

Central to Eveleigh

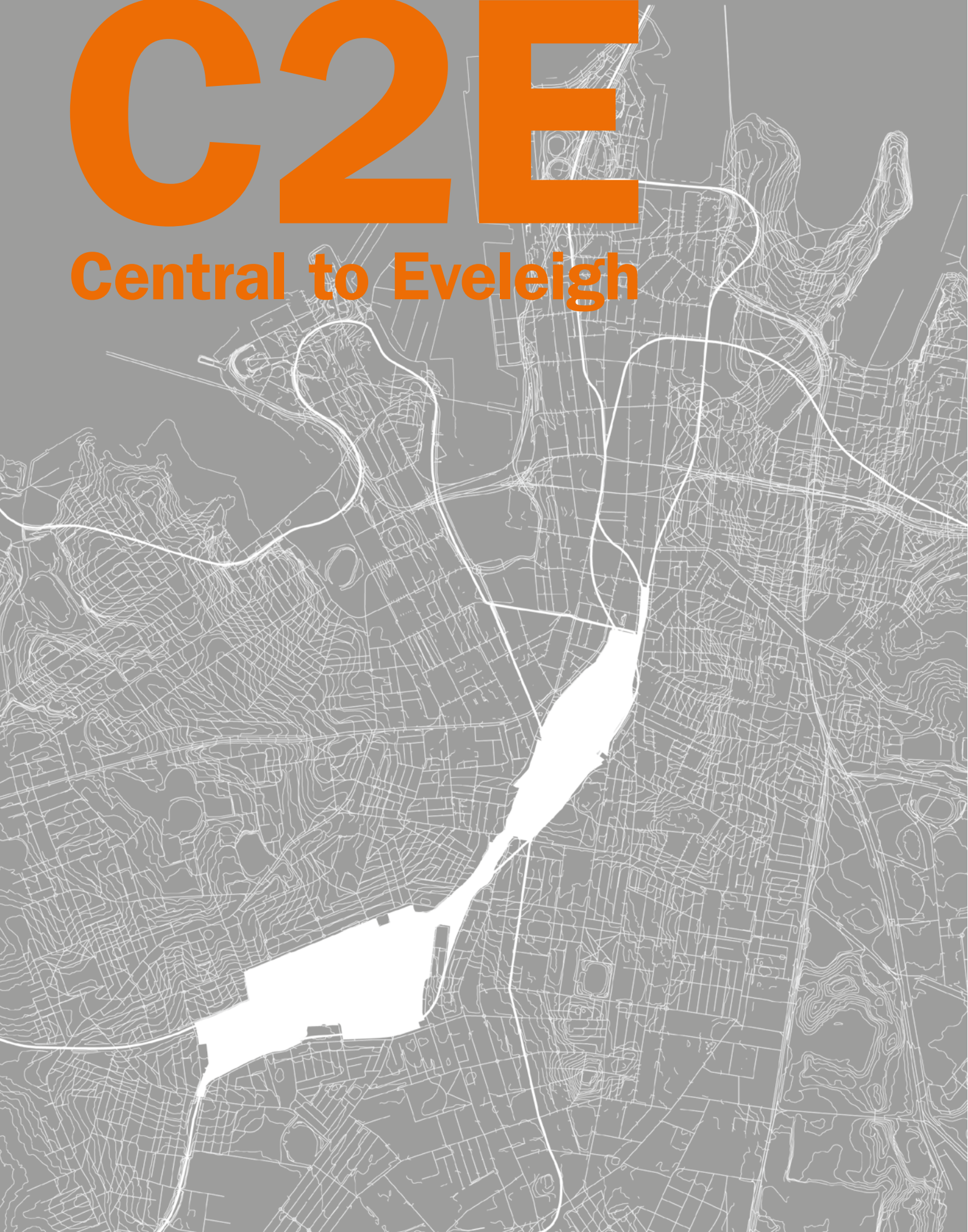
Urban Transformation and Transport
Program - Discussion Guide

May 2015



C2E

Central to Eveleigh



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Transforming the Central to Eveleigh corridor

This document has been developed by UrbanGrowth NSW, the NSW Government agency tasked with the Central to Eveleigh Urban Transformation and Transport Program. We are looking at the potential to rejuvenate a three-kilometre stretch of government-owned land in and around the rail corridor from Central Station to Macdonaldtown and Erskineville Stations. This includes surplus and operational land used for transport as well as government-owned social housing estates at Eveleigh, Waterloo and Redfern. We are also considering how the potential Sydney Rapid Transit station options at Victoria Park/Sydney University or Waterloo contribute to urban renewal outcomes.

We are preparing an 'urban transformation strategy' that will establish:

- a shared vision for the corridor's transformation
- the key design and planning principles needed to deliver the vision
- a delivery framework for how the transformation could be approved, funded and delivered.

The strategy will then guide masterplanning processes that will lead to rezoning and potential divestment of government land.

We intend to release the draft urban transformation strategy for public comment in 2015. Masterplans for different sections of the corridor will be prepared in stages over the life of the transformation which will last for 20 years or more.

This discussion guide provides information to support people who will participate in a community workshop. It explains what you should expect when you attend the workshop.

We're holding the workshop to explain and refine a number of planning and design principles that we'll include in the draft urban transformation strategy – we call these the 'key moves'. It gives us the opportunity to have a conversation with you about the kind of growth and change that could occur in the corridor and the wider study area, the benefits this will bring and the kind of trade-offs associated with urban transformation.

People have mixed views about change and what it means for their community. While it excites some and confronts others, everyone has a view about development. We want your input to help us identify the right kind of balance that accounts for local, inner city and wider metropolitan needs.

Have your say online

www.centraltoeveleigh.com.au



The workshop will provide a forum for passionate discussion about inner city development and the positives and negatives of different types of development. It will be highly interactive and include a mix of presentations and small group discussions.

The workshop is just one of a number of consultation activities to help us develop the urban transformation strategy, including the launch of an online engagement portal in June 2015. This will give everyone the opportunity to participate and join the discussion online.



How has your area changed over the past 10 years? Think about specific noticeable changes and what has happened to bring them about.

What features do great inner city areas have that make them attractive and popular places to live and work?



About UrbanGrowth NSW

Who are we?

UrbanGrowth NSW is the NSW Government's urban transformation agency. We transform surplus government-owned city land into vibrant urban spaces to live, visit and work, delivering a range of housing choices, places to work, community facilities, transport options, green spaces, shops, offices and more.

UrbanGrowth NSW is a State-Owned Corporation and was established in 2013, integrating and refocusing the roles of the former Landcom and the Sydney Metropolitan Development Authority (SMDA).

What is our role?

We have a mandate to focus on the planning and delivery of major urban transformation projects that will underpin the future prosperity of NSW.

We facilitate the planning and rezoning for major projects, delivery of infrastructure for major projects and the eventual divestment of land to the private sector for final development. Our work is subject to the statutory planning control and approval process managed by the Department of Planning and Environment and we collaborate with other State agencies to deliver these outcomes.

By delivering world-class urban transformation, we aim to maximise the value of government land for the public good, improve the amenity and liveability of our urban spaces, and enable the delivery of housing and jobs growth.

Our focus on community and stakeholder engagement is essential to achieving a shared ambition for the urban transformation projects we deliver.



What is our approach?

The *UrbanGrowth NSW: City Transformation Life Cycle™* defines our approach to transforming city living. It starts from an entirely different place to that which is usually adopted in planning for major urban renewal projects. Instead of looking at different parts of the Central to Eveleigh corridor as separate, unrelated areas, the Life Cycle enables us to look at opportunities for the entire corridor, and work towards outcomes that serve the needs of entire communities rather than providing benefits to a limited few.



The transformation of the corridor under the Life Cycle will:

- consider the strategic, economic and cultural significance of the corridor to identify benefits it could provide for the wider metropolitan area of Sydney, the inner city area and local neighbourhoods (*Thinking Cities*)
- concentrate on innovative governance, funding and finance ideas to secure financial certainty (*Funding Cities*)
- address not only design but integration of land use and infrastructure (*Building Cities*)
- create great places, great spaces and great opportunities throughout the corridor for resilient, happy and prosperous communities (*Living Cities*).



Urban transformation

What is urban transformation?

Urban transformation, renewal and regeneration are fairly interchangeable terms for major development that aims to revitalise a specific area. We prefer the term 'transformation' as it best describes the entire process we undertake: a long-term process of renewing urban areas in a way that delivers outstanding new places and spaces that everyone can enjoy.

Urban transformation goes beyond a 'business as usual' approach and breathes fresh life into neighbourhoods. It engages the community and demands imagination and collaboration to drive bold long-term visions for the future.

What is the urban transformation strategy?

The Central to Eveleigh urban transformation strategy will guide future change in the corridor. The strategy will contain:

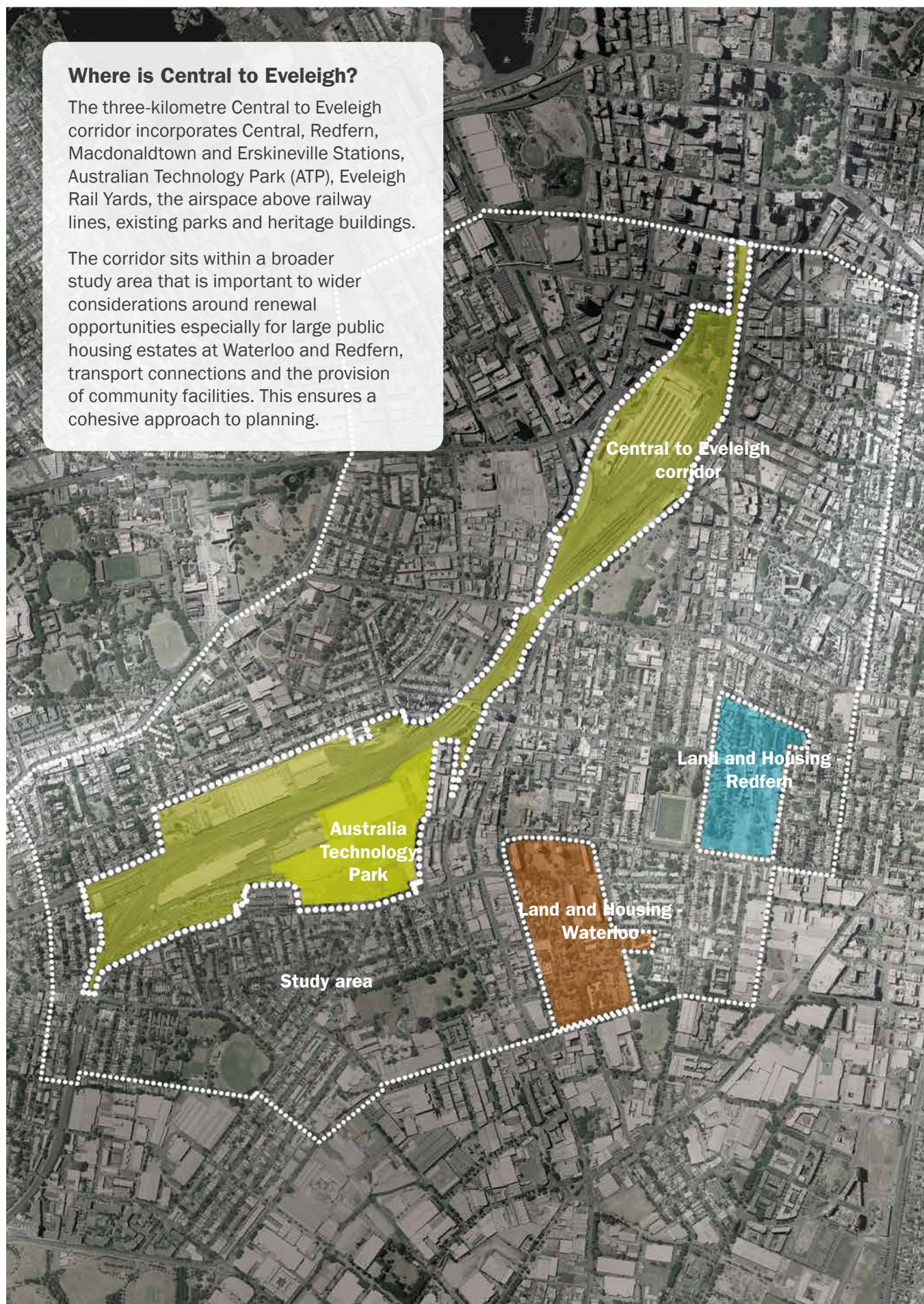
- a **transformation plan** with a shared vision for the corridor, a clearly demonstrated case for change and the associated public benefits and trade-offs.
- an **urban design and planning framework** with design and planning principles and a plan that shows how different areas of the corridor are proposed to be used.
- a **delivery framework** outlining the infrastructure required, how it will be funded, preferred planning assessment pathways and a governance framework.

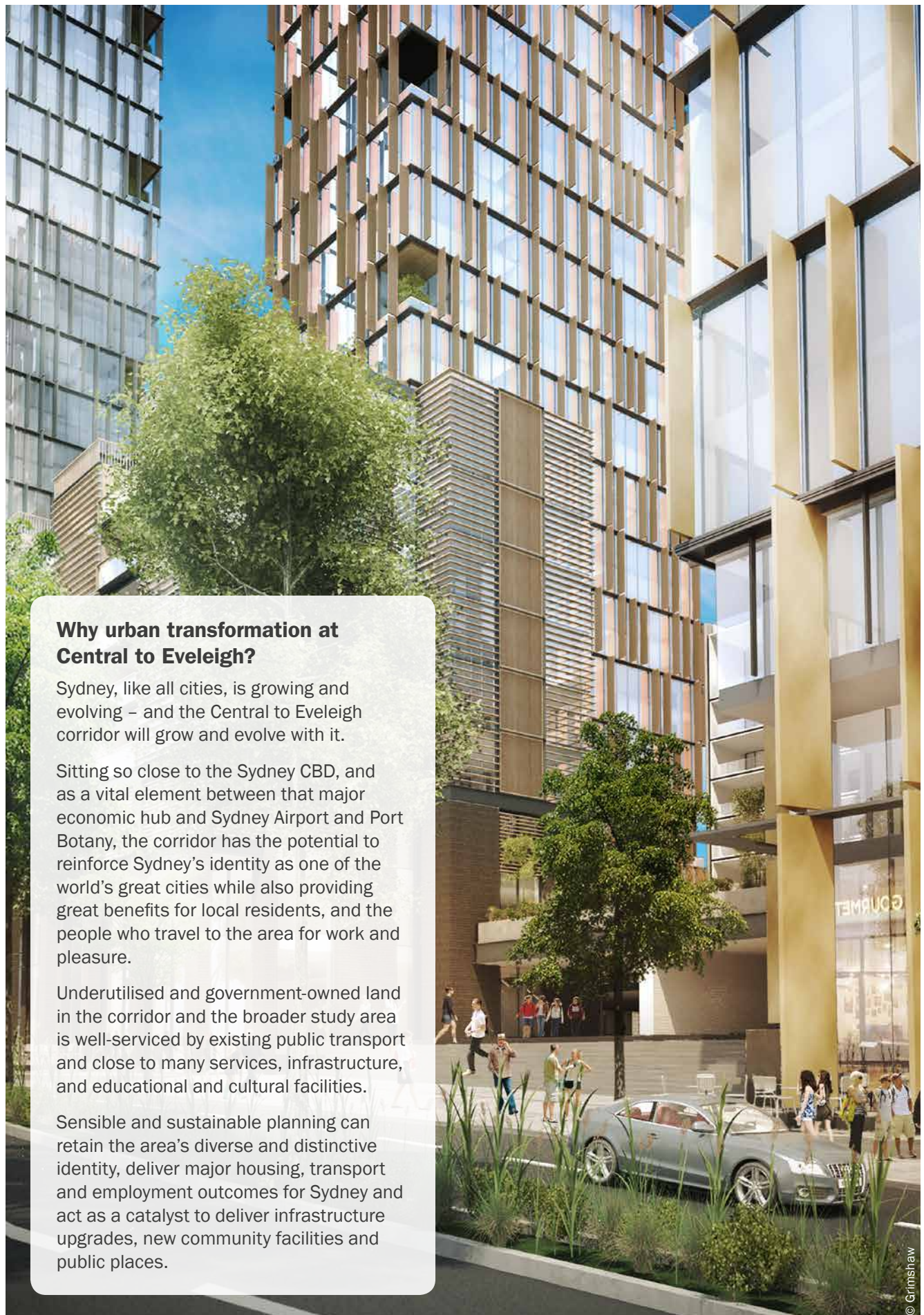


Where is Central to Eveleigh?

The three-kilometre Central to Eveleigh corridor incorporates Central, Redfern, Macdonaldtown and Erskineville Stations, Australian Technology Park (ATP), Eveleigh Rail Yards, the airspace above railway lines, existing parks and heritage buildings.

The corridor sits within a broader study area that is important to wider considerations around renewal opportunities especially for large public housing estates at Waterloo and Redfern, transport connections and the provision of community facilities. This ensures a cohesive approach to planning.





Why urban transformation at Central to Eveleigh?

Sydney, like all cities, is growing and evolving – and the Central to Eveleigh corridor will grow and evolve with it.

Sitting so close to the Sydney CBD, and as a vital element between that major economic hub and Sydney Airport and Port Botany, the corridor has the potential to reinforce Sydney's identity as one of the world's great cities while also providing great benefits for local residents, and the people who travel to the area for work and pleasure.

Underutilised and government-owned land in the corridor and the broader study area is well-served by existing public transport and close to many services, infrastructure, and educational and cultural facilities.

Sensible and sustainable planning can retain the area's diverse and distinctive identity, deliver major housing, transport and employment outcomes for Sydney and act as a catalyst to deliver infrastructure upgrades, new community facilities and public places.

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How is the urban transformation strategy being prepared?

The urban transformation strategy is being informed by technical work focusing on traffic and transport, heritage, housing diversity, economics, community facilities and arts and culture, as well as participation from government organisations, including:

- Transport for NSW
- Department of Family and Community Services
- Department of Education and Communities
- NSW Health
- Department of Planning and Environment
- City of Sydney.

Some of Australia's most respected city thinkers, community groups and local residents are also contributing.

The urban transformation strategy will guide future rezoning decisions and the assessment of site-specific proposals. Following its adoption, detailed masterplans and development applications will be prepared for different areas by different landowners, in consultation with the community and government.

When will the transformation begin and end?

Transformation at this scale occurs gradually. The strategy will take a long-term planning view of up to 30 years, but will recognise that renewal in some parts of the corridor, like North Eveleigh, will probably start within the next five years.

What is the potential scale of planned transformation in the corridor?

To work out the potential scale of development we need to understand:

- how infrastructure (roads, water, electricity etc), community facilities and open space need to change based on different growth scenarios
- the needs and wants of different stakeholders
- how good design can work given local physical constraints and opportunities.



To guide planning studies we have started with wide growth scenarios for the corridor and study area. These scenarios have been informed in part by Department of Planning and Environment and City of Sydney forecasts. For the corridor, we are using a range from approximately:

- 8,000 – 15,000 new homes
- 7,000 – 13,000 new jobs.

These are not development targets – they are to inform us about where growth will challenge the capacity of existing infrastructure, community facilities and open space to help guide detailed planning for the corridor.

How big will the buildings be?

We want to talk about the height, size and combinations of buildings to ensure the best possible mix, location and design of buildings is identified that takes account of the need for housing and high standards of local amenity and services.

Using other precedents around Sydney and using preliminary design analysis for apartment buildings in SEPP 65 we expect that apartment buildings of 20-35 storeys will be considered in some locations.

In other locations heights might range from two to 14 storeys. The tallest building in Waterloo at present is approximately 30 - 32 storeys.

We want to discuss positives and negatives of taller buildings, how they impact local areas and how planning guidelines such as SEPP 65 need to be applied to guide good design outcomes.

State Environmental Planning Policy 65 – Design Quality of Residential Flat Development is known as SEPP 65.

SEPP 65 is a world-leading guideline for the high-quality design of apartment blocks in NSW and considers the design of apartments including how buildings fit in with their local surroundings.

SEPP 65 defines principles for design that embrace the quality features and amenity we want from contemporary structures and instil high sustainability standards.

An aerial photograph of a dense urban area, likely Sydney, showing a mix of residential buildings, commercial structures, and green spaces. A large, oval-shaped sports field is visible in the lower-left quadrant. The image is used as a background for the text on the page.

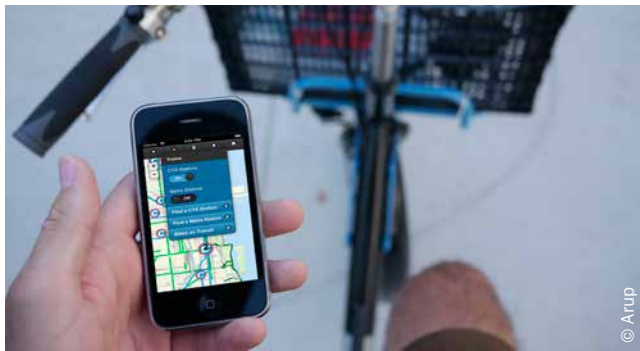
Big city thinking

We see the Central to Eveleigh corridor as a major project that can lead the way in terms of how Sydney will be in the future: a city of smaller homes, shared spaces and bigger lifestyles; of mixed uses and communities; of old and new development; of local living connected to cultural opportunities near and far; and a city of shorter distances between work and home, services and recreation, education and learning.

Sydney's population is growing fast - it will more or less double in size in 40 years or so. Most big cities around the world face the same choice as Sydney - whether to go up or go out. This means thinking about smarter ways to get the most out of available land by building taller buildings for a variety of uses in areas supported by urban infrastructure and services, rather than growing into Sydney's outskirts and encroaching on national parks in areas that will be significantly more expensive to service with infrastructure.

The way Sydney works is starting to change, and we're finding that many people are forced to live on the city's outer suburbs because of affordability issues. We want to achieve equitable access to all the things people love about Sydney and shift our emphasis to mixed-use centres across Sydney - places that are well serviced by public transport, supported by digital networks and organised around walking and cycling connections that link networks of public open space and provide a diversity of opportunities for everyone.

We also want to meet international trends that are seeing younger, creative people moving to inner city areas - this is already happening in the Central to Eveleigh corridor, and strong links to The University of Sydney and the University of Technology Sydney (UTS) could underpin opportunities for new high potential growth start up businesses.



Addressing and balancing priorities

Government priorities

Government policy guides urban transformation and reflects the ambitions of different layers of government. Achieving these ambitions needs collaboration across government, the private sector and the community.

A Plan for Growing Sydney (NSW Department of Planning and Environment, 2014)

A Plan for Growing Sydney sets out the NSW Government's vision for the Sydney metropolitan area to be a strong global city and a great place to live.

To achieve this vision, the NSW Government has set goals for Sydney to be:

- A competitive economy with world-class services and transport
- A city of housing choice with homes that meet our needs and lifestyles
- A great place to live with communities that are strong, healthy and well connected
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

A Plan for Growing Sydney specifically identifies opportunities to expand the CBD along the Central to Eveleigh corridor.

Sustainable Sydney 2030 (City of Sydney, 2008)

Sustainable Sydney 2030 sets out the City of Sydney's vision for the local government area to be a green, global and connected city by 2030. It identifies targets for 48,000 new dwellings and almost 100,000 additional jobs. Under the plan, 7.5 per cent of all housing will be social housing, and 7.5 per cent will be affordable housing.

The transformation of the Central to Eveleigh corridor will help achieve a number of the plan's big moves:

- A revitalised city centre at the heart of global Sydney
- An integrated inner Sydney transport network
- A liveable green network
- Activity hubs as a focus for the city's village communities and transport.

The urban transformation strategy will also respond to priorities of State agencies including Transport for NSW, Department of Family and Community Services, Department of Education and Communities, NSW Health and Department of Justice.

Other key policy inputs include the *NSW Long Term Transport Master Plan* (Transport for NSW, 2012) and *NSW 2021* (Department of Premier and Cabinet, 2011).



Community priorities

The people who live within and around the corridor have helped us to identify priorities for transformation. These priority areas have remained consistent through ongoing engagement undertaken over the last 18 months:

- **Industry and employment:** Build on existing strong local economies associated with technology, education, the arts, creative industries and support services for the health sector.
- **Culture, arts and heritage:** Celebrate the area's rich history and recognise its proud Indigenous heritage.
- **Built form, land use and urban design:** Integrate the way land is used with transport infrastructure; be socially and economically sustainable, achieve excellence in building and urban design, and promote walking, cycling and less car use while also managing parking issues.
- **Transport and connectivity:** Preserve and renew Central and Redfern Stations and improve connections across the corridor to the universities, Redfern and Waterloo.
- **Social facilities and services:** Plan for schools, health services, aged care and community facilities early to meet community needs.
- **Green infrastructure and placemaking:** Revitalise and activate public spaces to create safe, pleasant and leafy places and spaces for community interaction and enjoyment.
- **Housing diversity:** Ensure diversity and integration in building form and design and in the community who lives in the area by providing a diversity of housing types as well as housing suitable for people on different incomes and with different needs including families, students and older people.
- **Urban resilience:** Support the community to survive and thrive no matter what challenges it faces.



What do we mean by urban density?

Across the world, the population of major global cities such as Sydney is increasing in a way that mean it is no longer possible to continue to grow out – this causes ‘urban sprawl’ which has high social, economic and environmental costs.

Instead, cities are moving towards higher densities – a greater concentration of people living in one area. In Sydney, we have seen a shift from a low-rise city made up of discrete suburban centres to a more intense, higher-density city of vibrant centres; places that enable safe, clean, sustainable and healthy lifestyles as well as opportunities for enterprise, innovation, diversity and choice.

The inner city of Sydney faces the same challenge. We want to plan for this density so that it is wisely distributed throughout the corridor, providing a mix of old and new. The height of building should be varied, and these could be supported by a mix of different uses: community and district-scale social facilities; clustered and independent retail; big business and start ups; as well as high quality streetscapes, a mix of parks and public spaces, and transport, health and education facilities.

Higher populations and access to services

A range of social facilities, activity, enterprise and mixed land uses can only be provided if the people are there to use them; without this critical mass, it is not feasible to provide these assets. This is one of the benefits of higher-density neighbourhoods – they can be the catalyst to introduce new sustainability, transport, social and accessibility elements.

Balancing and integrating urban systems

If we’re to achieve quality high-density development, we need the right balance of buildings, infrastructure and open spaces to support and stimulate vibrant, accessible and active neighbourhoods. Quality of density can also address challenges such as climate change, energy efficiency, urban health and ageing in place, affordability, economic productivity, creativity, safety and more. In Central to Eveleigh we want to set out the ‘balance’ of these factors so that masterplans for sections of the corridor can deliver a balanced outcome.



A city of short distances

By increasing building heights in the right areas, we can provide homes where services and activities are accessible by foot, bicycle and public transport. Taller buildings within a five minute walk (about 400 metres) of public transport can improve accessibility and minimise private vehicle use.

Increased quality of public realm

Higher populations close to transport services need higher quality public spaces to safely connect people to different places. High quality, functional public open space can be integrated within new high density developments.

Social and cultural facilities for a global city

Social and cultural facilities that cater for different groups in the community are important to higher density developments. These facilities can bring people together, enable community expression and interaction and could be provided in public spaces or through the careful adaptation of heritage buildings.

Housing diversity

Higher density developments should achieve a variety of housing types. This could include opportunities to both live and work around social facilities, public open space and public transport. Social housing and affordable housing should be co-located with housing for the wider market so that all residents have the same access to critical infrastructure.

Increased amenity

Sensible urban design considers elements such as sunlight, privacy and open spaces, and we can incorporate these elements into high density developments, just as we should also consider efficient connections to surrounding places and to activity hubs that are further afield. We should also consider microclimate issues that result from prevailing winds, topography and passive airflow for any developments near major roads.

Trade-offs of urban transformation

The transformation of the Central to Eveleigh corridor will potentially deliver significant numbers of new homes and places to work. This necessarily requires building low, medium and high rise apartment and commercial buildings.

The potential increase in population then increases demand for local roads, open spaces and community services. There is also risk that new development may increase land values, which could impact housing affordability and push people who can't afford to pay away from the area. If a mix of housing for people with different incomes and needs is not provided then community diversity will be reduced, which would have negative social and economic effects.

There are obvious trade-offs at play. Urban renewal will bring improved community services, improved open spaces, improved transport infrastructure, improved reuse of heritage assets – these benefits are set against the imposition many will feel from taller buildings and potentially greater local congestion on roads and footpaths.

We want to make sure that everyone understands these trade-offs – both positive and negative. We want to have an open conversation about these trade-offs, and talk about how development of government land in the corridor can help to fund community benefit.

It is not a matter of growth or no growth, but rather to plan and manage growth to ensure the area retains its diverse and distinctive identity and remains one of Sydney's most desirable places to live, work and visit.





Design principles for new buildings

Through previous community consultation, expert and stakeholder advice we have developed six draft design principles.

1. Diversity

Building height and form should be diverse and avoid a 'curtain of high-rise' where every building is the same height.

2. Variety

The look and feel of buildings (their design, façades and size) should be varied and attractive.

3. Transition from new to old

Taller buildings should be located to have less impact and taper down in height to transition into existing neighbourhoods.

4. Active streetscapes

Buildings should provide active and attractive frontages and footpaths to attract pedestrians and foot traffic.

5. Accessible public spaces

Design should encourage high levels of activity in public spaces that are used frequently by a range of people.

6. Community facilities

Community facilities should be co-located near areas of community activity and designed to support and activate public spaces.

Are there other principles that will ensure medium and high density buildings can be built in the corridor to create a distinctive urban environment and promote a high quality of life for the people who live, work and visit the area?

An emerging, shared vision

We've drawn on extensive feedback already provided by stakeholders, including local communities, to shape and refine a shared vision for the corridor's future. The shared vision is expressed under four themes.



Opportunities of transforming the corridor

Living

This will be a place with a broad supply and choice of homes and active and attractive public places to support social diversity and community connections.

People living in the local area will benefit from a true diversity in housing – offerings for many lifestyles, price points and stages of life. We'll bring improvements to the streetscapes, making them safer, more attractive and easier to wander from A to B. This will connect neighbourhoods that retain their own distinct identities – there will be no 'one size fits all' in the corridor. Our lovely streets and housing will be complemented by **new public meeting places and parks** to encourage locals to get together.

Sydney will benefit from the provision of better housing choices for all ages and income groups, and by a general increase in the supply of housing to **meet objectives for the city's growing population**. Social housing estates will be renewed where possible – not taken away – and better connected and expanded bicycle networks will link in with metropolitan-scale networks.

Community

This will be a place that celebrates our rich diversity and heritage and gives everyone easy access to community and cultural facilities.

The local community will enjoy the many assets that contribute to an outstanding quality of life, from community arts facilities or shared workspace facilities in rejuvenated heritage buildings, to **renewed primary and high schools** in the wider area. Parks and playgrounds will, for nearly all people, be within a five minute walk from their home, encouraging greater interaction with neighbours.

The corridor could provide the right outcomes for **Sydney-wide public transport initiatives**, such as a potential new rapid transit station at Waterloo or Victoria Park that could link to the Bankstown in the south and through the CBD to the North West. This, alongside our aim for a renewed Redfern Station, could bring Sydneysiders to the city's newest hub of contemporary culture and creativity - a place that contributes to the Eora Journey by celebrating the living culture and heritage of the Aboriginal community.

As cultural assets flourish and awareness increases, **the area could become famous across NSW**, Australia and the world as a creative celebration of the world's oldest living culture.



What will transforming the Central to Eveleigh corridor mean for the local community, all of Sydney, and to NSW?

Given the planned growth and change, how fully does this vision reflect your aspirations for the Central to Eveleigh corridor?

Working

This will be a dynamic and popular place to work – a place that connects many types of businesses and offers the right balance and diversity of service, trade, digital, education, innovation and creative industries.

Local people will enjoy the many benefits that come with economic regeneration: renewed main streets with plenty of shops and places to have fun, and new places to work including flexible studio and co-working spaces that allow you to **work and collaborate** from anywhere at anytime.

People who visit from across Sydney for uni or for work will be able to take advantage of **better links** between The University of Sydney, UTS and ATP.

The transformation will also have **State-wide benefits**, by creating an expanded base for Sydney's digital, education, knowledge intensive and creative economies – the kind of high-value jobs in growing sectors, and in **spaces that encourage innovation** and expansion. This will lead to better opportunities for start up, small and medium enterprises. World-class cultural infrastructure will create a new must-see destination for visitors.

Resilience

This will be a place that responds to economic, social and climatic changes in ways that benefit our quality of life and the quality of our environment – a place that harnesses new opportunities to enrich the community.

The transformation will be underpinned by latest global initiatives to make a place resilient – meaning it can withstand environmental, social or economic shocks. At a local level, we'll see a green spine of parks and paths ultimately linking Eveleigh to Central Station and beyond, with parks designed to include spaces for activity, urban cooling, shade and weather protection. **Greener streets**, public places and buildings will be ready for any climatic changes, with the ability to accommodate sustainable drainage, food production, and green walls and roofs (local).

Some new car-free streets will emphasise neighbourhoods that encourage walking, cycling and public transport use and, as people move between the area's many places and spaces, local facilities and services will discreetly reinforce each **neighbourhood's own unique and distinct vibe**.

The transformation will benefit Sydney-wide efforts to support **integrated and sustainable infrastructure** such as district-scale energy and water infrastructure. It will also lead the way in urban design that celebrates and interprets heritage.





Key moves

We are shaping ten ‘key moves’ that we think are needed to achieve the vision.

The key moves are the essential urban design and planning principles required to realise the vision. The following pages have ten key moves set out as a basis for discussion.



Key move 1

Partner with Transport for NSW to renew Redfern Station, connecting Redfern and Wilson Streets and unlocking adjacent land for urban renewal and increased activity.

What this means for you: Redfern Station will be more than just a place to catch a train – as a bustling, active hub of shops and community services it will offer new public spaces that connect the heart of Redfern from Redfern Street to Wilson Street and provide opportunities for well-designed housing right next to a major transport interchange.

How important is the potential renewal of Redfern Station and its surrounds to the successful transformation of C2E?

Reasons for this key move

- It responds to specific community feedback on the importance of renewing Redfern Station.
- There is poor integration between train services and other modes of transport.
- The Station does not provide good disability access and has poor amenity and safety.
- There is poor connectivity between the Station and the Redfern Street community and retail facilities, The University of Sydney, ATP, Carriageworks and Eora College.

What activity would you like to see around Redfern Station?

Potential outcomes

- The new station will integrate with and draw in the surrounding areas, including underutilised land in North Eveleigh. This will promote more activity in Redfern and Eveleigh.
- An open concourse across the corridor at Redfern Station will improve connectivity for local residents and for students heading to and from The University of Sydney.
- A renewed Redfern Street will better connect to local cultural and higher education institutions.
- New business connections and opportunities will be created for a diversity of employment in retail, creative industry and services.
- Redfern is reinforced as an activity hub and The University of Sydney is connected more directly to complementary employment outcomes.

We are undertaking a separate concept design of Redfern Station in partnership with Transport for NSW. There will be an opportunity for specific consultation on plans for Redfern Station in the near future.



Key move 2

Create green streets and pathways along the corridor that form part of a wider green network that connects local activities, parks, public spaces and schools.

What this means for you: In a busy area of Sydney right on the edge of the CBD, you'll still be able to get to and enjoy plenty of green spaces – providing fresh, leafy places to take a break, be active or relax.

How effective will a connected network of green roads, walk and bike ways and open spaces be to make the area more enjoyable to live and move around?

Reasons for this key move

- It responds to community feedback on the need for more access to green and natural environments.
- There is a shortage of well connected, high quality public open space.
- Quality open space is not evenly spread across the study area.
- The relationship between housing, movement and existing public open space is not clearly defined.
- Some existing parks and open space areas are not well used at certain times of the day.

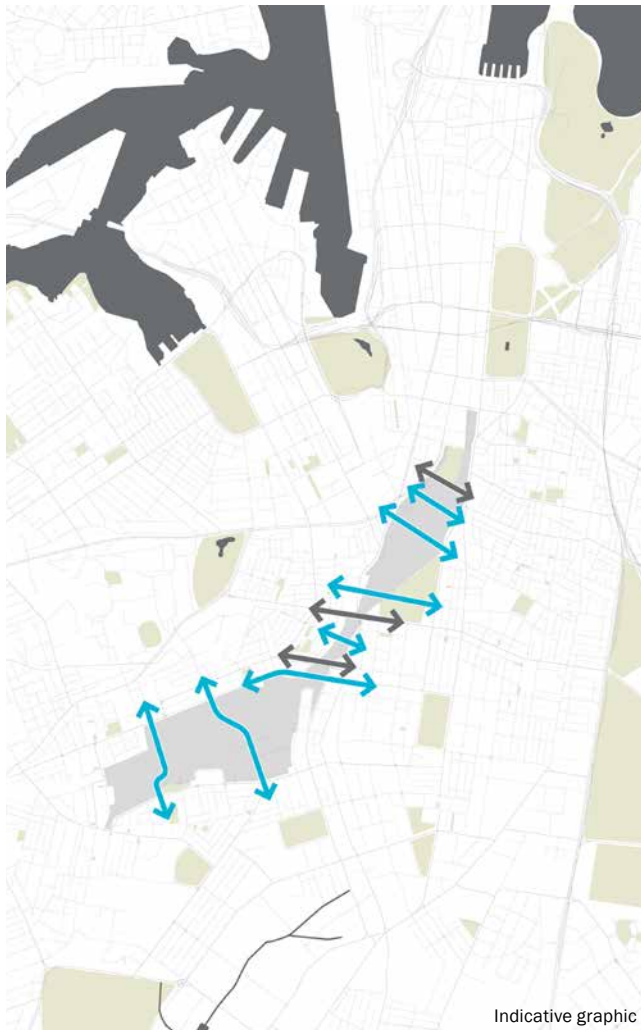
How can we improve public open space in the area so that more people use it more often?

Potential outcomes

- A continuous shared path/cycleway will link Erskineville Station and Newtown Station to Central Station, and also connect primary and high schools.
- It will form the basis of a future network of public open space and schools in the inner west.
- A new public square will be provided at Central Station.
- Belmore Park will be upgraded.
- A 'green grid' will connect existing public open space to promote physical exercise and provide safe places for communities to come together.
- A series of buildings with green façades and rooftops will help improve access to alternative green environments, contributing to health and wellbeing.

Can green building façades and roof tops play a role in a wider green grid for the area?

A green grid is a living network of green streets linking existing and new parks and open spaces. A green grid promotes the creation of high quality and multi-functional green spaces, maximising opportunities for biodiversity, leisure and recreation.



Indicative graphic



Key move 3

Improve and create crossings of the railway corridor to provide better walking, cycling and public transport connections between major local places and activities.

What this means for you: The rail corridor will no longer be a barrier to movement – it will be easier to connect across neighbourhoods and suburbs where you need to most.

Where is the best position for a new rail crossing?

Reasons for this key move

- It responds to community feedback on the need to consider improved connectivity across the corridor.
- The railway corridor is currently a barrier to pedestrian and cycle connections.
- Community activity and access to social facilities is currently impacted by long distances between crossings over the rail corridor.
- Poor connectivity between ATP, Redfern town centre, The University of Sydney and Chippendale limits opportunities to connect complementary industries.

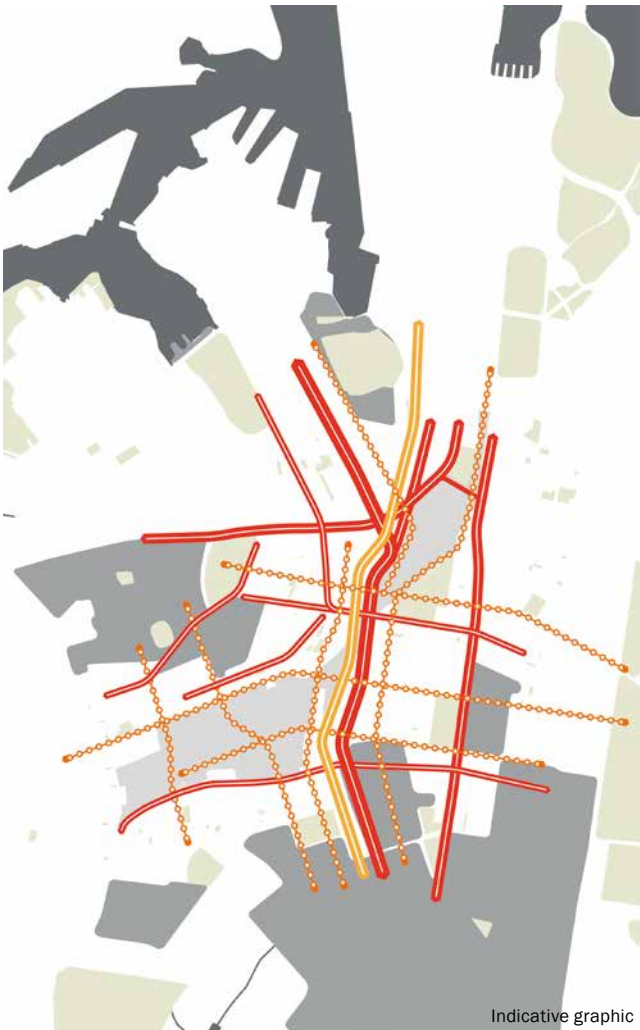
What places should we try to connect by crossing the rail corridor?

Potential outcomes

- There will be more effective connections in the vicinity of Lawson Street at Redfern Station and from Surry Hills to Ultimo through Central Station.
- A potential east-west connection will improve movement in the vicinity of Eveleigh (East)/Darlington (West).
- The street pattern will integrate with the surrounding grid and links streets across the corridor.
- Improved connection across the corridor at key locations will link social, education and economic facilities such as ATP and The University of Sydney.

What places along the corridor don't have enough crossing opportunities?

What could the crossings look like and who should they cater for – pedestrians, bike riders, buses, cars?



Key move 4

Reconsider the design and layout of local roads and traffic movements to better manage congestion, improve walking and bike riding environments and to better connect with the city and surrounds.

What this means for you: It will be much easier to get around the corridor – more clean, safe and attractive streets will be complemented by walking and cycling paths, and many more of us will be encouraged to get active.

To what extent do you agree with managing traffic so that some streets become busier with traffic moving through the area and other streets become quieter for local trips, cycling and walking?

Reasons for this key move

- It responds to specific community feedback about the need for a more walkable and cycle friendly neighbourhood.
- There is current confusion about how streets should be used, and the concentration of movement on a small number of streets that produces conflicts between users and uncertainty in land use planning.
- Much of the surroundings have a clear grid that can be better utilised to distribute traffic to separate traffic moving through the area from local traffic.
- Footpaths in some areas are not designed for high volumes of pedestrians and do not provide a safe or pleasant walking experience.

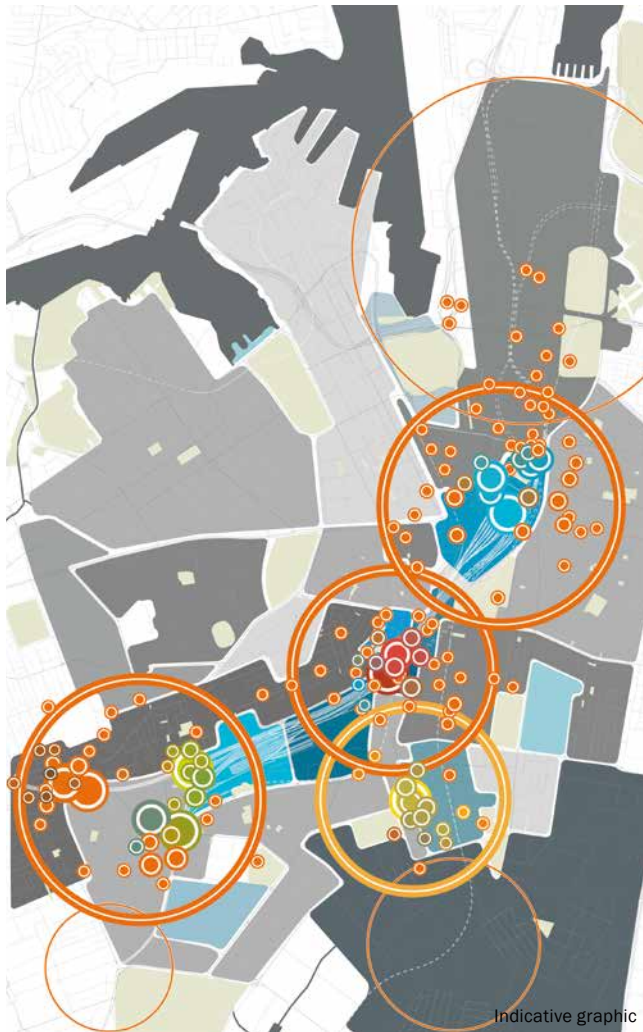
How do we create a system of roads that manages large volumes of cars and other vehicles while providing a safe and enjoyable environment to walk and cycle?

Potential outcomes

- A clearer system of roads will be easier to understand and will clearly differentiate roads for cars and roads designed for bikes and people.
- Pedestrian and bicycle routes will reliably and safely connect people with the rest of Sydney.
- It will be easier to access community services.
- More efficient use of local roads will contribute to better places and create a platform for collaboration by connecting more broadly with the CBD, Sydney Airport, The Bays Precinct and the digital/technology hub at Pyrmont/Ultimo.

Where do the big conflicts occur between pedestrians and cars?

We are preparing a strategic transport study in consultation with Transport for NSW that will identify transport infrastructure to support the growing population. There will be additional consultation about transport issues.



Key move 5

Create centres of activity and density around train stations and focus on community services, cultural and retail facilities.

What this means for you: You'll find it easy to access your day-to-day and community services right near the station – with active areas of shops, services and cultural places creating lots of activity and safety.

To what extent do you agree that stations should be more than transport hubs (i.e. co-located with community services, cultural and retail facilities)?

Reasons for this key move

- There is a need for richer, better connected and more accessible community service facilities.
- The train stations and their surrounds operate primarily as transport infrastructure and not as neighbourhoods/economies with a diversity of activity.
- Stations do not currently integrate well with surrounding town centres.
- Retail facilities around stations are struggling to respond to the needs of the community.
- Opportunity to build on the growing creative and cultural cluster at Eveleigh.

Potential outcomes

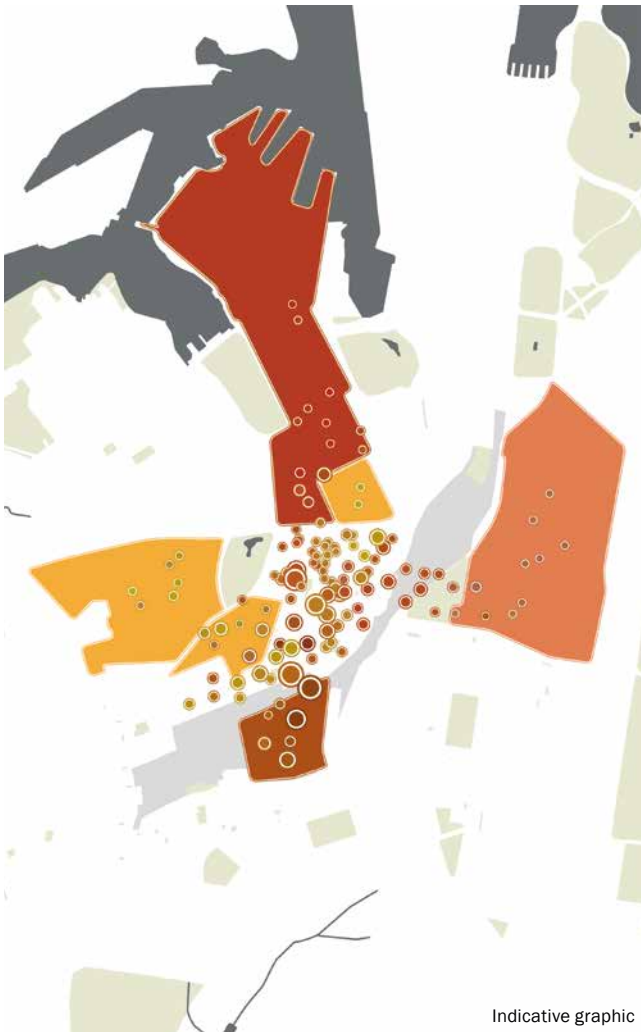
- Social and community facilities will be included at Redfern Station, Central Station and a potential Waterloo SRT Station option.
- A series of highly serviced and resilient public transport-based developments will provide excellent human services, retail facilities and excellent services for local businesses.
- A relatively low cost of living can be achieved by increasing land use intensity and providing jobs and services in the same place as homes, decreasing the need to own a car.
- The close location of complementary businesses will make local economies more efficient, better support communities and provide more opportunity for small business.
- Stations will be more flexible and community-focused and provide better access to places day and night.
- A potential Waterloo SRT Station option could be a catalyst to renew social housing and create a more diverse community supported by new community services – a rich blend of old and new.

How can we make stations more than just about public transport movements?

What community services and other facilities should be located at Redfern, Central and a potential Waterloo Station?

The NSW Government's new rapid transit rail network will include new stations in the CBD and will connect North West Sydney and South Western Sydney. Transport for NSW is currently investigating potential new stations at either Waterloo or in Victoria Park next to The University of Sydney and will consult on these options in the near future.

We are developing a targeted human services facility strategy for Redfern, Eveleigh and Waterloo that will identify what community facilities are needed to support the growing population and where to locate facilities and services so they are accessible to all.



Key move 6

Use the proximity to higher education institutions, Royal Prince Alfred Hospital, ATP and the CBD to improve productivity and create a major centre of Sydney's growing new economies focused on knowledge-intensive, education, creative, cultural and digital industries.

What this means for you: A buzzing cluster of new, innovative and creative jobs will benefit from links with education and medical facilities, easy connections to the CBD, and funky new workplaces in reused heritage spaces.

To what extent do you agree that new job creation should focus on 'new economies' (digital, creative, research and knowledge industries) as opposed to typical finance, professional service industries located in high rise office buildings?

Reasons for this key move

- It responds to community feedback that a diversity of industries and jobs should be supported.
- There is a need to consider expansion of digital industries from Ultimo, creative industries from Surry Hills and education-related employment from the universities.
- There is poor connectivity between higher education institutions, business and the wider city.
- ATP continues to be identified as a key employment opportunity for new economy industries - consistent with the existing masterplan - but lacks activation with the current job density and mix of uses.

How can the corridor support a modern and strong economy and local community that contributes to Sydney's prosperity?

Potential outcomes

- Targeted improvements in pedestrian, bike and public transport connections between major areas of innovation and investment will strengthen collaboration.
- Existing unused heritage buildings can be adapted as creative industry, small business space to complement the success of ATP.
- An attractive environment for new and existing businesses will support assorted local retail industries, a diverse community and the co-location of arts, culture and entertainment facilities.
- A range of business premises across differing rental price points will allow small start-up businesses, and medium and large businesses to co-exist.
- A renewed Redfern Station and the potential Victoria Park/Sydney University SRT Station option can provide public transport services to new employers.

How can we best support business development and employment training within local communities – including Aboriginal communities?

We are developing an economic and industry strategy that will help guide how the corridor can support a thriving local economy.



Key move 7

Promote environments to increase opportunities to live, work, play and socialise within the Central to Eveleigh corridor.

What this means for you: You will be able to walk to everything you need – where you work, where you shop, where you go to school or where you catch up with friends. You'll feel fitter and healthier by pounding the pavement as you go about your day to day activities.

How important to the successful transformation of the corridor is creating a place where people are able to live, work and socialise all in the local area?

Reasons for this key move

- Long commutes to work place increasing pressure on transport infrastructure and roads.
- There is a need to grow employment spaces beyond the CBD.
- There is high demand for student housing and affordable housing in the area.

What are the benefits of people living and working in the same place?

Potential outcomes

- Active local streets and places - building and spaces will be able to offer activity outside of conventional work hours.
- A diversity of housing and greater self-containment will reduce private travel for residents leading to a better quality of life as most things people need to access will be close.
- Local economic activity will be supported.
- The Central to Eveleigh corridor will be home to strengthened and more diverse communities.

What types of employment would you like to see in the corridor?

Why and how does a diversity of housing improve employment opportunities?

Urban containment ensures all destinations in an urban area are accessible to all the area's residents. In a contained area, shopping, jobs, and schools are closer to home and more easily serviced by public transport.



Key move 8

Make a strong arts, cultural and heritage area even stronger and secure its future in Sydney's cultural landscape.

What this means for you: The unique culture and heritage of this area will be brought to life - often in beautifully restored, older buildings that will attract visitors to an exciting, revitalised arts and cultural hub that emphasises the long Aboriginal history in this area.

How important is recognising and celebrating the area's unique heritage (physical and cultural) to successful transformation of the corridor?

Reasons for this key move

- It responds to community feedback to retain and enhance arts, cultural and heritage activities and buildings.
- The significant Aboriginal and European heritage values in the area are not sufficiently recognised or accessible.
- There are poor connections between cultural institutions and attractions in and around the city.

What significant cultural and heritage elements can be further enhanced/celebrated in the corridor?

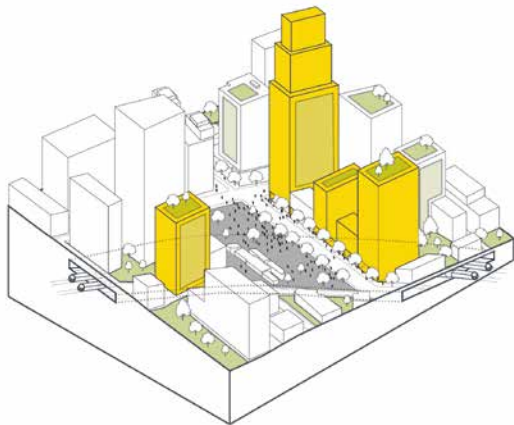
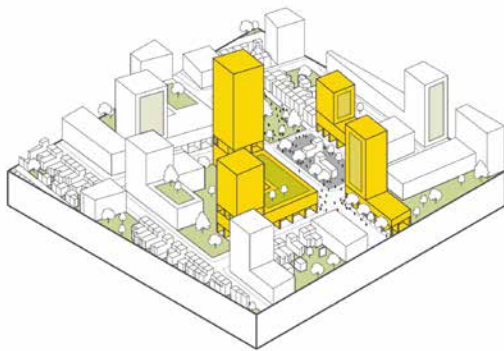
Potential outcomes

- A targeted arts, culture and heritage strategy for the corridor will identify locations and heritage buildings for activities. We aim to partner with local Aboriginal communities to agree the most beneficial and respectful way to celebrate their culture.
- We can create physical connections between the elements of the Eora Journey by linking Australian Hall, Prince Alfred Park and Carriageworks.
- Sydney's residents and visitors will have a better understanding of the local history of Aboriginal communities and their enduring connections to this land through physical reminders, public art and story-telling activities in major new public places or enhanced existing places.
- New public places and parks will offer opportunities to work with local Aboriginal communities on public art strategies and story-telling opportunities.
- Current underutilised heritage assets will be a base for community artistic and cultural activities and the promotion of European heritage.

What major physical connections and facilities are needed?

The Eora Journey is a project being led by the City of Sydney to celebrate the living culture of the Aboriginal and Torres Strait Islander communities. It will include major public art installations, a new significant cultural event, economic development initiatives and a new Aboriginal knowledge and cultural centre to promote cultural understanding among Sydneysiders and visitors.

We will be setting up a coordination group for heritage, culture and arts to re-establish the detailed heritage interpretation plan and to identify broader opportunities for adaptive reuse of heritage buildings.



Key move 9

Develop the right combination, scale and design of new buildings to provide significant housing and employment spaces for Sydney while balancing the impacts on surrounding lower-density residential neighbourhoods.

What this means for you: Your local suburbs will set a benchmark for the way different types of buildings, old and new, are integrated with different uses. The way we manage the transition from taller buildings down to existing one or two storey buildings will be done in a way that respects everything you love about your traditional residential neighbourhoods.

To what extent do you think excellent design can minimise or offset the impact of tall buildings and density?

Reasons for this key move

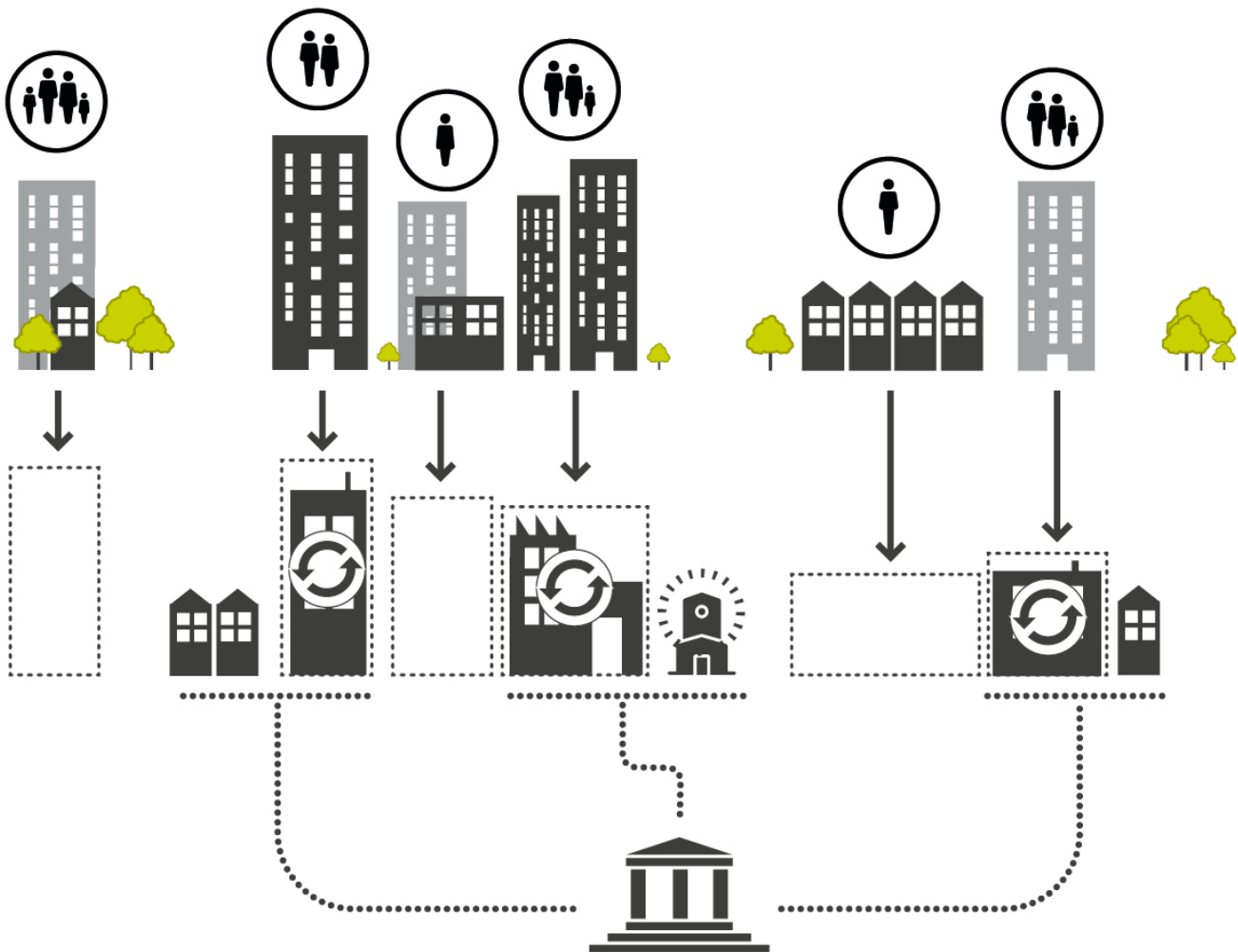
- There are few housing and employment spaces surrounding the rail stations.
- The existing neighbourhood character and built form needs to be respected.
- There is a need to integrate new development in the corridor with existing development – not set it apart.

Potential outcomes

- We will see a seamless transition from new higher density apartment development and existing neighbourhoods.
- New apartment and commercial building developments will provide places and activities that are as accessible to existing communities as they are for the new communities. These new public places could integrate old and new communities.
- A greater mixture of housing typologies will cater for a diverse community.
- New development in the corridor will better connect the adjoining neighbourhoods and minimise barriers to movement.

How do we create a system of roads road hierarchy that manages large volumes of cars and other vehicles while providing a safe and enjoyable environment to walk and cycle?

What would you consider a trade-off for higher density development in your neighbourhood?



Key move 10

Use government-owned land to deliver a diversity of housing choices and tenures at different price points to support the corridor's social and economic diversity.

What this means for you: The approach to housing will give you access to more options around where you live and the type of place you'll call home. This will help retain the unique diversity of this area – attracting different types of people and allowing long-term residents to stay in their local community.

What do you think is the best way to address the growing housing affordability issues in the area?

Reasons for this key move

- Rapidly rising house prices in and around the study area are forcing out essential urban workers and knowledge workers to the detriment of social and economic outcomes.
- Much public housing stock in the area could be improved in quality and better matched to resident needs.
- Current housing stock does not adequately address the diversity required to house young and old people, couples and families.

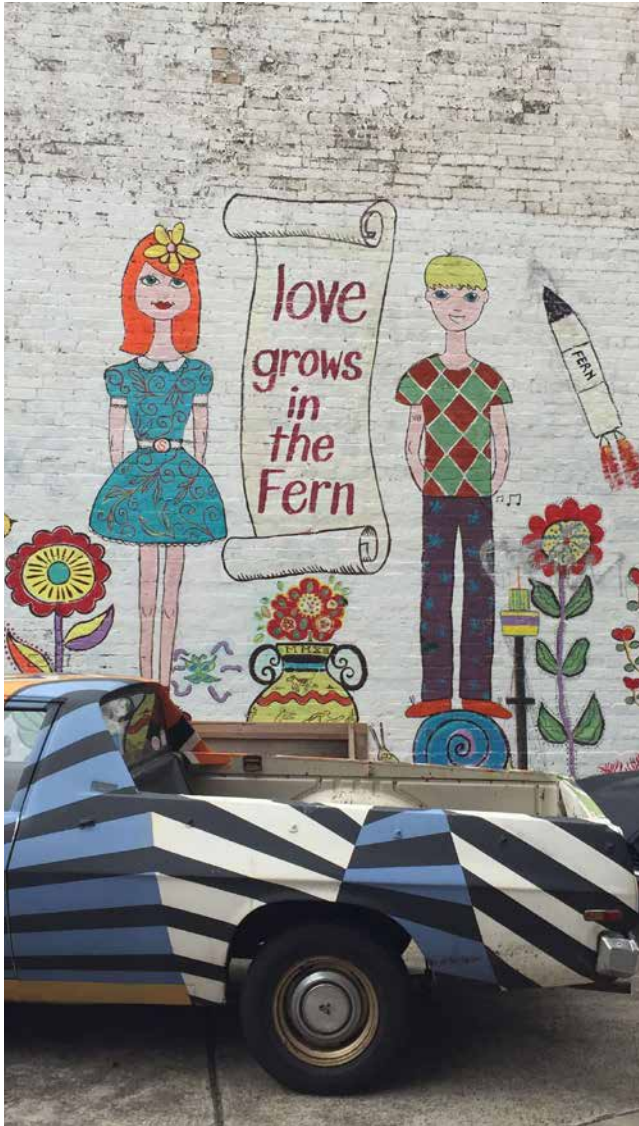
Why is housing diversity increasingly important in Australian cities?

Potential outcomes

- A new mix of apartment types could include more flexible and compact apartments in a mix with traditional apartments.
- Buildings designed primarily with rental living in mind will include more shared spaces and cheaper rent options.
- More mixed tenures will encourage a range of social, affordable, rental and market housing to promote a diverse community.
- A partnership with the Department of Family and Community Services will, if a Waterloo SRT Station option is confirmed, consider how the Waterloo public housing estate can demonstrate social and economic renewal with a focus on renewing all existing public housing with the addition of affordable and private housing.
- The potential to implement greater affordable housing levies from rezoning of land.
- We will champion new commercial models with community housing providers, the City of Sydney and Not-for-Profits to achieve greater housing affordability outcomes.

Should the future of housing be as much about renting as it is about owning?

We are preparing a housing diversity strategy in partnership with the City of Sydney to confirm the best set of initiatives to increase the supply of affordable housing and other housing affordability initiatives. 'Affordable housing' typically refers to moderately subsidised rental housing provided by community housing providers typically targeted at low to moderate income households. It is one solution to improved 'housing affordability'.



Commitment to community engagement

We are inviting people to share their ideas, knowledge and aspirations to help shape the future of the community that surrounds the Central to Eveleigh corridor.

People will have many opportunities to stay up-to-date and 'have a say' at each stage of the *City Transformation Life Cycle™* as planning progresses.

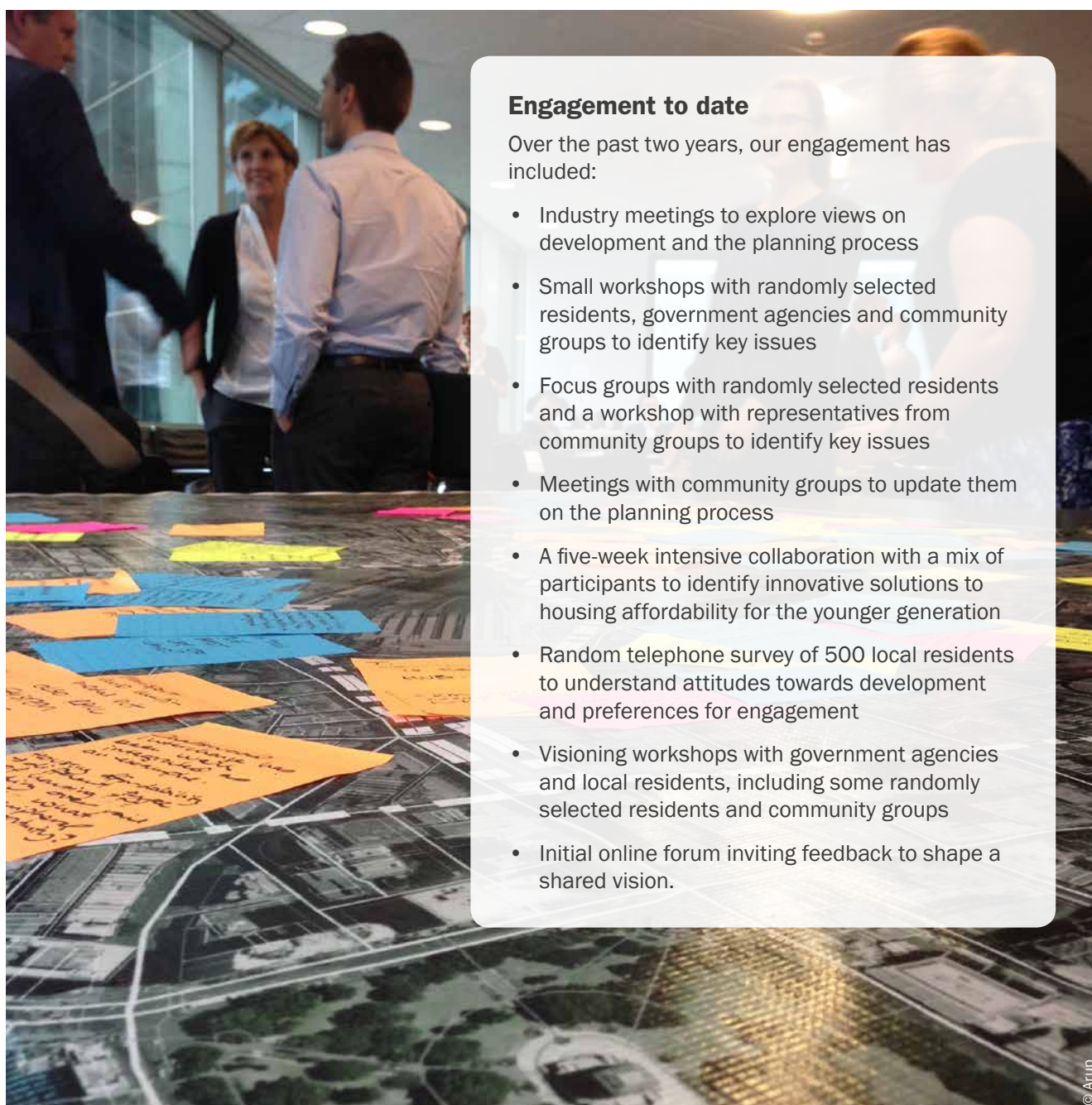
Current focus of consultation

In 2014 we consulted with stakeholders, including local community members, to develop a vision for the entire corridor and study area – the important starting point to the transformation process.

This year we have been identifying benefits associated with the vision and drafting design and planning principles that we believe will deliver the benefits. We call these the 'key moves'.

Current consultation activities, including the workshop this discussion guide has been prepared for, aim to critique and get feedback on these key moves.



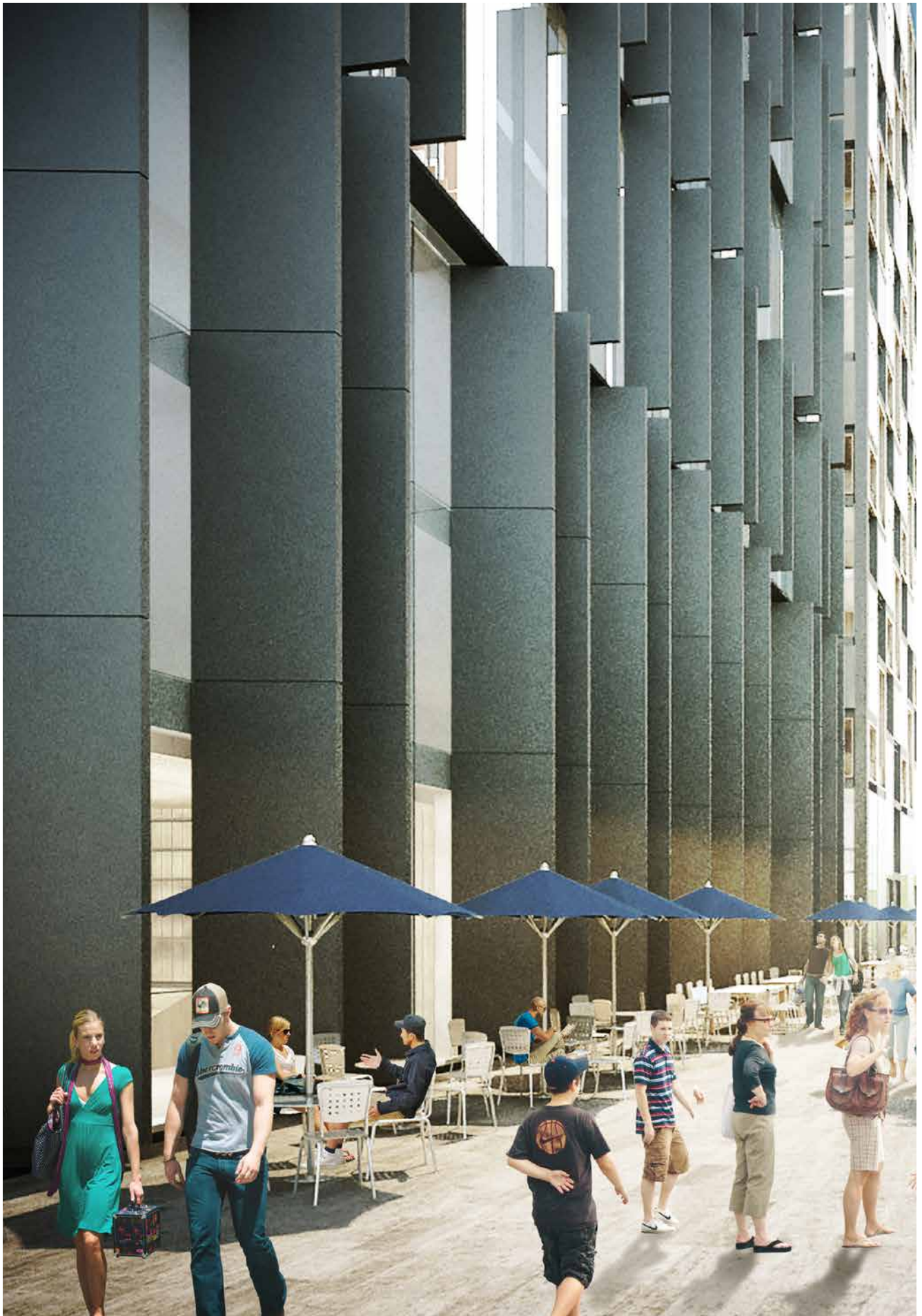


Engagement to date

Over the past two years, our engagement has included:

- Industry meetings to explore views on development and the planning process
- Small workshops with randomly selected residents, government agencies and community groups to identify key issues
- Focus groups with randomly selected residents and a workshop with representatives from community groups to identify key issues
- Meetings with community groups to update them on the planning process
- A five-week intensive collaboration with a mix of participants to identify innovative solutions to housing affordability for the younger generation
- Random telephone survey of 500 local residents to understand attitudes towards development and preferences for engagement
- Visioning workshops with government agencies and local residents, including some randomly selected residents and community groups
- Initial online forum inviting feedback to shape a shared vision.

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Current and future engagement to shape the urban transformation strategy

From April and December 2015 we will hold:

- Meetings with a community panel of 40 randomly selected local residents, broadly representative of the community
- Monthly information stalls at Eveleigh Markets and Redfern Night Markets
- Community workshops
- Study nights to present and discuss findings of technical investigations
- Coordinated community group briefings and an open invitation to regularly meet with groups
- Targeted workshops and meetings with the Aboriginal community and social housing tenants
- A workshop with local high school students
- A youth forum on housing affordability
- Local business doorknocks in main street areas within the corridor
- Community information and feedback sessions
- Updated online engagement hub with information, discussion forums and interactive maps
- Promotion via newsletters, e-updates, adverts in local papers and social media.

**Contact us online or by phone and
have your say on shaping the future
of your community.**



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