



**Urban
Growth**
NSW

Central to Eveleigh

Urban Transformation and Transport Program

Key Moves Workshop – 30 May 2015

Outcomes Summary

[AUGUST 2015]

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Executive summary

UrbanGrowth NSW held a large-scale community workshop with over 200 participants at Carriageworks on Saturday 30 May 2015. The workshop formed part of the comprehensive stakeholder and community engagement process for the Central to Eveleigh Urban Transformation and Transport Program.

Workshop participants provided clear feedback around the need to recognise, celebrate and strengthen the diversity of their local communities. This diversity ranged from the types of homes within which the range of people from many ages, socio-economic and cultural backgrounds lived, to the heritage, infrastructure and services they enjoyed. Participants indicated strong support for social and cultural heritage, particularly around the significance of the indigenous heritage of their local area.

Participants clearly emphasised the concept of liveability which included high activity on local streets that linked to open spaces that were accessible to everyone. The key for participants was ensuring that people remained the focus of planning activities that impacted how they lived and moved around their communities.

The following concepts and themes presented at the workshop were supported:

- The emerging vision, but participants required more detail about how it would be realised and a demonstrated commitment to the vision by government. Participants expressed their concerns about the perceived influence of developers and the risk that future physical outcomes may not reflect the vision. This led participants to confirm the need for continuous and ongoing community engagement throughout the transformation process to balance the public interest with site-specific development interests.
- Ten key moves, but participants required more detail about the next level of planning in order to understand how the key moves would be implemented. It was felt the moves were high level principles that should be prioritised. Participants felt the key moves needed to focus more explicitly on social actions and not just physical actions. Specifically, participants expressed the need for moves to more prominently recognise the need to:
 - maintain and enhance the community feel and celebrate cultural diversity
 - ensure safety and security
 - promote sustainability.
- Six proposed design principles to help mitigate the impact of new medium and high density development on surrounding areas and improve the liveability of the area for new and existing communities. For trade-offs associated with high density development to be accepted:
 - transport infrastructure and services need to be improved
 - buildings need to showcase design excellence
 - housing needs to be affordable and designed to meet diverse community needs
 - streets need to be vibrant and active
 - open space and community facilities need to be provided to encourage community interaction.
- In the context of North Eveleigh:
 - varying building heights with good design were preferable to lower buildings of uniform height
 - the heritage building known as the Clothing Store is a key community asset, which should be transformed into a community hub

- a connection across the railway was important, but views differed on the type of connection and the type of transport that should be provided with access.

Given this strong endorsement of the vision and key moves, UrbanGrowth NSW is progressing preparation of the urban transformation strategy, which will include more detail about how the vision can be realised through implementation of the key moves. Further consultation with the community will be undertaken to get feedback before the strategy is finalised.

Planning for the North Eveleigh precinct will also continue to align with the vision and key moves established for the Central to Eveleigh area.

Introduction

Report purpose

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

This document summarises the feedback from participants at a large-scale community workshop held at Carriageworks on Saturday 30 May 2015. The workshop formed part of the comprehensive stakeholder and community engagement process for the Central to Eveleigh Urban Transformation and Transport Program. Community engagement is pivotal to the success of the program and is focussed on learning from local people and responding to their feedback

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

In late 2014, workshops were held with community and stakeholders to help identify a vision for the project. Following this workshop, an emerging vision was developed that has been guiding the UrbanGrowth NSW project team as it develops the urban transformation strategy.

Report structure

This report contains four further sections:

- **Background** – Provides a background to the project, including previous stakeholder and community engagement
- **Approach** – Outlines the workshop approach including information on promotion, participation and methodology
- **Outcomes** – Presents the five workshop discussion topics and summarises feedback received
- **Next steps** – Provides an overview of next steps.

Background

Project overview

On 12 July 2013, the NSW Government announced that 80 hectares of land in and around Central, Redfern, Macdonaldtown and Erskineville stations had been nominated for potential urban transformation through the Central to Eveleigh Urban Transformation and Transport Program.

To develop the approach to urban transformation for the corridor, the government looked to international examples and potential public benefits, as well as the broader opportunities the project could unlock.

The Urban Transformation and Transport Program will be led by an urban transformation strategy, which will be the framework that guides change over the short, medium and long term. The strategy will contain:

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

A suite of documents will be developed as part of the strategy, including implementation plans detailing provision for: community facilities; housing diversity; open space; heritage, arts and culture and economic development and industry. Each of these documents will be released for community feedback in association with the urban transformation strategy.

Project milestones

- March 2013: Project announced
- November 2013 – September 2014: Preliminary investigation and pre-feasibility to understand opportunities and constraints
- December 2014 - early 2015: Develop key themes and vision for the corridor
- Early 2015: Develop draft urban design and planning principles (also referred to as key moves)
- Mid to late 2015: Develop draft urban transformation strategy
- Mid 2015 onwards: Detailed area planning for specific precincts within the corridor.

Stakeholder and community engagement timeline

Stakeholder and community engagement has been a fundamental element of the program since its announcement. Over the past 18 months there has been a significant amount of engagement with the community and other stakeholders. A timeline and description of community engagement is detailed in **Appendix B**.

Approach

Objectives

The workshop objectives were to:

- educate participants about the urban transformation process
- confirm the draft long term vision for the project
- present the ten key moves that will shape planning and design principles to underpin the urban transformation strategy
- discuss the complex trade-offs associated with urban transformation and opportunities for medium and high density development to be designed to offset impact on surrounding lower density areas
- explore potential development scenarios for the first precinct, North Eveleigh, and
- demonstrate UrbanGrowth NSW's ongoing commitment to working with stakeholders and the community.

The key moves are the major planning and design principles the Program needs to address in order to bring the vision to life. For this reason the workshop was called the Key Moves Workshop.

Feedback from previous workshops and work with the community included suggestions that:

- sessions should be longer to allow the community opportunity to fully explore, through presentations and by discussing with each other, the complexities of urban transformation
- participants should be involved in helping to shape the key elements of the strategy, and
- a broader representation of participants was needed, particularly given the complex and diverse nature of the area's demographics.

We incorporated this feedback in the planning and design of this workshop by broadening our recruitment and promotion and planning the workshop as a day-long event that would allow in-depth discussion of issues.

Participants

The full day workshop was attended by 240 people.

An analysis of the demographic information collected directly from participants at the workshop indicated the majority of participants were 36 years of age or older, owned or partly owned their home, and lived in a detached or semi-detached house.

This demographic information suggests that although the group was representative of the local community, further work is needed to engage younger people in particular. The voices of younger people, people living in units and people living in rental properties were not well represented in discussions. We are undertaking targeted consultation with these groups is being undertaken separately to ensure their opinions and viewpoints are obtained.

An analysis of participant demographics can be found at **Appendix D**.

Recruitment

Roughly a third of participants were randomly selected and the remaining two thirds 'self-selected' to attend the workshop. This mix of participants ensured a range of views were captured.

Randomly recruited participants

A market research provider was engaged to randomly recruit between 100 and 110 members of the local community to join the workshop and broadly represent the mix of ages, suburbs, gender, home tenure and type, and household income and education that can be found in the study area. The recruitment targeted younger people and people renting their homes in an attempt to reach community members who would not traditionally self-select to attend a workshop.

The research provider was able to recruit 98 people. However, only 76 of these people confirmed their attendance after follow-up emails and telephone calls were made to confirm their attendance. Of the 76 people who confirmed, only 59 of these people attended the workshop. The people unable to attend reported it was due to reasons such as illness, double-bookings or last minute family commitments.

The 59 randomly selected participants were given a stipend to thank them for their time. Best practice community engagement relies on the consideration of a broad cross section of views. For a range of reasons, some people do not voluntarily participate and for this reason, a stipend may be offered to encourage their participation. Further information about the stipend offered to the randomly selected participants can be found at **Appendix E**.

Self-selected participants

A recruitment campaign was developed to seek participation from interested local community members. This included:

- Letterbox drop of invitation to over 41,000 residents within the area
- Advertisements in local newspapers, including Central Sydney, Inner West Courier, City Hub, MX, South Sydney Herald and the Australian Chinese Daily
- Direct mail via personally addressed letters to 500 local residents
- Promotion through the program's e-newsletters, which are issued to over 1,500 people and via the City of Sydney's network
- Face-to-face recruitment at local meeting places including Eveleigh Markets, study nights, and on local streets to invite and encourage participation
- Web site, facebook and twitter
- Meeting with community groups to promote to their members and clients.

Methodology

Participants were provided with background information in the form of a discussion booklet. The paper introduced 10 key moves that we think are essential urban design and planning principles required to realise the vision. It also introduced six proposed design principles as a basis for discussion about how to deliver medium and high density development within the area.

The workshop prompted discussion and feedback around five areas:

1. Review emerging shared vision
2. Responding to key moves
3. Reflection of new inner city areas
4. Balancing trade-offs and design principles for
5. Scenarios for how the vision, key moves and design principles could translate to North Eveleigh.

The workshop discussions took place at tables with approximately six people at each table. Each table was facilitated by volunteers from UrbanGrowth NSW, Transport for NSW, and the Government Architect's Office.

After each discussion, participants used 'keepads' to respond to feedback questions. These results were projected on to large screens in real time to share everyone's individual views. Participants could then better understand how other people were responding to the ideas presented at the workshop.

In addition to the keepad results and notes taken by discussion facilitators, workshop participants provided written comments and posted them in boxes placed on each table. Activity boards and a "vox pop" video booth also provided opportunities for participants to give feedback. This variety in feedback options was essential to ensure that participants could respond in ways that felt most comfortable to them.

A summary of the workshop outcomes follow. A copy of the workshop run sheet can be found in **Appendix F**.

Outcomes

Discussion 1: Review of emerging vision

Context

Key to the success of the transformation of Central to Eveleigh will be a shared, long-term vision for accommodating growth in the corridor over the next 20 to 30 years.

The vision will reflect how transformation can deliver numerous benefits to the state, to wider metropolitan Sydney, and also to local communities who live, work and visit the area.

A vision has been emerging over the past 18 months as a result of extensive stakeholder and community engagement. The City of Sydney's 2030 Plan has also been closely referenced to ensure the vision for the area closely aligns with the principles of Sydney 2030.

The emerging shared vision was expressed under four themes: Living; Community; Working; and Resilience. Further detail about the themes is listed below in the summary of feedback.

Workshop participants expressed their views on these themes, which have been captured and summarised below.

At a glance

Participants strongly support the vision, but requested more detail and a demonstrated commitment to the vision by the NSW Government. Participants wanted to build on the existing successes within their communities and to maintain a focus on people and not buildings.

Participants provided opinions about existing developments across the city and raised concerns about the perceived influence of developers and the risk that future physical outcomes may not reflect the vision. There was a desire for continuous and ongoing community engagement throughout the life of the transformation process that would offer a way to balance the public interest with site-specific development.

Summary of feedback

Feedback was collected through table discussions as well as multiple choice questions that participants responded to using electronic key pads.

Theme 1: Living - This will be a place with a broad supply and choice of homes and active and attractive public places to support social diversity and community connections.

Feedback centred on the need to maintain the existing and positive attributes of each distinct neighbourhood in the area. Diversity of housing types and tenure across the community was also desired. Participants expressed the need for a range of housing to suit people across all stages of life and economic circumstances, with affordability being a key concern.

A greater emphasis on connected, green open spaces and their importance in an urban environment was requested. It was also felt that existing green spaces needed to be protected and enhanced. Participants felt that a diverse community has a diverse range of needs, which should be taken into account when planning community meeting places.

Theme 2: Community - This will be a place that celebrates our rich diversity and heritage and gives everyone easy access to community and cultural facilities.

There was strong support for the existing diversity and heritage across the area. Participants indicated the need to protect the people already living there and in particular, to celebrate indigenous communities and heritage. It was felt that the ageing population should be taken into consideration and that community and cultural facilities should be available for people of multiple needs and ages.

Services such as transport, health and education were seen as fundamental community services and facilities. A focus on transport and connectivity across the area was supported, as participants felt that growing traffic and congestion would negatively impact growth and development if not addressed appropriately. There was also concern about traffic and congestion impacts resulting from travellers and commuters moving through the area and the need to consider such impacts.

Theme 3: Working - This will be a dynamic and popular place to work – a place that connects many types of businesses and offers the right balance and diversity of service, trade, digital, education, innovation and creative industries.

Participants expressed a strong desire for job opportunities close to home, with a focus on locally-owned and independent businesses that would provide a wide range of job types. It was agreed that achieving the right balance and diversity of industries was important. It was also felt that jobs should be available for all types of people living in the area – from blue collar to white collar.

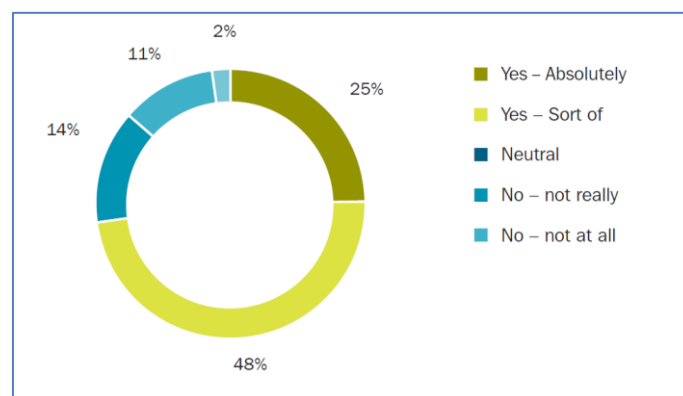
Theme 4: Resilience - This will be a place that responds to economic, social and climatic changes in ways that benefit our quality of life and the quality of our environment – a place that harnesses new opportunities to enrich the community.

Participants expressed uncertainty around the term “resilience”, but felt that environmental sustainability and personal safety and security were important factors to consider for the vision.

Keypad analysis

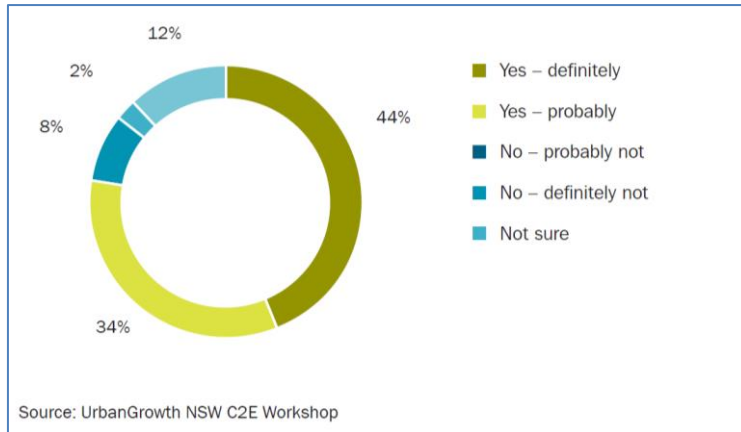
Question: **Does the vision provide the right direction for the urban transformation process?**

Response: Almost three quarters of participants believed the vision provided the right direction, while a quarter of participants disagreed.



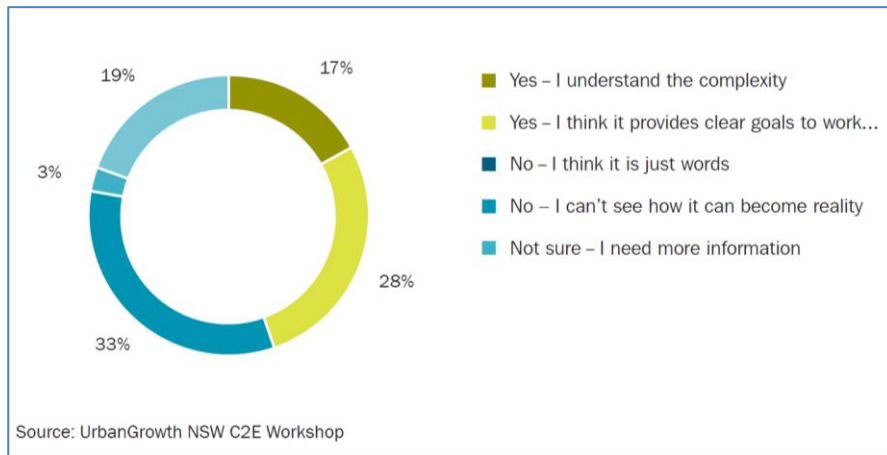
Question: **Would you want to live in the area if the vision becomes reality?**

Response: Most participants responded that they would live in the area, with only 10% saying they would not live there.



Question:
Response:

Does the vision change the way you think about the project?
At this point in the workshop, there was a somewhat even split between participants who felt the vision helped them understand the project and those who did not. Almost a fifth of participants felt they needed more information at this point in the workshop.



Discussion 2: Responding to key moves

Context

The second workshop discussion focussed on the ten key moves that have been proposed as the essential urban design and planning principles required to realise the vision.

The key moves will form part of the urban transformation strategy that, once complete, will guide precinct-level planning.

The ten key moves below are interrelated and are not listed in any order of priority or preference.

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

Feedback at a glance

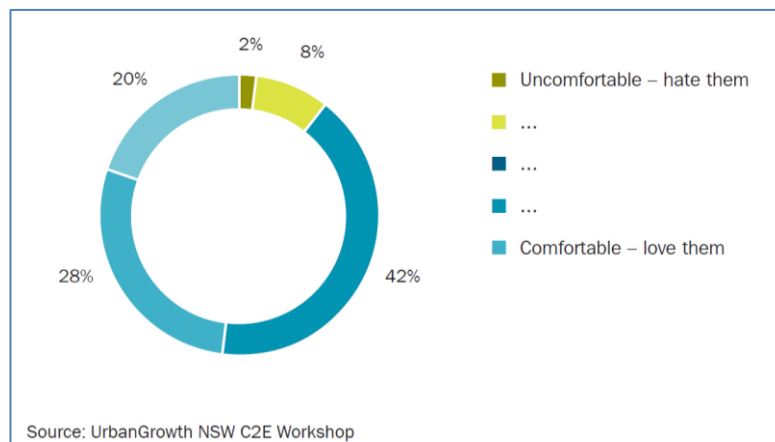
There was broad support for the key moves, but participants required more detail about the next level of planning in order to understand how they would be implemented. It was felt the moves were high level principles, which could be prioritised to deliver the vision.

Participants felt the key moves focussed on buildings – or physical actions – and there was an opportunity to add a move that focussed on people – or social actions to protect and reinforce the community feel of suburbs within the area and recognise the rich diversity of people and culture that define the area. Participants also felt that safety and security should feature more prominently in the moves.

Participants also felt that sustainability was an important target and should feature more prominently in the key moves, particularly around reduced greenhouse gas emissions.

Keypad analysis:

Question: Overall, how comfortable are you with the key moves?
Response: Close to half the participants were comfortable with the key moves. However, 42% of participants were unsure about the key moves at the end of this discussion topic, which reflects the desire for more understanding of how the moves would be implemented. Around 10% of respondents said they did not like them or were uncomfortable with them.



Summary of feedback

Key move 1

Description: Partner with Transport for NSW to renew Redfern Station, connecting Redfern and Wilson Streets and unlocking adjacent land for urban renewal and increased activity

Feedback: Participants agreed this move was critical to increasing the use of the station as an interchange and to relieve congestion at Central Station. There was support for the station to evolve into something more than a station, as well as being upgraded. However, participants pointed to other large station precincts such as Bondi Junction and did not support a similar approach for Redfern. It was also expressed that a renewed station should focus on more than the needs of the

university. There was support for improved accessibility of the station and using it as a portal that connects multiple parts of the area. Giving pedestrians priority around the station was viewed as key to the success of a renewed station. However, participants expressed concern over pedestrian and traffic congestion already present in the station surrounds.

There was a desire for more information to better understand the traffic impacts on Wilson Street and the proposed densities around Redfern Station. Overall, it was felt that more information about this move was needed, particularly around terminology such as “the surrounds”.

Personal safety and security at the station was an important consideration and participants suggested actions that could enhance safety and security now, such as lighting and garden restoration.

There was a desire for other stations to be included, such as Central, Erskineville and Macdonaldtown.

Participant quotes:

“Key move 1 is critical to increasing the use of Redfern Station as an interchange and relieving congestion at Central Station.”

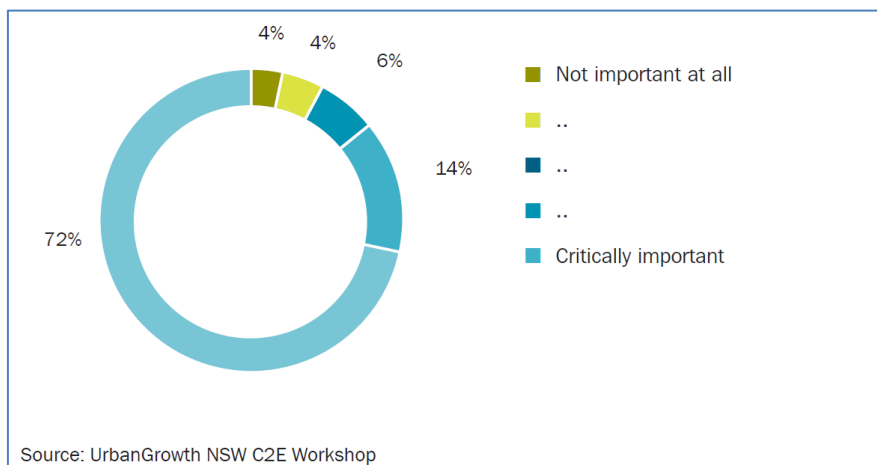
“Priority number 1. What is missing is accessible, balanced surrounding area – needs to be infrastructure before any residential development.”

“This is the key priority move – get it right and reduce car use.”

Keypad analysis:

Question: **How important is the potential renewal of Redfern Station and its surrounds to the successful transformation of the corridor?**

Response: Most participants felt that it was of critical importance to renew Redfern Station to ensure the successful transformation of the corridor.



Key move 2:

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

Feedback: The move was broadly supported with calls for connected green spaces that were accessible to people with mobility issues. Upgrades to existing green spaces and the provision of a mix of new formal and informal green spaces and green connections through the area was supported.

There was a desire for people living in apartments to have access to high quality green open spaces. However, it was thought that multiple small green spaces, including some larger green spaces, would be a good mix and aid informal community connection. Personal safety and security in these spaces was thought to be a key consideration.

Green roofs in future developments was proposed. Clarification was requested around park locations and to understand if the green spaces would be in addition to existing green space, and further detail was required on the initiatives such as “green streets”. There was concern around biodiversity and sustainability, including the need for native flora and fauna protection, balanced with community gardens.

Participant quotes:

“All types of green links and spaces are required.”

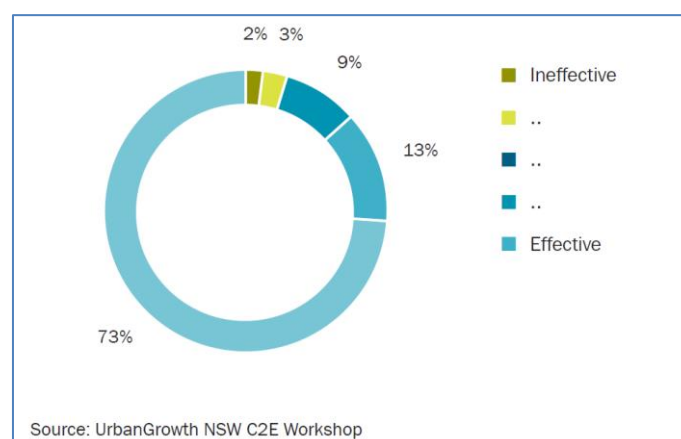
“Several smaller green spaces will be better than one.”

“More focus on function green/open space.”

Keypad analysis:

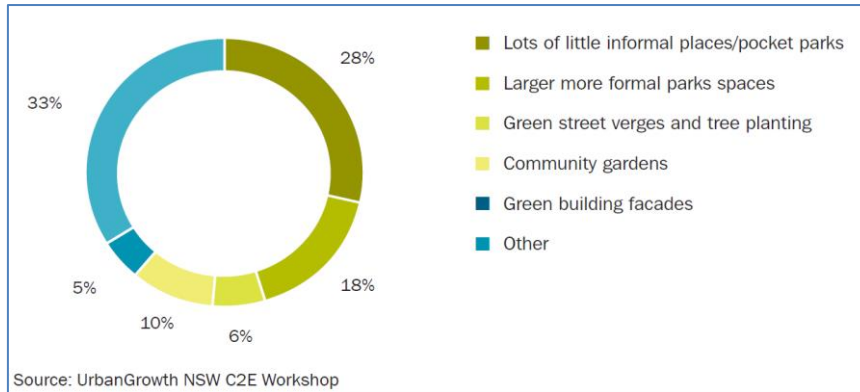
Question: How effective will a connected network of green roads, walk and bike ways and open spaces be to make the area more enjoyable to live and move around?

Response: Almost all participants believed a connected network will make the area more enjoyable to live and move around.



Question: **What sort of green spaces do you think will make the biggest difference to the area?**

Response: There was a mixed response to this question, with a third of participants choosing “other” to define the type of green space desired. However, nearly half of the participants selected pocket parks, tree planting and community gardens as green spaces that would make the biggest difference to the area.



Key move 3

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

Feedback: There was broad support for this move, particularly around active transport connectivity. Participants asked for more information and greater detail on the locations of potential crossings and their design to better understand the impacts to the broader area. Support for vehicle access across the rail corridor varied, but the fear that “rat runs” could be created was common. It was thought there was a need to consider pedestrian safety at all times and that multiple connections across the rail corridor were highly desirable.

Participant quotes:

“This is the last chance to improve connection to the city.”

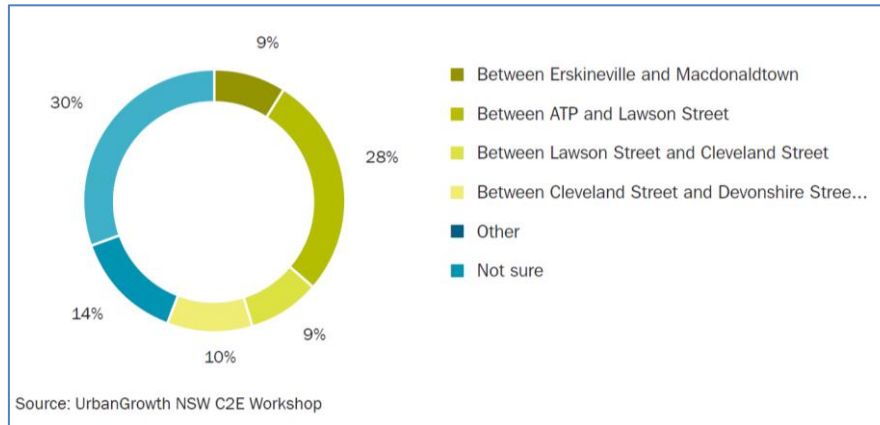
“Yes, really good idea to connect Newtown to Central by active transport.”

“Need provision/emphasis on connectivity if there is increasing density – it is the right emphasis; public transport, walking, cycling are the key.”

Keepad analysis:

Question: **Where is the best position for a new rail crossing?**

Response: Almost a third of participants were not sure where the new crossing should be placed, while a similar number felt it should be between Erskineville and Macdonaldtown.



Key move 4

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

Feedback: Overwhelming, participants agreed that the focus should be on reducing car usage and increasing active transport and to create a seamless and integrated public and active transport network.

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

. There was strong support to decrease of traffic on local roads. Regent Street was identified as an unpleasant example and participants did not wish to see a similar outcome for the area.

There were concerns around the impacts of broader transport initiatives, such as WestConnex, which participants believed should be considered in this planning process. They also felt the focus of road planning should be around creating a clear road hierarchy and decreasing the impacts of vehicular traffic on local streets. Many participants expressed the need to focus on people and not cars.

Car parking was raised as a common issue with further details on parking provisions for new buildings sought. Increased public transport options to destinations such as Newtown and Broadway were desired by some participants. Participants also thought the university should be a part of the conversation due to the impact its students have on street traffic and pedestrian amenity.

Participant

quotes: “Yes – public transport is fundamental.”

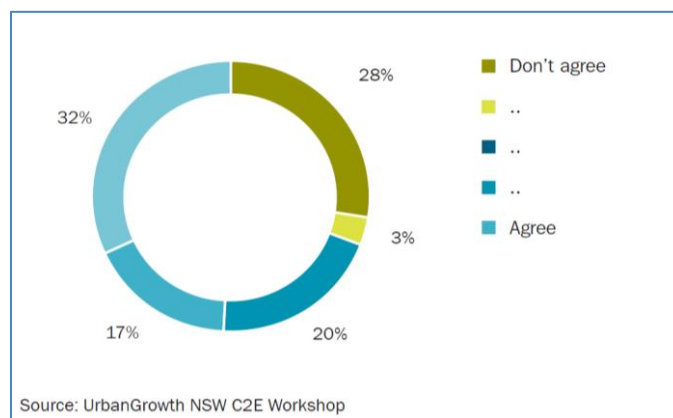
“Have clear road hierarchy and decrease through-traffic on local roads.”

“No – changing hierarchy is wrong. We’re going to have future traffic problems from WestConnex. This is an urban environment – car sharing has to be supreme.”

Keepad

analysis:

Question: To what extent do you agree with managing traffic so that some streets become busier with traffic moving through the area and other streets become quieter for local trips, cycling and walking?



Response: Almost half of participants agreed that traffic should be managed so that some streets are busier and some streets are quieter. However, the other half of participants either did not agree or required further information.

Key move 5

Description: Create centres of activity and density around train stations and focus on community services, cultural and retail facilities.

Feedback: There was broad support for this move, particularly around a potential new SRT station at Waterloo. Participants agreed with the principle of clustering shops, services and facilities around stations however, there was also support to maintain and then enhance the distinctive village characteristics and preserve and utilise heritage buildings. It was also felt that such infrastructure and services should be in place before people moved into new developments.

It was felt that more detail was needed on the train stations that would become key stations. and what services would be offered to the community. It was felt the services should focus on looking after the people that make up the community and include opportunities and places for people to interact.

Participants strongly agreed that the centres of activity needed to have active street frontages, with a focus on personal safety and security. It was also suggested there was a need for a new school close to Redfern Station.

Participant quotes:

“Yes, agree – village feel wanted.”

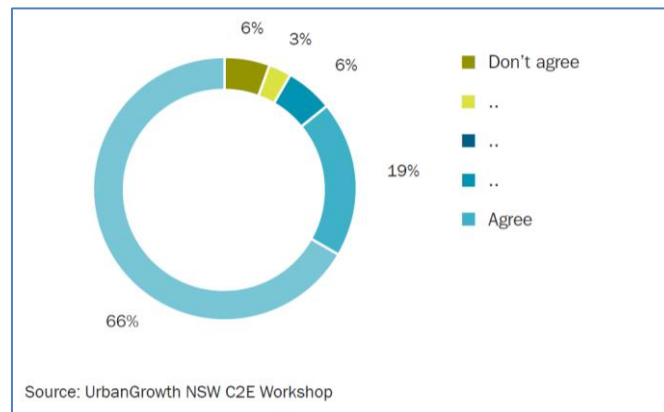
“People make the sense of community – how can buildings help with that?”

“Agree in principle that you put things around stations – need to cluster similar uses.”

Keypad analysis:

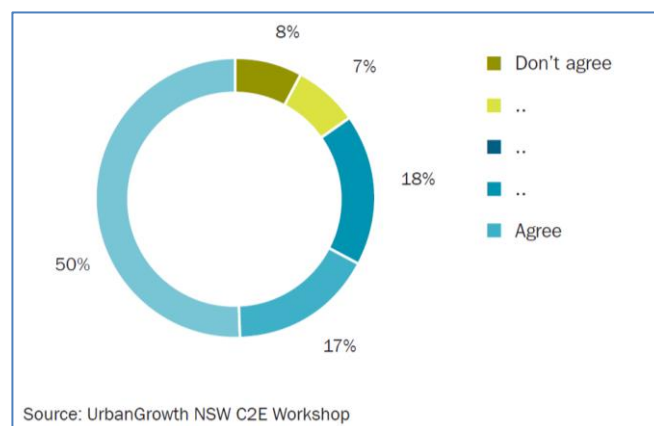
Question: To what extent do you agree that stations should be more than transport hubs, i.e.co-located with community services, cultural and retail facilities?

Response: Almost all participants agreed that stations should be more than transport hubs, with only 10% of participants in disagreement.



Question: To what extent do you agree that density should be focussed around train stations and where there is least impact to adjoining areas?

Response: Almost three quarters of participants agreed with the focus of density around train stations, while more than a quarter disagreed or were unsure.



Key move 6

Description: Use the proximity to higher education institutions, Royal Prince Alfred Hospital, ATP and the CBD to improve productivity and create a major centre of Sydney's growing new economies focused on knowledge-intensive, education, creative, cultural and digital industries.

Feedback: There was a mix of views around this key move, but participants agreed that providing new jobs was a good move. Participants thought this move provides great potential for knowledge jobs and that greater connectivity would create a hub and economic centre. More detail was requested on the range of future jobs and many expressed the need for diversity in the job market.

It was felt that more information was needed around the needs of employers and how to attract businesses into the area. It was felt there should be a range of jobs for both blue and white collar workers so that the area could maintain its diversity and that all types of people living in the area could have access to jobs close to home.

There was concern around foreign investment and it was felt the area should be protected from significant foreign investment that could result in too many people with short term tenure who would not form connections within the community. This reflected the desire for new areas to integrate with the existing community, which was felt to be highly interactive.

There was a feeling from some that large institutions such as universities take from the local community but do not give many benefits back, such as access to their open spaces and facilities. It was felt that these institutions introduce traffic, congestion and parking issues for residents.

Participant quotes:

"Agree: build on the assets you already have – make better use of it."

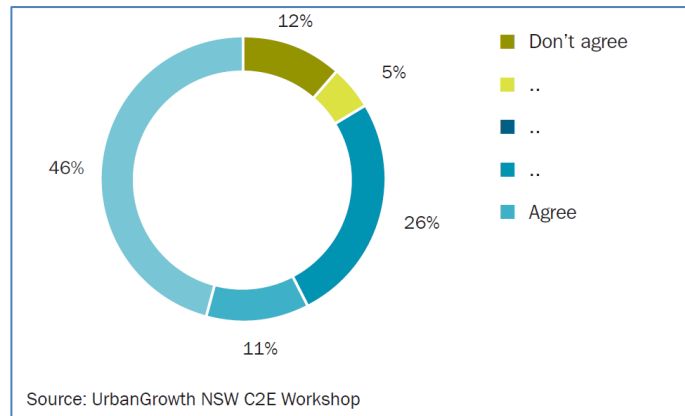
"New jobs are a good thing."

"Mixed views around this move."

Keepad analysis:

Question: To what extent do you agree that new job creation should focus on "new economies" (digital, creative, research and knowledge industries) as opposed to typical finance, professional service industries located in high rise office buildings?

Response: Over half of the participants agreed that new job creation should focus on new economies, while a quarter were unsure. Less than a quarter of participants disagreed.



Key move 7

Description: Promote environments to increase opportunities to live, work, play and socialise within the Central to Eveleigh corridor.

Feedback: Participants felt this move was key to liveability and that people would be living and working in the same area. It was felt that more information was needed around the anticipated increase in the number of students at the university as well as the future residents and workers.

Participants agreed that parkland in places like the university should be opened to the local community. There was also support for local work experience opportunities for students to be promoted.

Housing affordability was raised as a consideration for this key move, as was the provision of medical centres and libraries to ensure people can access services and facilities within their local area.

Participant quotes:

“Yes – assume people live and work in the same area.”

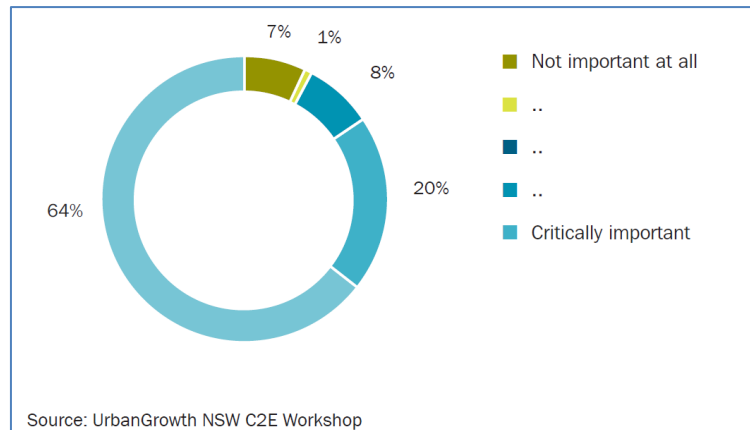
“Vital, really needs to happen.”

“Adaptive across all life stages – from artist to wheelchair.”

Keypad analysis:

Question: How important to the successful transformation of the corridor is creating a place where people live, work and socialise all in the local area?

Response: Almost all participants agreed that it was important to create such places, while only 8% were in disagreement.



Key move 8

Description: Make a strong arts, cultural and heritage area even stronger and secure its future in Sydney’s cultural landscape.

Feedback: Participants agreed that the key to this move was building on the existing arts, cultural and heritage strengths instead of starting from scratch. The protection of heritage buildings and their adaptive reuse was viewed as important. It was also believed that the strong indigenous and multicultural heritage of the area needed to be reflected in the move. Once again, the theme of diversity and its value was strong throughout this discussion.

Participant quotes: “Yes, it is important that arts and culture and recreational activities are integrated into this precinct.”

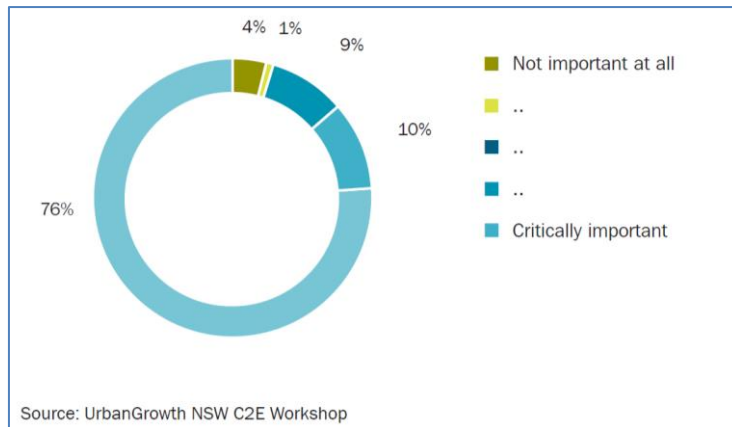
“Yes, but build on what’s existing. Need to acknowledge what is already here in terms of arts and culture.”

“No. Why is there such an emphasis on the arts? Impacts less than 5% of people – a lot of empty space.”

Keepad analysis:

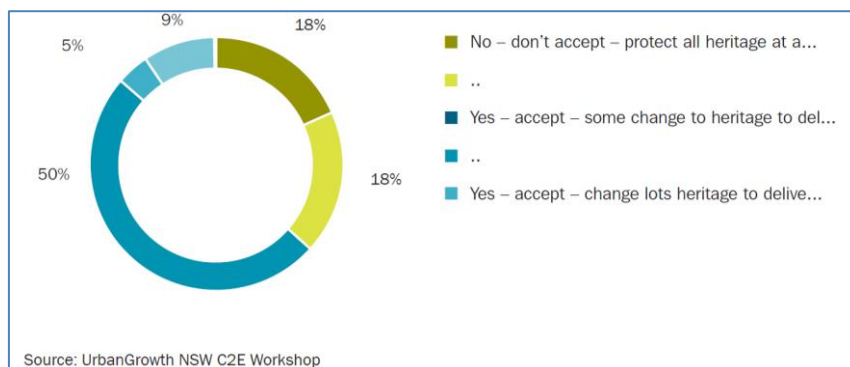
Question: How important is recognising and celebrating the area’s unique heritage (physical and cultural) to successful transformation of the corridor?

Response: Most participants felt that recognising and celebrating heritage was important, with only 5% in disagreement and a further 9% unsure.



Question: If the great majority of physical and cultural heritage value is retained and further supported, to what extent could you accept the changes to some heritage items where another clear public benefit is created?

Response: While half of the participants agreed they would accept some changes, over a quarter did not accept that changes should be made.



Key move 9

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

Feedback: Participants agreed with the move but thought that more housing was essential as was diversity in building type and design and that the village characteristics of each suburb were maintained. Housing affordability was raised as an important consideration, as well as the governance of building design and heritage protection. Transport planning was seen as being integral to this move as it was felt that existing traffic and congestion should be addressed prior to additional people living and working in the area.

This part of the discussion referenced other developments across Sydney as examples of what they do not wish to see. Participant views about density varied, with some participants feeling that higher densities could compromise solar access and create wind tunnels. There would be better acceptance of density if there were high quality buildings that reflected the historical land use, and properly transitioned from low to high density.

It was also felt that higher densities were acceptable if they: provided greater transport options and connectivity before the new developments were built; properly managed or reduced private car use; provided accessible and active street frontages; and housed a wide variety of people with different housing needs.

Participant

quotes:

“Yes, but more (affordable) housing must be provided as a part of trade off (15-20% minimum).”

“Yes, focus on interface of new to old – perhaps look back to the past and keep some of this.”

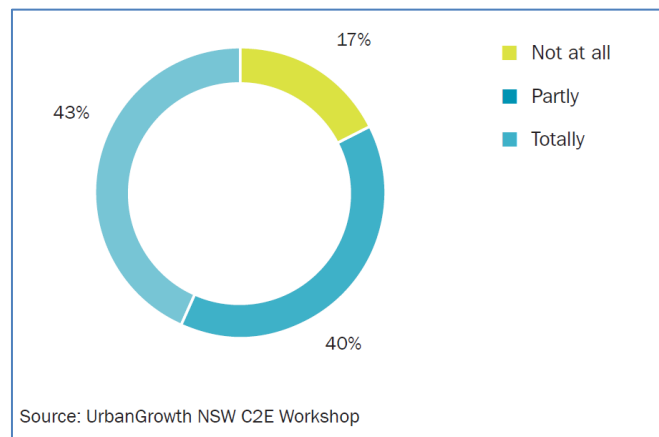
“No – if you want to protect environment, you must keep buildings low and green space open.”

Keypad

analysis:

Question: **To what extent do you think excellent design can minimise or offset the impact of tall buildings and density?**

Response: Over three quarters of participants believed excellent design could partly or totally minimise or offset the impact of tall buildings and density, with less than a quarter believing it would not minimise or offset impacts.



Key move 10

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

Feedback: There was strong support for this move, elements of which had been referenced by participants throughout their feedback for other key moves. Further information was requested about the proposed ratios that would be used to achieve diversity, with concern around the cost of living and housing affordability and availability. There was a strong view that ensuring housing diversity was the most important factor in maintaining a diverse community, which would ensure the area retains its distinctive character.

Participant quotes:

“Yes – need for housing diversity.”

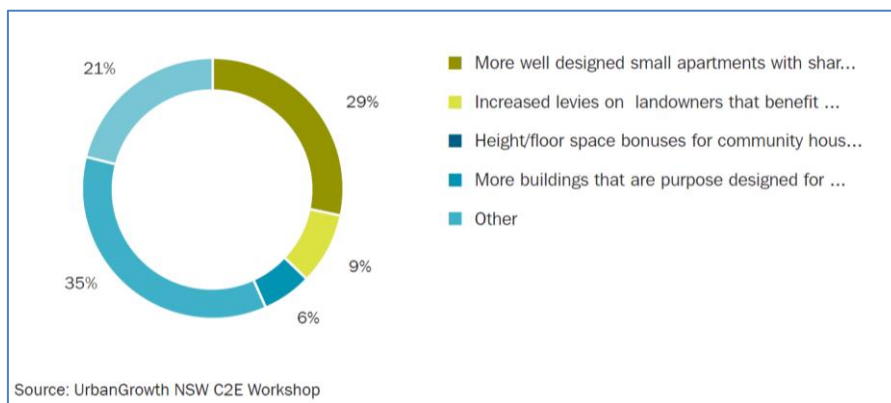
“Diversity: Yes – agree, but different demographics should be in same building.”

“Yes. Ageing in place – diversity to come into the area and stay because there is a diversity of housing options.”

Keypad analysis:

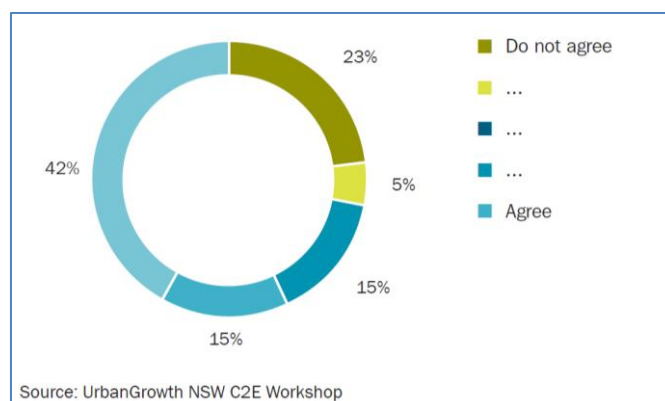
Question: What do you think is the best way to address the growing housing affordability issues in the area?

Response: Over a third of participants felt that more buildings that are purpose-designed for affordable, long-term renting was the best way to address affordability. With almost another third believing that more well-designed small apartments with shared facilities mixed with regular apartments were best. Around a fifth of participants felt that height/floor space ratios for community housing providers.



Question: To what extent do you agree that one measure to provide for housing affordability is to create a range of smaller apartments with excellent design standards – in the same way that this is occurring in other global cities?

Response: More than half of the participants agreed that excellent design standards are one measure to provide for housing affordability, with a quarter of participants in disagreement with the statement.



Discussion 3: Reflection on Sydney's new inner city areas

Context

The third discussion was carried out as a ten minute warm-up for Discussion 4. This session prompted discussion on some examples of newly developed higher density inner city areas, such as Central Park and Harold Park. The previous sessions were about developing a shared understanding of the broader aims of urban transformation. In this session participants were asked to discuss new inner city areas to identify strengths and opportunities that could be applied within the Central to Eveleigh corridor.

The discussion called for participants to reflect on what they believe works about these new inner city areas to help stimulate discussion for the fourth workshop topic which was about balancing trade-offs of higher density development within the corridor to deliver good design and community outcomes.

At a glance

Workshop participants expressed many and varied opinions about new developments. Some people thought that new inner city areas, such as Central Park and Harold Park catered to the needs of a diverse range of people – from across the ages and at different stages of life, while others thought they were cost-prohibitive for some people. It was perceived that quality architecture and a mix of building types in some of these locations was a good outcome, but there were very mixed views about design and built form outcomes.

It was generally thought that open and green spaces that provided meeting places for the locals were positive attributes of new higher density development areas. Participants felt that some areas required further activity at the street level and more accessible community spaces where people could meet their neighbours, whether from the new or existing neighbourhood.

Summary of feedback

There were many and varied opinions about the new inner city areas. Some people identified strengths and opportunities and others identified problems that they would not want to see replicated within the corridor. There was general support for the way these new areas appeared to integrate old and new buildings, particularly around how old buildings were brought back to life with new uses that were accessible to the public. Participants generally felt that some of the new areas had excellent facilities that were well maintained and noted that people in those new areas appeared to enjoy living there. However, some people felt that they would not enjoy living in these areas.

There was general agreement that architecture and urban design should be varied and of a high standard. Some people were sensitive to dominant buildings and others disliked the uniform design they observed in some new areas. There were mixed views about what constitutes good quality design which reflected subjective preferences about architecture and built form. However, participants generally thought that a gradient of building heights was important to decrease overshadowing impacts on neighbours and that varied heights provided more visually appealing built form outcomes.

Participants generally felt new developments catered for a good range of people of different ages and stages of life and that they were accessible and generally had good provision of services. However, there was a view that new developments were largely unaffordable for people of lower socio-economic means. Concern was raised over the expense of these areas and that high property costs could result in a lack of residential diversity.

There were some comments that there was a high turnover of tenants (short term tenure), that undermined a sense of community. Some participants also raised concern about the level of

foreign investment and how this could result in high rental turnover and a subsequent absence of community. However, others felt that high levels of rental turnover contributed to community diversity.

Many participants thought the building management of these new areas was impressive, particularly around rubbish collection, gardens, and common meeting places. There was general agreement that these places were well planned, with good access to public transport.

Participants offered observations around street activity and shared the opinion that more street activity was needed in some of these newer areas. It was thought some of the areas were too dense and out of sync with the surrounding areas. There was particular concern around the “wall of buildings” that appeared in some areas and that an undulating landscape offering vistas to surrounding areas would be more appealing. Solar access was seen as an important factor as was the focus on building to the “human scale”, meaning more open spaces were needed, with particular attention to communal areas where there are opportunities to meet neighbours.

Participant

quotes:

“Redevelopment of Camperdown Children’s Hospital is a great compromise. Good variety of buildings, heights, heritage and open space.”

“Well integrated with amenities, mix of residential, good preservation of historical buildings, arts and culture, H₂O recycling and electricity generation.”

“Gradients are very important – careful of overshadowing. Central Park is already in an area of tall buildings.”

“Environmentally sensitive features critical too – sustainability important to city.”

“Pyrmont – love it because as a 74 year old, I can walk everywhere – convenient and affordable and access to all services.”

“The park is not just considered for residents but also for the local community and commercial, therefore has commercial/residential integration.”

“Central Park works as it is pet-friendly, heritage-protected, has nice gardens and common spaces where people can meet each other.”

“There is too much sameness in the architecture at Victoria Park.”

“Waterloo – don’t put all social housing in one place, spread it out.”

“Too expensive, resulting in a lack of mix/diversity.”

“Green spaces must be open and accessible – on the outside – not courtyards.”

“Balance between investors and first-home buyers.”

Discussion 4: Balancing trade-offs

Context

The fourth discussion session focused on balancing trade-offs around density. It was made clear to participants that this session was not about whether high density should be a part of the Central to Eveleigh corridor, but how high density could be designed to deliver benefits to the whole community.

Six design principles have been developed for the project by incorporating best-practice urban design theory and community feedback. The design principles are intended to ensure that new medium and high density development in the area is delivered in a way that improves the liveability of the area for current and future communities.

The six design principles for Central to Eveleigh are listed below.

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

Participants were asked to consider balancing the benefits and costs of density.

At a glance

While there was mixed support for high density development, generally, participants agreed with the six design principles and indicated they would consider higher densities if the following outcomes were achieved:

- More public transport infrastructure and services in place before new people arrive
- Better accessibility in and around the area
- More affordable homes to provide for a range of people to live in the area – not just wealthy people
- Retention of social housing mixed with private housing
- Excellent building design and quality to minimise overshadowing and overlooking and ensure distinctive buildings
- Active street frontages and vibrant retail areas
- More green spaces and community facilities to enable community interaction
- Sustainable development and green buildings
- Services and initiatives to support community building to ensure social cohesion and a strong sense of community.

Summary of feedback

There were mixed views about high density in the area and associated trade-offs. A number of participants questioned the need for high density. While there was general support for medium density development, some participants felt that high density development was not appropriate and indicated that new housing should be spread out across Sydney and not focussed in the inner city. However, many other participants supported high density development as they either felt it was inevitable or that it was appropriate for the location given the proximity of the area to the centre of the city.

Participants thought that higher density was more acceptable if a number of fundamental actions were taken. There was a strongly held view that development and transport infrastructure had to be planned in tandem and that transport infrastructure had to be delivered before development and sized to accommodate future growth. Some participants likened transport infrastructure to being the “bones” that provide the framework for development. Others noted that transport solutions can not be “retrofitted” after development has been delivered. As such, participants agreed that public transport needed to be prioritised and actions to alleviate congestion be put in place before additional people came to live and work in the area. Many participants also feared increased traffic congestion and noted that people will still use their cars and that there needed to be adequate provision for parking.

Participants noted the need to ensure that public benefits are delivered and not eroded over time as individual development sites are built. Participants reiterated their low trust in developers and noted the need to have confidence that developers will be made to deliver public benefits and adhere to high quality design standards.

Participants felt that higher densities would be accepted if new homes were affordable and if they enabled more people of differing ages, cultural backgrounds and economic circumstances to move to the area. Participants emphasised the need for housing affordability to address concern that new high density apartments would impact community diversity, which would impact the character of the area. There were mixed views about provision of social housing, but most participants supported retention of the existing proportion of social housing within the area, but called for a greater mix of public and private housing as opposed to concentrated pockets of social housing. There was suggestion that tenants should be allowed to stay in the area and not be relocated to other parts of Sydney.

The design principles were widely supported. Participants suggested that in order to accept the trade offs associated with high density that development would have to be planned and delivered to ensure:

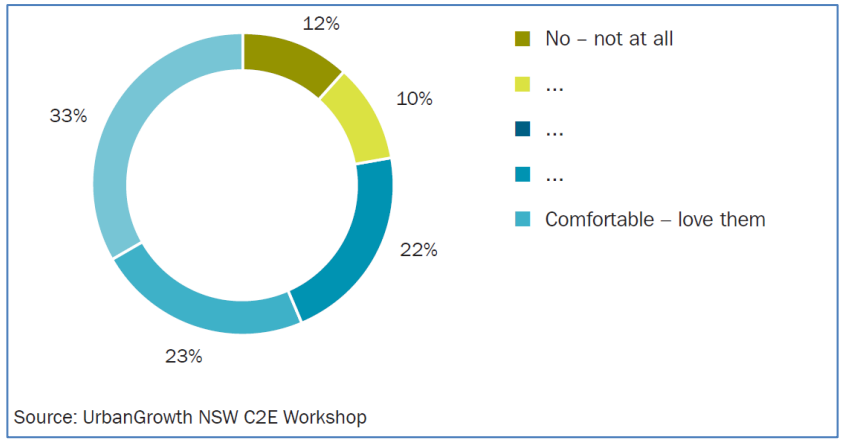
- accessibility in and around the area(not just to the city centre) is improved, with better public transport and active transport infrastructure providing people with high quality services and choice of access to key destinations such as the universities, local schools and Broadway Shopping Centre
- a proper transition of scale between existing and new areas that provided for tall buildings to be slim with a gradient in heights from adjoining lower density areas.
- quality design and architecture with stringent controls and development assessment standards:
 - buildings have their own identity and are not all uniform in appearance
 - buildings are positioned to minimise overshadowing and ensure solar access to public space

- buildings are positioned to minimise overlooking and protect privacy for residents in both existing and new areas
- buildings do not create wind tunnels
- buildings incorporate green design to minimise living costs and environmental impacts.
- infrastructure is improved to support increased demand and meet community needs.
- sufficient green space is provided to balance development with open space, including shared public green spaces and semi-private roof-top green spaces.
- public safety and security is maintained and that crime levels do not increase – there was a perception that high density areas will become “slums of the future”.
- community wellbeing is supported and that social services and initiatives are in place to retain the sense of strong connected communities where people feel they belong – there was a perception that high density living can be isolating for some people and lead to depression and loneliness and that the “sense of community” would be compromised
- that apartment design accommodate the needs of:
 - older people
 - families with children – storage space for bikes and strollers.
- services are improved to meet community need, including childcare, aged care, hospitals and schools.
- the village character and aspect of surrounding areas is maintained, especially through protection of retail amenity and promotion of pedestrian activity with active street frontages.
- retail diversity is protected through initiatives like controlled rents for ground floor retail activities.
- shared community facilities are provided that are accessible to all local residents and draw people out of their apartments to promote community interaction and build a sense of community.
- high quality public spaces, including large green spaces, are provided that are free for everyone to access and come together as a community– there was a perception that high density areas only allow for community interaction in coffee shops and cafes which excludes people who can not afford to pay.
- heritage areas are respected.
- there is ongoing community consultation so people feel part of the change.

There was a view that many lessons could be learnt through the development at Barrangaroo and that the impact of WestConnex on the area had to be understood.

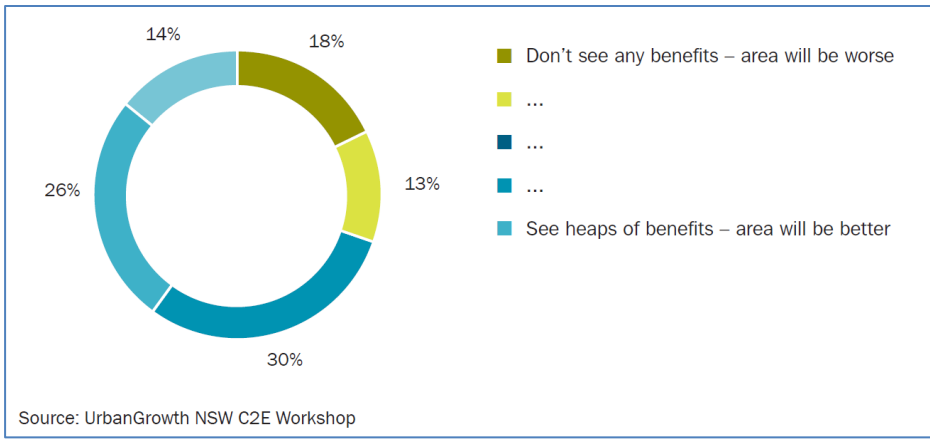
**Keepad
analysis:**

- Question: **Can you imagine accepting some of the trade-offs discussed – that is, can you live with some high rise buildings and some more traffic in exchange for better local services, lively and safe streets, more cultural spaces and renewed heritage building?**
- Response: Over half of the participants thought they could accept some of the trade-offs discussed, with almost a quarter feeling unsure. The remaining quarter felt they could not live with the trade-offs.



Question: To what extent do you recognise there will be benefits for local communities of increased density in the area?

Response: Over a third of participants felt there will be benefits, with almost a third of participants feeling unsure. The remaining third of participants felt they could not recognise benefits.



Participant quotes:

- “If street level active, then ok to have high rise.”
- “Older people and ageing in place needs to be accommodated in urban design and apartment design – ‘long life loose fit’.”
- “Managing transition with new tall buildings with current neighbourhoods and heritage.”
- “Shared community facilities for a number of buildings to promote community.”
- “Need transport services within one to two blocks from doorstep = train or tram services seamless enough for families to use to get to the park, not just for daily commutes.”
- “Community needs to trust that what the specific design guidelines outline are delivered properly.”
- “Needs the amenity to suit the density – spaces between the places are as important – green spaces, soft spaces, safe spaces.”

Discussion 5: North Eveleigh options

Context

The final discussion focussed on how the vision, ten key moves and design principles would translate to four potential development scenarios in the North Eveleigh precinct (refer map at Appendix A). The area has an approved Concept Plan in place that is being revisited as part of the wider Program.

Participants were asked to keep in mind the vision and ten key moves as they provided feedback on the: transitioning of building heights; retention of heritage buildings; and connectivity across the railway.

At a glance

Workshop participants agreed that Scenario 4 offered the most ideal outcome when considering the ten key moves and felt the broader context of planning for the whole area needed be taken into consideration.

It was agreed that varying building heights, with good design was preferable, but that a wall of tall buildings was less desirable. The retention of the heritage building known as the Clothing Store was considered very important, with its transformation into a community hub and that its retention could be offset by increased heights across the balance of the site. Participants also felt that a connection across the railway was important, but views differed on the type of connection and the type of transport that should be provided access.

Summary of feedback

In relation to the transitioning of building heights, participants strongly agreed that a variety of buildings heights was preferred and that taller buildings were better than uniform lower buildings. It was felt that Scenario 4 offered the best solution in relation to the concentration of building height. Participants indicated they would be willing to trade-off between height and open space if the buildings were well designed and of good quality. Some participants also felt that once a development has been approved that developers should not be able to incrementally increase heights through modified development applications. For example, some participants were concerned that 20 storey buildings could end up being 30 storey buildings if developers are allowed to vary heights through subsequent amendments to the approved proposal.

It was also agreed that all four scenarios should be considered in the broader context of the wider area, particularly in terms of dwelling numbers and that buildings next to the railway line should be higher than those adjacent to terrace housing, to ensure minimal shadowing impacts on existing residences. It was generally agreed that the different mix of heights and buildings, broken up into various scales was desired over a wall of buildings of similar height.

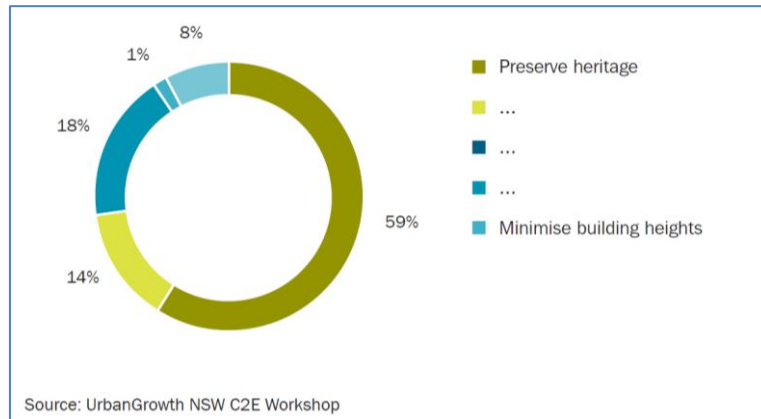
Participants supported the retention of the heritage building known as the Clothing Store. It was felt that it was a unique building at the heart of the precinct, which could be refurbished to become the community hub and would offer a good integration of old and new in the precinct.

Connectivity across the railway was strongly supported, with participants viewing it as essential. There was general agreement for a pedestrian and bicycle prioritised crossing, with some participants stating that road vehicles such as buses, taxis and private cars should be permitted to use the connection. Some participants strongly agreed that a bridge connection was preferred; conversely, there was also support for a tunnel. Further information was sought on the connection type and location and its impact on surrounding streets.

Keepad analysis:

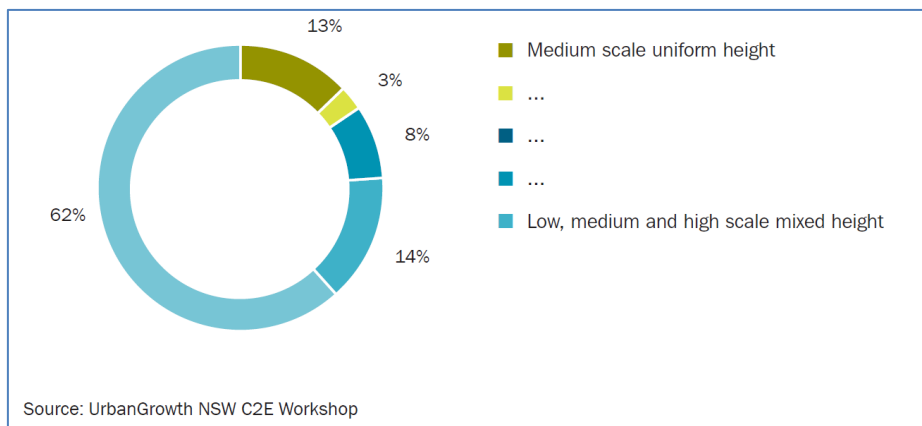
Question: **Is your preference to preserve heritage buildings or to minimise building heights?**

Response: Almost three quarters of the participants preferred heritage preservation over the minimisation of building heights. However, less than a quarter of participants indicated they were unsure.



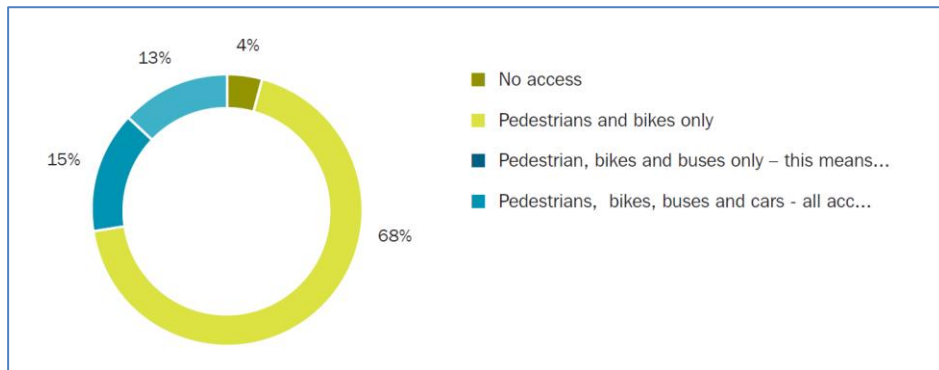
Question: **Is your preference for a mix of low, medium and high scale buildings or for all medium scale buildings with uniform heights?**

Response: Over three quarters of participants preferred a mix of heights instead of uniform building height. Less than a quarter preferred uniform heights or were unsure.



Question: **What is your preference to improve connectivity over the railway corridor?**

Response: Almost all participants preferred a connection over the corridor, with almost two thirds feeling it should be for pedestrians and bikes only. Almost a third of participants felt the connection could also include buses, but those participants were divided over whether cars should be included, with 13% of participants feeling that cars should not be permitted access.



Participant quotes:

“Height doesn’t worry me, need design excellence.”

“Trade off between height and open space is acceptable as long as good quality and well designed.”

“Like the different mix of heights and buildings broken up into various scales as opposed to a wall of same height buildings.”

“Looks a bit ‘ghettoish’ all being one height.”

“Keep the Clothing Store as a unique building at the heart that can be the community hub.”

“Let’s use heritage buildings as opposed to them just being ‘heritage’.”

“Connectivity essential – walking and bike riding – no cars.”

“Crossing rail line is absolutely necessary – should be multi-modal (car, cycle and pedestrian).”

“Could be an elevated green-line type link across the rail lines.”

“Cannot imagine walking across the walkway at night – would still be dangerous – no residents would walk on it.”

Workshop evaluation

Participants were asked to evaluate the workshop to aid UrbanGrowth NSW's efforts to continuously improve its engagement activities and to ensure administrative elements such as workshop location and facilities meet participant expectations.

The following evaluation is based on a summary of responses to keypad questions and hand-written comments from participants.

Participants felt the workshop provided a good opportunity to discuss their opinions with fellow community members and that it was good to hear other people's opinions. They felt the table facilitators did a good job and that the use of keepads was effective. The majority of participants indicated they would participate again and enjoyed the workshop.

It was felt the discussion paper could have been distributed to participants before the workshop to allow greater time to review the information. It was also felt that more detailed information, with more concrete examples, prototypes and interactive mock-ups of development would have been useful. There was also concern around the realism of some of the artist's impressions, which led participants to question the likelihood of some of the physical outcomes.

It was felt that better clarity around questions and general terminology would have helped participants to better understand the information presented and led to less time discussing and forming agreement around the meaning of certain questions. In particular, it was felt that some keypad questions limited participants ability to respond in a manner they wished and that they desired the ability to provide comment about their selection.

Participants felt it would have been useful to hear from other stakeholders such as transport operators and large land owners, such as universities, to understand their plans for the future. They also felt that some of the introductory presentations could have been shorter to allow greater time for participant discussion.

In terms of the administrative elements of the workshop, many participants felt the room itself was too cold, had a bad echo and required a better PA system. Participants felt that more opportunity to move around the room to work with other participants was needed, but felt the use of keepads was an effective way to hear the opinions of the wider group.

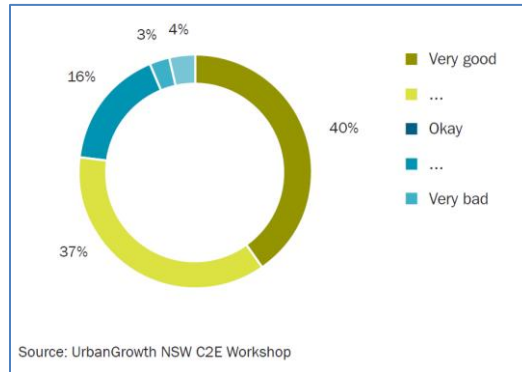
Participants felt there should have been greater diversity in participants to better reflect their local communities. In particular, they felt that more young people and people with different cultural backgrounds were missing from the workshop.



**Keepad
analysis:**

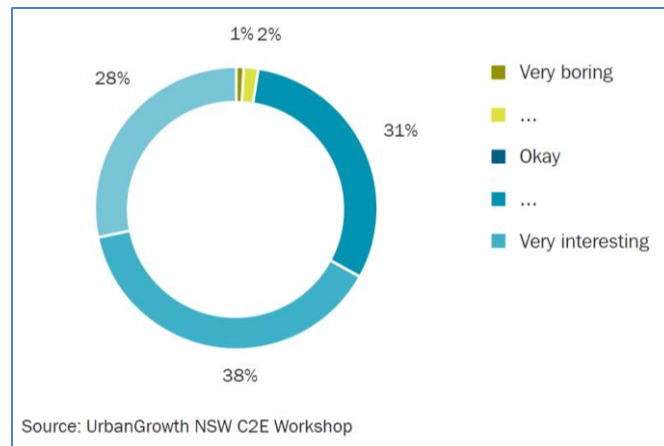
Question: **How would you rate the workshop?**

Response: Over three quarters of the participants felt the workshop was good. Only 7% of participants felt it was bad, with the remaining fifth feeling it was okay.



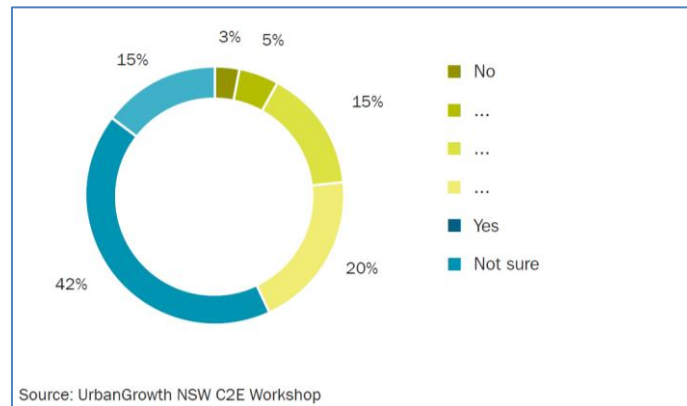
Question: **How did you find the activities?**

Response: Almost two thirds of the participants felt the workshop activities were interesting, with the remaining third feeling they were okay. Only 3% of participants felt the activities were boring.



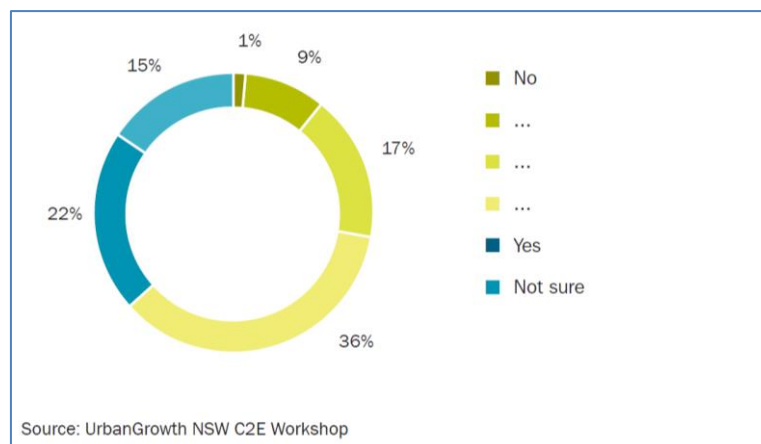
Question: **Do you feel that your views and opinions are valued?**

Response: Nearly two thirds of the participants had a degree of confidence their views and opinions were valued. Around a fifth had less confidence that their feedback would be valued and only 3% being certain their views were not valued.



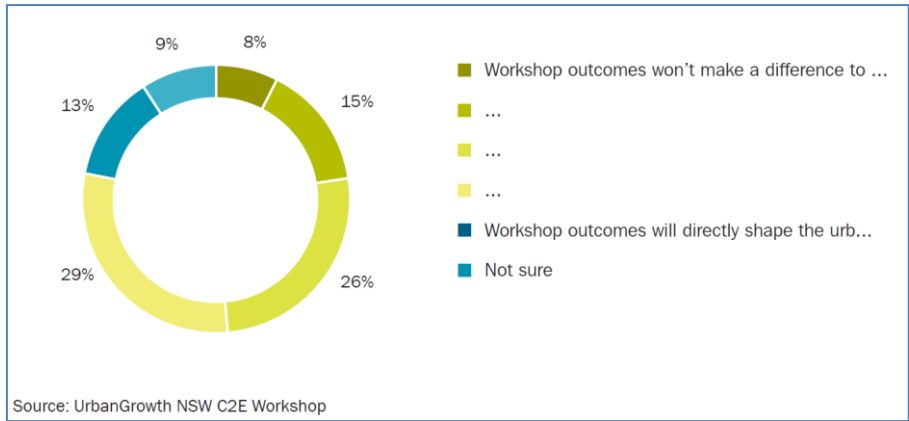
Question: **Do you feel that someone will look at what you said?**

Response: Over half the participants indicated that they felt someone would look at what they had said. However, over a quarter of participants were less certain that workshop outcomes would be looked at and 15% were uncertain.



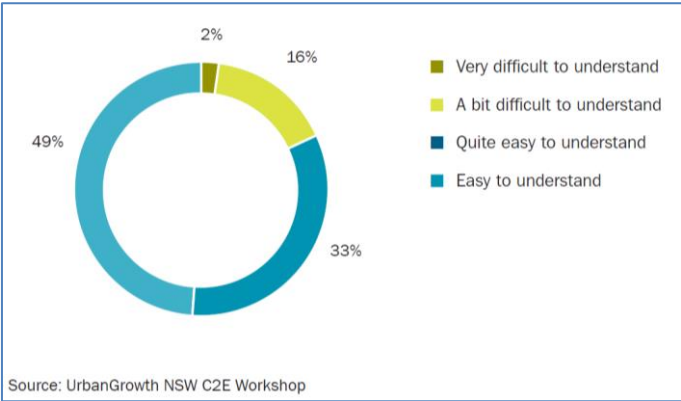
Question: **Do you feel that nothing will change as a result of today?**

Response: Less than half of the participants felt that the planning outcomes would change as a result of the workshop. Significantly, over a fifth of participants felt that outcomes would make no difference to planning.



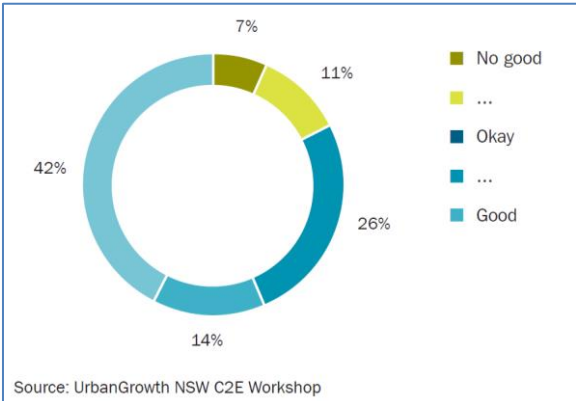
Question: **How easy to understand was the material presented?**

Response: Well over three quarters of the participants felt the material was easy to understand, with under a quarter feeling it was difficult to understand.



Question: **How suitable was the venue?**

Response: Over half of the participants felt the venue was suitable, with just over a quarter feeling it was okay. Less than a quarter of participants felt it was unsuitable.



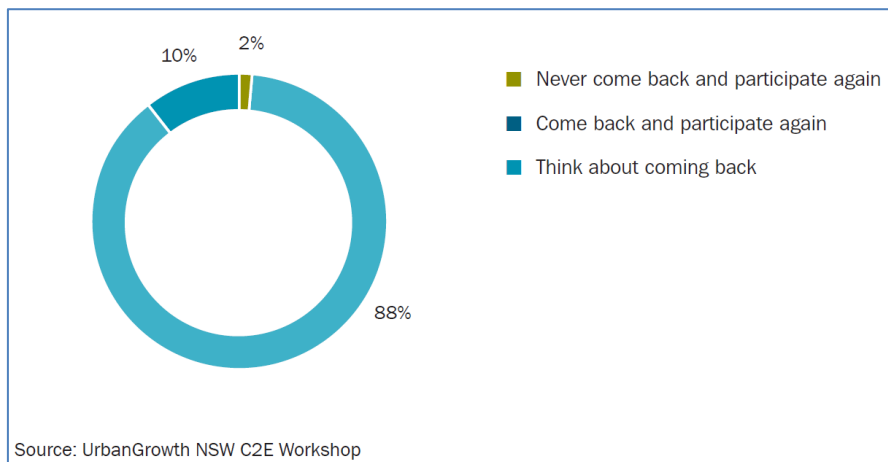
Question: **How was the timing?**

Response: Half of the participants felt the timing was just right, with just over a tenth feeling they would have liked more time. Nearly a third of participants would have preferred a shorter workshop. Less than ten percent felt the timing was wrong.



Question: **How likely would you participate again?**

Response: Almost all the participants felt they would consider participating again, with only 2% feeling they would not.



Next steps

The workshop provided clear outcomes to UrbanGrowth NSW, and has resulted in the following directions:

1. **The proposed vision has now been accepted as a shared vision.** This means that it will provide direction and inspiration for UrbanGrowth NSW and all other stakeholders and clearly sets out what outcomes the project is focussed on achieving over the medium to long term. The vision will be reinforced at every opportunity to ensure all stakeholders, including other government agencies, recognise it and work to help see it realised.
2. **The ten key moves have been accepted in-principle.** This means they will be reviewed and adjusted to reflect feedback received from the community and other stakeholders. The key moves will be translated into planning and design principles that will guide development within the corridor
3. **Precinct plans will continue to be developed.** This will result in more detailed information being gathered and site specific studies being commissioned with opportunities for local communities to provide feedback as plans take shape.

Over the next few months UrbanGrowth NSW will finalise technical studies underway to inform preparation of the urban transformation strategy, including a comprehensive traffic and transport study. Additional study nights will be held to enable interested members of the community to discuss the findings of these studies.

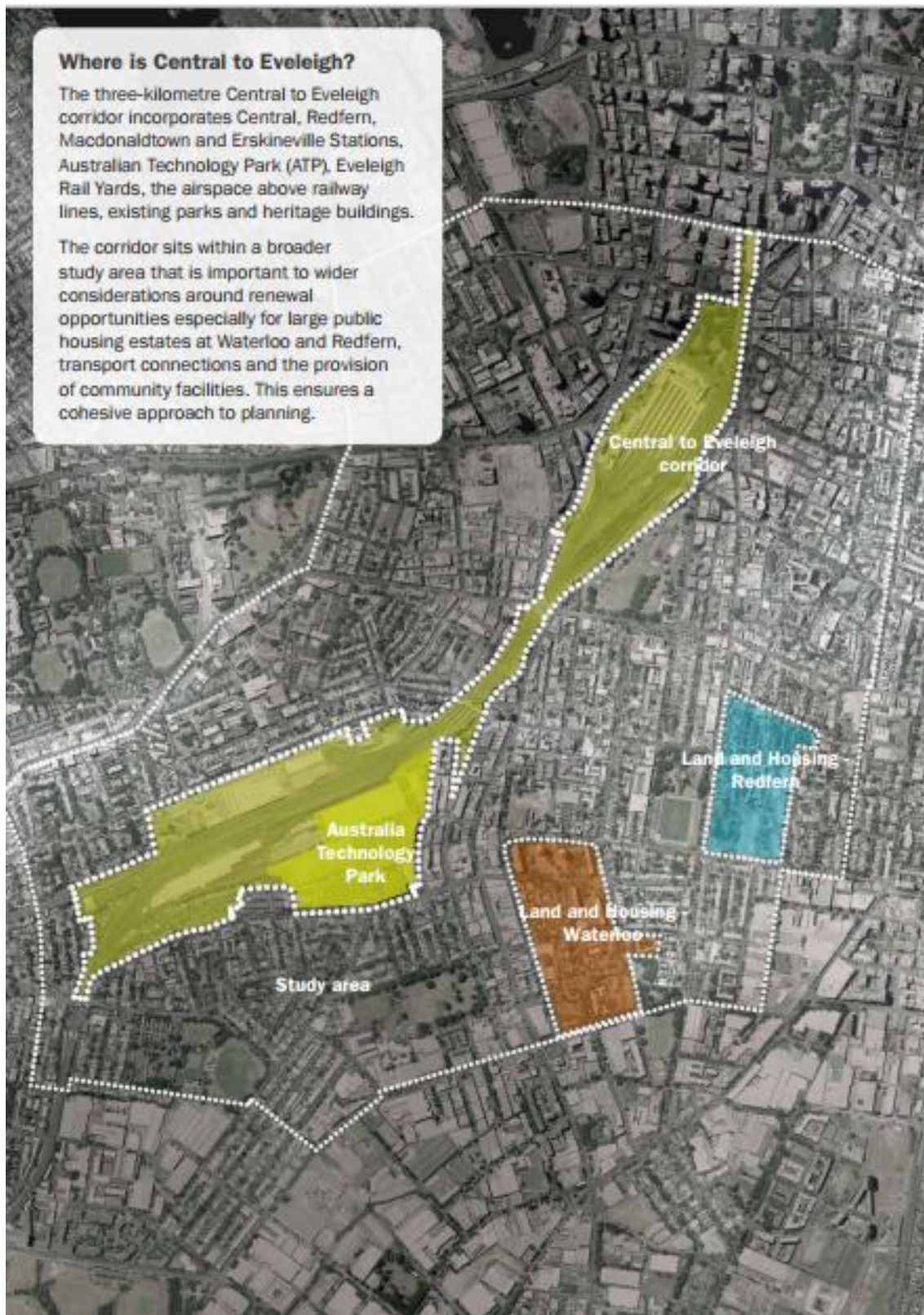
Additional workshops will be held with the community panel, community groups, government agencies and young people to get feedback and inform preparation of the urban transformation strategy.

The draft urban transformation strategy and a number of supporting implementation plans will be put on public display in early 2016. During the display period, there will be a number of opportunities for community engagement, including drop-in sessions where people can provide feedback directly to the project team and an interactive online forum.

In parallel with development of the urban transformation strategy, planning for specific precincts along the corridor will progress, specifically for North and South Eveleigh. UrbanGrowth NSW will communicate and consult with the local community and other stakeholders throughout the planning process for specific precincts. Precinct plans will need to clearly demonstrate how they contribute to the shared vision and respond to the planning and design principles set out by the key moves.

Appendices

Appendix A: Map of study area



Appendix B: Stakeholder and community engagement timeline

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

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

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

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

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

2. A Baseline Analysis Report was released in **June 2014** to provide an initial analysis of the area and to share the common themes, which have been developed into a list of community priorities. The community priorities (refer **Appendix C**) have been identified by the local community and have remained consistent over the last 18 months.
3. In **June 2014**, five focus groups were undertaken with local residents and an additional workshop with community and resident group representatives from suburbs within and surrounding the Area. The aims were to:
 - Provide local input to facilitate ongoing development of the corridor strategy
 - Provide specific local input on key development issues important to shaping the planning principles.
4. In **July/August 2014**, the initial SOUP innovation program, was held on affordable housing young people in collaboration with the Committee for Sydney.
5. Throughout **August and September 2014**, follow-up meetings with local resident action groups and the wider community on targeted development issues.
6. In **November 2014**, a telephone survey of around 500 residents living in and around the corridor was completed.
7. Since **late 2014**, a dedicated community information line (1800 756 953) has been providing locals with direct contact with the project team.
8. During **early 2015**, an initial online forum was opened, inviting feedback to shape a shared vision.
9. In **April 2015**, nearly 40 residents who live around the area were randomly selected to form a community panel, which will work with the project team to develop in-depth knowledge of planning concepts and provide considered feedback about planning issues that can then be explored with the wider community.
10. During **May 2015**, three Study Nights were held to present the methodology and initial findings of three draft studies on social facilities, heritage and housing diversity. When finalised, these studies will further inform the development of an urban transformation strategy for the area.

11. From **May 2015**, casual drop-in stalls at the Eveleigh Markets and Redfern Night markets were initiated, which will be held every month throughout 2015.
12. From **June to mid July 2015**, an updated online engagement portal was launched to provide everyone with an opportunity to comment on proposed planning and design principles.
13. In **May 2015**, a number of well-established community and resident groups from across the area were invited to a dedicated session to learn about the planning process and to discuss avenues for their input.
14. On **30 May 2015**, a community workshop was held provide information on the status of planning, report back on the development of a shared vision, explain proposed planning and design principles (This reports documents the outcomes of this workshop).
15. **.During 2015**, regular updates via an electronic newsletter have been issued to all people who have subscribed. More than 1,500 people have subscribed to the e-news.

Appendix C: Community priorities

Community priorities

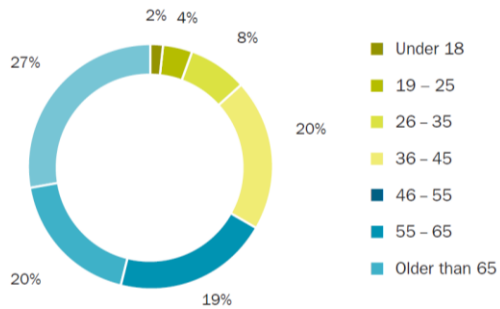
The people who live within and around the corridor have helped us to identify priorities for transformation. These priority areas have remained consistent through ongoing engagement undertaken over the last 18 months:

- **Industry and employment:** Build on existing strong local economies associated with technology, education, the arts, creative industries and support services for the health sector.
- **Culture, arts and heritage:** Celebrate the area's rich history and recognise its proud Indigenous heritage.
- **Built form, land use and urban design:** Integrate the way land is used with transport infrastructure; be socially and economically sustainable, achieve excellence in building and urban design, and promote walking, cycling and less car use while also managing parking issues.
- **Transport and connectivity:** Preserve and renew Central and Redfern Stations and improve connections across the corridor to the universities, Redfern and Waterloo.
- **Social facilities and services:** Plan for schools, health services, aged care and community facilities early to meet community needs.
- **Green infrastructure and placemaking:** Revitalise and activate public spaces to create safe, pleasant and leafy places and spaces for community interaction and enjoyment.
- **Housing diversity:** Ensure diversity and integration in building form and design and in the community who lives in the area by providing a diversity of housing types as well as housing suitable for people on different incomes and with different needs including families, students and older people.
- **Urban resilience:** Support the community to survive and thrive no matter what challenges it faces.

Appendix D: Workshop participants

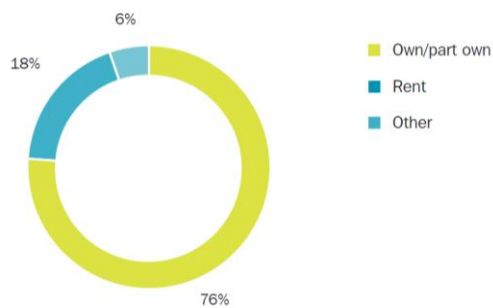
Participant demographics

Close to half of attendees were aged 55 or older, with close to a third in the 19-45 age bracket. The age of individual participants is represented in the chart below.



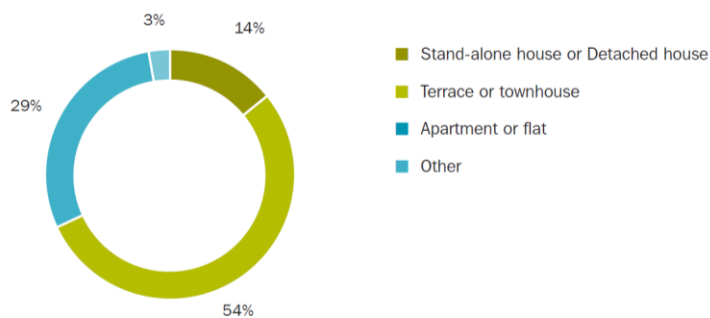
Source: UrbanGrowth NSW C2E Workshop

Over three-quarters of workshop participants owned or partly-owned their home, with less than a quarter renting. The home ownership of individual participants is represented in the chart below.



Source: UrbanGrowth NSW C2E Workshop

Almost three quarters of participants lived in a stand-alone or semi-detached home, with just over a quarter of participants living in apartments or flats. The type of dwellings within which participants lived is represented in the chart below.



Source: UrbanGrowth NSW C2E Workshop

Appendix E: Stipend for randomly selected participants

Best practice community engagement relies on a broad cross section of views being considered, including the views of those who voluntarily participate and those who, for a range of reasons, do not. There are always people who find it difficult to participate in face-to-face engagement activities about important local issues affecting their community. Their voices are no less valid or important than those who can and do participate.

For urban transformation projects, of the scale of Central to Eveleigh, it is critical that a broad cross section of people contribute to shaping a vision and inputting to plans that will guide the future of the corridor. In order to ensure a diverse spread of values, needs and interests are identified and considered through the planning process we have to firstly identify people who would not normally participate and then actively make it possible for them to attend.

For this reason, we sometimes offer participants who have been identified at random (by a third party provider) a stipend, equivalent in value between \$100 - \$150, to offset the costs incurred as a result of their participation in a half day or full day workshop. This level of compensation is comparable with industry standards for participation in face-to-face discussion activities, such as focus groups.

Stipends are not offered to active members of the community who choose to participate in face-to-face activities on their own terms, either as a representative of a community group or as a local resident, as their involvement is voluntary. In deciding whether to attend they weigh up the costs of their participation. Furthermore, as local residents, they too have an equal chance of being identified randomly and offered a stipend to participate and can choose whether to accept this payment.

Payment of stipends to randomly identified participants is a commonly used approach to encourage a broader and more representative mix of participants in face-to-face engagement activities.

Appendix F: Workshop run sheet

Time	Session	Format
10.30am – 10.50pm	Welcome to Country Welcome, introduction and purpose	Presentation
10.50 am – 11 am	Keypads introduction	A series of warm up questions to test the keepads and explain their functionality to participants
11 am – 11.15 am	Background information	Contextual presentation to about UrbanGrowth NSW's charter, role and mandate
11.15 am – 11.35 am	Review emerging shared vision for Central to Eveleigh	A short presentation to present the emerging vision, followed by a small group discussion about the vision. Key questions were : <ul style="list-style-type: none"> • What works? • What is missing? Participants posted ideas in a letterbox on their table. Keypad questions on the emerging vision were posed.
11.35 am – 1.15 pm	Responding to key moves	A half an hour presentation on the key moves (what they are and how they link to the vision), followed by a small group discussion about the key moves. Key questions were: <ul style="list-style-type: none"> • Are the moves right? • What do you need more detail about to understand the moves more fully? • Are there any missing key moves? Facilitators took notes to record discussions. Keypad questions on the key moves were posed.
1.15 pm – 1.45 pm	Lunch	
1.45 pm – 2.05 pm	Reflection of new inner city areas	A presentation on developments across the world was followed by a small group discussion about experiences of new higher density precincts in Sydney. Key questions were: <ul style="list-style-type: none"> • What works and why? • What does not work and why? Facilitators took notes to record discussions.
2.05 pm – 3pm	Balancing trade-offs	A presentation on the potential for density in the Central to Eveleigh corridor and the trade-offs, was followed by a discussion of how to manage trade-offs. Key questions were: <ul style="list-style-type: none"> • Are there other things we need to consider to manage trade-offs? Facilitators took notes to record discussions. Keypad questions on the trade-offs were posed.
3 pm – 4.10pm (including short afternoon tea)	North Eveleigh options	A presentation on the possible options for the first precinct (North Eveleigh) including why it is a good precinct to test the key moves on was followed by a small group discussion. Key questions included: <ul style="list-style-type: none"> • What do you like about the options for North Eveleigh and why? • What don't you like about the options for North Eveleigh and why? • What potential impacts do we need to think about to review and refine the options? Facilitators took notes to record discussions. Keypad questions on the options were posed.
4.10pm – 4.20pm	Overview of quick wins	A presentation on the overview of what has been heard before and how it has influenced the project
4.20 pm – 4.30pm	Evaluation and close	Including thank you and an opportunity for participants to complete an evaluation slip. Keypad questions on the

Time	Session	Format
		quality of the workshop were posed.