

# North Eveleigh – Plan for a new neighbourhood

Jim Koopman, AJ+C

Troy Daly, UrbanGrowth NSW



# North Eveleigh West



# APPROVED CONCEPT PLAN 2008

- TOTAL APARTMENTS 700- 750\*
- TOTAL PUBLIC OPEN SPACE 4,075m<sup>2</sup>
- LOCAL PARK 3,350m<sup>2</sup>
- MAXIMUM BUILDING HEIGHT 12 stories
- GFA 50,698m<sup>2</sup>

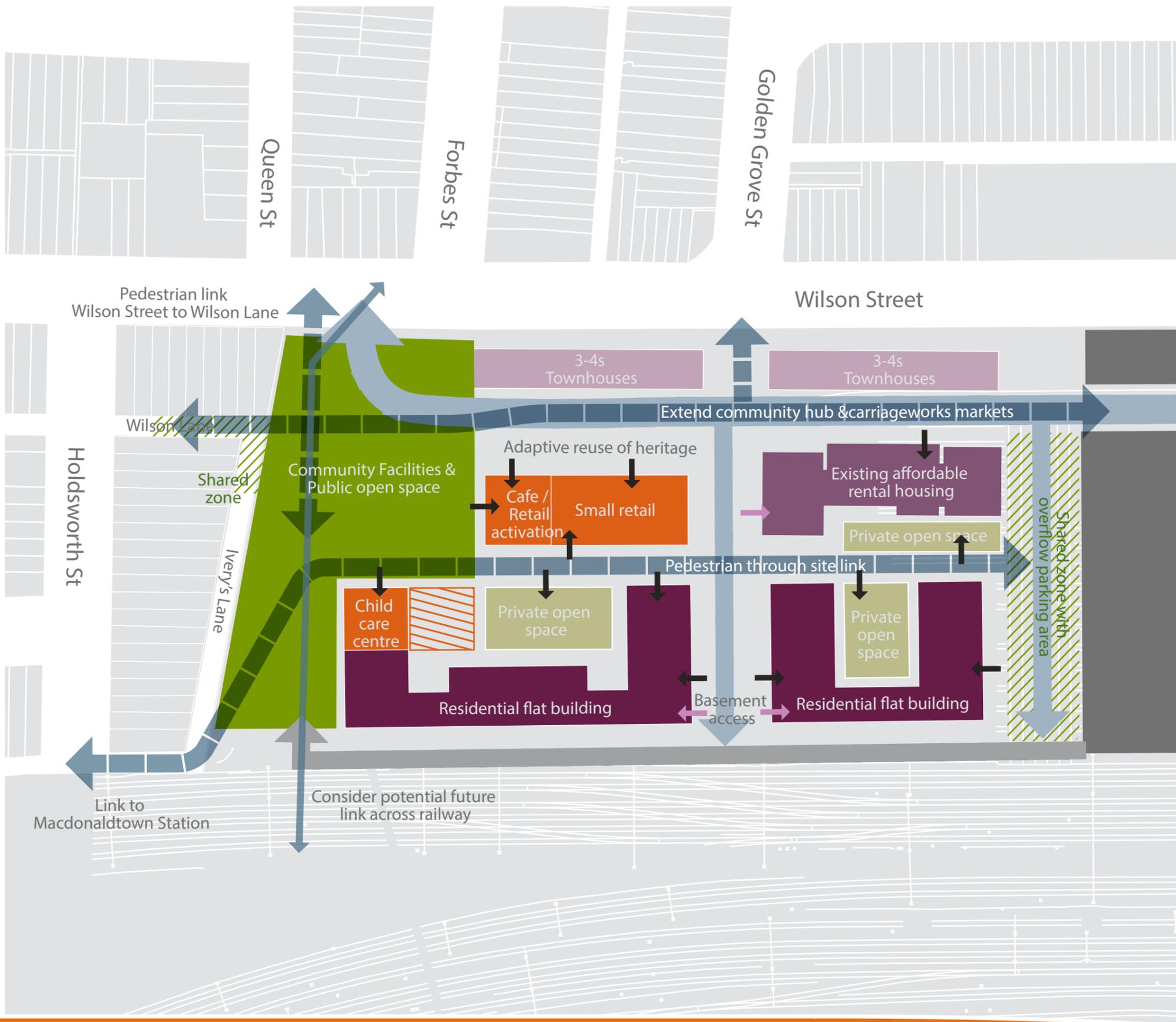
- CLOTHING STORE: Residential Conversion



\*Based on assumed apartment sizes which are subject to change.

# URBAN DESIGN OUTCOMES

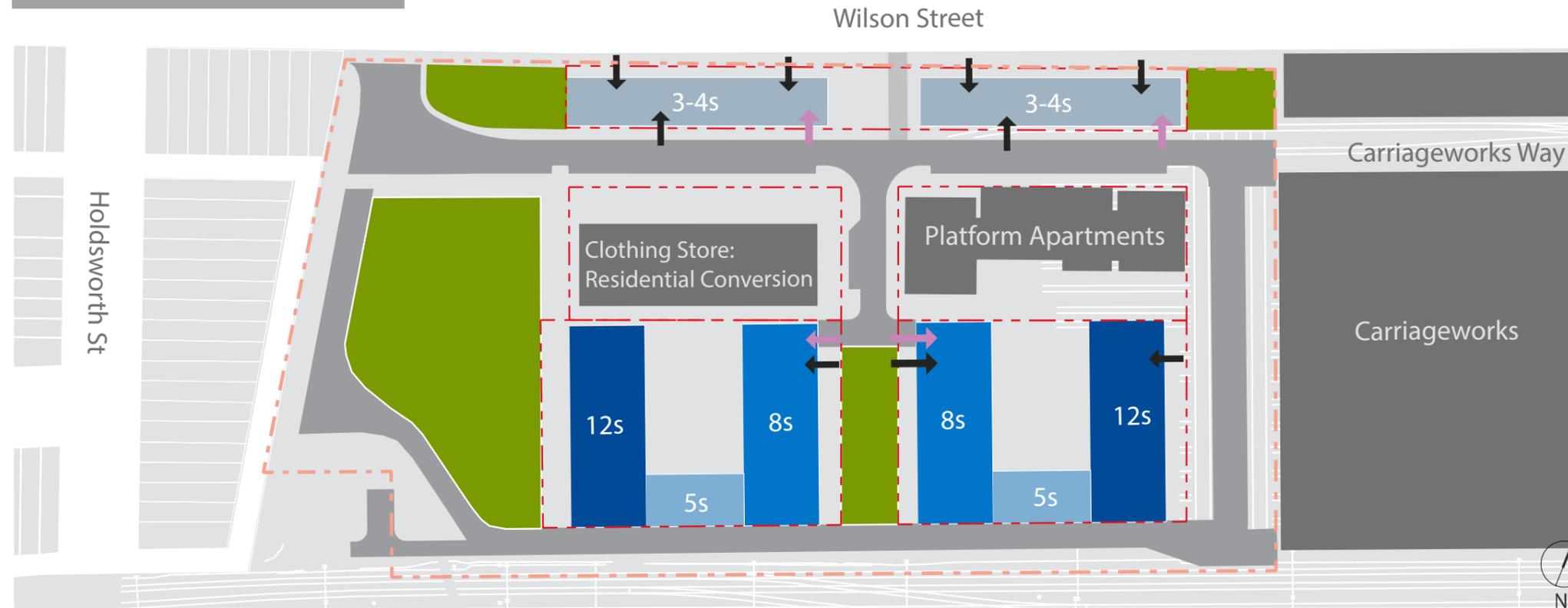
- ESTABLISH A CLEAR & SAFE STREET NETWORK
- PROVIDE A NEW SAFE & VIBRANT PUBLIC OPEN SPACE
- MINIMISE OVERSHADOWING IMPACTS
- ENSURE ADEQUATE TRANSITION OF BUILT FORM
- MINIMISE NOISE & VIBRATION
- ESTABLISH THE CLOTHING STORE AS A COMMUNITY HEART







APPROVED CONCEPT PLAN



REVISED CONCEPT PLAN



KEY CHANGES

REDISTRIBUTE BUILDING HEIGHT

- Achieves a better interface to Holdsworth Street residences.
- Minimises overshadowing & amenity impacts.

KEY

- - - Site boundary
- . - . Lot boundaries
- Proposed road layout
- Existing rail access
- Public open space
- Vehicular access
- Pedestrian access
- Proposed built form

4s
5s
6s
8s
12s
16s
20s

APPROVED CONCEPT PLAN



REVISED CONCEPT PLAN



KEY CHANGES

- REDISTRIBUTE BUILDING HEIGHT**
- Achieves a better interface to Holdsworth Street residences.
  - Minimises overshadowing & amenity impacts.
- CHANGE THE USE OF THE CLOTHING STORE**
- Provides services & activity for the community.

**KEY**

- - - Site boundary
- . . . Lot boundaries
- ▬ Proposed road layout
- ▬ Existing rail access
- ▬ Public open space
- ↔ Vechicular access
- Pedestrian access
- ▬ Proposed built form

4s  
5s  
6s  
8s  
12s  
16s  
20s

## APPROVED CONCEPT PLAN



## REVISED CONCEPT PLAN



## KEY CHANGES

### REDISTRIBUTE BUILDING HEIGHT

- Achieves a better interface to Holdsworth Street residences.
- Minimises overshadowing & amenity impacts.

### CHANGE THE USE OF THE CLOTHING STORE

- Provides services & activity for the community.

### IMPROVE RAILCORP ACCESS & INCREASE PARK AREA

- Greater public open space area.
- Better interface to Iverys Lane & Holdsworth Street residences.
- Remove loop road.

#### KEY

- Site boundary
  - Lot boundaries
  - Proposed road layout
  - Existing rail access
  - Public open space
  - Vehicular access
  - Pedestrian access
  - Proposed built form
- 4s  
5s  
6s  
8s  
12s  
16s  
20s

## APPROVED CONCEPT PLAN



## REVISED CONCEPT PLAN



## KEY CHANGES

### REDISTRIBUTE BUILDING HEIGHT

- Achieves a better interface to Holdsworth Street residences.
- Minimises overshadowing & amenity impacts.

### CHANGE THE USE OF THE CLOTHING STORE

- Provides services & activity for the community.

### IMPROVE RAILCORP ACCESS & INCREASE PARK AREA

- Greater public open space area.
- Better interface to Iverys Lane & Holdsworth Street residences.
- Remove loop road.

### RECONFIGURE BUILDING FOOTPRINT

- Provides a new through-site pedestrian link.
- Achieves a better interface with the Clothing Store and Platform Apartments.
- Improved building separation.
- Community feedback showed preference for reduced building footprints with taller, thinner buildings.

#### KEY

- Site boundary
- Lot boundaries
- Proposed road layout
- Existing rail access
- Public open space
- Vehicular access
- Pedestrian access
- Proposed built form

## APPROVED CONCEPT PLAN



## REVISED CONCEPT PLAN



## KEY CHANGES

### REDISTRIBUTE BUILDING HEIGHT

- Achieves a better interface to Holdsworth Street residences.
- Minimises overshadowing & amenity impacts.

### CHANGE THE USE OF THE CLOTHING STORE

- Provides services & activity for the community.

### IMPROVE RAILCORP ACCESS & INCREASE PARK AREA

- Greater Public Open Space area.
- Better interface to Iverys Lane & Holdsworth Street residences.
- Remove loop road.

### RECONFIGURE BUILDING FOOTPRINT

- Provides a new through-site pedestrian link.
- Achieves a better interface with the Clothing Store and Platform Apartments.
- Improved building separation.
- Community feedback showed preference for reduced building footprints with taller, thinner buildings.

KEY	
	Site boundary
	Lot boundaries
	Proposed road layout
	Existing rail access
	Public open space
	Vehicular access
	Pedestrian access
	Proposed built form

### 20% INCREASE IN GFA

- In line with population growth & site specific design opportunities.

## APPROVED CONCEPT PLAN



## REVISED CONCEPT PLAN



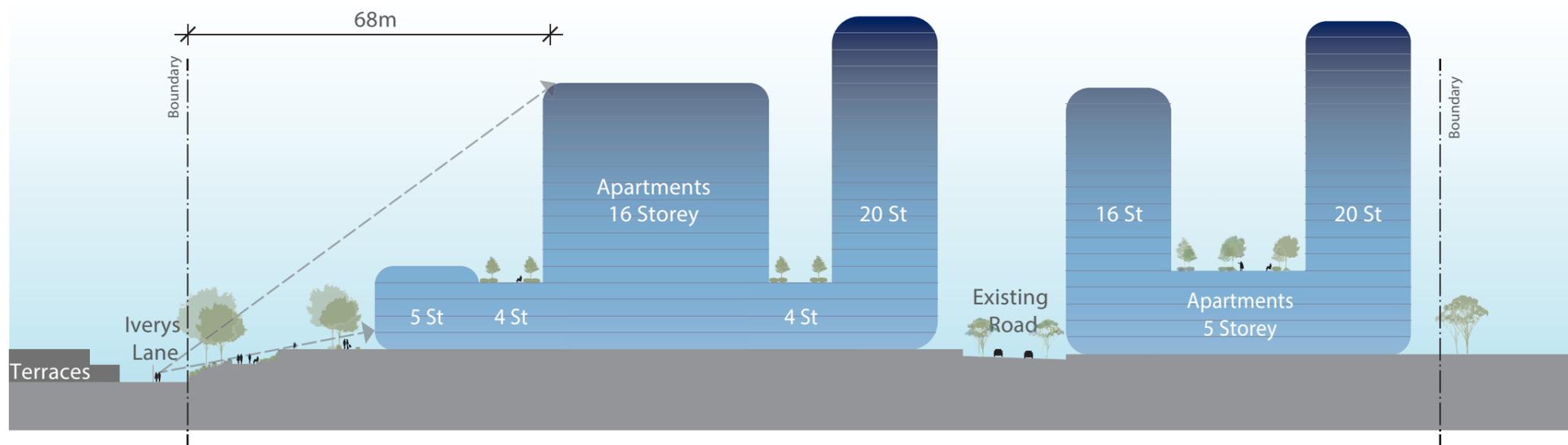
## APPROVED DA

- TOTAL APARTMENTS 700- 750\*
- TOTAL PUBLIC OPEN SPACE 4,075m<sup>2</sup>
- LOCAL PARK 3,350m<sup>2</sup>
- MAXIMUM BUILDING HEIGHT 12 stories
- GFA 50,698m<sup>2</sup>
- CLOTHING STORE: Residential Conversion

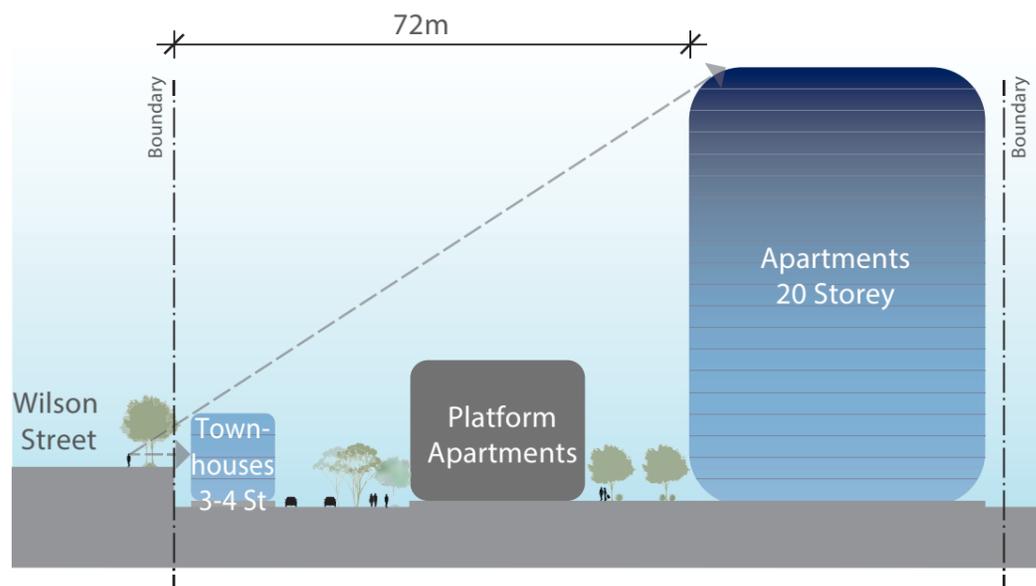
## REVISED CONCEPT PLAN

- TOTAL APARTMENTS 710-790\*\*
- TOTAL PUBLIC OPEN SPACE 6,599m<sup>2</sup>
- LOCAL PARK 4,479m<sup>2</sup>
- MAXIMUM BUILDING HEIGHT 20 stories
- GFA 62,568m<sup>2</sup>
- CLOTHING STORE: Cafe & Community Adaptation

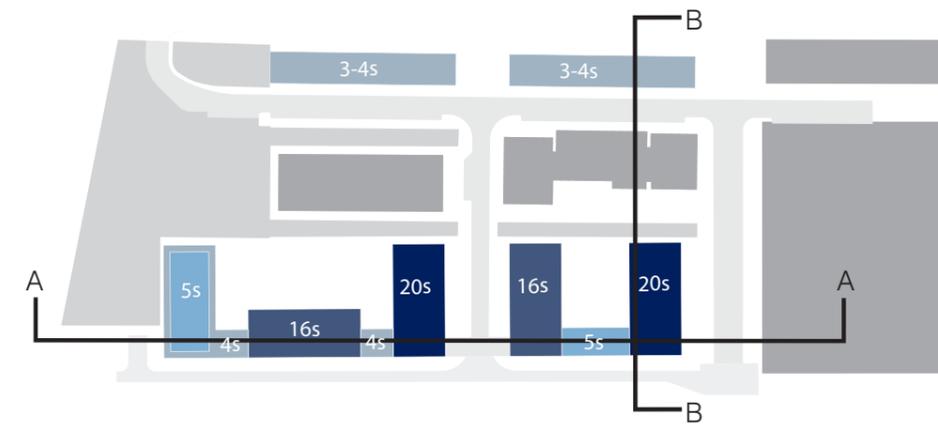
\*Based on assumed apartment sizes which are subject to change  
 \*\* Including the 88 Affordable Housing apartments which are subject to change.



INDICATIVE SECTION AA



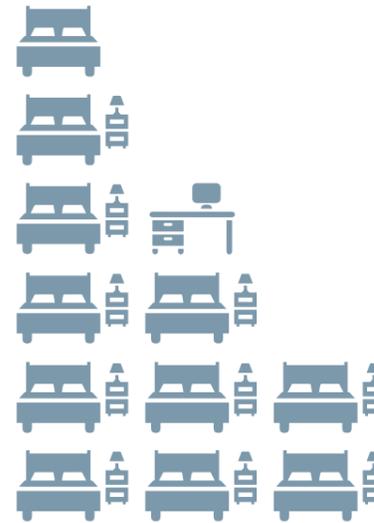
INDICATIVE SECTION BB



KEY PLAN

## CITY OF SYDNEY PARKING RATES APPLIED:

- 0.2 car spaces per STUDIO
- 0.4 car spaces per 1 BEDROOM APARTMENT
- 0.4 car spaces per 1 bedroom + study apartment
- 0.8 car spaces per 2 bedroom apartment
- 0.8 car spaces per 3 bedroom maisonette
- 1.1 car spaces per 3 bedroom apartment
- 41 visitor spaces

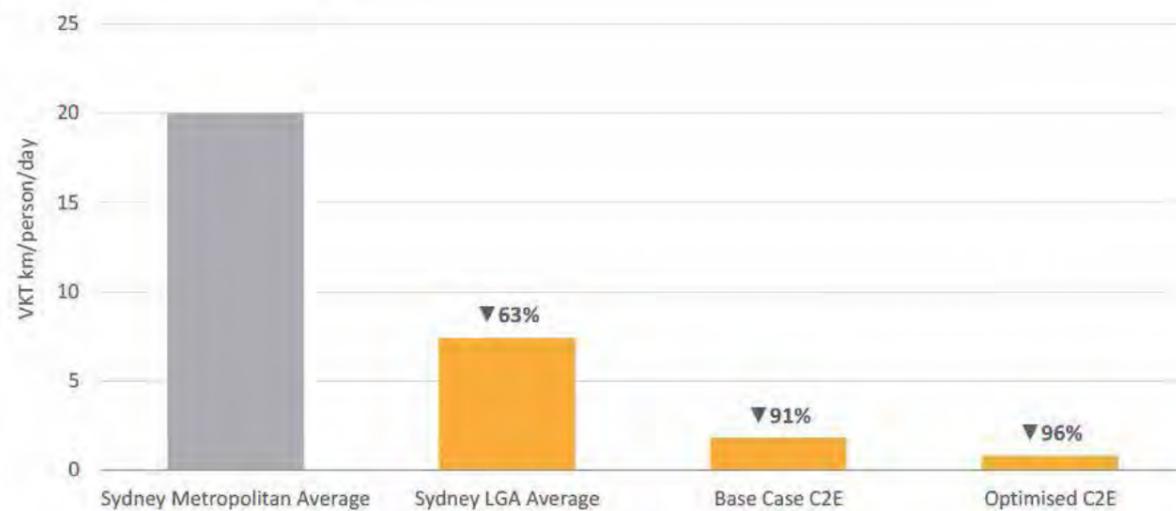


## TRAFFIC & PARKING

### TRAFFIC STUDY

- Traffic study currently underway to understand the impact of the development upon local traffic and to minimise adverse effects.
- Preliminary traffic study results show that the development will not have a big impact on the local area: maximum forecast is for an extra 100 cars per hour during peak hour.
- Design aims to promote public and active transport and car share.
- 531 parking spaces in total including the existing approximately 39 spaces within Platform Apartments.

### PER PERSON CAR USE



### MEASURES OF SUCCESS

Estimated results of the Base and Optimised Scenario	Sydney Metro Average	Sydney LGA Average	Base Case C2E	Optimised C2E
<b>Accessible + Connected</b>				
Car Use (km per person/day)	20.0	7.4	1.8	0.8
Average car ownership rate	1.6	0.8	0.6	0.3
Car share take-up (%)	1%	8%	19%	23%
Access to public transport (average walk, wait time – mins)	n/a	n/a	9 mins	9 mins
Access to open space	n/a	n/a	400m / 5mins	400m / 5mins



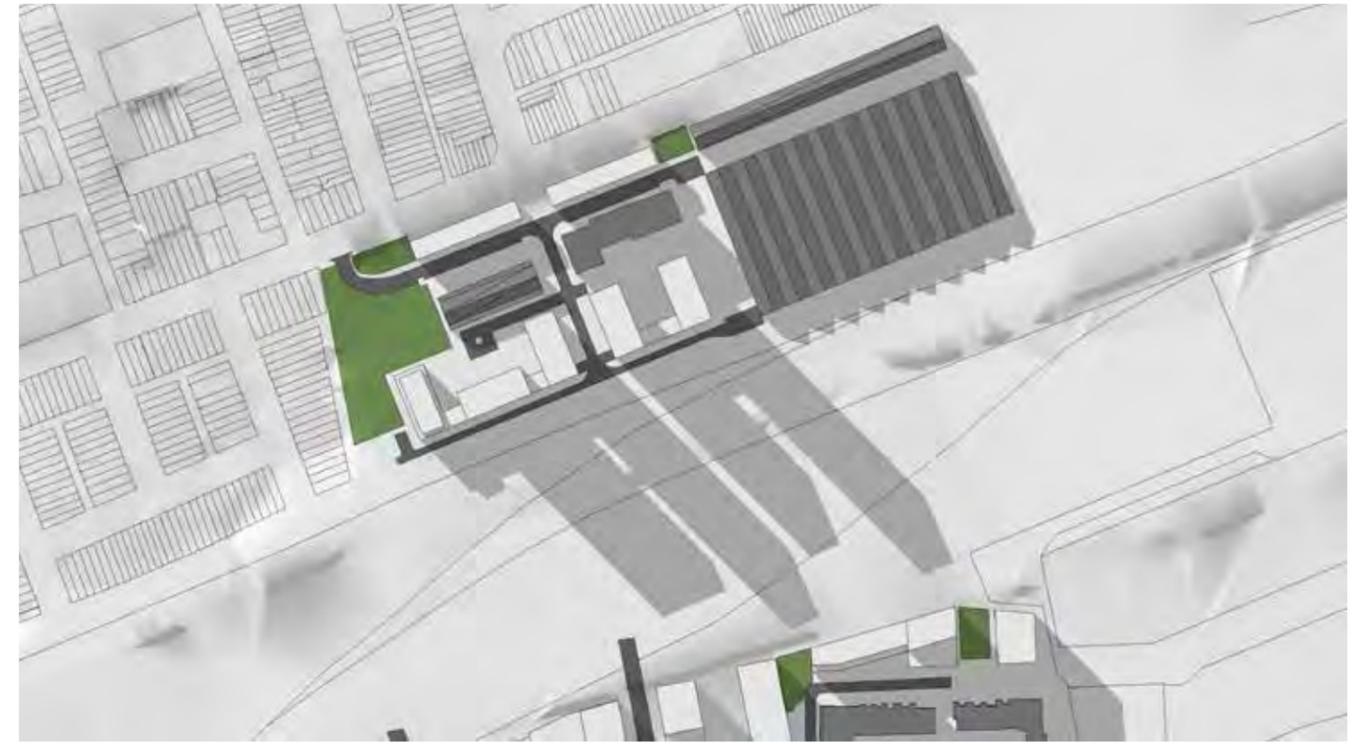
Mid-winter - 9am



Mid-winter - 11am



Mid-winter - 1pm



Mid-winter - 3pm

**NETWORKS**

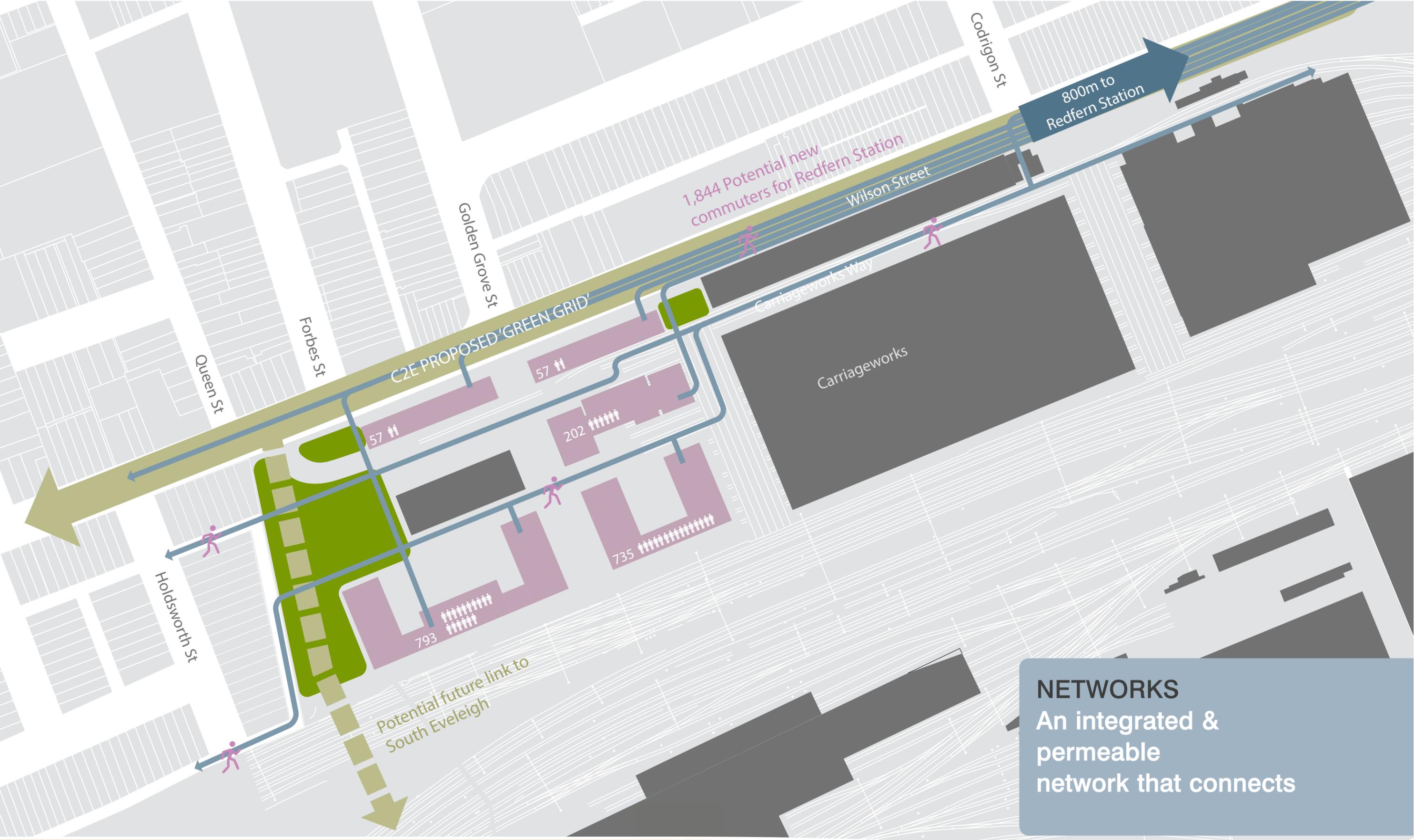
An integrated & permeable network that connects

**PLACES**

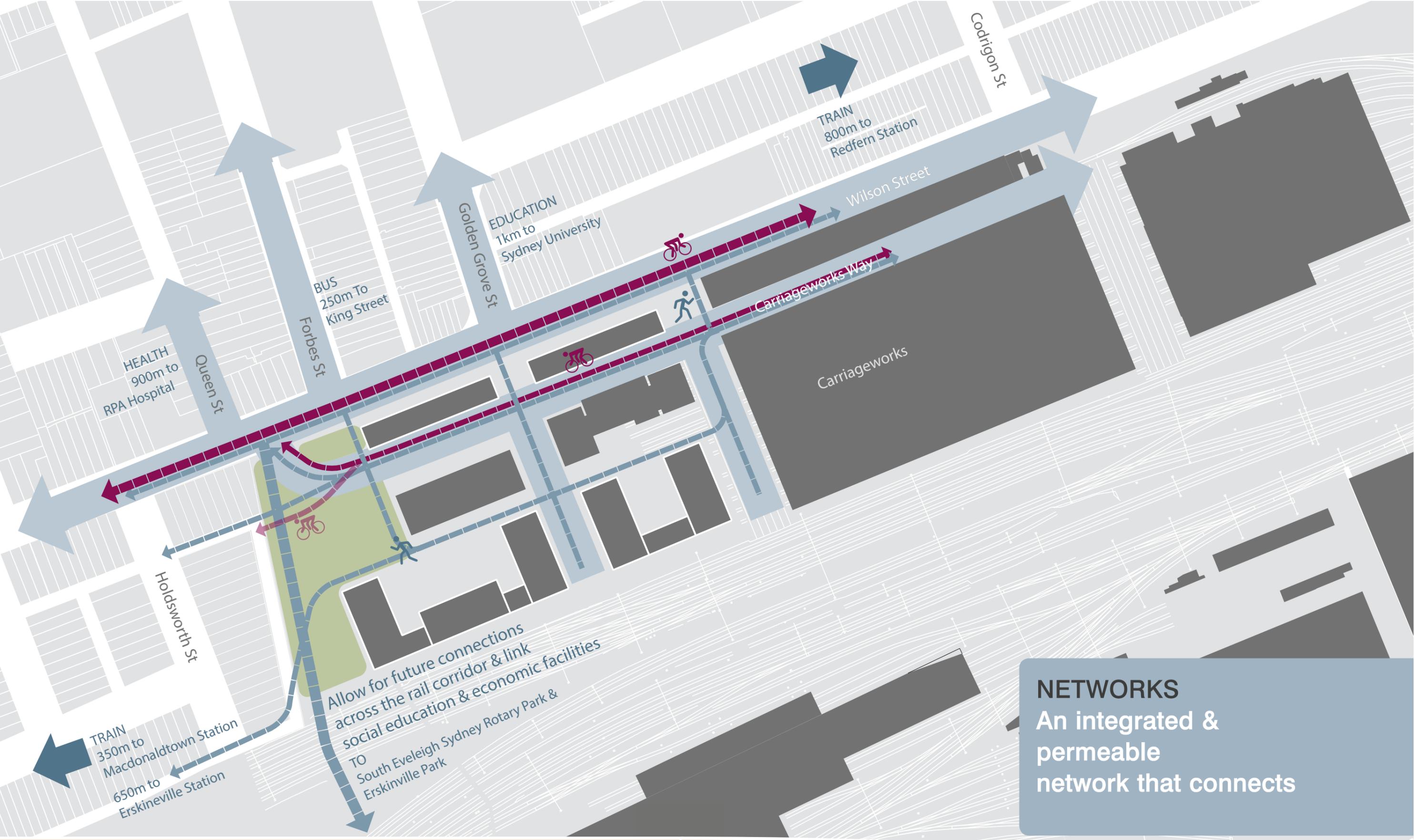
A vibrant community heart

**CENTRES & NEIGHBOURHOODS**

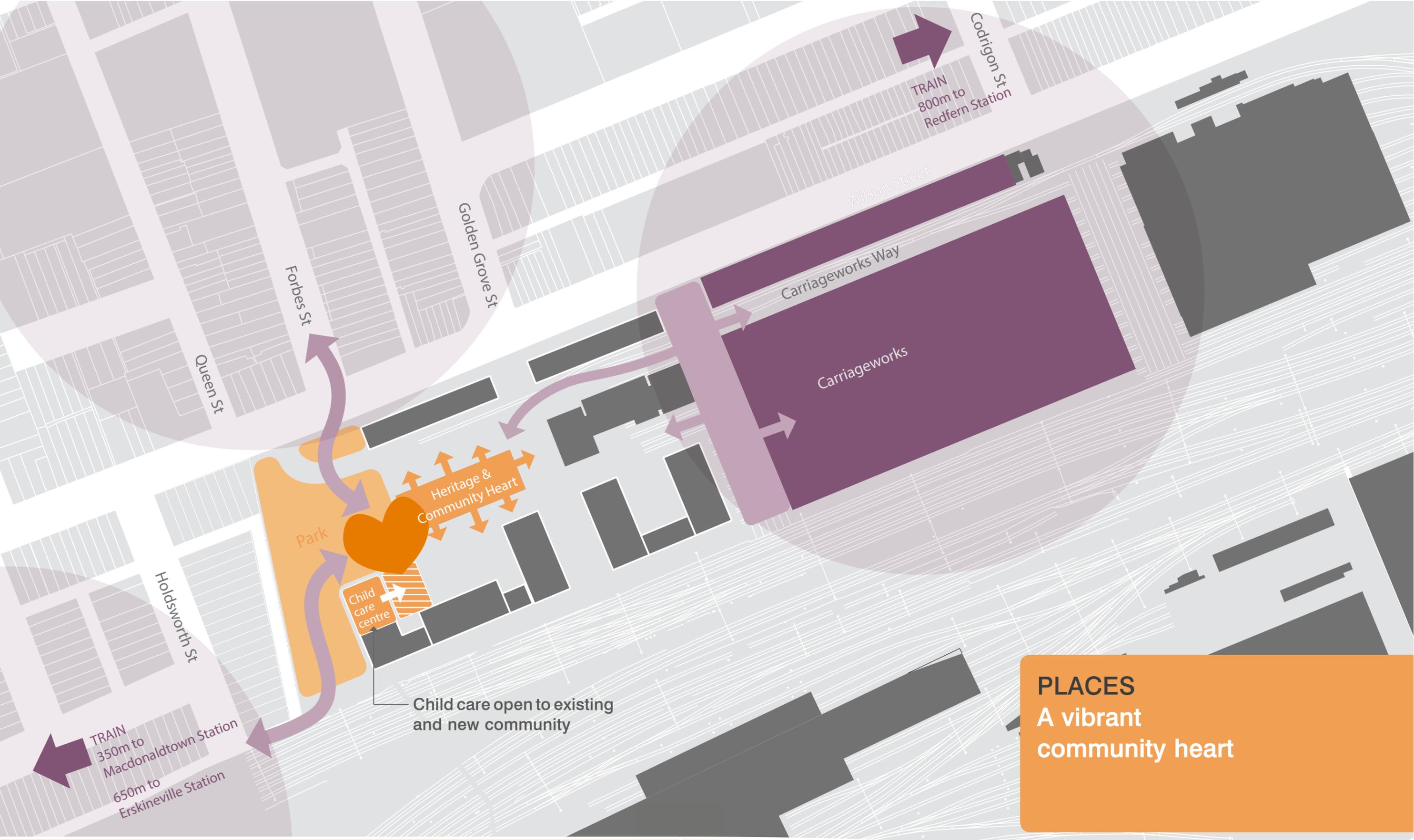
A built form that defines & unifies



**NETWORKS**  
 An integrated & permeable network that connects



**NETWORKS**  
 An integrated & permeable network that connects

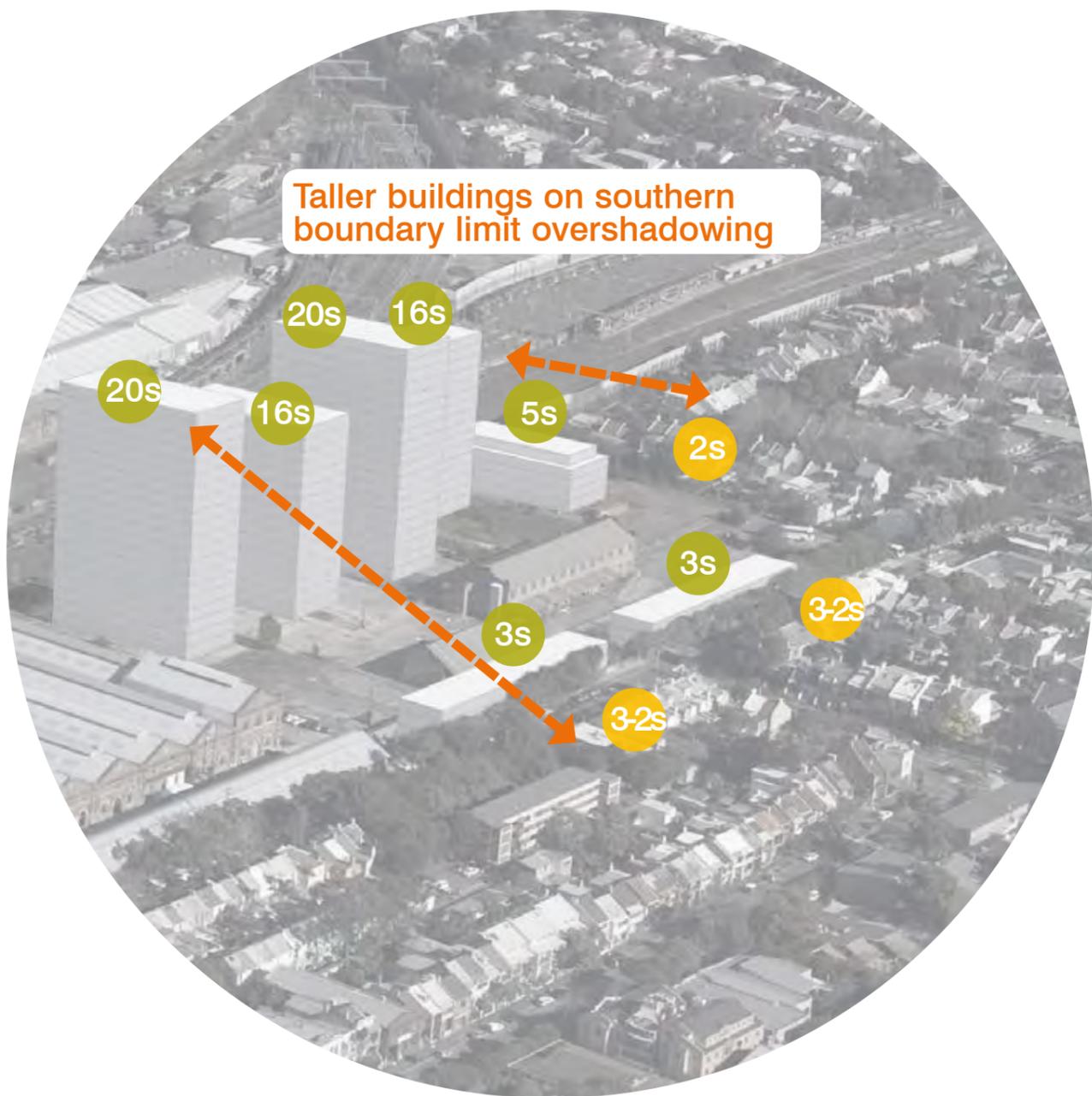


**PLACES**  
 A vibrant  
 community heart



**PLACES**  
A vibrant  
community heart

**CENTRES & NEIGHBOURHOODS**  
A built form that  
defines & unifies



# To consider...

**What do you think about the proposal for North Eveleigh - What works best? What could be better?**

**Is the mix of 3-4 to 20 storey buildings with the highest buildings next to the rail corridor, improved park, heritage and community facilities a reasonable balance?**