



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





Artist's impression of the proposed television and media centre (43,500 sqm) at ATP to include the Seven Network and Pacific Magazines. Architect and image by PTW.

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Redfern-Waterloo: On the road to renewal

The New South Wales Government established the Redfern-Waterloo Authority (RWA) on 17 January 2005, with the support of the major political parties. In doing so, the Government demonstrated an enhanced commitment to tackling the myriad of issues that are necessary to drive a successful program of urban renewal.

The Built Environment Plan, which is primarily designed to stimulate economic and social progress, has been finalised in August 2006 following an extensive period of community consultation. The Plan has been developed in the context of some significant advances having been made over the past one and half years, with the RWA's urban renewal program now well underway.

Since the RWA's commencement, the Government has directly facilitated the investment of nearly \$300 million towards infrastructure development in Redfern-Waterloo. Of this amount, more than \$76 million has been directly committed by the RWA itself. Some of the major infrastructure investment already committed includes:

- \$120 million to be invested by Sydney Broadcast Property in constructing a new 43,500 square metre state-of-the-art media centre at the Australian Technology Park (ATP) – in a deal negotiated by the RWA which will create 2000 permanent jobs.
- \$47.5 million being invested by the RWA in a new building currently under construction at the ATP to house National ICT Australia and the Defence, Science and Technology Organisation, with 600 permanent jobs being created.
- \$40 million being invested by Arts NSW to construct a new Contemporary Performing Arts Centre through adaptive reuse of heritage buildings at North Eveleigh – in conjunction with the RWA and RailCorp.
- \$35 million being invested by the Indigenous Land Corporation (ILC) in purchasing and transforming the former Redfern Public School into a new National Indigenous Development Centre – in a deal brokered by the RWA with the ILC and the NSW Department of Education and Training.

- \$16 million to be invested by RWA towards the provision of affordable housing for Aboriginal residents of Redfern-Waterloo.
- \$10 million to be invested by NSW Health in transforming the former Local Redfern Court House and Police Station into a major new community health facility – in an arrangement facilitated and supported by the RWA.
- \$6 million to be invested by the RWA and its subsidiary company ATP in constructing a new pedestrian and cycle link between North Eveleigh and the ATP.
- \$6 million being invested by RWA and ATP in new roads and infrastructure to facilitate the ATP's future development.
- \$4.2 million invested by NSW Police in 2005 in establishing the new Redfern Police Station in the towers on Lawson Square, opposite Redfern Railway Station.
- \$0.75 million being invested by the RWA in developing a new education and training centre at North Eveleigh, which includes the Yaama Dhinawan Indigenous cuisine training enterprise.
- \$0.3 million to be invested by RWA to refurbish the former Murawina building in Eveleigh Street to support Indigenous enterprises and organisations. The RWA has established a partnership with GROW to undertake this refurbishment.
- \$0.25 million being invested by the RWA and RailCorp in a concept design study for the redevelopment of Redfern Railway Station.

The list does not include some significant private sector investment which is occurring in Redfern-Waterloo as a result of the enhanced commercial environment generated by the Government's urban renewal initiatives and the release of the RWA's draft Built Environment Plan in February this year; nor does it include the \$52 million committed by the City of Sydney for infrastructure upgrades following the establishment of the RWA.

Redfern-Waterloo is on the road to social and economic revitalisation and the Built Environment Plan is a key driver in this most important process.

It is imperative that the local community is a major beneficiary of the urban renewal program and all of the RWA's planning is being directed to this end. This is particularly the case with the more disadvantaged sections of the community, where unemployment and welfare dependency are major factors. As the *Employment and Enterprise Plan* states:

"The RWA's employment and enterprise development strategy aims to directly challenge the area's social and economic disadvantage by fostering jobs, educational and life opportunities and a higher standard of living. Wealth creation is seen as an antidote to welfare dependency."

The *Redfern-Waterloo Plan* is being implemented in 2006 as part of the Government's ten year strategy. The Plan is being developed in stages as it is intended to be a living document, which builds upon its earlier priorities and strategies, with community input as an ongoing feature. The Built Environment Plan component of the overall *Redfern-Waterloo Plan* represents part of Stage One of this process.

Redfern-Waterloo is a unique inner city area sited at the southern gateway of the Sydney Central Business District (CBD) with significant potential for revitalisation. Its physical attributes include its accessibility and infrastructure; proximity to educational and health facilities; central location within the Sydney CBD to Airport corridor; and the availability of under-utilised government land.

The revitalisation of the area through job growth is not inconsistent with the objectives of the NSW Government's Metropolitan Strategy for Sydney because the Strategy does not identify Redfern as a population centre. The Strategy does however advocate the concentration of jobs and activity, as well as the provision of sufficiently zoned land for businesses in centres such as Redfern which are within the Sydney CBD to Airport corridor and in locations with high quality transport. This is reflected in the Built Environment Plan.

The area is characterised by cultural and ethnic diversity. As the traditional home of the Gadigal Clan of the Eora nation, Redfern is a centre of major significance to the Aboriginal community with a strong association to the area.

Despite some gentrification over the past decade, Redfern-Waterloo is less socio-economically diverse than the rest of Sydney and is characterised by a disproportionately high level of unemployment, public housing and social welfare dependency. Job growth and investment in the area offers opportunities to redress imbalances evidenced by the local community.

This Built Environment Plan (Stage One) proposes a strategic planning framework to facilitate revitalisation of the Redfern-Waterloo area and guide future development on strategic sites by setting the parameters for future development. It is intended to provide a holistic response to redevelopment opportunities, deliver sustainable outcomes and support a State Environmental Planning Policy that will provide a consolidated and consistent planning approach to the area which meets the objectives of the *Redfern-Waterloo Authority Act*.

The underlying concept for the Plan revolves around the creation of a town centre with an economic and civic heart focused around Redfern Railway Station and which is connected through pedestrian linkages to residential and business hubs at the Australian Technology Park, North Eveleigh, and Redfern and Regent Streets.

Fundamentally the Plan is aimed at ensuring that benefits gained from redevelopment and economic prosperity are shared by the whole community, especially local residents and businesses, by facilitating:

- the provision of around 18,000 jobs
- the construction of around 2,000 new dwellings that will provide greater housing choice, demographic and socio-economic mix and is supported by an affordable housing program
- an upgraded Redfern Railway Station, civic square and public domain improvements promoting better amenity, safety and surveillance
- the establishment of cultural and community facilities
- improved opportunities for the establishment of Aboriginal enterprises and cultural facilities
- high quality urban design and architecture.

1. Introduction

1.1 The Redfern-Waterloo Plan

The Redfern-Waterloo Authority's (RWA) operational area includes the suburbs of Darlington, Redfern, Waterloo and Eveleigh (*Diagram 1.1 RWA's Operational Area and RWA's Strategic Sites*). Under the *Redfern-Waterloo Act 2004*, the Minister for Redfern-Waterloo is required to prepare a *Redfern-Waterloo Plan* to provide an overall framework for the revitalisation of the operational area through urban renewal, job creation, improvements to the physical environment and improvements to the provision of human services.

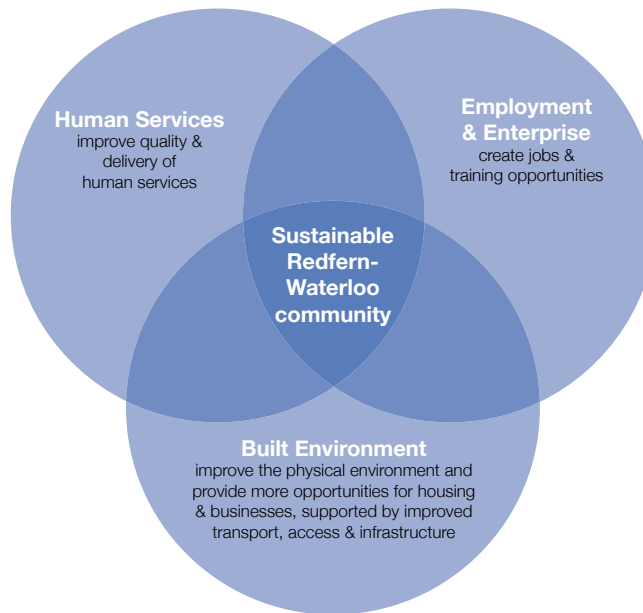
The *Redfern-Waterloo Plan* is an evolving document that will be updated over time and in stages. The *Redfern-Waterloo Plan* will comprise three major components - the Built Environment Plan, *Human Services Plan* and *Employment and Enterprise Plan*.

This Built Environment Plan (Stage One) relates to the planning and design of RWA's strategic sites in Redfern-Waterloo (*Diagram 1.1 RWA's Operational Area and RWA's Strategic Sites*).

Under the *Redfern-Waterloo Authority Act*, the Minister for Planning may prepare an environmental planning instrument to give effect to the planning aspects contained within the Redfern-Waterloo Plan. Over the next decade it is likely that the Built Environment Plan will be extended to incorporate other sites in the RWA's operational area.

The *Human Services Plan* establishes a framework for improving access to health, education, employment and other essential services in Redfern-Waterloo. It identifies actions to improve the delivery of services to ensure positive results for individuals and the community as a whole.

The *Employment and Enterprise Plan* aims to address the area's social and economic disadvantage by fostering jobs, business and educational/training opportunities. Strategies have been developed to support the development of employment and enterprise opportunities for local residents, as well as the broader Sydney metropolitan community.



1.2 Purpose of the Built Environment Plan (Stage One)

This Built Environment Plan (Stage One) (referred to as the Plan) has been prepared to provide a planning framework for the redevelopment of the RWA's strategic sites.

The Plan has considered comments and ideas provided by residents, land owners, business operators, peak organisations and government agencies during the two month exhibition period of the draft Plan in early 2006.

The *State Environmental Planning Policy (Major Projects) 2005* (as amended) provides the statutory basis to guide future development on the RWA's strategic sites

The Plan has been prepared taking into consideration the area's regional, metropolitan and local context and issues.

It also draws on earlier work and community consultation undertaken by the former Redfern-Waterloo Partnership Project and the former Department of Infrastructure, Planning and Natural Resources, as part of the *Redfern, Eveleigh, Darlington and Waterloo (RED) Strategy* in 2003.

The land use and design strategies in the Plan have been developed through an urban design analysis of the existing context and site specific conditions of each strategic site. This process has generated potential development yields, and indicative employment and residential projections.

1.3 Area Covered by the Plan

The Plan applies to the eight RWA's strategic sites within the RWA's operational area as shown in *Diagram 1.1*. The RWA's strategic sites are identified in the *State Environmental Planning Policy (Major Projects) 2005*. They are mostly State Government owned and are strategically located near Redfern Railway Station and the Redfern Town Centre. They have a total area of around 35 hectares.

The eight RWA's strategic sites covered in this Plan are:

- Australian Technology Park (ATP)
- North Eveleigh
- South Eveleigh
- Eveleigh Street
- Redfern Railway Station, Gibbons and Regent Streets
- Former Rachel Forster Hospital
- Former Local Court House and Redfern Police Station
- Former Redfern Public School.

1. Introduction

1.4 Implementation of the Plan

The intent and direction of this Plan is reflected in the *State Environmental Planning Policy (Major Projects) 2005 (SEPP (Major Projects))*. The SEPP replaces existing statutory plans and policies that currently apply to the RWA's strategic sites.

A Development Control Plan (DCP) for the RWA's strategic sites will be prepared to complement the SEPP and provide more detailed site specific guidelines for future development. The DCP will include general planning guidelines and controls that will apply to all sites. Site specific requirements will be prepared where necessary as parts of a DCP or Concept Plan.

Under the *Environmental Planning and Assessment Act* the Minister for Planning is the consent authority for the carrying out of development on RWA's strategic sites. A proposal for the carrying out of development will be assessed under Part 3A of the *Environmental Planning and Assessment Act* if it has a capital investment value of more than \$5 million. A proposal for development under \$5 million may be assessed under Part 4 of the Act. The Minister for Planning has the discretion to decide whether a development should be determined under Part 4.

The Minister may require a Concept Plan to be prepared for a development site in accordance with Part 3A of the *Environmental Planning and Assessment Act*.

1.5 Community Consultation

The draft Plan and amendment to *SEPP (Major Projects)* were publicly exhibited for two months between February and April 2006. During this period the RWA undertook extensive community consultation including: the distribution of 15,000 newsletters and around 2,000 copies of the draft Plan; briefings to key stakeholders; presentations; a public meeting; feedback and information sessions over a three week period; focus group sessions; and replying to individual enquiries.

The consultation process raised many issues, which were considered and assisted in finalising this Plan.

1.6 Structure of the Plan

The Plan is divided into the following sections.

Section 2 The Redfern-Waterloo Area

This section provides a snapshot of the social, economic and environmental characteristics of the Redfern-Waterloo area and issues facing the area now and in coming years.

Section 3 Strategies for Revitalising Redfern-Waterloo

This section outlines the key strategies needed to achieve the vision for Redfern-Waterloo including land use, urban design, open space and public domain, infrastructure, heritage, transport and ecologically sustainable development.

Section 4 Land Use and Design Concepts for RWA's Strategic Sites

This section details the proposed land uses and design concepts for each of the RWA's strategic sites.

Section 5 Future Key Tasks

This section summarises the key tasks to be undertaken to progress the planning for the RWA's strategic sites.

Section 6 Proposed Stage Two of Built Environment Plan

The section gives an outline of the major issues currently anticipated to form the basis of the future Stage Two of the Built Environment Plan.



1.

Aerial view of Redfern, Darlington and Eveleigh with Sydney CBD (and inclusion of future development at the ATP).
Image by PTW.



Redfern

Redfern Railway Station



2. The Redfern- Waterloo Area

2. The Redfern-Waterloo Area

This section provides an overview of the social, economic and environmental context, and characteristics of the Redfern-Waterloo area. It recognises the area's assets, highlights issues to be addressed and the need for revitalisation. The opportunities identified in this section are summarised below and are addressed in the strategies outlined in Section 3.

Opportunities

- Ensure the redevelopment and revitalisation of Redfern-Waterloo contributes towards the achievement of metropolitan employment targets and improves opportunities for people to live and work within acceptable commuting distances.
- Reinforce the role of Redfern-Waterloo in the Sydney CBD to Airport economic corridor and support links to key educational and health facilities in the region.
- Support employment opportunities and initiatives for local residents as outlined in the *Employment and Enterprise Plan*.
- Facilitate provision of additional housing, greater housing choice and affordable housing.
- Facilitate the upgrade of Redfern Railway Station and the creation of a significant civic space adjacent to the Railway Station.
- Realise the potential of Redfern Railway Station and anchor Redfern as a major destination.
- Facilitate improved linkages between Redfern Railway Station and local employment hubs, Redfern Town Centre, and the University of Sydney.
- Work with relevant government agencies to address regional and local traffic and public transport issues; ensure traffic generated by new development is managed: and improve bus access.
- Facilitate improved connectivity between east and west Redfern.
- Facilitate public domain improvements along linkages and increase open space provision through redevelopment of RWA's strategic sites.
- Improve safety and amenity in the area.
- Encourage Aboriginal enterprise and cultural development and reinforce Redfern as a meeting place for Aboriginal people.
- Facilitate the establishment of community and cultural facilities for all residents and support the initiatives outlined in the *Human Services Plan*.
- Ensure high quality urban design and architecture, and encourage design excellence.
- Protect and adaptively reuse heritage items, where practicable.

2.1 Strategic Location

Redfern-Waterloo is strategically located to the south of the Sydney Central Business District (CBD), 3 kilometres from the Sydney Town Hall. To the south-west of Redfern-Waterloo are Sydney's economic gateways, Port Botany and Sydney Airport. Under the NSW Government's Metropolitan Strategy (*City of Cities, A Plan for Sydney's Future*) released in 2005, the Redfern-Waterloo area is designated as part of the Sydney CBD to Sydney Airport economic corridor and the broader global economic corridor from North Sydney to the Airport. This corridor contains activities critical to the Sydney metropolitan economy. *Diagram 2.1* illustrates the important strategic position of the Redfern-Waterloo area.

The area's close proximity to the Sydney CBD accentuates the emergence of a major employment centre in Redfern located close to Sydney's national and international businesses; and key health, education, cultural and entertainment facilities as shown on *Diagram 2.2*. It is important that future development reinforces the area's proximity to the Sydney CBD and provides stronger physical links to these facilities and activities.



Diagram 2.1 Strategic location of Redfern-Waterloo



Diagram 2.2 Proximity to Sydney CBD and other facilities

2. The Redfern-Waterloo Area

Redfern-Waterloo is highly accessible to:

- Tertiary educational campuses of the University of Sydney, University of Technology, University of NSW, University of Notre Dame and Sydney Institute of Technology.
- Health facilities such as Royal Prince Alfred Hospital and St Vincent's Hospital.
- Regional and local open space – Victoria Park, Moore Park, Centennial Park, Prince Alfred Park, Redfern Park, Waterloo Park and Alexandria Park.
- Community facilities and services.
- Transport infrastructure – rail and bus networks, major road networks including regional roads linking to the Sydney CBD, Sydney Airport and Port Botany (such as Botany Road, Regent Street, Cleveland Street and O'Riordan Street).
- Residential and commercial developments proposed at Green Square and the Carlton United Brewery (CUB) site.

2.2 Metropolitan Strategy Planning Objectives

In December 2005 the NSW Government released the *City of Cities – A Plan for Sydney's Future*, the 25 year Metropolitan Strategy for Sydney. The Metropolitan Strategy predicts Sydney's population to grow from the current population of 4.2 million to 5.3 million by 2031 (an additional 1.1 million people in 25 years). The NSW Government predicts that this will require 640,000 new homes, 500,000 additional jobs, 6.8 million square metres of additional commercial space and 3.7 million square metres of additional retail space. A key approach to the Metropolitan Strategy is residential and employment growth within existing key centres and economic corridors.

The Metropolitan Strategy identifies Redfern-Waterloo as an area which lies within Sydney's Economic Corridors (the corridor refers to the concentration of employment and gateway infrastructure from Macquarie Park through to Chatswood, St Leonards, North Sydney and the Sydney CBD to the Airport and Port Botany).

Due to the area's strategic location and public transport provision, it plays a major role in supporting Sydney's Economic Corridor by concentrating jobs and activity around Redfern Railway Station and ensuring the provision of sufficiently zoned land for business.

The Metropolitan Strategy sets planning targets for the City of Sydney of 55,000 new dwellings and 58,000 new jobs by 2031. The development of the RWA's strategic sites can contribute to providing land for business and residential purposes to assist in meeting these Sydney metropolitan planning targets. It will maximise the advantage of existing public transport; the Sydney CBD, Airport and Port; recreational and cultural facilities; and nearby significant health and educational facilities.

The Redfern-Waterloo area has a population of nearly 20,000, which is less than half the population in the early 1950's. Redfern-Waterloo has experienced a decline in its traditional industrial and warehousing business base. There are currently about 12,500 jobs within the RWA's operational area.

The decline in population and the traditional industrial base has impacted on the area's economic sustainability. Redfern-Waterloo, as with many suburbs along the Sydney CBD to Airport corridor, is undergoing a transformation towards a more commercial and service oriented business base. The RWA's strategic sites can contribute positively by injecting more development potential for employment generation.

Redfern-Waterloo's accessible location provides a great opportunity to support sustainability by providing a greater number of jobs within Sydney's south east region. Job growth in Redfern-Waterloo will enhance opportunities for people to live and work within acceptable commuting distance, positively contributing to family life and the reduction of greenhouse emissions.

2.3 History and Heritage

Redfern-Waterloo has a rich built history that is evidenced by the late nineteenth century terrace housing, industrial buildings and warehouses, all of which still characterise the area today. Redfern has a strong industrial history dating back to the mid 1800's. It attracted a wide range of industries such as tanneries, brickworks, wool washing and market gardens. Much housing was constructed for the workers of these industries.

The Eveleigh Railway Workshops, built in the 1870's, provided a unique influence to the development of the area. The Workshops attracted many workers to the area and at the height of operations employed over 3,000 skilled workers. The late nineteenth century terrace housing was largely constructed to provide housing for those employed at the Workshops. The Workshops closed in the late 1980's with railway operations and maintenance facilities still existing on the southern side of the railway line. Today the Australian Technology Park (ATP) has brought back employment and people to the southern part of Eveleigh with adaptive reuse of the Locomotive Workshop and new developments.

The Eveleigh Railway Workshops is currently listed on the State Heritage Register.

The adaptive reuse of significant heritage buildings such as the Locomotive Workshop at the ATP and the Contemporary Performing Arts Centre at the Carriage Workshops in North Eveleigh contribute to the unique character and setting of the railway yards, reinforces the industrial history of the area and preserves the heritage significance of the railway yards. The Chief Mechanical Engineers Office building that fronts Wilson Street is another fine example of a heritage building that lends itself to adaptive reuse.

The history of the area is also reflected in the former Local Court House on Redfern Street, some buildings on the former Redfern Public School site (along George Street) and various buildings on the former Rachel Forster Hospital site.

Further work will be undertaken to determine the heritage integrity of individual heritage items and appropriate measures to protect their relative importance with each development proposal.

Due to the poor condition of housing within Redfern-Waterloo in the mid 1900's, the County of Cumberland Plan (1948-1951) provided for the demolition of houses to be replaced with high rise apartment blocks in a landscaped setting. The Housing Commission at the time played a key role in developing Redfern-Waterloo as evidenced by the public housing that remains today. The Department of Housing towers remain a strong built feature in the landscape and continue to reflect the very high proportion of public housing tenancies in the area. The State Government has given its commitment that there will be no reduction to the amount of public housing tenancies in the area; current residents will not be disadvantaged; and all public tenancies are secure.

The Aboriginal community has continually occupied the Redfern-Waterloo area. Since the 1940's Redfern and the area known as the Block (bound by Eveleigh, Vine, Louis and Caroline Streets) has become an important base for Aboriginal people in Sydney. The Block has been in Aboriginal ownership since 1973 when it was purchased for Aboriginal housing through a Commonwealth Government grant.

The struggle to gain ownership of the Block was part of the movement by Aboriginal people during the 1970's towards self-determination. Many of the original houses on the Block have been demolished. Of the remaining dwellings a number are derelict.

The much needed redevelopment of the Block must recognise the social and cultural importance of the area for Aboriginal people. Redfern has a special status for Aboriginal people as evidenced by the various organisations in the area, including the Aboriginal Medical Service, Metropolitan Local Aboriginal Land Council, Aboriginal Legal Service, Wyanga (Aboriginal aged care), Aboriginal Dance Theatre and Aboriginal Children's Service.

2.4 Community

The Redfern-Waterloo area is the traditional home of the Gadigal Clan of the Eora Nation. Redfern is a centre of major significance to Aboriginal people who have a strong association with the area and contribute to its strong sense of identity. The Block is particularly important as a meeting place for local Aboriginal people, as well as visitors from outside the area.

"Redfern has a modern tradition of being a beacon for Aboriginal people from around Australia – it provides an opportunity to reunite with family and friends from their hometowns or to simply be with 'their mob'. Originally there has been a 'sense of place' here for the Aboriginal community and a sense of cultural and spiritual identity in an otherwise alienating environment."
(Aboriginal Housing Company; 2001)

Redfern-Waterloo is also characterised by strong cultural and ethnic diversity. The area has a rich multicultural community with residents from Russian, Chinese, Arabic, Greek, Spanish, Vietnamese and various backgrounds other than English. There is a strong sense of community spirit within the area. From interviews with the local community (*Making Connections: Better Services, Stronger Community*, 2004) it was expressed that people value the diversity of the area and that there is a high level of respect despite some negative external perceptions. *Appendix One* provides a community profile.

Compared to the Sydney region the Redfern-Waterloo area experiences higher levels of economic and social disadvantage. This is attributed to lower incomes, education, home ownership and labour force participation, high levels of unemployment and public housing occupancy.



Community events



Heritage buildings - North Eveleigh Carriage Workshops



Cycle routes - Little Eveleigh Street

2. The Redfern-Waterloo Area

Within the Aboriginal community the social and economic disadvantage is more significant with people more likely to be unemployed, have lower incomes and fewer assets, poorer education, literacy and health and lower life expectancy.

The social and economic disadvantage has contributed to complex social issues and a negative perception of the Redfern-Waterloo area.

Crime levels, including a re-offending population, drug and alcohol dependence and poor health, (particularly mental health); and family breakdown and stress are issues for people living in Redfern-Waterloo.

Empowerment through access to jobs, education and training are key to addressing the fundamental problems associated with social disadvantage. The *Employment and Enterprise Plan* prepared by the RWA outlines opportunities for job creation for the local community. The Built Environment Plan provides the planning mechanism for much of the job creation identified in the *Employment and Enterprise Plan*.

The *Human Services Plan* complements these initiatives by ensuring a more efficient and appropriate delivery of human services to those in need in the community. In support of the *Human Services Plan*, this Plan provides land use and planning controls that will facilitate the establishment of community and cultural facilities.

As a result of gentrification and private housing ownership in parts of Redfern-Waterloo over the past decade, the relative proportion of lower to medium income households has decreased and is comparative to the wider Sydney region. While gentrification has facilitated increased growth and prosperity it has also reduced the affordability of housing within Redfern-Waterloo, which has led to the displacement of lower income households. This in turn has contributed to increasing social polarisation as the gap between high and low income earners widens. Declining housing affordability is an issue that needs to be addressed. This objective is reinforced by the *Redfern-Waterloo Authority Act*, which makes provision for the RWA to collect funds to provide for affordable housing in the area.

The RWA seeks to create a more sustainable future for the community in the Redfern-Waterloo area.

2.5 Built Environment and Land Use

Redfern-Waterloo is characterised by a fine grained subdivision pattern within residential areas featuring narrow frontages (about five to six metres) and deep lots (about thirty metres) with streets to the front and laneways to the rear.

Larger lots occur where warehousing and railway uses were located. Overall the street pattern provides simple rectilinear street blocks. Many are divided by narrow laneways that provide rear access to dwellings and business premises.

Much of the residential development in the area responds to the alignment of the streets, resulting in a strong sense of enclosure along streets within the area.

There are many street types within the area, ranging from wide industrial streets that lack trees, to residential streets and laneways featuring significant mature trees and a high level of pedestrian amenity.

As is typical of many inner city areas of Sydney, the built form is a mixture of terrace housing, small single storey cottages, and two to three storey commercial and retail buildings. To the west of the Redfern-Waterloo area the built form includes significant groupings of two storey terraces. Interspersed within this, especially along the main traffic routes (such as, Cleveland Street and Regent Street) and close to the railway line are larger four to six storey warehouses, industrial and apartment buildings. Along streets such as Abercrombie Street and Lawson Street there are concentrations of older warehouses and buildings associated with the University of Sydney that have greater height. Generally, the scale is three to five storeys, which continue back along Lawson Street to the Redfern Railway Station.



Schools and public housing - Former Redfern Public School (Proposed National Indigenous Development Centre) and Waterloo public housing



Open Space - Former Redfern Public School oval



Public Transport - Regent Street bus stop

It is this mix of scale and architectural form that is part of the character of these inner city locations.

The Redfern-Waterloo area has also been subject to more recent twentieth century modernist development featuring tall buildings set within open space. This development has introduced a high rise built form, with the 11 storey commercial towers on Lawson and Regent Streets and the Department of Housing towers of up to 30 storeys. The commercial towers on Lawson Street coincide with the ridge line to create a visual marker for the Redfern Town Centre (Redfern Railway Station and Redfern Street).

The Redfern Town Centre at Redfern Street has a mixture of built form including the 11 storey towers and two to four storey buildings. The centre lacks active uses at street level and is visually unappealing.

The Eveleigh Railway lands contrast to the general built form of the area with large warehouse structures covering extensive footprints. The ATP provides a positive built environment incorporating adaptive reuse of buildings, contemporary designed buildings and a good public domain.

Along Regent Street and its surrounds there has recently been new mixed use development characterised by commercial and retail on the ground floor and residential above. This has provided new premises for businesses and increased activity along the street, while increasing the population.

There are no major supermarkets servicing the local population and residents often travel to Surry Hills, East Gardens, Marrickville or Broadway for their weekly shopping.

Despite the extensive movement network, transport options and grid street system, connectivity for pedestrians and residents to some key destinations, such as the Redfern Railway Station, the Town Centre and between North and South Eveleigh is restricted. This is primarily due to the rail corridor, rail yards and major roads carrying through traffic.

The result is a disconnected suburban structure and development sites enclosed by the transportation network.

This has led to the separation of Redfern and Regent Streets from the western residents and worker population, which has discouraged pedestrian movement through to the Redfern Town Centre.

2.6 Transport and Access

Public Transport

The Redfern Railway Station is one of the most significant assets of Redfern-Waterloo. Railway stations and other public transport nodes play an important role in the revitalisation of a local area by providing transport for workers and residents. Redfern Railway Station is the tenth busiest railway station in the metropolitan CityRail network in terms of passenger movements with approximately 31,000 movements occurring on a typical weekday (entries and exits). In addition, considerable passenger interchanges occur between platforms (approximately 18,000 rail to rail passenger interchange movements within the station on a weekday). More CityRail suburban and inter urban trains stop at Redfern Railway Station than any other station, with the exception of Central, providing it with superior access to and within metropolitan Sydney. Redfern Railway Station provides an exceptional opportunity as a destination for commuters.

Information provided by RailCorp indicates that over 55 percent of commuters walk to the station and approximately 37 percent travel to the station by bus. Only about five percent of rail commuters arrive at the station by car. There is significant movement of people to the University of Sydney and over 1,300 people interchange during the peak period from rail to bus to access the employment areas of Mascot, Botany and Alexandria. This data clearly indicates that access and connectivity to bus stops, key adjoining destinations, such as the University of Sydney, and future activity nodes at Redfern Town Centre (Redfern Street), ATP and North Eveleigh must be well considered to ensure ease of access and safety for workers, residents and visitors.

Redfern Railway Station does not currently provide access for people with a disability, in line with the *Disability Standards for Accessible Public Transport* and the *Disability Discrimination Act*. The stairway access to the platforms is inequitable for the elderly, young children and less mobile people. In addition, many of the movement areas are not sufficiently large enough to comfortably accommodate the amount of people moving to and from the Station at peak periods.

Any proposed redevelopment of the RWA's strategic sites must be matched with improvements to Redfern Railway Station and associated connections to key destinations in the Redfern-Waterloo area. This is reinforced in the Metropolitan Strategy where upgrading the station is seen as a key initiative to providing better services for future development.

The Redfern Railway Station upgrade needs to occur to provide:

- disabled access and enhanced safety
- a general increase in rail patronage growth
- increased capacity to service new business and residential development proposed on the RWA's strategic sites
- a physically improved Railway Station that improves the entry and connections to the Redfern-Waterloo area
- a more efficient rail interchange facility
- improved connection to key destinations within 5 to 15 minutes walking radius of the Station
- safe access out of the station onto busy roads that divides the Station environs
- a high degree of public and pedestrian amenity.

Existing bus services operating in Redfern offer a high level of regional and local connectivity. The service levels on Gibbons and Regents Streets are split due to the one-way traffic flow, which can make locating bus stops difficult.

2. The Redfern-Waterloo Area

In 2007 the RTA will be considering the upgrade of the Gibbons and Regent Streets corridor as part of its Strategic Bus Corridor Program linking Miranda to the CBD. This will improve the speed and reliability of buses along this corridor.

As a result, the frequency of services and the expansion of existing bus routes need to be closely examined. Pedestrian connections to key bus stops, especially on Regent and Lawson Streets also need to be improved.

Roads and Traffic

According to the Australian Bureau of Statistics 2001 Census data, compared to the Sydney metropolitan region, Redfern-Waterloo has almost half the level of car ownership and double the public transport patronage. This is due to the socio-economic profile of the existing population and the area's close proximity to a number of destinations, such as Newtown, the University of Sydney, Moore Park, Cleveland Street and Surry Hills.

The Redfern-Waterloo area channels significant volumes of regional traffic and people to other destinations in Sydney, rather than being a key destination. Currently, large volumes of regional traffic travelling north-south along Gibbons and Regent Streets physically dissect the Redfern Railway Station from the Redfern Town Centre area. This limits physical connections, restricts pedestrian movement and reduces pedestrian safety.

The Department of Planning has advised that over the next 10 years traffic in the Sydney CBD to Airport corridor is anticipated to increase by 20,000 road trips in the morning peak. The continuing strong growth in the movement of vehicles and trucks through the Airport and Port Botany will increase traffic on the regional transport network. Without any action to address the increasing traffic from the Airport and Port Botany, regional traffic will continue to increase through Redfern-Waterloo impacting on pedestrian amenity and safety. Unless carefully managed, this will continue to negatively impact on the already poor business environment along Regent and Gibbons Streets and reduce the pedestrian amenity.

The RWA in partnership with the Roads and Traffic Authority (RTA) is currently examining various options to manage regional traffic through Redfern-Waterloo to create a safer main street and pedestrian environment. The solution may require a more strategic response that takes into consideration broader metropolitan and regional traffic issues, which may take some time to investigate and resolve.

Pedestrian Network

The pedestrian network is highly accessible and the main pedestrian routes are likely to remain. Lawson and Redfern Streets are the main east-west pedestrian link. The western footpath of Gibbons Street carries a heavy volume of pedestrians to the Station and bus services. Lawson Street is a major pedestrian route for university students.

Pedestrian movement between the Station and the Town Centre is severely impeded by the speed and volume of traffic using Regent and Gibbons Streets. In order to improve the pedestrian network and safety this issue needs to be addressed.

Approaching the Station there is little shelter for pedestrians from wind, rain and sun.

Pedestrian connections to North Eveleigh from the Station are indirect, whilst pedestrian routes from the Station are unclear.

Footpaths along Regent Street have more active frontages than on Gibbons Street.

Cycling

There are many existing on road bicycle routes through or adjoining the RWA's strategic sites.

Currently, there are on road bicycle routes along Redfern Street, Lawson Street connecting to Little Eveleigh Street and Wilson Street, which extend towards Erskineville, Newtown, the University of Sydney and City Road. There are also on road bicycle routes along Henderson Road and Railway Parade.

The only off road bicycle route in the locality is through the ATP.

As part of the City of Sydney's upgrade of Redfern Street, Council is establishing cycle and traffic lanes and 10 kilometres per hour speed limits along Wells Street and Turner Street to improve the safety for cyclists and to direct them off the busier and more dangerous traffic routes (such as Redfern Street).

Further work will be undertaken to determine linkages to and through RWA's strategic sites for cyclists.

2.7 Open Space and Public Domain

Redfern-Waterloo and the immediate surrounds are characterised by a hierarchy of public open spaces consisting of:

- regional parks—example, Moore Park
- district parks—examples, Redfern Park, Victoria Park and Prince Alfred Park
- local parks scattered throughout residential areas, including Hollis Park, Alexandria Park, Yellowmuddee Park, Hugo Street Reserve and Pemulwuy Park.

The City of Sydney is currently completing the upgrade of a number of local parks in Eveleigh Street and east Redfern to make the parks more attractive, improve their function, and improve safety and visibility.

Despite the availability of open space in the general area, the Redfern Town Centre lacks a well designed central meeting place. Redevelopment offers the opportunity to create a quality civic space adjacent to the Redfern Railway Station.

The public domain within the town centre and other RWA's strategic sites is unattractive. Dark streets and shuttered shop fronts create the perception that the area is unsafe and unwelcoming.

This is especially the case in the Redfern Town Centre, along Redfern and Regents Streets, which are currently underperforming as the area's retail hub. Improvements to the public domain of surrounding town centres, such as King Street, Newtown; Erskineville Road, Erskineville; and Oxford Street, Paddington; have had a significant impact on encouraging people to use these areas, and boosted local business activity significantly.

Crime and personal safety has been identified by the community as the most significant issue that needs to be addressed in the area. This especially relates to the use and enjoyment of public areas frequently compromised by crime and intimidating behaviour. The *NSW Government Submission for the Inquiry into Redfern and Waterloo 2004* highlights the strong community concern about crime and safety. These concerns were also expressed by the public during consultation for the *RED Strategy*. Improvements to the public domain and increased public surveillance are important ways in which public safety and perception can be improved and are an important element of this Plan.

The community has also indicated a need for public domain and streetscape improvements. The City of Sydney council has commenced a \$20 million streetscape improvement program.

The works include improvements to the footpaths, under grounding of power lines, new street furniture, new street trees and lighting on Redfern Street. In addition, improvements to the Jack Floyd Reserve and a limited upgrade of Regent Street are also to be undertaken. This public investment is a positive start to improving the access and amenity of the area, however, the RWA has indicated to the City of Sydney that much more needs to be done to revitalise Regent Street.

The lack of connectivity also contributes to poor passive surveillance of the public spaces.

The access to the north eastern part of the area around Eveleigh Street is heavily compromised due to the lack of visual connection and passive surveillance, which contributes to antisocial behaviour in public open space areas.

2.8 Topography and Views

Topography

The majority of the Redfern-Waterloo area is located either along the ridge line or on north, west and south facing slopes. Redfern Street and the commercial towers along Lawson Street are located along a ridge line. There is also a ridge line running slightly east of Elizabeth Street.

Views

The Redfern-Waterloo area offers magnificent views looking north towards the Sydney CBD. The Sydney CBD is visible from most of the north-south streets crossing Redfern Street and along Lawson Street where it intersects Eveleigh Street.

To the south are district views of the Department of Housing high rise apartments and views towards Sydney Airport and Botany Bay. Views to the east and west are generally local in nature.

The Redfern Street ridge line is visible from the southern parts of the Sydney CBD and from the high rise development on the southern edge of the city. The existing commercial towers along Lawson Street and the Department of Housing high rise apartments are prominent features that can be viewed when travelling southward through the area.

From the south, the Redfern-Waterloo area is less visible as the slope is fairly gradual, although the high rise apartment grouping is highly visible.



Redfern community



Public open space - Gibbons Street



Connectivity - Regent Street view towards Sydney CBD

2. The Redfern-Waterloo Area

2.9 Infrastructure

The proposed increases in residential population and businesses will have an impact on capacity of infrastructure. This includes the provision of gas, electricity, telecommunications, water, sewerage, and stormwater.

The feedback from preliminary consultation with infrastructure service providers is detailed below.

Electricity

Energy Australia has advised that there is extensive infrastructure in the area consisting of underground 132 kV, 11kV and low voltage cables. This is supported by substations located on private properties, Energy Australia owned properties and on footpaths.

There is also a 330kV underground TransGrid cable running from Sydney South to Haymarket. This cable forms a major part of supply to the CBD.

Energy Australia is planning for substantial electricity load growth in the area. The general capacity of the network is constantly monitored and reviewed in light of more detailed development plans.

Energy Australia has indicated that the area has aged assets that will be replaced over the next 5 to 10 years. These works will be focused in Redfern, Regent, Renwick, Gibbons and Abercrombie Streets; Henderson Road; Botany Road to O'Riordan Street; and Elizabeth and Chalmers Streets south of Cleveland Street.

Future developments in the area may require the provision of on-site substations.

Energy Australia has indicated that they are undertaking extensive excavation works and under grounding of overhead power lines in Redfern Street between Elizabeth and Regent Streets as part of the City of Sydney's Redfern Street upgrade.

Gas

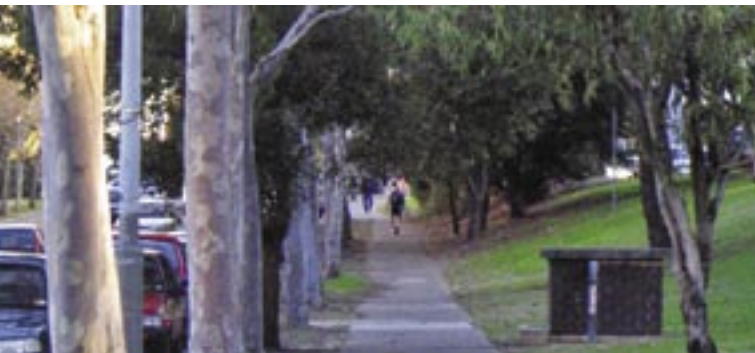
Preliminary details provided by Agility indicate that all RWA's strategic sites have good access to gas mains. Reticulation mains may be required on a number of the strategic sites such as North Eveleigh, South Eveleigh, and the Redfern Railway Station, Gibbons and Regents Streets sites. There is capacity in the gas network to supply current projected growth for the next 10 years. Agility reviews gas capacity on an ongoing basis taking into consideration issues of timing and natural gas consumption patterns.

To ensure a reliable supply of gas, Agility will advise on the servicing options for specific development proposals on RWA's strategic sites as they occur on a case by case basis.

Telecommunications

All basic telephone services are currently delivered from the Redfern exchange by copper cable. In addition, there is an extensive optical fibre network in the area, serving business and residential needs. Technology is rapidly changing and delivery of services by optical fibre is becoming more economical. Telstra has advised that they will soon be delivering basic telephone services and ADSL using 'Fibre to the Node' (FTTN). As a result, in the Redfern-Waterloo there will be a mix of delivery by conventional copper cables and FTTN in the short to medium term.

Telstra has processes in place to initiate augmentation of copper cables before capacity is exhausted. The optical fibre network capacity and coverage will be provided as the needs of the area increase. For businesses requiring network security, Telstra can provide additional fibre feeds from adjacent exchanges (such as Newtown and Kensington) as already provided for the Australian Technology Park customers.



Public spaces - Gibbons Street



Heritage - Industrial/rail buildings in North Eveleigh



Employment - ATP

Water, wastewater and stormwater

Sydney Water and RWA are currently examining water and waste water capacity and infrastructure requirements for RWA's strategic sites. This will provide a basis for forward planning of infrastructure requirements based on the land uses, heights and floor space ratios indicated in this Plan. It is envisaged that water cycle management strategies including water reuse and recycling will be considered for the strategic sites. This may involve treated wastewater, sewer mining and stormwater harvesting.

Three stormwater channels fall within the Redfern-Waterloo area, namely: Sheas Creek, Munni Creek and Blackwattle Bay. With the exception of the Eveleigh Street site, the RWA's strategic sites are located in the Alexandria Canal catchment. This catchment ultimately feeds into the Cooks River and Botany Bay. The Redfern-Waterloo area has been identified as an area of low stormwater capacity. The *Alexandra Canal Master Plan* produced in 2001 provides a basis for stormwater management on the RWA's strategic sites. The RWA and Sydney Water will be examining the stormwater capacity of the area to provide a more holistic approach to water cycle management.

Port radar

Sydney Ports has advised that a radar projects from Port Botany to the Harbour Control Tower at Millers Point. The radar is used by Sydney Ports to monitor ship movements in Botany Bay. Developments protruding into or adjacent to the line of sight of the radar will impact on the radar's microwave transmission and may affect the safety of shipping movements. The microwave beam traverses the Australian Technology Park and North Eveleigh sites. Accordingly, development proposals that may impact on the radar are required to be referred to Sydney Ports and may require microwave repeaters to be incorporated on sites and buildings.



Redfern Railway Station entrance



3. Strategies for Revitalising Redfern-Waterloo

3. Strategies for Revitalising Redfern-Waterloo

This section presents the framework for revitalisation of the built environment of Redfern-Waterloo. The framework is based on the achievement of strategies for the future development of the RWA's strategic sites. The strategies relate to: land use and zoning; urban design; open space and public domain infrastructure; heritage; transport; and ecologically sustainable development.

The principles of sustainable development have been considered in developing these strategies and underpin the Built Environment Plan and *State Environmental Planning Policy (Major Projects)* for the RWA's strategic sites.

To achieve an improved social and cultural environment, the Plan and *SEPP (Major Projects)* promote an increase in housing provision, choice and affordability; safety and access; activation of sites adjoining residential areas that are degraded and underutilised; fostering of retail and employment activity; and quality community, cultural and civic spaces for residents, workers and visitors.

To achieve an improved physical environment, the Plan and *SEPP (Major Projects)* promote a place with a built form and civic spaces that are responsive to the existing context; provides for increased emphasis on public transport; improves access and connections; and encourages development that has regard for environmental sustainable outcomes.

To achieve a more viable economic environment that provides greater employment for local residents and the wider metropolitan area, the Plan and *SEPP (Major Projects)* encourage high quality developments where retail, cultural and commercial businesses are able to provide jobs for the local and broader Sydney population. A stronger local economy will mean greater investment that will improve the places and spaces in the area.

To achieve a strong governance structure, the Plan will be supported by the *SEPP (Major Projects)* that will provide the guidelines for future development, and the initiatives of the *Human Services Plan* and the *Employment and Enterprise Plan*.

The strategies are supplemented by site specific land use and design concepts for each of RWA's strategic site detailed in *Section 4*.

3.1 Land Use Strategy

The Land Use Strategy provides for sustainable outcomes based on sound urban design principles. *Diagram 3.1* illustrates the Land Use Strategy.

The Land Use Strategy is underpinned by the following actions, which have been developed from an analysis of metropolitan, local and site specific issues:

- zoning land to provide for flexible land uses
- facilitating economic and employment growth
- facilitating the creation of a town centre and improved linkages
- developing a design for the upgrade of Redfern Railway Station
- facilitating housing provision, choice and affordability
- facilitating community and cultural development.

Estimated Development Yield

The following table illustrates the indicative development yield that the Plan seeks to achieve on the RWA's strategic sites.

Table 3.1 Potential Development Yield

Site Area (estimate)	Total development yield (estimate)
35 hectares (350,000 square metres)	600,000 square metres

Zoning and flexibility of land uses

A plethora of land uses, land use zones, plans and controls currently apply to the RWA's strategic sites. The *South Sydney Local Environmental Plan*; various Development Control Plans of the current City of Sydney and former South Sydney Councils; *Sydney Regional Environmental Plan No. 26–City West*; *Urban Development Plan–Eveleigh Precinct* and the *Australian Technology Park Master Plan* represent the myriad of planning instruments and policies applying to the RWA's strategic sites.

These plans and policies do not provide a consistent or comprehensive set of controls and guidelines, and were not specifically developed to revitalise and renew Redfern-Waterloo. They present a lack of certainty and clarity for development opportunities and do not provide the basis for achieving the vision for Redfern-Waterloo. These policies are no longer appropriate and need to be replaced.

The Land Use Strategy proposes the adoption of new land use zones that provide flexible land uses to encourage investment, generate jobs and provide housing to facilitate the revitalisation and renewal of Redfern-Waterloo. The new land use zones will replace the redundant and restrictive zones currently applying to the sites.

3.1 LAND USE STRATEGY FOR RWA'S STRATEGIC SITES



NOT TO SCALE



3.



- - - - - REDFERN STATION UPGRADE & CONCOURSE CURRENTLY BEING INVESTIGATED
- CIVIC SPACE
- PREDOMINANTLY BUSINESS
- PREDOMINANTLY RESIDENTIAL
- MIXED BUSINESS & RESIDENTIAL
- PREDOMINANTLY CULTURAL & ARTISTIC
- COMMUNITY, EDUCATION & RECREATION
- RAILWAY USE
- PUBLIC & PRIVATE OPEN SPACE
- POTENTIAL PEDESTRIAN & CYCLE BRIDGE
- ← - - - - - → PEDESTRIAN & CYCLE LINKS TO BE REINFORCED

3. Strategies for Revitalising Redfern-Waterloo

For example, large areas of under-utilised surplus railway land that are sterilised from redevelopment opportunities due to existing railway zoning, will be rezoned to allow for a mix of non-residential and residential uses.

The proposed land use zones indicated in Section 4 are based on the land use zones included in the *Standard Instrument (Local Environmental Plans) Order 2006* under the *Environmental Planning and Assessment Act 1979*.

Diagram 3.2 indicates the proposed land use zones for the RWA's strategic sites.

The land use zones allow for a range of business, office, retail, light industrial uses; residential development; community uses and public open spaces.

Facilitate economic and employment growth

Economic and job growth is integral to the renewal of Redfern-Waterloo. To encourage employment growth higher floor space ratios will be provided for employment generating land uses on the strategic sites where mixed uses are proposed.

The Land Use Strategy will generate development potential (non-residential) of around 440,000 square metres to accommodate around 18,000 jobs in Redfern-Waterloo. It is envisaged that land uses will include a range of activities including commercial and retail development, community and cultural facilities, health facilities, educational establishments, entertainment facilities, restaurants, light industries, film and television, research and development. The Strategy complements the RWA's *Employment and Enterprise Plan*, which identifies actions to translate development potential into actual jobs for local and non local workers through:

- education and training, including a dedicated vocational training centre to provide people with the opportunities to gain access to well paid work
- strengthening partnerships with local employers
- industry based employment strategies
- employment and enterprise strategies for Aboriginal people
- support for local business.

The strategy is based on harnessing the potential for job growth and activity around the Redfern Railway Station, within Australian Technology Park, on the disused railway land at North and South Eveleigh and the Eveleigh Street sites to meet local and metropolitan employment needs. The Strategy recognises the need to establish a threshold density necessary to encourage employment clusters, economic viability and vitality. It strongly supports job growth as a key driver to achieving a sustainable community in Redfern-Waterloo.

The proposed concentration of activity and development density around the Redfern Railway Station:

- reflects synergies with Central Station
- reflects Redfern's status as the southern gateway to the Sydney CBD
- takes advantage of the underutilised land capacity
- is environmentally responsible
- builds on the unique accessibility of Redfern Railway Station.

Importantly, the concentration provides an employment centre for the south east metropolitan sub-region of Sydney and increases the opportunity for residents to live and work within the region. It also arrests the significant loss of traditional industrial and employment generating land from residential rezonings that have occurred in the sub-region over the past decade.

Movement in and around Redfern Railway Station will be directed to Redfern Town Centre and Regent Street to boost economic activity and enhance the viability of the town centre.

The ATP, which is a unique employment hub located a short walking distance from Redfern Railway Station, has not realised its economic and investment potential. Further job growth at the ATP will benefit local residents, as well as provide a vital employment destination for residents in the south eastern metropolitan sub-region.

North Eveleigh provides the unique opportunity as a precinct where people can live, work and recreate in an iconic and artistic place within short distance of a major public transport hub.

The Contemporary Performing Arts Centre being built by Arts NSW will boost activity and interest in the area and encourage complementary activity. North Eveleigh is ideally located for a range of land uses, including student accommodation, innovative incubator businesses, training centres, markets and other activities linked with its cultural and artistic focus.

The Eveleigh Street site, which extends to Cleveland Street, has traditionally been a mixed use area with both housing and employment activity. Opportunities for employment generating uses will be increased within this site, including the potential for Aboriginal enterprises.

The scope of potential uses and activities will generate a range of jobs for both skilled and less skilled workers in the local area and in the sub-region.

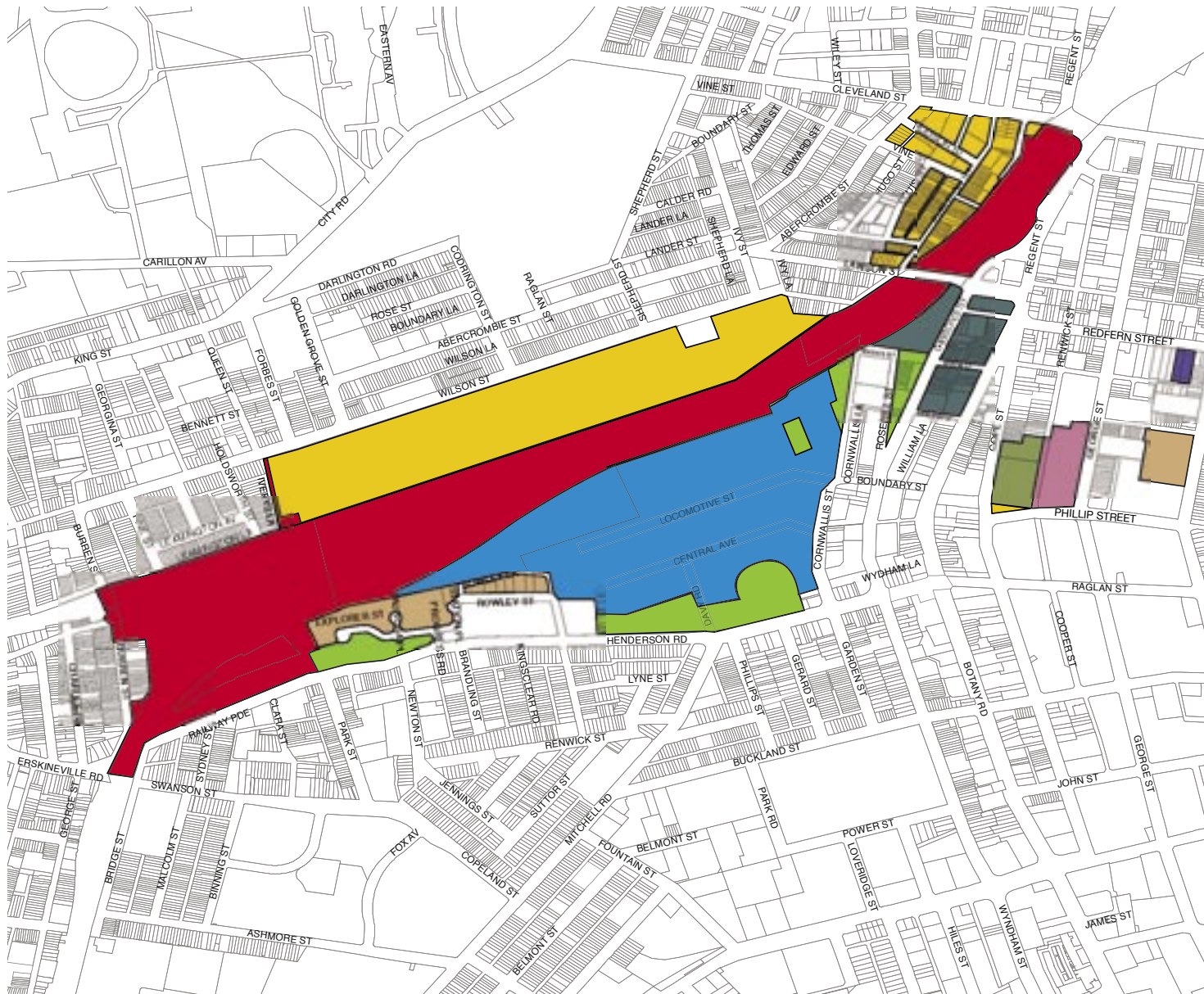
Facilitate the creation of a town centre and improved linkages

The town centre will grow around Redfern Railway Station and provide the activity heart of Redfern. It will be a destination for jobs and housing, and provide a focus for people to meet and socialise.

A central element of the town centre will be the improvement of Redfern Railway Station and the creation of a civic space that connects Redfern Railway Station to Redfern Street, Regent Street and the ATP through well defined pedestrian and cycle linkages. Linkages between the town centre, North Eveleigh and the University of Sydney will also be improved to provide better access. It is envisaged that the town centre will develop into a lively, safe and attractive area with a quality civic space and public domain activated by a variety of uses at street level.

A concept design study for the upgrade of Redfern Railway Station has commenced and is being funded by the RWA and RailCorp. The study is aimed at delivering a design for the upgrade of the Station to improve capacity, provide access for people with disabilities, enhance pedestrian movement and connectivity, and to support the vision of the Built Environment Plan.

3.2 LAND USE ZONES FOR RWA's STRATEGIC SITES



-  RESIDENTIAL ZONE -
MEDIUM DENSITY RESIDENTIAL

 -  BUSINESS ZONE -
LOCAL CENTRE

 -  BUSINESS ZONE -
MIXED USE

 -  BUSINESS ZONE -
COMMERCIAL CORE

 -  BUSINESS ZONE -
BUSINESS PARK

 -  SPECIAL PURPOSE ZONE -
COMMUNITY

 -  SPECIAL PURPOSE ZONE -
INFRASTRUCTURE

 -  RECREATION ZONE -
PUBLIC RECREATION

 -  RECREATION ZONE -
PRIVATE RECREATION

- Metres
- 0 100 200
- 

3. Strategies for Revitalising Redfern-Waterloo

Facilitate housing provision, choice and affordability

Around 2,000 new dwellings will be developed in Redfern-Waterloo under Stage One of the Plan reflecting a potential population increase of around 4,000 residents. The dwellings will be located throughout the RWA's strategic sites and include low, medium and high-rise apartment development, town houses and terraces.

The increase in dwelling numbers, diversity and tenancy mix will provide greater housing choice and contribute to the creation of a more socio-economic diverse community.

The Land Use Strategy proposes that future residential development located outside the town centre and adjacent to existing residential areas will be designed to be compatible with the surrounding residential areas. Design guidelines governing residential amenity for new and existing residents will be outlined in supporting Development Control Plans.

The provision of affordable housing is important for ensuring greater housing choice and a more socio-economically diverse community. The RWA will develop an Affordable Housing Program largely financed by new development on the RWA's strategic sites and the Carlton United Brewery site. The Program will target special groups and be supported by an Affordable Housing Contribution Plan. It is envisaged that the Program and Plan will be exhibited in the next few months.

Facilitate community and cultural development

Community and cultural facilities are an important aspect of a healthy and vibrant community. The RWA is committed to facilitating the provision of community facilities in the area that cater to education and the needs of the community, as well as cultural facilities that can play an important role in revitalisation.

The key community and cultural actions are to:

- provide for flexible land uses to enable the location and operation of community, health and cultural facilities in accessible locations

- provide secure public open space including civic spaces that are well designed and safe for the enjoyment of the community
- encourage community events and celebrations on public open spaces
- support increased housing provision and choice
- facilitate the establishment of a centre of Aboriginal cultural, social and sporting excellence
- facilitate opportunities for cultural enterprise developments.

The RWA has recently facilitated the purchase of the former Redfern Public School by the Indigenous Land Corporation (ILC). The site will be transformed into a national centre of Aboriginal cultural, social and sporting excellence. Educational services will also be delivered from the site.

The RWA has also been instrumental in securing the former Local Court House and Police Station as a community health facility that will provide a range of services for the community in a central location.

The *Employment and Enterprise Plan* indicates the opportunity to reposition Redfern-Waterloo as a cultural precinct in Sydney. The North Eveleigh site has been identified as an ideal location to build a cultural industry leveraging off art galleries, performance spaces and practising artists in the area. Cultural activities are an important element in creating a sustainable and vibrant community.

The new Contemporary Performing Arts Centre to be located in the Carriage Works in North Eveleigh is scheduled to open in January 2007 and will provide the foundations for future residential and commercial development in North Eveleigh.

The RWA, Arts NSW and City of Sydney will be developing a Cultural Industries Strategy to identify opportunities for cultural industry development such as local markets, indigenous cultural tourism, festivals and indigenous art.

The Plan reinforces the initiatives of the *Human Services Plan* for achieving efficient and appropriate delivery of human services to those in need in the community, by facilitating the provision of community services through land use and zoning controls.

3.2 Urban Design Strategy

The Urban Design Strategy complements the Land Use Strategy and has been developed through site specific and contextual analysis of the urban structure, the existing building form and massing, and the character of places and buildings on RWA's strategic sites. An integral component of the Urban Design Strategy is respecting the urban structure; upgrade of streets and open spaces; and establishing linkages and connections to transport, employment, housing and open space.

Opportunities for architectural design excellence competitions on iconic and important sites, such as North Eveleigh, ATP, Redfern Railway Station and Gibbons Street will be encouraged to promote design quality, innovation and the achievement of sustainable development.

The Strategy proposes maximum height and floor space ratio controls (*Diagrams 3.3 and 3.4*), a design concept and design principles to inform future development outcomes on RWA's strategic sites. The site specific design concepts detailed in Section 4 of the Plan complement the design concept and principles outlined in this Strategy.

The height and floor space ratio controls have been included in the *SEPP (Major Projects)*.

Development on RWA's strategic sites will be required to achieve a high standard of:

- architectural design for buildings
- design and amenity within the public domain
- environmental amenity in terms of sustainable design, overshadowing, noise, wind, reflectivity and solar access.

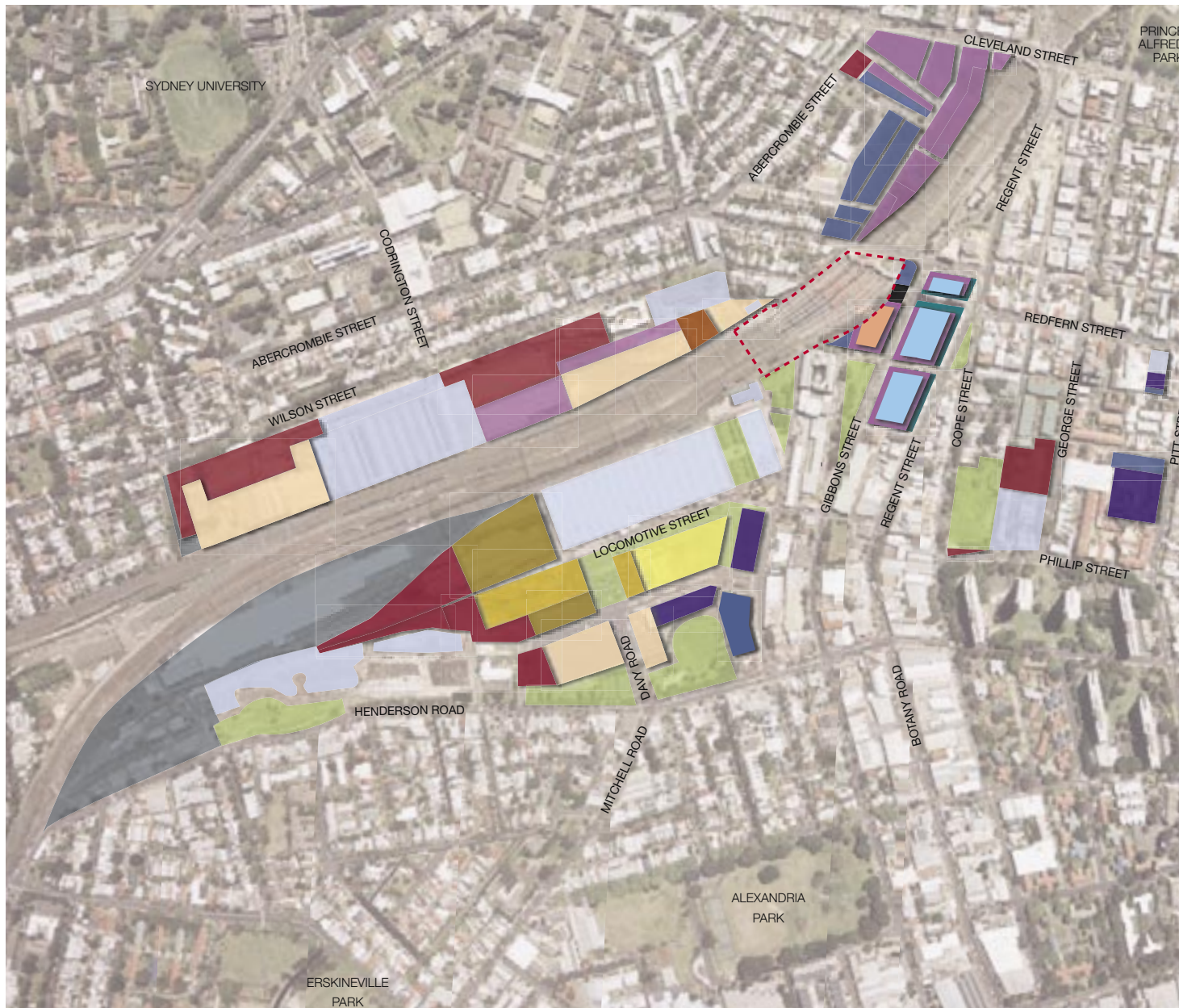
3.3 HEIGHTS FOR RWA's STRATEGIC SITES



NOT TO SCALE



3.



REDFERN STATION UPGRADE & CONCOURSE CURRENTLY BEING INVESTIGATED



CIVIC SPACE



EXISTING BUILDING HEIGHT TO REMAIN



2 STOREY HEIGHT MAX.



3 STOREY HEIGHT MAX.



4 STOREY HEIGHT MAX.



5 STOREY HEIGHT MAX.



6 STOREY HEIGHT MAX.



9 STOREY HEIGHT MAX.



10 STOREY HEIGHT MAX.



11 STOREY HEIGHT MAX.



12 STOREY HEIGHT MAX.



14 STOREY HEIGHT MAX.



16 STOREY HEIGHT MAX. 18 STOREY HEIGHT MAX.



OPEN SPACE



RAILWAY USE

3.4 FLOOR SPACE RATIOS FOR RWA'S STRATEGIC SITES



NOT TO SCALE



RAILWAY USE

Floor Space Ratio for A, B, C, D, E, F and M

	Maximum Residential FSR	Maximum FSR
		The Residential FSR component should not exceed FSR indicated in 'Maximum Residential FSR' column
A	2:1	2:1
B	0.5:1	1:1
C	1:1	2:1
D	0.75:1	1.5:1
E	1:1	3:1
F	1:1	2:1
M	2:1	2:1

Floor Space Ratio for G, J and K

	Maximum FSR
G	Existing FSR
J	7:1
K	2:1

Floor Space Ratio for H, I, L and N

	Residential Uses	Maximum FSR
H	Residential uses prohibited.	2:1
I	Residential uses prohibited.	2:1
L	Residential uses prohibited.	2:1
N	Residential uses permitted subject to compliance with design guidelines.	1.3:1

The design concepts and principles within this Plan will be translated into more detailed controls and guidelines, and incorporated into the plans and policies that will be developed subsequent to this Plan, to guide development on RWA's strategic sites.

Design concept

The design concepts for the RWA's strategic sites are to:

- Maximise density within the commercial core to facilitate the establishment of a defined town centre around Redfern Railway Station, and maintain the established character of residential areas.
- Create the greatest density around Redfern Railway Station in terms of built form, use and activity.
- Reconnect east and west Redfern across the rail line and link the ATP, North Eveleigh, South Eveleigh and the major employment zones.
- Improve the public domain by improving pedestrian amenity, walkability and increasing surveillance and 'eyes on the street'.
- Improve streets and open spaces with quality landscaping, signage and street furniture.
- Ameliorate traffic impacts to create safe pedestrian links across Gibbons and Regent Streets to Redfern Street.
- Reinforce and continue existing pedestrian links to the street pattern and extend street alignments into the RWA's strategic sites to integrate them into the broader context.

General urban design principles

The following design principles will guide future development on RWA's strategic sites:

- Built form and massing of new development is to respond to the immediate context and character of the site and should provide a transition between scales.
- Development around the Redfern Railway Station to emulate the southern Sydney CBD (as around Railway Square).
- Reinforce the sense of enclosure to the streets, reinforce street alignments and achieve an appropriate human scale at street level.
- Development is to incorporate sustainability principles, including building design that maximises energy efficiency.
- The massing and design of building must maintain solar access to adjacent development, open space and the public domain in accordance with best practice.
- The massing and design of buildings must minimise wind impacts on pedestrian amenity. Future development proposals will be subject to detailed wind tunnel testing and analysis to demonstrate the achievement of comfortable wind conditions throughout the year. Within the Town Centre future development proposals shall incorporate wind mitigation measures such as: podiums; towers to be setback a minimum of eight metres from all sides on the podium level; canopies around the base of buildings; podium level planting and screening; street planting and screens; and maximum spacing between adjacent towers.
- Developments are to be designed to maximise amenity for future occupants.
- Ensure glare reflectivity from new buildings will not adversely impact on the uses of the public domain, occupants of adjacent buildings or motorist visibility.
- Ensure that new development is designed and located to minimise acoustic and vibration impacts from the railway corridor and traffic on major roads.

- New buildings must achieve design excellence in architectural, landscape and urban design. Design competitions for significant sites will be encouraged.
- Provide active frontages to all public domain areas including streets and parks to maximise informal surveillance.
- Encourage quality landscape design within public spaces and at the interface between public spaces and private development.
- Create new links and connections through larger sites with public streets and laneways.

3.3 Open Space and Public Domain Strategy

Open space refers to land on RWA's strategic sites that will be used as:

- Public open space, recreation areas or thoroughfares including parks, civic squares, pedestrian and cycle linkages, footpaths, verges and median strips. These areas are generally owned, managed and maintained on behalf of the community by government.
- Private open space areas that will be publicly accessible through managed access arrangements made with the landowner such as sporting fields, training grounds, tennis or basketball courts. These areas are generally privately owned, managed and maintained.
- Private open space that will be required to meet the needs of new residents on development sites. These areas are generally in private ownership of individuals and/or body corporate schemes.

Diagram 3.5 identifies the indicative location of future and existing publicly accessible open space areas within RWA's strategic sites. As indicated on the diagram these include:

- the so called 'Marian Street' Park, which is currently zoned Special Uses-Railway to be rezoned Public Recreation

3.5 INDICATIVE LOCATION OF PUBLICLY ACCESSIBLE OPEN SPACE AREAS WITHIN RWA'S STRATEGIC SITES



NOT TO SCALE



RWA's STRATEGIC SITES

● INDICATIVE LOCATION OF PUBLICLY ACCESSIBLE OPEN SPACE (INCLUDES PARKS, PLAZAS AND URBAN SPACES)

- a new civic space that will link the Town Centre and Redfern Railway Station and potentially provide a focus for activity and enterprise
- areas within North Eveleigh comprising around 15 percent of the total site, including a substantial section of the Fan of Tracks and the curtilage around the Chief Mechanical Engineers Office building
- areas within the Australian Technology Park, including tennis courts, playing fields and pedestrian/cycle walkways
- around 4,500 square metres comprising training and sporting fields at the former Redfern Public School site, which is currently zoned Special Uses-Community and which will be rezoned Private Recreation
- land located at the Pitt Street frontage of the former Rachel Forster Hospital site, which is currently zoned Special Uses-Hospital.

New development on RWA's strategic sites will be required to provide private open space in the form of communal areas, courtyards and balconies. The location and proportion of private open space will be determined with more detailed concept, project or development applications to best respond to each site and its characteristics.

Guidelines are also being developed to provide criteria for private open space provision based on best practice and adopted standards for other similar infill areas and will include guidance on sunlight access, security and safety.

The treatment of open space will depend on their relative function (example, passive, active, heritage curtilage) and contribution to the environment, intrinsic nature and local context. A preliminary analysis of possible open space treatment has been undertaken for public open space areas on RWA's strategic sites. While not prescriptive they provide an interpretation of the space and possible outcomes.

Possible treatment for certain public open space on RWA's strategic sites

• ***The Civic Space (Redfern Railway Station, Gibbons and Regent Streets)***

The redevelopment of Redfern Railway Station provides an opportunity to create a civic heart, which reinforces Redfern as the southern gateway to the city and promotes a distinct character for the area.

It is envisaged that the civic space would provide a sense of arrival. It would facilitate people moving through the plaza to or from the Railway Station and also provide a dynamic gathering space to sit, wait and meet.

The plaza is likely to predominantly comprise a paved open space that people not only move through, but which also is viewed from above, placing an emphasis on creating a graphic composition of paving and seating elements such as low walls and benches.

Wind and traffic noise could be ameliorated by a grove of Eucalyptus trees that would define the edge of the civic space and lead pedestrians across Gibbons Street to the Redfern Street thoroughfare. The tree species and location would need to be designed to ensure the highest level of security and surveillance. Lighting the grove could create a unique and memorable night time experience; an opportunity for lighting as an art installation.

Edges of the space could be activated by retail and cafes with awnings providing shelter throughout the seasons.

• ***The Redfern Street Thoroughfare (Redfern Railway Station, Gibbons and Regent Streets)***

The Redfern Street thoroughfare is primarily a space that people move through, providing pedestrian connectivity between Redfern and Regent Streets and the Railway Station, visually and physically. Conceptually it is an extension of the Civic Space, and should be designed using similar landscape elements and ground treatments.



Example of Civic Space landscape treatment



Example of Civic Space landscape treatment



Example of The Redfern Street Thoroughfare landscape treatment

3. Strategies for Revitalising Redfern-Waterloo



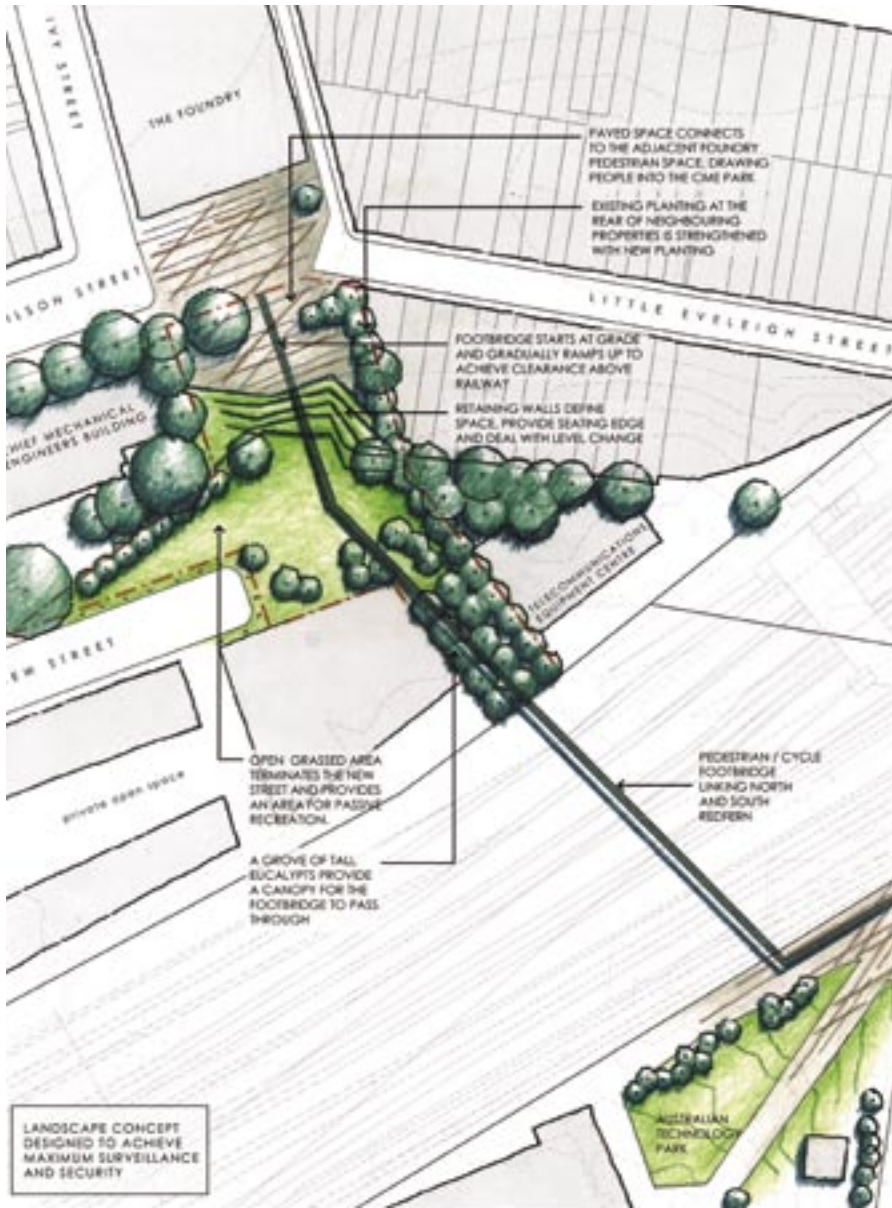
Example of possible landscape treatment of the Civic Space, Gibbons Street and 'Marian Street' Park and connectivity of these public open spaces.



Example of 'Marian Street' Park landscape treatment - Benches



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



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

It is envisaged that a grove of Eucalyptus trees could draw pedestrians across Gibbons Street and along the thoroughfare. A second grove could mark the termination at Regent Street. The trees would reduce the impact of wind and provide scale and organic form to the space. The tree species and location would need to be designed to ensure the highest level of security and surveillance.

Buildings edging the thoroughfare should be designed to engage with the public space, creating activity and improving safety.

• Little Eveleigh Park (North Eveleigh)

This park provides an important public space, as a major pedestrian connection and ties into the existing pedestrian space adjacent to The Foundry. It also provides a good curtilage to the heritage significant Chief Mechanical Engineers Office building.

It is envisaged that the park could be linked to the ATP and potentially the redeveloped Railway Station via an elevated pedestrian connection. The space has the potential to also facilitate improved connectivity between the Redfern Town Centre and the University of Sydney.

Elements in the treatment of this space could include the introduction of new retaining walls, strengthening the tree cover, use of interpretative heritage elements and lighting.

• Fan of Tracks (North Eveleigh)

The Fan of Tracks could be designed as the primary active public open space for North Eveleigh and its strong existing character provides exciting opportunities to retain and explore the site's heritage.

Design interventions could provide opportunities to heighten perception and legibility of heritage items, and emphasise and exaggerate existing forms and spatial qualities. It is envisaged that a significant section of the Fan of Tracks will be preserved predominantly as active open space, which is punctuated by the remnant exposed railways tracks, providing subtle level changes across the site.

Areas of planting, turf and hard paving, which follow the geometry of the railways tracks, create a textured ground plane. Informal play elements designed from recycled railway materials should be incorporated into the overall design. Views to the active railway and to the North Eveleigh heritage buildings should be reinforced.

• Traverser 1 (North Eveleigh)

The Traverser, defined by two existing heritage buildings (Paint Shop and Carriage Workshops), has a strong existing character, rhythm and texture and creates a potential pedestrian connection between Wilson Street and the ATP. Its existing qualities will be retained and enhanced to create a contained, linear and dynamic public space.

The proposed viewing platform at the termination of the Traverser at Wilson Street will accentuate its heritage and design qualities. Possible treatment could include a system of ramps, staircases, green elements, lighting and interpretative heritage elements.

• The Public Garden (North Eveleigh)

This refers to a possible linear park, adjacent to a new circulation road on the western section of North Eveleigh and could potentially provide a garden setting for the heritage buildings, and a public space that is domestic in scale.

The overall character of this garden would be dominated by the historic buildings that form its edges, and other railway remnants could be incorporated into the design of elements within the garden such as furniture, fences and lighting.

It is envisaged that pedestrian access to the surrounding apartment buildings would also be through the public garden, which will increase activation of this space.

Planting design and other semi permeable screening elements may be used to increase privacy for the residential buildings.



Example of Fan of Tracks landscape treatment - Play equipment



Example of Traverser 1 landscape treatment - Paving



Example of Public Garden landscape treatment - Planting

3.4 Infrastructure Strategy

The proposed increases in the residential population and business activity in the area will have an impact on the capacity of existing infrastructure. To ensure adequate infrastructure capacity and servicing in the area more detailed development plans must be prepared and ongoing review of infrastructure undertaken.

Development contributions plan for public amenities and services

A number of strategies will be employed to facilitate the delivery of public amenities and services including public domain improvements and the upgrade of the Redfern Railway Station. These will include: the imposition of development levies linked to value capture from increased development potential; sale of government land with development approval; borrowings; partnerships with State Government agencies; and partnerships with the private sector. A Contributions Plan for public amenities and services will be prepared to complement any plan governing development in the area.

Electricity

Energy Australia has advised that the general capacity of the electricity network is monitored and reviewed in light of new developments. Developers will be required to pay for connections to the existing network and new substations as required.

RWA will inform Energy Australia of any specific proposals under consideration to maximise the lead time for the installation of infrastructure.

Gas

Access to the gas network is easily available to all the RWA's strategic sites. Agility has indicated that capacity is reviewed on an ongoing basis in light of new developments arising. Agility will provide more detailed comments at the site development design stage. Developers will be required to pay for connections to the existing network.

Telecommunications

Telstra has indicated that they will provide additional copper and fibre network capacity and additional fibre network coverage as the needs of the Redfern-Waterloo area increase. For large development sites, such as North Eveleigh, there may be a need to relocate Telstra plants. Developers will be required to pay for connections to the existing network and on-site works. Telstra has advised that they will provide detailed advice at the site development design stage.

Water, wastewater and stormwater

Sydney Water and RWA are working together to examine the water and waste water capacity and infrastructure requirements for the RWA's strategic sites based on the indicative development yields that may be generated for each site. RWA will work with Sydney Water and the City of Sydney to develop a more holistic approach to water, waste water and stormwater management by exploring water reuse and recycling schemes. This will reduce the potable water demand and more efficiently use this water resource. A water tank is being installed at the Contemporary Performing Arts Centre in North Eveleigh to capture water for irrigating of local parks.

Sydney Water advised that developers are required to obtain a Section 73 Compliance Certificate (*Sydney Water Act 1994*) as a condition of development consent. This will ensure that developers have complied with all relevant Sydney Water requirements, including appropriate connecting points, correctly sized mains and amplifications, the procurement of trade waste agreements and the payment of developer charges.

Developers will be responsible for costs with regard to connection and augmentation of the water, wastewater and stormwater systems.

3. Strategies for Revitalising Redfern-Waterloo

3.5 Heritage Strategy

The RWA's strategic sites contain many buildings and structures that provide evidence of the diverse and significant history and heritage of the area. These buildings and structures also contribute to the physical character of the area and can provide a unique quality to future development. Heritage items on RWA's strategic sites are identified in the *South Sydney Local Environmental Plan* and the *Sydney Regional Environmental Plan No 26 City West (SREP No. 26)*. The State Heritage Register identifies the Eveleigh Railway Workshops as an item of state significance.

The Heritage Strategy is based on:

- The identification on a map of heritage items in the *SEPP (Major Projects)* for RWA's strategic sites. The heritage map in the *SEPP (Major Projects)* will list relevant items that are identified in the *South Sydney Local Environmental Plan* and the *Sydney Regional Environmental Plan No 26 City West*, as well as additional items. *Diagram 3.6* Items of Heritage and Buildings of Historical Interest identifies the heritage items. *Table 3.2* provides a summary of proposed heritage items.
- The introduction of a heritage clause in the *SEPP (Major Projects)* that will relate to development under Part 4 of the *EP&A Act*. Under the *SEPP (Major Projects)* a person may not demolish, dismantle or alter heritage items identified, except with the approval of the consent authority. The clause also provides that the consent authority must take into consideration the heritage impact of carrying out of the proposed development and may decline to grant development consent until consideration of a Statement of Heritage Impact.
- The review of existing Conservation Management Plans and heritage inventories for items on RWA's strategic sites to determine the value of any items and to provide for appropriate development controls. In some cases, Conservation Management Plans and/or Heritage Impact Statements will need to be prepared with Development Applications to identify existing significant heritage items to be retained and appropriate management of heritage items.

Where any item needs to be removed, an archival record will be prepared in accordance with the NSW Heritage guidelines.

- Ensuring that in cases where the proposed maximum height on a heritage item exceeds that of any listed heritage item, any additional height shown is contingent upon detailed heritage studies and compliance with *SEPP (Major Projects)*.
- Adaptive reuse of heritage items as far as practicable.

Table 3.2 Items of Heritage and Buildings of Historical Interest

Items of Heritage		
South Sydney Local Environmental Plan	Sydney Regional Environmental Plan No. 26	Proposed Additional Heritage Items
• Former Local Court House building	• Locomotive Workshop (ATP)	• Carriage Workshops (North Eveleigh)
• Former Rachel Forster Hospital – Five storey surgery building and part of two storey colonnade building	• New Locomotive Workshop (ATP)	• Blacksmiths' Shop (North Eveleigh)
• Former Redfern Public School-Two buildings on George and Phillip Streets	• Works Managers' Office (ATP)	• Telecommunications Equipment Centre (North Eveleigh)
	• Chief Mechanical Engineers Office Building (North Eveleigh)	• Scientific Services Building No.1 (North Eveleigh)
	• Large Erecting Shop (South Eveleigh)	• Paint Shop (North Eveleigh)
	• Redfern Station Booking Office (Lawson Street)	
Buildings of Historical Interest		
• Clothing Store (North Eveleigh)		
• Timber Shed Extension pre 1911 (North Eveleigh)		

3.6 ITEMS OF HERITAGE AND BUILDINGS OF HISTORICAL INTEREST



NOT TO SCALE



RWA's STRATEGIC SITES



HERITAGE ITEMS TO BE LISTED IN SEPP (MAJOR PROJECTS)



BUILDINGS OF HISTORICAL INTEREST

ATP

- 1 Locomotive Workshop
- 2 New Locomotive Workshop
- 3 Works Manager's Office

South Eveleigh

- 4 Large Erecting Shop

North Eveleigh

- 5 Carriage Workshops
- 6 Blacksmiths' Shop
- 7 Paint Shop
- 8 Scientific Services Building No. 1
- 9 Chief Mechanical Engineers Office Building
- 10 Telecommunications Equipment Centre

Redfern Railway Station

- 11 Redfern Station Booking Office

Former Redfern Public School

- 12 Two buildings on George & Phillip Streets

Former Rachel Forster Hospital

- 13 Five storey surgery building & part of two storey colonnade building

Former Local Court House

- 14 Former Court House Building

Buildings of Historical Interest

- A Clothing Store
- B Timber Shed Extension pre 1911

Note: A portion of the Fan of Tracks in North Eveleigh will be adapted to a publicly accessible open space area.

3. Strategies for Revitalising Redfern-Waterloo

3.6 Transport Strategy

Changing Redfern-Waterloo from simply being an interchange locality that funnels people to other areas in Sydney, to an area that is a key destination for workers, visitors and residents, requires reconfiguration of transport provision and servicing to the area. This shift is about providing better access to Redfern-Waterloo and ensuring people can access activities and places within the area safely and easily.

RWA has engaged a traffic and transport consultant to provide technical advice on the provision of transport to the area, as well as proposing strategies to manage new development on the strategic sites, without compromising the existing amenity of the area. This information will be used as a basis to develop a more comprehensive Transport Management Plan which will be undertaken in partnership with key stakeholders.

The key transport initiatives are outlined below.

Public Transport

• *Redevelopment of Redfern Railway Station*

As discussed in Section 2, upgrading Redfern Railway Station is central to the revitalisation of the area. Upgrading will enable the Station to better cater for the proposed increased residential and worker population; improve entry and connections to the area, provide disabled access; provide for better rail to rail interchange; improve the attraction of rail travel; and improve the physical amenity of the Station. A key aspect of the upgrade is to ensure that the Station is better integrated with the surrounding land uses and to improve the public domain around the Station area.

These changes in turn will make the area more accessible and attract businesses to the area.

In addition to upgrading the Redfern Railway Station, the land adjoining the Railway Station and Gibbons Street will be redeveloped for residential and business activities. Retail and other active uses at street level will create safer and more vibrant public spaces around the Station.

The RWA and RailCorp have engaged a consultant to assist in developing a preferred concept design option for the redevelopment of the Redfern Railway Station. These options are anticipated to be presented to the community in late 2006.

• *Improved connections to bus services*

Due to the high regional connectivity provided by the bus services in Redfern and the significant rail to bus interchange that occurs during weekday morning and afternoon peaks, it is important to enhance the visual and physical connection between the Railway Station entrance/exit, the proposed civic space and well used bus stops on Regent and Lawson Streets. The RWA will ensure that any development proposed for this area considers these important connections to facilitate ease of access to other forms of transport and will work with the Ministry of Transport and the State Transit Authority to address these issues.

• *Improved community transport provision*

The RWA will work with community transport providers, the Ministry of Transport and key stakeholders to improve transport for frail older people, people with disabilities and people who are public transport disadvantaged.

Roads and Traffic Management

• *Management of traffic generated from new development*

RWA has undertaken a preliminary analysis of traffic impacts associated with the development of the RWA's strategic sites, namely North Eveleigh and the Redfern Railway Station, Gibbons and Regent Streets sites. The preliminary analysis was used to estimate the trip generation rates for the developments and the trip assignment of the generated trips to the surrounding road network. The analysis was performed for the morning and afternoon peak hours. Traffic from the Australian Technology Park was also included.

For commercial development a traffic generation rate of 0.75 trips per 100 square metres of development was used.

This is based on a mode split of 30 percent for car driver and passenger, due to the proximity to good public transport (both rail and bus) and the CBD, and a high vehicle occupancy rate as observed in the inner city area. A rate of 4 employees per 100 square metres gross floor area was also applied. For residential a trip generation rate of 0.24 trips per residential unit per peak was adopted. Based on the land use and planning controls the number of trips likely to be generated from North Eveleigh and the Redfern Station, Gibbons and Regents Streets sites was estimated to be 1,560 vehicle trips per peak period (when development is completed).

The intersection modelling software, SIDRA, was used to analyse eight key intersections for pre-development and post development conditions. The intersections analysed were Wilson and Forbes Streets; Wilson and Golden Grove Streets; Wilson and Ivy Streets; Abercrombie and Shepherd Streets; Abercrombie and Lawson Streets; Lawson and Gibbons Streets; Lawson and Regent Streets; and Cleveland and Shepherd Streets.

The intersection analysis results for the existing condition show that the intersections are currently operating at a level of service of B (good with acceptable delays and spare capacity) or better, during the morning and afternoon peak periods.



Existing - Traverser 1, North Eveleigh



Artist's impression of bridge connecting to ATP and possible landscape treatment for Traverser 1 (near the new Contemporary Performing Arts Centre, North Eveleigh). RWA has committed \$6 million to design and construct a bridge connecting North Eveleigh and ATP. Design by ARUP and Oculus. Image by Oculus.

3. Strategies for Revitalising Redfern-Waterloo

The intersection analysis results for post-development condition showed that three intersections, Abercrombie and Shepherd Streets, Abercrombie and Lawson Streets, and Cleveland and Shepherd Streets can be managed to operate at a satisfactory level of service during peak hours with modification of traffic light cycle times and minor changes to the intersections. All other intersections would continue to operate at a good and acceptable level of service post development.

As a result the RWA will be seeking to achieve these peak hour traffic results by:

- Proposing for business a mode target of 60 percent for non car use journey to work trips in general, with a 70 percent non car use journey to work trips for sites close to Redfern Railway Station. This would be achieved by improvements to public transport, namely the upgrade to Redfern Railway Station and improved bus services.
- Implementing a car parking policy for RWA's strategic sites, to be incorporated into a Development Control Plan.
- Ensuring with the assistance of the City of Sydney that any car parking on surrounding streets is managed appropriately.

These preliminary results will provide a basis to undertake more detailed traffic analysis, which will then be incorporated into a Transport Management Plan. The Transport Management Plan will be developed in partnership with the RTA, Ministry for Transport, City of Sydney, RailCorp and the Redfern Chamber of Commerce.

Further traffic analysis will be undertaken by modifying the RTA's existing sub regional traffic model. There are some broader regional and metropolitan traffic issues that impact on the area, which will take some time to plan and implement.

• *Improved traffic operations on Regent and Gibbons Streets*

Regional traffic through Redfern is having a negative impact on pedestrian amenity and the operation of businesses along Regent and Gibbons Streets. This impact will continue to worsen due to foreshadowed increases in vehicular and truck movements from the Airport and Port Botany. The RWA and RTA will work together to look at options on improving the pedestrian amenity and movement along these roads. To improve pedestrian amenity RWA will be investigating options for an underpass at Gibbons Street. Any solution will however need to take account of broader metropolitan and regional traffic issues and address any associated congestion issues.

The RTA has recently lifted the clearway along the western side of Regent Street allowing for increased on-street parking and improved access to businesses. A number of local traffic management initiatives such as improved phasing at intersections may be introduced in the short term to improve pedestrian movements across Gibbons and Regent Streets. These actions would help to revitalise the Regent Street retail strip by providing an improved environment for pedestrians and additional on-street parking spaces.

Cycling and Pedestrian

• *Encourage safe and easy cycling in the area*

There are a number of off-road cycle routes through the Redfern-Waterloo area. The RWA and City of Sydney will work in partnership to ensure that existing cycle routes are enhanced, including providing bicycle routes to RWA's strategic sites and to key destinations. The provision of bicycle facilities/storage will be encouraged in new developments and at Redfern Railway Station.

• *Improved connection between ATP and North Eveleigh*

The rail corridor physically disconnects the northern and southern parts of Redfern-Waterloo and limits access to key destinations such as ATP, the University of Sydney and other health and educational facilities.



Improve traffic operations on Regent Street to improve the local pedestrian environment



Redevelopment of Redfern Railway Station required to improve access to platforms



Improve connections to bus services

Pedestrian and cycle links are proposed to connect the northern and southern part of Redfern-Waterloo. A link will be considered as part of the overall concept design study for the Redfern Railway Station upgrade and may be integrated as an unpaid access through the Redfern Station area.

The RWA has committed \$6 million for the construction of a pedestrian and cycle bridge between North Eveleigh and ATP.

In addition, to overcome the disconnection RWA will also undertake a design and feasibility study for a vehicle link between North Eveleigh and the Australian Technology Park to provide a direct north-south connection between the sites.

3.7 Ecologically Sustainable Development Strategy

Development on RWA's strategic sites will be required to contribute to the implementation of an Ecologically Sustainable Development (ESD) Strategy. The ESD Strategy is based on the achievement of the following initiatives:

- Energy efficiency, conservation and reduction of greenhouse gas.

- Applying passive design principles in the orientation and design of development to minimise the need for mechanical heating and cooling and artificial lighting. This includes selecting materials with appropriate thermal mass, use of insulation, provision of shading devices, installation of skylights and other approaches that achieve this principle.
- Water conservation and grey water reuse.
- Efficient waste management, including minimisation and recycling in the demolition, construction and operational phases of development.
- Reduced car dependence; promoting public transport use, cycling and walking through improved access to public transport; minimising car parking provision and providing facilities for cyclists.
- Compliance with BASIX for residential development and SEDA Building Greenhouse Ratings for non-residential buildings.

Future development proposals for new buildings or major alterations and additions to new buildings will need to be supported by a report prepared by a qualified environmental energy consultant, which demonstrates achievement of ESD requirements.

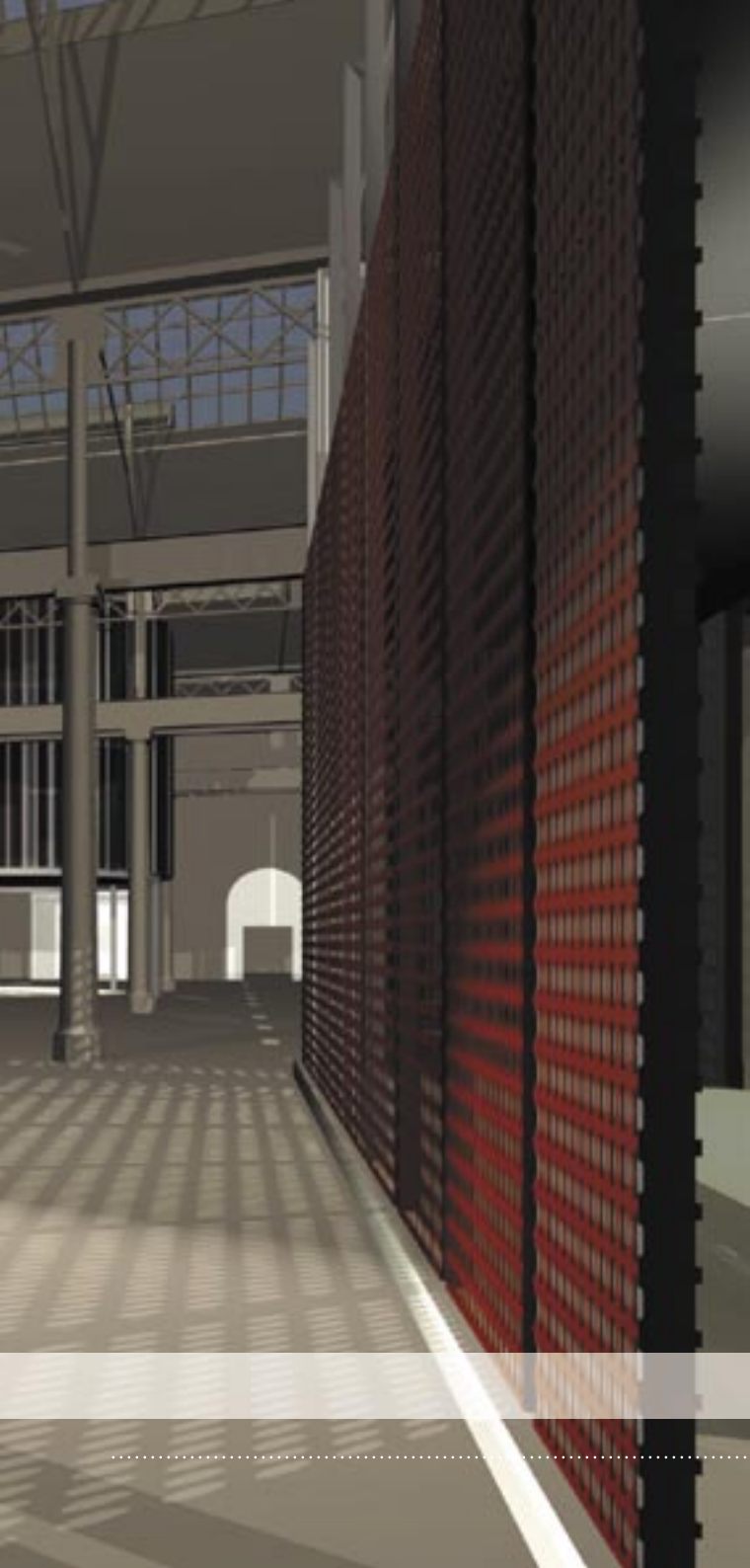
More detailed controls and guidelines regarding sustainability will be formulated and incorporated into the plans and policies that will be developed subsequent to this Plan.



Improve connectivity and safety for pedestrians and cyclists



North Eveleigh - Artist's impression of new Contemporary Performing Arts Centre.
Architect and image by Tonkin Zulaikha Greer.



4.

Land Use and Design Concepts for RWA's Strategic Sites

4. Land Use and Design Concepts for RWA's Strategic Sites

This section outlines the land use and design concept for the eight RWA's strategic sites. The land use and design concept for each strategic site comprises the following: description of the existing character; description of the existing land use zone; proposed land use concept; proposed design concept; and proposed land use zone.

The proposed land uses and design concepts are illustrated in the accompanying land use, height and floor space ratio (FSR) diagrams that have been prepared for each of RWA's strategic sites.

The land use and design concepts for each site reinforce the broader land use and design principles included in the previous section. Indicative locations of publicly accessible open space and items of heritage are discussed in Section 3 of the Plan.

The proposed land use zones are based on the land use zones included in the *Standard Instrument (Local Environmental Plans) Order 2006* under the *Environmental Planning and Assessment Act 1979* prepared by the Department of Planning.

A comparison between existing and proposed planning controls for RWA's strategic sites has led to the following conclusions:

- Floor space controls for the former Local Court House, Rachel Forster Hospital and Redfern Public School sites are compatible with existing floor space ratios and height controls surrounding these sites. It is noted that the *South Sydney Local Environmental Plan* does not prescribe floor space ratio or height controls for these sites.
- The maximum floor space ratio for the southern part of the Eveleigh Street site adjoining the existing 2 storey terraces has increased from 1:1 to 1.5:1 with a maximum residential floor space ratio of 0.75:1. This is intended to encourage employment and mixed uses as well as to provide for some residential development. The maximum height has increased from 2 to 3 storeys to support development while also ensuring compatibility with adjacent residential development, character of the area and sensitivity to the site's orientation.
- The maximum floor space ratio on the eastern part of the Eveleigh Street site which is adjacent to the railway line has

been increased from 1:1 to 2:1 with a maximum residential floor space ratio of 1:1. The maximum height has been increased from 3 to 5 storeys. The existing open space zone adjacent to the railway line will be rezoned to 'Business Zone-Mixed Use' with an overall maximum floor space ratio of 2:1 and maximum residential floor space ratio of 1:1. The maximum height has been increased to 5 storeys. This will encourage employment and mixed uses as well as allow some residential development. The 5 storey height limit is an extension of the maximum height permitted to the north and will facilitate a built form which could provide a barrier between the railway line and the lower density development to the west.

- Activities on the northern part of the Eveleigh Street site (north of Vine and Holden Streets) are predominantly non-residential at present. The proposed mixed use zoning is consistent with the existing land use zoning. Lot sizes, existing character, proximity to the Redfern Railway Station and Cleveland Street and the site's orientation offer the opportunity to encourage a greater proportion of employment generating uses, which is reflected in a higher floor space ratio and height. The maximum overall floor space ratio has been increased from 1.5:1 to 3:1 with a maximum residential floor space ratio of 1:1. Existing 3 and 4 storey limits have been increased to 5 storey, however a 3 storey limit along Vine Street has been maintained to ensure solar access for properties to the south.
- The Australian Technology Park and South Eveleigh sites are important employment hubs. Proposed development will reflect the character of the railway yards, lot sizes and configuration. The ATP is physically separated from lower rise residential development by major roads. Where this does not occur, appropriate heights in the ATP and South Eveleigh adjoining the existing residential area have been considered. The proposed increase of floor space ratio and heights offers the opportunity to anchor these sites

as major employment generating centres for the local and metropolitan workforce.

- The Redfern Railway Station and surrounding area is distinctive and the proposed maximum floor space ratio of 7:1 is similar to the floor space ratio of 7.5:1 applying around Railway Square at Central Station (with an increase of 1:1 FSR subject to meeting certain requirements in the *City of Sydney LEP*).
- North Eveleigh comprises one large land parcel physically separated from existing residential development by Wilson Street and Iverys Lane. A grade separation between Wilson Street of 3 to 5 metres further isolates the site. Currently there are no prescribed height limits on the site and no floor space ratio for residential uses. The proposed maximum floor space ratio of 2:1 for the western and eastern sections of the site responds to the larger lot sizes and building footprints characteristic of its previous industrial character. Future development along Wilson Street and Iverys Lane will be required to respect the character of the existing adjoining development.

Table 4.1 provides a summary of the existing and proposed land use zones, height controls and floor space ratios.

Notes to accompany Table 4.1:

Existing height controls have been converted from metres to storeys.

Existing height and floor space ratio controls do not necessarily reflect the height and floor space ratio of existing buildings on the sites.

For certain RWA strategic sites a maximum residential floor space ratio component has been proposed. This is indicated in Diagram 3.4 in Section 3.

Table 4.1 Existing and proposed land use zones, heights and floor space ratios for RWA's strategic sites

	Redfern Railway Station, Gibbons and Regent Streets	ATP	North Eveleigh	South Eveleigh	Eveleigh Street	Former Local Court House and Police Station	Former Rachel Forster Hospital	Former Redfern Public School
Existing land use zone	<ul style="list-style-type: none"> • Special Uses-Railway • Mixed Use • Railways 	<ul style="list-style-type: none"> • Residential-Business • Public Recreation 	<ul style="list-style-type: none"> • Railways 	<ul style="list-style-type: none"> • Railways • Residential • Residential-Business • Public Recreation 	<ul style="list-style-type: none"> • Northern Portion-Mixed Use Residential (Medium Density) • Southern Portion Residential (Medium Density) Mixed Use Special Uses-Community Centre/Preschool Local Recreation 	<ul style="list-style-type: none"> • Special Uses-Police Station 	<ul style="list-style-type: none"> • Special Uses-Hospital 	<ul style="list-style-type: none"> • Special Uses-School • Special Uses-Community Centre
Proposed land use zone	<ul style="list-style-type: none"> • Business Zone-Commercial Core • Recreation Zone-Public Recreation 	<ul style="list-style-type: none"> • Business Zone-Business Park • Recreation Zone-Public Recreation 	<ul style="list-style-type: none"> • Business Zone-Mixed Use • Special Purpose Zone-Infrastructure 	<ul style="list-style-type: none"> • Business Zone-Business Park • Residential Zone-Medium Density Residential • Recreation Zone-Public Recreation • Special Purpose Zone-Infrastructure 	<ul style="list-style-type: none"> • Business Zone-Mixed Use 	<ul style="list-style-type: none"> • Business Zone-Local Centre 	<ul style="list-style-type: none"> • Residential Zone-Medium Density Residential 	<ul style="list-style-type: none"> • Special Purpose Zone-Community • Recreation Zone-Private Recreation • Business Zone-Mixed Use
Existing height control	4 storeys	4 to 9 storeys	None specified	4 storeys None specified	<ul style="list-style-type: none"> • Northern Portion 3 to 4 storeys • Southern Portion 2 to 3 storeys 	None specified	None specified	None specified
Proposed height control	2 to 18 storeys	3 to 12 storeys	4 to 10 storeys 16 storey iconic building	4 to 12 storeys	<ul style="list-style-type: none"> • Northern Portion 3 to 5 storeys • Southern Portion 3 storeys (west) 5 storeys (east) 	3 to 6 storeys	3 to 6 storeys	4 storeys
Existing FSR control	2:1 to 3:1	1.2:1 (business uses only) no limit for residential	1.2:1 (business uses only) no limit for residential	1.2:1 (business uses only) no limit for residential	<ul style="list-style-type: none"> • Northern Portion 1.5:1 • Southern Portion 1:1 	None specified	None specified	None specified
Proposed maximum FSR	7:1	2:1	1:1 to 2:1	2:1	<ul style="list-style-type: none"> • Northern Portion 3:1 • Southern Portion 1.5:1 (west) 2:1 (east) 	1.3:1	2:1	2:1

4. Land Use and Design Concepts for RWA's Strategic Sites

4.1 Australian Technology Park (ATP)

ATP is bounded by the railway corridor and Redfern Railway Station to the north, Henderson Road to the South, Garden and Cornwallis Streets to the east, housing owned by the Department of Housing and RailCorp operational facilities to the west.

Existing characteristics

ATP has an area of approximately 13 hectares. It was previously owned by the State Rail Authority and formed part of the Eveleigh Railway Workshops established in the 1880's for the assembly and maintenance of steam locomotives.

ATP is focused on supporting the growth and commercialisation of Australian technology businesses. Since its establishment in 1994, ATP has become the premier scientific and technological research and development facility in NSW, with more than 100 companies working in various fields of technological innovation.

The site accommodates a number of significant heritage buildings, most notably the Locomotive Workshop, which have been re-adapted to house a community of researchers, entrepreneurs, incubator businesses, start-up and mature technology companies and educational organisations.

The six storey Biomedical building is the main contemporary building located on the site. The RWA commenced construction in early 2006 of a new six storey research building on Garden Street (Building D).

Open space and tennis courts are accommodated within the site. The remainder of the site is undeveloped and primarily utilised for temporary car parking.

Development of ATP has been guided by the *ATP Eveleigh Master Plan*, which was last amended in June 2005. This master plan sets out a clear vision and principles for development of the site, including preferred uses, floor space ratio, public open space, heritage, car parking, transport and access and public domain.

Existing land use zone

ATP is predominantly zoned 'Residential-Business' under *Sydney Regional Environmental Plan (SREP) No. 26*. A small portion of the site is zoned 'Public Recreation' under *SREP No. 26*. *SREP No. 26* requires the adoption of a Master Plan for the site. The *ATP Eveleigh Master Plan* supplements *SREP No. 26* with detailed objectives and provisions for the development of the site.

While residential development is permissible within the Residential-Business Zone, the Master Plan requires ATP to be developed principally for employment purposes. Temporary residential accommodation for staff and visitors in the form of serviced apartments is the only form of potential residential development envisaged for the site.



ATP - Artist's impression of Sydney Broadcast Property development



ATP - Public domain and rail heritage

Proposed land use concept

Promote a range of technology enterprises involved in research, development, innovation and commercialisation, media as well as supporting uses to reinforce ATP as a world class technology and business centre. Restrict residential uses. Permit serviced apartments, hotel accommodation, hostels, motels and other accommodation related or ancillary to business or educational purposes.

Diagram 4.1 illustrates the proposed land use concept for the site.

Proposed design concept

The Plan reinforces the vision and objectives of the adopted Master Plan for the continuing establishment of research and development activities at ATP while recognising the value and relationship of the site to the local community.

The current Master Plan allows for development of 166,650 square metres of floor space (gross floor area) at ATP, of which some 57,000 square metres has been developed. In response to growth in the technology and innovation sectors and to ensure the role of ATP as a world class centre for scientific and technological research, this Plan increases the total floor space to around 200,000 square metres and potential employment to around 5,000 to 8,000 jobs.

Increasing the employment capacity of the site also capitalises on its location adjacent to a major railway station node, which is proposed to be upgraded.

A Development Control Plan will be prepared to replace the current Master Plan.

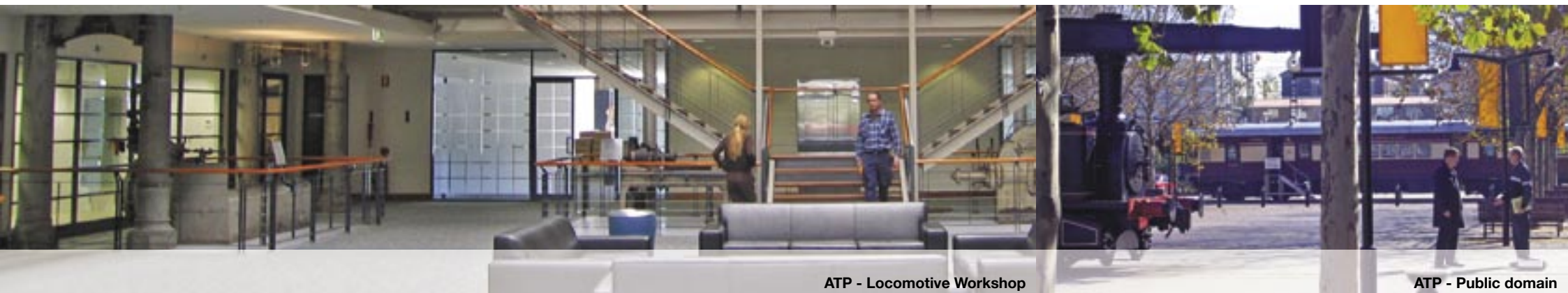
The proposed heights and floor space ratio for the site are illustrated on *Diagram 4.2*.

Open space provision at ATP to be in accordance with the Open Space and Public Domain Strategy in Section 3.3.

Heritage items at ATP are identified in accordance with the Heritage Strategy in Section 3.5.

Proposed land use zoning

- Business Zone – Business Park
- Recreation Zone – Public Recreation



ATP - Locomotive Workshop

ATP - Public domain

4.1 AUSTRALIAN TECHNOLOGY PARK LAND USE



NOT TO SCALE



PREDOMINANTLY BUSINESS



PUBLIC AND PRIVATE OPEN SPACE



SITE ENTRY



PEDESTRIAN & CYCLE LINKS TO BE REINFORCED



VEHICLE, PEDESTRIAN & CYCLE ROUTE



POTENTIAL PEDESTRIAN & CYCLE BRIDGE

4.2 AUSTRALIAN TECHNOLOGY PARK HEIGHT & FLOOR SPACE RATIO












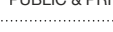



NOT TO SCALE



4.1



MAXIMUM FLOOR SPACE RATIO
2:1

-  EXISTING HEIGHT TO REMAIN
-  3 STOREY HEIGHT MAX.
-  4 STOREY HEIGHT MAX.
-  6 STOREY HEIGHT MAX.
-  9 STOREY HEIGHT MAX.
-  10 STOREY HEIGHT MAX.
-  11 STOREY HEIGHT MAX.
-  12 STOREY HEIGHT MAX.
-  PUBLIC & PRIVATE OPEN SPACE
-  POTENTIAL PEDESTRIAN & CYCLE BRIDGE
-  VIEW CORRIDORS
-  SITE ENTRY
-  VEHICLE, PEDESTRIAN & CYCLE ROUTE
- PUBLIC OPEN SPACE:**
Refer to Indicative Location of Publicly Accessible Open Space diagram.
- HERITAGE ITEMS:**
 - Locomotive Workshop
 - New Locomotive Workshop
 - Works Manager's Office

4. Land Use and Design Concepts for RWA's Strategic Sites

4.2 North Eveleigh

North Eveleigh is bounded by Wilson Street to the north, the railway corridor to the south, Iverys Lane to the west and residential development to the east fronting Little Eveleigh Street.

Existing characteristics

The North Eveleigh site is located within 50 metres of Redfern Railway Station. It comprises 11 hectares of disused railway land. The site is separated physically from surrounding residential development, Redfern Railway Station, the University of Sydney and employment activity at the ATP by a grade separation and limited connections. The site is poorly linked to the arterial road system. Vehicular access to the site is currently provided at the western extremes of the site from Wilson Street, with limited access on the eastern side of the site. Pedestrian and cycle access into the site is limited.

In past decades North Eveleigh was a hive of employment activity and railway operations. Today the site is predominantly used for storage of railway items and infrastructure and is largely inactive. There are a number of important heritage items located on the site, many of which are in a state of disrepair. This includes the Carriage Workshops, Blacksmiths' Shop, Chief Mechanical Engineers Office, Scientific Services Building No.1, Telecommunications Equipment Centre and Paint Shop.

In 2004 development consent was granted for the redevelopment of the Carriage Workshop building as a Contemporary Performing Arts Centre for Arts NSW. Work on the redevelopment has commenced and will open to the public in early 2007. It is envisaged that the redevelopment will provide the catalyst for regeneration of activity on the site and provide the anchor for the establishment of other compatible developments on the site.

The industrial character of the site is reflected in its built form and railway infrastructure. The site comprises a single lot, with no street network and large industrial buildings, which is reflective of the site's historical use.

The site presents a blank and inactive frontage to Wilson Street and there is a considerable grade differentiation of some 3 to 5 metres from Wilson Street. Existing views are limited to glimpses on street alignments. Forbes, Golden Grove, Shepherd, Codrington and Ivy Streets all terminate at the site providing for good connectivity and accessibility to the site from the surrounding area.

The majority of the site is likely to be contaminated and require remediation.

Existing infrastructure on the site will need to be upgraded to accommodate the change in land uses.

Land extending along Iverys Lane and the southern boundary adjacent to the railway corridor will be retained by RailCorp for rail access and maintenance, and other rail related infrastructure.

The proposed Macdonaldtown Stabling site is located directly south-west of the site. This proposal is an important component of the Railways Clearways Program, which is intended to improve the reliability and capacity of the rail network within the metropolitan area. The impact of rail related facilities must be considered in the design of future development at North Eveleigh in order to maximise amenity, while ensuring the continued operation of rail related activities.

Existing land use zone

North Eveleigh is zoned 'Railways' under *SREP No. 26*. The objectives of the 'Railways Zone' are to:

- provide for the ongoing day-to-day operational activities of the SRA, Freight Rail Corporation and Rail Access Corporation
- ensure that uses within the zone do not detrimentally impact on the use of adjoining land
- provide for community facilities within and public access across the zone.

Only land uses that are consistent with the above objectives are permissible within the Railway Zone. As such, permissible uses are largely restricted to railway related activities.



North Eveleigh - Blacksmiths' Shop to be adapted for new use

Proposed land use concept

Create a vibrant cultural, business and residential precinct that provides jobs, quality housing, services and facilities and opportunities for artistic and cultural expression that integrates with the surrounding established area. Encourage employment generating uses within proximity to Redfern Railway Station, to maximise the opportunities presented by public transport infrastructure and the Redfern Town Centre. Encourage residential development on the western portion of the site in proximity to existing residential development, cultural and community uses in the middle of the site and a mix of residential and non-residential development at the eastern end.

Diagram 4.3 illustrates the proposed land use concept for the site.

Proposed design concept

Maximise accessibility to and within the site by:

- formalising the existing east-west access spine within the site for a mix of vehicular, pedestrian, and cycle access through the site and to provide frontages for new buildings and new uses
- providing a street system on the site that connects with Wilson Street
- proposing two vehicular accesses to the site from Wilson Street—one using the existing entry to the site (western part of site) and the other opposite Shepherd Street
- proposing pedestrian and cycle access to the site at various points along Wilson Street
- creating a pedestrian and cycle link north-east of the site to connect the site to Redfern Railway Station, Redfern Street, and the north of the ATP
- the provision of a pedestrian and cycle connection between North Eveleigh and the ATP to improve access to the University of Sydney and link the site with the ATP, South Eveleigh and Henderson Road.

Protect the heritage and industrial character of the site by:

- identifying heritage items on the site in accordance with the Heritage Strategy in Section 3.5
- ensuring new development enhances the interpretation and significance of heritage items
- where practical, adaptively re-use significant heritage buildings associated with the former industrial railway uses
- encouraging the reinterpretation of heritage through the reuse of heritage materials and fabric in any redevelopment
- encouraging retention of views to significant heritage items.

Respect the industrial character on the site while providing an appropriate interface to the residential and mixed use character of the surrounding area by:

- ensuring that development along Wilson Street and Iverys Lane responds to the smaller lot subdivision pattern that characterise these streets
- respecting the character, building alignment and landscaping of established streets, buildings and laneways surrounding the site



North Eveleigh - Chief Mechanical Engineers Office building to be adapted for new use



Currently poor interface between North Eveleigh site and Wilson Street

4. Land Use and Design Concepts for RWA's Strategic Sites

- locating larger parcels towards the centre of the site and the railway corridor
- ensuring development along Wilson Street and Iverys Lane responds to the predominant terrace house typology within the area with a contemporary architectural interpretation in terms of alignment to the street, vertical and horizontal proportion and landscaping
- ensuring that the architectural character of new development responds to the industrial character of the site
- ensuring development along Iverys Lane is setback to minimise overlooking of existing residential development on the opposite side of the Lane
- providing lower to medium rise building heights along the perimeter of the site to respond to existing adjacent residential buildings
- increasing building heights to the southern boundary of the site and adjacent to the railway corridor with medium to high rise development
- discouraging blank facades and extensive car park entries and servicing along public streets.

Provide for the development of a landmark building at the eastern section of the site near Redfern Railway Station.

The provision and configuration of open space is to:

- be in accordance with the Open Space and Public Domain Strategy in Section 3.3.
- provide a high level of residential amenity for new developments by providing adequate private and communal open space within and around new development parcels
- be located and designed to achieve a high level of privacy and separation between dwellings
- be provided for all new dwellings
- be adjacent to active uses to enable surveillance and maximise the safety and security of spaces
- have good solar access
- be appropriately designed and landscaped with planting, paving, lighting, benches, furniture and public art.

Ensure that new development is designed and located to minimise acoustic, electrolysis and vibration impacts from the railway corridor and rail related activities, in particular the Macdonaldtown Stabling facility.

The proposed heights and floor space ratio for the site are illustrated in *Diagram 4.4*.

Proposed land use zoning

- Business Zone – Mixed Use
- Special Purpose Zone – Infrastructure



Existing - Former Canteen and Construction building off Wilson Street

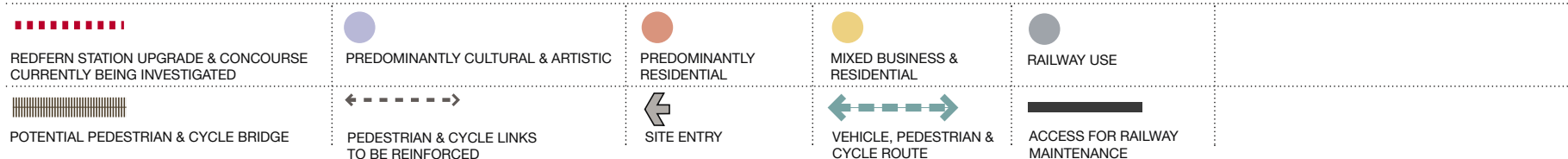


Artist's impression of proposed Indigenous catering (Yaama Dhinawan) and construction training facility, and viewing platform and stairs leading to North Eveleigh site (off Wilson Street). RWA has invested funds to renovate and establish the catering and construction training facility. Image by spencerperspectives.com.

4.3 NORTH EVELEIGH LAND USE



NOT TO SCALE



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	ACCESS FOR RAILWAY MAINTENANCE	VEHICLE, PEDESTRIAN & CYCLE ROUTE	SITE ENTRY	

4. Land Use and Design Concepts for RWA's Strategic Sites

4.3 South Eveleigh

South Eveleigh is bounded by the railway corridor to the north and west, ATP to the east and south, and Railway Parade and residential development to the south.

Existing characteristics

The majority of South Eveleigh comprises operational railway land with large industrial footprints and a predominantly industrial character. It is envisaged that railway uses will remain the predominant use for South Eveleigh.

The southern part of South Eveleigh accommodates existing residential development and includes public housing owned by the Department of Housing.

Land for potential redevelopment is generally restricted to the far eastern portion of the site, which is approximately 2.5 hectares in area.

The site comprises of large railway buildings including the Train Presentation Centre, the Tangara Workshops and the Large Erecting Shed.

The site is isolated from its surrounds and largely inaccessible. There is minimal on-site vegetation and no open space.

Existing land use zone

South Eveleigh is zoned predominantly 'Railways' under *SREP No. 26*. The existing residential development is zoned 'Residential' and 'Residential – Business' under *SREP No. 26*. Within the 'Railways Zone' permissible development is primarily restricted to railway related activities. Residential uses and various non-residential uses are permitted within the 'Residential – Business' zone. Land between the existing residential development and Henderson Road is zoned 'Public Recreation' under *SREP No. 26*.

Proposed land use concept

Railway uses will remain the predominant use for South Eveleigh. The existing residential uses to the south will be maintained. The remaining area will be predominantly business and light industrial uses that complement and extend the commercial and technology uses at ATP. Within the business and light industrial area, residential uses will be restricted to serviced apartments, hotel accommodation, hostel, motel and other accommodation related or ancillary to business or educational purposes.

The land fronting Henderson Road will be maintained for public open space.

Diagram 4.5 illustrates the proposed land use concept for the site.

Proposed design concept

Respond to the industrial character of the site by:

- ensuring that the scale and form of development works with and enhances the larger building footprints of the existing industrial buildings
- ensuring any new street system is interconnected and provides a quality setting to and interpretation of the existing industrial buildings
- ensuring the design and architectural character of new development responds to the industrial buildings already on site with a contemporary interpretation.

Protect the heritage of the site by:

- identifying heritage items on the site in accordance with the Heritage Strategy in Section 3.5
- ensuring new development respects and responds to the qualities, character, massing and alignments of heritage items



South Eveleigh - rail operational uses

- where practical, adaptively re-use heritage items associated with the railway uses
- encouraging the reinterpretation of heritage through the reuse of heritage materials and fabric in any redevelopment.

Respond to the character of the surrounding area and provide an appropriate interface to the adjacent residential development by:

- providing lower to medium rise building heights along the street edges to respond to the heights of the adjoining residential development
- increasing building heights adjacent to the railway lands, the rail corridor and ATP with medium to high rise development.

Encourage permeability and reduce isolation on the site by providing vehicle and pedestrian access to the site that links with ATP.

The provision and configuration of open space is to:

- be in accordance with the Open Space and Public Domain Strategy in Section 3.3

- provide a high level of amenity for new developments by providing adequate private and communal open space within and around new development parcels
- be located and designed to achieve a high level of privacy
- be adjacent to active uses to enable surveillance and maximise the safety and security of spaces
- have good solar access
- be appropriately designed and landscaped with planting, paving, lighting, benches and furniture.

Ensure that new development is designed and located to minimise acoustic, electrolysis and vibration impacts from the continued operation of rail-related activities on the site, the rail corridor and the Macdonaldtown Stabling facility.

The proposed heights and floor space ratio for the site are illustrated in *Diagram 4.6*.

Proposed land use zone

- Business Zone – Business Park
- Residential Zone – Medium Density
- Special Purpose Zone – Infrastructure
- Recreation Zone – Public Recreation



South Eveleigh - Xplorer Endeavour Service Centre and Large Erecting Shed in the background

4.5 SOUTH EVELEIGH LAND USE



●
PREDOMINANTLY BUSINESS

●
PREDOMINANTLY RESIDENTIAL

●
PUBLIC OPEN SPACE

●
RAILWAY USE

↔
VEHICLE, PEDESTRIAN & CYCLE ROUTE

↖
SITE ENTRY

▨
POTENTIAL PEDESTRIAN & CYCLE BRIDGE

4.6 SOUTH EVELEIGH HEIGHT & FLOOR SPACE RATIO



EXISTING BUILDING HEIGHT TO REMAIN

4 STOREY HEIGHT MAX.

12 STOREY HEIGHT MAX.

PUBLIC OPEN SPACE

RAILWAY USE

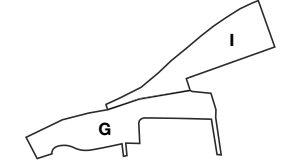
VEHICLE, PEDESTRIAN & CYCLE ROUTE

SITE ENTRY

POTENTIAL PEDESTRIAN & CYCLE BRIDGE

MAXIMUM FLOOR SPACE RATIO

	Max. FSR
G	Existing
I	2:1



HERITAGE ITEMS:
 • Large Erecting Shed

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

4. Land Use and Design Concepts for RWA's Strategic Sites

4.4 Eveleigh Street

The Eveleigh Street site is bounded by Cleveland Street to the north, Lawson Street to the south, the railway corridor to the east, and Abercrombie and Eveleigh Streets to the west.

Existing characteristics

The site has a diverse mix of residential and older industrial buildings, reflecting the multiple land ownership and its proximity to Cleveland Street. The total area of the site is approximately 3 hectares.

The site accommodates the Block, the area defined by Eveleigh, Caroline, Vine and Louis Streets. The Block is owned by the Aboriginal Housing Company (AHC) and is an important and symbolic place for Aboriginal people. The Block reinforces the wider significance of Redfern as meeting place – *“it provides an opportunity to reunite with family and friends from their hometowns or to simply be with their mob”* (AHC, 2001).

The Block was a centre for Aboriginal activism, which led to the establishment of a number of Aboriginal controlled services, including the first medical and legal services.

It is also significant as the first urban land rights claim in Australia, when in 1973 the Commonwealth government provided a grant to allow the AHC to purchase and restore terrace houses on the Block. Since that time the majority of the AHC terrace houses have been demolished, which has resulted in an informal park area within the centre of the Block. The remaining 19 terrace houses occupy the northern part of the Block and an apartment building fronts Caroline Street at the southern end.

The housing on the residential streets surrounding the Block is predominantly characterised by terrace houses. Residential flat buildings have been developed along parts of Cleveland Street.

Development between Cleveland and Vine Streets is characterised by larger scale industrial buildings. These buildings are occupied by various light industrial, warehousing and other non-residential uses. There are a number of shops along Abercrombie Street.

A pocket park, Pemulwuy Park and disused community building are located on the eastern side of Eveleigh Street adjacent to the railway. The Park has recently been upgraded by City of Sydney council.

The community building was formerly occupied by the Murawina Aboriginal Preschool, which relocated to the former Redfern Public School site in 2003.

The site benefits from its proximity to Redfern Railway Station, located directly to the south on Lawson Street.

Creating a vibrant, safe and sustainable community within this site requires a mix of uses.

Existing land use zone

The following zones apply to the Eveleigh Street site under the *South Sydney LEP*:

- ‘Mixed Use 10 Zone’, generally applies to the northern side of Vine Street and extends to Cleveland Street.
- ‘Residential 2(b) Medium Density Zone’ generally applies between Lawson Street and the southern side of Vine Street, including the Block, with the exception of the property located on the north western corner of Eveleigh and Lawson Streets which is zoned ‘Mixed Use 10 Zone’.
- ‘Special Uses – Community Centre Preschool Zone’ applies to properties between the eastern side of Eveleigh Street and the railway corridor



Eveleigh Street - Aerial view

- ‘Open Space Zone’ applies to properties between the eastern side of Eveleigh Street and the railway corridor; and properties bound by Caroline Street, Eveleigh Street and Caroline Lane.

Proposed land use concept

Encourage employment growth within the site. Create a vibrant sustainable business and residential community, providing opportunities for Aboriginal enterprise; housing, including culturally appropriate housing; and community and cultural facilities.

Diagram 4.7 illustrates the proposed land use concept for the site.

Proposed design concept

Reinforce the significance of Redfern as a meeting place and centre for Aboriginal activism by:

- ensuring the establishment of a mix of community, cultural and recreation facilities for Aboriginal residents and the wider community
- allowing for the establishment of Aboriginal enterprises, businesses and training and support services on the Block.

Enhance employment uses and the mixed use character of the site, given its proximity to Redfern Railway Station by:

- ensuring appropriate business development opportunities are provided within the site
- encouraging employment activity
- providing for residential development.

Facilitate the development of quality housing for existing and new residents that:

- provides a range of housing types that responds to the social mix of the area
- provides culturally appropriate and sustainable housing for Aboriginal residents
- is designed and located to respond to external factors, including the railway corridor and Cleveland Street, to maximise amenity.

Respect the existing residential and industrial character and built form of the site and provide an appropriate interface to surrounding development by:

- ensuring development responds to the scale, form and design of surrounding development
- providing a three storey height limit along Louis Street, Caroline Street, the western side of Eveleigh Street and northern and southern side of Vine Street in response to the scale of the adjacent terrace houses.

Increased height and floor space ratio along the railway corridor to provide a buffer to the lower scale development to the west.

Provide a safe, vibrant and cohesive community by:

- ensuring active uses adjoin and overlook existing and new open space to provide passive surveillance
- encouraging active non-residential uses at street level and along pedestrian paths to improve pedestrian safety and amenity

- ensuring landscaping, tree planting, lighting and good design of civic spaces, streets and pedestrian paths
- ensuring development fronts and overlooks public streets to facilitate passive surveillance
- maintaining existing street linkages to neighbouring areas to ensure continuous paths for walking, cycling and motorists to maximise activity and opportunities for surveillance
- limiting blank facades and extensive car entry/parking and servicing areas along public streets.

The provision and configuration of open space is to:

- be in accordance with the Open Space and Public Domain Strategy in Section 3.3
- provide a high level of residential amenity for new developments by providing adequate private and communal open space within and around new development parcels
- be located and designed to achieve a high level of privacy and separation between dwellings
- be provided for all new dwellings
- be adjacent to active uses to enable surveillance and maximise the safety and security of spaces
- have good solar access
- be appropriately designed and landscaped with planting, paving, lighting, benches and furniture.

The proposed heights and floor space ratio for the site are illustrated in *Diagram 4.8*.

Proposed land use zone

- Business Zone - Mixed Use



4.7 EVELEIGH STREET LAND USE



NOT TO SCALE



REDFERN STATION UPGRADE & CONCOURSE CURRENTLY BEING INVESTIGATED

MIXED BUSINESS, RESIDENTIAL & COMMUNITY FACILITIES

PEDESTRIAN & CYCLE LINK TO BE REINFORCED

4.8 EVELEIGH STREET HEIGHT & FLOOR SPACE RATIO



NOT TO SCALE



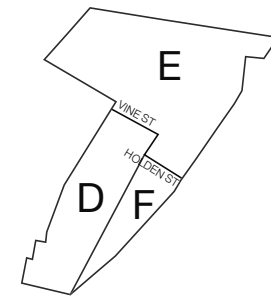
REDFERN STATION UPGRADE & CONCOURSE CURRENTLY BEING INVESTIGATED

- 3 STOREY HEIGHT MAX.
- 4 STOREY HEIGHT MAX.
- 5 STOREY HEIGHT MAX.

MAXIMUM FLOOR SPACE RATIO

	Max. Residential FSR	Max. FSR*
D	0.75:1	1.5:1
E	1:1	3:1
F	1:1	2:1

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



4. Land Use and Design Concepts for RWA's Strategic Sites

4.5 Redfern Railway Station, Gibbons and Regent Streets

The Redfern Railway Station, Gibbons and Regent Streets site straddles the rail corridor. It is bounded by Lawson Street to the north, Margaret Street to the south, Regent Street to the east, and the rail corridor and residential development to the west.

Existing characteristics

Redfern Railway Station and its immediate surrounds is the southern gateway to the Sydney CBD. Despite its proximity to the Sydney CBD and its role in the metropolitan transport network, the Railway Station and Town Centre retain a suburban character and density.

With the exception of the Airport line, all suburban and inter-urban train lines stop at Redfern Railway Station. Central is the only other station that provides superior access to the Sydney metropolitan rail network. Despite this, Redfern Railway Station is underutilised and has become a through route for commuters rather than a destination. This is further reinforced by the limited activity around the station. Economic and social opportunities associated with activity generated by the Redfern Railway Station are at present unrealised.

The Town Centre area is located directly east of the Station. Redfern Street is the main shopping street and Regent Street is a secondary shopping street. These three streets are relatively separate shopping areas and do not form a cohesive, vibrant town centre. Business activity in Redfern and Regent Streets has suffered a decline in trade and patronage over the past decade despite signs of emerging small business, such as cafes and artist studios.

Employment is concentrated around the commercial towers, which are located opposite the Railway Station between Gibbons and Regent Streets within Lawson Square. The recent relocation of the police and government agencies to this area has boosted local business. Lawson Square is the highest point within the Town Centre, being located on the ridge. However, Lawson Square is windswept and empty and lacks any level of public amenity either for people coming to the Town Centre or for those passing through.

The Railway Station is the focus of local public transport activity in Redfern-Waterloo. Pedestrian movement from the Railway Station is generally eastward toward the Town Centre and westward to the University of Sydney. However, pedestrian connections to the Town Centre are not strong as Gibbons and Regent Streets traverse the Town Centre and disconnect the Railway Station from retail and employment activity.

These are arterial roads carrying metropolitan and regional traffic through Redfern to and from the Sydney CBD in a north – south direction. The amount and speed of traffic using these roads presents a physical and safety barrier for pedestrians.

The Railway Station itself is in need of an upgrade. The entry and ticketing arrangement and inadequate access, particularly for less mobile persons need to be improved. Recent development in the area such as the ATP now provide opportunities for better connection between the Railway Station and surrounding public destinations.

The areas around the Railway Station are generally unattractive and uninviting. This is to a large degree a result of buildings that do not have active street and laneway frontages. The lack of activated civic spaces and ground level business activity contribute to a perception of dereliction.

The Railway Station contains heritage items, which are identified in the *South Sydney LEP*, including the Redfern Station ticket office on Lawson Street.

The Town Centre has an established street, laneway and block pattern that will guide quality development and ensure connectivity and accessibility.



Redfern Railway Station - platform

Existing land use zone

The following zones apply to the Redfern Railway Station, Gibbons and Regent Streets site:

- Redfern Railway Station and the rail corridor is zoned 'Railways' under *SREP No. 26*. Within the 'Railways Zone' permissible uses are largely restricted to railway related activities.
- The remainder of the site is zoned 'Mixed Use 10' under the *South Sydney LEP*. The land use zone permits a mixture of compatible uses such as residential, retail, commercial, light-industrial and industrial development.

Proposed land use concept

Establish a vibrant, active local hub for business, retail and residential activity around the Railway Station, with attractive, functional civic spaces and pedestrian scaled urban spaces linked by streets and laneways.

Diagram 4.9 illustrates the proposed land use concept for the site.

Proposed design concept

Transform the site to emulate its status as the southern gateway to the Sydney CBD by:

- providing opportunities to harness the social, civic and economic potential generated by Redfern Railway Station as one of Sydney's central public transport hubs
- achieving a critical mass of density to activate and generate development
- encouraging the development of a vibrant, culturally diverse, multi use Town Centre with quality medium and high density development
- upgrading Redfern Railway Station including the concourse and entrance to cater for the existing and increased residential and commuter population, and improve connections to adjoining commercial sites, such as the ATP and North Eveleigh.

Create a new Town Centre at the Redfern Railway Station, Gibbons and Regent Streets site to provide a vibrant focal point for Redfern by:

- providing sufficient development potential to create a business hub comprising jobs, shops, services and amenities for residents and workers

- providing a quality, safe, activated and accessible civic space around the Railway Station
- upgrading the Railway Station to improve the entrance, access and facilities
- encourage the retention of laneway reserves where practicable
- ensuring that the Railway Station upgrade allows for adjoining future development.

Reinforce the status of the Town Centre and Redfern and Regent Streets as the main shopping strips by:

- establishing a new concourse at the station to improve east-west connections and access to the Town Centre
- connecting the Railway Station to the Town Centre, Redfern Street, Regent Street, Marian Street, North Eveleigh, and ATP through defined pedestrian and cycle links
- introducing traffic management measures to improve pedestrian safety and accessibility to and from Redfern Railway Station across Gibbons and Regent Streets.



Redfern Street - Cafe



Regent Street - Shops

4. Land Use and Design Concepts for RWA's Strategic Sites

Establish an identifiable character and appropriate urban scale for the Town Centre by:

- creating a consistent block edge along all streets to a height of five storeys and tower development towards the centre of the blocks
- retaining the two storey height of existing shopfronts along the length of Regent Street
- creating a consistent scale and alignment around Lawson Square
- providing a two storey height limit along the length of the Redfern Street laneway
- ensuring all new development is built to the street boundary and in alignment with the street
- creating areas for new ground floor retail space and active street edges, such as Redfern Street laneway, linking the station with Regent and Redfern Streets
- creating a scale and architectural proportions that are consistent with existing shopfronts
- retaining the small lot subdivision pattern particularly along streets and laneways
- eliminating blank facades, extensive car entry/parking and servicing areas along public streets

- ensuring that all new car parking is below ground level
- providing a transition in urban scale from south of Marian Street toward the centre to respond to the existing residential development.

Provide a safe, high quality and pleasant public domain:

- in accordance with the Open Space and Public Domain Strategy in Section 3.3
- with quality landscaping, tree planting, lighting, wind mitigation, solar access and good urban design of civic spaces along defined pedestrian and cycle spines and streets
- by locating active uses such as cafes and shops on the ground floor along all streets that are accessible and visible for passing pedestrians
- by locating residential uses above ground overlooking streets and public spaces and not at ground level
- that adjoins or is overlooked by active uses to provide passive surveillance at all times.

Provide quality private open space:

- for new commercial development
- for all new dwellings
- with good solar access
- with a high level of privacy for residents
- that is appropriately landscaped.

Protect the heritage of the site by:

- identifying heritage items on the site in accordance with the Heritage Strategy in Section 3.5
- encouraging the reinterpretation of heritage through the reuse of heritage materials and fabric in any redevelopment
- where practical, the adaptive re-use of significant heritage items associated with the Railway Station and railway lines.

The proposed heights and floor space ratio for the site are illustrated in *Diagram 4.10*.

Proposed land use zoning

- Business Zone – Commercial Core
- Recreation Zone – Public Recreation



Redfern Street - View towards Surry Hills



Redfern Railway Station, Gibbons and Regent Streets - Artist's impression of possible landscape treatment for 'Marian Street' Park. RWA is rezoning this land as open space in response to community wishes. Design and image by Oculus.

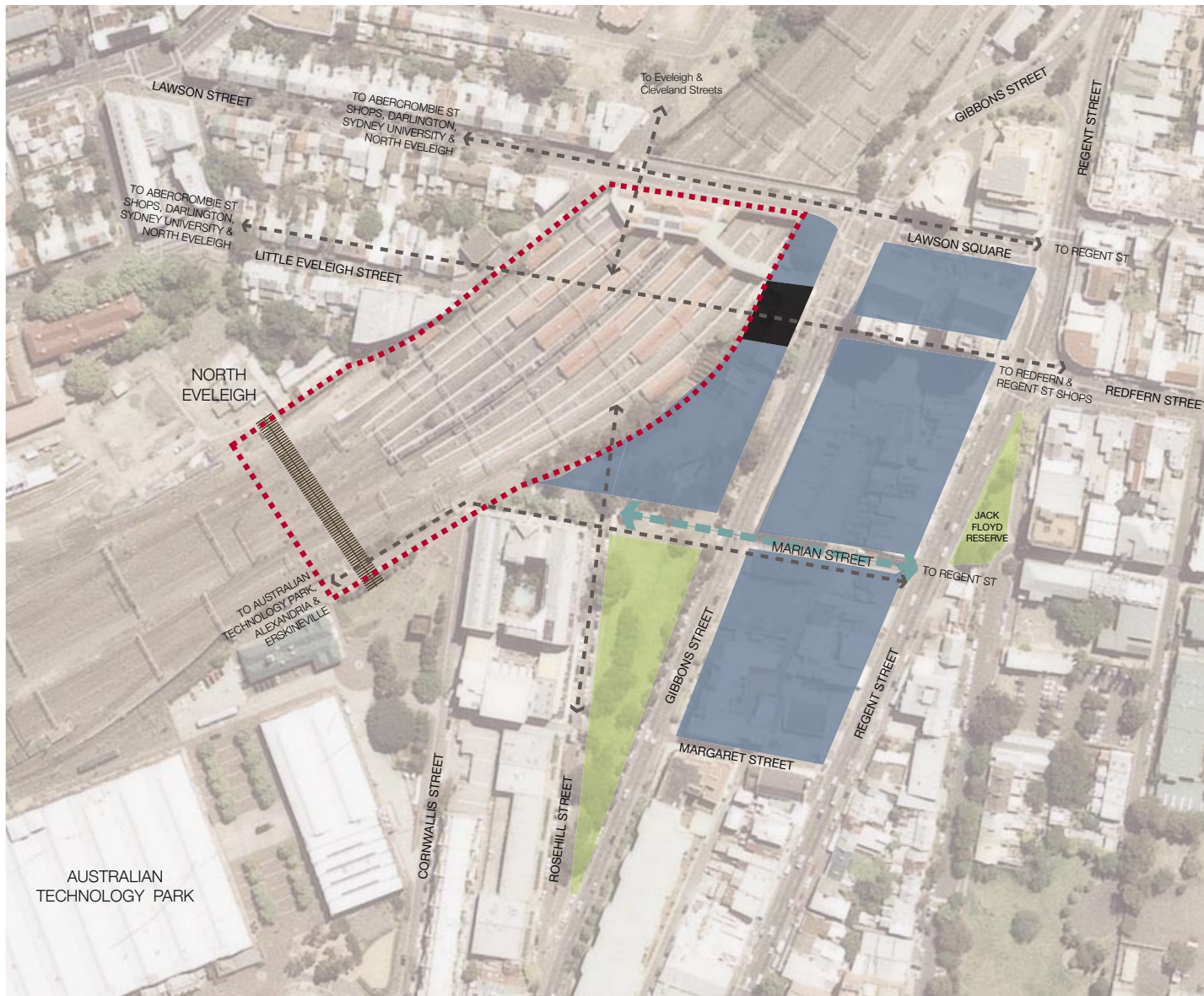


Redfern Street - Existing community services/facilities



Gibbons Street - Existing 'Marian Street' Park

4.9 REDFERN RAILWAY STATION, GIBBONS & REGENT ST's LAND USE



REDFERN STATION UPGRADE & CONCOURSE
CURRENTLY BEING INVESTIGATED

CIVIC SPACE

PREDOMINANTLY BUSINESS

PUBLIC OPEN SPACE

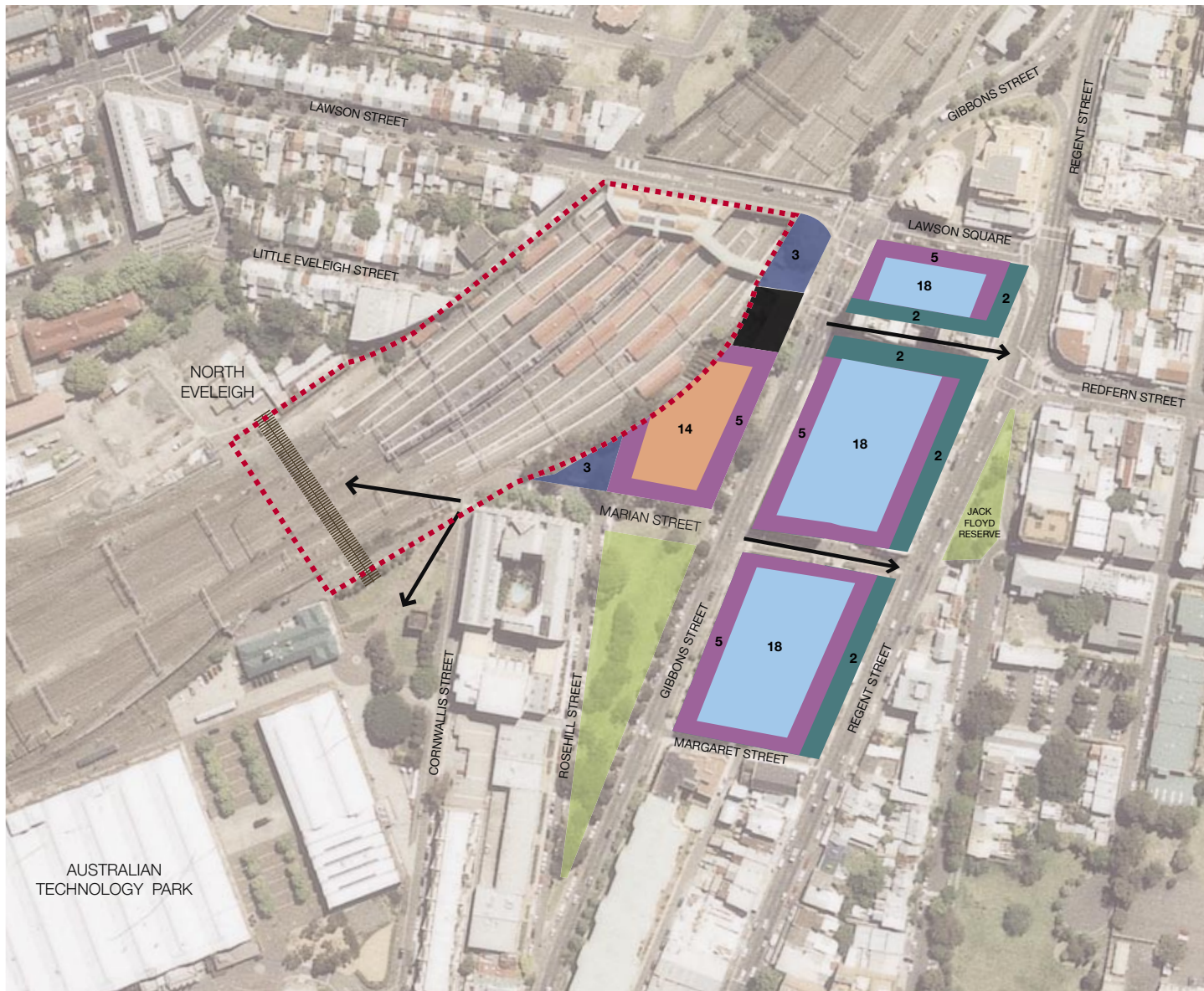
PEDESTRIAN & CYCLE LINKS
TO BE REINFORCED

POTENTIAL PEDESTRIAN &
CYCLE BRIDGE

VEHICLE, PEDESTRIAN & CYCLE ROUTE

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

4. Land Use and Design Concepts for RWA's Strategic Sites

4.6 Former Rachel Forster Hospital

The former Rachel Forster Hospital site is located at 150 Pitt Street. It is bounded by Albert Street to the north, residential development to the south, Pitt Street to the east and a warehouse and residential development to the west.

Existing characteristics

The site has an area of approximately 0.7 hectares and is occupied by various buildings. A two to three storey building fronts Albert Street, which is linked to a central two storey wing. The central wing links to a five storey building extending along the southern boundary and fronting Pitt Street.

The site is identified as a heritage item in the *South Sydney Local Environmental Plan*. The five storeys building on Pitt Street is identified as an example of Inter-War functionalist style hospital building.

The Hospital closed in 2003 when staff and facilities were transferred to the nearby Prince Alfred Hospital in Camperdown. A community health facility currently operates from the building fronting Albert Street.

The site is surrounded by residential development.

Development along Pitt Street and Albert Street is characterised by two storey terrace houses. The southern boundary of the site is adjoined by a modern residential development up to four storeys in height.

Existing land use zone

The site is zoned 'Special Uses – Hospital' under the *South Sydney LEP*. Permissible uses within the zone are restricted to hospital and supporting uses, as well as permissible uses in adjacent zones (in this case residential zone).

Proposed land use concept

Predominantly residential development consistent with the surrounding land uses. Provide the opportunity for community uses in keeping with the residential use.

Diagram 4.11 illustrates the proposed land use concept for the site.

Proposed design concept

Respect the character of existing development and development on Albert and Pitt Streets and provide an appropriate interface with adjoining and surrounding residential development by:

- providing a three storey height limit to Albert Street in response to the scale of terrace housing that dominates the street
- ensure that new buildings along Albert Street have the same rhythm and proportions as terrace housing
- allowing buildings of up to six storeys on the central and southern sections of the site
- locating on-site car parking below ground level
- ensuring new development responds to the predominant terrace house typology along Pitt Street with a contemporary interpretation
- discouraging blank facades and extensive car parking entry and servicing areas along public streets.



Former Rachel Forster Hospital - Existing surgery building

Protect the heritage of the site by:

- identifying heritage items on the site in accordance with the Heritage Strategy in Section 3.5
- ensuring new development responds sensitively to significant heritage items
- retaining and adaptively reusing the heritage buildings and landscape associated with the site
- encouraging an interpretation plan to commemorate the history of the site and conservation of significant features such as the memorial panels.

- be provided for all new dwellings
- be adjacent to active uses to enable surveillance and maximise the safety and security of open spaces
- have good solar access
- be appropriately designed and landscaped with planting, paving, lighting, benches, and furniture.

Orientate new development towards Pitt and Albert Streets to provide surveillance of the public spaces for improved safety.

The provision and configuration of open space is to:

- be in accordance with the Open Space and Public Domain Strategy in Section 3.3
- provide quality landscaping to reinforce the landscape setting of the site and Pitt Street
- provide a high level of residential amenity for new developments by providing adequate private and communal open space within and around the site
- be located and designed to achieve a high level of privacy and separation between dwellings

The proposed heights and floor space ratio for the site are illustrated in *Diagram 4.12*.

Proposed land use zone

- Residential Zone - Medium Density Residential



Former Rachel Forster Hospital - Existing entrance



Former Rachel Forster Hospital - Existing facade

4.11 FORMER RACHEL FORSTER HOSPITAL LAND USE

NOT TO SCALE




PREDOMINANTLY RESIDENTIAL


SITE ENTRY

4.12 FORMER RACHEL FORSTER HOSPITAL HEIGHT & FLOOR SPACE RATIO



4.6

 3 STOREY HEIGHT MAX.

 6 STOREY HEIGHT MAX.

 SITE ENTRY

MAXIMUM FLOOR SPACE RATIO

Max. Residential FSR	Max. FSR*
2:1	2:1

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

HERITAGE ITEMS:

Five storey surgery building and part of two storey colonnade building (refer to Items of Heritage & Buildings of Historical Interest diagram)

NOTE:

Any additional height indicated on a heritage item (refer to Indicative 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.



4. Land Use and Design Concepts for RWA's Strategic Sites

4.7 Former Local Court House and Redfern Police Station

The former Local Court House and Police Station site is located at 103 Redfern Street. The site is bounded by Redfern Street to the north, Turner Street to the south, and retail and residential uses to the east and west.

Existing characteristics

The site is approximately 0.25 hectares in area and is occupied by the former Court House and Redfern Police Station buildings. The Local Court House building fronts Redfern Street and is identified as a heritage item in the *South Sydney Local Environmental Plan*. It is a significant building element in the Redfern Street streetscape. Access to an existing laneway on the western boundary of the site is closed.

Both the Local Court House and the Police Station buildings are currently vacant. As a result they do not contribute to the activation of either Redfern or Turner Streets. The Court House is an iconic building in Redfern Street and sits in the streetscape with a number of other important public buildings.

To the rear of the site is the Police Station Building, which comprises 2 storeys and is accessed via Turner Street. The building does not warrant retention.

A group of terrace houses are located south of the site on the opposite side of Turner Street.

Redfern Street is characterised by retail and commercial uses.

Existing land use zone

The site is zoned 'Special Uses - Police' under the *South Sydney LEP*. Permissible uses in the zone are limited to a Police Station, as well as permissible uses in adjacent zones (in this case residential and business zones).

Proposed land use concept

Predominantly business and community uses (such as a community health facility) in the former Local Court House building and Police Station.

Diagram 4.13 illustrates the proposed land use concept for the site.

Proposed design concept

Respond to character and built form of surrounding development with transition from 3 storeys along Turner Street up to 6 storeys.

Protect the heritage of the site by:

- identifying heritage items on the site in accordance with the Heritage Strategy in Section 3.5
- retaining the former Local Court House building and facilitating its adaptive reuse in a manner that is sensitive to the existing structure and its heritage significance
- ensuring that new car parking is below ground level
- ensuring new development to the rear of the site responds to the heritage significance of the former Local Court House
- ensuring that the form and massing of new development at the rear of the site does not visually dominate the former Local Court House as viewed from Redfern Street
- providing adequate separation between the former Court House and new development at the rear.

Activate the public domain and site frontages to Redfern Street and Turner Street by:

- retaining and reinterpreting the former Local Court House forecourt area along Redfern Street and its importance as a formal setting for the building

- reinforcing the original building entry area with appropriate landscape design, lighting and materials
- building to the street boundary along Turner Street to reinforce the existing built form and provide surveillance to the street
- discourage blank facades and extensive car parking entry and servicing areas along public streets.

The provision and configuration of open space is to:

- be in accordance with the Open Space and Public Domain Strategy in Section 3.3
- provide a high level of residential amenity for new developments by providing adequate private and communal open space within and around new development sites
- be located and designed to achieve a high level of privacy and separation between dwellings
- be provided for in all new dwellings
- be adjacent to active uses to enable surveillance and maximise the safety and security of open spaces
- have good solar access
- be appropriately designed and landscaped with planting, paving, lighting, benches, and furniture.

The proposed heights and floor space ratio for the site are illustrated in *Diagram 4.14*.

Proposed land use zone

- Business Zone - Local Centre



Artist's impression of NSW Health's proposed re-use of Former Local Court House to community health facility. Image by spencerperspectives.com.



Former Local Court House - Existing entrance



Former Local Court House - Existing facade

4.13 FORMER LOCAL COURT HOUSE & POLICE STATION LAND USE

NOT TO SCALE



MIXED BUSINESS & RESIDENTIAL

SITE ENTRY



4.14 FORMER LOCAL COURT HOUSE & POLICE STATION HEIGHT & FLOOR SPACE RATIO

NOT TO SCALE



- EXISTING BUILDING HEIGHT TO REMAIN
- 3 STOREY HEIGHT MAX.
- 6 STOREY HEIGHT MAX.
- SITE ENTRY

MAXIMUM FLOOR SPACE RATIO
1.3:1

HERITAGE ITEM:
• Former Local Court House building

4. Land Use and Design Concepts for RWA's Strategic Sites

4.8 Former Redfern Public School

The former Redfern Public School is located at 160-202 George Street, Redfern. The site is bounded by residential development to the north, Phillip Street to the south, George Street to the east and Cope Street to the west.

Existing characteristics

The site has an area of 1.6 hectares of land and is dissected by Renwick Street, extending north-south through the centre of the site. Five former school buildings occupy the site. The two storey Victorian buildings on the site along George Street are listed as items of local heritage significance under *South Sydney Local Environmental Plan*. The school site includes a playing field on the western boundary at Cope Street and a car park on the northern boundary.

The Murawina Child Care Centre operates from one of the school buildings. The majority of the site is not used and access to the playing fields, once used by pupils has been boarded up.

The south western part of the site, fronting Phillip Street is currently occupied by the Salvation Army.

The site is located within a landscaped setting surrounded by terrace houses to the east, Department of Housing towers to the south and mixed use medium density development to the west. Some of the buildings on Phillip Street have graffiti and are vandalised.

Renwick Street terminates as a vehicular link at the northern end of the site and continues to Phillip Street as a pedestrian/cycle link.

The site and existing school buildings provide an important view termination from the south.

Existing land use zone

The site is currently zoned 'Special Uses – School' under the *South Sydney LEP*. Permissible uses within the zone are restricted to schools and supporting uses, as well as permissible uses in adjacent zones (in this case mixed use and residential zones). The south western part of the site is zoned 'Special Uses - Community Centre'.

Proposed land uses concept

Community, recreational/sporting and educational uses. Permit serviced apartments, hotel accommodation, hostel, motel and other accommodation related or ancillary to community, recreational or educational purposes.

Mixed business and residential in the south-western corner of the site.

Diagram 4.15 illustrates the proposed land use concept for the site.

Proposed design concept

Respect the character and built form of the site and provide an appropriate interface to surrounding development by:

- ensuring development responds to the scale, form and design of surrounding development
- ensuring the height of new development provides a transition between the lower scale terrace housing to the north and east, the medium scale mixed use development to the west and tower development to the south on Phillip Street
- ensuring development responds to the smaller lot sizes and widths that are characteristic of the adjacent terrace house development.

Protect the heritage of the site by:

- identifying heritage items on the site in accordance with the Heritage Strategy in Section 3.5
- ensuring new development retains, restores and reuses heritage items
- ensuring new development responds sensitively to significant heritage items
- encouraging the adaptive re-use of significant heritage items associated with the former school use
- encouraging the reinterpretation of heritage through the reuse of heritage materials and fabric in any redevelopment.

The provision and configuration of open space is to:

- be in accordance with the Open Space and Public Domain Strategy in Section 3.3

- ensure a high level of amenity for new developments by providing adequate open space within and around new development parcels
- be located and designed to achieve an adequate level of privacy and separation between uses, in particular adjacent residential development
- have good solar access
- be appropriately designed and landscaped with planting, paving, lighting and benches and furniture.

The open space (oval) along Cope Street will be primarily used by the land owner to provide facilities for sports training. The owner will be responsible for managing public access to the site.

Improve safety and security for future occupants of the site, surrounding development and pedestrians by:

- ensuring active uses adjoin and overlook existing and new open space and pedestrian links to maximise surveillance
- ensuring appropriate landscaping, lighting and good design of streets and pedestrian paths
- discouraging blank facades and extensive car parking and servicing areas along public streets: George, Phillip and Cope Streets.

Protect local views to and through the site.

The proposed heights and floor space for the site are illustrated in *Diagram 4.16*.

Proposed land use zone

- Special Purpose Zone – Community
- Business Zone – Mixed Use
- Recreation Zone – Private Recreation



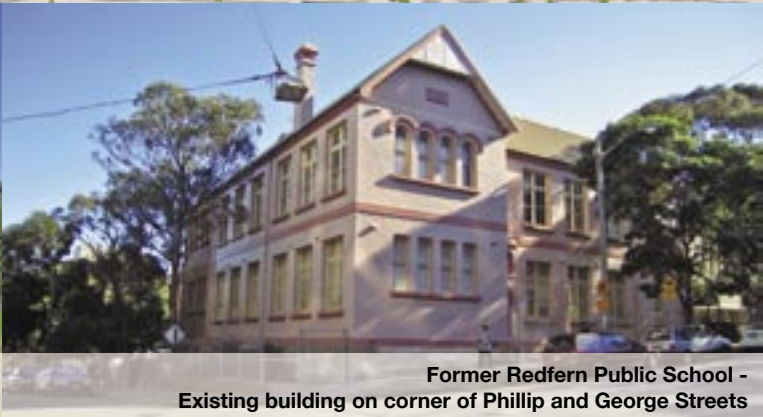
Artist's impression of proposed National Indigenous Development Centre by the Indigenous Land Corporation on the Former Redfern Public School site. View from above Cope Street. Architect and image by Tonkin Zulaikha Greer.



Former Redfern Public School - Existing building along George Street



Former Redfern Public School - Existing oval



Former Redfern Public School - Existing building on corner of Phillip and George Streets

4.15 FORMER REDFERN PUBLIC SCHOOL LAND USE

NOT TO SCALE



● COMMUNITY, EDUCATION & RECREATION

● MIXED BUSINESS & RESIDENTIAL

● PRIVATE OPEN SPACE

⇨ SITE ENTRY

4.16 FORMER REDFERN PUBLIC SCHOOL HEIGHT & FLOOR SPACE RATIO



NOT TO SCALE



EXISTING BUILDING HEIGHT TO REMAIN

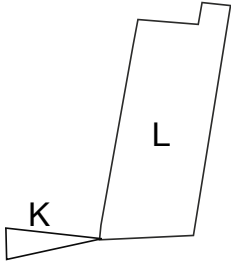
4 STOREY HEIGHT MAX.

PRIVATE OPEN SPACE

SITE ENTRY

MAXIMUM FLOOR SPACE RATIO

	Max. FSR
K	2:1
L	2:1



HERITAGE ITEMS:

Two buildings on George and Phillip Streets (refer to Items of Heritage & Buildings of Historical Interest diagram)

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.



Redfern Railway Station, Gibbons and Regent Streets - Artist's impression of possible landscape treatment for 'Marian Street' Park. Design and image by Oculus.



5. Future Key Tasks

6. Proposed Stage Two of Built Environment Plan

5. Future Key Tasks

Below is a summary of the key tasks to be completed by RWA, in partnership with stakeholders.

Finalise draft Development Control Plan	Finalise draft Development Control Plan for the ATP	Finalise draft Development Contributions Plan for Public Amenities and Services	Finalise draft Affordable Housing Contributions Plan and Affordable Housing Program	Finalise draft Public Domain Improvement Plan	Establish Project Coordination Group with RailCorp for Redfern Station Upgrade Concept Design Study	Establish Stakeholder Partnership on Traffic Issues and Transport Management Plan
<p>The Development Control Plan for RWA's strategic sites will be prepared and will complement the <i>State Environmental Planning Policy (Major Projects)</i>. The Development Control Plan will comprise one document and contain general guidelines that will apply to development on all sites, as well as site specific guidelines and controls for individual sites.</p>	<p>A draft Development Control Plan (DCP) will be prepared specifically for the ATP and will replace the current Master Plan. The draft DCP will reflect proposed new planning and design controls for the site.</p>	<p>A Contributions Plan and associated regulations will be finalised in accordance with the <i>Redfern-Waterloo Authority Act</i> and the <i>Environmental Planning and Assessment Act</i> to enable the levying of development contributions toward the provision of public amenities. The Plan will identify the amenities and services for which contributions will be levied.</p>	<p>The draft Affordable Housing Contributions Plan will provide the basis for levying contributions for the provision of affordable housing in Redfern-Waterloo. The Plan will be supported by an affordable housing program.</p>	<p>The draft public domain improvement plan will guide the public domain improvements in Redfern-Waterloo and provide an overview of works that will be facilitated over the next 10 years.</p>	<p>The Project Coordination Group will be responsible for managing the concept design study for the upgrade of Redfern Railway Station.</p>	<p>The RWA will establish a stakeholder partnership with the Roads and Traffic Authority, the City of Sydney, Ministry of Transport, RailCorp and community representatives including the Redfern Chamber of Commerce to facilitate improvements to local area traffic management.</p> <p>The RWA will continue working with the RTA on a traffic management approach to address regional traffic issues and any local traffic issues that arise in relation to future redevelopment on RWA's strategic sites. The RWA will work with the key stakeholders to prepare a Transport Management Plan.</p>

6. Proposed Stage Two of the Built Environment Plan

The RWA, in partnership with the Department of Housing, proposes to commence detailed research in 2006 on the options that may exist for revitalisation of existing public housing stock and the opportunities that this may create to enhance the availability of affordable housing in Redfern-Waterloo.

Any proposals to revitalise public housing will be the subject of extensive community consultation, including during the concept formulation phase.

The NSW Government's commitments on public housing in Redfern-Waterloo has been expressed very clearly-

- there will be no cuts to the amount of public housing
- current residents will not be disadvantaged
- all public tenancies are secure.

Any work that the RWA undertakes on public housing as part of the proposed Stage Two of the Built Environment Plan will be subject to the Government's firm guarantees and commitments to public housing tenants.

Public housing comprises 50 percent of the housing stock in the Redfern-Waterloo area and accounts for 35 percent of the residents.

Conventional wisdom these days does not support concentration of public housing. This is particularly so in the Redfern-Waterloo context, where the original concentration of low-income people in public housing, many of whom are tenants with disabilities or complex needs, has occurred in conjunction with a declining overall residential base. The social and economic sustainability of the area has been impacted as a consequence of the changing demography.

The *Redfern-Waterloo Authority Act 2004* stipulates that the RWA should provide and promote housing choices in its operational area (including for Aboriginal residents). The Act also provides that the Redfern-Waterloo Plan may, in part, make provision for the maintenance of a social mix of income levels, household types and cultural groupings, as well as for the provision of affordable housing for owners and tenants (including publicly funded housing).

The primary focus of the proposed Stage Two of the Built Environment Plan will accordingly be the development of proposals to:

- revitalise public housing stock
- improve the associated public domain
- reduce concentration of public housing
- increase the local population to establish a more sustainable social mix
- facilitate the provision of affordable housing, including a shared equity model of home ownership.



Waterloo - Public housing



Waterloo - Public housing

Appendix 1 Community Profile

The Redfern-Waterloo area has a population of 19,194. Redfern and Waterloo are the most densely populated with a population of 11,202 and 5,202 respectively, followed by Darlington and Eveleigh. There are approximately 759 Aboriginal people living in the area, representing 3.9 percent of the total population. Key socio-economic characteristics of the Redfern and Waterloo population are summarised below based on 2001 Australian Bureau of Statistics census data.

Population

- Waterloo has an older age profile than Redfern and Sydney generally. The median age for Waterloo is 45 years, while for Redfern the median age is 35, which reflects Sydney's median age of 34. Within Waterloo 37 percent of residents are aged 55 and over.
- Waterloo has a very high proportion of single parent families, comprising 46 percent of all families, compared to Redfern (19 percent) and Sydney (15 percent).
- Redfern and Waterloo have smaller households than Sydney generally. People living alone appear at twice the rate in Redfern and three times the rate in Waterloo than for the Sydney region.
- Redfern and Waterloo have markedly higher proportions of overseas born residents than Sydney as a whole. Within Redfern 37 percent of the population are overseas born, while in Waterloo the figure is 43 percent.

Employment

- Waterloo has a very high proportion of people over 15 years of age not in the labour force (59 percent) and persons employed at less than half the rate of Redfern and Sydney as a whole. In Redfern the proportion of people not in the labour force (30 percent) is similar to Sydney. Unemployment in Redfern and Waterloo (7.6 percent in Redfern and 16.6 percent in Waterloo), was higher than the state average (7.2 percent).
- In the Redfern-Waterloo operational area, the number of people employed in the area has decreased from 15,207 in 1981 to 12,502 in 2001.

Income

- Within Waterloo the majority of households (56 percent) have a weekly income less than \$400, of these, 25 percent have less than \$200 per week. The income levels for Redfern reflect the gentrification process with concentrations of high and low income households. Within Redfern 28.9 percent of households have a weekly income of less than \$400 and 39.2 percent of households earn \$1,000 or more.

Housing Tenure

- Rental accommodation dominates tenure type for Redfern (55 percent) and Waterloo (79.6 percent), unlike Sydney as a whole where 29 percent of dwellings are rented and 62.7 percent of dwellings are either owned or purchased.
- Within Waterloo, 92 percent of all housing is public housing, while in Redfern there is considerably less public housing at 29 percent.

Housing Type

- Redfern and Waterloo have very low proportions of free-standing dwellings compared to Sydney as a whole. Redfern has more semi-detached dwellings (31.8 percent) than Waterloo, which has predominantly flats and units (75.2 percent).

Credits

URBAN DESIGN

GMU Design
architectus
Ruker and Associates Urban Design

LANDSCAPE AND PUBLIC DOMAIN DESIGN

Oculus

TRANSPORT AND TRAFFIC

Parsons Brinckerhoff

WIND ADVICE

Vipac Engineers and Scientists Limited

GRAPHIC DESIGN

joelspencerdesign.com

PERSPECTIVES

spencerperspectives.com
Tonkin Zulaikha Greer
PTW
Oculus

PHOTOGRAPHY

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Redfern-Waterloo Authority
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Front Cover (left to right): Aerial view of Redfern and Sydney CBD, image by PTW; artist's impression of proposed National Indigenous Development Centre, image by Tonkin Zulaikha Greer; artist's impression of possible landscape treatment for 'Marian Street' Park, image by Oculus; artist's impression of proposed Indigenous catering (Yaama Dhinawan) and construction training facility, and viewing platform and stairs leading to the new Contemporary Performing Arts Centre, North Eveleigh, image by spencerperspectives.com.

Back cover: Artist's impression of the RWA's proposed new building at ATP currently under construction to house National ICT Australia and the Defence, Science and Technology Organisation. Architect and image by Cox.



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