

An aerial photograph of Sydney, Australia, showing the city skyline, harbor, and surrounding urban areas. A large white text overlay is centered on the image.

Central to Eveleigh Urban Transformation and Transport Program Community - May 2015



Urban
Growth
NSW

June 2014

‘Central to Eveleigh’ – ATP update

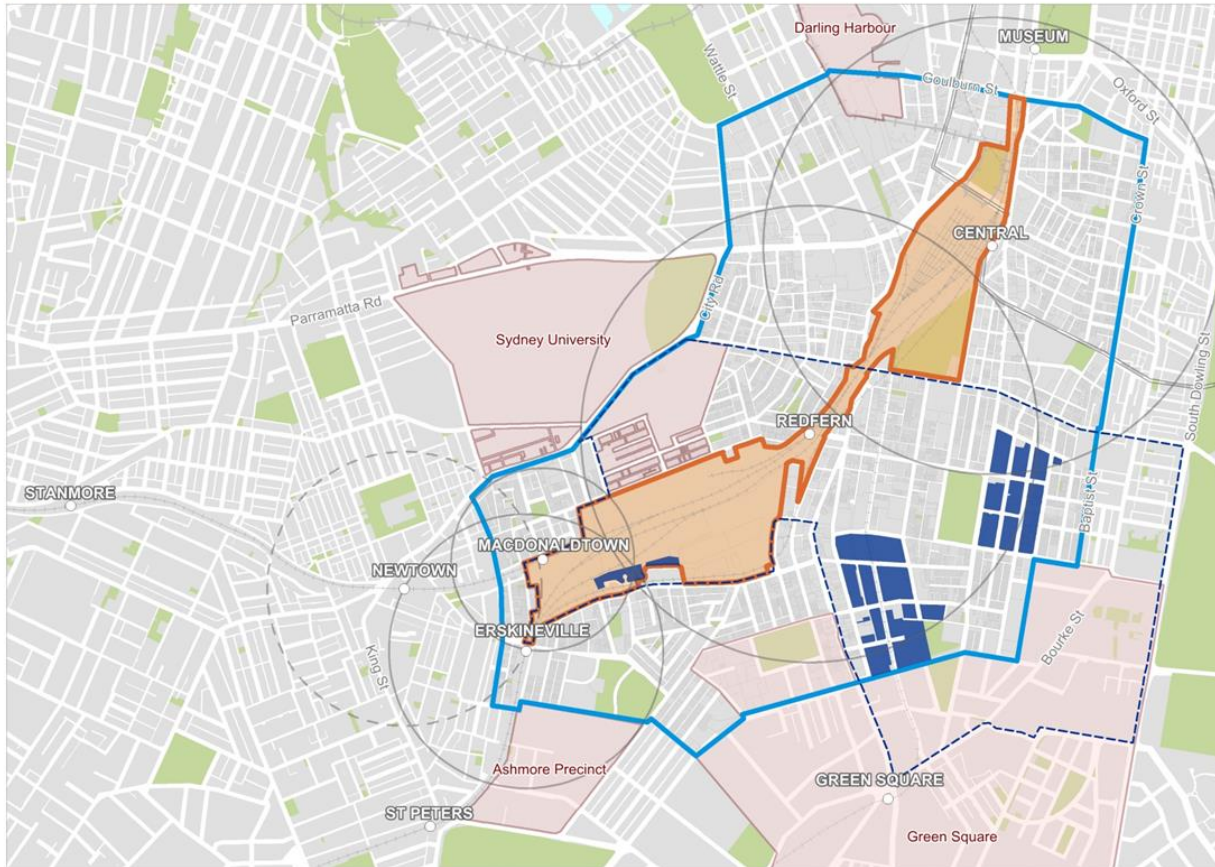


The logic behind the decision to go to tender on ATP

- **Heritage and public access**
- **Future employment/industry strategy – consistency with the Central to Eveleigh Urban Transformation Strategy**
- **Planning controls**
- **Opportunity to reinvest in local infrastructure and other supporting works for Central to Eveleigh**

'Central to Eveleigh' – the task

CENTRAL TO EVELEIGH URBAN RENEWAL STUDY AREA DEFINITION



- 80 hectares of transport land in the 'corridor'
- 500 hectare study area
- 2-3 rail stations
- >25-30 hectares of public housing estates to also consider (Waterloo SRT option)

- A series of major housing, retail & commercial development projects? Short to long term?
- A series of community facility and public realm projects?
- A series of transport projects?

LEGEND

Project area

- Defined project corridor
- Study area
- Other areas

Transport

- Heavy rail alignment
- Light rail alignment
- Proposed light rail alignment

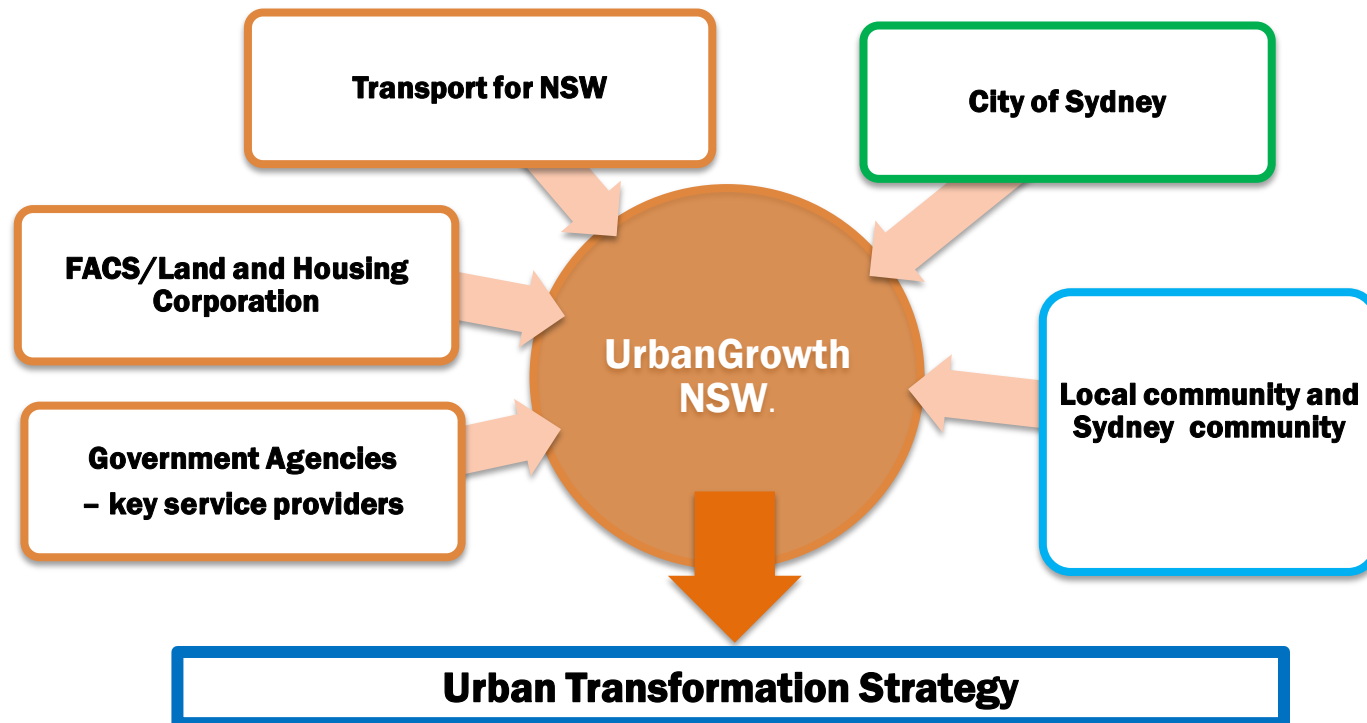
SEPP Urban Renewal (2010)

- Redfern-Waterloo Potential Urban Renewal Precinct
- Urban Renewal Sites

UrbanGrowth NSW – who are we and what do we do?

UrbanGrowth NSW is a State-Owned Corporation which was established in 2013, integrating and refocussing the roles of the former Landcom and the Sydney Metropolitan Development Authority (SMDA).

UrbanGrowth NSW is the NSW Government's 'urban transformation delivery organisation' – coordinating government agencies, master planner and master developer.



Central to Eveleigh thinking - benefits and trade offs at three levels



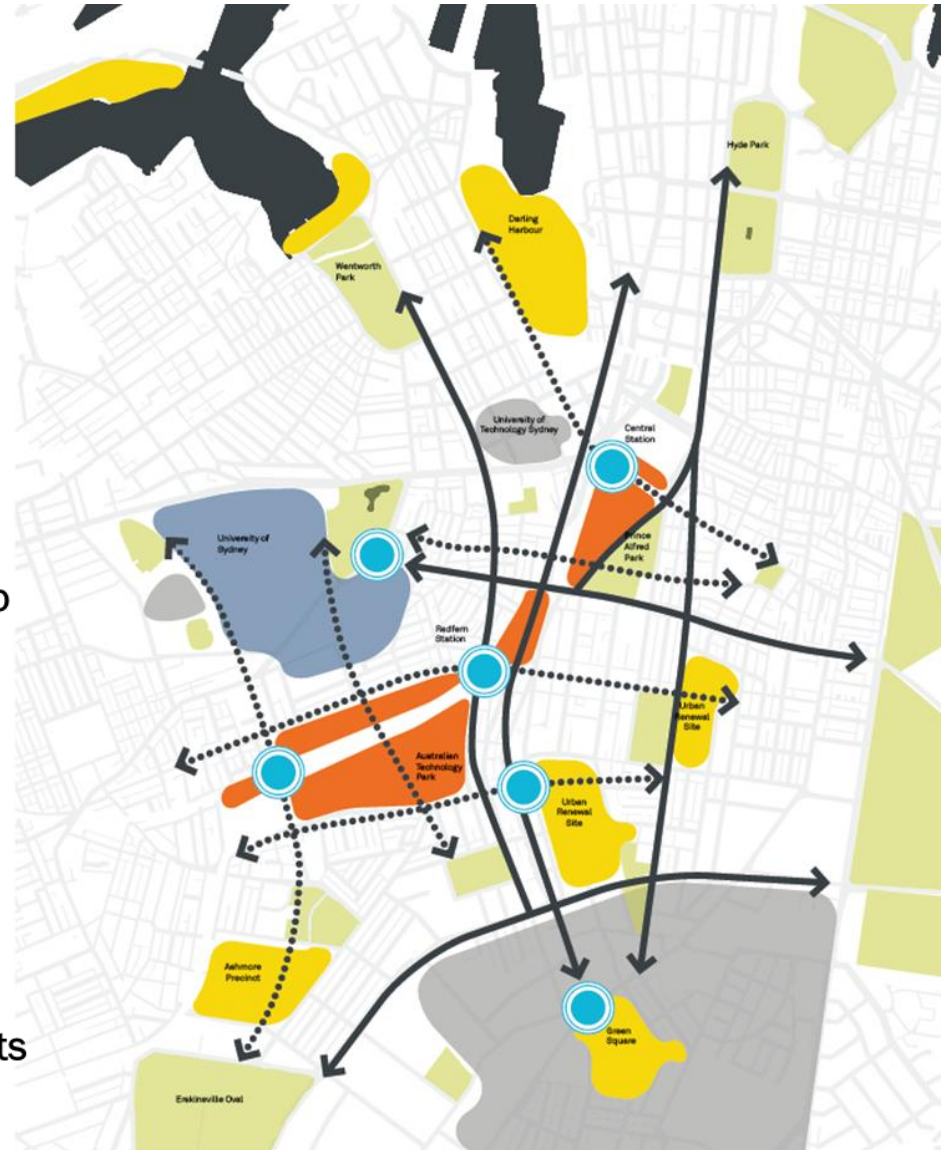
C2E as it contributes to Sydney – benefits to the State



C2E as it contributes to the City area – benefits to the City



C2E as it contributes to local communities – benefits for local residents



Central to Eveleigh – process and Urban Transformation Strategy

Nov 2013 – Nov 2014

Nov 2014 – Jun /Sep 2015

June/Sep 2015 - ongoing

Preliminary inputs and analysis

‘Capture all previous work in the corridor, stakeholder alignment, financial prefeasibility’

- Targeted stakeholder and community inputs – Nov 13, Jun 14, Sep 14
- Project Collaboration Agreement with State agencies
- MOU with the City of Sydney
- Prefeasibility analysis - bookends

Urban Transformation Strategy

‘Shared vision, principles, delivery framework to guide detailed planning and development’

Part A - Shared vision, shared benefits
Part B - Key moves, design and planning principles, precinct definition/structure plan
Part C - Delivery framework – governance, funding, statutory planning approval framework

Why is this approach different to ‘business as usual?’

Precinct masterplans
‘Detailed planning and development - rezoning’

Central to Eveleigh – an emerging shared vision



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.

Community

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

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.

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.

Population growth scenarios for infrastructure testing

- Forecasts to inform a range of possible demand outcomes for infrastructure and community facilities – what are the threshold points?
- Includes ‘all projects’ to understand full implications – current ‘feasible’ projects towards the low end of these scenarios
- Used to inform technical studies and broader funding strategy
- Indicate additional electricity, water and sewerage networks as well as important community facilities such as childcare, schools, health and open space

New workers	Low	High
Corridor	7,000	13,000
Study area (including corridor)	8,000*	14,000*

* Note: requires ongoing analysis

New residents	Low	High
Corridor	15,000	26,000
Study area (including corridor)	29,000	56,000

Informing the Urban Transformation Strategy

Urban Design and Urban Planning

Identify key design and planning principles and develop structure plan for precincts.- combine all opportunities and constraints into one coherent strategy

Housing diversity

An analysis of the preferred housing affordability initiatives for Central to Eveleigh

Social Sustainability – Community Facilities

An overview of current and future community infrastructure/human services needs

Heritage

An overview of European and Aboriginal heritage significance

Economic/Industry

Current and future industry potential – especially digital, creative, research, education, knowledg

Transport

Traffic and transport impacts and opportunities

Redfern Station concept plan

Central Station long term plan

Waterloo SRT Station & Vic Park SRT Station option assessment

Environmental Sustainability

Will guide decision making in the Urban Transformation Strategy as well as future stages of development.

Infrastructure Services

Study or current and future capacity of key electricty, water, sewerage networks

Urban Transformation Strategy

Guiding strategy that outline priorities, design and planning principles as well as a structure plan for precincts.

Stakeholder and Community Engagement