



## **North Eveleigh**

# **Social Impact Assessment**

**Prepared by Redfern-Waterloo Authority**

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## EXECUTIVE SUMMARY

The redevelopment of the North Eveleigh site will be a major catalyst for the economic and social revitalisation of Redfern-Waterloo Authority's (RWA) Operational Area.

The proposed Concept Plan for North Eveleigh site provides for a vibrant mixed use sustainable community with its own identity that celebrates the sites industrial heritage and reconnects with the wider neighbourhood.

This Social Impact Assessment outlines the long term social sustainable issues relevant to the RWA's Operational Area and the cultural, social, and economic opportunities which will be provided by the redevelopment of the North Eveleigh site. It also assesses and addresses the impacts of the proposed development on the community.

A summary of the key issues and assessment is provided below:

### North Eveleigh Development Snap Shot

North Eveleigh Site Area	107,535 sqm
Total Gross Floor Area (GFA)	180,007 sqm
§ Residential GFA	92,139 sqm
§ Commercial GFA	61,072 sqm
§ Retail GFA	4,000 sqm
§ Cultural Purposes GFA	22,796 sqm (including CarriageWorks)
Estimated Total New Jobs Created	3,270 jobs
Estimated Total Construction Jobs Created	3,328 jobs
Estimated Total Dwellings	1,258 dwellings
Estimated Total New Resident Population	2,400 people

### Employment Growth

§ The proposed development will generate a total of 180,007 m<sup>2</sup> of gross floor area of which 92,139m<sup>2</sup> will comprise residential development and 87,868m<sup>2</sup> will comprise non-residential development. The non-residential component will include 61,072m<sup>2</sup> for commercial development, 4,000m<sup>2</sup> for retail and 22,796m<sup>2</sup> for cultural purposes (19,468m<sup>2</sup> being the existing CarriageWorks). The construction cost of the development is estimated at \$550 million.

§ The number of jobs which will be generated for the redevelopment of North Eveleigh is estimated as follows:

- 3,270 jobs will be generated from commercial, retail and cultural development.
- 3,328 construction jobs.

§ For every \$1 million in construction cost a total of 24.9 job years could be generated in the economy. Based on these calculations the proposed Concept Plan for the North Eveleigh site as a whole will indirectly generate in the order of 13,679 jobs in the construction industry across Australia.

- § About 327 new jobs will be generated for indigenous people through the RWA's Indigenous Employment Model as a result of the development on the North Eveleigh site.

### **Housing and Population**

- § It is anticipated that the North Eveleigh site will provide for up to 1,258 dwellings and a population of up to 2,400 new residents. Housing will comprise a mix of studios, one, two and three bedrooms.
- § Based on the RWA's initial calculations taking into account development contributions collected from the *RWA Affordable Housing Contributions Plan* and contributions from the former Carlton United Brewery site, the North Eveleigh site can provide a proportion of affordable housing.

### **Community Facilities**

- § **Childcare:** It is intended that the development provide for a 45 place childcare centre which will be accessible to the public. It is estimated that there will be 71 children aged between 0-5 years in North Eveleigh over the next 5-7 years. The standard of provision is considered to be higher than the existing standard in the area.
- § **Community Centre:** It is intended that the former Scientific Services building on the North Eveleigh site be adaptively reused for the provision of a new 883m<sup>2</sup> community centre which will serve the needs of the new residents at North Eveleigh as well as the wider existing community. It is envisaged that the facility will provide for cultural development and artistic expression as well as meeting rooms and services which will benefit new and existing residents.

### **Pedestrian and Cycle Bridge**

- § A key aspect of the redevelopment of North Eveleigh will be the construction of a pedestrian and cycle bridge which will link North Eveleigh to the Australian Technology Park and improve access and connectivity to Redfern Railway Station. The proposed bridge is the subject of a Project Application but is an integral element of the design of North Eveleigh. Funds raised from the sale of the North Eveleigh site will contribute to funding the new pedestrian and cycle bridge.

### **Open Space**

- § Provision will be made for publicly accessible open space which will provide opportunities for recreational and cultural activities, passive uses and community events. The proportion of publicly accessible open space will amount to 20% of the site area. Open space will be landscaped and treated to achieve a high quality standard of amenity and design.

### **Heritage**

- § Approximately 53,000m<sup>2</sup> (29%) of Gross Floor Area of the proposed redevelopment will be comprised of adaptive reuse of heritage and historic buildings.

- § The Concept Plan delivers an integrated design for the whole site which respects its existing character and maximises its heritage significance by:
- Adaptive reuse: preserving and adaptively reusing core heritage buildings to ensure the meaning and significance of the site's traditional railway history is preserved and interpreted. All items of heritage significance which are identified in *State Environmental Planning Policy (Major Projects)* are intended to be adaptively reused. The following heritage items to be adaptively reused:
    - Chief Mechanical Engineers Office Building (1,344m<sup>2</sup>)
    - Scientific Services Building No. 1 (872m<sup>2</sup>)
    - Paint Shop (6,870m<sup>2</sup>)
    - Telecommunications Equipment Centre (336m<sup>2</sup>)
    - Blacksmiths' Workshop (2,120m<sup>2</sup>)
    - Carriage Workshop (19,468m<sup>2</sup>)
  - The Concept Plan provides for an increase of 12,000m<sup>2</sup> in the Carriage Workshop Building.
  - The Clothing Store which has been identified as an item of historic significance in the *Redfern-Waterloo Built Environment Plan (Stage One)* is also intended to be adaptively reused.
  - A significant portion of the Fan of Tracks will be retained and interpreted for public open space.

#### Traffic

- § The Traffic and Transport Impact Assessment demonstrated that the road network within the study area has the capacity to accommodate the increase in traffic volumes expected both in the short term and in 2016 if proposed minor works for intersection capacity improvements are undertaken at three key intersections.
- § The standards proposed for the development will provide adequate parking within the North Eveleigh site for the number of residents and employment expected. Internal roads within the development should therefore be largely free of parked cars providing a significant amount of spare parking capacity in the area and limit the need for on street parking outside the North Eveleigh site.

#### Impact of the Built Form on the Local Area

- § A key urban design objective for the concept plan is a framework which responds to the existing urban form and typologies within and surrounding the North Eveleigh site, achieves high quality urban design, and accommodates a mix of land uses. Design measures have been introduced to ensure minimal impacts on the surrounding residential development.

## 1. BACKGROUND

North Eveleigh is a key strategic site within Redfern-Waterloo for which the Minister for Planning is the consent authority under Part 3A of the *Environmental Planning and Assessment Act*. The redevelopment of North Eveleigh was foreshadowed in the *Redfern-Waterloo Built Environment Plan (Stage One)* which was endorsed by the NSW Cabinet in 2006. The *State Environmental Planning Policy (Major Projects)* provides the statutory basis for the Plan.

The Redfern-Waterloo area is the traditional home of the Gadigal Clan of the Eora Nation. Redfern is a centre of major significance to Aboriginal people who have a strong association with the area and contribute to its strong sense of identity.

North Eveleigh is a 10.7 hectare site located within 3kms of the Sydney CBD and 100 metres from Redfern Railway Station, the University of Sydney and the Australian Technology Park. It is surplus to the requirements of Railcorp and has been largely disused for the past 20 years. *Figure 1* shows the location of the North Eveleigh site.



**Figure 1** Location of North Eveleigh Site

The *Redfern-Waterloo Built Environment Plan (Stage One)* (BEP Stage One) provides the planning framework for the future development of key strategic sites within the Redfern-Waterloo Authority Operational Area (RWA Operational Area). *Figure 2* indicates RWA's Operational Area and RWA's Strategic Sites.



**Figure 2** RWA's Operational Area and RWA's Strategic Sites

The BEP Stage One considered comments and ideas provided by residents, land owners, business operators, peak organisations and government agencies in its preparation. It also drew on earlier work and community consultation undertaken by the former Redfern-Waterloo Partnership Project and the former Department of Infrastructure, Planning and Natural Resources as part of the *Redfern, Eveleigh, Darlington and Waterloo (RED) Strategy* in 2003.

The BEP Stage One together with the *Redfern-Waterloo Human Services Plan* and *Employment and Enterprise Plan* provides an overall framework for the revitalisation of the RWA's Operational Area through urban renewal, job creation, improvements to the physical environment and to the provision of human services. The initiatives in these Plans meet the objectives of the *Redfern – Waterloo Authority Act 2005*.

On 18 January 2008 the RWA lodged a Project Application and Preliminary Environmental Assessment for a Concept Plan for the redevelopment of North Eveleigh with the Department of Planning. The proposed Concept Plan is consistent with the BEP Stage One and the *State Environmental Planning Policy (Major Projects)*.

The redevelopment proposal for the North Eveleigh site is designed to deliver a vibrant residential, cultural, business precinct with a strong sense of place and a distinct identity. It will offer the opportunity for people to live and work within close proximity to Sydney CBD and significant public transport (such as Redfern Railway Station) positively contributing family life and the achievement of sustainable outcomes. Design excellence is a key objective in the renewal of the site.

Director General's Requirements for the Environmental Assessment were received 17 March 2008. A Social Impact Assessment will be lodged with the Environmental Assessment for the Concept Plan for the North Eveleigh site.

## 2. INTRODUCTION

This Social Impact Assessment has been prepared to address the following Director General's Requirements:

*Identify cultural, social and residential opportunities that will be provided to support the development of a sustainable community within the broader Redfern-Waterloo area. Address social impacts of the proposal.*

*The Plan must address long term social sustainability issues and address impacts on community safety, the local community impacts, and measures to ensure the minimisation of crime and anti-social behaviour.*

*Address impacts on the Aboriginal and European community within Redfern.*

This report forms part of the suite of documents which will be submitted with the Environmental Assessment for the Concept Plan.

In order to address the Director General's Requirements, this Social Impact Assessment will focus on the following heads of consideration:

- § Provide a definition of a sustainable community.
- § Outline relevant metropolitan and sub regional planning objectives.
- § Identify the long term social sustainability issues relevant to the RWA's Operational Area and the cultural, social and residential opportunities that will be provided by the redevelopment of the site.
- § Identify and address the social impacts of the proposal in relation to achieving social sustainability.
- § Address impacts on community safety and the measures to ensure crime minimisation and anti-social behaviour.

## 3. THE PROPOSAL

1. The key objective for the redevelopment of North Eveleigh is to create a vibrant mixed use sustainable community with its own distinct identity that celebrates the sites industrial heritage and reconnects with the wider neighbourhood. The redevelopment will be a major catalyst for the long term revitalisation of the RWA's Operational Area and complements other significant initiatives which have been undertaken by the Redfern-Waterloo Authority.
2. Under the proposed design there will be a total of 180,007m<sup>2</sup> of gross floor area of which 92,139m<sup>2</sup> will comprise residential development and 87,868m<sup>2</sup> will comprise non-residential development in the form of commercial, retail, cultural, recreational and community facilities. The adaptive reuse of existing heritage buildings will account for 52,730m<sup>2</sup> (29%) of the total gross floor area.



Figure 3 North Eveleigh Concept Plan

3. The site is divided into three precincts:
  - § The western precinct is predominantly residential and will accommodate 3 storey terrace typologies adjacent to Wilson Street, 5 and 6 storey medium rise blocks toward the centre of the precinct, the adaptive reuse of the former Clothing Store and higher rise development adjacent to the Railway Line.
  - § The Central Precinct will comprise the cultural hub with the majority of the area within the Carriage Workshops used for artistic purposes. There is also potential for commercial development within the building. The Blacksmiths Workshop will be developed as a market.
  - § The Eastern Precinct is predominantly commercial and lies within 50 metres of Redfern Railway Station. The commercial building typology consists of six, 8 storey, and 18 metre wide linear floor plates separated by 9 metre atriums. A 16 storey landmark residential building is located at the eastern extremity of the site.
4. The Chief Mechanical Engineers Office and Scientific Services Building No 1 will be adaptively reused.
5. It is anticipated that the Scientific Services Building and the Telegraph Office will be used for community purposes.
6. The public domain consists of a network of public open spaces. At the eastern end of the site a large public plaza is envisaged. Private open space will be provided to the residential developments.

#### **4. DEFINITION OF SUSTAINABLE COMMUNITY**

For the purposes of this report, sustainable communities are taken to mean places where people want to live and work now and in the future. They meet the needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life.

Socially sustainable communities are equitable, diverse, connected and democratic and provide a good quality of life.

#### **5. METROPOLITAN PLANNING OBJECTIVES**

The North Eveleigh site is strategically located to the south of the Sydney Central Business District (CBD), about three (3) kilometres from the Sydney Town Hall and one (1) and half kilometres from the busiest station in the Sydney rail network, Central Station. To the south-west of the site are Sydney's economic gateways, Port Botany and Sydney Airport.

Under the *NSW Government's Metropolitan Strategy* released in 2005, the Redfern-Waterloo area is designated as part of the Sydney CBD to Sydney Airport economic corridor and the broader global corridor of North Sydney to the Airport. The corridor contains commercial, educational, cultural and retail activities critical to the Sydney metropolitan economy.

The Metropolitan Strategy sets planning targets for the City of Sydney of 55,000 new dwellings and 58,000 new jobs by 2031. The North Eveleigh site contributes to these key planning targets by providing over 1,258 dwellings and 3,270 jobs.

The North Eveleigh sites close proximity to the Sydney CBD reinforces the emergence of a major employment and residential centre in the Redfern area located in close proximity to Sydney's national and international businesses, and key health, education and cultural and educational faculties.

In addition, the redevelopment of North Eveleigh will enhance the NSW Government's vision of facilitating a research and innovation zone on the western edge of the Sydney CBD stretching from the Australian Technology Park to the University of Sydney and the University of Technology. *Figure 1* illustrates the important strategic position of this site. The redevelopment of this key site provides for increased jobs and housing in close proximity to existing transport infrastructure, as well as existing employment nodes and general services.

The *Urban Transport Statement* released in November 2006 indicates the NSW Government's commitment to upgrading Redfern Railway Station to better meet the needs of future populations expected in the Redfern-Waterloo area.

## 6. LONG TERM SOCIAL SUSTAINABLE ISSUES RELEVANT TO THE RWA'S OPERATIONAL AREA AND THE CULTURAL, SOCIAL AND RESIDENTIAL OPPORTUNITIES THAT WILL BE PROVIDED BY THE PROPOSAL

This section will identify the population characteristics and key social issues which are relevant to the RWA's Operational Area based on:

- a. Statistical Data from a number of sources including the ABS Census, data from the Department of Housing and the Rental Bond Board.
- b. Issues which have been raised as a result of consultation with the local community over the past 5 years – including consultation on the exhibition of the BEP Stage One, the Red Strategy, and ongoing consultation with peak organisations and government agencies.
- c. Numerous reports and studies including the *Redfern –Waterloo Employment and Enterprise Plan* and *Human Services Plan*, *South Sydney Community Needs Study*, *City of Sydney Contributions Plan* and reports which have been submitted to the NSW Cabinet.

### 6.1 Population Growth

#### Population Change 1996 - 2006

Year	RWA's Operational Area <sup>2</sup>	Darlington	Sydney LGA <sup>3</sup>
2001	18,635	2,233	116,067
2006	22,796	2,185	156,572
2001-2006 % Change	22%	-2%	35%

The population in the RWA's Operational Area in 2006 was 22,796 persons. This represents an increase of 22% between 1996 and 2006. This proportionate increase is less than that for the Sydney Local Government Area (LGA), but significantly greater than Darlington where the population decreased by 2%.

Even though the population in the RWA's Operational Area has increased over the past 20 years it is important to note that the population in Redfern-Waterloo in 2006 is less than half the population in 1950's.<sup>1</sup>

The reduction in population is probably due to the decrease in the number of jobs in the area, particularly in the railway operations, industrial and warehousing.

### ***Social Impact of North Eveleigh***

It is anticipated that the population of the RWA's Operational Area will increase by up to 2,400 persons assuming a household occupancy rate of 1.9 persons per household (the occupancy rate in the RWA's Operational Area and the Sydney LGA in 2006)<sup>2</sup>. It is noted that this is an estimate based on achieving the maximum dwelling units for the site based on the Concept Plan.

The redevelopment of North Eveleigh offers the opportunity to reinvigorate 10.8 hectares of disused government land which is located in close proximity to the Sydney CBD and only metres from Redfern Railway Station. The redevelopment will enliven the former railway site which until its demise was a critical source of employment and was integrated into the lives of the people who lived in the area. At its peak 3,000 people were employed at the Eveleigh Railway Yards. North Eveleigh is a rare inner city brown fields site which will through redevelopment assist in the achievement of metropolitan growth targets and provide more equitable access to housing and jobs in the sub region.

## **6.2 Persons by Age**

### **Persons by Age (2006)**

Age	Operational Area		Darlington		Sydney LGA	
	No.	%	No.	%	No	%
0-4	790	3.5%	85	3.9%	5,193	3.3
5-14	945	4.1%	77	3.5%	6,085	3.9
15-24	3,744	16.4%	616	28.2%	27,842	17.8
25-54	12,058	52.9%	1,131	51.8%	91,962	58.7
55-64	2,152	9.4%	148	6.8%	12,671	8.1
65+	3,107	13.6%	128	5.9%	12,819	8.2
<b>Total</b>	<b>22,796</b>	<b>100%</b>	<b>2,185</b>	<b>100%</b>	<b>156,572</b>	<b>100%</b>

The RWA's Operational Area has a significantly greater proportion of persons over 65 years of age compared to Darlington and the Sydney LGA. This is attributed to the high proportion of aged persons residing in Department of Housing (DoH) tenancies. DoH data indicates that 2,098 numbers of persons over 60 plus live in DoH dwellings in the RWA's Operational Area (51% of all DoH stock).<sup>3</sup>

In Darlington the number of persons aged 15-24 years is significantly greater than either the RWA's Operational Area or Sydney LGA. This is explained by the number of University students residing in the suburb.

A high proportion of the population in the RWA's Operational Area comprise single households (43.2% single households). This is significantly greater than in

<sup>1</sup> Redfern-Waterloo Built Environment Plan (Stage One), Page 12.

<sup>2</sup> 2006 ABS Census

<sup>3</sup> Department of Housing Data for Redfern-Waterloo Operational Area, 2008.

Darlington where the proportion is 29.4%. Once again this is attributable to the high percentage of single households residing in the public housing dwellings in Redfern and Waterloo. DoH figures indicate that single households make up approximately 68% of households. It is anticipated that the majority of households in North Eveleigh will comprise one and two person households.

### Projected Population for North Eveleigh in 2015

Age	Population	
	No. of Persons	Percentage
0-4	72	3%
5-14	96	4%
15-24	480	20%
25-54	1,440	60%
55-64	168	7%
65 plus	144	6%
<b>Total</b>	<b>2,400</b>	<b>100.0%</b>

The projected population profile has been derived from a consideration of the profiles of the RWA's Operational Area, the Sydney LGA and the suburb of Darlington.

### *Social Impact of North Eveleigh*

North Eveleigh will draw a working/student population who want to live in close proximity to the Sydney CBD for access to universities, work and entertainment. The North Eveleigh redevelopment will respond to a market which is relatively more affordable than comparative residential markets close to the City such as Barangaroo, Pyrmont, and Victoria Park. North Eveleigh will attract people who are public transport orientated. The proportion of people aged 55 years plus in North Eveleigh is likely to resemble the Sydney LGA and Darlington and not the RWA's Operational Area given the high numbers of people aged 55 years plus in the public housing dwellings.

The redevelopment will offer housing choice for a mix of households which will reinforce the existing diversity and balance of age profiles reflected in Darlington and the Sydney LGA.

### 6.3 Ethnicity

English is the predominant language spoken at home in the RWA's Operational Area (53.1%) and in Darlington (59.1%). The second most common language spoken at home is Chinese (6.7%) in the RWA's Operational Area and 8.2% in Darlington. Russian is the language spoken at home for 4% of the population in the RWA's Operational Area compared to 3% in Darlington. This is attributable to a relatively high proportion of Russian residents in the public housing estates in the suburbs of Redfern and Waterloo.

In the RWA's Operational Area 47% of residents were born in Australia, 4.3% in the United Kingdom, 3.8% in China and 3.2% from New Zealand. In Darlington 47.6% were born in Australia, 4.5% in the United Kingdom, 3.9% in China and 2.4% in New Zealand.

According to the 2006 ABS Census, 46.1% of the persons in the RWA's Operational Area were born in other countries and 41.7% of persons in Darlington were born in other countries.

The data indicates that the RWA's Operational Area and Darlington have diverse cultural communities. While the relative proportions of people from each country may be low the ethnicity of the area demonstrates a diverse multicultural community.

### ***Social Impact of North Eveleigh***

It is anticipated that the North Eveleigh population will be predominantly English speaking and will reflect the diversity of cultures evident in Darlington. The proposed redevelopment will promote diversity by offering a mix of housing forms, high quality housing, facilities and services, proximity to the CBD and employment opportunities and will reinforce the diversity evident in the area presently.

## **6.4 Housing Form and Design Quality**

The *Metropolitan Strategy* sets planning targets for the City of Sydney of 55,000 new dwellings by 2031.

There are 9,687 dwellings in the RWA's Operational Area. 70% of dwellings in the Operational Area consist of apartments compared to 24% in Darlington and 71% in the Sydney LGA. The predominant form of housing in Darlington is terraces/semi detached dwellings.

The high proportion of apartments is reflective of the proximity of the RWA's Operational Area to the Sydney CBD and the high proportion of households living in public housing estates in the RWA's Operational Area. About 54% of the households in Waterloo and 27% of households in Redfern live in public housing tenancies. This is significantly greater than the NSW average.

### ***Social Impact of North Eveleigh***

The redevelopment of North Eveleigh will generate up to 2,400 additional dwellings in the Sydney LGA which will comprise mainly apartments with studios, 1, 2 and 3 bedrooms. Terrace style development will front Wilson Street, Darlington. The residents will be generally younger and smaller households resembling the profile of the RWA's Operational Area.

A key objective for the redevelopment of North Eveleigh is the provision of quality housing which promotes a sense of community and place. The design of the development aims to create a vibrant mixed use community with its own distinct identity that celebrates the site's industrial heritage and reconnects with the broader Darlington neighbourhood.

This has been achieved by the urban design framework which consists of a pattern of streets and blocks, the alignment of which maintains the visual continuity of the local streets in Darlington. The built form and heights aim to maintain continuity of scale with historic buildings and the adjoining neighbourhood. A shared pedestrian spine links the North Eveleigh precincts creating a promenade activated by cultural facilities and publicly accessible open spaces. Open space areas comprise 20% of the North Eveleigh site of which publicly accessible open space comprise 27%.

Importantly the design enables the development of a mixed use community which will allow people to live and work within the site thus offering more family time and promoting sustainability and vibrancy. Regard is given to the spaces and

relationship between buildings and how they respond to the site itself and the surrounding industrial, rail and residential neighbourhood. Cultural and community buildings are integrated into the design and will serve the local residents as well as the wider community.

The urban design framework will support the achievement of design excellence in the resolution of architectural forms for individual buildings.

### **6.5 Connectivity, Access and Proposed Upgrade of Redfern Railway Station**

Access to the Redfern Railway Station is constrained as Redfern Railway Station does not provide access for people with disabilities and those less mobile and is in need of an upgrade. The upgrade of Redfern Railway Station offers the opportunity to integrate the Station into the surrounding urban fabric, improve its physical image, safety and security, provide an overall improved built form and promote sustainable public transport usage.

The lack of connectivity across the railway lines linking the north and southern section of Redfern-Waterloo inhibits access and linkages to the Redfern Railway Station, the Redfern Town Centre and employment destinations particularly at the Australian Technology Park.

This lack of connectivity has been raised as an issue in various community consultations and has been a major constraint for the revitalisation of the RWA's Operational Area as it presents a barrier to the movement of pedestrians and cyclists and to the achievement of sustainable public transport usage. This is particularly significant given the unique public transport services offered at Redfern Railway Station (one of the top ten busiest stations in the rail network offering services to every line except the Airport) and the bus routes which service the regional and local area.

#### ***Social Impact of North Eveleigh***

Proceeds from the sale of North Eveleigh will be used to upgrade the Redfern Railway Station. The RWA and RailCorp have developed a number of options for the upgrade which will be presented to the NSW Cabinet in the next few months. The upgrade will provide access for people with disabilities and will result in an improved station in terms of functionality, safety and design.

A key aspect of the redevelopment of North Eveleigh will be the construction of a pedestrian and cycle bridge which will link North Eveleigh to the Australian Technology Park and improve access and connectivity to Redfern Railway Station. The proposed bridge is the subject of a Project Application and is an integral element of the design of North Eveleigh. Funds raised from the sale of land at North Eveleigh site will contribute to funding the new pedestrian and cycle bridge. The Bridge will compliment the *City of Sydney Cycle Strategy and Master Plan* and the RTA planned Cycle Route 28, both which propose a north south cycle link over the rail corridor.

The bridge will be designed to provide important vistas to North Eveleigh and enable the public to gain an appreciation of the heritage values of the ATP and North Eveleigh. The design of the bridge will reference the aboriginal and industrial history of the area. The bridge will be accessed via ramps and provide access for people with disabilities.

## 6.6 Employment

The *Metropolitan Strategy* sets planning targets for the City of Sydney of 58,000 new jobs by 2031.

At its peak 3,000 people were employed at the Eveleigh Railway Yards however since its closure the number of jobs has dwindled and the site has been used predominantly for storage of railway heritage items.

Between 1981-2006 the number of jobs in the RWA's Operational Area decreased from 15,207 to 12,636, representing a decrease of 17%.

Year	1971	1981	1991	2001	2006
Employed Persons	6,544	15,207	12,297	12,502	12,636

Source: Journey to Work Data, Transport Data Centre

ABS Labour Force Statistics indicates that 29% of people between the age of 15 and 65 years in the RWA's Operational Area were not in the labour force or actively seeking employment.

While the number of jobs in the RWA's Operational Area exceeds the number of resident workforce, both the RWA's Operational Area and Darlington had higher unemployment rates (7.2% and 7.9% respectively) than Sydney LGA (5.1%) and Sydney SD (5.3%).

52% of indigenous people in the RWA's Operational Area of working age are not in the labour force (not actively seeking employment). 8% of indigenous people are registered as unemployed (2006 ABS Census). There are an extremely high percentage of local indigenous people not in the labour force which is a major factor contributing to the social and economic disadvantages facing the community.

Youth unemployment in the indigenous community has long-term consequences as it occurs at the beginning of a person's working life. Not only does the person suffer from a lack of income but joblessness at this age also means that they miss out on opportunities for skill development that results from on-the job training and subsequent work experience.

### ***Social Impact of North Eveleigh***

North Eveleigh will generate 87,868m<sup>2</sup> of non residential floor space which will comprise: 61,072m<sup>2</sup> for commercial development, 4,000m<sup>2</sup> for retail and 22,796m<sup>2</sup> of cultural purposes (19,468m<sup>2</sup> being the existing CarriageWorks).

Once developed 3,270 jobs could be created at North Eveleigh based on the proposed non residential floor space. It is proposed that the breakdown for each sector will be:<sup>4</sup>

- § Commercial: 3,054 jobs (based on 1 job per 20 m<sup>2</sup>)
- § Retail: 133 jobs (based on 1 job per 30 m<sup>2</sup>)
- § Cultural Uses: 83 jobs (based on 1 job per 40 m<sup>2</sup>)

It is estimated that one full time construction position for 12 months is created for every \$165,247 of construction work undertaken. Based on a construction

<sup>4</sup>Hill PDA Consulting, *North Eveleigh Railway Lands Economic Impact Assessment*, 2008.

value of \$550 million it is estimated that about 3,328 construction jobs could be generated by the development of the North Eveleigh site.<sup>5</sup>

For every \$1million in construction cost a total of 24.9 job years could be generated in the wider economy. Based on these calculations the proposed redevelopment of North Eveleigh will indirectly generate in the order of about 13,679 jobs in the national construction industry.<sup>6</sup>

The jobs which will be generated by the redevelopment will range across the spectrum of skilled and unskilled jobs and offer employment to the local community as well as the subregion. The location of jobs close to where people live will enable people to live and work in close proximity thus generating increase time for family life and recreation. In relation to the RWA's Operational Area it will generate new opportunities which could directly benefit the population and assist in providing local employment opportunities.

The RWA sees wealth creation as an antidote to welfare dependency. Urban renewal will mean enhancing employment and enterprise opportunities for the local and wider metropolitan community as well as revitalising the area with new residents and activity.

In urban renewal projects on government land the RWA creates jobs for indigenous people through implementing the Aboriginal Participation principles. It is essential to the RWA's urban renewal vision that the local indigenous community are direct and substantial beneficiaries of the area's social and economic revitalisation. Under the RWA's Indigenous Employment Model only tenders that include an Aboriginal Participation Plan are accepted for major construction works on government land. The Model makes it easy for employers to employ indigenous trainees and apprentices through RWA recruiting, providing pre apprenticeship training and mentoring support.

It is estimated that about 327 jobs could be created for indigenous people as a direct result of the redevelopment of North Eveleigh. This figure does not include jobs which would be created outside the construction industry which will increase the number of jobs for indigenous people.

Since the RWA commenced implementing the Indigenous Employment Model in mid 2005 approximately 209 jobs for indigenous people have been brokered in the construction industry in the Redfern-Waterloo Area. With the additional jobs generated in North Eveleigh this number could increase to a total of about 500.

## 6.7 Affordable Housing

The definition of *Affordable Housing* has been endorsed by Federal and State and Government to mean housing for very low income households, low income households or moderate income households whose gross incomes fall within the following ranges:

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<sup>5</sup> *ibid*

<sup>6</sup> *ibid*. Note that the multiplier effects are national and not necessarily local. The ABS notes that "*Care is needed in interpreting multiplier effects; their theoretical basis produces estimates which somewhat overstate the actual impacts in terms of output and employment. Nevertheless, the estimates illustrate the high flow-on effects of construction activity to the rest of the economy. Clearly, through its multipliers, construction activity has a high impact on the economy.*"

- § very low income - below 50% of the gross median income (\$30,837)<sup>7</sup>
- § low income - between 50% and 79% of the gross median income(\$49,339), and
- § moderate income – between 80% and 119% of the gross median income (\$74,008).

The definition also includes housing that is appropriate to the household, and housing that is priced so that households are able to meet other essential basic living costs.

Based on data compiled by the ABS using the 2006 Census for the RWA's Operational Area, in the postcode areas 2008, 2016 and 2017 (Redfern, Waterloo, and Darlington) 1,450 households earning very low, low and moderate incomes are expending more than 30% of household income on private rental accommodation. The total number of households in private rental accommodation in the above postcodes was 4,502. Based on this figure, 32% of private renters are in housing stress.<sup>8</sup>

431 households earning very low, low and moderate incomes are expending more than 30% of household income on home purchase. The total number of households purchasing in the above postcodes was 2,400. 18% of households purchasing in homes in the RWA's Operational Area in 2006 were in housing stress.

In 1996 and 2006, the proportion of dwellings which could be affordably rented by very low income households fell from 4% to 1.7% respectively. In the same years the proportion which could be affordably rented by low income households fell from 16.9% to 9.2%. 59% of all dwellings could be affordably rented by moderate income households in 2006.<sup>9</sup>

Between 1996 and 2006 none of the dwellings which were for sale were priced such that they could be purchased by very low income households. The proportion which could be purchased by low income households fell from 5.1% to zero in the years 1996 and 2006. The proportion which could be purchased by moderate income households fell from 31.7% to 7.3% in 1996 and 2006 respectively.<sup>10</sup>

There are 361 indigenous households in the RWA Operational Area. 58% of indigenous households in RWA's Operational Area live in public housing. Of those purchasing 24 out of 361 indigenous households fully own or are purchasing a house (2006 ABS Census).

### ***Social Impact of North Eveleigh***

It is estimated that under the *Redfern–Waterloo Authority Affordable Housing Contribution Plan* approximately \$7million in affordable housing contributions will be received from the eventual purchaser of North Eveleigh site over an estimated 5-7 year development horizon.

It is estimated that under the Voluntary Planning Agreement between the RWA and the owners of the former Carlton and United Brewery site a further \$25

<sup>7</sup> Income ranges are for 2006 and provided to the RWA from the NSW Department of Housing, Office of Affordable Housing.

<sup>8</sup> Note that these figures are based on information provided to the ABS.

<sup>9</sup> Rents for new bonds lodged with the Renting Services Branch, Office of Fair Trading, Department of Commerce (1996 and 2006).

<sup>10</sup> Land Sales Contracts notified to the Land and Property Information NSW (1996 and 2006).

million will be received by the RWA over a similar development period for affordable housing.

The RWA believes that the North Eveleigh site presents an ideal opportunity for the provision of affordable housing and that a proportion of the new dwellings in the site would comprise of affordable housing dwellings.

The RWA has made a commitment that \$16 million worth of contributions would be directed at providing affordable housing for Aboriginal people in the RWA's Operational Area.

A possible approach for managing the affordable housing may be to transfer affordable housing to a registered community housing organisation such as City West Housing which has successfully delivered affordable housing in Pyrmont and Green Square.

It is intended that the Statement of Commitments for the North Eveleigh Concept Plan include a provision requiring that affordable housing be provided on the site and be managed by a registered community housing provider.

## **6.8 Community Facilities and Human Services**

Figure 4 identifies the existing community facilities and services which currently operate in the RWA's Operational Area. Community service provision relates to the actual services on the ground and the delivery mechanisms to best ensure the efficient and equitable access. As indicated on the Figure there is a significant number of human services which are located in the RWA's Operational Area.

In terms of service provision, submissions on the BEP Stage One raised the need for increase provision for childcare, recreation facilities, health services and open space associated with increased population growth.

With reference to delivery mechanisms, the review of human services in Redfern and Waterloo conducted in 2004 concluded that many services in the area were poorly coordinated and integrated, therefore poor outcomes for client.

The RWA developed the *Redfern-Waterloo Human Services Plan* in partnership with Commonwealth, State and Local Government agencies, service providers and the local community. The Plan aims to improve the coordination, quality and access to health, education, disability, transport, employment and other human services in RWA's Operational Area.



## ***Social Impact of North Eveleigh***

The redevelopment at North Eveleigh will increase the number of community facilities to serve the needs of the new population as well as the wider community. The various types of facilities to be provided are:

***Childcare:*** It is intended that the development provide for a 45 place childcare centre which will be accessible for the public. Based on population projections it is estimated that there will be approximately 72 children aged between 0-5 years in North Eveleigh at the completion of the development (which may be over the next 5-7 years). The proposed standard of provision is considered to be higher than the existing standard in the area. The possibility of the adaptive reuse of the Telecommunications Building for the provision of such a facility will be investigated further by the RWA.

***Community Centre:*** It is intended that the former Scientific Services building be adaptively reused for the provision of a new 883m<sup>2</sup> community centre which will serve the needs of the new residents at North Eveleigh as well as the wider community. It is envisaged that the facility will provide for cultural development and artistic expression as well as meeting rooms and services which will benefit new and existing residents.

***Community Health:*** A new Community Health Centre is proposed to be provided in Redfern Street through the adaptive reuse of the former Court House and Police Station Building. The Centre will boost services to the community and offer a more comprehensive facility which will benefit the existing and new population of Redfern.

***Recreation Facilities:*** The RWA has been instrumental in facilitating the proposed National Indigenous Development Centre (at the former Redfern Public School) which will provide a range of sporting and recreational facilities which will be available to the public and specifically for indigenous youth.

***Schools:*** The NSW Department of Education has advised that the RWA's Operational Area is within the local catchment area of Alexandria Park Community School (Kindergarten to Year 12 students) and Darlington Public School. The Department has advised that both schools have sufficient permanent accommodation capacity to cater for future additional enrolments that will be generated from residential development proposed by the BEP Stage One. Bourke Street and Erskineville Public School also have capacity to cater for increase population growth.

## **6.9 Open Space**

During the public exhibition of the BEP Stage One a number of submissions raised the issue of open space provision in North Eveleigh.

The North Eveleigh site lies within the 'southern precinct' of the *City of Sydney Development Contributions Plan*. This precinct extends from Cleveland Street in the north, Gardeners Road to the south, South Dowling Street and City Road.

According to the Contributions Plan the Southern Precinct currently has 335,796m<sup>2</sup> of local open space. The area has good access to Moore Park (118 hectares including the golf course), Centennial Park (over 360 hectares) and Sydney Park (40 hectares).

## ***Social impact of North Eveleigh***

Open space in North Eveleigh will comprise:

- § Public open space, recreation areas or thoroughfares which are publicly accessible including parks, civic squares, pedestrian and cycle linkages, and footpaths.
- § Private open space areas that will be publicly accessible – such areas may include the area around community buildings.
- § Private open space that will be required to meet the needs of new residents.

The Concept Plan for North Eveleigh aims to create a network of public open space that respond to the linear character of the site and relate to the historic buildings and spaces. The proposed public open space on the North Eveleigh will add to the quantity of open space currently available in the wider area.

The adaptive reuse of a significant portion of the Fan of Tracks and incorporation into a civic park and plaza area will facilitate a range of outdoor cultural and community events, as well as passive recreation.

At the eastern end of the site a large plaza is proposed as an extension for the existing open space adjacent to the Foundry building on Wilson Street. This plaza is the connecting arrival space for the new pedestrian and cycle bridge to the ATP and Redfern Railway Station.

The total area of open space is calculated at 29,515m<sup>2</sup> representing 27% of the total site area. Publicly accessible open space will comprise 23,515m<sup>2</sup> representing 20% of the site area.

The Concept Plan for the North Eveleigh proposes landscape design principles and recommends treatment of open space areas to ensure a high quality amenity.

### **6.10 Heritage Protection**

The Eveleigh Railway Yards is listed on the State Heritage Register. A number of submissions made on the BEP Stage One were related to the importance of the sites heritage significance and the desire to protect heritage items and the sites overall heritage values.

***Social Impact on North Eveleigh:*** The Concept Plan delivers an integrated design for the whole site which respects its existing character and maximises its heritage significance by:

- § ***Adaptive Reuse of Existing Buildings:*** preserving and adaptively reusing core heritage buildings to ensure the meaning and significance of its traditional railway history is not lost. All items of heritage significance which are identified in the *State Environmental Planning Policy (Major Projects)* are intended to be adaptively reused. The following heritage items will be adaptively reused:
  - Chief Mechanical Engineers Office Building (1,344m<sup>2</sup>)
  - Scientific Services Building No. 1 (872m<sup>2</sup>)
  - Paint Shop (6,595m<sup>2</sup>)
  - Telecommunications Equipment Centre (336m<sup>2</sup>)
  - Blacksmiths' Workshop (2,120m<sup>2</sup>)

- Carriage Workshop (19,468m<sup>2</sup>)

The Proposal provides for an increase of 12,000m<sup>2</sup> in the Carriage Workshop Building.

The Clothing Store which has been identified as an item of historic significance in the BEP Stage One is also intended to be adaptively reused.

52,730 m<sup>2</sup> (29%) of Gross Floor Area of the proposed redevelopment will be comprised of heritage/historic buildings.

A significant portion of the Fan of Tracks will be retained and interpreted.

- § **Layout and Design:** responding to the layout of the site by using the heritage buildings to establish the alignment of east west streets, emulating the language and rhythm of the distinctive bays in the existing workshop buildings, reinforcing the original street pattern of Darlington and protecting important views and vistas to heritage elements within the site.
- § **Design Criteria:** Defining design principles to guide the future redevelopment of significant heritage items and in particular the redevelopment of the Paint Shop Building. Designing buildings to respect the Darlington Conservation Area and terraces along Wilson Street.
- § **Interpretation Strategy:** The development and implementation of an interpretation strategy to enhance visitors' understanding of the site's history, its links with the surrounding area, and its former connections to the Locomotive Workshops, through landscaping, signage, media and other means.
- § **Fan of Tracks:** Providing interpretation of the Fan of Tracks by the creation of a major area of public open space and by the separation of new buildings from the eastern elevation of the Paint Shop.
- § **Reinstating the Importance of the Site into the Local Area:** Introducing new uses to heritage buildings and transforming the site into a sustainable mixed use community. This will reintegrate the site back to into the neighbourhood and reinstate its importance through new investment, increased activity, employment opportunities and the provision of an improved public domain.

### 6.11 Traffic Impacts of the Development

Traffic impacts from the redevelopment at North Eveleigh are a key issue which has been recognised by the RWA and was raised in the consultation with the community during the exhibition of the BEP Stage One.

In particular, there were concerns that the surrounding streets will not cope with the additional traffic generated by the development. Traffic flows along Wilson Street and Queen Street will be increased. Increased parking demand was envisaged for Wilson Street, as well as an overall increase in traffic flows within the residential area of Darlington.

**Social Impact of North Eveleigh:** RWA engaged traffic and transport consultants Parson Brinckerhoff to undertake a traffic and transport assessment of the proposed development at North Eveleigh. In order to ameliorate the traffic impact from the development, the RWA has sought to achieve a mode share

target of 60% non core use - this is similar to levels of mode share being achieved in other areas of the City of Sydney. As a result it is proposed:

- § to constrain car use,
- § adopt the City of Sydney car parking standards for residential use,
- § adopt the former South Sydney car parking standards for non residential use,
- § provide effective connections to transit through good pedestrian and cycle permeability through the site, and
- § fund a new pedestrian and cycle bridge to link North Eveleigh to the Railway Station and the ATP.

While it is acknowledged that there will be increase in traffic flows as a result of the development, Parson Brinckerhoff conclude that:

- § The road network within the area has the capacity to accommodate the increase in traffic volumes expected both in the short term and in 2016 if proposed minor works for intersection capacity improvements are undertaken at three intersections.
- § The standards proposed for the development will provide adequate parking within the site for the proposed amount of residents and workers. Internal roads within the development should therefore be largely free of parked cars providing a significant amount of spare car parking capacity in the area and limit the need for on street car parking.
- § Any car parking lost on Wilson Street as a result of the development will more than be mitigated by an increase in on street car parking within the development.

#### 6.12 Impact of Change on the Surrounding Community

It is contended that the redevelopment will change the ambience of the area and in particular Wilson Street. Wilson Street is a quiet tree lined street which largely serves existing residents. Increased traffic and activity will change the character of the street and neighbourhood.

During the exhibition of the BEP Stage One a few concerns were raised about the scale and height of development at North Eveleigh and how this would impact on the character of Darlington. In particular, heights along Wilson Street should reflect the character of the street, buildings adjacent to Ivery's lane needed to respect the character of the scale of dwellings on the Lane and the proposed 10 storey heights proposed for the eastern and western precinct are incompatible with existing development. The issue of sight lines to heritage items was also raised.

***Social Impact of North Eveleigh:*** The redevelopment of North Eveleigh is a key initiative toward the urban renewal and revitalisation of the RWA's Operational Area.

The area surrounding the site is a mix of residential, commercial, and railway - including large workshops, educational, commercial and retail uses.

A key urban design objective for the concept plan is a framework which responds to the existing urban form and typologies within and surrounding the site, achieve high quality urban design, and accommodate a mix of land uses.

In order to minimise the impact on the surrounding residential area the following urban design approaches have been taken:

- § The setbacks from Wilson Street are uniform and provide a similar opportunity for landscaping as the existing dwellings across the road. The proposed scale and height along Wilson Street is consistent with the existing buildings along Wilson Street.
- § A setback from Ivery's lane has been considered and building form orientated in such a way as to minimise any impacts on the residential dwellings along the Lane. The setback will enable a transition of scale between the backyards of existing development and any new development on the site.
- § The visual impact of the higher building forms from Wilson Street will be minimised due to: the fall across the site, the proposed terrace forms along Wilson Street, retaining the existing buildings along Wilson Street such as the Blacksmiths Workshop, CME building and Scientific Services Building and the residential development 'Beverge Mews' all of which will impede views and maintain the existing character of Wilson Street.
- § The proposal provides for key view lines into the site to enable an appreciation of heritage items.
- § There will be a number of pocket parks and open spaces along the Wilson Street which will increase permeability and add to the amenity of the street.

### 6.13 Community Safety and Crime Prevention

An important consideration in the proposed Concept Plan has been ensuring that community safety and security are considered as a key design principle.

***Social Impact of North Eveleigh:*** An assessment of the Concept Plan against the 'Crime Prevention through Environmental Design' principles has been provided in Section 6 of the Environmental Assessment.

A significant strategy in the planning for the North Eveleigh site has been creating a high degree of permeability and visibility through and within the site by the design of the street pattern and building layout. This will ensure that pedestrians and cyclists moving to and from the site are safe and secure.

The proposed Concept Plan maximises accessibility to and within the site by formalising the existing east-west access spine within the site. This street will be paved to prioritise the pedestrian, and yet remain open to vehicles, albeit with traffic calming devices, and traffic managed during events. Improving pedestrian amenity and walkability within the site encourages the use of the public spaces, and will consequently increase natural surveillance of the public areas.

The Concept Plan has been designed to ensure clear sightlines are achieved between public and private spaces. Providing built form around the proposed public and private open spaces and fronting all streets promotes casual surveillance of the public and private realm.

The detailed design measures and features with regard to lighting, landscaping, street furniture, building entrance and accesses, signage and active surveillance such as CCTV will be addressed at the detailed design stage (Project Application stage).

# REDFERN-WATERLOO COMMUNITY FACILITIES AND SERVICES

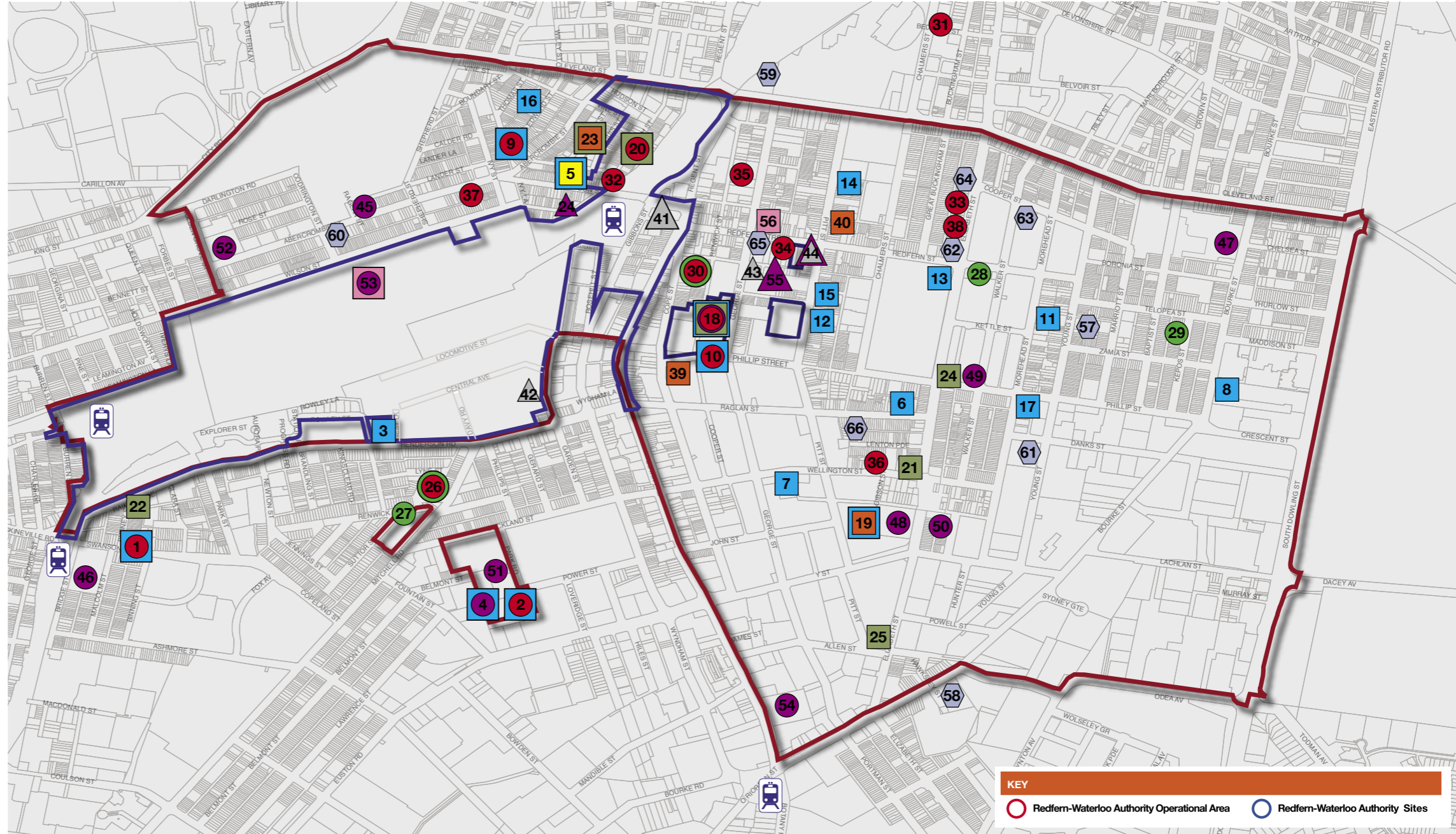


FAMILY AND CHILDREN	ADDRESS
1	Aboriginal Catholic Ministry / St Mary's Church Playgroup 56 Swanson St
2	Aboriginal Early Childhood Services Support Unit / Parents as Teachers Playgroup cnr Park Rd & Power Av
3	Alexandria Child Care Centre 41 Henderson Rd
4	Alexandria Park Community School / Parents as Teachers Playgroup cnr Park Rd & Power Av
5	Gumnut Playgroup (special needs children) 29 Hugo St
6	James Cahill Pre-school & Learning Centre 7 Raglan St
7	Lois Barker Child & Family Learning Centre 104 Wellington St
8	Moore Park Gardens Preschool & Long Day Care 4/780 Bourke St
9	Mudgin-Gal Women's & Children's Centre 231 Abercrombie St
10	Murawina Multipurpose Aboriginal Education & Child Care Centre 180 George St
11	Poets Corner Pre-School 55 Morehead St
12	Redfern Child and Family Learning Centre 141-145 Pitt St
13	Redfern Early Childhood Centre cnr Redfern & Elizabeth St
14	Redfern Occasional Child Care Centre 55 Pitt St
15	SVDP Family Centre 125 Pitt St
16	The Settlement Neighbourhood Centre 17 Edward St
17	The Shop Women's & Girls Centre 133 Morehead St
18	National Indigenous Development Centre (Proposed) 202 George St
19	The Factory Community Centre Inc 67 Raglan St

YOUTH	ADDRESS
18	National Indigenous Development Centre (Proposed) 202 George St
20	Aboriginal Christian Youth Organisation 2/4 Holden St
21	Fact Tree Youth Services 703 Elizabeth St
22	Pact Youth Theatre 107 Railway Pde
23	Redfern Community Centre 29 Hugo St
24	South Sydney Police & Community Youth Club 638 Elizabeth St
25	South Sydney Youth Services cnr Elizabeth & Allen Sts

AGED	ADDRESS
26	Alleena Aboriginal Homecare 73 Garden St
27	Cliff Noble Activity Centre cnr Renwick & Suttor Sts
28	Missionholme Hostel 47 Redfern St
29	Ron Williams Activity Centre 5-11 Kepos St
30	Wyanga Aboriginal Aged Care 35 Cope St

ABORIGINAL	ADDRESS
1	Aboriginal Catholic Ministry / St Mary's Church Playgroup 56 Swanson St
2	Aboriginal Early Childhood Services Support Unit / Parents as Teachers Playgroup cnr Park Rd & Power Av
9	Mudgin-Gal Women's + Children Centre 231 Abercrombie St
10	Murawina Multipurpose Aboriginal Education & Child Care Centre 180 George St
18	National Indigenous Development Centre (Proposed) 202 George St
20	Aboriginal Christian Youth Organisation 2/4 Holden St
26	Alleena Aboriginal Homecare 12A Dudley St
30	Wyanga Aboriginal Aged Care 35 Cope St
31	Aboriginal Hostels Ltd 126 Chalmers St
32	Aboriginal Housing Company 104-106 Lawson St
33	Aboriginal Legal Service - Sydney Regional Corp Lvl 1, 619 Elizabeth St
34	Aboriginal Medical Service Corporation 109 Redfern St
35	Gullama Aboriginal Services 55 Renwick St
36	Mac Silva Centre 49abc Wellington St
37	Redfern Aboriginal Corporation 276-278 Abercrombie St
38	Sydney Regional Aboriginal Corp Legal Service 619 Elizabeth St



DISABILITY	ADDRESS
5	Gumnut Playgroup (special needs children) 29 Hugo St

MULTI-SERVICE	ADDRESS
19	The Factory Community Centre Inc 67 Raglan St
23	Redfern Community Centre 29 Hugo St
39	Neighbourhood Centre Waterloo 123 Cope St
40	Redfern Legal Centre 73 Pitt St

ESSENTIAL SERVICES	ADDRESS
41	NSW Police - Redfern Local Area Command 1 Lawson Sq
42	Sydney Ambulance Centre Garden St (ATP)
43	Redfern Fire Station 111-113 George St
44	Redfern Community Health Centre (Proposed) 103-105 Redfern St

EDUCATION	ADDRESS
4	Alexandria Park Community School / Parents as Teachers Playgroup cnr Park Rd & Power Av
18	National Indigenous Development Centre (Proposed) 202 George St
45	Eora College Sydney Institute TAFE NSW 333 Abercrombie St
46	Erskineville Public School Swanson St
47	Evergreen Montessori Pre and Primary School 749-757 Bourke St
48	Our Lady of Mt Carmel School 4 Kellick St
49	The Waratah Education Program to be determined
50	Waterloo Library 770 Elizabeth St
51	Wunanbiri Pre-School cnr Park Rd & Power Av
52	Darlington Public School Golden Grove St
53	Yaama Dhiyaan 255 Wilson St
54	Green Square Primary School 237 Botany Rd

HEALTH	ADDRESS
44	Redfern Community Health Centre (Proposed) 103-105 Redfern St
55	Aboriginal Medical Services 36 Turner St

EMPLOYMENT	ADDRESS
53	Yaama Dhiyaan 255 Wilson St
56	Centrelink Redfern 140 Redfern St

RELIGIOUS	ADDRESS
57	Anglican Church Sydney Diocese 119 Young St
58	Australian Federation of Islamic Councils 932 Bourke St
59	Greek Orthodox Archdiocese of Australia 242 Cleveland St
60	Greek Orthodox Community of Sydney & NSW 360 Abercrombie St
61	Hillsong Emerge cnr Danks & Young St
62	Maori Anglican Fellowship 587 Elizabeth St
63	St George Antiochian Orthodox Cathedral 33 Cooper St
64	St Maroun's Cathedral 627 Elizabeth St
65	St Vincent de Paul Catholic Church 177 Redfern St
66	Uniting Church in Australia 56a Raglan St