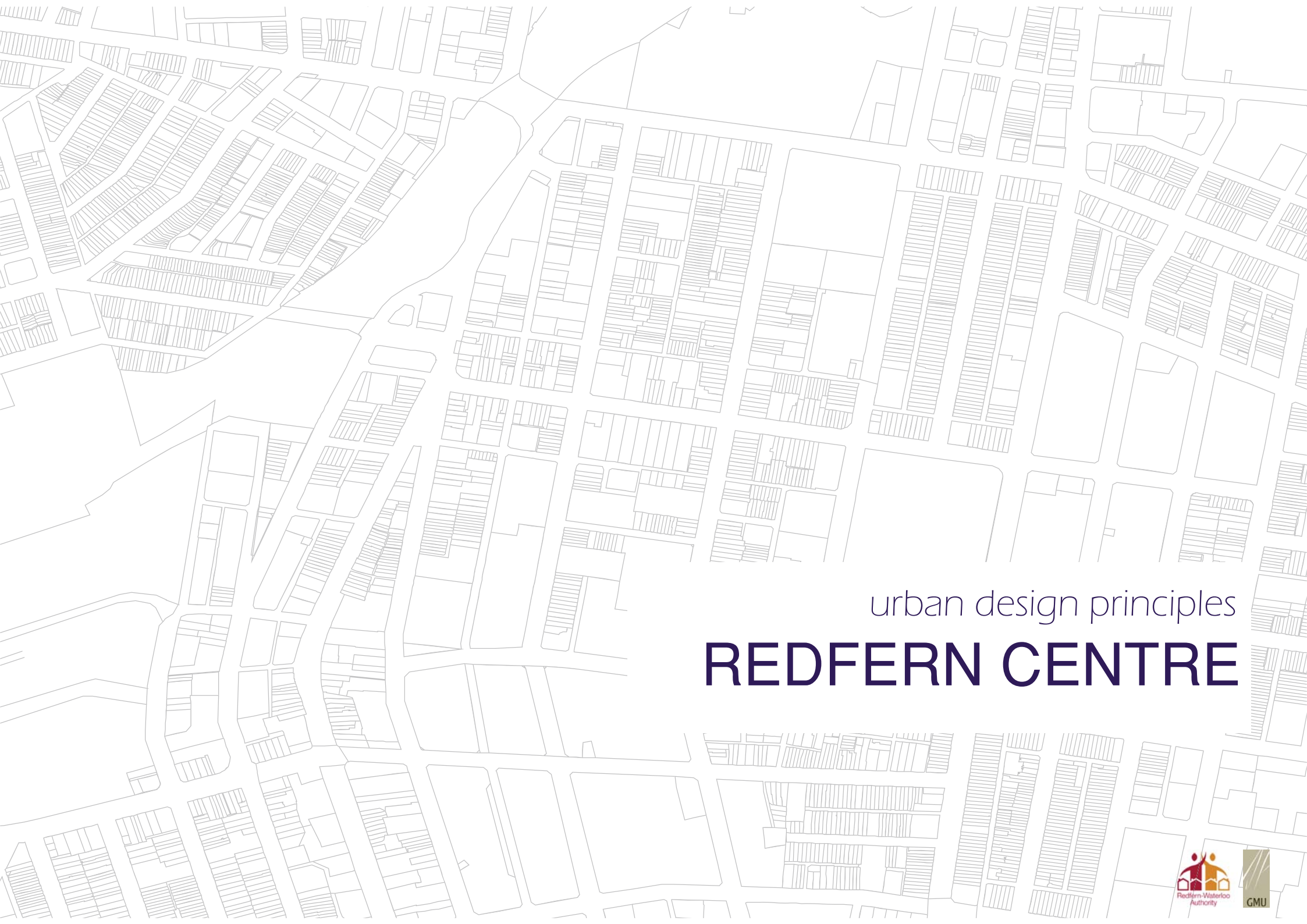

urban design principles

REDFERN CENTRE

Redfern-Waterloo Authority

GMU

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DATE: May 2011

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1. Introduction

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1. INTRODUCTION

GM Urban Design and Architecture was appointed by the Redfern-Waterloo Authority (RWA) to prepare urban design principles for future development for state significant sites within the Redfern Centre. The purpose of these principles is to assist the Redfern-Waterloo Authority in achieving high quality design outcomes for development, whether it is for a new shopfront or high rise development.

The Redfern Centre is an area within the wider Redfern Town Centre and is generally located south of Lawson Square, north of Margaret Street, west of Regent Street and east of the rail line and Rosehill Street (refer to map). The study area falls under the RWA's Built Environment Plan - Stage 1 (BEP 1) and State Environment Planning Policy (Major Development 2005). The surrounding area, with the exception of other sites identified in the MDSEPP, are administered by the City of Sydney through South Sydney Local Environmental Plan and Development Control Plan. The principles within this Redfern Centre Urban Design Principles (UDPs) report support and complement the objectives of the BEP1 and the MDSEPP.

The design principles have been prepared in accordance with clause 22(4) of Part 5 of Schedule 3 of State Environmental Planning Policy (Major Developments) 2005 (SEPP). The principles complement Clause 22 (Design Excellence) of the SEPP by providing further guidance on design issues that development proposals within the Redfern Centre need to address to achieve design excellence. The principles also identify sites within the Redfern Centre that should be considered for a design competition for future development proposals and provide an overview of the competition process.

The principles have been prepared based on the following information and process:

- Review of the Redfern-Waterloo Built Environment Plan dated August 2006 (BEP1).
- Review of State Environmental Planning Policy (SEPP) (Major Development) 2005.
- Site analysis of the Redfern Centre and its surroundings.
- Review of Development Applications (DAs) and/or Major Projects received by the Department of Planning for key state significant sites in the area.
- Photographs and analysis of issues and opportunities for these sites and the area by members of the RWA Built Environment Ministerial Advisory Committee (BEMAC) and community members.
- Consultation and discussion with the BEMAC.

It is intended that these principles will be used by the responsible authority in the assessment of applications for development and by applicants submitting such applications.

Figure 1: Redfern Centre Map

Land to which these principles apply

These principles apply to the Redfern Centre which is the land indicated in figure 1.

1.1 OBJECTIVES FOR REDFERN CENTRE

The Redfern Centre UDPs present a number of objectives to achieve a holistic approach for the Redfern Centre. The principal objectives are to:

- Reinforce and enhance the role of the area as a mixed use precinct within Redfern Town Centre
- Achieve the highest standard of architecture, landscape architecture and urban design within the Redfern Centre
- Ensure that highly visible buildings reinforce and respond to their prominent visual setting in the design of the building form, articulation and visual interest and high quality materials
- Maintain the low scale, fine grain character of the existing streetscapes while allowing opportunities for newer and complementary high rise development
- Celebrate the Indigenous and European heritage of the area in the built form and public domain
- Enhance the permeability of the centre and amenity of the existing laneways and streetscapes
- Ensure new development enhances and activates the public domain
- Minimise the impact of traffic and service vehicles within the Redfern Centre
- Encourage existing development to improve its appearance through public domain and art contributions that celebrate the local heritage and character
- Reduce the impacts from development on the environment

The Redfern-Waterloo Built Environment Plan (Stage One) - August 2006 presents a number of objectives which take into consideration the context, local issues and community goals in order to achieve a holistic approach for the Redfern Centre. The Design Principles seek to build on and reinforce key objectives which are outlines below:

- Create an active hub for the centre at the station
- Retain laneway links and improve their amenity and ambience
- Improve pedestrian movement across roadways
- Achieve a consistent block edge to reinforce the main street character of the centre
- Respond to the 2 storey height and grain of existing shopfronts
- Activate the public domain
- Minimise car parking impacts
- Achieve a transition in urban scale to residential areas
- Protect and enhance heritage items and settings

The Design Principles also seek to reinforce the following BEP1 objectives that relate to the creation of a new civic space within the centre and an overall enhanced public domain. The BEP1 objectives are as follows:

- Create a civic heart for Redfern
- Reinforce Redfern as the southern gateway to the city
- Create a dynamic gathering space
- Ensure the urban character is designed to be viewed from above
- Mitigate the impacts of wind and traffic
- Design for safety
- Achieve a unique night time experience
- Activate the space night and day
- Improve amenity of the pedestrian connection from Redfern Station to Regent Street
- Provide good solar access to encourage use by residents and workers
- Achieve a high quality landscape and public domain design

It is envisaged that a new civic space will be incorporated into the future upgrade of Redfern Railway station. Designs for the upgrade are currently being developed by Transport NSW.

Excerpts from the Built Environment Plan (images courtesy of RWA)

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2. Context: *analysis*

2. CONTEXT

This section presents a contextual analysis of the following key elements within the Redfern Centre and its immediate surrounds:

- Land use and zoning;
- Building heights;
- Connectivity;
- Active frontages;
- Views and vistas;
- Open space and civic space and
- Heritage.

Land use and Zoning

Analysis of the land use and zoning indicates the following:

- Proximity to the Redfern Railway Station,
- Various business zoned land and retail and business land uses,
- Proximity to Australian Technology Park, a major employment node,
- Proximity to North Eveleigh, a major potential mixed use precinct,
- Proximity to parks, open space and recreation facilities and
- Surrounding residential and mixed uses.

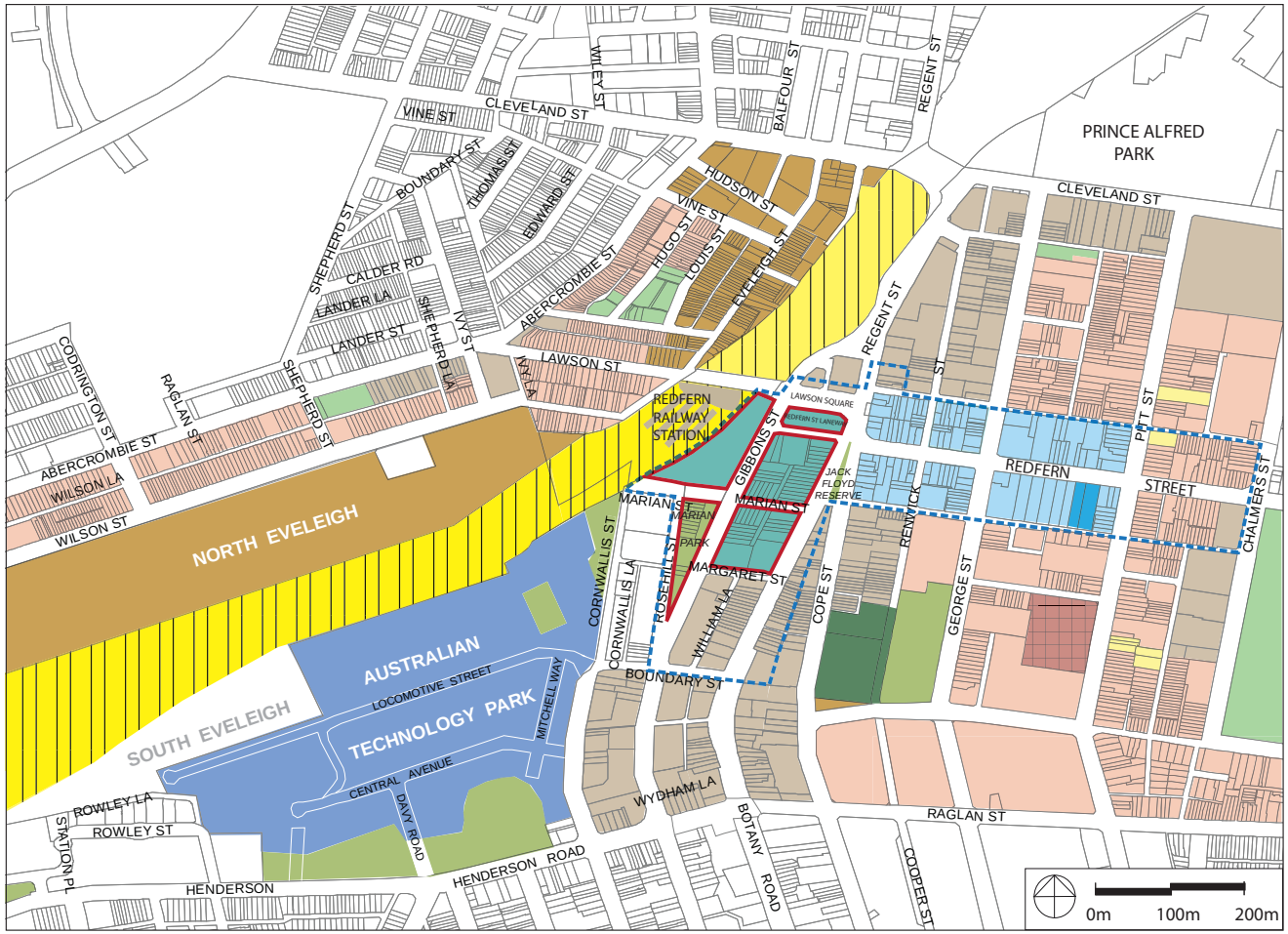


Figure 2: Context - land use and zoning

KEY

Subject site

Redfern Town Centre

SEPP (MajorDevelopment)

- Business Park zone (employment hub)
- Business Zone - Commercial Core
- Business Zone - Local Centre
- Business Zone- Mixed Use
- Recreation Zone - Public Recreation
- Recreation Zone - Private Recreation
- Special Purpose zone - Infrastructure
- Residential Zone - Medium Density

SOUTH SYDNEY LEP 1998

- Residential (medium density)
- Business
- Special Uses
- Local Recreation
- Mixed Uses

Building Height

Analysis of the existing building heights and building height controls within the Redfern Centre and immediate surrounds indicates the following:

1. Maximum allowable heights for the sites within the Redfern Centre:
    - 18 storeys to Regent and east of Gibbons Street
    - 14 storeys west of Gibbons Street
    - 2, 3 and 5 storeys on street edges

The height controls for the centre and surrounds are illustrated in figure 3.

The existing heights in the immediate context of Redfern Street generally vary from 2 - 6 storeys.

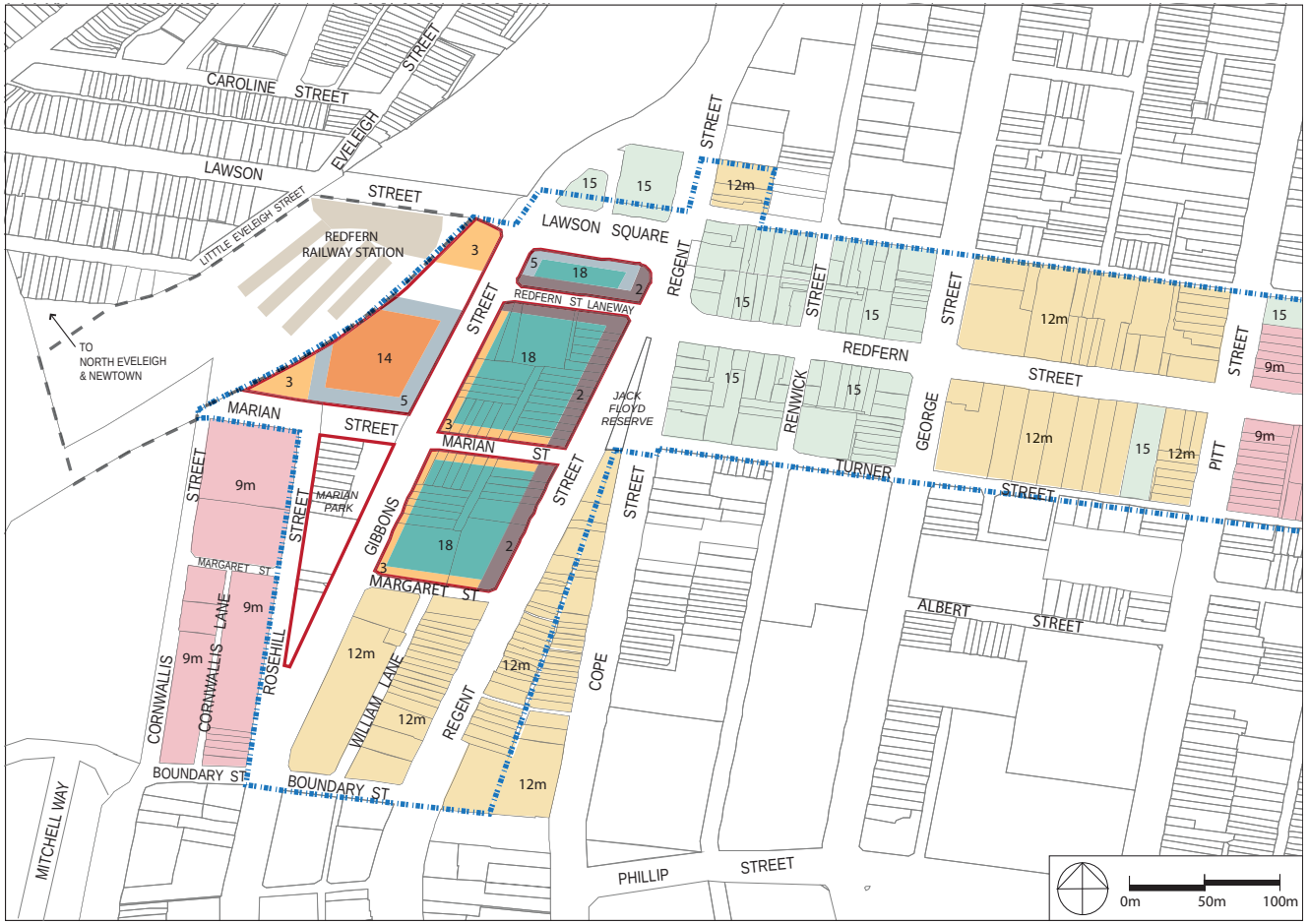


Figure 3: Context heights *

KEY
- Subject site
- Redfern Town Centre

CONTROLS
Redfern Waterloo Authority SEPP (Major development)
- 2 storey height max.
- 3 storey height max.
- 5 storey height max.
- 14 storey height max.
- 18 storey height max.

CONTROLS
South Sydney DCP
- 9m height max. (approx. 3 storey)
- 12m height max. (approx. 4 storey)
- 15m height max. (approx. 5 storey)

* It should be noted the City of Sydney Council has prepared and exhibited a draft LEP (draft Sydney LEP 2011). The controls within the jurisdiction of the City of Sydney may vary upon gazettal of this LEP.

Connectivity

Key findings of the analysis of the existing and desired connections both to and from and within the centre are outlined below and indicated in figure 4:

- Traffic volumes (and one way traffic) on Regent and Gibbons Streets create barriers for pedestrian movement to and from Redfern Station
- Due to high volumes of vehicular traffic, expansive widths, displaced lines of site and poorly demarcated pedestrian crossings, some intersections within the Redfern Centre present major constraints for pedestrian connectivity and comfort. These locations are at the following intersections:
  - Gibbons Street with Lawson Street and Lawson Square
  - Regent Street with Redfern Street Laneway and Redfern Street
  - Lawson Square with Redfern Street
- East-to-west pedestrian links in the Redfern Centre lack amenity and a strongly defined street edge. These east-to-west links, which mainly run from Regent Street to Gibbons Street, are:
  - Lawson Square
  - Redfern Street Laneway to the Redfern Station
  - Marian and Margaret Streets
- Improved pedestrian links are desired on the following streets:
  - Cope Street
  - Marian Street
  - Gibbons Street
  - Margaret Street
  - Boundary Street
  - Across Railcorp land
- Signalised pedestrian crossings are desired on the following crossings:
  - Corner of Marian Street and Gibbons Street
  - Corner of Marian and Regent Streets

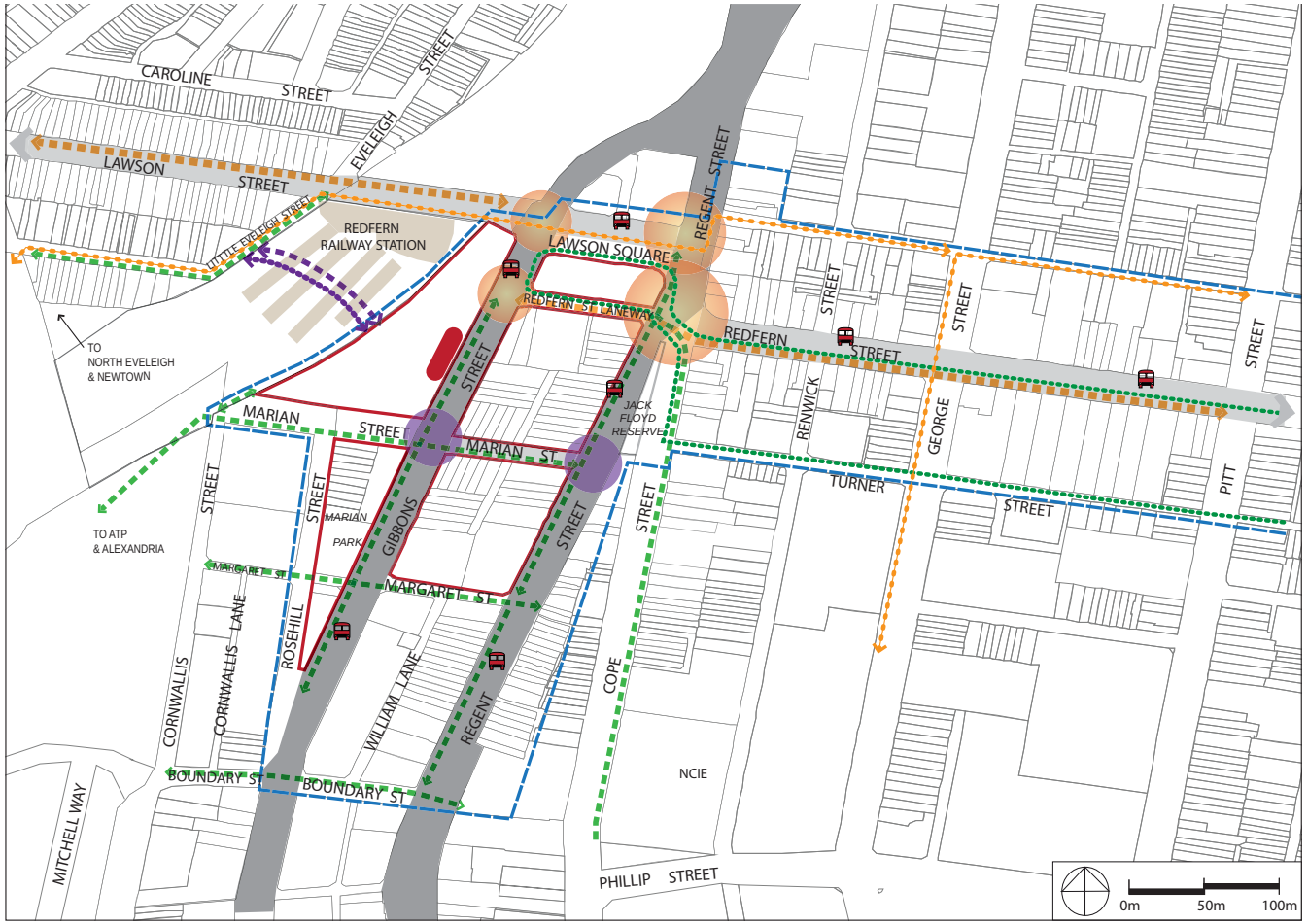


Figure 4: Context - connectivity

KEY

- Subject site
- Redfern Town Centre
- Major arterial road / traffic generator
- Major local road (all other roads are minor)
- Existing cycle network
- Future cycle network (City of Sydney & RWA)
- Desired cycle network
- Existing major pedestrian links
- Pedestrian links to be reinforced
- Desired pedestrian link
- Major intersection
- Desired signalised pedestrian crossing
- Desired improved interchange between bus & station
- Major bus route

Active frontages and awnings

The active and inactive streets, along with those with awnings are listed below and indicated in figure 5:

- Streets awnings are predominantly located on the following streets:
  - Redfern Street
  - Regent Street
- Streets with inactive/blank facades are predominantly located on the following streets:
  - Gibbons Street - north of Marian Street
  - Redfern Street Laneway - northern side of the street
  - Marian Street - both sides of the street
- Streets with a sporadic use of security grills are:
  - Redfern Street
  - Regent Street

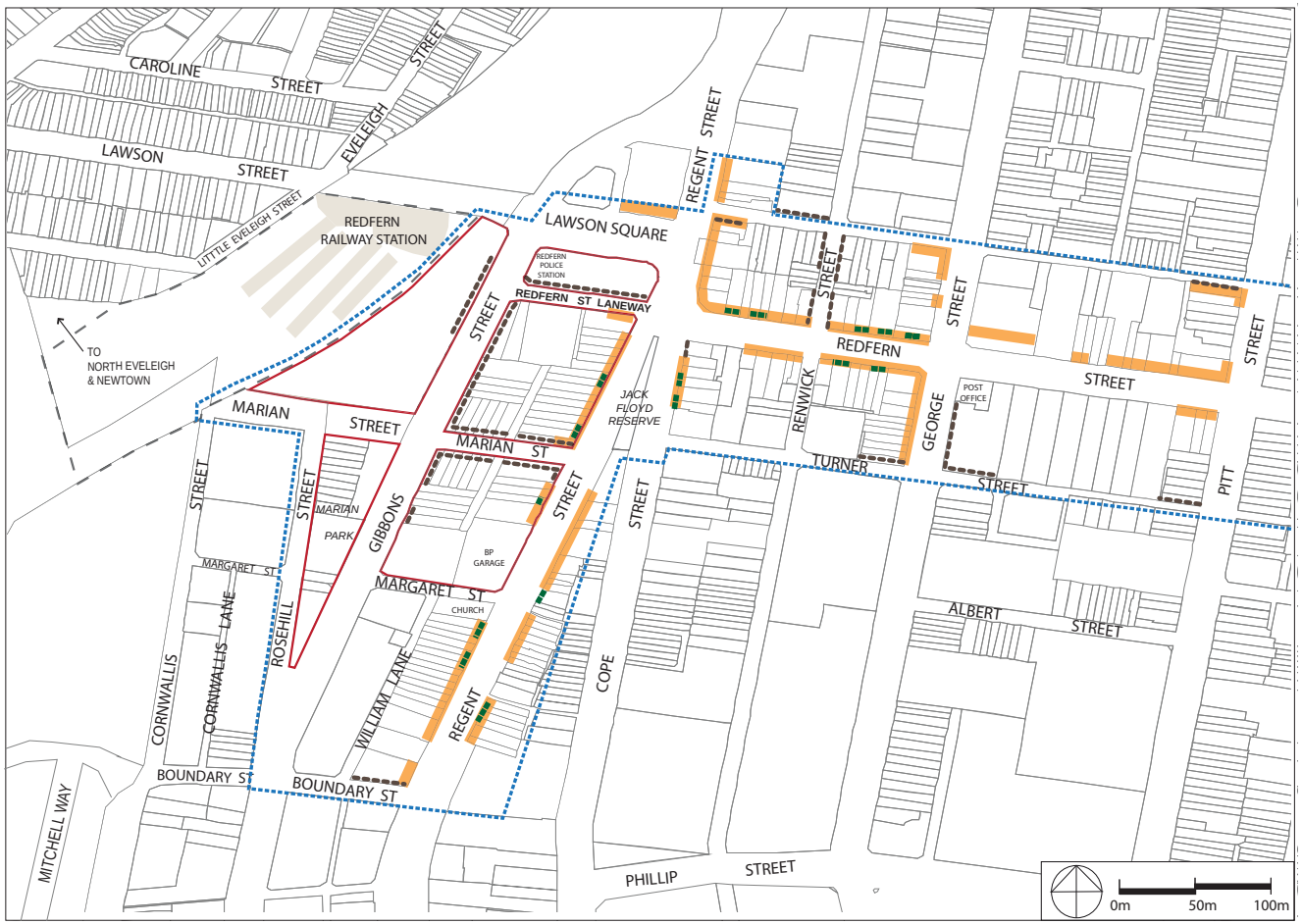


Figure 5: Context - active frontages

Views and vistas

Analysis of the area shows the existence of the following views and vistas:

- Local and long distance view corridors
    - Along Gibbons Street
    - Along Redfern Street
    - Along Regent Street
    - Along Redfern Street Laneway
- City views to the north

Photographs of the views numbered one(1) to five (5) are included on the following page.

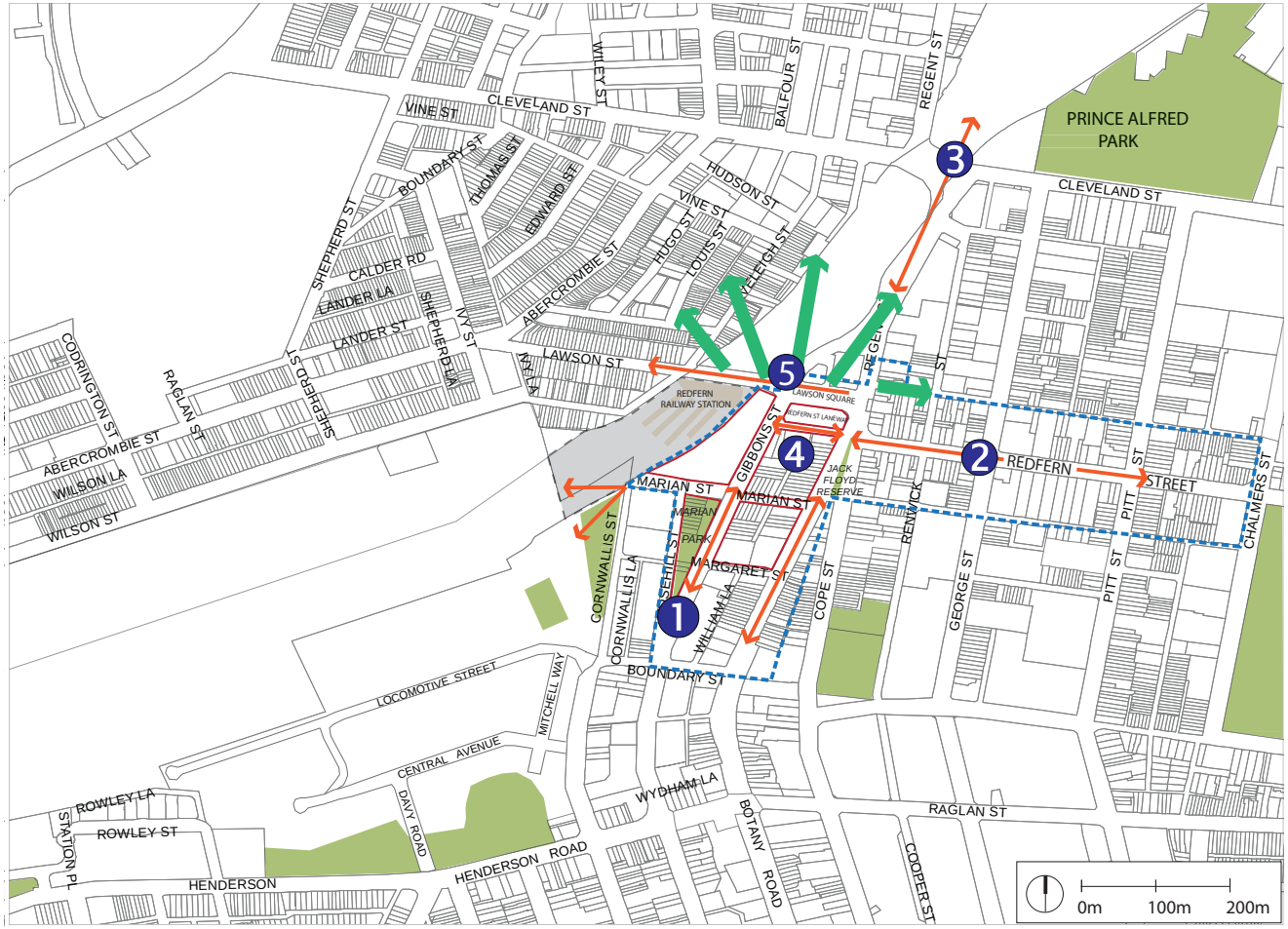


Figure 6: Context - views and vistas

KEY

- Subject site
- Redfern Town Centre
- Civic open space
- Zone
- Railway Station
- City views
- Local & long distant view corridor
- Photograph locations

1 Gibbons Street looking South

Gibbons Street looking North

4 Redfern Street Laneway - looking East

Redfern Street Laneway - looking West

2 Redfern Street looking East

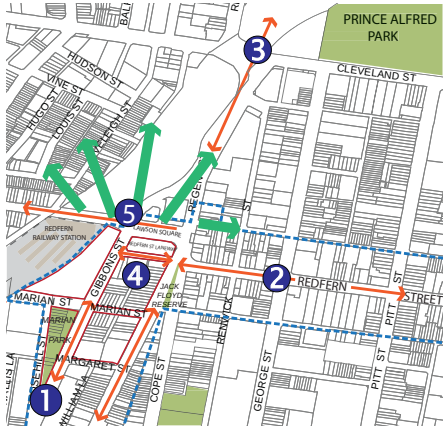
Redfern Street looking West

5 City views looking North

City views looking North East

3 Regent Street looking North

Regent Street looking South



Photograph key map

Open space and civic space

Key findings from the existing and potential open space and civic space are outlined below:

- Green Open Space is located at:
  - Marian Park
  - Jack Floyd Reserve
- Future Civic Space is desired as part of the Redfern Station upgrade.
- BEP1 identified a potential location of the civic space at the station in line with Redfern Street Laneway.
- Potential Civic Space can occur across Marian Park as part of the Station Upgrades in axis with Marian Street.

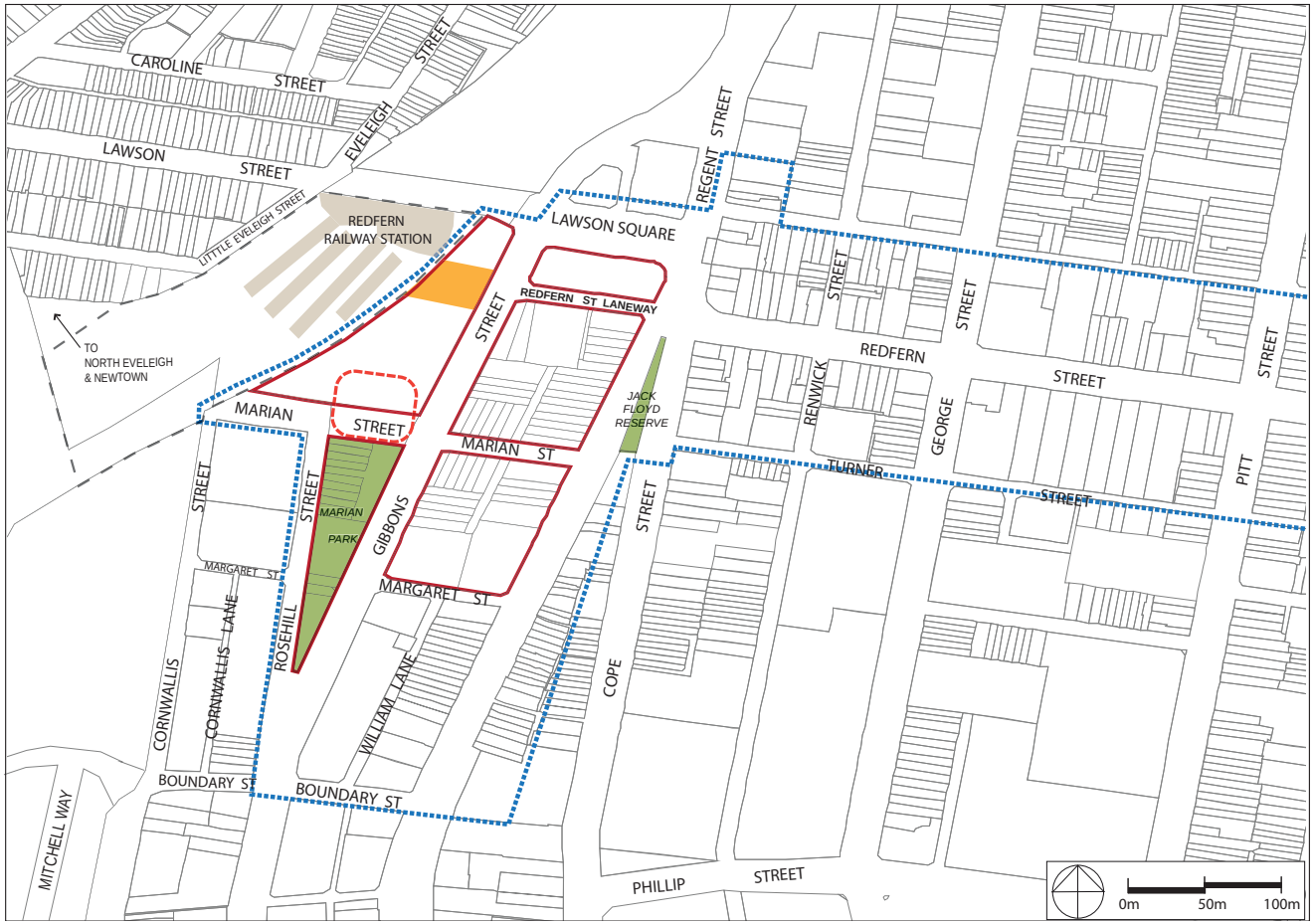


Figure 7: Context - open space and civic space

KEY

- Subject site
- Redfern Town Centre
- Future civic space (as identified in BEP1)
- Existing open space
- Potential civic space / extension of existing open space as part of station upgrade

Heritage

An analysis of the existing heritage in the area indicates the following:

- There are no heritage items within the Redfern Centre.
- Heritage conservation areas are located to the east of Cope Street and to the west of the Railway corridor.
- There are a number of heritage items within the boundary of the Redfern Town Centre.
- A portion of the Redfern Railway Station is a State significant heritage item.

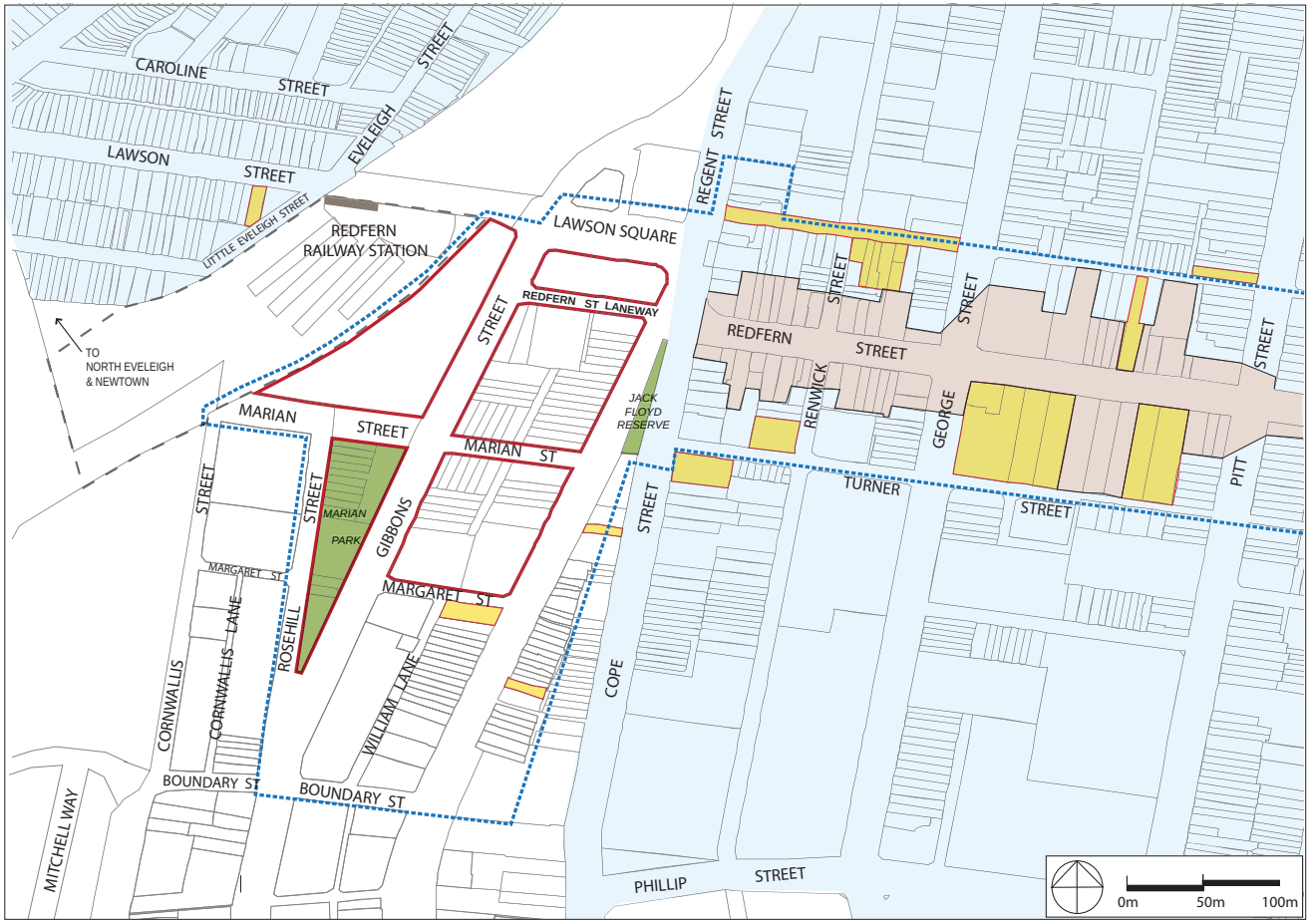


Figure 8: Context - heritage

KEY

- Subject site
- Redfern Town Centre
- Existing open space
- State significant heritage item
- Heritage items within town centre
- Heritage conservation areas (SSLEP 1998)
- Streetscape areas

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3. Urban Design Principles

3. DESIGN PRINCIPLES

Development that occurs within the Redfern Centre and immediate surrounding sites varies from small scale development such as fitouts of existing shops and alterations and additions to existing buildings, through to the potential larger scale towers of 18 storeys (approx. 65m). These principles address different scales and types of developments as follows:

- Low to medium-rise development
- High-rise development
- Existing major building renovations
- General public domain

The design principles within this chapter are set out as follows:

Section 3.1 Low to medium rise development: This section includes reference to the development controls contained in the SEPP (Major Development) 2005, namely heights, floor space ratio and setback controls that generally relate to low to medium rise development.

Section 3.2 High rise development: This section includes principles that generally relate to existing high rise buildings and it also makes reference to the development controls contained in the SEPP (Major Development) 2005, namely heights, floor space ratio and setback controls.

Section 3.3 Existing high rise buildings: This section includes principles that generally relate to existing high rise buildings.

Section 3.4 General principles: This section includes aspects of the private domain that form an interface with the public domain such as awnings, signage and materiality which are applicable to all types of development. This chapter also includes aspects of environmental impact such as wind mitigation and acoustics as well as other aspects which are applicable to all types of development including low to medium rise development, high rise development and existing high rise buildings. The general principles include:

- awnings;
- signage;
- materials and finishes;
- environmental impacts, and
- heritage.

Section 3.5 Public domain: This section includes principles that generally relate to public domain.

3.1 LOW TO MEDIUM-RISE DEVELOPMENT

This section provides design principles that are relevant to small scale developments such as fitouts, refurbishment and alterations to existing shopfronts and medium scale developments, which may include additions to existing buildings and construction of new buildings up to 6 storeys.

Under certain circumstances the design principles may not be applicable due to unusual site constraints and existing conditions, especially in the case where only minimal renovations are being proposed. In such circumstances, minor variations to the design principles may be considered.

Objectives

- To encourage the development of a vibrant, culturally diverse, multi-use Centre with quality small to medium scale development.
- To promote high quality architecture and design excellence.
- To ensure that new development responds to the grain and typology of existing development.
- To achieve an appropriate human scale at street level.
- To achieve an active ground floor plane.
- To address the impact of existing inactive black facades throughout the centre
- To achieve attractive and inviting shopfronts with a high level of exposure for retail, commercial and professional service uses at ground level.
- To minimise overshadowing of adjacent streets, spaces and uses.
- To provide a safe and vibrant public domain.
- To promote sustainable design.
- To ensure that new development responds appropriately to existing heritage elements.
- To ensure that the height of development corresponds appropriately to site areas to avoid disproportionately tall development on small sites.

Design principles

3.1.1 Building heights

Building heights for the Redfern Centre are contained within Schedule 3, Part 5 of the MDSEPP Reference should be made to the SEPP, however for ease of reference a height map is provided on the next page.

3.1.2 Podium heights

The height of the street wall (podium) is 2 storeys to Regent Street and Redfern Street Laneway, 3 storeys to the eastern side of Gibbons Street, Margaret and Marian Streets and 5 storeys to the western side of Gibbons Street north of Marian Street.

3.1.3 FSR

Floor Space Ratio (FSR) is contained within the MDSEPP. Reference should be made to the SEPP, however for ease of reference the applicable FSR is 7:1 for sites in Redfern Centre:

3.1.4 Minimum site area

While amalgamation is not required for sites developing up to 6 storeys, the following minimum site area has been provided for medium rise developments to encourage building heights to correspond appropriately to site areas and to avoid disproportionally tall development on small sites.

- For development (Max 5 - 6 storeys in height) = Minimum site area 450 sqm

Small sites seeking to maximise their development potential (up to FSR: 7:1) should demonstrate the ability to provide adequate amenity, services, as well as exhibit design quality.

3.1.5 Building separation

State Environmental Planning Policy (SEPP 65) has been used as a reference for separation of residential buildings. For low and medium scale development up to 6 storeys the following separation distances apply between developments:

- Rear boundaries:
  - Residential to Residential up to 4 storeys (12m):
    - 12m habitable to habitable spaces
    - 9m habitable to non-habitable spaces
  - Residential to Residential up to and including 6 storeys (18m):
    - 18m habitable to habitable spaces
    - 13m habitable to non-habitable spaces

Figure 9: Height map

KEY

- Subject site
- Future civic space
- 2 storey height max.
- 3 storey height max.
- 5 storey height max.
- 14 storey height max.
- 18 storey height max.
- Civic open space

3.1.6 Street setbacks

- Provide a nil setback at the street level to reinforce the activation of the street for commercial uses unless otherwise specified below:
  - To Gibbons Street north of Marian Street - 1.2m footpath widening to provide approximately 5m setback
  - To Marian Streets - 1.5m for footpath widening to an average width of 3m
  - Side boundaries – To all development - Nil setback. Development should abut each other to reinforce the street wall.
  - Rear boundaries – To William Lane eastern side - 0.8m to provide the opportunity for footpath widening
  - To William Lane western side - 0.8m for footpath widening to an average of 1.5m
- Above two storeys to Regent Street and northern side of Redfern Street Laneway - Buildings to setback 8m and follow the existing building line or the setback of adjacent buildings.
- Above three storeys to Gibbons, Marian and Margaret Streets and southern side of Redfern Street Laneway - buildings to setback 4m and follow the existing building line or the setback of adjacent buildings.

3.1.7 Vehicle access

- Locate vehicle and service entries away from high traffic pedestrian areas when possible.
- All parking areas to be underground or screened by other uses to a minimum depth of 12m.
- New development is to use high quality materials to all facades including to the throat of any vehicle entry points especially when visible from the public domain.
- Minimise car park entries to a maximum width of 6 metres and combine vehicle entries and exits with service vehicle entries whenever possible.
- Locate entries to have minimum impact on the streetscape.
- Loading access is to be primarily from rear laneways (William Lane).

1

2

1 + 2. Examples of car park / vehicular entrance

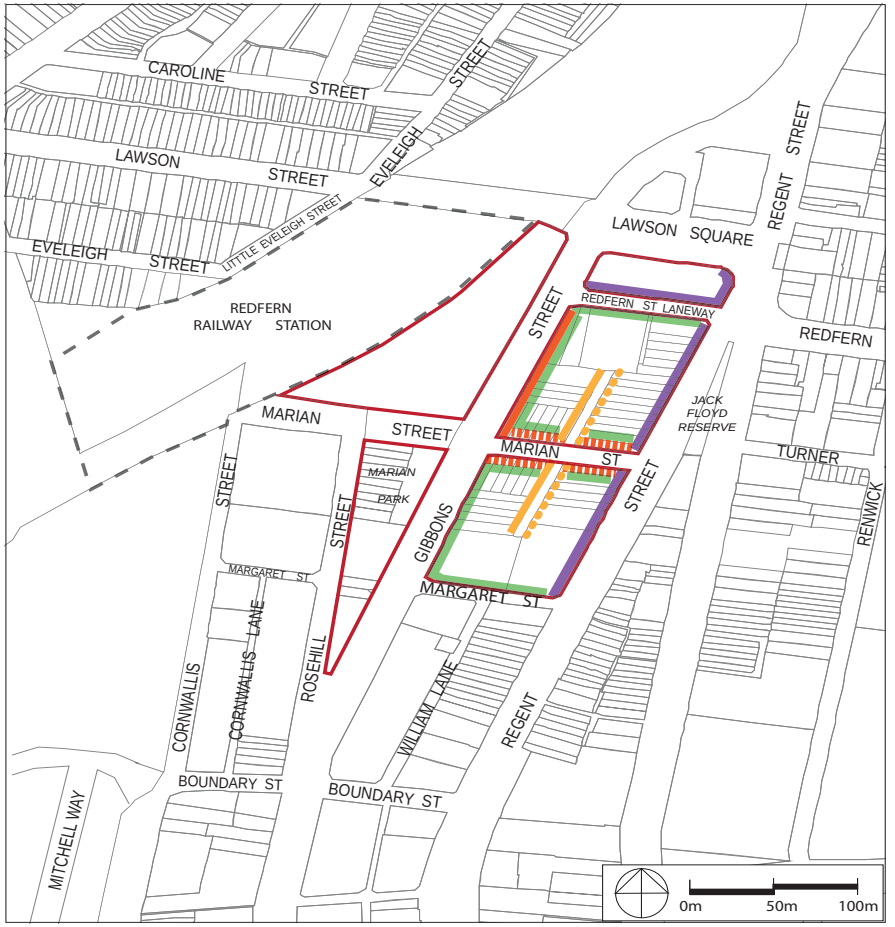


Figure 10: Setbacks

KEY

Subject site

FRONT SETBACK

- 1.2m for footpath widening to approx. 5m
- 1.5m for footpath widening to an average width of 3m

REAR BOUNDARIES

- 0.8m for footpath widening to an average of 1.5m
- 0.8m for the opportunity of footpath widening

ABOVE STREET WALL

Above two storeys
- 8m and follow the existing building line or the setback of adjacent buildings

Above three storeys
- 4m and follow the existing building line or the setback of adjacent buildings

3.1.8 Ground level activation

- Shopfront design

- Provide active uses to the street level and to public open spaces, retail tenancies and building entries.
- Shopfronts are to avoid monolithic building forms by responding to the existing fine grain width and articulation of narrow lots seen on Redfern Street.
- All shopfronts are to be built to the street alignment.
- Shopfronts may have a solid lower wall below the shopfront to a height of 300mm.
- Robust high quality materials e.g. stone, tiles, metal are to be used. Clear glazing is to be provided above 300mm.
- Shopfronts should be predominantly glass with bi-folds for cafes/restaurants and should be capable of fully opening to the street.
- Outdoor leased seating spaces attached to the cafes and restaurants are encouraged where pedestrian circulation allows.
- Shopfronts and building entries are to be appropriately lit at night.
- Solid security grills are prohibited for all new development. Existing security grills may be retained where the extent of proposed works is minimal and where they were lawfully erected.
- Grills, mesh shutters, particularly those with artistic designs and polycarbonate security grills are acceptable alternatives only if located behind the shopfront window and at least 50% transparent in their closed state.

1

2

1 Example of active retail at ground floor **2** Pedestrian link with active uses to the ground floor and good night time lighting

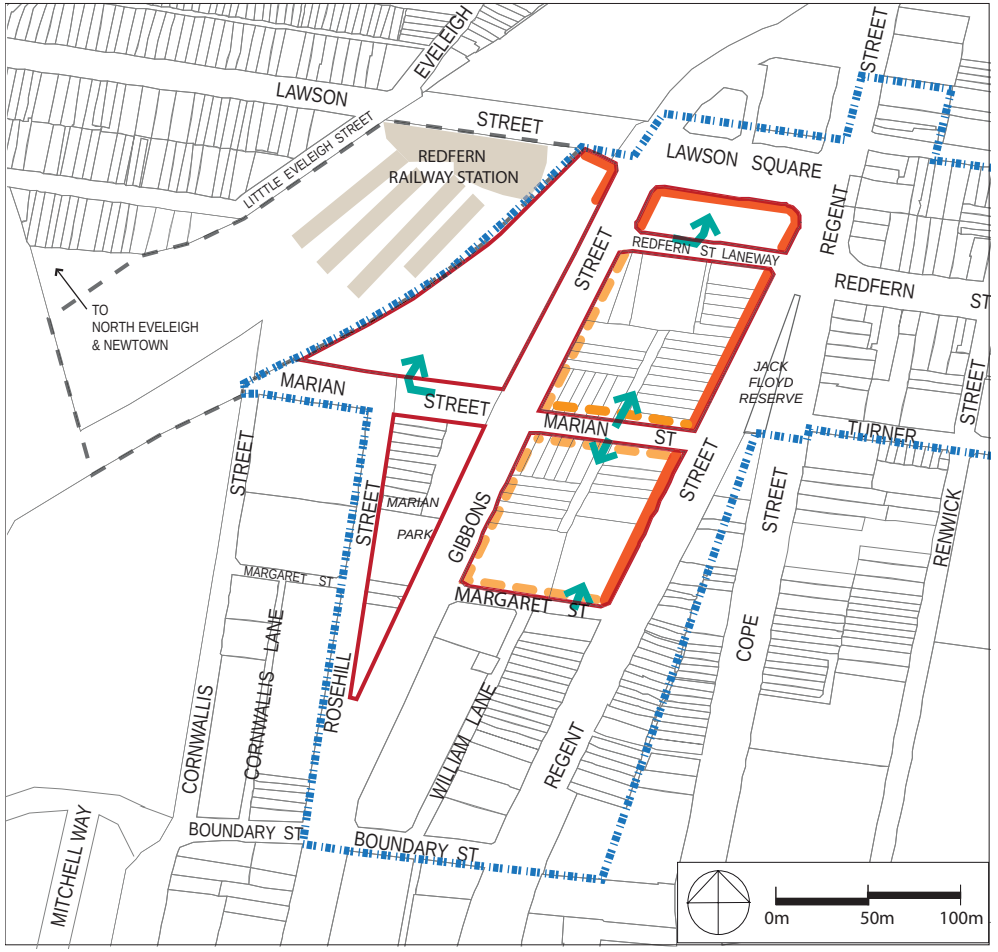
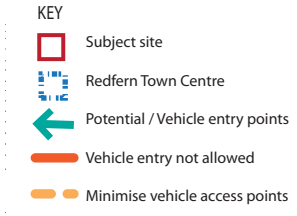


Figure 11: Vehicle entry points



3.1.9 Floor to floor heights

To encourage a building form that reflects the proportion applicable to existing streetscapes, refer to the Residential Flat Design Code for the required floor to floor heights for residential buildings. The heights for retail/commercial buildings are:

- Ground floor 3.6 - 4.2 m
- Floors above 3.2 - 3.6 m

3.1.10 Facade and roof line articulation

- Additional detailed modelling of building facades is encouraged with architectural elements such as parapets and horizontal string courses that provide shadow lines that reflect architectural patterns.
- Detailed modelling of parapet and gable ends against the skyline is encouraged.
- Lift overruns, plant equipment, communication devices, solar collectors and the like are to be screened and deliberately integrated into the architectural design of the building and the roof.
- Buildings on corners require distinctive architectural treatment or expression to help reinforce the intersection.
- Maintain the traditional grain of smaller building parcels in the design and modulation of the facades.
- Provide some articulation to the parapet tops to avoid monotony.

1

2

1 + 2 Articulated roof form

1

2

3

4

5

6

7

1. Active shopfronts **2**. Active shopfronts and pedestrian lane
3. Pedestrian link with active uses to the ground floor and good night time lighting
4, 5 + 6. Examples of articulated facades with active retail at ground floor
7. Active and vibrant laneway

3.2 HIGH-RISE DEVELOPMENT

This section provides design principles for new development above 6 storeys.

Objectives

- To create an identifiable character and urban scale for the Redfern Centre.
- To transform, celebrate and acknowledge Redfern's status as the southern gateway to the Sydney CBD.
- To encourage the development of a vibrant, culturally diverse, multi use Centre with quality high density development.
- To promote high quality architecture and design excellence.
- To achieve a high quality pedestrian environment in the public domain areas within the precinct.
- To ensure that new development is scaled to support the desired future character of the area and to reinforce the role of this site as a major commercial, retail and residential hub.
- To ensure taller tower forms are seen 'in the round'.
- To enable view sharing by residents and office workers alike to the city skyline and district views to the south of the site.
- To minimise overshadowing of adjacent streets, spaces and uses.
- To ensure good solar access to the public domain and open spaces.
- To ensure that new development addresses and activates all public domain areas including civic spaces, existing streets and laneways and any new connections.
- To improve the pedestrian connectivity and amenity from Redfern Street to Redfern Railway Station.
- To ensure that new development preserves and enhances view corridors, street vistas and views to and from public places.
- To ensure that new development creates dramatic and recognisable skylines for Redfern as seen from other areas of the city.
- To ensure that all scales of development, especially tower forms are located on sites with sufficient area to achieve a high quality design and amenity outcome with good separation between buildings.
- To minimise the impacts of car parking, loading and vehicle access on the streetscape and areas of high pedestrian movement.
- To improve the legibility of pedestrian routes to the Station from Redfern Street and minimise the impact of traffic movements along Gibbons and Regent Streets through public domain design.

1

2

3

1. Podium level at the base of tower form **2 + 3.** Tower and roof top articulation

Design Principles

3.2.1 Building heights

Building heights for the Redfern Centre are contained within Schedule 3, Part 5 of the MDSEPP. Reference should be made to the SEPP, however the adjacent height map is provided for ease of reference. Reference should be made to the SEPP, however for ease of reference maximum heights are quoted below and shown in figure 12.

- Max. tower height =18 storeys (65m approx.) to Regent St and east of Gibbons Street.

  = 14 Storeys (54m approx.) West of Gibbons Street.

3.2.2 FSR

Floor Space Ratio (FSR) is contained within Schedule 3 part 5 of SEPP (Major Development). Reference should be made to the SEPP, however for ease of reference the applicable FSR is 7:1.

3.2.3 Minimum site area

While amalgamation is not required for sites developing up to 4 storeys, the following minimum site areas have been provided for high rise development to encourage building heights to correspond appropriately to site areas and to avoid disproportionately tall development on small sites.

- For medium scale development (7 -12 storeys) = Minimum site area of 900 sqm
- For high-rise development (13 - 18 storeys) = Minimum site area of 1,400 sqm

Minor variations to the minimum site areas may be considered for Applications for sites with existing constraints or unusual conditions and where design excellence is still achieved.

Figure 12: Height map

KEY

- Subject site
- Future civic space
- 2 storey height max.
- 3 storey height max.
- 5 storey height max.
- 14 storey height max.
- 18 storey height max.
- Civic open space

3.2.4 Building separation

- Each development site is to provide a minimum of 50% of the required separation distance as measured from the boundary (see figure 13 building separation).
- The Residential Flat Design Code has been used as a reference for separation of residential buildings.
- For any tower elements above the street wall, the separation distance between non-habitable rooms is to be:
  - 13m for buildings below 8 storeys
  - 18m for buildings in excess of 8 storeys.
- The maximum length of any tower parallel to a street frontage is to be 40m.
- For large floor plate commercial uses the building must present as two building forms if the façade length exceeds 40m to provide articulation, a break in the building form and access to light for public domain areas and adjoining development.
- Development is to be designed to allow view sharing by residents and office workers of existing views across to the southern edge of the city and district views to the east, west and south.
- New development is to be designed to provide a high quality visual appearance when viewed from surrounding areas.
- No development to encroach on existing view corridors:
  - Looking west on Redfern Street
  - Looking north on Gibbons Street, Regent Street to the Sydney CBD
  - Looking either east or west on Redfern Street Laneway.

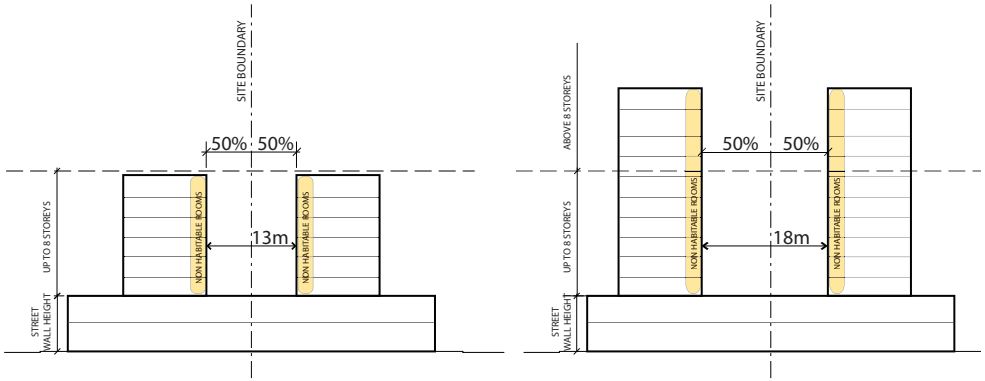


Figure 13: Building separation diagram

- New development terminating at a street axis or major view corridor is to be iconic in design and is to achieve design excellence.

3.2.5 Podium design

Setbacks (see figure 10 setback diagram)

Podiums are to be provided to all towers (built form over 6 storeys). The following setbacks apply:

- Provide a nil setback at the street level to reinforce the containment and activation of the street for commercial uses unless otherwise specified below:

  Front setback
  - To Gibbons Street north of Marian Street - 1.2m for footpath widening to approximately 5m
  - To Marian Streets - 1.5m for footpath widening to an average width of 3m

  Side boundaries
  - To all development - Nil setback. Development should abut each other to reinforce the street wall.

  Rear boundaries
  - To William Lane eastern side - 0.8m to provide the opportunity for footpath widening
  - To William Lane western side - 0.8m for footpath widening to an average of 1.5m

Character

- New development is to respond to the fine grain traditional lot pattern and shopfront width in the design of the building form, particularly the podium base through the expression of structure, fenestration and shopfronts.
- The massing of new development is to create a consistent street edge and scale to existing streets, laneways, links and to new civic spaces.
- The architectural character of the buildings should respond to their use and function.

Continuity

The podiums of new buildings (within the maximum heights allowed) should:

- Create a perimeter block development form with abutting street walls creating a continuous street wall.
- This requirement may be varied to allow the occasional grounding of towers at strategic locations such as termination of view axis/corridors to provide a dramatic or a gateway effect.
- Respond to the parapets / RLs of existing buildings to create symmetry/consistency across streets and laneways.

Ground level activation

- Provide active uses to the ground floor of all new development with frontage onto public streets, public spaces and pedestrian links and laneways.
- Active uses are to include retail/commercial tenancies and building entries leading directly to the street.
- All car parking is to be underground.
- Blank walls are to be minimised to public streets, pedestrian links and public spaces.
- Service exits and access are to be minimised.
- Buildings are also to provide passive surveillance above ground level.
- Building lobbies should create a dramatic and exciting entry to the street, visual permeability within the lobbies between Lawson Street and the pedestrian link is encouraged.
- Single building frontage lengths should be limited in order to:
    - Encourage regular entry points to buildings to provide a break in the building form and access to light for public domain areas and adjoining development.
    - Development fronting onto the existing pedestrian link from Redfern Street Laneway to the Rail Station is to maximise opportunities and activation including night time activity such as building entry points, active retail uses such, particularly cafes and restaurants.

3.2.6 Tower design

Setbacks

- Setbacks above street level are:
    - 4 metres to Marian, Gibbons and Margaret Streets,
    - 8 metres to Regent Street, and
    - 4 metres to Redfern Street Laneway - southside and 8m northside.

Character and architectural expression

- New development is to provide articulation and interest to all facades of the buildings. Blank walls are prohibited unless conceived as an essential architectural element in the achievement of a high quality design solution.
- The footprint of commercial tower buildings is to be limited to a maximum of 2,000 m^2 gross.
- Building massing above 2 storeys is to be read as 'towers in the round' i.e. with windows/ balconies to the majority of all facades of the building, with every face of the building designed as a primary façade.

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1 + 2. Active edges to public open spaces **3**. Corner articulation
4. Pedestrian link with active uses to the ground floor

Proportions

- New development is to clearly define the building base, middle and top to achieve visual interest and articulation, although cohesive well considered / articulated solutions are encouraged.
- Define the building through a strong building base of 2 - 3 storeys (6.5 - 7.5m) that responds to the street and creates a human scale.
- The façade design should respond to the building and façade orientation.
- Taller form/tower buildings shall incorporate the following elements to assist in achieving a high quality architectural outcome:
    - The provision of vertical and/or horizontal offsets in the wall surfaces at regular intervals, including columns, projections, and recesses.
    - Variation in the height of the building so that the building appears to be divided into distinct massing elements;
    - Articulation of the different parts of a building's façade by use of colour, arrangement of façade elements, or by varying the types of materials used.

3.2.7 Floor to floor heights

To encourage a building form that reflects the proportion applicable to existing streetscapes, refer to the Residential Flat Design Code for the required floor to ceiling heights for residential buildings. The heights for retail/commercial buildings are:

- Ground floor 3.6 - 4.2 m
- Floors above 3.2 - 3.6 m

3.2.8 Skyline/ roof top design

- The tops of towers are to be designed to provide a dramatic silhouette when seen against the sky to give Redfern an identifiable skyline at a city scale.
- Roof mounted plant rooms, air conditioning units and other services and equipment shall be effectively screened from view using integrated roof structures and architectural elements.
- A special lighting scheme may be prepared to highlight special features of the roof top design at night.

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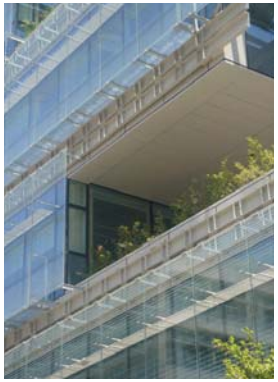

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1. Lighting as part of roof top design **2 + 3**. Articulation, solid elements and voids break glass box effect **4 + 5.** New development follows existing scale and proportions **6.** Top of tower with dramatic silhouette against skyline

3.3 EXISTING HIGH RISE BUILDINGS

A number of existing buildings form part of the built form of the precinct and may remain so for years to come, most notably the Lawson Square towers. If not fully developed, it is important to provide measures to make them part of the re-development and transformation of the precinct. The general principles for these buildings are:

- Redevelopment and upgrading of unattractive buildings is encouraged.
- Strata subdivision of unattractive buildings is discouraged unless accompanied by significant improvements to the existing building(s).
- Provide active uses to the ground floor of all new development at public streets and pedestrian links and laneways.
- Active uses are to include retail tenancies, building entries and commercial uses where they provide a direct entry to the street.
- Development fronting onto existing pedestrian links to the rail station is to maximise opportunities for night time activity including building entry points, active retail uses such as cafes and restaurants.
- The extent of blank walls and car parking/servicing entry points are to be minimised to all public areas.
- Blank walls are to be minimised to public streets, pedestrian links and public spaces and service exits and access is to be minimised.
- Where blank walls currently exist to the street, an intermediary base or podium level can be introduced as an interface to pedestrians on the footpath.

3.4 GENERAL PRINCIPLES

The following principles are general areas such as awnings, signage, environmental impact, wind mitigation and acoustics which are applicable to all forms of development including low to medium, high-rise development and existing high rise buildings.

3.4.1 Awnings

- All existing and new buildings should preserve the continuity, height and width of existing awnings.
- Awnings to be cantilevered off the main facade or supported from above which is in keeping with the existing local character.
- Awnings must be continuous and align with adjoining awnings in height and width.

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1, 2, 3 + 4. Active uses on levels fronting streets and public open spaces
5 + 6. Laneways

- Awnings to be incorporated as a feature of the main facade of new buildings.
- While a variety of awning treatments is encouraged, awnings should be mostly solid to provide shade and shelter and the use of glazed awnings is discouraged other than to the pedestrian link to the station to maximise light penetration.
- Awnings should be designed to allow street tree planting to be provided at regular intervals.
- Pedestrian lighting is to be integrated into the underside of awnings.
- The underside of awnings should not be less than 3.2m above the footpath (see figure 14).

Figure 14: Awning diagram


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1. Example of awning above cafe
2 - 7. Examples of awning treatments

3.4.2 Signage

Reference should be made to the City of Sydney Signage and Advertising Structures Development Control Plan 2005 (or replacement DCP) for guidelines with regard to signage and advertisements on buildings. For ease of reference, some of the most relevant provisions applicable to this type of development are provided.

Under certain circumstances the design principles may not be applicable due to unusual site constraints and existing conditions, particularly in cases where only minimal renovations are proposed. In such circumstances, minor variations to the design principles may be considered.

The following signage principles are applicable to fit outs / refurbishment, alterations to existing shopfronts, medium density development up to 6 storeys and the podium levels of high rise development.

- All proposed signage should be identified in an Application.
- Painted or applied signage on shopfronts should not obscure more than 25% of the window area.
- Retail signage should be located underneath awnings perpendicular to the facade providing sufficient clearance for pedestrians on the footpath.
- Signage painted or directly placed on the building facade above the parapet level is prohibited as it clutters and hides the building facade and/or architectural features. Protruding signs above this level are also discouraged.
- Illuminated signage above the awning level is not supported for this scale of development.

The following signage principles are applicable to high rise development only:

- For high-rise development a signage strategy is to be provided for the entire development.
- Illuminated signage will not be supported except as part of a special effect night-time lighting scheme for the whole building.
- Signs painted on or applied on the roof of a building are not permitted except for naming signs for buildings which are to be integrated into the design of the architecture. Please refer to the section on Buildling Name Signs of the City of Sydney DCP 2005.

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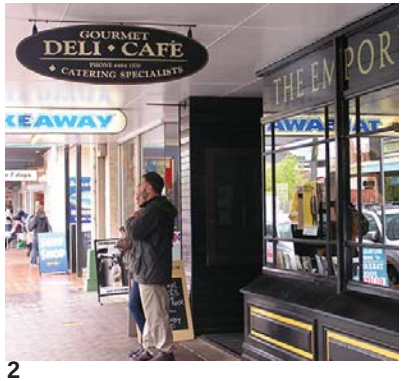

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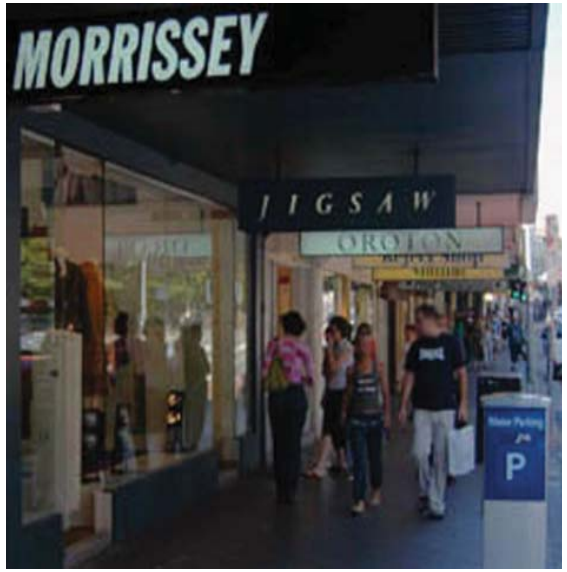

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1 - 5. Examples of under awning signage

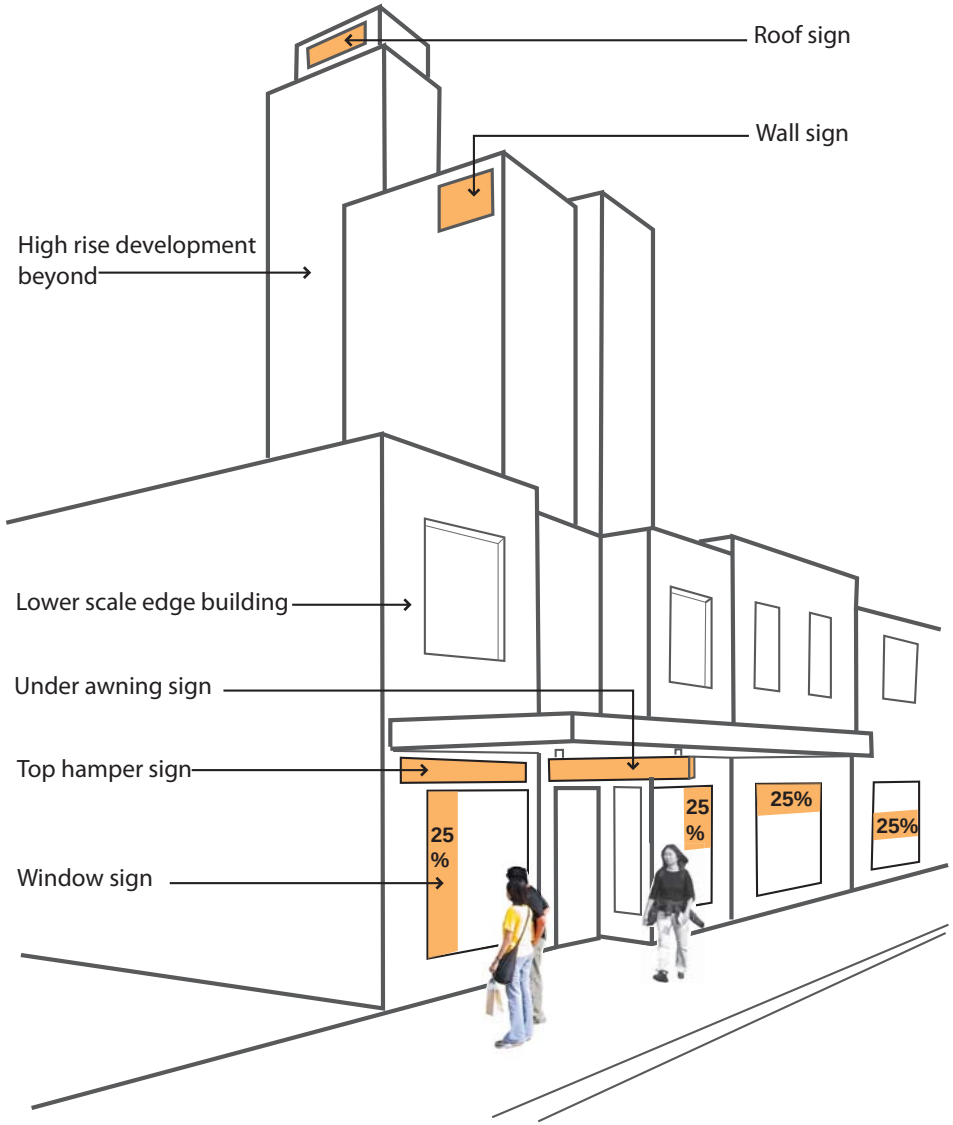

Figure 15: Signage diagram

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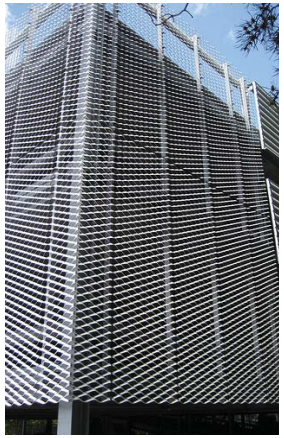

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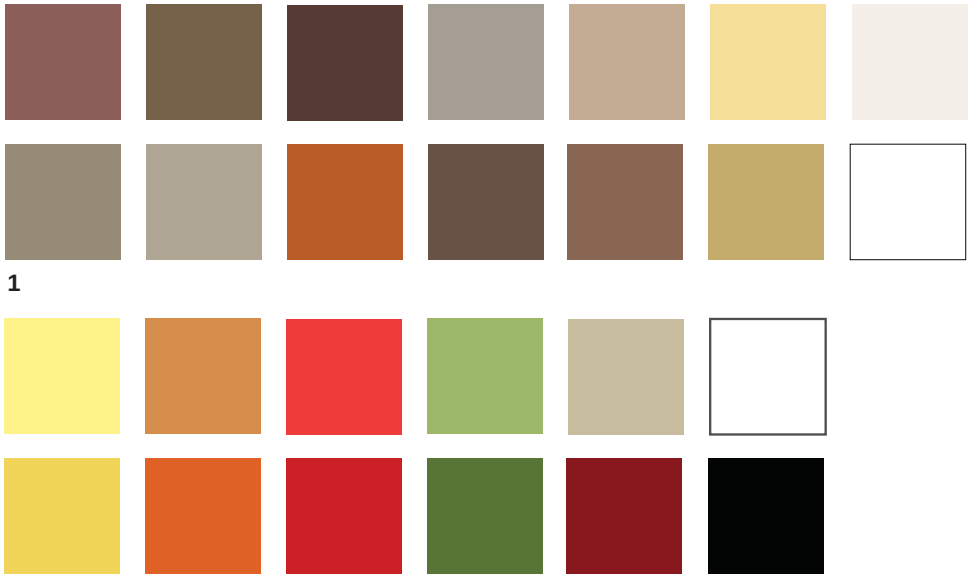
1. New development follows existing scale and proportions
2, 3, 4, 5 + 6. Facade treatments and articulation

3.4.3 Materials / treatments

- Renovations and fit outs are to use high quality and durable material that complement the existing building structure.
- Materials are to provide articulation and interest to all facades minimising blank walls in the design of the building.
- For renovations where paint is used as a finish, it should help to express the architectural elements in the design of the building. Use of a single colour over the entire facade is not encouraged. A palette of colours should be used.
- An appropriate palette of colours should be used. Stronger primary colours can be used as the main building color when used in combination with lighter colours to highlight building accents and create contrast. See sample color boards below.
- The use of white shall only be permitted on trimming with bright colours to highlight items. Generally neutral tones should predominate and colours selected should fall into the spectrum of the preferred community colour palette (see figure 16).
- For new development, the materials and colours should relate to those of adjacent well designed buildings. New development within this precinct is to provide a high quality, contemporary architectural design that creates a unique sense of place.
- Innovative and creative architectural concepts are encouraged.
- Materials of towers are to accommodate solid elements (to avoid continuous curtain walls) and to create architectural interest.
- Buildings are to avoid high reflectivity glass.
- Materials in high rise building forms particularly those terminating views and vistas should help elevate the building's iconic status.



1. Feature colour palette **2.** Primary colour palette

Figure 16: Colour palettes

Figure 17: Material sample board

3.4.4 Environmental impact

Solar access / overshadowing

- For solar access and overshadowing requirements applicable to residential units refer to the Residential Flat Design Code - Tools for improving the design of residential flat buildings.
- A minimum of 60% of all public open space should achieve good solar access between 11am and 3pm at the winter solstice and up to 30% between 7am-9am and 4pm-6pm at the equinox.
- New commercial development is to achieve a five star rating under the National Australian Built Environment Rating System (NABERS).

Acoustics

- All residential buildings and serviced apartments are to be constructed so that the maximum noise level does not exceed the maximum levels specified in the City of Sydney DCP.
- A noise impact assessment report is to accompany all Applications for new development.

Green Star rating

- Buildings are to use the National Australian Built Environment Rating System (NABERS) which rates commercial building designs on a five star scale.
- A five star rating is to be achieved for all new commercial development.
- Maximise outcomes by engaging an Environmental Sustainable Development (ESD) consultant during the design phase.

Wind mitigation

- Minimise wind from downdrafts which impact on pedestrian comfort and safety and inhibit the growth of street trees, through the following measures:
    - Setback tower forms from the street frontage.
    - Design the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level, as well as for balconies above ground.
    - Ensure the appropriate separation between towers to avoid wind tunnel effects.
    - Wind tunnel testing is required for Applications for new buildings above 6 storeys to ensure wind acceptable conditions.

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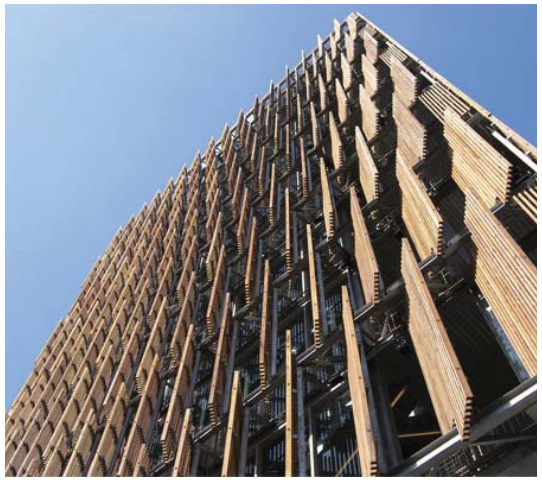

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1. Landscape as part of tower design **2 + 3.** Shading devices
4. Podiums to prevent wind wash down tower structures

3.4.5 Heritage

There are no heritage items within the Redfern Centre, however there are heritage items and heritage conservation areas adjacent to the site as shown in figure 8 heritage context analysis.

- Relationships to existing streetscapes:
  - New development must be complementary to the existing built form of the adjoining buildings and their heritage fabric.
  - Avoid mimicking of heritage features.
  - Provide high quality contemporary design that is sympathetic to the scale, materials and proportions of adjacent building.
  - Extensions and additions involving heritage elements must be designed to complement the style, form and proportions as well as materials and colours of heritage elements.
  - Applications involving heritage elements should have the advice of a qualified heritage architect.

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1. New development in proportion to heritage item
2. New development follows the scale and proportion of existing heritage items
3 + 4. Heritage traces

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1. New development set back from heritage item follows existing scale and proportions
2. Heritage traces enhance contemporary design
3. New additions/alterations follow proportions and scale of heritage items
4. Top of tower with dramatic silhouette sits behind and contrasts heritage items

3.5. PUBLIC DOMAIN

This section provides design principles addressing the public urban areas and spaces, the structures that relate to those spaces and the infrastructure that support and serve them.

Reference should be made to the any adopted Public Domain Plan and to the City of Sydney controls and regulations for detailed guidelines on lighting, pavement, street furniture, street trees, landscaping and other elements of the public domain.

These principles are intended to achieve a high quality design:

- For public spaces: the streets, roads, footpaths and open space.
- For important public domain areas within and around the Redfern Centre such as Marian Park, Lawson Square and the new civic space at the Redfern Station.
- For parks, fountains, furniture and art works within public open spaces.
- For new buildings and associated spaces: atria, terraces, arcades, colonnades, plazas and parks.
- For the landscape character of Redfern.

Objectives

- To recognise and celebrate the heritage elements and significance of Redfern-Waterloo and surrounds.
- To create a cohesive and consistent public domain for Redfern-Waterloo.
- To create an identifiable character and appropriate urban scale for the Centre as the civic heart of Redfern.
- To achieve high quality public domain with, furniture, materials, tree planting, lighting, landscaping and good urban design to all public places.
- To provide a vibrant public focal point for Redfern.
- To provide a safe, high quality and pleasant public domain.
- To achieve a high quality pedestrian environment within the public domain.
- To achieve a high level of connectivity and design for different transport modes i.e. bus and rail.
- To provide pedestrian and cycle movement in the design of the public domain.
- To ensure a high level of solar access to public open spaces.

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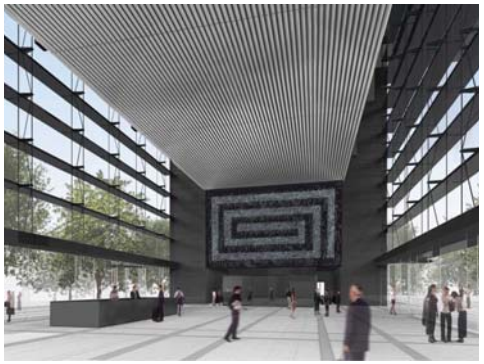

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1. Buildings defining the edge of public open spaces
2 + 3. Station design with civic nature and open to public domain
4 + 5. Cycling and bus shelter facilities
6 + 7. Civic Spaces

In May 2007 the 'Redfern Waterloo Authority Contributions Plan' came into force, for development approvals under Part 3A and Part 4 of the Act (where the Minister or a delegate of the Minister is the consent authority).

The contribution is 2% of the cost of development (with some exemptions). The contribution is towards the estimated cost of public domain, road / transport / access, community facilities and drainage at 16 sites identified in the Works Map (figure18). The total cost of such works to be $36.7M, to be funded by contribution.

Redfern-Waterloo Authority

Contributions Plan

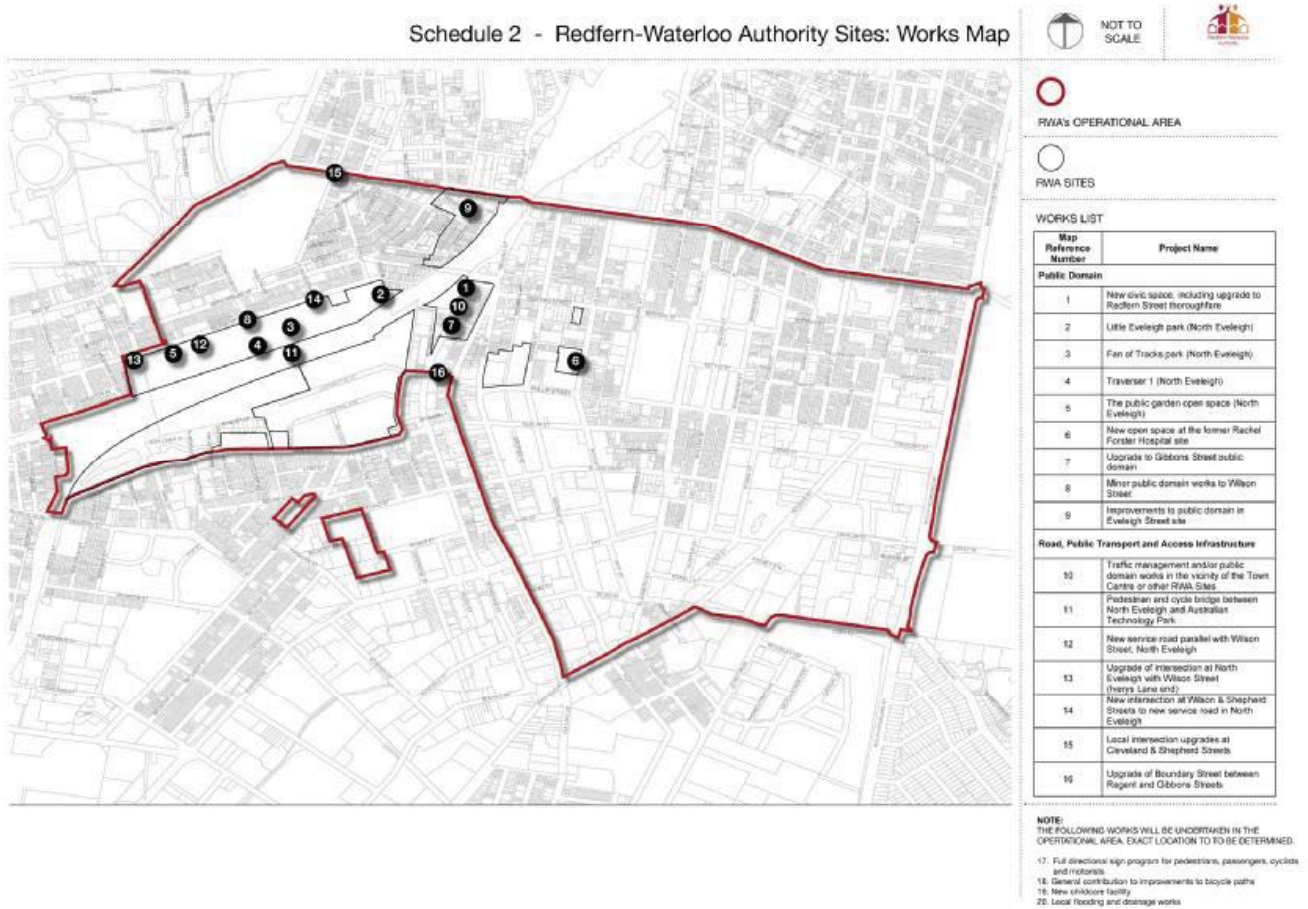

Figure 18: Extract from Redfern-Waterloo Authority Contributions Plan- Site Works Map

3.5.1 Character

- General public domain improvements throughout the centre should respond to the existing local character.
- The public domain within the Redfern Centre is to continue and enhance the existing upgrades to Redfern Street.
- Consider water elements to mitigate against traffic noise.
- The public open space should incorporate trees and landscape to assist with climate control and to 'green' the space.
- Streetscapes should be improved with street trees, new paving, lighting and street furniture.
- Seating to be provided throughout the public open space.
- Upgrade and enhance the pedestrian link across Regent Street and Gibbons Street connecting to the Rail Station.
- Incorporate public art in the public domain and civic space.
- Consider opportunities for incorporating heritage interpretation in the public domain.

3.5.2 Civic space

These principles are intended to inform the character of the future civic space for the Redfern Station.

- The Redfern Station upgrade is to provide a new focal point - a new town square/civic space for Redfern.
- The civic space should be defined by active edges – cafes, commercial, retail and civic uses.
- This civic space is to exhibit quality design in the landscape elements, street furniture and materials.
- Public art is to be integrated into the design of the civic space, as appropriate which celebrates the unique character of Redfern and its history.
- High quality landscape design to improve the amenity and safety of this space including paving, lighting and materials.

3.5.3 Redfern Street Laneway and Lawson Square Towers

- Redfern Street Laneway is to be retained as part of the public street and laneway system in Redfern.
- Redfern Street Laneway is to be upgraded as a high quality thoroughfare between Redfern Street and Redfern Station. It is to be designed as an extension of Redfern Street, which was recently uploaded by the City Council, with similar landscape elements, paving, street trees, planting and street furniture.
- Redfern Street Laneway is to be a shared way for pedestrian, cyclists and vehicles travelling 10km/h or less.
- New development fronting Redfern Street is to provide active uses to the ground floor including a minimum of one primary address point to the building/s.

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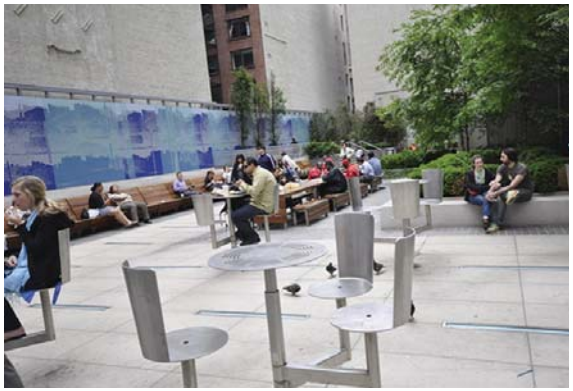

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1, 2 + 3. Interactive artwork as part of the experience of civic open space
4. Night time lighting **5.** Seating

3.5.4 Street signage and lighting

- Provide a lighting scheme to create a positive night time experience and improve safety and surveillance
- Special effects lighting may be incorporated to highlight special buildings, public art, trees and streetscapes.
- The external lighting of buildings is to add to the character of buildings at night and enliven the city as well as views of the city skyline.
- Street and pedestrian lighting should be coordinated with existing street furniture, trees and paving patterns.
- Street signage should be located so that it does not obstruct the flow of pedestrian traffic and it should be design to complement landscape, street furniture and paving designs.
- Energy efficient lighting should be provided.

3.5.5 Paving treatments

Footpaths are a significant part of the public domain and their quality has a direct effect on the pedestrian experience of the city, therefore, the following strategies should be observed:

- Paving treatments should be a unifying element in the streetscape where buildings, signs, objects, people and movement provide variation and change.
- Paving treatments should give a clear expression of pedestrian priority and provide ease of movement for everyone, including people with different degrees of disability.
- Paving is to be provided in accordance with an overall paving scheme that takes into account pedestrian movement and the civic hierarchy of the streets.
- Ensure footpaths provide even surfaces, high quality materials and finishes.
- Paving treatments to take into consideration the needs of persons with disabilities and to help in their navigation.

3.5.6 Street trees

- Protect and maintain existing native tree species throughout the precinct.
- The selection of tree species for public open spaces and streetscapes should be done taking into account the provision of improved safety and security.
- Landscape character is to improve the quality of the streetscape with footpath widening for planting and trees along the busy streets and areas.
- Landscaped areas to provide a buffer for pedestrians against vehicular traffic.


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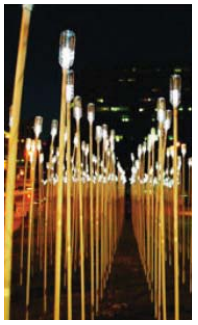
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1 + 2, 7 + 8. Paving treatments **3**. Bicycle storage facilities **4 + 5.** Water features and pavilions **6**. Lighting as sculpture **9**. Street signage

3.5.7 Transport, access and connectivity

It is important that applicants consult the with the Transport NSW, the City of Sydney, Sydney Metropolitan Development Authority (SMDA) and other relevant agencies, in relation to development proposals that affect the public domain and general road network within the Redfern Centre. However, a preliminary set of guidelines addressing the various issues affecting the centre is summarised below:

- Cycling and transport facilities
  - Provide bus shelters that are coordinated with seating and street furnishings to be part of an integrated and comprehensive design approach.
  - Improve cycle facilities by providing covered bicycle parking close to Redfern Station.
  - The design of the streets within the Centre is to reinforce and expand existing pedestrian and cycle links particularly to Marian and Redfern Streets.
- Redfern Station
  - The entrance and forecourt to Redfern Station is to have high quality materials, give prominence to civic buildings and be accessible to the whole community.
  - New development on the west side of Gibbons Street is to provide a high quality, safe, activated and accessible civic space around the Railway Station.
- Pedestrian crossings
  - Improve footpaths and pedestrian crossings throughout the precinct by utilising raised thresholds that continue the public domain paving over the road to clearly identify pedestrian movement.
  - Investigate the provision of additional signals at the intersection of Gibbons and Marian Streets to improve pedestrian safety.
  - Consider opportunities to widen footpaths wherever possible.
- Mid-block lanes/links
  - The main east-west mid-block lanes are Redfern Street Laneway, Margaret and Marian Streets and they are to become the main pedestrian links throughout the precinct.
  - Provide active uses to the ground floor of all new development at public streets and pedestrian links and laneways with high quality materials, lighting and paving treatments to provide vitality and enhance pedestrian experience.
  - Where possible the existing laneway system between Margaret Street/Marian Street and Redfern Street to be retained in the design of larger development involving site amalgamation.
  - Any new development is to acknowledge the termination of the existing laneway network in Margaret Street with a high quality treatment of the façade. Car parking or service access is not appropriate along this part of Margaret Street.

3.5.8 Local culture and public art

- Provide interpretative artworks for the public domain that responds to the Aboriginal and European heritage of the area, especially those which engage people of all ages and celebrate the heritage of Redfern.
- The design of new public open space is to celebrate the cultural history and diversity of the area.
- Involve the local community in the design and location of the public art within the public domain.
- Community based public art projects and initiatives are encouraged.
- All new development over 5,000sqm of GFA should incorporate artwork into their public foyer spaces and contribute to the broader precinct (or other places in discussion with RWA and SMDA).
- Lighting as artwork can be considered.
- Street art is to celebrate and showcase local talent.

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1. Community art installation **2 + 3.** Interactive art work

4. Design Excellence & Competitions

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4. DESIGN EXCELLENCE & DESIGN COMPETITIONS

In accordance with Clause 22(3) of Part 5 of Schedule 3 of the State Environmental Planning Policy (Major Development) 2005 (The SEPP) the consent authority may require a design competition for any development over 12 storeys. As a maximum height control of 18 storeys applies to sites within the Redfern Centre, the consent authority may require a design competition. There are landmark sites within the Redfern Centre, most notably the Lawson Square towers site, which may benefit from a competition process given its location on a ridge and the constraints and opportunities the site presents.

The purpose of an architectural design competition is to promote innovative design solutions that achieve high quality buildings and spaces that exhibit design excellence. The Director General's Design Excellence Guidelines were developed by the Cities Taskforce division of the Department of Planning in 2007 to provide guidelines for design competitions provisions of the City Central Local Environmental Plan that may lead to design based 'bonus' in building height and/or floor space ratio.

The Guidelines identify the following objectives of the design competition:

- To achieve a diversity of architectural response;
- To achieve a high standard of architectural excellence;
- To encourage flexibility within the urban design controls to allow for newer or unexpected solutions;
- To provide incentive through greater FSR and/or height; and
- To encourage a sense of civic pride.

Director General's Design Excellence Guidelines provide an outline of the design competition process including: the levels of design competition; the preparation of competition briefs; the competition criteria and the competition jury. These Guidelines will provide a basis for the conduct of any competitions within the Redfern Centre.

Requirements:

1. All new buildings exhibit design excellence.
2. All new buildings over 12 storeys or major alterations and additions to a building over 12 storeys require design competition in accordance with The Director General's Design Excellence Guidelines.

Figure 19: Landmark site - Lawson Square Towers