



* indicative public domain

PUBLIC DOMAIN REPORT

for

DeiCota Development

157 Redfern Street, Redfern

Prepared for:



Prepared By:

SCAPE

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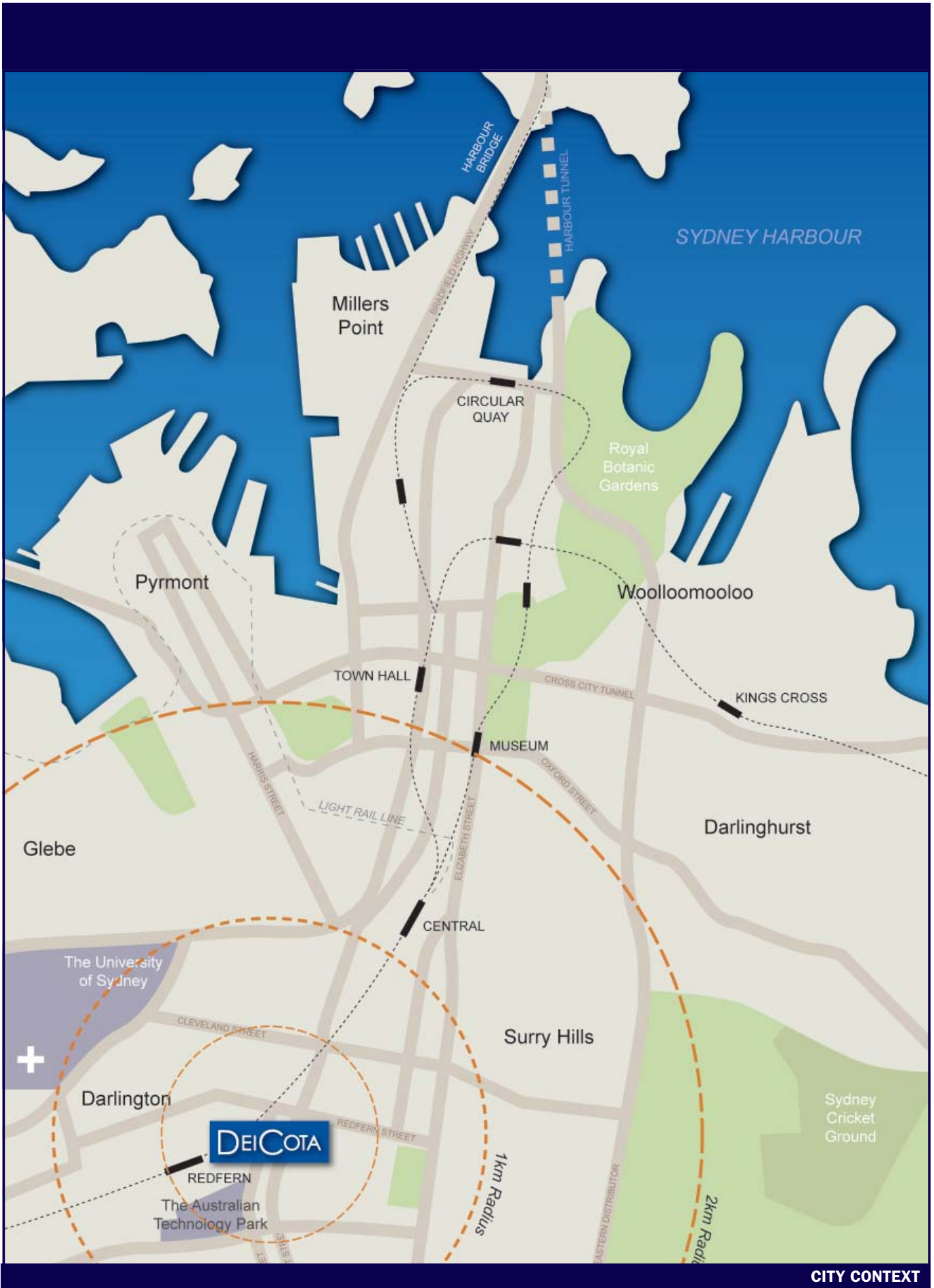
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EXECUTIVE SUMMARY	1
SECTION 1 – “DEICOTA” MIXED USE DEVELOPMENT & PUBLIC DOMAIN	3
Design Intent	2
Built Environment	2
Connections	3
Cycle	7
Public Domain - Safety	8
Public Amenity	9
Management	10
SECTION 2 – “DEICOTA” - LEVEL 3 LANDSCAPE	11
Design Intent	11





EXECUTIVE SUMMARY

The redevelopment of the Redfern RSL Club and associated car park represents an opportunity to implement a robust urban environment that reinforces the primary east-west pedestrian link through Redfern and upgrades the quality of the Gibbons Street frontage.

The project site is located at 2km from the Sydney City core and is directly opposite the Redfern Railway Station. Gibbons and Regent Streets are major vehicular arteries, entering and exiting the city, from the south, which define the Redfern Waterloo Authority (RWA) urban regeneration parcel. The proposed development responds positively to the Redfern Waterloo Authority (RWA) BEP with respect to the set backs and built form outcomes by establishing active street frontages. The project has the potential to lead the urban regeneration ambitions for the RWA and deliver positive community outcomes.

The proposed active ground floor retail will present a unified building frontage to the Redfern Street boundary and will significantly contribute to improving surveillance and public safety. The primary access to the RSL Club and Office tenancies (Level 1) will be via 157 Redfern Street with the “DeiCota” Residential Tower serviced from Gibbons Street.

The architectural planning eliminates blank facades and provides opportunity for active street engagement. The functional public environment presents an opportunity to integrate urban elements to reinforce the identity of Redfern Street through lighting and urban fixtures. The City of Sydney – Public Domain standards will be applied to the “Redfern Street Connection” to provide visual and physical connectivity to the existing Redfern Street treatments. A strong visual corridor will be maintained between Redfern Street and the railway station.

A total Redfern Street connection solution is required and will necessitate continuing discussion with authorities to define the extent and funding arrangements. The proposed development will only address part of the street.

SECTION 1 – “DEICOTA” MIXED USE DEVELOPMENT & PUBLIC DOMAIN

DESIGN INTENT

“To leverage off the proposed new DeiCota Development as a catalyst to define Redfern Street as a safe urban pedestrian connection with functional urban elements to create a definable identity”

Key objectives include:

1. Improve passive and camera surveillance to deter localised crime.
2. Opportunity to improve lighting.
3. Implement a design solution to reinforce a robust “shared” access zone.
4. Implement the City of Sydney – Public Domain Guidelines as an extension of the city public domain character.
5. Integration of public art / statement to define the street as an extension of Redfern Street.

The public domain outcomes respond to the Director Generals Consent Conditions for the proposed development which is being assessed as a Part 3A - Major Project with Ministerial approval. The urban outcomes acknowledge the Redfern Waterloo Authority (RWA) Planning Instruments and City of Sydney – Public Domain Guidelines.

BUILT ENVIRONMENT

The redevelopment of the Redfern RSL Club site represents a significant investment into the Redfern Precinct and a catalyst revitalisation project working within the Development Controls established by the Redfern Waterloo Authority (RWA).

The public domain will adopt the City of Sydney – Public Domain Guidelines for the implementation of stone pavements as an extension of works recently installed in Redfern Street.

The “DeiCota” mixed use development will retain the street address of 157 Redfern Street. The development includes:

- Active retail frontages to Redfern and Gibbons Streets;
- A new modern RSL Club;
- Office space;
- Inner city apartments and car parking;
- New streetscape / public domain that will complete the capital works upgrade program between Regent Street and the Redfern railway Station.

The Development Control – Height Envelope permits an 18 storey building form. Active retail frontages are encouraged with set backs required from the level 3.

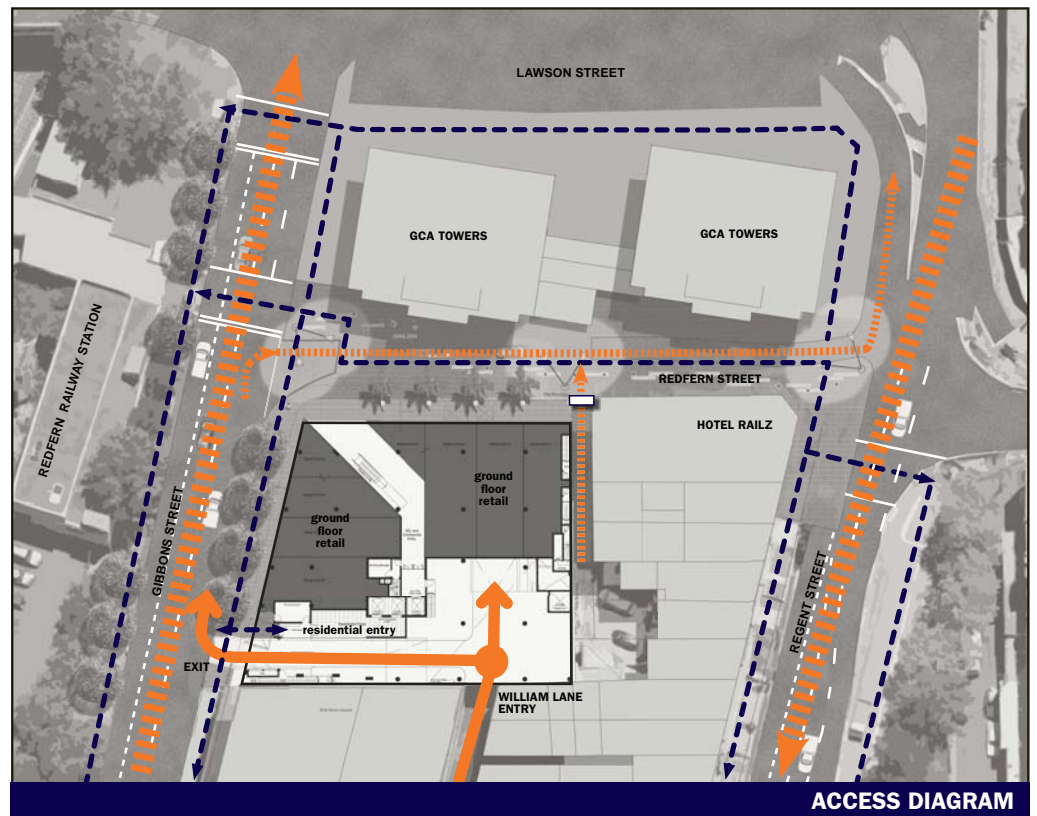
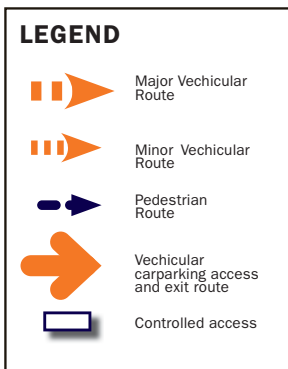
The RWA Controls allows for an 18 storey height envelope bounded by Lawson Street, Regent Street, Margaret Street and Gibbons Streets (two blocks), which includes the GCA twin Towers, and a 7:1 floor space ratio.

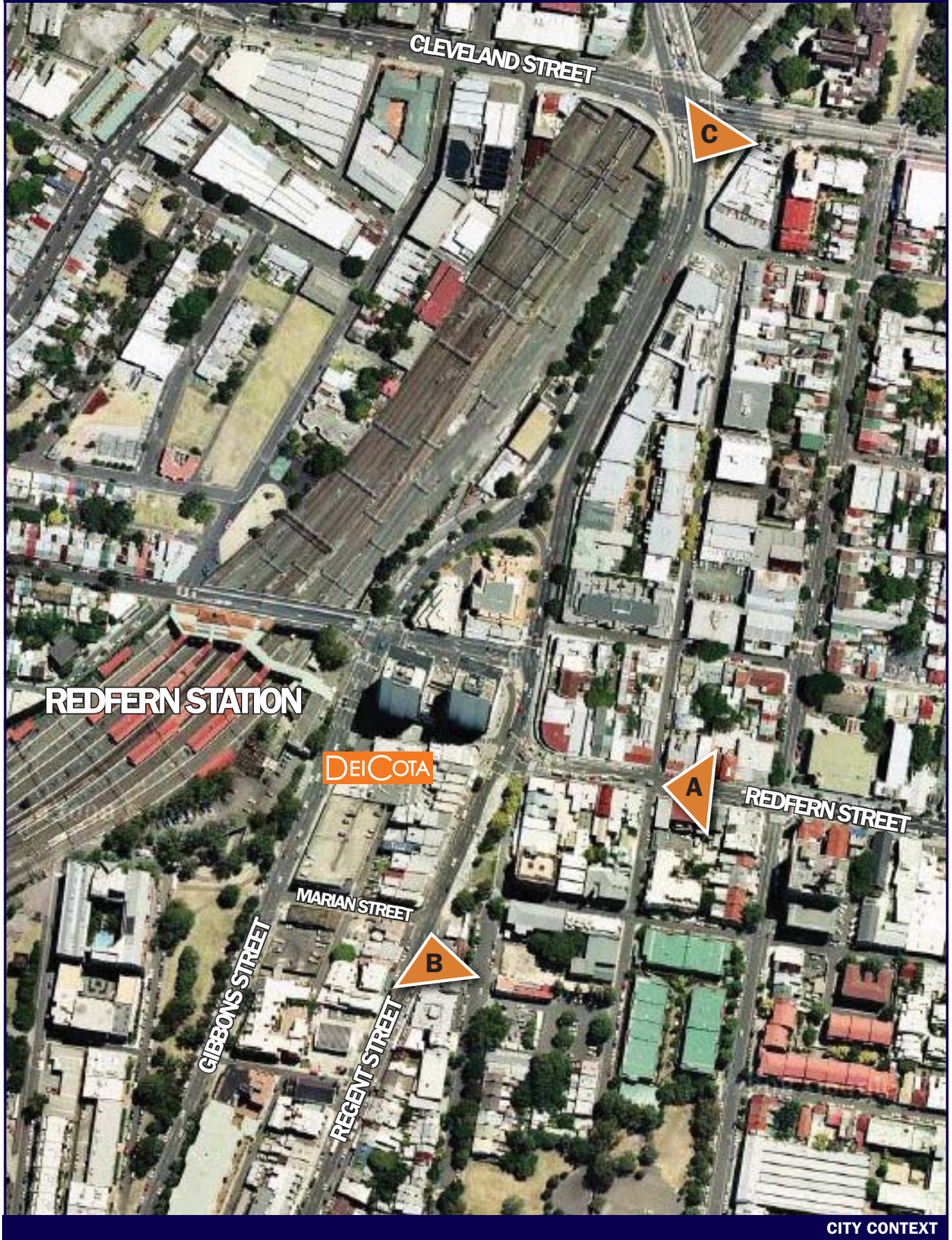
CONNECTIONS

Context

The GCA towers (Formerly the TNT Towers) are a visual landmark. The one way Regent Street and Gibbons Street road network combined with down grading of Redfern Street to a one way service lane have created an “island” with limited vehicular /service access and disruption to the primary east – west pedestrian link through Redfern.

During the course of the stakeholder liaison with the Roads and Traffic authority (RTA), there appears to be an opportunity to review the speed limit, road classification / hierarchy with the view to implementing positive urban design intervention to improve the urban function, character and better cater for cyclist and pedestrian amenity.







VIEW A - VIEW OF DEICOTA FROM REDFERN STREET



VIEW B - VIEW OF DEICOTA FROM REGENT STREET



VIEW C - VIEW OF DEICOTA FROM CLEVELAND STREET INTERSECTION

Vehicular

Redfern Street:

The one way vehicular right turn movement from Gibbons Street provides access to the Police Station (rear), Energy Australia high voltage transformer at the base of the GCA Towers, Hotel servicing and rear lane access to 56-58 Regent Street properties.

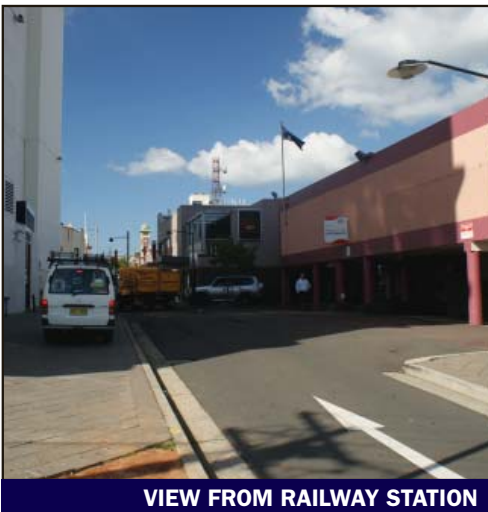
The Lane Way presents a significant issue with respect to crime management and safety. This is proposed to be addressed in the 157 Redfern Street scheme through controlled gate access and security camera monitoring.

Given the spatial restrictions for vehicular movements and shared pedestrian zone the Redfern Street connection is a low speed environment. The pavement conditions are variable including asphalt, various concrete finishes and modular concrete paver surfaces. This application of the City of Sydney – Public Domain Guide and Specification would provide a consistent stone surface treatment.

DeiCota Access - William Lane (via Marian Street):

All vehicular access to tower will be via William Lane off Marian Street with a single exit directly onto Gibbons Street. Accordingly, the proposed development will not directly contribute to service vehicular usage on Redfern Street.

EXISTING PUBLIC DOMAIN



Pedestrian

Gibbons Street

The DeiCota development is accessible by pedestrians from Gibbons and Redfern Streets. The RWA requires a ground floor set back of 1.2 metres with paved treatments to the retail frontage along Gibbons Street. The set back is coordinated with the future redevelopment site directly to the south to provide a consistent verge width of nominal 3.5metres and the potential for a “green” landscape treatment to the kerb line of a maximum 1.0m width. The existing concrete path between the boundary and rear of kerb will be replaced with the CoS stone paving system with a maximum of 1:18 grade along Gibbons Street.

Tree planting is limited by the constraints imposed of the overhead electrical service to the Gibbons Street frontage. The sole disfigured Plane Tree (*Platanus* sp.) on the existing car park boundary wall interface will be removed.

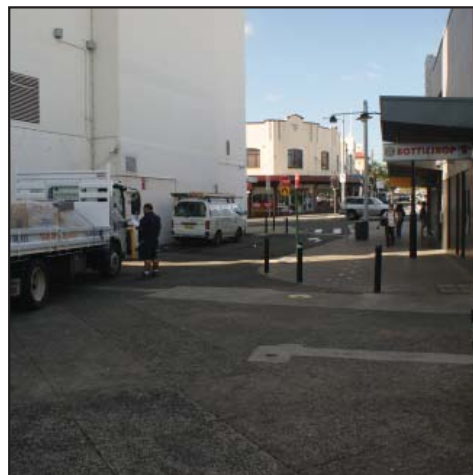
157 Redfern Street:

As mentioned, the cross block pedestrian link is part of the east – west connection through Redfern and connects Redfern Street to the Railway Station. This is a high volume pedestrian link that is in grave need of an urban upgrade to improve the image and user safety.

Currently, there is mid block access to the Redfern RSL Club which in the proposed scheme would be reposition towards Gibbons Street. A new controlled glazed entry and security surveillance will be a positive outcome of the new development.

CYCLE

Currently, there is no defined cycle route on road or via dedicated off road cycle paths connecting the station and/or the DeiCota redevelopment site.



REDFERN STREET CONNECTION



VIEW FROM REGENT STREET TO STATION

PUBLIC DOMAIN - SAFETY

DeiCorp P/L has commissioned a specialist Crime & Safety Report - Harris Crime Report, to assess and propose mitigation measures that have been incorporated into the design solutions. Additionally, DeiCorp have engaged in discussions with the police, located at the base of the GCA towers, to identify any specific issues relating to the redevelopment site.

The Redfern Street frontage is a high volume pedestrian connection to and from the railway station. The current building fabric and configurations presents “blind spots” combined with uncontrolled lane access. The degraded environment and lack of lighting are conducive to anti social behaviour and crime.

The new development will offer the opportunity to implement CEPTD principles in the public domain and implement improved lighting amenity. A lighting standard of 10 Lux at the ground level should be adopted for the public domain equal to that required at pedestrian crossings. Urban lighting / art elements are identified at either end of the “island” (Redfern Street) to create an identity statement for the street connection and to establish a high level lighting solution.

Gibbons Street: New pavements, lighting and elimination of “blind spots” will improve the appearance and introduce passive surveillance. Camera monitoring of the residential tower entry and car park exit are integral to the architecture and security management plan.



PUBLIC AMENITY

Shade & Weather Protection

The DeiCota development provides for an architectural awning to Gibbons Street and the ground floor retail on Redfern Street is setback by 3.0 metres thereby providing weather protection to the building frontage.

There is minimal opportunity to introduce micro climatic shade amenity through tree / palm planting into the public domain as a result of the shared pedestrian / vehicular functional constraints and service infrastructure – in particular power.

The existing inactive façade of the GCA towers to Redfern Street offers nothing in the way of shade or weather amenity. Wind tunnelling from predominantly south easterly winds and associated down draft off the towers is an environment factor that needs consideration with respect to user experience.

Furnishings & Fixtures

The design intent is to minimise visual clutter to the street, reduce the opportunity for loitering and anti social behaviour.

The design intent is not to introduce Council standard fixed seating, cycle and bin elements within the Redfern Street connection. However, a contemporary seating /urban art element is proposed to reinforce the new identity of the street connection in the form of the street address number “157”, constructed from formed concrete, with a paint colour finish similar to the approach adopted in the Melbourne Docklands public domain.



REDFERN STREET “STREETScape”

Soft Landscape

Gibbons Street:

There is provision of a “green” landscape strip for a low level robust hedge landscape to @600mm height to the kerb line. Tree planting is not a viable option given service infrastructure in the verge. Further discussions with the Roads and Traffic Authority (RTA) may provide opportunities to integrate kerb side parking and new a new tree planting alignment which would be a positive outcome that would begin to transform the Gibbons Street Frontage.

Redfern Street Connection:

We do not consider that a canopy tree planting is a viable option as a result of spatial / functional considerations, service conflicts, heavy shade and potential for vandalism during establishment. A mature vertical palm element is worthy of consideration given the limited spatial options and vertical nature of the space.



Public Art

As discussed, lighting and seating elements that create a “signature” for the street connection have the potential to add colour and a functional amenity to the street. The Council has recently installed a static public art element to the corner of Regent and Redfern Streets where there is adequate space to accommodate the element.

On the Redfern Street façade of the DeiCota development, Level 1 RSL Club, it is proposed to use an angled mirror glass architectural façade system that acts as an “urban mirror” contributing to the safety and character of the space.

MANAGEMENT

The public domain needs to be a robust urban environment. The introduction of addition security monitoring associated with the new development will reinforce the current camera systems on the GCA towers and hotel. Community policing is still an important part of the management plan.

Utilising the City of Sydney paving palette will provide a resilient pavement system suitable for a shared pedestrian vehicular street. Minimising street furnishings will limit the opportunity for vandalism.



SECTION 2 - “DEICOTA” - LEVEL 3 LANDSCAPE

The Level 3 Podium is a “visual” green landscape treatment when viewed from the offices and residential units. The podium will not be accessible from the office level, with controlled maintenance access only, and will be a durable low management treatment.

Design intent

“To create a low management “green landscape” that provides visual relief from the hard urban context when viewed from the residential units”.

An artificially profiled terrace with multi height artificial grass is proposed to the whole terrace. Large free standing potted trees are nominated to the Redfern Street Connection to temper the scale of the façade and to provide shade amenity to the office levels. The treatment will allow flexibility in services infra structure will be coordinated with the drainage.

