

North Eveleigh Preliminary Consultation November 2015

Submission to UrbanGrowth NSW
30 November 2015



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1.0 Executive Summary

This submission responds to UrbanGrowth's consultation on the North Eveleigh precinct within the Central to Eveleigh Urban Transformation Project area.

The overall Urban Transformation Project area covers about one fifth of the City of Sydney LGA and could be home to almost 40 per cent of the City's residents and 15 per cent of its workers by 2036. The corridor's strategic value is high as it connects to the southern end of Central Sydney—the heart of Global Sydney, is lined by education and creative industry clusters and contains significant transport infrastructure.

The City acknowledges the opportunity to provide formal feedback to the North Eveleigh precinct consultation.

The submission makes the following recommendations:

General:

- The NSW State Government and UrbanGrowth should commit to investing adequate funds from the sale of land in the North Eveleigh precinct in local infrastructure (such as cycleways, green space, community and creative facilities) to support existing residents and cater for the increased population;
- The allocation of funds towards should be transparent and clearly relate to the provision of new infrastructure, and to the improvement of existing infrastructure including Redfern Station;
- UrbanGrowth work with the City of Sydney to ensure that the local infrastructure investment and provision aligns to the needs of the current and future community of North Eveleigh and surrounding areas.
- UrbanGrowth should ensure that the sale of government land at North Eveleigh contributes to the supply of affordable rental housing within the Central to Eveleigh corridor. The City welcomes the provision of 88 affordable rental housing units at the North Eveleigh precinct, but note that these have been part-funded through developer contributions from the former Carlton United Breweries site and from Ultimo-Pyrmont. A Plan for Growing Sydney (Action 2.3.3) commits the government to providing affordable housing on government-led renewal projects and on government-owned sites.

The overall plan

- Renewal at North Eveleigh should create quality urban spaces. To do this, the design of space around and between buildings should be prioritised in design, with private development arranged around quality public spaces. A more granular approach is suggested.
- Development at the North Eveleigh precinct should adopt the City of Sydney competitive design excellence processes. The site has challenging conditions which include a 200m boundary to railway lines, and the low scale of surrounding Heritage Conservation Areas. Design excellence will be critical to the creation of quality public spaces and private development with good residential amenity.

The new park

- The new park has a compromised shape and is in a compromised location due to its layout as a resultant of the shape of the private lots. As a result it will be of lower value to the community. The park should be improved by ensuring that as far as possible, it has publicly-accessible defining streets or paths along the boundary and it has a more regular and usable shape.

Heritage and art

- Public art and heritage interpretation should be an essential part of an overall strategy for the Central to Eveleigh project area, prepared in consultation with the City and the community, and integrated into the design process for the precinct.

The Clothing Store

- Using the Clothing Store to create a community hub is generally supported. UrbanGrowth should work closely with the City on finalising the appropriate mix of uses for the building; ensuring the building is in a condition suitable for the identified uses; and exploring the potential dedication of the Clothing Store to the City at no cost to the City.

2.0 Central to Eveleigh Urban Transformation Project

The Central to Eveleigh Corridor is a three kilometre rail corridor covering more than 80 hectares of public land. At one end of the corridor is Central Station which marks the southern extent of Central Sydney—the economic hub of metropolitan Sydney and the heart of Australia’s primary global city with key finance, business services and tourism sectors. Redfern and Eveleigh at the other end of the corridor comprise a diverse community with deep associations with the place, adapted transport infrastructure with historical significance, social housing estates, an evolving local main street and the Australian Technology Park business precinct.

Renewal of the Central to Eveleigh corridor offers opportunities to strengthen the existing communities and their activities, support the growth of Metropolitan Sydney, to contribute to each of the ten strategic directions of *Sustainable Sydney 2030, A Plan for Growing Sydney* and any forthcoming District Plan.

2.1 The City of Sydney, Central to Eveleigh, and the North Eveleigh precinct.

The City and UrbanGrowth have agreed to a Memorandum of Understanding promoting agreed objectives and principles on major urban transformation projects. The Memorandum includes principles to be applied when planning for these projects. These principles are consistent with the NSW Government’s *A Plan for Growing Sydney* and the City of Sydney’s *Sustainable Sydney 2030*. Key points in the Memorandum include the need for projects:

- to develop world-class precincts to showcase best practice and drive innovation;
- enable public understanding or renewal options and the basis for development decisions;
- to balance quality public domain outcomes with economic viability of the development to ensure delivery;
- help resolve systemic urban problems; and
- produce tangible and measurable public benefits, including high-quality public domain outcomes.

During 2014 and 2015, UrbanGrowth worked with a range of stakeholders to develop a Vision, Principles, and 10 Key Moves for the corridor. This process included a large workshop on 30 May 2015, during which UrbanGrowth presented North Eveleigh development options as a ‘test scenario’ for the corridor Vision, Principles, and Key Moves. The City of Sydney made a detailed submission as part of this stage of consultation.

The City will likely be the future custodian of the public domain including open space, and community and cultural facilities developed and delivered through the Central to Eveleigh project including the North Eveleigh precinct. We have significant recent experience in delivering urban renewal projects that focus on making quality urban spaces including streets, parks, plazas and community buildings that attract quality development, delivers quality urban outcomes for the future populations.

2.2 The North Eveleigh precinct

The North Eveleigh precinct of the Central to Eveleigh project (Figure 1), lies to the west of the Carriageworks building, bounded to the north by Wilson Street, to the west by Ivery's lane and to the south by the railway tracks. It is surrounded to the north and west by three heritage conservation areas: Pines Estate, Queen Street and Golden Grove. 'The Platform' affordable housing development has recently been completed. It is 6 to 7 stories high and sits just to the west of Carriageworks. The precinct is approximately 30,000 square metres in area.

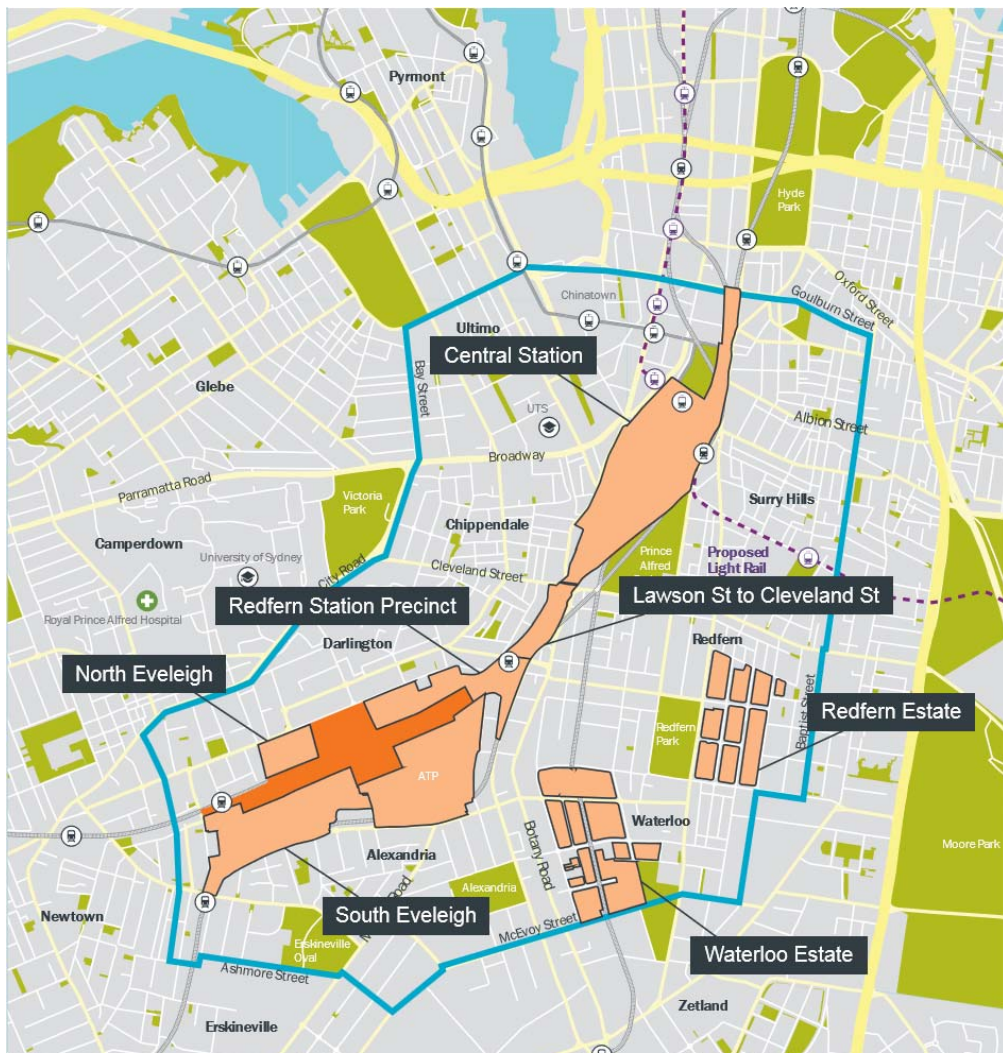


Figure 1 – The Central to Eveleigh project area, identifying the individual precincts. Government lands in the corridor are orange, and the wider study area outlined in blue.

Concept Plan Approval 2008

The North Eveleigh precinct has concept plan approval (MP 08_0015) for buildings, roads, and open spaces granted by the Minister for Planning in 2008. The concept approval allowed for buildings up to 12 storeys in height, providing for approximately 700 to 750 apartments across 50,698 sqm GFA. It did not include community or retail uses.



Figure 2: Area covered by the 2008 Concept Plan approval. The North Eveleigh precinct is highlighted within the red dashed line.

In 2014, Council (under delegation of the Minister) approved a development application for the construction of an access road, a park, and a pocket park at North Eveleigh. The park was to have an area of 3,350 sqm and is shown in Figure 3 below.

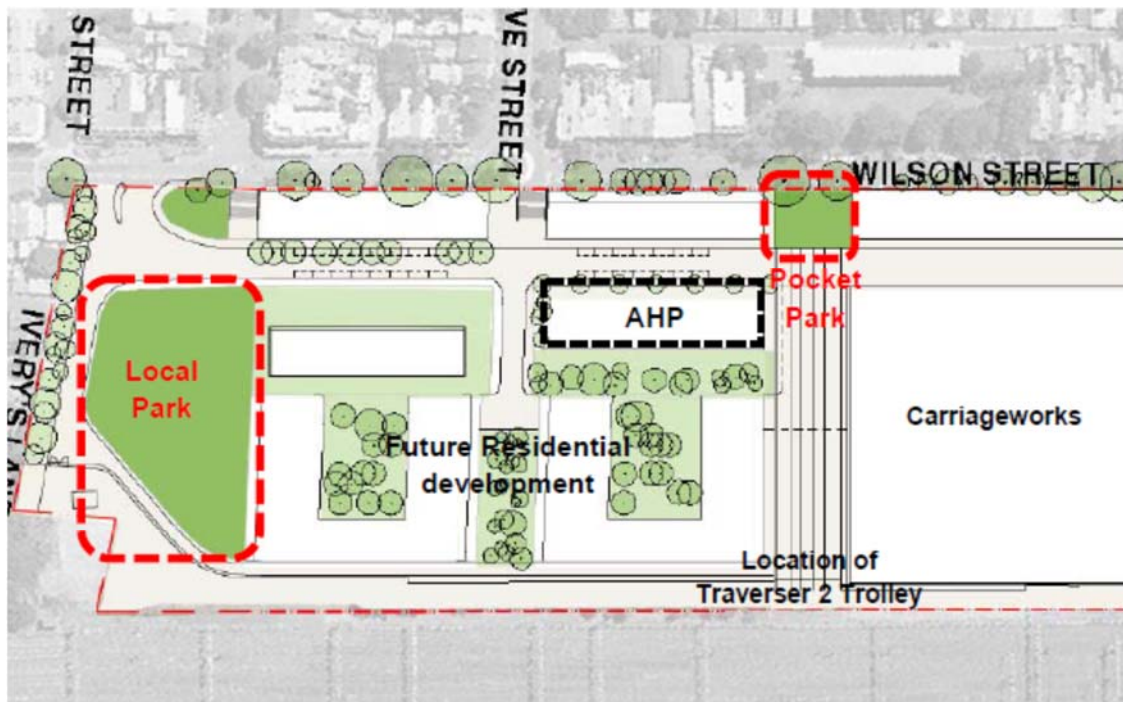


Figure 3: Location of the park in the 2014 development consent D/2013/367. This figure also shows the location of the affordable housing project (AHP), highlighted within the black line.

2015 proposal

As part of the Central to Eveleigh project, UrbanGrowth have reviewed the 2008 Concept Plan approval, and have amended it as follows:

- a 20 per cent increase in development to allow for more apartments (from between 700-750, to approximately 800 apartments);
- an increase in GFA to 62,568 sqm;
- changing the size and location of the public park;
- maintaining the heritage listed Clothing Store for retail and community uses; and
- 531 parking spaces.

As part of consultation on the North Eveleigh precinct, UrbanGrowth have hosted an on-line web forum with questions about specific aspects of the project, and held a public meeting at Carriageworks on 12 November 2015. Presentations shown at the community meeting have been posted online since 18 November 2015.

UrbanGrowth have provided comparisons of the North Eveleigh precinct under the 2008 Concept Plan Approval and the 2015 proposal (Figure 4).



Figure 4: Comparison of the layouts in the 2008 Concept plan (top) and the 2015 proposal (bottom)

3.0 The overall plan

The consultation material presents the built form, with building locations and their proposed heights. Urban design analysis was presented at the community meeting on 19 November, and subsequently posted to the documents library on the Central to Eveleigh website.

The layout of the streets and lanes; public buildings and open spaces; private land division have been changed from the 2008 approved concept plan to the new proposal. In order to provide an informed and detailed response to the question they are examined below. The response supports some improvements proposed, identifies areas of potential difficulty and recommends solutions to ensure the maximum benefit is achieved.

3.1 Layout

The changes to the layout of the streets result from a rearranged access to the rail service road. In the 2008 concept plan approval (Figure 4), the access is along a separate road along the western boundary, parallel to Iverys Lane. Rail operations access is now proposed from the southern end of Stores Street (the Golden Grove Street extension). In addition, the southern boundary of the site has moved slightly northward to accommodate Sydney Trains requirements for the rail service road outside the site. As a result of this change, the new park now adjoins Iverys Lane, and the green space at the end of Golden Grove Street becomes roadway.

A new east-west pedestrian street bisects Stores Street immediately south of the Platform Apartments and Clothing Store.

It also appears that the stairway connection from Wilson Street at Stores Street/Golden Grove Street is removed.

The proposal does not allow for a practical opportunity to cross the railway corridor. The 2015 consultation material at Figure 4 shows a potential crossing beginning within the proposed park, and alongside the 5 storey building. This location is not suitable for the bridge crossing, and highly unlikely to be achieved once other development has taken place. There is approval for a similar crossing closer to Redfern Station.

Improvements to the layout:

- overall decrease in roadway area;
- increase in overall open space area;
- increased choices for pedestrians within the site; and

- the connection to Iverys Lane which provides more direct access to Macdonaldtown Station and a better connection from the surrounding area to the new park.

The new layout has some potential difficulties:

- no practical opportunity is identified or planned for a crossing of the railway corridor as envisaged in Urban Growth's 10 key moves;
- possible loss of stair connection from Wilson Street at Golden Grove Street;
- overall increase in building footprints, with expansion along the southern boundary towards the western edge of the site, which has resulted in a significantly compromised shape to the new park;
- loss of a clear public edge to the new park; and
- ensuring clear, safe connection and edge conditions for the new east west street.

To ensure the maximum benefit is derived from the new layout it is recommended to:

- adjust the western end of the new east-west street to form a continuous boundary between the new park and the private development lot. This may require an adjustment of the shape of the private development lot (not necessarily its area);
- ensure that the width for the new east-west pedestrian street allows for emergency vehicle access, landscaping, water sensitive urban design and maintenance access to the park;
- reinstate the pedestrian connection to Wilson Street at Golden Grove Street/Stores Street;
- consult with and co-operate closely with the City of Sydney on street design to ensure the dimensions are consistent with the City's policies and requirements. Details on the City's requirements for its public streets is found in the City's Public Domain Codes (link [here](#)); and
- ensure any streets that are dedicated to the City, are designed and constructed in accordance with the City's requirements (before they are built) and are dedicated in full and not as a stratum or right of way over private land. This will ensure their long term viability and flexibility.

3.2 Private development lots

Four private development lots are created in addition to the Clothing Store and the Platform apartments. The two lots between Wilson Street and Carriageworks Way (divided by Stores Street) are the same as the 2008 concept plan approval. The lot south of the Platform apartments is smaller than the 2008 approval as the rail boundary has moved slightly northward and the new east-west street defines a new northern limit.

The lot south of the Clothing Store has become narrower and longer. It may be slightly larger than in the 2008 concept plan approval.

It is understood that these lots will be offered separately to market to promote competition in price and innovation.

Improvements to the new private lots:

- their clear separation into four;
- the clear separation from the proposed public uses at the Clothing Store; and,
- the ability to offer the lots separately to the market will assist in providing variation and competitive innovation.

The new lots have potential difficulties:

- the south western lot intrudes into the southern section of the new park, causing the park to have a constrained and difficult shape, reducing its effective size and functionality;
- placing park and residential uses next to each other can cause conflict between the two, leading to restrictions being placed on the park; and
- the lack of clear separation from the park, which has the potential to make the park appear part of the private development.

To ensure the maximum benefit is derived from the new lots it is recommended that:

- UrbanGrowth should ensure that the park is separated from residential uses. One way of doing this is to reshape the south western development lot. This could allow the east-west street to form a continuous boundary to the park. The lot could be extended to the west, north of the substation.

3.3 Proposed buildings

The two buildings to the north of Carriageworks Way appear to remain the same at four storeys in height, and presenting three storeys to Wilson Street.

South of the Clothing Store and the Platform Apartments, the narrower lots have led to increased heights of buildings. This increase has been further emphasized by the 20 per cent increase in overall floor area. The additional floor area is concentrated on these two lots. The heights are lower to the west where they are closer to existing terraced housing that backs onto Ivery's Lane.

The buildings are set out in an arrangement that leads to large building forms, with the effect that there will be considerable overlooking between the apartments and achieving visual and acoustic privacy will be challenging.

The winter shadows from the taller buildings generally fall on the rail tracks.

The increased floor space and number of apartments will provide for more dwellings close to public transport, employment opportunities, a new park, a new public building, the King Street shopping area, Hollis Park, Darlington Public School and the University of Sydney.

Density and building uses

The proposed density is similar to only a few of the densest existing areas of the City of Sydney. These include some small areas within Potts Point and Ultimo characterised by closely spaced medium height buildings (8 to 12 storeys), with continuous retail and commercial ground floor street frontages and some small upper level commercial areas to support the needs of residents. In areas of this density ground floor residential without setbacks provides low amenity, as the streets are constantly active and privacy is compromised. At this density, ground floors are best used for other uses, but if they are residential must be set back and up from the street, as shown in Figure 5.

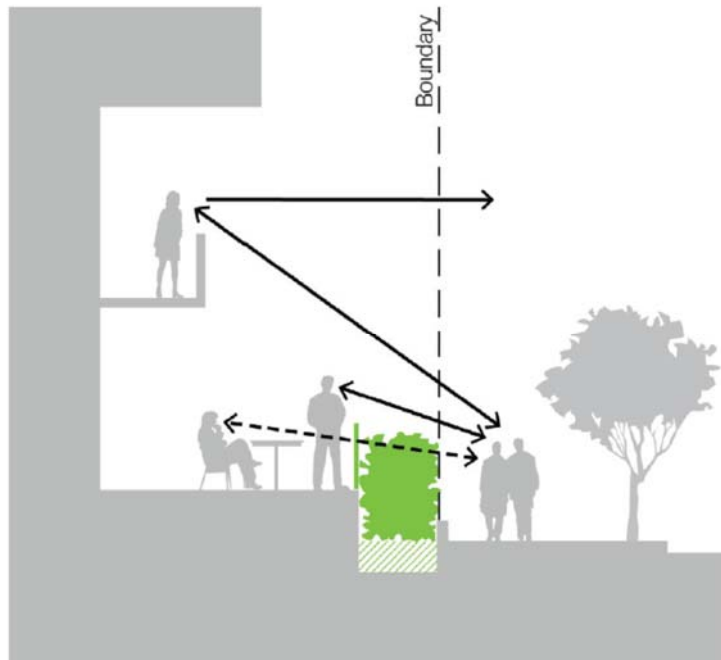


Figure 5: privacy to ground floor apartments can be improved through better design

The use of the buildings seem to be generally restricted to residential with the only other uses being confined to the Clothing Store. The adjacent areas of Newtown and Darlington have employment interspersed with the predominant residential use, the number of workers are approximately one third the number of residents. This produces a lively neighbourhood, a better place to live, reduces congestion, increases walking and bicycle use, and builds community. A mix of retail and small commercial uses, (not simply a small supermarket and café) would provide more choice, competition and vitality to the area. These could be located at the ground level of the proposed buildings on the private lots. These uses will also attract nearby residents, providing for improved social integration.

Parking

The proposal provides 531 parking spaces for the estimated 700 apartments proposed across the four private development lots. This is in addition to the 35 parking spaces provided for the 88 apartments in the Platform building.

The City has developed parking rates for *Sydney Local Environmental Plan 2012*, based on extensive research, which encourage the use of public and active transport

modes. Depending on the final number of apartments and the mix of apartment sizes, the proposed 531 parking spaces is potentially consistent with the City's parking rates.

An area adjacent to and, north and west, of the site bounded by the railway, Burren, Wilson, Georgina, King and Golden Grove streets has approximately the same population as the proposed scheme. Approximately 40 per cent of households in this area do not own a car and 10 per cent have two or more cars. This area has approximately the same number of cars as are proposed on the site, but it has significantly less private car parking. The parking rates proposed seem generally consistent with local patterns of car ownership.

The demand for car ownership should be reduced by the provision of on street car share spaces and a high level of local provision of shopping choices, supported by high-quality pedestrian and cycle links to transport and services.

Residential amenity

The proposal has increased the relative amenity of future residents of the new development by providing taller, more widely spaced buildings and some lower buildings. The U-shaped arrangement of the buildings on the southern lots will allow for sunlight into shared open space courtyards and outlook from the apartments. The taller buildings will provide good outlook for future residents and will be more visible from places in the local area.

Noise

Noise is a population health risk, with research showing people living in noisy environments have increased risk of cardio vascular disease and shorter life expectations. Responsible development locates buildings to eliminate the health problems caused by noise whilst maintaining the ability for habitable rooms to have natural ventilation.

The new arrangement has directly exposed more dwellings to the noise of the rail corridor. The increased length of the south western lot has prompted the placement of a wider 16 storey building along the rail line in the centre of the lot. The 2008 concept plan approval placed narrower buildings in this location. The narrower buildings were proposed to be one sided so that habitable rooms did not open onto the rail line, which is a source of noise. They also served as a noise barrier for much of the adjoining perpendicular arranged taller buildings. The greater height difference between the lower and taller buildings may have undermined the advantages of this arrangement. A better arrangement would consist of buildings of similar height with narrow buildings to the south with their habitable rooms facing away from the rail line. If required taller parts of the buildings would be set back from the rail line. A barrier building - comprising residential, community or other uses – should be considered at the southern end of Stores Street.

Building heights

The 2008 Concept Plan Approval fixed the heights of buildings such that they were below a line of sight from the northern side of Wilson Street (Figure 6). This limited their visibility in the surrounding area of Newtown and Darlington. The consultation material should have included a comparative diagram for the new proposal, but instead included an analysis of the line of sight from the southern side of Wilson Street. This does not accurately illustrate the impact of the new proposal from the viewpoint of nearby residents, when compared to the 2008 Concept Plan approval.

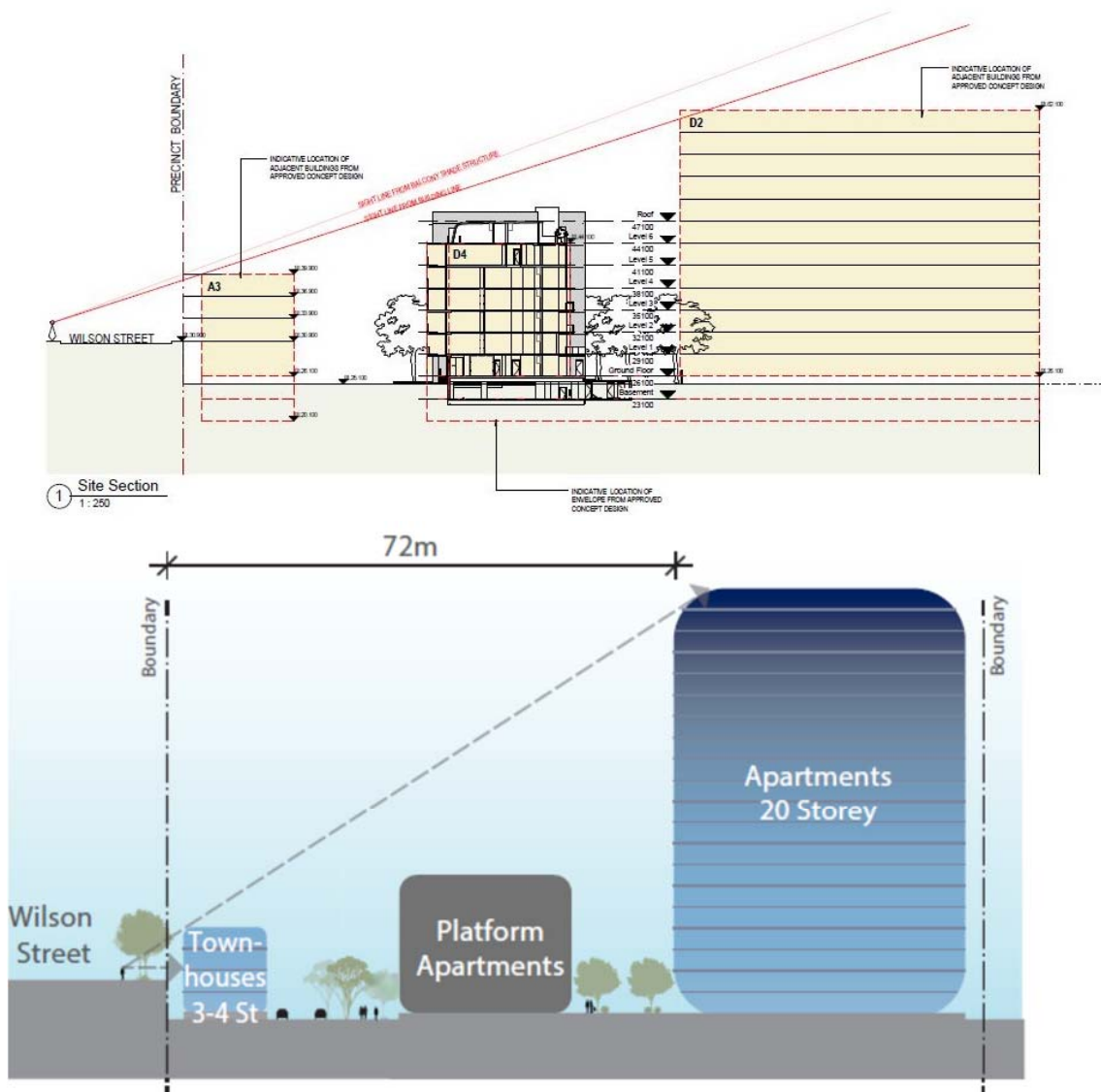


Figure 6; these extracts show how the Wilson Street buildings were used to reduce the visibility of the 12 storey buildings when viewed from the north side of Wilson St, in the 2008 concept plan approval. The diagram from the 2015 consultation material shows an analysis from the south side of Wilson St. (NOTE – not to scale)

The relative high density, prominent visibility and harsh site conditions of the southern lots will require better design. Competitive design excellence strategies are required to ensure a high quality result.

Improvements to the private buildings:

- the building arrangement should allow reasonable access to sunlight, views and natural cross ventilation subject to meeting the requirements of State Environmental Planning Policy 65 (SEPP 65) and the NSW Apartment Design Guide (ADG);
- the proposed parking rates will encourage active and public transport-focussed development; and
- The open U-shape arrangement should allow for good sun access to ground level shared open space.

The private buildings have some potential difficulties:

- the siting and arrangement of the buildings against the railway line have not minimised the effects of noise;
- The large floorplates for the buildings and their 'slab' arrangement could produce a monotonous and overbearing built form; and,
- limiting uses to residential only restricts the future vitality of the area.

To ensure the maximum benefit is derived from the private buildings the following is recommended:

- integrate consideration of noise in the siting and layout of residential buildings so that all habitable rooms can have openable windows without suffering the effects of noise. The design needs to consider Objective 4J-I and the accompanying Design Guidance of the Apartment Design Guide attached to SEPP65. The guidance provides for relaxing the solar access, natural cross ventilation and private open space requirements when managing noise. This will require adjustments to the illustrated layouts. The rearrangement should be designed in conjunction with a qualified acoustic expert and does not necessarily require a decrease in apartment numbers. Rearrangement of these building is essential at this stage and should not be left to subsequent applications;
- the provision of car parking should be consistent with the rates in *Sydney Local Environmental Plan 2012*;

- provide non-residential uses at ground level on at least the north side of Carriageworks Way and on the south side of the new east-west street and Stores Street;
- integrate publicly accessible car-sharing;
- given the high density of the proposal, shared private open space should be maximised and the roofs of the north-south blocks should be used predominately as shared private open space;
- encourage greater diversity and variety by creating a series of adjoining yet separate buildings with separate entries designed by different architects on each lot; and
- require competitive design processes to achieve design excellence involving the City of Sydney.

4.0 The new park

Changes to the site layout have changed the shape and size of the Western Park. Overall, the area has increased as a result of the elimination of the western rail access road. Some of the increase is due to using a different way of measuring the area by including some area of the surrounding street reservation.

The irregular shape effectively divides the park into three smaller parks, shown in Figure 7. The upper part is a generous landscaped verge for the entry road, but provides no recreational opportunity and should not be included in the area of the park. The small southern area next to the substation is compromised by its edges and is partly visually separated from the main part by the protrusion of the private development lot. The central portion will be of high recreational value providing a generous area suitable for a variety of passive and low-intensity active uses, and with the potential to connect directly to a community building.

Shape of the park

The western side of the park is now bounded by Iverys Lane, the northern by Carriageworks Way, the eastern side abuts the Clothing Store and the private development lot in the south; the southern boundary adjoins the substation. Typically Sydney Trains substations have fences with razor or barbed wire tops to ensure safety and security. This will need to be managed by separating park users from the substation through buffer planting, which will reduce the usable area of the park.

The presentation to the community meeting on 12 November (available [here](#) on the UrbanGrowth C2E website) shows a comparison of the proposed park with three other

successful parks of similar scale and community function parks: the nearby Hollis Park and Charles Kiernan Reserve and Tote Park at Victoria Park.

Each of the comparative examples has a regular shape. As a consequence, all of the park is visible from any part of the park. This a fundamental aspect of park design. The outcomes include common desires for park users: a child can play all over the park and remain visible to their carer; when alone it is reassuring that you are visible to other users of the park; and, there are no 'hidden' corners.

The examples are completely or mostly surrounded by public streets. Also fundamental, this characteristic maximises passive surveillance of the park from passers-by, increasing safety and maximising accessibility. It also removes any ambiguity that it may be private or restricted, and so ensures the park is clearly perceived as public space.

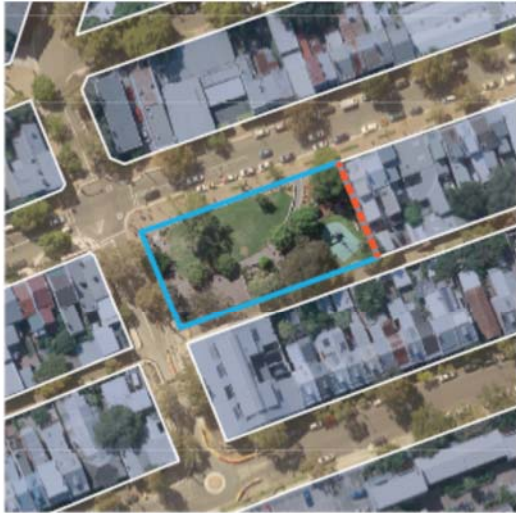
Where the parks adjoin private land conflicts arise, and can result in either compromised residential amenity, or restrictions on the way the park can be used or landscaped. This is the experience at Charles Kernan Reserve, where there has been tension between residential amenity and unrestricted use of the park. At Hollis Park the small part located adjacent to private land is the least used and the only part where the surrounding tree planting is disrupted. A comparison the parks is shown in Figure 8.



- A** Landscape verge - not park
- B** Central portion
- C** Small southern area (next to substation)
- Protrusion visually divides park into two

Figure 7: The shape of the park effectively divides it into three smaller parks.





Charles Kernan Reserve



Tote Park



Hollis Park



North Eveleigh Park






-  Park
-  Streets
-  Private
-  Community uses
-  Difficult edge



Figure 8: comparison of the edge conditions of the parks shown by UrbanGrowth at the 19 November community meeting

Urban renewal seeks to create quality urban spaces, precincts and neighbourhoods.

As a design principle, the layout of the public spaces—streets and parks and public buildings—should lead the design, and development lots should arrange around them.

At North Eveleigh, the layout of the public spaces has been driven by the shape and size of the development lots, to the detriment of the park, which is irregular and will have compromised usability as a result. Better design would provide a regular shaped park and development lot. If this is not possible a regular park shape should take precedence.

The City of Sydney's experience is that park edges adjoining private lots are difficult to manage as they can result in conflicts of uses, reduced residential privacy and less clearly defined public space. This concern is more pronounced when park space is constrained. Sometimes attempts to solve these issues include screen planting that reduces the overall useful area of the park. The park design is accomplished given the circumstances but not sufficient to solve the difficulties caused by the shape and edge conditions of the park. It is also likely that too many uses have been squeezed into the constrained areas of the park to ensure it functions well.

The aspects of the new public park is supported:

- increased park area; and
- co-location of a public building to form a focus to the area.

The new park has some potential difficulties:

- the irregular shape of the park has effectively created three smaller parks, resulting in a less effective use of the area available;
- the park proposal may have too many elements, which could compromise the quality of each of those elements;
- unsuitable edges to the park where it adjoins the substation and private land; and
- the small area to the south near the substation is less open and may not be suitable for some uses.

To ensure the maximum benefit is derived from the new park the following is recommended:

- ensure the any open space to be dedicated to the City is constructed and delivered in accordance with the City's public Domain Design Codes; and that any dedication is in full rather than as a stratum or right

of way over private land. This will ensure its long term viability and flexibility;

- provide a regular shape to the park and define its edges with a public street in the south. This could be through a reshaped continuation of the new east-west street—the private lot could be progressively narrowed at its western end and also extended in front of the substation;
- work closely with the City of Sydney to deliver a park that is dedicated as community land and meets the needs and requirements of residents, is able to be programmed and maintained within the City parks system; and,
- incorporate a non-potable water supply to service the park, in line with the City of Sydney’s Decentralised Water Masterplan.

5.0 Heritage and art

The consultation material seeks feedback on questions covering heritage and art.

Public art and heritage interpretation have a significant role to play in urban place-making, and will play a key role in shaping the public identity of the Central to Eveleigh corridor and the precincts within it. For this reason, a corridor-wide Public Art Strategy should be developed to guide decisions about art and heritage interpretation.

Public art placed in the public domain—for instance, in parks—may become the responsibility of the City of Sydney to manage and maintain. The City has established a Public Art Policy and Public Art Strategy to guide the planning, commissioning and delivery of public art, and public art at North Eveleigh should align with the policy and strategy.

Over the next 10 years the City is delivering seven Eora Journey projects across the LGA. The Eora Journey was one of the project ideas that emerged from Sustainable Sydney 2030, and through extensive consultation and development has since evolved into a program to recognise and celebrate the living culture of Aboriginal people in the City. The Eora Journey may provide opportunities for cooperation between the City and UrbanGrowth.

The following aspects of heritage and art are supported:

- the commitment to delivery of public art as part of the North Eveleigh precinct.

The following aspects may present some difficulties:

- ensuring that public art is part of a cohesive approach to place-making covering the Central to Eveleigh corridor, integrating it with surrounding areas and complementing the City's existing public art programs;
- addressing and engaging with the social, historical, and cultural significance of the context, the communities, and the sites; and
- managing quality and cohesiveness if one or more developers are involved.

To ensure the maximum benefit from heritage interpretation and public art is achieved the following is recommended:

- UrbanGrowth should, in consultation with local communities, develop a corridor-wide Public Art Strategy, which in turn informs individual precinct strategies;
- UrbanGrowth should consult with the City's Public Art Advisory panel in the development and implementation of the Public Art Strategy;
- Commissioning of public art needs to be considered with the design work for the precinct as a whole and the individual development sites or heritage refurbishments, rather than following after the design thinking is locked in;
- Public art projects should be delivered under the guidance of a Curatorial Advisor with the relevant expertise and connections to the community to assist in identifying the appropriate process and approach to the various sites and opportunities.
- Given the City's history of consulting the community in the development of the *Eora Journey Recognition in the Public Domain*, and its continued commitment to work with Aboriginal and Torres Strait Islander artists and the Aboriginal community to deliver the program, there are significant opportunities for collaboration should Urban Growth wish to discuss collaborating on the Eora Journey projects.

6.0 The Clothing Store

It is proposed that the Clothing Store be repurposed for community uses, to provide a new heart to the neighbourhood. It is suggested that re-use could include a small supermarket, a café and community spaces. The Clothing Store is a two storey building, with each floor in the order of 900 sqm.

Community use of the Clothing Store would be a positive outcome for new residents, and those in surrounding areas. Community uses would allow for greater public access

to, and appreciation of, the Clothing Store as a significant local heritage item. Its location, with direct access to proposed open space, and a frontage along both the main internal road and the proposed east-west street is also positive. A community use rather than residential is less likely to require modification of the heritage significant fabric of the building. The building would be suitable for a wide range of community and community-based cultural activities. The final composition of uses should be decided after careful analysis of existing local and future new residents' needs, the existing community facilities provided nearby, any existing shortfall and the need for long term flexibility and sustainability. It is best considered as part of a Community Facilities Strategy for the overall Central to Eveleigh corridor.

Local retail will be needed to at least partly cater for the demands of new residents within the North Eveleigh precinct. The 2008 Concept Plan approval allowed for 4,000m² of retail uses over the whole North Eveleigh area. As the part of the site east of Carriageworks may not proceed in the foreseeable future it is important to provide a substantial amount and a variety of retail facilities at this stage. A single small supermarket would not provide sufficient variety of options or competition of retail uses to satisfy the needs of the new residents in close proximity of their dwellings. This reduces the use of active transport and increases reliance on private motor vehicles, in turn, increasing congestion. Greater provision of retail uses should be considered as part of the North Eveleigh precinct.

The Clothing Store does not contain a loading dock and the precinct layout does not seem to allow for commercial vehicle turning. These are essential practical requirements for supermarket retail, and more easily provided for in basements of relatively large lots. In addition, the floor plate of the Clothing Store, at 900 sqm is not large enough for a small supermarket as well as a café.

In its entirety, the Clothing Store would be well-suited for community uses that serves both the new residents and the existing surrounding community. Studio spaces, shared work spaces and community-focused creative spaces could be combined with community facilities to make the Clothing Store a lively and essential part of the existing and new community. There would be the potential for uses to reinforce and support the public nature of the proposed new park.

The following aspects of the new Clothing Store proposal are supported:

- removal of residential use ensuring public better conservation of the building; and,
- providing community uses to form a focus for the new area, in particular, its colocation with the park.

The Clothing Store proposal has some potential difficulties:

- potentially ambiguous identification of the Clothing Store as a public building with private uses (retail) on the ground level; and,
- the size of the Clothing Store building and capacity to provide loading and other requirements of the supermarket use.

To ensure the maximum benefit is derived from the Clothing Store the following is recommended:

- consult closely with the City of Sydney in on finalising the appropriate mix of uses for the building; ensuring the building is in a condition suitable for the identified uses; and exploring the potential dedication of the Clothing Store to the City and its identification as a public building on dedicated community land; and
- locate retail and commercial uses to the ground level of buildings on the private lots.

<<ENDS>>