



Urban
Growth
NSW

Community Panel Workshop One

Central to Eveleigh

Urban Transformation and Transport Program

APRIL 2015

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Central to Eveleigh



The Central to Eveleigh team is developing a draft urban transformation strategy that will outline how a vision for the Central to Eveleigh area can be achieved over the short, medium and long term. While not a statutory planning document, when complete the urban transformation strategy will guide future opportunities and decisions on rezoning and development applications. The strategy is being developed in consultation with the community and stakeholders and with reference to existing policies, including Sydney 2030 produced by the City of Sydney and the Plan for Growing Sydney prepared by the Department of Planning and Environment.

On the 18 April 2015, UrbanGrowth NSW held a workshop for a newly formed community panel, to discuss the vision and draft design principles being developed for the urban transformation strategy. Panel members provided feedback on the opportunities and principles and discussed the tradeoffs associated with urban transformation.

The panel is one part of a larger program of engagement activities being undertaken from April to June 2015 inviting community thoughts and ideas on draft urban design and planning principles. This follows on from consultation with the community on a vision for the area that was undertaken from December 2014 to March 2015.

This summary report provides an outline of the workshop proceedings and outcomes.

Background to community panel

The community panel is a group of nearly 40 residents who live around the Central to Eveleigh corridor. Panel members are everyday residents who were selected at random. The Central to Eveleigh team will meet with the panel several times during the preparation of the urban transformation strategy.

Over time, panel members will develop in-depth knowledge of planning concepts and be able to provide considered feedback about planning issues that the project team can then explore with the wider community.

Our aim is for the group to be broadly representative of people who live in the local community.

Workshop agenda

The workshop agenda covered:

- workshop introduction (group activity and presentation)
- project context – background (presentation and Q&A)
- project overview – vision and opportunities (presentation and group work)
- key moves – strategies for transformation (presentation and group work)
- understanding of tradeoffs (discussion and group work).

A copy of the agenda is attached.

Activity: Panel composition

The warm up activity enabled panel members to meet each other and understand who was on the panel and people's motivations for being involved. The activity identified:

- The need for several additional members to be recruited to ensure the panel is broadly representative, specifically young people and people from the Central Station end of the corridor need to be recruited.
- The majority of members agreed to be part of the panel because they were interested in planning. No members identified that the money* was their primary motivation for participation.
- Most members either knew a little bit or were confused about urban planning and city making. Only one member identified themselves as an 'expert' who had worked in the development industry for a long time.



(* Panel members received a \$150 gift card as a stipend to acknowledge their commitment to participation in the full day workshop)

Presentation: Project context

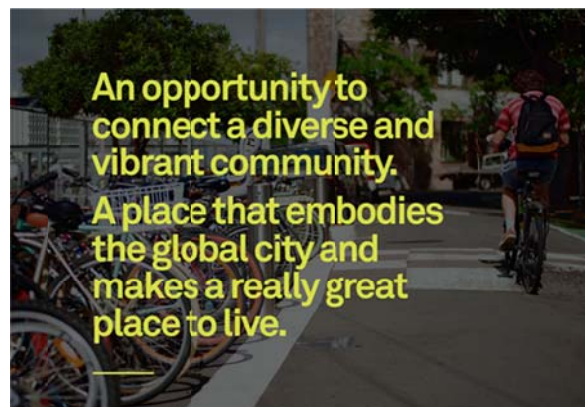
Troy Daly from UrbanGrowth NSW presented background to the project to cover:

- role of UrbanGrowth NSW
- the corridor area within a wider study area
- purpose and objectives of the project
- the need to balance benefits and tradeoffs at metropolitan, city and local levels
- components of the urban transformation strategy.

Presentation: Project overview

Georgia Vitale from the ARUP/Grimshaw team presented the emerging vision and opportunities associated with the urban transformation process.

Panel members then discussed the potential of urban renewal and identified opportunities they were excited and concerned about and other opportunities.



Activity: Feedback on elements of the vision

Living		
Concerned about....	Excited about...	Other opportunities
<ul style="list-style-type: none"> • Homogenisation and lack of diversity of built form and people. • Crime. • HEIGHT. • Sense of community. • How to define what constitutes good design and who decides what good design is. • Where the buildings are placed. • Lack of sun. • Older residents and low-income groups being priced out of the area - neglect of the Waterloo housing areas. • Ultra high density and no medium density. • Characterless sky rise apartments. • Wind tunnels. • Need for more liveable villages/connectivity. • Architecture that isolates and separates residents – need internal green areas for the elderly to feel safe and able to communicate with others. • Lack of diversity – urbanisation. • Lack of affordable housing 	<ul style="list-style-type: none"> • Improved safety that will encourage people to use public transport even at midnight. • Embracing all community groups in the area. • Building communities. • Connecting people (no more boxes for the elderly). • Re-using heritage buildings for housing, so people can live in history, not a soulless environment. This will be good for people’s wellbeing and mental health. • Opportunity to engage a range of specialists for truly ecologically sustainable project for the 21st Century. 	<ul style="list-style-type: none"> • Affordable for our kids to buy. • Building housing that can only be bought by owner-occupiers, not investors. • Work opportunities on a huge scale for 30 years. • Activities that encourage community to contribute to ongoing interaction. e.g. community gardens, dog welcome/friendly areas.

Working		
Concerned about...	Excited about...	Other opportunities
<ul style="list-style-type: none"> • Federal government killing science and technology in Australia. • How to accommodate low- 	<ul style="list-style-type: none"> • NBN • People living near whatever they need including work – reducing the need to travel. 	<ul style="list-style-type: none"> • Childcare central to workplaces and transport. • Strategic positioning of

Working		
Concerned about...	Excited about...	Other opportunities
<p>income workers in this new environment. How to ensure low income workers are able to afford to live in C2E</p> <ul style="list-style-type: none"> • Increased casualization of jobs, lack of job security. • Lack of technology infrastructure decreases business confidence. • How to renew high streets. e.g. bring back diversity of shops, improve accessibility when high streets are increasingly traffic corridors. • The bias (in all transport/walking access) to north/south movement. More east/west access required (especially bike tracks). • How to transition between high dependency on private transport to high dependency on public transport. • Impact of WestConnex on King Street, Newtown. • Ensuring a diversity of workplaces. 	<ul style="list-style-type: none"> • Ease of connectivity. • Rapid transport • Growing businesses (small business) that will add onto the local jobs. • A focus on creativity and innovation. • Tourism in local creative, arts and culture that may generate income. 	<p>common everyday services (for workers who are now time-poor).</p> <ul style="list-style-type: none"> • Public housing to local residents supporting employment like nurses, teachers, care workers. • Diversity of high streets can (hopefully!) return – no every shop needs to be a café/restaurant. • Activate Australian TECHNOLOGY Park FINALLY.

Community		
Concerned about...	Excited about...	Other opportunities
<ul style="list-style-type: none"> • Losing parks and open space. • School proposals will assist with current capacity problems, inadequate for future. • Retaining residents who have lived in the area for a long time. • Connectivity. • Gentrification. • Need for affordable childcare facilities – including before/afterschool care. 	<ul style="list-style-type: none"> • The possibility of a brand new high school – not just ‘add-ons’. • Agree “ “ • Retaining heritage buildings and using them for the community. • Yes “ “ - especially Cleveland Street School. • Small business revival. • New Rapid Transit System. • Connectivity. • Better walking and cycling connectivity across C2E corridor. 	<ul style="list-style-type: none"> • To support more small business and local business. • Improve east/west traffic corridors (of local streets). • Creative economy. • Combined adult and childrens facilities. • Parks and family creations. • Pet friendly areas and facilities. • Bring back local shopping.




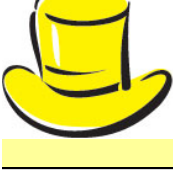


<ul style="list-style-type: none"> • Destruction of Victoria Park with Rapid Transit Link. • Designated and insulated high noise activities and events. • Loss of community diversity through unaffordability. • Not having enough bars, restaurants and theatres. 	<ul style="list-style-type: none"> • Idea of more community spaces/squares. • Blueprint for 21st Century integrated development on a holistic scale. • Public/street art. 	<ul style="list-style-type: none"> • Promoting local art, emerging artists and creative industries – affordable studios/places to paint including street art. • Consideration of old age people 75+.
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Environment		
Concerned about...	Excited about...	Other opportunities
<ul style="list-style-type: none"> • High-jacked by vested interests. • Untrustworthy government. • Strain on current ageing infrastructure – especially traffic. • Lack of green space. • Increased cost to power use. • Losing Prince Alfred Park open space. • High rise school next to Prince Alfred Park. • Transition period to reducing dependency on cars. • Toxicity of soil. • Wildlife friendly spots (birds, possums, frogs, flying foxes etc). 	<ul style="list-style-type: none"> • Tri-generation on wide scale. • Tri-generation on a more human scale. • Child friendly spaces away from transport corridors (safe gated areas). • Solar on all buildings. • If successful, could influence other metropolitan regions. • Community gardens! Where people can grow their own and share with other residents. This can also be a quiet space. • Potential for more green space. • Green spine – a dream – how it can become a reality in a congested area. • Regeneration of heritage buildings as hubs for community activities. • Lots of people in area are already ‘green-aware’. • Learning new stuff about the heritage and seeing that respected in urban design, e.g. New York’s high-line as a good example. Using heritage reuse as a model for design around the corridor. • Dogs = community. We need more space for dogs. I mean safe spaces – not spaces where dogs are vulnerable to roads. 	<ul style="list-style-type: none"> • Storm water and run-off water re-use (not drainage) • Community gardens for food generation • Energy self sufficiency – solar • Environmental education – ‘green classes in green spaces’ for the next generation to learn, understand and use. • Public exercise and recreation: like Sydney Park exercise areas • If more public transport available, people don’t have to use their cars and it will be a greener place to live in. • Parks with toilets.

Presentation: Strategies for urban transformation

Andrew Cortese and Georgia Vitale from the ARUP/Grimshaw team presented a series of interrelated 'key moves' that aimed to achieve the vision as a basis for discussion.

Draft key moves were presented to the panel as a basis for discussion. Feedback from the panel would help to refine the proposed key moves for further engagement with the community. Panel members adopted a critical mindset to discuss and analyse the strategies using the De Bono hats. Different groups were assigned a different coloured hat with a different focus for each.

	<i>Hat and Thinking style.</i>	<i>Questions for Central to Eveleigh Key Moves.</i>
	Blue Hat Thinking- <u>Process</u> <ul style="list-style-type: none"> Blue hat thinking is about focus – does the suggestion actually do what it needs to do 	Will this move produce the results it needs to? Is it focussed on outcomes?
	White Hat Thinking- <u>Facts</u> <ul style="list-style-type: none"> White hat thinking is all about the information – what we have, what we need, what we know, what we don't 	What information is needed to understand this move? Is there information that the project team need to know so that this move will work?
	Green Hat Thinking - <u>Creativity</u> <ul style="list-style-type: none"> Green Hat thinking is about problem solving and finding creative ways to do things 	What ideas and possibilities do you see for this move?
	Yellow Hat Thinking- <u>Benefits</u> <ul style="list-style-type: none"> Yellow Hat thinking is only positive – no ifs or buts! 	What are the benefits this move will create?
	Black Hat Thinking - <u>Cautions</u> <ul style="list-style-type: none"> Black Hat thinking is the voice of reason – what are the difficulties, weaknesses, dangers; logic rules the day! Black Hat thinking is all about the risks 	What are the risks of this move?
	Red Hat Thinking - <u>Feelings</u> <ul style="list-style-type: none"> Red Hat thinking is all about intuition, hunches, gut instinct. No reasons are given or needed 	How do you feel about this move? What will the community feel about this move?

Activity: Key moves – Strategies for urban transformation

Key Move 1:	Key Move 2:	Key Move 3:	Key Move 4:	Key Move 5:	Key Move 6:
<i>Extend Redfern Street to connect with Wilson Street and enhance the experience at Redfern Station.</i>	<i>Create a green spine along the corridor using existing and new green space.</i>	<i>Create railway crossings along the length of the corridor.</i>	<i>Make streets perform better by creating a differentiated network for through-traffic, local-traffic, transit, cycling and walking.</i>	<i>Make the heart of communities at stations.</i>	<i>Locate social, cultural and retail facilities at the heart of activity.</i>
Assist diverting some student movement; reliant upon redevelopment of station; how Little Eveleigh Street is treated.	Yes, could produce green connections and yes is outcome focused.	Yes, but what types of crossings?	Streets performing better is not necessarily achieved in practice – focused on outcome (need to extend beyond).	Will make living easier with better convenience and outcome focused.	Yes, shorter journeys, co- located facilities.
Why Wilson Street over Abercrombie Street as a high street? Clarity of the benefits: <ul style="list-style-type: none"> • What are the key regional routes people want to take? • What are the destinations north and South of Wilson Street? 		Need to get the facts on green space: <ul style="list-style-type: none"> • What, where, what type = need multi layered like on Abercrombie Street. 			
(Plus 3 and 11) Redfern is an amazing hub; these moves open the area; improve flow; would make it more of an activity centre; links to 5; could be wide and grand stations like Europe – even MacDonalddtown could be small and bespoke to get help you need on way home but Redfern has most potential.	Great to love corridor.		Botany Road high street some more traffic underground Regent Street and Cleveland Street. Do it on Wyndham and Regent Streets; Pedestrians priority around stations; Opportunity to really deal with regional traffic; make excellent foundation of green as priority- set value and assumptions of green parks and cycleways plus more park and ride.		
Traffic is an issue; Instant assumption = new road; Skeptical; No Way!	What is offset? Total green relocated increase or decrease; love idea of taking	Yes, Positive; preference for pedestrian NOT road crossings.	Lacks detail; Area is saturated with traffic now; better to share roads and lower speed limits;	Yes, St Leonards, Bondi, Kogarah – Junction all in one place is good; goes	Vague; is logical; activity goes where services are – didn't know what this

Language hurt message – Key Move 7:	kids out along green; the Key Move 8:		Glaze over – what does this mean? Key Move 10:	without saying; makes sense? Key Move 11:	meant? Key Move 12:
Create diversity in housing and employment that increases opportunities to live and work in the area.	Strengthen connections between education, industries and communities to increase productivity and jobs.	Recognise significant elements that celebrate the history for Indigenous Australians and Sydney's culture.	Integrate new high density mixed use buildings with the surrounding.	Improve access and movement while retaining the distinctiveness of each neighbourhood.	Use Government-owned land to unlock value and support public benefits like affordable housing.
Yes, connect industries and unis and TAFE at all levels of education (including schools).	Depends on target (to make it happen) and how it is designed (good start).	Yes, on the basis of proper community involvement.	Yes, it depends on planning control and mix.		Depends on the order.
	We don't have enough art in the streets – should be layered into everything – should be about arts/culture/heritage and supporting for emerging artists.		Where has key move 10 been done well anywhere? Need to see the townscaping/legibility. Need to see model of the density and massing.		
	Diversity is so important – mix; investigate market affordability more affordable housing possible; a scheme people could buy into it; let's build in ageing in place; buildings that have diverse uses.	Aboriginal heritage need to build on and support what is happening at The Block; incorporate Aboriginal tales and art through walking journey and connect to the flow of movement created by other key moves.	Density? Central Pak has actually worked and proved itself to be able to build community; Everyone walks to it; Done well it has great community building potential; tourists come to visit; yes to density done well.		Instead of selling, look at other options like borrowing
	More jobs/simulation of small business due to proximity to USYD, RPA etc.		Density + affordability/diversity – more people close to transport.	Increase focus on public transport. Committee – good design; mix of new and old safety.	

<p>How to enable affordability in private sector? What is the right level of amenity to attract business? Government cuts to education and science budget.</p>	<p>How to maintain sufficient diversity of workspaces for diversity of residents?</p>	<p>There is the challenge to get community buy in?</p>	<p>There is the challenge to maintain character of place; height restrictions? Some people don't like high density; social and amenity aspects of mixed density housing? Quality of design? Heritage of places; village facades.</p>	<p>Risks of impact to existing residents.</p>	<p>Question selling government assets or developing them? Reduce superlotting of developments; Diversity of development prevails; Introduce some percentage of cooperative housing; restriction of overseas investment; area is very attractive due to massive rental market; diversity of scale of development costs?</p>
<p>In principle yes, but more detail; how/will this be done? Brilliant for next 30 years; what does it mean; go, go, go positive; car users have high expectations – have to accept traffic delays which are an effective deterrent for using cars.</p>	<p>Diversity is a 'catch all' word; how do you do this? It's a must; is this just social diversity or economic diversity?</p>	<p>How do you do it? Needs more details; has to be done; great idea – is pain going to be worth it? No one knows what Eora journey is.</p>	<p>Different views; 10 storeys max at street edge; alienation factor of physical height of buildings must be considered; minimise high rise; range and height well integrated; there is a risk developers add height after approval</p>	<p>Times change – places change character; no brainer; is a page filler; will each place really be distinct character? Scale of change means character will change!</p>	<p>Density brings diversity; Yes!; Make it 24/7; Love the buzz; bring lots of people in; plus green spaces; mix of housing prices.</p>

Presentation: Tradeoffs

Project Director Troy Daly led a brief discussion about the tradeoffs associated with transformation, specifically increased density and traffic congestion and the impact this will have on the character of the corridor. Panel members briefly discussed what tradeoffs will mean for the community and noted:



- Trade off is more people, more congestion
- Need more bins on the street
- Higher property prices
- Risks around changing politics and the fact the plan may not be 'concrete'
- Expectation of wide support for redeveloping Redfern Station to provide safe pedestrian access for everyone
- Need to maintain local heritage while redeveloping
- Need for improved infrastructure to cope with more people
- Community will be very sceptical because there is a lack of trust
- Need to convince the community that the money is not all going to developers
- The opportunity to deliver infrastructure first, high rise second
- Pressure on available street parking
- Need for clear transport planning and communications to be done before building
- Need for impact of the building process on current residents to be considered
- Need to fix Redfern Street before moving in hundreds of people
- Key Move 3 will help with community support and will benefit current residents
- Need to demonstrate issues are being addressed and ensure visibility or expectat considerable community opposition.
- Costs to community:
 - Parking
 - Traffic congestion
 - Reduced access to finite services
 - Unsympathetic planning and developing
- Changing amenity/culture of the area
- Strategies suggested are good, but also:
 - Accessibility of local stations (lifts etc)
 - More parking
 - Ways in/out (traffic management)
 - Increased services – schools, childcare
 - Macdonaldtown Station must be accessible
- Need traffic/transport access to be carefully planned so it does not impact surrounding areas
- Parking- road accessibility is extremely poor.

Feedback from panel

Feedback from panel members indicates that they enjoyed the workshop, found it interesting, felt it was well organised and loved the catering.

A number of members have requested more detail including maps, 3D drawings and images to help understand the scale and location of potential new development along the corridor.

More detailed information will be available for the next panel workshop.



The panel noted the problems associated with use of technology, particularly the projector and the laptops and sound that need to be resolved for future workshops.

There were different views about the length of the day, which was too long for some members and not long enough for others. It was agreed the next workshop would be 10.30am-4.30pm on a date to be confirmed.

There were also a range of views about which bits of the workshop reflected the best use of time, but the general view was that time was constrained at the end and felt too rushed, which for many of members was when it started to get 'real'.

Some members also identified the need for presentations to be more engaging and the need for UrbanGrowth NSW to not use technical jargon when speaking about the impacts and the opportunities of transformation.

Agenda



Community Panel – Workshop 1

Date – Saturday 18 April 2015

Time 10.30am – 4.30pm

	Activity	Speaker
1	Opening and introductions <ul style="list-style-type: none">- Acknowledgment of Country- Project team introductions	Lucy Cole-Edelstein Straight Talk (facilitator)
2	Workshop introduction – presentation and group work	Lucy Cole-Edelstein
3	Project context – Presentation and Q&A	Troy Daly UrbanGrowth NSW
5	Project overview – vision and opportunities - presentation and group work	Georgia Vitale ARUP
5	Lunch	
6	Key moves – presentation and group work	Andrew Cortese Grimshaw
7	Understanding trad-offs – presentation and group work	Troy Daly UrbanGrowth NSW
8	Reflections	Lucy Cole-Edelstein
9	Next steps, next meeting, thank you and close	Lucy Cole-Edelstein