



Central to Eveleigh Corridor: Concept Plan

Urban Growth NSW

Introduction

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

Public Benefits

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

Challenges

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



SHORT TERM (0-5 years)

MEDIUM TERM (5-10 years)

MEDIUM / LONG TERM (5-20 years)

1 South Eveleigh Precinct

VISION

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

BUILT FORM

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



2 North Eveleigh Precinct

VISION

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

BUILT FORM

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



3 Australian Technology Park Precinct

VISION

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

BUILT FORM

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



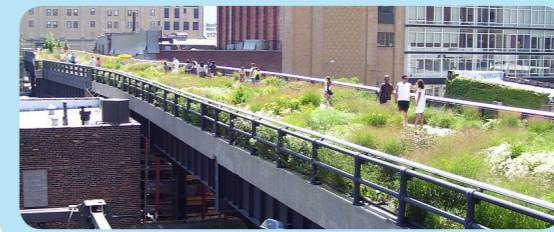
4 Redfern Precinct

VISION

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

BUILT FORM

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



5 Central Station Precinct

VISION

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

BUILT FORM

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

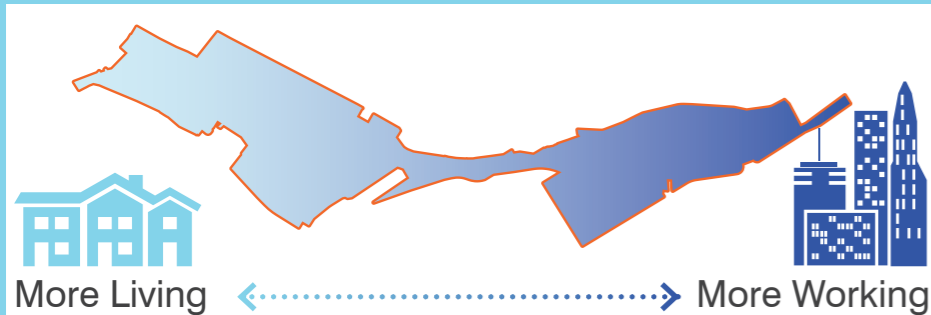




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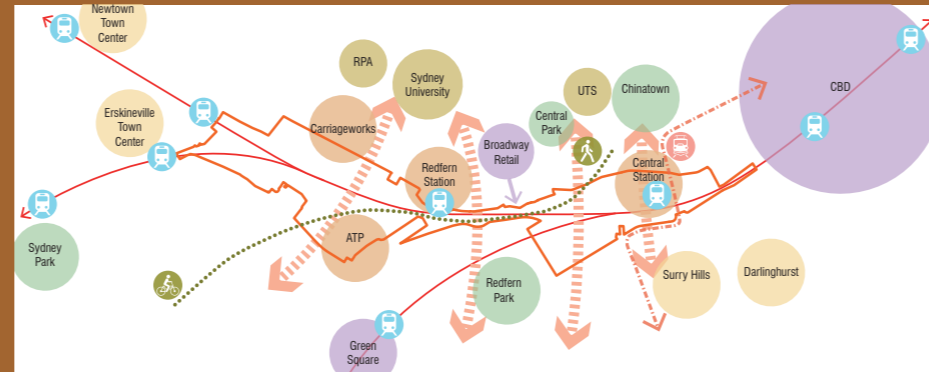
Housing and Employment



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

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

Connections and Transport



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

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

Heritage and Culture



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

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

Sustainability



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

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

Public Spaces and Social Facilities



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

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

Australian Technology Park



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

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