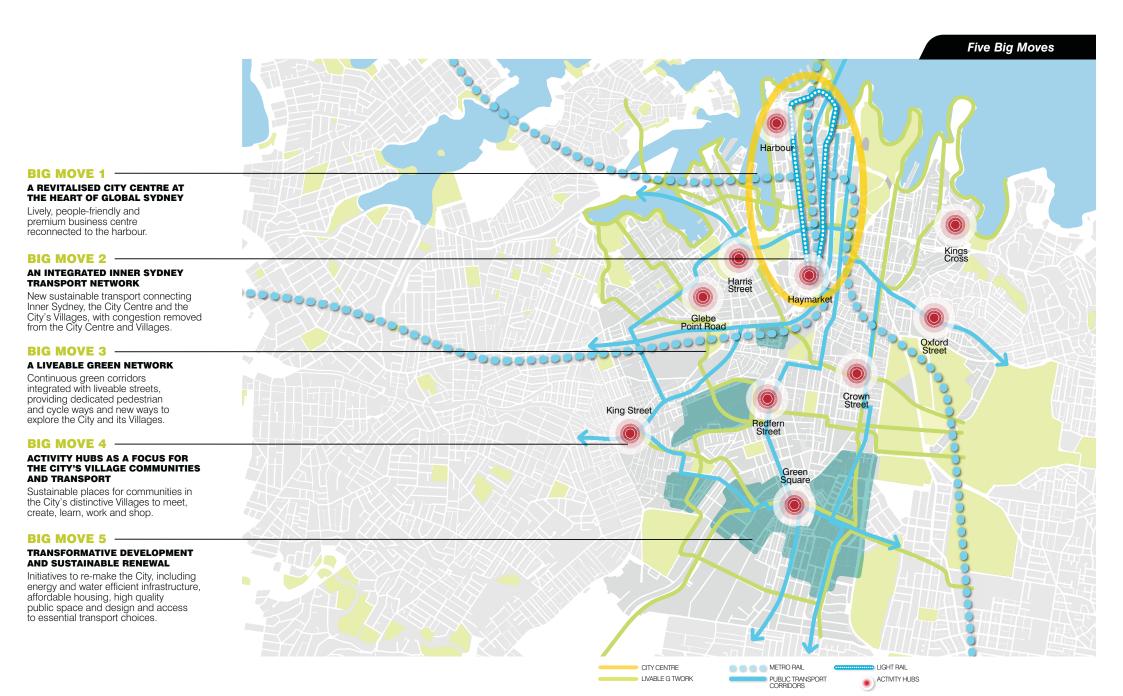
Five Big Moves

Transforming the City

Embodying the aspirations set by the community in the 2030 consultation, the big moves of the 2030 Vision are intended to "remake the City" into one that is green, global and connected.

The Big Moves will secure Sydney's future growth prospects while improving its attractiveness and liveability. They will ensure the sustainability of the City environmentally, socially and economically.







The City Centre is a hub of cultural, tourism, business and retail intensity.

The Opera House, the Bridge, the Harbour and night skyline have iconic status. Reinforcing Sydney's prestigious role in the life of the nation means providing a continuing sense of delight and surprise as people live, work. visit and walk through the Citv.

Successful contemporary cities are alive and inviting by day and by night. They offer art, design, culture and entertainment, attractive public spaces and workplaces, great shopping experiences and easy access. A series of initiatives under the 2030 Vision will work together to revitalise Sydney's City Centre focusing on building on the existing tourism, cultural, retail, residential and public domain experiences offered in the City Centre.

The Public Spaces, Public Life Sydney recommendations by renowned Danish Architect Jan Gehl, as adopted by the City as part of the 2030 Vision, offer strategies to improve the design of the public domain, make the City more inviting and easier to move around. The liveability of the City Centre is of critical importance to achieving the future economic growth targets of the Metropolitan Plan for Sydney and the Sustainable Sydney 2030 Vision.

The redevelopment at Barangaroo provides the opportunity to accommodate commercial growth and to create a sustainable new City precinct at the harbour's edge.

The creativity needed to support a dynamic economy is dependent on the interaction and connection of creative people, on a stimulating environment, on affordable accommodation and access to invigorating work, production and event performance spaces.

The City Centre will be walkable, not dominated by cars, attractive around the clock and unique for making easy connections to one of the world's great harbours.

- ⇒ New waterfront and more space for global Sydney
- Stronger City Centre economy and tourism through precinct and cluster development
- **⇒ Distributed green infrastructure**
- ⇒ A central spine and three major squares to provide a focus for public life in the City Centre
- ⇒ High quality light rail loop to easily get around the City Centre
- ⇒ Revitalise and reclaim the western edge of the City Centre to create new public spaces and residential, visitor and business uses
- ⇒ 'Fine grain' retail, hospitality and mixed-use precinct west of George Street
- ⇒ A cultural ribbon from Darling Harbour to Bennelong Point and Macquarie Street
- ⇒ Sydney's Indigenous story and culture acknowledged and celebrated
- ⇒ Green zones and pedestrianfriendly streets











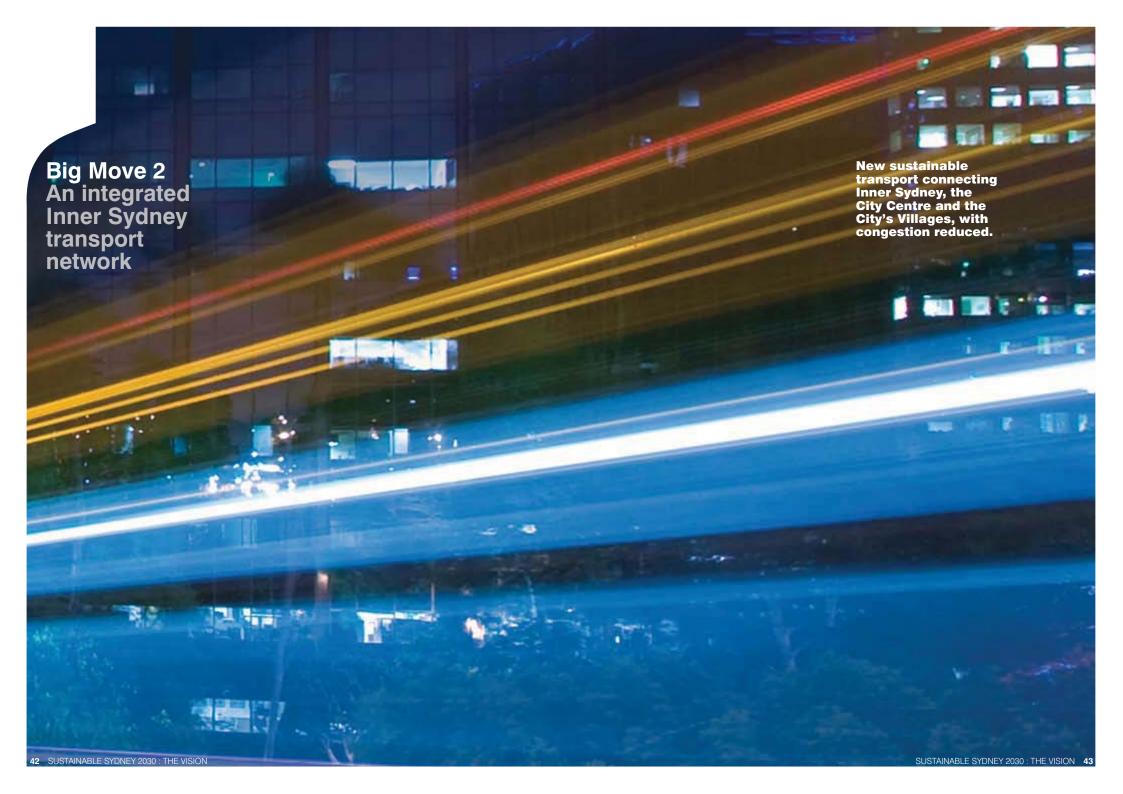












Sydney 2030 provides an opportunity for integrated transport renewal on a major scale. Inner Sydney needs better transport connections into the City and between Activity Hubs and Villages.

The City wants to work in partnership with government and others to develop and implement new sustainable transport initiatives.

Major public transport routes are at capacity and it can be difficult to move efficiently around the City. Congestion inhibits economic development and private vehicle use is a major source of green house emissions. Buses and taxis are impacted by congestion and make pedestrian movement and cycling unpleasant and sometimes dangerous.

A sustainable and integrated transport network requires planning for the right mode of transport in the right place with easy transfer and suitable, accessible pricing.



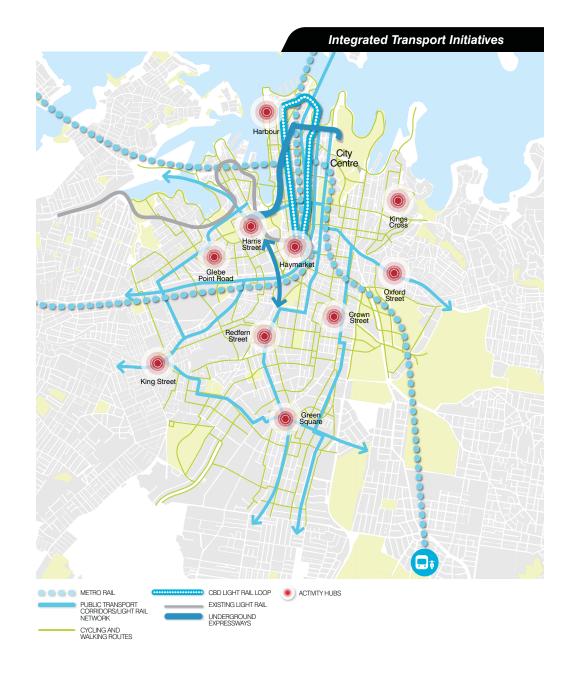
- **♦** An integrated Inner Sydney transport strategy
- **Public transport corridors**
- A cycle network
- The City Centre light rail loop
- Town Hall transport plaza
- **♦** Northern and southern interchanges
- **Ommunity transport**
- Parking strategy
- **♦** Managing parking and cars in the City of Sydney



Rethinking transportation is essential, we need to dramatically change the way people move about, the 50 years of cheap gasoline is over.

Jan Gehl Gehl Architects





Sustainable Sydney 2030 Vision for Transport Initiatives

1 Integrated Inner Sydney Transport Strategy

- Establish the right transport modes for the specific needs of existing and future travel in Inner Sydney.
- Co-ordinate the plan across Inner Sydney Councils and with State and Federal Governments, including advocacy for essential infrastructure funding.

2 Public transport corridors

- Identify nine corridors connecting the City Centre with the villages and other Inner Sydney areas. These corridors should contain more sustainable, higher volume and frequent public transport services, including surface light rail or underground metro lines.
- Ensure all corridors link to the City Centre light rail loop and regional public transport connections.
- Ensure a cross- regional corridor connecting Green Square to the East and Inner West.
- Ensure corridors from the City Centre to:
- Green Square and Rosebery
- Oxford Street and Bondi Junction
- Victoria Road
- Glebe and Parramatta Road
- Pyrmont and Glebe
- King Street Newtown
- Redfern and Botany Road
- Inner North

3 Implement the cycle network

- Develop the current strategy to create a comprehensive, high quality cycle network that is safe enough for children to use.
- Give priority to separated, dedicated cycle lanes.
- Work with Inner Sydney Councils to introduce a public bicycle transport system for everyday, easy cycling.
- Integrate bike hire nodes with transport interchanges and Activity Hubs, as well as shopping, entertainment, work and cultural opportunities.

4 Advocacy for regional transport connections

- Ensure that the capacity of the transport network to support travel to the City Centre from across the Sydney region is increased. Support the planning and early implementation of metro rail lines.
- Support the existing and proposed upgrades to the heavy rail network.
- Integrate new stations with commercial and retail development and develop as transport interchanges.

5 Support and plan for a City Centre light rail loop

- Improve access in the City Centre with a high frequency north – south light rail loop connecting with Barangaroo, Circular Quay and Central Station.
- Integrate the City Centre light rail loop with key radial public transport corridors through efficient public transport interchanges.
- A new light rail loop could provide the opportunity to remove the monorail which adversely impacts on the quality of the pedestrian experience.
- Plan for attractive walking links and quality signage between the new loop and wider transport routes across the City and metropolitan Sydney.
- Plan for interchanges at Central, Town Hall and Circular Quay to enable people to move easily in a north and south direction.

Green Square Light Rail

A key focus of the Vision is the need for an integrated high volume public transport mass transit system. There is a need to connect the City Centre area to Green Square, as this area has a growing population. The City of Sydney proposes a Green Square light rail connection for funding by State and Federal Government as part of infrastructure improvements for Inner Sydney.

6 Investigate and plan for Town Hall transport plaza

- Create a mid-city transport plaza along Park and George Streets, catering for links to east-west and north – south public transport routes, minimising the need for bus and vehicle access across the City Centre.
- Give priority to light rail, cycling and pedestrian activity, while ensuring the interchange plaza is integrated with commercial, retail, entertainment and cultural activities to create a lively City precinct.
- Provide for an upgraded Town Hall Station and possible new train station at Park and Pitt Streets to accommodate new underground metro rail or heavy rail.

7 Northern and southern interchanges

- Develop high quality transport interchanges in the north and south of the City Centre, linked with the metro rail stations and the City Centre light rail loop, to minimise the need for buses to enter the City Centre.
- Integrate the two transport interchanges to create connections to pedestrian and cycle connections to pedestrian and cycle networks, and opportunities for bicycle hire and care share pods.
- Integrate the interchanges with commercial, retail, entertainment and cultural activities to create lively City precincts.

8 New Links

- Realign Regent Street to Harris Street with an underground connection off Darling Drive, making an easy link to the Cleveland Street intersection, south of Central Station.
- Investigate the potential for a small park and link to Frasers Broadway.
- Reduce traffic on Abercrombie Street; transform Wattle Street to a park road and Harris Street to a liveable, main street.
- Reduce traffic on Botany Road to promote liveable, main street use and encourage traffic to use O'Riordan Street and Wyndham Street.

9 Provide community transport

- Provide services for people experiencing transport disadvantage across the City, including older people and people with a disability.
- Build on existing shuttle bus routes provided by the City to address gaps in the existing transport links between Villages and Activity Hubs.

10 Parking strategy

- Reduce existing parking as new public transport infrastructure and services are provided.
- Establish planning policies that enable some existing public and private parking structures to be designed in a way they can be converted to alternative uses over time.
- Establish policies and pricing mechanisms for car parking that support and fund green transport.
- Develop options for encouraging energy efficient vehicles, car-pooling, trading schemes for car parking in new development spaces for car share, and parking rates linked to accessibility to public transport and services.

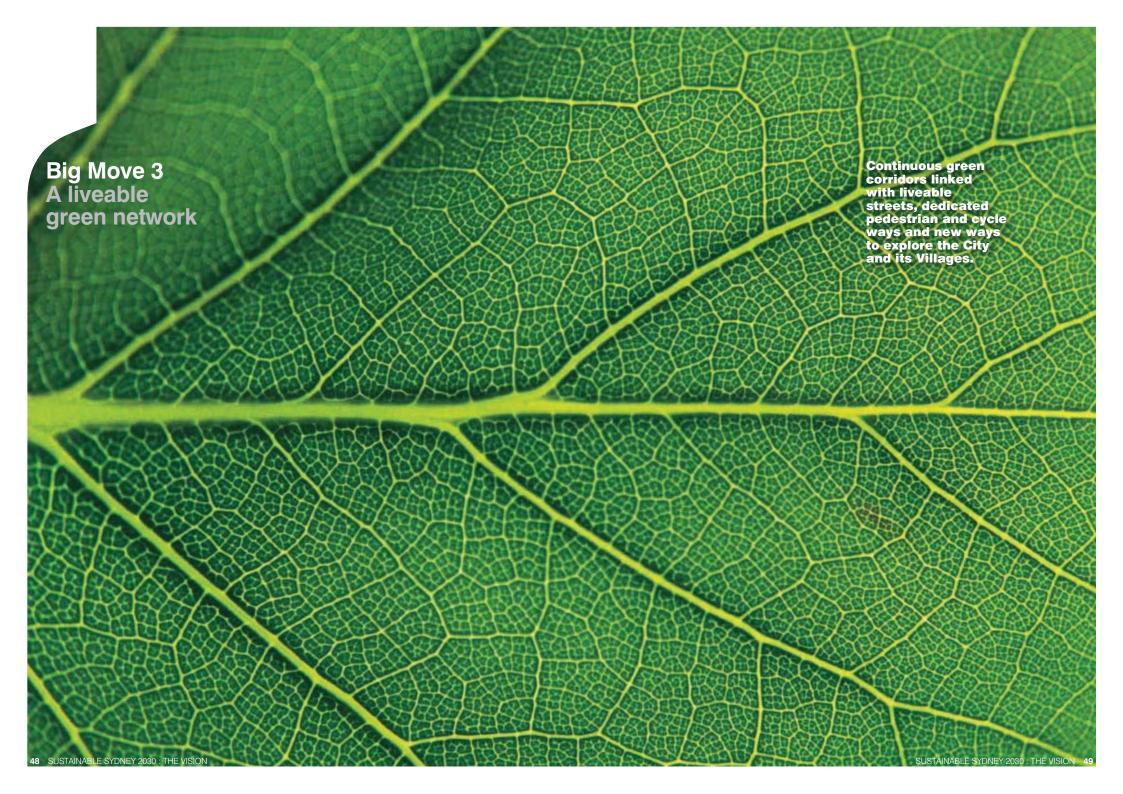
11 Plan to underground the Western Distributor

- Reduce the need for cars to travel unnecessarily on surface roads through the City Centre by establishing better connections between existing roads.
- Remove the Western Distributor flyovers and replace with a connection to the Cross City Tunnel and Darling Drive.
- Explore connecting Darling Drive to Broadway and/or Cleveland Street through a tunnel and connecting Darling Drive to the Anzac Bridge approaches on the western side of Pyrmont.

12 Cahill Expressway

 Improve public amenity at Circular Quay and reduce vehicles travelling through the City Centre.

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The liveable green network is made up of streets and lanes with pedestrian priority. Ten green corridors are proposed across the City linking the villages and hubs to provide safe and attractive paths.

The "Connected City" is an aspiration of large City economies dependent on the mobility of people, products and ideas.

Jan Gehl's Public Spaces, Public Life Sydney Study of the City Centre made a series of recommendations to transform the City Centre into a hub for pedestrians and cyclists.

To be a truly "Connected City" people must be able to get around easily and meet face to face as well as have access to the vital road, air and rail transport systems that link them with other major centres and global cities. Separate cycle paths, shaded footpaths, streets lined with trees, reduced vehicle flows are all hallmarks of the green corridors that will invite people to walk and cycle.



2030 provides the framework for turning the balance away from a private to a genuinely public city.

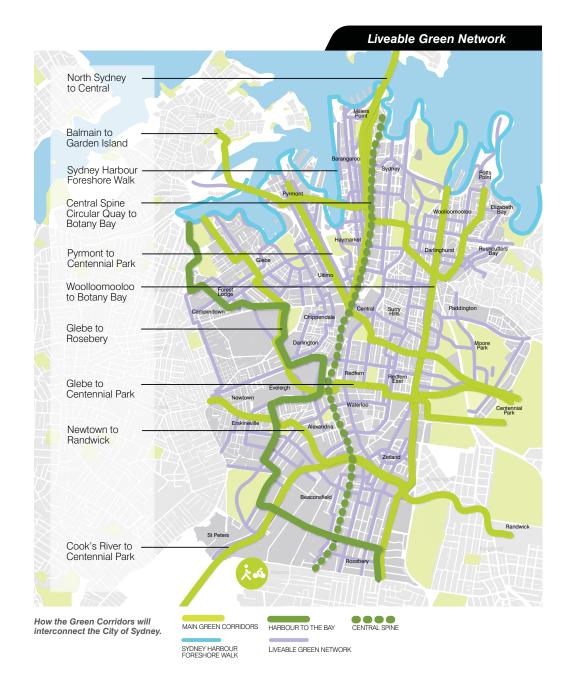
Ken Maher Chairman Hassell











Sydney Harbour Foreshore

 Provide Sydneysiders and visitors with a continuous 15 kilometre foreshore walk from Glebe to Rushcutters Bay connecting many of the City's cultural attractions and destinations such as the Fish Markets and the Circular Quay weekend markets.

The walk will link with the City Centre, the Cultural Ribbon and Eora Journey Indigenous cultural interpretation walk of City landmarks, from Mrs Macquaries Chair to Redfern.

Circular Quay to Botany Bay

 Provide a north-south spine connecting the harbour to the bay and the City Centre to Botany, along George Street and Botany Road.

This spine will have a pedestrian focus with dedicated cycle and public transport facilities and may over the long-term have sections with no private vehicular traffic.

All green corridors will cross or meet this 'central spine' providing a network of alternative paths to move around and enjoy the City.

North Sydney to Central

 Provide a cycle and pedestrian link to join the two halves of Global Sydney, North Sydney and the City Centre.

This route is already heavily used by walkers and cyclists and could be further improved.

Woolloomooloo Bay to Botany Bay

• Provide a corridor to connect the north and south of the City via Bourke Street.

This will also link through to Green Square and other areas in the south.

Balmain to Garden Island

 Provide a corridor to connect Balmain and Woolloomooloo to the City Centre and the other corridors across the City.

Balmain has the potential to be within walking distance of the City Centre. The Glebe Island closure provides the opportunity to investigate a lightweight bridge across the eastern end of White Bay direct to the main centre of Balmain, resulting in a direct connection across to Pyrmont.

Pyrmont to Centennial Park

 Link the Harbour at White Bay to Centennial Park from Central Station to reinforce the station's role as a City Centre transport hub.

This will provide connections to Harris Street, a liveable main street, Ultimo Activity Hub, Powerhouse Museum, ABC studios, Sydney Institute of Technology, University of Technology Sydney, Central Station, the ridge of Surry Hills to Centennial Parklands and Fox Studios and beyond to the eastern beaches.

Glebe to Centennial Park

 Provide a link from the Harbour at Jubilee Park, along Glebe's main street to the Glebe Activity Hub, University of Sydney, Carriageworks, Redfern's liveable main street and Activity Hub.

Connecting the Eastern Suburbs and Centennial Parklands sports and recreation facilities to Redfern and the Inner West.

Glebe to Rosebery

 Provide a connection from the Harbour to Rosebery following Orphan School Creek.

It will link up with activities at Jubilee Park, Camperdown Hospital site, Royal Prince Alfred Hospital, Sydney University, Carriageworks, Australian Technology Park, Erskineville Park, Ashmore Precinct, Sydney Park. Also to provide access to future long-term renewal investigation areas around the Alexandra Canal through to Rosebery, connecting to the Central Spine and Centennial Park corridors at Redfern Activity Hub.

Newtown to Randwick

 Provide a southern city connection from the Inner West to the Eastern Suburbs and beaches.

It will connect Newtown, through Erskineville, to Green Square along the Green Square Boulevard and water channel beneath Southern Cross Drive to Kensington and the University of New South Wales.

Cooks River to Centennial Park

 Connect Cooks River and Botany Road to Green Square, Centennial Park and beyond to the Eastern Beaches.

It will create a green corridor along the tributary channels of the Alexandra Canal that over the long-term could be investigated for mixeduse residential and business activities.











Quiet streets, shops, art galleries, links to institutions, workplaces and homes could all be on the walking and cycling journey of the green network.

Rod Simpson Simpson+Wilson Architecture+Urban projects

The future of Sydney is a pedestrian-oriented future.

Rachel Neesom Neesom Murcutt Architects





Future sustainability means essential local services need to be in walking distance, with convenient public transport to the City Centre and other Villages.

Ten Activity Hubs would provide a focus for doing business, healthcare, taking transport, shopping, meeting people and having cultural and learning experiences.

The 2030 Vision builds on the work of creating eight Village Hubs as part of the Local Action Plans developed in 2007 in partnership with local communities.

It also proposes two new Activity Hubs—Harbour (Hickson Road) and Green Square—to join:

- ⇒ Crown Street
- ⇒ Kings Cross
- ⇒ Oxford Street
- ⇒ Redfern Street⇒ Harris Street
- ⇒ Glebe Point Road
- ⇒ King Street
- ⇒ Haymarket

The Activity Hubs are places with distinctive and diverse character around key community main streets.





Activity Hubs will better recognise the economic role of the key job centres outside the City Centre and nurture the conditions for further development. Core elements of an Activity Hub include transport interchange, primary school, business centres, library, community space, childcare, Wi-Fi hotspot, fresh food market, bike parking, health and medical, City of Sydney service centre and a range of optional activity centres, dependent on local character and need.

Crown Street

- Develop the Crown Street civic hub around Shannon Reserve and the new library and community centre.
- · Identify fresh food market opportunities.
- Investigate opportunities for mixeduse renewal of Redfern Mall/Surry Hills Shopping Village at the corner of Cleveland and Crown Streets.
- As part of Council's economic development program, support creative industries and start-ups in nearby 'SOGO' (south of Goulburn Street) by encouraging adaptive re-use of existing warehouse buildings and ground level activation in SOGO.

Kings Cross

- Support Kings Cross as a key, entertainment and tourist destination, including planning for a range of accommodation, while recognising and protecting its important residential character.
- Renew the public square around Fitzroy Gardens and El Alamein Fountain.

Oxford Street

- Retain and support the precinct as the historic centre of Sydney's gay lesbian, bisexual and transgender communities as part of precinct and economic development planning.
- Promote a mix of retailing along Oxford Street and side streets, ranging from start-ups to boutique tenants through the City's Economic Development Strategy.

- Transform Oxford Street into a liveable main street
- · Identify fresh food market opportunities.
- Develop as a cultural, creative and safe precinct through precinct management strategies.
- Partner with Woollahra Council on the Hub concept.

Redfern Street

- Support Aboriginal and Torres Strait Islander business, training and cultural initiatives, including an Australian Indigenous Cultural Centre, as called for in Indigenous consultation.
- Continue the revitalisation of Redfern and Regent Streets.
- Investigate business opportunities for creative and new cultural activities such as markets, studios and performances at nearby CarriageWorks, as a focus of economic and cultural development strategies.
- Pursue fresh food market opportunities at CarriageWorks.
- Encourage Redfern Park for sports and recreation focus.
- Encourage low cost and affordable housing for the Aboriginal and Torres Strait Islander community near Redfern.
- Improve walking links and business opportunities for the Redfern community at Australian Technology Park and Eveleigh Railway Workshop precinct.

Harris Street

- Support the expansion of enterprise clusters of culture, media and education.
- Transform Harris Street into a liveable main street and promote mixed-uses around Fig Street.
- Consolidate civic, social and community facilities around lan Thorpe Aquatic Centre and Community Centre, with Hub focus on the Powerhouse forecourt area.
- Develop student housing for University of Sydney, Sydney Institute of Technology and University of Technology Sydney.

Glebe Point Road

- Pursue further 'dual use' opportunities for Glebe Public School to enable broad community to access the school's open space and facilities.
- Create connections to affordable housing site, Blackwattle Bay and the new foreshore park.
- Identify fresh food market opportunities.
- Create walking links and stronger community connection with the University of Sydney.

King Street

- Support local arts, creative and live music through the City's economic and cultural development strategies and grants programs.
- Partner with Marrickville Council to investigate options for improving the public spaces and links to Newtown Station. Australia Street and Newtown Square.
- Provide access to Newtown Station from Erskineville Road and integrate Erskineville Road with the King Street Activity Hub.
- Work with local residents, businesses, artists and community and cultural groups to develop a community and creative hub, retail or fresh food market in the station precinct.
- Support affordable housing for artists and students.
- Work collaboratively with Marrickville council to support Newtown as a cultural and creative hub.
- Integrate adaptive re-use and redevelopment of Newtown Tram Sheds into the Activity Hub.

Haymarket

- Build on Haymarket's proximity to Central Station and Belmore Park in planning for the redevelopment of Central Station precinct.
- Continue to celebrate Sydney's Chinese communities through extension of support initiatives like Chinese New Year.
- Improve pedestrian connections to George Street and World Square and improve access to the open space around Darling Harbour.

Green Square

- Promote Green Square as an exemplar of sustainable development.
- Develop as a residential and employment area. Introduce an economic development strategy to support development controls to attract and support emerging environmental, creative and knowledge oriented industries. Replicate the small business and residential mix of Surry Hills.
- Ensure substantial social community and cultural infrastructure is delivered upfront and acts as a catalyst for further development.
- Encourage investors, designers, owners and occupiers to add diverse character similar to that found in the City's existing Villages.
- Provide a variety of employment spaces and residential building types.
- Provide substantial contribution to the 2030 target of increasing access to affordable housing.
- Improve access from Rosebery to the Green Square Activity Hub and maintain long term options for an additional Hub on Botany Road to support growth and change in this corridor.

Harbour

- Ensure sufficient residential development to support a new Activity Hub at Baranagroo, north of the main commercial office precinct.
- · Include affordable housing.
- Develop the Activity Hub to service new residential development, and the established Millers Point, Rocks and 'north' City centre communities.
- Encourage a focus for cultural activities around Walsh Bay, and a foreshore connection between Circular Quay and Darling Harbour, and investigate opportunities for the regional cultural infrastructure project as a Hub catalyst.

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Sydney has significant areas for future renewal that are outside the City of Sydney's direct planning control. The 2030 Vision proposes strategic directions to guide and influence the shape of these major redevelopment sites within the City.

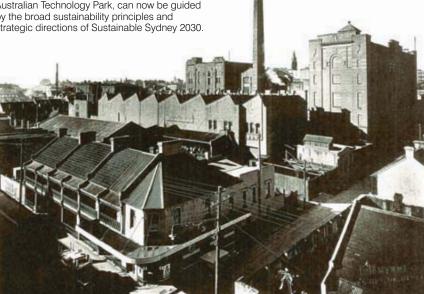
The current redevelopment of the former Carlton and United Brewing site on Broadway by Frasers will exemplify 2030 sustainability objectives.

It will introduce a world leading approach to carbon neutral energy supply and sustainable water use and waste management; reuse of historic buildings and design by leading Australian and world architects.

The City's response to the sustainability challenge means redevelopment of Barangaroo at East Darling Harbour, Green Square and sites around Redfern and Waterloo, including Australian Technology Park, can now be guided by the broad sustainability principles and strategic directions of Sustainable Sydney 2030.

These and other key renewal sites provide immediate opportunities to plan for collective and innovative approaches to energy generation, waste treatment and affordable housing.

They also provide peopleoriented development—new public domains, housing and work places that are accessible to and inclusive of everyone.



CUB site, City of Sydney achives.

An \$800 million concept plan proposes to transform the former Carlton and United Breweries (CUB) brewery site into a vibrant new precinct with office space, apartments and a 5,400 square metre community park. This replaces a 5.8-hectare disused industrial site on the western edge of the Sydney CBD, close to Central Station.

