

CONSULTATION OUTCOMES

CENTRAL TO EVELEIGH CORRIDOR

Prepared for UrbanGrowthNSW



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Executive Summary

In June 2014, the University of Technology, Sydney:Centre for Local Government (UTS:CLG) undertook five focus groups with local residents, and a workshop with community and resident group representatives, from suburbs within and surrounding the Central to Eveleigh Corridor (the corridor).

The aims of the focus groups and workshop were to:

- > Provide local input on the Central to Eveleigh Corridor Concept Plan ideas and precincts to facilitate ongoing development of the corridor strategy
- > Provide specific local input on key development issues important to shaping the planning principles for the Central to Eveleigh urban renewal concept plan and delivery strategy.

Overall findings – focus groups

The overall findings of the focus groups are:

- > The areas diverse population mix; lively arts and culture scene; active street life; close proximity to the CBD, major public transport nodes and routes, significant employment generators, and major tertiary institutions; and convenient access to daily services and facilities are major reasons why people live in the area.
 - Relative affordability of the area when compared to other areas across inner Sydney (for example, Surry Hills and the Eastern Suburbs), is also a key driver for people choosing to live in the area.
- > The existing diversity of housing types and price points, convenient access to daily services and facilities, and wide range of employment opportunities are considered key drivers of the areas vibrancy and substantial contributors to the areas character.
- > All participants agreed the corridor is currently under-utilised and its strategic location means there is potential for significant public benefit to arise from greater use of the corridor in the future. These benefits include meeting the needs of existing and future communities by:
 - providing more affordable housing close to major employment generators and the CBD,
 - enabling more people to live in close proximity to major community services and facilities (i.e. hospitals, tertiary education institutions etc.), and
 - encouraging greater public transport use and a more sustainable urban form.
- > Almost all participants agreed with the draft vision and built form principles developed to guide long term planning for each precinct.
 - A small number of participants expressed some concern over the potential extent of future high-density development in southern parts of the corridor.
- > A small number of participants were of the view that some of the draft principles should more specifically address key challenges for future planning for the corridor.
 - For example, preservation of future rail line corridors, installation of new platforms at key train stations, social infrastructure, and provision of affordable and public housing.
- > There was significant interest in ensuring long term planning enabled provision of a wide range of housing types, including public and affordable housing, and a diverse range of small, medium and large-scale employers.
 - Participants indicated there were opportunities to leverage the lively arts and culture scene and existing tertiary education institutions to establish an internationally renowned creative industries and research-intensive innovation and employment hub, potentially located at the Australian Technology Park.
 - Central Station was viewed as the most suitable location for larger scale employers, with smaller scale employers best suited to southern parts of the corridor.

- > All participants had strong views on what good design means. Generally, participants were of the view that good design requires unique built forms and mixed land uses that respond to individual contexts at the precinct scale.
- > There was a strong view amongst focus group participants that long term planning for the corridor is best carried out at the precinct scale. Some community group workshop participants were of the view that, to ensure integrated planning outcomes, long term planning should be undertaken at the whole-of-corridor scale.
- > Providing more east-west public transport connections across the corridor and encouraging modal shift from private to public transport were considered the most important traffic and transport issues.
 - These were closely followed by rates of car parking provision and managing tensions between pedestrian, cyclist and vehicle traffic flows.
- > Participants were of the view that future traffic and transport planning for the corridor should be undertaken at the regional scale.
- > Participants displayed a strong preference for shared pedestrian and cyclist crossings over motor vehicle crossings, and indicated any new east-west crossings would be well utilised.
- > All participants acknowledged there are pockets of significant heritage value at the precinct scale, and these substantially contribute to the distinctiveness of each precinct and character of the broader corridor area.
- > Generally, participants were more likely to identify certain heritage building types (for example, terrace-style housing, particular streetscapes, and former warehouses) as the greatest contributors to the areas character.
 - Whilst there was low awareness of specific heritage places and buildings amongst focus group participants, a number of landmark buildings were identified as highly valued (for example, Central Station, Redfern Post Office, Carriageworks, and Mortuary Station).
 - There was high awareness of specific heritage places and buildings amongst workshop participants, who suggested self-guided tours as a useful way to increase general community awareness and interaction with the areas heritage.
- > Addressing current social infrastructure gaps and providing for the social infrastructure needs of the future community were also identified as key issues.
 - In order of importance, new schools, child care centres, aged care facilities, and activities for young children and teenagers were identified as the most important future social planning considerations.
- > There was a diverse range of views as to the desired form and function of future open space. Some participants preferred smaller, more manicured forms of open space that facilitate passive recreation, whilst others preferred larger, more natural forms of open space that facilitate active recreation.
- > There was a strong preference for a north-south linear access corridor/park running the length of the corridor from Erskineville in the south, connecting through to Hyde Park and onto Circular Quay to the north, and extending west to Darling Harbour via Mortuary Station and the Goods Line.
- > Participants indicated planning for the Central Station precinct would need to be a key consideration and have a grand vision to overcome the significant east-west movement barrier created by this landmark. In addition to large-scale employment uses, most participants indicated this vision could include an iconic tourist attraction that acted as a counterbalance to the large number of tourist attractions at Circular Quay.
- > Sustainability was considered an important guiding principle for future planning for the corridor. Participants indicated a range of initiatives, such as green roofs and rooftop solar arrays, local community gardens, walkable neighbourhoods, community buses servicing local neighbourhoods, and car share schemes as useful ways to achieve sustainable planning outcomes across the corridor.

Overall findings – community and resident group workshop

The overall findings of the community and resident group workshop are:

- > Workshop participants largely discussed:
 - Planning work undertaken by UGNSW between the November 2013 round and this current round of consultation, including how the outcomes of prior consultation have been reflected in the draft concept plan,
 - Structures and mechanisms for ongoing community participation and governance of the planning process, and
 - Key planning issues relevant to each of the theme areas identified in the draft concept plan
 - There was limited opportunity for workshop participants to consider the built form principles and vision for each of the five precincts in detail.
- > Maintaining the character, diversity and vibrancy of the area and ensuring new residential and employment uses respond to the local neighbourhood contexts are crucial for future planning for the corridor.
- > It is important statutory-based targets to maintain or increase the overall proportion of public and affordable housing are established through the long term planning process.
- > Whilst built form outcomes are important considerations in long term planning, good urban design and planning outcomes are often best achieved by focusing on the mix of uses and ensuring the full complement of services and facilities needed by existing and new communities are provided.
- > Traffic and transport studies and planning for the corridor need to be undertaken at the regional scale, with priority given to public and active (pedestrian/cyclist) transport networks over private vehicles.
- > Transport planning needs to pay particular attention to provision of additional east-west cross-urban public transport links and north-south pedestrian and cyclist movement across the corridor.
- > There is significant opportunity to leverage major uses and facilities surrounding the corridor and transform the area into a lively, internationally renowned arts and culture, creative industries and research intensive knowledge and innovation hub.
- > Future social infrastructure planning needs to consider existing gaps as well as the needs of both the future resident and worker populations.
- > World class planning outcomes can best be achieved through development of dedicated strategies across key planning domains, for example, heritage and culture, and open space and social facilities.
- > There is a strong need to ensure respectful interpretation and communication of the diverse heritage aspects across the corridor.
- > An evidence-based planning process that is broadly communicated, well governed, and informed by ongoing, meaningful community participation is crucial to ensuring world class planning outcomes. This process should also include an ongoing reference group comprising members of community and resident interest groups.
- > A collaborative planning approach, involving all the key stakeholders and agencies needed to plan and deliver world class outcomes, should be undertaken at the whole-of-corridor scale. This collaborative approach should be underpinned by collaboration agreements between key delivery authorities.
- > Strong statutory mechanisms are needed to ensure agreed long term plans are implemented. These mechanisms also need to provide a degree of flexibility to ensure long term plans can respond to unforeseeable changing economic, environmental and social circumstances.

1. Introduction

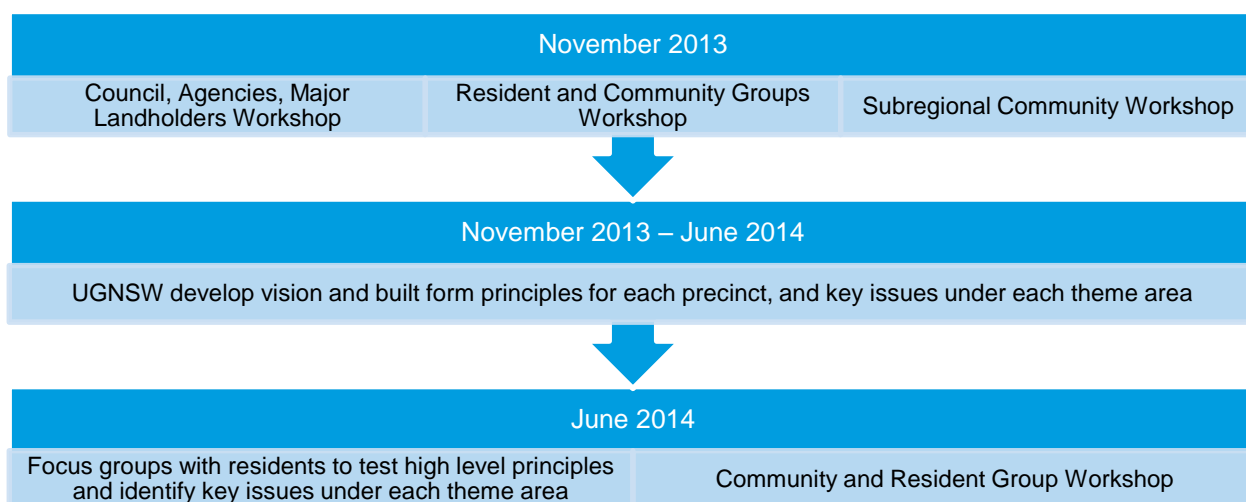
The Central to Eveleigh corridor extends for approximately 3km from the Goulburn Street car park in the Sydney CBD to Macdonaldtown and Erskineville railway stations. It includes Central and Redfern stations, Australian Technology Park, Eveleigh Rail Yards and the airspace above railway lines.

The area incorporates approximately 102 hectares of Government owned land and is divided across five precincts for discussion purposes: South Eveleigh; North Eveleigh; Australian Technology Park; Redfern Station; and Central Station.

As the lead Government agency responsible for the regeneration of government owned land in the Central to Eveleigh corridor, UrbanGrowth NSW commissioned five focus groups and a workshop with local community and resident group representatives to:

- > test overarching principles (developed through early consultation with community and resident groups, major landholders, and other key stakeholders in November 2013) that will guide long term planning for the corridor, and
- > obtain community views toward key issues and ideas to be considered as part of long-term planning processes for the corridor

A high level overview of the initial consultation and planning process to develop the draft concept plan is presented in diagrammatic form below.



1.1 Methodology

Focus Groups

Focus group participants were independently selected by UTS:CLG, with participants sourced from a specialist social research recruiter. Participants were selected on the basis of ensuring diversity across the following key demographic characteristics:

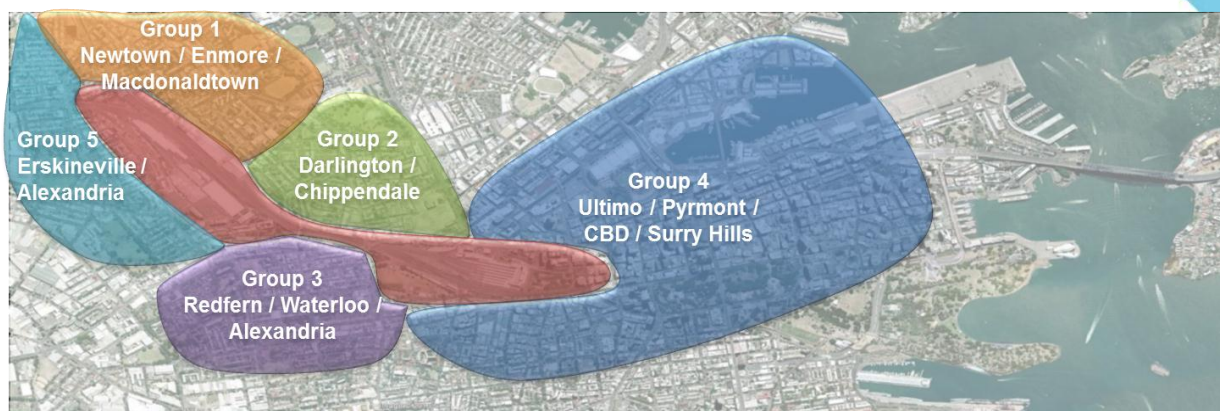
- > Age
- > Gender
- > Education
- > Occupation (i.e. employed / unemployed / students / retired)
- > Housing type (i.e. free-standing house, terrace, apartment etc.) and tenure (i.e. renting, owning, social housing etc.)
- > Cultural and linguistically diverse

Participants were also selected spatially on the basis of living within, or in close proximity to, one of the five precinct areas identified by the draft concept plan (see Appendix A).

Participants were then allocated to the precinct area they lived closest to, with one focus group held for each precinct area (Figure 1). An average of 14 participants attended each focus group, with a total of 70 participants attending across the five focus groups.

A demographic breakdown of focus group participants is provided at Appendix C.

FIGURE 1 FOCUS GROUP BREAKDOWN



Community and Resident Group Workshop

An invitation to participate in this round of consultation was extended to all members of the community and resident group workshop involved in the November 2013 consultation process. A total of 18 participants attended.

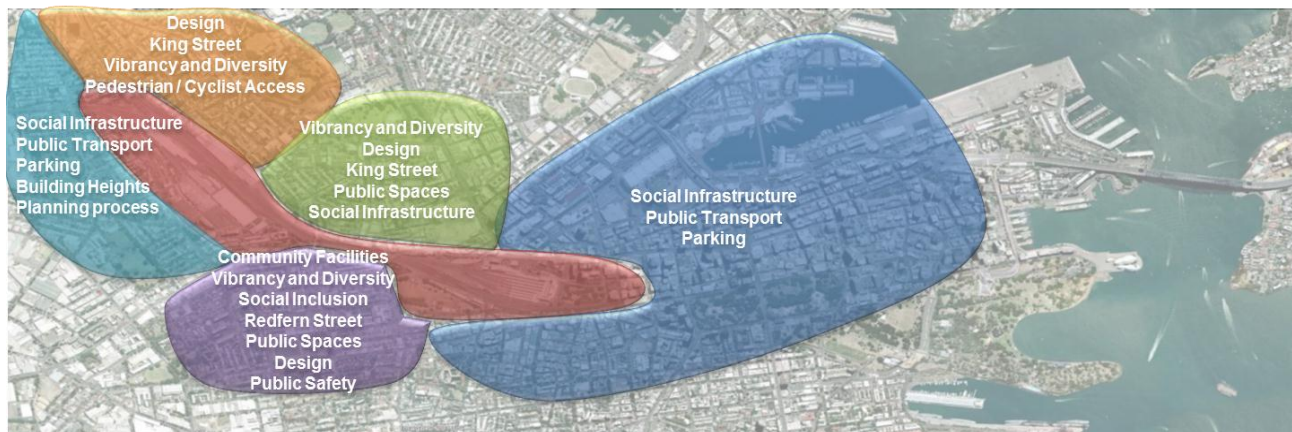
Minutes of the two hour community and resident group workshop held as part of this round of consultation are provided at Appendix B. Additional comments on the draft concept plan provided by a workshop participant after the conclusion of the workshop have been included at Appendix B.

The following sections document, in turn, the key outcomes of the five focus groups and community and resident group workshop.

2. Focus Group Key Findings

This section outlines key findings of the five focus groups. Figure 2 below provides a snapshot of how each group considered the relative importance of key issues to be addressed through future planning processes for the corridor.

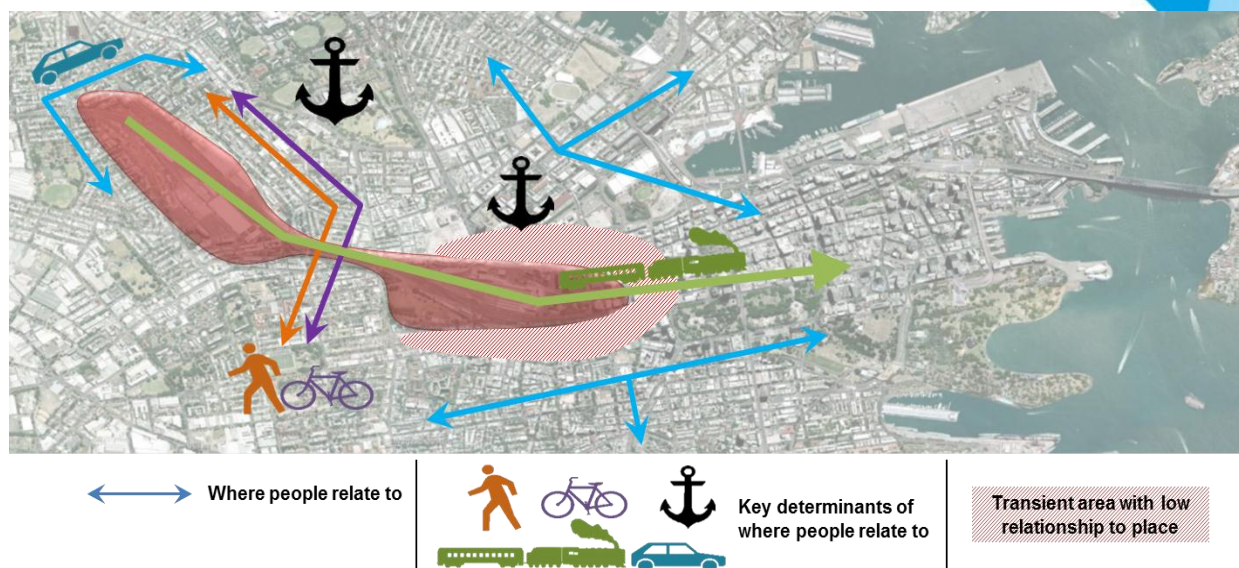
FIGURE 2 KEY ISSUES FOR EACH FOCUS GROUP



2.1 Attachment to place

- > Attachment to place varied for participants across the corridor, with most participants relating to the corridor at the precinct scale. For example:
 - Participants from the Ultimo/Pymont area were more likely to relate to the area extending from Glebe to Balmain and incorporating other parts of the inner-western Sydney Harbour Foreshore
 - Participants from Newtown, Darlington, Chippendale and Redfern were more likely to relate to this as a defined area
 - Participants from Surry Hills and the CBD were more likely to relate to the Eastern Suburbs and northern parts of the CBD
 - Participants from Waterloo and Alexandria were more likely to identify with Newtown and Redfern
 - Participants from Erskineville were more likely to identify with Enmore, Newtown and Alexandria
- > Daily use of the corridor was the key determinant for how participants related to the corridor. For example:
 - Participants who use the corridor on a daily basis to travel to or from work via public or active transport had a much higher sense of attachment to the entire extent of the corridor.
 - Participants who did not use the corridor on a daily basis, and those with higher rates of private car use, had a higher sense of attachment to their immediate area of residence.
 - Participants that travelled across the corridor for specific uses (for example, travelling from their place of residence or work to a favoured specialty store in another part of the corridor), had a more targeted sense of attachment to areas they used for these specific purposes.
- > Major land uses surrounding the corridor were key attractors and reasons for why participants chose to live in the area. For example:
 - Students of University of Technology, Sydney (UTS) and the University of Sydney, all indicated they had developed a strong sense of attachment to the area from their time spent studying in the area. Both current students and those who had studied at these institutions over 20 years ago shared this sense of attachment.
 - Despite a number of former students having moved away from Sydney over the years, they always returned to live or work in the area as a result of their strong sense of attachment to the area.

FIGURE 3 WHERE AND HOW FOCUS GROUP PARTICIPANTS RELATE TO CORRIDOR

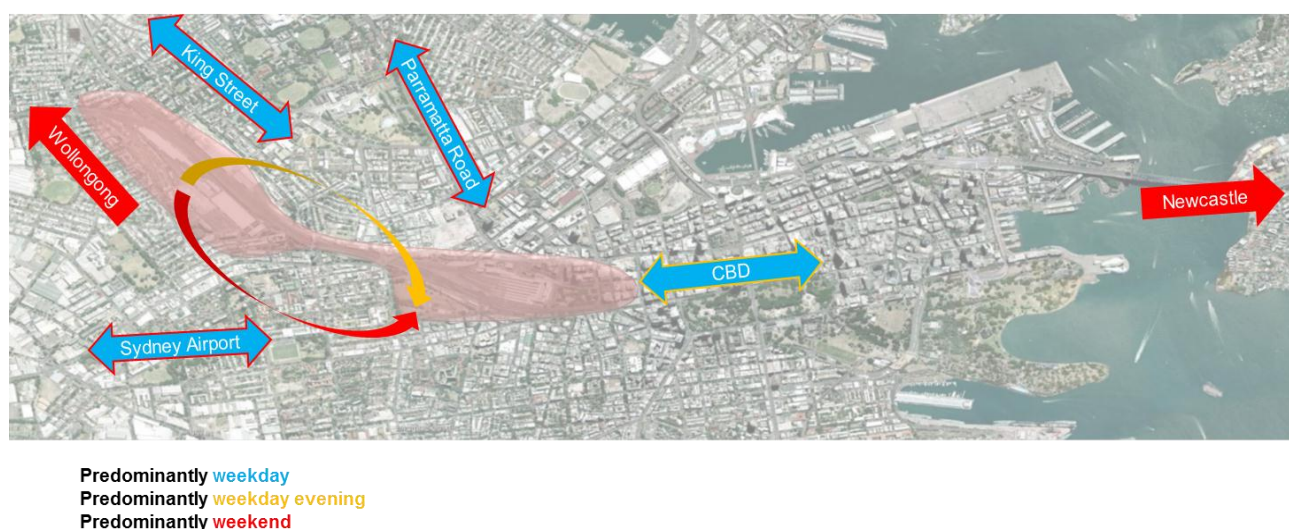


2.2 Movement across the corridor

> The most common movement patterns across the corridor were:

- North toward the CBD and Circular Quay for work during the week and leisure purposes at the weekend,
- South-east towards Redfern and southern Sydney for work during the week and travel purposes at the weekend (i.e. Sydney Airport and regional centres further afield, such as Wollongong and Newcastle),
- South-west towards Parramatta Rd for work during the week and visiting friends and family in Western Sydney at the weekend, and
- Overall, participants indicated more localised movement patterns at weeknights and on the weekend as they used local restaurants, cafes, retail shopping strips, small bars and parks for socialising with friends and family and recreation purposes.

FIGURE 4 WHEN AND WHERE FOCUS GROUP PARTICIPANTS MOVE ACROSS THE CORRIDOR



> Participants from some parts of the corridor indicated higher levels of movement around the corridor area when compared with other participants. For example:

- Participants from the middle portion of the corridor - Newtown, Chippendale, Darlingtown, Redfern, and northern parts of Alexandria - had greater levels of east/west movement. These participants

were also more likely to use active transport (i.e. walking and cycling) as their primary mode of travel across the corridor.

- Participants from northern and southern parts of the corridors had lower levels of east/west movement. These participants were also more likely to use private cars as their primary mode of travel across the corridor.
- > Most participants indicated Central Station acts as a key barrier to east-west movement across the northern part of the corridor. Participants at the southern end of corridor also identified localised traffic congestion as a key movement barrier across this part of the corridor.
- > Whilst participants indicated east/west movement should be the key focus for long term planning for the corridor, enabling more north/south movement from Erskineville toward Hyde Park, Darling Harbour and Circular Quay were also viewed as important.

2.3 Additional crossings across the corridor

- > Most participants indicated additional east/west crossings at any location across the corridor would be well utilised. There was a strong preference that any new crossings be prioritised for pedestrian and cyclist use only.
- > Most participants indicated that any north/south crossings should strongly integrate with the east/west movement network and the existing pedestrian and cyclist network (for example, the Wilson Street cycle path).
 - Similarly, better linkages from George Street in the CBD; east to George Street, Redfern via Regent Street, Redfern; and west to Ivy Street, Darlington via a new east/west crossing from Henderson Road, Erskineville to Holdsworth Street, Darlington.
- > There was a notable preference for additional east/west crossings at the following locations:
 - From Ivy Street, Darlington to the Australian Technology Park (ATP)
 - From Railway Parade, Eveleigh to Burren Street, Erskineville and onto Watkin Street, Darlington
 - Additional crossings over the rail line at both Cleveland Street and Lawson Street, Redfern
 - From ATP to Carriageworks
 - From the north-eastern side of Central Station near Chalmers Street and Albion Street to George Street, CBD
 - From Henderson Road, Erskineville to Pine Street/Wilson Street, Darlington
 - From Prince Alfred Park, Surry Hills to Regent Street, Redfern north of the existing Cleveland Street rail overpass
- > Participants indicated a preference for a cycle path from Central Station through to Redfern Street, Redfern, continuing toward Mitchell Road, Eveleigh, onwards to Erskineville Station and culminating at the existing Wilson Street cycle path in Darlington.
 - Most participants indicated a green spine, similar to the HighLine in New York, running north from Erskineville to connect with Central Station, Hyde Park and Circular Quay in the north, and extending west from Mortuary Station to Darling Harbour via the Goods Line would be particularly desirable.
 - Almost all participants considered Mortuary Station had significant heritage value and noted this green spine would be particularly effective at enabling public access and use of Mortuary Station.

FIGURE 5 PREFERRED CORRIDOR CROSSINGS



Preferred shared pedestrian/cyclist crossings
Preferred dedicated cycle paths
Preferred vehicle crossings

2.4 Traffic

- > When considering road connections within and across the corridor, most participants were of the view that the location of the corridor at the convergence of major arterial routes carrying north-bound traffic from southern Sydney and east-bound traffic from Western Sydney meant traffic and transport planning needed to have a regional-scale focus.
- > Overall, participants cited congestion at the convergence of major arterial routes (for example, Abercrombie Street, Parramatta Road, King Street, City Road, Broadway / Botany Road, Regent Street and O'Riordan Street), and car parking on local streets as key traffic issues to be considered in future planning for the corridor.
 - Traffic heading from and toward Sydney Airport along Botany Road and Regent Street was identified as a particularly significant traffic issue.
 - Whilst most participants considered car parking a key issue, it was a particular concern for participants with higher rates of motor vehicle use, in particular participants from the south-east and north-west parts of the corridor.

2.5 Public and Active Transport

- > Younger participants and those from the middle portion of the corridor were more likely to cite active transport (walking and cycling) as their preferred mode of transport. These participants were also more likely to cite the active transport network as most in need of upgrade.
 - Almost all participants indicated significant tension between pedestrian, cyclist and car traffic across the corridor and inner Sydney more generally.
 - A firm view was expressed that shared pedestrian and cyclist paths, separated from vehicles, are an appropriate solution to the current tension between pedestrian, cyclist and vehicle traffic.
 - Participants noted current cycle paths in the area were either at, or approaching, capacity (for example, the Wilson Street cycle path), and that cycle path capacity would need to be increased in the future.
 - Participants also noted the need for community education to assist with resolving tension between pedestrian, cyclist and vehicle traffic.
- > Participants from the eastern part of the corridor were more likely to cite buses as their preferred mode of public transport, in particular, those routes that provided north/south links to the CBD and south-eastern Sydney. These participants also noted bus routes on the eastern side of the corridor would require upgrading to enable greater east-west movement.
- > Participants from the south-eastern and north-western parts of the corridor were more likely to cite private cars as their preferred mode of transport. These participants were more likely to identify the

road network as most in need of upgrading, in particular, major arterial routes that converge on inner Sydney.

- > Participants living immediately adjacent the rail corridor were more likely to cite trains as their preferred mode of public transport. These participants were also more likely to identify the train network as most in need of upgrade, in particular, larger or additional platforms at key stations such as Macdonaldtown and Erskineville, as well as a major upgrade of Redfern Station.

2.6 Car Parking and Car Share

- > Most participants were of the view that lower car parking rates were an appropriate way to reduce car dependency. However, all participants indicated improving public and active transport links across the corridor (for example, through local community bus services) would be the most effective solution.
- > Most participants considered car-share programs as an important way to reduce car dependency, create a more sustainable urban environment, and an appropriate long-term solution for car parking issues in inner Sydney.
- > However, some participants noted the inability of people at all life stages to use car share programs for all trip purposes. These participants indicated this limited the effectiveness and take-up of car share programs. For example:
 - Parents with small children, and those with relatives living in areas outside of Sydney with no direct public transport link, indicated car share programs were difficult to use. These participants were also of the view that lower car parking rates were not an appropriate way to reduce car dependency as there would always be a need for people in similar situations to own a car.
 - Some participants indicated the shorter trip types which car share programs are typically used for are already satisfied because of the areas walkability and high density of local shops. These participants were also of the view that small-scale grocers and other daily goods retailers in local neighbourhoods were the most appropriate way to reduce car dependency.
- > There was significant interest from some participants regarding evidence on the link between provision of car parking and increased traffic movements.
 - These participants were more likely to have higher rates of motor vehicle use. They were also more likely to think major employers in the area should require employees to use public transport for their journey to work to limit the impact of weekday parking on local streets.

2.7 Housing and Employment

- > Most participants were of the view that a diverse range of housing types and sizes would be required to ensure the range of people who can provide daily services for the future community (i.e. mechanics, child care workers etc.) could afford to live in the area.
- > Participants considered provision of affordable, social and public housing essential for maintaining the diversity, vibrancy and character of the area.
- > Some participants noted examples of buildings with solely one-bedroom apartments that have resulted in poor social planning outcomes. In light of this, participants were keen to ensure that different apartment sizes (for example, one, two and three bedroom apartments) were integrated within the one building form.
- > Participants were also keen to ensure a range of employment opportunities were offered in the area, for example, home-based businesses as well as small, medium and large scale employers that provide both skilled and unskilled positions. There was a strong view from participants that larger employers were better suited to the area surrounding Central Station, with smaller scale businesses better suited to the south of the corridor.
- > All participants had strong views on what good design means. Generally, participants were of the view that good design requires unique built forms and mixed land uses that respond to individual precinct contexts.
 - Participants were of the view that mixed-use development means development that enables people to live, work and play within the one area at all times of the day and night, and ensures a vibrant, active and safe street life.

- > Participants overwhelmingly cited Central Park on Broadway as an exemplar of good urban design.
 - Most participants consistently noted the eastern end of Danks Street, and Lachlan Street, Waterloo as feeling ‘soulless’ and particularly poor urban design examples.

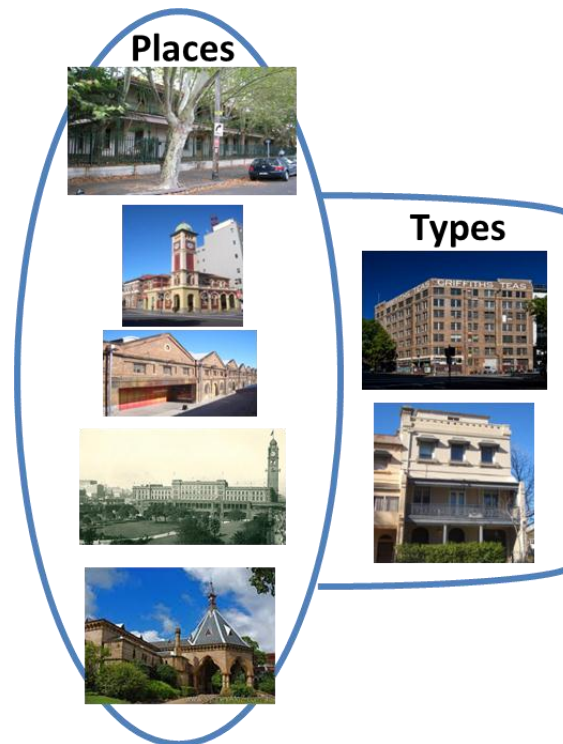
FIGURE 6 HOUSING EXAMPLES CITED



2.8 Heritage

- > Almost all participants indicated re-use of heritage buildings in the future should enable the community to access and closely interact with these buildings.
 - Cafes, restaurants and community centres were viewed as uses which enable greatest public access and interaction.
- > Specific buildings identified for their significant heritage value included the Redfern Post Office, the Australian Technology Park, Carriageworks, the Chief Mechanical Engineer's Residence in Eveleigh, Central Station, Mortuary Station, Eveleigh Markets, and the former Mark Foy's building.
- > Most participants identified types of heritage buildings they perceived as adding to the distinctiveness and character of the corridor. These included contiguous frontages of well-maintained terrace housing and older warehouse style buildings that signified the areas manufacturing and industrial heritage.
- > A number of participants indicated there were a range of older warehouse-style buildings in the area that appeared well suited to apartment conversions, for example, those located near Central Station around Elizabeth and Goulburn Streets such as the Griffiths Tea warehouse.
 - Participants cited the former Mark Foy's building in Surry Hills, and a recent conversion of warehouses at the corner of Australia Street and Parramatta Rd, Camperdown as particularly good examples of warehouse conversions.
- > Whilst most participants acknowledged there is significant indigenous heritage around the corridor there were no specific examples cited.

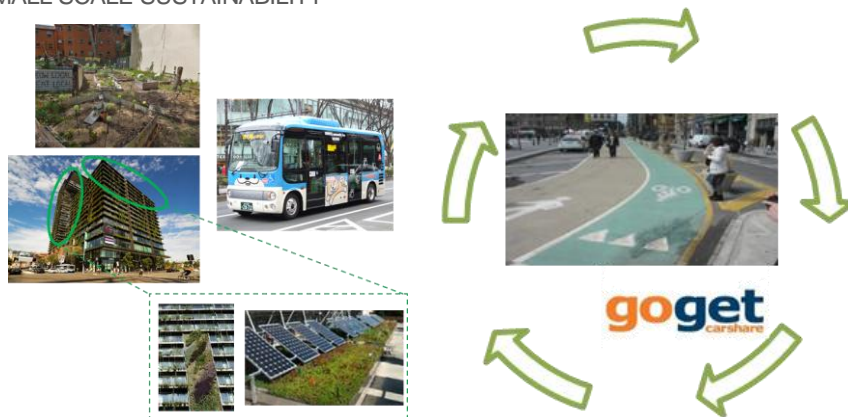
FIGURE 7 VALUED HERITAGE ACROSS THE CORRIDOR



2.9 Sustainability

- > Sustainability was considered an important principle that should underpin long term planning for the corridor. Most participants were of the view that delivering more sustainable planning outcomes across the corridor was best achieved at the neighbourhood scale.
 - For example, providing space for community gardens, green walls and solar cells on individual buildings, dedicated cycle paths, car share schemes and smaller community buses that provide public transport links at the neighbourhood scale.

FIGURE 8 SMALL SCALE SUSTAINABILITY



2.10 Australian Technology Park

- > As a result of having walked through the area, most participants were aware of the location of the Australian Technology Park, however there was very low awareness of its current use.
 - Most participants indicated ATP could provide a useful future east/west connection across the corridor that would be well utilised.
- > When advised of the current use of ATP, most participants indicated synergies between the areas lively arts and culture scene and major tertiary education institutions. Participants indicated there is a

significant future opportunity for ATP to act as an internationally renowned research and creative industries innovation and employment hub.

- > Most participants indicated future planning for the corridor should consider how ATP can be made more accessible to the public.
 - Some participants suggested restaurants and cafes as more accessible public uses. Other participants indicated multi-purpose community facilities with activities for children and teenagers, as well as regularly programmed (i.e. daily or weekly) arts and cultural activities as publically accessible uses that were most suited to what is needed across the corridor.
- > Although there was low awareness of the current use, most participants indicated high rates of car parking provision, and low usage during the day, as ATP planning outcomes to be avoided in the future.

FIGURE 9 INTERNATIONALLY RENOWNED RESEARCH AND INNOVATION HUB LINKED TO ATP AND MAJOR TERTIARY INSTITUTIONS



2.11 Public Space and Social Facilities

- > All participants indicated social infrastructure should be a key consideration in long term planning for the corridor.
 - In order of importance, participants indicated 1) primary and secondary schools, 2) child care, and 3) aged care as key needs for the future.
 - A number of participants indicated multi-purpose facilities and public spaces (such as integrated library, community and youth centres) that provide a range of activities for children and teenagers as important considerations for future planning for the corridor.
 - These participants identified the Ultimo Community Centre, Surry Hills library and winning designs for the future Green Square Town Centre library as exemplary community facilities.
- > A small proportion of participants indicated temporary weekend closure of major roads, such as King Street and Redfern Street, could provide new types of public space that would be useful platforms for markets, community festivals and other types of cultural activities.

FIGURE 10 RELATIVE IMPORTANCE OF DIFFERENT SOCIAL FACILITIES AND PUBLIC SPACES



2.12 Open Space

- > Participants were evenly split in their preference for certain open space forms and functions. This difference was largely a result of whether people preferred to engage in more passive or active forms of recreation.
- > About half of all participants preferred the more manicured and formal open space of Prince Alfred Park, whilst the other half preferred the more natural and informal open space of Sydney Park (for example, the meandering pathways and wetlands area).
- > The recent upgrade of Prince Alfred Park and adjacent pool and tennis courts, and the range of activities and uses provided for at Sydney Park were identified as particularly good examples of open space as they enable both passive and active recreation.
- > Some participants indicated they highly valued the areas local pocket parks not only for their greenery, but also the sense of community they enabled through use as community gardens.
- > Some participants also indicated they highly valued the pop-up events and small-scale festivals that utilise local pocket parks from time to time.

FIGURE 11 A RANGE OF VIEWS ON FORM AND FUNCTION OF OPEN SPACE



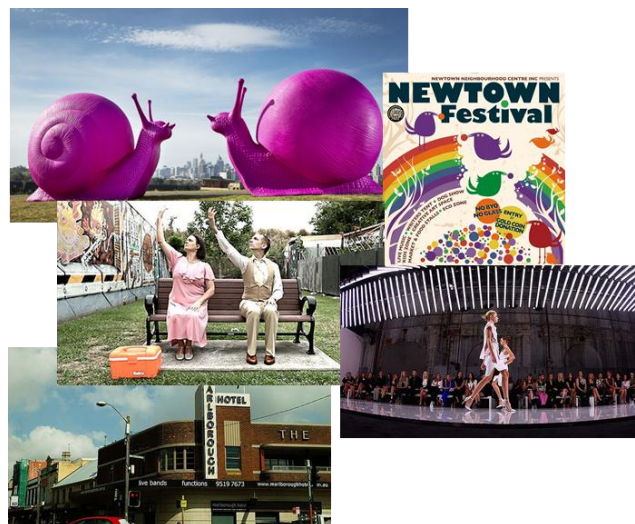
More natural..... More manicured

2.13 Arts and Culture

- > Almost all participants indicated they would highly value future expansion of the areas thriving arts and culture scene, including art galleries, live music venues, and local festivals and events.
 - The annual Art and About and Newtown Festivals, as well as markets and showings for emerging fashion designers were particularly valued for their contribution to the areas arts and culture scene.
 - Participants indicated the high density of small bars and restaurants in the area were crucial supporting elements for the areas arts, culture and fashion scene.
- > Most participants were of the view that the heritage value of Central Station and Belmore Park offered significant opportunity to create a vibrant and lively arts and culture based tourism precinct that reconnected the north-east and north-west parts of the corridor.

- > Increasing use of local pocket parks for small scale arts and cultural events were also viewed as an important consideration for long term cultural planning for the corridor.

FIGURE 12 HIGHLY VALUED ARTS AND CULTURE SCENE



2.14 Planning Process

- > The process to guide long term planning for the corridor was also a topic of interest for some participants.
 - In particular, these participants were most concerned with ensuring the planning process is evidence based and planning outcomes respond to the identified needs of the current and future community.
 - Participants identified the following types of evidence as being particularly useful to inform the planning process:
 - > Existing social infrastructure need and capacity, and likely future need
 - > Market preferences for different housing types, sizes and features
 - > Regional scale traffic modelling for inner-Sydney, particularly for areas where major arterial routes converge
 - > Linkages between provision of car parking and traffic movements
 - > Recreation needs and usage patterns
- > Most participants were also keen to ensure updates on the status of the planning process were broadly communicated, and there were opportunities for local community members to meaningfully contribute throughout the planning process.

3. Community and Resident Group Workshop

This section of the report outlines key findings of the community and resident group workshop.

Workshop participants were not provided with an overview of focus group outcomes prior to commencement of the workshop. Workshop participants raised many of the same issues identified by focus group participants as important considerations for future planning for the corridor. For example:

- > Maintaining the diversity, vibrancy and character of the area by:
 - Integrating different apartment sizes (for example, one, two, three and four bedroom apartments) at a range of price points, within the one building form, and
 - Enabling a range of employment opportunities, for example, home-based businesses as well as small, medium and large-scale employers that provide both skilled and unskilled positions.
- > Large-scale employers are better suited to the area surrounding Central Station, whilst smaller scale employers are better suited to the south of the corridor.
- > Ensuring the overall proportion of public and affordable housing across the area is maintained, or increases, by setting targets for provision.
- > Good design is often exemplified in mixed-use developments that enable people to live, work and play within the one area at all times of the day and night, and ensures a vibrant, active and safe street life. Sydney Park Village and shop-top style housing in Paris were offered as prime examples of this type of development.
- > The location of the corridor at the convergence of major arterial routes carrying north-bound traffic from southern Sydney and east-bound traffic from Western Sydney means traffic and transport planning needs to be undertaken at the region scale.
- > Congestion at the convergence of major arterial routes (for example, Abercrombie Street, Parramatta Road, King Street, City Road, Broadway / Botany Road, Regent Street and O'Riordan Street), and car parking on local streets were considered key traffic issues.
- > Paying particular attention to widening major arterial feeder roads and ensuring more east-west public transport links, and a well-integrated public and active transport network.
- > Prioritising new pedestrian and cyclist crossings across the corridor over new motor vehicle crossings.
- > Potential opportunity for ATP to leverage the areas lively arts and culture scene and major tertiary institutions to transform into an internationally renowned innovation and employment hub for research-intensive and creative industries.
- > Preference for a north-south linear park/connection running the length of the corridor from Erskineville in the south, connecting through to Hyde Park and onto Circular Quay to the north, and extending west to Darling Harbour via Mortuary Station and the Goods Line.
- > Social planning should address the current gap in social infrastructure and respond to the needs of the future resident community as well as the working population. In particular, participants identified a strong need for primary schools, secondary schools, child care centres, aged care facilities, and sporting facilities.
- > Providing space for community gardens, green walls, solar and fuel cells at the individual building scale, dedicated cycle paths, designing for walkable neighbourhoods, car share schemes and smaller community buses that provide cross-urban public transport links at the neighbourhood scale.
- > Ensuring the planning process is broadly communicated and based on evidence of the needs of the current and future community, and working population. For example, providing enough child care centres to cater for mothers with young children who live in the area, as well as CBD workers who prefer child care close to where they work.

Workshop participants placed particular emphasis on a number of other issues that were not specifically raised through the focus groups, these included:

- > Ensuring the draft concept plan principles more directly address social infrastructure, and public and affordable housing.
- > Given the strategic location of the corridor, ensuring long term planning is undertaken at a whole-of-corridor scale to ensure a coordinated planning approach and integrated planning outcomes.
- > Developing and publishing the community participation process that will guide long term planning for the corridor, and allowing public exhibition of the draft concept plan.
- > An ongoing reference group that includes community members, key sectoral stakeholders (i.e. planning, local government etc.), and major landholders working together.
- > Formalised collaboration arrangements between UrbanGrowth NSW, the range of government agencies (for example, the NSW Department of Education), and other levels of government (for example, City of Sydney Council) needed to deliver integrated planning outcomes.
- > The need to develop and publish an evidence-base outlining minimum feasible densities across the corridor, and how these are impacted by different constraints at the precinct scale (for example, cost differences between building above or beside an active rail corridor).
- > Statutory mechanisms that ensure agreed long-term plans are adhered to and not deviated from through project delivery phases, whilst also maintaining a degree of flexibility so that plans can respond to evolving social, economic and environmental circumstances over the longer term.
- > Ensuring there are statutory mechanisms (such as development levies) that require integration of public and affordable housing within individual developments.
- > Confirming the status of existing gazetted local parks within the corridor boundary, and whether gazettal of these parks is to be reconsidered through the planning process.
- > Developing dedicated open space and heritage strategies as part of the long term planning process.
- > Ensuring social planning enables people to age in place (for example, universal housing design), provision of dedicated aged care facilities, and provision of the full complement of services and facilities required by an ageing population.
- > The need to focus on interpretation and communication of the areas unique heritage through interactive self-guided tours that use smart phone technology.
- > Creating a built environment that enables people to interact with the areas heritage on a daily basis. Residential warehouse conversions, adaptive re-use, and maintaining iconic streetscapes (such as Pitt Street, Redfern) were provided as useful examples of daily interaction with heritage.
- > Ensuring quadruple bottom line sustainability through development of robust governance structures and community participation processes.

Full minutes of the workshop, and additional comments provided by participants after the conclusion of the workshop, are provided at Appendix B.



Appendix A. Central to Eveleigh Draft Concept Plan

Central to Eveleigh Corridor: Concept Plan

Introduction

The 'Central to Eveleigh' (C2E) corridor can provide an excellent inner city location for new homes, jobs and infrastructure. The area being investigated includes the land used for rail operations and adjoining land between Goulburn Street (southern CBD) and Erskineville Station. This Concept Plan identifies the logical precincts in the corridor, the vision for each and broad timing for each for discussion with the community and government agencies.

Public Benefits

- New connections over and along the Corridor, connecting neighbourhoods with transport and other attractions.
- New activated and safe public spaces.
- New dwellings and a range of housing types, including affordable and social housing.
- New local jobs.
- New community facilities, local services and shops.
- New transport infrastructure.
- Interpretation of local history and adaptive re-use of heritage buildings – expansion of the Corridor's cultural role.
- Design excellence.
- Significant public and private investment – attracting international investment and opportunities.

Challenges

- Complex and costly construction over active rail operations.
- Managing the transition between new tall buildings and low-scale existing neighbourhoods.
- Significant level changes across the Corridor and the impacts for design.
- Future rail services and infrastructure to be accommodated.



SHORT TERM (0-5 years)

MEDIUM TERM (5-10 years)

MEDIUM / LONG TERM (5-20 years)

1 South Eveleigh Precinct

VISION

A primarily residential precinct centred around neighbourhood scale shops and high quality public spaces. Walkable streets with excellent connections to the surrounding neighbourhoods.

BUILT FORM

Diverse apartment buildings. Taller residential buildings adjacent to the rail corridor with lower buildings on the precinct edges to provide a transition to the existing low-scale neighbourhood.



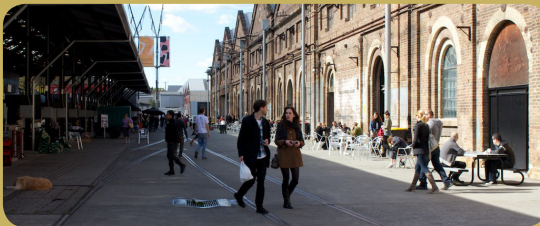
2 North Eveleigh Precinct

VISION

A primarily residential precinct close to cultural, education and work related activities. Significant heritage buildings are adaptively re-used to give the precinct a distinct character.

BUILT FORM

Diverse apartment buildings mixed with significant heritage buildings. Taller buildings adjacent to the rail corridor with lower buildings on the precinct edges respecting the existing neighbourhood character.



3 Australian Technology Park Precinct

VISION

Attract globally competitive industries to an enhanced business innovation precinct, close to universities. Explore more diverse uses, services, entertainment and facilities to support a vibrant place. Access into and through open spaces for links to Redfern railway station and community facilities.

BUILT FORM

Medium to high density commercial buildings with retained significant heritage buildings and items.



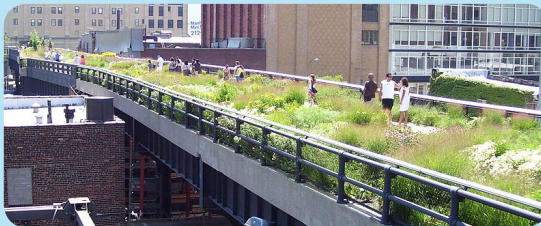
4 Redfern Precinct

VISION

A new, accessible and user-friendly station with high-quality public spaces. A mix of high density employment and residential uses as part of station re-development. Podium development over the rail corridor can create wide public places connecting North Eveleigh and Darlington with ATP, Lawson Square and Redfern Street.

BUILT FORM

High density commercial and residential buildings combined with a wide public plaza over the rail line. Retain most significant heritage items.



5 Central Station Precinct

VISION

A world class commercial and retail transit hub that provides for expansion of Sydney's CBD. Signature commercial, retail and residential buildings designed to meet major tenant needs for this unique city location. Excellent cross-corridor connections that link high-density neighbourhoods and UTS to Prince Alfred Park.

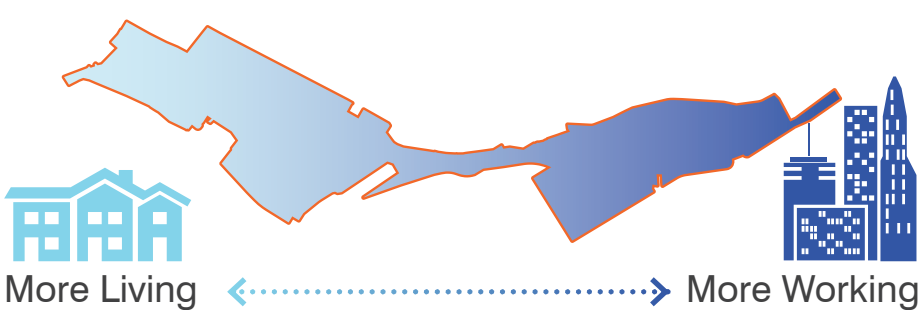
BUILT FORM

High density commercial, retail and residential buildings. Landmark towers and large floor plate retail and commercial offerings around the existing station core. Retention of significant heritage buildings and incorporation of new high quality public spaces.



Central to Eveleigh Corridor: Concept Plan

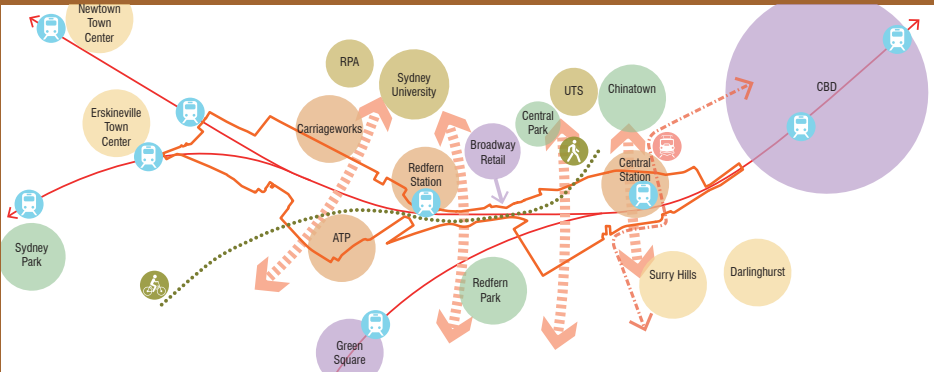
Housing and Employment



The preliminary land use strategy is to concentrate employment uses in the Central Station precinct and to a reduced extent in the Redfern Station precinct. Residential uses in the southern part of the Corridor will have a better relationship with existing adjoining neighbourhoods. The Australia Technology Park will continue to support research and technology based industries with improved integration to surrounding development. UrbanGrowth NSW wants the Corridor to deliver housing diversity and affordability and a range of employment land use opportunities to attract major employers to the area.

- How can UrbanGrowth NSW respond to issues of housing affordability? Do you think more diverse apartment types should be considered including smaller apartments?
- What are good examples of high-density residential neighbourhoods in the area – possibly located near lower density neighbourhoods?
- What would help to make the Central Station precinct feel like part of the City Centre?
- What level of retail services do you think are and will be required for the area?

Connections and Transport



The renewal of the Corridor creates opportunities to reconnect origins and destinations on either side of the Corridor.

- What are the most common weekday and weekend trips across the Corridor?
- Do you think the current connection points (Lawson Street, Cleveland Street, Devonshire Street pedestrian tunnel) service the area well, or poorly – what is wrong with these existing connections?
- What are the key destinations in the local area you believe require new cross corridor connections for walking and bike riding?
- What public transport upgrades should be considered?
- What are the existing traffic issues?

Heritage and Culture



An overarching heritage strategy is required for the Corridor to examine how Aboriginal and European heritage should be retained and made accessible to the community. A strategy to support and grow key local cultural activities will also be developed.

- How would you like to experience the history of the area? Would a history/heritage trail that interprets a wide cross section of historical places and activities be of value?
- Which buildings or other heritage items are of most value to the community and what uses would the community like to see in restored heritage buildings?
- What are the key local cultural aspects of the Corridor? What additional cultural activities should be provided for in the Corridor?

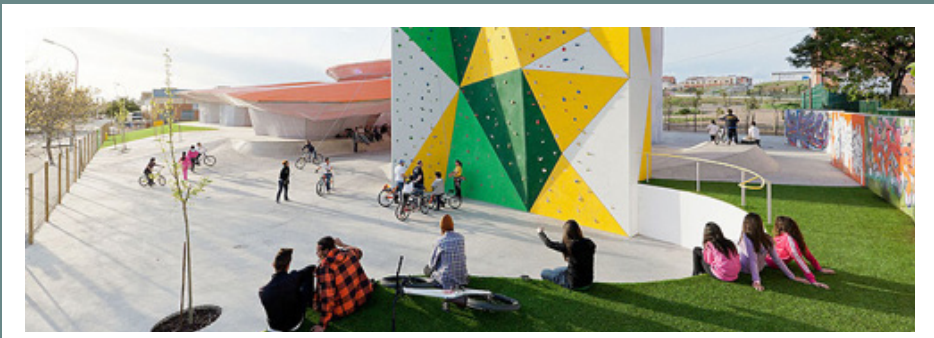
Sustainability



UrbanGrowth NSW wants to ensure that development promotes lifestyles with the lowest environmental footprint possible.

- Do you agree that lower car parking rates and higher car share parking for apartment buildings could encourage a less car dependent neighbourhood?
- What are the key measures required to reduce car dependency? Local shops? Pedestrian and bike safety? Pedestrian amenity?
- Would you support the inclusion of precinct scale green utilities being incorporated in certain new development areas – such as a recycled water schemes, efficient district heating and cooling facilities, solar arrays?

Public Spaces and Social Facilities



UrbanGrowth NSW will incorporate new public spaces and community facilities into future development to support new and existing residents.

- What are the best examples of local public spaces and local community facilities? Why are they attractive to use?
- Which areas of the Corridor would be good locations for new public spaces?
- How attractive would a 'linear park/ green walk and bike travelway' largely connecting the length of the Corridor from Central Station to Erskineville?
- What are the highest priority community facilities required in the area (now and in the future)? Schools, childcare, parks?

Australian Technology Park



Australian Technology Park will continue to play an important role in the Corridor attracting new employment, sustaining major heritage assets and providing spatial connections between places.

- How do you use ATP now and what things would you like to see retained or expanded?
- What uses, facilities and activities would you like to see introduced as ATP continues to evolve?
- What have you learned from previous development at ATP and what should be avoided in the future?
- If ownership of ATP were to change what are the key public benefits you would like to see retained if possible?

Appendix B. Community and resident group workshop minutes

Wednesday 25th June 2014, Australian Technology Park

Attendees: Troy Daly (UrbanGrowth NSW), Kerrie Symonds (UrbanGrowth NSW), Roberta Ryan (UTS), Alex Lawrie (UTS), Duncan Read (ATP), Vanessa Knight, Gary Speechley, Jeanette Brokman, Fionna Teys, Darren Jenkins, Andrew Marshall, Geoff Turnbull, Jenni Sams, Don Scott, Donna Scott, Elizabeth Elenius, Keith Johnson, Lyn Turnbull, Bruce Lay, Mary Lynne Pidcock, Irene Doutney, Margaret Brodie, David White

| Discussion Item | Points Raised |
|---|---|
| Update on Central to Eveleigh Project, Troy Daly (Program Director, Central to Eveleigh, UrbanGrowth NSW) | |
| Communication about Central to Eveleigh | <p>Informed participants of reason for delay in publishing November 2013 Stakeholder and Community Consultation, and Baseline Report on website.</p> <p>UGNSW has also received feedback that information has been difficult to find on the UGNSW website.</p> <p>A new website (http://www.central2eveleigh.com.au) has been setup to act as a central repository for all materials and documentation. We will be looking to have a more interactive website into the future to:</p> <ul style="list-style-type: none"> • facilitate communication with stakeholders and the community, and • establish interactive information display and feedback channels. <p>The website will be supported by display of documents at a number of physical locations.</p> <p>Participant Question:</p> <ul style="list-style-type: none"> • Will there be an opportunity to provide feedback on consultation reports before they are uploaded to the website? <p>UGNSW Response:</p> <p>For this round of consultation there will be an opportunity to review the draft report before it is placed on the website. There will also be an opportunity to review minutes of this meeting.</p> <p>Participant Question:</p> <ul style="list-style-type: none"> • A lot of people cannot or do not use websites to keep informed. Can an alert be setup when registering that sends an email notification whenever there is any update to the site? <p>UGNSW Response:</p> <p>Yes, the new platform will be fully automated but until this time communications will be via the existing email list</p> |
| Inter and Intra-Governmental Collaboration | <p>UGNSW has been working closely with Transport for NSW (TfNSW), as landowner of much of the land across the corridor, and NSW Land and Housing Corporation (NSWLHC) to establish a project collaboration agreement.</p> <p>The agreement will require that all partners agree on any future community participation processes or activities before they go ahead.</p> <p>In addition, any matters that relate more specifically to housing will need to have NSWLHC included first before they can be addressed. Similarly, TfNSW will need to be included for any more specific transport related matters.</p> <p>Participant Question:</p> |

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| | <ul style="list-style-type: none"> • There is a need for new primary and high schools and child care centres will NSW Education be a party to the project collaboration agreement? <p>UNSW Response:</p> <p>UGNSW is collaborating closely with City of Sydney on Central to Eveleigh and has begun liaising with NSW Education and Communities.</p> |
| Purpose of Tonight's Discussions | <p>UGNSW Comment:</p> <p>Discussions tonight are a continuation from the November 2013 meetings. UGNSW is deliberately seeking input on key aspects of the vision first before talking about a firm concept. Tonight is important for UGNSW to come back and get more specifics about particular issue areas identified in November to inform the concept planning process.</p> <p>For example, UGNSW would like to know, from a housing point of view, what do you like or not like around the area. There will be a certain amount of density across the corridor to make Central to Eveleigh happen, so UGNSW would like to know how density may have been done well elsewhere. Similarly, UGNSW would like to know whether you like the way heritage assets are reused at the moment, and how heritage can be reused in the future so it is of value to the community. Likewise, with transport and connectivity issues.</p> <p>From this input, UGNSW will craft a more detailed concept plan to test with this group of community members and a wider cross-section of the community in around September or October 2014. Following this, UGNSW will look at more detailed planning and delivery strategies at the precinct scale, including Redfern and Central Station precincts and the shorter term opportunities in the Eveleigh area.</p> <p>Participant Comment:</p> <p>There is some concern that the nine theme areas identified in the early consultation from November 2013 have been transferred into six theme areas, without any discussion around whether this transfer has lost any of the intent of the original nine themes.</p> <p>Participant Question:</p> <p>How can you have any reasonable discussion with the community without first declaring whether developers have made comments about minimum sizes for what is viable to be built across the corridor?</p> <ul style="list-style-type: none"> • If a developer comes in and says they have to have 10 storeys across the whole corridor to make Central to Eveleigh work, what's the point of all the discussions? • Are the developers suggesting to UGNSW that there are any minimum building sizes that need to be achieved? <p>Participant Comment:</p> <p>At a recent UrbanTaskforce breakfast they proposed 400m to 600m height limits across the CBD as what is viable now and there is a whole lobbying process going on for that. We know that UGNSW has a mandate to make profit, and we should be open and honest about the lobbying process going on.</p> <p>The comments on the previous minutes weren't correct and, when that happens, trust in this process is lost. This could be a great process to show how it works and that you can get terrific outcomes.</p> <p>UGNSW Response:</p> <p>There will be a need to for certain density across this corridor to pay for necessary works. Building adjacent and over active rail lines, stabling yards and platforms all have different levels of cost associated with them, which impacts the viability at the precinct scale substantially. Looking at these differences is part of</p> |

the work that is occurring now on different constraints at a precinct scale.

The early idea that there would be extensive density directly over operational rail lines is limited by cost. Part of the constraints work is to analyse where the correct form of public domain can be delivered, and then identifying what density is needed to deliver that – the focus is on creating great places first and then establishing the density mix that can support this.

Participant Question:

- Will you clarify density as being what is required for developers to go ahead with this?

UGNSW Response:

I would remind everyone that the UGNSW mandate is not singularly about profit, it is about great public places, housing, jobs, sustainability and balanced commercial/economic outcomes. It doesn't necessarily mean a 'market based' developer profit on every project achieved by UGNSW – we need to achieve long term commercial outcomes but have flexibility across a large portfolio in which to achieve this. Larger private developers however won't do projects unless they can make a required market hurdle rate – or profit – for shareholders and we need to be real to this fact.

The other consideration is current land value verses the additional infrastructure cost of building adjacent or over transport assets. In some cases land value won't catch up to additional infrastructure costs for over 30 years even with higher densities. For this reason we need to invest considerable time into the staging of precincts in the corridor – it will ultimately be proven as a long term staged program of works with some stages achievable in less than five years but some needing 20-30 years (or more).

Participant Response:

- If we make an assumption: building beside the rail corridor where it is cheapest, what is the minimum density for it to be economically viable?

UGNSW Response:

It's not that simple. When you look at the precincts in the corridor, there is no site that doesn't carry a large number of constraints – rail is just one of them. The variation in site costs means that required densities also vary widely.

Participant Response:

- What I am asking is, at the very best building conditions with the lowest difficulty, what's the minimum density developers are saying they would need for it to be viable?

UGNSW Response:

UGNSW haven't approached private developers on specific sites and cannot give a simple answer because it depends on the specific context and site conditions. There is no simple rule, because there might be a need for heritage adaptation, land remediation etc. on different parcels, and this will change the cost of each individual parcel and creates trade-offs across the whole corridor.

Facilitator Comment:

- It might be best to clarify UGNSW's role. It's an enabling role to get planning controls in place to enable the market to take it forward, is that correct?

UGNSW Comment:

UGNSW is a master developer - this means we conceive the best potential development taking into account local needs and opportunities, consult, facilitate the planning controls to make the preferred development happen, may choose to bring forward necessary infrastructure servicing works and then choose the best

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| | <p>approach to divest the site to private developers – typically a sale process in larger/wholesale lots.</p> <p>Broadly, UGNSW will come back to the community a number of times before we get to the planning control approval stage. UGNSW will talk to a cross section of private developers at the planning controls stage to test views on what is needed to develop a wholesale lot in the way intended.</p> <p>Facilitator Comment:</p> <ul style="list-style-type: none"> But UGNSW will define where the open space goes, where the social facilities etc. go – is that correct? <p>UGNSW Comment:</p> <p>Yes</p> |
| Community Participation Process | <p>Participant Comment:</p> <p>Developer groups (UDIA, Urban Taskforce etc.) have been talking with UGNSW about Central to Eveleigh since May or June last year, and separately from the community. There were minutes placed on the UGNSW website that documented developer discussions, but they have since been removed. Stakeholders, community and UGNSW need to all be in the one room and collaborating from the start to ensure the best outcome.</p> <p>UGNSW Response:</p> <p>Early discussions with developer groups were not specifically about Central to Eveleigh. These discussions were part of UGNSW's quarterly commercial-in-confidence meetings with industry, which discuss UGNSW's entire portfolio.</p> <p>The Central to Eveleigh project team has held a number of structured discussions about opportunities and constraints relevant to the corridor – but no discussion on specific site divestment opportunities.</p> <p>Participant Response:</p> <p>When you find things like minutes from meetings with developers on the website, and then it disappears, your imagination starts to run wild and it doesn't help with the transparency aspect.</p> <p>We are all sensible enough to be sitting down and talking with each other. I would encourage UGNSW to not be scared of bringing us all together from very early on so that, at some point, we aren't just told 'this is what the plan is', as opposed to collaborating over 'this is what the plan should be'.</p> <p>UGNSW Response:</p> <p>To engage with private sector developers more specific detail will be required on development opportunities – until this time the discussions will be too broad to be useful.</p> <p>As the corridor is heavily constrained the first body of work needs to identify how strategic delivery of projects within the corridor can take place – after this work is complete more specific site opportunities will be known.</p> <p>Participant Comment:</p> <p>The earlier discussions with developers were part of UGNSW's quarterly industry group. What the concern is, is what is the community participation mechanism for this project, Central to Eveleigh. We need clarity on that going forward. One way to approach it is how it was done, fairly successfully, for the Redfern Waterloo Authority where there was an ongoing reference group with representatives from local community groups. The group here tonight could transition into this type of ongoing structure.</p> |

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| | <p>Participant Question:</p> <ul style="list-style-type: none"> What about <Participant X>'s involvement in the meetings in November 2013, why was <Participant X> the only one there talking with other stakeholder groups? <p><Participant X>'s Response:</p> <p>I would like to clarify my involvement in those meetings. I was involved in early planning for the meetings and it was my suggestion at that time that it wasn't good having just one community member involved in those discussions.</p> |
| Strategic Role of Central to Eveleigh | <p>Participant Comment:</p> <p>Central to Eveleigh is in a strategic position at the gateway to the city, this is critical to think about otherwise suburbia will continue right into the city. There is a lot going on in the Southern CBD, and I understand separating how planning for all of this makes it easier, but we need to take a more coordinated and big-picture approach, otherwise we will end up with something like the Hudson Yards in New York at Central Station.</p> <p>Participant Question and Comment:</p> <p>I think this conversation tonight is a bit premature. If this is the most strategic site in Sydney and the largest site being developed in the nation, this should be about a much bigger vision. I love green space, so I will advocate for the corridor to be entirely open space and a river through it, which would be much cheaper.</p> <ul style="list-style-type: none"> Why are we racing ahead so fast when we haven't even collaborated yet? |
| Size of Central to Eveleigh Corridor | <p>Participant Question:</p> <ul style="list-style-type: none"> How big is the whole site in relation to Barrangaroo? <p>UGNSW Response:</p> <p>About 80Ha, it is much larger than Barrangaroo.</p> <p>Participant Response:</p> <p>Bays Precinct is about 80Ha as well.</p> |
| Central to Eveleigh Staging | <p>Participant Question:</p> <ul style="list-style-type: none"> The precinct numbers on the map, do they represent the order in which the corridor will be done? <p>UGNSW Response:</p> <p>The numbers are just for convenience and readability</p> <p>Participant Follow-Up Question:</p> <ul style="list-style-type: none"> I can see it is in the 5 year time frame and there is a lot of public housing in the South Eveleigh Precinct, so what is going to happen to that? It is government land, and I refer to the built form description which says higher buildings adjacent the rail lines, but South Eveleigh Precinct is where the public housing is? <p>UGNSW:</p> <p>As far as public housing goes, UGNSW can't set out what NSWLHC's policy may be. Any development of the housing portion would need to be based on a separate agreement with NSWLHC, and UGNSW does not have that in place for the moment.</p> <p>The yellow colouring on this precinct is to indicate degree of difficulty in potential construction – the area marked indicates that this area has shorter term development potential as it is relatively unconstrained.</p> |

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| Governance | <p>Participant Question</p> <ul style="list-style-type: none"> How will UGNSW guarantee Central to Eveleigh doesn't suffer the fate of Barangaroo, where a coherent master plan has been destroyed bit by bit over the years? <p>Participant Response:</p> <p>It's just so frustrating; all this consultation and you think things are going really well, and then it just disappears over-night through political decisions. You can be guaranteed we will need a great plan to start with, because the political outcome will be worse.</p> <p>Participant Comment:</p> <p>The problem is the unsolicited proposal process. They are never unsolicited; they are always invited and always pre-determined outcomes that the public has lost faith in.</p> <p>Participant Comment:</p> <p>There has to be some realism that things are changing. The community went through a master planning process for Australian Technology Park and North Eveleigh. A series of controls were developed and already they are being revisited, so we have to be realistic about revisiting things.</p> <p>It's about getting the best result so that we can stick to the controls. UGNSW has just been left with the existing proposals for housing estates in Redfern, Waterloo and Eveleigh. It's my understanding that Eveleigh housing estates have been picked up in the Central to Eveleigh Corridor, and planning controls for the Redfern and Waterloo ones will be looked at after.</p> |
| Affordable Housing | <p>Participant to Participant Question:</p> <ul style="list-style-type: none"> I'd like to ask <Participant X> the areas set aside for public housing in the Built Environment Plan Stage 2 Plan, were they in precincts or directly adjacent new residential buildings? That is what is so successful in Pyrmont, you have a real mix of people living side by side. <p>Participant X Response:</p> <p>It will depend on government resources. In the earlier plans they were talking about reworking the estates to bring in private housing. But it comes down to how willing the government is, otherwise you end up with zoning that says you can put new residential buildings in a particular area.</p> <p>Participant Response:</p> <p>This is why levies for public and affordable housing are so important.</p> <p>Participant Comment and Question:</p> <p>There is no mention of social or affordable housing, schools, parks etc. I don't get a sense of how there is going to be a more diverse mix of people. In Ultimo and Pyrmont we have a really good mix of affordable housing and it works. Diversity is great, but all we have talked about so far is the developer needing to pay for things.</p> <ul style="list-style-type: none"> Will there be a levy on developers to pay for affordable housing? It's absolutely crucial that in any plans there are levies for developers to pay not just for roads and rubbish, but for social infrastructure and affordable housing. It's absolutely essential to support not only the new community, but the existing communities on either side. <p>UGNSW Response:</p> <p>UGNSW is a master developer that looks at social and environmental outcomes – developer contributions will play an ongoing role in funding these outcomes..</p> |

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| | <p>Participant Comment</p> <p>There was enormous consultation for BEP2 where everyone realised that the diversity that integration of private and social housing is really important. People recognise integration brings people of different ages and incomes.</p> <p>It is something that is desirable and that everyone in the community wants based on what I attended for the BEP2 work. There is genuine acknowledgment that diversity is the heart of this community, it's not something to be put up with, but acknowledged, valued and recognised for the vibrancy it gives to the community. This is what we should be aiming for here.</p> <p>As part of BEP2, there was also, to some extent, a commitment there would be no diminishing of the social housing stock. But as new residential buildings come in, proportionally, the social housing stock goes down – but the overall number stays the same.</p> <p>Participant Comment:</p> <p>The key thing about public and affordable housing is that, where there already is some, we end up with the same number of public housing units we have now and use this opportunity to put more affordable housing into the city. City of Sydney has a target for affordable housing.</p> <p>UGNSW Comment:</p> <p>UGNSW also has a target for affordable housing through the UrbanGrowth Development Corporation – we will be working on future affordable housing strategies with Housing and the CoS .</p> <p>Participant Comment:</p> <p>Can we clarify definitions of public/social, affordable and private housing – where social housing is provided by the government at heavily subsidised rates, affordable housing is for key workers, students etc., and private housing can be more expensive estates.</p> |
| <p>Open Space</p> | <p>Participant Question:</p> <p>My question is about the existing green space in the area. The precinct boundary on the map takes in at least two gazetted parks. Some of them are small, and we have worked hard over the years to save them. Once there is density, those small parks become even more special.</p> <ul style="list-style-type: none"> • What is the status of those parks? • Will they be retained as gazetted parks with a restriction that it has to be something incredibly special if we are going to change their use? • Are all the gazetted parks back on the table? <p>Participant Follow-Up Question:</p> <p>I am talking about particular parks that are gazetted and haven't been greyed out of the map. I'm talking about Prince Alfred Park, Belmore Park, and the little park on Marion Street.</p> <ul style="list-style-type: none"> • They are not up for discussions with developers are they? <p>UGNSW Response:</p> <p>The reason they are inside the boundary is addressed in the Q&As on our website and the Department of Planning and Environment website – these open spaces should play an important role servicing future communities and potentially providing more linked green corridors.</p> <p>Take Prince Alfred Park, it is valuable open space and not to be used for development. The larger parks are in the boundary because their contribution is noted as important.</p> |

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| | <p>We need a public space/open space strategy that works – it may identify if there is a better overarching community outcome by trading off open space in one area for new open space in another – if the net effect for everyone is positive.</p> <p>Participant Comment:</p> <p>This is reinventing the wheel. City of Sydney went through a huge consultation process for the city plan, the DCP and the LEP. They know the community and the issues really well. What is in these documents is pretty good and you can't challenge that.</p> <p>The notion you can do something different to the prevailing context and character is rubbish – it should be compatible – not driven by economics, but compatibility with the environment. Detailed studies that align to what is in Council's plans are desirable as part of the Central to Eveleigh process.</p> <p>UGNSW Response:</p> <p>The CoS has an excellent understanding of the local area – this is why we are working towards an agreement at the UrbanGrowth NSW and Central to Eveleigh project level to work together.</p> <p>Participant Comment:</p> <p>One of the issues is that City of Sydney only understands parks, they don't understand places for active recreation where people can actually get active and do things.</p> <p>Participant Comment:</p> <p>Open space and solar access just shouldn't be seen as luxuries any more, they should be seen as necessities. A park for 5,000 people just doesn't work.</p> |
| Public and Social Facilities | <p>Participant Comment:</p> <p>Look at what is going on around the inner city, child care and sporting facilities are vital. At one point they were trying to shut Erskineville school, now it's full and so successful on any measure.</p> <p>We need to think about aged care as well, there are a lot of people in this area still living in the house they were born in. We need to make sure the area is affordable for them to stay, not every aged person can afford a \$1million apartment, like some of the units around here. It is part of a bigger picture thing – if you keep these people in place, it reduces demands on the health care system, but they need to have the support in their area.</p> <p>Participant Comments:</p> <p>We need to think about aged care being built into housing options, particularly in terms of public and affordable housing. If we are talking about ageing in place, we need to be doing adaptable and universal design.</p> <p>We need to have options for services and facilities as well, so it is seen as a total package. Things like community centres, PCYC, support services, public health and the like – places that people can go and meet and do community courses. These places are best run by Non-Government Organisations so they should be thought about as part of the mix for Central to Eveleigh.</p> <p>Participant Comment:</p> <p>One of the key issues with social facilities is the lack of regulatory capacity to stipulate what sort of social facilities go along with development. Usually it is just one small café that goes up and 600 apartments full of people all wanting to go somewhere.</p> |
| Connections and | <p>Participant Comment:</p> |

Transport

The rail corridor is an important consideration, technology may change over time and if we develop over it now, we may miss the opportunity to take up future technology change – it would be setting Sydney up for a massive failure.

Participant Comment:

We need to focus on increasing walkability because it's the answer to being able to access social services and all the things that people like to do – people need to be able to walk to them. In Erskineville, we have to drive to Alexandria because there is no carparking spaces at the child care centre, the coffee shop, or the school.

Participant Comment:

Walkable communities are exactly the kind of places that will bring aged people into the city. Social facilities in the city make these places more walkable and people will want to live and work there.

Community transport is also needed to take people to other local places that might be too far to walk. We need to plan for a major influx of older people because it is desirable in terms of more diverse communities.

Participant Comment:

This area has some of the highest densities in Australia, yet it is served by the narrowest of roads – like Botany Rd, Parramatta Rd, King St – and they are all like carparks, even on the weekends. If you are bringing more people in, you will have to widen the roads because public transport isn't keeping up with where people want to go, and cars will still be needed.

Other facilities, like sporting grounds etc., aren't going to be in this area so families will still need to drive children on the weekends. There is nothing mentioned in Central to Eveleigh to do anything about the transport links that feed this area, it's the cross-links and feeder roads that are most important. We want to make sure the responsibility for infrastructure doesn't just stop at the corridor boundary.

Participant Comment:

There is a big need for cross-urban transport links. It can take an hour on the bus from Pyrmont and we have one bus that goes to Circular Quay and another that goes to Town Hall. Ultimo is even worse, what will they do when some events at the new Convention Centre bring 27,000 people. But the law at the moment doesn't allow Council to run its own fare paying bus service around the inner urban area where people need to go. They need to remove this regulation.

UGNSW Comment:

The focus is not just on the red line marking the corridor, which is an arbitrary line showing land ownership. There will be a regional focus from a traffic point of view.

Participant Comment:

Transport is a big issue. They are going to put in a clearway strategy this year to support building of the light rail, and major roads around here will become clearways. City of Sydney won't provide the traffic modelling because it shows this traffic strategy doesn't work. Transport is the biggest issues regardless of whether a tram is put in because Sydney is already in gridlock and the train stations are over-flowing.

Participant Comment:

You just can't build cities around cars anymore, you need to minimise car use. Road pricing is what politicians should be considering.

Participant Comment:

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| | <p>Transport is difficult because all the traffic that goes to the city passes through here. We need to think about localised transport and how you get people to local shops and schools – places like Centennial Park. If you are going to increase density you have to have a way to move people outside of the immediate area. Look at the Perth solution of local community buses.</p> <p>Central to Eveleigh is government owned land and there needs to be a mechanism to capture the up-lift and make sure it goes back into transport and social facilities to improve liveability.</p> <p>Participant Comment:</p> <p>The other way to think about it is what was proposed at Central Park. They were going to share one car park between residents and commercial tenancies during the day. We also encouraged Frazers to look at selling units without a dedicated car park, but car parks that could be used on a shared basis.</p> <p>UGNSW Question:</p> <p>There is one idea to improve connectivity that UGNSW would particularly like to test. That is creating a linear pedestrian/bike way along and across the corridor, , similar to the High Line concept in New York. It has the potential to link to parts of the CBD such as Hyde Park, and potentially through to Erskineville – and could include cross links to the Goods Line. What do people think about that? Along the length key areas of public domain and activity would ideally be picked up.</p> <p>Participant Comment:</p> <p>Yes, that would be a fantastic idea, I love the high line</p> <p>Participant Comment:</p> <p>The High Line sounds great, but the concern is that there are so many tourists in the New York version that it becomes a trendy and unaffordable place to live. Whilst there is great attraction to the idea, there are also some issues.</p> <p>Similarly, the issue with the Goods Line in Sydney is that it hasn't become what it could be, it is all concrete and asphalt, not grass. The Goods Line is becoming tourist-like with lots of retail and bars, but the High Line has none of that because it is below at the street level. This idea would be a real asset, especially if you take it through to Mortuary Station, and combine it with water or river-like elements.</p> <p>Participant Comment:</p> <p>There is enough room that you could put it beside the rail corridor</p> |
| <p>Employment</p> | <p>Participant Question and Comment:</p> <p>This is likely to bring masses of people to the area and Alexandria is threatening to double in size over the next two decades.</p> <ul style="list-style-type: none"> • What are the jobs that will go along with this, and where will they go? • Are the new jobs likely to be professionals? <p>We need to leverage the ATP model and try and extend a technology hub from the universities to provide a value-add that attracts eminent academic centres and researchers.</p> <ul style="list-style-type: none"> • What's the vision for this? <p>UGNSW Response:</p> <p>UGNSW want to have the conversation about jobs. Residential land use is the highest and best use for land in the corridor with employment land uses at the lower end of values. One of the issues we are seeking feedback on is appropriate location and scale of areas that could be set aside for commercial uses.</p> <p>Part of the feedback we received in November 2013 was that the southern</p> |

portion is more suitable for a particular type of knowledge intensive research and development or creative precinct. Whereas Central is more suitable for A-Grade office space, maybe that's how we should think about. Perhaps it is traditional A grade office space (corporate and financial services) closer to Central Station, back-office functions with some larger tenants in the middle part of the corridor, with creative and knowledge intensive industries closest to the universities.

Participant Response:

But how do you contain that? Look at Central Park, everyone loves it but it's lost the dream that it was. What came from the community was all that the community love about it – the environmental initiatives and getting the university involved.

It was supposed to be commercial and living, but now it has difficulties finding commercial tenants and the market is producing too much residential. In 10 years' time, it will be different again. We can say whatever we like, but it is up to the market. It should be integrated, but separation of uses is attractive for developers.

How do we get a Grenoble style research hub? I have big dreams for this place and something that would be as amazing as Grenoble, how do we get that long term big picture thinking to happen, rather than letting the market determine?

ATP Comment:

ATP is focused on this and the need to be dynamic, which can be controlled by creating really high amenity. If you can ensure high amenity, you can attract high quality jobs. This isn't just about ATP, it's a nation building type of project and ATP is working closely with UGNSW to understand how innovation precincts might work here. This is not just about jobs at business parks, but business parks with jobs plus services and other uses like a bakery, hotel, gym, residential so you create an urban amenity that is not sterile, but is attractive to residents.

Participant Response:

This is what I am talking about, notching the thinking up a level to think about something that is so significant and successful that it is world class, and truly integrates the universities and builds on ATP to become a global institution.

Participant Comment:

In Pyrmont they did try to zone areas for commercial, but they have substantial vacancies – commercial just hasn't happened. There needs to be a mechanism that allows flexibility in the zoning so that the child care centre or indoor courts that we desperately need could move into these vacant spaces.

Not just bars or gyms, but things that people actually need. If we had things for people to do at lunchtime or on the weekends, it wouldn't feel like a ghost town at times. And they need to be public, not private uses, things like child care centres. We have 16,000 workers and 12,000 residents in Pyrmont, but two child care centres.

Or cinemas, we tried desperately for a cinema in Pyrmont so it wasn't so dormant at night. We want people to come in for the cinema and stay in the area for dinner once they are finished. These are the sorts of things that make a place more diverse.

Participant Comment:

We need smaller employment as well. Over the 30 years I've been here, there has been a huge change in the number of children. In the future, it will be local service providers that are the big employers.

If you look in Australia, the biggest proportion of employment is firms with 1-100 people. It's the smaller service oriented jobs that will attract people, provided the recreation and community facilities the workers need go along with it are there.

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| | <p>That's the key for employment here.</p> <p>Participant Comment:</p> <p>A lot of employment is home generated also, there is a big trend for home-based employment in this area. We need places, like bars and cafes, for home-based workers to connect with clients.</p> |
| Housing | <p>UGNSW Question:</p> <p>What are everyone's thoughts on good and bad examples of higher density apartment developments in the area?</p> <p>Participant Comment:</p> <p>Good density means diversity. You need 1,2,3 and 4 bedroom complexes, not rabbit warrens of all 1 bedroom student accommodation. If that happens, you just lock in one type of person and one type of community.</p> <p>But the developers want to get rid of all the 3 bedrooms, because they get more money if they have more one bedrooms.</p> <p>Participant Comment:</p> <p>Density isn't the issue; you can have appalling examples of minimum density. It's not a question of which is better; it all has to be done well. You can maximise density through low and mid-rise if you do it well. Plus it is greener and cheaper.</p> <p>Participant Comment:</p> <p>One excellent example is Sydney Park Village. It is all 5 and 6 storey buildings with one larger 10 storey building. There are two small ovals, swimming pools, tennis and basketball court, child care centres, a dry cleaner, a pizza shop etc. This is all focused around a central commons. If you have buildings from one side to the other, it would have been awful. And when you walk around, because it is 1,2,3 and 4 bedroom, you see a whole range of people. There are adult children, small children, and young children. It has everything you want, it's a community.</p> <p>Participant Comment:</p> <p>Another good example of housing is the building near on Moorehead St near Danks St [ie Phillip, Young and Kettle St block] with the blue tiles on the exterior.</p> <p>Participant Comment:</p> <p>In terms of density, the worst outcome would be a series of walls or buildings at uniform height, that sort of outcome is bland. What's important is you have a total diversity of types and heights. Harold Park is a really bad example of this, it's all rectangular and uniform and that just creates a wind tunnel.</p> <p>Participant Comment:</p> <p>Look at Paris, it is heavily mixed-use with shops on the ground floor and apartments above. What's great about this is that you don't need these really tall buildings.</p> <p>Participant Comment:</p> <p>The thing with mixed-use is that it doesn't happen everywhere. Look at Chippendale, where you get 300 people in the street drinking on a Saturday night. Mixed-use in Sydney just ends up as a small bar and residents are told to put up with the change. If you put bars in, you just get an unproductive workforce.</p> |
| Heritage | <p>UGNSW Question:</p> <p>Thinking about heritage, the group indicated ATP has been a good example of re-use, but what is missing?</p> |

Participant Response:

Communication and interpretation – telling the history of what used to be here in an engaging and interactive way - is what is missing. And it's been fragmented and split into two parts, better connectivity would make a big difference, as would telling the story of the former uses.

Facilitator Comment:

In the focus groups, it was surprising the number of people who didn't know where ATP is, what it is now, or what it used to be.

Participant Comment:

Heritage groups are interested in getting a heritage working group going because there is a lot of oral history and stories that can make a huge difference to how some of the sites are interpreted. These stories can make machines and places come alive.

There might be an opportunity to use GPS and smart phone apps for self-guided tours. Some of the things around here could be publicised more broadly as tourist destinations as well. There are a range of things that could happen, what is needed is a taskforce to get them happening.

Participant Comment:

The problem with heritage is that facilities get crowded by what is around them and they lose their sense of grandeur, importance and significance. We need some space that gives heritage a stage and lets them retain their context despite the changes that go on.

Participant Comment:

A lot of the heritage is not just about big iconic buildings. Look at Pitt Street, it is incredibly well preserved and people interact with heritage on a daily basis. They go past the court house and have a coffee and they can appreciate the heritage at the street scape. They mightn't be conscious of what it is, but they appreciate it.

Participant Comment:

Thinking broadly about heritage, it isn't just about buildings that are already designated. We should be thinking about adaptive reuse. There have been very successful warehouse apartment conversions, but there are a lot of these. The Foundry is a good example.

We need to think about different and more creative kinds of adaptive reuse, for example, what is happening at ATP is great. If we could just get some residential through these larger heritage areas so that it's not just commercial facilities used Monday to Friday but they are used at all different times of day. ATP falls over because it is just somewhere people walk through.

Participant Comment:

What isn't working with Central Park is that they lost too much heritage, and now it looks like another Dubai when you approach from Broadway, it has no significance in terms of the Sydney story. Sydney has an incredibly unique Victorian inner core characterised by sandstone. It's no longer a city of villages, you can see the Dubai model creeping in and dominating.

The dominant structures will be new and detract from the heritage precincts, for example, Chippendale has a beautiful Georgian style precinct. How we plan to feature these places and retain a residential community will be crucial. Once you focus on mixed-use, that means commercial so you lose what makes those villages unique – the community around it.

Participant Comment:

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| | <p>The other thing about heritage is there is 'facadism' and then there is re-use. There is a good example of adaptive reuse on the corner of Lawson Street. The area that would be great for re-use is at the eastern edge of Central Station. There are heritage buildings of 10 storeys that would be perfect for reuse as apartments.</p> |
| Sustainability | <p>Participant Comment:</p> <p>In terms of sustainability, City of Sydney has just done a plan to 2030 that looks at water capture, recycle and reuse, as well as tri-generation and these are useful ideas.</p> <p>We need to make sure we have as many solar and fuel cells as possible. We also need to think about lighter surfaces and greenery to reduce the heat island effect and reliance on air conditioning. Local recycling and composting would be useful also to reduce waste truck movements and help with congestion.</p> <p>Participant Comment:</p> <p>One overarching consideration is the need for quadruple bottom-line sustainability - economic, environmental, social <i>and governance</i>. The discussions we are having tonight are crucial for the governance component, which are often left out of sustainability considerations.</p> |
| Closing Remarks | <p>UGNSW Closing Remarks:</p> <p>Thanks to all participants for detailed feedback. The report will be drafted on the basis of the focus groups outcomes and tonight's discussions. There will be a faster reporting process this time around.</p> <p>UGNSW is gathering inputs to inform an overarching concept plan and to shape the delivery framework for Central to Eveleigh, including more expert studies. Once there is a more robust draft concept plan developed from this process, UGNSW will come back to the broader community and this group and test the overarching concept plan in around September or October.</p> <p>We remind everyone that Central to Eveleigh is a long term project and future community participation will need to take into account both urban renewal and the fundamentally important transport service and infrastructure needs of the project – to this end future community consultation will be jointly agreed between UrbanGrowth NSW and Transport for NSW.</p> <p>Thanks again.</p> |

Appendix C. Additional comments from participants

Two participants from the community group workshop provided the following comments in writing after the conclusion of the workshop.

Participant 1

HOUSING AND EMPLOYMENT

Housing Affordability and apartment diversity:

As much of the corridor is government land this could be a great opportunity to increase the amount of affordable housing in what is one of the most expensive cities in the world. This would be a perfect opportunity to introduce an affordable housing levy on any development along the corridor and a Voluntary Planning Agreement system which would give incentives (FSR) for providing additional affordable housing. The subsequent housing should be on site and in perpetuity, mixed in with market housing.

A redevelopment of this scale on government land could provide a chance to supply alternative types of innovative and diverse housing packages including co-ops, community land trusts, collectives and other forms of communal housing which could provide an affordable way of allowing people to live in communities rather than the isolation of antiseptic high-rise blocks. It would also allow people to age in place so Universal Design principles should be mandatory.

I accept that there will be pressure from developers to build large high rise residential blocks but these must not be allowed to dominate the way they did in the fly through shown on Channel 9. That fly through was the antithesis of what was said in the first community consultation and appeared as nothing more than a wall of high rise buildings that created a huge wall between the east and the west of the area, this was the very thing that the attendees had warned against.

Green spaces and connectors were considered as essential to avoid this cutting off of the communities on the different sides of the railway line.

Obviously there will be some high rise but there will be potential to create a diverse range of building heights and designs that could encourage smaller, more community centred housing types.

In terms of connecting the CBD to Central 2 Everleigh one of the key possibilities is to continue the architectural excellence that is emerging on Broadway with some of the buildings in Central Park and the new buildings at UTS. I would note however that the Central Park density is highly contentious and my comments on good design do not include support for such intense density.

In Melbourne they successfully mix unusual modern buildings with heritage items and create an exciting mixed streetscape that is an attractor in itself. We should aim to adopt this approach with design excellence being one of the cornerstones of the corridor.

In terms of apartment diversity I do not believe that apartment size should be reduced below existing BCA standards, especially in the case of studios and one bedroom apartments. Amenity should not be sacrificed for increased units per building. There is a strong argument that you can house just as many people in well- designed medium to low density buildings with higher amenity.

It is also essential that residential developments include communal open space and green roofs, walls and courtyards that add multiple benefits such as temperature control, encouraging biodiversity and wildlife corridors, cleaning the air and providing a more natural outlook for residents.

I would again emphasise the need for the principles of universal design to be incorporated into all residential development as we face an aging population who will want to live within their own homes as long as possible.

In terms of examples of good high rise developments I find it hard to identify many in Sydney. The Central Park development is looking very interesting but the density is concerning especially with the next building documents looking enormous and overpowering. When we look at the large number of high rise

buildings going up in the new suburbs around Green Square we can see what not to do in terms of poor design and uniformity that will lead to slums of the future.

Where there is more diversity and open space such as in Victoria Park in Zetland, which has been built in the Green Square surrounds and has central street nature strips, varying heights and building design, a central park with community building and wide streets, there is a much better amenity, diversity and potential for sustainable development.

There must be distance between large buildings and variety of size and design to give some sort of character and interest to an area. Some people say Pyrmont is a good example and it is worth noting that this area had inclusionary zoning which meant that the area contains multi-million dollar apartments, affordable housing and public housing and offers an example of social mix and apartment diversity.

In terms of building design and environmental measures the commercial Dexu building at 1 Bligh St is a fine example of how inspired design can work. Through the use of design excellence, innovation and courage the use of modern adventurous architecture could tie the hub that is growing at Broadway along the C2E corridor.

Retail Services

At this very early stage of the planning process I don't think it is possible to project what retail services will be needed until we have more idea of the projected populations and the sites developed.

Obviously basic retail such as food outlets, restaurants, cafes, laundry services, hardware etc. will be needed but certain areas that have a growing reputation for certain products such as retro furniture and bric a brac in Redfern could be encouraged and highlighted. It will also be important to include cultural retail services like galleries, book shops, rehearsal spaces and some sort of entertainment venue/s. The Carraigeworks in the North Everleigh site is a great example of a successful cultural venue which provides theatre, music, art and a hugely popular fresh food market on Saturday mornings.

The Carraigeworks services the local community but it is also a popular attractor that brings jobs, culture and money into the area. It is a fantastic adaptive reuse of the local rail heritage buildings on the site and could be a model for more unconventional forms of retail. The adaptive reuse of the Tram Sheds in Harold Park is another example of an industrial heritage site being used to meet the needs of new large to medium density development.

I believe the ATP could offer a retail service of sorts if it created a public science museum/ attraction that would act as an attractor into the area. Science museums and science hubs are very popular overseas and those I visited in Japan and China were popular tourist attractions.

CONNECTIONS AND TRANSPORT

I cross the corridor regularly going from the eastern side of Redfern station to Darlington (Carraigeworks, Abercrombie St cafes), to City Rd (Seymour Centre, Victoria Park), Glebe, Pyrmont (Pirrama Park), the CBD.

Transport into the CBD is good with trains and buses but we are still waiting for Redfern Station to be made accessible and to have a lift installed. This is a major concern which affects the disabled, the elderly, mothers with prams or people with shopping trollies and baggage. The Minister promised this upgrade for Redfern Station and nothing appears to be happening. This is an urgent issue for just and fair transport options in the area.

In terms of travelling across the corridor to Darlington, City Rd, Glebe or Pyrmont there is no transport at all that I know of apart from the Council supported Village to Village bus service which runs sporadically on a couple of days a week. All these trips have to be made by walking, cycling or driving and I would note that a street like Cleveland Street is extremely hilly and an unpleasant walk for pedestrians.

Lawson St is a relatively short and narrow street that has huge problems coping with the thousands of students that arrive via Redfern Station and walk to the USYD down this street and through Darlington. The problems for pedestrian traffic in this area have been an issue for years. For locals it's an easy walk to Darlington but it is a nightmare during the weekdays.

The Devonshire Tunnel is similarly a dark, cold uninviting place that is used to funnel students to UTS and workers to the ABC. It is certainly not an inviting connection between the two halves of the precinct.

New Cross Corridor Connections:

A new green link between Chippendale/Central Park and Prince Alfred Park should be one of the first new connections which could run from Regent St across the railway lines near the Cleveland St intersection and join up with the western side of Prince Alfred Park. This would greatly improve the connectivity for Chippendale residents with the award-winning park which is currently blocked by the rail lines and the roads.

The Regent Street / Cleveland Street intersection is one of the most uninviting places along the corridor although Council has tried to soften the area with green plantings it still acts as a disconnector for residents between the east and west sides of the railway line.

Another connection that has long been discussed is a bridge between the ATP over the rail lines to North Everleigh which would save people having to walk all the way up to and around the station to get to the Darlington/Carraigeworks. It also offers the opportunity for a "High Line" or a green corridor.

Public Transport and Traffic:

As mentioned earlier a lift for Redfern Station is essential and promised but the whole station needs to be upgraded so that it is fully accessible.

Cross precinct bus services are needed to connect Redfern with Glebe and surrounding areas.

308 Bus service needs to be improved as does the 355 both of which end around 7pm.

There have been a lot of people calling for Regent and Gibbons Streets to be returned to two-way streets to try and slow down the through traffic and make the streets more pedestrian and shopping friendly.

What effect will the bus access changes and through road plans have on Chippendale as it is believed this will put more traffic on an otherwise congested street.

Traffic congestion and parking are issues that are currently creating growing problems in the C2E precincts and careful planning re car parking will be needed with the increase in population expected. Programs to discourage car ownership in the areas will be needed but the location of the sites along the train line should make owning a car redundant.

More cycleways should be planned for the new connectors and existing main roads in an east/west direction as well as the current north/south lanes.

HERITAGE AND CULTURE

Heritage and culture needs to be embedded in all sections of the corridor or else the sites will become barren places for warehousing people without creating the ambience that makes for a vital community. It is essential that community past and present is not lost in the desire for density and high rise development.

In the past there have been many tours through the areas around Redfern and Waterloo such as the 'Tours of Beauty' organised by Squatspace and suggestions for an Aboriginal social history walk and the rail enthusiast tours of the ATP. The City of Sydney's "Eora Journey" will also have walking guides on the history of Aboriginal occupation stretching from the harbour through Central into Redfern which has historically been the urban heart of the Aboriginal community.

Thus I think there are 3 streams of Heritage and Culture that are relevant to the C2E corridor.

Firstly there is the railway and working class heritage that is represented at North Everleigh and the ATP and at Central Station itself. A Heritage Taskforce was set up by the RWA and this group needs to be reactivated and the work and reports already done revisited. The Carraigeworks has already been discussed as an incredible example of the adaptive reuse of heritage buildings for cultural purposes. There are many of these large historical buildings along the corridor especially in the Redfern and Everleigh sites. There are also important buildings like the CME building in Wilson St at the northern end of the North Everleigh site which needs to be protected before it becomes too dilapidated to reuse.

Secondly, there is the incredible rich Aboriginal urban heritage that is centred in Redfern and the Block. The urban history of Aboriginal and Torres Strait Islander peoples in the area is incredibly important from their working class history in the train yards and local factories to the political developments which led to the setting up of Aboriginal run organisations in Redfern such as the Aboriginal Medical Service, the Black Theatre, The Aboriginal Legal Service and the radical political groups that met in the Block. The

celebration of Aboriginal and Torres Strait Islander culture, particularly contemporary urban history and culture should be an aim for the Redfern precinct. Encouraging Aboriginal run businesses to the area could add to the areas identity.

Thirdly, there is colonial heritage which needs to be protected, celebrated and included in the redevelopment of the area. Buildings like the Mortuary building on Regent St, which could be highlighted in a potential green connector to Prince Alfred Park, need to be protected. I've already commented on the heritage importance of North Everleigh and what's left of the ATP but the industrial heritage of the whole of the corridor should be preserved and adaptively reused where possible.

There are many derelict and under used interwar and Victorian warehouses along the outside edge of the Central boundary along Elizabeth St and further along the corridor which are perfect for adaptive reuse. There are two examples in Redfern – the Watertower near Redfern Station and the converted commercial building on the corner of Abercrombie and Lawson St Redfern – which demonstrate how well these types of buildings can be reused as residential apartments or creative spaces. Again design excellence is essential especially where upzoning allows modern additions. A Heritage Strategy for the whole corridor needs to be developed which identifies all heritage and potential assets in the four precincts and the streetscapes that surround them.

The South Everleigh Precinct is opposite rows of heritage houses and it is a very narrow piece of land so the idea of putting high rise next to the rail line with lower buildings stepping down to the residential terrace lined streets, is highly improbable. High rise along this strip would create a wall of buildings echoing the density and height of Channel 7 which has caused huge community concern and is an ugly and detracting addition to the streetscape. The South Everleigh site will need to be treated with a lot of sensitivity as it leads into low-rise heritage Erskineville and faces two storey terraces. The southern end of the Precinct should be low-rise with more height towards the Channel 7 end but it should not repeat the same bulk and density of this overpowering, ugly building.

I would stress the importance of maintaining or increasing the amount of public housing in the South Everleigh Precinct. It should not be removed or transferred due to arguments about land values and should not represent a diminution of the amenity of the existing tenants.

Redfern Station is a heritage item and its heritage features should be maintained and enhanced. If there is to be large scale development over the train tracks in this area it should be retained. The murals in Lawson Street in front of the station should be refreshed or renovated as part of the social history of the area particularly the Aboriginal history.

SUSTAINABILITY

Sustainability should be the key to all new development, there is no excuse for “business as usual” at either an environmental or economic level. It is in the developer's interests to build ESD principles into their buildings and for planners to do the same at a Precinct level. Building design will be critical to all development along the corridor but where it goes over the rail lines will provide great challenges and opportunities to develop sustainable buildings which are as energy self-sufficient as possible while providing resident amenity in a difficult environment.

Solar Panels should be mandatory and other innovative forms of energy generation such as trigeneration should be considered to make the Precincts more energy sustainable. Hot water and energy should be produced by alternative sources wherever possible and small scale urban wind power should be considered.

For small developments like co-ops a good model to look at is “Christie's Walk” in Adelaide which is based on urban ecology principles and includes community gardens, roof gardens, straw built houses, small blocks of apartments built from recycled and innovative materials with co-operative governance principles and tiny energy and waste bills.

The north/south transport options are such that car ownership along the corridor should not be necessary and it is important not to encourage more car ownership in the inner city. Having car share arrangements such as Go Get cars installed or attached to apartment blocks is a good idea which would need to be supported by good pedestrian and cycling routes throughout the corridor, especially along the east/west route.

Community gardens and roof top gardens will be essential to keep the Precincts green and connected and will encourage people to grow their own veggies and to eat fresh food. Community Gardens

contribute to the sense of community in an area or building, encourage birds and other wildlife and urban ecology and encourage healthy pastimes and eating habits.

Water tanks and water recycling will be an important aspect of making the Precincts sustainable.

PUBLIC SPACES AND SOCIAL FACILITIES

Public spaces and green parks are treasured by communities and need to be integrated into any planning for the corridor as a whole even though it will be developed in stages. A linear park or Greenway would be a great feature for the corridor and should be proposed as an idea in future forums and community consultations.

Similarly ideas of “High Lines” as connectors from east to west are also very exciting. I note this is suggested for Redfern Precinct and could be considered in a place like Lawson St which would have the heritage station front, the murals, the Pemulway Project and the large numbers of pedestrians heading to the USYD.

As mentioned in a previous section I would suggest a green connector between Chippendale/Regent St and Prince Alfred Park which would open up one of the ugliest street corners in the area and create a green flow from the high rises of Central Park and the leafy terraced streets of Chippendale into the prize-winning park.

A similar style of connector could provide open space between the ATP and North Everleigh over the rail lines at the south end of Redfern station.

Open space should also be made part of development consents so that no new buildings fail to provide a decent amount of green space for their residents well-being and amenity.

The redevelopment of the C2E corridor provides the perfect opportunity to provide a new public high school for the South Sydney area, increased primary school places and a number of childcare centres. Childcare is desperately needed in the area and these needs will only grow with the increase in population.

Community rooms, gyms and amateur sports facilities will also be needed as will doctor’s surgeries, dentists and the like.

Planners must be careful however not to create a disconnect between existing services and facilities and demographics and those new residents who will move into the area.

In terms of existing local facilities I think Sydney Park is an outstanding regional park and Prince Alfred Park is an important urban green space with numerous sporting facilities. Both parks have wonderful trees and I can’t emphasise the importance of having as many trees throughout the area as is possible, again these should be included in all developments. Apart from Prince Alfred Park this is a very barren and ugly corridor with only a few pockets of green space in what has been a rail transport corridor it will need all the greening it can get to clean and cool the air as well as beautify the area.

In terms of Social Facilities it is worth looking at the plans for the Green Square library and forecourt for an innovative and alternative approach to creating a community facility that will be used from everything from library books to rehearsal and art spaces.

I have already discussed the important social and cultural role of the Carraigeworks but there is also the WEAVE Youth facility in Waterloo Park and the Surry Hills Library.

It is also important to look at existing services and how they will relate to the new developments so that needs are not duplicated or missed completely. Existing social services need to be supported and helped to enlarge their services to include new communities. Organisations like South Sydney Community Aid which works with CALD communities may be a model for services in the future when the population of new developments may come from overseas backgrounds.

Community building will be very important as the demographics of the area change and it will be important to continue to support existing communities and local community centres.

AUSTRALIAN TECHNOLOGY PARK

Currently I mainly use the ATP to attend conferences and meetings for corporate needs really. In the past I attended a Railway Heritage Festival which attracted a good crowd. The Park however comes across as very corporate and detached from the community apart from the Business Chamber. This is unfortunate

and it would be good to see the Park more involved in grassroots community events. I know that the Executive Officer has expressed interest in any ideas along these lines.

The ATP was set up as a hub for innovation and technology and it would be good to see it continue down this line by ensuring that start-ups and research are part of whatever development is planned for the last three sites at the Park. Although residential will be appealing financially it is important to keep this employment and technology hub, as this will be one of the important economic drivers of the future.

I would like to see the ATP be just that with an educational/museum/display centre that would work as an attractor to bring visitors to the Technology Park, it could fulfil its potential as a science hub with its feet deeply rooted in the industrial past of the heritage site.

I was not aware of a great deal of concern when the ATP was first created but I could have missed it. However the process and result of the Channel 7 development has been very controversial along with the Parks parking policy which meant there has been a spill over of cars into the surrounding residential streets which created a good deal of hostility. It will be important for the ATP to work with the local residents when any new development is proposed.

From my reading of the papers for the Channel 7 development the height in storeys turned out to be very different to the height in reality when all the antennas and bright signs were installed. This created a great deal of mistrust towards Channel 7 and any development at the ATP. I believe future development should go to the community as early as possible and should be true engagement which allows them some say in what is going to confront them.

I am very concerned about your final question about the possibility of the ATP “changing hands”. I feel very worried about what this implies for the future and the incredible changes to the ATP that it could bring. I would like to have more information on what the government is thinking of in relation to the future of the technology park.

This is also a decision that needs to be discussed with the community as divestment of the Park could change the whole tenor of the area and residents need to be aware of how the Park plans to develop into the future.

Participant 2

1) Urban consolidation and high rise.

1.1 Urban consolidation is the only form of renewal that makes sense in the CBD of a rapidly growing city like Sydney. This must be and can only be achieved vertically through high rise buildings.

1.2 We fully support the approach by which relatively slim towers rise from large relatively low level ‘platforms’ (4 – 6 stories maximum?) The slim towers allow light and air and views and a sense of space. The worst of all consolidation outcomes would be uniform, low to medium rise monolithic blocks. Opportunistic and incremental infill of suburban lots (such as has occurred in Kur-ring-gai) is not an option and would achieve neither effective consolidation nor a livable environment.

1.3 The height of high rise: How high is a sensitive issue, but once high rise is accepted as the solution and its optimum location(s) established, the higher the better in our view. Additional height and the greater population justify and pay for essential social infrastructure (see 5 below) and additional transport.

1.4 It was argued at our workshop that the cost and disruption resulting from the construction of ‘platforms’ above the rail lines would be prohibitive. The Plan should nevertheless, if possible, retain the possibility for such development in future.

1.5 The Australian Technology Park, whilst involving high standard re-use of heritage industrial buildings is almost completely dead at closing time. How much more effective use of space would be a mixed residential/commercial/Affordable Housing precinct which optimizes scarce near-City land in a planned way.

2) Transport Links

2.1 The successful implementation of the plan will depend upon effective transport routes into, out of and across the C2E precinct.

2.2 Transport along the rail corridor: The light rail system should be extended from Central station to provide a shuttle service along the C2E corridor, thus reducing or eliminating additional pressure on

existing public transport services, and reducing the need for parking spaces and indeed for cars within this precinct.

2.3 Park and Ride: A major step towards decongestion in the CBD could be taken if Park and Ride facilities were incorporated into the Plan at the end of the extended Light Rail (see 2.1). The Light Rail would need to link to the road system to facilitate this. Once near-City transport connections are in place, congestion pricing could be imposed to limit the number of cars entering the CBD.

2.4 Road transport across the rail corridor: Transport links across the rail corridor will be essential. We suggest by far the best solution for cars would be road tunnels. Pedestrian and cycle links across the rail tracks would be above ground.

2.5 The rail corridor provides the perfect location on both sides of the track for pedestrian and cycle parkways that would be visually attractive and practically effective. The light rail extension would run beside the rail corridor and separated from the Parkway to facilitate rapid movement by trams between stops/stations. Bicycle and pedestrian links across the corridor would coincide with these stops.

2.6 Road transport along the corridor: We argue there should be no roads along the corridor. The focus should be on connections across the precinct (preferably by tunnel) to existing road systems. If a road along the corridor is considered essential, there should be a road along one side only.

3) History, Heritage and 'the built environment'.

3.1 Streetscapes: Where possible, streetscapes should retain a sense of the history of the area.

3.2 Setbacks: High rise towers should be set back, minimally, from the pedestrian/cycle parkway and to a greater extent where the new developments shade into established neighborhoods.

3.2 Heritage buildings and sites: We do not believe that heritage structures necessarily lose their strength and value when taller buildings rise above them. Sydney, like other major cities around the world already has many examples where heritage buildings and historical streetscapes are framed by and arguably enhanced by surrounding high rise buildings. There are of course contrary examples which would need to be avoided.

4) Social Infrastructure

4.1 Definitions: Social infrastructure is defined here as facilities for educational, cultural, community, sporting and leisure activities, including the enjoyment of open space and public art. There needs to be space in which members of the community can make their own cultural and recreational activities.

4.2 Education: The Plan will need to cater for its own community and also neighboring communities, where there is a well established shortfall in provision. The plan needs to include Child Care, for workers coming into the area as well as residents working outside it, and educational needs at primary, secondary and possibly even tertiary levels.

4.3 Aged Care: Many older people are moving to apartments in the inner City suburbs, and in the CBD itself. It is desirable that there be a mix of accommodation to house all ages, and essential that more aged care facilities be provided to enable the frail and elderly to stay in the communities, with their support networks. Physical infrastructure must be designed to be friendly to the frail and elderly (eg provision of lifts at Redfern Station).

4.4 Affordable/Social Housing: Developers should continue to be charged an Affordable Housing levy to enable adequate provision of housing near their workplaces for Key Workers employed in the services sector.

4.5 Cultural activities: Residential units do not provide opportunities for the practice of music, fine art, pottery, dance etc. Studio, rehearsal and performance spaces need to be provided and these are best integrated with educational facilities for use by public schools, and by the community outside school hours. Such use can be, at least, self funding.

4.6 Community facilities: The community needs to have meeting rooms and other spaces and facilities where people can meet for a diverse range of purposes that help to build a community. These could best be integrated, in our view, with cultural educational and even sporting provision.

4.7 Sporting activities: The City of Sydney has failed to provide facilities for children and young people to engage in team and other sporting activities that in addition to being valuable in themselves, help to create a sense of community. Where space is at a premium the solution should be multi-purpose sporting

and leisure centres that can operate at all hours and in all weathers. Such sports centres should serve the local educational institutions as well as the community as a whole. At least one state-of-the-art skateboard park should be included in the Plan.

4.8 Open, green space and public art: Not the least of the attraction of city life, at least in the great cities, is the sheer pleasure of being a part of the city, its architecture, public art and green spaces. A full range of other leisure activities could be integrated into the other developments outlined above.

4.9 Overview: The C2E corridor redevelopment offers major opportunities for social infrastructure that would benefit not only those who live and work there, but those who can travel there by public transport along the corridor. Such facilities should be integrated so that they serve the educational needs and the community as a whole. They should include community meeting rooms, music, dance and drama rehearsal and performance spaces, art studios and galleries. Social infrastructure could be located within the 'platforms' of the high rise buildings, ideally where educational institutions are already located, or the social infrastructure might have dedicated space elsewhere but within range of educational institutions and with priority assigned to educational institutions during school hours. In addition, and in no way as a substitute, the 'Parkway' referred to above (2.5) could provide space for outdoor sporting facilities.

5) Environmental sustainability:

We simply want to emphasise that the C2E Corridor Plan must surely aim to be state of the art in all aspects of environmental sustainability. Efficient use of power and water equals cost reductions in the long run.

Appendix D. Response to community participation process from community and resident interest group

Central to Eveleigh – Some REDWatch Concerns

UrbanGrowth NSW (UG) has just completed some focus groups about Central to Eveleigh (C2E) issues around a [Draft Concept and Key Issues summary - June 2014](#).

This was an important discussion but there were some other issues of the concern that were raised which REDWatch would like to see addressed. This paper seeks to explain these concerns and put them on record.

Background on REDWatch Involvement on the C2E site

REDWatch has been engaged with a succession of Government bodies since 2004 in discussions about the Eveleigh part of the C2E site. Over this time we have seen the RED Strategy, planning controls for ATP and Eveleigh, an approved Concept Plan for the redevelopment of North Eveleigh, Draft Plans covering the redevelopment of Eveleigh public housing, the North Eveleigh access road and Affordable Housing proposals, interminable discussions about Redfern station and an Interpretation Plan for Heritage across the former Eveleigh Railyards site.

Under the Redfern Waterloo Authority we were promised significant community engagement which was watered down to quarterly Ministerial Advisory Committee (MAC) meetings which provided some reporting but locked the community out of real discussions about what happened on the site. The Built Environment MAC (BEMAC) for example was excluded from seeing any of the design competition entries for North Eveleigh that were used to prepare the North Eveleigh Concept Plan. The BEMAC was shown the first Built Environment Plan (BEP1) that dealt with Eveleigh Railyards after it went on public exhibition, and just before exhibition in the case of the second Built Environment Plan (BEP2) dealing with public housing redevelopment. REDWatch was continually pushed into reacting to the plans Government put together behind closed doors.

Outside this process REDWatch invited the Government bodies like the RWA / SMDA / UrbanGrowth / Land and Housing Corporation etc to REDWatch Meetings to discuss issues of concern to REDWatch that we knew were being looked at internally. We also met with people from those organisations for briefing and off the record discussions.

With the Planning White Paper announcement last year being followed by the announcement of work on Central to Eveleigh, REDWatch saw the opportunity of taking the promise of upfront community engagement in strategic planning that was proposed for the new planning system and applying it to work on C2E. REDWatch asked UrbanGrowth and the Department of Planning to use Central to Eveleigh to model this new approach to strategic planning.

Resulting from this the Department appointed UTS to assist UrbanGrowth in planning its community engagement around this strategic planning. Geoff Turnbull (REDWatch Spokesperson and earlier BEMAC member) was asked to also participate as a community person in the planning process. That process lead to three sessions in 2013 (one with Government and key land owners, one of randomly selected people from the wider community and one with community groups around the site), the report from these sessions was made public in [Initial Stakeholder and Community Engagement Report - Jan 2014](#).

The group responsible for the initial consultation never met to review the process or to discuss the next steps. The report was finalised by email. KLA, the consultants finished up, the C2E project received an updated brief from Government and the C2E Project Manager changed. UTS was asked to undertake a new set of focus groups as a consultant of UG's rather than as a continuation of the earlier process.

When approached about the new focus groups REDWatch sent a note to UG raising many of the concerns in this paper. We also met with UG to discuss the note. Our aim was to try to get some of the broader issues about the shape of the community role in C2E strategic planning back on the table

and get this discussed with the other community groups rather than just REDWatch. REDWatch has argued, unsuccessfully to date, for a broader community reference group for C2E.

Finally it is worthwhile mentioning that as part of the Department of Planning's Culture Change response last year that it arranged for two busloads of staff from the Department to go on guided tours of the C2E corridor to learn more about the area and its issues. Those tours heard both from UrbanGrowth and REDWatch spokesperson Geoff Turnbull throughout the tour. There is, as a result of these tours, greater knowledge of some of the issues within the Department than there may have been otherwise.

Current Concerns

Prior to the latest focus groups REDWatch raised some concerns about the process proposed with UG. Of prime concern was that, for many of the community groups, the focus groups were their second meeting with UG and as key stakeholders there were other issues that also needed to be discussed. This was especially the case as there had been no follow up process from the initial stakeholder engagement. There were as a result continuity questions from the previous meeting and stakeholder issues that needed to be also discussed.

While the community groups' session did discuss some of the participant's wider questions and concerns, it also rehashed some old concerns without really addressing the questions raised by UG or making alternative suggestions. We did not get time for discussion of the issues which UG was raising, resulting in less than desirable outcomes in either of the areas discussed and a lost opportunity to engage around the questions UG were asking.

This could have been an opportunity to lobby for a new school, affordable housing, expanded green space, childcare and creative spaces. It could be a chance to influence place making and the shape of the master plan (if it goes that far). We should have looked closely at the ATP which will be the first cab off the rank probably and addressed the question on the sheet "if ownership of the ATP were to change....." which raises many questions about its future that we should have been pursuing.

The meetings need to be more focused and adequate time has to be allocated to address the different areas people want to discuss. As part of this there needs to be time for the discussion of what UG wants discussed and time for what the community groups want discussed.

Below are some of REDWatch main concerns.

Focus Groups:

As well as focus groups UG needs to also consult about all relevant issues with community groups. To do this it is necessary to allow adequate time for input from community groups through their representatives. Ideally groups should be able to discuss the issues under consultation with their committees and general meetings. If the process is rushed then there should be flexibility to allow representatives to feed-back input from their groups in the weeks following the focus group. Focus groups are not the only engagement Community Group's should have with UG over C2E. As stakeholders they should be involved more broadly in discussions about the project and its processes.

The initial consultation last year had a randomly selected focus group that excluded people who were members of residents groups or involved in planning or development. This is not a random selection especially in an area where lots of professionals live and there are many residents groups. We are advised that such people were not excluded in the focus groups undertaken in June 2014 and hopefully they will not be in the future.

Where there is not existing expertise within groups they can be more easily influenced by the input provided by the facilitators. The inclusion of an independent observer in the 2013 initial consultation was aimed to provide some external monitoring of the process. Describing the groups as deliberative was dropped as a result of this process.

Focus Groups should not be an alternative to input from a wider range of stakeholders be they residents groups or developer lobbies who bring perspectives from their experience and knowledge of the development and planning processes. So called independent deliberative processes need to have access to the broad range of views including that of community groups.

In the case of the focus group for community groups there was also the need to report on and check the process between the focus group meetings – how did we get from there to here? Did we record correctly what you said last time? This is what we have done with it. The specific process issues which needed to be addressed included:

- Feedback on consultation report – any concerns?
- Were the undertakings we made last time honoured? - Was the appropriate material posted on the website – Architectus report, background material on the area? Were there any problems with the material currently posted?
- UG reworked the 9 key themes from the December consultation report into the 6 points presented to the second meeting – is this OK? Are there any Issues?

Transparency

The C2E process must be as transparent as possible so that the community can understand what is happening and be involved in the discussion. Up-front strategic planning requires transparency, opportunities to understand what is being proposed and why, and time to comment on it. Strategic planning is not about preparing plans out of public view and just involving the public during a limited exhibition. In part strategic planning is about minimising the surprises for the community and taking them on the journey of its preparation and addressing the issues along the way.

This requires a good communications strategy. This was not delivered in the preliminary consultation phase and apart from Ministerial announcements remains lacking in C2E. UG should have provided at least a timeline for Communications Strategy to the community groups and by now should have had one in place.

In the absence of an UG Communications Strategy it falls to community groups to find out what is happening and to pass on what is known about what is happening to our networks and to encourage their understanding of and input into the issues under consideration.

There is a need to advise the community and to discuss the issues with them. Almost a year down the track a small number of community group representatives and some people randomly chosen for focus groups remain the only people in the local community who have been engaged in the process.

We welcome the www.central2eveleigh.com.au link and the public provision of a number of documents used in the process so far. We await details of some of the initial market soundings and the UTS input into the preliminary consultation. We are of the view that if a flythrough of what the site could become was important enough to fund, present to the Property Council and to make available to Channel Nine then it should be released to the community rather than it only be available on YouTube and in stills from the Channel 9 news on the REDWatch website.

REDWatch currently awaits the release of many studies undertaken by the RWA / SMDA / UGDC, such as a review of the area's community facilities that remain locked up until the Government decides to release them as part of the exhibition of planning controls by UG. REDWatch does not think withholding reports until the end of the process is a good way of undertaking planning or community consultation, and we encourage UG to make public as many reports as soon as possible throughout this process.

Regular Reporting

There need to be mechanisms for regular reporting to the community. This needs to be both broad and covered by a good Communications Strategy and it also needs to be with local community

groups that allow the local group representatives to ask questions and gain an understanding of what is happening. In RWA terms this could be a bit like the RWA BEMAC – meeting quarterly for a briefing on what has been happening.

Some parts of the site lend themselves to long term strategic discussions but there are other parts of the site where planning deadlines are more immediate – eg taking to market ATP development sites or making arrangements for the CME’s building. There needs to be opportunities for discussion about a range of issues of concern to the community not just those determined by UG.

Some of the information that is of interest to REDWatch and should be available to all groups at the moment includes:

a) Update on what has happened in UG since last community groups’ meeting

- Report back to Govt in 2013 – what was proposed & what did Govt decide
- What is overall timeframe and next steps
- Explanation of expanded study area shown on C2E maps
- Basis and reason for fly through preparation and its use and the issues raised – eg who thinks it is OK to put a new building through the Loco workshops?
- What can be made public about the work undertaken by C2E to date?
- What work / studies are currently being proposed– eg EOI’s currently out for Urban Design Services - what is their scope? etc
- C2E working with City of Sydney Council – MOU & practical involvement in process- What has been agreed and what is envisaged? Concerns about UG MOUs on WestConnex. What is happening in case of CoS to ensure genuine involvement on CoS expertise at a high level in the project rather than just embedding a CoS staff member like proposed for WestConnex?

b) Updates on what is happening across the C2E site

- ATP – building sites – outcome of EOI process – who is handling?
- ATP privatisation / restructure – what is happening in this discussion?
- South Eveleigh Public Housing – How is LAHC involved?
- Railway Corridor – Report on Transport Master Plan & Second Harbour Crossing
- Redfern Station – Timeframe and any indication of our promised lift?
- North Eveleigh
 - Proposal for Stabling yards on fan of tracks – is this still on?
 - CME’s building & Scientific Services going to market?
 - Access Road to North Eveleigh and cracking of nearby houses
 - Other three sites and main park (moving electrics progress)
 - Place of Carriageworks and Arts in this precinct
 - What is mechanism for resolving issues on NE site?
- Central Station (including explanation of what is being “offered” internationally on Central to Eveleigh by NSW Government Trade & Investment Offices – China in Investment Opportunities Tourism and Property).

A Community Reference Group?

Ideally a one way flow of information does not make for good strategic planning and it is important that both local groups know what is happening but that also local knowledge is fed into the process. In an ideal world there should be a community reference group to help guide how C2E engages with the local communities around it.

Such a reference group does not preclude working groups or taskforces that might come together around particular issues or problems. Indeed REDWatch continues to push for the re-formation of the Redfern Waterloo Heritage Taskforce that earlier met under the RWA and which worked on heritage issues across the Former Eveleigh Workshops and beyond. Such working groups bring in

specialist expertise that is invaluable to the process. Such specialist groups do not however replace a wider Community Reference Group.

REDWatch is of the view that there should be a number of people / groups with a variety of views involved in a Community Reference Group. This does not mean that individual groups still cannot engage UG on issues they think are important but it removes any perception that UG is only talking to a limited number of individuals or groups. It also provides a broader set of inputs to UG that will better reflect the opinions of the communities they are working within.

Community Engagement

Tapping community knowledge and networks are particularly important in the discussion about how C2E engages more broadly with the community. As an example Community Centres in Redfern and Waterloo service a broad range of community groups and activities across the area – this is evident each year at the Redfern Waterloo Volunteers awards – they are a key resource in reaching out to people and groups in the community. They are just one example.

Some of the Community Engagement Questions are:

How do we go about engaging the broad community so that:

- The broader community know what is happening and can have a say and own the process
- C2e can get best community input

What should we be engaging on:

- The initial discussion that only 20 reps were involved in
- The next steps
- Not until there is something concrete

Who has not been engaged to date that needs to be involved in this discussion and suggestions for the how and when of their engagement?

- Existing stake holder groups with an interest in the site – North Eveleigh Working Group, ARAG, CRIG, FOE – are some public meetings the best way of starting conversation with these large stakeholder groups?
- The local human service agencies, community centres, politicians offices and media that people go to with questions or look to for information
- The planning professionals that live in the area that have a professional interest
- The broader engaged community
- Those that are not engaged but need to understand and own C2E if the “1 in 4” referred to by Minister Hazzard is to be engaged

What is the role and process for focus groups in the process and how will they be conducted?

- Eg non exclusion of professionals or the engaged unless genuine / monitored (who should do this?) deliberative process. Process needs to be made public and subject to scrutiny due to suspicion about the process.
- What is the purpose of this consultation and what is the role of focus groups and ongoing engagement with locals involved in the focus groups?

Make it clear what the community can influence and what it cannot

- In all community engagement it is important for those undertaking the consultation to be clear about what it is they are consulting on and what they are prepared to change. This stops people being frustrated by thinking they can change something in the process that they can not.

- If we know what is negotiable at the start then we can decide if we want to participate in the process or try and change the process.

Where to from here?

In the absence of UG taking up broader community engagement it is up to community groups to let their memberships know what is happening and to solicit their views. Currently REDWatch is doing this by alerting people to the materials on the website and encouraging them to respond to UG C2E. REDWatch also had C2E as the focus for our July monthly meeting.

REDWatch has found that it is not desirable to wait to be consulted, but to be more proactive and to initiate discussions about the issues. As part of this REDWatch for its meeting on 7th August will hold a session with Peter Phibbs on the Economics of Development to help us understand the economic imperatives that drive development. We have also asked Peter Phibbs to consider trialling around C2E a Planning for Non-Planners seminar he is developing for the Department of Planning to improve people's understanding of the planning system. We encourage other community groups to also look at how they can resource and engage their communities to be able to have a say around C2E.

There also needs to be a multi-group mechanism for the community groups to discuss C2E issues with one another and with UG. In the absence of a mechanism initiated by UG then REDWatch will call a meeting of interested group representatives and invite UG C2E to attend and provide an update quarterly.

Big picture (strategic) planning is not something that has been done well in Australia, especially not with significant community engagement. This was recognised in the work done about the new planning system. While the future of the new system is not clear, improved strategic planning is not dependent on this progress. Community groups should be expecting of Government and its agencies like UG that they will deliver world's best practice community engagement in strategic planning. This is what REDWatch asked the Dept of Planning and UrbanGrowth for last year and it is still what we want to see happen around Central to Eveleigh.

Conclusion

We hope that this document provides some useful background to some of the issues of concern to REDWatch regarding the C2E processes midway through 2014. It is produced to encourage discussion and debate about how we can make the best of the current opportunity to deliver the best possible outcomes for our communities.

Geoffrey Turnbull
Spokesperson
REDWatch
16 July 2014

Appendix E. Focus Group Process and Participant Selection

To assist with understanding and analysing participant views toward the draft principles and key themes that will guide long term planning for the corridor, all participants were surveyed immediately prior (Appendix B: Pre-Focus Group Survey) and after (Appendix B: Post-Focus Group Survey) each focus group.

All participants were also asked to sign a Privacy and Confidentiality Agreement binding them to maintain confidentiality of the discussions after the group had concluded, and consenting to being audio and video-taped.

In addition to audio and video recording, detailed notes of the discussions of each group were taken.

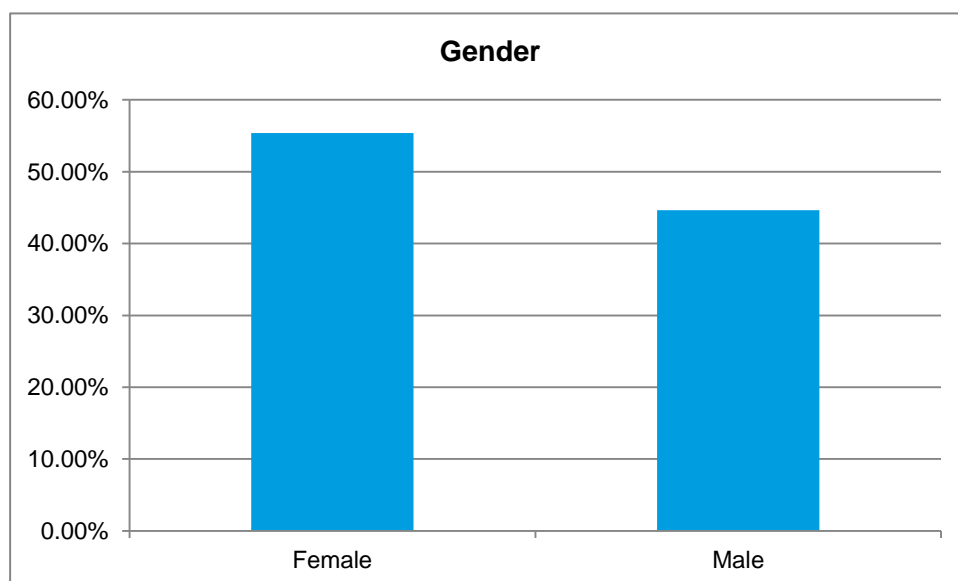
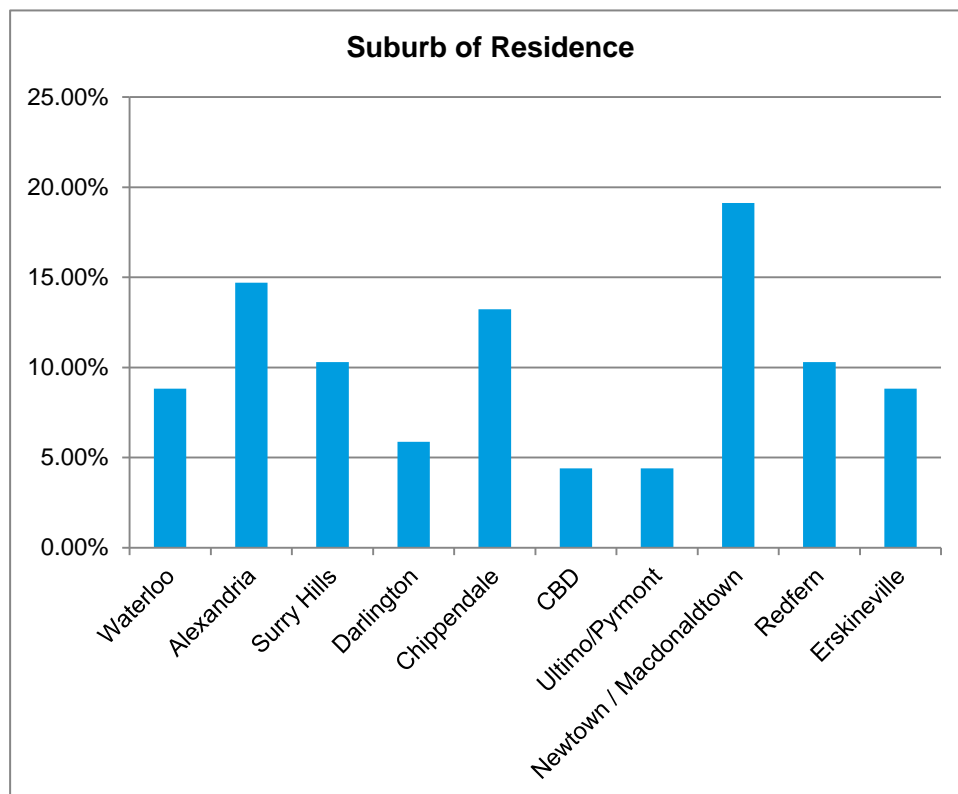
Focus Group Discussion Structure

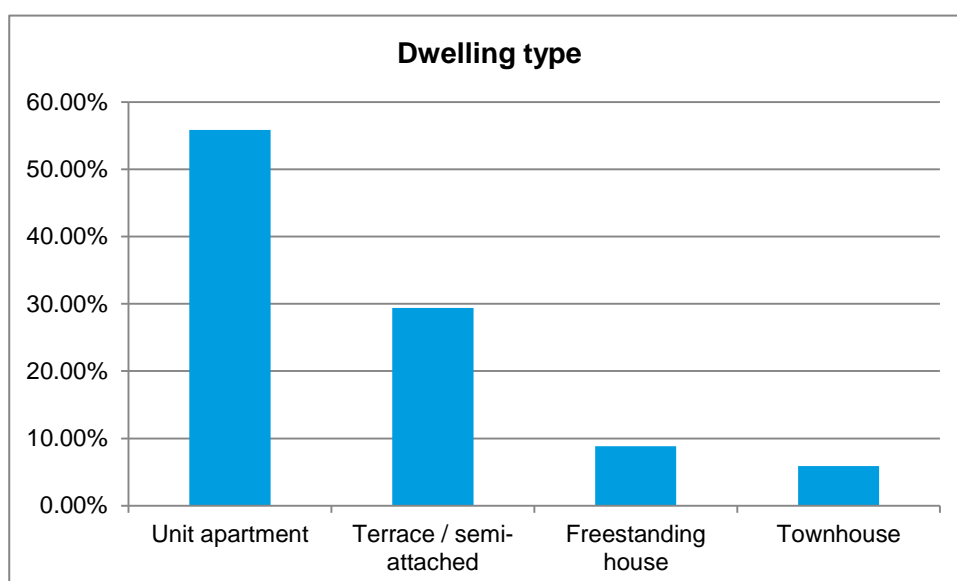
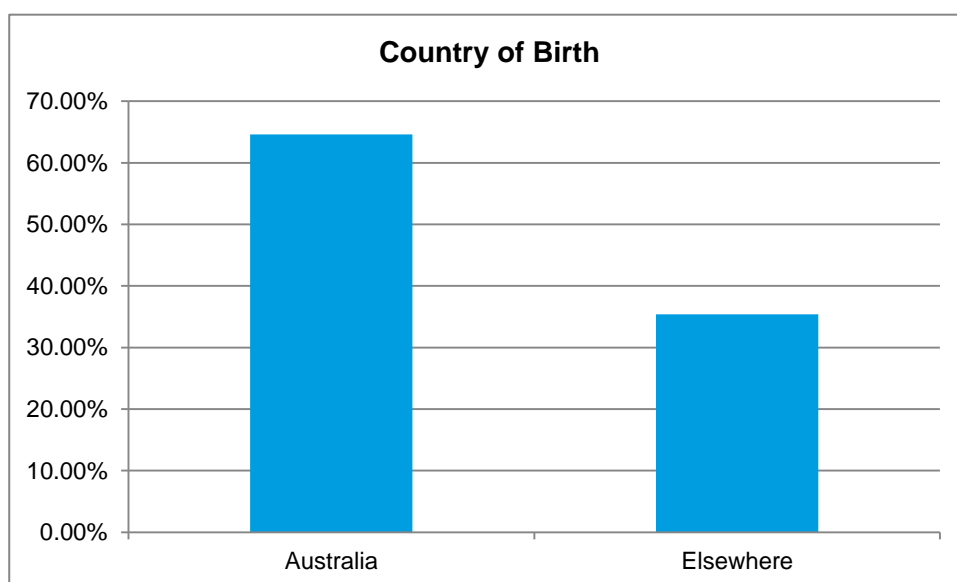
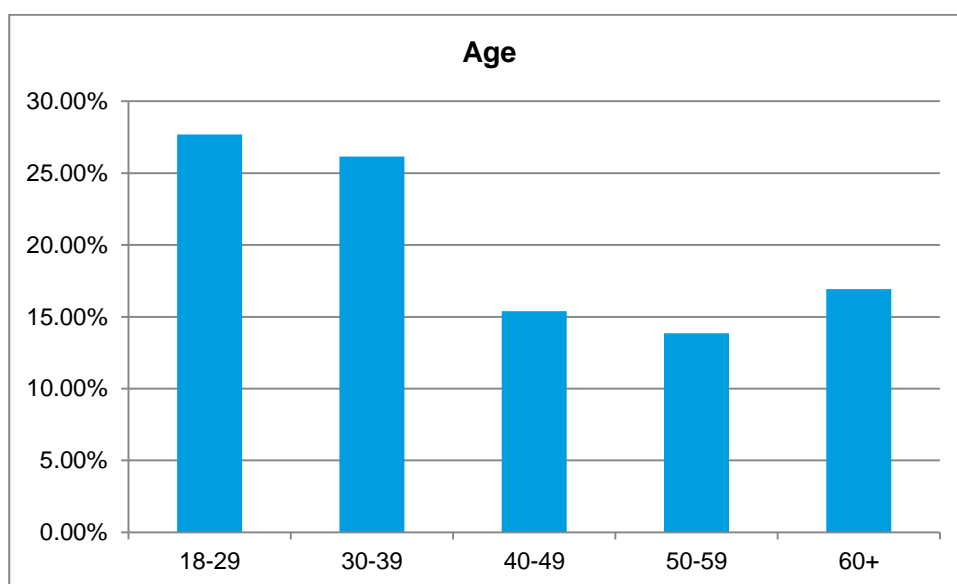
| Discussion Area | Discussion Points |
|--|--|
| Introductions | <ul style="list-style-type: none"> > Brief overview of planning system > Introducing who you are, where you live > What do you like and not like about living where you do? > What are some of the things about where you live that are most important to you? |
| Aspirations for the future | <ul style="list-style-type: none"> > Brief overview of why and how cities can change > What kind of change have you seen where you live? > What kind of change do you think there might be in the future? > What might you and others need in the future? |
| Central to Eveleigh Principles and Themes | <ul style="list-style-type: none"> > Outline of where Central to Eveleigh is > What might the role of Central to Eveleigh be in the future? > Presentation of draft principles and themes to guide long term planning for the corridor > General views on principles |
| Key issues under each theme area | <ul style="list-style-type: none"> > Housing and employment > Connections and transport > Heritage and culture > Sustainability > Public spaces and social facilities > Australian Technology Park |
| Capturing a range of views | <ul style="list-style-type: none"> > Any final comments? |

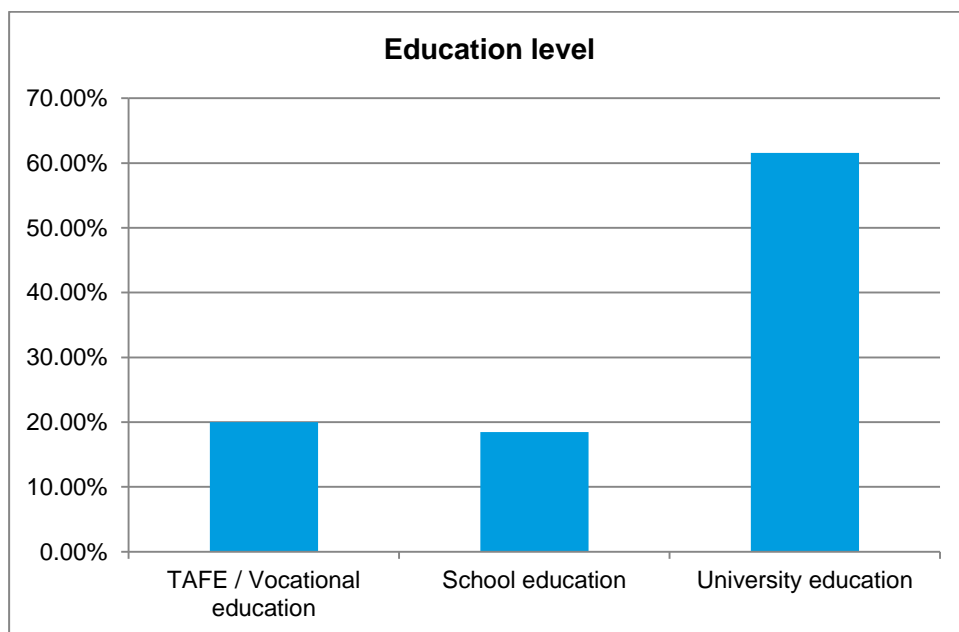
Participant Selection

Participants were independently recruited by a specialist social research recruiter to ensure demographic diversity. Each of the five focus groups had 14 participants and, in line with standard social research practices, participants were paid a small incentive for their participation.

A demographic breakdown of participants is outlined in the figures below.







Appendix F. Focus Group Surveys

Pre-Focus Group Survey

The Pre-Focus Group Survey included the following questions:

1. Suitability of their local area for:
 - a) Seniors
 - b) Families
 - c) Young Children
 - d) Teenagers
2. Whether the participant would like to stay in the local area when they get older.
3. Relative importance of the following to the future of the place where they live:
 - e) Good public transport
 - f) Housing choice
 - g) Cultural activities
 - h) Local amenity
 - i) Vibrant economy
 - j) Public safety
 - k) High environmental standards
 - l) Access to services
 - m) Respect for diversity
4. Whether they think their local area can accommodate more housing or people (if there are effective plans to deal with it).
5. Perceived ability to influence planning issues in their area.
6. Overall satisfaction or dissatisfaction with the planning system
7. Preferred stage to participate in the planning system (when key decisions are set for future development, or, individual development applications)
8. Level of confidence in State and local government planning decisions

Post-Focus Group Survey

The Post-Focus Group Survey included the following questions:

1. Preferred stage to participate in the planning system (when key decisions are set for future development, or, individual development applications)
2. Whether they would be more willing to accept more people and housing in the local area if they participated in shaping the future
3. The top three things the community needs in the future
4. One or two sentence on the principles and key themes, and any benefits or challenges associated with them
5. Any other comments



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