

Central to Eveleigh Urban Transformation and Transport Program

**Record of Project Website Content and
North Eveleigh Online Consultation
October 2015 to November 2016**



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Purpose

The following is a record of UrbanGrowth NSW's Central to Eveleigh project website www.centraltoeveleigh.com.au between October 2015 and October 2016 ,

It contains screenshots of the main pages, the full text of the website and a record of online consultation used to support community engagement in North Eveleigh. A variety of consultation tools were used, including quick polls, feedback forms and social maps, as well as forums to elicit more detailed responses

Part A: Central to Eveleigh Project Website

Program Website Screenshots



About the Program

The **Central to Eveleigh** Urban Transformation and Transport Program aims to progressively transform government-owned land along the rail corridor in the inner city over the next 30 years. It will help to meet current and future needs for local residents and a growing global Sydney by providing new community facilities and open space, a mix of new housing and employment opportunities, and improved connections across the rail corridor. Visit **About** to learn more about the program.

Area Map



Central to Eveleigh Snapshot

UrbanGrowth NSW is considering the potential of 80-110 hectares of government owned land. This may see 15,000 - 26,000 additional residents. To ensure a holistic approach to sustainable growth our studies considered the impacts of potential population growth on infrastructure in a wider 500 hectare study area. While this informed our research, our future draft urban transformation strategy will focus on the 80-110 hectares of government owned land in the identified precincts.

Study Area Potential new residents & workers	29,000 - 56,000 Potential new residents	14,000 - 25,000 Potential new workers
Program Area Potential new residents & workers	15,000 - 26,000 Potential new residents	13,000 - 22,000 Potential new workers

Discover more about the program



Consultation Timeline

<p>1</p> <p>Preliminary Investigations</p> <p>Project announced in 2013 and preliminary investigations conducted in 2013-14.</p>	<p>2</p> <p>Approach</p> <p>Consultation in 2013 and 2014 to develop the approach and identify opportunities and constraints.</p>	<p>3</p> <p>Urban transformation vision</p> <p>Consultation on a vision for the corridor in 2014.</p>	<p>4</p> <p>Urban transformation planning and design principles</p> <p>Consultation on draft design and planning principles between May and July 2015.</p>
<p>5</p> <p>North Eveleigh precinct</p> <p>Consultation on park design, community uses and naming in March-April 2016.</p>	<p>6</p> <p>Urban transformation strategy delivery framework</p> <p>Consultation on the draft urban transformation strategy in 2016.</p>	<p>7</p> <p>North Eveleigh precinct plan</p> <p>Statutory consultation on the North Eveleigh precinct plan in 2016.</p>	<p>8</p> <p>Precinct plans</p> <p>Consultation on individual precinct plans and appropriate planning pathways to support rezoning proposals.</p>

←←CURRENT STAGE→→

News & Events

<p>Eveleigh Stories wins award</p> <p>October 24, 2016</p> <p>READ MORE</p>	<p>Getting down to Business in Central to Eveleigh</p> <p>October 21, 2016</p> <p>READ MORE</p>	<p>Central Station update</p> <p>September 21, 2016</p> <p>READ MORE</p>	<p>External restoration starts at Chief Mechanical</p> <p>July 27, 2016</p> <p>READ MORE</p>
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[View more news and events items](#)

Get updates

Sign up to receive email updates about the program

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Contact

Phone: 1800 756 953

Email: ez@urbangrowth.nsw.gov.au

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Get Involved

HOME - **Get Involved**

Get updates

Sign up to receive email updates about the program

First name

Last name

Enter your email address

I agree with the [Privacy Policy](#)

Visit us at Carriageworks Farmers Market

The Central to Eveleigh team will be at the Carriageworks Farmers Market on the fourth Saturday of every month to chat with you about the project and answer your questions.

Stop by to see us:

Where: Carriageworks Farmers Market, 245 Wilson Street, Eveleigh

When: 8am to 1pm, fourth Saturday of every month



North Eveleigh consultation

Thanks to everyone who provided ideas and feedback on North Eveleigh in March-April 2016.

The **Outcomes Report** has now been published.

Sign up for emails to stay updated on the latest on North Eveleigh and the wider Central to Eveleigh Program.

30 May Community Workshop: Highlights



Hear what some of the participants at the 30 May Community Workshop had to say.
[View more Central to Eveleigh videos.](#)

The future of our community, Alexandria Park Community School Workshop



Hear what some Alexandria Park Community School students had to say about the future of their community.
[View more Central to Eveleigh videos.](#)



Contact

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Vision

HOME > Vision

About Central to Eveleigh

The Central to Eveleigh area and the distinct neighbourhoods within it have a unique character. The area is ideally located, close to the major economic hub of the CBD and other significant renewal projects including the **Bays Precinct**, Darling Harbour and Green Square. There are strong connections to public transport, services, educational and cultural facilities and employment opportunities.

The program is about long term planning that will deliver new homes, jobs and community opportunities in a great location close to the city and public transport. The program aims to complement and strengthen the area's diverse and distinct identity.

Nearly 75% of the people we asked said they would want to continue to live in the area if the vision becomes reality.



Community

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



Living

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



Working

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



Environment

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

Healthy lifestyles and environment, Alexandria Park Community School Workshop



Assistant Development Director, David Apostolida introduces Alexandria Park Community School students to the vision for Central to Eveleigh.

[View more Central to Eveleigh videos.](#)

Our ambition

'Connecting Sydney's diverse and vibrant communities, strengthening the global city and making a great place to live.'



10 key moves

We have developed 10 key moves, shaped by consultation with the community and our partners, that we think can help us achieve the vision for the area. Together they will contribute to the long term success of the city and improve the way people live, work and enjoy life, as well as create new homes and jobs.

1. Partner with Transport for NSW to renew Redfern Station, connecting Redfern and Wilson Streets and unlocking adjacent land for urban renewal and increased activity.
2. Create green streets and pathways along the corridor that form part of a wider green network that connects local activities, parks, public spaces and schools.
3. Improve and create crossings of the railway corridor to provide better walking, cycling and public transport connections between major local places and activities.
4. Reconsider the design and layout of local roads and traffic movements to better manage congestion, improve walking and bike riding environments and to better connect with the city and surrounds.
5. Create centres of activity and density around train stations and focus on community services, cultural and retail facilities.
6. Use the proximity to higher education institutions, Royal Prince Alfred Hospital, ATP and the CBD to improve productivity and create a major centre of Sydney's growing new economies focused on knowledge-intensive, education, creative, cultural and digital industries.
7. Promote environments to increase opportunities to live, work, play and socialise within the Central to Eveleigh corridor.
8. Make a strong arts, cultural and heritage area even stronger and secure its future in Sydney's cultural landscape.
9. Develop the right combination, scale and design of new buildings to provide significant housing and employment spaces for Sydney while balancing the impacts on surrounding lower-density residential neighbourhoods.
10. Use government-owned land to deliver a diversity of housing choices and tenures at different price points to support the corridor's social and economic diversity.

Built form design principles

Sydney is growing and it is important to make the best use of the city's existing assets, such as transport infrastructure, and not continue to grow outwards at high social, economic and environmental costs. This means Sydney is moving towards a greater concentration of people living in one area.

The transformation of Central to Eveleigh is an opportunity for improved community services, open space, transport infrastructure and reuse of heritage assets, as well as providing more places to live and work. However, we acknowledge that there will be trade-offs such as taller buildings and potentially increased congestion on roads and footpaths.

We want to ensure that the mix, location and design of buildings are the best possible. Through consultation, expert and stakeholder advice we've developed six simple design principles to assist us to deliver the best outcomes for the communities within the Central to Eveleigh corridor where we are proposing increased density. These do not replace existing planning controls.

1. Diversity

Building height and form should be varied. It should not create a curtain of high-rise that is the same height.

4. Active streetscapes

Buildings provide active frontages and footpaths attract pedestrians and foot traffic.

2. Variety

The look and feel of buildings (design, facades and articulation) should have variety and contribute to the visual appeal of the area.

5. Accessible public spaces

High levels of activity and used frequently by a diverse range of groups.

3. Transition from old and new

The tallest buildings should be where they have the least impact and taper down in height to meet height in existing neighbourhoods.

6. Community facilities

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

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Program Website Text

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Consultation on draft design and planning principles between May and July 2015.

5 North Eveleigh precinct

Consultation on park design, community uses and naming in March-April 2016.

<<CURRENT STAGE>>

6 Urban transformation strategy delivery framework

Consultation on the draft urban transformation strategy in 2016.

7 North Eveleigh precinct plan

Statutory consultation on the North Eveleigh precinct plan in 2016.

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(<https://www.youtube.com/watch?v=4Jm1hIN3hI8&list=PL0TzTAImSYsjd369M0Bcb2RyOLY287eQ6>)

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Precincts

North Eveleigh Precinct

About North Eveleigh

We have an opportunity to create a liveable and vibrant neighbourhood for current and new residents. The project will deliver more inner-city housing that is close to transport, education, facilities and services, and include great new public spaces for everyone to enjoy.

To do this we have been consulting with the community and other stakeholders, and undertaking expert assessments and studies to prepare a concept plan that will guide future development.

North Eveleigh is the first precinct to be delivered under the Central to Eveleigh Urban Transformation and Transport Program.

North Eveleigh is bordered by Wilson Street, Carriageworks, the railway corridor and Iverys Lane. The precinct is mostly disused RailCorp land. The Platform Apartment complex, comprising 88 affordable housing units, was delivered in the precinct in early 2015.

A report on consultation on the final draft of the North Eveleigh concept plan is now available. The outcomes report provides a record of what we heard during the consultation between 22 March and 17 April this year [2016].

Thanks to everyone who contributed ideas and feedback on North Eveleigh during March-April 2016.

Features of the current plan

After considering feedback received in late 2015 we have amended the plan in a number of ways. The revised concept plan takes into consideration the opportunities and constraints of the site and feedback from the community and other stakeholders. Features include:

- buildings between three and 20 storeys providing 600-700 new apartments with a total floor area of around 57,000m² providing homes for between 1,150 and 1,350 people
- a 4,650m² public park and a new pocket park
- using the Clothing Store for creative community uses, with retail in the ground floor of new buildings on Carriageworks Way to activate the streetscape
- incorporating heritage and public art
- up to a maximum of 500 new parking spaces.

2016 North Eveleigh consultation

In March-April 2016 we presented this concept and asked for further ideas about:

- detailed design of the park

- future community uses for the Clothing Store building
- celebrating heritage
- locally significant names for a new street, parks and a building.

An earlier concept plan for North Eveleigh had been approved in 2008. In the past two years we've had the opportunity to revise this approved plan in light of the shared vision and design principles developed for the broader Central to Eveleigh area.

In mid-2015 we consulted with the community about draft design and planning principles and potential development scenarios for North Eveleigh. The feedback we received helped us to prepare a draft concept plan for the precinct which we sought feedback on in late 2015.

The feedback about the concept plan in late 2015 from the people who participated in the consultation included:

- strong concern about the proposed height and density
- concern about the potential impacts on local roads and services
- suggestions for the park layout and uses
- suggestions to both increase and decrease parking spaces
- preference for telling the area's stories and history through small pieces of public art woven through the area
- suggestions for community uses for the Clothing Store.

We've responded to feedback by:

- increasing the size of the park
- changing the shape of the park to make it more useable and improve safety
- reducing parking spaces from 530 to below 500, with an aspiration for even fewer spaces, to encourage walking and cycling and low car dependency lifestyles
- confirming that development profits will be reinvested to fund upgrades to local infrastructure, including a new Redfern Station
- confirming education and health services can support new people living on the site
- confirming that access to the site from Wilson Street is safe and that the intersection and local roads can support the additional cars generated from the site
- allowing for more ground floor retail uses along Carriageworks Way to activate the street and to maximise the space for community uses at the Clothing Store
- prioritising Aboriginal and railway stories for heritage interpretation
- providing design controls to ensure architectural excellence
- changing the arrangement of buildings to:
 - maximise solar access to new homes within the site
 - minimise overlooking of neighbouring homes
 - minimise the visual impact of buildings.

We recognise the height of buildings proposed will have a visual impact on the local area. We've made a number of concessions in response to community concerns about this impact. Read more about how the impacts of new buildings will be minimised.

- We are currently finalising technical studies for the final concept plan and preparing a State Significant Development Application to comply with study requirements issued by the Department of Planning and Environment.

- The State Significant Development Application plans will be lodged with the Department of Planning and Environment later this year. The Department will then put the plans on public exhibition and call for public submissions. We will have to consider feedback received through the statutory exhibition process before the Minister for Planning makes a determination.

Find out more about :

A great new neighbourhood park

Quality open space is key to creating healthy communities. The new neighbourhood park will provide a leafy setting for active and passive enjoyment by all local residents and visitors alike.

In late 2015 we consulted with the community on a draft concept for the park that had been informed by previous feedback from the community received in 2012-13. We asked for feedback on the layout and features of the park. The feedback received from the people that participated indicated:

- the park should be bigger, a more uniform shape and easier to access
- barbecues and a shaded picnic area, a kick-about lawn, community gardens, native plants and informal seating should be included
- preferred play themes were nature/imaginative play and adventure play
- playground equipment should include climbing, swinging and sliding, and be designed for children and carers of all abilities
- mixed views about a dog off-leash area.

Other comments included the need for sufficient lighting and public toilets, minimising visual clutter and hard surfaces, managing wind tunnels, and ensuring creative and imaginative design.

The latest park design takes into consideration this feedback from the community and other stakeholders. We've rearranged building footprints to make the park bigger and a more useable shape. The design also maximises the useable open space and ensures accessibility for all.

The current design includes:

- kick-about lawn that could also be used for small events
- barbecues in a shaded picnic area
- toddlers play area (1-4 years)
- kids play area (5-12 years)
- informal terraced seating
- public art
- improved access to/from Wilson Street and Iverys Lane.

If the concept plan is approved, we will prepare a detailed design for the park which will reflect community preferences for play equipment and landscaping. We want to hear from you about issues we need to consider during the detailed design process. Have your say below.

Artist's impressions of the park design



(Indicative artist's impression subject to change and subject to approvals)

Indicative artist impression, subject to change and subject to approvals



Celebrating heritage and creating new public art

Heritage and art

North Eveleigh is a place of historical significance. We have the opportunity to tell the many stories of the area through landscaping, public art, heritage interpretation and the future names of important buildings, parks and streets.

The area is of historical importance to Aboriginal people, for the traditional owners, the Gadigal people of the Eora Nation, for the many communities who visited, worked and lived in the area and for its links to Redfern.

North Eveleigh is also a significantly important rail heritage site. Many of the buildings and structures are from when North Eveleigh formed part of the former Eveleigh Railway Workshops that stretch across the rail corridor to the Australian Technology Park. This heritage has been reflected in how places and buildings have been named in the area.

The construction of the Eveleigh Railway Workshops also influenced the development of the area through workers' housing, providing employment, association with the labour movement, and the bulk and scale of buildings and structures, some of which remain today. You can read more about the history of the area at [Eveleigh Stories](#).

In March-April 2016 we sought your feedback on future place names, as well as feedback on the heritage interpretation opportunities that have been identified through consultation undertaken to date. The approach will be multi-layered to recognise, celebrate and promote the heritage of the site alongside its evolving reputation for world-class contemporary art and innovation.

A new heart of the neighbourhood

The Clothing Store

The Clothing Store will become the heart of the neighbourhood. While the future ownership of this creative and community space has not been decided, we are discussing the next steps with the City of Sydney and seeking further feedback from the community.

The suggestions below build on feedback received in late 2015. A number of suggestions, for example child care, are being accommodated in other places within the North Eveleigh precinct and are not being considered for the Clothing Store.

It is still being decided whether retail uses will be included at the Clothing Store or elsewhere in the precinct. If elsewhere in the precinct, your feedback will inform briefs to developers describing what types of retail uses the community would like to see at North Eveleigh.



The Clothing Store

Redfern Station Precinct

The potential

This precinct could see a new, accessible and user-friendly station with high-quality public spaces great for entertainment and cultural expression, with commercial and residential buildings combined with a wide public plaza over the rail line. A mix of employment could be offered with a variety of tenants, including innovation and creative industries – with startup, small, medium and large businesses. There could also be a diversity of apartment buildings, student accommodation and affordable housing providing diverse choice for a diverse local community. The possibility of a podium development over the rail corridor could create wide public places connecting North Eveleigh and Darlington with Australian Technology Park, Lawson Square and Redfern Street. The urban transformation strategy, in consultation with the community and our partners, will guide the future development of a precinct master plan for this area. More detail will be available soon.



South Eveleigh Precinct

The potential

This precinct could be a mainly residential area centred around a park, community facilities and neighbourhood scale shops. There could be walkable and rideable green streets with excellent connections to the surrounding neighbourhoods alongside a diversity of housing including social and affordable housing. There is also the potential for longer term development over rail and a more activated Henderson Road. A diverse range of apartment buildings is possible with taller residential buildings adjacent to the rail corridor and lower buildings on the precinct edges to provide a transition to the existing neighbourhood. The urban transformation strategy, in consultation with the community and our partners, will guide the future development of a precinct master plan for this area. More detail will be available soon.



Central Station Precinct

The potential

The state's busiest commuter hub could soon be rejuvenated, putting it on par with some of the grand stations of the world. Central Station will be a major interchange between the new Sydney Metro, Sydney Light Rail, and suburban, intercity and interstate train services. The station is also at the heart of a revitalisation of Sydney's southern CBD.

There is now the opportunity to reimagine Central Station, ensuring that the investment in new transport infrastructure reflects what the community wants for this grand landmark, recognising its iconic place in Sydney's history and its future. Given the importance of Central as a key part of the state-rail network, and the complex nature of planning in and around this major transport asset, this project will be led by Transport for NSW (TfNSW).

TfNSW will be considering all the feedback gathered from the community to date as part of the Central to Eveleigh Urban Transformation and Transport Program. This includes the shared ambition, vision and design principles developed with the community for the Central to Eveleigh draft Urban Transformation Strategy. For more information and to get involved visit the Transport for NSW web site <http://yoursay.transport.nsw.gov.au/centralstation>



Waterloo Estate Precinct

The potential

Sydney Metro to rejuvenate Waterloo



*Above images are all artist's impressions - subject to change.

The NSW Government has announced a new Metro Station at Waterloo. The station will improve transport connections for local residents, and also drive the delivery of significant new housing and generational social renewal of the area.

Transformation of the area over 15-20 years will see the complete renewal and replacement of all current social housing, integrated with planning for new public parks, community facilities and jobs. It will also see significant additional affordable and private housing. This will respond to one of the key concerns the community has: to retain a diverse and vibrant community into the future. The transformation will enable the redevelopment of the estate with more social housing, and a staged approach to relocating tenants within the local area or within the estate itself as renewal progresses.

The Waterloo Metro station will be built underground between Botany Road and Cope Street, south of Raglan Street. We will now work closely with our partners, Transport for NSW and the Department of Family and Community Services (FaCS), to develop a comprehensive master plan. This will deliver around 7,000 new homes in the precinct (including replacing 2,000 social housing dwellings)

This is one of the largest social housing projects in Australia and it needs to be designed in partnership with the community and government service providers. It will mean more homes in the form of small, medium and large apartment buildings. These buildings will be planned to integrate with parks, community facilities, green neighbourhoods and employment opportunities. The masterplan design will be informed by a range of studies, assessment and community consultation and it is likely to take about 18 months to complete. The masterplan will inform an application to the Department of Planning and Environment (DPE) to rezone land and change development controls in the area. If approved, it will then guide all future development in the area.

The construction and redevelopment of the Waterloo Estate Precinct will be staged over 15 to 20 years in a series of medium sized projects. In other words, because the entire site will not be redeveloped at once, residents of the housing estate will not all need to move at the start. The future developers have not been decided and UrbanGrowth NSW and FACS will be looking to both the private and non government sectors to demonstrate innovative approaches to building design, construction, social housing assistance and management.

If you are a tenant of the Waterloo housing estate and have questions about your tenancy or relocation, contact visit Waterloo Connect at 95 Wellington Street, Waterloo, Monday to Friday, 10am to 4pm or email waterlooconnect@facs.nsw.gov.au.

More details about the Sydney Metro can be found at the Metro website: <http://sydneymetro.info/home> or by contacting 1800 171 386.

Redfern Estate Precinct

The potential

No decision has been made about the potential redevelopment of Redfern Estate at this time. The Urban Transformation Strategy, in consultation with the community and our partners, will help to guide any the future plans for this area. More detail will be available soon.

Lawson to Cleveland Street Precinct

The urban transformation strategy, in consultation with the community and our partners, will guide the future development of a precinct master plan for this area. More detail will be available soon.

Footer

Accessibility

Harvest Digital Planning is committed to creating meaningful web products that can be used by all users, regardless of their ability or circumstance. We endeavor to make our web products as accessible as possible and follow the WCAG Guidelines to guide us on creating web experiences that can be used by all.

However, there is always room for improvement and if you have ideas or suggestions on how we can enhance access to this site, please email us at info@harvestdp.com
Browsers

We endeavour to build our digital channels to work on the latest stable versions of browsers such as Chrome, Firefox, Safari and Internet Explorer.

Plugins, ad blockers and individual operating systems can have an effect on the performance of our pages and how content is displayed.

We recommend using What Browser? to check and update your browser to the latest and most secure version to ensure the most optimal and accessible experience.

Privacy

The Central to Eveleigh website is maintained by UrbanGrowth NSW. This privacy policy applies to all publicly accessible pages on the Central to Eveleigh site located at www.centraltoeveleigh.com.au

UrbanGrowth NSW does not have any responsibility for the privacy policy or practices of third party sites linked to the Central to Eveleigh site. If you have any questions about the Central to Eveleigh or the UrbanGrowth NSW site please contact Manager Information Technology, UrbanGrowth NSW: Level 14, 60 Station Street, Parramatta NSW, phone (02) 9841 8600. If you have any questions about the application of the privacy policy, or a request for access to information held, please contact the Right to Information and Privacy Officer on 9841 8626.

Users of the Central to Eveleigh site are entitled to expect that any information collected as a result of that use will be treated within the terms of the New South Wales government's privacy responsibilities and obligations. UrbanGrowth NSW's policy is to treat your privacy in line with the NSW Privacy and Personal Information Protection Act 1998 (PPIPA) and the NSW Health Records & Information Privacy Act 2002 (HRIPA).

What information do we collect?

UrbanGrowth NSW collects and stores the information volunteered by you, such as comments and enquiries which contain your contacts and email address. This information is used predominantly for internal purposes related to the Central to Eveleigh Urban Transformation and Transport Program but may be shared with parties related to the Central to Eveleigh Urban Transformation and Transport Program such as other NSW Government agencies and local councils, for the purpose of informing and managing the Central to Eveleigh Urban Transformation and Transport Program or parties related to the Central to Eveleigh website, including our consultants and contractors, for the purpose of managing and maintaining the Central to Eveleigh website.

When you look at the pages on the Central to Eveleigh site, our computers automatically record and collect information that identifies for each page accessed:

- the IP (internet protocol) address of the machine which has accessed it

- your top-level domain name (e.g. .com, .gov, .au, .uk, etc)
- the address of your server
- the date and time of your visit to the site
- the pages accessed and documents downloaded
- the previous site visited
- the type of browser and operating system you have used
- cookies are used from UrbanGrowth NSW's website to collect information.

How do we use the information collected?

The information collected during each visit is aggregated with similar logged information to identify patterns of usage of the site. This assists us in improving the Central to Eveleigh site and the services it offers.

UrbanGrowth NSW will not disclose or publish information that identifies individual machines or potentially identifies sub-groupings of addresses, without consent or otherwise in accordance with our privacy policy.

What exceptions are there to this rule?

UrbanGrowth NSW will collect, use and disclose more extensive information than stated above in the following circumstances:

- unauthorised attempts to access files which are not published UrbanGrowth NSW pages
- unauthorised tampering or interference with files published on the UrbanGrowth NSW site
- unauthorised attempts to index the contents of the UrbanGrowth NSW site by other sites
- attempts to intercept messages of other users of the UrbanGrowth NSW site
- communications which are defamatory, abusive, vilify individuals or groups or which give rise to a suspicion that an offence is being committed, and
- attempts to otherwise compromise the security of the web server, breach the laws of the State of New South Wales or Commonwealth of Australia, or interfere with the enjoyment of the UrbanGrowth NSW site by other users.

UrbanGrowth NSW reserves the right to make disclosures to relevant authorities where the use of the UrbanGrowth NSW site raises a suspicion that an offence is being or has been committed. In the event of an investigation, UrbanGrowth NSW will provide access to data to any law enforcement agency that may exercise a warrant to inspect our logs.

Is the information stored securely?

Yes. Information collected is stored in an appropriately secure format and held by UrbanGrowth NSW for archival purposes. When the information is no longer required for the purposes for which it was collected, it is deleted.

What will we do with information provided in feedback?

UrbanGrowth NSW provides a feedback option on the Central to Eveleigh site to allow users to provide input into the future development of the site and to comment on the provision of service by UrbanGrowth NSW. The provision of personal details on feedback is optional.

Users may provide personal information for the purpose of receiving a reply to their feedback. This information will only be used for the purpose for which it was provided. We will not add your email address or name to any mailing list. However, in order to reply, the personal information may be shared with other parties related to the Central to Eveleigh Urban Transformation and Transport Program such as other NSW Government agencies and local councils or parties related to the Central to Eveleigh website, including our

consultants and contractors, for the purpose of managing and maintaining the Central to Eveleigh website.

UrbanGrowth NSW may publish aggregated information about feedback on the site, to the extent that it does not identify or cannot be used to identify individual users.

Who else has access to information within UrbanGrowth NSW?

UrbanGrowth NSW captures this information on a secure, externally hosted computer. Access to the raw data is restricted to a limited number of officers in UrbanGrowth NSW for the purpose of analysis and to report our success in meeting our communication and access objectives. The officers who access this data are the members of the UrbanGrowth NSW Information Technology and Marketing and Communications team.

I

If you would like to access information held about you by UrbanGrowth NSW, please contact the Right to Information and Privacy Officer or the Manager Information Technology, UrbanGrowth NSW, Level 14, 60 Station Street, Parramatta NSW on (02) 9841 8600. Alternatively the Right to Information and Privacy Officer can be contacted by email.

Will this policy be updated over time?

Due to the evolving nature of privacy principles for online communication, this policy may be modified or expanded in light of new developments or issues that may arise from time to time. Any amended policy will be posted to this site and will operate from the time it is posted.

Technical Support

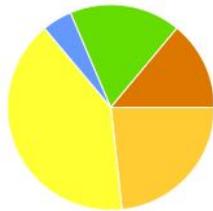
If you have any technical difficulties in viewing or using this page, please email us at info@harvestdp.com

Part B: Online Community Engagement North Eveleigh

A New Heart of the Neighborhood

Question 1. Which activity would bring the site to life and bring people together? (Quick poll)

Which activity would bring the site to life and bring people together?



Markets	23%
Small business and start-up hub	41%
Music performances	5%
Pop up art and cultural activities	17%
Festivals and events	14%

Question 2. What kind of retail do you think is needed in the neighbourhood? (Forum)

Submissions
A few cafe's, grocer, bar, restaurants, plus area for classes e.g. yoga, community meetings etc. supermarket is not required, but if necessary for the increased population then put it in one of the residential buildings, don't use the heritage building!
I agree with the majority of comments so far - small business/grocers or services employment. We need to generate jobs close to where people are living. If you are bringing in extra people where are the services - childcare, health services etc. No supermarkets needed
A supermarket or markets would be good, plus a few cafes to bring people in so when the market is quiet the area doesn't feel deserted.
The clothing store should be zoned a mixture of commercial and community (fitness classes etc) the goal should be to attract people to the area and liven it up. As to what type of shops mixture of small shops such Deli, Bakery, Cafes, Restaurants, Small Bar etc. Similar to Australia St in Newtown.
The only retail required is a small store for the residents on the site to get the basics. No supermarkets! There are two supermarkets within walking distance on King St and a Woolworths at Erskineville, also within walking distance. In addition, there are a number of small shops in Abercrombie St and one on Wilson St. This building should have community space, which is really lacking in the area. It should cater for the older people in the area as well as young people. It could be used for class-type activities like yoga or health classes for older residents, art classes, choirs, whatever.
Small business for the local community. fresh produce, deli, books. NO SUPERMARKET
A mixture of cafes, fresh produce (not a supermarket), and shops selling books, art and music would be really good.
How about shops that support the green space like a cafe, childcare and fresh food market. Definitely not a supermarket. Shops that you can walk to and from without needing a car.
Do not use our precious heritage buildings for a supermarket. If you build high density housing, you need to build all the infrastructure to support it. Keep our heritage intact. Keep it grimy and real.

Somewhere that people living in the area can go to buy things, particularly food, preferably smaller specialists rather than a large supermarket would be good. A place to stop people needing to get into a car to shop.

A fresh food (super) market would be great. It's very difficult to get decent produce anywhere in the area. Eveleigh markets are great and they started out as farmer's markets but its not possible to do your groceries there. They evolved more into specialty food markets. Plus they're only there for a few hours per week.

Markets - both food and art

How about a children's kindergarten and afterschool activities area?

Question 3. What kind of creative uses should the Clothing Store be used for? (Forum)

Submission

community groups need meeting spaces, and someone to organise a calendar and a kitchen for groups. it shouldn't have to be a creative use, resident strata groups may want to use it for example,

Mixed use - don't just lease it out to one group (e.g. a childcare centre). There is a very mixed population in this area which is why it is a popular and dynamic area. The students have plenty of facilities in the Uni and the nearby Sports Centre but it's expensive for the community to use these. The Clothing Store could be used for a variety of classes like art classes, yoga, tai chi, exercise classes for the elderly, music classes and a choir rehearsal space. A small gallery would also be good for displaying things made in the classes or by locals.

Also, how about an economical performance space for local groups as well. Choirs, drama groups, etc.

Agree. There should be spaces for local groups to meet (range of sizes), conduct classes, workshops etc, along with work spaces for artists and writers, etc.

Keep it as it is, grimy, industrial, real. Yes, fix it up so its safe and accessible but don't change it. That way its uses are only limited by the users' imaginations, not by urban planners and over-design.

Agree

Would be great space for a non profit organisation, that could also manage public areas of the building such as community meeting rooms and event space

How about an outlet for aboriginal art that is community based, where the proceeds goes back into the community and the artists.

Maybe a room can be hired out like a suburban hall - they're used for things like dancing or martial arts lessons, bingo nights parties, and events for local schools.

A new Plan for North Eveleigh

Question 1. Do you think the mix of 4 to 20 storeys with the highest next to the rail corridor with improved park, heritage and community facilities is a good balance? (Forum)

UrbanGrowth has not yet proposed a masterplan for the corridor, yet is trying to rush through this development, hoping to make a quick killing. What happened to the international design competition? Where is the overall masterplan? UrbanGrowth already knows there is overwhelming opposition to its plan for high rise. On their website described a finding of more than 50 per cent opposed to high rise as a "mixed" reaction. No, that's called a community opposed to the idea. What part of No don't you understand? This is a Victorian residential neighbourhood characterised by terrace housing and an Victorian industrial landscape characterised by brick railway buildings. And somebody thinks that a 20 storey buildings fits into the area? You have to be joking. UrbanGrowth is acting like the worst sort of developer, proposing absurd overdevelopments hoping that they will get half of what it wants. UrbanGrowth should instead be a model developer, following local planning controls (and not using the government's power to rezone its own land) proposing urban consolidation which should be a model of sympathetic development, not an organisation seeking to maximise its own profits. The Sydney City Council has already identified all the development to meet population targets out to 2031, so the extra 50,000 people they propose to put into this corridor is actually against the government's plan for decentralising and developing suburban centres.

1. The proposal mentions, but does not commit to, a new walking and cycling bridge across the Redfern-Newtontown rail corridor. It is vital that this connection is built as part of these works, by UrbangrowthNSW. It is inappropriate that this development is permitted without Section 94 contributions being directed to the UGNSW-promised rail corridor active transport bridge.
2. The proposal should include car-free walking/ cycling links: (a) north-south that connect to Wilson St, and (b) east-west directly with Carriageworks and Wilson Lane;
3. Buildings must include convenient and securely-located bike parking for residents, workers and visitors.
4. It doesn't need much car parking. The development is located near major public transport infrastructure, and there are many successful precedents for car-free development in the central Sydney region (eg, Central Park, World Square).
7. The proposal must facilitate the Inner Sydney Regional Bicycle Plan. See http://cdn.sydneycycleways.net/wp-content/uploads/2014/12/AECOM_ReportApril2010-web.pdf which shows that east-west cycling provisioning should be enabled by this site. The regional bike network will return a benefit-to-cost ratio of 4:1.

No 20 storeys is too high and large for area and is out of character. What sort of amenities and infrastructure are planned to accommodate this many people in small area - e.g. medical facilities, schools, sporting fields, more public transport. This area can not cope with this influx of residents.

I oppose this plan. There are no targets for additional affordable housing, no requirements around sustainability and no guarantees that these new and expanded neighbourhoods will have the critical infrastructure they need such as schools, sporting fields, medical facilities or public transport. This will also reduce precious green space. Furthermore, high rise living right near train stations has been shown to cause 'city cellulite' by reducing walking distance for residents. <http://www.smh.com.au/nsw/high-rise-living-at-train-stations-suburban-cellulite-warns-healthy-cities-expert-20151106-gkt23c.html>

Sydney, we cannot afford to be vague in planning. We must ensure that North Eveleigh lives up to community expectations of inner city living, whilst supporting its inhabitants with needed public facilities and spaces.

1. Greater consultation of the community, and response from UGNSW to matters raised by the community is required;
2. It is inappropriate that the Nth Eveleigh site is being planned and (pre-) approved in isolation of master planning for the entire Australian Technology Park site, which encompasses three other land parcels also managed by UGNSW. The proposal should be informed by a precinct master plan which encompasses nearby (and imminent) land use and transport developments including, but not limited to, WestConnex and Sydney Metro. (How can this development be approved ahead of knowing the location of the inner city Sydney Metro stop (either Sydney Uni, or more likely Waterloo), an announcement of which is merely weeks away?);
3. It is inappropriate that this development is permitted without Section 94 contributions being directed to the UGNSW-promised rail corridor active transport bridge, as significant value will be returned Nth Eveleigh by the UGNSW development south (eg, Combank offices housing 7,000 jobs) south of rail corridor. This value is unacceptably being shifted for free from public holding to private owners;
4. The proposal should necessarily include intra-site car-free, active-transport (walking and cycling) north-south links that connect to Wilson St, and east-west links that communicate directly with Carriageworks and Wilson Lane;
5. Buildings must include maximum quanta of conveniently- and securely-located bike parking, some of which must be included WITHIN the liveable spaces of ground floor apartments (see: http://bikesydney.org/wp-content/uploads/2012/02/BIKESydney_SEPP65-Submission_web.pdf);
6. Building development should be contingent including a majority component of car-free apartments. The development is located near major public transport infrastructure, and there are many successful precedents for car-free development in the central Sydney region (eg, Central Park, World Square);
7. The proposal must necessarily articulate its integration with, and facilitation of the Inner Sydney Regional Bicycle Plan (ISRBN) (see: http://cdn.sydneycycleways.net/wp-content/uploads/2014/12/AECOM_ReportApril2010-web.pdf) which expresses high-value east-west cycling provisioning that could be enabled by this site. The ISRBN returns a benefit-to-cost ratio of almost 4:1. The enablement of the ISRBN falls squarely on UGNSW. If not this agency, then which?
8. The proposal should express explicitly that its development seeks to "actively design out car dependency and actively design for use of public transport and also incentivise walking and cycling as preferred modes". We look forward to your explicit response to each of the matters raised.

As a vital and central area to Sydney, the North Eveleigh precinct must adhere to community expectations and abide by proper planning procedure, ensuring that proper amenities are provided for the community. I have several concerns regarding the plans for North Eveleigh, and they must be addressed in order to create a strong, diverse and stable community both within North Eveleigh and neighbouring suburbs. North Eveleigh must exemplify the best community design principles, and more must be done to ensure that this is adhered to.

In assessing the density of the area, Urban Growth have not detailed the plans to ensure that public facilities are prioritised. In order to ensure that this community thrives, it is simply not enough promise apartment blocks and jobs, and not detail how public facilities will be accounted for. The vague commitment to "Improve the amenity and liveability" does not do enough to quell concerns over how this community will be supported in its monstrous growth. Urban Growth must outline their commitment to what will comprise of their 'improved amenity'.

Whilst the apartment building height has already jumped from 12 storey height in the original plans, to its

current 20 storey height, there has been a lack of additional emphasis on public facilities needed to support this jump. This increase will prove to be too extreme, and the community and nearby suburbs of Darlington, Macdonaldtown and Redfern will suffer as a result of the lack of amenity. For example, there is a lack of open space accounted for in the plans for North Eveleigh, which is essential to make a densely populated area liveable. Open space must function as a usable public area, for recreational or other purposes. Sporting facilities, as well as libraries, schools, doctors, and other healthcare facilities have not been adequately detailed, and remains a significant concern for the area. Whilst on-site affordable child care and community facilities are outlined in the North Eveleigh plans, I ask for further commitment to ensure the thriving and proper support of this important precinct.

Further, North Eveleigh must be an accessible area, and more must be done in the planning outline to ensure that the community is friendly to people of varying ages and abilities. For example, prioritising the integrating of street networks between housing and public facilities, and ensuring that this is a pedestrian and cycle friendly area must be outlined in detail. The access corridor of Golden Grove Street links up with the pedestrian zone of King Street, and plans to ensure safe passage for people with disability or limited movement must be outlined in the plans. There must be a priority on access within this area to ensure that the community is able to house a diverse, varied and aging population.

There is a vagueness surrounding exactly how much of this precinct will consist of affordable housing. This is a prime location to house a diverse social community, and affordable housing targets are essential and a high priority for the area. This must be established in the planning of the precinct, to ensure that this is not lost or diluted once construction begins. The 'significant proportion' of affordable housing must also be relatively increased with the rise in density that has occurred in the more recent proposal. There must be a detailed plan including where this affordable housing will be situated and what the design will be.

Further, due to its proximity to Redfern and the gentrification of this suburb, affordable housing must include culturally appropriate housing to include Aboriginal and Torres Strait Islander people. There must be space for this community to thrive in the area, and affordability is absolutely key to providing this community with a place in their own neighbourhood. This cultural inclusion will create the artistic and culturally appropriate locale that Urban Growth is trying to promote, and exactly how this will be facilitated must be outlined in the plans. The proposal for the employment and training of Aboriginal people through the Redfern Waterloo Authority's existing programs is strongly supported, and must be supported by ensuring that housing will be provided for this community.

The design of North Eveleigh precinct must ensure that it provides for large public open space. Plans for such a space remains unclear, and whilst Urban Growth have promised public space, special care must be taken in planning to ensure that it is not cramped and sectioned off. This would be wasted public space. Space must be provided for the high number of pet owners that live around the inner city, and with the limited indoor space that comes from apartment dwelling, this is particularly important and essential to ensure a high-functioning and harmonious community.

The design of the area must also be in-line with current community expectations of environmental excellence. Solar should be considered for this area and would be a welcome addition to this locale. Further, details of water and energy reduction targets would make this area fit for future generations and current community concerns. This would be a welcome leadership position for ongoing environmental concerns within the community at large and a needed push for sustainable living. The streetscape and natural environment of the area, including the use of green walls and tree canopies to beautify the area and ensure the health of residents should also be further fleshed out. This must be addressed in the design.

Whilst this area presents an exciting opportunity for the vision of a culturally diverse and rich area in inner

No. 20 Storeys is utterly inappropriate.

No NO No – 20 storeys is excessive compared to the surrounding area (terraces), the maximum height should be 12 storeys as per the original plan. The impact of overshadowing, changing the area are significant. Seriously residents have to be careful about managing heritage streetscape and quibble to put a dormer window in the roof and across the road we're looking at 20 Stoereys?!!!
Smaller more considered developments are more preferable.

Wilson street cannot cope with increase traffic and more visitors and the impact on nearby residents is huge – what benefit do they get? (More traffic, more noise, more events, less parking) Saturday mornings (markets) are already dangerous with Wilson street like a carpark with people driving dangerously focussed on fighting for a car spot to get to the markets – all traffic and parking needs to be moved into the site and away from impacting local residents and cyclists – I have seen numerous clashes between car parking and cyclists and thankful that no-one has been seriously hurt.

Local community space and infrastructure?

What about schooling for all these new residents/families – Darlington Public school is already bursting at the seams and needs play/outdoor space.

The university medical centre is at capacity already.

The local parks are small and heavily utilised – we need access to green space in this rail corridor and community accessible spaces on publicly owned land! How about a community available community hall to actually support and foster community building.

The site needs to retain it's heritage (clothing store, tram shed, white nsw building which is falling into ruin)

No. 20 storey buildings are far too tall for this area. They will certainly block out the sky views and change the feel of the area. Additionally the increased number of people and traffic that such a large development will bring has not been fully thought out in terms of availability of key resources and danger on Wilson st

I think a mix of 4 to 12 stories would make a better mix. However, it is better than a wall of buildings 20 stories high all along the rail corridor.

Has anyone looked at how the 16 and 20 storey buildings' shadows will affect existing buildings (and the proposed buildings along Wilson Street) in Darlington? Very little direct sunlight means mould and damp problems.

No. The 20 storey buildings proposed look very out of place with the existing townhouses and low rise apartment blocks of this area. From your artist impression it is clear how imposing the height of these buildings look. As someone who lives opposite the proposed development, the high rise buildings will block a lot of sky and change the atmosphere of this area. At most I would imagine 8 storeys would not look out of place nearest railway line. Additionally there doesn't seem to have been any consideration of the increased traffic flow through the area - already it can be difficult for cyclists and pedestrians with few safe places to cross and dangerous overtaking by vehicles. There is only one access point for a large increase in population and the road infrastructure cannot support this, nor can the parking facilities (500 new car parks is not going to solve this). There is no mention of the impact of this number of residences on local services - schools, childcare, medical centres. It appears developers have only considered the short term increase to residential buildings (and the associated financial earnings this will bring) at the expense of creating a community with adequate infrastructure, whilst not ruining the existing community of this area.

no

The 500 cars and more than 700 apartments on this parcel of land is a bit like putting a dolphin in a bathtub and expecting it to swim. There is only one road in and out, and nothing in the plan to show how people will live well here. The pressure placed on existing infrastructure is already at breaking point. This corridor needs a school and playing field, a 24 hour medical centre (to take pressure off the hospital) and a public transport solution. The proposal for this eveleigh to central proposal should be presented in detail in its entirety, not in this piecemeal fashion. It lacks vision and feels developer-driven development - where is the contemporary, visionary planning you promised? What a wasted opportunity.

<p>No. I believe 15 and 20 stories are completely inappropriate and out of keeping with the surrounding residential area. If the high rise on Regent/Gibbons Street is being used as a model, it runs between 2 major roads and is part of a commercial precinct and therefore not a suitable comparison for the Wilson Street area, which is entirely residential and not above 3 stories. The proposed properties may face the Channel 7/ Nicta buildings at ATP, but again the ATP maximum height is 12 stories. Two building at 20 stories, 2 at 15 stories is massive overdevelopment for the north Eveleigh site and looks like rapacious rather than community development, a feature of the Baird Government. Whilst I support more affordable housing, the Eveleigh units are poorly designed and not sympathetic to local architecture. At 6-7 stories, this should be a maximum height for the entire site. The proposed parkland is insufficient for the proposed population influx, both at Eveleigh and in surrounding housing and student accommodation developments. Increased density needs to be accompanied by increased amenity. Community confidence in Urban Growth and Government delivery of good development outcomes is also compromised by the failure to maintain the 2 storey heritage building at the northern end of Wilson Street. If you can't repair and maintain a single building, what confidence can we have in the quality of a larger development?</p>
<p>I think density at this level can work. I'd want to be confident parking is sufficient to avoid further difficulties with street parking for other residents. I'd like to see a good mix of housing types to allow for more affordable options for home purchase. I support the higher densities if it allows higher value penthouses in top if lower levels have smaller cheaper options. I prefer the additional floors be offered as an incentive for including more affordable options rather than to maximise land values</p>
<p>I am not in support of the incomplete proposal put forward for C2E.</p> <p>The proposal has either not been well thought out or only partially released to the public.</p> <p>C2E have only released the consultation feedback report one day before the submissions close. Furthermore the feedback report is deceptive and misrepresents community sentiment. Because it says that there is in principal support when in fact there is significant opposition.</p> <p>The proposal that North Eveleigh and the remainder of C2E are to be undertaken in parallel is not acceptable. We need to see a complete plan before construction commences.</p>
<p>As long as Community vehicles can gain access to the park sites like Council vehicles and Community event vehicles</p>
<p>Yes</p>
<p>No. I am very concerned that the retail and community facilities and the increased number of apartments DO NOT have sufficient parking which means that current residents in surrounding streets access to parking will be severely impacted. I suggest that the only fair option is to ensure that as a condition of development approval NO residents from the new apartments are eligible for council residential parking permits.</p>
<p>The inner-west train line is already at capacity during the morning peak after the train reaches Newtown. Increased density along the corridor is likely to induce even higher patronage during peak hour. A plan to increase service frequency on the Inner-western line should be considered!</p>
<p>YES</p>

No, not at all, it is not in keeping with local area. I am fine with development however there are no planned amenities to cater for the increased population. Specifically foot paths and trains. Further below please find comments on the 20 storeys

Trains.

During commuter peak hour both Macdonald Town and Erskineville trains are full, and it is not uncommon to have to wait for 2 or 3 trains - it is all well and good to say the development is close to the trains, but the trains are at capacity - how will the trains cope with increased population?

Foot Paths

Most foot paths in the area are only wide enough for two people side by side. I live in Burren St, a bike way and pedestrian foot way between Macdonald town and Erskineville, it is a pedestrian nightmare. I don't believe that this area can cope with the additional bicycles, pedestrians and cars without changes to the foot paths and roads. I walk my dog through all the streets and there just isn't the capacity for this higher level of population without changes to public transportation and foot paths.

Building Height

Seems to me like a developers land grab and council and government revenue grab. This proposal shows no regard for the existing area, the negative impact on both new and existing residents, and any long term planning. The higher buildings mean more people. Keep the same footprint and don't be greedy - reduce the building height to 3 storeys along Wilson st so it fits more in with the area, and max 12 stories along the rail corridor. 20 storeys will result in a barren, unfriendly, soulless development similar to unsightly and congested Rockdale - complete opposite to the current environment.

I am very disappointed with the look of the affordable housing, it looks cheap, nasty and dated. Shame as it is so unnecessary, you can do good design cheaply . If this is a sign of what is to come I will certainly not be voting for the current government or council.

2x20 storeys is far too high and will be unpleasant for occupants. Maximum height should be 3 storeys in that location near the railway line due to noise, lack of space around the buildings for the projected number of dwellings, and pressure of parking on surrounding streets. The impact of increased no of people on transport in peak hour, schools and medical facilities is not catered for. The proposed 'park' near the projected 20 storey towers is ridiculously small and useless. Of the 115 people present at the last info session, all except 2 objected to the 20 storey towers ie 98% against, 2% in favour. I do not agree with one comment about units being rented to students. I think students would be the best residents as they eat at local cafes, dont need cars as they can walk to the University. The units would be quite unsuitable for families with children due to lack of room and play space plus no provision for them in local schools. Also families need to have a car to transport children and supermarket shopping. There is no supermarket in walking distance. The units are also unsuitable for older people who would have to spend their days in a depressing place next to a railway line. Only students and local workers who dont need to spend time in the units would find living in a tower building tolerable. Tower buildings would be better located near central and redfern where the train connections are better and people who work in the city could be accommodated. Tower buildings of 20 storeys would be a blight on the heritage area and would turn into a slum with problems like the towers in Redfern which are now to be pulled down. Such tower housing has been shown to be inappropriate (see reference on Wikipedia)

No the height of the new proposal ie 20 storeys is inappropriate when the adjacent streets ie Wilson St, Lemmington Avenue, Holdsworth Street, Forbes Street, Golden Grove etc have a maximum height of 1-2 storeys as stated in the sydney DCP 2012.

No. I am concerned with the increased height of builidings; additional apartments and completely inadequate number of parking spaces.

I think the park area allocated is insufficient for the number of dwellings proposed. Hollis Park is a similar size and is used to within an inch of its life. Very successfully. But this is 750 new dwellings, high high rise, with people looking down into a rail corridor. Greenery, fresh air, a decent area to stretch their legs will not only be desirable but essential. Don't skimp on it. Show some generosity of spirit. And lop those 20 storey buildings. 12 storeys were approved. How come they suddenly stretched. Because you gave us more park? Really? Buildings that come in at higher than approved result in a cynical community. It happened at Platform. It, too, just grew and came in higher than the approval. How can we feel anything but cynicism?

4 storeys maximim

No. The density is too great. Some of the land needs to be kept for more rail lines in the future. If you build more apartments here (or anywhere) you will need to increase the number of trains. They already run at over 100% capacity in peak hours. To run more trains you will need more tracks & upgraded stations to handle the extra capacity.

The inner city of Sydney needs more parkland for the residents of the additional apartments already built . There is nothing like enough parkland in this proposal.

Definitely NOT. Heights should stay at the Approved size of NO MORE THAN 12.

All heights should be doubled, For being so close to the city the heights should be atleast 8 to 40 storeys for this area and location

Following the community consultation session it seems clear that the problem does not lie in the arrangement of these buildings but in the scale of the development and the vast number of new residents expected to join a suburb without the facilities to support them. (It is true that there are stations but there are not enough trains. The stations themselves need upgrades. Traffic to and from the area is already a large problem. Parking in the area is already untenable. There are already not enough places in the schools. And even the water pressure in the area is already low.

The approach that is being taken is illogical. At the very least if the suburb is expected to house this many additional people plans for upgrades should be underway first! One has to suspect that Urban Growth is well aware that the traffic, parking and other issues will not be easily solved and that these large buildings will not only greatly effect the aesthetics of the suburb but not provide pleasant living environments for new residents and will degrade the quality of life for current residents.

While the rhetoric on community is appreciated it is not logical that a semi gated community comprising of predominantly one bedroom and bedsit appartments will actually contribute to long term community. It is pretty common knowledge that this type of accomodation is suited to young singles and while it is of course fine that this demographic has housing it is the most transient of the demographics and unlikely to invest the time and energy needed for healthy and engaged community.

Walking through the area and imagining a twenty story building one cannot help but be horrified by the imposition this will have on the landscape. Imagining the thousands of residents and the effect they will have is even more daunting. As we live nearby I can attest to the effect that the Platform Appartments have already had on the suburb. This development is a tenth of the scale of what is now being proposed but even at that tiny size it has had a notable impact on parking in the area and there is also notable impact on ambient noise in the area. After only six months or so of habitation the building (which was never especially attractive) is showing signs of wear and degradation. A proposal to repeat the mistakes made on that building but on a much grander and damaging scale is foolish.

High rise apartments are good for developers but are a visual blight on the area. Many apartments with balconies become dumping grounds for household goods spare fridges, bikes and assorted detritus washing. This is mainly down to poor management The Strata Schemes Management act 1996 is far to slow to ensure the effective management of many blocks. Required is hands on management by professional management to react and negotiate with Owners and Tenants. I ask you to check out any apartment block when passing. Many are like The proverbial "Packet of poo tickets"

No. I understand you have targets of number of dwellings to deliver, but the intensity of apartments is too high. Maximum dwellings on this site should only be approx. 250-300. This is because of the major site limitations for vehicle access. Wilson Street to Lawson Street already carries too much traffic. This additional impact will lead to peak traffic congestion issues. There is already traffic congestion on Lawson Street for cars trying to get across the rail corridor. Other ways across the rail corridor are down the underpass at McDonald town station and again along residential streets of Erskineville. Yes, cycling and pedestrian access to the rail stations is the future - but cars will continue to play a role in getting around our cities, until jobs are created with residential developments.

with the sale of the technology park and the monies received from the development/sale of this public land. I as a local community member would expect far more amenity that is designed for use by the surrounding community, the one proposed park is not well situated to be used by anyone but the inhabitants of the new blocks. its in down in a whole and blocked off on multiple sides. creating a green bridge between south Eveleigh and this park is the only way to compensate the local community and make it a useable space. with the sale of the ATP the local community deserves this type of amenity now. Not some time in the future.

My concern for the proposed development is Architectural merit and scale of buildings. Urbangrowth were given an opportunity with a large portion of Railcorp land in 2012 to provide Affordable housing (Platform Apartments) and a pocket park.

The result 3 years later is an Affordable housing building with little Architectural merit and a pocket park that is not inviting enough to use !

So I ask the question ... DOES URBAN GROWTH HAVE VISION ?

You are asking the residents of Newtown to once again trust that you have an enlightened view for such a usable and important site.

My feedback on this development would be to lower the scale of the buildings to 12 stories (the original and researched approval) , remove the 5 storey building adjacent to the proposed park and allow a larger more usable park for the number of residents and more thought to Carriage works and the Arts precinct.

Three -four storeys is ok if integrated with the heritage surrounds. Twenty is repeating the mistakes of the Housing Commission in Waterloo, just glossier. Slums of the future.

Need 20% at least of Affordable Housing for ordinary people, especially indigenous, living and working in the city.

The site is ideal for high density but going to 20 storeys is a bit extreme - why go beyond the concept plan agreed maximum of 12 storeys, with taller buildings towards the redfern station end of the site. It would be a more gradual build up from the low rise residential surroundings.

Yes I think this is great for attracting new young professionals to the area with affordable properties on the rail corridor where it doesn't congest traffic further and doesn't impact the light and atmosphere of already established buildings. The community facilities are a good balance for the amount of people expected to move in. Overall this is a great project which I think will work really well with the existing infrastructure.

I think 20 stories is way too high. To have over 700 apartments in such a small area will lead it to becoming a concrete jungle and take away from the residential area. The limit should be 12 stories. For schools in the area they are already overflowing and it would put a strain on the doctors and hospital as well.

Yes

I don't: what are the design principles that make 4 and 20 storeys an acceptable norm in urban planning. Twenty storeys is too high and goes exactly against the principles that have seen the Platform Apartments win a design award. While the 20 storey development will negatively impact on the rich historic industrial legacy of the area, (that is currently the fantastic backdrop for the emergence of the creative innovation hub in this part of the inner city) the population impact on a confined area is immense. Over 500 additional car spaces? So we want to have new traffic jams on Wilson, Abercrombie and Lawson street Redfern that can further feed into the existing traffic jams on King St, City Road, Cleveland Street and all those road routes that feed access to the Harbour Bridge? In addition to the traffic spillover that is going to be created by the end point of WestConnex - now with motorramps at Missenden Road? That sounds a good idea for 21st century Sydney. Unless of course there is a Public Transport Infrastructure plan in the pipeline that sees the number of train services at the 4 railway stations drastically increase? 521 more car spaces but no more new rail stations nor rail services? What about the kids? Where do they go to school? Is there a Plan for Inner City Schools to accommodate increased school population? In fact is there a plan for increased pre-school places given as this apartment living is aimed at young families who can no longer aspire to the Australian dream of a house? I believe Darlington Public has been advised it may no longer be able to run a pre-school because places will be needed for primary aged children. That sounds like a really great solution for young families, and trying to get women back into the workforce. Is the government working off evidence that developing 20 storey high residential buildings is good for social cohesiveness and wellbeing. Examples of residential living above rail stations can be found at St Leonards and Chatswood stations: a cold, barren environments that is not sympathetic to human connection, creates massive wind tunnels, long shadows, high noise and increased pollution (from all those wonderful additional cars).

I don't believe the proposal is in balance. Given the massive amount of growth around Wilson Street Newtown, Pyrmont, Broadway, Alexandria, Eskinville and Camperdown I have grave concern about the public infrastructure. There are no proposals evident supporting additional primary or high schools, child care and/or hospital services to service the population expansion within the inner west.

To Urban Growth,

I have the following questions/comments on the North Eveleigh proposal, the broader Central to Eveleigh proposal, and the consultation process.

North Eveleigh

Infrastructure

- What will be the impact of the proposed development on rail corridor expansion capacity?
- Why is construction of a railway corridor crossing not included in this development?
- Will the proposed development of government owned land increase or reduce the capacity of facilities for aged care in the study area, taking into account density targets?

o How will this compare to some other LGAs, eg Mosman, Sutherland Shire?

- Will the proposed development of government owned land increase or reduce the capacity of facilities for school aged education in the study area, taking into account density targets?

o How will this compare to some other LGAs, eg Mosman, Sutherland Shire?

- Has any portion of the government owned land been offered to government departments for their use, eg Department of Education?

Mental and physical health - general

- It appears that the intention is to create new communities for CBD workers to live near the city, commuting by walking/cycling. No new community should be created if appropriate amenity to facilitate good mental and physical health is not provided. I attended the November 2015 consultation. An Urban Growth employee mentioned to me at the consultation that they had moved from Alexandria to the Sutherland Shire because the traffic has become too bad. It appears that the existing super dense developments in the study area do not provide sufficient amenity for Urban Growth employees. Who will they be suitable for?

- Do the density targets for this development allow the meeting of NSW apartment design guide amenity

provisions?

- Research suggests residents of very high residential buildings can feel additional stress and fear from feeling disconnected from their neighbours and from feeling a lack of connection to the earth. The height at the North Eveleigh site is being raised to 20 storeys. What height is projected for development along this corridor up to Redfern Station?

- o What kind of agency would a resident of a 40 storey building feel in relation to strata decisions? A lack of feeling of agency contributes to stress and alienation. Is UG hoping to create a community of depressed elderly and alienated youth?

Mental and physical health – open space

- Will this proposal reduce or increase the square metres of public open space per person in the study area?

- o Research indicates that higher density can lead to worse physical and mental health if residents feel stressed or reduce their active recreation (source: The Conversation). Adequate public open space can reduce stress and facilitate active recreation.

- o The study area's open space is already well below the standard originally set in the Environmental Planning and Assessment Act of 28.3 square metres per person. The study area has an average of less than 7 square metres per person (source: REDwatch). We are closer to the Mumbai average of 1.1 square metres of open space than the London/New York average of approximately 25-30 square metres of open space per person (source: The Times of India, May 28 2012). Does UG aspire to make Sydney more like Mumbai than London or New York?

- o Areas that are not officially recorded as public open space have also been reduced at the same time that population has increased. For example, at the junction of Little Eveleigh Street and Wilson Street, a small hard surface area that was suitable for children to play ball games on or for local events such as a street Christmas to be held, has been alienated from this use by its designation as part of a commuter bicycle path into the city, and by the use of this land as a site compound for council street upgrades. Although the site compound use will one day end, the projected increase in population density will mean that children playing or community activities held in this park will be incompatible with bicycle commuter uses.

- o Those parks in the study area greater than 5,000 square metres (Prince Alfred Park, Victoria Park, Redfern Park, Alexandria Park, Erskineville Park and Sydney Park), which can accommodate multiple users and multiple uses, are disconnected from the North Eveleigh development (and from existing houses in Chippendale and West Redfern) by major arterial roads – City Road, Regent St, Gibbons St, Henderson Road, Sydney Park Road, and Cleveland St. Access is poor, particularly in hot or inclement weather.

This creates open space access problems for the elderly, the infirm, and young children and may even make fit singles think twice. Residents therefore seek more indoor and passive recreation pursuits, with the attendant negative consequences for their physical and mental health, or, if they do have a car, they are forced to generate negative traffic and pollution effects by driving to wherever district or regional open space is located.

- o The park proposed to accompany this new development is less than 5,000 square metres so does not constitute a park which can allow a variety of uses and accommodate all users.

- o The amenity of pedestrian linkages is already decreasing, not increasing. For example, to accommodate the extra pedestrian usage of Lawson Street (Redfern Station) the City of Sydney is removing the street trees from the footpath and putting a few in the road. More pedestrians will be able to travel, but barely protected from the pitiless Australian sun.

- o State government driven density increases in Melbourne have driven West Melbourne Council to purchase private land to increase public open space. Will City of Sydney be forced to attempt the same? Will the NSW government convert public land to private land and then (given that local councils derive authority from the NSW government) purchase private land in the same area to provide public open space?

Privatisation of Sydney

This loss of public land by sale of NSW government land to private developers is not occurring in isolation. Other examples of public land being sold off in Sydney: the Toaster; Australian Technology Park; the Powerhouse Museum; the Rachel Foster Hospital; the Camperdown Children's Hospital; the former site of Cremorne High School; Hurlstone Agricultural School; the SCG Trust Car Park at Moore Park; sections of Moore Park sold for the Eastern Distributor; sections of Sydney Park to be sold for the spaghetti car fun park ('West Connex'). And more. And yet as the population grows more public space is required.

• If the North Eveleigh development with its density targets is a done deal, what creative solutions to ensure the physical and mental health of the community is not reduced are being sought?

Traffic impacts

- Will the proposed development increase or reduce weekday traffic congestion in the study area, based on what likely % of residents who use a vehicle for work?
- Will the proposed development of government owned land increase or reduce weekend traffic congestion in the study area, based on what % of residents who will make a car trip each day?
- No improvement of pedestrian or public transport links will occur in conjunction with this proposal.

Therefore new residents and people visiting the new residents are likely to be forced to drive, both weekdays and weekends. Local stop start traffic and circling to find parking spaces will mean an increase in stress, an increase in the risk of traffic collisions, an increase in pollution, and a further decrease in the effectiveness of buses.

Consultation process

This consultation appears to be tokenistic. The examples given on the website and at the November 2015 meeting of global development of high rise high density along rail lines have either not been completed or are very different beasts – in what way are London Olympic Park and Melbourne’s Federation Square similar to this North Eveleigh development? Moore Park Gardens was also offered as an example, however that development featured a pedestrian bridge to significant parkland.

Additionally, the density that Moore Park Gardens added to the study area should not be considered in isolation of all the other developments that are adding density to the study area. A serious consultation should be able to provide examples of established high rise, high density next to rail lines so that the community can assess whether these have been successful and identify what elements have contributed to success or failure.

I also note that in earlier rounds of consultation, people from outside the study area were recruited to comment. It is quite likely that they would have supported higher density in the study area if they considered it to be a game of ‘us or them’.

Specific comments on North Eveleigh proposed design

- An all ages playground, rather than a separated toddler and older children playground, will make the playgrounds user friendly. Families with a toddler often have older children or friends with older children. Fig Park in Ultimo has a fenced in toddler playground immediately adjacent to an unfenced older childrens playground - this works well. If the objective is to have two physically separate playground spaces (not sure what the point of this would be), could they both be a mix of toddler and older children’s equipment?
- How do the proposed plantings for North Eveleigh tie in with the city of Sydney urban ecology plan to link Sydney Park to Blackwattle bay?

20 storeys is out of character with the area and will create problems in the area. It is too many apartments and too dense a development. I strongly disagree with this height and over development in NEWTOWN . The affordable housing development is a good size for the area. Improved green spaces is a must and maintaining the heritage of the area is of utmost importance.

No. The size of the buildings will promote a redfern tower scenario

Yes. I think you could go higher than 4 stories, too, if it wouldn't greatly impact the houses across the street.

I am utterly discussed that there is consideration of a 20 storey building.

Concerned that 20 storeys is too high and will set a precedent to other future developments in the area. The 20 storeys should be decreased to 9.

In isolation the plan and density is fine, indeed it is essential that we continue building higher density residential areas in these inner areas ... but there is no contribution towards, and no mention of, any of the associated infrastructure that will be required for residential development of the area. There is no mention at all of how the additional school places will be provided. There is no consideration of the required finer grained local public transport. The assumption that the people moving in will be low users of cars is reasonable, if they do use cars the area will choke up completely. With the current motorway plans bringing more through traffic this will happen even without additional population unless existing residents stop owning cars. But this means there must be non-car transport with high frequency and not crippled by sharing road space on choked up roads.. It must provide direct connection to activity/shopping areas such as George Street (Haymarket and further north) and the Broadway shopping centre. It must be comprehensive enough that it isn't just the commute to work ... because if it is just for commuting then car ownership will have to be much higher than assumed, and given the very significant per-use price of public transport once a car is owned leaving it in the carpark and taking a bus/train/tram is an expensive indulgence, and strongly discouraged by pricing policies. The option is a car based lifestyle, or a location where nothing requires a car. It seems that it is assumed that this isn't relevant to this plan. Perhaps since it is only a small part of the whole ... but every part is the same ... hence by this logic schools, transport, indeed everything but extremely local amenities for new residents and immediate neighbours is a problem for another day, not a consideration for any of the individual parcels to be sold, planned, consulted about, approved independently.

No, the profile of the suburb is low rise - no buildings should be higher than about 10 stories; I acknowledge that this means fewer dwellings, but this is the price to pay for retaining a low rise village feel in this neighbourhood, and is already a compromise in terms of the existing streetscape.

A key deliverable of the C2E work is the creation of permeability for walking and cycling across the rail corridor. Between Redfern and Erskineville station, there are probably two points where a crossing is possible and useful. These two points are: A) Queen St to Park St and B) Shephard St to Innovation Plaza. The North Eveleigh site is where (A) should be provided. If the bridge is not delivered as part of this plan, it will never be built. Active transport links are often included in the artist's impressions but become expendable when the project is built. Please make sure that this is not the case with this project.

The revised scheme does not look like best practice integrated urban infill development. It has simply reduced the building footprints and increased the height. The height increase is a huge leap of faith for this suburb which is typically low rise with a fine grain of streets and laneways. I would like to see a more nuanced approach to achieving the desired density in the context of the outdoor amenity and heritage buildings. This scheme looks like typical cookie cutter development designed for easy carve-off to sell in lots. Where is the best practice precedents??
This work also looks foreign to the development approach in the remaining C2E corridor
In summary, despite the SQM gain in park area this approach is retrograde.
Thank you for the opportunity to comment

Yes, I think this is a great use of this area - likewise in the redevelopment of the Australian Technology Park precinct, which could incorporate higher density residential with commercial functions, and a pedestrian link from Carriageworks.

No. While I agree with the principle of varying heights with the highest next to the rail corridor, I think 20 storeys is excessive and the proposed development should be scaled back both in the height and number of apartment buildings. Personally I would prefer that the apartment buildings were kept to the south of Carriageworks Way so that Wilson Street retains more of its character and the precinct itself is then more inviting or 'open to the outside'.

No, the imposing skyline blocks out the view to Botany Bay, it is too imposing on such a community, and particularly too high for the amount of open space around the blocks, they should each come down at least 5 stories.

in a nutshell: yes, I think it is a good thing!

Before I get into any details as to why I think so, I must tell you that I find this entire process bordering on bizarre.

I think this is a matter where highly specialised people who have all the facts and expertise should be consulted and TRUSTED (and no, I am not a city planner, architect or designer! I work in IT). I am terrified at the thought that in the future we might decide on what type of surgery we should use in relation to various illnesses by public consensus over the internet.

As to my reasoning for thinking that high density in the City is a good thing, this is only scratching the surface: Eveleigh is a very underused area, 10 minute walk or less from Redfern, Erskineville and Macdonaldtown train stations, it's on bike infrastructure and it's only 2km from the City. It's also to the north of existing train lines so I can't see that it would really overshadow any dwellings. There are buildings of 30 or more storeys being built in the far West of Sydney where they are having much bigger impacts on existing infrastructure and residents (who in their vast majority are and will always work in the City). We should be building even taller in the City! As far as I can see, the proposal gives back a massive area for parks, heritage reinterpretation and community assets.

But most importantly density in areas such as this is really needed! It gives an area enough foot traffic to support a variety of shops and community uses and creates a nice atmosphere because the space feels visited and lived in. It also makes the area safer. At the moment, as far as I know the area is empty, dead, dark and it looks hostile, even dangerous -especially at night. The only moment when it comes alive, becoming interesting and vibrant is on Saturday mornings when Eveleigh Markets are on, and more people visit the area.

That is my 5c, but as I said in the beginning, we should let experts do their job and not decide by a referendum where uninformed population could lead to a very wrong, massive investment.

No the increase of the maximum heights from 12 to 20 stories is an outrageous and greedy change to the initial approved plan. The plan is not in keeping with the area and will totally dominate the original buildings and heritage of the area

20 Stories is too high this will dwarf the neighbouring heritage areas. There are too many extra car spots @ 531. This should be reduced to take pressure off local roads and promote cycling and the use of public transport.

20 stories is a crime. 10 max.

The plan is very good. High density is essential being near one of the busiest rail stations in the network. A better built form would be to increase the 20 storey towers to 30 storeys and reduce the 16 storey towers to 8 storeys to reduce the high wall effect along the rail corridor which will be the view from future development at South Eveleigh. I also think you need a road all around the Clothing Store to give a proper street address to the buildings along the south side of the site.

You are proposing to increase the height of the buildings from 12 stories to 20. That is an increase of around 40%. It is much higher than the original plan and does not bode well for other changes that may be in the pipe line for the rest of the precinct. Again, you appear to be focusing on the developers needs not the community. And as if there will be only 710 apartments when the old much lower design was up to 750! I think you are being most disingenuous with the way you are presenting the changes. The development may be right next to a train line but the current facilities at Redfern are already at an over capacity and the new train line will not change.

yes

No, there needs to be less housing in amongst improved park, heritage and community facilities. The proposed plan will devalue the area, and the Carriageworks. The latter is currently held in high regard amongst the artistic/creative community, but it won't be in amongst towers of mixed residential housing.

It is very concerning that the planned cycle and walkway across the rail line is not included, developers should have to pay for this, regardless of how expensive it is, it should be a condition of the sale of the public land. This will benefit the commercial use of the clothing store that is proposed. the clothing store if it has commercial areas should be small units that are affordable for businesses, otherwise they will just be left empty, something more than an expensive convenience store and a laundry.

Based on the snapshot of jobs vs residents in the study area, proximity to transport connections and proximity to Sydney CBD, this appears to be a very good opportunity for very high density. 3-20 storeys seems to be quite conservative considering other parts of Sydney with much fewer jobs with residents having to take long commutes with poor transport connections are far exceeding this density. What is critical in a project of this scale is that the public space remains just that, 'public'. Not constantly fenced off and made inaccessible due to private events, or worse still, sell off critical parts of the public space as previously happens with other NSW sites (barangaroo waterfront casino might ring a bell).

Whilst the aerial shot clearly demonstrates that the proposed envelopes are not in line with the character of the area, it is great to see that the taller forms are well set back into to site up against the railway, w minimise the visual impact of them from existing surrounding streets. It would be great see some views from existing street levels (close and afar). From those point of view, I think this proposal seems quite modest in scale and seems like a responsible response to creating density. Locationally it is a fantastic spot for cbd workers and students alike, and density is a good thing here. I do also like the fact that kind of a boulevard had been created with the adjoining carriage works. However I wonder how the site is engaging with the creative and community energy of carriage works. I realise it is a masterplan, but I just feel a strategy to break up the scale of the buildings and public space, or how it is being proposed to be integrated into the surrounding fine grain context could be good too see.

What you are planning is so wrong on so many levels. 16 and 20 storey towers in a low rise heritage environment is a horrendous prospect and so unnecessary. Look round the area. It is all low rise. Not even medium density housing. Please re-think. Of the entire Central to Eveleigh precinct, North Eveleigh is the last candidate for high rise. Give us something on a more human scale. Have regard to the unique heritage of this pristine environment. And what you are proposing, with your minimal parking, will bring hundreds of more cars onto our busy streets where resident parking is becoming harder and harder. So please, more parking spaces, far more modest buildings, no more than 6 storeys. Please go back to the drawing board. Don't destroy our beautiful neighbourhood.

Yes

hi there, I think this will adversely affect the low density are with the introduction of high rises and put pressure on the already congested roads in the area, with one entry and exit through Wilson street, the cost for the local residents, in a low density housing will affect the residents greatly and this project should not go ahead in my opinion.

No. 20 storeys is too high and will throw significant shadow across the Everleigh development as well as the adjacent residential areas along Wilson St and Abercrombie St. The 20 storey towers are also too stark visually. The height of any buildings on the Everleigh site needs to be in sympathy with the existing residential development on the site as well as the existing, historic redisences along Wilson St, Abercrombie St and the surrounding streets. High towers will block views across this entire area.

While tapering height down to the surrounding heritage district is essential the 5 storey buliding at the western end is on high ground adding in effect another 2 storeys to the perceived height from the homes at the bottom end of Holdsworth St. 16 and 20 storey buildings even though along the railway line mean a huge increase in population density without adequate infrastructure e.g. if only half of the new residents have one child that equals over 350 children. Where will they go to school? Darlington Primary is at capacity as is Erskineville primary.

This many dwellings in an already crowded environment is detrimental to the area. The schools are full - where will the children go to school? Less than half as many parking spots as dwellings, where will people park? Many people need cars, bikes and car share are not an option for many.

yes, the storeys should be varied rather than blocked height. the whole development should be accessible so that everyone can move around the development and be part of the community. The development should reflect the diversity of the community including universal design and affordable housing. This site could be a best practise for all new planned development

Government manipulation, incompetence and bullying!

I was surprise to see how much development is being proposed into this little space of land in North Eveleigh and at first had thought it must be at the other end close to Redfern Station among other high rise and not within the very low rise (mostly 1 & 2 story terraces) of North Newtown.

While the first concept plan was already significantly too big for this small community, I am left with a feeling of distrust and belief of complete incompetence or some form corruption that such an inappropriate over development that would cripple this small neighbourhood could be even proposed let alone built.

“20 storeys next to the rail corridor where the least impact occurs” – this statement recognises that this building proposal will have a negative impact on the local community and rather than scaling back, it demonstrates a level of contempt by the NSW Government to simply proceed regardless of how it destroys this unique neighbourhood

While some elements such as the creation of public space and multi use of the clothing store are welcomed, the proposal to build 20 storey (or even 12) units will negative impact this area through:

- Over crowding of cars (introducing another 531 car spots) that will literally choke the local roads, turning them into main roads
- Put the lives of the local residents at risk from the increased traffic as Wilson St becomes a main road much like King St.
- Create further pressure on limited parking availability for friends and guests of the existing neighbourhood with the additional 531 spots well short of what will really be needed given the proposal to build an additional 710 apartments
- Creating an eyesore and changing the skyline from 1 & 2 storey workers cottages and terraces to multiple 20 storey towers that is completely out of character with the historic nature of the local area
- Creating large shadows across the area

I hope that through the public outcry to such a negligent proposal that the time is taken to rethink and significant scale back this proposal.

yes

No, I think that 20 storey buildings will result in too many additional cars being introduced to the area and make Wilson Street a very busy road, which will affect existing residents and make Wilson Street and Carriage Way unsafe for children. There should be a smaller number of new dwellings and a traffic study should be done.

No. I think 20 storeys is too high. Not only are they too high for the area (in keeping with the rest of the developments in the region), but they will also increase traffic dramatically in an area already with traffic congestion problems and no clear solution to this problem has been identified.

No!!!. 20 storey buildings anywhere on this site is completely unsustainable and would completely destroy the existing neighbourhood and its community feel. The height of the new affordable housing block next to Carriageworks already dwarfs surrounding buildings and should be the maximum height limit of any new buildings.

<p>No. 20 stories is too high, and distorts the balance of the overall impression of the site. 710 apartments in addition to the existing 88 puts additional pressure on parking and traffic which will spill over into the existing streets which will be unable to cope. This is already a problem which will be exacerbated if these extra units are built.</p>
<p>No. Too many residences. Where is the planning for traffic and parking?</p>
<p>We need more parks and community facilities - but there are insufficient services to support such a huge apartment development. Traffic and parking is already horrendous for residents on a normal day, let alone with the added cars of uni students, workers and Carriageworks function attendees.</p>
<p>The heights of the buildings need to be 4- 8 stories, no more than this. The worst outcome is 20 story monstrosities with the sheer number of people that come with buildings that high, absolutely destroying the amenity of the area for everyone. Assuming that people don't or won't own cars is just stupid. Trying to shoe-horn people into an area that does not have the infrastructure is stupid. The assumption that developers will build the infrastructure is stupid - they won't - it costs them money!</p>
<p>Twenty stories is TOO TALL. The original design of 12 stories was TOO TALL. The space is TOO SMALL to accommodate so many people. The traffic will be horrendous. There is only ONE way into this area and the effect on the surrounding areas will be GRIDLOCK. We already have times where we are gridlocked with people circling the between Wilson and Abercrombie Streets trying to (unsuccessfully) get parking.</p> <p>It was extremely disengenuous of UrbanGrowth to present 20 stories versus heritage in the community workshop. Everybody's knee jerk reaction is to save the heritage of the area. What use is that if the area is unliveable for the existing residents?</p>
<p>No. 20 storey towers are hideously out of context in our humble Victorian neighbourhood where I live. It is totally disrespectful to your neighbours to even contemplate high rise in this location. It will leave an indelible stain on this precious landscape. Create future slums. Another installment of the NSW Government's long history of greed and expediency driven planning. Sydney's world famous legacy of shameful disrespect for heritage continues.</p>
<p>It is a good use of land for high density living near the city and rail. The apartments would need very high levels of insulation being close to the rail, including efforts to minimise vibration.</p>
<p>I think that 20 storeys is too high for this area which is predominantly 1 and 2 storey terrace houses. The original consultation approved 12 storeys, already quite different from the area, and this was done with a lot of consultation. There was some green space in between the apartments that has been removed from the new proposal. A new residential block closer to Iverys Lane has been include on what seems to be open space. It also seems that some traffic access is planned for removal to clear the way for more residential buildings. It looks like there should be more than 20% increase in floor area. Is there a figure in square metres for this? Is there only one way in and out of the area for cars? Has the traffic flow been diminished to allow for the new proposal. How will the area cope with the increase in traffic. Already, when the Saturday markets are on, or if a function is on at Carriageworks, the traffic and parking in the neighbourhood is chaotic and very dangerous for pedestrians as people are trawling looking for spots and not concentrating. I am very concerned about this new proposal which seems to me only a grab for more development.</p>
<p>The mix of 4 to 20 storeys, proposed parks and footprint of the new buildings is appropriate for this eyesore of a site. The placement of the higher buildings on the southern side means overshadowing is mainly along the railines and will not impact the adjoining residential areas to the west.</p>
<p>Yes, 20 storeys is low when taking into account how close the development is it to major train stations and Sydney CBD. Could go up to 25-30 storeys.</p>
<p>The proposal includes 531 parking spaces. How many bike parking spaces does it include. Given it's location, there should be a significant amount.</p>

I think the overall design is good but I would double the height of each building eg 10, 8, 32 and 42 storeys, it is in prime city location, building heights must be doubled

The balance is not quite right. There is not enough space for regular housing. More small-scale housing (townhouse/terrace style) could be achieved without sacrificing - in fact enhancing - the local amenity. There is already too much space for heritage. I'd like to know how much the regular NSW taxpayer will receive for their valuable real estate.

The buildings should knit with the surrounds by

- a) the buildings fronting Wilson Street could be 3 story terrace-style with frontages and access to the street. Because of the fall in topography, those buildings could be greater than 3 stories on the southern side.
- b) the floor plates should be smaller. A finer grain would support the human scale of development, consistent with the surrounds. The completed building has a large floor-plate that does not integrate with surrounding development.
- c) there should be cycle access from Iverys Lane.

16-20 storeys is way to high for this development and smacks of looking like Chatswood or Bondi Junction and is abominable. Buildings along Gibbons St at Redfern Station are already developing this awful style of urbanity.

I don't think proposals should be higher than 12 Storeys and would prefer a maximum height of ten storeys.

The improved park is certainly a good development and generally the greater mix of height along the rail corridor will be more attractive than a single block of constant height buildings. However almost doubling the height (12 story to now 20 story) of some buildings is problematic. It would be beneficial to see site elevations but this greatly increased height seems to over shadow other buildings and not be in keeping with the 'line of site' stipulations of the previous proposal. The sheer number of new residents in the area needs also to be very carefully approached.

I have previously refrained from giving feedback to Urban Growth on the proposed development because I accept that further development is inevitable in our growing city. However, I was seriously concerned to hear of the altered plans for the Central to Eveleigh development, which significantly increased the height of the proposed apartments despite fervent community opposition to the plans during earlier consultation periods. My opposition to the increased heights are grounded in two main concerns: Infrastructure and parking.

There is not the infrastructure in the surrounding area to support more than 700 new apartments (potentially 2000 new residents). Wilson St is only one-laned in each direction, as well as being a popular biking route, - an increase in car traffic from the development could potentially throw the traffic into chaos. We've all seen what the new apartments in nearby Alexandria have done to traffic along Mitchell Road/McEvoy St and Fountain St. This significant increase in traffic also brings new risks to school children walking to Darlington Public School.

The other major infrastructure issue is Macdonaldtown train station. Macdonaldtown (easily a closer train station than Redfern is) is a very small station with a narrow train platform that will not be able to be expanded. Macdonaldtown will not be able to cope with a significant increase in patronage. The entry point for the station is also narrow and already passengers are banked up during peak times when exiting and waiting to tap-off on Opal machines.

Street parking in the area is already extremely difficult (particularly on Thursday, Friday and Saturday evenings). Adding 700-plus apartments, 200 of which will not have assigned parking, will only add to the pressure of finding parking for existing residents.

I implore Urban Growth, in the strongest terms, to stick to the original plans which had capped building levels at 12 storeys. An increase to 20 storeys will only result in chaos and increased risks for existing and new residents, and destroying the character of the area. Even your own artists' impression show how out of form for the area the altered proposals are, which is anathema to what Urban Growth had originally promised.

A Great New Neighbourhood Park

Question 1. Which new park option layout do you prefer? (Quick poll)

Which new park option layout do you prefer?



Option 1	28%	■
Option 2	43%	■
Option 3	29%	■

Question 2. Considering this design for the park, what issues do we need to consider through the more detailed design process? (Forum)

Submissions

Regarding item 23, potential future bridge connection. This appears to be located in the open space area. What is the footprint of this connection? Has the footprint been deducted from the estimate of the park size? why is the connection in parkland rather than incorporated into a building?

The Southern Sydney Regional Organisation of Councils (SSROC) is an association of sixteen municipal and city councils. SSROC provides a forum for the collaboration between our member councils, and an interface between governments, other councils and key bodies on issues of common interest. Together, our member Councils cover a population of over 1.6 million, (one third of the population of Sydney), and an area of 680 square kilometres.

In order to make this submission by the consultation deadline, it has not been possible to obtain the endorsement of the SSROC Delegates (the elected representatives).

SSROC believes the North Eveleigh precinct urban renewal project must reflect the character and ethic of the community it will soon be an integral part of. Public space is a crucial element of this and SSROC congratulates the decision to expand the park space. In line with points raised in the community consultation we believe that the park should include a community garden and composting system for the residents of the precinct. The effective management of organic waste is a critical issue for multi-unit dwellings and while a community garden cannot by itself accommodate the organic waste of the number of existing and proposed dwellings it could alleviate the issue and provide education on the impact of organic waste diverted to landfill. The community garden would also be a focal point for residents and can foster a greater sense of community for the precinct as well as providing residents the opportunity to grow their own produce. We do not believe the provision of a community garden would compromise the aesthetic or utility of the new park and would foster a greater sense of community. The placement and management of the community garden should be made with permaculture design principles at its core. The map of the proposed park shows ample space for this area. We would suggest joining sections 17 and 15 to incorporate a community garden. The inclusion of native plants within the community garden, especially bush tucker plants would effectively replace the native landscaped area and offer a greater connection to traditional heritage and food given the areas strong indigenous identity. Successful examples of bush

tucker food gardens can be found at the nearby Our Lady of Mount Carmel Primary School in Waterloo.

The Eveleigh Farmers Markets offer a valuable opportunity for the new precinct potentially attracting thousands of people to the planned retail areas of the precinct. The connecting area between the markets along carriageworks way must have well-designed, shaded, pedestrian amenity in order to ensure ease of access to the park and retail areas. The park should also consider how residents and visiting consumers will be accommodated in the park during peak times (Saturdays). SSROC recommends looking at the example of how the popular Broadway Markets in the East London Borough of Hackney are connected to the equally popular London Fields. The ease of access through a pedestrian crossing at the northern end of the market allows market goers to flow into the park which is a popular picnicking area and is an economic boon to the market and has become a tourist attraction in and of itself.

The map of the proposed park area currently offers bike parking at point 33 when compared to the public parking area and the broader map of the precinct we consider the proposed allocation of space to be manifestly inadequate for a development that should have an emphasis on encouraging active transport. The North Eveleigh precinct will likely have a large number of residents working in either the nearby area or in the CBD. The infrastructure to encourage cycle commuting should be an essential part of the development. It is at most a 30 minute cycle to Circular Quay and Barangaroo and substantially less to other areas of the CBD, Bays precinct and other current and future business precincts where the majority of residents will likely work. The North Eveleigh precinct sits on Wilson Street which is a popular and well connected cycle route and as such provides excellent amenity for cyclists whereas the road would be less well equipped to accommodate the same number of cars during peak periods. Encouraging and enabling active transport like cycling will also help alleviate some of the expected strain on Redfern, Macdonaldtown and Erskineville Stations. Adequate covered and secure bike storage should be a critical part of the park or residential developments design even if it comes at the expense of car parking spaces which was a concern raised in community consultations.

Pls provide details on future Park Maintenance, watering systems, and upkeep.

sufficient lighting to avoid dark areas - use of natural materials for a softer appearance
I would like a fitness area such as the one in Sydney Park if possible

It needs to be bigger, have plenty of light

Play ground design

The public open space location needs to be revisited or better integrated with the broader setting. The current proposal isolates the public open space and it almost feels like left over space down in the corner. The clothing store should be situated in the public open space, rather than having it appended to it. Any further design exercises need to focus on the continuity of the public open space through the development, its connections with the broader public open space network and what that public open space does to support carriageworks. At the moment it does not sufficiently connect with the broader setting and I cannot see that it will deliver the most value for the community in a rapidly intensifying urban environment.

Increasing the scale of the space. is there opportunity for youth spaces (12-18)? what about more active recreational opportunities for all residents - fitness equipment, basketball half court.

Is there really a requirement for on street parking? the apartment buildings will need to provide parking, couldn't they increase the scale of their car parks increasing the open space for the precinct?

there needs to be careful thought put into the level change between the old clothing store and the south side of the site.

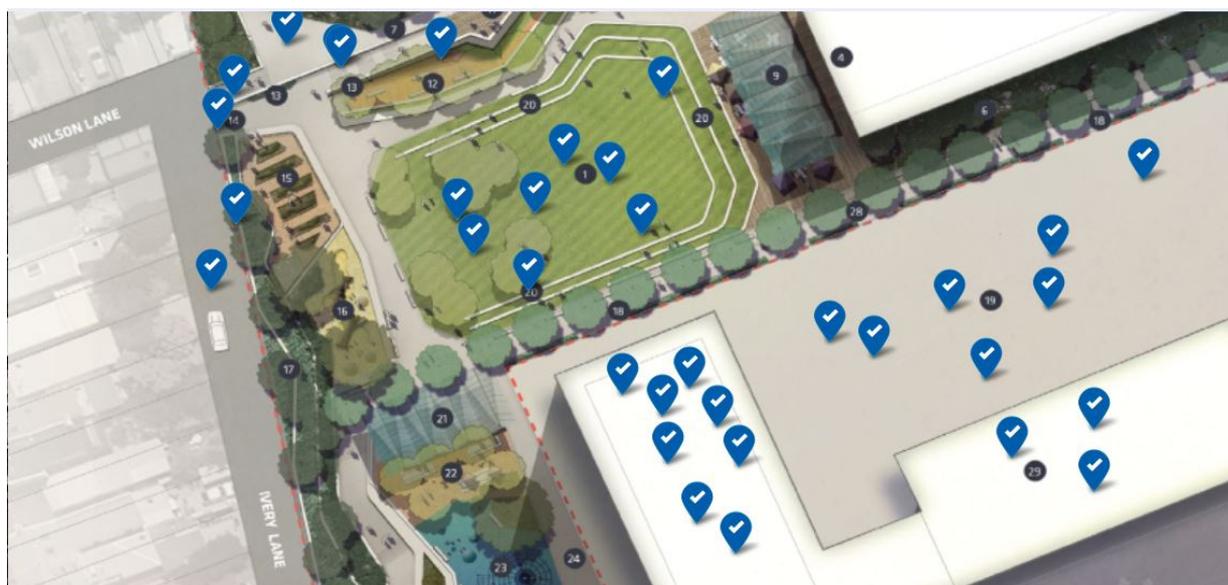
Question 3. To what extent do you agree that the proposed park will meet the needs of a wide range of users including families, singles, younger people, older people, etc? (Forum)

Submissions
3 - Neutral
3 - Neutral
3 - Neutral
4 - Agree
3 - Neutral

Question 4. Why do you think this? (Forum)

Submissions
I don't see any facilities for teenagers. The little children of which there are currently many, and to whose numbers this proposed development will add, will grow into youths. I would like to trust that this issue has been considered but it's not clear in what way the needs of +13 year olds have been considered. Using the facilities at prince Alfred park is clearly not an option as these will be over capacity. I understand that an urban growth rep informed a community member that people in the area could commute out to sporting facilities in other suburbs. Could you provide me with some more detail on how this plan will work? Could you also please explain why this detailed planning is being done for north eveleigh public land sell off before master planning for the central to eveleigh area has been completed? For example, I called the dept of education and they said they are still doing a green square cluster option study To see if they need extra schools. why is the public being asked detailed questions about whether we want climbing toys or jumping toys or native trees or aboriginal street names or whatever when urban growth does not yet know what infrastructure is required to support its population projections?
The proposed park offers the capacity to meet the needs of the wide range of users specified. SSROC believes that through adopting the recommendations included in our response to question 1. the park's utility will be greatly enhanced.
I agree with the overall idea although it may be trying to fit in a little too much for what is not such a big park. 1600 residents plus surrounding locals, and visitors to carriageworks could get a little crowded.
Most people seem to be catered for except possibly for fitness people
A bit hard to see what it will look like and contain from the pictures above. It doesn't appear to be very big in the context of the total Eveleigh area.
There is a lack a parks with a diversity of activities for 1-5 years old in the area
The park may in itself meet the needs of some users, but the plan fails to realise that this park is a part of a broader public open space network that should meet the needs of a much larger community than just North Eveleigh. As it stands it is OK - a little isolated as discussed above - but it could be so much better with a little more creative thinking.
the scale of the open space is not enough to meet the recommended 2.83Ha/1000 ppl. unless the rest of the central - eveleigh precinct provides for active recreation ie playing fields both natural grass and synthetic then your only further compounding the pressures already placed on the Council's stretched facilities.

Question 5. Social Map



Comments left on social map

Parking should go underground and this should be opened up for more public recreational space
Park does not flow with the spaces around it, integrate the spaces better and reduce the height of surrounding buildings.
Park size is inadequate. This is the lungs for 750 dwellings. It isn't as large as Hollis Park. Release the land for wellbeing.
I don't understand what all the blue ticks mean.
I agree this needs to be incorporated into the open space plan. This land is owned by everyone & shouldn't be traded off for the developers.
I agree! remove this building from the plan the park will be very overshadowed!
it's also across the road from a very good park. Move north elevating it and putting parking/shops under it so its level with Wilson street
The park designs look good, but the position is poor, it's in a hole & blocked off 2 sides reducing people that can see or easily access it
Should be free public space for active recreation, such as courts/ovals/pools/teams.
If teens try to "kick around" a ball here they will be yelled at. Nice for little kids, families. Where for teens, active folk, teams?
Ramp/stairs down here
Ramp vegetation down from road to lower footpath
close these stairs that still haven't been opened and replace with a ramp/stairs running down from wilson street (footpath lower than road)
Please find a way to remove this fence - it is a visual and physical barrier to the park
It would be great if this area could be lowered - ie a ramp/steps running down from Wilson Street to the park.
Make Wilson Lane one way?
Some well integrated space for the bin storage along the fringe of the development would be useful.
This should be pedestrian access only. Not Vehicle access.
Teens Just keep kicking around the lawn that could be an 'event area' Going to charge for

events to be held there ?The cynicism of it.
This should be public open space!
Remove this Building to increase the amount of park space, buildings to 20 stories are too high.
Areas need to flow better to feel more inclusive. They're very separated. Needs attractive plants. Too bare & functional. Must be beautiful.
Building to be 20-30 storeys. Need to increase density close trains and the city otherwise Sydney will be COMPLETELY unaffordable!
This building to be 10 storeys. Sydney's population will increase by 150% in 20 yrs. Need to increase density near existing infrastructure.
The size of the towers is outrageous and has no relevance to the area.
Build parking for all residents and visitors onsite. Street parking is no longer available.
Park is too small. Proposed designs are too busy.
Make this building smaller or eliminate. Put all parking onsite for residents and users.
Remove this building & create a larger park. A 20 storey building is completely inconsistent with the area's existing built heritage.
Lower the height of this building to allow a more open feel in the park
remove this building from the plan to help the park feel more free and open, rather than being watched from above
make this building shorter
remove this building. Add to open space
Eliminate this building from the plan and turn this land over for recreation and parkland. Focus more on quality of life not greed.
This area should also become parkland
Eliminate this building from the plan. Use this land to increase the amount of open space / park.
shade access for vehicles and area for people with dogs away from children playground

Celebrating Heritage and Creating New Public Art

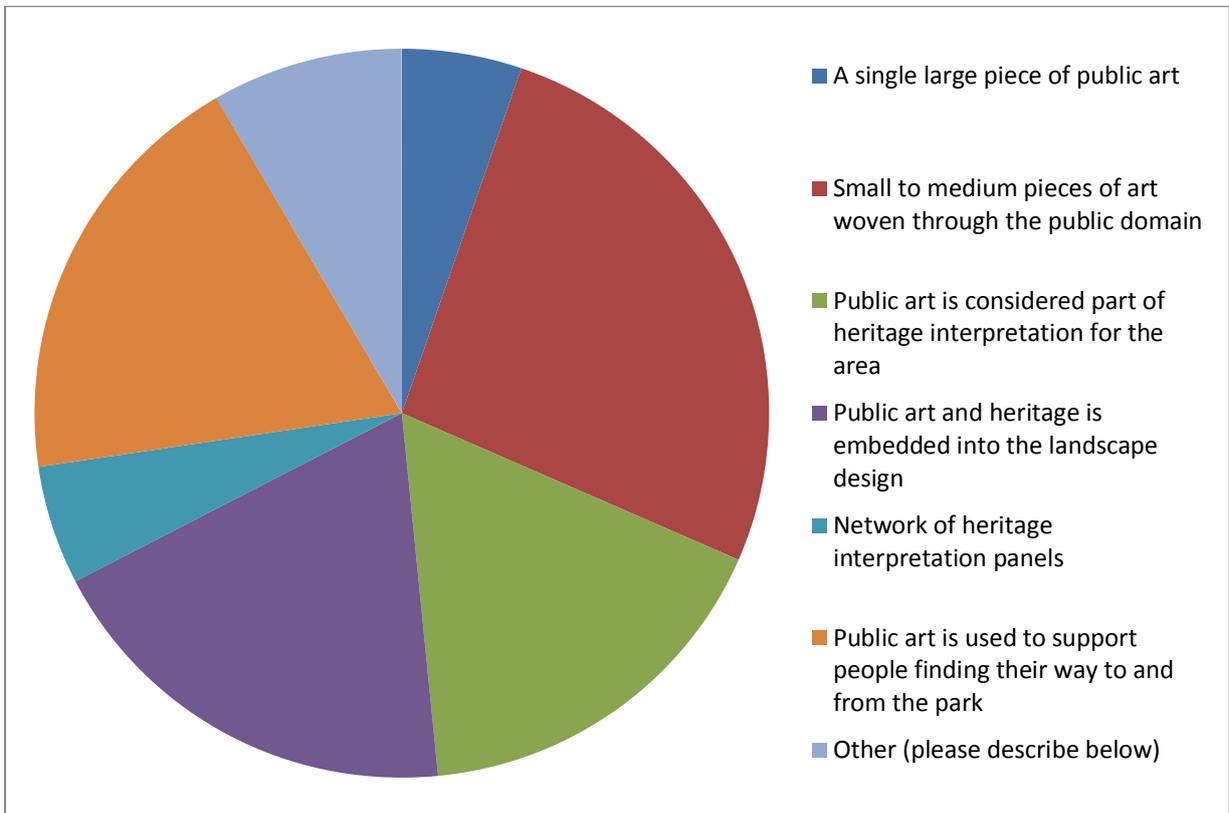
Question 1. Imagine walking through North Eveleigh in 10 years experiencing heritage interpretation and public art - what is it like? (Forum)

Submission
<p>The worst thing would be a replica of Rockdale, Zetland or the old Redfern towers, these high density compounds are soulless. Unfortunately the current proposal is on track to follow this path. I would like to see low rise buildings which fit in with the area, just because it is along a rail line isn't a justification for buildings which do not fit with the local area. Moreover, the trains and footpaths are already currently inadequate.</p>
<p>If any stories are remembered, please mention that people from Millers Point in public housing were moved on. Why are people in public housing not entitled to have harbour views. Why was the high rise proposed for housing in Millers Point rejected. Why was the high rise in Bronte Road rejected?</p>
<p>I would like to see a good balance of apartment buildings and green space - not a concrete jungle. Highrise apartments have their place but not near the public spaces, overshadowing the grounds. The public areas would be colourful and well light making it safe for everyone to travel to and from public transport with many interesting and quirky art works along the way to keep the conversation going about the origins of the area and its history. There is nothing wrong with highrise at the end of the day, if it doesn't interfere with the atmosphere and ultimately use of public spaces.</p>
<p>Low rise buildings, not towers! All the architecture should be in keeping with the surrounding industrial and residential built heritage. Apartments would be designed so they are solar passive and maximise natural light. I hope I would see lots of greenery - native trees, communal edible gardens - and plenty of birds. There is always people walking through the area, making it safe and communal. The art is interesting and relevant to the area, telling its story from ancient times and it is woven along the precinct along a walk that takes residents and visitors throughout the site.</p>
<p>I would see low rise buildings with large apartments suitable for families. Balconies with room for plants and outdoor relaxation. Original buildings retained and put to use beneficial to the local community. Parkland catering to the locals with play areas and activities for young and old. Cafes and places to sit and relax. Community gardens. And at the Redfern end a new school to cater for all the kids living in Eveleigh.</p>
<p>Building high rise towers is utterly disrespectful of the low-lying topography, industrial heritage and the humble Victorian neighbourhood nearby. Worst outcome is modern high rise towers. Best outcome is accessible open space - much like it is - so future generations can explore and feel the grimy history and the culture. Then there will be no need for artificial interpretation or public art.</p>
<p>I would walk through a public park and read the heritage items in the park. I would shop in the markets in the heritage buildings and enjoy the fresh air. the natural history, aboriginal history and industrial history of the North Everleigh site would be represented by panels and sculptures in a public site. The best outcome would be a public park with heritage buildings used for markets and other small businesses. The worst outcome would be densely packed apartment blocks in a small area. There would be no facilities such as schools, shops and transport. No open space would be available.</p>

it would be amazing if we could explore some of the old industrial relics of the area. Not only would that really tie it in with the carriageworks area but it would be a really fun place to be. I'm imagining like a sunken ship/buried treasure theme where the old relics are half buried and overgrown with plants in and around the playgrounds and bbq areas so they become new seating areas and things to climb on. Would be amazing not to have the 'do not climb' sign up for once.

The history of the site should be paramount. I think the original tracks should be incorporated and more of the machinery from the carriage works site. Heritage rail carriages can be utilised as play spaces, reproductions of old steam engines to play on etc. Children LOVE trains (and many adults too) and this could be incorporated into all design elements. Old railway signs could be used (or at least their designs and typography) as signage throughout the area. I'm not from an indigenous background so aren't familiar with the local stories but I think it would be appropriate for the local indigenous community to have a significant influence in the design elements.

Question 2. Which of these approaches to public art would work best in North Eveleigh? Select up to 3 (Quick poll)



If you selected 'Other' in the question above, please describe:

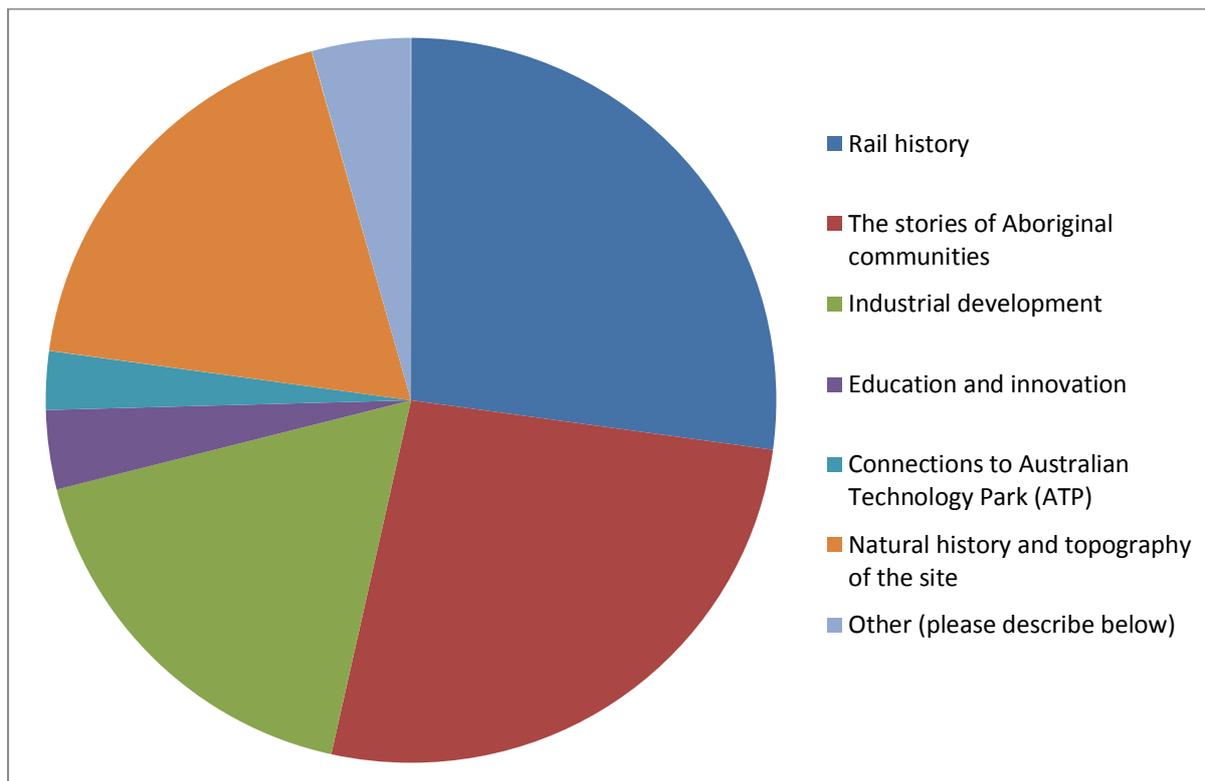
more dedications to the people whose land was stolen.

Art could be incorporated into play space design. Art should be interactive and integrated into landscape and architectural/urban design wherever possible

Contemporary Art, without restriction with regard to content, or function. Selection judged by Australia Council , good examples of art by great artists. Work that is relevant and good examples of the selected artists normal practice.

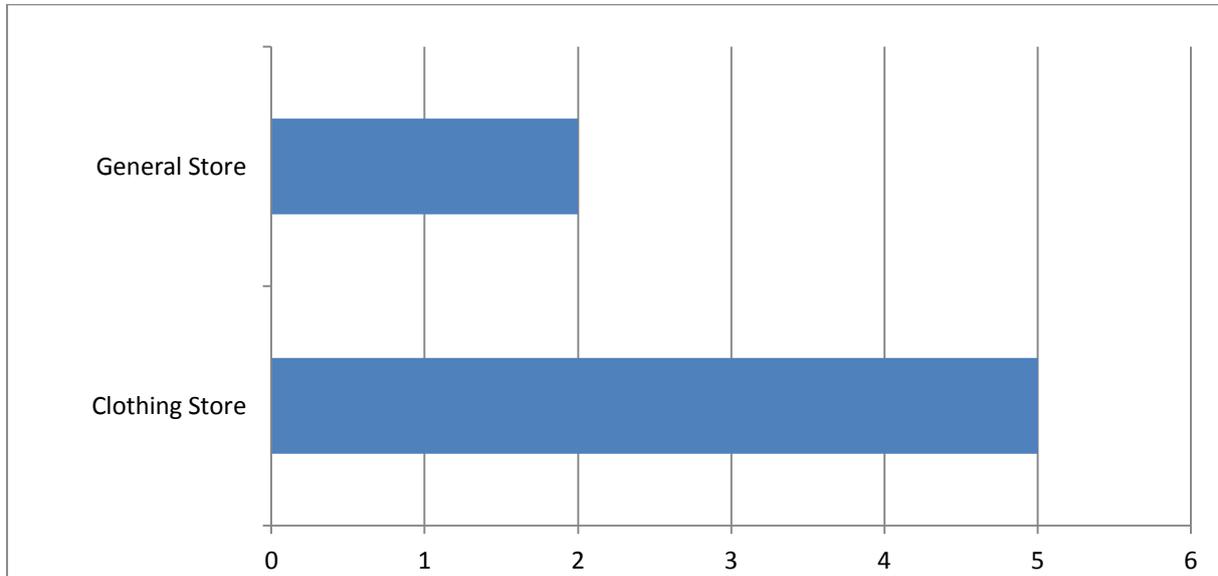
Temporary art spaces.
Art is considered part of the interpretation of the area
Don't destroy the essence of the precinct with modern high rise towers. Respect the industrial heritage. Don't destroy it.
subtle is best
an ingenious community piece

Question3. Which storylines should be prioritised in North Eveleigh? Select as many as apply (Quick poll)

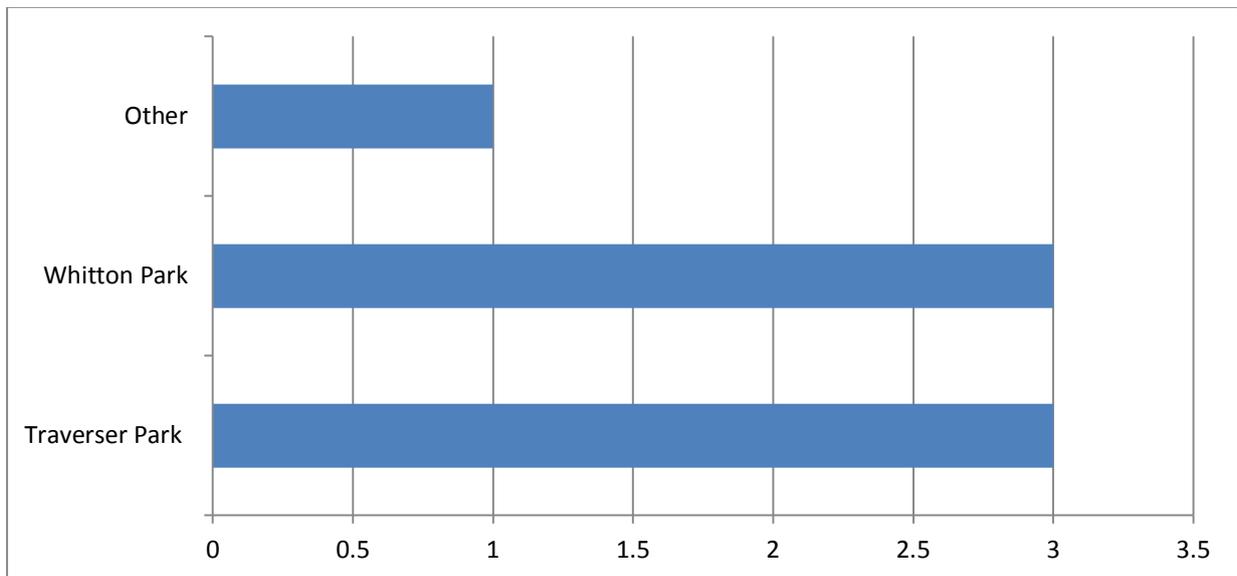


If you selected 'Other' in the question above, please describe:
no stories.
History of workers including the strike
None, stop trying to use art as propaganda, trying to justify its existence by assigning it a "purpose" What is Blue poles purpose except to be great painting. Public art that reflects the artists normal practice content specified by the artist.
Respect the low-lying topography by not blighting it with high rise towers.
The stories of local community

Question 4. What should the Old Clothing Store heritage building be called? (Feedback form)

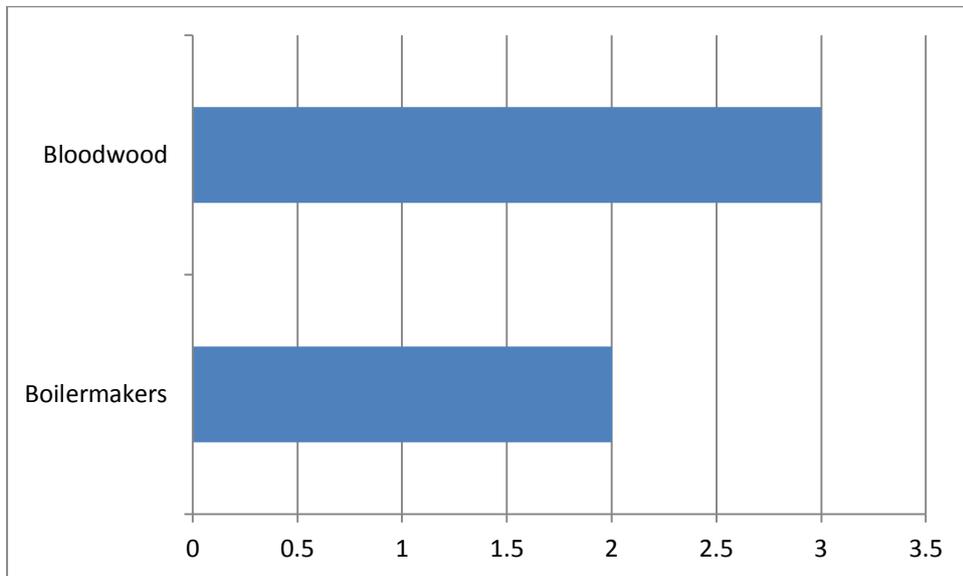


Question 5. What should the new park be called? (Feedback form)

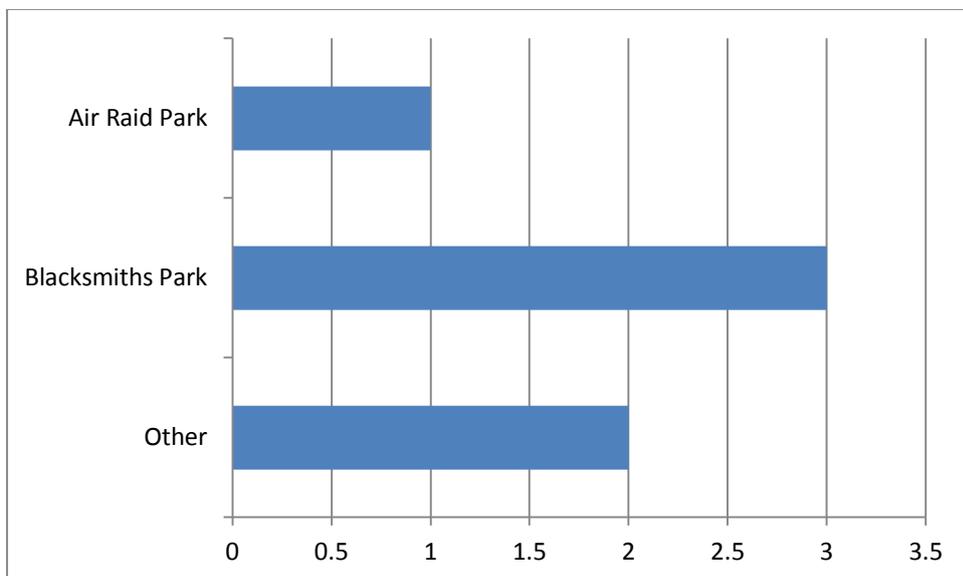


Other: “No idea why the suggested names are Traverser, Whitton or Devine. Originally there was a demand for recognition of local Aboriginal connection. What happened?”

Question 6. What should the street behind the old Clothing Store be called? (Feedback form)



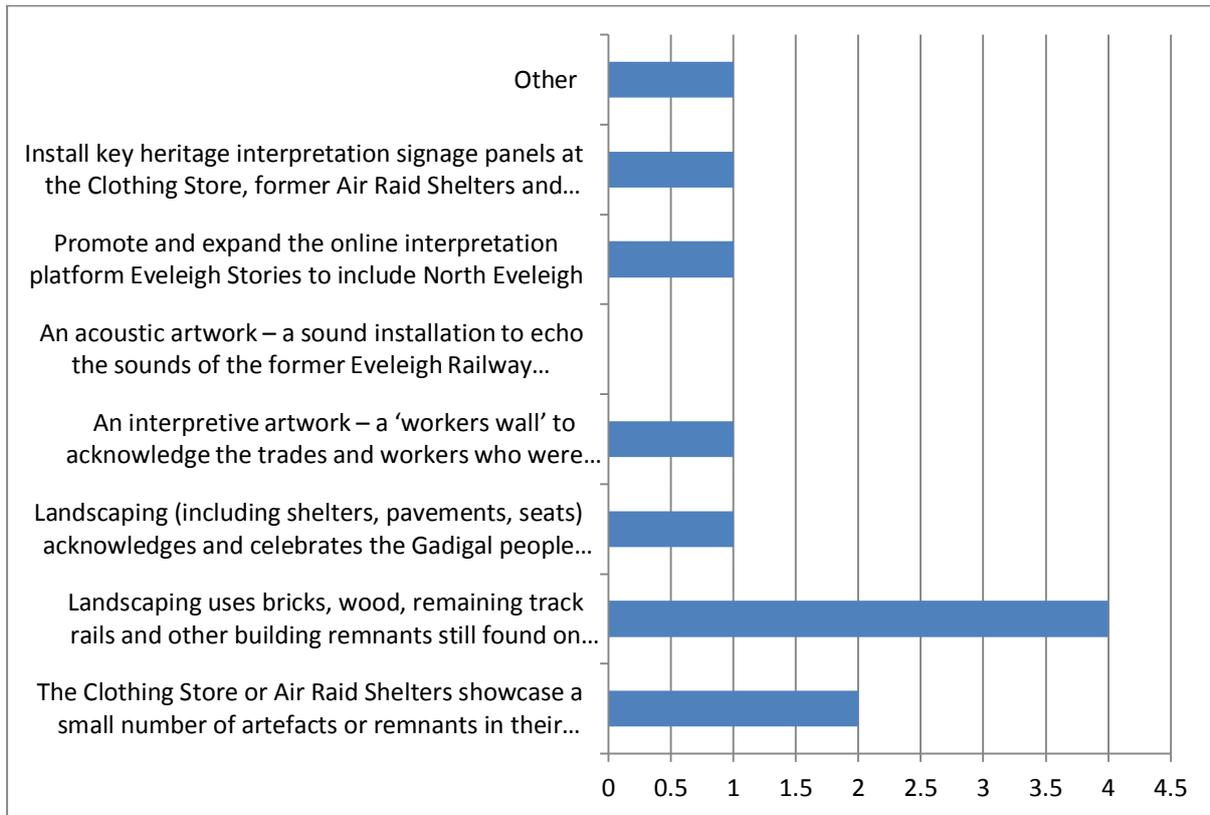
Question 7. What should the new pocket park be called? (The old air raid shelters) (Feedback form)



Other: "It is not really a park"

Other: "with the first iteration of requests for names it was suggested a park be named after Trevor Davies, local man and community activist. Without Trevor there would not have been any consultation about the future use of this site."

Question 8. What ideas do you think will best tell the site’s rail heritage and Aboriginal stories? Select two. (Feedback form)



Other: “Incorporation of public art in the built form of the buildings.”