

# Section 5.0: Project Design Development

## 5.1 Concourse Alignment

The alignment and location of the concourse and consequently, the station entries, was determined through a design process that involved options testing, design reviews, multi-criteria analysis (MCA), and stakeholder and community consultations. The chosen alignment is a straight concourse connection from 125-127 Little Eveleigh Street to Marian Street in front of 'The Watertower' building (1-9 Marian Street). This option (Option 2D) was chosen as it provided clear wayfinding, direct connectivity, increased safety and CPTED both within the concourse and externally of the station, accessibility to all aboveground platforms, and the ability to integrate with potential neighbouring developments in the future.

A separate report, Redfern Station Upgrade New Southern Concourse Consultation Report, November 2018, prepared by TfNSW covers this optioneering process in more detail. As part of the process outlined in this report, the ten options went through a thorough multi criteria analysis within TfNSW and the Design team, each option was rated and ranked according to key objectives.



Figure 13 Option 2D - Bridge Alignment and Scope



Figure 14 Pedestrian walking distance from Redfern Station

## 5.2 Facade Design Development

Two façade options were compared and evaluated as part of the design development. Common to both options were concourse alignment, ceiling design, stairs lifts and entrances.

**Option 1** is an aluminium perforated screen façade that is full height with a site specific custom screen design. The design provides a backdrop to the heritage listed station with glazed areas to frame views to heritage items. The screen and structure are grey, with the screen being a unifying element concealing structural and roofing elements externally.

**Option 2** is a glass enclosure with 3m high glass screens that are open above with a deep overhanging roof and dark grey structural elements. The design of the glass façade is to achieve maximum transparency with uninterrupted views to the heritage precinct north and south of the concourse. The structural elements are expressed in this facade option.

### Evaluation Process

The two facade options were evaluated by the project team and then taken to TfNSW Design Review Panel for external independent review. The panel recommended that the screened façade design was preferred and “...has a unifying effect within the precinct and the glazed sections within the facade focus views to heritage items which is a classic architectural response in creating a framed view of specific important vistas. This allows heritage items to be viewed in a simplified context.”

The table in 5.2.1 compares these two façade options with the project’s urban design principals. The general consensus was that the screen design provides for a more engaging experience with highlighted viewpoints and is a unifying element within the complexity of the rail corridor.

### 5.2.1 Façade Options Evaluation against project principles

Assessment Criteria	Perforated Screen	Glass Screen
<b>Amenity Impacts on Marian Street/ Water Tower Residents</b>	Provides screening to residences in Watertower building, reduces light spill and direct sightlines	No screening to residences in Watertower building, increased light spill and direct sightlines
<b>Impact on Heritage Station buildings/ views/ context</b>	Large built form in the rail corridor with transparency, screening forms a backdrop to the heritage items in the precinct	Large built form in the rail corridor with increased transparency, exposed structural elements adds confusion to the rail corridor composition
<b>Views to Heritage Precinct</b>	Screened views with inclusion of glazed areas for framed views of heritage items and precinct, curates views from certain points to heritage	Uninterrupted views of the heritage items and precinct
<b>Durability and Maintenance</b>	Conceals dirt, graffiti difficult to remove and may require replacement of panels	Dirt and dust revealed, frequency of cleaning higher, graffiti easier to remove, may require a possession to clean
<b>Customer experience</b>	Interesting, varied light and shade spatial experience which allows for potential inclusion of interpretative elements on screens	Open views to the precinct, potentially greater heat load and glare, potential inclusion of interpretative elements on glass
<b>Passive surveillance</b>	Perforations allow screened views in and out of the concourse	Transparency of glass enables uninterrupted views in and out of the concourse
<b>Perception of safety and security</b>	Perforations decrease perceived security but concourse alignment generally enables clear sightlines	Transparency enables clear views throughout increasing perceived safety
<b>Station Entry Identity</b>	Provides a distinguishable architectural entry	Relies on fine architectural detailing of elements, is visually more recessive and less like a building more of a bridge

■ POSITIVE
 ■ NEUTRAL
 ■ NEGATIVE

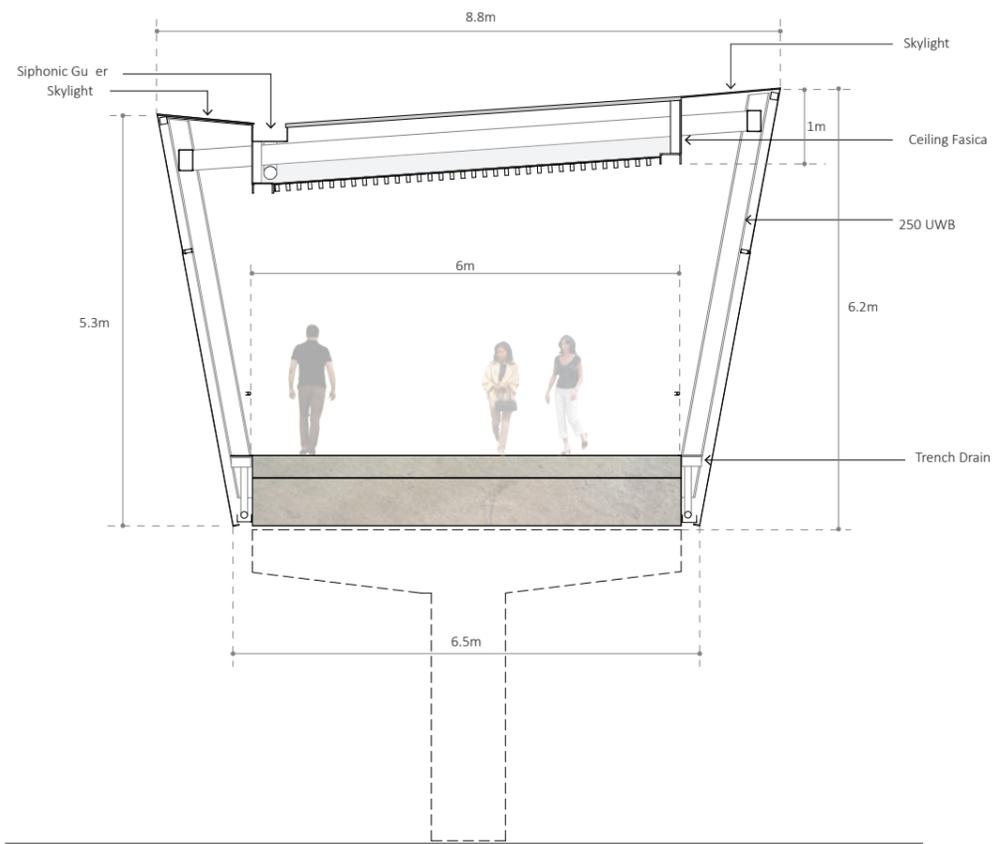


Figure 15 Section: Option 1 - Perforated Screen

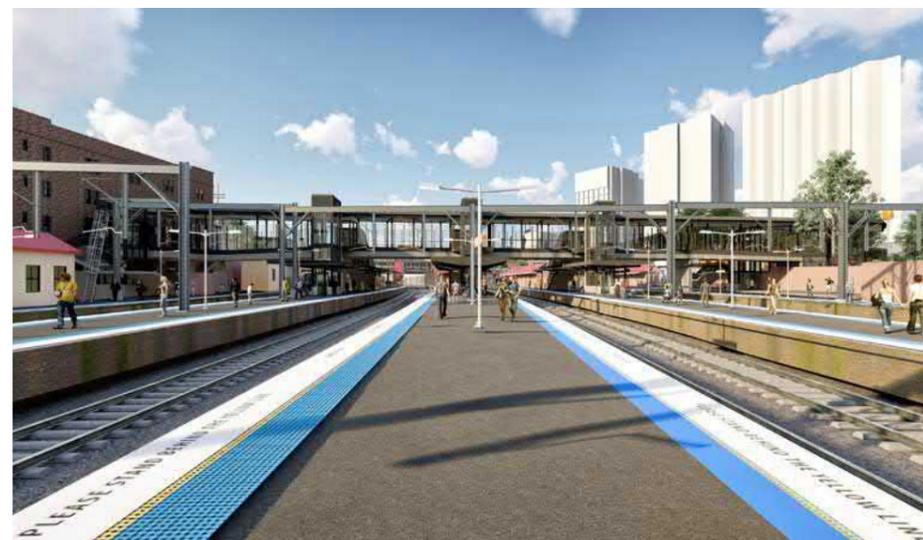
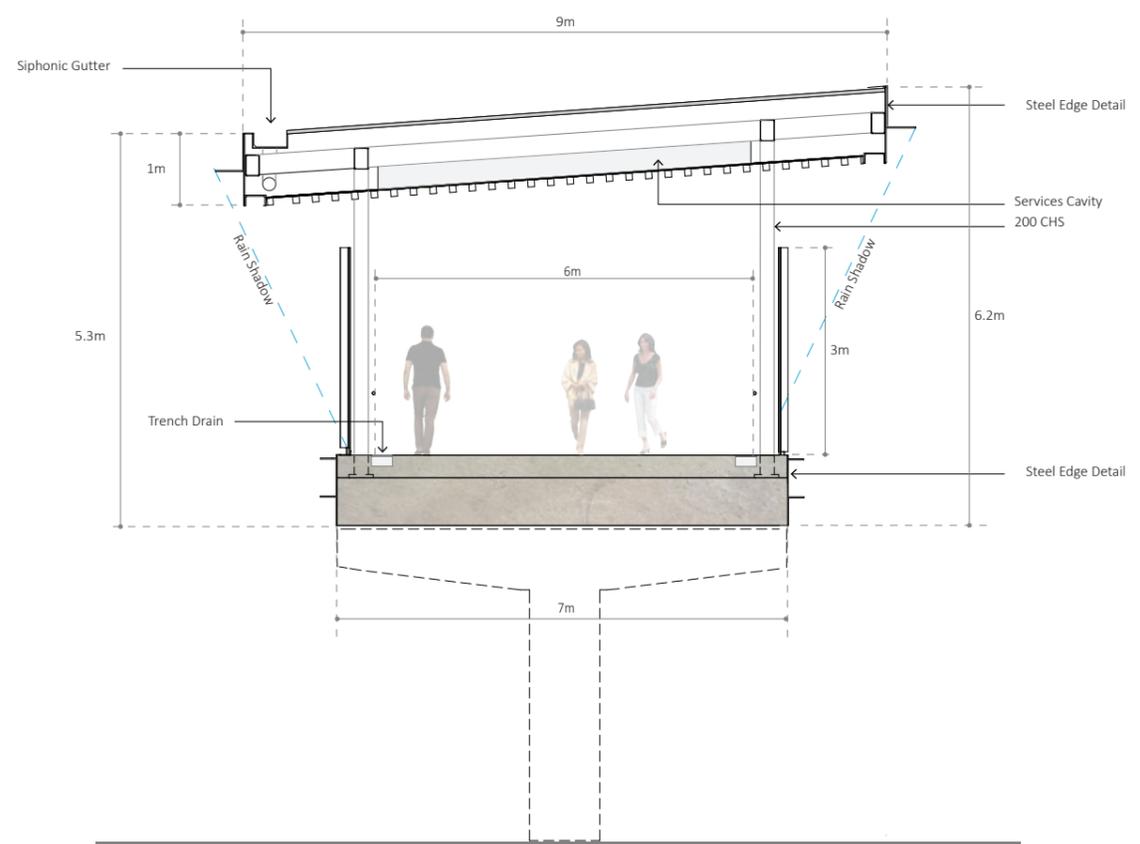


Figure 16 Section: Option 2 - Glass Screen

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# Section 6.0: Architectural Concept Design

The overall architectural design approach for the project is to provide a streamlined contemporary high quality architectural design, distinct yet complementary to the heritage station precinct character.

## 6.1 Concourse Design

Refer Figure 17 to Figure 21.

The new concourse design provides a high-quality architectural element that minimises visual and heritage impacts. The design is simple in form and colour, to both complement and be sympathetic to, the existing heritage context, by providing a visually recessive backdrop to the heritage listed platform buildings. The concourse design provides a simple straight alignment. The modular design is sustainable and durable, allowing for future proofing through demountable elements that enable expansion if required in the future.

The new concourse soffit pattern references the industrial steel truss of the old steel bridge that was removed in the 1990's (Figure 17). The battens between the truss of the ceiling provide a play on angles adding to the experience of the space.



Figure 17 Original concourse at southern end of Redfern Station, now demolished

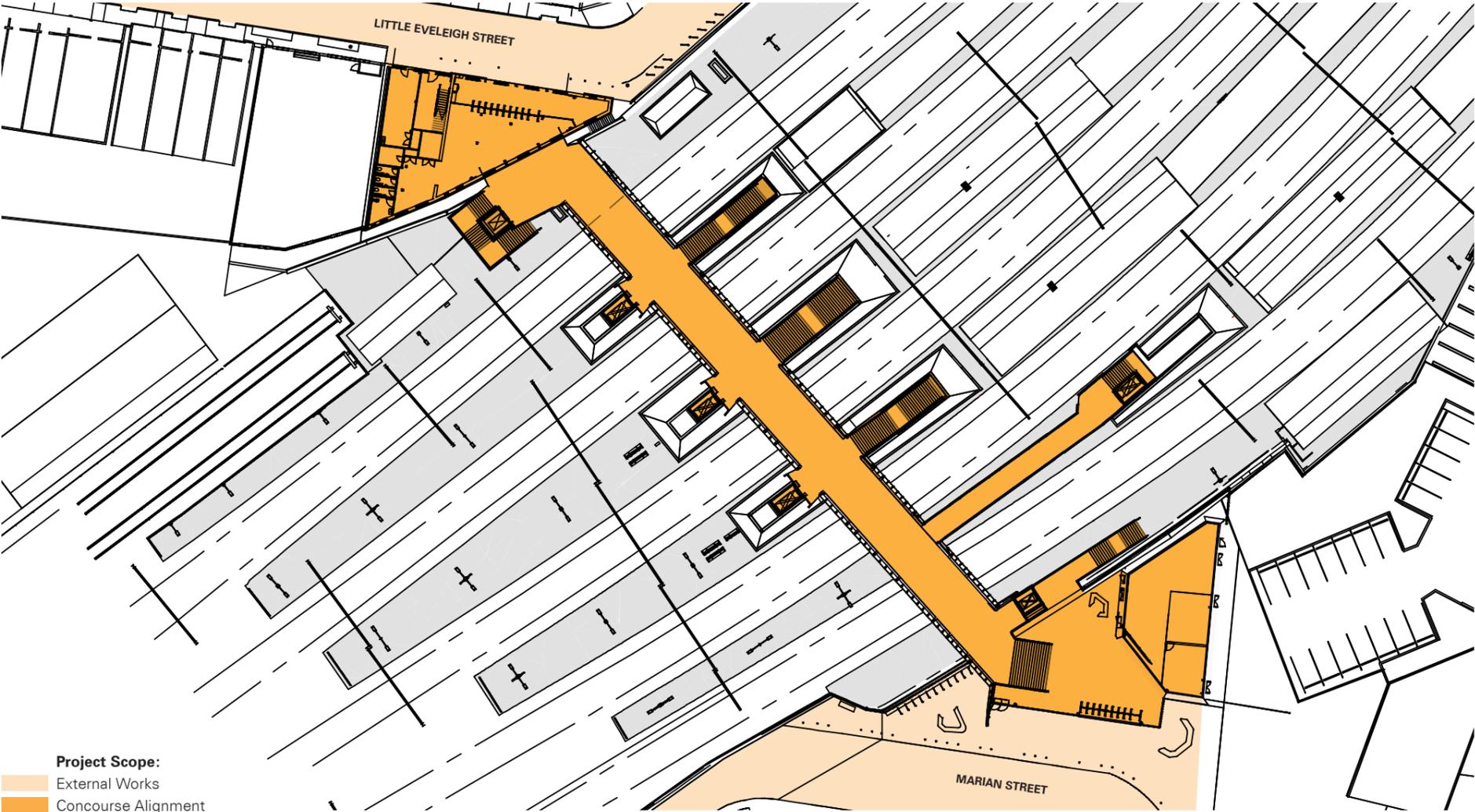
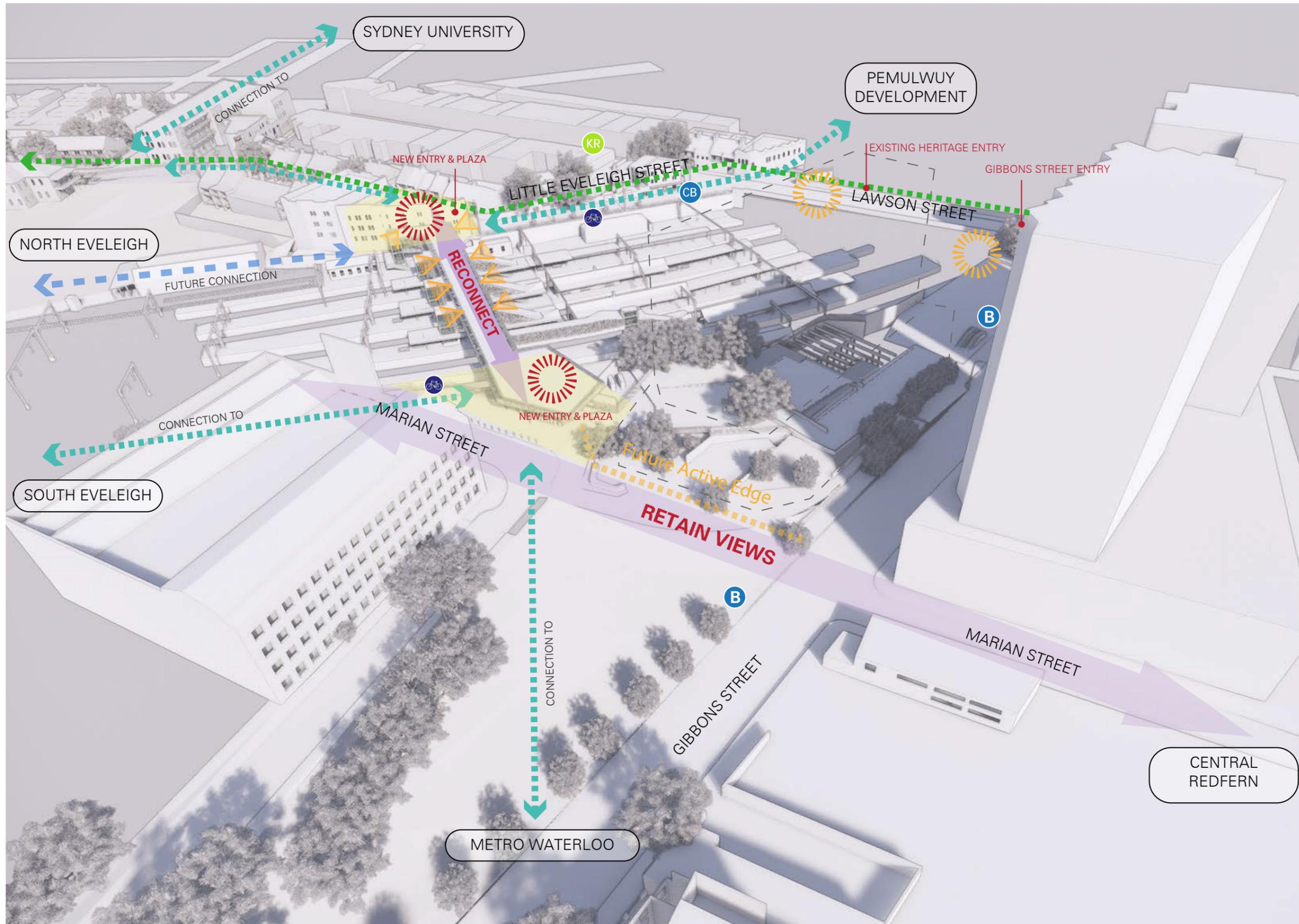


Figure 18 New Southern Concourse Plan



- Key
- Existing Station Entry
  - New Station Entry
  - Major Pedestrian Route
  - Major Bike Route
  - Future Pedestrian Route
  - Heritage Interpretation Vistas
  - New Pedestrian Plaza
  - Bus Stop (City)
  - Bus Stop (Community/Uni)
  - Kiss & Ride
  - Bike Parking

Figure 19 Urban Design Strategy



Existing



Existing



Proposed (Artist Impression)

Figure 20 View from Platform 4/5 looking north - Artist Impression



Proposed (Artist Impression)

Figure 21 View from Northern Concourse - Artist Impression

## 6.2 Concourse Screen Enclosure

The perforated metal screen on the concourse is designed as a light veil, dissolving into the horizon, providing a translucent backdrop to the more colourful, existing heritage platform buildings. The screen pattern is a geometric interpretation of the gaseous state of water reflecting a narrative that references past natural landscapes, people, ceremonies and the transport industry. These include: the native wetland landscape; the Indigenous smoking ceremonies; and the smoke of the old steam and coal engine operations. The screen is replaced with glass openings at the stairs, lifts, and entrances to allow for uninterrupted vistas out to the platform buildings and to the Eveleigh Railway yards, with opportunities for heritage interpretive treatments on the glass. The neutral colour scheme of light, shale grey complement without overpowering the reds and yellows of the existing state heritage listed rail precinct.



Figure 22 New concourse interior view



Figure 23 Southern side of new concourse from Marian Street



Figure 25 Ceremonial smoke

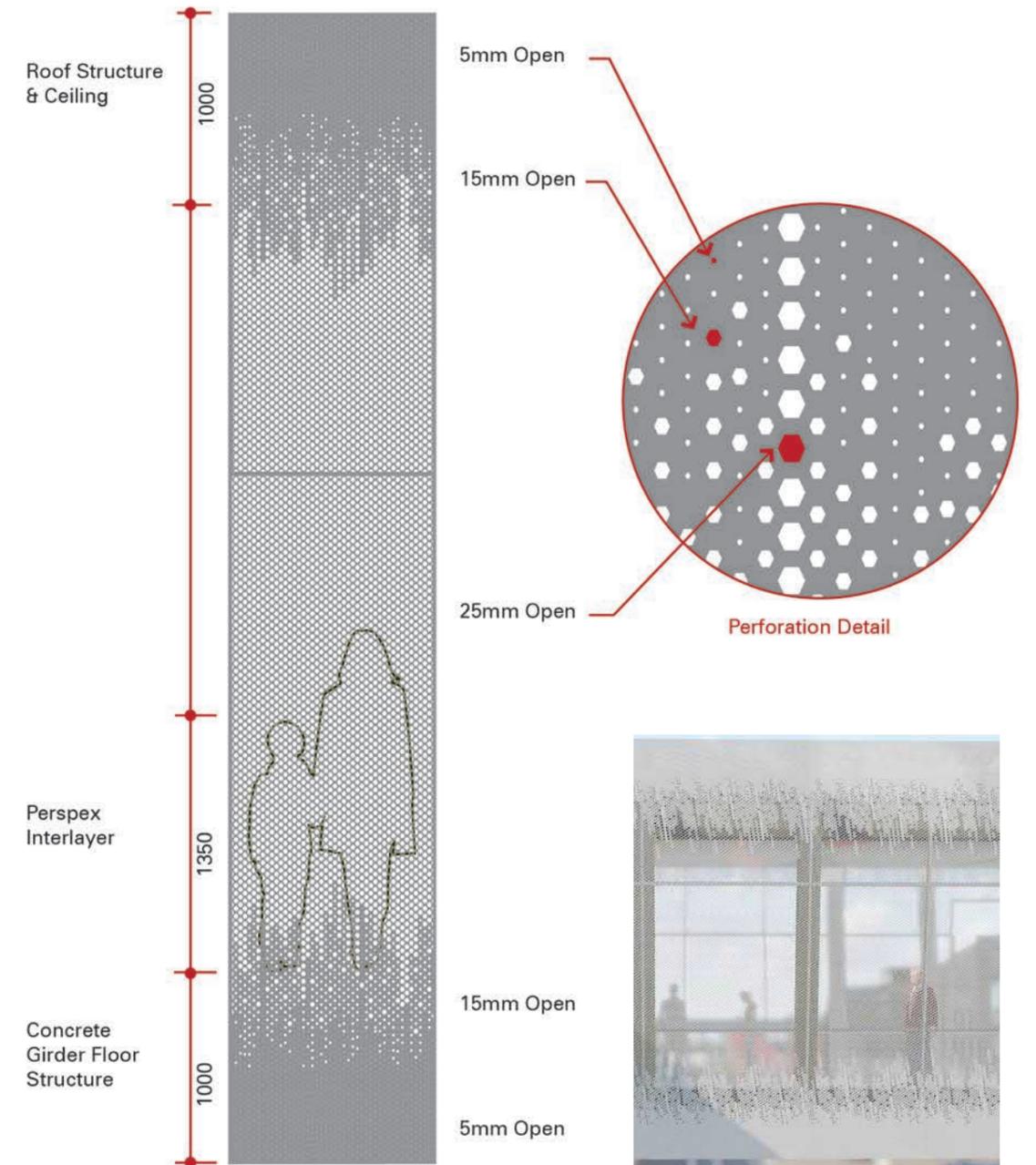
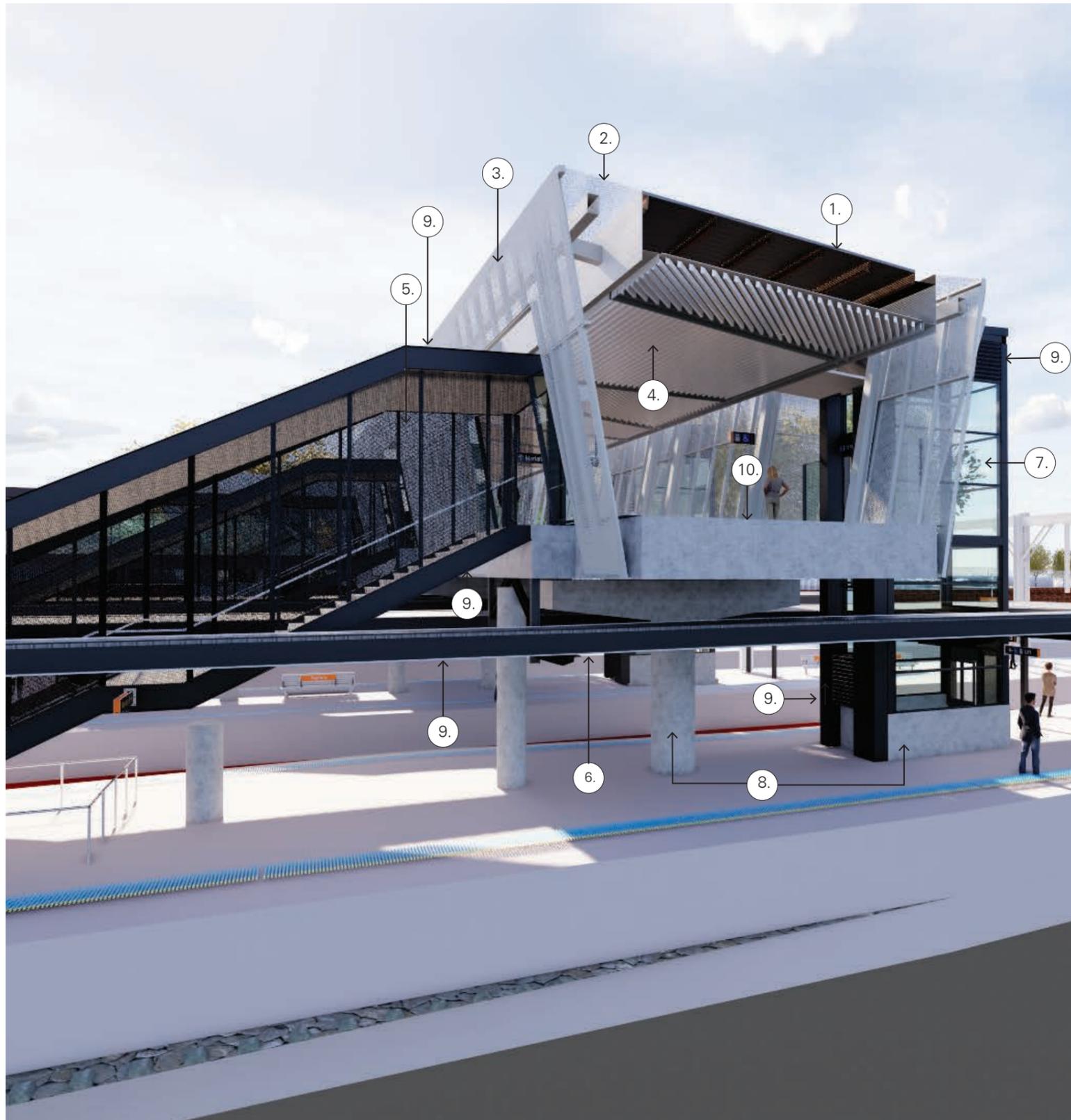


Figure 24 Custom perforated screen design



		Steel roof sheeting Colour: Wallaby Profile: Trimdek profile
		Danpalon compact system Colour: Sheeting - clear Shale grey perforated screen underlay
		Custom 3mm perforated aluminium screen Finish: Powdercoated Colour: Shale Grey
		Suspended Batts Aluminium battens 50x100mm Colour: White Finish: Powdercoat with acoustic backing
		Standard Hexagonal 3mm perforated aluminium screen with openings no larger than 25mm x 25mm, fixed flat onto top of main screen Finish: Powdercoated Colour: Monument
		3mm aluminium panel Colour: Shale Grey Finish: Powdercoat
		Viridian glazing Low-E Laminated high performance, solar control, safety glass Colour: Viridian Clear.
		Finish: Off-form class 2 Concrete
		Colour: Monument Finish: Powdercoat
		Natural concrete with blue metal and choval agregate. Diamond grid finish of top 7mm to exposed agregate

Figure 26 Concourse material palette

### 6.3 Little Eveleigh Street Stair Entrance

The adapted and enhanced station entry at 125-127 Little Eveleigh Street will become a new and accessible entry for residents in Darlington, The University of Sydney, and the upcoming Pemulwuy residential and commercial precinct across Lawson Street. The existing building, built in 1925, is a contributory building within the Darlington Conservation District. It's iconic "Flatiron" corner has been a key visual landmark for both passengers and residents for almost a century.

The brick warehouse building at 125-127 Little Eveleigh Street is retained. A new larger opening in the brickwork to Little Eveleigh Street in the street facade provides an entry. To the rear, another opening in the brickwork connects to the concourse. The intent is to retain as much of the original building facade and express past uses and existing scars from past modifications on the interior. The interior of the station portion of the building will be transformed into a forecourt, exposing the heritage fabric of the building. The first level will be partially removed to create a double height concourse within the building. The existing timber beams and underside of the timber floor will be retained, treated and expressed, to create a space that utilises the qualities of the original fabric.

The concourse structure terminates one metre off the rear of the existing building, separating the new from the old, with natural light and a simple steel threshold connecting the two structures, while still providing protection from the weather. This provides a disconnection from new and old.

Little Eveleigh Street is being upgraded to a shared zone to cater for greater numbers of pedestrians and to improve safety and access. Parking will be removed and vehicular traffic will be limited to residents and services vehicles at all times. Improved cyclist amenities include 26 new bike racks on the north end new landscaped areas provide a visual and physical buffer to residences. The main cyclist route connecting to the new Wilson Street cycleway will continue through the shared zone.

Much of the exterior of building at 125-127 Little Eveleigh Street will be retained, with a large, canopy opening to the gate-line. Inside the building are three ambulant toilets and a family accessible toilet.

The entrance is a two-storey high space retaining the exposed remnants of the building's previous lives including (non-structural) wood trusses and joists, wall and window openings, and industrial hoists. The transition from the old warehouse to the new concourse is through a low portal opening created through the rear façade.



Figure 28 View from concourse towards Little Eveleigh Street Entrance

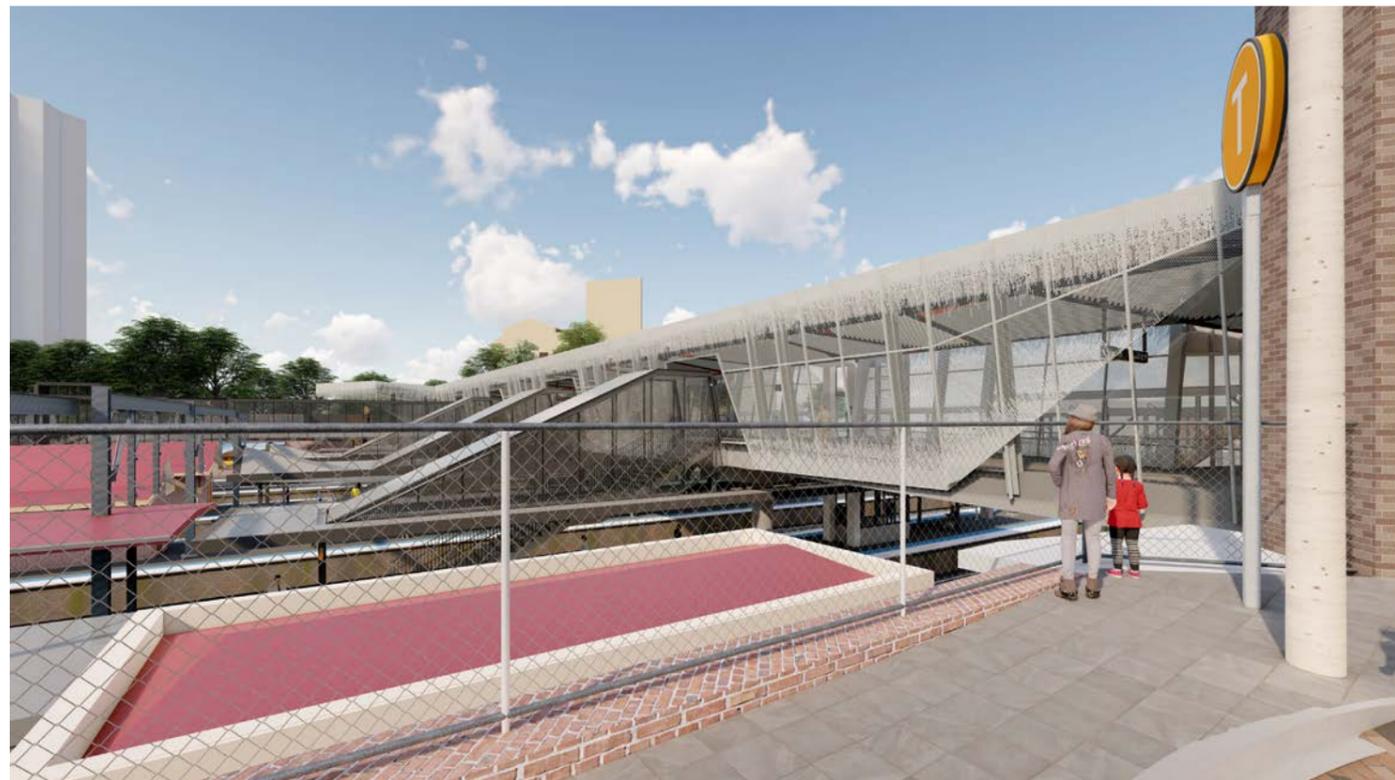


Figure 27 View of concourse from Little Eveleigh Street

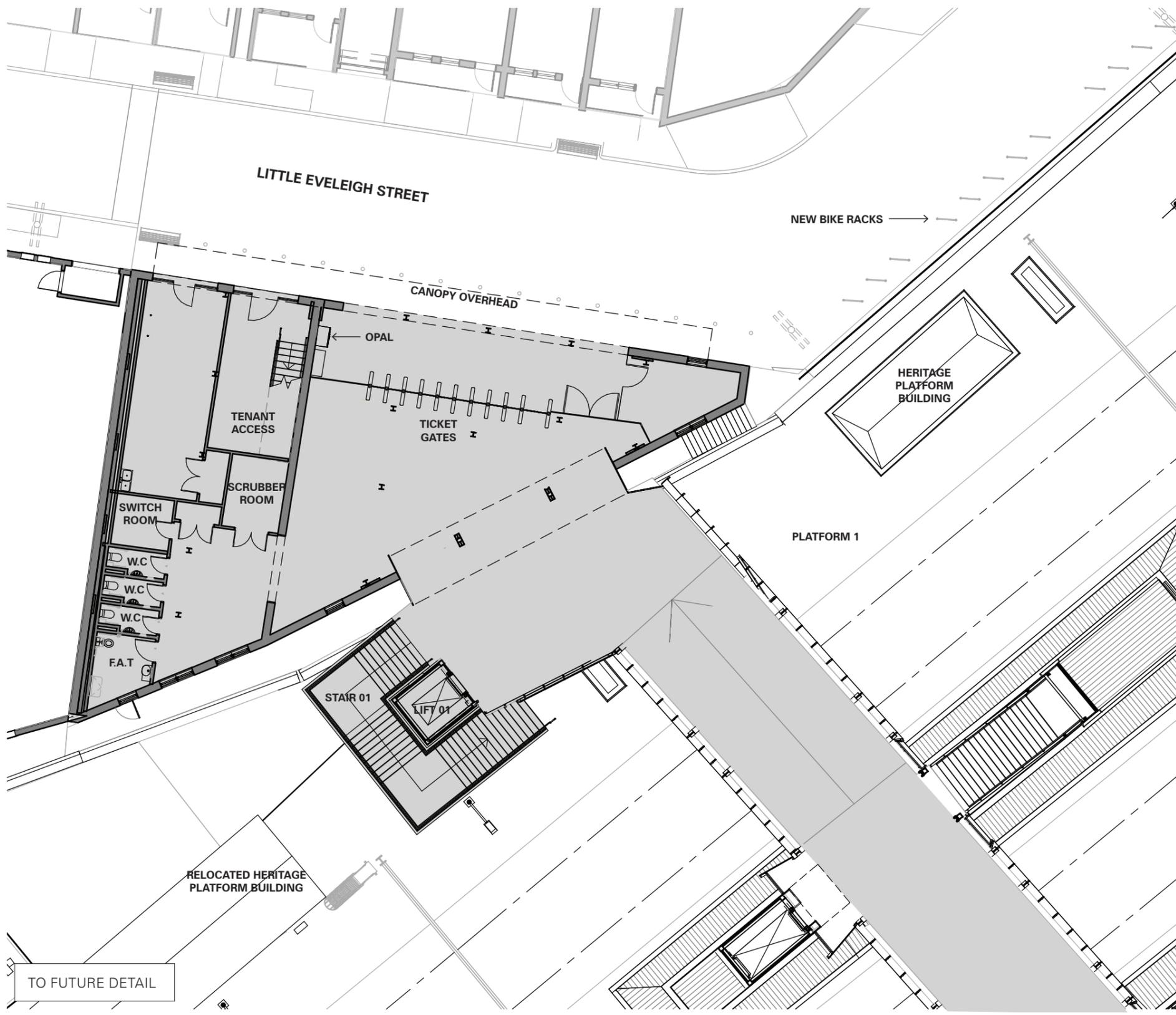


Figure 29 Little Eveleigh Street Concourse - Plan

## 6.4 Marian Street Entrance

Refer Figure 31 to Figure 33.

In response to the nearby Gibbons Street Reserve and landscaped setting, the Marian Street Entrance is an open, shaded plaza as opposed to the more enclosed, interior entry at Little Eveleigh Street. Visible from Rosehill Street and Gibbons Street below, Marian Street entry acts as a landmark within a highpoint of the landscape. The new services building behind the Marian Street entry becomes an element within the landscape, with the grey, granite forecourt paving extending up and over the sides of the sloped walls. The grey granite transitions into the red, ochre, and beige brick referencing the existing palette of the other station entries as well as complementing the landscape accent paving within the forecourt seating areas.

Major users to this entry will be residents of East Redfern/Alexandria and employees of the growing Sydney Innovation and Technology Precinct (SITP). To accommodate the additional pedestrian numbers to SITP, Marian Street will be converted into a shared zone. The open plaza, bespoke seating, and pedestrian and cyclist priority share-zone will provide an improved public amenity for the neighbourhood.



Figure 31 Marian Street Concourse Artist Impression 1

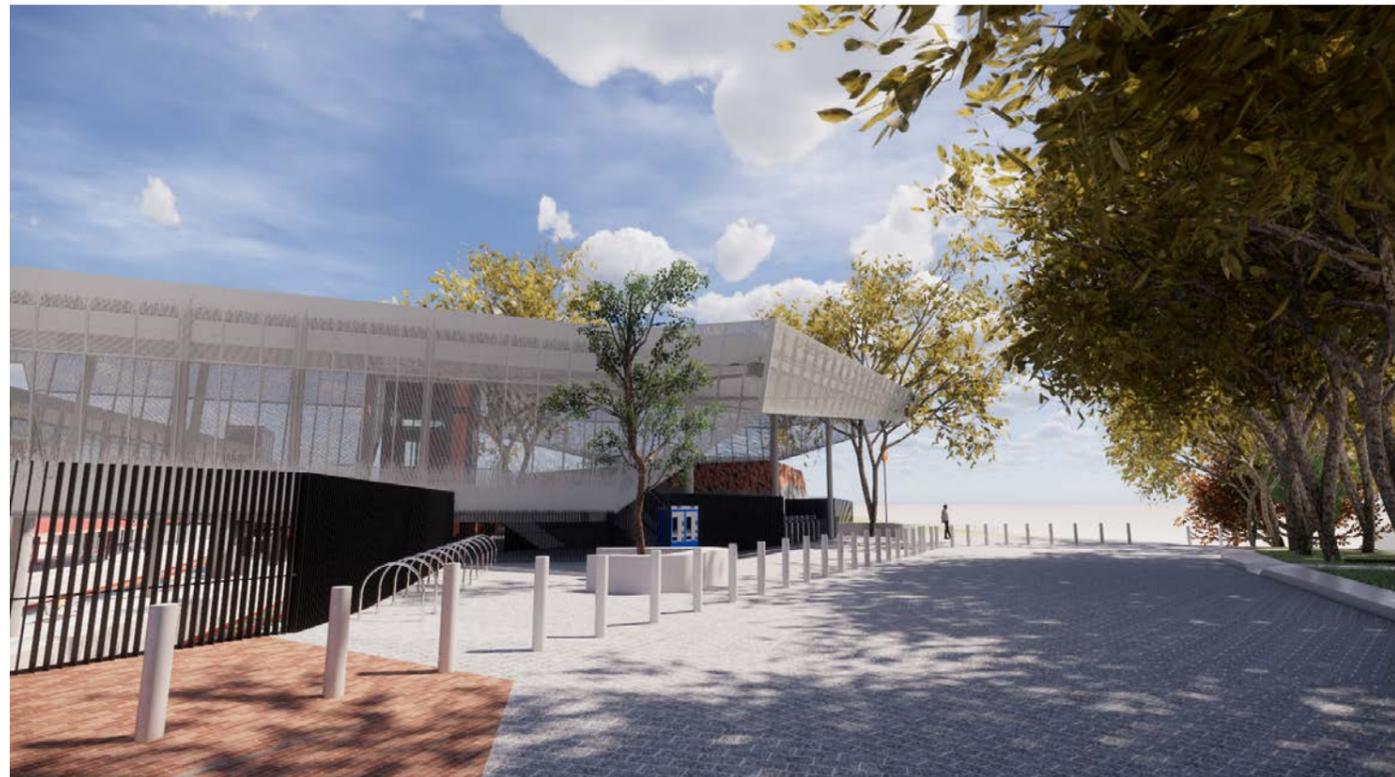


Figure 32 Marian Street Concourse from Cornwallis Street

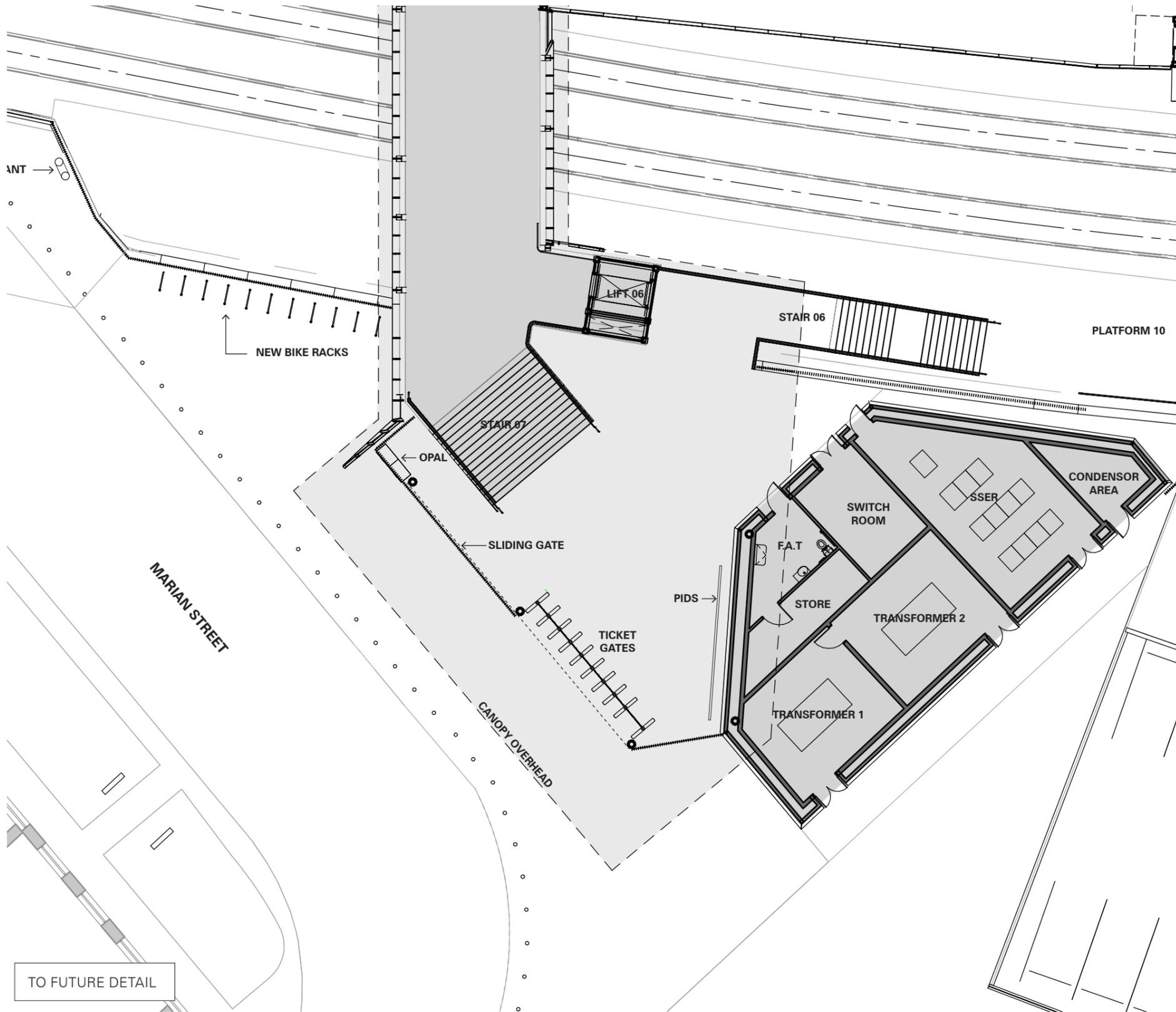


Figure 33 Marian Street Concourse Plan

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# Section 7.0: Landscape and Public Domain Design

## 7.1 Overall Concept

### Station precinct

The landscape design approach to the Redfern Station precinct and surrounding local connections attempts to encapsulate the spirit of place, to enable community gathering, celebration and promote a vibrant local community. Through public participation and art, the station and surrounds will imbue the values and aspirations of the local community, a narrative of heritage, landscape and culture.

### The Gathering Place

Eora is the name given by the earliest settlers to a group of indigenous people belonging to the clans along the coastal area of what is now known as the Sydney basin. Eora means 'here' or 'this place'. The land on which Redfern sits today belongs traditionally to the Cadigal, or Gadigal people of the Eora Nation.

Redfern as a site was important to its people as a source of water - Shea's Creek, which today is Alexandra Canal, as well as a source of food, which were the wetlands that drained into this creek.

Redfern offered views of the trade route from Circular Quay to Parramatta, on which the colony's first railway would be built. These trade routes connected to larger routes which joined the north and south, and east and west of Australia. Not only goods, but ideas, songs, ceremonies and news travelled along these routes. The traditional trading routes in the area are Parramatta Road which was a Wangal track or 'Muru' and Botany Road which was a Gadigal Muru.

Redfern was a high point on the landscape, and was almost certainly a gathering place as Gadigal people moved through their country. Eveleigh and surrounds were ancient windblown sand dunes covered in Banksia scrub mingled with fresh water soaks and wetlands.

### Overall Landscape Approach

The landscape design of the new station forecourts and surrounding local connections references the local heritage, landscape, geology and flora of the area. The Marian Street Entrance from lower Gibbons Street will be visible as a station entry and landmark to enable wayfinding.

Landscape materials selection references:

- The colours of the underlying geology of the place, and of the rail corridor cutting
- The industrial heritage of the brickwork of the Eveleigh Railway Workshops
- Paving patterns referencing Indigenous history
- Landscape seating referencing Indigenous gathering places
- The Eastern Suburbs Banksia Scrub of the Sydney Basin Bioregion
- Sydney Streets Code, 2013. Parts 1, 2,3 and 4. City of Sydney.

Eastern Suburbs Banksia Scrub is the accepted name for a plant community on nutrient poor sand deposits in the eastern and south eastern suburbs of Sydney. It has a structural form predominately of sclerophyllous heath or scrub occasionally with small areas of woodland or low forest. Eastern Suburbs Banksia Scrub is now restricted to less than 1% of its original area and currently exists only as a number of remnants.

The characteristic assemblage of plants in the community includes tree, shrub and heath species, including some but not all of the following components:

*Allocasuarina distyla*, *Acacia longifolia*, *A. suaveolens*, *A. terminalis*, *Actinotus minor*, *Banksia aemula*, *B. ericifolia*, *B. integrifolia*, *B. serrata*, *Baekea imbricata*, *Bauera rubioides*, *Boronia parvifolia*, *Bossiaea heterophylla*, *Brachyloma daphnoides*, *Darwinia spp.*, *Epacris spp.*, *Eucalyptus gummifera*, *Hakea teretifolia*, *Kunzea ambigua*, *Lambertia formosa*, *Leptospermum spp.*, *Melaleuca squamea*, *Monotoca spp.*, *Persoonia lanceolata*, *Ricinocarpus pinifolius*, and *Styphelia viridis*. Species in the understory include the fern *Pteridium esculentum* and the monocotyledons *Caustis pentandra*, *Dianella revoluta*, *Eragrostis brownii*, *Haemodorum planifolium*, *Hypolaena fastigiata*, *Lepidosperma laterale*, *Leptocarpus tenax*, *Lepyrodia scariosa* and *Xanthorrhoea resinifera*.

Colours to be used in the landscape design include grey marle, red clay and black charcoal associated with the geology of the site and also its heritage.



Figure 34 Cutting at North Eveleigh showing underlying geology



Figure 35 Bespoke seating with fine grained paving, Carnegie Station VIC

## 7.2 Redfern Design Considerations and Greener Places

The Greener Places policy has been produced by GANSW to guide design, planning and delivery of green infrastructure across NSW. The policy defines green infrastructure as the network of green spaces, natural systems and semi-natural systems including parks, rivers, bushland and private gardens that are strategically planned, designed, and managed to support good quality of life in the urban environment.

The aim is to create healthier and more liveable cities and towns by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of our urban areas

Green Infrastructure is as crucial to the city as transport, cultural and communications infrastructure. It delivers a range of benefits including:

- Healthy living
- Mitigating flooding
- Improving air and water quality
- Cooling the urban environment
- Encouraging walking and cycling and enhancing biodiversity and ecological resilience
- Absorbing and transforming waste.

Green Infrastructure connects vital life support systems for urban environments. Well-designed Green Infrastructure responds to four key principles:

- Integration
- Connectivity
- Multifunctionality
- Participation.

The public realm at Redfern will be greatly improved not only by the general access improvements to the station environment itself, but by the reconnection of the two sides of Redfern currently bisected by the rail corridor. Better connectivity with the surrounding areas including key destinations such as Sydney Innovation and Technology Precinct, Carriageworks and education centres, and acts as one of the first critical steps in the longer-term development of the Redfern and North Eveleigh Precinct Renewal Project.

### Integration

The public interface at Little Eveleigh Street will be transformed. Little Eveleigh Street will become a shared zone that prioritises pedestrian and cyclist movement through a central shared zone that integrates water sensitive urban design within increased areas of garden and tree canopy at the interface of the residential edges of Little Eveleigh Street.

The Marian Street entry will also benefit from the creation of a shared zone that will reduce vehicle and pedestrian conflict (particularly with increased pedestrian flows) and produce a small urban plaza with additional indigenous understorey planting, and tree canopy. Whilst we anticipate a loss of existing canopy at Marian Street due to new infrastructure of the new entry, this loss will be mitigated against the TfNSW Tree Offset Guidelines summarised below.

### Connectivity

The new concourse connection creates a cohesive and linked pedestrian network which is easy to understand and navigate; integrating transport modes, and providing direct connections and easy transitions. The new link to Little Eveleigh Street and Marian Street will display, high quality, useable public space which prioritises pedestrian connections across and between transport corridors and links into local streets and networks.

Cycling is actively supported by generous lane widths, vehicle calming measures, cycling infrastructure and bicycle repair stands.

### Multifunctionality

The design of the new concourse, its integration with the warehouse building at 125-127 Little Eveleigh Street which has an historic ‘heavy industry’ relationship to the ‘genus loci’ of Redfern responds to history, memory, understanding of and continuity with the past. There is an important stewardship of an Aboriginal context to Redfern that responds to cultural passage and the importance of Redfern as an Urban Aboriginal Homeland.

The landscape design approach to the Redfern Station precinct and surrounding local connections attempts to encapsulate this spirit of place, to enable community gathering, celebration and promote a vibrant local community.

Through public participation and art, the station and surrounds will imbue the values and aspirations of the local community, a narrative of heritage, landscape and culture.

Little Eveleigh Street also works harder as a multifunctional site by supporting ecosystem services with increased canopy cover, and stormwater bioretention and infiltration at its lower western end through the introduction of WSUD raingardens. This mitigates the impact of both hotter climates and increased stormwater runoff.

The urban realm considered within this project incorporates ideas of:

#### 1 The Gathering Place

Redfern was a high point on the landscape, and was almost certainly a gathering place as the Cadigal moved through their country. Not only goods, but ideas, songs, ceremonies and news travelled along these routes.

#### 2 The Subdivision of Land

The area was changed significantly by the creation of the rail-line in 1855, and the construction of Eveleigh Railway Workshops from 1875. Redfern was heavily subdivided and developed in order to provide housing for the workers at the workshops.

#### 3 Heavy Industry

The 1920’s heralded the first population boost for Redfern with migration of large numbers of Aboriginal people from rural areas to Redfern and its surrounding suburbs with hope of employment. The largest employer of Redfern’s inhabitants was the Eveleigh Railway Workshops.

#### 4 Civil Rights and the Aboriginal Homeland

The 1970’s was a key turning point for rise of Aboriginal morale in Redfern with the development of community-controlled services. They included the Aboriginal Legal Service, Aboriginal Medical Service, Aboriginal Children’s Service and the Aboriginal Black Theatre House. The development of these provided a model for a move towards self – determination for many Aboriginal communities nationwide.

### Participation

Through significant consultation with local residents, and aboriginal community, the project will reflect and respond to diverse community values and encourage positive interaction with the public realm.

The project emphasises the importance of universally inclusive and socially responsive interaction that supports community land aspirations of a place connecting nearby facilities, incorporating shops, art and recreation spaces.

Access routes will be obvious and accessible to all members of the community, whether able bodied or mobility impaired, without barriers or differentiation.

Given the close proximity of the project to private homes along Little Eveleigh Street, local residents will be given the opportunity to have their say about individual planting and landscaping choices, for public garden beds outside their properties. A cohesive palette of species will be presented for consultation.

### TfNSW Tree Offsets

Tree offsets will be based on the TfNSW Tree Offset Guide, August 2019. The tree removals for Little Eveleigh Street and Marian Street (approximately 44) will be mitigated using the following principles.

There are three principles of offsetting relevant to the TfNSW Tree Offset Guide:

- Offset 100 per cent of any native vegetation cleared;
- Achieve an ‘improved or maintained’ ecological outcome when offsetting impacts on native vegetation; and
- Offset the heritage, public amenity and/or visual landscape value of any trees removed where they may not have ecological value.

This will be achieved through the use of primary and secondary offsets to achieve a positive ecological outcome or to mitigate the impact of individual tree removal.

### 7.3 Little Eveleigh Street Station Entry and Public Domain

Refer Figure 36 to Figure 47.

Little Eveleigh Street is currently a narrow, one-way residential street that includes parking on one side and a narrow counterflow bike lane. Footpaths are of varying width from 1.8 metres wide to less than a metre where there are street trees, entry steps and planter beds. House setbacks vary with some directly off the footpath with steps protruding into the footpath, further reducing widths. There are several large gum trees near Ivy Lane to the northern end, but many of the street trees are small and struggling to survive with either inadequate water or soil depths.

As part of the new station development, Little Eveleigh Street will be converted to a Type 1 Shared Zone (reference City of Sydney, Manual and describe Type 1 Shared Zone) to ensure increased pedestrian foot traffic is catered for (mainly to and from the University of Sydney and Carriageworks). Kerbs will remain on the western portion (lower Little Eveleigh Street), with new trench drains and regrading with trafficable pavers. Heritage sandstone kerbs will be reused. The previous 'footpath' zones will remain as setbacks to the residences for access to homes private bin placement, and new planter beds and street trees. These zones will be pinkish-red granite for clear distinction while keeping in theme with the materiality of the works.

Restricted speeds for residential traffic will enable increased space for cyclists and pedestrians in both directions. Resident parking will be relocated from the street with a new resident carpark at the meeting of Wilson Street and Little Eveleigh Street. University and community bus parking will be relocated to Lawson Street with expanded kerbside bike parking to be provided on north Little Eveleigh Street.

WSUD bioretention gardens at the western end of Little Eveleigh Street will make the most of the site's gently sloping topography and be fed by slots in the kerb.

The shared zone upgrade to Little Eveleigh Street widens the street, transforming what was street parking into a rich, dynamic pedestrian focussed public domain (restricted car movements) street permeability and pedestrian safety, with visual separation and privacy for residents provided through the use of planted edge treatments and soft lighting.

Use of full footpath width garden beds, new lighting, a consistent shared zone width, provides for clear lines of sight, passive surveillance and greater sense of safety in the public domain.

The Little Eveleigh Street Redfern Station Entrance and Shared Zone will:

- Provide an inviting new station entry that fits with the existing residential scale and character of the neighbourhood
- Extend and enhance the existing public domain from Lawson Street
- Extend a shared zone for pedestrians and cyclists with improved accessibility and landscaping
- Provide a new east-west link re-connecting the two sides of Redfern
- Provide for future growth of North Eveleigh Precinct
- Improve amenity through increased canopy cover, cyclist facilities and WSUD stormwater drainage and bioretention.

To accommodate the increased pedestrian flow between the new station entrance and Abercrombie Street, the footpath at Ivy Street will be widened, while shared zone granite paving will be used to assist pedestrians in crossing Ivy Lane.



Figure 36 Little Eveleigh Street Overall Site Plan



Existing



Existing



Existing



Proposed (Artist Impression)

Figure 37 Little Eveleigh Street at station entry looking west



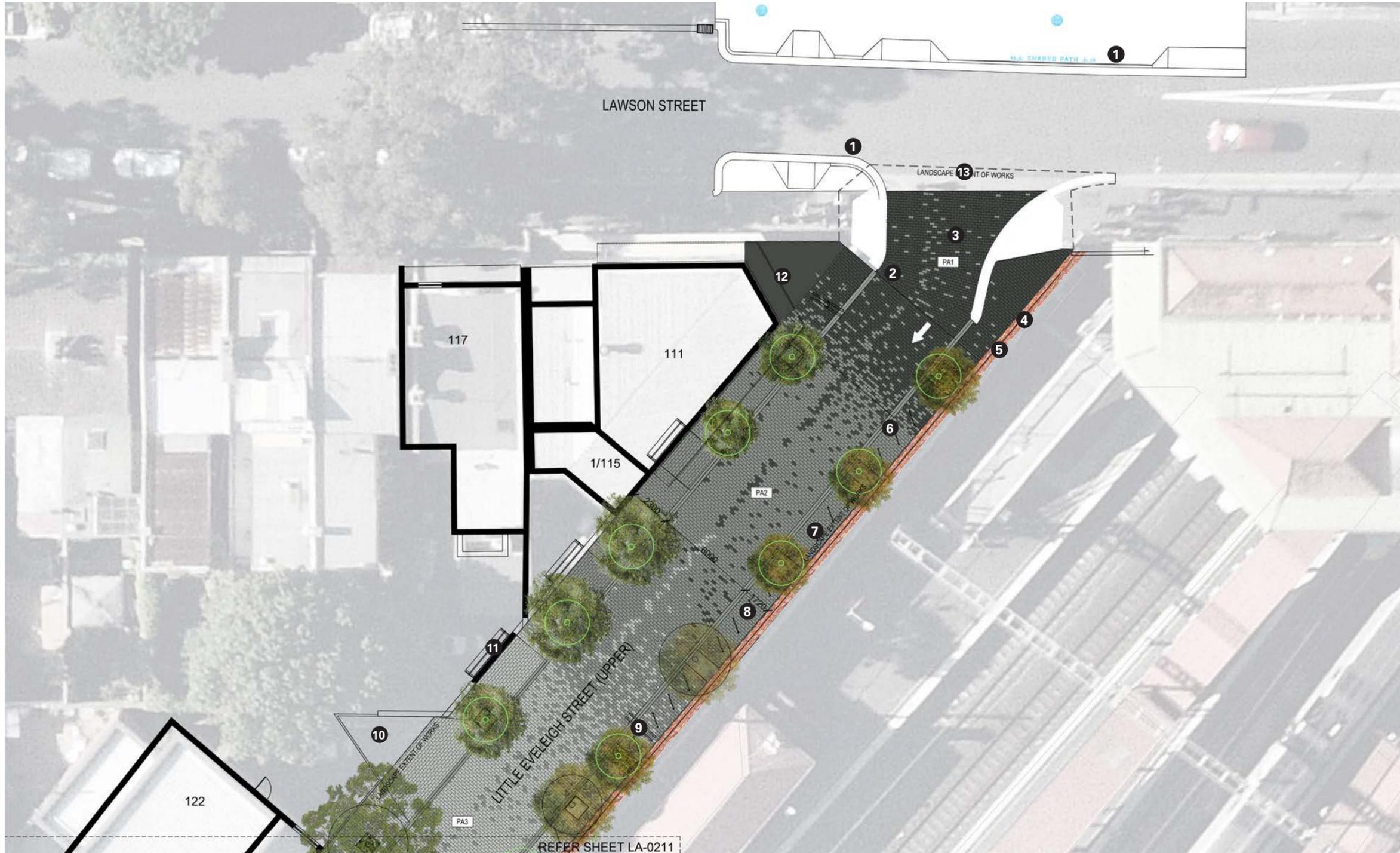
Proposed (Artist Impression)

Figure 38 Little Eveleigh Street looking east

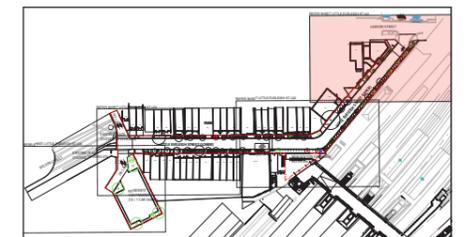


Proposed (Artist Impression)

Figure 39 Little Eveleigh Street at station looking southwest: Artist Impression



- 1** Lawson Street cycleway upgrade kerb extension (as part of separate works)
- 2** Reduced stippling in 'cycle-suggested lane'
- 3** Dark granite paver threshold flush to kerb level
- 4** Existing heritage brick retaining wall to be retained
- 5** Existing ball and post chainwire fence to be retained
- 6** Strip drain with trench grating
- 7** Bicycle parking hoops
- 8** Bicycle hoops
- 9** Existing electrical pole
- 10** Driveway to 122 Little Eveleigh Street
- 11** Driveway to 117 Lawson Street
- 12** Existing awning (over)
- 13** Ramp to kerb levels

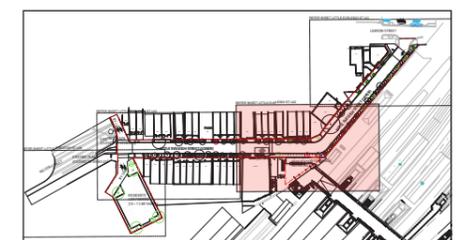


TO FUTURE DETAIL

Figure 40 Little Eveleigh Street Entry - Plan 01



- 1 Driveway to 122 Little Eveleigh Street
- 2 Existing electrical pole
- 3 Strip drain with trench grating
- 4 Bicycle parking hoops
- 5 Existing heritage brick retaining wall to be retained
- 6 Existing ball and post chainwire fence to be retained
- 7 Bicycle repair stand and water fountain
- 8 Reddish pink granite paver stippling adjacent to station entry
- 9 Brick paver
- 10 Granite paver to extend through internal station entry space
- 11 Recycled sandstone or granite kerb
- 12 Recycled sandstone kerb
- 13 Ramp
- 14 Bollards



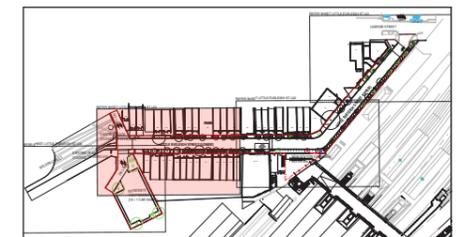
TO FUTURE DETAIL

Figure 41 Little Eveleigh Street Entry - Plan 02





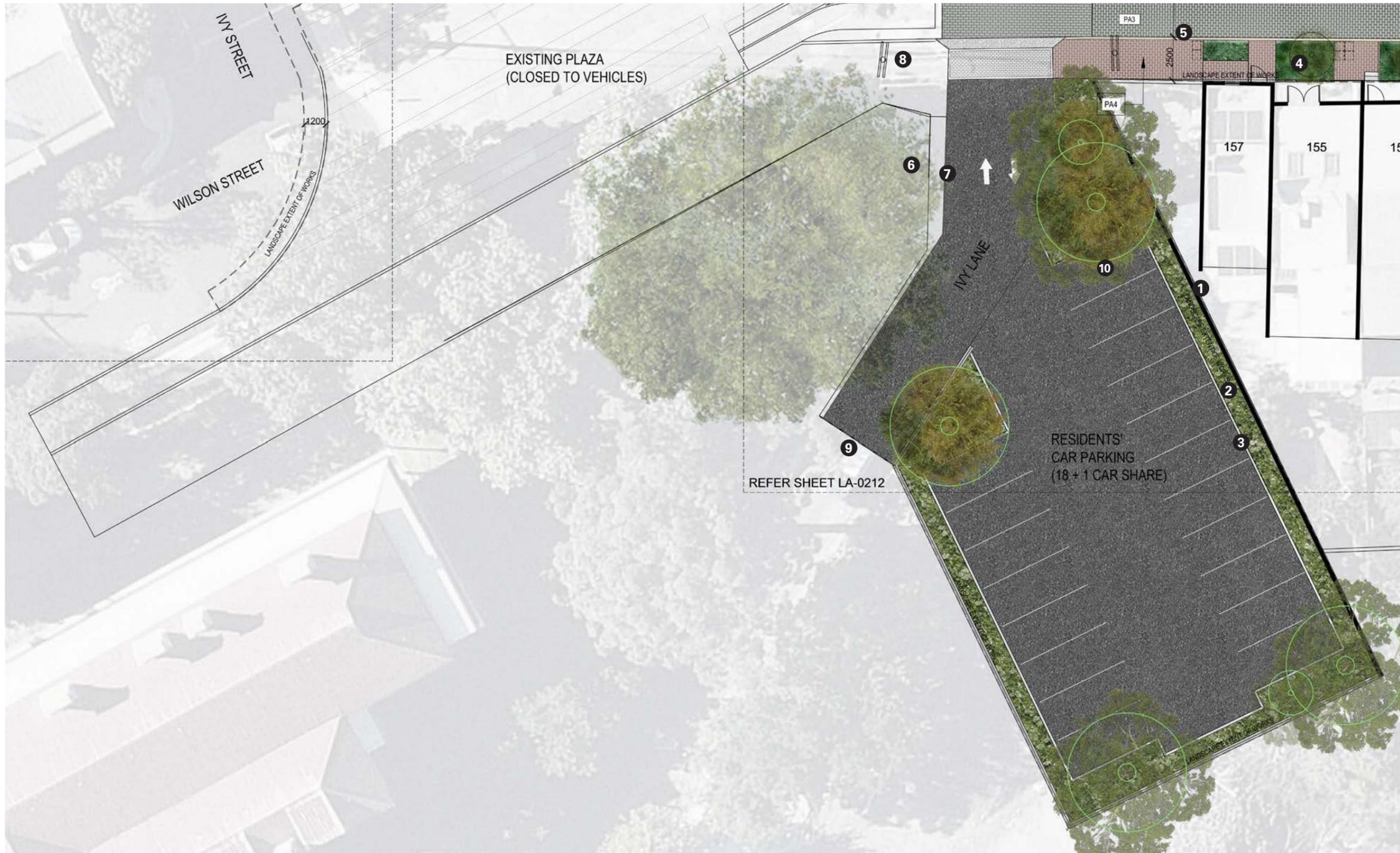
- 1 Existing vegetation to be retained
- 2 New fence line
- 3 New gate to employee car park
- 4 Privacy wall to residential properties
- 5 Buffer planting
- 6 Insitu concrete wheelstop
- 7 WSUD Raingarden (7.3sqm)
- 8 WSUD Raingarden (10.3sqm)
- 9 WSUD Raingarden (5.5sqm)
- 10 Recycled sandstone kerb
- 11 Existing separated cycleway
- 12 Existing electrical pole
- 13 WSUD Raingarden (13sqm)



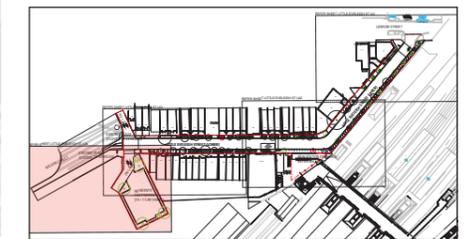
TO FUTURE DETAIL



Figure 42 Little Eveleigh Street Entry - Plan 03



- 1 Privacy wall to residential properties
- 2 Buffer planting
- 3 Insitu concrete wheelstop
- 4 WSUD Raingarden (7.3sqm)
- 5 Recycled sandstone kerb
- 6 Existing vegetation to be retained
- 7 New fence line
- 8 Existing electrical pole
- 9 New gate to employee car park
- 10 Accessible car space and share zone



TO FUTURE DETAIL

Figure 43 Little Eveleigh Street Entry - Plan 04



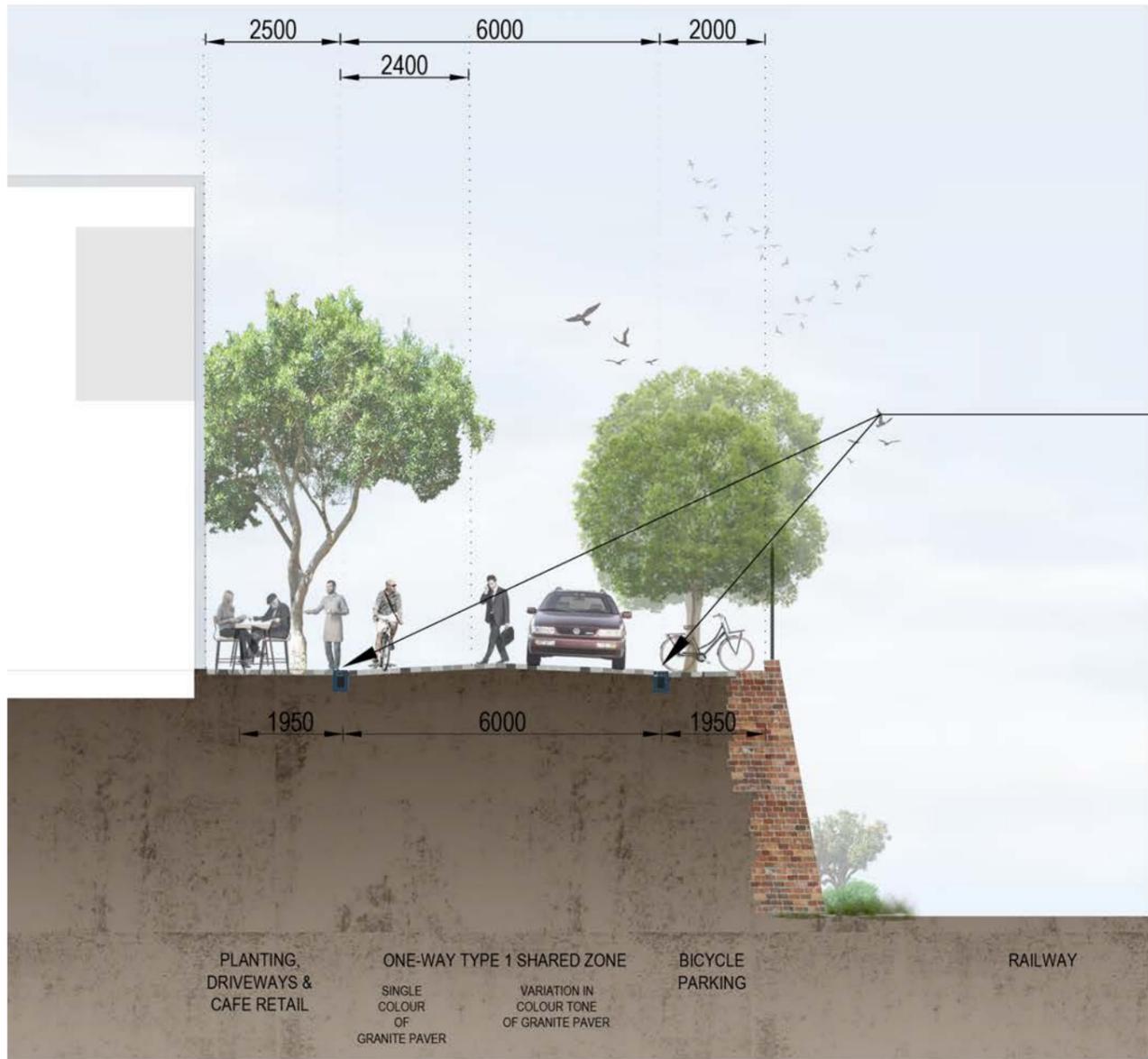


Figure 44 Little Eveleigh Street - Detail Section

FLUSH STRIP DRAIN TRENCH GRATE  
PER CIVIL ENGINEER



Figure 46 Proposed Street Furniture from Sydney Streets Code (City of Sydney)

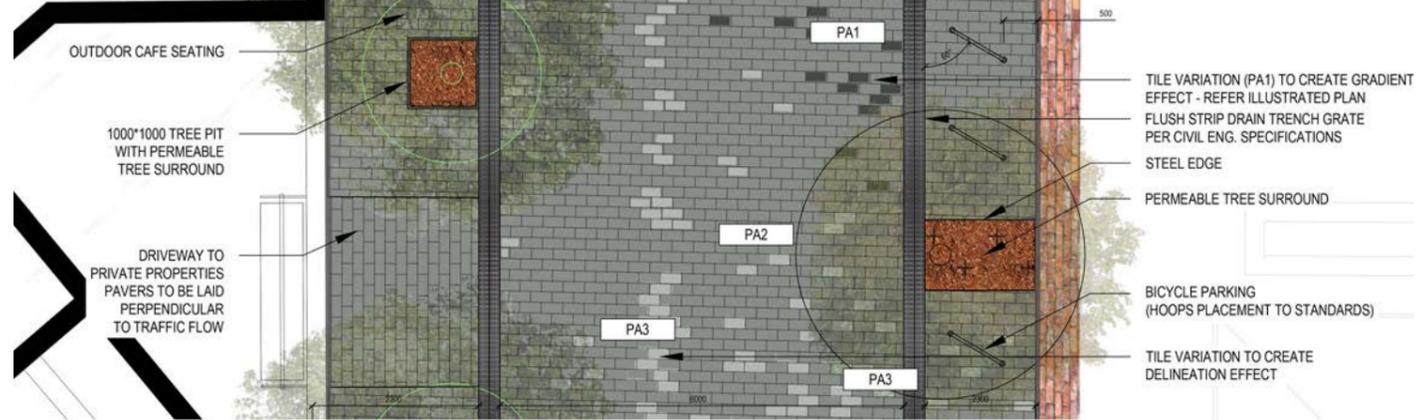


Figure 45 Little Eveleigh Street - Paving Detail

7.3.1 Little Eveleigh Street Planting



- Type 1 - Raingarden Planting** (per City of Sydney preferred species list).  
Location TBD but this will most likely be the location of raingardens
- Type 2 - Shaded Northern Planting**  
North side of Little Eveleigh Street.  
Due to shadowing from the townhouses - species selected are more shade tolerant
- Type 3 - Sunny Southern Planting**  
South side of Little Eveleigh Street north facing, full sun

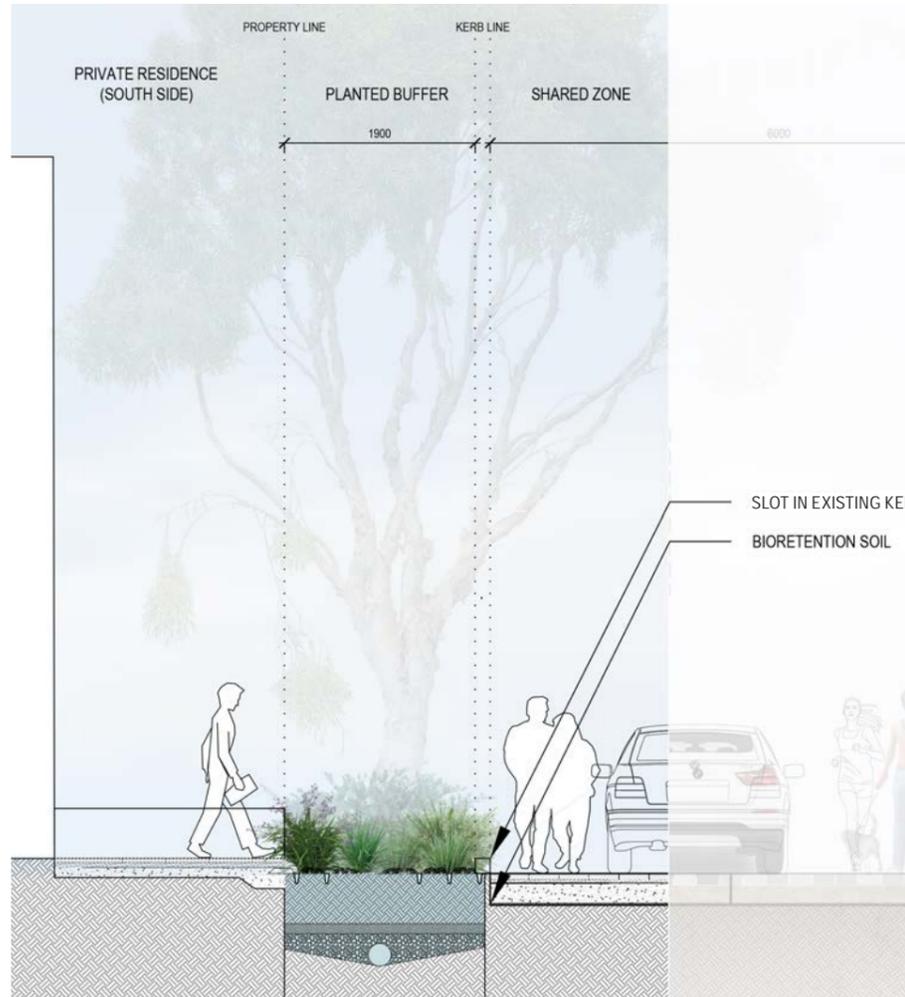
TO FUTURE DETAIL



Figure 47 Little Eveleigh Street - Residential garden types

### 7.3.2 Little Eveleigh Street - Street Frontage Typologies and Planting Palettes

#### Type 1 - Rain Garden



Illustrative Section



*Tristaniopsis laurina*  
Watergum



*Banksia 'Birthday Candles'*  
Banksia



*Melaleuca thymifolia*  
Thyme Honey-myrtle



*Westringia fruticosa*  
Coastal Rosemary



*Callistemon 'Green John'*  
Dwarf Bottlebrush



*Correa alba*  
White Correa



*Doryanthes excelsa*  
Gynea Lily



*Dianella 'King Alfred'*  
Blue Flax Lily



*Lomandra longifolia*  
Spiny Headed Mat Rush



*Ficinia nodosa*  
Knotted Club-Rush

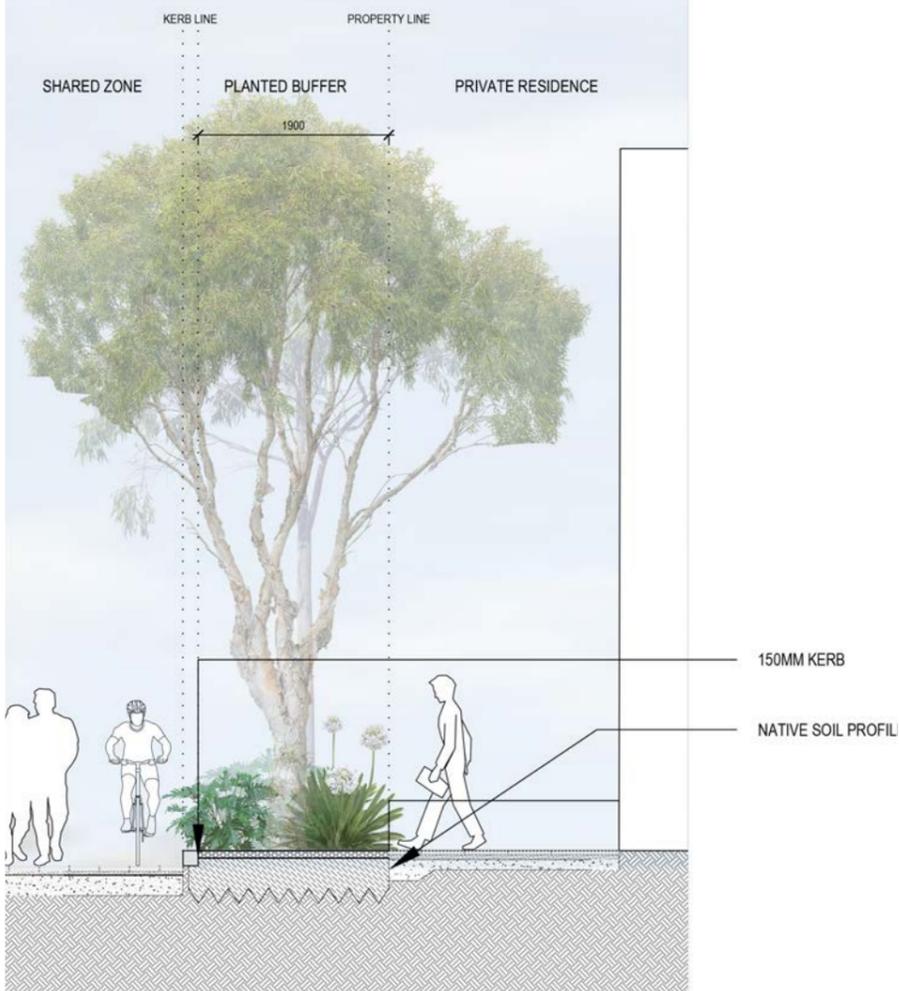


*Imperata cylindrica*  
Blady Grass



*Lomandra hystrix*  
Green Mat-Rush

**Type 2 - Shady Northern Typology**



**Illustrative Section**



*Tristaniopsis laurina*  
Watergum



*Dianella caerulea*  
Blue Flax-lily



*Clivia miniata*  
Kaffir Lily



*Philodendron Xanadu*  
Xanadu



*Rinocarpus pinifolius*  
Wedding Bush



*Dichondra repens*  
Kidney Weed



*Doryanthes excelsa*  
Gynea Lily

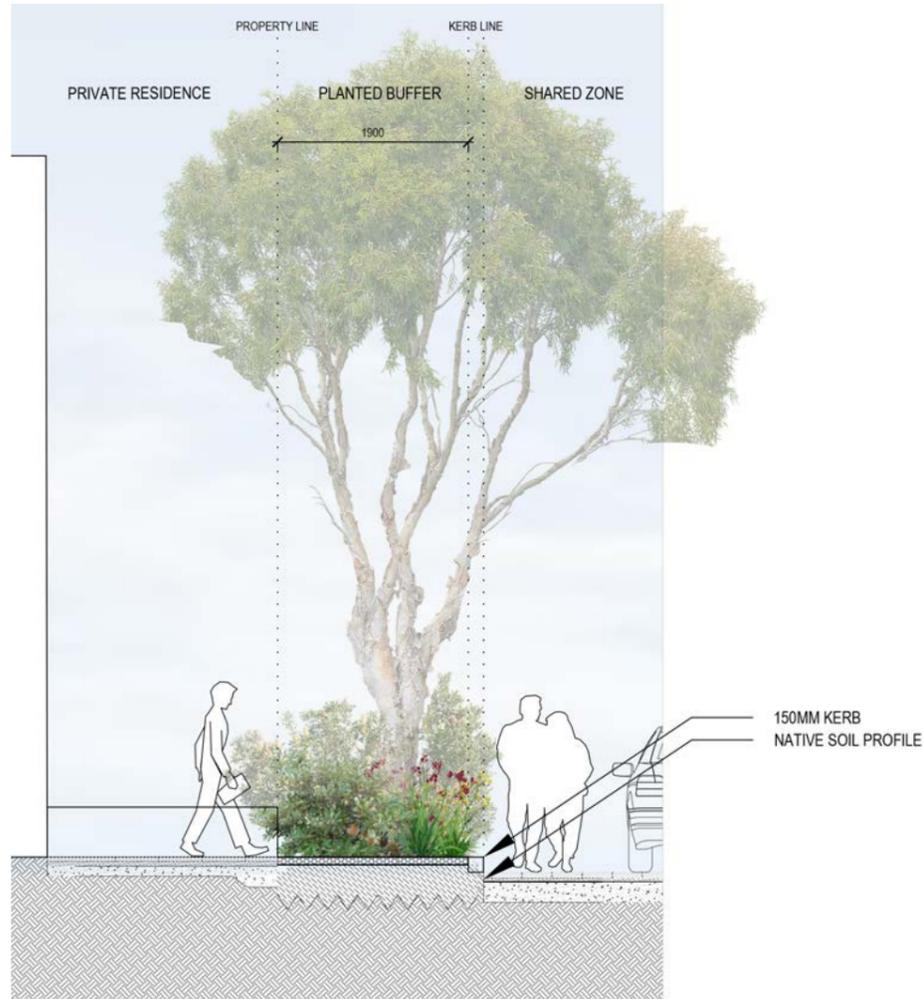


*Viola hederacea*  
Native Violet



*Lomandra hystrix*  
Green Mat-Rush

**Type 3 - Sunny Southern Typology**



*Tristaniopsis laurina*  
Watergum



*Banksia 'Birthday Candles'*  
Banksia



*Melaleuca thymifolia*  
Thyme Honey-myrtle



*Westringia fruticosa*  
Coastal Rosemary



*Callistemon 'Green John'*  
Dwarf Bottlebrush



*Correa alba*  
White Correa



*Doryanthes excelsa*  
Gymea Lily

**Illustrative Section**



*Carpobrotus glaucescens*  
Pigface



*Anigozanthos sp.*  
Kangaroo Paw



*Lomandra hystrix*  
Green Mat-Rush

## 7.4 Marian Street Station Entry and Plaza Public Domain

Refer Figure 48 to Figure 53.

The new station entry and public plaza at Marian Street provides a new placemaking opportunity and landmark for the station precinct and the Redfern community. The design creates a distinct station entry with a flexible and open public domain space that allows for future activation when the adjacent site on Gibbons Street is redeveloped. The open plaza with floating canopy opens up views towards the existing heritage station precinct. As the Sydney Innovation and Technology Precinct (SITP) further develops, this will become one of the most heavily patronised entrances to Redfern Station. New landscape treatments include seating, a mix of existing and new planting and trees, paving and furniture will transform the current narrow footpath. The use of the same paving treatment as Little Eveleigh Street ensures there is a consistency in the public domain treatments of Little Eveleigh Street and Marian Street.

By building on and extending the flush, brick laying from the SITP, a continuous step-free link is provided throughout the site. At Rosehill Street, from which the one-way vehicular traffic flows, this same clay brick paver is used as a traffic-calming device, to signal the start of the shared zone plaza, and to continue the theme ending at the SITP.

Paving treatments (smaller 'sett' pavers) in various pockets created by the bespoke seating benches provide for more resting/meeting-type social spaces, while also deterring fast moving cyclists and skateboarders. They also reference and hint at the underlying geology.

The design of the Marian Street Entry Plaza incorporates possible future development by keeping open lines of connection, while also maintaining the Marian Street axis through to Gibbons Street and beyond.

The new station entry and plaza will:

- Extend and enhance the existing public domain from Gibbons Street Reserve
- Provide an enhanced station entry from/to SITP
- Extend the shared zone for pedestrians and cyclists
- Provide a new east-west link re-connecting the two sides of Redfern
- Provide an inviting new station entry
- Enliven the space, enabling activation and improved safety and security
- Provide transport to support future growth of the SITP Precinct and wider Central to Eveleigh and Metro urban transformations
- Provide improved amenity including seating and shading integrated into a landscaped station forecourt.

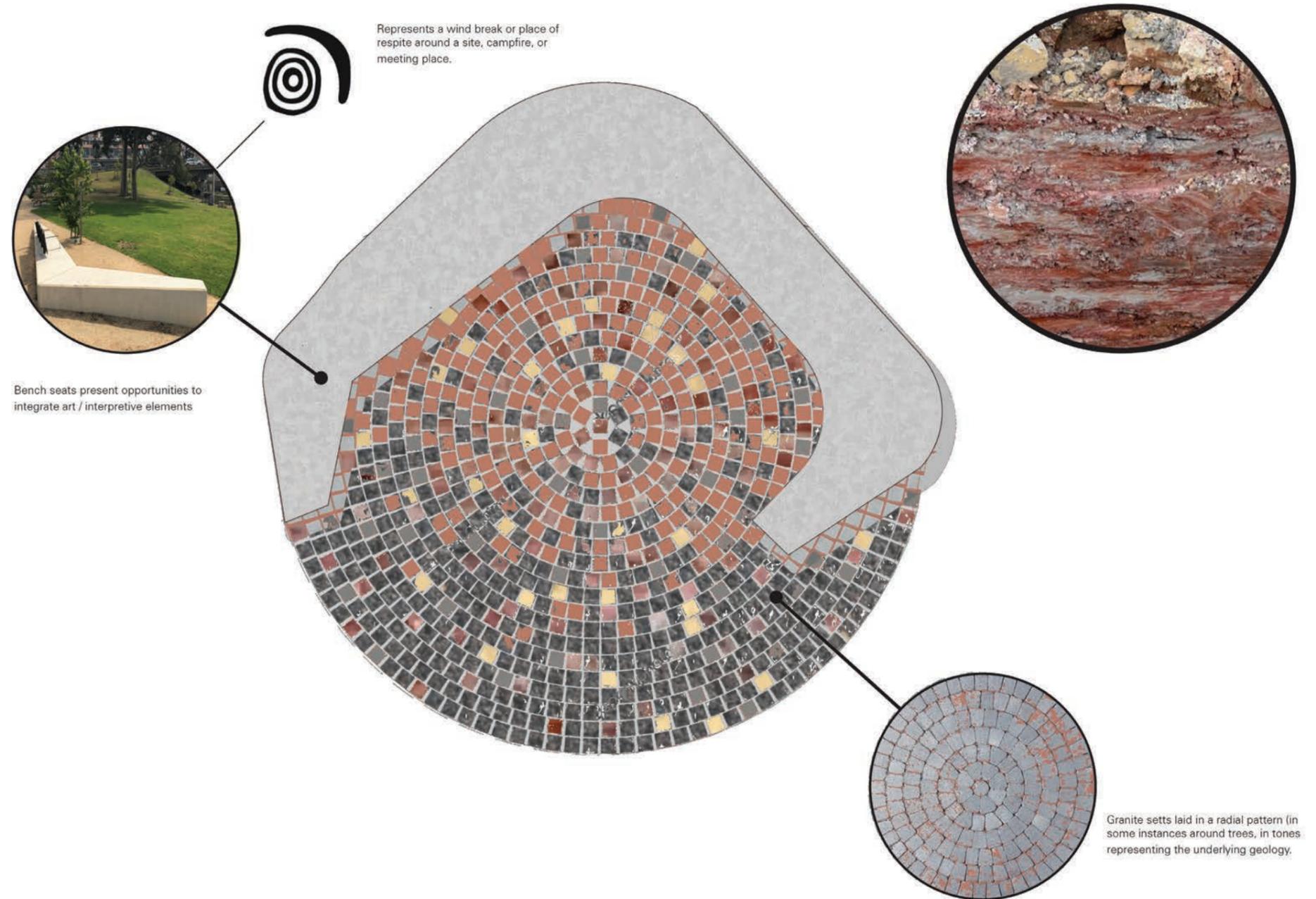


Figure 48 Brick paving and bench seat detail



Existing



Existing



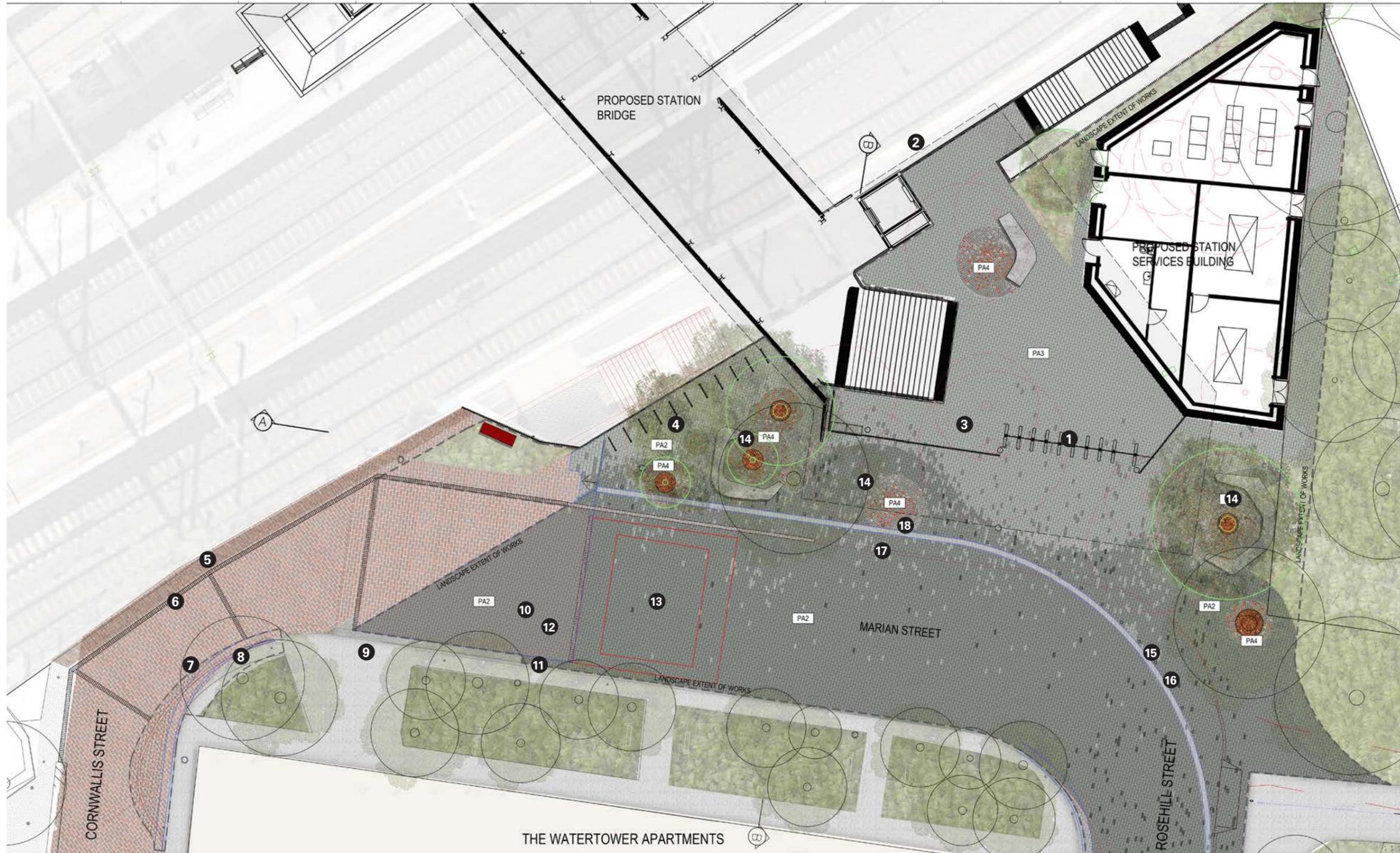
Proposed (Artist Impression)

Figure 49 View from Cornwallis Street

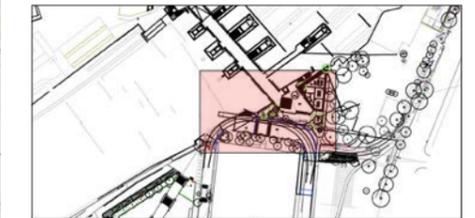


Proposed (Artist Impression)

Figure 50 View from corner of Marian and Rosehill Streets



- 1 Station Gateline
- 2 Retaining wall to be retained with minimal cut and maximum finished level
- 3 Opal ticket machines
- 4 Bicycle parking (10 hoops)
- 5 Mirvac brick paving to be retained
- 6 Heritage brick wall to be retained
- 7 Proposed kerb realignment. Brick paving to match existing
- 8 Proposed garden bed realignment
- 9 Private driveway access to match proposed street level
- 10 Mirvac brick paving to be removed
- 11 Existing kerb to be retained
- 12 Ramp up to raised plaza level to meet southern kerb level of Marian Street
- 13 Existing speed bump to be removed
- 14 Feature granite sett paving
- 15 Bollards 1500mm offset from trench drain
- 16 Proposed drainage (dish or grated strip/trench drain)
- 17 Existing kerb and gutter to be removed
- 18 Bollards



TO FUTURE DETAIL

Figure 51 Marian Street Plan



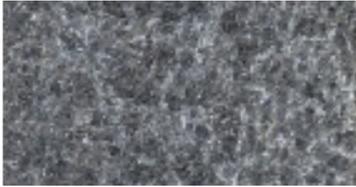
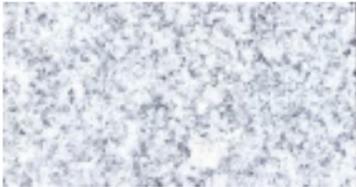


Figure 52 Marian Street Section - North-south



Figure 53 Marian Street Section - East-west

## 7.5 Paving Options Schedule

Code	Item	Application	Image	Description	Dimensions (mm)	Colour	Finish/Material	Sample	Shop Drawing	Supplier	Note	Precedent Use/Layout
PA1	Paving Type 1	General shared zone - threshold		Granite Paver - Dark	300x150x40	Aniseed	Exfoliated			<b>UrbanStone</b> 2 Barrak Street, Sydney, NSW T: 1800 872 267 urbanstone.com.au		
PA2	Paving Type 2	General shared zone - transition		Granite Paver - Mid	300x150x40	Pepper	Exfoliated			<b>UrbanStone</b> 2 Barrak Street, Sydney, NSW T: 1800 872 267 urbanstone.com.au		
PA3	Paving Type 3	General shared zone - main body		Granite Paver - Light	300x150x40	Seasalt	Exfoliated			<b>UrbanStone</b> 2 Barrak Street, Sydney, NSW T: 1800 872 267 urbanstone.com.au		
PA4	Paving Type 4	Pedestrian only paving, Little Eveleigh Street Entry and Forecourt		Granite Paver - Reddish Pink	300x150x40	Juparana	Exfoliated			<b>UrbanStone</b> 2 Barrak Street, Sydney, NSW T: 1800 872 267 urbanstone.com.au		
PA5	Paving Type 5	Seating alcoves - Marian Street		Clay Brick paver - square format	230x230	Mocha Black, Sand White, Rojo Red	Clay brick			<b>Amber Kellyville - TBC</b> 104 Windsor Road Beaumont Hills, NSW T: 02 9629 2100 ambertiles.com.au		
PA6	Paving Type 6	Marian Street vehicular threshold		Clay Brick paver	76x230x110	Regal	P5 Slip Resistance, joints and gaps to be made AS1428.1 compliant. Rated for vehicular use.			<b>AustralBrick</b> 2 Barrak Street, Sydney, NSW T: 1800 872 267 urbanstone.com.au	To match existing 'Mirvac' laid brick at Marian Street/Sydney Innovation Technology Park	
PA7	Paving Type 7	Little Eveleigh Street Entry		Recycled Brick Pavers from Little Eveleigh Street entry building	By contractor	As available	As available	Reclaimed brick from site	Note required	By contractor		

**7.5.1 Marian Street - Indicative Planting Palette**



*Allocasuarina distyla*  
Shrubby She-oak



*Banksia aemula*  
Wallum Banksia



*Banksia integrifolia*  
Coastal Banksia



*Banksia serrata*  
Old Man Banksia



*Bauera rubrodies*  
River Dog Rose



*Darwinia citriodora*  
Prostrate "Seaspray"  
Prostrate Darwinia



*Darwinia taxifolia* ssp.  
*macrolaena*  
Sydney Darwinia



*Dianella revoluta*  
Black Anther Flax-lily



*Dichondra repens*  
'Silver Falls'  
Silver Dichondra



*Themeda australis* 'Mingo'  
Themeda Mingo



*Xanthorrhoea resinifera*  
Spear Grass Tree

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# Appendix A: Design Review Panel Minutes



<b>Panel Present:</b>	Peter Mould (Chair), Bill Tsakalos, Lucy Creagh (TfNSW)
<b>Presenters:</b>	Michael Childs (TfNSW, Senior Project Manager), Richard Does (DesignInc, Director)
<b>Also present:</b>	Anne Sutherland (TfNSW Director–PUD), Elisabeth Peet (TfNSW PMUD), Natalie Winsen (TfNSW S-UD), Louise Bieler (TfNSW, SMUD), Trent Middleton (TfNSW, M-UD), Eddie Wu (TfNSW, Project Manager), Anthony Quan (DesignInc, Director), Tim McIlwaine (Novo Rail, Project Manager), Rick Hopkins (Aurecon, Technical Director)
<b>Documents:</b>	PowerPoint Presentation, Long Plot Prints
<b>Previous relevant advice:</b>	Nil

## Introduction

Michael Childs (TfNSW) explained the project history and outlined the challenges facing Redfern Station in the future. Richard Does (DesignInc) presented the site context and scope of works which includes a new footbridge to the south of the existing station concourse, upgraded station entry on Marian Street, stairs and lifts to every station platform and a potential at-grade pedestrian connection from the western end of the new footbridge to Wilson Street, Eveleigh.

## Panel advice & recommendations

### General:

- The Panel acknowledged the significant physical and project related constraints placed upon Stage 1 of the Redfern Station Upgrade and are supportive of the general design strategy proposed.
- The Panel supported the overall architectural approach and considered it to be a creative interpretation of the constraints resulting in bold, robust outcome. It is recommended that the team continue to add a layer of finesse as the design develops.
- It is recommended that a second presentation to the DSRP be scheduled that focuses on the finer design detailing of the footbridge, as well as concepts for the new entry to sub-surface ESR platforms 11/12.

### The Panel recommended:

- The project team visually and verbally communicate Stage 1 as being part of the long term solution for Redfern Station and show how the design is future proofed to accommodate change. This should include distinguishing between permanent and temporary works.
- A different architectural expression is adopted for any temporary works in order to convey how the structure may change in the future. This approach should be applied to the lift and stair on

platform 8/9 in order to express the temporary and unique nature of the elongated walkway that will no longer be necessary when future platform widening works are undertaken.

- Reconsidering the alignment of the short bridge if it is determined that the long bridge option will not proceed. This may provide additional opportunities to use the infrastructure to future proof the site as part of a long term master planning vision.
- Investigating moving the lift on Platform 1 south to assist in reducing the pedestrian congestion at the Lawson Street entrance.
- The project team confirm whether the proposed glass lift structures meet impact requirements as it generally advised that lifts are solid up to a height of 900mm.
- An alternate, more serviceable colour for the screening is specified as white expresses dirt easily and requires more frequent cleaning.
- The design team work closely with a landscape architect to ensure both ends of the footbridge are thoughtfully considered.
- Marian Street Entrance. The Panel recommended:
  - The entire area around the Marian Street entrance is designed as part of this project including the integration of hostile vehicle protection integrated if required. Additional details regarding hostile vehicle protection are provided in the RMS guideline *Safer Designed Places, April 2018*.
  - Realigning the stairs to better address the street and provide a sense of grandeur.
  - Redesigning the floating roof so that it extends out to a sharp edge point rather than folding the end down.

#### Other comments:

- The Panel commented that the proposed at-grade path connecting to the western edge of the footbridge will result in a large number of people walking down Ivy Lane to the University of Sydney. The project team should consider the possibility that the character and function of Ivy Lane could be impacted.
- The project team should not avoid encroaching into the development site on the eastern side of the station. Designing a ground floor station entry and bridge that can incorporate development above, will enhance, rather than sterilise any potential development opportunity.
- Careful consideration of design detailing is essential as the elements will not appear as currently rendered (e.g. the footbridge screen will require framing which is not currently shown).

#### Circulation of Advice:

- Panel Members & attendees



<b>Panel Present:</b>	Garth Paterson (Chair), Darlene van der Breggen, Bill Tsakalos, Lucy Creagh
<b>Presenters:</b>	Elisabeth Peet (TfNSW, Principal Manager Urban Design), Richard Does (DesignInc, Director)
<b>Also present:</b>	Natalie Winsen (TfNSW S-UD), Eddie Wu (TfNSW, Project Manager), Michael Childs (TfNSW, Senior Project Manager), Ingrid Segovia (TfNSW, Senior Manager Sustainability & Systems)
<b>Documents:</b>	PowerPoint Presentation, Long Plot Prints
<b>Previous relevant advice:</b>	Meeting 129

## Introduction

Elisabeth Peet (TfNSW) explained the background to the project including context, key attributes and issues. The multiple alignment options considered as part of the design process were outlined and the preferred option identified. The preferred option (2B & 3) provides a new southern concourse with lift access to platforms 1-10, precinct connectivity to the east and west and features new access to the ESR platforms (11 and 12).

Richard Does (DesignInc) updated the Panel on how the project has responded to previous DRP recommendations and described the design approach including key interfaces.

## Panel advice & recommendations

### General:

- The Panel commended the project team for their innovative design approach and the productive follow on from the last DRP meeting.

The Panel recommended:

- The approach to create a crystalline geometry for architectural form in response to the skewed alignments of various constraints is supported and should be pursued further in order to break up large, homogenous planes and create interesting surface geometry in the plazas. This could include adopting a playful approach to the form as it rises and falls to articulate function including rising to express entry points.
- Consultation with the local indigenous community is sought now in order to gain a genuine understanding of the meaning of the place and the project and allow this information to inform the design early in the process. Instead of using the perforated metal as interpretation, it is suggested that consulting on the landscape may be more appropriate.
- The design team work closely with an independent landscape architect who has appropriate skills and experience who should be integral in driving the design solution for the entry precincts and integration of indigenous elements. An arborist should also be appointed in the next stage of the project and a landscape plan and land ownership plan prepared.

- The project team consult with the TfNSW wayfinding team in order to understand and integrate signage requirements.
- A visually recessive design approach is adopted for the platform 8/9 finger as it currently appears to be a significant intrusion into the heritage context.
- New canopies on the station platforms are a different colour to the existing canopies.
- The footpaths are designed to include places to sit and meet instead of just facilitating movement.
- Lighting is essential and should be considered in the next stage of design
- Marian Street / ESR entrance precinct:
  - A focused design exercise is required to consider and resolve the details of the entries. Currently, elements like ticketing machines and gate lines need resolution to ensure appropriate locations and queuing space. The relationship to the bus stop on Gibbons Street and the path interface need further resolution.
  - Improve integration between the Marian Street plaza and the ESR entry so that they read as a single unified precinct:
    - Explore removing the Marian Street vehicular entry into the existing lower carpark and reconfiguring the surface carpark layout (including potential reduction of spaces) in order to rationalise the plan and improve connectivity between the ESR and the Marian Street station entrance. Currently the retention of the carpark entry and the equivalent number of surface car spaces is driving the design.
    - Investigate encroaching into the Gibbons Street Reserve in order to visually and physically tie the two station entries together. Explore the possibility of achieving a 1:20 differential between the two station entrances and ramping up from the park in order to achieve a signature arrival point and public plaza.
    - Increase the width of the footpath along Marian Street in order to provide a milling space in front of the gate lines.
    - Fencing along Marian Street should be minimised.
    - Provide Mirvac with RLs of the design so that their proposed footpath can be integrated with the design of the ESR building and any potential pinch points removed.
  - Investigate a new pedestrian crossing of Gibbons Street at the intersection of Marian Street to align with the new desire line through to the station entrance reinforced by the increased future catchment to the south and east.
  - Design the Marian Street entrance to have equivalent prominence with other the major Redfern Station entrances and orient gate lines to address Gibbons Street.
  - Attention is needed to proportions of glass wall to roof fascia. Suggest raising the fascia of the ESR entrance and aligning the roof to the kerb along Gibbons Street in order to increase its visual presence.
- Wilson Street entrance:
  - Rationalise the footpath so that the entrance to the heritage building becomes an integrated part of the public domain

Other comments:

- The footbridge constellation ceiling is supported
- The Panel suggested exploring using ballast as aggregate for the concrete

**Circulation of Advice:**

- Panel Members & attendees



<b>Panel Present:</b>	Darlene van der Breggen (Chair), Garth Paterson, Bill Tsakalos
<b>Presenters:</b>	Richard Does (DesignInc, Director), Mary Anne McGirr (DesignInc, Principal), Joyce Lim (DesignInc, Senior Architect)
<b>Also present:</b>	Anne Sutherland (TfNSW Director, PUD), Elisabeth Peet (TfNSW PMUD), Louise Bieler (TfNSW SMUD), Natalie Winsen (TfNSW S-UD), Eddie Wu (TfNSW, Project Manager), Michael Childs (TfNSW, Senior Project Manager), Brian Killeen (Aurecon, Associate)
<b>Documents:</b>	PDF Presentation, Fly-through video
<b>Previous relevant advice:</b>	Meeting 128, 129

## Introduction

Richard Does (DesignInc) presented the changes to the design since the last presentation including the realignment of the bridge to connect with Little Eveleigh Street and the new location of the ESR entrance on the northern end of the Gibbons Street Reserve. Joyce Lim (DesignInc) described the potential changes to the configuration of Little Eveleigh Street. Mary Anne McGirr (DesignInc) explained the architectural intent of the new southern concourse, outlined the two options being considered for the Little Eveleigh Street entrance and introduced the initial landscape design concepts for the Marian Street entry precinct.

## Panel advice & recommendations

### General:

- The Panel are very supportive of the new alignment and the station entry location on Little Eveleigh Street as well as the relocated Marian Street/ESR entry.
- An overall architectural strategy and vision are needed for Redfern Station to provide a coordinated architectural language between the existing station entry, the new Gibbons Street entry and this project. Currently the design is being considered out of context and the dissimilar architectural languages are incongruent. The existing brickwork heritage entry on Lawson Street should be referenced in the design of all station entries. The bridge design can continue to be light and unique.
- The Panel strongly emphasised the significant contribution that the Big Issue Building (BIB) makes to the street wall and character of the Little Eveleigh streetscape. The Panel recommend retaining the existing façade if possible. If this is not feasible, a new façade that provides a contemporary brickwork interpretation of the BIB (but does not mimic it) should be designed to reflect the qualities (scale, solidity, materiality and texture) of the existing building.

The Panel recommended:

- Little Eveleigh Street
  - Ensuring street trees are generously sized and realistically represented in the street sections.
  - Including a slow zone or dismount requirement for cyclists using Little Eveleigh Street to reduce conflict with pedestrians.
  - Materials throughout the shared way are used to differentiate cycle and pedestrian zones. A rough surface, for example, will create a slow zone for cycle use or a combination of rough and smooth surfaces will define a cycle zone without requiring a change of level, kerbing or signage.
  - The project team continue to work with Council to resolve and develop options
- Little Eveleigh Street station entrance:
  - Investigating a new option that retains the BIB or its Little Eveleigh Street façade if retention of the building as a whole is too spatially restrictive internally.
  - Recognising the importance of the BIB's contribution to the street's strongly defined edge, and through its scale and materiality which contribute to the local character and context.
  - Recognising that the BIB contributes to local heritage significance
  - Recognising that retention of the brick façade will have synergies with the existing station's heritage façade on Lawson Street.
  - If not being retained, undertaking an analysis of the BIB façade to inform design development.
  - Reconfiguring the lift and stair to Platform 1 to be a more discrete element in order to reduce bulk, provide more clearance around the heritage building on Platform 1 and minimise visual impact on the adjacent residential building.
  - Investigating the potential impact to visual amenity on the residential building to the west of the BIB and the need for privacy treatments.
  - Reducing the height of the roof over the stair to Platform 1. Consider reducing the extent of the veil at the building line and extending the lower canopy roof over the stair. Currently, the lift tower and stairwell are too visually dominant.
  - Reconsidering the number of toilets provided particularly at this entrance. If all toilets are required consider relocating some to the Marian Street entrance.
  
  - Option 1 only - Minimising the extent of palisade fencing wherever possible as this is in conflict with the concept of an open, public station entry.
  - Option 2 only - Relocating bicycle parking from the alcove to a more prominent location.
- Marian Street / ESR entrance precinct:
  - The smaller substation/transformer building on Marian Street should adopt the same architectural language as the main station concourse building in order to tie the station architecture together.
  - Ensuring the landscape is integrated into the design rather than appearing as an add-on after the design has been finalised. The landscape design should be a key component of the next presentation to the Panel.
  - Surveying and analysing the existing trees in the Gibbons Street reserve in order to determine which trees can be retained and how these trees influence the alignment of paths, location of stairs and level changes.
- Footbridge screen
  - The perforated panel design needs to be unique and site specific instead of using a standard design previously used on other stations.

Other comments:

- The shared zone design for Little Eveleigh Street is preferred by the Panel, however both options were considered potentially feasible.
- Visualisations should include wayfinding, signage and other requirements that may have a visual impact on the design.
- Reuse materials (e.g. BIB bricks) in the design wherever possible.
- White perforated metal screens will show the dirt, bugs etc. The Panel suggest a more serviceable colour be specified for the screening.
- Consult with the asset management team on the proposed design.
- As recommended in the minutes from meeting #129, the Panel reiterated the following:
  - Consultation with the local indigenous community should be sought now in order to gain a genuine understanding of the meaning of the place and the project and allow this information to inform the design early in the process. It is recommended that an Aboriginal working group be established to guide the project.
  - The design team should work closely with an independent landscape architect who has appropriate skills and experience. The landscape architect should be engaged before the design process proceeds any further to ensure that they have an integral role in driving the design solution for the entry precincts and integration of indigenous elements. An arborist should also be appointed in the next stage of the project and a landscape plan and land ownership plan prepared.
  - Satisfying lighting and signage requirements are essential and should be considered now particularly as this station is used early in the morning and late at night.

**Circulation of Advice:**

- Panel Members & attendees



<b>Panel Present:</b>	Olivia Hyde (Chair), Peter Mould, Anne Sutherland (TfNSW- A/ED CEDD)
<b>Presenters:</b>	Richard Does (DesignInc), Mary Anne McGirr (DesignInc), Joyce Lim (DesignInc), Mark Stolz (DesignInc)
<b>Also present:</b>	Louise Bieler (TfNSW- CST/PUD), Michael Childs (TfNSW - SPM), Eddie Wu (TfNSW- PM), Ameera Mahmood (AECOM - Heritage), Natalie Moore (TfNSW- PES), Stephen Barry (TfNSW- Heritage), Gigi Lombardi (TfNSW), Ben Nacard, Brian Killeen (Aurecon)
<b>Documents:</b>	PDF Presentation
<b>Previous relevant advice:</b>	Meetings 128,129,132

## Introduction

A design update was given by DesignInc of the projects progress since the previous DRP presentation. This focussed on the alignment of the proposed southern concourse connecting Marian Street with Little Eveleigh Street with a straight 6m wide concourse engaging 125-127 Little Eveleigh Street warehouse building as a station entrance (preferred option). Little Eveleigh and Marian Streets are developing as a shared pedestrian, cycleway with restricted car use. DesignInc outlined the heritage items within the precinct and AECOM's heritage consultant briefly explained the heritage status of the Platform 1 building proposed to be relocated on Platform 1.

The aim of the presentation is to receive advice from the Panel on the preferred treatment of the facades of the southern concourse, there were two options presented.

- Screened façade – fully enclosed to the ceiling with perforated aluminium panels, site specific design (maximum openings of 25 x 25mm) presented as a backdrop to the heritage items on the platform, incorporating glazed areas to frame views of the heritage precinct
- Glass façade – glass panels to 3M above FFL and open over with dark coloured structural and framing elements, presented as a façade with the greatest transparency with uninterrupted views of the heritage precinct

AECOM's heritage consultant outlined the 2 principal views that the CMP focusses on, these being the historical connection to the railway locomotive yards in South Eveleigh, the broader industrial landscape south of the rail corridor and from the tracks looking towards the Northern concourse. The preferred option from the heritage perspective is a glazed façade which is seen as sympathetic to maintaining the rail corridor views from the original station concourse building.

A flythrough was shown to give a clear understanding of the complexity of the existing infrastructure in which the proposed southern concourse engages and to communicate the views to, from and within the precinct.

After the façade options were discussed, the public domain areas were presented to the Panel. DesignInc gave some background to the past uses of the Redfern districts from an indigenous perspective. Redfern was a fertile place of abundance, and was an important place of meeting, trading and gathering. At the turn of the century the subdivision of land due to the development of rail and heavy industry meant Redfern Station became a place of employment for the nation including the indigenous communities and more recently a place of civil rights politically and continues to maintain that significance.

# Panel advice & recommendations

## 1. General Comments

- The Panel commended the design and project team on their significant improvement since they last reviewed the project. They supported the straight bridge to Little Eveleigh Street.
- The Panel applauds the retention and adaptive reuse of 125-127 Little Eveleigh Street as a station entrance, including retaining the existing texture, scale and integrity of the streetscape which adds to its heritage values.
- The Panel is strongly supportive of the urban design responses at the entrances, which they feel will have the positive benefit of supporting the urban renewal of the overall precinct.
- The proposed new southern concourse is future proofing the use of the existing station as a functioning station. Due to the significance of Redfern Station, the solution should be designed as part of the building fabric of the station rather than as just a bridge, and the Screened Façade option was considered to do this. It provides an appropriately grander design which also celebrates its location and will form part of the heritage evolution of the station in the future. The Panel noted that the history of the station has been one of accrued elements over time.
- Far greater visual connection to the heritage precincts (South Eveleigh railway locomotive yards in the general industrial landscape and views to the Northern Concourse) will be achieved from the new southern concourse than ever experienced previously and will enable a new appreciation of the sites heritage form more viewing points.
- The Panel noted that the new southern concourse (a combination of concrete slab, headstock, pylons and roofing) is a significant structural intervention into the rail corridor and the façade design can be a single unifying component.
- The Panel recommended simplifying and calming the visual impact of the ceiling treatment although they supported the design concept. It was felt that the proposed solution felt 'heavy' and should be refined to reduce its visual dominance over the space. Options for ceiling treatments to be tested in photomontages, including making structural elements finer and the ceiling of a lighter in colour to be less distracting.

## 2. Glass Façade to the Concourse -

- The Panel acknowledges that the glazed option had not undergone as rigorous design development as the screened option. The employment of glass is built on the assumption that it will make much of the built form disappear and give it greater transparency, however the degree to which a glazed option is going to be transparent is to be questioned as there is a lot of structure still needing to be provided, and from many angles the deck and ceiling soffit will still be dominant.
- The use of glazing is a predictable approach within a heritage precinct
- Whilst the dark structural components are an attempt to achieve a visually recessive structure, the structural framing and detailing is exposed and adds to the visual complexity and confusion of the overall station composition.
- It is recommended that structural detailing and composition of elements be simplified, refined and minimized wherever possible.
- Panel highlighted that the glazed option may result in heat gain internally and further design and extension of the roof design or fritting applied to glass may need to be incorporated, this may reduce the transparency of this option and increase the bulk of this option.

## 3. Screened Façade to the Concourse -

- By treating the bridge as a new component, the screened option provides a strong ordering element within the corridor and a compelling sculptural quality within the station precinct
- It is considered that the design of the screens to conceal the structural elements, effectively calms the complexity of the bridge, and helps simplify rather than adding to the visual clutter of the overall place.
- The screened façade has a unifying effect within the precinct and the glazed sections within the facade focus views to heritage items which is a classic architectural response in creating a framed view of specific important vistas. This allows heritage items to be viewed in a simplified context.
- The Panel is concerned about the overall transparency of the screens and recommends increasing their transparency and increasing the aperture of the perforations is encouraged, and could increase in the mid "see through" section.

- Further detailing of the perforated screening is recommended including consideration of the screen fixing points to ensure they are an integral part of the design and enable future maintenance of the screens internally in order to reduce the reliance of possessions for general maintenance.
- The Panel considered the Marian Street entrance design to be underdeveloped and requiring significant design development. It recommends a more deliberate approach to the solution be considered, either as a simple roof and portal or a screened entrance with opening.
- They also noted that on the concourse, the structural columns are angled and light coloured, while at the Marian Street entrance the columns are straight and dark coloured. The Panel recommends resolving the intersection of the two languages or have one language only.
- The Panel advised that further research into the screen interlayer detail be undertaken in respect to whole of life, fire rating, discolouring etc.

#### **4. Landscape/Urban Design**

For the Marian Street Entrance and Little Eveleigh Street Entrance the Panel recommended:

- Simplifying the material palette in the public domain as it was considered there are currently too many paving patterns and textures being proposed.
- Definition and treatment of the cycleway should be more subtle than the green paint option and instead use finishes as a cycle traffic calming measure within the shared pedestrian zone.
- Generally a permanent location for residents bins to be allocated away from the shared way, as well as the temporary location for collection on the shared way.
- It was noted that it was confirmed that the City of Sydney will carry out the maintenance in the public domain including the residential/landscape component in Little Eveleigh Street

#### **5. Other**

Generally, the Design Review Panel advises that the perforated screen option for the façade is preferred over the glazed option and looks forward to viewing and providing comment on the future detailing of the Proposal.

## **Circulation of Advice**

- Panel members and attendees.

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