



30 June 2015

Mr David Pitchford CBE LVO
Chief Executive
UrbanGrowth NSW
Level 14, 60 Station Street
PARRAMATTA NSW 2150

By email: c2e@urbangrowth.nsw.gov.au

Dear Mr Pitchford

Re: Central to Eveleigh urban transformation

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

In order to make this submission within the timeframe of the review, it has not been possible for it to be checked with councils or to be endorsed by the ROC. Please therefore consider this submission to be a draft, and I will get in touch if any issues arise as it is reviewed.

The details of SSROC comments are as below.

General

1. The process and strategy to urban transformation of the Central to Eveleigh precinct is commendable. The “big city thinking” of:
“a city of smaller homes, shared spaces and bigger lifestyles, of mixed uses and communities, of old and new development; of local living connected to cultural opportunities near and far; and a city of shorter distances between work and home, services and recreation, education and learning” is impressive.

None the less, there is need to give significant weight to the comments and feedbacks from residents, neighbourhood groups, council (City of Sydney) and community and other stakeholders that are likely to live with the impacts of the urban transformation.

2. The Central to Eveleigh precinct is well known as a transport corridor and this could be reinforced.
 - Some precinct locations could be developed and targeted to assume regional, national and international fame for technological education, training and research.

- Other locations on the precinct could be known for environmentally efficient and eco-friendly built environment, eco-friendly technology and cultural precinct that flourish with Aboriginal, contemporary creative and performing art.
3. The UrbanGrowth NSW should liaise closely with the City of Sydney on integrated active transport, open space, recreational and community services. This will ensure that the precinct boosts the active life style, leisure, recreational and sporting activities of the local residents as well as regional and international visitors.
 4. The Central to Eveleigh precinct urban design option that is settled for by Urban Growth NSW should enhance public spaces, ecological sustainability, Indigenous cultural and historical character and modern and contemporary Australia cultural identity and symbols or icons of achievements.

Environmental and related

5. Ideas and world class models for waste minimisation, renewable energy, waste recycling and eco-friendly transport options should be considered.
6. There is need to preserve existing parks and open spaces and need to secure new open spaces and recreation spaces to meet the need of more people who will be residing in new housing development areas and expected increase in the number of workers. This is important to avoid eroding the liveability and quality of life and amenities in the C2E precinct.

Housing and liveability

7. UrbanGrowth NSW could liaise with SSROC, the City of Sydney and the Department of Planning and Environment to develop model (example 'Densification Feasibility Model') or benchmarks for assessing existing housing density and services and amenities and the setting of gauging scale or benchmarks for degrees of densification and the corresponding level, scale or quantum of amenity, facilities or services required to maintain acceptable liveability. This has been a recurring issue in SSROC consultations in the Central and South subregions and the C2E urban transformation could then aim to achieve a balance between financial feasibility (Urban Feasibility Model) and densification feasibility ('Densification Feasibility Model').
8. The co-location of affordable housing, social housing with the housing for the wider market is supported.
9. The C2E urban transformation strategy is encouraging a shift from low-rise to high rise and higher density urban dwellings. It is important that UrbanGrowth NSW meticulously considers the case against high rise in local suburbs and take steps to strike a balance. This could mean revisiting issue of 20-35 storeys and 2-14 storeys and consider options and heights that are not too imposing or unacceptably increases the density without corresponding amenities or opportunity for improving access to social infrastructure.
10. The C2E precinct housing development should include specified proportion of new residential development that will be dedicated to affordable housing. Housing target for the precinct should include specific targets for affordable housing. SSROC suggests 10 to 20%. UrbanGrowth NSW could work with the City of Sydney and the Department of Planning and Environment on inclusionary zoning to actualise the affordable housing targets.
11. Housing development on the C2E precinct entails that social infrastructure such as schools health centres, childcare and related recreational amenities and open spaces should be given priority.

Cultural and heritage

12. The Redfern and some other locations on the precinct have rich culture and history and the landscapes of the precinct should be protected and restored, public spaces provided.

13. As part of the urban transformation, Redfern could be turned to a national and international Indigenous icon with museums that portray not only the history and story of the Eora Nation but also other Aboriginal Nations in the Sydney Basin. The iconic initiative should take residents and visitors through a journey that covers pre-settlement Indigenous Australia, colonisation, present day Australia, reconciliation and the Aboriginal struggles for self-determination. This could easily become a tourist site.
14. The Aboriginal people, particularly the Eora Nation should be consulted separately on the C2E precinct development and the suggested No-13 item.

Economic and transport

15. The C2E precinct is a major transport corridor for Sydney. Transport and connectivity of the neighbouring and outer lying suburbs is important as well as active transport options such as walking and cycling and eco-friendly transport modes. The urban transformation strategy should give these priority.
16. The C2E precinct should maximise opportunity of pedestrian access, public domains, various public transport modes such as rail, ferries and buses.

Implementation

17. An implementation steering committee or board should include representation from the City of Sydney or at the least the council should be represented in advisory reference panels for the project implementation. Key stakeholders including community/independent Aboriginal representatives should also have a visibility and role in overseeing the implementation phase.

Thank you for the opportunity to comment on the Central to Eveleigh urban transformation.

Yours sincerely



Namoi Dougall
General Manager
Southern Sydney Regional Organisation of Councils