

# Central to Eveleigh

## Urban Transformation and Transport Program

Consultation Feedback Report  
on vision, key moves and  
design principles

October 2015



# Contents

Executive summary .....	i
Introduction .....	1
Background .....	2
Project overview .....	2
Project milestones .....	2
Stakeholder and community engagement .....	2
Approach.....	3
Activity snapshot .....	3
Response snapshot .....	4
Summary of feedback.....	6
Vision .....	6
Key moves .....	7
Design principles.....	25
Implications and next steps .....	28
Appendices .....	30
Appendix A: Map of study area.....	31
Appendix B: Stakeholder and community engagement timeline.....	32
Appendix C: Individual community engagement outcome reports .....	34

# Executive summary

Over the last two years, UrbanGrowth NSW has undertaken extensive stakeholder and community engagement to obtain input into and feedback on an emerging vision for the Central to Eveleigh Urban Transformation and Transport Program.

From mid-April until mid-July 2015, a draft vision, ten key moves and six design principles were introduced to stakeholders and the community through a public workshop, meetings with stakeholders, a series of study nights, direct engagement with local community groups, and several online forums. Public comment was also encouraged via direct correspondence and social media. These engagement activities sought to involve as many people as possible to obtain a clear understanding of stakeholder and community views. During this time, approximately 500 people participated in face-to-face engagement activities and thousands more viewed information on the project website.

Strong support was received through this period of consultation. Although many people wanted more information, or real examples of how the vision would be realised, the aspects of the vision itself were supported. This support has led to the vision being accepted as a shared vision to guide the Program as well as the preparation of an urban transformation strategy for the area.

There was also strong support for the key moves. Again, further details about the moves were sought, but the overall priorities and actions were supported. People felt there was a need to better reflect actions towards improved personal safety and security, as well as sustainability in the key moves. Feedback has helped refine the key moves and is being addressed as planning progresses.

Notwithstanding mixed views about new building heights and density within the corridor, there was also support for the six design principles that were proposed to guide new development. People sought clarification on how the principles could be translated to design controls to ensure individual buildings contributed to the creation of highly liveable urban neighbourhoods and to ensure developers delivered design excellence.

The feedback received showed a strong desire for more detailed information about how new development would impact existing neighbourhoods.

A number of important themes that emerged from consultation are listed below.

## **1. Grow our cultural strength**

The cultural strength of the community is a deeply held value, which was continually expressed through all forms of engagement. Aboriginal cultural importance was seen as a positive and essential part of the community, which needed to be protected and grown. This included recognition of the traditional owners of the land itself and the importance of Redfern, Eveleigh and Waterloo as important places for all Aboriginal communities across Australia.

Community members also valued and enjoyed being part of distinct and vibrant communities that pride themselves on acceptance of all people. The physical features of neighbourhoods were also seen as important cultural elements, particularly around informal meeting places in parks and local streets and iconic heritage buildings. These physical features of the urban landscape were believed to further define neighbourhoods and people did not want to lose

the distinctive social and physical diversity within their communities. Similarly, they did not want growth and change in the area to detrimentally impact the strong sense of community.

## **2. This is a place for all types of people**

Diversity and affordability were seen as the core strengths of the community and were continuously raised as important matters. When the community spoke of diversity, it was about celebrating physical and social environments. The range of multicultural, socio-economic and age groups, and lifestyles were seen as attributes that needed to be maintained and strengthened. It was strongly believed that a wide range of housing for people of all income levels was essential, as were recreational facilities and open spaces that could be used by everyone. Community feedback also indicated that diversity extended to a range of building types and designs, jobs, shops, education, health care and transport options.

Affordability was seen to be an important way to maintain the diversity of neighbourhoods, which led to the feeling that development strategies to preserve and encourage community diversity should be encouraged. The retention of public and student housing, and the concept of “ageing in place” and provision of seniors housing were seen as key priorities.

## **3. Make new places connect with us**

The concept of integration was seen as an essential element to delivering new homes and jobs in the area. Participants indicated that places for community interaction were crucial and that new developments needed to integrate and not impose upon existing neighbourhoods. They wanted seamless physical connections across the local area between new and existing development. People were particularly interested in creating more open, green spaces that would connect with existing spaces.

It was believed that new developments should not be separate from the existing area and that it needed to feel like the area had grown – instead of being “taken over”. It was strongly desired that new developments harmonised with established neighbourhoods so that they complemented and strengthened the positive aspects of those neighbourhoods. This was evident in feedback around the need for new buildings to be sympathetic to the heights of existing buildings. Excellent design quality of new buildings and strong governance for development outcomes were also desired.

Connections, whether physical or social, were also highly valued. People wanted to be able to move around neighbourhoods safely and with ease, primarily using public (train and bus) and active (walking and cycling) transport, with the ability to interact with neighbours. There were concerns around the impact of new connections, such as WestConnex and its impact on local streets.

## **4. We need to feel safe and secure**

Personal safety was seen as a high priority. People wanted to feel safe when crossing the road, walking down the street, sitting in the park, and taking children to school. They wanted to see a greater priority for the safety of pedestrians and cyclists, particularly on and around busy roads.

Housing and employment security were also seen as a priority. It was felt that a range of housing tenures were needed so that people didn't feel they would be pushed out of their

homes or unable to live in the area because of housing prices. Similarly, a range of jobs were desired so that all types of people could work close to home.

#### **5. We want to see improvements before new people live and work here**

Due to concerns that more people would add more pressure on existing services and infrastructure, there was a desire for physical improvements to infrastructure and services to be made before more people moved into the area.

Specifically, there was support for the following infrastructure and service capacity issues to be addressed before new people started to live and work in the area:

- Improve the road network to address existing traffic and congestion
- Upgrade Redfern, Macdonaldtown and Erskineville Stations to provide better access to people with accessibility needs
- Address the shortage of on-street parking
- Ensure class rooms and schools can accommodate community need
- Ensure health and hospital services can accommodate community need.

#### **6. We support sustainability**

From the energy ratings for new buildings to the provision of community gardens, people felt the new developments provided an opportunity to create a more sustainable way of living. There was strong support for active transport.

UrbanGrowth NSW is considering feedback received to prepare a draft Urban Transformation Strategy that will outline plans to transform the Central to Eveleigh area. Further consultation activities will be undertaken to support the display of the draft strategy and to inform detailed precinct planning.

# Introduction

The Central to Eveleigh Urban Transformation and Transport Program is a 20 to 30-year project that aims to gradually transform land in and around the three kilometre Central to Eveleigh rail corridor. This corridor area sits within a wider study area as detailed in the map at **Appendix A**.

UrbanGrowth NSW has been working with stakeholders including the community since 2013 to develop a long-term plan that will guide the redevelopment of mainly government-owned lands and act as a catalyst to develop a thriving, vibrant and more connected area for people to play, work and live. Previous activities have included workshops, meetings and briefings with government stakeholders and the community, newsletters and updates, an interactive online forum and information stalls and activities at local markets and events.

## Report purpose

This report provides an outline of the consultation activities undertaken between mid-April and mid-July 2015. The original consultation period up to the end of June was extended by a fortnight to enable additional feedback to be received through the online forum.

The report summarises community feedback on the vision, key moves and design principles, which provide direction for the development of the Urban Transformation Strategy. This report also outlines the team's initial response to community feedback as part of the ongoing dialogue with the community and stakeholders. The response is an initial one while the detailed planning and background studies continue to be carried out. The draft Urban Transformation Strategy will address issues raised through consultation in more detail.

## Report structure

This report contains four further sections:

- **Background** – Provides context to the project, including previous consultation undertaken
- **Approach** – Outlines the consultation activities undertaken between mid-April and mid-July 2015
- **Outcomes** – Presents the ten key moves and six design principles, and summarises community feedback and our initial response
- **Implications and next steps** – Provides an overview of how community feedback will be used to develop the Urban Transformation Strategy and the next steps for the project.

# Background

## Project overview

In July 2013, the NSW Government announced that 80 hectares of land in and around Central, Redfern, Macdonaldtown and Erskineville stations had been nominated for potential urban transformation through the Central to Eveleigh Urban Transformation and Transport Program.

To develop the approach to urban transformation, UrbanGrowth NSW is referencing international examples and state and local government policies and is consulting stakeholders to identify potential public benefits and broader opportunities the project could unlock.

Urban transformation in the area will be led by an Urban Transformation Strategy, which will be the framework that guides gradual change over the short, medium and long term. The strategy will contain:

- a transformation plan with a shared vision for the corridor, a clearly demonstrated case for change and the associated public benefits and trade-offs
- an urban design and planning framework with design and planning principles and a consolidated spatial plan for the corridor
- a delivery framework outlining infrastructure funding methods, preferred planning pathways and a governance framework.

A suite of documents will be developed as part of the strategy, including implementation plans detailing provision for: community facilities; housing diversity; open space; heritage, arts and culture; and economic development and industry. These documents will form part of the Urban Transformation Strategy.

## Project milestones

- March 2013: Project announced
- November 2013 – September 2014: Preliminary investigation and pre-feasibility to understand opportunities and constraints
- December 2014 - early 2015: Developed key themes and vision for the corridor
- Early 2015: Developed draft urban design and planning principles
- Mid to late 2015: Develop draft Urban Transformation Strategy
- Mid 2015 onwards: Detailed area planning for specific precincts within the corridor
- Early 2016: Seek feedback on draft Urban Transformation Strategy.

## Stakeholder and community engagement

Stakeholder engagement has been a fundamental element of the program since its announcement. Over the past 18 months there has been a significant amount of engagement with the community and other stakeholders. Engagement has provided the opportunity for stakeholders to contemplate the kind of growth and change that could occur within the corridor and the wider study area, the benefits it could bring and the trade-offs associated with urban transformation.

A timeline and description of community engagement is detailed in **Appendix B**.



# Approach

The vision and associated key moves - the major planning and design principles the program needs to address in order to bring the vision to life - will fundamentally shape the urban transformation process. For this reason the consultation activities from mid-April to mid-July 2015 focussed on:

- informing and educating the community about the urban transformation process
- encouraging community discussion about the program
- seeking feedback on the emerging vision, ten key moves and six design principles for guiding new development
- seeking feedback about potential development scenarios for North Eveleigh, the first precinct in the corridor that will be renewed
- demonstrating UrbanGrowth NSW's ongoing commitment to working with stakeholders, including the community.

## Activity snapshot

A number of consultation activities were undertaken to achieve these objectives and to reach as many stakeholders as possible. A list of reports for individual activities available on the project website can be found at **Appendix C**.

### 1. Interactive online forum

The ten key moves and six design principles were presented in detail online, with a number of questions designed to prompt discussion around each move and principle. The draft vision was also available for review and comment online.

### 2. Community panel workshop

A workshop with a randomly selected and broadly representative community panel was held on 18 April to present the draft vision and key moves.

### 3. Community workshop

All community members were invited to attend a community workshop that was held on 30 May to present the draft vision, key moves and design principles and to discuss how these could be applied on the ground at the precinct level with reference to North Eveleigh.

### 4. Aboriginal community interviews and workshops

Around 20 interviews and 12 small workshops were held with key Aboriginal stakeholders and community groups to discuss the draft vision, key moves and design principles.

### 5. Study nights

All community members were invited to attend three study nights during May to learn about and discuss the findings of draft studies about social facilities, heritage and housing.

### 6. Key stakeholder briefings

Briefings were held with a wide cross section of government departments, community service providers, established community groups and service providers to present the vision, key moves and design principles.

### 7. Business breakfast

A breakfast briefing was held in early June with the Sydney Business Chamber to present the vision and key moves and to discuss the strategies for job creation and business growth.



## 8. Government briefings

Briefings were held with local members of parliament, local councillors and key government ministers to discuss the vision, key moves and design principles and the approach to engaging the community.

## 9. Door knock of local businesses

Door knocks and informal discussions were held with local business owners and staff in Redfern, Erskineville and Chippendale to raise awareness of the project and to seek their feedback about the key moves and design principles.

## 10. Market stalls

Market stalls at the Eveleigh Farmers Market and Redfern Night Market were held in May, June and July to raise awareness of the project and to invite people to participate in online forums and attend workshops and study nights.

## 11. Communication and promotion

A number of actions were undertaken to promote engagement opportunities:

- letterbox drop of a printed project update with an invitation to attend face-to-face events distributed to over 41,000 properties in the study area
- advertisements about the community workshop in local newspapers, including Central Sydney, Inner West Courier, City Hub, MX, South Sydney Herald and the Australian Chinese Daily
- direct mail via personally addressed letters about the community workshop to 500 local residents
- promotion of consultation activities through e-newsletters, issued to over 1,500 people and via the City of Sydney's network
- face-to-face promotion of consultation activities at local meeting places, including market stalls
- website, Facebook and Twitter notifications
- promotion of consultation activities through meetings with community groups.

## Response snapshot

More than 500 people participated in face-to-face activities and thousands viewed information on the website.

During the consultation period:

- thirty five people contributed to online discussion forums or asked questions online and made 196 contributions
- nearly 2,500 people visited the website, with half of these spending time to view multiple pages or download documents
- forty randomly selected local residents agreed to be part of a broadly representative community panel and participated in an all day workshop
- two hundred and forty community members attended an all day community workshop
- forty four community members attended study nights
- thirty one representatives of community groups and community service providers attended briefings
- twenty nine representatives of local businesses attended the business breakfast
- twenty five representatives from government organisations attended a workshop
- approximately 150 people stopped to discuss the project at the market stalls and hundreds of brochures and printed project updates were distributed

- thirty direct submissions were received during the consultation period, mostly via email
- three formal submissions were received relating to the Expression of Interest for the sale of Australian Technology Park
- a petition was received with 121 signatures from residents calling for the prioritisation of conservation works to protect the Chief Mechanical Engineers Building and the Scientific Services Building in Darlington
- six copies of a form letter were received from residents in North Eveleigh requesting detailed studies that support precinct planning, including a traffic, heritage and public domain studies. The letter included requests for adequate open space and affordable housing to be prioritised.

# Summary of feedback

## Vision

Feedback from stakeholders and the local community was used to shape a draft vision for the future of the area. The vision reflects what transformation aims to achieve, and numerous benefits to the wider metropolitan area, to the city of Sydney and also to local communities who live, work and visit the area.

The vision is expressed under the following four themes to support the Urban Transformation Strategy:

- 1. Living**  
This will be a place with a broad supply and choice of homes and active and attractive public places to support social diversity and community connections.
- 2. Community**  
This will be a place that celebrates our rich diversity and heritage and gives everyone easy access to community and cultural facilities.
- 3. 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.
- 4. Resilience**  
This will be a place that responds to economic, social and climatic changes in ways that benefit our quality of life and the quality of our environment – a place that harnesses new opportunities to enrich the community.

## Summary of community feedback

There was strong support for the proposed vision, with people wanting more detail about how the vision will translate into physical and social outcomes. There were some questions raised around terminology, particularly concerning the use of the term “resilience”, which was not readily understood and resulted in people requesting a more detailed definition of resilience and how it relates to sustainability.

To achieve the vision, people indicated that excellent and varied design of buildings and quality open space was crucial. There was concern around the governance of attaining design excellence, particularly how to manage development modifications that were widely seen as being made to maximise developer profits at the expense of public benefits. It was strongly believed that affordability needed to be carefully managed so that the area did not become exclusive and prohibitive to young, old and socially disadvantaged people.

People felt the diversity of people living in the area, in terms of age, language, background and income levels, was crucial to maintaining and strengthening the identity of the area. It was thought that social housing was a part of that identity, which should be retained and included in

the mix of housing. It was thought that facilities and services to support all types of people throughout all stages of life should be provided. There was also strong support to strengthen the local Aboriginal community and to recognise its importance to the identity of the area.

There was strong support for a diverse range of employment opportunities in the area. While an increase in jobs in the technology and creative industries was supported, it was thought that a diversity of employment opportunities needed to be delivered. People also indicated that it was important for people who worked in the area to be able to afford to live there.

People believed the new developments should respond – or connect – to existing, established neighbourhoods. There was strong support for shared open spaces, pathways and facilities that provided seamless connections between old and new buildings and parks. It was thought that sustainability should be a focus for new developments and that multiple opportunities for social interaction, whether formal or informal, should be implemented to facilitate social cohesion.

## **Key moves**

There was very strong overall support for the key moves as priorities needed to realise the vision, but clarification was sought as to how the moves would achieve sustainability and how they would ensure neighbourhoods retained their distinctive identities and strong sense of community throughout the transformation process.

The ten key moves, an explanation of the anticipated outcome associated with each move, and a summary of community feedback are outlined in the following pages.

**Key move 1: Partner with Transport for NSW to renew Redfern Station, connecting Redfern and Wilson Streets and unlocking adjacent land for urban renewal and increased activity.**

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

### Summary of community feedback

People supported the renewal of Redfern Station as it was widely thought that it needs to be modernised and, in its current form, excludes people with accessibility needs. There was support for promoting activity in and around the station, but some people cautioned the need to balance that activity with the movement of people using trains. Some people were concerned about the potential impacts on Wilson Street and did not want Wilson Street to become a busy main road like King Street. Others felt that Redfern Street was an important destination which shouldn't have to compete with services offered at the station. Many people thought additional southern access points should be included in any redevelopment to improve accessibility from the station to its surrounds. There were also calls to ensure that pedestrian, bike, car and bus conflicts were addressed at the station including pedestrian flows along Lawson Street. Some people suggested the idea to create a public plaza around the station and referred to old plans for 'Red Square'. There was also strong support to restore the murals at the station and to consider other public art to reinforce the links to local Aboriginal history.

There was support for other stations such as Central, Macdonaldtown and Erskineville to be renewed. There were several suggestions for multi-modal transport interchanges at both Central and Redfern Stations.

There was a mixture of support and concern about building above railway stations, mostly due to rail passenger experience on the platforms and heritage protection.

### Our response

Renewal of Redfern Station is integral to the transformation of the whole area.

We are working with Transport for NSW on various options for what an upgraded Redfern Station will look like and how to prioritise works in the area. The Redfern options consider all the feedback we have heard to date on prioritising accessibility and safety for rail passengers, activating the area and better connectivity across the corridor to surrounding areas, the University of Sydney and the Australian Technology Park. Detailed design will also consider and respect the local heritage and cultural values associated with the station.

Work on the design, timing and staging of the station redevelopment is progressing but has not been finalised as there are complex issues that require careful consideration and detailed studies. Further information on the redevelopment will be made available during 2016.

**Key move 2: Create green streets and pathways along the corridor that form part of a wider green network that connects local activities, parks, public spaces and schools.**

*In a busy area of Sydney right on the edge of the CBD, people will still be able to get to and enjoy plenty of green spaces – providing fresh leafy places to take a break, be active or relax.*

### Summary of community feedback

There was consensus that quality open space is needed to support high density living and many people wanted more information about the ratio of green space per person and the size of new parks. People wanted to be sure that existing open spaces would be upgraded and maintained and that additional open spaces would be provided to support the growing population. It was felt that open spaces and green streets were important to general health and well-being and that they provided the opportunity for people to meet and interact with one another.

While there was widespread support for green roofs and walls and for a green corridor, there was recognition they do not relieve the need for other green spaces of varying sizes, including some large spaces for sports and events. Most people thought that open spaces needed to be designed to cater to a wide range of people with different needs, but others thought it better to separate passive and active recreation spaces. There was support for open space to be safe and well lit, to be accessible and to provide habitat for wildlife. There were suggestions for dog friendly parks and also a skate park, but there was recognition that parks need to be designed to ensure compatibility of uses, with several people referring to the removal of the basketball hoop at Charles Kernan Reserve because of noise impacts on nearby residents. There was also some support for indoor recreation facilities.

People requested clarification about how green space differs from open space and what quantity of public and private open space would be provided to support the growing population. People also wanted assurances that new green space would have sufficient solar access and not be overshadowed by adjoining development.

### Our response

Public open space is being considered as a green infrastructure network. This is a network of multi-purpose open spaces with good connections to the areas where people live, work and visit. The spaces in this network include pedestrian and cycle friendly green streets, large and small parks, plazas, green roofs, green walls and community gardens. Provision of open space is not just about quantity, but quality, activity and accessibility.

The urban design framework and an open space implementation plan will support the Urban Transformation Strategy and quantify the provision of open space in the area. Our aim will be for all residents to be within a five minute walk of a park. The open space implementation plan will confirm the ratio of green space per person and the size and location of proposed new parks and plazas. There will be opportunity for community feedback to shape the design of new and upgraded green space. We want to ensure parks are well designed so they provide safe and sunny green spaces for community enjoyment.

**Key move 3: Improve and create crossings of the railway corridor to provide better walking, cycling and public transport connections between major local places and activities.**

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

### Summary of community feedback

There was very strong support for greater connectivity across the railway, with many people citing New York City's High Line as an example of how crossings could look. The majority of people believed that new crossings should be for pedestrians and cyclists only, with some people thinking they should accommodate public transport as well. There was only limited support for new crossings to accommodate private vehicles due to concerns around traffic congestion and pedestrian safety on surrounding local streets. Many people thought that enabling through-traffic would create rat runs through the area and that increased traffic would damage the amenity of local neighbourhoods.

Multiple locations for new crossings were supported. There was strong support to link:

- Alexandria with Darlington and North Eveleigh (east) to improve connectivity between ATP and Carriageworks
- Eveleigh (south) and Erskineville with Macdonaldtown and North Eveleigh (west) to improve connectivity to the University of Sydney, Royal Prince Alfred Hospital and King Street
- Prince Alfred Park and Chippendale.

There were several suggestions to extend Mitchell Road to meet City Road at the University of Sydney to improve accessibility between creative industries anchored by Carriageworks and ATP.

People recognised that major roads and the railway corridor impact pedestrian accessibility and there was strong support for improving pedestrian priority throughout the area. There were some suggestions for at-grade, under or over-pass crossings to be considered to improve pedestrian access across Cleveland, Regent and Gibbons streets.

People thought that extra public transport services and active transport infrastructure were needed to improve connectivity within and around the area to help people get to local destinations faster and more directly, which included places such as Broadway, the universities and local schools. There was strong support for more local transport services, such as light rail, within the area, particularly servicing neighbourhoods that are not close to train stations. Many people thought that more frequent train services to the city were needed for all local stations, including Macdonaldtown and Erskineville, to meet additional demand associated with population growth. It was felt that trains were often too full during peak hours to accept passengers trying to board trains at these stations. Some people requested clarification about the impacts of the proposed Sydney Metro rail on train services.

### Our response

The Urban Transformation Strategy will include provision for a small number of new crossings over the rail corridor to improve accessibility and connectivity within the area. Crossings in the southern part of the corridor between north and south Eveleigh will be investigated in more detail



as the planning for these precincts takes shape and also as part of Redfern Station redevelopment options.

Timing for any crossing of the corridor is difficult to confirm due to the complexities of construction over the rail line and the need for works to coincide with any above or adjacent development. At this point in time, improved crossings in the southern part of the corridor are the major focus with potential for a crossing to be established within the next five to 10 years.

It is likely that new crossings will be for pedestrian and bicycle movement only. We are also considering the feasibility of crossings supporting public transport, such as buses.

We are working closely with Transport for NSW to finalise a traffic and transport plan for the corridor and wider study area. It will identify a number of initiatives to support renewal along the corridor and the surrounding area. Initiatives being considered include prioritising pedestrian crossings at busy roads, including Cleveland, Regent and Gibbons streets, and potentially slowing traffic speeds on some roads.

We want to encourage walking and cycling to reduce reliance on cars and promote a range of sustainable travel choices to make it easier for people to move about the area. Through the Urban Transformation Strategy, we will promote co-location of different land uses to reduce the distances people need to travel. We also aim to improve the amenity of streets to make it safer and more enjoyable to walk and cycle to access local places, services and activities within the area.

In addition to the upgrade of Redfern Station, opportunities to increase the frequency and capacity of public transport services are being considered, with a potential Sydney Metro station in the area and new and improved east-west local bus routes across the area.

**Key move 4: Reconsider the design and layout of local roads and traffic movements to better manage congestion, improve walking and bike riding environments and to better connect with the city and surrounds.**

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

### Summary of community feedback

The most frequent comment was the negative impact that existing traffic, congestion and on-street parking limitations have on the area. Many people felt that without immediate improvements to reduce traffic and congestion, more people living and working in the area would result in a significant negative impact to the existing community's way of life. There was broad support for initiatives to decrease traffic on local roads and to prioritise pedestrians. There were suggestions to change Gibbons/Wyndham streets and Regent Street from one-way to two-way to improve traffic flow.

It was strongly agreed the focus should be on reducing car usage and increasing active transport in the area. It was felt that a seamless and integrated public and active transport network was needed to improve connectivity within and around the area. There was also support for considering opportunities for new light rail routes and the impact of existing light rail routes on connectivity and pedestrian amenity. There was general support for continuous cycle paths through the area, possibly along the railway corridor.

There was also strong desire for more detailed modelling of the future impacts on traffic and analysis to be undertaken to identify how traffic associated with new development, and WestConnex, would be managed and the impact it would have on the liveability of the area.

People requested more information about which streets would be identified as primary traffic routes, detail on parking provisions associated with new development and strategies to prioritise pedestrians.

### Our response

While traffic congestion and parking restrictions are part of inner city living, the traffic and transport plan we are preparing with Transport for NSW will detail initiatives to maintain accessibility and support growth in the area. The study has considered traffic from WestConnex and other development areas like Green Square. The study will be released to support the Urban Transformation Strategy. Initiatives being considered include the potential introduction of a Sydney Metro stop within the area with high frequency 'turn up and go' services, better access to public transport, improved local transport services and better cycling and walking routes.

We want to balance the operational efficiency of the road network with quality of place. This means we will identify multiple opportunities to improve pedestrian amenity, even on main roads that will continue to function as movement corridors for through traffic. We're considering the feasibility of changing some one-way streets to two-way form, including Gibbons/Wyndham streets and Regent Street. We will clearly identify streets that will form a green and leafy network of walking and cycling paths.

People in the area use cars far less than people who live in other parts of Sydney and projections indicate this trend of below average car use will continue. We're considering a range of demand management actions to support changing attitudes and travel behaviours, such as lower parking rates to encourage active transport and promotion of car share schemes.

Detailed traffic modelling will be done to support planning for each precinct and identify actions to improve pedestrian amenity and manage local traffic.

**Key move 5: Create centres of community activity and density around train stations and focus on community services, cultural and retail facilities.**

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

### Summary of community feedback

There was broad support for this move, particularly around the principle of clustering shops, services and facilities and the creation of civic hubs around stations. A minority of people felt that stations should primarily focus on transport and not be used as multi-functional hubs. They felt that stations needed to be designed to get the basics right, where it was easier to buy tickets, change platforms and interconnect with other transport modes.

There was also support to maintain and then enhance the distinctive characteristics of the stations and preserve and utilise heritage buildings. Some people felt that for stations to become centres of activity they had to be destinations in their own right, with distinctive identities and things to do that were easily accessible by public transport. There was recognition of the need for station precincts to be safe during the day and night and to provide accessible public amenities (i.e. toilets). People thought that station precincts should include opportunities and places for people to interact with quality public space.

There was support for shared multi-purpose community facilities that could support lots of uses. However, people noted the need for appropriate governance models to be implemented to manage multi-purpose facilities. There was recognition that a large number of not-for-profit non-government service providers operate in the area and rely on low (or no) cost spaces. The City of Melbourne's Multicultural Hub was suggested as a good governance model providing affordable spaces to community service providers.

People frequently noted the need for more childcare and aged care, new education (i.e. a school) and health services and new sports and entertainment facilities. There was some support for measures to compel developers to contribute funds for shared community facilities (e.g. pools and tennis courts) rather than funding private facilities. People felt that shared facilities would encourage existing and new residents to interact.

Some people thought the services offered at the stations should complement, rather than compete with existing services throughout the local area and were concerned that centres of activity around stations would detrimentally impact adjoining shopping strips. There were suggestions for design competitions to deliver high quality design outcomes.

People requested more detail on what services would be established and how new public facilities and spaces would be managed and also how space above the rail corridor may be utilised for development.

### Our response

Planning for Redfern and Central stations, and a potential Waterloo station, all focus on the right balance for local community and retail services at stations – to increase activity and make safer places, improve the convenience for locals that don't use cars and improve the commercial return from transport infrastructure investment.

Given the expected increase in population over the next 20 years, we believe that stations can be major centres complementing main streets such as Redfern Street, and that smaller local neighbourhood centres (such as at north and south Eveleigh) will also be supported and of great value to the community.

The type and location of community facilities will be considered on a case by case basis, taking into account the existing services already in place. For example, new childcare would be dispersed across neighbourhoods whereas larger community health services would be better placed near stations (and main streets) where much broader access is available.

**Key move 6:** Use the proximity to higher education institutions, Royal Prince Alfred Hospital, Australian Technology Park (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.

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

### Summary of community feedback

There was broad support for this move, but people suggested these new economies should not replace the diversity of employment opportunities in their area and that there should continue to be a broad mix of white and blue collar jobs to support the diverse community. There was some concern that some trades were being pushed out of the area.

There was support for small business and independent (not chain) stores and also a view that there were too many cafes and bars coming into the area and that a broader mix of shops and jobs was needed to support community life. There was also a desire from some people to promote the night time economy with late night shopping and activity.

There was support for training and employment programs that lead to jobs for local people. It was thought that many training initiatives for Aboriginal and socially disadvantaged people do not actually result in local jobs because contractors are not required to recruit from the local area. There was also support for programs to support Aboriginal businesses in Redfern to help ensure an enduring Aboriginal presence in the area.

There was support for a new school to be established in the area with links to the universities to consolidate a high-technology learning hub. There were some suggestions for programs to be implemented to help businesses partner with researchers to improve their competitiveness and productivity through the better use of knowledge, technology and skills. People suggested programs for university graduates to get funding and mentoring for business start-ups to help drive growth of innovation and entrepreneurialism.

People recognised the need to have a mix of working spaces, including some office buildings with large floor plates and other buildings with low-cost spaces for smaller knowledge-based industries and start-ups. There was support for schemes that support home-based businesses and arts spaces for creative businesses.

It was felt that more information was needed about the types of employers who would find the area attractive. People suggested we should work closely with the tertiary education and health sectors (universities and hospital) to understand their plans for growth in the area and the opportunities to drive productivity and innovation. There was a suggestion to learn from overseas technology hubs, like Grenoble in France.

People noted the need for infrastructure like the National Broadband Network and wi-fi to support growth in digital economies.

There was strong sensitivity to the proposed sale of ATP based around concerns that the park would lose its focus as a hub for innovation and technology and that public access to heritage and open space would be reduced.

People requested more information about how specific industries and businesses could be attracted to the area and how employment diversity would be maintained.

### **Our response**

We are developing a local economic development and industry strategy, to complement the Urban Transformation Strategy. It will focus on using a redeveloped Redfern Station precinct to enable the full potential of ATP and proximity to the University of Sydney to drive local economic growth in innovative knowledge-intensive, education, creative, cultural and digital industries.

ATP is key to the vision for thriving creative and digital local industries. Provisions have been put in place to maintain and support the Park's role as a major employment hub and to ensure continued public access through the site and conservation of the site's heritage values.

We will be working actively to promote partnerships between universities, local businesses and start up business agents (accelerators and co-work space providers) with a view to create suitable spaces on government land to support these activities – this will be done in a complementary fashion with the taking up of workspaces at ATP.

We will assess the existing Aboriginal workplace training and placement services available in the area with a view to facilitating uptake of these services on a range of local infrastructure initiatives as part of the tendering process for development projects.



**Key move 7: Promote environments to increase opportunities to live, work, play and socialise within the Central to Eveleigh corridor.**

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

**Summary of community feedback**

People expressed the importance of having the option to live and work in the same area and a strong desire for mixed use so development was not solely residential. There was recognition that enabling people to live and work in the same area would help to reduce car use.

The need for planning to accommodate ageing in place was noted to enable people at all stages of their lifecycle to access services and facilities in their local area. There was some concern that the aged and ageing could not be accommodated in the area without affordable and suitable accessible and social housing. It was also noted shops, services and parks need to be easily accessible by public transport to support people with limited mobility.

It was thought that affordability of housing was an important factor to consider for this move. There was a strong view that all types of people should be able to afford to live in the area and that a range of employment opportunities should be available to them. People suggested that blue and white collar jobs had to be available to enable a mix of people to live and work in the area.

People also thought that existing pedestrian congestion, particularly between Redfern Station and the University of Sydney, needed to be addressed before more people moved to the area. Some people believed that open spaces in places like schools and universities could be opened for use by the local community and that community facilities needed to cater for all types of people with a range of needs to enable existing and new residents to interact together.

**Our response**

We are preparing an economic development and industry strategy to complement the Urban Transformation Strategy. It will outline a number of initiatives to focus economic growth:

- in Redfern so it evolves as the centre for innovation in new digital technology and creative industries, and
- around Central Station to support office expansion in the central business district.

To promote innovative industries, we will work with the City of Sydney to shape a coordinated campaign to attract digital and creative enterprises to the area and will champion other partnerships and programs to support start up ventures. We will develop government land, adapt some heritage buildings and retain zoning in parts of the area to ensure that a mix of new and existing spaces, suitable for business operations, are available. We will also invest in new fibre optic infrastructure to drive business productivity.

**Key move 8: Make a strong arts, cultural and heritage area even stronger and secure its future in Sydney's cultural landscape.**

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

**Summary of community feedback**

People thought it was important to build on the existing arts, cultural and heritage strengths of the area by drawing on stories that celebrate and interpret the area's history and culture. Opportunities for heritage interpretation were noted as well as opportunities for cultural facilities or events to support tourism. There was strong support for the preservation and celebration of Aboriginal arts and culture, with some people suggesting opportunities around the Eora Journey and support for an Aboriginal arts and culture centre to be established. There was also support for recognising the industrial railway heritage of the area. Some people called for restoration works to be prioritised for the Chief Mechanical Engineers Building and the Scientific Services Building in North Eveleigh.

The protection of heritage buildings and their adaptive reuse was viewed as important. It was felt the significance of these buildings should not be diminished by new buildings. There were specific suggestions about ensuring any redevelopment of Central Station respects the heritage values of the buildings and ensures the 'sense of arrival' and views along the track and over the rail corridor are not lost.

There was a suggestion to reinstate the Heritage Taskforce or equivalent reference group that was established in 2010 to identify opportunities for the active conservation, interpretation and, where appropriate, the adaptive reuse of the cultural, natural and archaeological heritage in the Redfern Waterloo area.

People also sought assurances that existing heritage buildings and structures would be maintained.

**Our response**

We are drafting an arts, culture and heritage implementation plan to sit alongside the Urban Transformation Strategy. It will outline initiatives to build on the existing strengths of the area as a place that celebrates its rich diversity and distinctive urban landscape and brings Sydneysiders to the city's newest hub of contemporary culture and creativity.

This plan will establish priorities, principles and strategies using a 'place making' approach. It will also identify story lines and themes that will holistically link the corridor together, as well as activities that recognise the unique cultural identities of each precinct.

There is a significant amount of heritage within the study area that contributes to the character and identity of the area. There will be provision for adaptive reuse of key heritage buildings and protection of heritage conservation areas.

Public art will find its way into new green spaces, community facilities and be embedded through all elements of new neighbourhoods including new community infrastructure and residential

buildings that help reinforce the character of each place. The area's history will be visible and the stories will be brought to life, often in beautifully-restored, older buildings that will attract visitors to exciting revitalised community spaces, and through innovative interpretation in public space and new buildings.

This plan will contain practical approaches that are short, medium and long term and build on the area's current assets in a way that will make it world-renowned for innovative contemporary culture and creativity blended with unique Aboriginal and rail heritage. A series of short-term programs will be implemented to activate spaces and test principles that can then be taken up in a more permanent way.

Arts, cultural and heritage initiatives will be guided through a coordination advisory group, to be established in 2016, with representation from the City of Sydney, government stakeholders and creative and heritage organisations in the area.

**Key move 9: Develop the right combination, scale and design of new buildings to provide significant housing and employment spaces for Sydney while balancing the impacts on surrounding lower-density residential neighbourhoods.**

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

### Summary of community feedback

The overwhelming response to this move was that new developments should integrate, harmonise and connect with existing neighbourhoods. There was most support for higher densities closer to the CBD and around Redfern Station. For new development to be acceptable, people clearly indicated that physical and social infrastructure, particularly improvements to transport services, had to be delivered upfront to accommodate population growth. There was strong concern that new development would exacerbate traffic congestion. Many people viewed traffic congestion as already having a negative impact on the area and feared it would get significantly worse with high density development. People requested detailed traffic modelling to be undertaken to identify the impacts of new development, including WestConnex, on the local road network.

There were mixed views about height and density. Many people did not support high density and thought that medium density was more appropriate or that high densities could be achieved without excessively tall buildings, by developing European-style mid-rise buildings with larger footprints. However, many other people were not averse to high rise buildings, provided they were well designed and located strategically.

People with strong views against increased density asked for clarification about the feasibility and reasoning behind proposed densities, which they felt would result in over development of the area.

Some people raised concerns relating to the health impacts of high density and sought clarification about the social impacts of high rise living.

Commentary around building heights focussed on overshadowing, privacy and wind impacts. People thought that high quality design of buildings was especially important, as well as controls on developers to ensure that design standards were met. It was strongly felt that new developments should not dominate the area or impact the character or amenity of adjoining lower-density heritage neighbourhoods. Once again, people expressed the importance of housing affordability to ensure new developments did not exclude people on low to moderate incomes.

### Our response

The Central to Eveleigh area can accommodate the scale of new development that is being proposed due to its prime location close to the CBD, the underutilised and government owned land in the corridor and the fact that the area is well serviced by existing public transport and is close to many services, infrastructure, educational and cultural facilities.

We acknowledge that the existing neighbourhood character and built form needs to be respected, with the planning for the corridor seeking to deliver a seamless transition from new higher density apartments and existing neighbourhoods.

The Urban Transformation Strategy will identify locations for high, mid and low rise development to optimise the area's ability to accommodate new homes and jobs and deliver benefits that will make the city more liveable at a metropolitan, local and neighbourhood level.

The urban design framework will propose strategic locations that are best suited for high density with the highest floor space ratio provisions in areas around train stations and with the least impact on adjoining areas.

Detailed design at the precinct scale and site level will be undertaken. Controls around building typology will not be prescriptive and will allow for flexible design responses to be identified on a site by site basis.

Higher density in and of itself does not negatively impact community health and wellbeing. Well planned density provides for quality design, sustainable built environments, inclusive and engaged communities, strong local economies and culturally rich places with active street life and connected neighbourhoods, which contribute to healthy and thriving communities.

**Key move 10: Use government-owned land to deliver a diversity of housing choices and tenures at different price points to support the corridor’s social and economic diversity.**

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

**Summary of community feedback**

There was strong consensus on the need for housing affordability in the inner city and for new housing to cater for people of all socio-economic backgrounds. Some people were concerned about the sale of government-owned land. Many people noted the need for sufficient land to be retained to accommodate future transport requirements. Some people were of the view that if land was sold, it should primarily be used to deliver public and not private housing.

To ensure housing affordability, people suggested a range of mechanisms such as shared equity arrangements like community land trusts and inclusionary zoning. There was support for community housing providers to actively manage rental housing for people on low to moderate incomes. Some people noted the need for mechanisms to be implemented to ensure affordability provisions were met by private developers and that affordability is maintained over the long term.

While there was support for a mix of apartment sizes from studios and one bedroom units for singles and couples to three and four bedroom units for families, there were mixed views about ‘micro’ apartments. Some people recognised they may be suitable for young people with busy lifestyles or for older people wanting to downsize and stay in their neighbourhood. However, some people questioned the amenity of living in micro units and others questioned whether they would be significantly more affordable than other housing.

People noted the need to ensure housing is separated from the rail corridor and acoustically designed to minimise the impact of train noise on residential amenity. One suggestion was for concrete noise walls between the corridor and adjoining development that could be painted by local street artists and which would prevent graffiti along the corridor.

There was concern that the character and diversity of the area would be overridden by ‘newness’ and people noted the need to ensure that neighbourhoods retained their physical identity, which in part includes ensuring community diversity is maintained.

The concept of “ageing in place” was raised numerous times to enable older people to feel secure and have opportunities to stay in their neighbourhood when they need to downsize. It was also believed that public housing tenants, people on low to average incomes, young people, families and older people should be able to access affordable housing in the area. There was support for new Aboriginal housing to ensure Aboriginal culture in the area remains strong. There was also strong support for public housing to be retained.

There was some concern that overseas investors would buy new apartments and lease only to students, which many people felt would impact community cohesion. To address this, some people suggested controls to mandate owner-occupancy.

Several people identified the need to manage homelessness and provide more transitional housing.

People requested more information about the kind of housing diversity to be accommodated and targets for affordable housing.

### **Our response**

We recognise that housing diversity is key to supporting healthy, thriving and socially cohesive communities in the area and ensuring the diverse people who live, work and visit the area continue to be part of the community.

We are drafting a housing diversity strategy to accompany the Urban Transformation Strategy. It will detail targets and initiatives for delivering a mix of housing types, tenures, sizes and lower price points for private rental and properties to purchase.

Initiatives will include support for community housing providers and new, potential innovative housing models that provide more affordable options for moderate income workers, and others on moderate income such as downsizers and students to buy or rent. While meeting the needs of the young professionals and students who desire to trade off dwelling size for proximity to lifestyle, education and job opportunities, the housing diversity strategy will also support a wide range of household types including households with children and seniors who may wish to live in highly convenient locations near services, social connections and cultural facilities without necessarily needing to own a car.

The NSW Government is committed to renewing all public housing in the area that is affected by the transformation process and is considering opportunities to increase public housing in the area.

Providing affordable, quality and accessible housing that is both responsive to Aboriginal tenants' needs and sensitive to their culture is a key requirement to ensure Aboriginal people can remain living in the area. We will continue to liaise with the Aboriginal Housing Company as they progress projects such as the Pemulwuy Project, which is seeking to provide social and affordable housing for Aboriginal families close to Redfern Station.



## Design principles

### Design principles for managing medium and high rise buildings

The six design principles listed below have been developed using other precedents around the world and the guidelines for high-quality design of apartment blocks in NSW contained in the Tate Environmental Planning Policy (SEPP) 65 State Government policy. It is expected that apartment buildings of 20-35 storeys will be considered in some locations, while in other locations, heights might range from two to 14 storeys.

UrbanGrowth NSW encouraged discussion around building height, size and combinations to tease out the pros and cons of taller buildings, how they impact local areas, and how planning guidelines such as SEPP65 need to be applied to guide good design outcomes.

The following six simple design principles were put forward for comment. They are intended to be complimentary to the existing State and City planning controls already in place for buildings.

1. **Diversity**  
Building height and form should be varied. It should not create a curtain of high-rise that is the same height.
2. **Variety**  
The look and feel of buildings (design, facades and articulation) should have variety and contribute to the visual appeal of the area.
3. **Transition from new to old**  
The tallest buildings should be where they have the least impact and taper down in height to meet height in existing neighbourhoods.
4. **Active streetscapes**  
Buildings provide active frontages and footpaths attract pedestrians and foot traffic.
5. **Accessible public spaces**  
High levels of activity and used frequently by a diverse range of groups.
6. **Community facilities**  
Community facilities are co-located near areas of community activity and are designed to support and activate public spaces.

### Summary of community feedback

People expressed a mix of views about height and density, with some opposed to high rise buildings and others supporting high rise. Notwithstanding the sensitivities associated with proposed densities, the majority of people indicated a preference for high density areas to have a mix of buildings with a variety of height and scale so that buildings are not uniform in massing and appearance.

It was widely agreed that varied building form was desired, with a mix of fine and course grain development, instead of uniform developments. There was very strong agreement that buildings should not create a curtain of high rise that is the same height.

People had different views about the term “high rise”, with many people thinking that buildings over eight storeys should be considered high rise. There were mixed views about high rise alongside railway lines, with some people thinking it was a good idea, which would minimise overshadowing of existing houses, while others thinking that due to railway noise, it would be a poor outcome for those who lived in the new apartments.

There was also widespread agreement that the look and feel of buildings should be varied and should harmonise with the surrounding areas. There was concern about the ability to control, or govern, the expected outcomes of building design through the Urban Transformation Strategy and merit based design principles. There was support for architectural excellence to create iconic buildings.

It was also agreed that tall buildings should be placed where they have the least impact, with many people supporting their placement around Central and Redfern stations because they felt tall buildings were in keeping with the CBD-feel of these locations. Many people believed that existing low-rise neighbourhoods should not be impacted by high rise development and that only low and mid-rise buildings should be established along the balance of the corridor. However, many other people were willing to contemplate high rise buildings in strategic locations where they would not impact the amenity of adjoining properties.

Active streetscapes that encourage a high level of activity were widely supported. It was felt that large, bare concrete walls and car park security gates should not front existing residences and that entrances to homes and shops at street level would add to the sense of community and help to keep neighbourhoods safe. People thought that pedestrians should be given the priority on streets and thought that immediate actions such as increasing pedestrian crossing times at traffic lights and lower local traffic speeds would significantly improve pedestrian safety and demonstrate pedestrian priority.

There was very strong support for accessible public spaces, including vibrant streets and sun-filled parks. Many people felt there should be a range of spaces across the neighbourhoods including areas of public domain like plazas and squares and a mix of green spaces. Some people felt parks should provide active spaces to play sport and should be separate to passive spaces where people could sit and read. However, it was widely agreed that public spaces should cater to a range of people with different needs, and that all public spaces should be easily accessible, particularly for people with limited mobility. There was strong recognition that design excellence does not make up for a deficit of open space.

In terms of community facilities, it was widely agreed that facilities should reflect the diversity of the local community needs and be located in areas that are easy to access. There was a particular focus on providing facilities for Aboriginal people, young people, the aged, and people with disabilities.

## Our response

The design principles will guide planning for new development across the area to ensure buildings are well designed and contribute to the creation of highly liveable neighbourhoods.

We have a long history of delivering design excellence. We will deliver public domain areas, including new parks and plazas to ensure public benefits are delivered, and guide the restoration of key government owned heritage buildings making them more accessible while balancing and respecting the heritage of the area with new development. Measures will be introduced to ensure developers deliver design excellence for all large new buildings. The planning system has a number of provisions to manage proposed modifications to approved development.

We will partner with the City of Sydney in this respect to ensure consistency across the area.

## Implications and next steps

This report has provided an overview of the outcomes of consultation undertaken between mid-April and mid-July 2015 to get community feedback on the vision, key moves and design principles proposed to shape plans for the Central to Eveleigh study area. A range of issues raised during consultation have been considered to ensure the Urban Transformation Strategy is developed to reflect community feedback.

Notwithstanding a high degree of skepticism and desire to understand how UrbanGrowth NSW can get all agencies to work together to deliver the vision and ensure developers deliver public benefits, there was in-principle support for the vision and the key moves. The consultation has resulted in a number of considerations for the development of the Urban Transformation Strategy.

**The proposed vision has now been accepted as a shared vision.** This means that it will provide direction and inspiration for UrbanGrowth NSW and all other stakeholders and clearly sets out what outcomes the project is focussed on achieving over the medium to long term.

**The ten key moves have been accepted in-principle.** This means they will be reviewed and adjusted to reflect feedback received from the community and other stakeholders. The key moves will be translated into planning and design principles that will guide development within the study area.

**Technical work, including the traffic and transport study will be finalised.** We will hold more study nights to present the findings from technical studies, including the traffic and transport study we are doing with Transport for NSW.

**Precinct plans will continue to be developed.** This will result in more detailed information being gathered and site specific studies being commissioned for different neighbourhoods within the study area. Planning for each precinct will need to demonstrate how the vision and key moves and design principles developed with the community for the whole area can be applied to a local neighbourhood. There will be opportunities for local communities to provide feedback as precinct plans take shape.

**North Eveleigh will be a demonstration precinct.** North Eveleigh will be the first neighbourhood that gets developed through the Program. In light of the vision and key moves, we need to review the plan for 700 to 750 new homes that was approved in 2008. We want to:

- increase the size of the park
- allow for a possible new crossing over the rail corridor
- use the Clothing Store heritage building for community, not residential, uses so it functions as the heart of the neighbourhood
- optimise heritage interpretation and install new public art
- provide space for creative enterprise
- provide space for childcare services
- reinforce walking and cycling connections
- change building layout and increase heights of buildings next to the rail corridor to optimise housing outcomes while protecting the amenity of adjoining properties.

There will be further consultation on North Eveleigh in late 2015 before plans are finalised. Given the strong desire from people to understand how development will be planned and delivered to realise the vision, North Eveleigh will be used as a demonstration precinct to showcase how the Urban Transformation Strategy will guide growth and change across the corridor. For this reason, we anticipate that work on the Urban Transformation Strategy for the whole area and on precinct planning for North Eveleigh will progress in parallel.

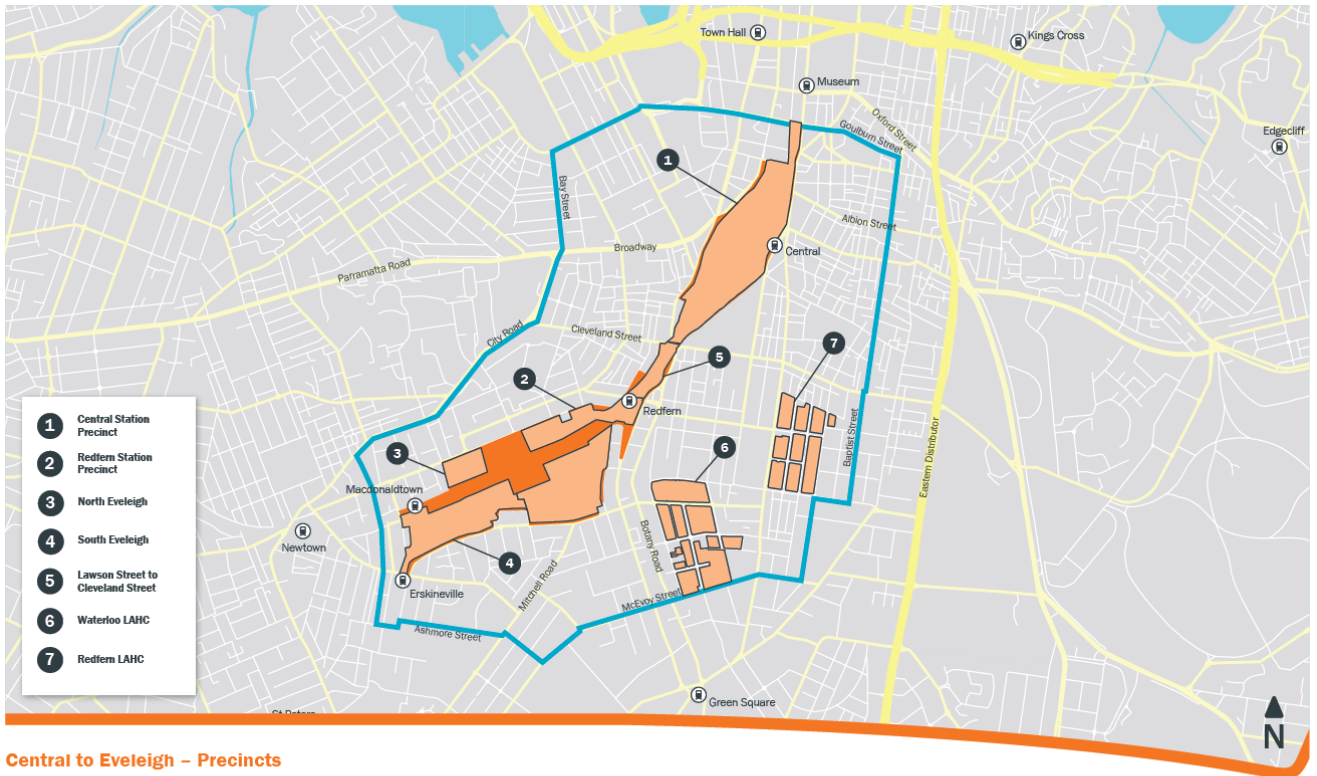
**Feedback on the draft Urban Transformation Strategy will be sought in early 2016.** We are progressing studies to finalise the draft Urban Transformation Strategy. We will run a number of consultation activities during the public display period to provide information and invite feedback. During the display period, there will be a number of opportunities for community engagement, including drop-in sessions where people can provide feedback directly to the project team and a new look website with an interactive online forum.

The Central to Eveleigh area will play a key role in Sydney's continued growth and evolution as a global city. Consultation identified that people have mixed views about height and density and have different feelings about the benefits and trade-offs associated with transformation. Given the scale of anticipated change, ongoing community engagement is needed to ensure people can help shape plans to deliver homes and jobs while ensuring the area retains its diverse and distinctive identity and remains one of Sydney's most desirable places to live, work and visit.

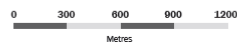
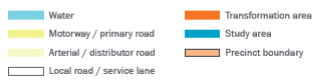
Thank you to those people who have participated to date. We welcome your continued input and encourage others to join in.

# Appendices

## Appendix A: Map of study area



### Central to Eveleigh – Precincts





## Appendix B: Stakeholder and community engagement timeline

1. In **November 2013**, three workshops were held to obtain early input from key stakeholders and the community:

Workshop 1: NSW government agencies, local government, and major landholder representatives

Workshop 2: Randomly selected community members from the inner suburban sub-region

Workshop 3: Representatives from key community based organisations and resident groups from the local area.

A number of common themes emerged about what local communities, Sydney residents, key landowners and government agencies would like to see driving the transformation of the area.

2. A Baseline Analysis Report was released in **June 2014** to provide an initial analysis of the Study Area and to share the common themes, which have been developed into a list of community priorities.
3. In **June 2014**, five focus groups were undertaken with local residents and an additional workshop with community and resident group representatives from suburbs within and surrounding the area. The aims were to:
  - Provide local input to facilitate ongoing development of the corridor strategy
  - Provide specific local input on key development issues important to shaping the planning principles.
4. In **July/August 2014**, an innovation program focussing on affordable housing for young people was held in collaboration with the Committee for Sydney.
5. Throughout **August and September 2014**, follow-up meetings with local resident action groups and the wider community were held on targeted development issues.
6. In **November 2014**, a telephone survey of around 500 residents living in and around the corridor was completed to identify awareness and attitudes about transformation.
7. Since **late 2014**, a dedicated community information line (1800 756 953) and project email has been available providing people with direct contact with the project team.
8. In **November 2014** a two day workshop with government stakeholders to shape and input to an emerging vision
9. In **December 2014** a large community workshop was held to get feedback on an emerging shared vision
10. During **early 2015**, an initial online forum was opened, inviting feedback to shape a shared vision.
11. In **April 2015**, nearly 40 residents who live around the Study Area were randomly selected to form a community panel, which will work with the project team over time to provide

considered feedback about planning issues that can then be explored with the wider community.

12. During **May 2015**, three study nights were held to present the methodology and initial findings of three draft studies on social facilities, heritage and housing diversity. When finalised, these studies will inform the development of the Urban Transformation Strategy.
13. From **May 2015**, casual drop-in stalls at the Eveleigh Markets and Redfern Night markets were initiated, which will be held monthly throughout 2015.
14. From **June to mid July 2015**, an updated online engagement forum was launched inviting comment on proposed planning and design principles.
15. In **May 2015**, a number of well-established community and resident groups from across the area were invited to a dedicated session to learn about the planning process and to discuss avenues for their input.
16. In **late May 2015**, a large community workshop was held to provide information on the status of planning, report back on the development of a shared vision, explain proposed planning and design principles and discuss their potential application for precinct planning in North Eveleigh.
17. **During 2015**, regular updates via an electronic newsletter have been issued to all people who have subscribed. More than 1,500 people have subscribed to the e-news.

## Appendix C: Individual community engagement outcome reports

Reports from consultation activities undertaken between mid April and mid July 2015 are available for download via the project website – [www.centraltoeveleigh.com.au](http://www.centraltoeveleigh.com.au).

- 1. Community panel workshop**  
A workshop with the community panel was held on 18 April to present the draft vision, key moves and design principles.
- 2. Community workshop**  
A large community workshop was held on 30 May to present the draft vision, key moves and design principles.
- 3. Aboriginal community interviews and workshops**  
On behalf of UrbanGrowth NSW, Origin Communications undertook a number of formal and informal interviews and workshops have been held with key Aboriginal stakeholders and community groups to discuss the draft vision, key moves and design principles.
- 4. Study nights**  
Three study nights were held in May to present the methodology and initial findings of draft studies about social facilities, heritage, and housing.
- 5. Community group and service providers briefing**  
A briefing was held on 26 May with established community groups to discuss the planning process and associated community engagement approach.