



Urban  
Growth  
NSW

# Draft Study Night 9 September 2015

Economics and Sustainability

Central to Eveleigh

Urban Transformation and Transport Program

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# Central to Eveleigh



UrbanGrowth NSW is developing an 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, the urban transformation strategy will guide future opportunities and decisions on rezoning and development applications for land within the Central to Eveleigh corridor. The strategy is being developed in consultation with the community and stakeholders and with reference to existing policies for the area including *Sydney 2030* produced by the City of Sydney and the *Plan for Growing Sydney* prepared by the NSW Department of Planning and Environment.

Sixteen community members attended the study night on economics and sustainability held on the evening of 9 September at Yaama Dhiyaan in Darlington.

UrbanGrowth NSW presented the methodology and initial findings of two studies commissioned to inform the urban transformation strategy. The two studies were:

- Sustainability
- Economics.

Abbie Jeffs, Engagement Manager at UrbanGrowth NSW welcomed participants, introduced the speakers and outlined the purpose of the study night. Participants briefly introduced themselves.

Troy Daly, Program Director at UrbanGrowth NSW outlined who UrbanGrowth NSW is and the potential urban and social outcomes that could be delivered under the Central to Eveleigh Urban Transformation and Transport Program.

Specialist consultants *Kinesis* and *SGS Economics* then provided an outline of their work which led to open group discussion about specific issues relevant to planning within the corridor.

The study night was part of a larger program of engagement activities being undertaken to inform preparation of the urban transformation strategy.

Previous study nights included:

- Social facilities                      6 May 2015
- Arts, heritage and culture        12 May 2015
- Housing diversity                    19 May 2015.

This report provides a summary of the presentations, key questions and discussion points raised in response to information presented. The studies being undertaken consider the impact of growth and change within the corridor and a wider study area around the corridor. UrbanGrowth NSW is using a range of growth scenarios to assess impacts associated with growth in the area.

A summary of each draft study was produced to support the study nights. These summaries are attached and the full studies will be published on the Program's website when complete.

## PRESENTATION: SUSTAINABILITY

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*Speakers: David Holden and Bruce Taper, Kinesis*

David Holden, Associate Director at Kinesis introduced the sustainability study being undertaken and the Precinx model used as a basis for methodology and analysis. David outlined that the Central to Eveleigh area is expected to be a low carbon, low water and low car use precinct.

### *Questions and comments*

**What happens to diesel pollution from the CountryLink trains?** This issue was not in the brief to Kinesis and is within the role of Transport for NSW. In the short term, we do not propose to develop over the railway tracks but some development may take place around train stations.

### **What is decoupled parking?**

The Central to Eveleigh precinct already has declining levels of car ownership. Traditionally, resident car parking is constructed underneath apartment buildings. Decoupled parking means providing resident parking in nearby areas, often above ground. The benefits include cheaper construction of buildings without the need to excavate and remediate, not having under-utilised parking under buildings, and being able to use the decoupled parking areas for different uses in the future if car usage declines.

### **What percentage of Government assets are intended to be sold to pay this the Program?**

Some parcels of government land will be sold. The Program is looking at how value released from government land is reinvested into infrastructure within the area. We are working closely with Transport for NSW to establish what land and access they will need over time.

### **Will public housing be designed to minimise maintenance costs and be modified for people with different needs?**

There is an opportunity to achieve both social and economic advantages by providing more appropriate, quality housing that better suit tenants' needs. We are working closely with Family and Community Services towards these outcomes.

### **Upfront quality in buildings minimises the ongoing maintenance costs for future owners.**

Upfront design is important to reducing ongoing maintenance costs. Family and Community Services will set the specifications for housing that they will own and manage in the future.

### **Has there been any analysis on car movements through the area?**

A traffic and transport study is currently being undertaken. Our studies show that people who live in the study area have low levels of car ownership. However, more than 50% of the traffic is 'through traffic' and modelling shows this is likely to continue. Measures such as street tree programs will help to absorb particulate matter and improve air quality.

### **If you reduce parking, will people just park on the streets instead?**

Data shows that in 2002, 11% of people aged between 18 and 35 did not have a licence. In 2009 this figure went up to 25%. This trend shows us that fewer people are driving. Some developers have found that apartments with car spaces are not as popular to the market as first thought. The first apartments sold at Central Park did not have car spaces but did include GoGet (car sharing) membership. The current City of Sydney on-street parking controls do not allow a parking permit for residents living in new apartment buildings.

**Where is Aboriginal housing best suited in the corridor?**

Local Aboriginal communities will determine this. We are working closely with local Aboriginal communities and the Aboriginal Housing Company.

**Many people rely on owning a car, including people with disabilities and people with children or grandchildren. This area has a varied population and appropriate car parking solutions are needed.** Car parking will remain a feature of all new development, just in reduced amounts – people will be able to choose. Many studies show that there is under-utilised car parking in apartment buildings located near train stations. By providing car sharing schemes and decoupled parking that allows people to park close to their homes but prevents under-utilised parking under buildings, people will be able to access private transport as well as public and active transport. We use trends to predict what people will need in the future, and those trends show low car ownership in the area.

**How is the cost of housing reduced based on low car ownership and reduced travel costs? How does this compare to some research findings that high densification increases the cost of living, for example at Central Park where the average purchase cost and rent have increased and strata levies are substantial?**

Part of our analysis is how to create medium and high density housing that is cost effective. There are many ways to reduce the cost of living, such as not providing underground parking that requires 24 hour lighting which raises the strata costs. The ability to live without a car saves on average about \$7,000 per annum.

**While providing less parking is a good initiative, will decoupled parking create queues of traffic trying to enter/exit parking areas?**

Traffic and parking is a challenge in most urban areas and different people have different opinions on the issue. In the first instance, we are looking at models of how to reduce car parking and provide different parking solutions to prevent traffic jams (such as decoupled parking to reduce traffic all lining up to enter an underground car park). These issues will be explored during the master planning phase to ensure suitable solutions are provided.

**Can the Program have an ambition to achieve better environmental outcomes by setting a new benchmark for solar access (more than the current two hour standard)? And what about open space, which will be a key outcome for producing a permanent community?**

We acknowledge that solar access is very important for liveability and heating in winter. We will examine different scenarios in order to find the best fit where residential, commercial and retail is well suited. The NSW Department of Planning and Environment also recently updated SEPP 65.

**What is happening with Atlassian's bid for Australian Technology Park?**

We are currently evaluating the bids for Australian Technology Park and we cannot discuss specific tenders. However, a key building block of this area will be to facilitate an innovation corridor, including the University of Sydney, University of Technology Sydney and Australian Technology Park. This would create an exciting economic opportunity and encourage innovative and creative businesses.

**What about local public transport other than the train station? The central end of the corridor is well serviced by public transport but moving within the corridor and access to shops is limited. North-south connections are much easier than east-west connections. The other end is not well served, particularly as buses are limited by congestion on main roads. Are there plans for additional transport in the area?**

The Program focuses on providing improved station facilities and connectivity to the stations. Although key destinations within the corridor are fairly close to each other, walking between them can take a long time. Together with improved public transport, pedestrian links between these destinations will be important. Redfern Station is an obvious place to increase and improve pedestrian connections,

including across the train tracks. We have also heard the need for more supermarkets and will examine this in the precinct master planning stage.

**Decoupled parking sounds like a good idea but is it economically achievable? Won't you have to sacrifice land to build it? How is it cheaper than underground parking?**

Decoupled parking could be delivered strategically to utilise pockets of land that are not suitable for other uses. Developers are increasingly finding that car parking stations are more affordable, and have more flexible future uses than digging underground parking facilities.

**How do you deal with transport-related emissions in residential areas, for example with filters or air conditioning? Will this be examined in the transport study or the environment study?**

This specific issue was outside of the brief to Kinesis but we understand there are a lot of vehicular movements in this area. Vehicle standards are constantly getting better and as such, so is air quality.

## PRESENTATION: ECONOMICS

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*Speakers: Jeremy Gill and Bill Dunbar, SGS Economics*

Jeremy Gill from SGS outlined their study that identified economic development direction in the area by understanding the characteristics of existing industries and key trends. They summarised trends affecting commercial office space and discussed what kinds of jobs might be suitable for the area in the future. Jeremy noted the need to brand the corridor and establish its position in Sydney – as an area known for innovation, separate to the Sydney CBD.

*Questions and comments*

**Many affordable workshops have moved out of the area. Creative and innovative industries that specialise in one-offs, prototypes and distribution rely on these kinds of spaces. How will you maintain lower costs and suitable spaces? New spaces such as Carriageworks may be too expensive for many small businesses.**

This is a complex issue and the solution will involve offering a diversity of floor sizes and making the best use of land throughout the corridor, including through places like Botany, Leichhardt and Alexandria where industrial land is preserved. We will also see more flexible and creative uses of spaces over the next 15 or so years.

**This area should not become a concrete desert. We should be creative with the future of the area and build on what it already has, such as its strong Aboriginal culture, with no impact on the environment and an enormous benefit to the economy.**

The work undertaken by SGS focused on statistics and trends but maintaining the character of the area is an integral part of the Program.

**Our national debt is \$4 trillion. Is this Program providing a benefit to the economy?**

The value of the professional economy in Sydney is greater than Western Australia's mining economy. The Program will help to deliver a stronger and smarter local economy, and will celebrate the Indigenous culture and creativity of the area.

**The beauty of an area like Chippendale is the long-term, large, diverse residential population. Through the Program can you maintain Chippendale's unique character by keeping it as residential? There used to be residential security under the LEP but this has been changed. Even a small change to this area could spoil it.**

People go to places like Chippendale for particular reasons, like its unique character. If areas like this are deliberately changed, they lose their attraction. The Program will maintain the eclectic mix of uses

in the area by protecting some existing zoning and only re-zoning where appropriate. We looked at the need for more commercial space across the entire study area and how much could be provided within the existing built form.

**The types of industries you are looking at for this area will need fast internet. Will the Program emphasise the importance of this kind of IT development?**

Yes, we have been examining similar projects, such as the waterfront renewal in Toronto which is of a similar scale and has internet speeds around five times faster than in Sydney for the comparative price.

**How many people will live and work in this area? Who will be taking advantage of the major transport routes planned for the area, for example the metro?**

There is a lot of potential for people to live in the area and work from home and who would not necessarily convert various spaces from residential to commercial. Encouraging professional jobs in the area will also create flow on effects for other employment industries.

A lot of commuters travel through this area into the city. Redfern is connected to the CBD and to west and south-west Sydney. Local job opportunities need to serve a broad spectrum of people. Transport improvements such as the metro will continue to strengthen the connections between the area and the rest of Sydney, and making the area more walkable will allow people to move better within the area.

**The PricewaterhouseCoopers study commissioned by Atlassian concluded that there is a need for spaces with large footprints that can kick start the incubation of high tech businesses. If Australian Technology Park does not deliver this, what will?**

The NSW Department of Industry has published studies on the potential for different types of technology and the City of Sydney has also developed an approach in this area. We need to create opportunities for different tenants – large, medium and small. All evidence suggests this ‘patchwork’ approach of different size spaces. Australian Technology Park works well because it does this – it provides for tenants of all sizes from Channel 7 to offices of one or two staff. Development in the future adjacent to Redfern Station may provide more opportunities for medium to large tenants.

**Are you looking at future projections in terms of poverty and an anti-poverty strategy? Are you looking at how cost effective human services and community facilities are when run by NGOs (non-government organisations)?**

These issues were not in the brief to SGS. Although we did not look at poverty specifically, we have tried to ensure economic development in various ways, including a recommendation to establish training programs for people in social housing in Waterloo.

Every precinct within Central to Eveleigh will dedicate a facility for multiple community services and we want to test this with NGOs. We have looked into low cost housing, but we have more work to do with homeless and transitional housing.

## Feedback from the Study Night

Feedback from people who attended the study night indicated that generally it was viewed as being good to excellent and that people appreciated having the opportunity to ask questions and talk directly with experts. Other feedback included:

- Desire for more detail, examples and visionary thinking
- Request for better catering.

# Appendix A: Agenda

## AGENDA

### Study Night: Environment and Economics

Wednesday 9 September 2015, 6:30-9:00pm  
Yaama Dhiyaan, 255 Wilson St Darlington



Time	Item	Presenter/s
6:30pm	Welcome, introductions and event outline	Abbie Jeffs – Community Engagement Manager <i>UrbanGrowth NSW</i>
6:40pm	Project context	Troy Daly, Project Director <i>UrbanGrowth NSW</i>
7:00pm	Study Overview – Environment	Bruce Taper, Director <i>Kinesis</i>  David Holden, Associate Director <i>Kinesis</i>
7:20pm	Discussion and Questions	
8:00pm	Study Overview – Economics	Bill Dunbar, CEO <i>SGS Economics</i>  Jeremy Gill, <i>SGS Economics</i>
8:20pm	Discussion and Questions	
8:50pm	Next Steps	