developments

RECENT / PIPELINE DEVELOPMENT SITES
NO. OF PROPOSED STOREYS



5 HUDSON STREET
5 STOREYS
MULTI RESIDENTIAL WITH 28 ROOMS
STATUS: APPROVED



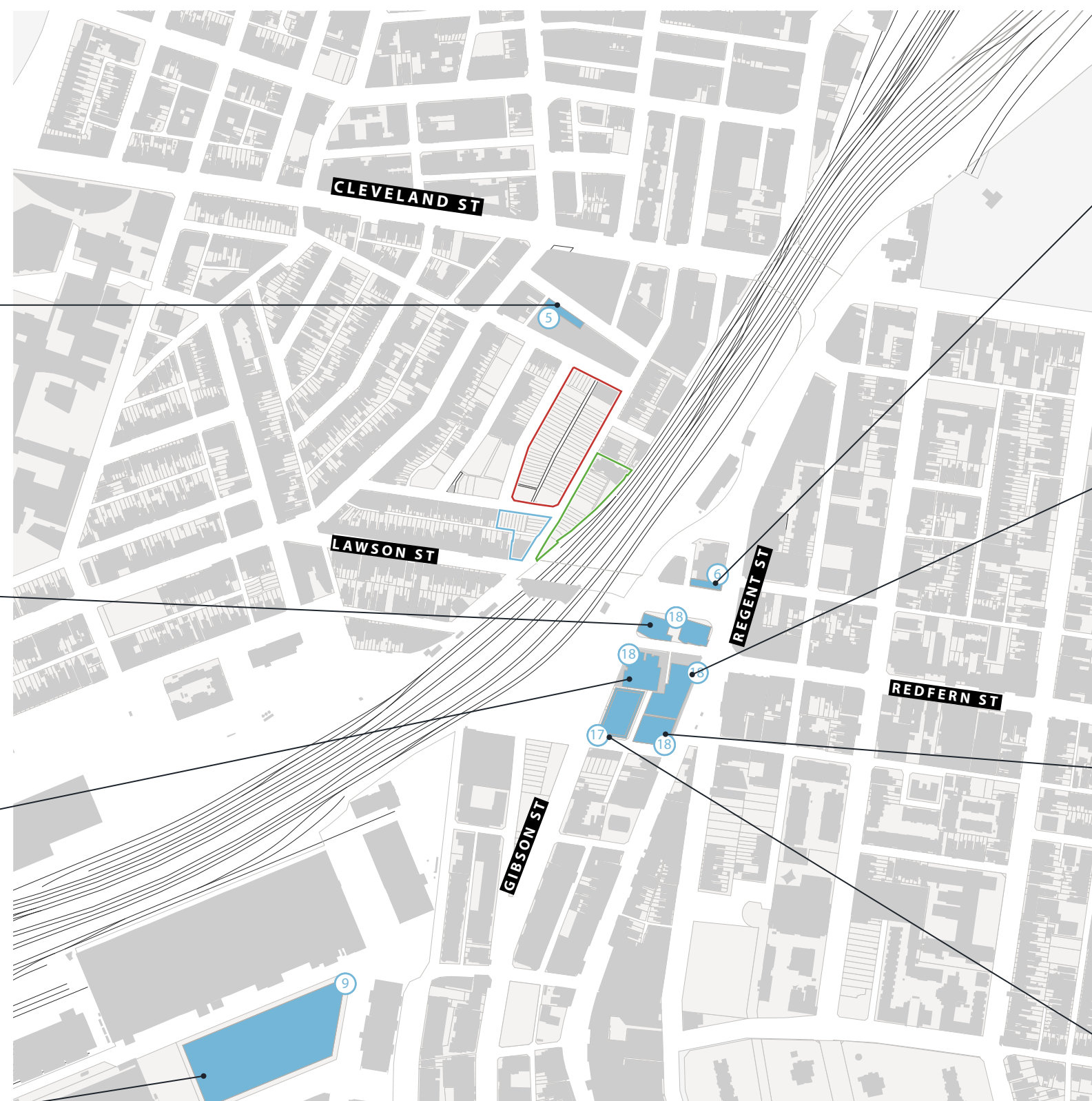
1 LAWSON SQUARE
18 STOREYS
MULTI RESIDENTIAL WITH 162 APARTMENTS
STATUS: APPROVED



157-161 REDFERN STREET
18 STOREYS
MIXED USE RESIDENTIAL & RSL
STATUS: CONSTRUCTED 2013



AUSTRALIAN TECHNOLOGY PARK DEVELOPMENT
4-9 STOREYS
15,215 SQM OFFICE & MIXED USE
STATUS: APPROVED, UNDER CONSTRUCTION



48 REGENT STREET
5-6 STOREYS
MULTI RESIDENTIAL (23 ROOMS) AND
RETAIL
STATUS: APPROVED



60-78 REGENT STREET
18 STOREYS
MIXED USE & STUDENT ACCOMMODATION
STATUS: APPROVED



80-88 REGENT STREET
18 STOREYS
80 APARTMENTS AND RETAIL
STATUS: DA SUBMITTED



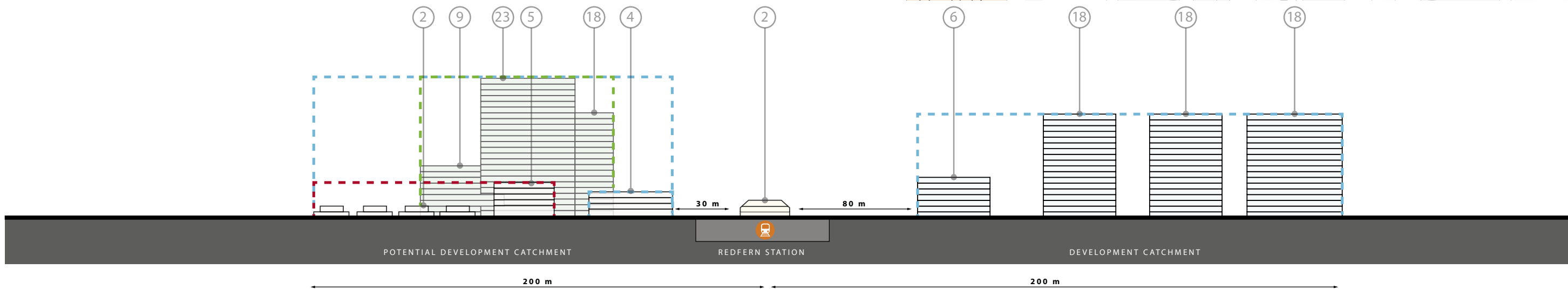
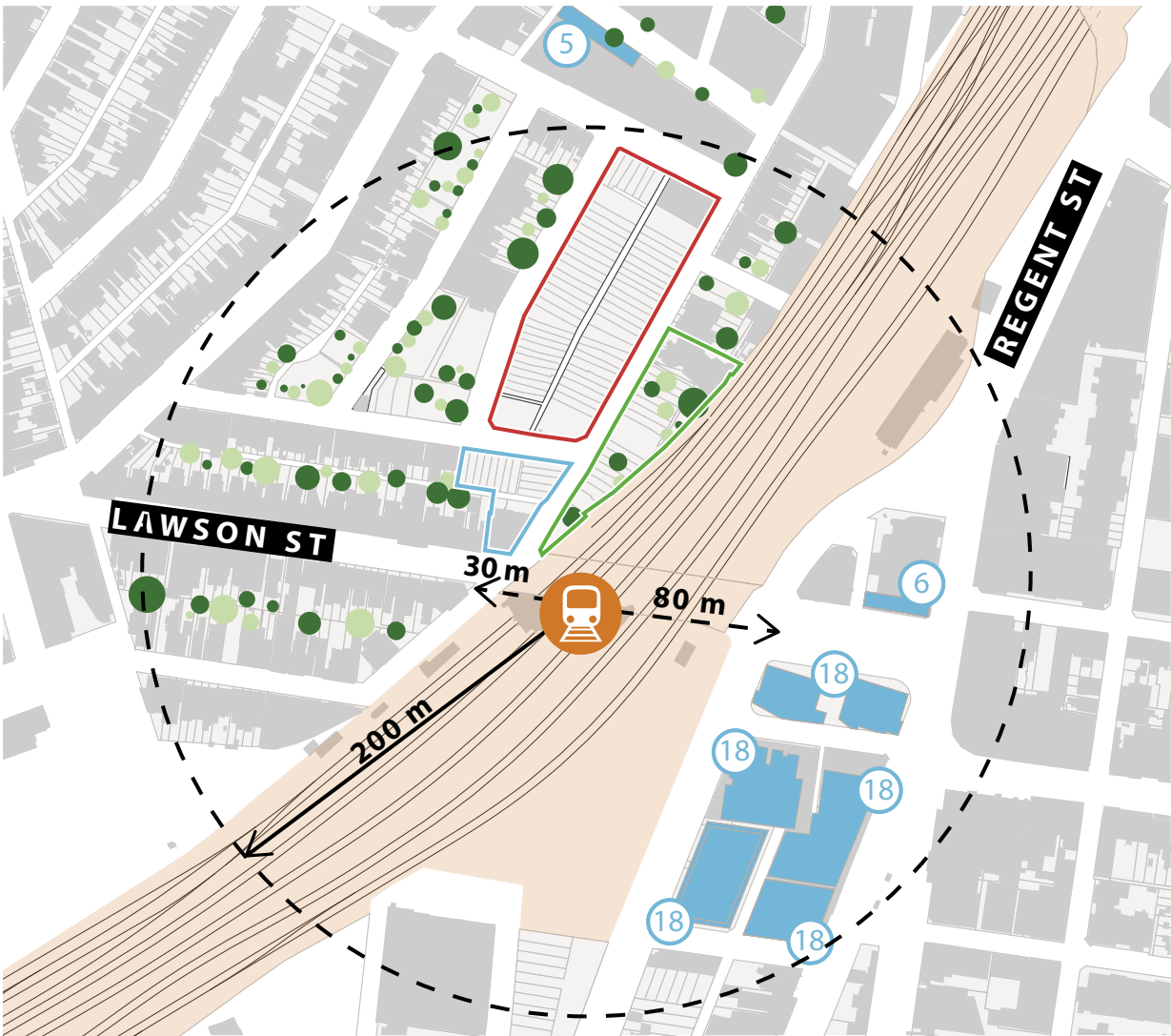
7-9 GIBBONS STREET
18 STOREYS
RESIDENTIAL, COMMERCIAL AND RETAIL
STATUS: CONSTRUCTED IN 2014

SCALE 1 : 5000 @ A3

2.4.8 Existing Context + Pipeline Developments

A number of developments have been proposed to the east of the subject site, and are currently under construction or submitted for approval. This context model takes into account the pipeline developments, which include:

- TNT Apartments at 1 Lawson Square (currently 12 storeys, being redeveloped to 18 storeys)
- Iglu student accommodation proposed at 60-78 Regent Street over 18 storeys
- Deicota Apartments at 157-161 Redfern Street over 18 storeys
- Urba Apartments at 7-9 Gibbons Street over 18 storeys



2.4.8 Existing Context + Pipeline Developments

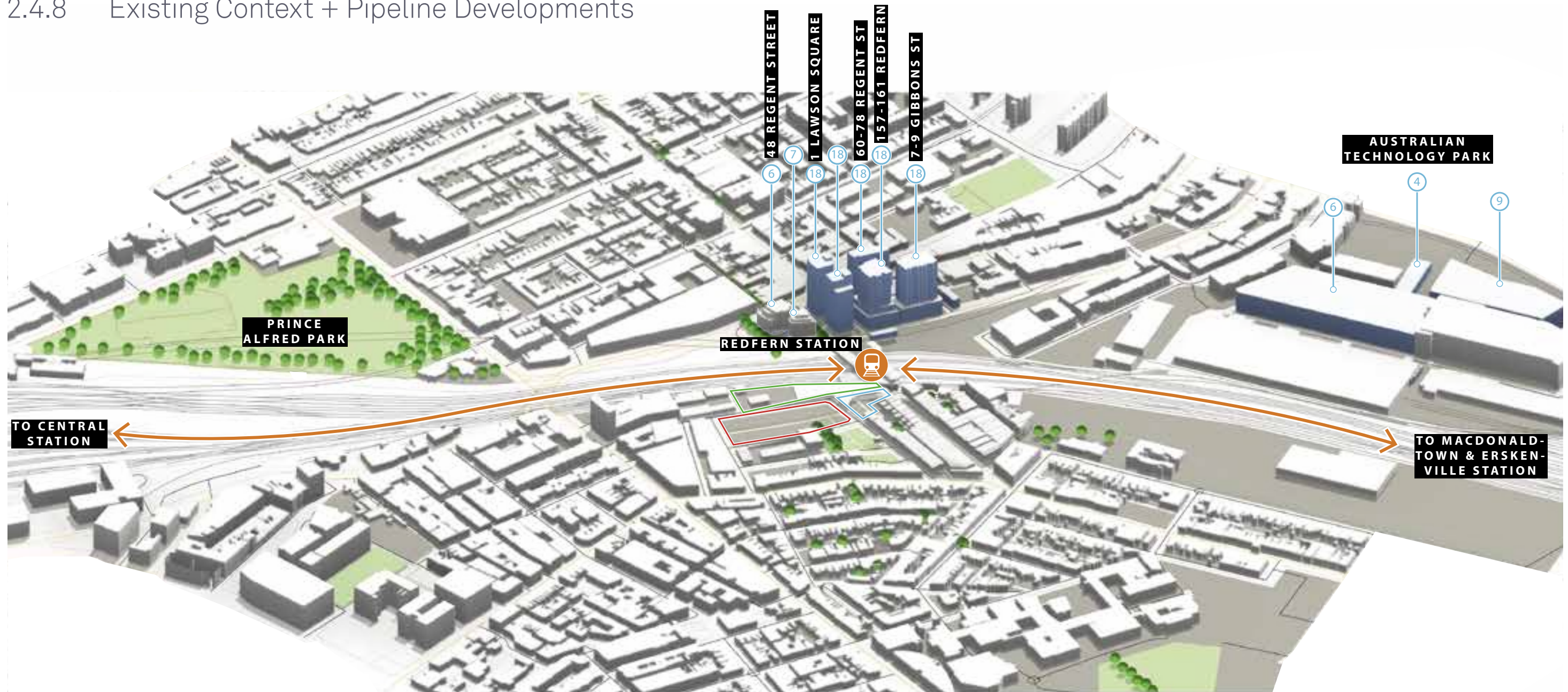


Fig: Site within existing precinct, with pipeline developments around the station

Urban Analysis

Urban Analysis:	3
Precinct Development	3.1
Central to Eveleigh Urban Transformation Strategy	3.1.1
District Plan & Central Sydney Planning Strategy	3.1.2
Redfern Station Redevelopment	3.1.3
Speculative Potential Development	3.2
Speculative Projected Development	3.3
Transit-Oriented Development	3.4

3

3.1 Precinct Development

3.1.1 URBAN TRANSFORMATION STRATEGY 2016

The Central to Eveleigh Urban Transformation Strategy has been developed by UrbanGrowth NSW, with input from Grimshaw Architects and other consultants, focusing on the rail corridor from Central to Eveleigh, with a wider study area which includes the majority of the former Redfern-Waterloo Growth Centre.

This strategy plans for growth in Sydney and provides for the delivery of diverse housing options and employment opportunities within close proximity to public transport links.

The Central to Eveleigh corridor includes a vibrant collection of communities along the rail corridor, covering 50 hectares, but also considers a broader study area for a cohesive approach to urban transformation. This area has been established as a key corridor for development due to its strategic position between major transport hubs within easy commutable distance to the CBD, and globally recognised university campuses.

Sydney's population is set to double over the next 40 years, and this strategy provides a common framework to manage growth of these diverse communities in a sustainable, inclusive and connected way. This inclusive approach to growth has increased public benefit at its core, and has been established over several years of engagement and consultation.

The key priorities within this strategy have a direct relation to the Pemulwuy project. In particular, the transformation of public housing and proposed improvements to Redfern Station, which is further analysed in the next section.

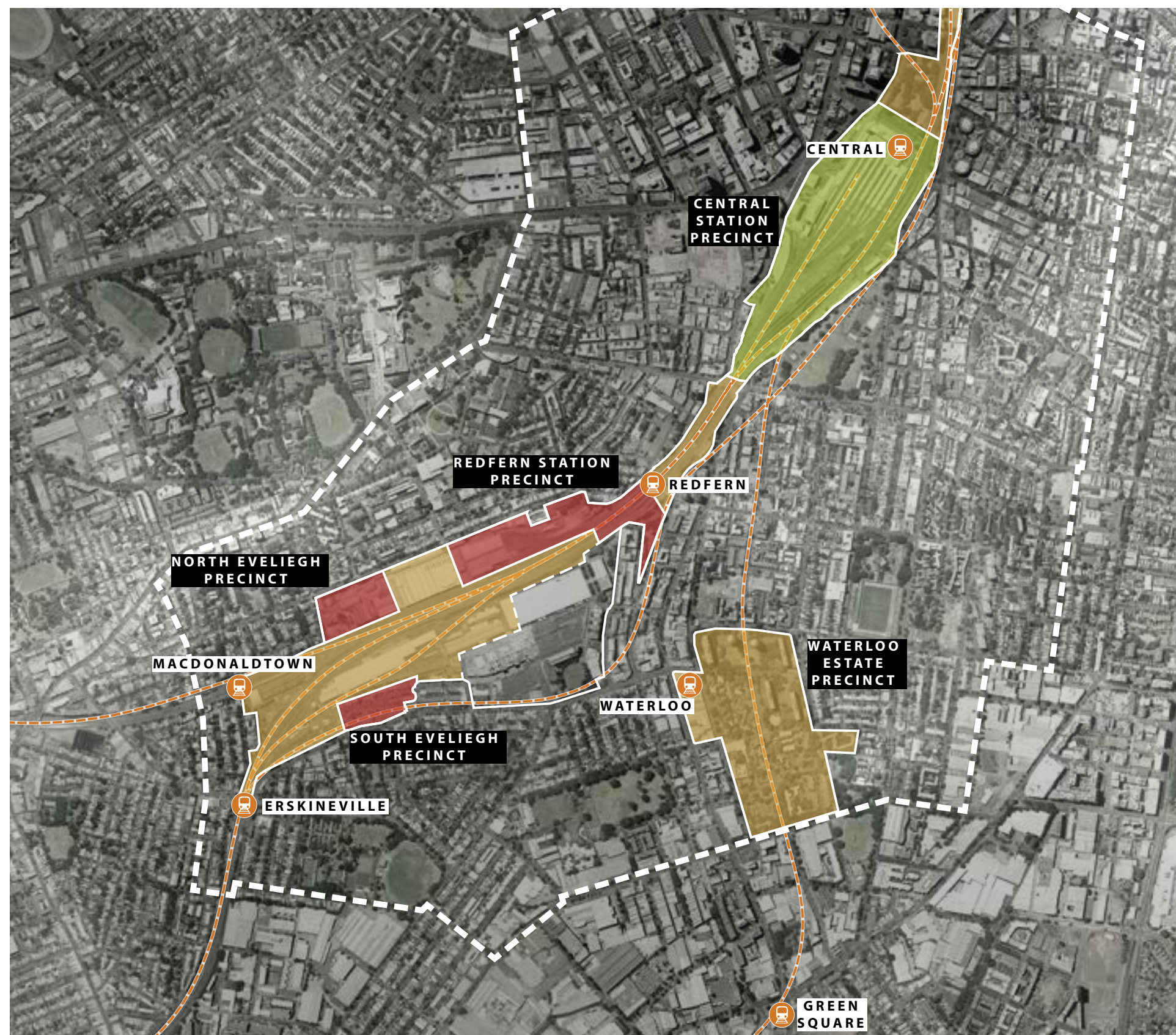


Fig: Plan showing extents of the Central to Eveleigh UTS 2016, including precincts

3.1.1 Urban Transformation Strategy

KEY DESIGN PRINCIPLES

The Urban Transformation Strategy is underpinned by six primary design principles, which allow for a smart city thinking approach to sustainable growth. These principles have been developed to respond to several years of community engagement and consultation, to deliver the best outcomes for communities.



1. TRANSITION FROM NEW TO OLD
- tapering in height and density towards existing neighbourhoods
Fig: Wilson St., Redfern



2. VARIETY
- in the visual appeal of new neighbourhoods
Fig: Neo Bankside - RSHP



3. ACTIVE STREETSCAPES
- attracting pedestrian traffic
Fig: Redfern St.



4. ACCESSIBLE PUBLIC SPACES
- encouraging actively used spaces
Fig: Urban Coffee - Hassell



5. COMMUNITY FACILITIES
- close to areas of community activity
Fig: Redfern Community Garden



6. DIVERSITY
- in form and height
Fig: Via Verde, NY - Grimshaw

3.1.1 Urban Transformation Strategy

10 KEY MOVES

Ten key moves have been developed, as initiatives that would contribute to the long term success of the urban transformation of this area. These moves seek to inform future precinct planning.

These moves have a direct impact on the surrounding precincts, and should be carefully considered in future development. A number of moves are highlighted, as they have an effect on this proposal. In particular, key move #1, to renew Redfern Station, has a direct impact on this subject site which sits directly adjacent.

1. RENEW REDFERN STATION

- Creating a community hub to connect with the University of Sydney and Australian Technology Park

2. CREATE A GREEN NETWORK

- Encouraging connected public open spaces with pedestrian and cycling networks

3. CREATE CONNECTIONS ACROSS THE RAIL CORRIDOR

- Reducing the barrier for pedestrians and cyclists to better connect neighbourhoods

4. CONNECT THE CITY WITH SURROUNDING PLACES

- Cleaner, safer and more attractive streets with walking and cycling paths

5. DELIVER A NEW METRO STATION AT WATERLOO

- As announced by Transport for New South Wales in December 2015

6. CREATE CENTRES OF ACTIVITY AROUND STATIONS

- Bringing together the places where people live, work and do day-to-day activities

7. CREATE A CENTRE FOR SYDNEY'S GROWING ECONOMIES

- Better connecting the University of Sydney, Australian Technology Park, UTS and the surrounding precincts

8. STRENGTHEN ARTS, CULTURE & HERITAGE

- Bring the area's unique culture and heritage to life

9. INTEGRATE NEW HIGH DENSITY MIXED USE BUILDINGS WITH EXISTING NEIGHBOURHOODS

- Using 'density done well' principles, provide exemplary development opportunities around train stations

10. DELIVER A DIVERSITY OF HOUSING CHOICE & TENURE

- Retain the unique diversity, attracting different types of people who wish to stay in the local area

3.1.2 District Plan: Central

The Greater Sydney Commission released the Draft Central District Plan in November 2016, which presents a 20-year vision for the area. This District Plan aims to manage growth whilst enhancing the liveability, productivity and attractiveness for residents and visitors.

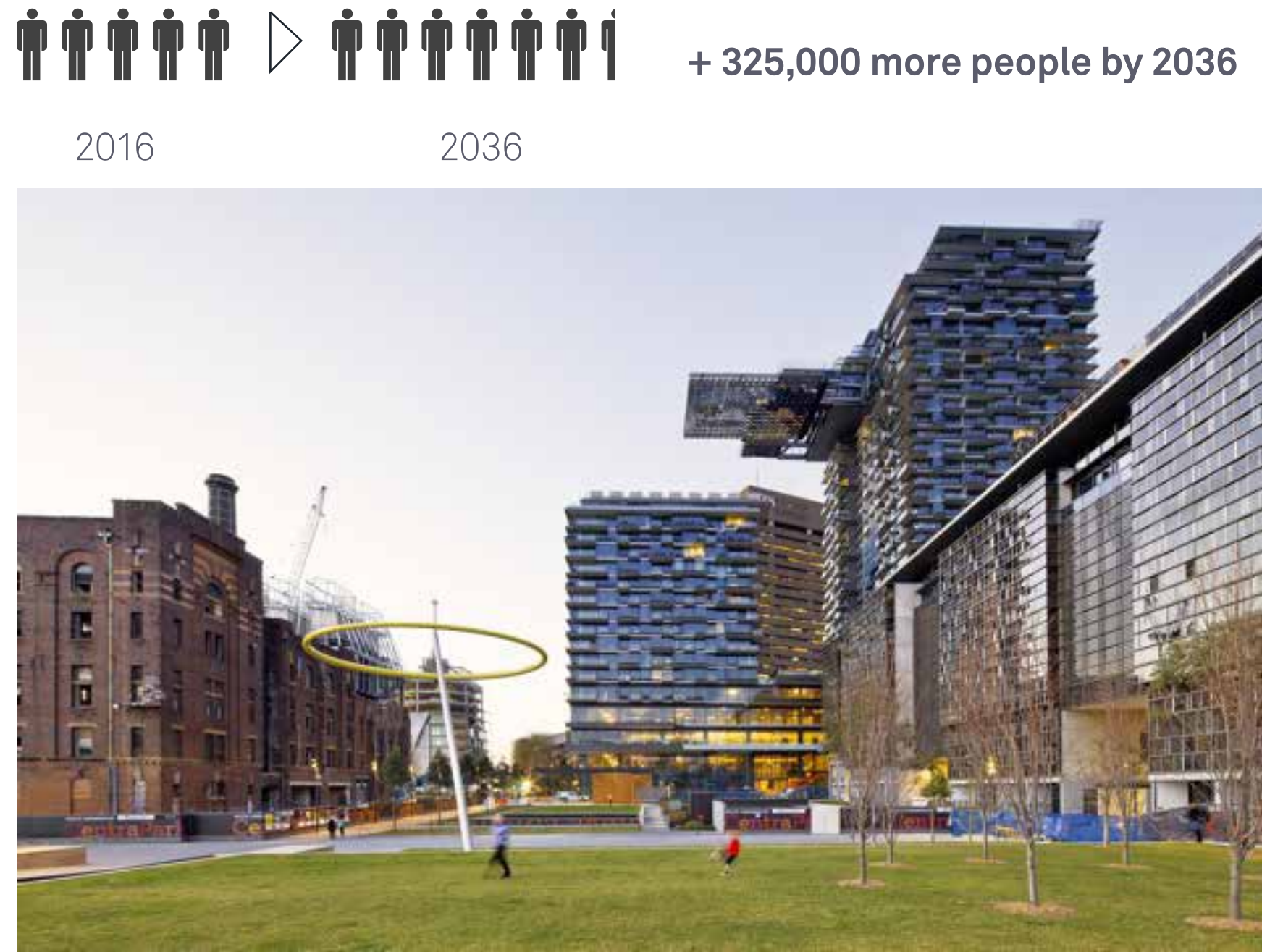
Key requirements to achieve this over-arching aim include an increased diversity of housing options to cater to a diverse market, improvements to public space and better connectivity.

The draft plan recognises the need for growth to support a growing population in Sydney, and suggests that engagement with the local community has highlighted that people want more affordable housing options closer to where they work and study. The need for increased housing choice around urban centres is one of the central principles in ‘A Plan for Growing Sydney’ which also underpins this Draft District Plan. Similarly, the District Plan highlights the principle that centres of growth should be well connected within a networked transport system.

Specifically within the City of Sydney Local Government Area the District Plan highlights the following aims that relate directly to this proposal:

- monitor and support the delivery of CoS 5 year housing target of 18,300 dwellings
- work with Land & Housing Corporation, UrbanGrowth NSW and TfNSW to plan and deliver urban renewal at Waterloo and in the Central to Eveleigh Urban Transformation Program
- investigate local opportunities to address demand and diversity in and around local centres and infill areas with a particular focus on transport corridors

Fig: Central Park masterplan



3.1.2 Central Sydney Planning Strategy

The City of Sydney recently released its Central Sydney Planning Strategy for 2016-2036. The Strategy's main aim is to plan for growth, whilst facilitating a lively and engaging city centre within a sustainable and resilient city. In planning for growth, the Strategy outlines the requirement for essential public infrastructure to accommodate increased workers and residents, with medium to long-term employment growth in planned centres like Central to Eveleigh and the Bays.

Whilst this Strategy for Central Sydney doesn't directly apply to the subject site in Redfern, the development of the city as a whole has an external influence on the surrounding precincts which must be considered. Redfern station sits 1km from Central station, which is within the Strategy.

The Central Sydney Strategy presents a 20-year vision for the city, which includes new development controls including increased height controls:

'Providing an immediate increase in height controls on the Western Edge will capitalise on the changing form and character of the area and the additional rail infrastructure commitment by the NSW Government.'

The Strategy proposes new tower clusters for income-earning uses in the right locations, as illustrated. The context of this future development is considered in the next chapter, including a schematic section showing the height controls from this Strategy in relation to Redfern.

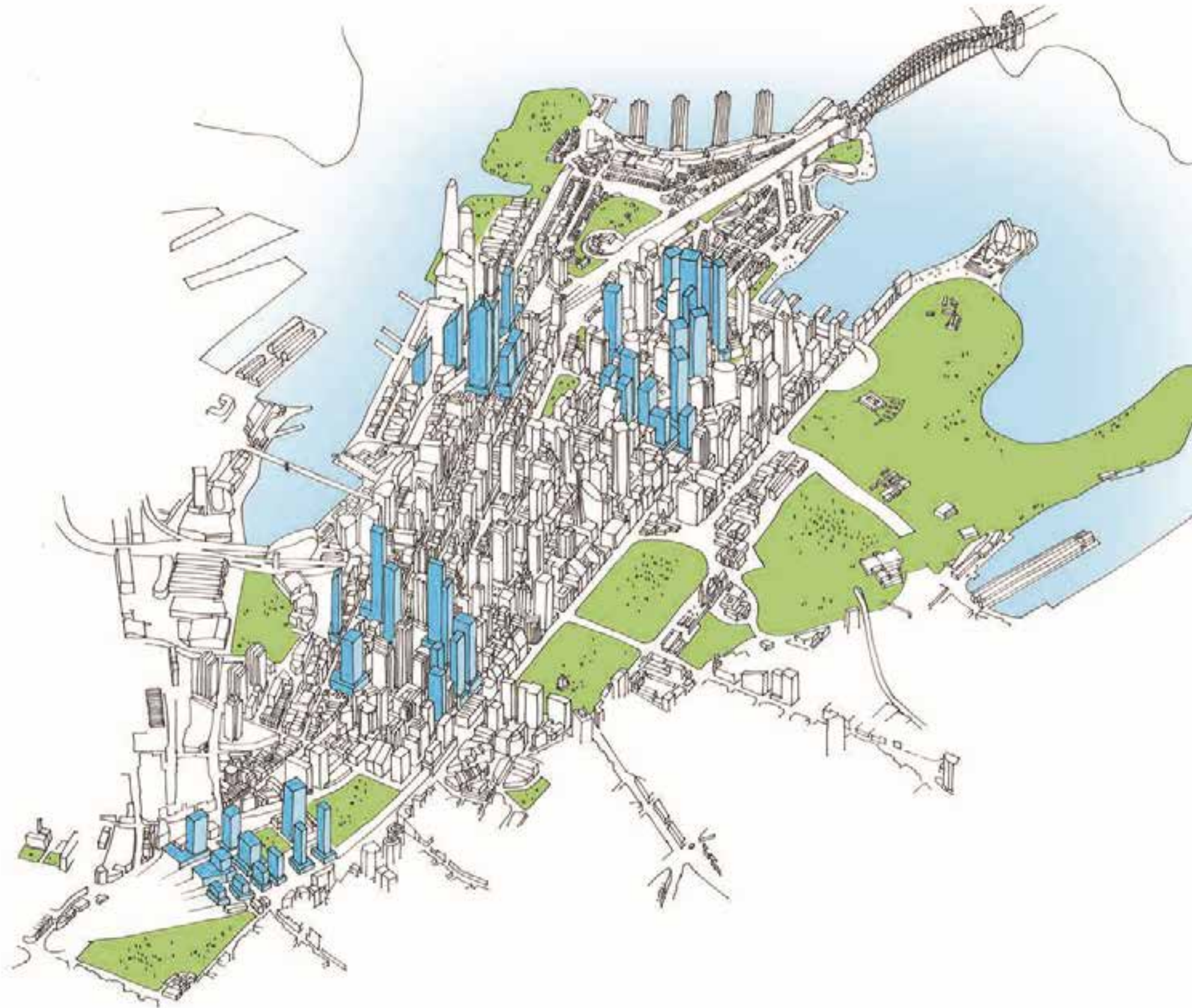


Fig: Sketch of future growth in Sydney (Source: Central Sydney Planning Strategy)

3.1.3 Redfern Station Redevelopment

The station at Redfern was first constructed at this site in 1885, and it is now amongst the largest stations in NSW in terms of people embarking and disembarking every day. Just one stop from Central Station and serving all the major routes throughout the city and Metropolitan region, Redfern is a key gateway station to the city.

An upgrade to the station at Redfern is one of the key moves as outlined in the Central to Eveleigh Urban Transformation Strategy, and therefore forms an important role in the redevelopment of the region as a whole.

The key aims for redevelopment include a new, accessible and user-friendly station with high quality public places for entertainment and cultural expression, including a new station plaza.

A new southern concourse could aid access to the station from Little Eveleigh Street to Gibbons Street and provide better connections across the precinct.

Government land adjacent to the station presents an opportunity for innovative industries which could strengthen the connection with the University of Sydney.



Fig: Redfern station as existing

3.1.3 Redfern Station Redevelopment

The Urban Transformation Strategy released by UrbanGrowth in 2016 refers directly to the Pemulwuy project, suggesting improved connections between:

- Redfern Street
- Darlington
- University of Sydney
- Pemulwuy
- Australian Technology Park
- Central Park

Planning for the potential renewal of Redfern Station will be a partnership between Transport for NSW and UrbanGrowth NSW over the medium term. Precinct planning for Redfern Station will commence in 2016/2017.

As the subject site sits within 30 metres of the existing station, the redevelopment is likely to increase connectivity across the precinct and enhance pedestrian activity around the area.

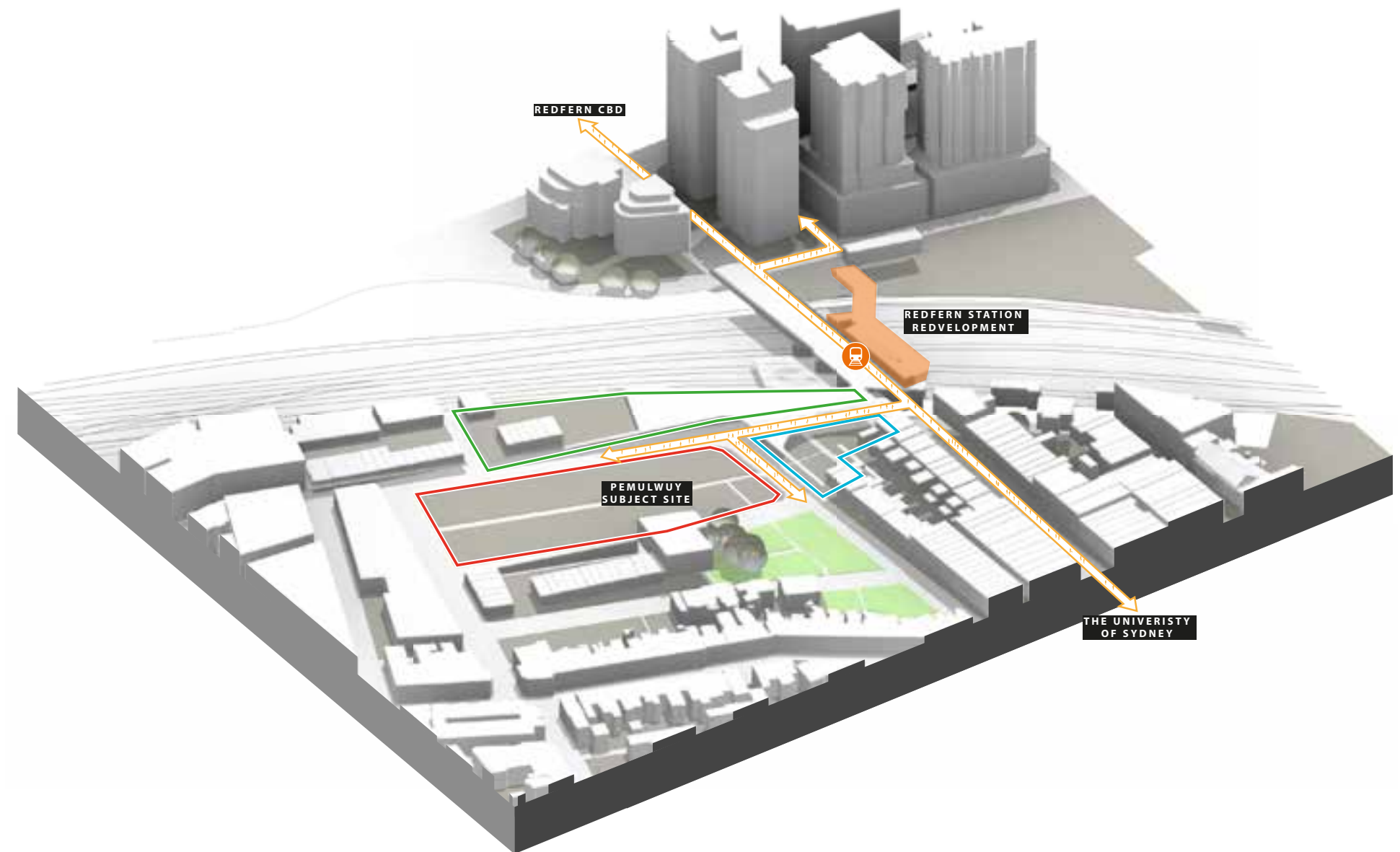
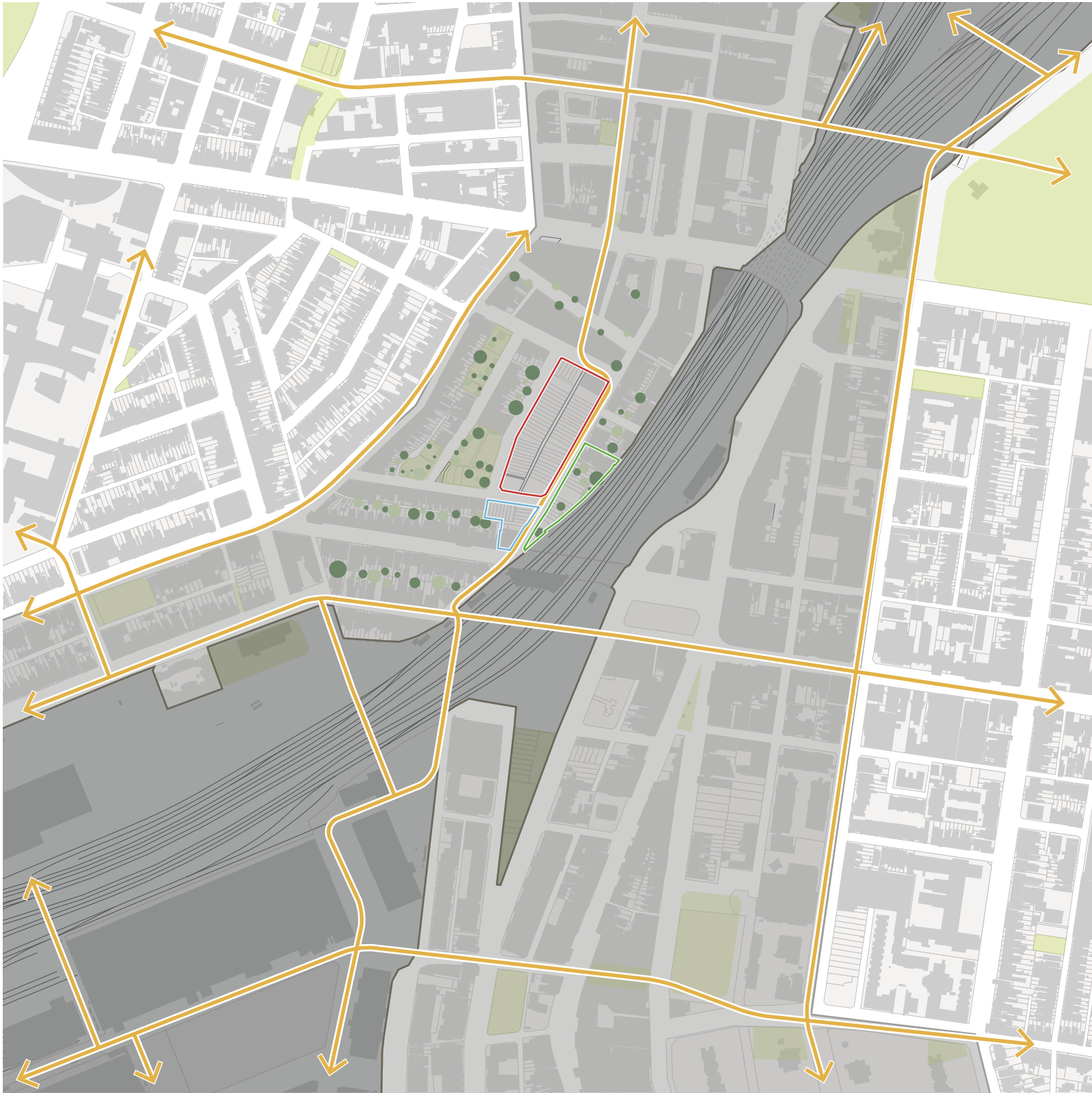


Fig: Redevelopment of the station aims to improve connectivity and connections around the subject site

3.2 Potential Development: Walking

The Central to Eveleigh Urban Transformation sets up a framework for development which enlivens public space and encourages pedestrian movement around public transport. In particular, pedestrian and active transport connections could be strengthened between UTS, University of Sydney, Central Park, Redfern Station and Australian Technology Park.

- POTENTIAL DEVELOPMENT ZONE
- AREA OF INFLUENCE
- PEDESTRIAN AND ACTIVE TRANSPORT PRIORITY

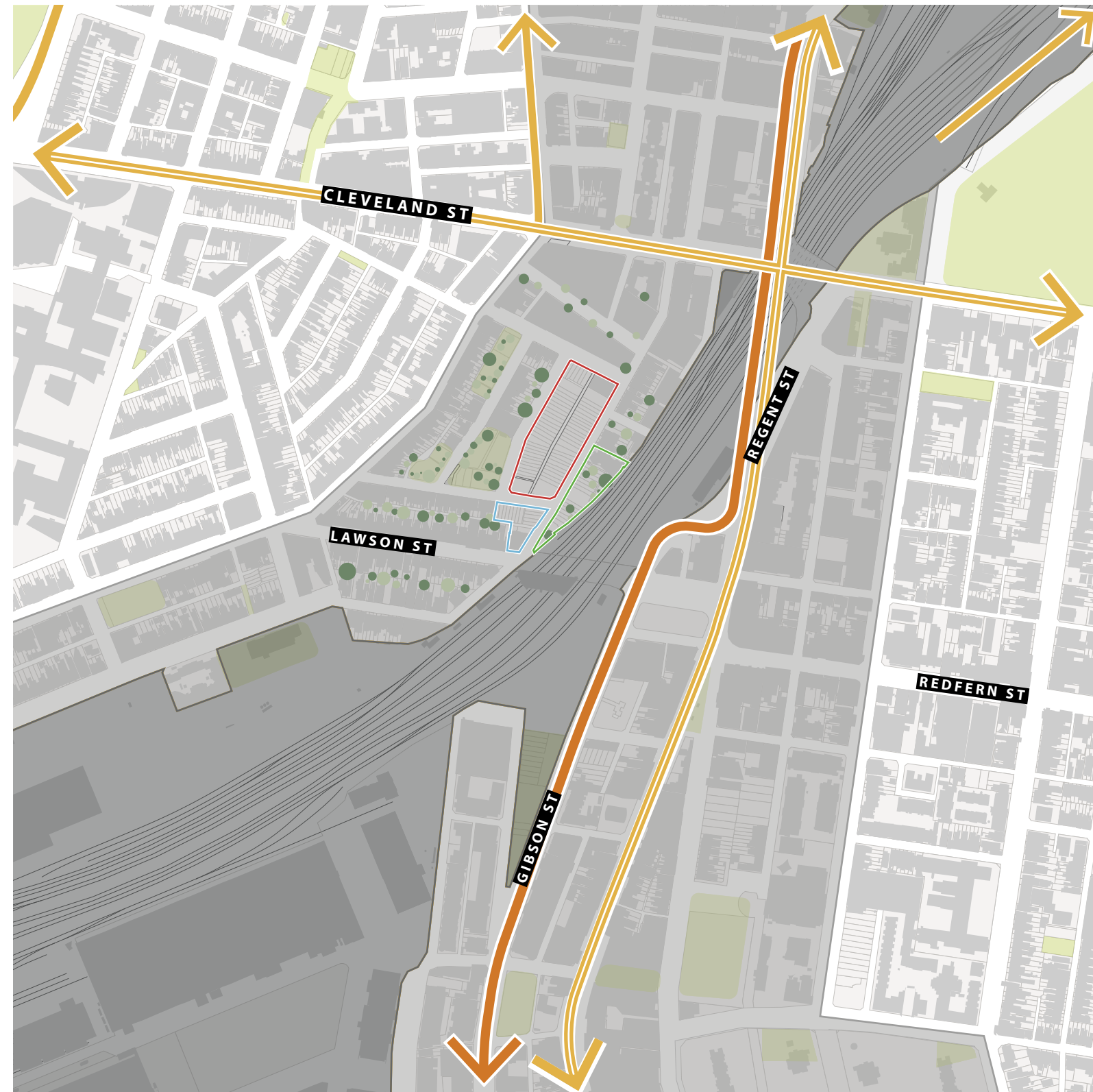


SCALE 1 : 5000 @ A3

3.2 Potential Development : Transport & Access

Transit corridors are to provide a connection between redevelopment around Central station and Green Park. This also links with the proposed new Metro station in Waterloo on Botany Road/Regent Street. Cleveland Street provides a key east-west connection across the rail corridor from Chippendale to Centennial Park.

- POTENTIAL DEVELOPMENT ZONE
- AREA OF INFLUENCE
- ARTERIAL ROAD
- SECONDARY ROAD
- PROPOSED TRANSIT CORRIDOR



SCALE 1 : 5000 @ A3

3.2 Potential Development : Open Space

The Urban Transformation Strategy also sets out an aim for a green infrastructure approach that incorporates parks, streets, plazas, sustainable drainage systems, cycle routes, green roofs, walls and facades. Providing new space that forms a network of interlinked, multi-purpose open spaces is a key move to encourage enjoyment of open space and accessibility.

- POTENTIAL DEVELOPMENT ZONE
- AREA OF INFLUENCE
- POTENTIAL GREEN SPACE



SCALE 1 : 5000 @ A3



Fig: Prince Alfred Park, Central

3.3 Speculative Projected Development

PROPOSED SCHEME

This image shows the proposed Pemulwuy project development over 3 precincts, along with the immediate surrounding context. The site is bounded by the railway corridor and sits directly adjacent to Redfern station. On the other side of the station, recent developments and the approved Lawson Square scheme form an 18-storey cluster of buildings in similarly close proximity to the station.

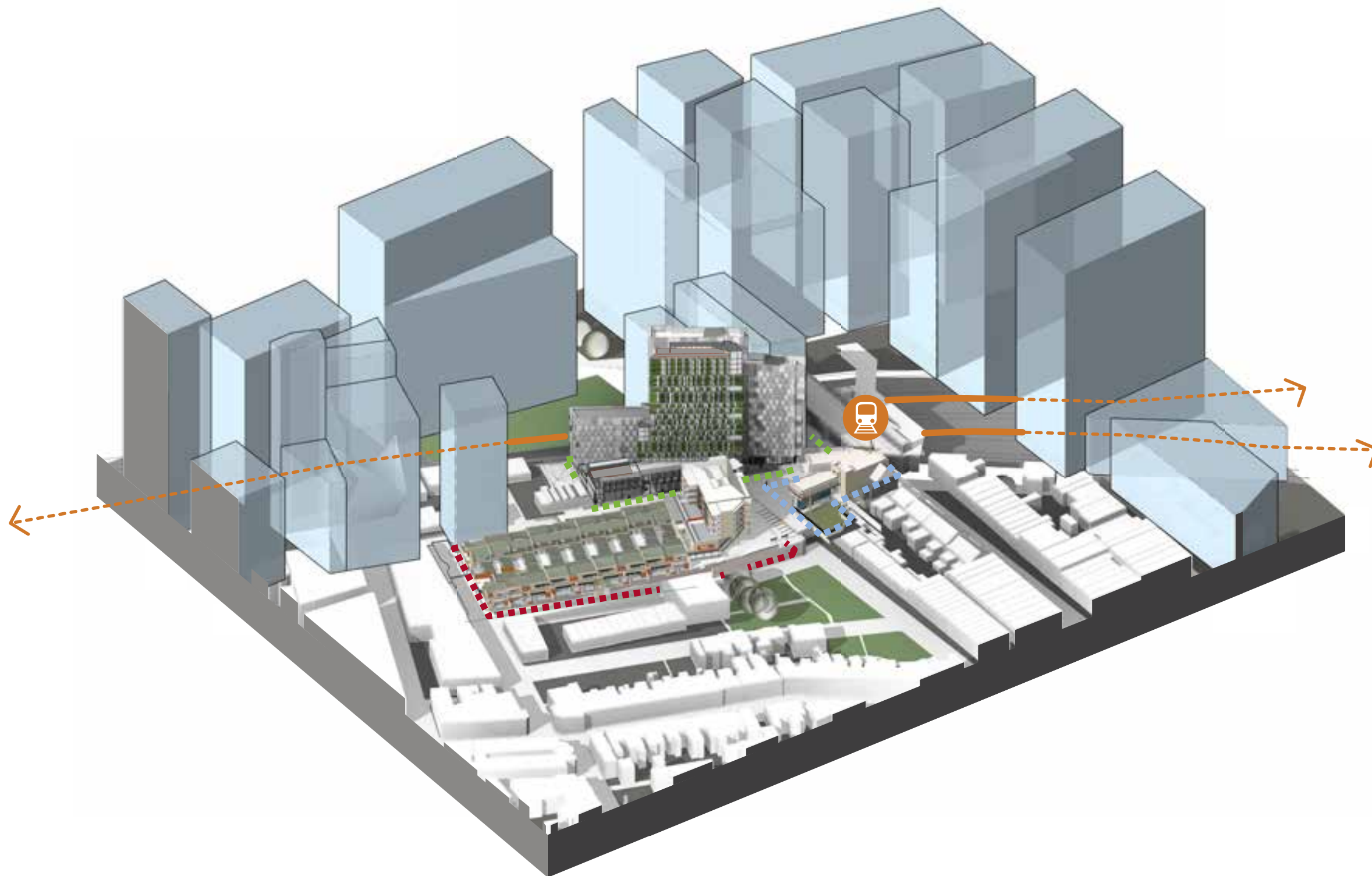
PROJECTED DEVELOPMENT

It is important to also consider the wider context of development given the planning for growth along the Central to Eveleigh rail corridor. The image opposite presents the scheme within a longer term view of transit oriented development around the station and along the rail corridor.

In this context, the scheme provides an appropriate transition from higher density development to the surrounding low density residential buildings.



3.3 Speculative Projected Development



3.3 Speculative Projected Development

PROPOSED SCHEME



Fig: Pemulwuy project within current context (including pipeline developments)

3.3 Speculative Projected Development

PROPOSED SCHEME WITHIN PROJECTED CONTEXT

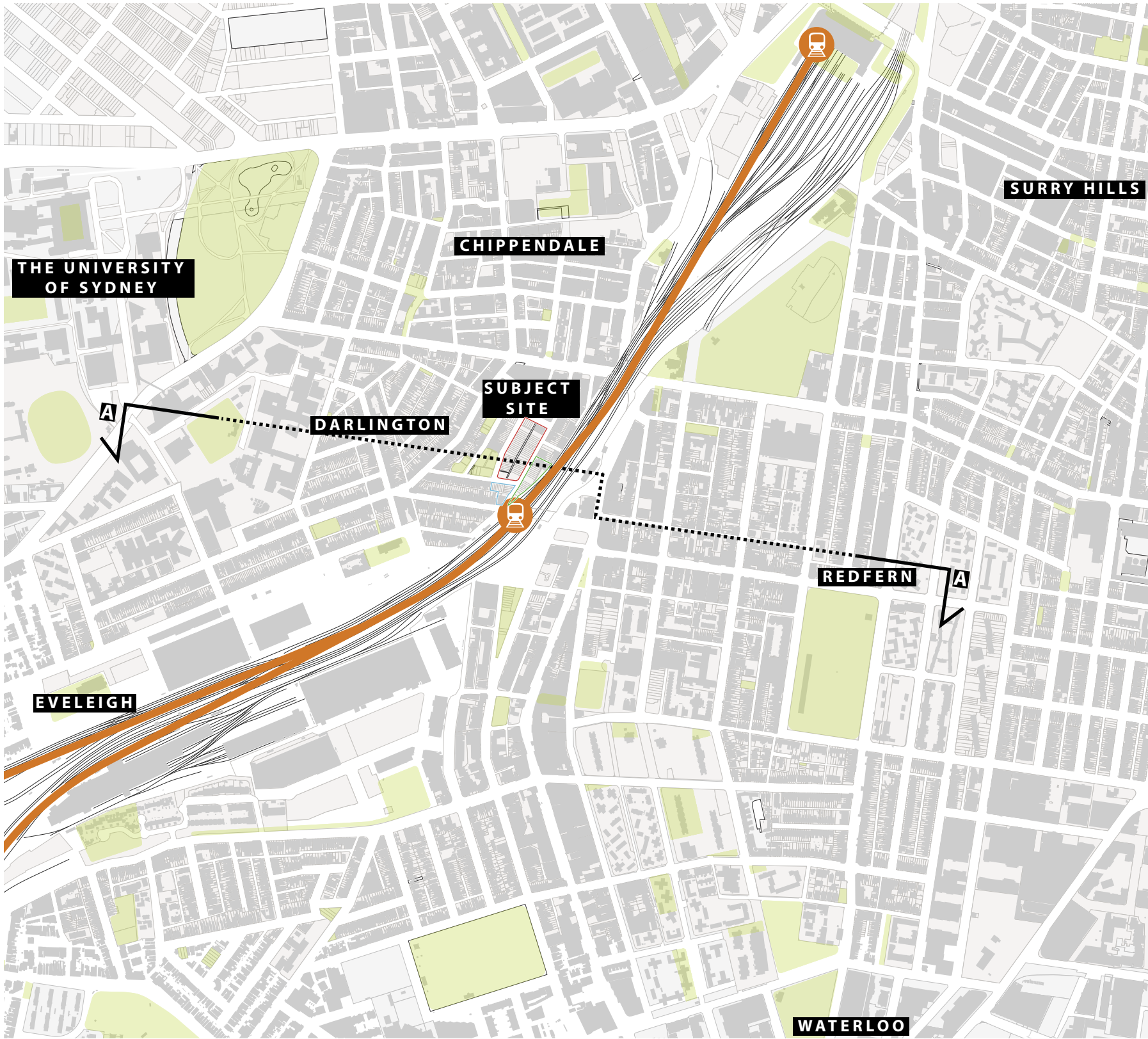


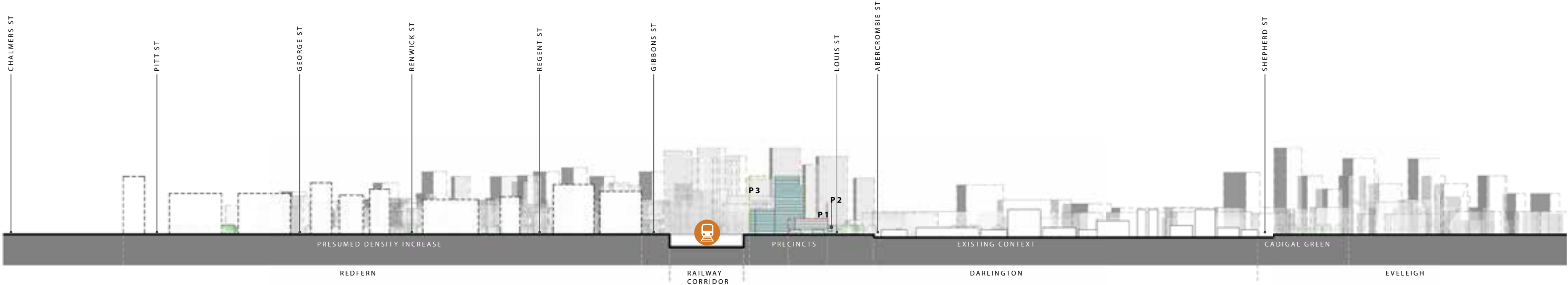
Fig: Speculative massing showing projected development heights along rail corridor and increased density around Redfern station

3.3 Speculative Projected Development: Schematic Section

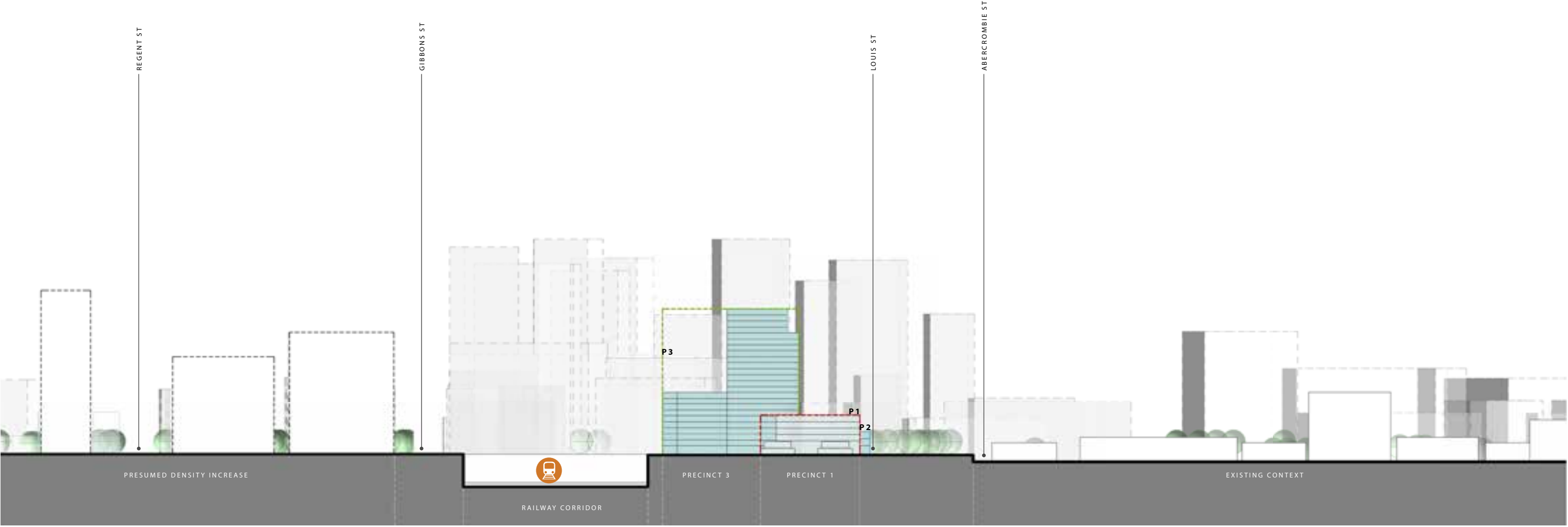
These schematic sections show the scheme within the wider context of the city, and potential projected development along the rail corridor. Taking into account the need for density along the rail corridor and the requirement for growth within Sydney, it is important to consider the scheme within this changing context.

Looking south through Redfern and Darlington, development and growth is projected around Redfern Station. The existing context in Darlington is relatively small-scale, and therefore this section demonstrates how the proposal provides an appropriate response in terms of density and massing, which provides a transition between future development around the station and the surrounding suburbs.





SCHEMATIC SECTION AA

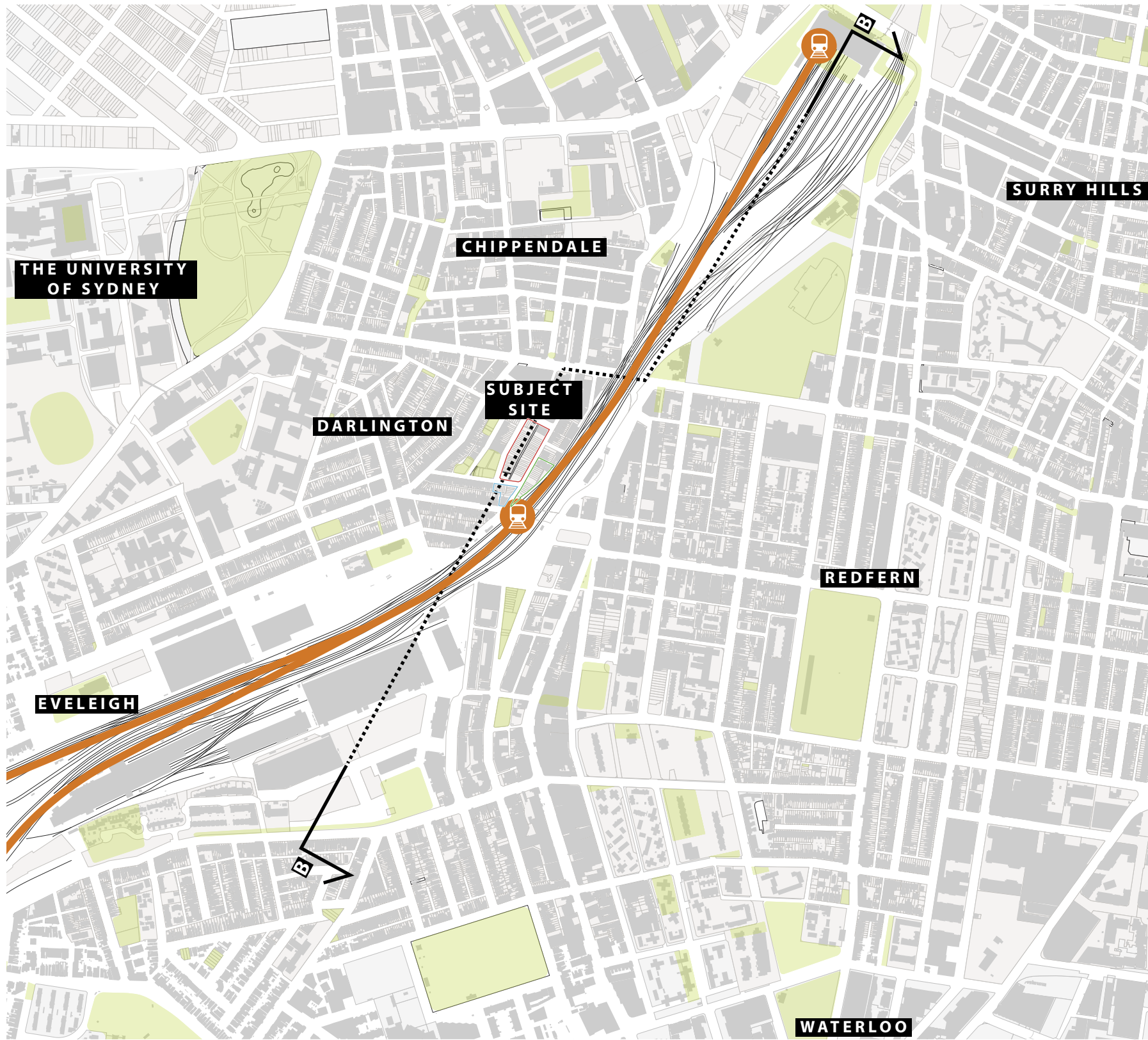


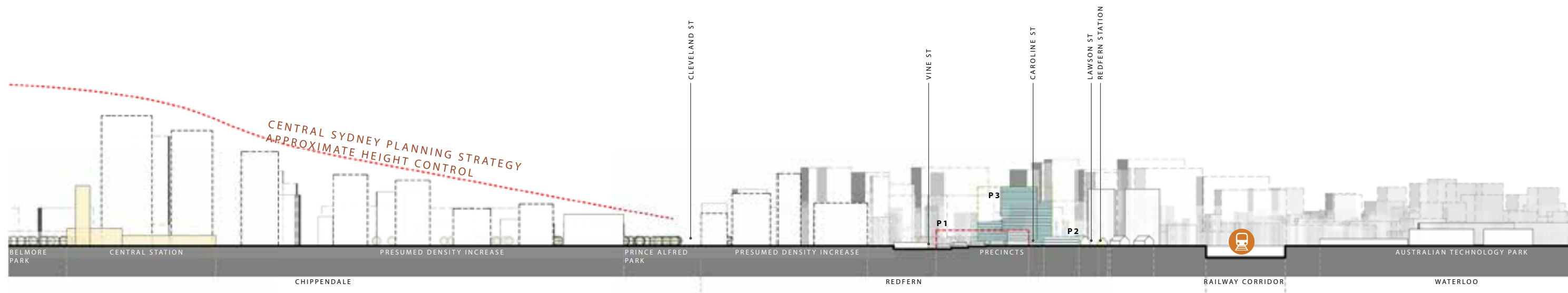
SCHEMATIC SECTION AA

3.3 Speculative Projected Development: Schematic Section

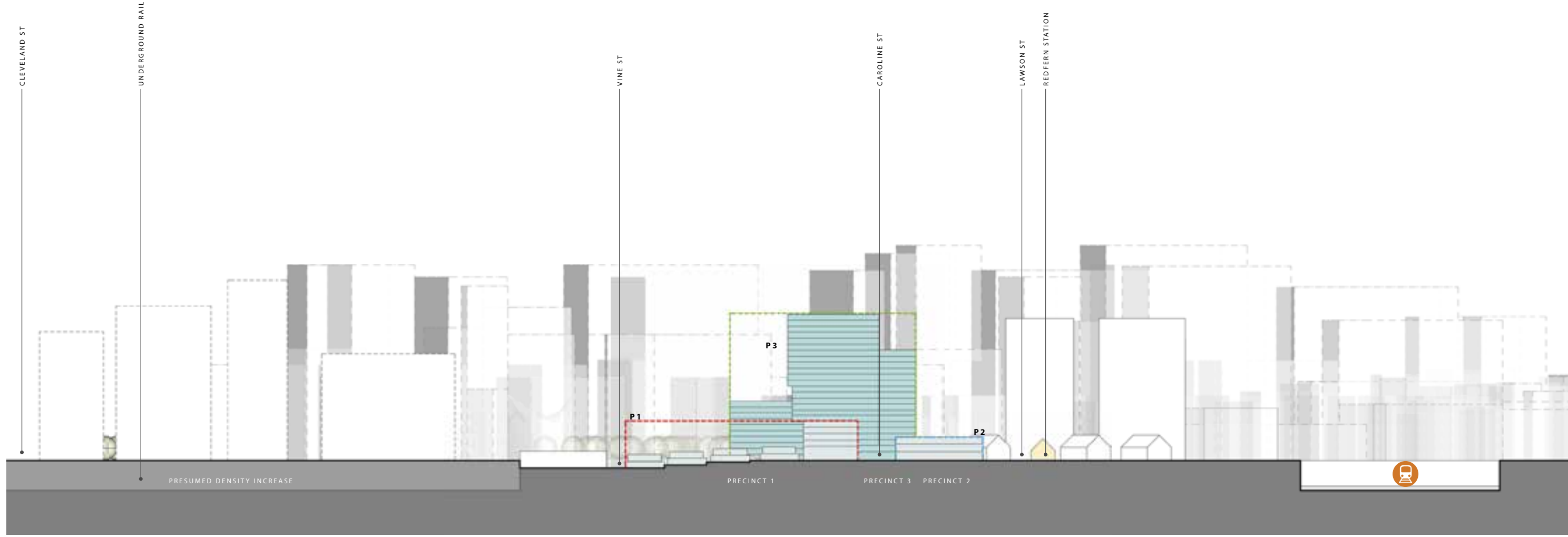
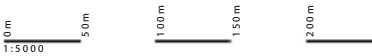
Looking east along the rail corridor, the proposal can be seen in the context of growth and development from Central to Eveleigh. To the north, the Central Sydney Planning Strategy height controls have been modelled to demonstrate the potential future growth in this region, including over station development, which steps down in relation to the solar plane controls around Prince Alfred Park.

Around the subject site, a presumed density increase is modelled around Redfern station, with the proposal again providing a transitional height change between this context and the surrounding terraced housing. To the south, the development around Waterloo can be seen in the distance, which is supported by the introduction of the Metro station on Botany Road.





SCHEMATIC SECTION BB



SCHEMATIC SECTION BB



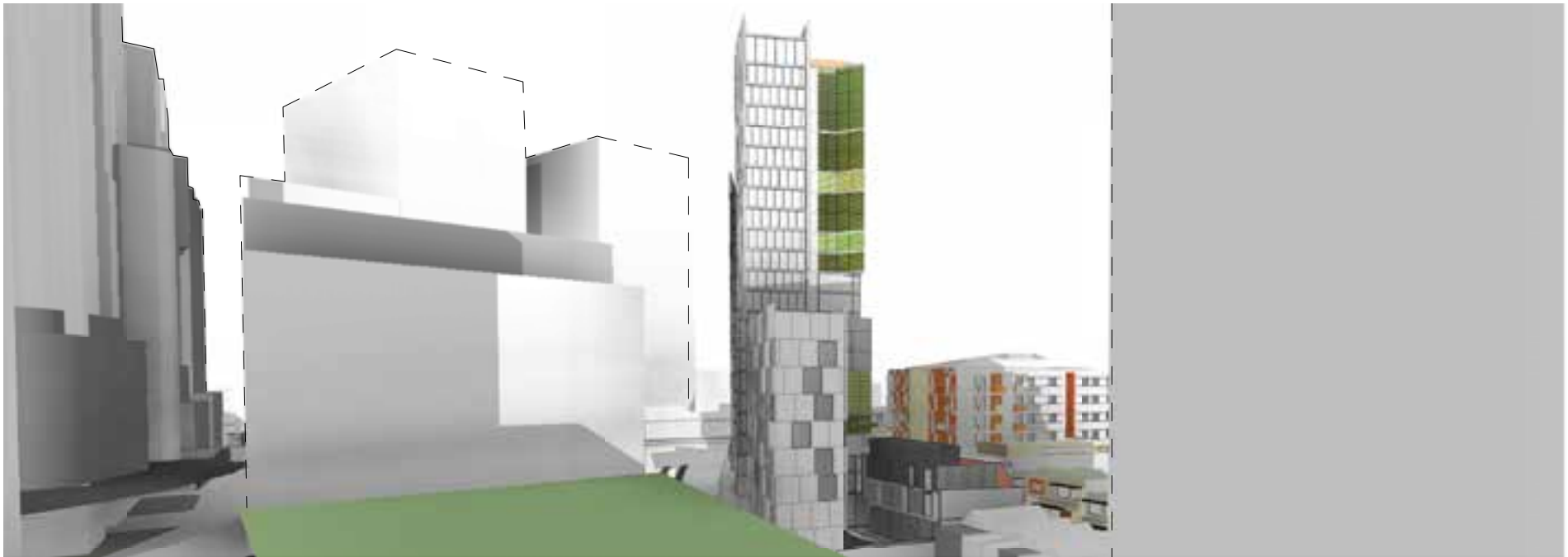
3.3 Speculative Projected Development: Street Views

These perspective views from street level demonstrate how the proposal sits within its immediate context. The existing and pipeline development adjacent to the station rises to 18 storeys.

The proposed scheme is aligned with future long-term land use strategies and is appropriate in scale and proportion to the speculative development around Redfern station. Until future development along the rail corridor is realised, the proposed scheme challenges existing planning controls for this site.



1A: VIEW FROM RAIL LINE LOOKING SOUTH

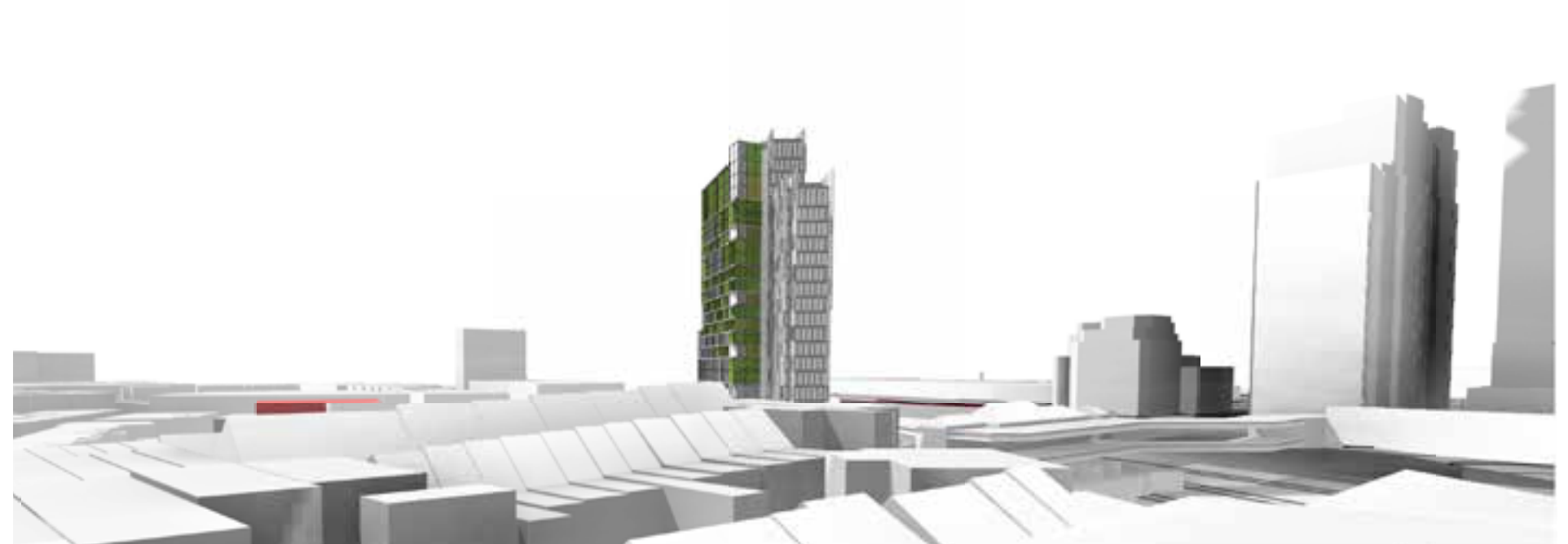


1B: VIEW FROM RAIL LINE LOOKING SOUTH WITH PROJECTED DEVELOPMENT

3.3 Speculative Projected Development: Street Views



VIEW LOCATION PLAN



2A: VIEW FROM LITTLE EVELEIGH STREET LOOKING NORTH



2B: VIEW FROM LITTLE EVELEIGH STREET LOOKING NORTH WITH PROJECTED DEVELOPMENT

3.4 Transit Oriented Development

Transit-oriented development, or appropriate density around public transport, has been outlined as an opportunity for sustainable growth by many of the development strategies for Sydney in the medium to long-term.

One of the key moves of the Urban Transformation Strategy is to ‘create centres of activity around stations’. This allows for people to live and work in connected, accessible and enlivened precincts with reduced dependency on commuting by car, leading to a more sustainable city. Bringing people together with places to live, work and do day-to-day activities promotes activity in public areas that are safe and active day and night.

Integrated transport and land use planning will be a key consideration given the NSW Government’s commitment to public transport infrastructure as Sydney continues to grow.

The diagrams overleaf consider various global cities and density around stations that are a similar distance from a major CBD. In this context, higher-density development around Redfern station is comparably relatively modest in the present planning context.



LONDON



MELBOURNE



TORONTO



SYDNEY

3.4 Transit Oriented Development

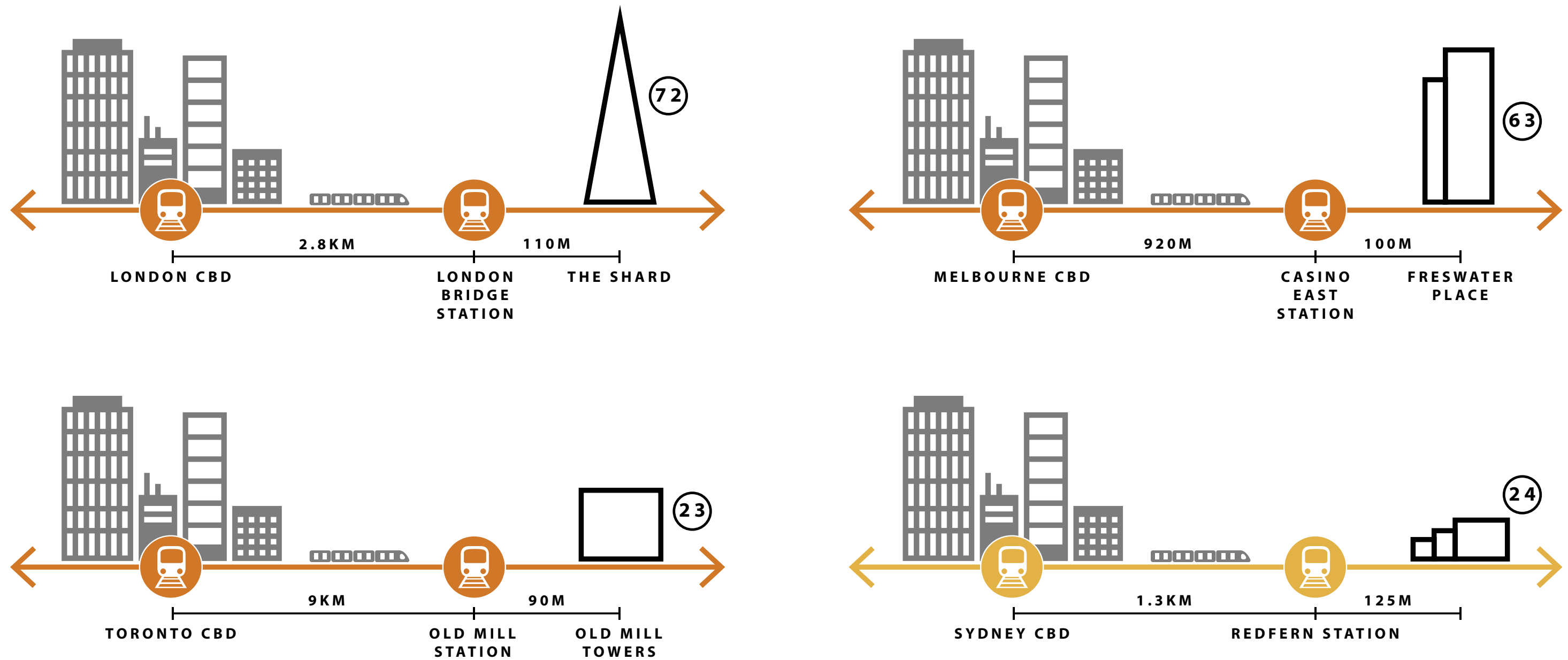


Fig.: These diagrams compare the density in storeys (circled), around stations which are one stop from the City CBD. In this context, the development of 23 storeys plus plant at Redfern is relatively of modest density

Scheme Analysis

Scheme Analysis	4
Public Realm	4.1
Conclusion	4.2

4

4.1 Public Realm

The public domain of the Pemulwuy project is formed at the centre point of the three precincts, with a shared space along Eveleigh Street. The interstitial spaces that make up the public domain are envisaged as a meeting place, with an engaging composition of hard and soft landscaping, where the local site heritage is expressed.

The pedestrian flow from Redfern station into the precinct and through to the open community space to the north will create an enlivened streetscape across the thresholds of the precincts, and shared space along Eveleigh Street allows for a semi-pedestrianised route, promoting an actively used public space in this zone.

Public art is proposed throughout the precincts, complementing the existing art wall which is to be retained and celebrated with native planting and sandstone platform seating.



Above: Landscape Plan. Image by Scott Carver
 Right: WindGrid (2014), Darlinghurst - Tim Knowles

4.1 Public Realm

The existing mural art work alongside Eveleigh Street is proposed to be retained, and integrated into the public domain of the precinct with native landscaping and sandstone seating, inkeeping with the history of place. This through-site link is proposed as an active space, with a direct link from the Col James Student Accommodation to the station.

The integration of public art throughout the scheme will complement and enhance the existing artwork on the site and within the suburb, and will create focal points of interest to enliven spaces for community use. The art work is proposed to be integrated into the building facades and the soffit of Precinct 3 to give a variety of visual appeal and supporting local arts and culture, inkeeping with the aims of the Urban Transformation Strategy.



Above: Landscape Section - Scott Carver

Below: Sandstone seating integrated into landscape at Barangaroo, Existing Redfern Context





4.2 Conclusion

This report establishes the following principles:

- The Central to Eveleigh Urban Transformation Strategy defines future growth along the rail corridor round Redfern.
- The subject site sits in close proximity to Sydney CBD
- The subject site sits within close proximity of Redfern Station which is regarded as a major transportation hub
- TfNSW are looking to undertake a redevelopment of Redfern Station, as outlined as one of the key moves within the Urban Transformation Strategy, which will increase connectivity and pedestrian movements around the site.

Based on these principles, the scheme for Pemulwuy including the Col James Student Accommodation provides an appropriate transition from the station and its proposed growth, to the surrounding terraced housing.



Col James Student Accommodation from Lawson Street - Image by Turner Studio



Welcome to
REDFERN



