



**UrbanGrowth**  
Central to Eveleigh  
Initial Stakeholder and  
Community Engagement Report



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# Central to Eveleigh Workshops Report

## 1 Executive Summary

The NSW Government is investigating opportunities to build above rail lines and on underutilised land in the Central to Eveleigh corridor. Potential regeneration and development options are yet to be determined and will be subject to market testing.

In order to obtain early input from key stakeholders and the community, UrbanGrowth NSW, as the lead Government agency responsible for the regeneration of government owned land in the corridor, held three workshops between 11 November and 19 November 2013. These workshops were structured as follows:

Workshop 1 State and Local Government Agencies and major landholder representatives;  
Workshop 2 randomly selected community members from the inner suburban sub-region;  
Workshop 3 representatives from key community based organisations and resident groups from the local area.

The workshops were conducted as part of an initial stage of investigation into long term regeneration options for the Central to Eveleigh rail corridor.

During the workshops, participants were asked a number of questions and led through a series of activities that promoted thought and discussion about the Central to Eveleigh corridor, as it is now and how it could be in the future. A number of common themes emerged about what local communities, Sydney residents, key landowners and government agencies would like to see driving the regeneration of the Central to Eveleigh precinct in the future. These are:

- 1. Community Participation:** Embed community participation as a core value in planning and future investigations for the corridor.
- 2. Global Sydney Precinct:** The regeneration potential of the corridor means that the Central to Eveleigh corridor has a critical part to play in the planning and development of central Sydney including its potential as a tourism gateway to the greater Sydney region.
- 3. Better Transport Infrastructure:** Preserve and renew Central and Redfern stations as world class facilities while accommodating long term operational transport needs. Improve connections across the corridor to universities and regeneration areas.
- 4. Employment, Education and Innovation:** Leverage the area's special attributes associated with technology, education, the arts, creative industries and support services for the health sector.
- 5. Social Infrastructure:** Ensure that social infrastructure such as schools, health services, aged care and community facilities are addressed properly at the beginning and throughout the planning and regeneration process.
- 6. Remove Barriers and Revitalise Public Spaces:** Create connections across the rail corridor to improve connectivity, permeability, walkability and accessibility. Revitalise and activate public spaces to create safe, vibrant places and new green space.



7. **Respect, Celebrate, Promote and Conserve a Proud Heritage:** Enhance, protect and conserve heritage buildings to celebrate the area's rich history.
8. **Sustainable Living and Design:** Integrate land use with transport infrastructure, social and economic sustainability, green star and excellence in building and urban design. Promote walking, cycling and less car use together with an effective parking strategy.
9. **Diversity and Integration:** Ensure diversity and integration not just in building form and urban design but also community. This includes having a diverse range of housing types including terraces and apartments as well as housing suitable for different incomes and groups such as affordable, social, aged and student housing.

These themes will assist UrbanGrowth NSW in making recommendations to Government on how to proceed with the planning of the corridor regeneration.

## 2 Introduction

The Draft *Metropolitan Strategy for Sydney to 2031*, released in March 2013, highlights that 'Global Sydney' will need 114,000 new jobs and tens of thousands of new homes to cater for Sydney's increasing population, and the Central to Eveleigh corridor has been identified as a key driver. The City of Sydney has also identified the potential for significant redevelopment over the railway line in its *Sustainable Sydney 2030* plan.

As a result the NSW Government has called for expressions of interest to build above rail lines and on underutilised land in the corridor, realising that it has the potential to revitalise and expand Sydney's CBD and transform this inner city rail transport corridor in similar ways to other global cities such as New York, London and Paris. UrbanGrowth NSW is the lead Government Agency for the renewal and development of the Central to Eveleigh corridor.

The Central to Eveleigh corridor extends for approximately 3km from the Goulburn Street car park in the Sydney CBD to Macdonaldtown and Erskineville railway stations. It includes Central and Redfern stations, Australian Technology Park, Eveleigh Rail Yards and the airspace above railway lines. The area incorporates approximately 102 hectares of Government owned land and is divided across six precincts for discussion purposes: South Eveleigh; North Eveleigh; Australian Technology Park; Redfern Station; Central Station and Belmore Park.

The precinct has the potential to become a hub for jobs in the education, health, technology and creative industries, with a mix of new residential development including student and affordable housing. Tourism and other commercial opportunities need to be examined. Any redevelopment would protect heritage assets and preserve access for future essential transport needs, including the second harbour rail crossing. It could also lead to the upgrade of Central and Redfern stations into world class transport facilities. Currently there are only three crossings over the rail lines but building above the corridor would create greater connectivity, permeability and walkability, uniting areas previously divided such as Redfern and Ultimo.

In recognition of the NSW Government's commitment to early engagement, UrbanGrowth NSW is undertaking initial stakeholder and community engagement in order to obtain input to the planning of the project



## 2.1 Rationale and early engagement activities

UrbanGrowth NSW, as the lead Government agency responsible for the regeneration of government owned land in the Central to Eveleigh corridor has recently held three workshops as part of an initial stage of investigation into long term regeneration of the Central to Eveleigh rail corridor.

The first workshop was the Government and Major Landholders Meeting with representatives of government agencies and major landowners.

Workshop two was the Sub-Regional Community Workshop and involved randomly selected community members from the inner suburban sub-region.

The third workshop, the Local Community Workshop involved representatives from key community based organisations and groups from the local area.

Workshops were planned and organised by the Central to Eveleigh project team that included representatives from UrbanGrowth NSW, UTS/ NSW Department of Planning and Infrastructure, Architectus, KJA as well as a prominent member of the local community Geoff Turnbull from REDwatch. Geoff Turnbull's role was multifaceted. He was a participant at the Local Community Workshop; an observer at the Government and Major Landholders Meeting and Sub-Regional Community Workshop; and a reviewer of the workshop notes and this report to ensure that accuracy and transparency has been achieved.

Participants for the Sub-Regional Community Workshop were selected from a pool of 100 people randomly selected via a telephone survey of suburbs in the area bound by South Head and Maroubra peninsulas, extending south to Beverley Hills and west to Enfield and Strathfield. Suburbs within the Central to Eveleigh corridor were excluded, as were local Councillors, Members of Parliament, architects, planners and journalists, and members of resident or environmental action groups.

Possible participants were selected on the basis of demographic representativeness across key characteristics (age (18+)/gender/education/income/housing tenure, typology and affordability/ marital status/ culturally and linguistically diverse/indigenous/ disability status). The telephone survey also asked respondents a series of questions identifying personality traits and societal values.

Although random demographics-based sampling provides a useful method for obtaining a diverse mix of attendees, the purpose of asking respondents about their personality traits and values is to provide additional indicators of socio-demographic diversity. These indicators help with ensuring a diverse range of people, who are representative of the range of demographics and societal values within communities, are selected as attendees. Given the need to ensure demographic and values based representativeness and the relatively small sample area, final attendees of the workshop were predominantly from eastern and south-eastern suburbs surrounding the South Head and Maroubra peninsula areas.

Following the telephone survey, responses were reviewed and a representative selection of participants were independently screened by UTS through 5-10 minute telephone interviews and confirmed for participation.

A major aim of this early community engagement is to understand what themes local communities, Sydney residents, key landowners and government agencies would like to



drive the regeneration of the Central to Eveleigh precinct in the future. Feedback will assist in UrbanGrowth NSW making recommendations to Government on how to proceed with the planning of the corridor regeneration.

The themes are expected to form the basis of a longer term Community Participation Plan that will not only set the foundation for future engagement, but also define the community's role in establishing the future development principles for the corridor. The overarching vision for future development will be created in consultation with the community, industry, investors, Sydney City Council, and Government departments.

In parallel with this work, UrbanGrowth NSW is completing a base line study of the existing corridor environment and is seeking initial feedback from industry to assess the potential interest in different forms of development that may be possible along the corridor.

Potential regeneration and development options are yet to be determined and will be subject to market testing. This initiative is in the very early stage of investigation but examples of what it may include are medium and high-density office, mixed use, education, retail, hospitality and residential development.

UrbanGrowth NSW intends to use its website to provide access to information regarding initial investigations about the corridor and early community and stakeholder consultation that is the subject of this report.

## **2.2 What happened at the workshops**

### 1.2.1 Government and Major Landholders Workshop

The aim of the first workshop was to exchange information and understanding related to the corridor planning process. The workshop included representatives from government agencies, institutions and major landowners. The attendees were given two presentations, one on the background to Central to Eveleigh by UrbanGrowth NSW to set the scene and put the discussions in context and the other by UrbanGrowth's expert advisors on urban renewal and regeneration, Architectus. Attendees were then asked to outline their issues and future plans that might affect the Central to Eveleigh corridor.

### 1.2.2 Sub-Regional Community Workshop

Workshop two was the Sub-Regional Community Workshop and involved randomly selected community members from the inner suburban sub-region. As part of the screening process, they were asked a variety of questions but were not advised the topic of the workshop until they attended on the day. This meant that they came with a fresh and unbiased perspective.

During the morning participants were provided with information and undertook activities that were tailored to increasing their understanding of the area and its planning opportunities and constraints. The process was explained to them along with the background to the Central to Eveleigh Corridor and its history. A bus tour was undertaken so that participants unfamiliar with the area could have first hand on the ground experience. Commentary of the tour was provided by those with local knowledge including representatives of UrbanGrowth NSW and Geoff Turnbull from REDwatch. There was an opportunity to leave the bus and walk through the area around a key part of the area, Redfern Station.



After returning to Australian Technology Park (ATP), the participants were given a presentation by Architectus on the area's regeneration potential. This presentation provided examples of relevant urban regeneration projects around the world to increase the participants' exposure and understanding of what can be achieved. Before and after pictures highlighted the changes and improvements. Examples of building over rail were outlined.

In the afternoon, UrbanGrowth NSW spoke about the Sydney planning context before participants broke into small groups to talk about Central to Eveleigh – The place – what could it be?

Participants were asked to answer the following questions:  
What could the Central to Eveleigh Corridor be?

1. What is the potential role for Central to Eveleigh for
  - a) Sydney
  - b) Central Sydney
  - c) Locally
2. What sort of place should it be – thinking about the current and possible future contexts?
3. What is important to retain and what should be changed?

Participants were asked to frame their responses as issues and responses or as goals within the Sydney, Central Sydney and local contexts mentioned above. Groups then presented their collective thoughts to the wider group for further discussion.

In the latter part of the day, a facilitated, deliberative group discussion took place regarding:

- Key themes to guide planning for the corridor, and
- Key principles for community and stakeholder engagement.

Throughout the day participants were given opportunities to ask questions or share their thoughts. The wrap up of the day involved a discussion on next steps.

### 1.2.3 Local Community Workshop

The third workshop, the Local Community Workshop involved representatives from key community based organisations and groups from the local area. A similar agenda was followed to that covered for the Sub- Regional community workshop including socio-economic and demographic analysis of the corridor, and regeneration potential for the corridor from Michael Harrison from Architectus.

The participants were asked the same questions as outlined above regarding “what could the Central to Eveleigh corridor be?” to elicit their view of themes that should govern planning for the corridor over the next 10-15 years. This group also discussed their views of the key principles that should govern community and stakeholder engagement.

## 3 Common themes arising from the workshops

Workshop participants were asked a series of questions and led through a series of activities that challenged them to think about the Central to Eveleigh corridor as it is now and how it could be in the future. They were then asked to discuss their views and then express them



to the group. Feedback obtained from the three workshops was compiled and analysed for similarities and differences between the three groups. Significant commonality was expressed and a number of common themes emerged.

### 3.1 Key themes to emerge from the workshops included:

- 10. Community Participation:** Embed community participation as a core value in planning and future investigations for the corridor.
- 11. Global Sydney Precinct:** The regeneration potential of the corridor means that the Central to Eveleigh corridor has a critical part to play in the planning and development of central Sydney including its potential as a tourism gateway to the greater Sydney region.
- 12. Better Transport Infrastructure:** Preserve and renew Central and Redfern stations as world class facilities while accommodating long term operational transport needs. Improve connections across the corridor to universities and regeneration areas.
- 13. Employment, Education and Innovation:** Leverage the area's special attributes associated with technology, education, the arts, creative industries and support services for the health sector.
- 14. Social Infrastructure:** Ensure that social infrastructure such as schools, health services, aged care and community facilities are addressed properly at the beginning and throughout the planning and regeneration process.
- 15. Remove Barriers and Revitalise Public Spaces:** Create connections across the rail corridor to improve connectivity, permeability, walkability and accessibility. Revitalise and activate public spaces to create safe, vibrant places and new green space.
- 16. Respect, Celebrate, Promote and Conserve a Proud Heritage:** Enhance, protect and conserve heritage buildings to celebrate the area's rich history.
- 17. Sustainable Living and Design:** Integrate land use with transport infrastructure, social and economic sustainability, green star and excellence in building and urban design. Promote walking, cycling and less car use together with an effective parking strategy.
- 18. Diversity and Integration:** Ensure diversity and integration not just in building form and urban design but also community. This includes having a diverse range of housing types including terraces and apartments as well as housing suitable for different incomes and groups such as affordable, social, aged and student housing.



## 4 Summary of key issues raised during the workshops

The following is a summary of the key issues that arose during the forums. Please refer to Appendices A, B and C for agendas and notes from the three workshops.

The Word Cloud below is a visual representation of desired outcomes raised at the forums. The largest words are those that were used more frequently.



Image 1 – Visual representation of desired outcomes arising from the forums

The following tables summarise the key issues raised at the workshops according to theme and provide a selection of recorded comments from attendees. It is an important aspect of a transparent community forum process to record and highlight the key comments made by community forum participants, without judgement of their validity or accuracy.

### 4.1 Community participation

Focus	Consultation Group	Comment
Community consultation	Local	<ul style="list-style-type: none"> <li>• Provide information as a step before consultation</li> <li>• Inform people of what is going on at a local level with simple and accessible information in plain English</li> <li>• Community consultation at every stage of the process with community advice listened to and acted upon with improvements made along the way</li> <li>• All people who live closest should be consulted</li> <li>• Conversation with the broader Central to Eveleigh and wider community</li> </ul>



		<ul style="list-style-type: none"> <li>• Who is going to live here? Get different perspectives</li> <li>• There should be an authentic Community Participation Plan</li> <li>• Government policy and plans e.g. industry action plans setting parameters must be made public</li> <li>• What weight do community submissions have?</li> <li>• What is up for negotiation?</li> <li>• Expectations need to be managed</li> <li>• How do we get to the disengaged? What is the hook to engage them? There is always a hook.</li> <li>• Build capacity and understanding about planning processes</li> <li>• Review ‘mistakes’ of the past and learn from them</li> <li>• Learning process on both sides and local knowledge should be respected</li> <li>• There needs to be sufficient resources to engage don’t just do PR</li> <li>• It needs to be a transparent process with ongoing release of information and reports</li> <li>• Application of sophisticated technology to assist with community /involvement</li> <li>• Mechanism should be in place for the community to act as a sounding board on engagement.</li> <li>• Suggest broader group such as a Community Council             <ul style="list-style-type: none"> <li>○ Transparent round table discussion Industry/Community/Government</li> <li>○ Help us to help you create Central to Eveleigh</li> <li>○ Have all relevant government agencies present at key discussions</li> </ul> </li> </ul> <p><b>Key Success Factor – Community central to the process</b></p>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Hold forums in other areas of Sydney like Lord Mayor, Clover Moore did.</li> <li>• Use the web to post ideas and vote on them</li> <li>• Consult students and workers</li> <li>• Consult City of Sydney and universities.</li> <li>• Do market research and statistics utilising students.</li> <li>• Consult wider community</li> <li>• Do one on ones with commuters using iPads with a survey that asks what would you like? A or B or C</li> <li>• Important that the government establishes contact with the wider community to promote the project with students and workers who come to the area but don’t live here.</li> </ul>



		<ul style="list-style-type: none"> <li>• They need to promote the area’s attractiveness and what it will be in the future.</li> <li>• They could reach the wider community utilising forums with a mix of people, local papers, TV, brochures and libraries.</li> <li>• Door knock the area to speak to local residents and the aboriginal community.</li> <li>• Need to follow up and keep the momentum</li> <li>• Need to have a figurehead or spokesperson</li> <li>• Community announcement by Russell Crowe, Rabbitohs connection to the area</li> <li>• Follow up activity and keep the momentum after focus groups</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• There needs to be input from elders they want to be informed (National Centre for Indigenous Excellence)</li> </ul>

## 4.2 Global Sydney Precinct

Focus	Consultation Group	Comment
Global Sydney/ Tourism gateway	Local	<ul style="list-style-type: none"> <li>• How does this link in or interact with the broader Central Sydney Plan?</li> <li>• Does industry have input? There are NSW Government Industry Action Plans that will impact corridor planning.</li> <li>• How do we respond to that agenda?</li> <li>• Airport and employment lands impact</li> <li>• The way Universities are integrated</li> <li>• Government leadership</li> <li>• We want it to be a destination. At the moment it’s a place but not an identity and it has no cultural heart.</li> <li>• Could it become the southern gateway? People arrive at Central Station from all over – and <i>that</i> is your welcome to Sydney?</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Want it to be very attractive to local, interstate and international visitors</li> <li>• Central Station is a sort of interchange between other suburbs but people arrive and disperse without staying.</li> <li>• Central Station has tourism potential you should be able to stay and enjoy the area not just use it as a bypass station</li> </ul>
	Government and Major	<ul style="list-style-type: none"> <li>• Important considerations are the Sustainable City 2030 document and the Green Vision (City of Sydney)</li> </ul>



	Landholder	<ul style="list-style-type: none"> <li>• Risks to the growth of central Sydney are physical constraints, administration constraints, flight path and issues to do with radar for planes. Housing can't drive it as it will be at the expense of strategic outcomes needed to support sustainable growth. Need to be careful residential development does not happen on an ad hoc basis at the expense of more strategic outcomes. Government needs to be a strategic landlord to support longer term vision not a quick buck (City of Sydney)</li> <li>• The University of Sydney is a stakeholder in education and research as well as local employer now and into the future (University of Sydney)</li> <li>• Digital economy and other strategies in place, opportunity to deliver on them with this (Carriageworks)</li> <li>• Transport for NSW (TfNSW) is looking at land suitable for future redevelopment with UrbanGrowth NSW. Have been working closely with UrbanGrowth NSW and given certainty on what they can plan whilst we are working on Sydney's Rail Future - Central a fantastic opportunity. There is also a great opportunity for revitalisation. No big showstoppers. Minister for Transport wants TfNSW to think big and grand for Central Station. Excited to review a Masterplan with that sort of mindset. (TfNSW)</li> </ul>
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### 4.3 Better transport Infrastructure

Focus	Consultation Group	Comment
Transport	Local	<ul style="list-style-type: none"> <li>• Redfern is a number one priority – Lifts!!</li> <li>• Improve Redfern Station with walkways across the rail lines</li> <li>• Use mini buses to address congestion: east-west bus routes</li> <li>• Area could be further developed as a major access corridor for Sydney for buses etc and pedestrians</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Central Station is an area where people from many different suburbs converge but they don't stay there they disperse straight away</li> <li>• People should come into Central Station and stay to enjoy it not just use it as a bypass station</li> <li>• Central as a hub but also as a destination with a</li> </ul>



		<p>tourism focus, it should be attractive to local, interstate and international visitors</p> <ul style="list-style-type: none"> <li>• What will happen to the NSW transport maintenance works?</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• “The identity of Redfern Station could be improved” (ATP)</li> <li>• Better access to bus and train nodes is of interest particularly around Redfern Station (University of Sydney)</li> <li>• Main issue need to address is to ensure that rail operational requirements are met - maintenance centres, depots etc need to be considered to ensure not adversely impacted, or if they are affected, how that is managed. (Railcorp)</li> <li>• Every train line we have comes through Central. Buses come in too. Most significant part of Sydney’s public transport network. Government has a significant land asset that they could use to fund transport projects over the next decade. Some land we need to protect to provide for future growth and have capacity for Central to be hub of our network but no reason cannot work around that if we plan carefully. Looking at stabling requirements, Sydney’s Rail Future. Future track maintenance stabling requirements. Stabling expansion is limited across the network. New trains coming on line. Know some work on Redfern Station is required. Things that may affect planning in this area: second harbor crossing and new CBD rail link to Central on underground connection i.e. North Shore to Central and then out to another line rapid transit.- working out where that will connect in to Central; light rail - investing \$1.5 billion in light rail; Western line being looked at in terms of sectorisation of the network to get better capacity; rapid transit corridor conversion; North West rail link and South West rail extensions being looked at; federal study on high speed rail to Melbourne etc (TfNSW)</li> </ul>

#### 4.4 Employment, Education and Innovation

Focus	Consultation Group	Comment
Employment	Local	<ul style="list-style-type: none"> <li>• Need a mix of local jobs for local people</li> <li>• Locals are more relaxed at work they do not have the</li> </ul>



		<p>transport pressures of someone who has to catch public transport long distances</p> <ul style="list-style-type: none"> <li>• Build on many existing activities and aspirations supporting and developing opportunities for local groups and community members particularly the Indigenous community</li> <li>• High economic value industry/activities for the corridor in the long term</li> <li>• World knowledge centre - IT, research, creative industries, sustainability, education, culture with an icon e.g. Bilbao Guggenheim</li> <li>• Innovation as a way (mindset) of doing/approaching the future</li> <li>• Refocus ATP to what it was meant to be an incubator for start-ups</li> <li>• Build economic relationships with local tertiary institutions</li> <li>• Aboriginal training and employment</li> <li>• Integrate home and office -potential for smaller 'cottage style' industries within the development</li> <li>• Attract hi-tech industries – centre of excellence – community benefits.</li> </ul> <p><b>Key Success Factor – ‘Hi tech’ industries locate in Central to Eveleigh corridor</b></p>
	Sub-Regional	<ul style="list-style-type: none"> <li>• People in the area need to have the opportunity to work in the area</li> <li>• Key factor must be the creation of jobs and bringing people to live here, that needs to be part of the promotion of the area</li> <li>• Turn it into a Creative Hub</li> <li>• Give it a Technology focus</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• Essential that the driver is around jobs growth. Residential is happening without any problem at the moment and should not be focused on at expense of jobs growth. (City of Sydney)</li> <li>• Support competitiveness of metropolitan Sydney, financial services has taken a bit of a hit, how can we leverage off good growth opportunities in the private sector? (City of Sydney)</li> <li>• University of Sydney have a range of research and education facilities. Education and research based industry opportunities are welcomed but must be on that basis. Do not want to become commercial landowners. (University of Sydney)</li> </ul>



		<ul style="list-style-type: none"> <li>• Would be good for the local aboriginal kids to get employment but developers do not employ local people. We need employment of people in Redfern. (NSW Police)</li> <li>• Koori Job Ready is now under NCIE. Want the construction industry jobs coming out of any development to look at Koori employment (NCIE)</li> </ul>
Education	Local	<ul style="list-style-type: none"> <li>• Please devote significant areas of land to a decent local high school if more families come into the area</li> <li>• More accessible local preschools</li> <li>• Need more accessible primary schools so you don't have to bus kids around</li> <li>• Proper public high school</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Need schools and playgroups etc</li> <li>• Need access to education</li> <li>• Something like the student quarter – in Paris</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• Goal of the University of Sydney is to deliver better education not grow student numbers as they have the right population suitable for the land (University of Sydney)</li> <li>• Have primary schools and a high school near ATP – Alexandria, also Ultimo. Long term strategy and planning to look at what sort of community is being planned here and what sort of education response should there be. Different ways of teaching, integrating childcare centres. We encourage walking to schools. Our 'Rule of thumb', schools need a hectare of space next to green space. Would want to plan 10 years ahead. (NSW Department of Education and Communities)</li> <li>• Redfern Primary sold to Centre of Indigenous Excellence and no longer a school. (NCIE)</li> </ul>
Arts and Creative Industries	Local	<ul style="list-style-type: none"> <li>• Creative industry is the future of this area if it is done right</li> <li>• Inclusion/provision of affordable incubation space for art/creatives through grants supports e.g. Carriageworks space, heritage spaces and public artworks</li> <li>• Key Success Factor – Long term deliverables in all plans</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Don't want it to be like just everywhere else in the city. Turn it into a creative hub</li> <li>• There are places with creativity but this one has a lot of</li> </ul>



		self expressions
	Government and Major Landholder	<ul style="list-style-type: none"> <li>Carriageworks has had very significant growth. The local and wider NSW and international visitor experience should be considered. Want to optimize arts and culture as part of corridor plans. Eveleigh Markets should continue to grow,</li> </ul>

#### 4.5 Social infrastructure needs

Focus	Consultation Group	Comment
Social infrastructure	Local	<ul style="list-style-type: none"> <li>Provision of adequate, targeted social infrastructure e.g. high schools</li> <li>Best practice integrated social infrastructure to service local and regional needs</li> <li>Increase amount of public housing in proportion to the increase in population</li> <li>Mixed use facilities for all generations: drop in centre for kids; child care; and elderly care</li> <li>Elderly care sites - facilities for the growing ageing population so that people can stay locally</li> </ul> <p><b>Key Success Factor</b> – Infrastructure is provided/built</p>
	Sub-Regional	<ul style="list-style-type: none"> <li>Retain Eveleigh Markets and Carriageworks</li> <li>Relocate the Powerhouse Museum near Carriageworks or in other rail heritage facilities</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>Can share facilities with the community. Shared green space and shared childcare. Share parking, the schools during the day and community use after hours. Schools can be community facilities e.g. halls can be used by community for performance space/multi space community facilities. (NSW Department of Education and Communities)</li> </ul>

#### 4.6 Remove barriers and revitalise public spaces

Focus	Consultation Group	Comment
Connectivity, permeability, 'walkability' and accessibility	Local	<ul style="list-style-type: none"> <li>Need connectivity at all levels</li> <li>Remove physical barriers that the rail line creates and provide access across all train lines</li> <li>High quality walkable public domain that includes views and vistas</li> </ul>



		<ul style="list-style-type: none"> <li>• Need a healthy environment</li> <li>• Take Prince Alfred Park to Broadway</li> <li>• Create pleasant walkable links to Sydney Harbour and Hyde Park</li> </ul> <p><b>Key Success Factor – Community central to the process</b></p>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Overpasses over the rail lines has to happen</li> <li>• Find a way to remove the dividing barrier that is created by the train line</li> <li>• Try to connect everything</li> <li>• How can you make connections to Hyde Park?</li> <li>• Want to remove the divide that is around Central and improve connectivity between Glebe, Surry Hills etc</li> <li>• It should be open and connected with neighbouring suburbs</li> <li>• It would be good if you could walk from place to place rather than get on and off a bus</li> <li>• Cycle paths but regulated ones as some in the cycling community are not responsible</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• ATP is particularly interested in connectivity between Redfern station and the ATP i.e. ways in which both pedestrians and parking can be improved</li> <li>• Main issues relate to access and connectivity (University of Sydney)</li> <li>• Need parking and connectivity options to permeate the site. Been in long term discussions with Railcorp in regard to enhancing pedestrian access with ATP (Carriageworks)</li> <li>• Traffic management is required on Lawson Street there is no footpath. It goes right past our development site and in the morning it is like Pitt St and you can't get across (Aboriginal Housing Company)</li> <li>• How do we create a vibrant place connecting north and south Eveleigh and not only that but also urban areas of Chippendale with Newtown and Redfern. Environmental opportunities also. Various parks might be able to be 'green linked' to Hyde Park that is not that far away. Rose F Kennedy greenway in Boston – could learn from that. Precedents and opportunities need to be looked at. (Heritage Council)</li> <li>• Accessibility and connectivity around and across the corridor is needed. (TfNSW)</li> <li>• Good transport links, pedestrian links need connectivity. (NSW Department of Education and</li> </ul>



		Communities)
Activation	Local	<ul style="list-style-type: none"> <li>• Fun night time economy</li> <li>• Increased population should be well serviced</li> <li>• Rebirth of high streets. Want to be able to park in front of shops</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Need vibrant activities and venues, entertainment and events</li> <li>• Hold entertainment festivals/events like Vivid Sydney, Festival of Sydney, Night Noodle Market, New Year Fireworks</li> <li>• Give it a cosmopolitan feel with cafes and restaurants</li> <li>• Create vibrant spaces for university students who want to do things when they finish from 4pm onwards, venues, cafes etc</li> <li>• High-rises similar to Pacific Square work well - with shops underneath such as supermarkets, gym, restaurants, coffee shops etc that incorporates open space where you could have performances</li> <li>• Put in areas for sporting and recreation activities</li> <li>• Retail in the city is massive do not want to duplicate what is elsewhere, not another Bondi Junction</li> <li>• Create areas for students and tourists</li> <li>• Make the area tourist friendly with pleasant places to be in</li> <li>• Could we make it a tourist attraction as well?</li> <li>• Could be a young trendy area for Gen Y's</li> <li>• Have unique shops, boutiques, specialty shops etc Would like to see e.g. Alexandria</li> <li>• Redfern will be the next Newtown, maybe even better</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• University of Sydney has realized it needs an ancillary level of retail to support campus community. Do not want to compete with central retail anchors but still ensure that students are serviced.</li> <li>• TfNSW – need to manage the transport for that growth and have self containment. Retail brings activity that creates vibrancy and activity and if maintained in that corridor would not need to travel elsewhere. Also makes the area safer at night time.</li> <li>• Carriageworks agree that it is crucial</li> </ul>
Public space	Local	<ul style="list-style-type: none"> <li>• More open space for passive and active recreation including gardens and public green space</li> <li>• Have open space and green areas that are successful and well used</li> </ul>



		<ul style="list-style-type: none"> <li>• Green ways with the potential to link green spaces to waterways (Sydney Harbour) and other green areas such as Hyde Park</li> <li>• Make it a destination with outdoor spaces and interesting infrastructure</li> <li>• Include public art</li> <li>• Could be a focal point as a city square which we don't have at present</li> <li>• Could be a spectacular southern gateway to the city</li> <li>• There is the potential for vertical gardens</li> <li>• Retain public land</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Parks where you have enough space for outdoor activities not only during the week but on the weekends also</li> <li>• In Darling Harbour there is a play area for children that is good, with the increase in population you will need more parks</li> <li>• Open green spaces with trees where you can experience nature are desirable</li> <li>• Green spaces and recreation areas for relaxing and walking dogs or even just to do nothing</li> <li>• Historic area with creative arts, fun, open, connecting, trees</li> <li>• Public art, murals like in Bondi</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• Schools can share their green space with the community. (NSW Department of Education and communities)</li> </ul>
Safety	Local	<ul style="list-style-type: none"> <li>• Pumping up traffic in the area is a bad way to go</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Safety and security should come first</li> <li>• There are not enough police around the CBD and there is a need for more cameras</li> <li>• Increase security with neighbourhood watch, community awareness and good lighting</li> <li>• Security is needed in public areas to prevent street violence</li> <li>• After hours activities to enhance safety</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• TfNSW says retail helps to make the area safer at night time</li> <li>• There are issues with students parking their cars in other areas during the week when they are studying and malicious damage. NSW Police have been working closely with the Aboriginal community in regard to robberies and have seen an improvement in that</li> </ul>



		area. There would be a variety of security implications as a result of an increase in density and population in the area such as disputes, alcohol related assaults, robberies etc (NSW Police)
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#### 4.7 Respect, celebrate, promote and conserve a proud heritage

Focus	Consultation Group	Comment
A proud heritage	Local	<ul style="list-style-type: none"> <li>• Respect and acknowledge the current reality</li> <li>• Build on existing scale and character</li> <li>• Don't want an out with the old and in with the new like Darling Harbour</li> <li>• Heritage a focus for new design hubs</li> <li>• Respect for existing scale and character of inner suburbs</li> <li>• Respecting and acknowledging the current reality and leveraging it to realise the future potential of the place (not Darling Harbour "out with the old, in with the new")</li> </ul> <p><b>Key Success Factor</b> – Has existing reality been enhanced and strengthened</p>
	Sub-Regional	<ul style="list-style-type: none"> <li>• What has to stay is history and heritage, the area has a proud history</li> <li>• You need to look after heritage and key places - it is hard to find and see places of heritage in Sydney</li> <li>• Showcase historical areas, been past Mortuary Station a lot but never known what it was until today</li> <li>• Engage with the history and peoples of the past, aboriginal, railway workers, engineers etc</li> <li>• Industrial history of the area is important</li> <li>• There is a transport theme</li> <li>• Are there historical interest groups in the area?</li> <li>• Look at keeping the heritage places, people want to see them not just recently built things</li> <li>• Feeling that some heritage buildings could be put to better use</li> <li>• Heritage buildings should be made available for private ownership</li> <li>• More consultation with the general public when determining which buildings are heritage. Concern there is only a small group of people who have a say in determining which buildings are heritage and which aren't</li> </ul>



	Government and Major Landholder	<ul style="list-style-type: none"> <li>• Value is the distinctiveness of the architecture that already exists. Culture and arts has a role in urban regeneration. Already there in terms of Carriageworks. (Carriageworks)</li> <li>• Heritage a primary driver of good development on this site. Can actually have too much development. Need to integrate heritage and development in way that is balanced. (Heritage Council)</li> </ul>
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#### 4.8 Sustainable living and design

Focus	Consultation Group	Comment
Walking, cycling, less car use	Local	<ul style="list-style-type: none"> <li>• Desire for a walkable environment</li> <li>• Don't want to have to rely on having a car</li> <li>• Walk to work – sun and health</li> <li>• Reduce traffic congestion</li> <li>• No cars – car share</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• In some places in the world the CBD is car free please consider a car free zone</li> <li>• Less cars like in Melbourne, have better transport options - buses, trains, taxis, trams</li> <li>• Everything could be on the doorstep and if possible walk to work</li> <li>• Good to be able to walk home and save on cabs</li> <li>• Create walking/running paths and cycle ways</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• Landlocked campus surrounded by roads and infrastructure. We want greater pedestrian safety (University of Sydney)</li> </ul>
Parking	Local	<ul style="list-style-type: none"> <li>• It is good to be close to public transport so that you don't need to drive if you don't want to</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Have parking that is affordable</li> <li>• Time shared parking</li> <li>• Underground parking</li> <li>• Residents park out front as don't have space on the property. If businesses don't need the parks at night perhaps residents could use those spaces</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• The notion that we can keep building and servicing parking needs to be considered carefully. The city will have difficulty in supporting increased parking (City of Sydney)</li> <li>• The University of Sydney would like to rationalise</li> </ul>



		<p>parking (University of Sydney)</p> <ul style="list-style-type: none"> <li>• Rationalise and improve connectivity in parking to permeate the site (Carriageworks)</li> <li>• Parking is an issue and can lead to disputes and malicious damage (NSW Police)</li> <li>• Schools can share their parking with the community. Schools use it during the day and the community at night (NSW Department of Education and communities)</li> </ul>
Sustainable development	Local	<ul style="list-style-type: none"> <li>• Integrated planning for whole site</li> <li>• We don't want to lose views of the sky and clouds - vistas - 6 star rating "green" for all buildings and sustainable design</li> <li>• Privacy is important as is access to sunlight</li> <li>• We need leaders in sustainable development</li> <li>• Developer levies must be spent in the area</li> <li>• Is there a strategy to reduce car use and have a car free environment? May be one way of selling it.</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Concern was expressed that tradespeople e.g. mechanics will have nowhere to park their cars so they won't be able to service the area. Also they won't live there and those living in the area will find it hard to get those services</li> </ul>

#### 4.9 Diversity and integration

Focus	Consultation Group	Comment
Diversity	Local	<ul style="list-style-type: none"> <li>• Protect and develop current diversity, recognise its essential contribution to the essence of the "place"</li> <li>• Respect old and new</li> <li>• Maintain the social mix, don't lose what we have now</li> <li>• Maintain diversity in regard to culture, age (all ages i.e. intergenerational), socio economic status etc</li> <li>• Retain diversity, Aboriginal and Torres Strait Islander history and community involvement. Cultural icon – Aboriginal home</li> <li>• Maintain diversity through affordable housing, accessible employment and training opportunities etc</li> <li>• Keep the sense of community</li> <li>• Retain a residential community</li> </ul>



		<ul style="list-style-type: none"> <li>• Concern regarding possible social housing loss</li> <li>• Do not displace people especially vulnerable people</li> <li>• Make sure it is accessible to middle range incomes</li> <li>• Make provision for cultural activities,</li> <li>• Equity in employment, housing, services, access</li> <li>• Equity is important</li> </ul> <p><b>Key Success Factor - a vibrant diverse community</b></p>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Have diversity in regard to culture, age (all ages i.e. intergenerational), socio economic status etc</li> <li>• Diverse people and places, ethnically and socially</li> <li>• Enhance aboriginal history “do not step on them”</li> <li>• The area should have its own identity, don’t want it to just turn into the same as the rest of the city</li> <li>• Student quarter like in Paris - area with creativity and a lot of self expression</li> <li>• Needs uniqueness and specialty shops</li> <li>• Accessibility is important</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• Diversity of opportunity and affordable diverse housing is needed (City of Sydney)</li> <li>• Do not want to see too much of a social divide in Redfern (NSW Police)</li> </ul>
Integration	Local	<ul style="list-style-type: none"> <li>• Be inclusive and respectful of people and heritage</li> <li>• Integrate any new development into the existing community</li> <li>• Current and new communities should come together as a whole</li> <li>• No new postcode</li> <li>• Integration of what happens in ‘corridor’ with adjoining communities – partnerships with City of Sydney, NSW State Government and community – TRIPARTITE</li> </ul> <p><b>Key Success Factor – Tripartite mechanism is active and effective</b></p>
	Sub-Regional	<ul style="list-style-type: none"> <li>• How do we make sure that projects do not compete with each other e.g. Barangaroo and Central to Eveleigh? There should be cross consultation between projects.</li> <li>• Gateway with connections to other Sydney precincts</li> <li>• Need to be aware that there are unknowns, things appear when you integrate things that you did not expect to happen</li> </ul>
	Government and Major	<ul style="list-style-type: none"> <li>• The University does not want to be a gated community that turns its back on the community.</li> </ul>



	Landholder	<p>There are opportunities for facilities to be used by business, residents, sporting groups (University of Sydney)</p> <ul style="list-style-type: none"> <li>Walsh Bay is a very good example of urban renewal that integrates well with Millers Point the challenge now is to see how to link with Barangaroo (Heritage Council)</li> </ul>
Building form and aesthetics	Local	<ul style="list-style-type: none"> <li>Height and density could end up being increased for economic reasons.</li> <li>It should be aesthetically beautiful</li> </ul>
	Sub-Regional	<ul style="list-style-type: none"> <li>New buildings need to be sympathetic with the area</li> <li>Railway lines are an eyesore, disguise them underground</li> <li>Don't let the area fall into disrepair as it has done in the past</li> <li>Use best practice from overseas, you have the knowledge but do you have the money?</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>Regarding design: We work with communities to see what fits with the area (City West Housing)</li> </ul>
Affordable housing	Local	<ul style="list-style-type: none"> <li>NSW Land and Housing Corporation needs to be closely involved</li> <li>NSW needs to stop being exclusive to monied people by providing home purchasing schemes</li> <li>Making properties at low rent available</li> <li>Designated target for affordable and transitional (public → private) housing</li> </ul> <p><b>Proposed Key Success Factor – Target set and held</b></p>
	Sub-Regional	<ul style="list-style-type: none"> <li>This is different from Barangaroo and developers won't like it as it won't be a big pay packet in their pocket</li> <li>Need to show it will make financial sense and that people will spend money in restaurants etc. Needs to make financial sense as well as be a beautiful space</li> <li>Accommodation close to work, affordable access</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>Affordable diverse housing is needed (City of Sydney)</li> <li>The University of Sydney would like to provide affordable housing on campus. Housing should not be the key driver for the Central to Eveleigh Corridor but for the University having affordable housing is a very important facet (University of Sydney)</li> </ul>



		<ul style="list-style-type: none"> <li>• Need to have affordable shops as well (NSW Police)</li> <li>• Big problem with affordable housing there is an increase in people on waiting lists. Central to Eveleigh presents an opportunity as it is where people want to live, near transport etc. City West's model is to own and run the buildings. Maintenance and stratas. They work with communities to work out what fits with area. (City West Housing)</li> </ul>
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#### 4.10 General comments

Focus	Consultation Group	Comment
Other	Local	<ul style="list-style-type: none"> <li>• Simplification of statutory processes – establishment of a governing body in the local area.</li> </ul> <p><b>Proposed Key Success Factor</b> – Location of project management in situ and formal mechanism for community participation</p>
	Sub-Regional	<ul style="list-style-type: none"> <li>• Have a logo for the Central to Eveleigh Corridor that is shaped like a butterfly as that is the shape it is on the map</li> </ul>
	Government and Major Landholder	<ul style="list-style-type: none"> <li>• Our community needs to be able to benefit from this development especially kids (Aboriginal Housing Company)</li> </ul>

## 5 Next steps

This is a long-term initiative, with implications for central Sydney and the broader Sydney region. Planning for the corridor is very important and community and stakeholder involvement is seen as being critical. Future urban regeneration and development has the potential to transform the southern end of Sydney's CBD and make a significant contribution to meeting the future needs of Sydney residents, businesses and visitors.

Initial feedback from the community, government and major landholders and industry stakeholders will assist UrbanGrowth NSW in making recommendations to Government on how to proceed with the planning of the corridor regeneration.

A comprehensive and ongoing program of engagement with all stakeholders is expected to commence in 2014.



## Appendix A Government and Major Landholders Meeting - agenda and meeting notes



### AGENDA Central to Eveleigh Meeting Government and Major Landholders

to be held at 9am-11am on Monday 11 November 2013 at  
Room 6A, 1<sup>st</sup> Floor, Bay 6, Locomotive Workshop, ATP

Attendees	Andrew Thomas, City of Sydney Susanne Johnson, NSW Department of Education and Communities Dare Kavanagh, NSW Land and Housing Corporation Vincent Sicari, Heritage Council of NSW Michael File, Department of Planning and Infrastructure Anissa Levy, Transport for NSW Ivan Glavinic, Railcorp Marianna Preston and Martyn Killion, Arts NSW Luke Freudenstein, Superintendent NSW Police Adam Perrett, Housing Services, Family and Community Services Duncan Read, Australian Technology Park Lani Tuitavake and Greg Colbran, Aboriginal Housing Company Emily Scivetti, National Centre for Indigenous Excellence Lisa Havilah, Carriageworks Clive Gunton, University of Technology Stephane Kerr and Helen Deegan, Sydney University Sam Galvin and Steven De Pasquale, City West Housing
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Aim: Information exchange and understanding of corridor planning process

Agenda Items:

- |   |               |                                                                    |
|---|---------------|--------------------------------------------------------------------|
| 1 | 9.00-9.05am   | Welcome and Introduction<br>(Wendy Stamp, facilitator)             |
| 2 | 9.05-9.15am   | Background to Central to Eveleigh<br>(Tim Poole, Project Director) |
| 3 | 9.15-9.45am   | Renewal challenges<br>(Michael Harrison, Architectus)              |
| 4 | 9.45-10.05am  | Questions/Discussion                                               |
| 5 | 10.05-10.55am | Issues in the area/future planning<br>(Each agency/land holder)    |
| 6 | 10.55-11.00am | Next Steps<br>(Tim Poole, Project Director)                        |
| 7 | 11.00am       | Close                                                              |

Level 14, 60 Station Street Parramatta NSW 2150	PO Box 237 Parramatta NSW 2124	DX 28448 Parramatta ABN 79 268 260 688	T +61 2 9841 8600 F +61 2 9841 8688	<a href="mailto:enquiry@urbangrowth.nsw.gov.au">enquiry@urbangrowth.nsw.gov.au</a> <a href="http://www.urbangrowth.nsw.gov.au">www.urbangrowth.nsw.gov.au</a>
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<b>Meeting:</b>	<b>Central to Eveleigh - Government and Major Landholders</b>
<b>Date:</b>	11 November 2013
<b>Location:</b>	Room 6A, 1 <sup>st</sup> Floor, Bay 6, Locomotive Workshop, ATP
<b>Time:</b>	9:00am – 11.15am
<b>Project team:</b>	Tim Poole, UrbanGrowth NSW Michael Harrison, Architectus Wendy Stamp (facilitator) Kerrie Symonds, UrbanGrowth NSW Roberta Ryan, UTS Geoff Turnbull, REDwatch David Robinson, KJA Paula Braxton-Smith, KJA
<b>Attendees</b>	Duncan Read, Australian Technology Park Emily Scivetti, National Centre for Indigenous Excellence Andrew Thomas, City of Sydney Stephane Kerr, Sydney University Lisa Havilah, Carriageworks Marianna Preston? and Martyn Killion, Arts NSW Ivan Glavinic, Railcorp (land owner) Andrew Lamatina, Transport for NSW Anissa Levy, Transport for NSW Lani Tuitavake, Aboriginal Housing Company Vincent Sicari, Heritage Council of NSW Luke Freudenstein, Superintendent NSW Police Clive Gunton, University of Technology Susanne Johnson, NSW Department of Education and Communities Sam Galvin and Steven De Pasquale, City West Housing

**Meeting summary:**

The following summary covers the key themes raised at the meeting including the major issues, questions and comments by attendees. The structure of these notes does not necessarily flow in the order in which issues were raised, rather it provides a grouping of consistent themes that were discussed by the group. It is not intended to provide a verbatim record of questions and comments.

**The following is a summary of comments by attendees of the Government and Major Landholders Meeting:**

<b>Australian Technology Park (ATP)</b>	<ul style="list-style-type: none"> <li>• ATP has the potential to double their size and have asked for registration of interest from developers who would like to build on the site. Focus on technology, business and complimentary usage.</li> <li>• ATP’s main focus is on managing their tenants.</li> <li>• There are over 3000 people employed at ATP. The “identity of Redfern Station could be improved”.</li> </ul>
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	<ul style="list-style-type: none"> <li>• ATP is particularly interested in connectivity between the station and ATP i.e. ways in which both pedestrians and parking can be improved.</li> </ul>
<b>National Centre for Indigenous Excellence</b>	<ul style="list-style-type: none"> <li>• “One of the lead indigenous organisations”.</li> <li>• The key interest in regard to Central to Eveleigh is input of elders in the Redfern/ Waterloo area. Elders want to be informed.</li> <li>• Koori Job Ready is now under NCIE. Want the construction industry jobs coming out of any development to look at Koori employment.</li> </ul>
<b>City of Sydney</b>	<ul style="list-style-type: none"> <li>• Important considerations are the Sustainable city 2030 document and the Green Vision.</li> <li>• Essential that the driver is around jobs growth. Residential is happening without any problem at moment and should not be focused on at expense of jobs growth. Diversity of opportunity and affordable diverse housing is needed. Housing can’t drive it as will be at expense of strategic outcomes needed to support sustainable growth.</li> <li>• Support competitiveness of metropolitan Sydney. Financial services taken a bit of a hit. How can we leverage off good areas in private sector?</li> <li>• Risks to the growth of central Sydney are physical constraints, administration constraints, flight path and issues to do with radar for planes. Need to be careful residential not happening on ad hoc basis at expense of more strategic outcomes. Commercial tenants are expected to move to Barangaroo, leaving the offices they were in empty and unlikely to be filled due to insufficient growth. Government needs to be strategic landlord to support longer term vision not a quick buck.</li> <li>• The notion that we can keep building and servicing parking needs to be considered carefully. The city will have difficulty to support increased parking.</li> </ul>
<b>University of Sydney</b>	<ul style="list-style-type: none"> <li>• Of relevance to the Central to Eveleigh Corridor is the University of Sydney’s Camperdown/Darlington campus.</li> <li>• Stakeholder in education and research as well as workers for the jobs task force now and to the future.</li> <li>• Landlocked campus surrounded by roads and infrastructure.</li> <li>• Goal is to deliver better education. Already have the right population suitable for the land, so not trying to grow that.</li> <li>• Would like to provide affordable housing on campus. Housing should not be the key driver for the Central to Eveleigh corridor but for the University having affordable housing is a very important facet.</li> <li>• Want greater pedestrian safety.</li> <li>• The University does not want to be a gated community that turn its</li> </ul>



	<p>back on the community. There are opportunities for facilities to be used by business, residents, sporting. They would like to be more of the community.</p> <ul style="list-style-type: none"> <li>• Better access to bus and train nodes is of interest particularly around Redfern station.</li> <li>• Main issues relate to access and connectivity.</li> <li>• They have a range of research and education facilities. Education and research based industry opportunities are welcomed but must be on that basis. Do not want to become commercial landowners. In the Central to Redfern growth corridor you could see these relationships start to develop.</li> <li>• They are in the Broadway to Camperdown Education and Health Precinct (as defined in the Draft Metropolitan Strategy).</li> <li>• University of Sydney would like to rationalize parking and improve connectivity</li> </ul>
<b>UTS</b>	<ul style="list-style-type: none"> <li>• Not sure where it fits with their strategic vision. Watching brief.</li> </ul>
<b>Arts NSW Carriageworks</b>	<ul style="list-style-type: none"> <li>• Culture and arts has a role in urban regeneration. Already there in terms of Carriageworks. A lot of money has gone into it. Creative industries taskforce etc.</li> <li>• Want to optimize arts and culture as part of the project and ensure that the Eveleigh Markets continue to grow.</li> <li>• Long term tenure and ownership issues.</li> <li>• Been in long term discussions with Railcorp in regard to enhanced pedestrian access with ATP.</li> <li>• Carriageworks has very significant audience growth which doubles year on year. Continuing to grow. Cultural heritage and context of locations should be included in development.</li> <li>• Local, wider NSW and international visitor experience should be considered.</li> <li>• Parking and connectivity options to permeate the site. To consider transport and parking across all areas. Rationalise and improve connectivity in parking.</li> <li>• Digital economy Industry Action Plan and other strategies are in place. Opportunity to deliver on them with this.</li> <li>• What other cultural businesses and services can feed off Carriageworks, education, art and heritage of the area?</li> <li>• Heritage adds value to precincts and that value is in the distinctiveness of the architecture that already exists.</li> </ul>
<b>Railcorp</b>	<ul style="list-style-type: none"> <li>• Operational issues. Asset and land owner of the rail corridor. Support Sydney and NSW trains. Transport sets strategic direction and prioritizes the customer service at the centre of that. Main issue need to address is to ensure that rail operational requirements are met maintenance centres, depots etc need to be</li> </ul>



	<p>considered to ensure not adversely impacted, or if they are affected, how that is managed.</p>
<p><b>TfNSW</b></p>	<ul style="list-style-type: none"> <li>• Have a significant asset that they can use to fund transport projects over the next decade.</li> <li>• Know some work on Redfern is required.</li> <li>• Looking at stabling requirements, Sydney's Rail Future. Future track maintenance stabling requirements.</li> <li>• Property perspective to look at land suitable for future redevelopment with UrbanGrowth NSW. Have been working closely with UrbanGrowth NSW and given certainty on what they can whilst working on Sydney's Rail Future, second harbor crossing. New CBD rail link to Central on underground connection. Where will that connect in to Central Station? Not at the end of that journey yet will identify other areas suitable for development.</li> <li>• Stabling expansion is limited across the network. New trains coming on line.</li> <li>• Every train line we have comes through central. Buses come in too. Most significant part of Sydney's public transport network.</li> <li>• Accessibility and connectivity around and across the corridor is needed.</li> <li>• Central Station is a fantastic opportunity. Area revitalization. No big showstoppers.</li> <li>• Some land we need to protect to provide for future growth and have capacity for central to be hub of our network but no reason cannot work around that if we plan carefully.</li> <li>• Minister for Transport wants us to think big and grand for Central Station. Excited to review Masterplan with that sort of mindset.</li> <li>• Question from UrbanGrowth NSW: Is the western line being looked at too? Answer: Sectorisation of the network to get better capacity. Rapid transit corridor conversion. Second harbour crossing once gets to Central i.e. North Shore to Central and then out to another line rapid transit. Not as much work to do on north shore line if have the second crossing. North West rail link and south west rail extensions being looked at even before built to ensure that always looking forward and planning ahead. Federal study on high speed rail to Melbourne etc</li> <li>• Light rail investing 1.5 bill dollars in light rail provide fantastic opportunity.</li> </ul>
<p><b>Aboriginal Housing Company</b></p>	<ul style="list-style-type: none"> <li>• AHC is a stand alone organisation. Affordable housing is the main concern. What is deemed affordable?</li> <li>• Looking at their target Aboriginal community. Challenge to find household income that can move into it.</li> <li>• Also planning to provide student accommodation.</li> <li>• Traffic management is required on Lawson Street there is no</li> </ul>



	<p>footpath. It goes right past our development site and in the morning it is like Pitt St and you can't get across. Lawson Street is the problem.</p> <ul style="list-style-type: none"> <li>• Our community needs to be able to benefit from this development especially kids</li> <li>• There is a high social need in Redfern and Waterloo. Services and great transport but what more can be done. Key aspect of sustainability a critical aspect</li> </ul>
<p><b>Heritage Council</b></p>	<ul style="list-style-type: none"> <li>• Heritage a primary driver of good development on this site. How do we create a vibrant place connecting north and south Eveleigh and not only that but also urban area of Chippendale with Newtown and Redfern.</li> <li>• Environmental opportunities also. Various parks might be able to be green linked to Hyde Park that is not that far away. Rose F Kennedy greenway in Boston – could learn from that. Precedence and opportunities need to be looked at.</li> <li>• Opportunity for Sydney, very happy to hear Minister for Transport's direction to her department.</li> <li>• Good urban planning good urban design essential. Can actually have too much development. Need to integrate heritage and development in way that is balanced. Sustainable planning. Barcelona Train corridor separated city from sea and building over it has really been good for it.</li> <li>• Walsh Bay very good example of urban renewal that integrates well with Millers Pt challenge now is to see how to link with Barangaroo</li> <li>• Public domain connections not just pathways incorporating public art.</li> </ul>
<p><b>NSW Police</b></p>	<ul style="list-style-type: none"> <li>• Predominantly residential would like to know the population growth for Redfern. South Dowling Street lots of residences popping up parking an issue. A lot of students still need parking even though during the week public transport to University is good they want it on weekend. End up parking elsewhere and causes problems. Malicious damage etc. Roads very full but if traffic doubles, how is that going to work?</li> <li>• Need to have affordable shopping as well.</li> <li>• Developers do not employ local people. Would be good to employ local aboriginal kids. Need employment of people in Redfern.</li> <li>• Do not want to see too much of a social divide in Redfern.</li> <li>• More shops going in will result in more theft. 7- elevens are easy targets for robbery. Students are easy targets also.</li> <li>• Alcohol related assaults will increase.</li> <li>• Domestic violence will go up with residential developments close together.</li> <li>• Most robberies are aboriginal juveniles but have seen</li> </ul>



	<p>improvements in that area now that we are working closely with Aboriginal community.</p> <ul style="list-style-type: none"> <li>• Redfern may amalgamate with Botany.</li> </ul>
<b>Department of Education and Communities</b>	<ul style="list-style-type: none"> <li>• Have primary schools and high school near ATP – Alexandria, also Ultimo.</li> <li>• Long term strategy and planning to look at what sort of community is being planned here and what sort of education response should there be.</li> <li>• Different ways of teaching, integrating childcare centres. Walking to school is encouraged. Alexander Park just near here. St Andrews.</li> <li>• Need to factor in land for education. Rule of thumb is that schools need a hectare of space next to green space.</li> <li>• Can share facilities with the community. Shared green space and shared childcare. Share parking, the schools during the day and the community's after hours. Schools can be community facilities e.g. halls can be used by community performance space multi space community facilities.</li> <li>• Good transport links, pedestrian links need connectivity. Would want to plan 10years ahead</li> <li>• Comment by NCIE - Redfern Primary sold to Centre of Indigenous Excellence.</li> </ul>
<b>City West Housing</b>	<ul style="list-style-type: none"> <li>• Green Square. Increase in people on waiting list. Big problem with affordable housing. City West's model is to own and run the buildings. Maintenance and stratas. Opportunity as it is where people want to live, transport etc Re design: we work with communities to work out what fits with area.</li> </ul>
<b>Other</b> UrbanGrowth NSW asked: What is the need for retail in this corridor do people see this as critical?	<ul style="list-style-type: none"> <li>• University has realized needs an ancillary level of retail to support campus community. Do not want to compete with central retail anchors but still ensure that students are serviced.</li> <li>• TfNSW – need to manage the transport for that growth and have self containment. Retail brings activity that creates vibrancy activity and if maintained in that corridor would not need to travel elsewhere. Night time economy in the corridor will activate the space and make the area safer at night time.</li> <li>• Carriageworks agree that it is crucial</li> </ul>



## Appendix B Sub-Regional Workshop agenda and workshop notes



### AGENDA Central to Eveleigh Meeting

#### Sub-Regional Community Workshop

to be held at 9am-5pm on Saturday 16 November 2013 at  
Room 9A, 1<sup>st</sup> Floor, Bay 8, Locomotive Workshop, ATP

Participants	Robbie	Maeve	Sam
	Gina	David	Gino
	Bridgette	Craig	Alex
	Tina	Cecille	Bai
	Max	Monique	Tina
Workshop Team	Tim Poole	Project Director, UrbanGrowth NSW	
	Roberta Ryan	Assoc Professor, UTS	
	Michael Harrison	Architectus	
	Kerrie Symonds	Project Manager, UGDC	
	David Robinson	KJA	
	Paula Braxton-Smith	KJA	
Observer	Geoff Turnbull	Redwatch	

**Aim:** To develop a set of themes that can frame the objectives for the sustainable planning and regeneration of the Central to Eveleigh Corridor

#### Agenda Items:

- 9.00-9.10am Welcome and Introduction  
(Wendy Stamp, Facilitator)
- 9.10-9.20am Process for Today  
(Associate Professor Roberta Ryan, UTS)
- 9.20-9.30am Background to Central to Eveleigh  
(Tim Poole, Project Director)
- 9.30-11.15am BUS TOUR/ MORNING TEA  
(Tim Poole, Project Director)
- 11.15-11.35am Central to Eveleigh – What is this place?  
(Associate Professor Roberta Ryan, UTS)
- 11.35-12.00pm Questions/Discussion
- 12.00-12.30pm Regeneration potential  
(Michael Harrison, Architectus)
- 12.30-1.00pm Questions/Discussion

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- |    |               |                                                                            |
|----|---------------|----------------------------------------------------------------------------|
| 9  | 1.00-1.45pm   | LUNCH                                                                      |
| 10 | 1.45-1.55pm   | Sydney planning context<br>(Tim Poole, Project Director)                   |
| 11 | 1.55pm-3.00pm | Central to Eveleigh- The place – what could it be? - Small group activity  |
| 12 | 3pm-3.30pm    | AFTERNOON TEA                                                              |
| 13 | 3.30pm-4.00pm | Key Themes to guide planning for the corridor – Group Discussion           |
| 14 | 4.00pm-4.15pm | Key principles for community and stakeholder engagement – Group Discussion |
| 15 | 4.15pm-4.30pm | Wrap up of the day and Next Steps                                          |

Thank you for attending!

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## **Meeting: Central to Eveleigh Meeting – Sub-Regional Community Workshop Notes**

Date: Saturday 16/11/13

Location: Room 9A, 1<sup>st</sup> Floor, Bay 8, Locomotive Workshop, ATP

Time: 9am -5pm

### **Meeting summary:**

9:10am – Facilitator, KJA

Welcome and Introduction

9. 15am - Associate Professor Roberta Ryan, UTS

Process for today and purpose

Questions and issues

Question - I don't come from the area so how do I give feedback? I think it is unfair for me to express my views as I am someone who doesn't live here.

Answer - This will potentially change the way that the city operates so it is important for all of us. This is partly why we want people who don't live here but have a view about how the city should operate.

9.25am – Project Director, Tim Poole

Background to Central to Eveleigh

**BUS TOUR OF THE CENTRAL TO EVELEIGH CORRIDOR**

Back to ATP

11.15am – Associate Professor Roberta Ryan, UTS

Central to Eveleigh - What is this place?

Presentation by Roberta Ryan on historical information of the area

No questions

11.30am – Michael Harrison, Architectus

Presentation by Michael Harrison on regeneration potential – refer to presentation

### **Lessons**

City strategy for growth

Local solution “of the place”

Mending past urban problems

Mixed uses rather than single purpose solutions

### **Themes:**



- Character of the place
- viability
- permeability
- diversity
- adaption
- human scale
- open space
- environment

How should we structure growth and regeneration?

What are the strategic urban issues we must address?

How can Central to Eveleigh contribute?

What local activities should be reinforced?

Questions, issues and observations

Question - Can we expand on what has been integrated into the new developments, how were they adapted and how has it changed the landscape? If you could give an example of whichever is most pertinent to Sydney?

Answer - The example is Kings Cross in London. What would attract new business? Barangaroo is being developed and some businesses will move there but the same people are moving around as opposed to new businesses coming in. Culture and the arts is another way. Carriageworks is the first in the area. Having Channel 7 here, it was at Epping but came to Australian Technology Park due to public transport access. It is a creative area with an aboriginal history. Kerry Stokes thought it would be a good environment for the actors and actresses.

Question - What would happen with NSW Transport Maintenance works?

Answer - Initial meetings have been held with the Department of Transport and City Rail., including a Government workshop. City Rail said no showstoppers to this. They are reviewing what they are doing. Sydney Harbour Tunnel. A federal study is being undertaken in relation to fast trains between Melbourne and Sydney etc. We do need some maintenance near the city circle line but not as much.

Question - What do you think are the things that are important to an area like this, given it is a very important part of city and that we have land that is not fully utilised?

Question - You have knowledge of best practice and have travelled around the world to see how issues have been overcome. You have the idea of what needs to be done already, you have Government support but the hurdle is money. When there is not enough money short cuts are taken. I guarantee you know exactly what to do but do you have the money?

Answer – (Michael Harrison and Tim Poole) Money is material to these types of developments and it is our money, taxpayers money, so the government must spend it responsibly and allow people have a say in how money is being spent. We are looking for other ways of funding too. Development can happen but it needs to be in a way that creates



really good outcomes. Do not want to create a ghetto. Development and density is an important conversation to have. Overseas are not self funding community facilities.

Participant comment - Anzac Parade, Maroubra. Pacific Square high rise with shops underneath is amazing just brilliant. Have the necessities there Coles, Aldi, fantastic deli, gym, units, performances in open area, restaurants, coffee shops. Love going there as it has open space where Westfield doesn't have that. Building over rail, initial picture great. Definitely want the bus tour again in 15 years.

Answer - That is what we call a mixed use development. Can see the vibrancy starting with a café.

Question - Troubles this area has had socially. Hate to say it but everyone living here probably wants to see the end of that too. Don't want things to fall into disrepair to the extent it did. Not an easy thing to keep that feeling alive. Australia is not very successful doing that in rebuilds

Participant comment - I think a lot of that has already been done in the area.

Participant comment - Sustain the feeling. Don't want to see the area turn into a depot again.

Question - Why do you have to have public housing in such an exclusive suburb?

Answer – We will talk more regarding that in the afternoon, no policy response to that from the government point of view.

Question - Why can't you have public housing in area that is upmarket? You can't relocate a large number of public housing overnight so why not make it so they enjoy it?

Question - All those houses are about a million and half to buy so why should some get it for free if others have had to work for it? People on a disability pension so don't even pay a percentage.

Participant comment - So jobs are important then aren't they as that is how they pay for it?

Question - Minimum maximum perspective. Federation Square cost factor and duration. How much did Federation Square cost?

Answer – (Michael Harrison) Building over railway lines needs to have open space or 3- 4 storeys low rise building. Federation Square cost \$300 million. Tried to recoup through development rights. They paid for the podium. Developers would never recoup their money. 30-50 year timeframe for corridor Initial concept building needs to be done. Busways looking only within corridor so if corridor successful would influence land nearby and increase regeneration.

Question - Why does it take that long? You said 50 years.

Answer (Michael Harrison) Have to plan for the long term. Hard to say. Australian Technology Park car park could be development tomorrow but should be considered in the scheme of the rest.



(Tim Poole) Need to respond to growth. Not the demand for 20,000 units now considering other parts of Sydney also supplying. Need to have it staged and not do it speculatively. Could we make it a tourist attraction as well?

(Tim Poole) Let's discuss this afternoon. How does tourism fit in? Lots of new people come into Central station.

Participant comment - Fox Studios has not worked out. It's a ghost town, producing movies all the time though.

Participant comment – It used to be packed. Now it's a ghost town. Shops closing. I think Redfern will be the next Newtown. Probably will be better. Not too much needs to be done to create the spark from business perspective and residential will tag along as soon as business there.

## LUNCH BREAK

David Robinson went through filming will take place in the room and then later vox pops if people want to be involved.

Draft Metropolitan Strategy 2031 Slide put up.

1.45pm – Associate Professor, Roberta Ryan, UTS

DISCUSSION - Sydney planning context - Discussion on planning for growth

Questions, issues and comments

Question - What about mechanics? Can't park your car so can't live there? A lot of big service stations are going as the land is being developed

DISCUSSION - Tim Poole

Sydney Planning Context

GROUP ACTIVITY – Facilitator, KJA

Participants were asked to say who they were, where they are from and how they feel about this place.

Participant 1 - Lives in Enfield, two storey house. She wanted space for kids and nice back yard, could not live in Redfern always wanted more space. Brought up in South of London. Listening to Roberta changed my mind today about a lot of things and how I thought before. Today is exciting.

Participant 2 - Always lived around the east, now in Rose Bay. Most important is the beach and being outside. After being in the city in the hubbub of traffic and noise I want to feel the work day has stopped, quiet, leafy natural. Could not live and work in city. Would want to live close to nature. If you can somehow create the impression of being close to nature, trees and parks are important.



Participant 3 - born in North Queensland, near Townsville. Then lived in Sicily. Since married and lives in Malabar. Has two grown-up daughters that have moved out of home. Wants access to local shops, doctors, church, schools, playgroups, things that bring people together, social aspects for kids. So many cars on road now. Going into Kingsford and the city the high rises have made traffic bad and roads remained the same. Horrendous. Love going to shopping centres on the central coast. Open space is so important as indoors a lot. Open space near shops.

Participant 4 – From Norway, a small town of 5,000 people. Now live in Coogee but used to live in Surry hills before that. Coogee pretty different. Open space is quite important. What you notice in London and Paris is that it is so pretty. Historic architecture. Sydney is disjointed and everything is spread around. Be nice to make Central Station somewhere that people want to go, tourism a good place to start. Something to show off.

Participant 5 - Grew up and lived in the eastern suburbs all my life. Lived in Canada for a while, where there is an interesting, contrast of culture near the east coast, near Ottawa almost the same. Only when I got out of the country did I realise there were differences and that is what brought me back. Those things were our culture corrects for things that are not going in the way they want it to. Big city versus not so big city. This exercise does not surprise me, trying to correct and set things on a better path. To get it right is important. Kids are safe, happy and have access to education. When you go somewhere they don't have it you realise. In eastern suburbs there is all the time, space, health, outdoor activity. Parks only access is during the week as they are packed out on weekends. Packed out parks.

Participant 6 - Dover Heights, Rose Bay, eastern suburbs area. Agree with participant 2, open space is important. Not as congested being able to walk in open space. Started university and when in the city and around Central Station, Surry Hills etc always looking for something to do. I've grown up with open space and it is so important. Creating vibrant spaces for people who want to do things when you are out of uni at 4pm or whatever so many students around but would be good to have something to do venues, cafes etc. Now just go and have coffee.

Participant 6 - Grew up in the East and now in Dover Heights. She enjoys the parks accessibility, connectivity, able to walk home and save on cabs. Connectivity is the main thing. I work in the city, have access to a car but don't like to use it.

Participant 7 – From Marrickville, enjoy living in the West, easy to get around. Public transport is good. Ideal place to live would be near the hills, parks, trees or ocean but can't do that at this stage. Important thing is infrastructure. Before increasing population need to increase infrastructure. Public health system is bad. Have to wait 4 or 5 hours.

Comment from Tim Poole - think about not only jobs and housing but things that support it.

Participant 8 - Came from London 40 years ago, lived in lots of areas in Sydney. Work but also renovate. I think this place will be for young people, like my back yard but this area will be very vibrant.

Participant 9 - came from Auckland thirty years ago. Need close proximity to transport. Want to go in by train or bus. Want to be near shopping centre park car and get weekly provisions. Golf, surfing etc Like parks and public places exciting to witness the harbour tunnel, the Olympics, the Anzac bridge and now dropped the ball. Congestion on roads if going to central coast you're in gridlock.



Participant 10 - originally from Blacktown, when commenced full time employment it took 90mins to get to Paddington for work. Rented then bought an apartment in Mascot. Heads up previous employees co-workers etc came from outside to get accommodation two problems not enough and too expensive. Went to Macquarie shops the other day and there is an ice rink there and all there until it closes. Not big but attraction there. Food court on the side. Selling point. Residential shopping centre with an entertainment attraction in there. Fox studios was great at first but now fallen a bit flat. Cinema too expensive. Circus LA eastern suburbs can afford but families can't. Old Harold Park sold to Mirvac? What was the cultural diversity, can that be learnt from.

Participant 11 – From Newtown. Everything on the doorstep. Doesn't drive but uses GoGet. Love diversity ethnically, culturally, etc. Living in a very destabilised city in regard to rent. My ideal would be a gateway between communities so that everyone has a place irrespective of their background and where they fit in. Infrastructure. Transport, schools in the inner city. Potts Point, Redfern, Surry Hills complete lack of public housing.

Participant 12 - lived in different countries and different cities in Australia. Moved to Sydney eight years ago. Would not change living in apartment. Childcare facilities meet people all the time, walk to supermarket, doctors, pharmacist. Sill drive to city but has option to jump on bus. Like a village but everything close, safe and secure 3km from city close to Moore Park close to beaches, cinema everything I like. Projects like this are very important to have a village with diversity so nice to be and live there. Not like a ghetto. Removing barrier of rail corridor key part. Traffic gridlock the problem. Getting out is a major issue so congested. Like area but traffic the problem.

Participant 13 – Lived in Sydney most of life but from the country 5 acres. Been in Surry Hills for school but also Glebe. Didn't really like the high density. Only place to play was on streets or in park with running dogs and packed. Prefer it to be unique to area like Surry Hills. A lot more cafes. Would want it to be unique small independent stores not a big Westfield.

Comment from Tim Poole. Had a chat to Woolworths and this sort of development is highly attractive to retailers.

Participant comment - Roads around here will not be able to cope.

Comment from Tim Poole - Need to use public transport as key focus. Significant challenge is traffic and parking to go with it.

1.55pm - SMALL GROUP ACTIVITY – Central to Eveleigh – The Place – What could it be?

Group 1 Feedback
Want to be very attractive to local, interstate and international visitors. Green spaces and recreation spaces for relaxing and walking dogs or do nothing. Would like to see uniqueness and specialty shops that already exist e.g. in Alexandria. Safety and security should come first. Don't want to see police in uniforms all the time. Would like to see regulated cycle ways as concerned that some of cycling community not responsive. Would like car free areas. In some places in the world the CBD is car free and would like to consider a car free zone.
Comment from Tim Poole – Darling Harbour play area was identified as being really good and happy that somewhere in Sydney has been identified as being really good.



**Group 2 feedback**

Be more centred. Young trendy area well established for Gen Y's. As people evolve they can become upmarket? Cosmopolitan lifestyle. Safety, not enough police want more police around CBD. King Cross King hits, more cameras. Gateways to Sydney precincts, this could be the gateway that connects all of the precincts around it. Gateway easier to move between them i.e. travel between them an interchange. Better transport options less cars like in Melbourne, buses, trains, taxis, trams. Better recreation areas. At Darling Harbour there is a play area for children. With the increase of population there needs to be more parks. More public art. Entertainment festivals e.g. Vivid Sydney, Noodle Markets, NYE Fireworks. Better way of doing it. Something eye-catching more fireworks, similar to Olympics. Walkways, cycle ways.

Heritage buildings in Central to Eveleigh. Small group of people who have a say in this and we think they should have more consultation with general public in order to define which buildings are heritage. Heritage buildings are to be made available to private ownership. What sort of place should it be creative arts, historic, fun, open, connecting, trees? Debate regarding heritage. Some are not heritage and could be put to better use. Others did not agree. Community awareness, security, neighbourhood watch, good lighting

**Group 3 Feedback**

Central and pointing out mass student and tourism population. Looking at Central Station as main area or sort of interchange between other suburbs in that they arrive there and disperse without staying. Unique shops, boutiques etc. Want to remove the divide that is around Central and improve connectivity between Glebe, Surry Hills etc. Don't want to just turn it into the same sort of part of the city. Turn into creative hub. Retail in city is massive do not want a duplicate of what is elsewhere not another Bondi Junction. People should come to Central, stay and enjoy not just a bypass station. Could be a tourist attraction. Not much there, grimy graffiti and no one wants to be there. Look at keeping the heritage place they are key places that people want to see not just things put there recently. Accessibility is important. Big tourism. Notre Dame in Paris is student quarter. Places with creativity but this one area has a lot of self expression. Showcase of historical places. Been past Mortuary station a lot but never known what it is. Make the area tourist-friendly with pleasant places to be in. What has to stay is history and heritage. Murals like in Bondi on way to Pavilion, focus on technology. Make whatever passes for train lines we need, put in sporting and recreation activities. Security in public areas to prevent things like James Kelly situation. Parking that is affordable. Time shared parking. Residents park out front as don't have space on property. So if businesses don't need car parks at night perhaps residents could use.

**AFTERNOON TEA BREAK**

3.30pm – Facilitator's remarks.

<b>Key Themes</b>		
Eveleigh railyards a significant part	Showcase the landmarks	Tourists
Pleasant spaces	Public art	Celebrate the uniqueness of the area
Entertainment	Overpasses and connectivity	Can have heritage and development if you do it right.



Central being a hub – creating it as a hub something needs to be sorted out	Creative, technological industries	Venues, art spaces
Affordable housing, student quarters and everything that goes in it	Essential hub for transport.	How do you define a student quarter in Sydney? Cosmopolitan, redefining this area as a gateway to the CBD, gateway concept
Redefining heritage spaces, education, history, fun, open connected, proud, trees, green space green environment what is it now and what can it become, culture	These plans cannot be at the expense of existing transport.	

Participant comment - Have a logo that is a butterfly as that is the shape of it on the map.

#### 4.00pm – FACILITATED GROUP DISCUSSION

What are the principles of community engagement?

What principles should guide government in the future of the corridor?

For example, openness and transparency, meaning open conversation between the government and community.

#### GROUP DISCUSSION

- Enhance aboriginal history, do not step on them
- Industrial history important
- Currently think of the area as having the University on one side, Redfern on the other and separated by Central.
- Suggest Forums in other areas of Sydney to get input from other areas.
- Web info. Like Clover did.
- Consult City of Sydney, universities, market research and statistics with students.
- One-on-one with commuters with iPads what would you like A,B, C
- Believe it is important the govt engages with wider community. Critical for them to promote the project with students and workers who come to the area but don't live here.
- Promoting the attractiveness and what it will become in the future.
- Forums with mix of people.
- Use local papers libraries, brochures and tv to reach wider community
- Need to have a spokesperson.
- Sceptical that he needed to sign a document to say was not allowed to talk about it. (Clarified Chatham house rules enable people to speak freely without fear of being named).
- Door knocking in the area with local residents and aboriginal community.



- Following up and gaining the momentum.
- Concept of interchange things appear when you integrate things that you did not think was going to happen.
- Historical interest groups in area.
- Add up the bits and it ends up bigger than it was as a whole.
- Proud – history of the area that it was a black spot, riots etc Aboriginal pride catchcry. Adding pride and harmony to an area that was discontent in the past.
- Social context. Engage with the history ie the peoples of the past aboriginal, engineers railway people etc

Debacle of cross city tunnel - didn't want it and no one used it as didn't want to pay the toll.

Expert comment – the corridor has had a chequered history. Should it be a regeneration or renewal project? London Docklands was done as a regeneration project. The model needs to address structural issues. Another model is the one used for Barangaroo, the Government did the Masterplan and then put it out to market. They looked for a competitive bid for someone to do as a parcel. Lendlease won it. In this case the developer shares the risk with Government. It passes some risk to private sector.

#### Participant comments

This is a social renewal thing, a property developer can't do that but a Government will if it is socially different. This is different from Barangaroo. Developers won't like this as won't provide a big pay packet in their pocket.

Community announcement get Russel Crowe to do it Rabitohs and all that.

How would be about showing it makes financial sense and people will spend money in restaurants etc. Needs to make financial sense as well as have beautiful space.

How do we make sure that these projects do not compete too much with each other? Who should have a role to play so that there is cross consultation in between the projects. Key factor must be creation of jobs and bringing people to live here and that should be part of the promotion. Don't think there is too much trouble selling residential property.

Expert comment: Is that the best plan? How do we balance it?

#### Participant comment

On part of North Terrace in the Adelaide CBD buildings were hidden and obscured by trees but now they removed them and changed the space altogether. The public were very negative at the start as trees had to be cut down but once the project was completed it was a big improvement to the area. It's unbelievable how many beautiful buildings it has uncovered. No one could see the splendour of it before.

Expert comment - Adelaide is a beautiful planned city.



## Appendix C Local Community Workshop - agenda and workshop



### AGENDA Central to Eveleigh Meeting Local Community Workshop

to be held at 9am-5pm on Tuesday 19 November 2013 at  
Room 9A, 1<sup>st</sup> Floor, Bay 8, Locomotive Workshop, ATP

Attendees	Lynnette Taylor, Alexandria Residents Action Group (ARAG) Jeanette Brokman, Chippendale Residents Interest Group (CRIG) Zlo Ledoux, Friends of Erskineville (FOE) Geoff Turnbull, REDwatch Rosie Wagstaff, Residents Acting In Defence of Darlington (RAIDD) Peter Cannon, Save Leamington Avenue Elizabeth Elenius, Pyrmont/Ultimo Community representative Desley Haas, Redfern Station Community Group/ Lift Redfern Bruce Lay, North Eveleigh Working Group Mary Lynne Pidcock, South Sydney Business Chamber Michael Shreenan, Inner Sydney Regional Council for Social Development Jill Yates, ResNet Warren Gardiner, NCOSS Gillian Elliott, Surry Hills Neighbourhood Centre Irene Doutney, Sydney City Councillor
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Aim:	To develop a set of themes that can frame the objectives for the sustainable planning and regeneration of the Central to Eveleigh Corridor
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Agenda Items:

- |   |                 |                                                                                                                    |
|---|-----------------|--------------------------------------------------------------------------------------------------------------------|
| 1 | 9.00-9.10am     | Welcome and Introduction<br>(Wendy Stamp, KJA, Facilitator)                                                        |
| 2 | 9.10-9.20am     | Process for Today<br>(Associate Professor Roberta Ryan, UTS)                                                       |
| 3 | 9.20-9.40am     | Background to Central to Eveleigh and the Sydney Planning Context<br>(Tim Poole, UrbanGrowth NSW Project Director) |
| 4 | 9.40-9.50am     | Central to Eveleigh – What is this place?<br>(Associate Professor Roberta Ryan, UTS)                               |
| 5 | 9.50- 10.30am   | What do you value about your place?<br>(Workshop participants)                                                     |
|   | 10.30-10.45am   | MORNING TEA                                                                                                        |
| 6 | 10.45 - 11.15am | Questions, Issues and Discussion                                                                                   |
| 7 | 11.15-11.45am   | Regeneration potential<br>(Michael Harrison, Architectus)                                                          |

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notes



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| 8  | 11.45-12.00pm | Questions, Issues and Discussion                                                     |
| 9  | 12.00-12.45pm | Central to Eveleigh- The place – what could it be? - Small group activity            |
|    | 12.45-1.30pm  | LUNCH                                                                                |
| 10 | 1.30pm-3.00pm | Key Themes to guide planning for the corridor - Small group activity and report back |
|    | 3pm-3.10pm    | AFTERNOON TEA                                                                        |
| 11 | 3.10pm-3.45pm | Key principles for community and stakeholder engagement – Group Discussion           |
| 12 | 3.45pm-4.00pm | Wrap up of the day and Next Steps                                                    |

Questions to think about -

- What do you value about your place?
- What kind of place could Central to Eveleigh be?
- What should guide planning for buildings, transport and infrastructure?
- What is most important?
- What is most important to you about the stakeholder engagement process in the short term (3-5 years)?

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## **Meeting: Central to Eveleigh Meeting – Local Community Workshop Notes**

Date: Tuesday 19/11/13

Location: Room 9A, 1<sup>st</sup> Floor, Bay 8, Locomotive Workshop, ATP

Time: 9am -4pm

### **Meeting summary**

9.00am – Facilitator, KJA

#### WELCOME AND INTRODUCTION

9.10am – Associate Professor Roberta Ryan, UTS

#### PROCESS FOR TODAY

9.20am

#### PARTICIPANTS INTRODUCTIONS

- Peter Cannon, Save Leamington Ave. Railcorp tried to take it off us a couple of years ago
- Mary Lynne Pidcock, South Sydney Business Chamber
- Warren Gardiner, NCOSS
- Geoff Turnbull, REDwatch
- Desley Haas, Redfern Station Community Group, resident of Alexandria
- Margaret Brodie, Cornwallis and Garden Streets Residents Group. This is a new group set up as a result of hearing about this process. In involves five strata neighbours. Margaret lives in Water Tower on corner of ATP.
- Lynette Taylor, Alexandria Residents Action Group
- Michael Shreenan, Inner Regional Council for Social Development. Chair person
- Irene Doutney, local resident and City of Sydney Councillor
- Elizabeth Elenius, Pymont/Ultimo Community representative. From Pymont where there was a planned development, mostly high rise apartments a lot of lessons to offer. Completely failed to plan for schools, childcare, community centres etc that function. Wants to share experience in hope won't repeat the same mistakes.
- Fiona Teys, Chippendale Residents Interest Group (Accompanying Jeanette Brokman). Came as an observer.
- Jeanette Brokman, Chippendale Residents Interest Group
- Bruce Lay, North Eveleigh Working Group, architect planner worked in urban planning for long time. Has concern re public domain and transforming huge barrier into something permeable.
- Duncan Read, Australian Technology Park General Manager, English, here for 3 or 4 months now loves Redfern. Deeply involved in the corridor. Would like to meet them all and will leave card at back. Want to form relationships with community. Duncan was unable to stay for the whole day.
- Moira Saunders, Australian Technology Park Communications Manager lives in Surry Hills worked at SMDA and so involved with Redfern community. Observing



- Zio Ledoux, Friends of Erskineville
- Gillian Elliot, Surry Hills Neighbourhood Centre

9.30am – Tim Poole, UrbanGrowth NSW Project Director

PRESENTATION - Background to Central to Eveleigh and the Sydney Planning Context Opportunities and challenges

QUESTIONS AND COMMENTS

Question – What is the significance of colours on map outlining suburbs? Is green significant?

Answer - No. Connection to city shapers? No, just an illustrative thing.

9.40am – Associate Professor Roberta Ryan, UTS

PRESENTATION - Historical significance of the area.

QUESTIONS AND COMMENTS

Question - First social housing and planning instrumental in history and useful to it have documented in ongoing process. Will you be including industry action plans and plans for area?

Answer – We can do that before it goes on the website. Information is and will be accessible on web

Industry Action Plans can be found on the NSW Trade and Investment website [www.business.nsw.gov.au/doing-business-in-nsw/industry-action-plans](http://www.business.nsw.gov.au/doing-business-in-nsw/industry-action-plans)

Participant comment - Do not like CBD, American term, we shouldn't use it people live here.

Expert comment [Michael Harrison] - I agree with that, been saying it for years.

Participant comment - Biggest challenge is that Government is doing all these things but the community doesn't know what is happening. I tried all yesterday to bring myself up to speed with Government documents. Piece sometimes missing as community out of loop. Might be on website somewhere but don't know where it is.

Facilitator comment - The Government is making a significant attempt to engage UG giving it a go and today is about that. The Government is trying to use deliberative processes but don't have a lot of time.

Group discussion

As a conversation starter, participants were asked to share three key things that they were interested in and record them on the map. As it is now and into the future. What do you value most?

Question - Is there an opportunity to give you that wonderful thought later that we may have forgotten at the time?



Expert comment - Yes we would love it if you could give me the silver bullet over Christmas Planning corridor over next 10-15 years.

Question – I’m unclear on Government’s objectives. You said divestment. I’m concerned about divesting all that government land. Is the government selling land and making money or creating something that everyone benefits from?

Expert comment – Jobs, housing, social infrastructure divestment can mean converting rail corridor to public space or school etc. Perhaps should recast message.

Facilitator comment - Participants were asked to tell the group what their key things were.

Peter	Bought into area 07/ 08 just before the crash, North Newtown, renovated an unliveable house, wanted to be on transport corridor as wanted a lifestyle where you do not have to rely on vehicle. Want to keep open space. Carpenter by trade, renovates houses and loves the area. Worried about North Eveleigh, worried about having towers all around us. Put solar panels on the roof. Want to enjoy Newtown and Sydney.
Geoff	Came to Sydney from the bush. The big difference from that to buying a place in Redfern, only place could buy at the time. Don't need a car. Wife has epilepsy and can't drive so important to us to have public transport access. Like the vibrancy of the place. Worked in 1 Macquarie Street, old Unilever site. Watched city slowly encroach into area.
Warren	Doesn't live locally, looking at bigger picture, renewal, does that mean displacement of lower income people. Challenge for Ultimo and Pyrmont. What is important about the history is that it is a mixed community and still grappling with gentrification. Don't want to displace poorer people to places with fewer amenities. Lower income people should be allowed to live there when it is underwritten by public investment.
Mary Lynne	It is welcoming here and welcomes diversity. It is edgy, on the edge of opportunity and the business centre of the city now, but is edgy and you get the feeling there is a lot of energy there resilient and optimistic place, gutsy, see what can be and work for it, put their life on the line for it.
Irene	Diversity. City born, lived in Kings Cross, lived most of life in the city as a public housing tenant and so relate to what Warren was saying. Community important in this area we want what is best for the area. Huge potential, want to bring vibrancy to area that is fair to existing residents a large amount of whom are public housing tenants.
Mike	Diversity people and place, listening to cultures and choice of things you can do, pubs, park, cinema connectedness, values. Private market could learn a lot from social housing. Passion in community is unbelievable. Not apathetic stand up for rights.
Lynette	City of towers don't know where we are going now. Would like ease of walking around love Glad (the Minister for Transport) for the extra buses to Marrickville. The elderly where do we go, we will do the best to stay in our houses but where do we go?
Zio	Value open space, can see the sky, no overshadowing, grow food and use solar panels, like community housing
Desley	Bought derelict house amongst factories and vacant blocks. Quickly changed but knew that at the outset. What was hard to handle was the Channel 7



	<p>building being constructed without being consulted and now it is there overlooking our home. Our neighbours have office blocks overlooking straight into their kitchen or toilets. Extremely concerned about privacy. Light coming in from Channel 7 at night. Light disturbs us and especially our sleeping grandkids. We planted trees but they get trimmed back and then we are back to the beginning. Walk ability is valued. Different with Channel 7 going up, Henderson Road and Mitchell road intersection is a nightmare. Understand there needs to be development but not at cost of safety. Want open space and to see sky. Love to see it from platform 10.</p>
Margaret	<p>My interest is different. Chose to live in Water Tower as first of its kind in the city. Studied in social work in early 1960s, value the community in the building I live in and community that exists around us in the great Redfern area. Representing residents of five strata buildings all privately owned within this area. Want a mix of people in our buildings. Age groups currently in our building from the late 80s to born this year. Want to ensure that buildings have the right sorts of spaces for young, single, elderly, children etc. For elderly to be able to stay in area they lived in. An 85-yr-old lady died three weeks ago but was able to stay in her home as a lot of volunteers would help out doing things like vacuuming, taking her to the hospital etc. Would not have families in building if no park next door. 17 of 30 years in area, also an employer and have seen the significant difference between employing locals and outsiders. Very different feel from people who travel say from Newcastle, let's say, who will be watching the clock, got to get my train. If having families in area please devote significant areas of land to decent local high school. Need more accessible local primary schools so you don't need to bus kids around. Also preschools. And yes PASSION.</p>
Elizabeth	<p>Value diversity older people, working families, different cultures all goes to make wonderful character of community. Diversity of buildings and what it has in shops. Let's not have glass and steel. Value quality of services here, hospitals, transport, schools, just need more schools. What is vision glass and steel that will end up a slum. Will it be divided up, will it have postcodes of its own? Will it be valuable and have wealthy people who use the rest of us to do their cleaning? Touched on all of the things. Opportunity to meet a lot of unmet needs. Schools, accessibility is important so transport corridor is important. Worked at Australian Technology Park from very early beginnings. Strong link with three adjoining Universities, need to sustain the link and ATP's role in relation to the incubation of start ups. Start ups are the future. Don't just want a business park like at Macquarie Park at Ryde. When you need a hospital. Nowhere for children to be taken with facilities. [Others interject - Prince of Wales!] Affordable housing levy placed on developers will be removed. Want developers till to be levied. Do not have ghettos in Ultimo as worked hard to build community. Great integration of social housing. Not ghetto marginalised social housing. Want to get linkage across railway line. Very important. Need community centres where people can meet also sporting facilities. Point about postcode very important. Feel should be one postcode. Must be public sporting facilities, can be under building. Nowhere for kids to learn tennis or basketball. Prince Alfred Park is a good start but need publicly available courts that are available.</p>
ATP General Manager	<p>Grew up in North London, feel resilience, energy, walkability - walk everywhere after coming on train. Potential to improve connectivity e.gg from ATP to Carriageworks. Once here stuck one side of railway or the other. PASSION is</p>



	key. Fact there are buildings like this built a long time ago and that are reused
Bruce	I'm going to be a planner i.e. speak from that perspective. City is about connecting people. Permeability is a huge barrier, want to make a lively public domain and walk ability. Part of the problem is facing the traffic as pumping up traffic further is a bad way to go. Have three kids in the creative industry all living and working in this area. It is the future of this area if it is done right. Commented on green corridors and potential to connect the waterways to give greater amenity.
Jeanette	Unique, great lifestyle and want to retain it. Living in a small heritage house look at Central Park and UTS TOWER. Lack of understanding of people's stories. Respect can be lost if one thing changed. Greatest challenge is density, solar access and views to sky and vistas. Chippendale has the lowest open space. People don't want to understand the history. City access strategy will pump more people in here. Short term thinking. Perpetuating tale of two cities. Excited about future but worried government and developers are looking at short term. I see waterways and green ways with green parkland route all the way around Sydney. Sydney is always focussed around waterways but not many can live there. Solar access (i.e. do not want to be deprived of sun). Integration of new and old.
Maira – ATP	Grew up in Fremantle now lives in Surry Hills, access to arts. In Fremantle grew up next to artists, young community but it has changed, now fancy wine bars and no diversity. Keep young people in area.
Fionna	Walkability. Area where you can have personal and mental fitness. Get frustrated with cars. Road a barrier divide neighbours. Great to be able to connect the new development at Central Park. Prince Alfred Park to Broadway. Prince Alfred Park and Chippendale, green the new space. Universities need more space to spread out. Where do university students go after uni? Want to stay around area
Shane	They are all likeminded focused on same thing. Loves that Redfern is multi-cultural working class. Values balance. Elderly have a space seeing value of elderly. Their home and perhaps last place they will live in. Not thinking reactively or selfishly. Not looking at old models of displacing people to other areas. Discussed ghettos. Somewhere I lived in become a ghetto. Did not have sense of worth and were apathetic. Don't let it get to that. Diverse richness of people. Our area. So simple to invest in children in the area to make sure they appreciate elderly and that they both have value for each other. Our mob see the different aboriginal lands. Need to do this together. If do selfishly will look after small group but it will come again and sweep over again. Do not want to just think about black community but all of us. Tell our kids a few km in that direction everything changed for us. See that line that represents 1,000s of years of sustainability. Small gap that is the 200 years where things changed. Don't think about the deficits. Chance to make that mark. When ATP done did not see the fruit of that. Now looking for that low lying fruit. Aboriginal people have owned what went wrong but now looking at greatness and ensuring that we move on each day highs and lows. Cannot handle world reconciliation. Let's appreciate each other, learn from each other, (don't always have to agree) and grow. Focus on what we can do together.

## MORNING TEA BREAK

11.00am – Michael Harrison, Architectus



Presentation on regeneration potential

Questions and comments

Question – Is there capacity to put road through left of map?

Answer – There is potential for open space over rail corridor

Question - How high are the high rise that you have in the picture in relation to the other high rise?

Answer - 20, 40, 50 stories

Question - Compare picture to Central Park. Is it to scale?

Answer – We asked to put together something that might be able to happen. Is that what the Government is proceeding with? It's just one idea.

Question - Just to clarify, are buildings going to be built across the railway lines?

Answer - Along the side of the rail lines.

Question - Where do the storeys start at rail level?

Answer - Heights are immaterial at this stage. Would need to work that out at a later stage. We are embarking on metrics around financing and economics. What will this do in terms of jobs and generating economic opportunity? We really haven't done that yet. We have initial costs of what it takes to build over rail corridor. It would make it some of the most expensive real estate in Australia.

Question - Open deck over lines to counteract vibration?

Answer – This is the most cost effective way.

Question - What is the usage? Where is the school? Are they commercial?

Answer - Community facilities are on ground floor, then commercial and then residential above is one way of doing it.

Participant comment - An example of covering railway lines is right here, Marion St Park. Covered over Bondi Junction line. An example right here.

Participant comment – The Highline (in NY) is amazing but has spoilt the old Chelsea area and outpriced people. It's a really difficult situation become most expensive real estate is along there.

Expert comment - NY had poor public amenity before. We aren't like that we have oodles of it so not quite the same situation. Brookfield example and picture of building over rail

Question - Who is the architect?



Answer - Brookfield

Participant comment - Manhattan website is quite informative.

Question - Will these slides be available?

Answer - Yes

#### 11.30am GROUP DISCUSSION AND QUESTIONS

Participant comment – It is important to understand precursors to all of this and the big picture of improving productivity, employment, the position of airport and corridor back to city. There are plans out there that will tell us how we should be doing it and my reading about creativity, professional services suggests there is an agenda so if we are successfully going to deliver there are specific aims of how you integrate that without losing the neighbourhoods that you currently have. Do we respond to the agenda out there? We can't just bury the agenda, need to understand it. That is a piece that is missing at this point rather than just talking about pretty buildings. If you look at action items of how they intend to deliver on it.

Expert comment - Employment and industries. Trying to bridge gap between policy and.....

Participant comment - Always good to know what the bigger plan is but it is an opportunity lost if all we do is respond to plans. I take the point but it is a visioning opportunity.

Participant comment – With the best will in the world, all of the plans can come unstuck if things change. Planning Pyrmont and Ultimo made sense to have a mix but now in Harris Street there are empty shops as owners decided to cash in on residential. There is a High Street that is not activated. Planned for new commercial office blocks. No demand so now having a fire sale. Still had a big undeveloped block. Whole floors of Nokia building are empty. Sounds good on paper but people may not want to pay city rent at Redfern. Could we envisage the end near Central having high rise residential towers that can bring in money and then think the rest or a lot of it being a services industries corridor. With housing integrated nearby will it be affordable for people working in those industries, hospital workers, school teachers or whoever can afford to purchase or rent? Can plan and have visions and all that but does not always work out.

Expert comment – We can plan to a certain degree then leave it open to the market to decide. Employment is the driving force but how broad is the definition of employment? Barangaroo is causing some changes to the city. People who already live here may only be working part time. Could work in volunteer capacity. Development could have space for that. Diversity in regard to hours of work, type of work, diversity in almost every way.

Participant comment – Is there a strategy to reduce car use? Any lessons from international models in regard to this? Vancouver, Philadelphia, public transport. One of the selling aspects could be the car free environment.

Expert comment – We are talking to developers about that. Residential with no parking or a shared arrangement. There has been enormous success in US with car share arrangements. Central to Eveleigh can break new ground in going away from dependence of cars.



I think the market is moving that way now. A lot less car spaces in developments now. Bike spaces are popular in some buildings, one building sacrificed car parking for that. A car space is worth \$100,000 so if uncouple that from a unit makes it more affordable

Participant comment - To make it viable to build over the railway track need an increase in density but in terms of long-term plan look at Green Square and look at what happened. Came in to make it viable and it went up to 28 storeys. Economic viability of doing the development will bring these changes i.e. 50 storey buildings all the way along there. Will it start at one end but then creep all the way over time?

Participant comment – Viability. On the map, largest pieces of land are occupied by operational railway workshops. Need to retain some of that in the area. Are you working with them to see that some of that employment is retained. Let's retain some of the really traditional employment in this area? Want to keep some the railway jobs in the area. Lots of construction workers get their first chance. Railway workshops employ people from all sorts of different areas. Keep the traditional stuff that we already have. Eveleigh yards have a long tradition of Aboriginal employment.

Expert comment - Yes we are looking at operations, passenger services and maintenance. Need to understand what the best way is and one of our partnerships is to look at the best outcomes from a whole of city point of view. It's an exhaustive process underway. Department of Transport does not have a 20 year vision for this corridor.

Participant comment - Fundamental is equity. Experience in Vancouver is a city with terrible inequity. Not a democratic city as I envisage. It must work at maintaining existing social mix and balance.

Participant comment - If you do away with affordable housing levy will not get it. The levy should be spent in the area not somewhere else. Developers using it as it was not intended. Purpose-built student housing for overseas students. Housing with NRAS way for developer to retrofit and take money out of the pool for people who don't need it. Subsidising overseas export market. What can we afford to do and how can we make it beautiful?

Expert comment – These will resolve themselves over time. We are aware of economic cycles but thinking we are 2 or 3 years ahead. We need to decide what is important and those things that are flexible can roll with the market. Fits our plan of coming up with the skeleton of what we want and then from groundswell build the community upwards.

Participant comment – Need to look at things that have not turned out that way. Darling Harbour worked for a period until next new one came up and people voted with their feet. How do you carry vision forward? Who makes the decision? This has always been a problem with Sydney.

Expert comment – We need to learn from what worked and what didn't work.

Participant comment - Can we find one that has worked and operate from that? So many have not worked.

Expert comment - If you find something that is worth having a look at drop us an email.

Participant comment - Ch 7 came in with all of the hoo ha. We have built environment 1, built environment 2 none of it really worked. Why aren't we looking at that? We have local examples.



**GROUP ACTIVITY**

Participants were asked to think about Central To Eveleigh – The Place – what could it be?

**Group 1**

At the moment it's a place but not an identity and it has no cultural heart. Integration is a measure of success. We want it to be a destination. Not being an outlined in red corridor but to have the beauty and diversity through affordable housing. Look beyond the red line and merge into the broader plan of the city. Innovate some use for home and office in type of cottage style industry with Wi-Fi in own home home/office.

What sort of place should it be? Quirky but want it to be integrated with people who have an investment for the future, old, diversity culture language style not students only. Don't want them to come for three years then go because there is no investment in future.

Mid range families want affordable housing. Home purchasing schemes are in other states What is important to retain infrastructure, hospitals etc? Cultural diversity, aboriginal employment training opportunities, maintain heritage. Get rid of barrier that railway provides. Redfern Station developed more.

**Group 2**

Should link Sydney, access for buses as well as trains, make it a hub. Focal point. Do not have a city square in Sydney. Opportunity to create a square. Protect heritage building keep character. Walk ability from this centre to other parks. Could it become the southern gateway? People arrive at Central and that is your welcome to Sydney. Potential for vertical gardens. What about Jobs? Connected link. Cross the divide don't make it bigger with group of big buildings. Make it Affordable. Mixed used facilities for all generations. What about elderly and activity space for them? Community orientated. Honour and respect Aboriginal people, culture. Make it green with public art. Welcoming and respectful of stories of others. Need to activate night time areas so that it is safe but not so close to residents that it causes problems there. Issue of getting over train lines. More gardens, green spaces, do something about derelict street scapes. Universal designs in all apartments that are created

**Group 3**

Thinking big IT research development for sustainability, education or a cultural centre. Something iconic eg Bilbao Guggenheim. A network of greenways and waterways. Refocus Australian Technology Park to what it was meant to be – an incubator for start-ups. Role for Central Sydney. Affordable adaptive accessible space with social infrastructure. Equity in employment, services respect old and new. Should be walkable and retain historic character. New development should build on existing scale and character. Improvements of physical barriers. More open space for passive and active uses.

**LUNCH BREAK**

1.35pm – Michael Harrison, Architectus

Urban regeneration project themes:

character of the	viability	permeability	diversity
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place			
adaption	human scale	open spaces	environment

**SMALL GROUP ACTIVITY**

Participants split into three groups and were asked to list 8-10 themes (about outcome and process).

What sorts of things are important for managing the planning themes over 10-15 years?

<b>Group 1</b>
<p>Vibrant diverse community            Connectivity at all levels            Respecting and acknowledging the current reality. Don't want an out with the old in with the new like Darling Harbour            Innovation as a mindset            Simplification of the statutory process            Establishment of a governance body located in the place            Formal mechanism for community engagement            Integration what happens in the corridor – tripartite            Application of sophisticated technology to keep community connected e.g. web also to attract high tech companies here to maintain the ATP as a place of excellence and technology            Affordable incubation centres for arts etc grants plus support e.g. Carriageworks.            Provision on long term basis. Designated target for public and private housing. Target should be set and held.            Provision of adequate social infrastructure e.g. housing</p>

<b>Group 2</b>
<p>Community consultation at every stage of the process. Must listen to community and take on what they say            Living and vibrant spaces            Intergenerational – for all ages. Certain age group with a certain amount of money can lead to death            Safety            Retain the social mix            Diversity            Increase amount of public housing in relation to increase in population            Open space that is green, successful and well used            Mini buses for East/West bus route            Do not want displacement of people            Redfern Station is Number 1 priority            Issues including height and density. Worried there will be increase for economic circumstance            There is a need for a healthy environment. Need to be able to walk            6 star rating green for all buildings and universal design            Assessment of viable or not, ongoing assessment of what is working and what is not.            Rebirth of high streets around Central. Can't park around shops            Elderly care facilities and sites            Provision for cultural activities            Building economic reality with tertiary institutions, what are their responsibilities?</p>



### Group 3

Cultural icon could have aboriginal theme  
Want vistas and view corridors  
Greenways and waterways with links to Sydney Harbour  
Outcome will be leaders in ecologically sustainable developments  
Aesthetically beautiful  
Like it to have best practice social infrastructure including aged care  
Solar access - everyone has a right to light and blue sky  
Privacy issues  
Housing employment access and affordability  
Outcomes must be inclusive and respectful of those here  
Want developer levies focused on Redfern Cto E corridor developments  
Integrated planning for the whole site  
Continuing ongoing community consultation  
Greenery a key success factor  
Current and new communications come together as a whole  
Heritage as a focus for new design hubs that come up there

Afternoon Tea

3.30 – Group Discussion - Key principles of community engagement

Community participation plan  
Conversation with broader community e.g. list of 80 people around North Eveleigh who have not been engaged in this. A group of people who are not engaged at all e.g. those in public housing or do you ignore because it is too hard?  
People who live close to development should be contacted i.e. all of them not just a few of them randomly  
Needs to be authentic, continuous process. Problem is it is only at regional and subregional level. People put in submissions endlessly and get a cut and paste answer  
Before consultation people need to know the information and know that consultation is possible. Need to know website is there. Sydney Council put a newsletter every 3 months that tells people where websites are. Not everyone gets or reads the news paper but most will glance at what goes in the letterbox  
New planning system is responding to action plans e.g., Creative Industry Action Plan. We don't know anything about that. Need to be informed this is the plan, this is the website and how they engaged people months ago.  
Simple, accessible plain English government info. Website needs to be user friendly  
What weight is going to be given to community consultation? Weight of community submission. We all give it and then it is ignored  
Management of expectation of the community and their involvement. What is on the table for negotiation that you can impact?  
How do we engage the disengaged including young people?  
Open and transparent discussion of how people are going to be selected. You could deselect whole streets out  
Look at how to engage – is there a 'hook' e.g. parking?  
Capacity building prior to consultation showing international examples are a good way to do that  
Lessons from Redfern Waterloo Ministerial Advisory Group processes



How do we consult future projections? Do it at Central Station, Redfern Station, Local Pubs, street corners – *people very supportive of this*

Immediate needs

Planning legislation consultation

Need sufficient resources to engage not PR

Learning process both sides.

Respect for local knowledge Sometimes govt is after what we know rather than what we want which is very valuable

Definition of 'community' - Lots of professionals that are used to being listened to

Converse with and don't talk down to communities

Must look at mistakes of the past

Consultation is an iterative process that gradually refines down what is going to suit most

Study should be released earlier to give the community time to respond. Transparency e.g. light rail info too much info in a short space of time to respond.

Community sounding board for whoever is working on this project. Representative process so URBANGROWTH NSW can go to that board. Good to have different voices in the room, multiplicity of voices in the same space. Real and transparent conversation

Governments need to look outside for community engagement as it may not be their specialty

Need a RWA - Redfern Waterloo Authority type entity to coordinate 'in situ'

Developers talk early please and do it well. Those that do will get a better outcome

Deliberative Democracy citizen's juries exclude people who are not on the electoral roll.

Possible exclusion of certain groups

Not another Barangaroo process

Participant comment – People under-rate their input. The projects are richer as a result of understanding local issues. Always a greater depth that comes out of talking to community. Participant worked in the City for Sydney and the submissions do make a difference, they do influence.

Expert Comment - Harold Park was a good community consultation. Some things you can work with and some things you can't on balance however the whole thing worked quite well.

4.10pm - Closing remarks

Help us to help you to create Central 2 Eveleigh. Keep in touch by email

Meeting closed at 4:15pm