

CARRIAGEWORKS



MARKET



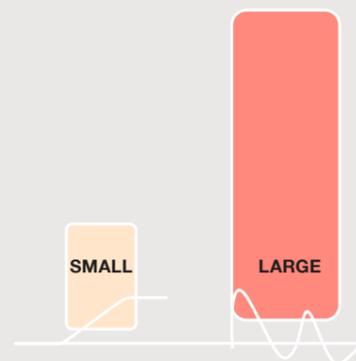
INNOVATION



PARK



INTERPRETATION



SMALL

LARGE

1. Public Domain, Place and Urban Design RNE Masterplan

TfNSW - Redfern North Eveleigh Precinct

Study Requirements for SSP RNE Masterplan

July, 2022

BATESSMART™

Appendix

- A.1 Indicative Staging Strategy
- A.2 Physical and CAD Model Summary
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- A.6 Detailed Evaluation Matrix
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- A.9 Design Review Panel Report

Appendix

A.1 Indicative Staging Strategy

Indicative Staging Strategy

Study Requirements

Prepare an Indicative Staging Strategy that identifies how staging may occur; includes detail of how the delivery of public domain will be considered and coordinated across individual development sites and considers construction staging.

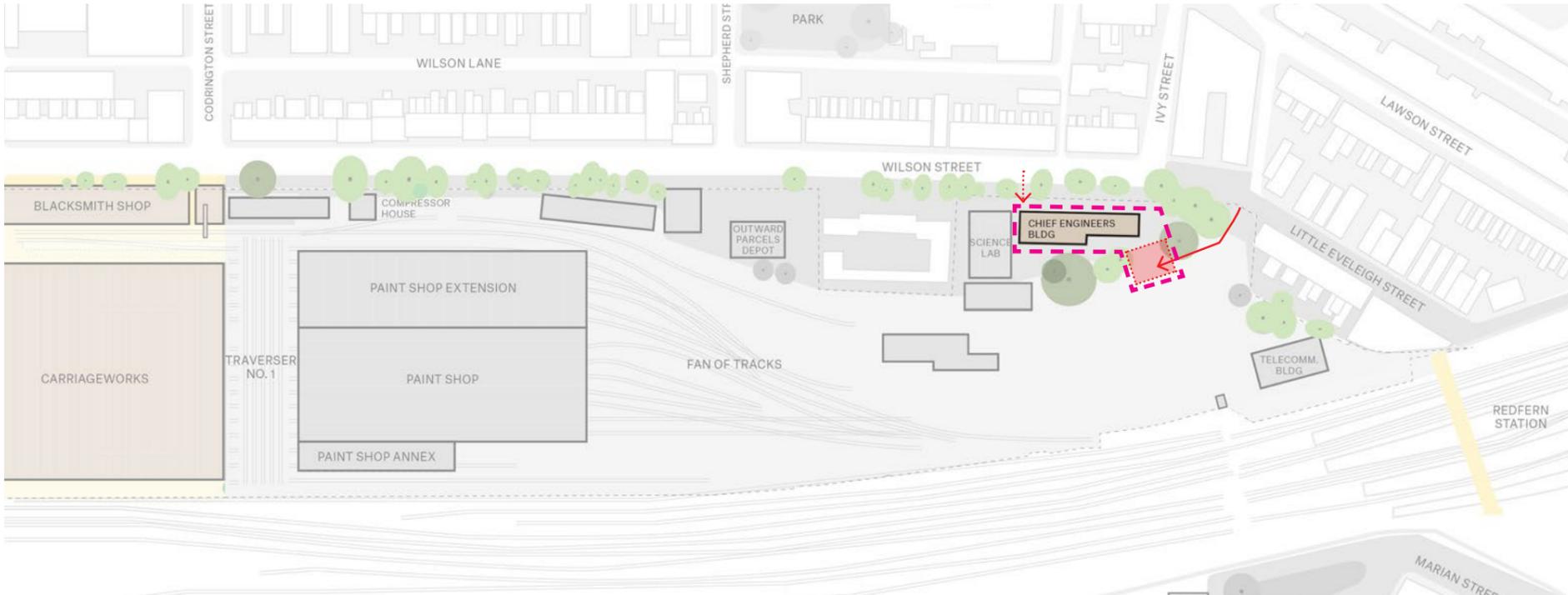
This indicative staging strategy has been established for all plots and associated public domain. It demonstrates a coordinated approach to the timely delivery of public domain and the revitalisation of existing heritage buildings. The strategy prioritises the early activation of some existing heritage buildings and delivery of mixed-use development along Wilson Street. The new Eastern Park is delivered in conjunction with the two primary residential buildings. The major new Public Square is to be completed ahead of the main commercial developments.

Stage 1 - CME Building

The first stage will be the revitalisation of one existing heritage building on Wilson Street, the Chief Mechanical Engineer’s Building. Site access will be available via the existing service road off Little Eveleigh Street with a lay down area available adjacent. Access will also be possible directly from Wilson Street. Landscape works around the building will be carried out and integrated with the Park during Stage 3.

Legend

-  Development area
-  Primary construction site access
-  Secondary construction site access
-  Site set-up



Stage 1 plan

Indicative Staging Strategy

Stage 2 - Wilson Street Development

In the next stage, developments along the western end of Wilson Street will be constructed, including mixed use buildings E1 + E2, both with retail uses on the lower floors. Temporary works will be carried out to the existing frame of the Suburban Car Workshop. Site access during construction will be from Wilson Street and from Carriageworks Way, with a lay down area on the lower level. Measurements will be in place to minimise disruption to Carriageworks and the Saturday Markets, including maintaining vehicle access to No.1 Traverser. Landscape immediately adjacent to the buildings will be completed as depicted.

Stage 3 - Eastern End

In this third stage the eastern part of the site will be constructed, including the delivery of the major new Eastern Park and as well as a new connection to Platform 1 and the new southern concourse of Redfern Station, linking the site with the wider context south.

Landscape works will include the Eastern Park, the landscape settings around the 3 heritage buildings (Science Lab, CME, Telecommunications building).

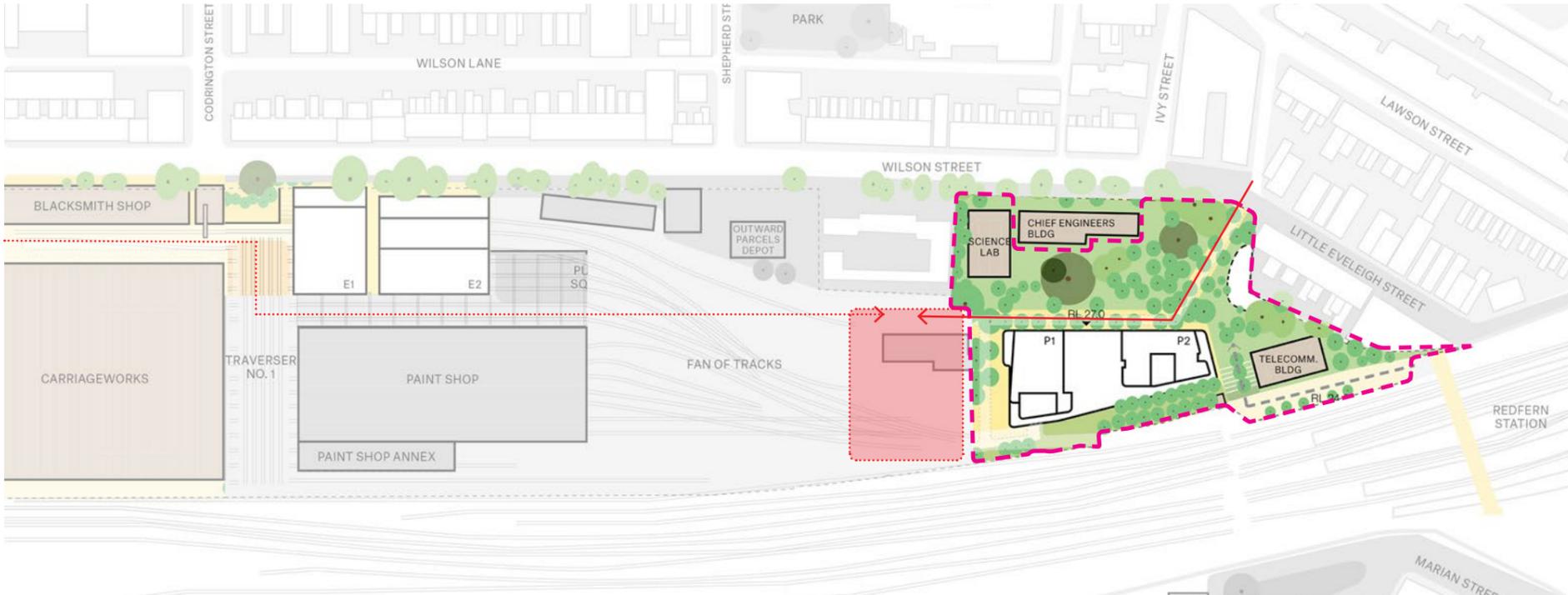
Site access will be granted in the location of the current service road with secondary access provided via Carriageworks Way. Plot L1 will act as the central lay down area for the duration of this stage.

Legend

- Development area
- Primary construction site access
- Secondary construction site access
- Site set-up



Stage 2 plan



Stage 3 plan

Indicative Staging Strategy

Stage 4 - Paint Shop

This stage sees the completion of the Public Square, including re-purpose works to the Paint Shop and over-development. Site access will be granted initially from the western end, with access on the eastern end added once topography has been adjusted to the new landscape and Shepherd Street extension into the site.

Landscape works will include the Public Square and Pavilion, as well as the rail edge adjacent the Paint Shop building.

Temporary protection will be provided to the Traverser No1 to protect existing heritage fabric.



Stage 4 plan

Stage 5 - Complete Masterplan

The two plots completing the masterplan include Plot K2 and L1. For site access, the newly established road network will be utilised, consolidated via Shepherd Street extension. Land used for lay down areas will be reinstated to the final landscape design.

Landscaping works will be limited to the land immediately adjacent to the new buildings to complete the overall delivery of the project.

Legend

- Development area
- Primary construction site access
- ⋯→ Secondary construction site access
- Site set-up



Stage 5 plan

Appendix

A.2 Physical and CAD Model Summary

Physical and CAD Model Summary

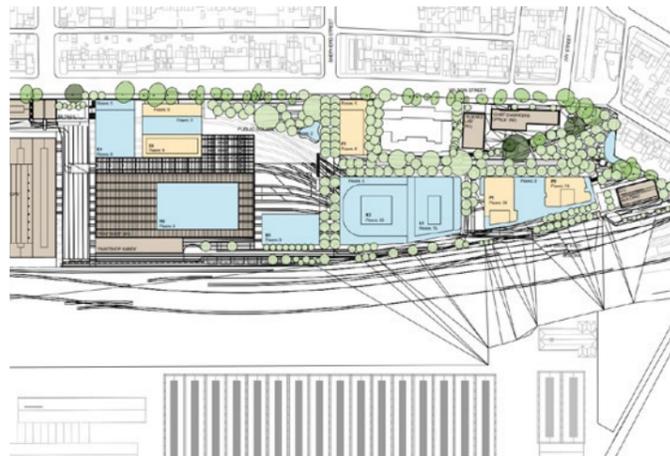
Study Requirements

Provide physical and 3D CAD models to fit into the City of Sydney’s physical and 3D CAD model. Include animations and photomontages of key parts of the proposal from eye level positions in the public domain.

Throughout the development of the sub-precinct framework, a 3D model has been developed to support and test massing options within the wider context of the development site. It supported the evaluation of study options for urban settings and heritage views down to solar impacts to on site and adjacent public domain and viability of proposed residential distribution to comply with ADG requirements.

The overall model has been developed jointly between the landscape and urban design teams, and was shared with the wider design team to support evaluation including visual impact, flooding, wind and aeronautical analysis.

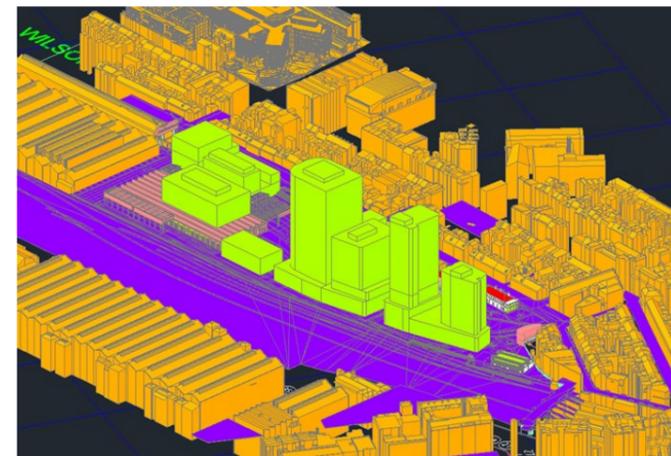
Most views generated in this report have been extracted from the overall model.



Bates Smart and Turf's revit models (2D view)



Bates Smart revit model (3D view)



3D CAD model for CoS



Physical model (by Porters)

Appendix

A.3 Benchmarking Study

Benchmarking Study

Methodology

Study Requirements

Includes a Benchmarking Assessment of the proposed development against international best practice precedent studies for innovation and technology precincts, within heritage settings (including within industrial heritage contexts). The assessment should also identify the specific initiatives used by case study and identify both the positive and negatives effects that occurred during the budget, design and construction stages to ensure that it can be translated to an Australian setting;

We have identified six global innovation and technology precincts as case studies in urban context with heritage setting. This benchmarking assessment highlights best practice design approaches, typologies and use mixes relevant to this masterplan.

To organise this work, we have analysed each place based on the innovation district typology framework developed by Polis Partners, in the 'Redfern North Eveleigh Innovation Assessment V 3.1' report, which identifies key characteristics of the RNE site. This builds on a similar Brookings Institute Innovation District Framework, which broadly captures precinct type, maturity, competitive advantages and site characteristics. We have applied this lens to each of the six case studies in order to align their characteristics with those already identified for RNE to help set a level assessment base for discussion.

In addition, we have identified further points of difference based around collaboration, infrastructure and amenity. These are 3 of the 7 key factors that underpin innovation precinct success, as outlined in 'NSW Innovation Precincts: Lessons from International Experience' and 'The Sydney Innovation and Technology Precinct Panel Report,' both published in 2018 by the NSW Government. Other relevant studies include PWCs '*Innovation precincts*, revision October 2021.

Design can most directly impact and interact with these drivers, and we feel that their calibration will help place-making at Redfern North Eveleigh thrive.

Related studies

This benchmarking study is focussed on urban design related considerations pertinent to this masterplan. As previously noted, the selection of the case studies and the methodology for analysis relates to the Brookings Institute Innovation District Framework and analysis prepared by Polis Partners.

Related studies - including *Innovation Precincts Case Studies (October 2021)* prepared by PwC for TfNSW - provide detailed analysis relating to the quantum of development required for a successful innovation precinct as well as identify contributing factors relating to built form, mix of uses, urban context and location.

The PwC reinforces many of the insights drawn from this urban design benchmarking study, noting a range of factors considered crucial to innovation. Those with spatial / design implications include:

- Connectivity - high levels of amenity with connective infrastructure, community and proximity to the CBD
- Collaborative environment - supportive social and institutional settings that create interdependencies, collaboration and knowledge sharing
- Activation - promoting 24 hour activation
- Scale - based on the need to create significant employment opportunities.

The analysis indicates that a minimum of 100,000m² of commercial space is required to support Redfern North Eveleigh as an innovation precinct.

Benchmarking Study Innovation District Typology

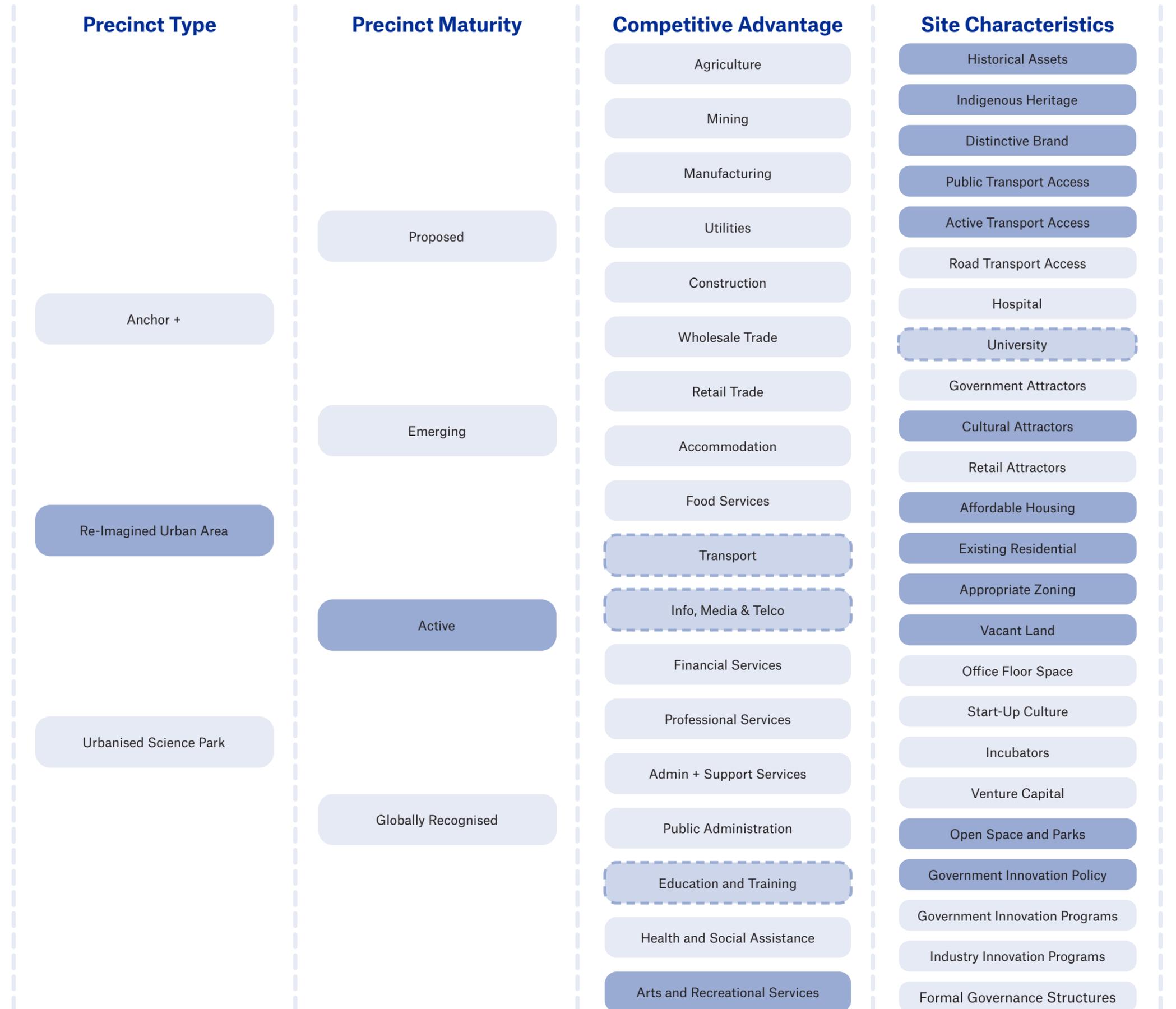
Adjacent diagram is based on a framework distilled by Polis Partners from existing literature of innovation districts. The different coloured boxes highlight characteristics of the RNE site carried out by Polis Partners to highlight the unique and diverse assets within this precinct to help identify the precinct's identity within the Tech Central policy construct as well as its brand.

We have evaluated below six relevant global innovation districts on the basis of this framework and maintained the graphic for ease of reference.

The Benchmarking Study reviewed the following six precincts:

- Kings Cross, London, UK
- Chattanooga, Tennessee, USA
- Boston Waterfront, Boston, USA
- Melbourne Connect, Melbourne, Australia
- 22@Barcelona, Barcelona, Spain
- Station F Start-Up, Paris, France

Adjacent diagram taken from Polis Partners' report 'Redfern North Eveleigh Innovation Assessment V 2.0, Figure 5 - Innovation district typology



Benchmarking Study Projects

The Benchmarking Study reviewed the following six precincts, summarised below.

- Kings Cross, London, UK
- Chattanooga, Tennessee, USA
- Boston Waterfront, Boston, USA
- Melbourne Connect, Melbourne, Australia
- 22@Barcelona, Barcelona, Spain
- Station F Start-Up, Paris, France

The benchmarking research identified four recurring design related themes that will be essential to developing Redfern North Eveleigh into a successful innovation precinct. These are summarised at the end of this chapter and include:

- Distinctive and Engaging
- Integrated with Place
- Celebrating Heritage
- Connectivity

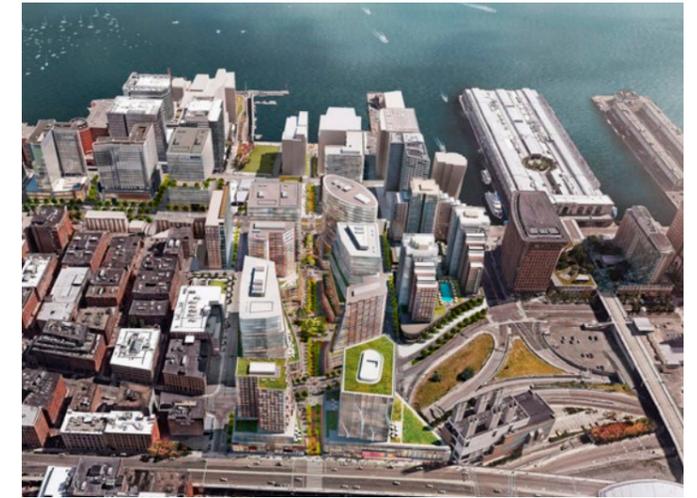
This summary should be read in conjunction with the full benchmarking study contained in the Appendices as well as Chapter 10.3 of this report which provides further public domain case studies involving industrial and railway heritage contexts.



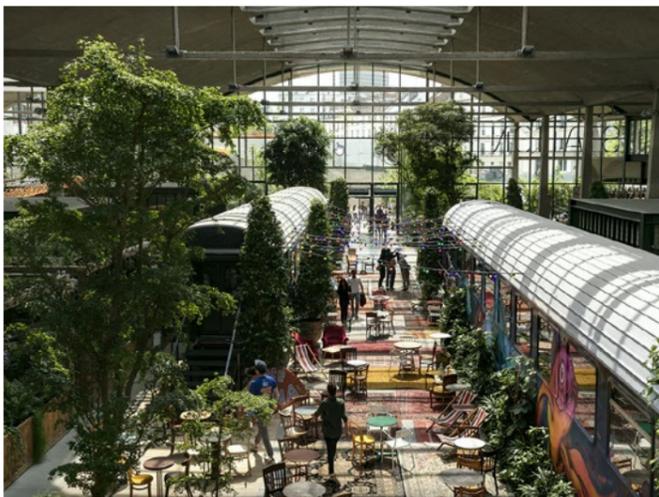
Kings Cross, London, UK
The major urban renewal project around Kings Cross Station has seen the transformation of historic rail yards, warehouses and industrial facilities into one of the London’s most successful innovation districts, with diverse public places, retail and commercial uses, and purposeful adaptive reuse of historic buildings.



Chattanooga, Tennessee, USA
Chattanooga’s Innovation District, located in the heart of the city, has made the small city in Tennessee one of the best-known start-up cultures in the USA. Blending a range of new buildings and re-purposed warehouses, the innovation uses are integrated within a compact walkable neighbourhood.



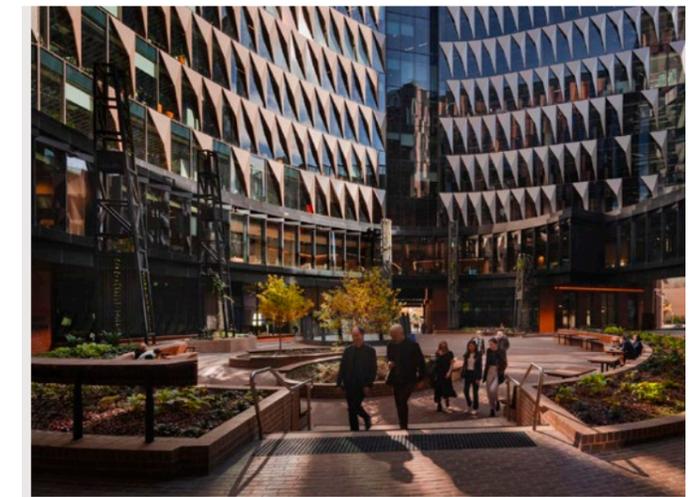
Boston Waterfront, Boston, USA
Boston Seaport Innovation District is one of the USA’s leading life sciences, pharmaceutical and tech districts, but also as one of the country’s fastest growing neighbourhoods, underpinned by significant amounts of live-work units and extensive, high-quality, public domain.



Station F Start-Up, Paris, France
Station F, in the former Halle Freyssinet, an adapted rail depot located in Paris’ 13th arrondissement. Known as the ‘world’s largest start-up campus’, Station F illustrates how high quality architecture and interior design can transform former rail sheds into hard-working and attractive workplaces for innovation companies, from start-up to established international corporate scales.



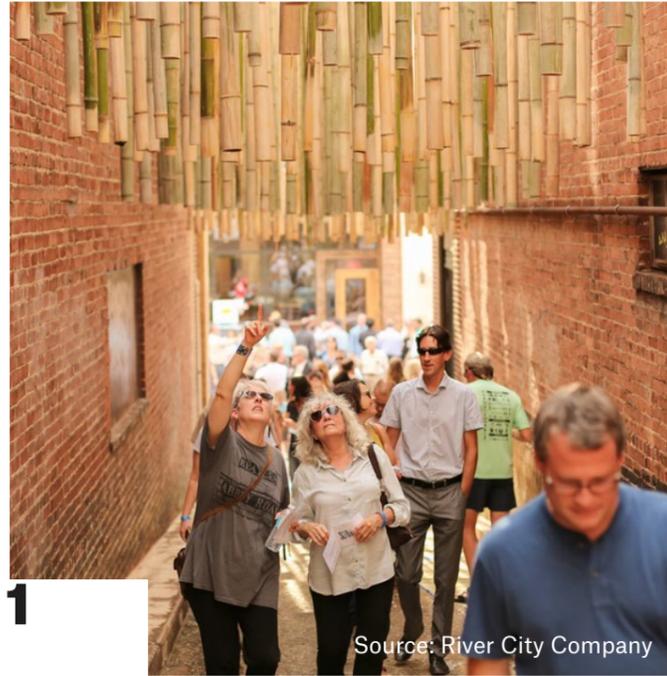
22@Barcelona, Barcelona, Spain
One of the oldest and most well known innovation districts in the world, 22@ Barcelona has been instrumental in transforming not only the city’s innovation economy, but also its residential and public space network. Key heritage public spaces, including Glorias Square and the Rambla del Poblenou, are integrated to provide places where people come together to socialise.



Melbourne Connect, Melbourne, Australia
Anchored by the University of Melbourne, Melbourne Connect is Australia’s first purpose built innovation centre, concentrated in five connecting buildings organised around a shared central public garden. Shared amenities and concentration of allied uses encourage interaction and collaboration.

Benchmarking Study

Best Practice Insights



Source: River City Company

Distinctive and Engaging

Innovation precincts succeed or fail for a broad range of reasons. Good design — or in particular creating great places with excellent amenity — is cited in policy as an essential element of a successful innovation district. Our research confirms the importance of creating distinctive and engaging places.

Relevance to RNE

- Clear definition and function of public open spaces
- Sufficient density with good distribution of mixed land uses to enable a vibrant and successful new district



Source: Archdaily

Integrated with Place

The success of an innovation district (or hub, or project) is inextricably linked to the integration with the 'host' neighbourhood. Places that are well loved and well used by a wide range of people are likely to have the amenity and vibrancy that specific 'tech' tenants require.

Relevance to RNE

- Good visual and functional connection to Wilson Street, complementing the existing neighbourhood
- Good connection to Redfern Station to invite city wide groups into the development such as university students etc.



Source: Plowman Craven

Celebrating Heritage

Our case study research reinforces the value of clever adaptive reuse of industrial heritage for two principal reasons — the capacity to provide unique and characterful workplaces for either anchor tenants or start-ups, and for the ready-made character they offer public spaces and the wider precinct.

Relevance to RNE

- Respect and integrate valuable heritage buildings into the development and link with the established Carriageworks building and its functions an innovative way to be compatible with contemporary uses
- Maximise retention of the fan of tracks, where reasonably practicable, including interpretative integration into buildings, as an iconic and unique feature of the site



Source: WS Development

Connectivity

Access, integration, and connection are critical. Great pedestrian connectivity needs to allow easy movement between major participants in the district as well as promote serendipitous interactions among individuals. Digitally enabled central gathering space to enable informal encounters.

Relevance to RNE

- Use the level change between Wilson Street and the lower level as an opportunity to generate exciting public domain and settings for the buildings
- Ensure accessibility throughout the site to promote active and creative streets

Kings Cross London, UK

Metrics

Years: 2007 - Current
Site Area: 271,000 sqm
Open Space: 40%
10 New Public Parks
20 New Streets
Built Space: 60%
50 New Buildings
Mixed-Use Development Gross Area: 743 225 m ²
Mix of Uses:
Office = 47%
Residential = 25%
Education = 10%
Retail / Cultural / Hotel / Leisure / Other = 18%
Historic Structures Retained: 20 buildings
Previous Land use: Railway / Industrial / Warehouses
Innovation Industries: Technology, Medical Research, Arts
Anchor Tenant(s): Google, The Francis Crick Institute, Tileyard Studios, Digital Catapult

Innovation District Typology	
Precinct Type	Re-Imagined Urban Area
Precinct Maturity	Globally Recognised
Competitive Advantage	
	Retail Trade
	Accommodation
	Food Services
	Transport
	Info, Media + Telco
	Public Administration
	Education + Training
	Health and Social Assistance
	Arts and Recreational Services
Site Characteristics	
	Historical Assets
	Distinctive Brand
	Public Transport Access
	Active Transport Access
	University
	Cultural Attractors
	Affordable Housing
	Appropriate Zoning
	Vacant Land
	Office Floor Space
	Start-up Culture
	Incubators
	Venture Capital
	Open Space and Parks
	Government Innovation Policy
	Government Innovation Programs
	Industry Innovation Programs
	Formal Governance Structures



Masterplan, Source: Townshend Landscape Architects



Aerial view of Granary Square, Source: Townshend Landscape Architects

Kings Cross London, UK

The past 20 years have seen Kings Cross in London transform from an area of derelict rail yards, warehouses and industrial facilities into one of the city's newest and most successful innovation districts.

Across its 271,000 sqm, the development will deliver 50 new buildings—including 316,000 sqm of workspace in 19 new or refurbished buildings, 10 new public parks and squares, a cinema, galleries and art spaces, a new home for the University of the Arts London, shopping and dining, 26 acres of open space, 20 new streets, and 1,900 new market rate, social and affordable homes and student flats.

Relevance to Redfern North Eveleigh

Although not designed as a technology precinct, Kings Cross' mix of uses, building typologies, and connectivity have attracted major tech corporations, including Google, which will open its new, purpose-built London HQ in the neighbourhood in 2021.

The innovative approach to adaptive reuse of historic buildings and structures, and integration with contemporary architecture, has established a strong character and place identity.

Key Insights

- From its earliest planning stages, Kings Cross was treated as a neighbourhood, with mixed uses, adaptive reuse and integration, transport connections, and public space creation all treated as coordinated elements underpinning its development
- 45 architecture, interior architecture, design, landscape, master-planning and contractor firms are responsible for designing Kings Cross – avoiding design homogeneity is essential for making it feel like a nuanced place
- 20 historic buildings and structures will be restored— Kings Cross' rich industrial heritage folded into the neighbourhood's character, connecting London's past to its present

Collaboration

- Floor-plate flexibility – options for tenants large and small, new and established, with workplaces ranging from 280 to 2,800 sqm

- Diverse typologies, from adapted heritage buildings to new builds, attract main different types of businesses across arts, technology, education, media, social and community services sectors
- Social spaces at all scales – workplace building's include collaboration areas, such as balconies and terraces, and Kings Cross' new public parks and square are carefully programmed to encourage meeting new people and ideas cross pollination

Infrastructure

- Unrivalled transport connections – The Kings Cross St Pancras transport hub connects six London Underground lines, two national rail lines, and international high speed rail. Euston Station, servicing other major UK cities, is a 5 minute walk.
- 14 bus lines connect to the site
- A new street grid prioritises active transport
- A 800 space bike interchange is planned, on street bike parking is ample, and two bike share stations – 50 bikes each—are located in the neighbourhood
- All buildings connect to the hot water distribution network fed from the Energy Centre, home to a Combined Heat and Power plant
- Google's new headquarters has increased King Cross' technology infrastructure

Amenity

- Housing mix – 35% of residences are affordable, with 17% social or rent supported, and 19% affordable/shared ownership
- All built spaces connect to public spaces to improve connectivity within the neighbourhood and to its surrounds
- Shopping, dining, hotel and arts spaces all open to the public, although high end focus has been critiqued as inaccessible/too exclusive
- Education on site from primary through to university – 50 schools and 3,800 students come to Kings Cross for school and/or on-site activities, including vocational opportunities for local residents



Pancras Square, Source: Landezine



Kings Cross Mall, Source: Marriott Bonvoy Traveler



Kings Cross Canalside Steps, Source: Allies and Morrison

Chattanooga Innovation District

Tennessee, USA

Metrics

Years: 2015 - Current
Site Area: 566,000 sqm
Mix of Uses:
Commercial
Residential
Education
Retail / Cultural / Leisure
Public Green Space
Total Number of Businesses: 249
Information = 16
Finance / Insurance = 68
Professional / Business = 73
Leisure / Hospitality = 48
Personal Services / Other = 44
Historic Structures Retained: Yes
Previous Land use: Business District
Innovation Industries: Start-up Incubators / Co-working / High-tech / Education + Training
Anchor Tenant(s): Edney Innovation Center, Lamp Post Group, Public Education Foundation, EPB, Chattanooga Area Chamber of Commerce, Chattanooga Public Library

Innovation District Typology	
Precinct Type	Re-Imagined Urban Area
Precinct Maturity	Active
Competitive Advantage	<ul style="list-style-type: none"> Utilities Accommodation Food Services Transport Info, Media + Telco Financial Services Professional Services Education + Training Arts and Recreational Services
Site Characteristics	<ul style="list-style-type: none"> Public Transport Access Active Transport Access Road Transport Access University Cultural Attractors Retail Attractors Existing Residential Appropriate Zoning Vacant Land Office Floor Space Start-up Culture Incubators Venture Capital Government Innovation Policy Government Innovation Programs Industry Innovation Programs Formal Governance Structures



Patterns of use diagram, Source: Innovation District of Chattanooga



Proposed Miller Park upgrade



Proposed masterplan, Source: Innovation District of Chattanooga

Chattanooga Innovation District

Tennessee, USA

In six short years Chattanooga's Innovation District, located in the heart of the city, has made the small city in Tennessee one of the best-known start-up cultures in the USA. The district is literally designed around the principle of 'collaborate to compete,' with a 8,300 sqm building at its core that acts as a centre for R+D and start-up launch, where people can come together and build up their companies, skills, services and products, from the micro-scale of the local business, to more mature companies with regional significance.

Relevance to Redfern North Eveleigh

Diversity and inclusion—and how it should be sensitively managed—has been a fundamental issue within Chattanooga's innovation district. The city government and precinct stakeholders consistently grapple with the extent of the effects from localized gentrification, mainly displacement of long-standing residents and significant growing income disparity, with the overall benefits of citywide economic growth. The district was established in 2015. Since 2009, the city's unemployment rate has dropped from a peak 9.8% to a low of 3.3% in May 2018, much in part due to the city's growing entrepreneurship in its CBD.

Key Insights

- Chattanooga's innovation district started with a blank slate approach to its site. Downtown Chattanooga is characterised by low vacancy rates and post-industrial buildings that can be repurposed. This enabled the district's stakeholders to imagine many different locations and possibilities for the district's design, which will evolve over time.
- The entire district is contained in a 400 metre radius so that people can walk everywhere. Sidewalk widening, increased public artwork, revitalised existing central squares and active transport network build out have been integrated components to the district's design.
- Technology infrastructure was not an issue – Chattanooga is one of the USA's only cities that treats high speed internet as a public utility and provides citywide gigabit fibre optic internet. This eliminated the barrier for entry for tech companies needing best internet speeds and connections.

Collaboration

- The 566,000 sqm that make up the innovation district were selected as a site due to the critical mass of mixed uses and innovation businesses already located there. The district's boundaries are meant to expand as more companies and people take space in the district.

- The Edney Innovation Center—The 8,300 sqm, 11 storey building anchors the precinct, acting as its 'front door.' Its tenants include Co.Lab, a non-profit start-up accelerator, the University of Chattanooga Tennessee, and Society of Work, Chattanooga's first co-working space. Amenities have been designed to be communal, including conference rooms and a rooftop terrace, so that all tenants can bump into each other and more easily collaborate.

Infrastructure

- The central location is a place where many of Chattanooga's transit systems intersect, including buses, the free downtown electric shuttle, bike lanes, bike share, electric car share and charging stations, and ample parking, which is essential in Chattanooga, which is still a car based city.
- Chattanooga's 1 gigabyte fibre optic internet is fully accessible to all buildings in downtown Chattanooga

Amenity

- Public square revitalisation—Miller Park and Miller Plaza are significant public spaces in downtown Chattanooga that are also in the heart of the innovation centre. They have been completely reconstructed to feature a public lawn, performance pavilion and public art. Public programming in these spaces is meant to attract the entire community, not just people working and using the innovation district.
- Additional renovation of historic Patten Parkway will better connect Miller Plaza to other key public spaces via increased pedestrianised space
- New spaces for outdoor gathering and relaxing encourage people to meet outdoors and stay in downtown to socialise, especially as downtown Chattanooga's dining and retail options have drastically increased
- Street narrowing, additional path building and sidewalk regeneration are helping to make walking and cycling safer and more appealing
- District beautification – new landscaping, public art, street mural and lighting installations are helping to make the district inviting and the space attractive for activation outside business hours
- Programming for lane-ways and surface parking lots is transforming these underutilised spaces into flexible event areas



District aerial, Source: The House



Miller Park, Source: AECCafe



Aerial at dusk, Source: Innovation District of Chattanooga

Boston Waterfront Innovation District

Boston, USA

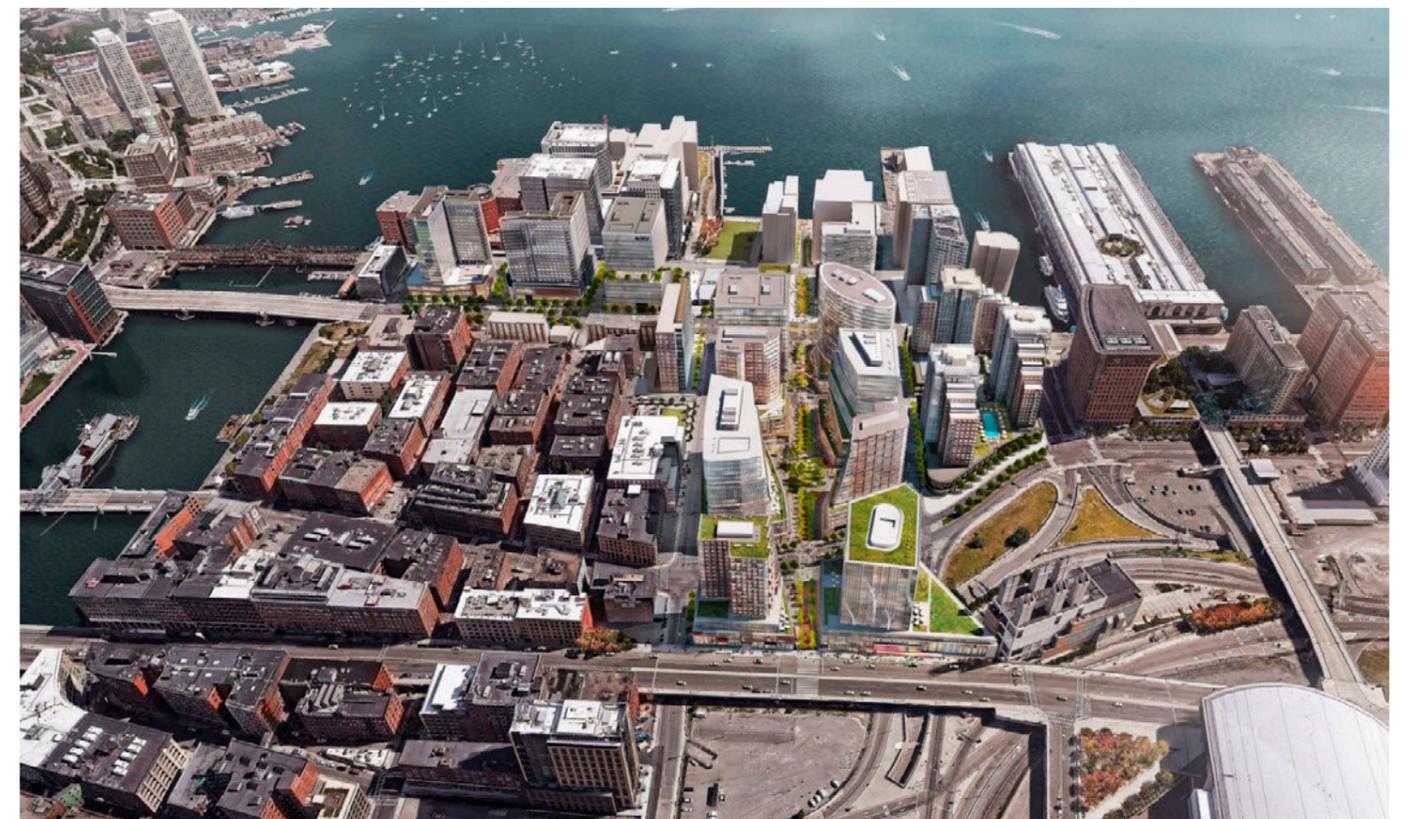
Metrics

Years: 2010 - Current
Site Area: 4,047,000 sqm
Open Space: 39%
Built Space: 61%
Mix of Uses:
Commercial
Residential
Retail / Cultural / Hotel / Leisure
Public Green Space
Innovation Industries: Tech, Labs, Clean Energy, Education, Creative, Start-up, Co-working
Anchor Tenant: Mass Challenge, WeWork, Vertex Pharmaceuticals, General Electric, Amazon
Previous Land use: Shipping Yards, Landfill, Warehouses, Parking

Innovation District Typology	
Precinct Type	Re-Imagined Urban Area
Precinct Maturity	Globally Recognised
Competitive Advantage	<ul style="list-style-type: none"> Wholesale Trade Retail Trade Accommodation Food Services Transport Professional Services Education + Training Arts and Recreational Services
Site Characteristics	<ul style="list-style-type: none"> Historical Assets Public Transport Access Road Transport Access University Government Attractors Cultural Attractors Retail Attractors Appropriate Zoning Vacant Land Office Floor Space Start-up Culture Incubators Venture Capital Open Space and Parks Government Innovation Policy Government Innovation Programs Industry Innovation Programs Formal Governance Structures



Masterplan, Source: Sasaki



Aerial proposal, Source: Sasaki

Boston Waterfront Innovation District

Boston, USA

The Boston Waterfront Innovation District has successfully carved its own niche in a city well known for some of the world's best biotech institutions, innovations and abilities to create ground breaking collaborations.

Relevance to Redfern North Eveleigh

Much like RNE in Sydney, the Boston Seaport Innovation District represents one innovation area in Boston that complements other very well established precincts, namely Kendall Square in Cambridge. Its success as an urban place has not only seen its establishment as one of the USA's leading life sciences, pharmaceutical and tech districts, but also as one of the country's fastest growing neighbourhoods, reinforcing that strong innovation districts can spur much larger urban change.

Collaboration

- District Hall is the world's first free-standing public innovation centre, and core to the South Boston Seaport Square, a key development within the larger innovation district. It is built on former waterfront rail yards.
- District Hall is a single storey pavilion that acts as a community centre for entrepreneurs and innovators. It has walls that people can write all over, flexible and divisible rooms of different sizes, moveable walls and event spaces. Shared tech enables connections inside and outside the facility. A restaurant is also on site.
- District Hall opens onto Seaport Square, the key public space in the innovation district
- Co-working spaces and incubators are key typologies developed in tandem/integrated with new commercial towers
- Live-Work is essential to the district's success, and has heralded the development of more than 1,100 new residential units, including co-living and micro luxury apartments suited to short and mid-term living arrangements, which are common amongst entrepreneurs

Infrastructure

- Excellent transportation connections – including Logan Airport and 1-90, a key US national motorway
- Busses and the Silver Line of the Boston Tram systems all connect to the district
- The district connects to downtown Boston—the heart of city government—via a direct bridge
- All new buildings—the majority of the district's development—place critical systems above the first floor to future proof against rising water levels and flood tides
- The Boston Convention Centre, a well established event space, routinely hosts large scale, global events and conferences that engage the precinct and bring new people and companies into the district

Amenity

- The innovation district has spurred the regeneration of an entire section of South Boston, rapidly generating high end housing, public space creation, and night-time economy establishment in the formerly underutilised seaport
- The location and rapid development have drawn major tenants, including General Electric and Amazon, which will locate 5,000 employees in the district by the end of 2021
- Creating public ground plane and connecting spaces where people can meet and socialise is essential to making the neighbourhood feel like a unified place. Much of this is done through hardscape elements to keep in character with the seafront and port.
- Despite this, the neighbourhood is designed for and geared toward the people who own and drive tech businesses —overwhelmingly affluent and well educated. This is in contrast to South Boston's well established diversity, putting the neighbourhood at odds with South Boston's strong cultural and community fabrics



Proposed Public Square, Source: Sasaki



Public Square, Source: PTC



Seaport Square Innovation District at night, Source: KPF

Melbourne Connect Melbourne, Australia

Metrics

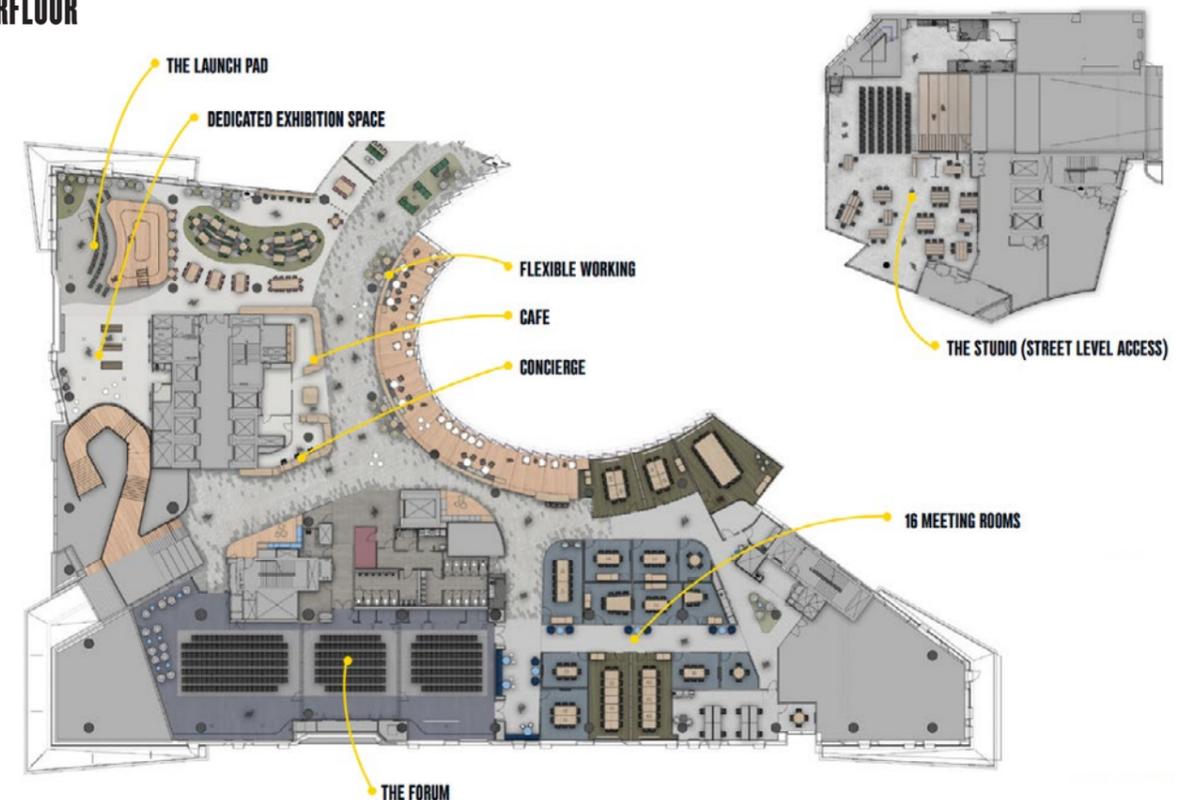
Years: Completion due 2021
Gross Floor Area: 75 800 sqm
Open Space: 30%
Built Space: 70%
Mix of Uses:
Education
Student Accommodation: 527 beds
Commercial
Childcare
Retail / Cultural / Leisure
Public Green Space
Previous Land use: Women's Hospital
Innovation Industries: Tech / Start-Up Launch Pad / Labs / Co-Working / Exhibition + Gallery / Youth + Community / Education + Research
Anchor Tenant(s): The University of Melbourne, Telstra Creator Space, Melbourne Science Gallery, Melbourne Entrepreneurial Centre

Innovation District Typology	
Precinct Type	Anchor +
Precinct Maturity	Emerging
Competitive Advantage	<ul style="list-style-type: none"> Manufacturing Wholesale Trade Retail Trade Accommodation Food Services Transport Administration + Support Services Public Administration Education + Training Arts and Recreational Services
Site Characteristics	<ul style="list-style-type: none"> Distinctive Brand Public Transport Access Active Transport Access Road Transport Access University Cultural Attractors Affordable Housing Appropriate Zoning Office Floor Space Start-up Culture Incubators Open Space and Parks Government Innovation Policy Government Innovation Programs Industry Innovation Programs Formal Governance Structures



Building breakdown, Source: Melbourne Connect Brochure, p8

THE SUPERFLOOR



Superfloor planning diagram, Source: Melbourne Connect Brochure, p11

Melbourne Connect

Melbourne, Australia

Anchored by the University of Melbourne, Melbourne Connect is Australia’s first purpose built innovation centre, concentrated in five connecting buildings organised around a shared central public garden. The centre will open this year and bring together more than 500 academics and students, researchers, businesses, start-ups and everyday Melburnians with a general interest in tech innovation.

Relevance to Redfern North Eveleigh

Design is paramount to the success of Melbourne Connect. The building sits on the former historic Royal Women’s Hospital, an institution long known for innovation in medicine and science. The architecture, interiors and landscape design all reflect contemporary values of innovation and sustainability through their form, materiality and functionality. Practically, the spaces have been designed to maximise flexibility and resiliency, meaning that they will be well suited to rapidly change and adapt as working patterns, styles and needs change over time.

Collaboration

- A curated tenant mix, organised strategically within the building—The University of Melbourne will occupy 9 levels in one tower, with industry, government, small start-ups and co-working space organised in a second tower
- Floor-plate flexibility ranges from 250 sqm to 1,300 sqm floor-plates
- The superfloor—designed specifically to spur connections, the superfloor is an open space over ground and level 1 that includes flexible work areas, 16 meeting rooms, exhibition space, a large auditorium, a smaller scale group gathering area, a flexible street level studio space, a café and the building concierge.
- A creator space—an on-site fabrication lab designed and equipped for rapid prototyping

- The shared superfloor, the Melbourne Entrepreneurial Centre, Creator Space, and Science Gallery Melbourne are all located within the podium and accessible to all tenants. This also helps to make the work going on inside visible to wider innovation district.

Infrastructure

- Precinct-wide base building information and communications infrastructure, including WiFi
- Risers of up to 130mm are designed to enable extensive cabling pathways
- Digital signage and way-finding are integrated to sharing information with tenants and visitors
- Strong existing and planned transport connections to the Melbourne CBD and airport

Amenity

- Extensive tenant amenities, as listed
- Spaces designed to specifically engage the Carlton and wider Melbourne communities, including the Science Gallery Melbourne, which will be programmed to exhibit ideas and inventions that bring together art and science
- On-site student accommodation with 527 beds, operated by Urbanest, which values high quality design and programming in their facilities to facilitate place-making and community building
- Located in Carlton, one of Melbourne’s best known and loved neighbourhoods, rich with cafes, restaurants, bars, parks and shops



Telstra Creator Space, Source: Melbourne Connect



Science Gallery, Source: Melbourne Connect



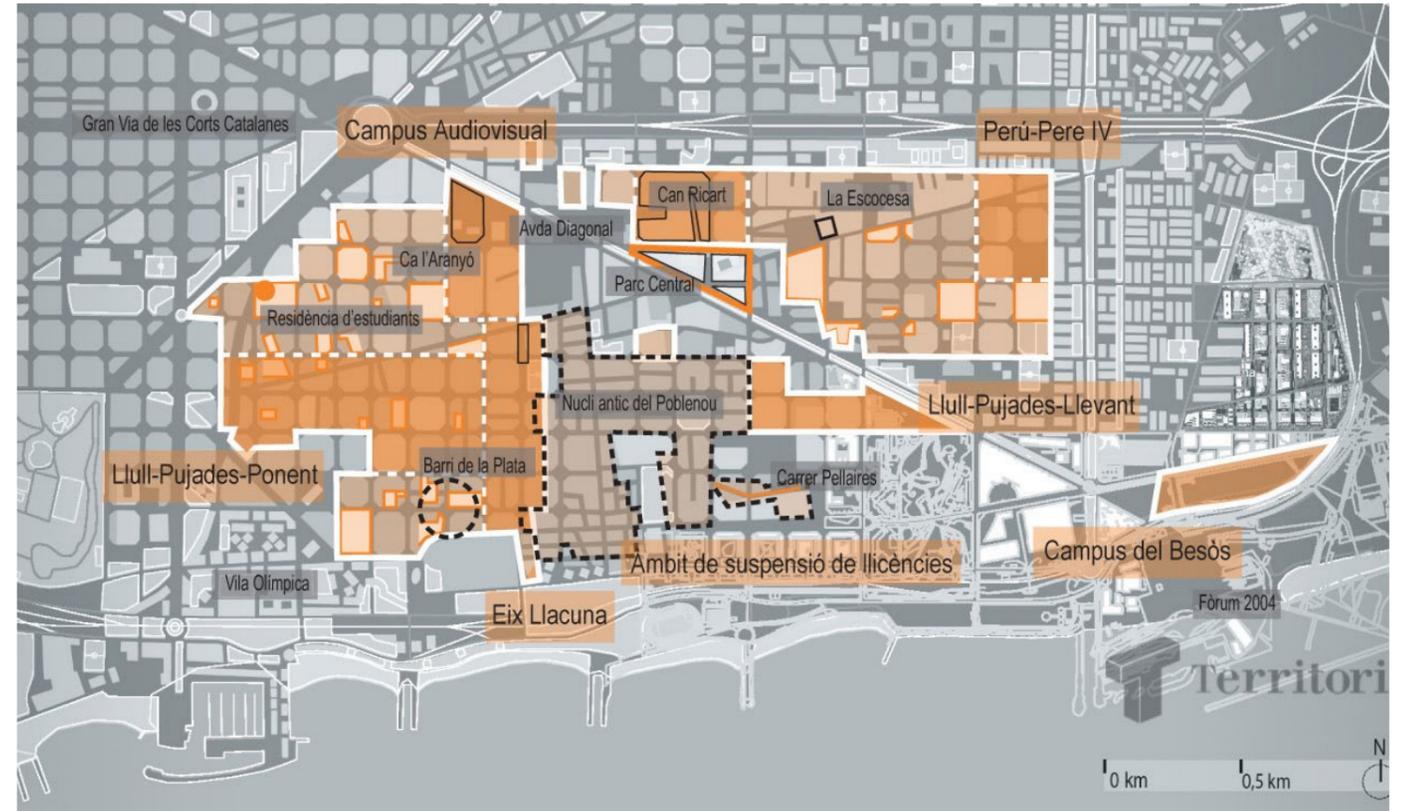
22@Barcelona

Barcelona, Spain

Metrics

Years: 2000 - Current
Site Size: 2,000,000 sqm / 115 street blocks
Street length: 35km
New Public Facilities and Green Space: 220,000 sqm
New Built Space: 145,000 sqm
Mix of Uses:
Resi: 4,614 dwellings retained, 4,000 new units
Commercial: 4,000,000 sqm, 9 000 employees
Retail / Cultural / Leisure
Public Green Space
12 R+D and Technological Centres
10 Universities / 25,000 Students
Historic Structures Retained: Yes
Previous Land use: Cotton District of Poblenou
Innovation Industry Clusters: MedTech / Media / Design / Energy / ICT
Anchor Tenant(s): Biocat / 22Barcelona Media / Centre d'Innovacio / Barcelona Centre de Disseny / Barcelona Innovacio Tecnologica / Barcelona Digital

Innovation District Typology	
Precinct Type	Re-Imagined Urban Area
Precinct Maturity	Globally Recognised
Competitive Advantage	<ul style="list-style-type: none"> Manufacturing Utilities Accommodation Food Services Transport Info, Media + Telco Financial Services Professional Services Administration + Support Services Public Administration Education + Training Health + Social Assistance Arts and Recreational Services
Site Characteristics	<ul style="list-style-type: none"> Historical Assets Indigenous Heritage Public Transport Access Active Transport Access University Government Attractors Cultural Attractors Retail Attractors Affordable Housing Existing Residential Appropriate Zoning Vacant Land Office Floor Space Start-up Culture Incubators Venture Capital Open Space and Parks Government Innovation Policy Government Innovation Programs Industry Innovation Programs Formal Governance Structures



Proposed masterplan, Source: Territori



22@ Innovation Precinct, Source: @22HQ

22@Barcelona

Barcelona, Spain

One of the oldest and most well known innovation districts in the world, 22@ Barcelona has been instrumental in transforming not only the city's innovation economy, but also its residential and public space network.

Relevance to Redfern North Eveleigh

22@ illustrates how an innovation district can reinvigorate an entire former industrial neighbourhood. Poblenou, its home, was once Barcelona's industrial epicentre. Prior to establishing the district in 2000, the area was patchy at best and characterised by empty industrial buildings and low quality housing and amenity. However, 22@ has led to the restoration of 4,600 homes, a simplified and reconnected street grid that promotes active transport use, redeveloped and connected public spaces, and the construction of new high tech commercial buildings that are home to major universities and tech companies, including Amazon. Post COVID-19, the city is planning to open the district to a broader swath of industries and business sectors by reconfiguring spaces and offers to meet demands of a changing work/life culture.

Collaboration

- 22@ is organised into 5 knowledge clusters: information and computer technology, media, biomedical, energy and design. This mix brings together local and international expertise, and puts people working on related projects and ideas in direct proximity to facilitate easy knowledge sharing
- Density is key – the 5 clusters are located strategically to share resources and intensify uses via a compact city design model. 4,000,000 sqm of new office space underpins the district's commercial ambitions.
- Good design attracts top talent. The precinct is anchored by Torre Glories (Torre Agbar) by renowned architect Jean Nouvel.

- Adaptive reuse of heritage buildings has allowed different companies to choose the kind of building—new vs renovated--that best suits their work cultures and brands, widening the precinct's appeal

Infrastructure

- District wide infrastructure—service networks, district heating, pneumatic waste collection, advanced mobility, redundant power grid
- The Poblenou Superblock – implemented in 2016, the superblock claims back space from cars through drastically reduced 10 kmph speed limits, street space interventions, and makeshift common areas, creating a large public space open to all people.
- The Poblenou metro stop directly connects to the adjacent CBD

Amenity

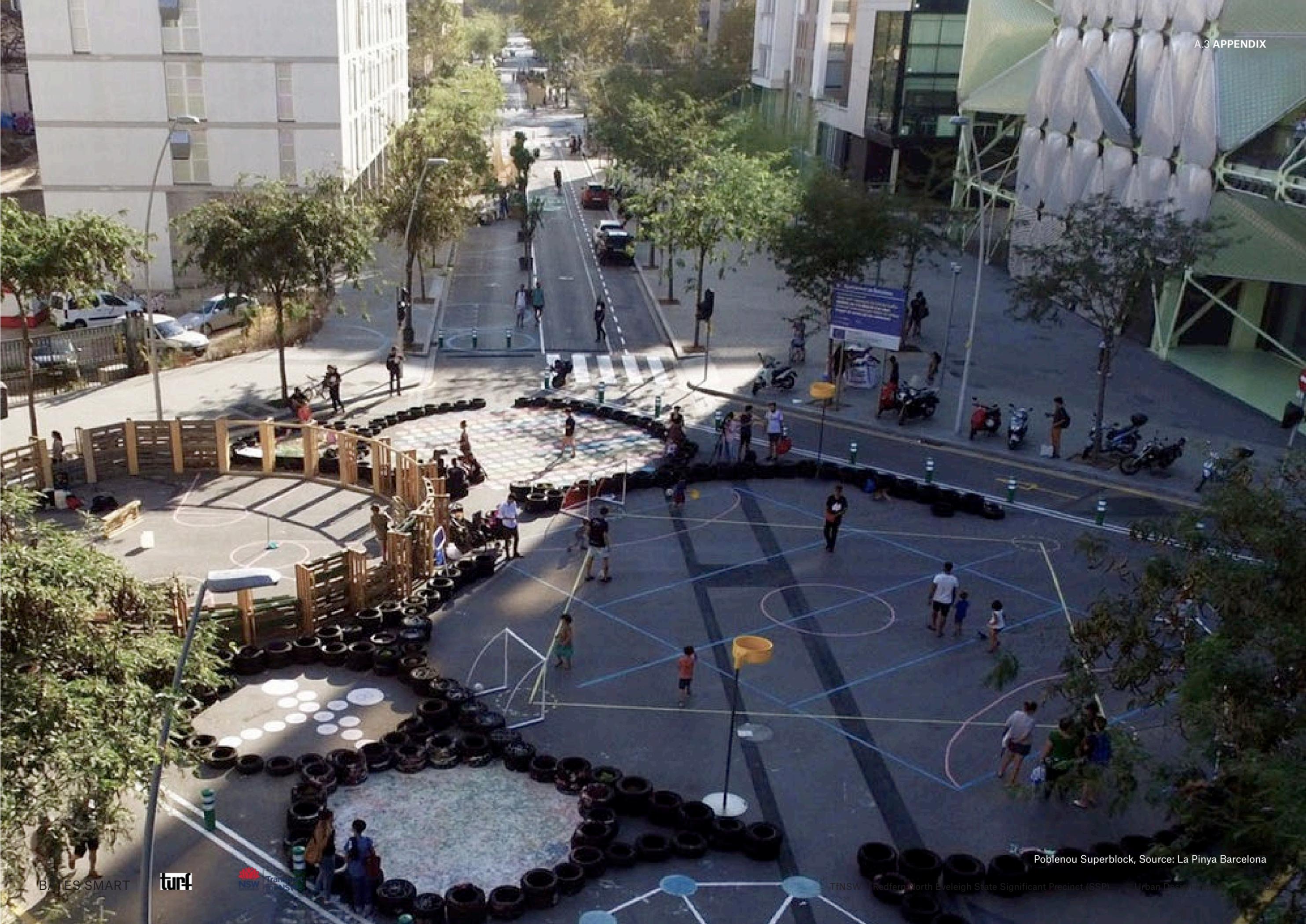
- The Cam Framis museum, devoted to contemporary Catalan painting, is located in the former Cam Framis factory and celebrates contemporary Catalonian artists and culture
- Rich mix of restaurants, bars, galleries, workshops and shops of both local and international brands
- Incorporation and reinvention of key heritage public spaces, including Glorias Square and the Rambla del Poblenou, a place where people come together to socialise and eat in surrounding cafes and restaurants. The rambla was part of the original Cerda Plan for Barcelona.
- An additional 4,400 homes will be developed beyond current housing stock to bring more people to live in the district



CMT Building, Source: Batlleiroig



Media-TIC building & public walkway, Source: Metropolis



Poble Nou Superblock, Source: La Pinya Barcelona

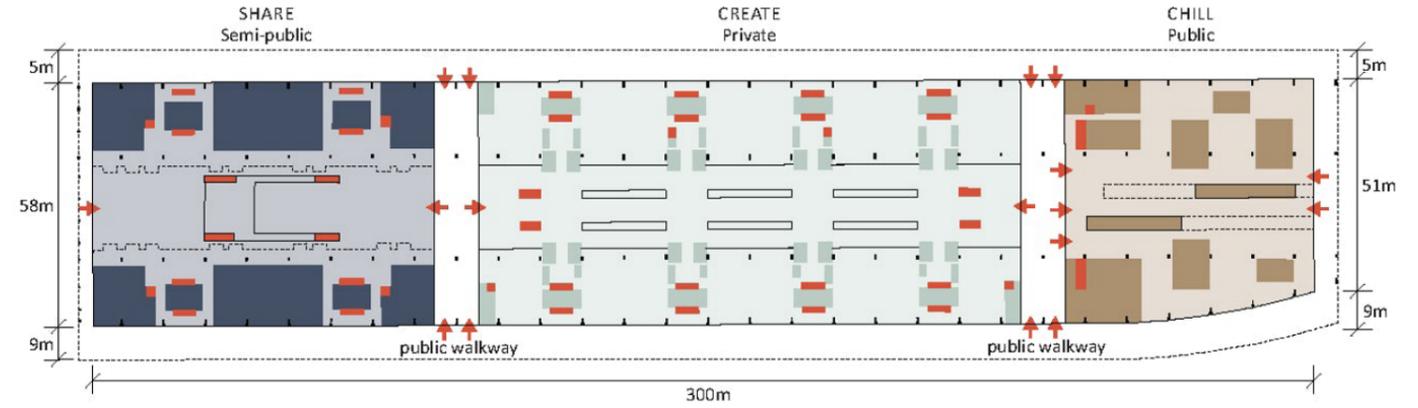
Station F Start-Up

Paris, France

Metrics

Years: 2017 - Current
Site Area: 51,000 sqm
Mix of Uses:
Residential
Commercial
Retail / Leisure
Capacity:
Start-ups: 1000+
Desks: 3000
Rooms: 600
Start-up Programs: 30
VC Funds: 100
Historic Structures Retained: Yes
Previous Land use: Rail Depot
Innovation Industries: Start-up / Incubator / Venture Capital / Arts + Cultural
Tenant(s): Facebook, Microsoft, L'Oreal, BNP Paribas

Innovation District Typology	
Precinct Type	Re-Imagined Urban Area
Precinct Maturity	Globally Recognised
Competitive Advantage	<ul style="list-style-type: none"> Manufacturing Wholesale Trade Retail Trade Accommodation Food Services Transport Info, Media + Telco Financial Services Public Administration Education + Training
Site Characteristics	<ul style="list-style-type: none"> Historical Assets Distinctive Brand Public Transport Access Active Transport Access Road Transport Access Existing Residential Appropriate Zoning Office Floor Space Start-up Culture Incubators Venture Capital Government Innovation Policy Government Innovation Programs Industry Innovation Programs Formal Governance Structures



Planning diagram, Source: Architizer



Station F exterior expression, Source: Wilmotte & Associates Architectes

Station F Start-Up

Paris, France

Station F resides in the former Halle Freyssinet, an adapted rail depot located in Paris' 13th arrondissement. This neighbourhood, while central to the city, is characterised as a residential area and located away from Paris' business core in La Defense. It is known as the 'world's largest start-up campus.'

Relevance to Redfern North Eveleigh

Station F illustrates how high quality architecture and interior design can transform former rail sheds into hardworking and attractive workplaces for innovation companies, from start-up to established international corporate scales.

Collaboration

- The building's 34,000 sqm design is programmed in three distinct parts, one for each of the original building naves. Over 3,000 workstations are inside.
- Share—Station F's collaboration zone, with a forum, makers lab, 370 seat auditorium, meeting rooms accessible to all tenants
- Create – Start-up workspace arranged in 24 'villages' (8 per floor.) Each village is designed and fitout for the specific tenant. Shared workspaces are open plan and modular.
- Chill – Station F's 'back of house,' which is home to a restaurant open 24 hours a day. This area also opens to the neighbourhood via a south-facing terrace that overlooks a tiered garden.

Infrastructure

- Shared prototyping and making technologies
- Comprehensive cloud based tools and services to support hybrid and virtual working
- Enterprise software platforms to support project management and team collaboration
- Direct access to Microsoft AI technologies in testing (Microsoft is a key tenant)

Amenity

- The restaurant is key to Station F's success, as eating and drinking are central to Parisian culture and doing business
- Intensive programming gives start-ups fundamental networking, training and funding access



Startup campus, Source: Wilmotte & Associes Architectes



Food market, Source: La Felicita



Back of house, Source: Architizer

Appendix

A.4 Detailed Policy Review

Policy Review



Greater Sydney Regional Plan
Greater Sydney Commission (2018)

'The Greater Sydney Region Plan, A Metropolis of Three Cities' is a vision for three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

A multi-valent strategy document, the Regional Plan provides a framework for liveability, productivity and sustainability, with Ten Directions supported by a suite of Objectives.

Redfern North Eveleigh is specifically identified as a key contributor to the Objective 15 - Eastern Economic Corridor and Objective 18 - A Stronger and More Competitive Harbour CBD.

The Plan notes that Harbour CBD heights are constrained by airport flight paths, stating that 'With identified future office supply limited to around 10 year there is a need to maximise vertical development opportunities and outward extensions where possible, for example southward along the Redfern to Eveleigh corridor.'

Significant emphasis is placed on delivering great places for people, with Objective 31 requiring large urban renewal projects such as Redfern North Eveleigh 'demonstrate how the quantity of, or access to high quality and diverse local open spaces is maintained or improved.'



Eastern City District Plan
Draft (2021)

The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30 minute city – will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The vision will improve the District's lifestyle and environmental assets through priorities and initiatives of relevance to Redfern North Eveleigh, including:

- strengthening the international competitiveness of the Harbour CBD, supported by the Innovation Corridor;
- boosting innovation and creative industries alongside knowledge intensive jobs growth
- stimulating the night-time economy
- nurturing quality lifestyles through well designed housing in neighbourhoods close to transport and infrastructure
- sustaining communities through vibrant public spaces, walking and cycling, and cultural, artistic and tourism assets.
- aligning growth with infrastructure, including transport, social and green infrastructure.
- being innovative in providing recreational and open space areas and increasing tree canopy
- transitioning to a low-carbon, high-efficiency District through precinct scale initiatives.



NSW Innovation Precincts
NSW Innovation & Productivity Council (2018)

This report was developed by the NSW Innovation and Productivity Council as a resource for the wide range of actors in the innovation ecosystem. Drawing on case studies and international examples, the report provides a clear view of what makes innovation precincts succeed. It identifies seven factors for success. Three of particular relevance to Redfern North Eveleigh:

Collaboration: facilities & programs to support collaboration between diverse organisations - spaces for informal social 'collisions' to commercial frameworks for joint ventures.

Infrastructure: Physical, transport & digital infrastructure that supports research, innovation activity and business connectivity within and outside of the precinct.

Amenity: A vibrant and liveable location that attracts people to work, play and live there, offering a sense of place for participants in the innovation ecosystem and workers providing ancillary services to the precinct. Flexible planning regulations & well-designed local cultural infrastructure.

The report also highlights numerous barriers to success, including:

- Lack of amenity and public transport;
- Mismatch of infrastructure with precinct needs; and
- Restrictive zoning, limiting the potential for a live-work-play environment.



Sydney Innovation & Technology Precinct
Panel Report (2018)

In 2018, the NSW Government announced its commitment to create a globally competitive innovation and technology precinct. To lead the collaboration, development and activation of this new precinct the Premier of NSW established an advisory panel.

This report sets out the Panel's recommendations outline a pathway to a successful and globally significant innovation and technology precinct.

The Panel notes Central to Eveleigh corridor is the ideal location for a new precinct, with many of the preconditions necessary for the emergence of a globally leading Precinct:

One of four recommended actions is the focus on creating:

'A vibrant + connected place to spark ideas for the future'

The report goes on to note:

"Innovation precincts are a focus of research and enterprise activity with the shared objective of producing innovation and increasing economic growth and social well-being. The whole community, especially startups, benefit from frequent serendipitous 'collisions' which create networks and encourage information sharing.

These collisions will be achieved by encouraging cycling and walking, creating exciting public spaces that add to the area's heritage and atmosphere. The community will expect the Precinct to meet high standards of sustainability, including for green spaces and building design." (p22)

Policy Review



Design + Place SEPP Draft (2021)

The proposed Design and Place SEPP is currently on public exhibition. It will be a principle based SEPP, integrating and aligning good design and place considerations into planning policy, and giving effect to a number of objects of the Environmental Planning and Assessment Act 1979 including good design and amenity of the built environment, sustainable management of built and cultural heritage, and the proper construction and maintenance of buildings.

It will also promote the NSW Premier's Priorities for a Better Environment (Greener Public Spaces and Greening our City). Two existing State environmental planning policies (SEPPs) will be repealed and replaced into Design and Place, with relevant provisions transferred across:

SEPP No 65 – Design Quality of Residential Apartment Development and SEPP (Building Sustainability Index: BASIX) 2004.

The Statement of Intended Effects notes Finalisation of the SEPP is due to occur in late 2021. The SSP Study should have regard to the five guiding principles of the SEPP and consideration given to changes to the Apartment Design Guide as they are finalised. Some proposed changes - such as those relating to maximum floorplate sizes, tower separation, solar access and ventilation - may materially impact the masterplan configuration.

The proposed Design and Place SEPP is framed around five guiding principles. These principles aim to deliver healthy and prosperous places that support the wellbeing of people, communities and Country.



PRINCIPLE

1.

Design places with beauty and character that people feel proud to belong to



PRINCIPLE

2.

Design inviting public spaces to support engaged communities



PRINCIPLE

3.

Design productive and connected places to enable thriving communities



PRINCIPLE

4.

Design sustainable and greener places for the wellbeing of people and the environment



PRINCIPLE

5.

Design resilient and diverse places for enduring communities.

Policy Review

Design + Place SEPP (Draft)

Overview

Draft urban policy

The proposed Design and Place SEPP is currently on public exhibition. It will be a principle based SEPP, integrating and aligning good design and place considerations into planning policy, and giving effect to a number of objects of the Environmental Planning and Assessment Act 1979 including good design and amenity of the built environment, sustainable management of built and cultural heritage, and the proper construction and maintenance of buildings.

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Guiding Principles

The proposed Design and Place SEPP is framed around five guiding principles. These principles aim to deliver healthy and prosperous places that support the wellbeing of people, communities and Country.

Regulatory Changes

The draft SEPP contemplates changes to a number of other SEPPs and associated instruments, including SEPP 65 - Design Quality of Residential Apartment Development and the associated Apartment Design Guide. Proposed changes that may materially impact the masterplan including:

- introduction of maximum residential tower floor-plates (700m² GFA)
- 30m building separation for towers above 25 storey
- Increased quantum of deep soil planting
- additional flexibility regarding solar access to apartments
- Car parking rates.

PRINCIPLE 1:
Design places with beauty and character
that people feel proud to belong to

Through a considered response to context, character, heritage, culture and Country, well-designed buildings and spaces create places people can engage and connect with. Attractive built environments are *attractors*, and powerful tools for economic growth.

PRINCIPLE 2:
Design inviting public spaces
to support engaged communities

High-quality public spaces are inviting, accessible, diverse and comfortable. They encourage a healthy public life for our communities, fostering active lifestyles and social connections.

PRINCIPLE 3:
Develop productive and connected places
to enable thriving communities

Places with sufficient densities, and sustainable and active transport connections to a wider network of jobs, services and attractors, enhance local economies and communities, enabling them to thrive.

PRINCIPLE 4:
Design sustainable and greener places
for the wellbeing of people and the environment

Environmentally sustainable places reduce emissions; adopt water, energy and material efficiency; and integrate green infrastructure, including urban tree canopies, to support the health and wellbeing of present and future communities and natural systems, including habitat for biodiversity.

PRINCIPLE 5:
Design resilient and diverse places
for enduring communities

Resilient places are designed with adaptive capacity to respond to shocks, chronic stresses, and climate change. Diverse, compact neighbourhoods support inclusive, socially resilient communities and ageing in place.

Policy Review



NSW Public Spaces Charter
NSW DPIE (Draft, 2020)

The department (DPIE) has developed 10 draft principles for a NSW public spaces charter that can be used to help ensure everyone has access to high-quality public space that allows them to enjoy and participate in public life. The NSW public spaces charter will sit alongside and complement other policies that support the planning and delivery of green, public and open space. These policies include the state's Better Placed design policy. The 10 Principles are:

1. Open and welcoming
2. Community focussed
3. Culture and creativity
4. Local character and identity
5. Green and resilient

The Charter defines Public spaces as spaces that are publicly owned or public use, accessible and enjoyable for all for free and without a profit motive, including:

- Public Open Spaces - such as parks, playgrounds, bushland;
- Public Facilities - libraries, community or sport facilities;
- Streets - streets, squares, pavements and bike paths.



Public Spaces Guide
NSW Government DPIE (2021)

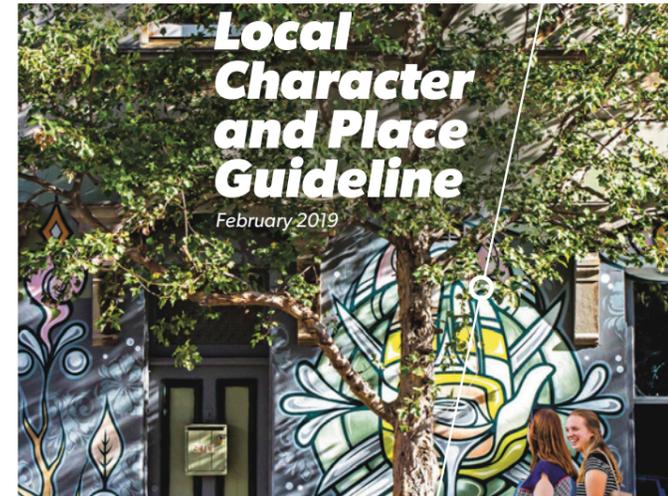
The Great Public Spaces Guide is an introduction to the meaning of place and the elements that contribute to creating a great public facility, open space or street. The guide aims to inform future planning, design and investment, building a case for long-term change. It supports the Evaluation Tool and the NSW Public Spaces Charter.

The guide describes 'Places' as "spaces that people have made meaningful. A place is more than its geographic location. It is a unique combination of physical form, the activities that occur there and the sense of place attachment; that is, how people feel about the place. Great places provide diverse opportunities for social interactions, have a strong character, and are welcoming, inclusive and beautiful."

The guide identifies three main types of public places:
Great Open Spaces / Great Streets / Great Public Facilities

It provides a framework to support both the design and evaluation of public spaces centred on the following considerations:

1. Am I able to get there?
2. Am I able to play and participate?
3. Am I able to stay?
4. Am I able to connect?



Local Character + Place
NSW Government (2019)

The Local Character and Place Guideline is response to community feedback and Government's direction to elevate the consideration of local character in NSW planning decision making. The guideline is anticipated to be primarily used by governments (councils and NSW Government) to develop responses which are contextual to their needs.

The Guideline provides tools and assistance to assist local government to establish what is important in their local context and determine the identify of a community's spaces and places.

The guide defines Character as:

"Character is what makes a neighbourhood distinctive and is the identity of a place. It encompasses the way it looks and feels. It is created by a combination of land, people, the built environment, history, culture and tradition including Aboriginal and non-Aboriginal, and looks at how they interact to make a distinctive character of an area.

Local character is distinctive, it differentiates one area apart from another. It includes the sense of belonging a person feels to that place, the way people respond to the atmosphere, how it impacts their mood, their emotional response to that place and the stories that come out of peoples' relationship with that place"



Greater Sydney Outdoors Study
Department of Planning DPIE (2020)

The Greater Sydney Outdoors Study offers an insight into the recreational habits and aspirations of those who live in Sydney, across five geographically and demographically diverse Districts. District boundaries, and their accompanying statistics, have been determined and informed by the Greater Sydney Commission's five District Plans.

The Study surveyed residents of Sydney about their personal recreation needs to better understand how Sydneysiders use and value open spaces for recreation and to develop a clear picture of what Sydneysiders would like to see happen to ensure recreation needs are met across Greater Sydney.

The report highlights the following items that Eastern City District residents would like to see:

- Improvements to walking and cycling networks, to help get to outdoor recreation areas without a car.
- Open spaces that feel safe and provide for multiple uses
- More high quality, open spaces in the local area, supported by good facilities – especially for areas of high development.
- More opportunities for swimming and water-based activities in the local area;
- Improvements to existing parks, to ensure they're being well utilised.

Policy Review



Connecting with Country (Draft)
GANSW (2021)

Connecting with Country is a draft framework for developing connections with Country to inform the planning, design, and delivery of built environment projects in NSW.

The document challenges the prevailing human-centred design approaches that typify urban policy and invites proponents and designers to consider a 'Country-centric' approach - an integrated approach with non-hierarchical and networked relationships between humans, landscape and nature, as well as intangible cultural connections.

The framework assets three key learnings:

- Thinking about Country means prioritising Country
- Gaining cultural awareness is the first step towards connecting with Country
- Gaining an understanding of Country requires leadership from Aboriginal people.

The framework reframes Project Design phases as one of Imagining - Listening to Country, highlighting key questions to explore with Aboriginal communities:

- What is the story of the place?
- What are the indicators for success?
- What is the history of the site?
- What are the needs of the place?
- What is the purpose of this place?



Better Placed
GANSW (2017)

Better Placed is an integrated design policy for the built environment of NSW. The policy defines seven distinct objectives which have been created to define the key considerations in the design of the built environment. The objectives focus on ensuring healthy, responsive, integrated, equitable, and resilient, places.

- **Better Fit:** contextual, local and of its place
- **Better Performance:** sustainable, adaptable and durable
- **Better for Community:** inclusive, connected and diverse
- **Better for People:** safe, comfortable and liveable
- **Better working:** functional, efficient, and fit for purpose
- **Better value:** creating and adding value
- **Better look and feel:** engaging, inviting and attractive.

These objectives provide useful high-level context that should inform project specific design principles and evaluation. Better Places forms part of the Terms of Reference of the NSW State Design Review Panel. (NSW SDRP).

Better Placed is supported by a companion document 'Evaluating Good Design' which sets out key considerations and indicators of alignment with Better Placed. A summary follows.



Evaluating Good Design
GANSW (2018)

A companion document to Better Places, Evaluating Good Design articulates a list of requirements or considerations that can be used as the criteria for evaluating a building, precinct, urban space, landscape element, public utility or item of infrastructure.

The considerations are tied to each of the seven design objectives of Better Places.

The guide notes that design evaluation should happen at several stages through the project - from early concept designs to highly resolved proposals, or completed works.

The considerations are generally principle based and do not set out quantifiable criteria or performance metrics.

The Evaluating Good Design considerations provide useful guidance to assist framing project specific design principles and evaluation framework at Redfern North Eveleigh.

The full list of considerations are summarised on the following page.



Greener Places
GANSW (v3 2020)

Greener Places is a draft Green Infrastructure policy produced by the Government Architect NSW to guide the planning, design and delivery of Green Infrastructure in urban areas across NSW. It aims to create a healthier, more liveable and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas.

Greener Places proposes a design approach for urban environments that promotes nature as a driver, resulting in high performing, quality design. Designing and maintaining Green Infrastructure means a new way of thinking about urban environments. There are four principles that will help deliver Green Infrastructure in NSW:

- Integration:** combine Green Infrastructure with urban development and grey infrastructure
- Connectivity:** create an interconnected network of open space
- Multi-functionality** - deliver multiple ecosystem services simultaneously
- Participation:** involve stakeholders in development and implementation

Policy Review - Better Placed - Evaluating Good Design

Extract from GANSW 'Evaluating Good Design'

Better Fit - contextual, local and of its place	Better Performance - sustainable, adaptable and durable	Better for community - inclusive, connected and diverse	Better for people - safe, comfortable and liveable	Better working - functional, efficient and fit for purpose	Better value - creating and adding value	Better look and feel - engaging, inviting and attractive
<p>1. Consider the design in its immediate environs, and the wider context</p> <p>2. Respond to the local landscape setting and its natural features, including topography, waterways and vegetation</p> <p>3. Respond to the broader urban context in terms of existing street patterns, development and built form</p> <p>4. Address the immediate site conditions, surrounding public realm, neighbouring buildings or sites, and interfaces</p> <p>5. Reinforce distinct & authentic local characteristics, referencing local heritage and local materials where applicable</p> <p>6. Retain & enhance existing buildings and vegetation of public value</p> <p>7. Contribute to change in the urban context in a managed, careful and responsive manner, establishing a reference for future built form and urban design</p> <p>8. Contribute to the public realm, through activation, passive surveillance, visual interest and amenity; supporting community interaction and addressing local needs and opportunities</p> <p>9. Create or contribute to a distinctive, defined urban character in the local area.</p>	<p>1. Facilitate sustainable transport modes including walking, cycling and public transport and minimise the space dedicated to vehicle movement and parking</p> <p>2. Accommodate an appropriate range of well-distributed, public or private activities</p> <p>3. Accommodate future change in use or activities</p> <p>4. Integrate green infrastructure, including tree canopy, open space, with urban development and grey infrastructure, such as streets, roads and public transport</p> <p>5. Contribute to resource efficiency (energy, water, materials), including minimising consumption, and accommodating localised energy generation, water recycling and food production</p> <p>6. Prioritise the use of robust, locally sourced materials and resilient, climate-responsive plant species</p> <p>7. Respond to local climate conditions, and use efficient, passive approaches and systems to provide shade, shelter, heating and cooling to reduce the need for mechanical systems</p> <p>8. Arrange layouts, facades, materials and fixtures to optimise environmental performance, through access to fresh air, natural light, greenery and vegetation.</p>	<p>1. Support appropriate layout, density and wayfinding for walking, cycling and access to services, facilities and public transport</p> <p>2. Develop layouts that encourage exploration, movement, and equitable public access in public and community buildings as well as privately owned public spaces</p> <p>3. Contribute to a diverse and integrated mix of spaces and uses including diverse housing types, community spaces and commercial premises</p> <p>4. Support equitable access to a diverse range of local economic or employment opportunities</p> <p>5. Contribute to a range of types of open space in the public realm, varying in sizes and configuration and connecting to wider networks</p> <p>6. Create internal and external layouts which can accommodate a wide range of events, activities and informal social interactions</p> <p>7. Ensure permeable edges to buildings and spaces by creating frontages, connections and entrances that are legible, engaging and welcoming</p> <p>8. Contribute to an interconnected network of green infrastructure, linking tree canopy, open space, bushland and waterways.</p>	<p>1. Prioritise people as the most important design consideration and the foundation for design decisions</p> <p>2. Provide an appropriate range of climatic experiences – shelter, enclosure, openness, solar access and shade</p> <p>3. Support a spectrum of public realm uses – including individual, social, and active recreational activities</p> <p>4. Accommodate an appropriate range of social and community activities by providing flexible spaces</p> <p>5. Optimise comfort and enjoyment within buildings and spaces, through acoustic and thermal comfort, appropriate lighting, appropriately proportioned spaces and connection to surroundings</p> <p>6. Ensure that layouts and the relationships between spaces maximise activation, visibility, clarity, activity and opportunities for passive surveillance</p> <p>7. Contribute to the health and wellbeing of local users and visitors; enhancing opportunities for physical activity, social interaction and access to healthy food.</p>	<p>1. Respond to people’s daily needs and amenity, including activities, use requirements and movement patterns in the urban environment</p> <p>2. Support a range of diverse uses which activate places day and night, inside and outside, by overlapping or extending the times of use by different groups</p> <p>3. Support housing and commercial activity at higher densities close to local shops, services and public transport;</p> <p>4. Create indoor and outdoor spaces which accommodate and prioritise shared use, to optimise value for building occupants and the public</p> <p>5. Ensure spatial layouts are accessible, legible and easily navigable</p> <p>6. Ensure spatial layouts are flexible to accommodate potential future changes in use, responding to future requirements and movement patterns</p> <p>7. Ensure spaces are appropriately sized to accommodate activity while maintaining movement paths.</p>	<p>1. Accommodate a range of economic and entrepreneurial opportunities in local areas and ensure they are well connected and accessible</p> <p>2. Facilitate enjoyment of public space by all people, including active and passive occupants</p> <p>3. Provide a range of housing, uses and density to encourage accessibility, diversity, affordability & leverage efficiencies of access to services and public transport</p> <p>4. Develop built elements that are resilient & durable while reflecting quality and permanence</p> <p>5. Take a whole-of-life approach when considering cost, and considering wider public benefits</p> <p>6. Consider ongoing maintenance costs such as cleaning, vegetation, water and energy use</p> <p>7. Facilitate social interaction in buildings and spaces, while also making appropriate provision for privacy and seclusion</p> <p>8. Deliver ongoing public value through enhanced public spaces with flexibility to respond to changing use and needs</p> <p>9. Allow for adaptation to accommodate demographic changes, new patterns of use and new technologies</p> <p>10. Demonstrate inventiveness and innovation in design.</p>	<p>1. Demonstrate a clear aesthetic intent</p> <p>2. Create engaging and attractive environments</p> <p>3. Create a series of connected and distinct places that contribute to the interest and legibility of the built environment</p> <p>4. Establish appropriate, visually appealing built form in terms of scale, proportions, location and the configuration of buildings and spaces</p> <p>5. Integrate landscape design and service elements with the building design to create welcoming and interesting places</p> <p>6. Achieve a purposeful composition of materials and elements including colours, textures, finishes, light and detailing</p> <p>7. Integrate public art</p> <p>8. Develop active street frontages and an engaging environment for pedestrians by minimising blank facades at street level</p> <p>9. Commitment to and investment in design excellence.</p>

Policy Review



Sydney 2030 - Strategic Plan City of Sydney (2020)

Adopted in 2008, Sustainable Sydney 2030 is the City's highest level strategic plan, and is updated every four years. All the City's strategies and action plans set out the commitments, projects and services needed to achieve the overarching plan. Sustainable Sydney 2030 is a plan for a green, global and connected city. summarised as:

Green with a modest environmental impact, green with trees, parks, gardens and linked open spaces;

Global in economic orientation, global in links, partnerships and knowledge exchange, global in outlook and attitude.

Connected physically by walking, cycling and high-quality public transport, connected 'virtually', and connected as communities

Sydney 2030 sets out ten targets, and ten strategic directions, each supported by a suite of objectives.

A major urban renewal project such as Redfern North Eveleigh provides an opportunity to advance many of the strategic priorities expressed in the Plan, including the Strategic Direction 1 'A globally competitive and innovative city'.

"Keeping Sydney globally competitive is central to Sydney's and Australia's future. The city must focus on the global economy and sustained innovation to build economic resilience and ensure continuing prosperity".

The place-based, social, and environmental priorities are equally relevant.



Sydney 2036 Draft Local Strategic Planning Statement City of Sydney (2020)

City Plan 2036 aligns the NSW Government's strategic plans, City of Sydney's community strategic plan, Sustainable Sydney 2030, and the planning controls. The Planning Statement sets out:

- the 20-year vision for land use planning in the city
- the basis or context for planning
- planning priorities & actions needed to achieve the vision
- governance and monitoring of the priorities and actions

One of the key moves identified in the Statement, and of particular relevance to Redfern North Eveleigh, is to:

"Build internationally competitive and knowledge intensive business clusters in the Innovation Corridor...."

... It can leverage the dense economic activity and global outlook of Central Sydney, and significant investment including transport infrastructure and urban amenities that attract talent....

.... The City will strengthen the economic role of this corridor by prioritising space for specialised and knowledge-based clusters, plan for a genuine mixed-use precinct with high amenity and investigate opportunities to increase capacity for enterprise uses, including in the Botany Road corridor."



Development Capacity Study City of Sydney (2019)

The 2019 Capacity Study) is a measure of how much additional floor space is available for development under the current planning controls to help the City of Sydney to plan for housing and jobs growth.

The Study assesses growth capacity in ten discrete villages. The Redfern North Eveleigh site is located with the Redfern Street village, although the Study notes that capacity of the government controlled sites may not be fully accounted for.

Based on local planning controls at the time of the study, and excluding NSW Government controlled land, 270 sites with development capacity totalling 112,472m² GFA were identified.

Including the expanded capacity of current proposals and NSW Government sites results in a total pipeline of ~650k GFA, contributing to 6881 private dwellings, 2391 non-private dwellings, and 14,510 jobs.

Most identified sites in private ownership are small, with only 22 sites over 1000m² in site area. The study does not identify the development capacity of these 22 sites, individually or collectively. Conclusions relating to how well these sites can provide building sizes, or floorplate sizes, to meet tenant expectations, therefore cannot be made, however suggests that large urban renewal sites such as Redfern North Eveleigh play an important role in progressing the innovation corridor priority.



Open Space, Sports & Recreational Needs Study City of Sydney (2016)

The City of Sydney Open Space, Sports and Recreation Needs Study provides a series of directions and recommendations for the future planning, provision, development and management of public open space and recreation facilities located within the City of Sydney. A key insight from the review includes recognition that quality urban design and provision of parks, sport and recreation facilities is essential to support increased density, encourage healthy lifestyles and support local ecologies (p37).

Volume 2 - Open Space Delivery Plan, identifies the following specific considerations and outcomes sought as part of any redevelopment of the Paint Shop precinct at Redfern North Eveleigh (noted as 'Redfern Station Precinct').

- as a minimum, implement the open spaces within the approved Concept Plan (2008) including:

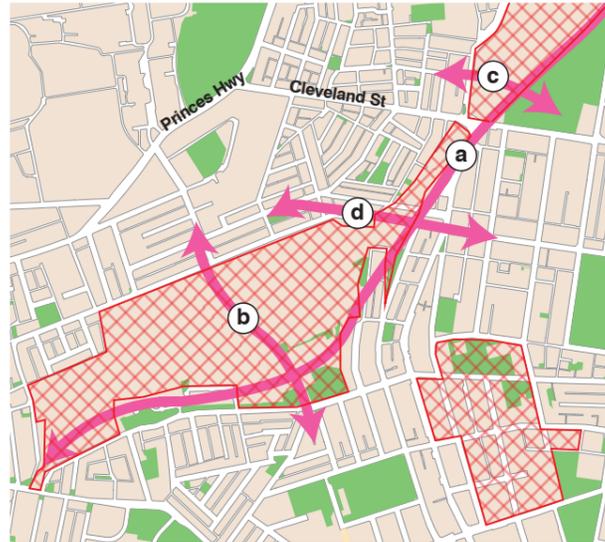
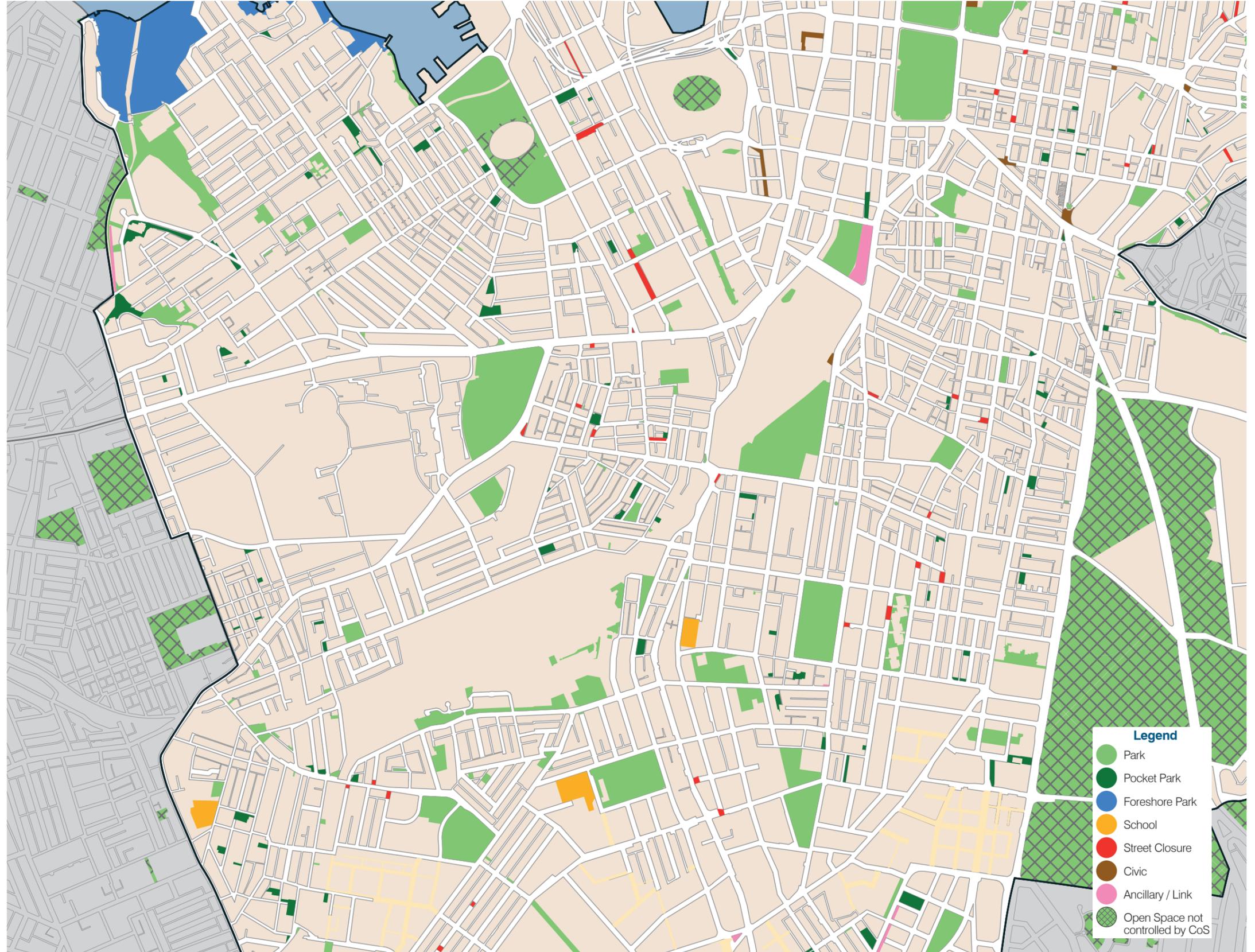
- 2,688m² at the eastern part of the site
- 2,637m² at the 'fan of tracks'

- a proportional increase in open space should there be an increase in resident or workers beyond the 2008 plan.

- a pedestrian / cycle bridge over the rail tracks, connecting Codrington Street to South Eveleigh.

The strategy does not identify any of the site as a target for open space acquisition.

Policy Review



Pictured

Above: Linkages Diagram.

Right: Open Space Classifications - City Network

Open Space, Sports Recreation Needs Study 2016

Policy Review

Greening Sydney Strategy (Draft)



Greening Sydney Strategy (Draft) City of Sydney (2021)

The draft Greening Sydney Strategy outlines six directions and 20 supporting actions to achieve the City's vision for a cool, calm and resilient city.

The directions and targets relate to the greening of public spaces - including streets and parks - as well as private development and gardens.

Two actions of particular relevance to the planning and urban design at Redfern North Eveleigh are:

Action 1 - Green and canopy targets - 40% green cover and overall canopy target of 27%

Action 11 - Develop a green factor score to evaluate and quantify the amount and quality of urban greening a project provides.

The strategy sets out analysis and evidence to support both the case for change and the benefits of enhanced greening. Of note for the Redfern North Eveleigh precinct is the community's relatively high vulnerability to heat waves exacerbated by relatively poor canopy cover to the site and environs (figure 6,7 p46), reinforcing both the need for, and value from, extensive urban greening in the project and precinct.

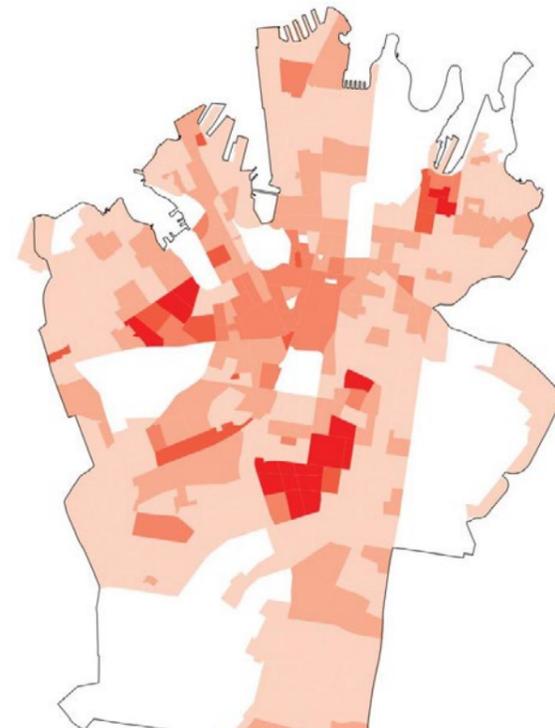


Fig 6 - vulnerability to heatwaves

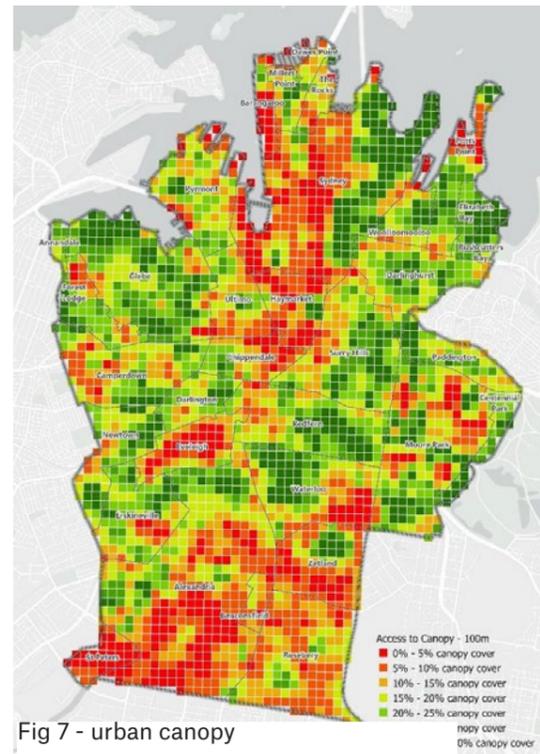
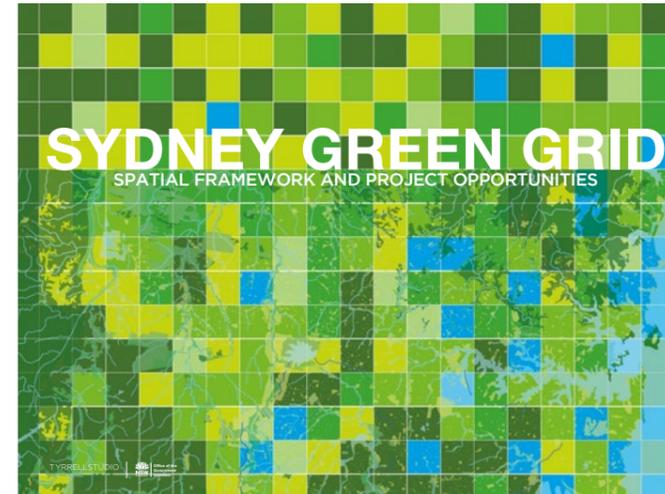


Fig 7 - urban canopy



Sydney Green Grid GANSW / Tyrrell Studio

The Sydney Green Grid provides a spatial framework and identifies specific project opportunities to promote the creation of a network of high quality open spaces that supports recreation, biodiversity, and waterway health.

The Green Grid will create a network that connects strategic, district and local centres, public transport hubs, and residential areas.

The project identified priority projects on the basis of exhibiting three criteria:

1. Performance: Projects of high value to at least one grid layer (Recreation, Biodiversity, Waterway health);
2. Ownership: ownership structure must enable action.
3. Funding streams must be available.

The Central District (Vol4) plan identifies the Central to Eveleigh Railyards as a priority project, noting its value as Ecological, Hydrological, Recreational, and in particular for its Connectivity Value.

A City for All Community Safety Action Plan

2019-2023

Contributing to Resilient Sydney strategy directions 1, 3, 4 & 5



A City for All - Community Safety Action Plan 2019-2023 City of Sydney

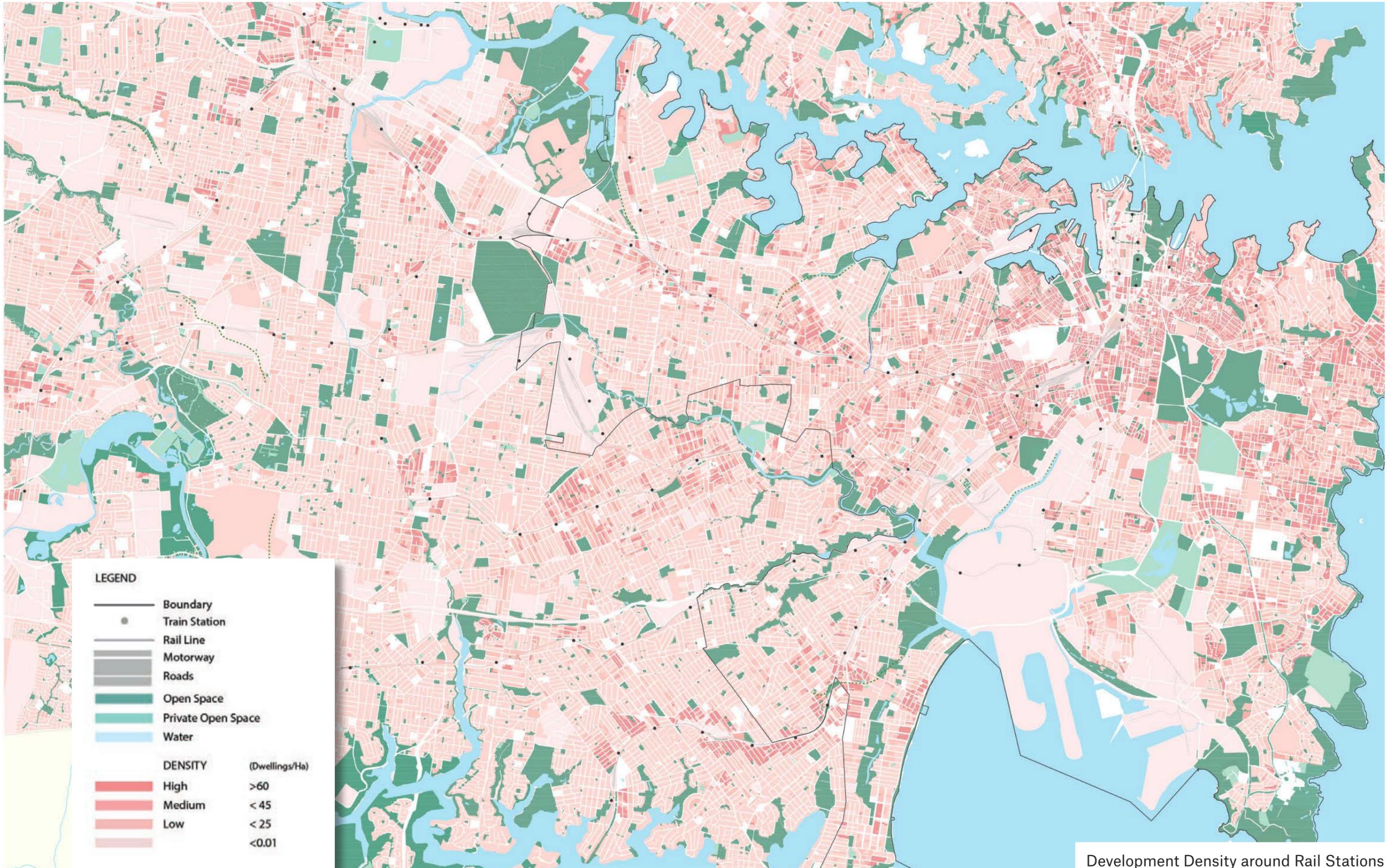
The Community Safety Action Plan (the plan) sets out the City of Sydney's contribution to making Sydney a safe and resilient place to live, visit, work and study. The Plan sets out four priority areas:

- Safe streets and spaces
- Drive prevention and response
- Ready and resilient
- A safe global destination.

Of direct relevance to the urban design study for the SSP at Redfern North Eveleigh is the focus on Safe streets and spaces, and the three identified themes:

- Increase actual and perceived public safety in city streets and spaces and ensure they are well lit and attractive;
- Promote a creative and vibrant night life to reduce alcohol related anti-social behaviour
- Improve road, public transport and pedestrian safety.

The action plan specifically acknowledges the importance of creating culturally safe and welcoming spaces, including for Aboriginal and Torres Strait Islander people.



Appendix

A.5 Interface Study

Interface Study

Precedent Analysis

The following study is an analysis looking at the relationship of mid-scale buildings in close proximity to terraced houses. The examples studied demonstrate that mid-scale buildings can comfortably sit within a smaller residential urban grain, and set a good precedent for the proposed development along Wilson Street.



Interface Study

Precedent Analysis



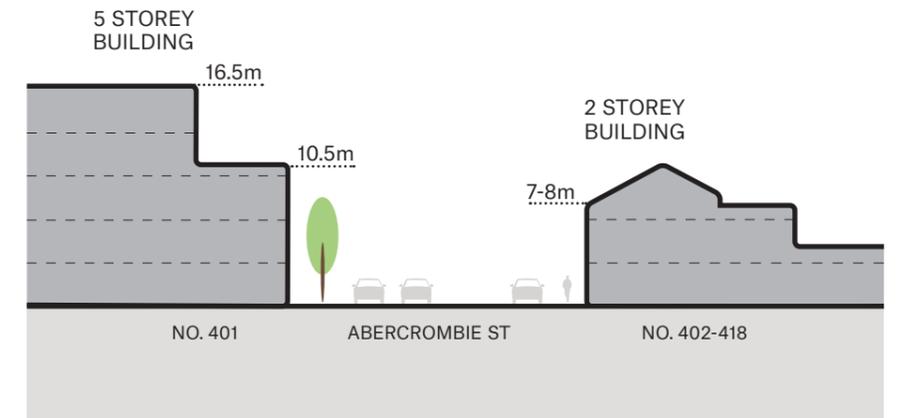
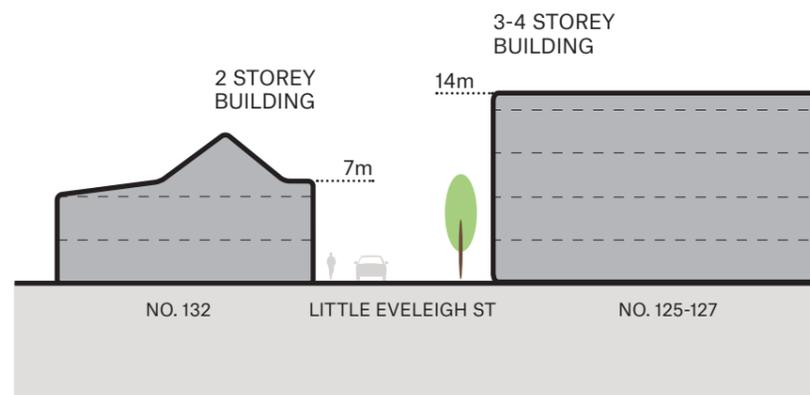
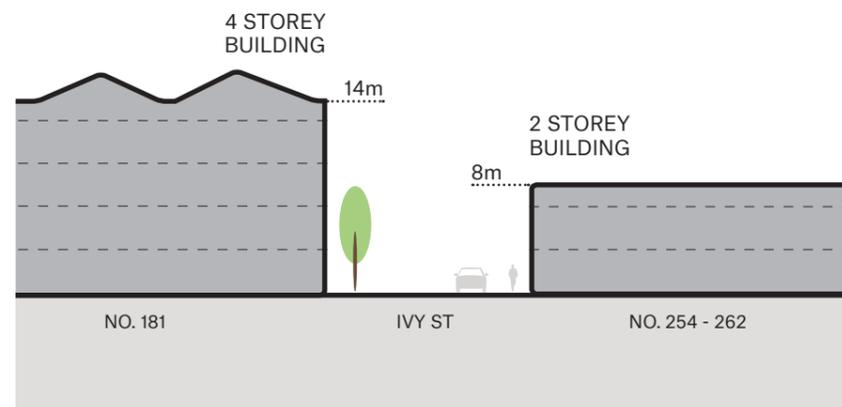
1
ABERCROMBIE & IVY LANE
 Abercrombie Street Foundry Building and adjacent to 2 storey



2
LITTLE EVELEIGH STREET
 2 Storey residential adjacent to 3 & 4 storey residential



3
ABERCROMBIE STREET
 Abercrombie Student Accommodation building and two storey terrace housing



Interface Study

Precedent Analysis



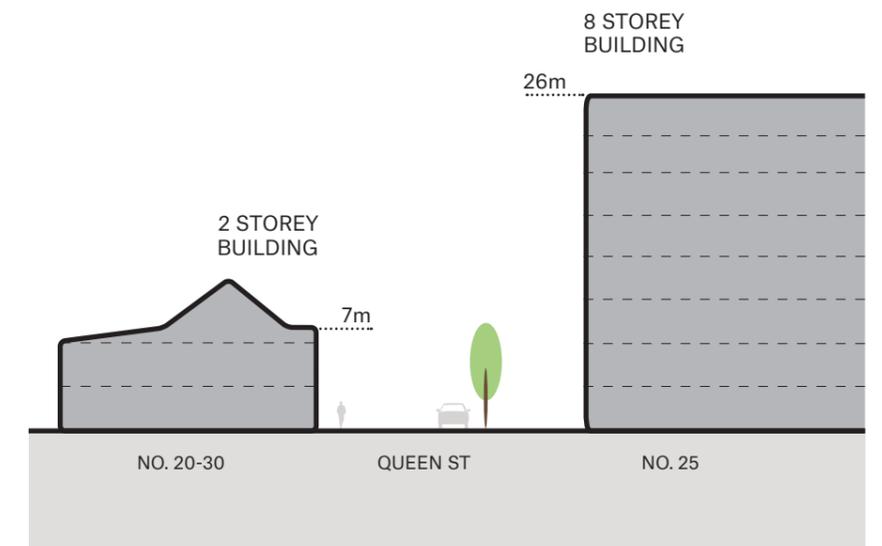
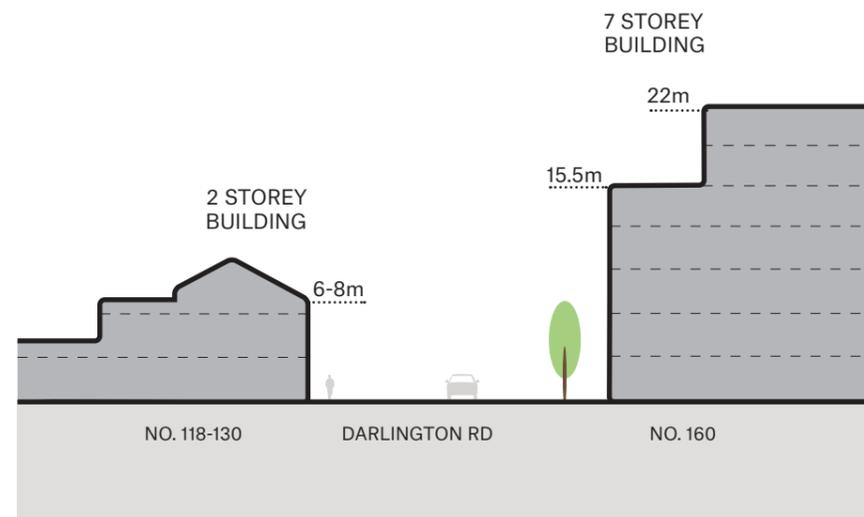
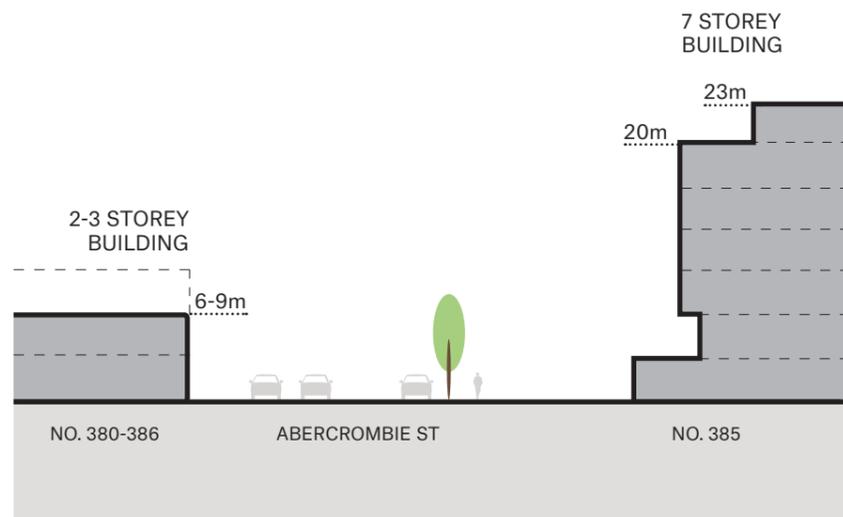
4
ABERCROMBIE ST & CODRINGTON ST
 University of Sydney Business School and two storey residential



5
DARLINGTON ROAD
 The 7 storey, Regiment Student Accommodation and two storey residential buildings



6
QUEEN STREET
 Queen Street Apartment building and two storey residential.



Interface Study

Precedent Analysis



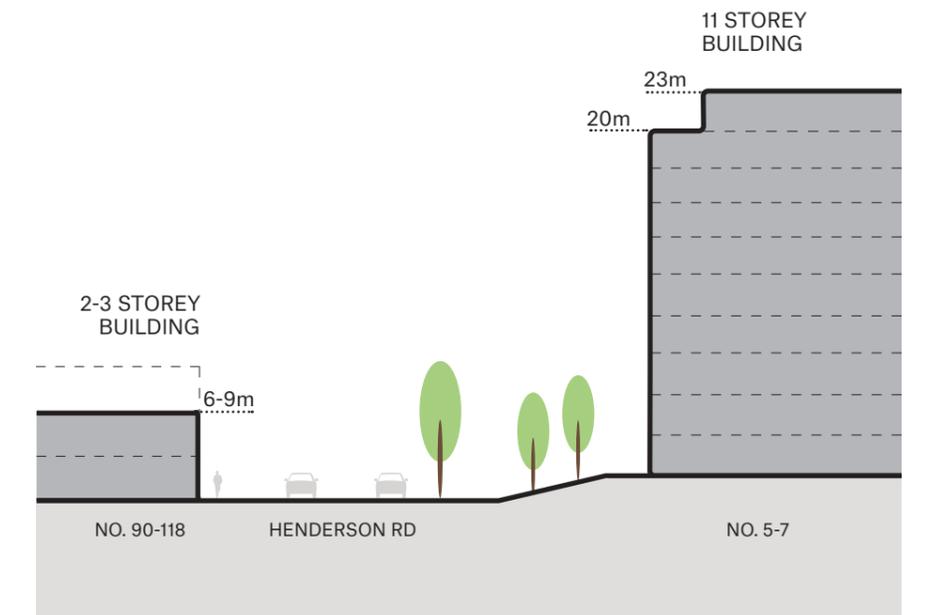
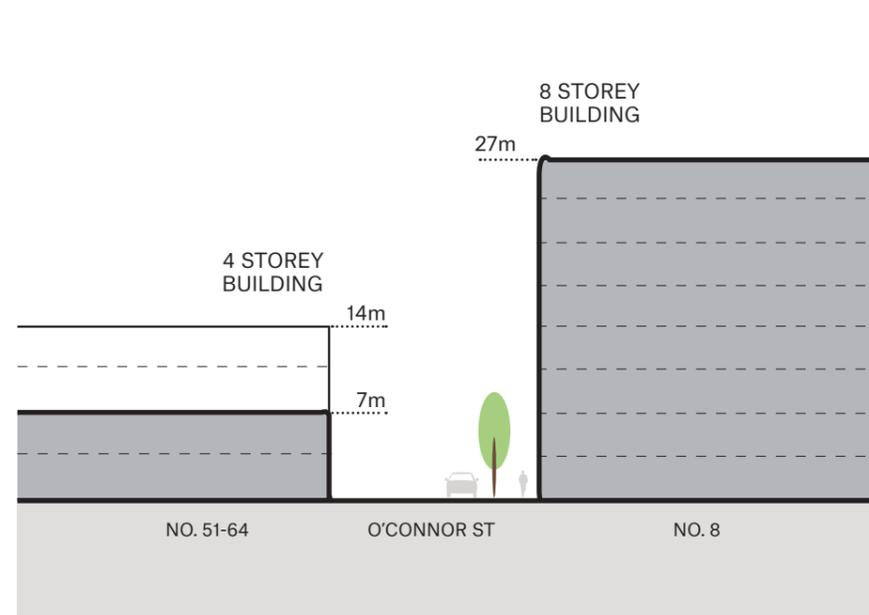
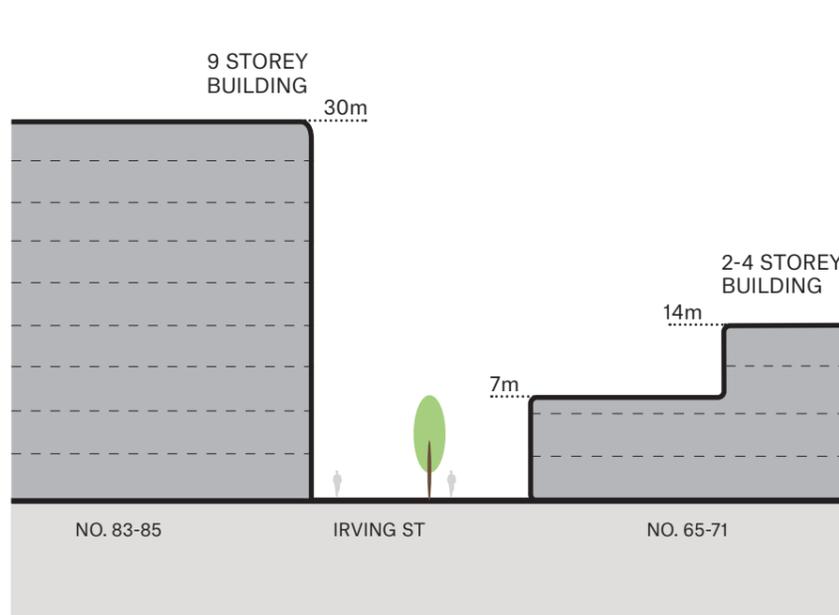
7
CHIPPENDALE GREEN
 9 storey apartment building adjacent to 2-4 storey buildings



8
CHIPPENDALE GREEN
 Phoenix Central Park, 8 storey residential & 2 storey residential



9
HENDERSON ROAD - AXLE BUILDING, SOUTH EVELEIGH
 11 Storey Axle commercial building and 2 storey residential



Appendix

A.6 Detailed Evaluation Matrix

Detailed Evaluation Matrix

This Appendix includes a detailed evaluation of the masterplan options, based on the Urban Design Principles. The evaluation criteria are a combination of considerations and factual criteria.

This assessment takes into account feedback received from the DRP and other stakeholders. It also includes technical information received from specialist consultants during workshops and in report form or other correspondence.

The evaluation was carried out by relevant design team members and TfNSW, considering the likely impacts resulting from the proposal including the benefits and constraints of each option in relation to the urban design principles.

URBAN DESIGN PRINCIPLES		2008 Masterplan	Option A	Option B	Option C
Design for Country	Places that are welcoming for Aboriginal people (not too corporate, connected to ground, informal, outdoors, etc...)	The 2008 Plan has the potential for a successful implementation, however the plan has been developed with a greater degree of formality and corporate spaces	The Framework provides a limited number of informal gathering spaces with a greater formality of the urban space.	These options provide a number of different open spaces and connections into the development that will be able to accommodate a suitable approach in subsequent design stages. Active engagement with the aboriginal community will be a firm requirement for a successful outcome.	
	Landscape opportunities – celebrating topography / geology / water / indigenous flora and fauna.	Flora and Fauna are part of a further detailed masterplan. The topographic change has been not properly addressed in the 2008 plan.	A limited network of public open spaces reduces the opportunities for a diverse response to aboriginal heritage.	A diverse network of public open spaces will allow for implementation in subsequent design stages. Level changes have been considered.	A diverse network of public open spaces will allow for implementation in subsequent design stages. Particular thought has been given to the topography of the site and how it can shape and enhance the public domain.
Integrate with the neighbourhood	Multiple clear pedestrian entry points and visual connections along Wilson Street, aligning with urban grain	All options recognise the adjacent urban grain and provide a number of entry points and visual connections into the site			
	Open space configuration that contributes to needs of wider neighbourhood. (Equivalent to 2008 masterplan – with pro rata adjustment to match added density)	Baseline for quantum of open space. Three distinct public open spaces (Traversa square, Paintshop park, Eastern park).	Quantum of public open space similar to the 2008 plan. Two distinct open spaces (Traversa square, Eastern park)	Three public open spaces with direct connection to the neighbourhood on Wilson Street. Improved quantum of public open space compared with the 2008 plan.	Three public open spaces with direct connection to the neighbourhood on Wilson Street. Improved quantum of public open space compared with the 2008 plan. Best value of open space linked with neighbourhood with Paintshop square
Enrich the distinctive character	A memorable place with distinctive identity characterised by industrial and aboriginal heritage, contemporary architecture, great landscape, all contributing to a significant public space.	Distinct central open space revealing key elevation of paintshop, but lack in diversity of buildings and spaces. Paintshop with major intervention undermining quality of this historic asset.	Paintshop with little curtilage, almost entirely hidden from view. Open space network lacking interconnection.	Diverse and rich open space network with a clear focus on historic building assets. Paintshop slightly less prominent compared with Paintshop square option. Local view lines prioritised.	Diverse and rich open space network with a clear focus on historic building assets. Paintshop revealed to greatest extent within the range of options. Local view lines prioritised.
Optimise Heritage opportunities	Retention and adaptive reuse of significant buildings within prominent public setting and clear sightlines to heritage assets on site.	Little recognition of sightlines to South Eveleigh. Proposed Development in close proximity to CME building.	Views to South Eveleigh recognised, in particular on eastern end. Adequate setback from CME building	Adequate setback from CME building. Adaptive reuse and integration of heritage buildings.	Adequate setback from CME building. Adaptive reuse and integration of heritage buildings.
	Approach to Paint shop – minimise impact of adaptive reuse on extant fabric	Major intervention to paintshop.	No development on Paintshop, however little curtilage around the building.	Development proposed on top of Paintshop, building envelope revealed and part of major public open spaces.	Development proposed on top of Paintshop, building envelope well revealed and part of major public open spaces.

Detailed Evaluation Matrix

URBAN DESIGN PRINCIPLES
Great public amenity and vibrancy

Considerations + Criteria

variety of open spaces for events, activities, and informal social interactions, including street experience, community links / 24 hour activity opportunity, extent of public space into ground floor and ensuring public safety.

Good solar access
- to existing public domain off-site (4hrs to 50% mid winter)
- to new public domain on-site (4hrs to 50% mid winter)
- to on-site residential units (2hrs to 70% mid-winter)

Integrate green infrastructure to meet or exceed tree canopy targets.

Ameliorate adverse wind conditions in streets and public spaces

Noise thresholds
/ Residential – 45db
/ Non-Resi + Commercial - 65db
/ Open Space (Active Use) - 65db

Flexible and diverse buildings for innovation tenants – comparative advantage

A flexible framework that supports
- potential for an easy early start up
- flexibility on sequencing of building construction
- potential for growth spaces
- evolution during planning and / or delivery phases.
- early public benefits
Variety of commercial buildings of different sizes and configurations including:
-small format (floorplates ~1000m2)
-mid-scale / campus (floorplates ~2500m2, buildings <25,000m2)
-commercial tower (floorplates >1500m2, building <50,000m2)
-Paint-shop as a large floorplate innovation anchor / warehouse spaces

2008 Masterplan

Limited variety of public open spaces. Eastern end park with limited activation. CME park with little frontage. Central square predominately surrounded by residential uses.

Good solar access to public open spaces within the precinct and compliant solar access to residential units.
No impact to adjacent public open spaces.

A tree count has not been carried out for this option. Curtilage around the Paintshop will present significant tree cover in the majority of open spaces.

Study not carried out for 2088 plan

Most residential uses along railway. Open spaces predominately sheltered from railway
Further detailed study required to evaluate in full.

Size of buildings easy to manage for early construction. Little critical mass around paintshop. Little variation in commercial floorplate offering only limited potential for flexible growth. Early public benefits difficult to achieve.

Little variety offered

Option A

Limited variety of public open spaces. Paintshop square elongated facing the rail with limited solar access.

Good solar access to public open spaces within the precinct and compliant solar access to residential units.
Slight impact to adjacent public open spaces, however status of these are unclear as they are not mentioned in City of Sydney's LEPs.

A tree count has not been carried out for this option. Canopy cover is very limited in this option, and mostly restricted to street trees. Heritage buildings will limit potential for tree canopy cover. Setting around CME improved with greater canopy cover possible here.

Most open spaces exposed to winds from different directions. Little shelter from buildings.

Most residential uses along railway. Open spaces facing railway line.
Further detailed study required to evaluate in full.

Good building sizes along Wilson Street offering easy early start up. Different floorplates offering good growth potential. Building typology and sizes around central open space offering early public benefits.

Good variety of different floorplates offered.

Option B

Three distinct public open spaces with a clear connection across the east-west spine. East park acting as community offer adjacent majority of residential development and in proximity to residential neighbourhood. Paintshop square as a tech focused square surrounded by highest development intensity. Traversa square, linked with Carriageworks, focused on creativity.

Good solar access to public open spaces within the precinct and compliant solar access to residential units.
Slight impact to adjacent public open spaces, however status of these are unclear as they are not mentioned in City of Sydney's LEPs.

A tree count has not been carried out for this option. Canopy cover opportunities slightly improved with greater offer of open space. Heritage buildings will limit potential for tree canopy cover. Setting around CME improved with greater canopy cover possible here.

Most open spaces exposed to winds from different directions. Little shelter from buildings.

most residential uses along railway. Open spaces partly exposed to railway
Further detailed study required to evaluate in full.

Good building sizes along Wilson Street offering easy early start up. Different floorplates offering good growth potential. Building typology and sizes around central open space offering early public benefits.

Good variety of different floorplates offered.

Option C

Three distinct public open spaces with a clear connection across the east-west spine. East park acting as community offer adjacent majority of residential development and in proximity to residential neighbourhood. Paintshop square as a tech focused square surrounded by highest development intensity. Traversa square, linked with Carriageworks, focused on creativity.

Good solar access to public open spaces within the precinct and compliant solar access to residential units.
Slight impact to adjacent public open spaces, however status of these are unclear as they are not mentioned in City of Sydney's LEPs.

A tree count has not been carried out for this option. Canopy cover opportunities further improved with increase of open space. Heritage buildings will limit potential for tree canopy cover. Setting around CME improved with greater canopy cover possible here.

Public Square layout with improved wind conditions over the other options

Most residential uses along railway. Open spaces predominately sheltered from railway
Further detailed study required to evaluate in full.

Good building sizes along Wilson Street offering easy early start up. Different floorplates offering good growth potential. Most building typology and sizes around central open space offering early public benefits, however large tower likely to be built last, therefore leaving a gap on central open space.

Good variety of different floorplates offered.

Detailed Evaluation Matrix

	Considerations + Criteria	2008 Masterplan	Option A	Option B	Option C
URBAN DESIGN PRINCIPLES Distribute massing carefully	Built form relationship to low-scale heritage buildings and adjacent context	Isolated residential tower to east end of site. Low intensity along Wilson Street. Little respect to CME and Paintshop.	Abrupt massing change at junction to paintshop. Limited public open space	Adequate height transition along Wilson Street. Building placement respecting historic rail buildings.	Tall residential building in closest proximity to little Eveleigh street. Adequate height transition along Wilson Street. Building placement respecting historic rail buildings.
	Placement, shape, and / or separation of tall buildings to minimise visual bulk, considering relationships between buildings and to public spaces	Similar height profile across the site, lack in variation.	Good height profile across the site with a variety of tall buildings, but sudden drop towards Paint Shop.	Good height profile across the site, with a variety of tall buildings.	Good height profile across the site, with a variety of tall buildings. High intensity grouped around large open space.
Locate uses to maximise vibrancy and innovation focus	Mixed uses across the site for appropriate level of activity during day and night.	Single use areas with concentration of commercial development along the railway line.	Diverse mix of uses across the site and grouped around public open spaces.	A balanced mix of uses across the site and grouped around public open spaces.	A balanced mix of uses across the site and grouped around public open spaces. Highest intensity around paintshop square.
	Do-ability - Creation of innovation jobs supported by Destination potential and Fast track potential	No commercial buildings along Wilson Street. Commercial buildings of suitable scale for a quick start, but limited in variety to cater for innovative industry.	Good sized plots along Wilson Street for a quick start with limited infrastructure required from day one. Diverse built form offers good potential for innovative jobs. Limited destination potential with sub-standard open space offer.	Good sized plots along Wilson Street for a quick start with limited infrastructure required from day one. Diverse built form offers good potential for innovative jobs. Good destination potential.	Good sized plots along Wilson Street for a quick start with limited infrastructure required from day one. Diverse built form offers good potential for innovative jobs. Good destination potential.
	Co-location of most intensive activities – relating to the innovation focus as well as retail / F+B / community / culture etc – around key public spaces.	Limit of intensity to activate public open spaces. Limited diversity in office floorplate to enhance diversity.	Intensity around paint-shop somewhat limited due to placement of residential tall building to the east.	High intensity around central open space allowing activation at day and night, however slightly less intensity compared with Paintshop square option.	High intensity around central open space allowing activation at day and night.
Prioritise active mobility	clear, legible and engaging primary pedestrian link through the site, connecting key spaces, buildings and destinations.	Legible movement network through the site. Link to platform one unclear. Limited secondary routes between or through buildings.	Clear east west link established with well defined access route to platform one. Spaces in between buildings defined as roads or closed off with podium expression.	Clear east west link established with well defined access route to platform one. Spaces in between buildings defined as roads or podiums. Large footprints of podiums offer permeability for additional pedestrian routes	Clear east west link established with well defined access route to platform one. Spaces in between buildings defined as roads. Large footprints of podiums offer permeability for additional pedestrian routes
	Address the level changes to provide equitable access from Wilson Street to the lower level.	Level changes not integrated in design. Wheelchair accessible paths from Wilson Street unclear with sudden level change of 4m throughout the site.	Gentle level changes through the site established to accommodate comfortable access around perimeter.	Gentle level changes through the site established to accommodate comfortable access around perimeter.	Gentle level changes through the site established to accommodate comfortable access around perimeter.
	Integrated vehicles discretely, minimising impact to public domain (including new open spaces and Wilson Street cycleway.)	Cul de sac road terminating on eastern end creates complicated road network. Steep ramp leading into the site.	A simple road network with defined back of house frontages, minimising impact to pedestrians, and ensuring a clear and efficient road network.	A simple road network with defined back of house frontages, minimising impact to pedestrians, and ensuring a clear and efficient road network.	A simple road network with defined back of house frontages, minimising impact to pedestrians, and ensuring a clear and efficient road network.

Appendix

A.7 Innovation Buildings and Features

Innovation Buildings

Study Requirements

(Consider) a diversity of building typologies and spaces which caters to different users (for example, from university students to start-up entrepreneurs to technology corporations, maker-spaces and R&D facilities)

**Co-working
Pro-working**



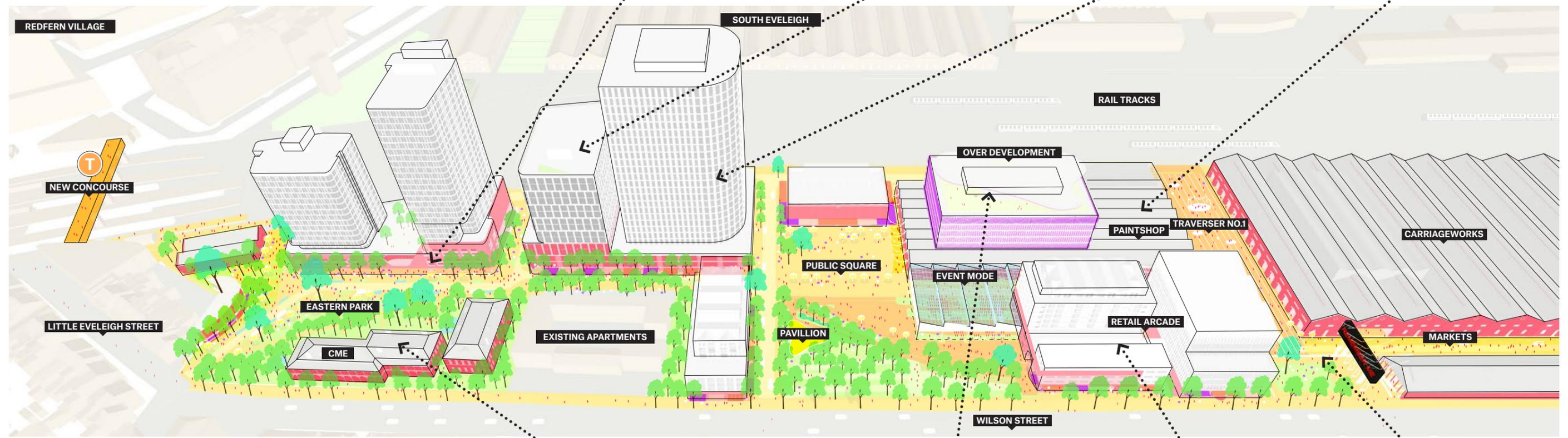
**Vertical
Tech Village**



Innovation Anchor



**Innovation
Warehouse**



This section summarises the rich and diverse offer of innovation buildings and spaces. The development offers capacity for users ranging from start up entrepreneurs, small start-up businesses to expanding companies up to main anchor tenants. This rich mix is supported by niche maker spaces linked with Carriageworks as the creative hart of the site and a great range of public open spaces, including outdoor working environments enabling chance encounter which is vital to an innovation process. First class facilities will include good EOT and wellness facilities to enhance the well being of all user groups and residents.



**Boutique
Heritage
Commercial**



**Warehouse
Plus**



**Contemporary
Warehouse**



Creative Studios

Innovation Innovation

Health + Wellbeing



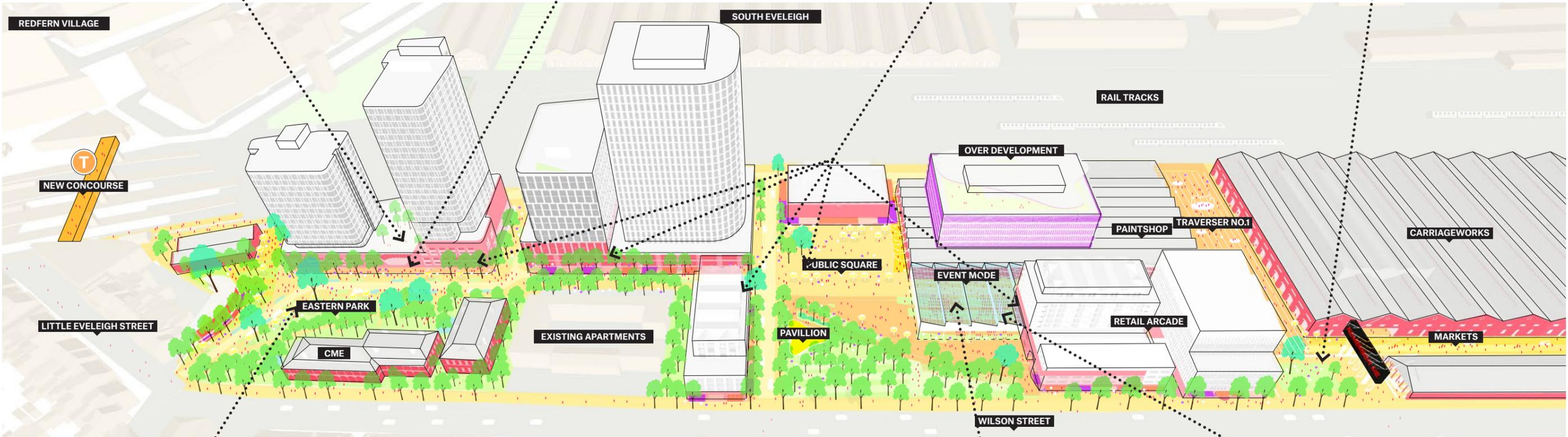
Community Facilities



F&B & Retail



Maker Space



Community Park



End of Trip



Outdoor Work Points



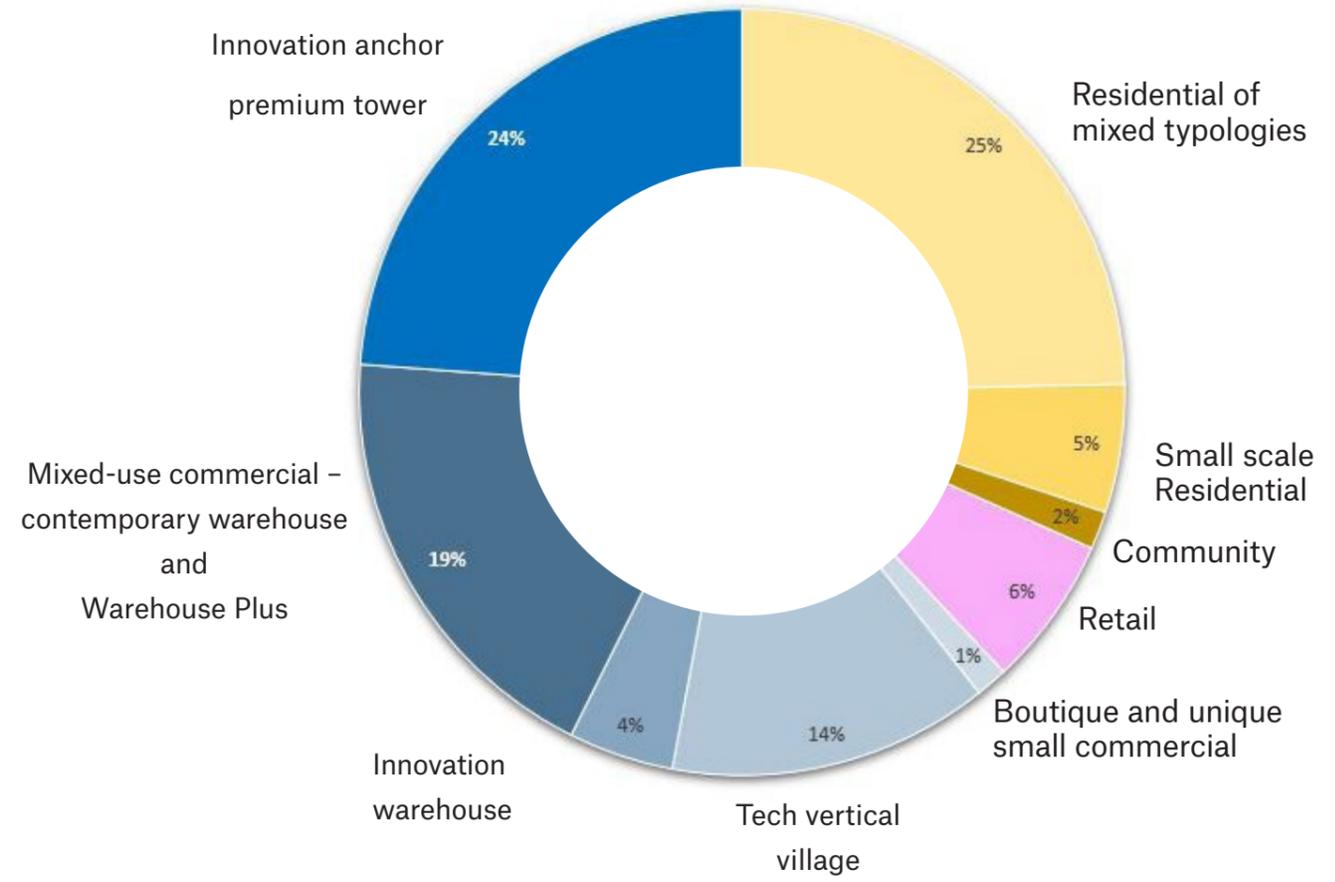
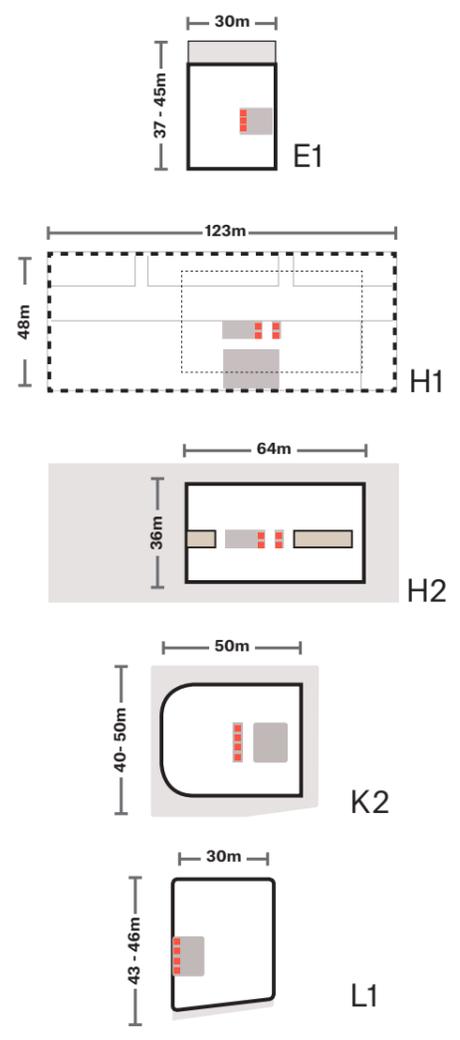
Innovation Stage



Innovation Metrics

Selected commercial buildings from proposition

Mixed-use commercial - contemporary warehouse	Stores: 8 Floorplate GBA: 1,100 - 1,400m ² Building GBA: 9,980m ² Building GFA: 8,415m ²
Innovation Warehouse	Stores: 1.5 Floorplate GBA: 6,870 Building GBA: 10,300m ² Building GFA: 9,275m ²
Warehouse plus	Stores: 5 Floorplate GBA: 1,965m ² Building GBA: 9,825m ² Building GFA: 8,845m ²
Innovation anchor premium tower	Stores: 25 Floorplate GBA: 1,910 - 2,170m ² Building GBA: 48,565m ² Building GFA: 43,275m ²
Tech vertical village	Stores: 15 Floorplate GBA: 1,310 - 2,580m ² Building GBA: 24,145m ² Building GFA: 21,215m ²
Boutique and unique commercial	Stores: 2 Floorplate GBA: 450 - 700m ² Building GBA: 900 - 1400m ² Building GFA: 800 - 1250m ²



Innovation metrics - different uses / building types as percentage of total GFA within Paint Shop sub-precinct

Innovation Features

Innovation Feature

For

Characteristics

Innovation Warehouse

Start-ups, scale-ups, or single anchor looking for unique space

Heritage fabric, large floorplate, generous volume, natural light, mezzanines.



Warehouse plus

Integrated development combining heritage with contemporary workspace.

Flexible open floorplate. Atria providing connectivity, light, biophilia.
Landscaped roof – social space and outdoor work / events.



Innovation anchor premium tower

Established successful companies

Large and flexible tower floorplates (1500m² nom).
Premium address with prominent location and amenity.



Tech vertical village

Commercial space for medium sized tech companies to be collocated with some shared amenities

Mid-scale building with 1000m² floorplates (nom). Potential shared facilities in podium. Mixed-mode environments.



Innovation Features

Innovation Feature

For

Characteristics

Innovation meeting place
Outdoor work points

Employees, students, visitors wanting to work in the fresh-air.

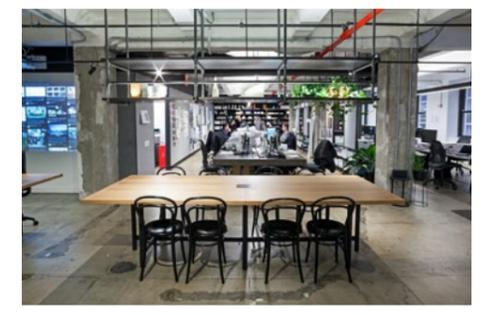
Ubiquitous Wi-fi and flexible workpoints throughout the public domain
Casual encounter
Outdoor lounge and reception
Lecture theatre to spark ideas



Boutique heritage commercial

Small scale business wanting a heritage workplace

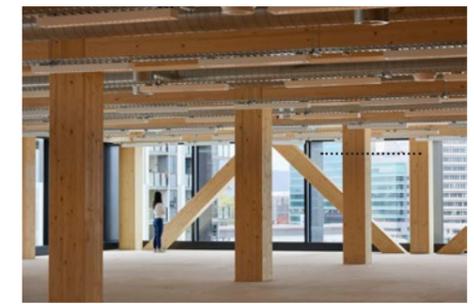
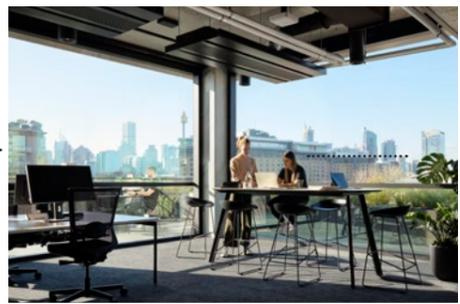
Contemporary adaptation of heritage buildings. Cellular office environments suited to quiet focussed workplace.



Mixed-use commercial - contemporary warehouse

Business(es) or institutions wanting proximity to culture + institutions with a 'warehouse feel' but contemporary facilities.

Low-scale building suited to timber construction or flexible warehouse form. Benefitting from a rich mix of retail and associated uses at ground levels.



Co-working / Pro-working space

Freelancers, small business, and post-covid business with agile work models.

Adjacent generous new public spaces



Innovation Features

Innovation Feature

For

Characteristics

Innovation stage

Precinct business groups, cultural institutions, community.

An 'event-ready' sheltered square. Provision for pop-up staging and surrounded with terraced seating and expansive public square.



Maker space

Creatives, students, and precinct businesses.

A dedicated space for digital fabrication – located centrally to the creative and commercial sub-precincts



Health + wellbeing

Workers, residents, wider community

Providing on-site amenity to meet expectations of the innovation workforce and wider community



Creative studios

Artists, professional services, creatives

Small format tenancies for creatives and professional services aligned with the innovation sector.



Innovation Features

Innovation Feature

For

Characteristics

Community facilities

Community groups

Adjacent generous new public spaces Flexible spaces for formal or informal community gatherings and groups.



End of Trip

Workers

Convenient and high-quality end of trip to support sustainable mobility and health and well-being



Healthy food Artisan retail

Workers, residents, visitors, neighbourhood.

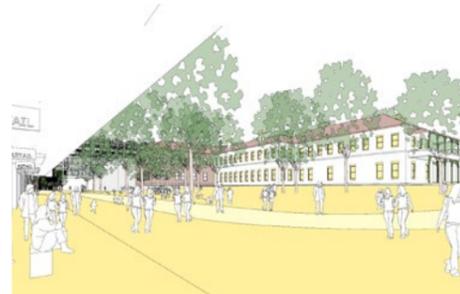
A carefully curated mix of hospitality businesses to support workers and creating a neighbourhood destination after hours.



Neighbourhood park

Commuters, local residents

Arrival space for commuters, Community setting for local residents and adjacent neighbourhood. Weekend café and dog walkers retreat.



Appendix

A.8 Pedestrian Link Bridge

Pedestrian Link Bridge

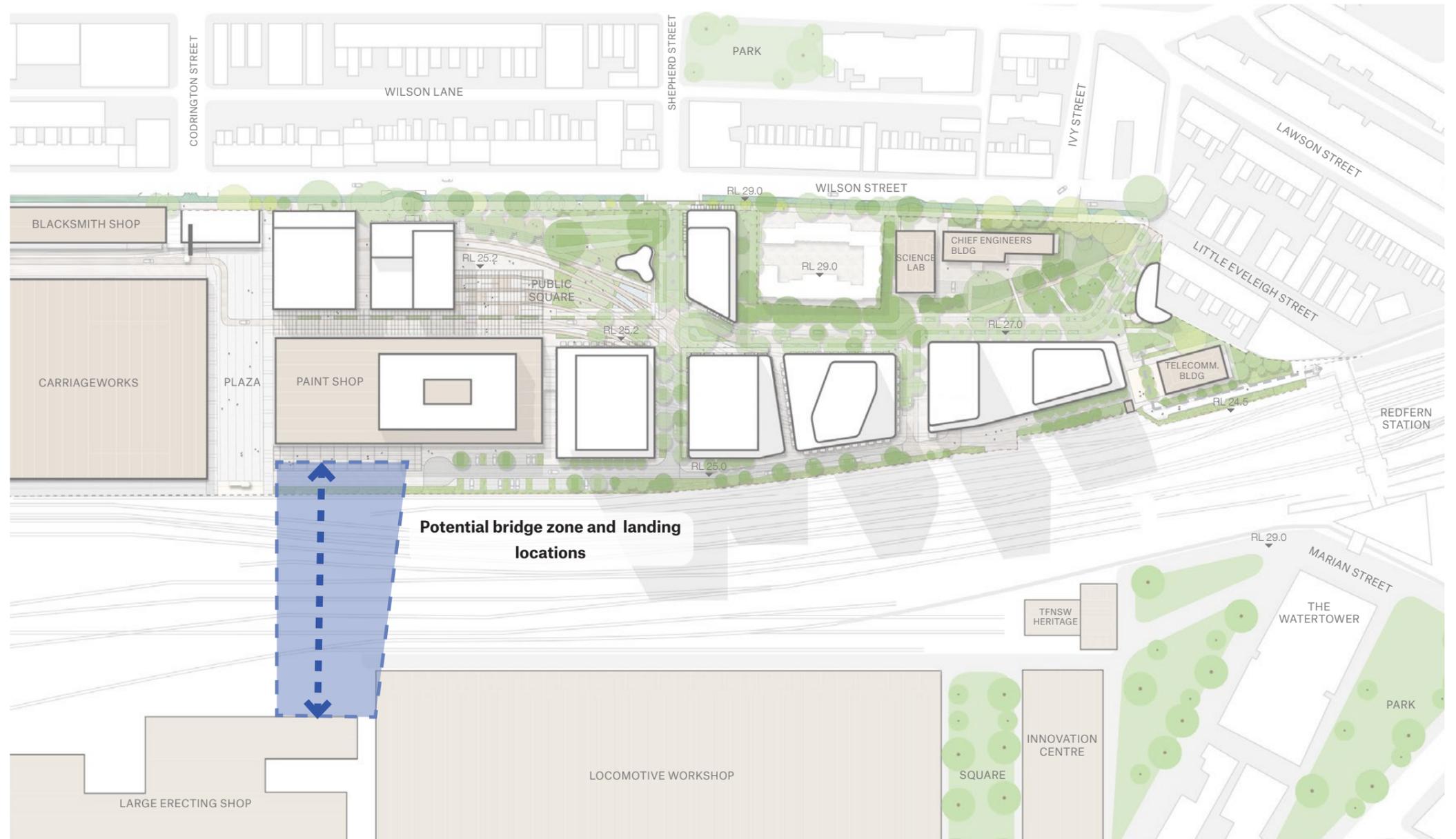
The adjacent diagram depicts potential landing zone for any future active bridge link between the Paint Shop sub-precinct and South Eveleigh.

The potential crossing will not be funded by the proposed development of the Paint Shop sub-precinct and has not been studied in further detail during the masterplan rezoning work.

However, the proposed masterplan does preserve a portion of the site between the Paint Shop Annex and the railway line that may provide a suitable bridge landing point directly opposite the Large Erecting Shop (LES) at South Eveleigh.

This location would provide direct pedestrian and cycle connections to Carriageworks, the new centrally located Public Square, and to Wilson Street via the new accessible walkways and shared streets.

(Detailed consideration is outside the project scope and does not have NSW Government funding)



Potential bridge crossing locations

Appendix

A.9 Design Review Panel Report

Design Review Panel Report

Introduction

Study Requirements

Undertake an independent design review process led by the GANSW to advise on design work in progress. Design review sessions are to commence no later than 1 February 2021 and held 2-4 times during preparation of the rezoning proposal to:

- Review key stages of the process; and
- Update the panel on discussions with NSW Heritage Council and the Place, Design and Public Spaces (PDPS) Group within DPIE.

The requirement for further DRP sessions during the Response to Submissions stage will be considered by DPIE/GANSW at close of exhibition and communicated to TfNSW.

Prepare a Design Review Report to include all design advice letters and a record outlining how the issues raised by the panel have been addressed.

This Design Review Report addresses the Study Requirement relating to the Design Review process applicable to Redfern North Eveleigh.

In accordance with the Study Requirements, four Design Review Panel (DRP) meetings were held in 2021 on the following dates:

- 24 February 2021
- 27 May 2021
- 15 July 2021
- 9 September 2021

All DRP advice letters are attached in full, providing a comprehensive record of the formal advice provided by the panel as well as a record of panelists, presenters, and observers.

State Design Review Panel Members

- Olivia Hyde (Chair)
- Penny Fuller
- Jefa Greenaway
- Peter Phillips
- Bill Tsakalos
- Mark Tyrrell

The advice reflects the iterative design process, with some issues being progressively resolved, whilst others carry through subsequent reviews. This report tabulates the DRP advice and categories comments from individual reviews into a series of thematic groupings.

It then provides commentary about how each issue has been addressed in the final Urban Design Framework and Public Domain Strategy, or other documents.

Where applicable, cross references are provided to specific sections of the Urban Design Report or associated specialist studies, to provide evidence of the response.

Design Review Panel Report

Introduction

It is important to note that the comments provided in the last meeting (9th of September) related to the Preliminary Masterplan Framework and no DRP meetings have been held to review the subsequent significant changes to the masterplan made after December 2021.

Significant refinement has occurred to address the residual issues identified by the DRP and build upon the following elements of the proposal that were supported by the panel:

- The diversity of open space typologies.
- The reconfigured square focused around the Fan of Tracks.
- The calibration of public domain level changes to link the track level back to street level.
- Potential opening up through the introduction of a ‘mid-level’ datum.
- Decision to restrict commercial parking within the precinct (though greater ambition in this regard is recommended).
- The work being developed by Balarinji – design principles as well as constructive strategies for interpreting the principles in the contemporary development environment.
- Reinstating Shepherd Street as an entry at the precinct mid-point.
- Proposals to retain heritage structures (roof trusses etc.) as part of the public domain.
- Proposed new development over the Paint Shop shed has potential as a strong and expressive addition to the structure.

The refined masterplan is significantly increased the public domain quantum and quality, improved the response to heritage, and addressed concerns regarding amenity. A detailed explanation is presented in the following table.

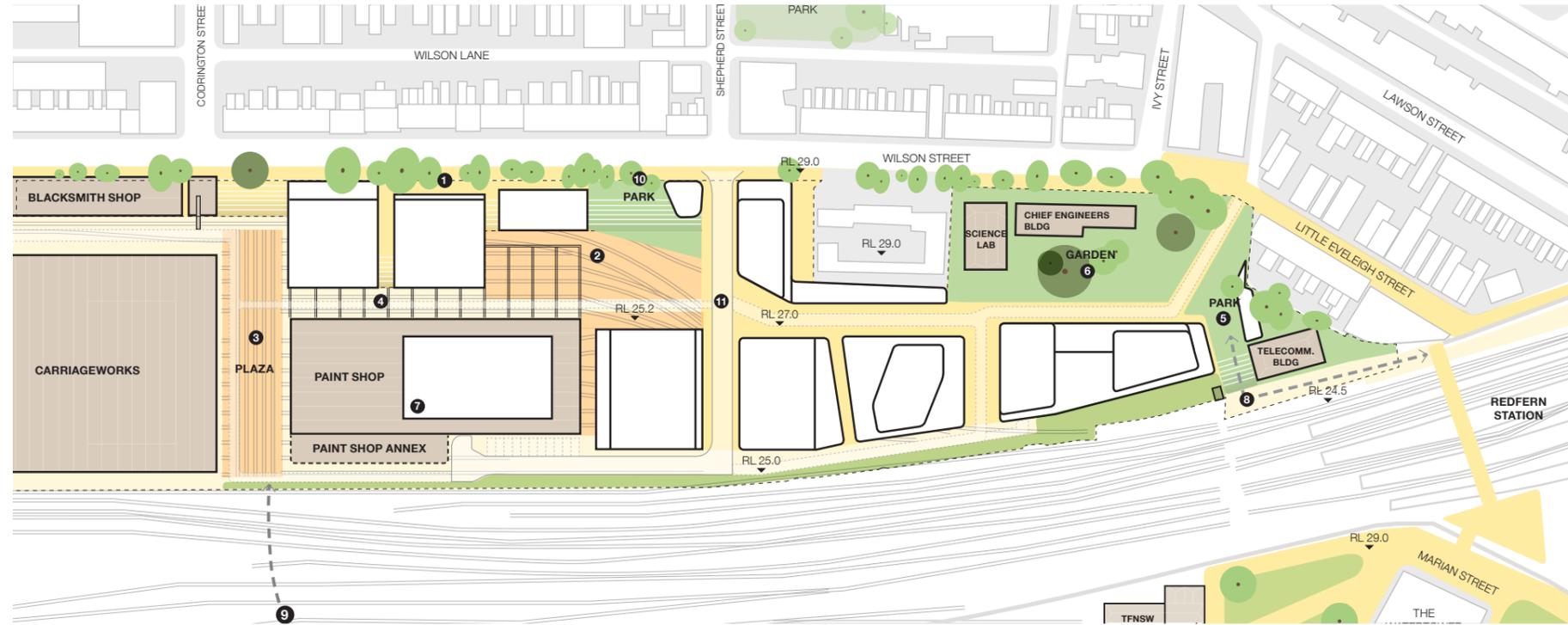


Figure - Preliminary Masterplan, September 2021

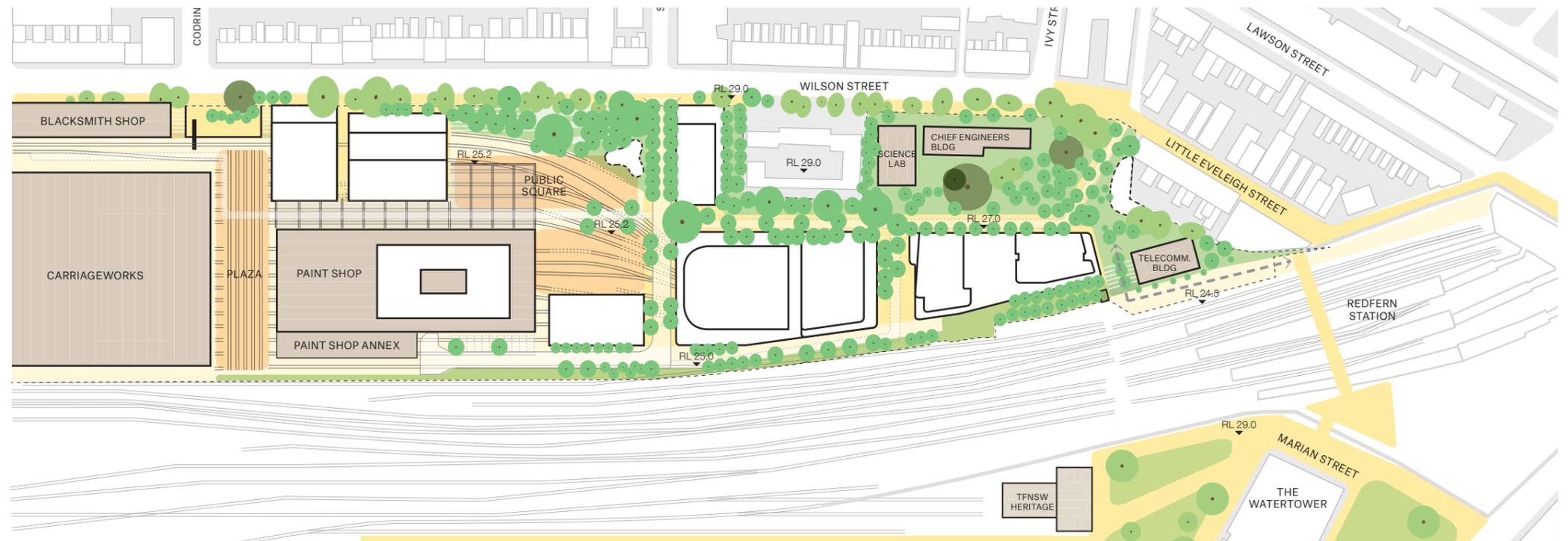


Figure - Refined Masterplan, 2022

Figure - Preliminary Masterplan, September 2021

Design Review Panel Report

General Comments

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
<p>There is (also) significant concern with the lack of transparency in relation to project objectives. Presentations by GSC and Bates Smart highlighted the need for the 2008 Concept Design to be critically re-examined. The principle of exploring increased density and height is generally supported in light of new factors that will influence the development of the precinct, i.e. significant recent changes to nearby precincts as well as the Tech Hub initiative. However, as the extent of height and density increases required to meet business case targets will not be disclosed, opportunities for constructive commentary and discussion around options and their design impacts, are seriously limited.</p> <p>Scope of review</p> <p>Whilst it is noted that the decision has been informed by public sentiment, the strategy of confining the project and review of the 2008 Concept Plan to the Paint Shop sub-precinct alone is not supported. If there is a desire to increase capacity across the RNE precinct, then all parts of the site that have yet to be developed should be included as part of the investigations that inform the project, to ensure an integrated and holistic site wide response</p> <p>Options should include a full range of development scenarios, from minimal to 'extreme', to fully test a range of what may be achievable for this precinct.</p>	<p>There appears to be much greater clarity around the overall objectives for the precinct. The appointment of a capable and experienced design team has enabled useful progress since the last review - and revealed the many design issues and challenges that are yet to be resolved.</p> <p>Considerable work is still required to arrive at a clear and appropriate strategy for cultural heritage at the precinct - it is critical that this work be in place to inform decisions around public domain structure and built form.</p> <p>Similarly, design strategies for the public domain lack the boldness and ambition needed to lead the precinct structure and to respond to the site's specific characteristics and challenges (topography etc.) as well its broader context of Tech Hub and transport networks.</p>	<p>In the absence of a broader range of design scenarios (requested in previous SDRP sessions) this review is based on the TfNSW preferred Option C. It is noted that the TfNSW options evaluation has been undertaken in advance of input from heritage and Aboriginal Cultural Heritage consultants, and that Option C may not necessarily be the optimal design strategy for the precinct. Nevertheless, the following commentary and recommendations are offered as guidance and should not preclude ongoing investigations into alternative scenarios.</p> <p>Since the previous review, the collaboration of the landscape and urban design teams has clearly advanced the thinking around the public domain programs and design strategies for these spaces. While this new collaboration is commended, it is critical that the recently appointed heritage and Aboriginal Cultural Heritage consultants be brought in to actively contribute to and influence the project before it proceeds further.</p> <p>There is continued concern that the ambitious scale of development being considered will overwhelm any true understanding of Country or coherent appreciation of the former railway operations.</p> <p>The following elements of the proposal are supported:</p> <p>Investigations into the public domain at a larger scale, particularly:</p> <ul style="list-style-type: none"> • the diversity of open space typologies, • the reconfigured square focused around the Fan of Tracks, • the calibration of public domain level changes to link the track level back to street level, • Proposals to retain heritage structures as part of the public domain (roof trusses etc.) • Potential opening up through the introduction of a 'mid-level' datum • Decision to restrict commercial parking within the precinct (though greater ambition in this regard is recommended) 	<p>Whilst some aspects of the proposal are supported (refer below), there continues to be a lack of adequate progress in several critical areas. These include:</p> <ol style="list-style-type: none"> 1. How proposed development has been coordinated with the Carriageworks and Clothing Store sub-precincts. 2. The lack of consideration or testing of genuine design and planning alternatives that would allow for comparative analysis and support for the current strategy as the optimal solution for this precinct, or a demonstration of what an appropriate balance is for this precinct. 3. Resolution and reconciliation of the built form and public domain to the many challenges around topography and the unique railway heritage legacy. <p>The following elements of the proposal are supported:</p> <ul style="list-style-type: none"> • The work being developed by Balarinji - design principles as well as constructive strategies for interpreting the principles in the contemporary development environment. • Reinstating Shepherd Street as an entry at the precinct mid-point. • Proposals to retain heritage structures (roof trusses etc.) as part of the public domain. • Proposed new development over the Paint Shop shed has potential as a strong and expressive addition to the structure. 	<p>1. Coordination with Carriageworks and Clothing Store sub-precincts</p> <p>The scope of the SSP is formally confined to the Paint-shop sub-precinct. The requested testing of alternate approaches to redistributing massing, GFA or open space, across the site is outside the scope of the project and urban design study. Notwithstanding those limitations, an integrated approach to the wider precinct is evident in the following bodies of work and outcomes:</p> <ul style="list-style-type: none"> — Site and context analysis in chapter 5 consider wider district and site contexts, informing the Urban Design Principles in chapter 7 of this report. — Preservation of the legibility of the heritage relationships between the different elements on the site, including maintaining Traverser No.1 between the Paint Shop and Carriageworks substantially unchanged. — Preservation of sightlines and movement paths between the Paint Shop sub-precinct and the Clothing Store, including through a new public arcade following the by-pass track extending to Carriageworks Way. — Integrated movement network, preserving the existing greenway cycle connections and 'shared street' environment of Carriageworks Way. — Provision of new open spaces that complement the scale, type, and purpose of open space proposed in the Clothing Store sub-precinct. <p>2. Testing of alternate design approaches</p> <p>Further design testing and development occurred subsequent to DRP4 with specific focus on key issues identified by the Panel and other stakeholders. A summary of this work is provided in Section 8.4.2 and 8.5.1.</p> <p>This testing included evaluation of alternate site strategies relating to residential land-use adjacent the railway</p> <p>This study informed subsequent refinements, including the significant reduction in proposed residential floorspace (reduction of ~30% GFA) reflected in the final masterplan.</p> <p>3. Resolution of public domain with regard to topography and railway heritage</p> <p>The response to both topography and railway heritage has improved significantly with stronger integration of Connecting with Country themes to establish a clear overarching strategy to structure and manage the apparent tensions relating to the modified topography and railway heritage. Refinements include:</p> <ul style="list-style-type: none"> — Removal of built form along Wilson Street to allow resolution of topography through a sweeping landscape edge that follows the curve of the Fan of Tracks. — Prioritising CwC theme 'Regenerating Country' to the upper levels, evident in extensive planting and WSUD — Prioritising CwC theme 'Legacy of Sydney Trains' to the lower levels, with greater emphasis on preserving and interpreting the railway heritage in those areas — Manipulating the Wilson St landscape edge to provide visual and physical connections of the site, and create opportunities for planting and landform to reflect CwC themes of 'Replacing Landmarks' and 'Iconography of Country'. — Significant increase in the size of the proposed Public Square, incorporating significant heritage elements including the Paint Shop, Fan of Tracks, Suburban Car Workshop, and establishing this as a focal point for the site and CwC theme of 'Meeting Place'.

Design Review Panel Report

Aboriginal Cultural Heritage

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
<p>The absence of Aboriginal cultural heritage specialists on the project team at this stage of the project compromises the potential for real leadership in designing for Country. Redfern is of the highest significance for Aboriginal cultural heritage and the conventional 'archaeological' (stones and bones) approaches to understanding the significance of this Country are no longer appropriate.</p> <p>Longstanding strategies of engaging the local Aboriginal community outside of the design process should shift to an inclusive approach from the outset, to ensure that design outcomes are underpinned and led by an understanding of Country. Opportunities for Aboriginal design professionals to be embedded in the project team, should be considered.</p> <p>Also, as noted previously, the appointment of an Aboriginal cultural and living heritage specialist should be prioritised and their work, when it becomes available, should be one of the focuses of the next review session</p>	<p>Found the development roadmap on indigenous perspectives. Redfern is a nationally recognised indigenous place, it is important for this project to move beyond representational landscape devices and focus on broader opportunities around:</p> <ul style="list-style-type: none"> — Narratives - digging deep on 'truth telling', particularly where there may be tensions with the European heritage perspectives; — spatial configurations, designed at the scale of the precinct plan, that support these narratives; — economic and social enterprise that specifically benefits the indigenous community. 	<p>The CIR strategy outlined in the previous review, does not appear to have influenced or shaped the current options. Pavement treatment and artworks alone will not capture the meaning that Redfern holds for the indigenous community, particularly once eclipsed by development of the scale that is contemplated.</p> <p>The hydrological understanding of Country included in the landscape analysis is promising and more thinking is needed around how this might shape the overall development including strategies for sustainability.</p> <p>The following are recommended:</p> <ol style="list-style-type: none"> 1. Show how research into the natural context of this precinct, as a part of Country (similar to the hydrological work already undertaken), has shaped the proposal. This work should be undertaken collaboratively with the landscape team and the Aboriginal Cultural Heritage consultants. 2. Similarly, investigations into post settlement history should also be undertaken as a collaboration of the recently appointed heritage and Aboriginal Cultural Heritage consultants with the project design team. 	<p>Strategies for interpreting the principles outlined by Balarinji, are constructive. Nevertheless, this advice has come at a late stage of the project and a broader approach, which also considers opportunities around building community identity, agency and engagement, is required as a priority. Issues of housing tenure and Cultural and social license should also be considered.</p> <p>The following is recommended:</p> <ol style="list-style-type: none"> 19. Explore how the work being developed by Balarinji can inform the DNA of design thinking and ensure that this is incorporated into Design Guidelines. 20. Provide for housing and other uses that support Aboriginal community identity, agency and Cultural and social license. 	<p>Influence and integration of Connecting with Country</p> <p>In the early stages of the rezoning work, the project was informed by strategic work of Cox Inall Ridgeway, leading to six principles specific for the project: Work, Travel, Tracks, Geology, Flora, Water as summarised in Chapter 6 of this report. These themes influenced the early work of reshaping the topography/ reinstating Country. Initial thoughts were given to water, flora and fauna in the landscape design, and travel/tracks in the placement of buildings.</p> <p>This was further evolved in subsequent coordination work with Balarinji and Artefact. Balarinji's 6 themes (Regenerating Country, Replacing Landmarks, A Meeting Place, Legacy of Sydney Trains, Iconography of Country, Custodianship) are based on their consultation work and connect and evolve the CIR themes for the project further.</p> <p>The conceptual alignment between CIR, Artefact and Balarinji's work can be found in chapter 6 of this report. The influence of CIR and Balarinji's work of the masterplan is summarised and visualised in urban design opportunities and further opportunities in chapter 9 of this report. Landscape opportunities are provided in chapter 10 of this report. Also please refer to reports provided by Artefact and Balarinji separate to this report.</p> <p>Since DRP4, significant additional work has been undertaken to allow the CwC themes to further influence the design and strengthen their integration into the design and planning documents. Key outcomes include:</p> <p>A clear over-arching landscape strategy derived from the six CwC themes and including:</p> <ul style="list-style-type: none"> — Removal of built form along Wilson Street to allow resolution of topography through a sweeping landscape edge that follows the curve of the Fan of Tracks. Prioritising CwC theme 'Regenerating Country' to the upper levels and CwC theme 'Legacy of Sydney Trains' to the lower levels. — Manipulating the Wilson St landscape edge to provide visual and physical connections of the site, and create opportunities for planting and landform to reflect CwC themes of 'Replacing Landmarks' and 'Iconography of Country'. — Significant increase in the size of the proposed Public Square, incorporating significant heritage elements including the Paint Shop, Fan of Tracks, Suburban Car Workshop, and establishing this as a focal point for the site and CwC theme of 'Meeting Place'. — Confirmation of the co-design opportunities for future detailed design of key buildings including the Paint Shop development, with specific provisions incorporated in the Design Excellence Strategy / Design Guidelines — <p>Provision for housing and other uses to support the Aboriginal Community</p> <p>Specific commitments regarding the provision of housing to support the Aboriginal Community sit outside the scope of this urban design study. However, the importance of providing appropriate housing and other facilities to support the aboriginal community is reinforced in the Connecting with Country prepared with Balarinji and represented in the Social sustainability and infrastructure report.</p> <p>Notwithstanding the limits of the Urban Design Study, the masterplan makes provision for a number of community spaces within the development. The selected spaces have been informed by Balarinji and are purposefully located to be connected to the new public domain and integrated with the Connecting with Country themes being implemented in the landscape and public domain strategy.</p>

Design Review Panel Report

Public Domain

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
<p>The GSC strategy to support Tech Central through critical connections between Redfern Station and the University of Sydney / RPA / Camperdown Tech Hub is very encouraging and underpins the significance of public domain in the RNE precinct.</p> <p>In light of this, appointing a Landscape Architect to the project should be a critical priority. The public domain has not been properly resolved in the approved 2008 Concept Design, nor in the subsequent revisions, and these areas should be addressed in the current review.</p> <p>The major concerns relate to:</p> <ul style="list-style-type: none"> • The absence of destinational uses that would generate activation across the precinct. • The significant level changes that create a barrier to adjacent streets and public spaces and isolate the precinct from its context (i.e. massive excavations into natural ground levels have created a 'hole', disconnected from streets and neighbouring sites). • Carriageworks Way is not currently successful as the principal organising space for the precinct, as it does not make any significant connections at its end points or indeed anywhere along its length. <p>A 'multi-level' public domain strategy is recommended, supported by investigations into east-west connections to adjacent neighbourhood networks and open spaces, such as the Wilson St corridor and Charles Kernan Reserve, to reduce the barrier impact of the level change and draw people more seamlessly into the precinct.</p>	<p>The material presented was at such a small scale that it was difficult to understand how and if cultural narratives had informed and shaped the options.</p> <p>For future presentations ensure that public domain options:</p> <ul style="list-style-type: none"> — are drawn and understood at a larger scale, in both plan and section, to allow proper comprehension of the character and scale of the spaces; — incorporate existing and future public circulation routes within the remaining large footprint buildings i.e. a 'Nolli Map' of internal — public circulation and public spaces that will complement and support the external public domain; — are shown in relation to the southern sub-precincts (Carriageworks and Clothing Store); — show how the overall quantum of open space in the approved Concept Plan has been adjusted to suit the expanded population. <p>Streets should be excluded from the open space calculation.</p> <p>It is disappointing that longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro do not appear to have informed the public domain strategy in any way thus far. It is understood that considerable work has been done on the feasibility and optimal location of future track crossings. It is essential that this be incorporated into future presentations and inform the design.</p>	<p>The success of the public domain is critical to the success of this precinct. The landscape architect has had a positive influence on the project – particularly the investigations into public space - drawn at a larger scale. The complexities of the site warrant further investigation at an even greater level of detail and a continuing 'public domain driven' approach.</p> <p>Overall, the usual 'street and block' structure is unconvincing as a major stabilizing framework for the precinct. There is an opportunity to connect the site through landform rather than through a street structure. The drawings presented suggest that a series of plateaus, rather than a street corridor, could more effectively connect this precinct into its context and better convey the original landform.</p> <p>The fusion of many different landscape types is promising and, as noted above, potentially more successful than streets as the unifying element for this precinct – however considerable work is still required into connections with Wilson St to enable vehicle movements into and through the precinct. The finer grain meandering in and out of building edges is supported but requires more consideration of the 'public-ness' of edges ie location of the glass line or 24/7 accessibility. These should be confirmed.</p> <p>The park at the north eastern end of precinct is less convincing. The retention and consolidation of the green canopy is strongly supported, but once the required community and recreation uses are overlaid there will be little opportunity to achieve the soft and green space envisaged.</p> <p>The decision to restrict commercial parking in the precinct is supported but will require further analysis into the impact of alternative transport modes on the public domain. Ride sharing, for example, will place greater demand on street connections into the precinct and access to destinations. Further reductions to parking to include reduced residential parking are recommended given the high level of public transport service in this location.</p> <p>The following are recommended:</p> <ol style="list-style-type: none"> 6. As noted at item 1, further analysis into the natural context of this precinct and how this might inform resolution of levels as well as sustainability strategies for the precinct. 7. Further investigations into proposed open spaces undertaken at a larger scale and in cross section, to better understand how the existing levels could be integrated with development and how the spaces might work at Fan of Tracks level. 8. Show how shared vehicle / pedestrian use can be accommodated in the proposed open space network, particularly connections to Wilson St. 9. Review the layout of the new park to show how required community and recreation uses will influence the character of the space. 10. Review parking numbers with a view to further reducing, including for residential uses. 	<p>There are currently too many competing uses in the proposed open spaces.</p> <p>The overall quantity of useable public open space in the precinct is considered low. The proposed increases to residential and commercial uses should result in a corresponding increase in usable open space.</p> <p>A significant proportion of proposed green cover and tree canopy is in the private domain - elevated gardens on podiums etc. As well as being inaccessible to many users, this presents challenges for adequate soil depth to support tree canopy.</p> <p>While it is acknowledged that highly extensive tree cover may not be suitable for the industrial character of the precinct, it is important to balance retaining aspects of the current character with City of Sydney Council (CoS) tree and public open space targets.</p> <p>The street structure follows a conventional arrangement that fragments the public domain, leaving remnant open spaces. In many cases these spaces require ramping which further compromises usability.</p> <p>It is also noted that while TfNSW are not able to commit to delivering the over rail crossing at this time, provisions must be made at this stage to ensure optimal visibility and connectivity can be achieved in the future.</p> <p>The following is recommended:</p> <ol style="list-style-type: none"> 1. Revisit the street structure to support greater consolidation of useable public open space (unencumbered by ramps, shared vehicle uses, etc) 2. Further investigate other open space typologies that could better accommodate required activities. Collaborate with the CoS Council. 3. Carefully map and consider solar impacts. 4. Consider options for adjusting new development footprints to expand open space. 5. Revisit tree canopy targets to increase both overall provision and the proportion in the public realm. 	<p>Improvements to Public Domain character, function and amenity</p> <p>The final masterplan has evolved to significantly improve the public domain character, function and amenity.</p> <p>The three main public open spaces each have a clear character and function. The Eastern Park serves predominately the immediate neighbourhood as a calm environment in form of a community park with dense canopy cover, shaded, with planting selection recalling the Iconography of Country. The space is spatially configured to respect the setting of the three retained heritage buildings in this area.</p> <p>The central Public Square sits between the upper level (with emphasis on Regenerating Country) and lower levels (with emphasis on the Legacy of Sydney Trains). It opens up to the community, revealing the large heritage buildings of North Eveleigh to the public. The lower level respects important heritage view lines with landscaping carefully placed at low level and introducing water in form of references to the historic wetlands of this area. This open space is dominated by the part-retention of the Suburban car workshop and the fan of tracks, offering for diverse use of this space including commercial activity as well as festival spill out space for Carriageworks and Meeting Place for the Aboriginal community. This is supported by a pavilion to the eastern end, which has been defined as one of the key co-design opportunities with Aboriginal artists.</p> <p>Traverser No1 between Carriageworks and the Paint Shop is proposed to be retained in its current setting, allowing unobstructed views onto the adjacent heritage buildings, tracks and Traverser equipment.</p> <p>The five recommendations from DRP have been addressed as follows:</p> <ol style="list-style-type: none"> 1. Street structure and consolidated open space The street network has been revised to remove traffic from the central spine adjacent the Paint Shop. This, together with the removal of built form to create an expanded open space, provides a significant increase in the consolidated area of public open space from 3360m2 to 7900m2 Importantly, the increased open space includes additional areas of flat space - unencumbered by ramps etc - and benefiting from excellent solar access. 2. Open space typologies The open space network had been refined to clarify purpose of each space and align with the environmental conditions (wind, noise, sun). The expanded Public Square provides additional flexibility to support events, markets, and recreation, that align with and support the existing activities (Carriageworks) and proposed uses. Additional opportunities for active recreation and play have been integrated across the site, including along the rail edge. 3. Solar impacts Removal of built form along Wilson Street has further improved solar access. All of the new open spaces, and the pedestrian focussed streets, will receive excellent solar access, well in excess of 4 hours in mid-winter. Refer Section 9.6.5 for analysis 4. Reduce built form to expand open space Built form has been significantly decreased, with removal of one building along Wilson Street (E3) and significant reduction in the building footprint and mass of the building adjacent the Paint Shop (K1). This results in a 12% reduction in total GFA and open space increase of more than 4000m2. The total proposed Public Open space (dedicated Parks and Squares) is now ~14300m2 or 27.7% of the site area, well above the 15% City of Sydney open space target and approved 2008 Plan provision. 5. Tree canopy cover Green canopy cover has been refined following DRP feedback to maximise canopy cover at the 'upper level' along Wilson Street, around the CME and up to the edge of the fan of tracks. In contrast to this, individual trees have been carefully placed around the large heritage buildings to protect important view lines. Target initially presented as 20% has been increased to ca 22.5% canopy on ground with total canopy including podiums of 25.9%.

Design Review Panel Report

European Cultural Heritage

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
<p>It is noted that the 2008 Concept Design is not strongly informed or shaped by any understanding of existing railway heritage items and bears no relationship at all to any understanding of local Aboriginal cultural heritage.</p> <p>As noted in the previous SDRP session, there are opportunities for a range of alternative uses to fit into the existing heritage buildings. However, further investigation should be undertaken into the potential of nearby sites in the Tech Hub that may be better suited to accommodate certain uses, and this could include investigations into other University of Sydney holdings nearby.</p>	<p>There is a risk that the remaining railway heritage structures and artefacts will be celebrated for their unique architectural attributes alone, and isolated from the original operational context.</p> <ul style="list-style-type: none"> •European heritage should be considered in the broader context of the original railway precinct - addressing the functional relationships of the precinct's remaining structures to one another, their immediate setting and extending to the other Eveleigh precincts. •As noted previously, cultural narratives must also include the indigenous histories (both pre and post settlement). These will need to be explored at the precinct scale, as a minimum, to understand and authentically convey the realities of the precinct's past. 	<p>As previously noted, the existing structures and artefacts in the precinct present an opportunity to collectively tell a story around their former operation and significance to the history of the railways in NSW.</p> <p>The public domain strategy to give more presence to the Fan of Tracks is encouraging but there remains concern with the extent of development over the remainder of the tracks. There is a strong risk that with the difficulty of building over the tracks and the impact of footings and services etc, only tiny fragments will remain (or none at all). Relevant precedents for developing over heritage track systems should be referenced as part of this design process.</p> <p>The following are recommended:</p> <ol style="list-style-type: none"> 3. Further investigations into understanding this precinct in terms of railway operation, as noted at item 2. 4. Research into relevant precedents for heritage track systems that have been successfully integrated into new development and public spaces. 5. Ground floor uses that will enable, to the maximum extent possible, interpretation of the complete Fan of Tracks array. 	<p>The Heritage Framework was incomplete at the time of review and does not appear to have informed or shaped the current proposal. The Heritage Framework is a critical factor in ensuring that any opportunities for understanding and interpretation of former railway operations are not weakened by the scale and proximity of proposed development.</p> <p>As noted previously, proposed new development over the Paint Shop shed has potential as a strong and expressive addition to the structure, subject to ensuring minimal impact on the existing structure and clear separation above the existing roof structure.</p> <p>The remnant Fan of Tracks has significant interpretive potential for this part of the precinct, in terms of railway operation and how its geometries also trace the daily journey to work from the station platforms to the workshops. Previous presentations indicated that a greater degree of retention was possible, and this is still supported.</p> <p>The following is recommended:</p> <ol style="list-style-type: none"> 13. Reduce floor space and explore smaller footprints to give greater curtilage to remaining structures and artefacts. 14. In relation to the above, height increase could be considered, provided that this leads to demonstrable improvements and increased opening up of ground space. 15. The Fan of Tracks be retained and expressed to a far greater degree - with further investigations into their preservation and possible representation through proposed development envelopes 16. Provide clear envelope parameters for the proposed roof top addition to the Paint Shop building, including restrictions on extent and impacts of supporting structure. 17. Prioritise completion of the Heritage Framework well in advance of finalising development envelopes and density. 18. Balarinji, Curio and Artefact should continue to work together on these issues. 	<p>Further refinements to the masterplan have addressed the DRP's recommendations as follows:</p> <p>Heritage curtilage / height / extent of Fan of Tracks retention (item 13,14,15)</p> <ul style="list-style-type: none"> – Significant GFA reduction with corresponding increase and open space to provide additional curtilage to heritage buildings. – Removal of building along Wilson Street provides increased curtilage to Suburban Car Workshop and improved visibility from Wilson Street – Significant reduction in size of building adjacent Paint Shop (K1) to provide significant additional area of Fan of Tracks, improved scale relationship, visibility of the eastern Paint Shop facade, and preserve the legibility of the Fan of Tracks and Paint Shop building. – Introduction of 2-3 storey public arcade following the by-pass track to provide visual connections between the Fan of Tracks and Carriageworks Way. – Clarification of landscape and planting strategy with minimal tree planting in the lower levels of the site to preserve sightlines to heritage buildings and between North and South Eveleigh. – No.1 Traverser preserve substantially in current form. Removal of shared street connection around rear of Paint Shop. <p>Fan of Tracks (item 15)</p> <p>Substantial increase in public open space allows greater retention of Fan of Tracks and continuation into the Paint Shop.</p> <p>The strategy for integration and interpretation of the tracks has been established with the heritage consultant and includes:</p> <p>Retention of tracks in public domain as much as possible: Tracks to be retained and made publicly accessible. Finishes adjacent the tracks may be reinterpreted in line with the overall landscape proposal. Tracks may need to be lifted and re-laid during the construction of the public open spaces, however re-placement will need to follow the current geometry and the original tracks are to be used, and not substituted.</p> <p>Integration of tracks - New hard surfaces of roads and shared streets to include original tracks in their original location. Tracks will need to be lifted and re-laid, and integration of tracks will need to be detailed to ensure a safe road environment while expressing the tracks as clear as possible.</p> <p>Reinterpretation of tracks in semi-public spaces - Publicly accessible parts of buildings such as retail spaces and commercial lobbies to reinterpret tracks on Ground floor areas. This can be achieved in different ways, including integrating tracks into the finishes zone, floor material changes, linear light features flush in the ground, biophilia, furniture etc. A transition between the tracks outside and inside should be considered.</p> <p>Further detail can be found in the Heritage integration section of this report chapter, and in the Baseline Heritage Assessment by Curio, separate to this report.</p> <p>Paint Shop Development (item 16)</p> <p>The building envelope drawings and Design Guidelines establish parameters for future detailed design, including requirement for additional levels to be lifted clear of the existing saw-tooth roof. The Design Excellence strategy identifies specific opportunities for co-design with Aboriginal artists and designers.</p> <p>Heritage Framework (item 17)</p> <p>Curio have been part of weekly design meetings and very active in the evolution of the masterplan. While the Heritage Framework document may not have been available at the time of the last DRP, the influence of the specialist consultant has driven the urban design and landscape decisions. Refer to the Baseline Heritage Assessment by Curio, separate to this report.</p> <p>Alignment between Aboriginal and non-aboriginal heritage (item 18)</p> <p>The work of Balarinji, Artefact, Curio and Cox Inall Ridgeway, has informed the design development of the masterplan and established a clear link between the Aboriginal community and the precinct. As a result, the masterplan offers a rich layering of opportunities, some of which as evident as the development proposal above the Paint Shop as a strong expression and co-design opportunity with Aboriginal artists, others such as the public open spaces and pavilions in the parks presenting further co-design opportunities to offer places of meeting and belonging amongst the rich rail history of the site. For further detail please refer to the Connecting with Country integration section of this chapter.</p>

Design Review Panel Report

Built Form and Land Use

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
<p>It is agreed that the built form and landuses in the approved 2008 Concept Design, and its subsequent revisions, are too generic and unsuited to the opportunities presented by the Tech Hub. The greatest concern was the lack of variety of built form and land uses that are unlikely to generate the activation required to bring this precinct to life. It is recommended that further opportunities for adaptable and reusable envelopes be explored for the next session.</p>	<p>The three envelope options presented have a very similar linear structure and generally very little is distinguishable between them.</p> <ul style="list-style-type: none"> •options should be refined to represent the more evocative sketches presented - including nonlinear configurations. •as noted above, the public permeability of large footprint buildings should be factored into considerations around built form and public domain options. •the case studies presented are potentially useful, but more information is needed to show how these are relevant to the precinct. These precedents should all be presented at the same scale. 	<p>Land use</p> <p>The rationale for the location of some land uses is unclear. For example, residential uses adjacent to the rail corridor would be unsuitable from a noise management perspective. Similarly, the large footprint commercial building on Wilson St is unsuited to the finer grain residential character of the street. The lack of certainty around the configuration and type of 'Tech Hub' activity is forcing a high degree of flexibility in the distribution of uses across the precinct. Until there is greater certainty around market demand and uptake, there is a risk that the subtleties of the public domain strategy may be unachievable, particularly at the critical interfaces with development lots. Greater clarity around the overall quantum of additional GFA and distribution of different land uses across the entire precinct, compared with the approved Concept Plan, would be of benefit to better understand the proposed plan.</p> <p>The following are recommended:</p> <ol style="list-style-type: none"> 11. A greater proportion of residential uses concentrated along the Wilson St edge of the precinct. 12. A range of residential uses including social and affordable housing. 13. Provide a comparative summary of the overall quantum of proposed GFA, including distribution of different land uses across the entire precinct, against the approved Concept Plan. <p>Built Form</p> <p>There is a risk that the scale of proposed development parcels will generate large and impermeable development footprints that dominate the public domain interface, with little opportunity to integrate with subtle level changes across the public domain, less control over finished levels, fewer active frontages etc. These also risk generating long and featureless podium frontages, lacking in the rhythms and textures that animate the Carriageworks and Paint Shop elevations, and forming a barrier that isolates the precinct, both physically and visually, from the broader context. Preliminary studies that were presented, showing opportunities for alternative development volumes and greater permeability of development lots, are promising and should be developed further.</p> <p>The following are recommended:</p> <ol style="list-style-type: none"> 14. Lower scale, finer grain development at the Wilson St frontages transitioning to the larger floor plate development within the precinct. 15. Review the visual impact of proposed development parcels from the railway corridor and identify opportunities for glimpses into the precinct from the south. 16. Further investigation into alternative development envelopes and greater permeability to the development lots, as noted above. 17. A public domain strategy as framework for the proposed redevelopment, should be prioritised and 	<p>Land use</p> <p>Very little information has been provided as to the nature of proposed Tech Hub uses and whether the proposed envelopes will be appropriate or able to be adapted to accommodate these likely uses.</p> <p>While residential uses would benefit the precinct, as noted in previous reviews, the railway frontage is unsuitable for this use.</p> <p>There is little information on provisions for affordable housing in the precinct.</p> <p>So far there has been no consideration of opportunities for the Aboriginal community to engage with the precinct either in relation to stewardship and management or opportunities for living and working in the precinct.</p> <p>The following is recommended:</p> <ol style="list-style-type: none"> 6. Provide further detail on Tech Hub uses and relationship to proposed envelopes. 7. Provide for greater residential diversity in the precinct. 8. The Wilson St frontage is best suited to residential uses in this precinct. Develop options to explore and demonstrate the opportunities and impacts of this approach. <p>Built Form</p> <p>Proposed scale and distribution of development remains unacceptable in its impact on the public domain and has yet to respond adequately to the challenge and opportunities of railway heritage legibility and Aboriginal Cultural Heritage narratives.</p> <p>It is unclear whether the images shown in the presentation depict development envelopes or indicative built form. The proposed 78% ratio of GFA to envelope provides very little scope for greater articulation within proposed envelopes. The extent to which these are applied across the precinct also requires clarification.</p> <p>The following is recommended:</p> <ol style="list-style-type: none"> 9. Consider options for more varied built form approaches that reduce development footprint 10. Investigate options for the south western sub-precincts (Clothing Store and Carriageworks) to accommodate some of the required additional GFA. 11. Clarify requirements around envelopes and heights and the relationship of envelope to actual built form. These should be clearly codified as parameters for future design teams. 12. Consider solar impacts in future presentations. 	<p>The masterplan has undergone significant refinement since DRP, including testing alternate approaches to residential land-use strategies and quantum of development. The revised masterplan addressed the DRP's recommendations in the following ways:</p> <p>Land Use - Tech Hub (item 6)</p> <p>The proposed development offers a wide range of commercial typologies, ranging from boutique small buildings to large contiguous floor-plates suitable for co-working and start up businesses to medium sized buildings for anchor tenant. A summary of typologies has been created with key data and precedent images is provided in Appendix A7.</p> <p>Residential Diversity and Distribution (item 7+8)</p> <p>The masterplan has been amended to reduce total proposed residential GFA by ~30%, including the removal of one residential tower along the railway and redistribution of additional residential to Wilson Street by reducing the commercial building (E1) and increasing the residential floorspace in E2. The majority of floorspace along Wilson Street is now dedicated to residential uses. Further refinement and analysis confirms that the remaining residential uses on the railway can readily achieve acceptable amenity, contrary to the assertion of the DRP. Refer Section 9.6.</p> <p>The reduction in residential GFA and reallocation of floorspace from towers to other building types contributes to residential diversity in the following ways:</p> <ul style="list-style-type: none"> - two taller residential buildings, contributing a building type not widely offered in the locality which comprises mostly terrace houses; - smaller scale mixed-use buildings with ground level retail and a combination of single aspect, corner, and through apartments; - a narrow four-storey residential building fronting Wilson Street and suited to two-storey dwellings with gallery access. - commitment to deliver 15% affordable housing within the sub-precinct. <p>Built Form variety (item 9)</p> <p>The proposed development footprint has been significantly reduced, including a reduction in total GFA, removal of one building (E3) and substantial reduction in the major commercial tower (K1). These, and other changes, have contributed to more varied built form including:</p> <ul style="list-style-type: none"> - one less tower and introduction of a new small scale (3-level) pavillion bounding the new Public Square - A pair of commercial buildings at the heart of the development, configured as one large floorplate with one smaller secondary building. Potential to connect lower levels to create large contiguous floor-plates - amendments to Wilson Street residential buildings resulting in a finer grain expression - introduction of 2 storey arcade connecting Paint Shop to Carriageworks Way and introducing variety, permeability, and human scale at street level. <p>Clothing Store (item 10)</p> <p>Distribution of GFA to other sub-precincts is outside the remit of the SSP.</p> <p>Built envelopes (item 11)</p> <p>The planning instruments - including Design Guidelines - will codify the intent of the masterplan described in this Urban Design Report.</p> <p>Solar impact (item 12)</p> <p>The proposed public domain, existing public domain, and proposed private developments all receive excellent solar access, typically well above the recognised performance criteria of the City of Sydney and ADG. Refer Section 9.6.5, 9.6.6, and 9.6.7.</p>

Design Review Panel Report

Other

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
			<p>Sustainability</p> <p>Principles for regenerating Country and meeting challenges around biodiversity are a strong foundation for the sustainability of the precinct. There is an opportunity for the precinct to be an exemplar for these challenges.</p> <p>Concerns remain in regard to parking numbers, which appear extremely high for this location, noting that current numbers are unchanged from the approved Concept Plan whilst public and active transport links have improved greatly during this period.</p> <p>The following is recommended:</p> <p>21. Include Principles for regenerating Country as a starting point for the Sustainability strategy.</p> <p>22. Review overall parking provisions with a view to significant reductions in parking.</p> <p>Previously outstanding items</p> <p>Several outstanding items requested in previous advice letters should be addressed as a priority. These include:</p> <p>a) Research into relevant precedents for heritage track systems that have been successfully integrated into new development and public spaces.</p> <p>b) Ground floor uses that will enable, to the maximum extent possible, interpretation of the complete Fan of Tracks array.</p> <p>c) Further investigation into alternative development envelopes and greater permeability to the development lots, as noted above.</p> <p>d) Longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro should be shown in future presentations and inform the public domain design.</p> <p>e) The southern sub-precincts (Carriageworks and Clothing Store) should be factored into the overall precinct proposal. As a minimum, the proposed public domain and development options should always be shown</p>	<p>Sustainability</p> <p>Regenerating Country (item 21)</p> <p>The themes established by Balarinji informed the design of the public domain strategy in the following areas:</p> <ul style="list-style-type: none"> – Topography and emphasizing two landzones. The upper level towards the east with high density tree canopy cover and maximising deep soil zones. The lower level respecting the industrial heritage and fan of tracks, with low level interventions and wet land areas outside existing heritage footprints including breaking through the concrete between the tracks, but maintain the hard heritage surfaces under the Suburban Car Workshop and Traverser No.1 plaza. – Promote indigenous plant selection typically found in this area pre-industrial use (also refer to Aboriginal Cultural Heritage Study report), but also respecting and reinstating heritage landscape setting of the CME gardens. – Overall tree canopy cover of ca 25%, total green cover of 40% and 19% of site permeable to support WSUD initiatives. <p>Further initiatives around sustainability more broadly can be found in the Environmental Sustainability Study report.</p> <p>Car parking (item 22)</p> <p>The total proposed parking provision has been reduced from 796 to 500 cars (38% reduction). This is a result of a reduction in total GFA, adoption of Category A parking rates for residential use, and a very low parking rate for commercial uses (1 space per 700m² GFA). Details of the strategy are included in Traffic and Transport Study.</p> <p>Previously outstanding items</p> <p>a) The following relevant references have been reviewed by the design team, and informed the strategic approach to the integration of this heritage feature:</p> <ul style="list-style-type: none"> - The goods line, Sydney - The Highline, NY - Zeche Zollverein, Essen, Germany - Landschaftspark, Duisburg North, Germany - Zollhallen Plaza, Freiburg, Germany - Wynyard Quarter, Auckland waterfront - Railway Square, Midlands, Perth WA <p>b) See responses under European cultural heritage – Fan of tracks</p> <p>c) Refer to commentary under Built Form and Land Uses -Permeability and activation</p> <p>d) This is not part of the current study requirements. Financial viability for a further pedestrian crossing in addition to the southern concourse of Redfern station (currently under construction) is under review by TfNSW. Potential locations for future connection are demonstrated in Appendix A.8</p> <p>e) Refer to response under general comments – scope of review</p>

Design Review Panel Report

DRP Meeting 1 Advice Letter

GOVERNMENT ARCHITECT NEW SOUTH WALES

3 March 2021

Clare Sowden
Project Director,
Redfern North Eveleigh,
Transport NSW

Clare.Sowden2@transport.
nsw.gov.au

Dear Clare,

REDFERN NORTH EVELEIGH REZONING PROPOSAL: STATE DESIGN REVIEW PANEL SESSION 3

Following the previous¹ SDRP for this precinct on 24th February 2021, a summary of advice and recommendations is outlined below.

Given the shift in strategy to progress directly to a rezoning approval by end 2021, the lack of progress in reviewing the currently approved plan or responding to previous SDRP advice (provided in October 2020), is a major concern. It is also disappointing that an architectural / urban design consultant has only just been appointed to the project, on an interim basis, and that most of the other necessary consultants such as landscape architecture and Aboriginal cultural heritage specialists are yet to be appointed. Establishing a suitably qualified design team from the outset is critical to achieving successful design outcomes for this precinct.

There is also significant concern with the lack of transparency in relation to project objectives. Presentations by GSC and BatesSmart highlighted the need for the 2008 Concept Design to be critically reexamined. The principle of exploring increased density and height is generally supported in light of new factors that will influence the development of the precinct, i.e. significant recent changes to nearby precincts as well as the Tech Hub initiative. However, as the extent of height and density increases required to meet business case targets will not be disclosed, opportunities for constructive commentary and discussion around options and their design impacts, are seriously limited.

Other areas of comment are identified as follows:

1. Scope of the review

Whilst it is noted that the decision has been informed by public sentiment, the strategy of confining the project and review of the 2008 Concept Plan to the Paintshop sub-precinct alone is not supported. If there is a desire to increase capacity across the RNE precinct, then all parts of the site that have yet to be developed should be included as part of the investigations that inform the project, to ensure an integrated and holistic site wide response

Options should include a full range of development scenarios, from minimal to 'extreme', to fully test a range of what may be achievable for this precinct.

¹ Note that Session 2 was the first of up to four SDRP session identified in the Study Requirements for the Redfern North Eveleigh precinct rezoning proposal.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



It is agreed that the currently approved 2008 Concept Design is both generic and inappropriate in its response to heritage. There is an opportunity for new urban models with greater emphasis on public domain and envelope flexibility to be tested.

2. Aboriginal cultural heritage

The absence of Aboriginal cultural heritage specialists on the project team at this stage of the project compromises the potential for real leadership in designing for Country. Redfern is of the highest significance for Aboriginal cultural heritage and the conventional 'archaeological' (stones and bones) approaches to understanding the significance of this Country are no longer appropriate.

Longstanding strategies of engaging the local Aboriginal community outside of the design process should shift to an inclusive approach from the outset, to ensure that design outcomes are underpinned and led by an understanding of Country. Opportunities for Aboriginal design professionals to be embedded in the project team, should be considered.

Also, as noted previously, the appointment of an Aboriginal cultural and living heritage specialist should be prioritised and their work, when it becomes available, should be one of the focuses of the next review session.

3. Public Domain

The GSC strategy to support Tech Central through critical connections between Redfern Station and the University of Sydney / RPA / Camperdown Tech Hub is very encouraging and underpins the significance of public domain in the RNE precinct. In light of this, appointing a Landscape Architect to the project should be a critical priority.

The public domain has not been properly resolved in the approved 2008 Concept Design, nor in the subsequent revisions, and these areas should be addressed in the current review. The major concerns relate to:

- The absence of destinational uses that would generate activation across the precinct.
- The significant level changes that create a barrier to adjacent streets and public spaces and isolate the precinct from its context (i.e. massive excavations into natural ground levels have created a 'hole', disconnected from streets and neighbouring sites).
- Carriageworks Way is not currently successful as the principal organising space for the precinct, as it does not make any significant connections at its end points or indeed anywhere along its length.

A 'multi-level' public domain strategy is recommended, supported by investigations into east-west connections to adjacent neighborhood networks and open spaces, such as the Wilson St corridor and Charles Kernan Reserve, to reduce the barrier impact of the level change and draw people more seamlessly into the precinct.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



Design Review Panel Report

DRP Meeting 1 Advice Letter

4. Built form and land uses

It is agreed that the built form and landuses in the approved 2008 Concept Design, and its subsequent revisions, are too generic and unsuited to the opportunities presented by the Tech Hub. The greatest concern was the lack of variety of built form and land uses that are unlikely to generate the activation required to bring this precinct to life. It is recommended that further opportunities for adaptable and reusable envelopes be explored for the next session.

5. European Heritage

It is noted that the 2008 Concept Design is not strongly informed or shaped by any understanding of existing railway heritage items and bears no relationship at all to any understanding of local Aboriginal cultural heritage.

As noted in the previous SDRP session, there are opportunities for a range of alternative uses to fit into the existing heritage buildings. However, further investigation should be undertaken into the potential of nearby sites in the Tech Hub that may be better suited to accommodate certain uses, and this could include investigations into other University of Sydney holdings nearby.

These issues, together with those raised at the previous session, are critical to the success of the precinct and should be addressed as a priority for future SDRP sessions.

If you have any queries, please contact myself or Darlene van der Breggen.

Yours sincerely



Olivia Hyde
Director of Design Excellence
Professor of Practice, University of Sydney Architecture
Chair, Redfern North Eveleigh SDRP Session 2

cc
NSW SDRP Panel members Penny Fuller, Jefa Greenaway, Peter Phillips,
Bill Tsakalos, Mark Tyrrell
GANSW Abbie Galvin, Gail Fletcher
DPIE David McNamara, Emma Hitchens, Joe Burraston
Patrice Rando
TfNSW Clare Sowden, Linden Quin, Nicola Weimann,
Elisabeth Peet
GSC Troy Daly, Belinda Thomas, Sarah Glennan
Apologies
Heritage NSW Sarah Jane Brazil, David Nix
City of Sydney Peter John Cantrill, Hannah Bolitho

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



Design Review Panel Report

DRP Meeting 2 Advice Letter

GOVERNMENT ARCHITECT NEW SOUTH WALES

07 June 2021
Clare Sowden
Executive Director,
Eastern Harbour City
Clare.Sowden2@transport.nsw.gov.au

**PROJECT: Redfern North Eveleigh Stage 3
Design Review Panel**

Dear Clare,

Following the most recent SDRP for this precinct on 27th May 2021, a summary of advice and recommendations is outlined below.

There appears to be much greater clarity around the overall objectives for the precinct. The appointment of a capable and experienced design team has enabled useful progress since the last review - and revealed the many design issues and challenges that are yet to be resolved.

Considerable work is still required to arrive at a clear and appropriate strategy for cultural heritage at the precinct – it is critical that this work be in place to inform decisions around public domain structure and built form.

Similarly, design strategies for the public domain lack the boldness and ambition needed to lead the precinct structure and to respond to the site's specific characteristics and challenges (topography etc.) as well its broader context of Tech Hub and transport networks.

The following recommendations should be noted, as well as those of the previous advice letter:

1. The indigenous perspective:

Found the development roadmap on indigenous perspectives. Redfern is a nationally recognised indigenous place, it is important for this project to move beyond representational landscape devices and focus on broader opportunities around:

- narratives - digging deep on 'truth telling', particularly where there may be tensions with the European heritage perspectives;
- spatial configurations, designed at the scale of the precinct plan, that support these narratives;
- economic and social enterprise that specifically benefits the indigenous community.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



2. Cultural heritage:

There is a risk that the remaining railway heritage structures and artefacts will be celebrated for their unique architectural attributes alone, and isolated from the original operational context.

- European heritage should be considered in the broader context of the original railway precinct - addressing the functional relationships of the precinct's remaining structures to one another, their immediate setting and extending to the other Eveleigh precincts.
- As noted previously, cultural narratives must also include the indigenous histories (both pre and post settlement). These will need to be explored at the precinct scale, as a minimum, to understand and authentically convey the realities of the precinct's past.

3. The Public Domain:

The material presented was at such a small scale that it was difficult to understand how and if cultural narratives had informed and shaped the options. For future presentations ensure that public domain options:

- are drawn and understood at a larger scale, in both plan and section, to allow proper comprehension of the character and scale of the spaces;
- incorporate existing and future public circulation routes within the remaining large footprint buildings i.e. a 'Nolli Map' of internal public circulation and public spaces that will complement and support the external public domain;
- are shown in relation to the southern sub-precincts (Carriageworks and Clothing Store);
- show how the overall quantum of open space in the approved Concept Plan has been adjusted to suit the expanded population. Streets should be excluded from the open space calculation.

It is disappointing that longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro do not appear to have informed the public domain strategy in any way thus far. It is understood that considerable work has been done on the feasibility and optimal location of future track crossings. It is essential that this be incorporated into future presentations and inform the design.

4. Built form – envelope options

The three envelope options presented have a very similar linear structure and generally very little is distinguishable between them.

- options should be refined to represent the more evocative sketches presented – including nonlinear configurations.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



Design Review Panel Report

DRP Meeting 2 Advice Letter

- as noted above, the public permeability of large footprint buildings should be factored into considerations around built form and public domain options
- the case studies presented are potentially useful, but more information is needed to show how these are relevant to the precinct. These precedents should all be presented at the same scale.

These issues, together with those raised at the previous session should be addressed as a priority for future SDRP sessions.

If you have any queries, please contact Olivia Hyde or Darlene van der Breggen.

Sincerely,



Olivia Hyde
 Director of Design Excellence
 Professor of Practice, University of Sydney Architecture
 Chair, Redfern North Eveleigh Stage 3 DRP

cc

NSW SDRP Panel members	Penny Fuller, Jefa Greenaway, Peter Phillips, Bill Tsakalos, Mark Tyrrell
GANSW	Abbie Galvin, Darlene van der Breggen, Melissa Riley
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TfNSW	Clare Sowden, Linden Quin, Nicola Weimann, Elisabeth Peet
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BatesSmart	Matt Davis
Cox Inall Ridgeway	Yatu Widders-Hunt

Government Architect
 New South Wales

4 Parramatta Square
 L17, 12 Darcy Street
 Parramatta NSW 2150

government.architect
 @planning.nsw.gov.au
 T +61(02)9860 1450

governmentarchitect.nsw.gov.au



Design Review Panel Report

DRP Meeting 3 Advice Letter

GOVERNMENT ARCHITECT NEW SOUTH WALES

26 July 2021
Clare Sowden
Project Director Redfern and North
Eveleigh
Infrastructure and Place
Transport for NSW
Clare.Sowden2@transport.nsw.gov.au

**PROJECT: Redfern North Eveleigh Stage 3
State Design Review Panel 3**

Dear Clare,

Thank you for bringing this project to the State Design Review Panel for review on 15th July 2021.

In the absence of a broader range of design scenarios (requested in previous SDRP sessions) this review is based on the TfNSW preferred Option C. It is noted that the TfNSW options evaluation has been undertaken in advance of input from heritage and Aboriginal Cultural Heritage consultants, and that Option C may not necessarily be the optimal design strategy for the precinct. Nevertheless, the following commentary and recommendations are offered as guidance and should not preclude ongoing investigations into alternative scenarios.

Since the previous review, the collaboration of the landscape and urban design teams has clearly advanced the thinking around the public domain programs and design strategies for these spaces. While this new collaboration is commended, it is critical that the recently appointed heritage and Aboriginal Cultural Heritage consultants be brought in to actively contribute to and influence the project before it proceeds further.

There is continued concern that the ambitious scale of development being considered will overwhelm any true understanding of Country or coherent appreciation of the former railway operations.

The following elements of the proposal are supported:

- Investigations into the public domain at a larger scale, particularly:
 - the diversity of open space typologies,
 - the reconfigured square focused around the Fan of Tracks,
 - the calibration of public domain level changes to link the track level back to street level,
 - Proposals to retain heritage structures as part of the public domain (roof trusses etc.)
 - Potential opening up through the introduction of a 'mid-level' datum
- Decision to restrict commercial parking within the precinct (though greater ambition in this regard is recommended)

Please note the following observations and recommendations:

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



The indigenous perspective:

The CIR strategy outlined in the previous review, does not appear to have influenced or shaped the current options. Pavement treatment and artworks alone will not capture the meaning that Redfern holds for the indigenous community, particularly once eclipsed by development of the scale that is contemplated.

The hydrological understanding of Country included in the landscape analysis is promising and more thinking is needed around how this might shape the overall development including strategies for sustainability.

The following are recommended:

1. Show how research into the natural context of this precinct, as a part of Country (similar to the hydrological work already undertaken), has shaped the proposal. This work should be undertaken collaboratively with the landscape team and the Aboriginal Cultural Heritage consultants.
2. Similarly, investigations into post settlement history should also be undertaken as a collaboration of the recently appointed heritage and Aboriginal Cultural Heritage consultants with the project design team.

European cultural heritage:

As previously noted, the existing structures and artefacts in the precinct present an opportunity to collectively tell a story around their former operation and significance to the history of the railways in NSW.

The public domain strategy to give more presence to the Fan of Tracks is encouraging but there remains concern with the extent of development over the remainder of the tracks. There is a strong risk that with the difficulty of building over the tracks and the impact of footings and services etc, only tiny fragments will remain (or none at all). Relevant precedents for developing over heritage track systems should be referenced as part of this design process.

The following are recommended:

3. Further investigations into understanding this precinct in terms of railway operation, as noted at item 2.
4. Research into relevant precedents for heritage track systems that have been successfully integrated into new development and public spaces.
5. Ground floor uses that will enable, to the maximum extent possible, interpretation of the complete Fan of Tracks array.

The Public Domain:

The success of the public domain is critical to the success of this precinct. The landscape architect has had a positive influence on the project – particularly the

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



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investigations into public space - drawn at a larger scale. The complexities of the site warrant further investigation at an even greater level of detail and a continuing 'public domain driven' approach.

Overall, the usual 'street and block' structure is unconvincing as a major stabilizing framework for the precinct. There is an opportunity to connect the site through landform rather than through a street structure. The drawings presented suggest that a series of plateau, rather than a street corridor, could more effectively connect this precinct into its context and better convey the original landform.

The fusion of many different landscape types is promising and, as noted above, potentially more successful than streets as the unifying element for this precinct – however considerable work is still required into connections with Wilson St to enable vehicle movements into and through the precinct.

The finer grain meandering in and out of building edges is supported but requires more consideration of the 'public-ness' of edges ie location of the glass line or 24/7 accessibility. These should be confirmed.

The park at the north eastern end of precinct is less convincing. The retention and consolidation of the green canopy is strongly supported, but once the required community and recreation uses are overlaid there will be little opportunity to achieve the soft and green space envisaged.

The decision to restrict commercial parking in the precinct is supported but will require further analysis into the impact of alternative transport modes on the public domain. Ride sharing, for example, will place greater demand on street connections into the precinct and access to destinations. Further reductions to parking to include reduced residential parking are recommended given the high level of public transport service in this location.

The following are recommended:

6. As noted at item 1, further analysis into the natural context of this precinct and how this might inform resolution of levels as well as sustainability strategies for the precinct.
7. Further investigations into proposed open spaces undertaken at a larger scale and in cross section, to better understand how the existing levels could be integrated with development and how the spaces might work at Fan of Tracks level.
8. Show how shared vehicle / pedestrian use can be accommodated in the proposed open space network, particularly connections to Wilson St.
9. Review the layout of the new park to show how required community and recreation uses will influence the character of the space.
10. Review parking numbers with a view to further reducing, including for residential uses.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



Land uses

The rationale for the location of some land uses is unclear. For example, residential uses adjacent to the rail corridor would be unsuitable from a noise management perspective. Similarly, the large footprint commercial building on Wilson St is unsuited to the finer grain residential character of the street.

The lack of certainty around the configuration and type of 'Tech Hub' activity is forcing a high degree of flexibility in the distribution of uses across the precinct. Until there is greater certainty around market demand and uptake, there is a risk that the subtleties of the public domain strategy may be unachievable, particularly at the critical interfaces with development lots.

Greater clarity around the overall quantum of additional GFA and distribution of different land uses across the entire precinct, compared with the approved Concept Plan, would be of benefit to better understand the proposed plan.

The following are recommended:

11. A greater proportion of residential uses concentrated along the Wilson St edge of the precinct.
12. A range of residential uses including social and affordable housing.
13. Provide a comparative summary of the overall quantum of proposed GFA, including distribution of different land uses across the entire precinct, against the approved Concept Plan.

Built form – envelope options

There is a risk that the scale of proposed development parcels will generate large and impermeable development footprints that dominate the public domain interface, with little opportunity to integrate with subtle level changes across the public domain, less control over finished levels, fewer active frontages etc.

These also risk generating long and featureless podium frontages, lacking in the rhythms and textures that animate the Carriageworks and Paintshop elevations, and forming a barrier that isolates the precinct, both physically and visually, from the broader context.

Preliminary studies that were presented, showing opportunities for alternative development volumes and greater permeability of development lots, are promising and should be developed further.

The following are recommended:

14. Lower scale, finer grain development at the Wilson St frontages transitioning to the larger floor plate development within the precinct.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



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15. Review the visual impact of proposed development parcels from the railway corridor and identify opportunities for glimpses into the precinct from the south.
16. Further investigation into alternative development envelopes and greater permeability to the development lots, as noted above.
17. A public domain strategy as framework for the proposed redevelopment, should be prioritised and incorporated as foundational documentation for future EOI and tender processes.

There are several outstanding items requested in previous advice letters which should still be addressed. These include:

18. Longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro should be shown in future presentations and inform the public domain design.
19. The southern sub-precincts (Carriageworks and Clothing Store) should be factored into the overall precinct proposal. As a minimum, the proposed public domain and development options should always be shown in relation to the Carriageworks and Clothing Store sub-precincts.

These issues should be addressed as a priority for the next SDRP session. If you have any queries, please contact Olivia Hyde or Darlene van der Breggen.

Sincerely,



Olivia Hyde
 Director of Design Excellence
 Professor of Practice, University of Sydney Architecture
 Chair, Redfern North Eveleigh Stage 3 DRP

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Government Architect
 New South Wales

4 Parramatta Square
 L17, 12 Darcy Street
 Parramatta NSW 2150

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 @planning.nsw.gov.au
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Government Architect
 New South Wales

4 Parramatta Square
 L17, 12 Darcy Street
 Parramatta NSW 2150

government.architect
 @planning.nsw.gov.au
 T +61(02)9860 1450

governmentarchitect.nsw.gov.au



Design Review Panel Report

DRP Meeting 4 Advice Letter

GOVERNMENT ARCHITECT NEW SOUTH WALES

20 September 2021
Clare Sowden
Project Director Redfern and
North Eveleigh
Infrastructure and Place
Transport for NSW
Clare.Sowden2@transport.nsw.gov.au

**PROJECT: Redfern North Eveleigh Stage 3
State Design Review Panel 4**

Dear Clare,

Thank you for the opportunity to review the above project at the State Design Review Panel session on 9th September 2021. Whilst some aspects of the proposal are supported (refer below), there continues to be a lack of adequate progress in several critical areas. These include:

- The lack of consideration or testing of genuine design and planning alternatives that would allow for comparative analysis and support for the current strategy as the optimal solution for this precinct, or a demonstration of what an appropriate balance is for this precinct.
- How proposed development has been coordinated with the Carriageworks and Clothing Store sub-precincts.
- Resolution and reconciliation of the built form and public domain to the many challenges around topography and the unique railway heritage legacy.

The following elements of the proposal are supported:

- The work being developed by Balarinji – design principles as well as constructive strategies for interpreting the principles in the contemporary development environment.
- Reinstating Shepherd Street as an entry at the precinct mid-point.
- Proposals to retain heritage structures (roof trusses etc.) as part of the public domain.
- Proposed new development over the Paintshop shed has potential as a strong and expressive addition to the structure.

The following commentary provides advice and recommendations for the project:

Public Domain

There are currently too many competing uses in the proposed open spaces.

The overall quantity of useable public open space in the precinct is considered low. The proposed increases to residential and commercial uses should result in a corresponding increase in usable open space.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



A significant proportion of proposed green cover and tree canopy is in the private domain - elevated gardens on podiums etc. As well as being inaccessible to many users, this presents challenges for adequate soil depth to support tree canopy.

While it is acknowledged that highly extensive tree cover may not be suitable for the industrial character of the precinct, it is important to balance retaining aspects of the current character with City of Sydney Council (CoS) tree and public open space targets.

The street structure follows a conventional arrangement that fragments the public domain, leaving remnant open spaces. In many cases these spaces require ramping which further compromises usability.

It is also noted that while TfNSW are not able to commit to delivering the over rail crossing at this time, provisions must be made at this stage to ensure optimal visibility and connectivity can be achieved in the future.

The following is recommended:

1. Revisit the street structure to support greater consolidation of useable public open space (unencumbered by ramps, shared vehicle uses, etc)
2. Further investigate other open space typologies that could better accommodate required activities. Collaborate with the CoS Council.
3. Carefully map and consider solar impacts.
4. Consider options for adjusting new development footprints to expand open space.
5. Revisit tree canopy targets to increase both overall provision and the proportion in the public realm.

Land uses

Very little information has been provided as to the nature of proposed Tech Hub uses and whether the proposed envelopes will be appropriate or able to be adapted to accommodate these likely uses.

While residential uses would benefit the precinct, as noted in previous reviews, the railway frontage is unsuitable for this use.

There is little information on provisions for affordable housing in the precinct.

So far there has been no consideration of opportunities for the Aboriginal community to engage with the precinct either in relation to stewardship and management or opportunities for living and working in the precinct.

The following is recommended:

6. Provide further detail on Tech Hub uses and relationship to proposed envelopes.
7. Provide for greater residential diversity in the precinct.
8. The Wilson St frontage is best suited to residential uses in this precinct. Develop options to explore and demonstrate the opportunities and impacts of this approach.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



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Built Form

Proposed scale and distribution of development remains unacceptable in its impact on the public domain and has yet to respond adequately to the challenge and opportunities of railway heritage legibility and Aboriginal Cultural Heritage narratives.

It is unclear whether the images shown in the presentation depict development envelopes or indicative built form. The proposed 78% ratio of GFA to envelope provides very little scope for greater articulation within proposed envelopes. The extent to which these are applied across the precinct also requires clarification.

The following is recommended:

9. Consider options for more varied built form approaches that reduce development footprint
10. Investigate options for the south western sub-precincts (Clothing Store and Carriageworks) to accommodate some of the required additional GFA.
11. Clarify requirements around envelopes and heights and the relationship of envelope to actual built form. These should be clearly codified as parameters for future design teams.
12. Consider solar impacts in future presentations.

Railway heritage

The Heritage Framework was incomplete at the time of review and does not appear to have informed or shaped the current proposal. The Heritage Framework is a critical factor in ensuring that any opportunities for understanding and interpretation of former railway operations are not weakened by the scale and proximity of proposed development.

As noted previously, proposed new development over the Paintshop shed has potential as a strong and expressive addition to the structure, subject to ensuring minimal impact on the existing structure and clear separation above the existing roof structure.

The remnant Fan of Tracks has significant interpretive potential for this part of the precinct, in terms of railway operation and how its geometries also trace the daily journey to work from the station platforms to the workshops. Previous presentations indicated that a greater degree of retention was possible, and this is still supported.

The following is recommended:

13. Reduce floor space and explore smaller footprints to give greater curtilage to remaining structures and artefacts.
14. In relation to the above, height increase could be considered, provided that this leads to demonstrable improvements and increased opening up of ground space.
15. The Fan of Tracks be retained and expressed to a far greater degree – with further investigations into their preservation and possible representation through proposed development envelopes

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



16. Provide clear envelope parameters for the proposed roof top addition to the Paintshop building, including restrictions on extent and impacts of supporting structure.
17. Prioritise completion of the Heritage Framework well in advance of finalising development envelopes and density.
18. Balarinji, Curio and Artefact should continue to work together on these issues.

Aboriginal Cultural heritage

Strategies for interpreting the principles outlined by Balarinji, are constructive. Nevertheless, this advice has come at a late stage of the project and a broader approach, which also considers opportunities around building community identity, agency and engagement, is required as a priority. Issues of housing tenure and Cultural and social license should also be considered.

The following is recommended:

19. Explore how the work being developed by Balarinji can inform the DNA of design thinking and ensure that this is incorporated into Design Guidelines.
20. Provide for housing and other uses that support Aboriginal community identity, agency and Cultural and social license.

Sustainability

Principles for regenerating Country and meeting challenges around biodiversity are a strong foundation for the sustainability of the precinct. There is an opportunity for the precinct to be an exemplar for these challenges.

Concerns remain in regard to parking numbers, which appear extremely high for this location, noting that current numbers are unchanged from the approved Concept Plan whilst public and active transport links have improved greatly during this period.

The following is recommended:

21. Include Principles for regenerating Country as a starting point for the Sustainability strategy.
22. Review overall parking provisions with a view to significant reductions in parking.

Several outstanding items requested in previous advice letters should be addressed as a priority. These include:

- a) Research into relevant precedents for heritage track systems that have been successfully integrated into new development and public spaces.
- b) Ground floor uses that will enable, to the maximum extent possible, interpretation of the complete Fan of Tracks array.
- c) Further investigation into alternative development envelopes and greater permeability to the development lots, as noted above.
- d) Longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro should be shown in future presentations and inform the public domain design.

Government Architect
New South Wales

4 Parramatta Square
L17, 12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



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- e) The southern sub-precincts (Carriageworks and Clothing Store) should be factored into the overall precinct proposal. As a minimum, the proposed public domain and development options should always be shown in relation to the Carriageworks and Clothing Store sub-precincts.

It is recommended that the project return to the SDRP. If you have any queries, please contact Olivia Hyde or Darlene van der Breggen.

Sincerely,



Olivia Hyde
 Director of Design Excellence
 Professor of Practice, University of Sydney Architecture
 Chair, Redfern North Eveleigh Stage 3 DRP

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Heritage Office	Sarah Jane Brazil, David Nix
BatesSmart	Matt Davis
Turf Design Studio	Mike Horne, Simeon King, Clare O'Brien
Balarinji	Matilda Brown, Rachael Barrowman, Rachel Taylor
Curio	Natalie Vinton

Government Architect
 New South Wales

4 Parramatta Square
 L17, 12 Darcy Street
 Parramatta NSW 2150

government.architect
 @planning.nsw.gov.au
 T +61(02)9860 1450

governmentarchitect.nsw.gov.au



BATESSMART™

Melbourne

1 Nicholson Street
Melbourne
Victoria 3000
Australia

T +61 3 8664 6200
F +61 3 8664 6300

batesmart.com

Sydney

43 Brisbane Street
Surry Hills
New South Wales 2010
Australia

T +61 2 8354 5100
F +61 2 8354 5199

ABN 68 094 740 986