



Redfern-Waterloo Built Environment Plan (Stage One) August 2006



4.4 NORTH EVELEIGH HEIGHT & FLOOR SPACE RATIO



NOT TO SCALE



- HERITAGE ITEMS:**
- Chief Mechanical Engineers Office Building
 - Carriage Workshops • Blacksmiths' Shop
 - Paint Shop • Scientific Services Building No. 1
 - Telecommunications Equipment Centre

NOTE: Any additional height indicated on a heritage item (refer to Items of Heritage & Buildings of Historical Interest diagram) is subject to a detailed heritage study.

PUBLIC OPEN SPACE:
Refer to Indicative Location of Publicly Accessible Open Space diagram.

MAXIMUM FLOOR SPACE RATIO

	Max. Residential FSR	Max. FSR*
Western Section	2:1	2:1
Central Section	0.5:1	1:1
Eastern Section	1:1	2:1

*Note: The Residential FSR component should not exceed FSR indicated in 'Maximum Residential FSR'.

REDFERN STATION UPGRADE & CONCOURSE CURRENTLY BEING INVESTIGATED	EXISTING BUILDING HEIGHT TO REMAIN	4 STOREY HEIGHT MAX.	5 STOREY HEIGHT MAX.	10 STOREY HEIGHT MAX.	16 STOREY HEIGHT MAX.	RAILWAY USE
POTENTIAL PEDESTRIAN & CYCLE BRIDGE	PROPOSED SET BACK/ BUFFER TO EXISTING RESIDENTIAL	VIEW CORRIDORS	VIEW CORRIDORS	ACCESS FOR RAILWAY MAINTENANCE	VEHICLE, PEDESTRIAN & CYCLE ROUTE	SITE ENTRY

4.10 REDFERN RAILWAY STATION, GIBBONS & REGENTS ST'S HEIGHT & FLOOR SPACE RATIO

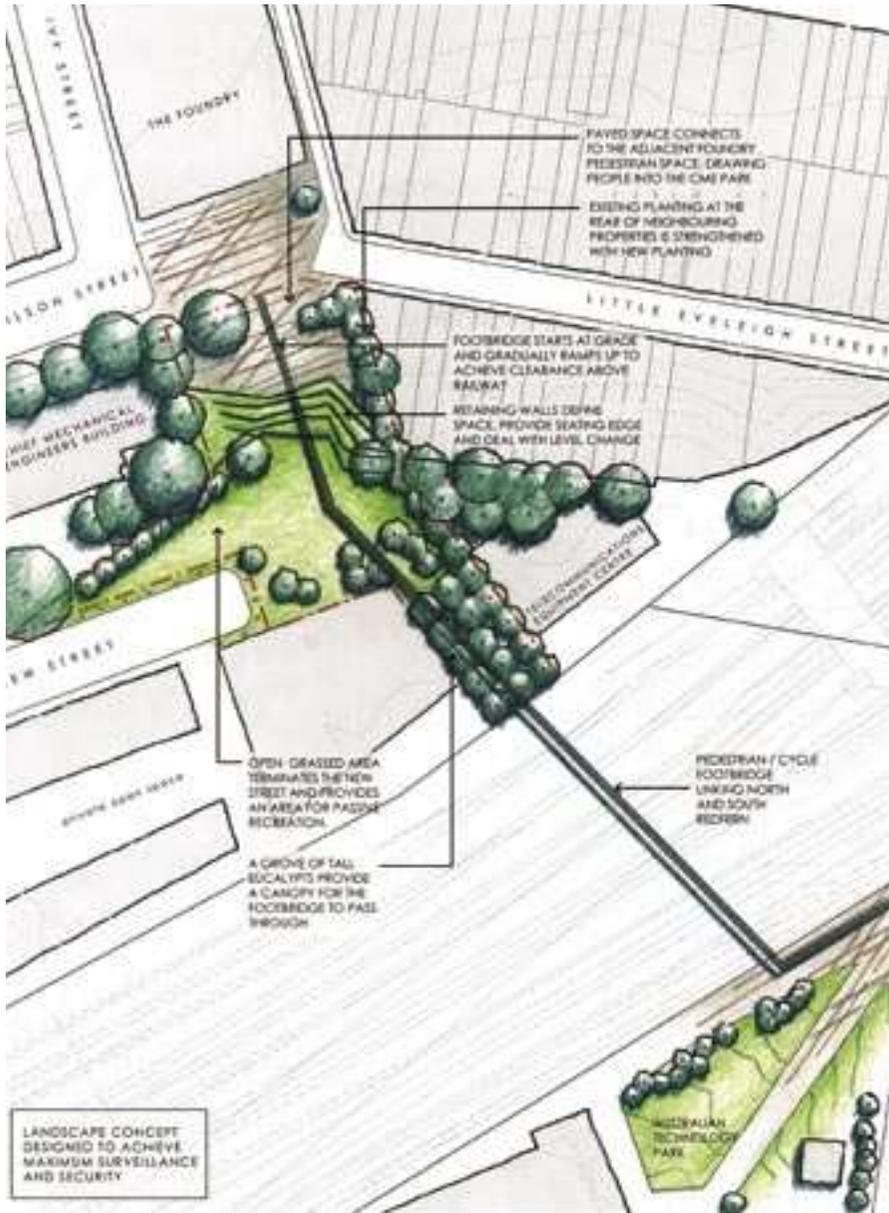
NOT TO SCALE



REDFERN STATION UPGRADE & CONCOURSE CURRENTLY BEING INVESTIGATED

- CIVIC SPACE
- 2 STOREY HEIGHT MAX.
- 3 STOREY HEIGHT MAX.
- 5 STOREY HEIGHT MAX.
- 14 STOREY HEIGHT MAX.
- 18 STOREY HEIGHT MAX.
- PUBLIC OPEN SPACE
- POTENTIAL PEDESTRIAN & CYCLE BRIDGE
- VIEW CORRIDORS
- PUBLIC OPEN SPACE:**
Refer to Indicative Location of Publicly Accessible Open Space diagram.
- HERITAGE ITEM:**
• Redfern Station Booking Office

MAXIMUM FLOOR SPACE RATIO
7:1



Example of possible landscape treatment for Little Eveleigh Park at North Eveleigh and pedestrian and cycle connection between north and south Redfern. This could be achieved by the installation of a bridge or an access through Redfern Railway Station.



Example of Little Eveleigh Park (North Eveleigh) landscape treatment - Planting



Example of Little Eveleigh Park (North Eveleigh) landscape treatment - Retaining walls

3. Strategies for Revitalising Redfern-Waterloo



Example of possible landscape treatment of the Civic Space, Gibbons Street and 'Marian Street' Park and connectivity of these public open spaces.



Example of 'Marian Street' Park landscape treatment - Benches



Example of 'Marian Street' Park landscape treatment - Wall feature

An architectural sketch of a city street scene. The street is wide and paved, with a blue-tinted area on the left side. On the right, there are several multi-story buildings with arched windows and doorways. People are walking along the sidewalks. The sky is bright with some birds flying. The overall style is a loose, artistic sketch with some color washes.

North Eveleigh Concept Plan

North Eveleigh Concept Plan

Prepared for Redfern - Waterloo Authority

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4.3.9 Vehicular Circulation on Site

The site is divided into two parts by the existing Carriage Workshop and the pedestrian zone located between the Carriage Workshop and the Blacksmiths' Shop. However, having two accesses will afford good utilisation of the internal road network. Road widths are generally 7m, with an 11m wide road running parallel with Wilson Street. Dedicated semi-trailer routes have been identified to provide access to the Carriage Workshop site from the eastern site entrance. This includes a dedicated one-way 3m wide roadway to the rear of the site to allow trucks deliver to the CarriageWorks and exit in a forward direction. A second route from the Shepherd Street access to the Paint Shop has been developed to link to the loading dock and turning area for deliveries to the retail development.

Traverser 2, located at the western end of the Carriage Workshop, will be used for car parking and access to the CarriageWorks development and for heavy vehicles exiting the site via the southern boundary access. Traverser 2 will be retained in its current form, with minor works to ensure appropriate grades at its northern and southern ends where it meets new roads.

4.3.10 Landscape and Pedestrian Access

The major landscape and pedestrian access principles are detailed below and demonstrated in Figure 13:

- Create approximately 20% of the site (23,125m²) as publicly accessible open space, some of which is proposed to be dedicated to the City of Sydney Council. In addition, the site will provide approximately 5,210m² of private open space for its residents.
- Reflect heritage forms and values by interpreting existing historical remnants in the public domain. For instance, the rail tracks are fundamental to the cultural history and heritage of the site. The Concept Plan reinforces site memory through maintaining the existing rail tracks and emphasising them through a different paving material in a manner that represents their intrinsic qualities and their past context.
- Provide a safe, legible and accessible public domain, encouraging safe pedestrian and bicycle movements through the site. The Concept Plan provides a legible series of open spaces, a main access street, with pedestrian squares, courts, corridors & pocket parks
- Design of the open spaces will create a safe environment based on CPTED principles e.g. clear lines of site, maximised passive surveillance and effective night lighting.
- Integrate with environmental solutions and provide water sensitive urban design.
- Create major pedestrian streets on east-west and north-south axis' that link the community based and open spaces to the residential and commercial zones distributed across the site.
- Facilitate the provision of a pedestrian bridge crossing over the railway line that links the site with Redfern Railway Station (Subject to a separate application).
- Establish suitably proportioned new open spaces which are integrated with new development and provide a high level of amenity.

The Landscape Strategy Report is provided at **Appendix C**.



Figure 13 – Landscape Masterplan



1. Community Centre
2. Turning Circle within Plaza delineated by bollards
3. Paved plaza
4. Terraced entry with steps, terrace, seating and blade walls in lawn
5. Raised planters with existing trees
6. Pedestrian link
7. Pedestrian ramp
8. Stairs down into plaza
9. Shared zone
10. Community Centre forecourt
11. Pedestrian Bridge To Redfern Station (by separate application)
12. Community Centre Car parking
13. Emergency/ waste vehicle turnaround
14. Park
15. Bioretention areas

Eastern Plaza

The Eastern plaza is the main public area of the development, and is surrounded by heritage and new high-rise landmark buildings. The plaza provides stair and accessible ramp access to a pedestrian bridge linking to Redfern Station and surrounding areas. It will function as an entry plaza shared by vehicles and pedestrians.



PRECEDENTS

Key Components:

- Bollards and trees to contain vehicles within this zone.
- Green terraces with steps provide strong visual entrance and places to sit and lounge.
- Series 1 in 14 ramps on north-east corner that connects Wilson St and the Redfern Station pedestrian bridge.
- Banding in contrasting concrete that distinguish the plaza as a special area.
- Seating and gathering areas for commercial employees.
- Areas for small events for the local area.
- Planting to ameliorate adverse wind conditions.

Eveleigh Heritage Walk: Project application

The RWA has prepared an Environmental Assessment for the construction of the Eveleigh Heritage Walk, a pedestrian and cycle bridge traversing the railway corridor, near Redfern Railway Station, connecting the Australian Technology Park and North Eveleigh and suburbs beyond.



An artist's impression of the new Eveleigh Heritage Walk, a pedestrian and cycle bridge which will connect the Australian Technology Park and North Eveleigh.

Figure 2.1 Site Location and Proposed EHW Envelope

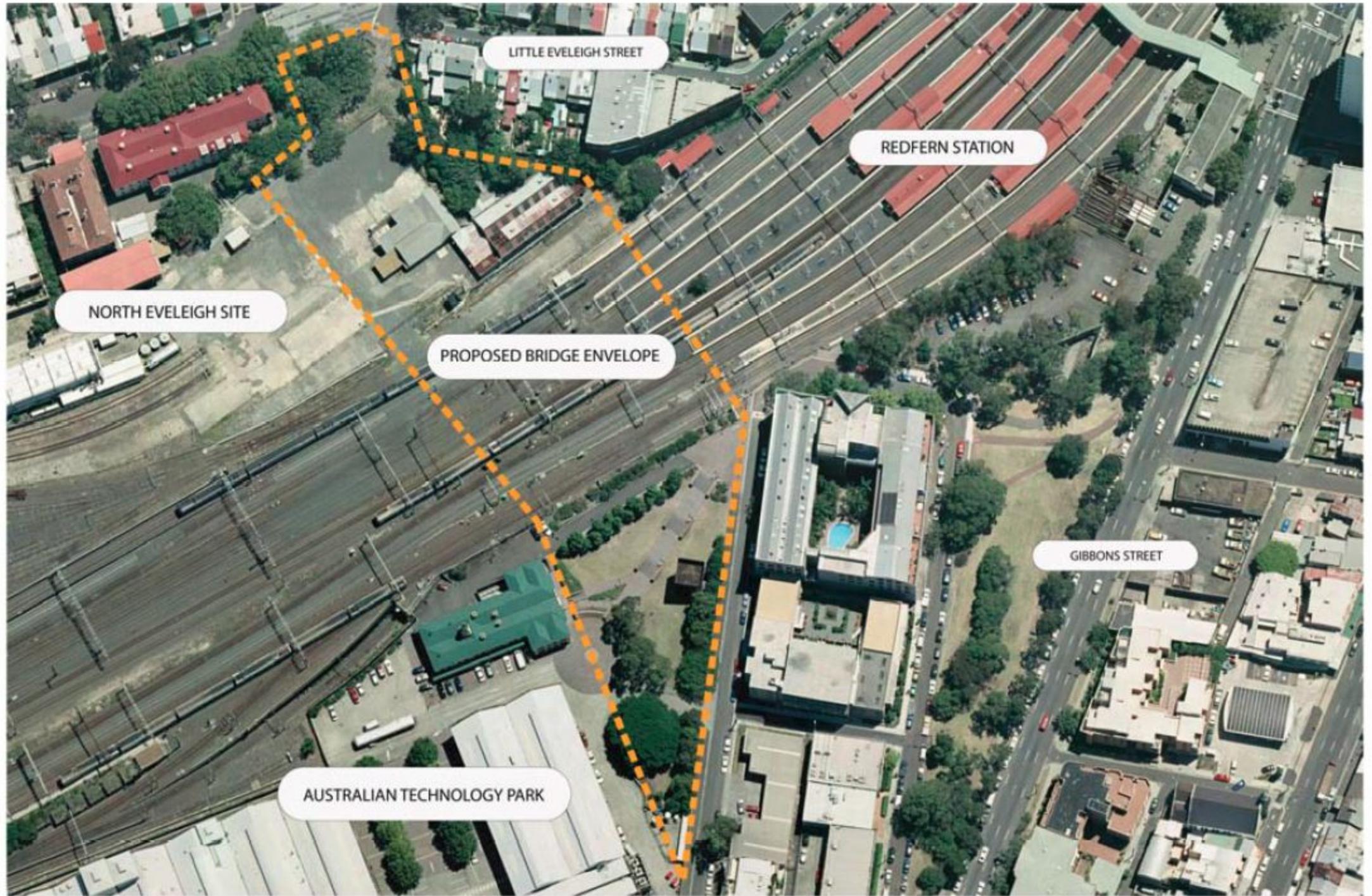


Figure 3.1 Plan view of proposed EHW



Figure 3.2 Architectural detail of the main span

