



NORTH EVELEIGH WEST **URBAN DESIGN REPORT**

DRAFT PREPARED FOR URBAN GROWTH

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Allen Jack+Cottier Architects Pty Ltd
ABN 53 003 782 250

Principals + Nominated Architects
Michael Heenan 5264
Peter Ireland 6661

Sydney Office
79 Myrtle Street Chippendale
NSW 2008 AUSTRALIA
tel +61 2 9311 8222
fax +61 2 9311 8200

architectsajc.com

01 INTRODUCTION

1.1 EXECUTIVE SUMMARY

The NSW Government has announced a major new strategy to extend Sydney's Central Business District (CBD) beyond its existing southern boundary, creating opportunities for investment on an international scale that will renew and transform the Central to Eveleigh Corridor (C2E Corridor).

The Central to Eveleigh (C2E) project has an approximate area of 80ha. It is characterised by contiguous, large landholdings that are owned by NSW State Government agencies and are part of, or adjoin, Sydney's central rail corridor. The area is being investigated for transformation opportunities as it contains a significant amount of underutilised land that is extremely well-serviced by public transport and close to all of the services and infrastructure Sydney has to offer.

Urban Growth NSW, in consultation with the community and key stakeholders has prepared a framework plan that embodies and overarching vision for the Central to Eveleigh corridor and study area.

Through a series of key moves and principles, the framework plan provides the foundation for more detailed precinct planning and design.

North Eveleigh West has been identified primarily as a residential precinct with higher scale buildings located towards the southern edge of the site and lower scale buildings and open space on the other precinct edges to provide a transition to existing low scale neighbourhood. The existing Clothing Store building is to be retained and adaptively

re-used to accommodate commercial, retail and/or community uses.

AJ+C have been commissioned by JBA and Urban Growth to review the existing Approved Concept Plan and to undertake an urban design study to recommend the objectives and principles required to meet the C2E vision, as well as establish an economically viable proposal that would enable design excellence.

The study considered several development options on the site and all available existing work undertaken. This report describes the preferred design option, its key urban design principles as well as the potential development outcome and impacts.



01 INTRODUCTION

1.2 THE SITE

The North Eveleigh West site has an approximate area of 2.9ha and is bounded by the Carriageworks to the east, Wilson Street to the north, Iverys Lane Newtown to the west and the main Suburban Rail Corridor to the South.

The site contains

- + Traverser No. 2 adjoining the Carriageworks.
- + The heritage listed General Store/Clothing Store.
- + A seven storey apartment building that is under construction

The main vehicular access to the site is via an entrance from Wilson Street at the far western end of the North Eveleigh site.

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01 INTRODUCTION



1.3 APPROVED CONCEPT PLAN, 2008

In 2008, the North Eveleigh Concept Plan was approved, providing the blueprint for the site's redevelopment. The Concept Plan provides for a range of uses including commercial, cultural, residential and open spaces.

North Eveleigh represents the importance of the place of railways in the development of NSW as one of the largest employers of the State plus drivers of urban development.

The scale and industrial character of the Carriageworks site with its remaining 19th century brick buildings and ground plan of traversing rail tracks make it a rare and interesting place.

A Part 3A Concept Plan for the redevelopment of the former North Eveleigh Precinct was approved by the Minister for Planning on 16 December 2008. The Concept Plan provides a development structure for the site, and comprises the following:

- Redevelopment for commercial, office, retail, cultural, community and residential uses;
- Retention and adaptive reuse of heritage buildings;
- Public open space network

SUMMARY OF THE CONCEPT PLAN

+ Number of dwellings	700- 750*
+ New public open space	4,075m2
+ Local Park area	3,350m2
+ Maximum building height	12 stories
+ GFA	50,698m2
+ Clothing Store	Residential Conversion

01 INTRODUCTION



02 KEY PRINCIPLES & OPPORTUNITIES

2.1 CENTRAL TO EVELEIGH FRAMEWORK PLAN JULY 2015

The Central to Eveleigh framework plan embodies an overarching vision for the Central to Eveleigh corridor and study area, as developed with stakeholders and the community.

Through a number of key moves and strategies, the framework plan provides the foundation for more detailed precinct planning and design to realise the vision and the opportunity that Central to Eveleigh represents to the local community and Sydney as a whole.

The vision for Central to Eveleigh builds on the current context and strengths of the corridor, and paints a picture of its potential.

C2E PRINCIPLES & 10 KEY MOVES

1. NETWORKS

An integrated & permeable network that connects

- Key Move 01 - Renew Redfern Station, connecting Redfern and Wilson Streets
- Key Move 02 - Create a green network
- Key Move 03 - Create connections across the railway Corridor
- Key Move 04 - Connect the city with surrounding places

2. PLACES

A vibrant community heart

- Key Move 05 - Create centres of community activity around stations
- Key Move 06 - Create an economic centre for Sydney's growing industries
- Key Move 07 - Promote live-work environments
- Key Move 08 - Strengthen arts, culture and heritage

3. CENTRES & NEIGHBOURHOODS

A built form that defines & unifies

- Key Move 09 - Integrate new high density mixed use buildings with the surrounds
- Key Move 10 - Deliver a diversity of housing choice and tenure

02 KEY PRINCIPLES & OPPORTUNITIES

2.2 KEY PRINCIPLES & OPPORTUNITIES

The following section outlines the North Eveleigh West recommended objectives and principles to establish a safe and attractive public pace that supports social diversity, celebrates heritage and gives everyone easy access to community and cultural facilities.

URBAN DESIGN PRINCIPLES

01 STREET NETWORK

Establish a clear, vibrant and safe street network

- + Ensure safe pedestrian and cycle movements throughout the site
- + Maintain the alignment and visual continuity of new north-south streets to existing neighbourhood streets
- + Establish a new east-west pedestrian link along the south façade of the existing heritage General/Clothing Store. This new pedestrian link will contribute to a vibrant and accessible public domain, with safe pedestrian and bicycle movements across the site and new local park
- + Ensure lobbies and buildings entries are able to be clearly identified from the street network and public domain
- + Maintain access to the rail corridor

02 OPEN SPACE

Establish a new public open space network that provides passive & active open spaces and delivers a new local park

- + Provide a Local Park in the south western corner of the North Eveleigh Precinct, adjacent to Iverys Lane
- + Provide a pocket Park to the west of the existing Blacksmith's shop
- + Deliver a usable design of the local park that satisfies the overland stormwater path requirements.

03 BUILT FORM

Ensure massing and design of buildings achieve best practice

- + Provide apartment buildings, diverse in bulk and articulation, mixed with significant heritage buildings.
- + Taller buildings are to be located adjacent to the rail corridor with lower buildings on the precinct edges respecting the existing neighbourhood character.
- + Built form is to be configured to retain the views and vistas through the site from Wilson Street
- + The massing and design of building must maintain solar access to adjacent development, open space and the public domain in accordance with best practice.
- + Where built form exceeds 8 storeys building floor plates shall not exceed 800 m2 in area and building depth is not to exceed 20m
- + Built form is to be configured to ensure building lobbies are able to be clearly identified from streets or pedestrian links
- + Allow for privacy & passive surveillance with elevated ground floor apartments
- + Develop a building layout that minimises noise and vibration impacts on the precinct

04 HERITAGE

Create a design that reflects heritage forms and values of the site and assists in the interpretation of the industrial nature of North Eveleigh.

- + Adaptive reuse of the existing Clothing Store to retail, commercial and/or community uses
- + Consider some employment generating uses (including community and retail uses) for the adaptable reuse of the Clothing Store.
- + Provide increased building separations and lower scale buildings on the western side of the Clothing Store to form an appropriate heritage curtilage when viewed from the park along Iverys Lane.

05 AMENITY

Establish a safe and vibrant place to live that fosters a vibrant community

- + Ensure passive surveillance to open space and public domain
- + Ensure a building layout and orientation that provides a minimum 2 hours of direct sunlight to a minimum 70% of apartments.
- + Ensure appropriate space between buildings to provide visual and acoustic privacy to residents in accordance with the recommendations of the Apartment Design Guide

06 ACCESS

Create and accessible place

- + Provide a minimum, three points of access from Wilson Street to the site. The central access is already constructed. Provide access via the local park to the western boundary and via the pocket park adjacent to the existing Blacksmiths Shop subject to future design.
- + Provide accessible continuous paths of travel to the main entrances and within all floors of both new and heritage buildings on the site.
- + Provide a consistent accessible environment through detailed design and planning of integrated network of paths of travel.

02 KEY PRINCIPLES & OPPORTUNITIES

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OPPORTUNITIES & CONSTRAINTS

- ① Connect the park to a new street with pedestrian link
- ② Connect Iverys Lane to Carriageworks Way with a pedestrian link
- ③ Provide and maintain access to rail corridor
- ④ 4a - Existing General / Clothing Store to be adapted to retail, commercial or community uses
4b - Provide activated frontages
- ⑤ Maintain overland flow and provide for a drainage easement
- ⑥ Provide street loading zone for General / Clothing Store
- ⑦ Provide a park along Iverys Lane frontage with an approximate area of 4480 sqm. The park is to incorporate water sensitive urban design uses
- ⑧ Provide 3-4 storey street frontage built form compatible with northern frontage to Wilson Street
- ⑨ Align new street with existing streets for visual continuity
- ⑩ Provide tree planting to maximise privacy of adjoining property
- ⑪ Provide a pocket park of 390m² with an upper level area of 144m² (at Wilson Street) and a lower level area of 226m²

02 KEY PRINCIPLES & OPPORTUNITIES



03 PROPOSAL

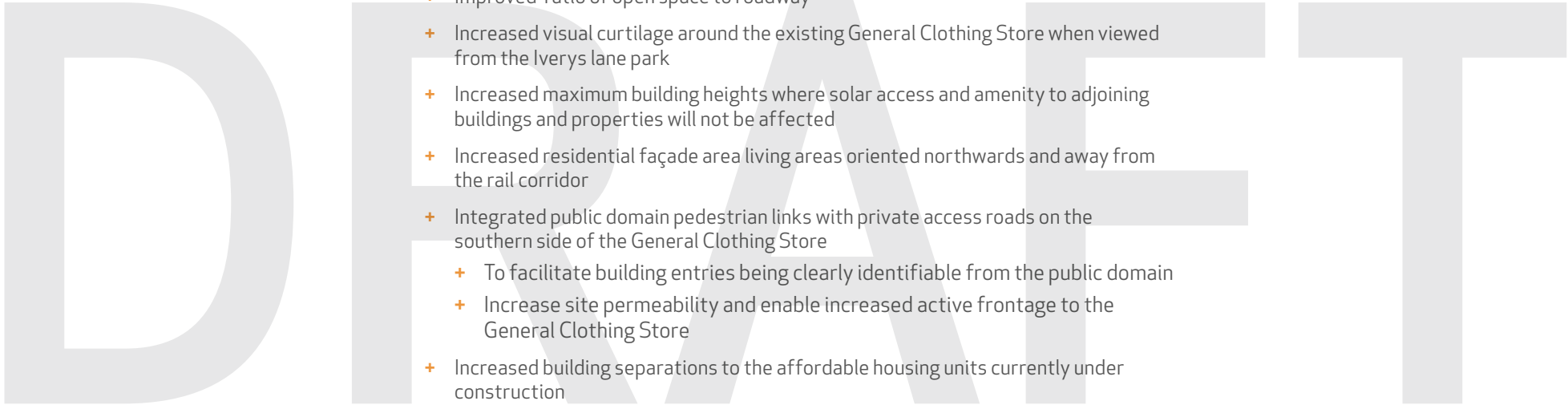
3.1 PREFERRED OPTION

A study of development options was undertaken for the North Eveleigh West site seeking additional residential floor space and a commensurate increase in public open space.

The site area has been reduced along the southern boundary to allow for identified future access as part of Railcorp infrastructure requirements. The proposed built forms have been amended from 8-12 storeys to heights ranging between 5-20 storeys. Tall buildings have been located where solar access and amenity to adjoining buildings and properties will not be affected. The preferred option proposes built forms with a potential to achieve an FSR of 2.15:1

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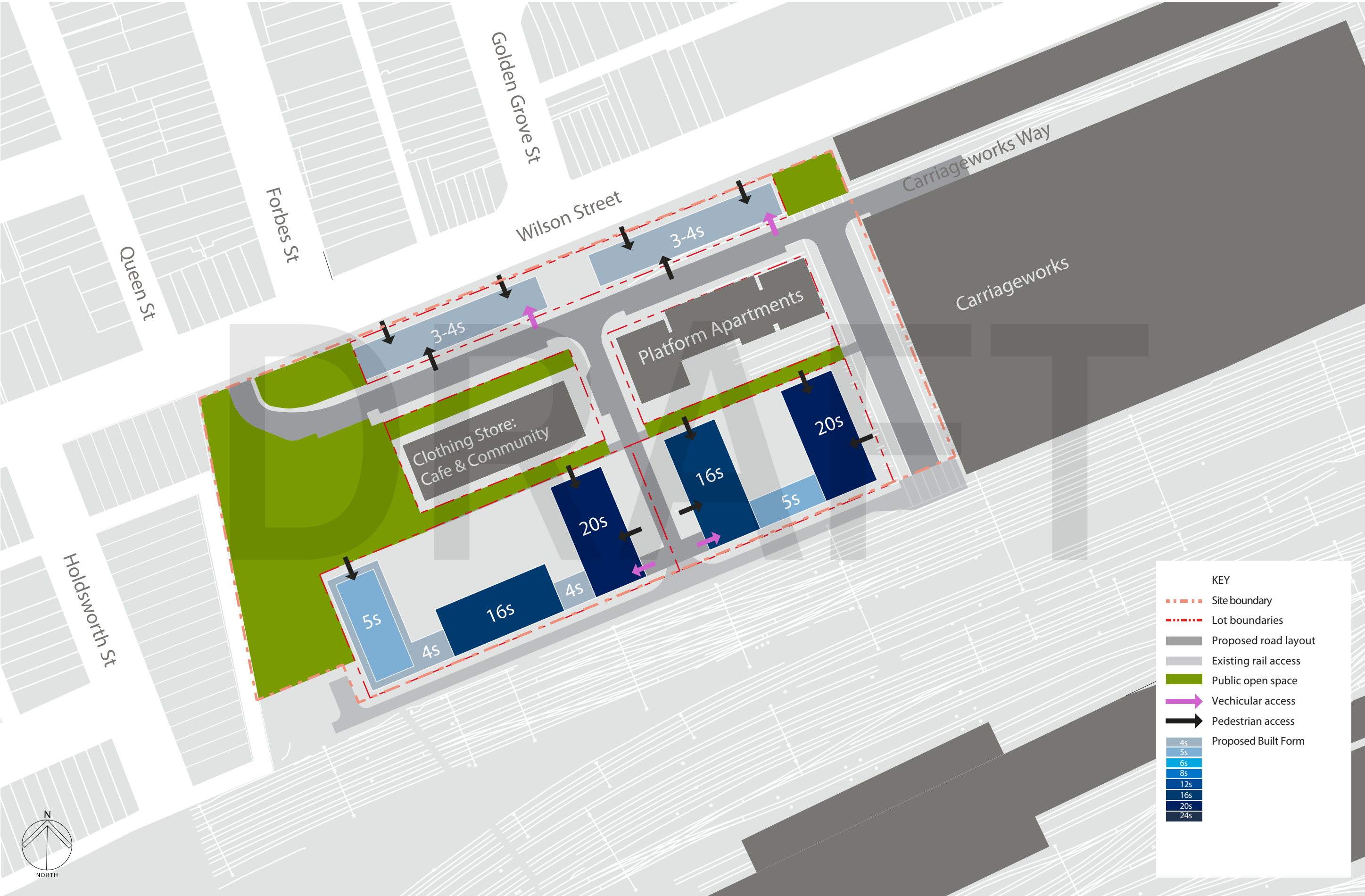


KEY FEATURES

- + The Loop Road along Iverys Lane bordering the proposed new park , connecting Wilson Street to railways lands and the Carriageworks has been removed.
- + Increase area to the Iverys Lane park
- + Improved ratio of open space to roadway
- + Increased visual curtilage around the existing General Clothing Store when viewed from the Iverys lane park
- + Increased maximum building heights where solar access and amenity to adjoining buildings and properties will not be affected
- + Increased residential façade area living areas oriented northwards and away from the rail corridor
- + Integrated public domain pedestrian links with private access roads on the southern side of the General Clothing Store
 - + To facilitate building entries being clearly identifiable from the public domain
 - + Increase site permeability and enable increased active frontage to the General Clothing Store
- + Increased building separations to the affordable housing units currently under construction
- + Maintenance of all pedestrian links from Wilson Street.
- + Allowance for overland stormwater flow paths and on site detention.

YIELD SUMMARY

Site Area	29,162 m²
Residential GFA	60,740 m²
Non Residential GFA	1,828 m²
Total GFA	62,568 m²
Floor Space Ratio	2.15 :1
Public Open Space	4,668 m²



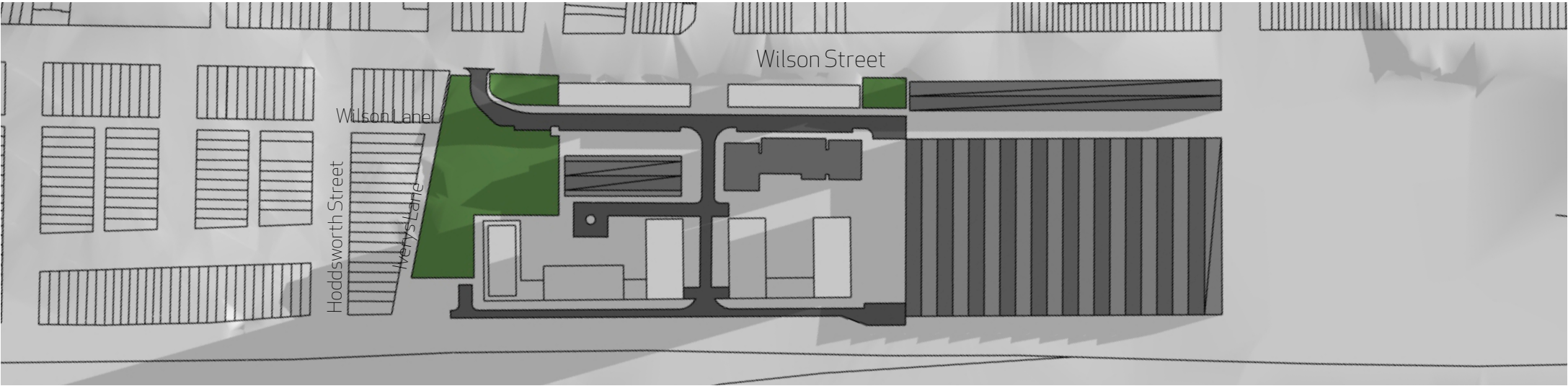
3.2 SHADOW STUDY

The diagrams and table on the following pages highlight the overshadowing impacts of the proposal.

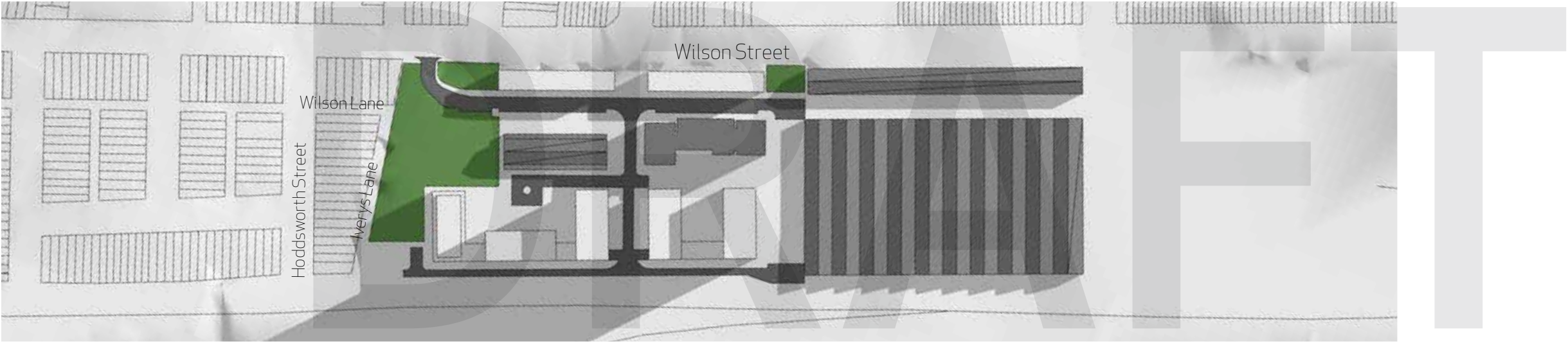


03 PROPOSAL

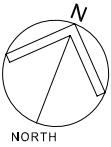
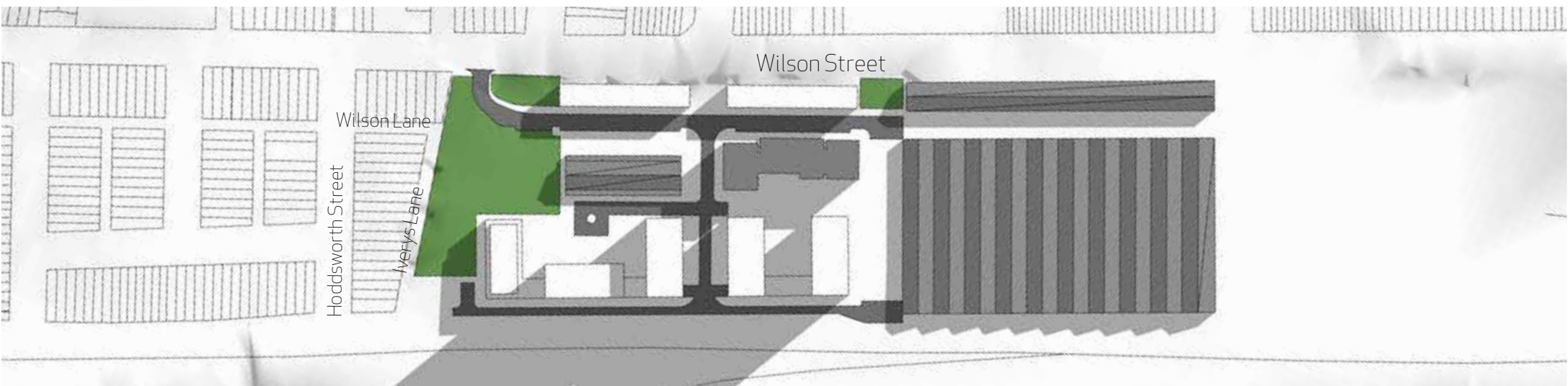
Winter Solstice 8am



Winter Solstice 9am

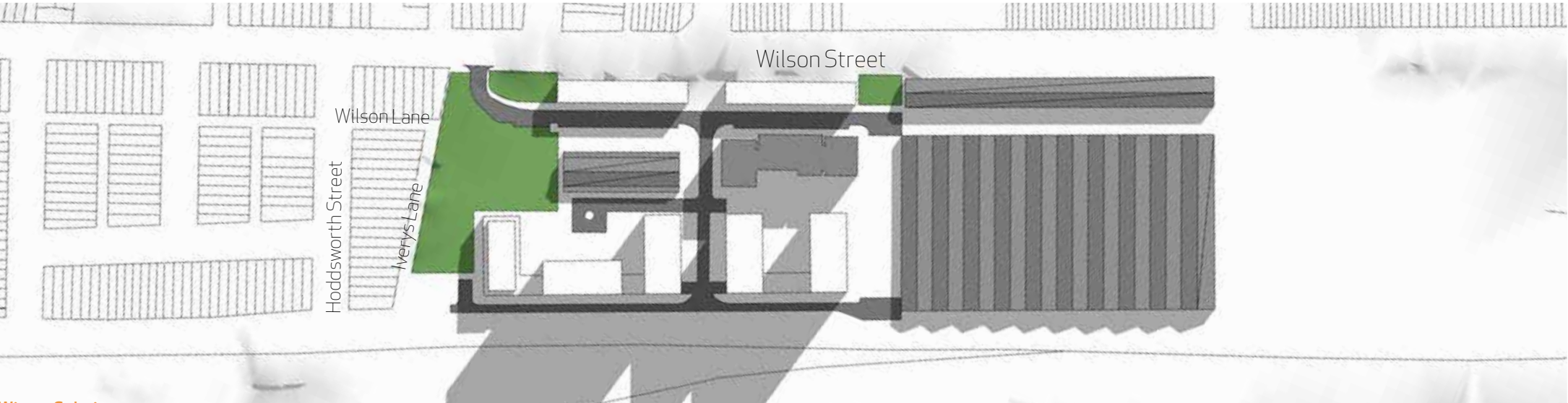


Winter Solstice 10am

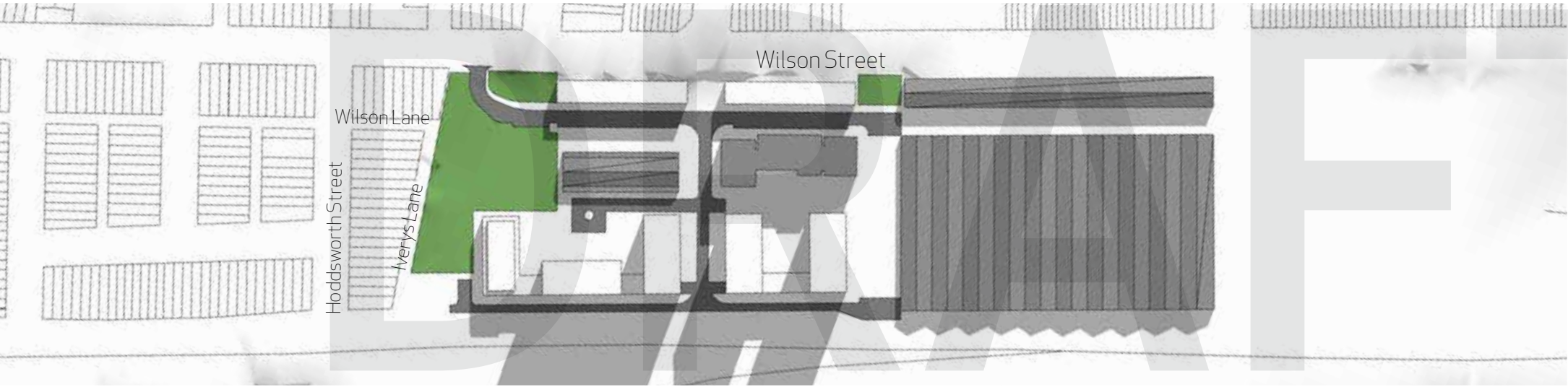


03 PROPOSAL

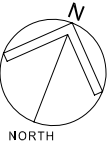
Winter Solstice 11pm



Winter Solstice 12pm



Winter Solstice 1pm

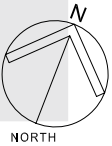
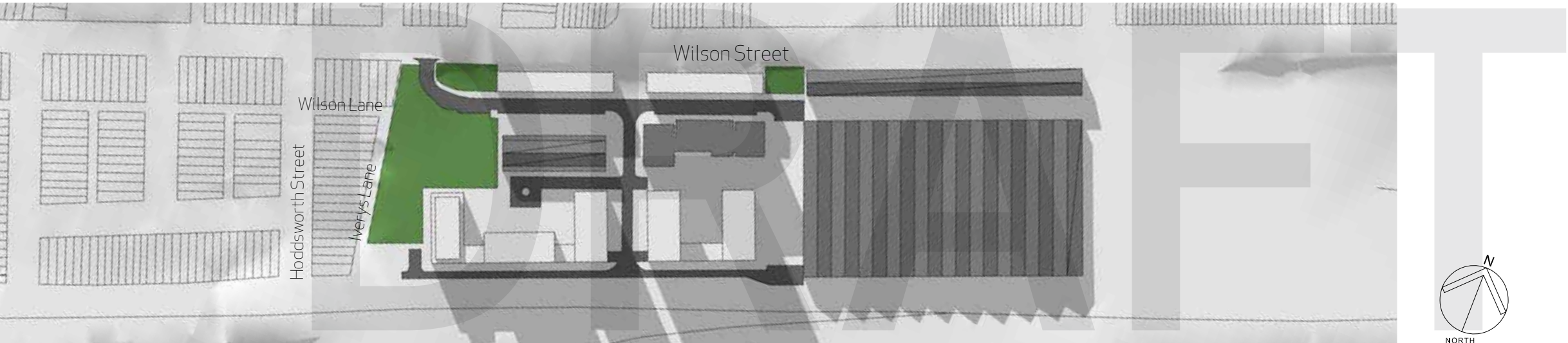


03 PROPOSAL

Winter Solstice 2pm



Winter Solstice 3pm



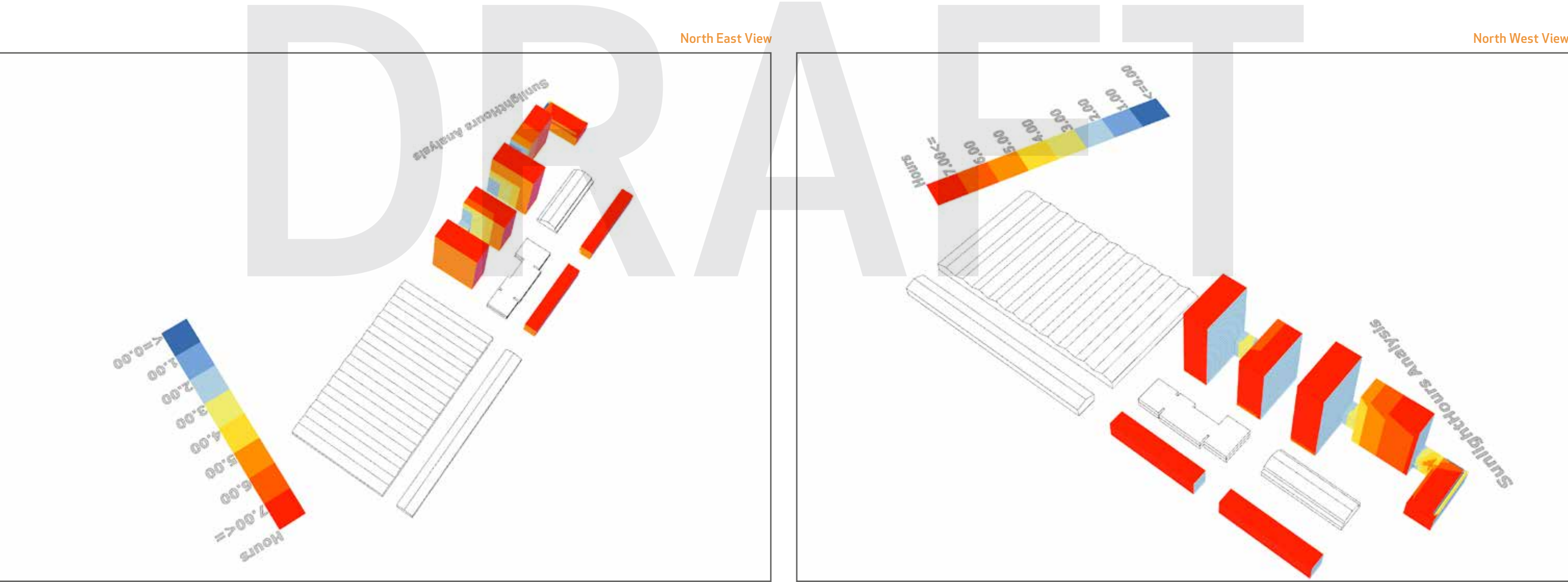
TIME	PERCENTAGE OF SOLAR ACCESS ON ALL PUBLIC OPEN SPACE
8am	47%
9am	73 %
10am	86 %
11am	93 %
12pm	98 %
1pm	99%
2pm	100%
3pm	99%

KEY	Sunlight received between 9am-3pm (Hours)
	7.00
	6.00
	5.00
	4.00
	3.00
	2.00
	1.00
	0.00

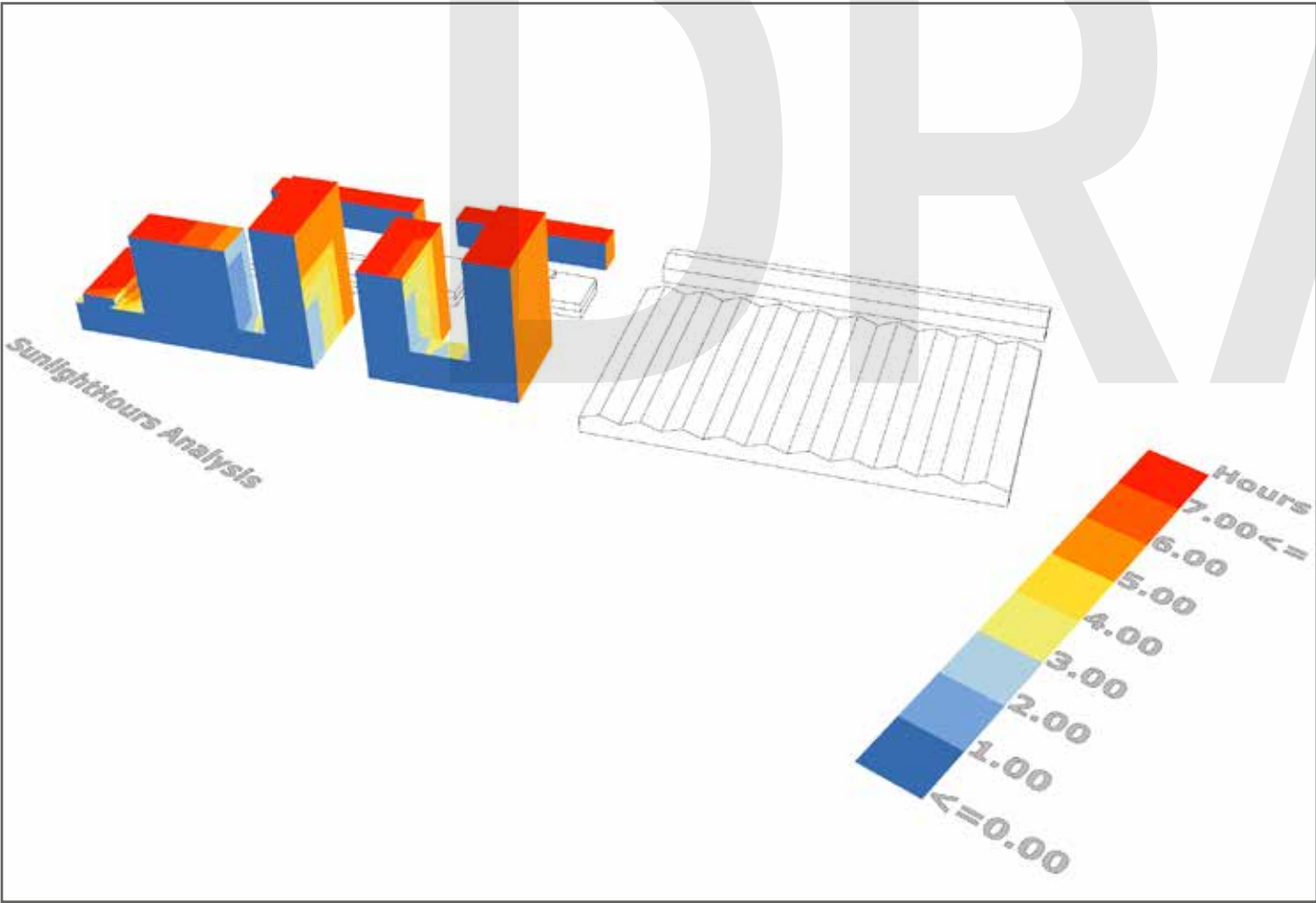
3.3 HIGH LEVEL SOLAR ACCESS ASSESSMENT

The following analysis identifies solar access to the proposed development. The diagrams below show the approximate amount of sunlight received between 9am and 3pm on the 21st of June.

The design team envisaged that the final requirement would be to achieve two hours of solar access for units in mid-winter.



South East View



South West View

