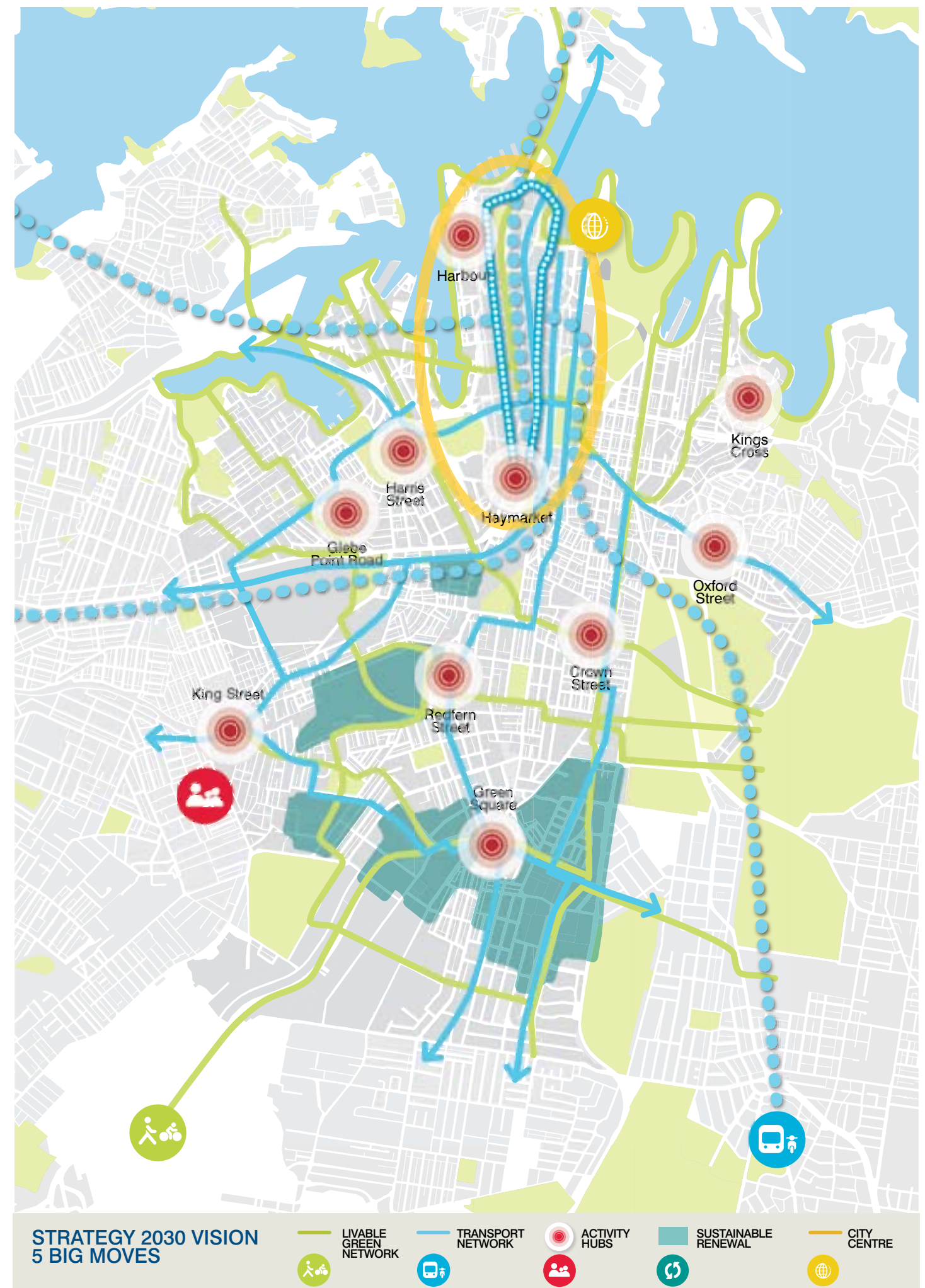


2030 VISION FIVE BIG MOVES TO TRANSFORM THE CITY

The Strategy Map shows the elements of a **Green, Global, Connected City**, which are:

- 1 A revitalised City Centre at the heart of Global Sydney**
Lively, people-friendly and premium business centre, reconnected to the Harbour.
- 2 An integrated Inner Sydney transport network**
New sustainable transport connecting Inner Sydney, the City Centre and the City's Villages, with congestion removed from the City Centre and Villages.
- 3 A Liveable Green Network**
Continuous green corridors integrated with liveable streets, providing dedicated pedestrian and cycle ways, and new ways to explore the City and its Villages.
- 4 Activity Hubs as a focus for the City's village communities and transport**
Sustainable places for communities in the City's distinctive Villages to meet, create, learn, work and shop.
- 5 Transformative development and sustainable renewal**
Initiatives to re-make the City, including energy and water efficient infrastructure, affordable housing, high quality public space and design, and access to essential transport choices.



CITY VISION 5 BIG MOVES

1

A revitalised City Centre at the heart of Global Sydney

The City Centre contains the icons that represent Australia to the world—including the harbour waterfront, the Opera House, the Harbour Bridge and a skyline featuring the Asia-Pacific headquarters of finance and business operations.

It contains Sydney's cultural and tourist attractions, including theatres, museums and galleries, connections to the harbour islands and parklands such as Hyde Park, the Royal Botanic Gardens and Domain.

To maintain its prestigious role in the life of the nation and Australia's image to the world, the City Centre needs to broaden its business, retail, community and cultural blend.

It must provide the high-quality space to host globally oriented jobs, and the services, street and night life to attract workers and visitors. It needs the cultural and entertainment activities and opportunities that make it irresistible to international and domestic tourists.

And it needs the transport infrastructure, assets and services for it to function efficiently and effectively.

The City Centre has a special role in leading the way as a high quality sustainable urban environment that is inclusive of everyone.



New waterfront and more space for Global Sydney

Extend the commercial core to Barangaroo and position Sydney—and Australia—for the next wave of global economic development.

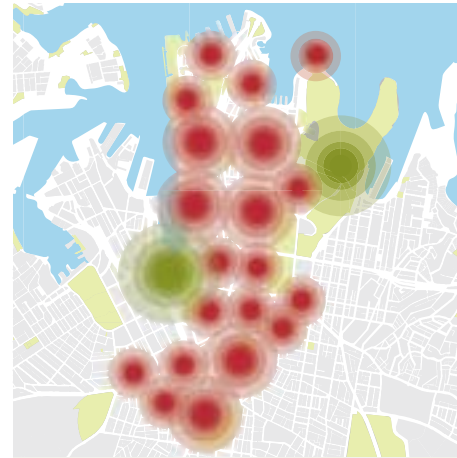
The established commercial core in the City Centre is the focus of Sydney's premium jobs. Capacity needs to be protected and provided for commercial floorspace in this area—which might mean limiting residential.

At Barangaroo, west of the established commercial core, floorspace should be provided to accommodate the growth of both small and large businesses. Residential development should complement the commercial activities to create a lively, active precinct on evenings and weekends, with a range of services and facilities.

Activate the ground level of buildings with retail and other small business activities.

Activate the foreshore with leisure, recreation and cultural activities.

Provide essential public transport and pedestrian and cycling connections between the established commercial core and Barangaroo.



Stronger City Centre economy and tourism through precinct and cluster development

Investigate the creation of partnerships between the City of Sydney, business groups, research and education institutions and other tiers of government to identify and build on Sydney's strengths.

Pro-actively manage precincts in the City Centre to strengthen clusters and target new businesses.

Use built form controls, business development and events to support the economic and activity character of different precincts.

Partner with tourism agencies to enhance and extend the City Centre's attractions and its 'brand'. Support cultural quarters including Chinatown, the Spanish Quarter and other major regional destinations that complement the City Centre, such as the Sydney Fish Markets.

Plan for an appropriate supply of hotels for tourist and business travellers.



Distributed green infrastructure

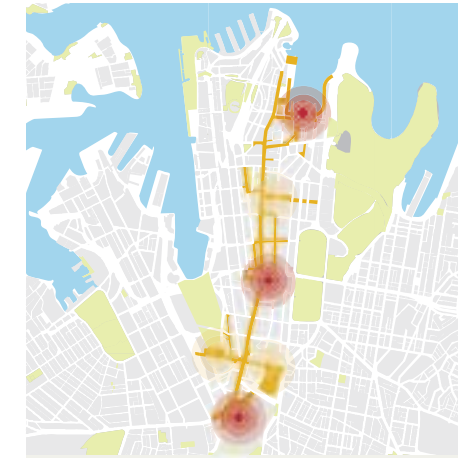
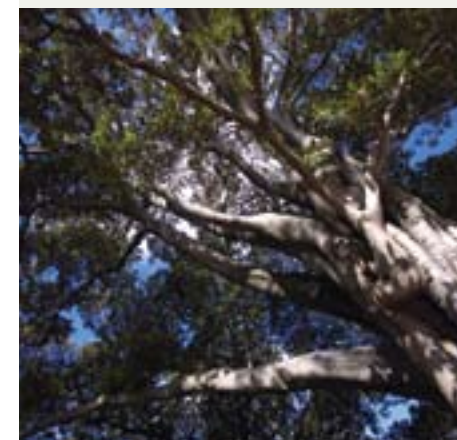
Install distributed heating and cooling infrastructure under and across the City.

Use the streets for reticulation to allow existing and new buildings to retrofit or install low carbon solutions.

Offer collective solutions to 'retrofit' existing buildings to achieve deep cuts in building-related emissions at a low per unit cost.

Provide an unprecedented level of energy security for local and global commerce.

Work with private sector partners to investigate regulatory and financing issues.



A central spine and three major squares to provide a focus for public life in the City Centre

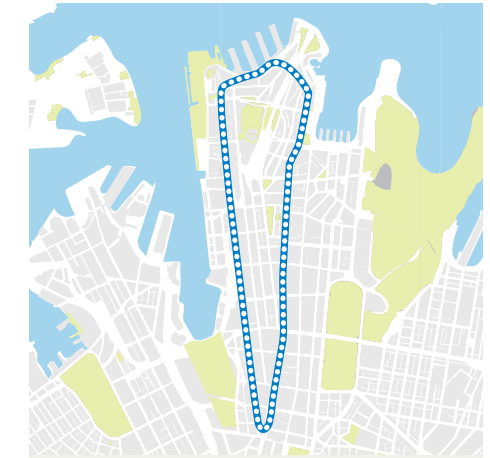
Create a north-south 'central spine' with priority for public transport, cyclists and pedestrians.

Use the 'central spine' to link new City Squares at Circular Quay, Town Hall and Central Station (at Railway Square as an enhanced 'gateway' to the City Centre).

Utilise these City Squares as Activity and Service Hubs for the City Centre communities of residents, workers and visitors, with activities such as fresh food markets, visitor information, a City library, child care, one-stop government information shop, cafés and ground floor retail integrated into surrounding development.

Create these City Squares for social inclusion and interaction for diverse communities.

Create a public domain that is children-friendly to increase social equity, safety and wellbeing.



High quality light rail loop to easily get around the City Centre

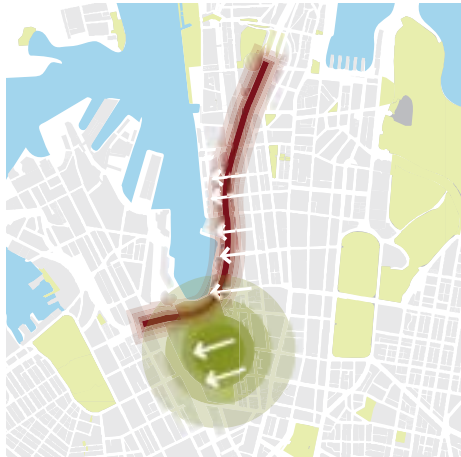
Create a high frequency north-south light rail loop connecting the City Centre, Barangaroo and Central Station. An alternative public transport loop would provide the opportunity to remove the monorail, which has detrimental impacts on street level amenity.

Develop interchange connections at City Squares—Central, Town Hall, Circular Quay.

Provide effective pedestrian and cycling links between the new transit loop and wider public transport routes throughout metropolitan Sydney.

Improve visitor orientation and movement through improved signage, orientation and maps.





Revitalise and reclaim the western edge of the City Centre to create new public spaces and residential, visitor and business uses

Underground the Western Distributor to free-up development potential and open the City Centre to the western waterfront.

Create major parklands at Darling Harbour to provide amenity for new residential and mixed-use development.

Improve connections between the City Centre and Ultimo.

Plan for the long-term redevelopment of the airspace at Central Station, including for use as a public venue, for example, convention, exhibition, entertainment or cultural facilities.



'Fine grain' retail, hospitality and mixed-use precinct west of George Street

Preserve the 'fine grain', which is the small scale and diverse spaces for retail and service tenancies at street level, in lanes and basements and on the first floor of buildings, west of George Street, south of Erskine Street to Chinatown.

Preserve solar access to streets.

Support an increase in retail, leisure and hospitality activities at street level.

Encourage residential development above street level in this precinct.

Preserve internal courtyards and all lanes.

Connect the precinct to the water and open space.



A cultural ribbon from Darling Harbour to Bennelong Point and Macquarie Street

Link Circular Quay and Darling Harbour via the foreshore as part of the Harbour Foreshore walk from Glebe Point to Garden Island.

Link the Harbour Foreshore walk to cultural assets on Macquarie Street and College Street.

Create the Cultural Ribbon, linking Darling Harbour, Barangaroo, Sydney Theatre, Walsh Bay, Sydney Observatory, the Rocks, MCA, Customs House, Circular Quay, Sydney Opera House, Art Gallery of NSW, Sydney Conservatorium of Music, Mitchell Library, Hyde Park Barracks, Macquarie Street and the Australian Museum.

Improve the public domain and enhance signage to connect the iconic cultural venues along the trail.



Sydney's Indigenous story and culture acknowledged and celebrated

Define ways of celebrating Sydney's Indigenous culture and heritage in partnership with Indigenous communities.

Undertake a cultural interpretation of the City, including landmarks from Redfern to Mrs Macquaries Chair and the waterfront.

Link to sites for an Australian Indigenous Cultural Centre, new monuments and interpretive elements.

Link with the Harbour Foreshore walk and the Cultural Ribbon.



Green zones and pedestrian-friendly streets

Create an enjoyable, safe, attractive and interconnected network of pedestrian and cycling streets.

Create City Centre 'green zones' where sustainable transport modes such as walking, cycling and light rail have highest priority.

Ensure inclusive access and accessible paths to ensure all people can enjoy the City.

Manage the road hierarchy and parking availability to protect the active and liveable heart of the City from vehicle congestion and pollution.

Develop an integrated transport pricing system.



CITY VISION 5 BIG MOVES

2

An integrated Inner Sydney transport network

Reliance on road transport comes at a great cost to the City. Congestion inhibits economic development and private vehicle use is a major source of greenhouse emissions.

Inner Sydney needs better transport connections into the City, around the City Centre and between Activity Hubs and Villages. Major public transport routes are at or near capacity and it is difficult to move efficiently around the City. Buses and taxis are stuck in congestion, with walking and cycling often unpleasant and dangerous due to fragmented routes.

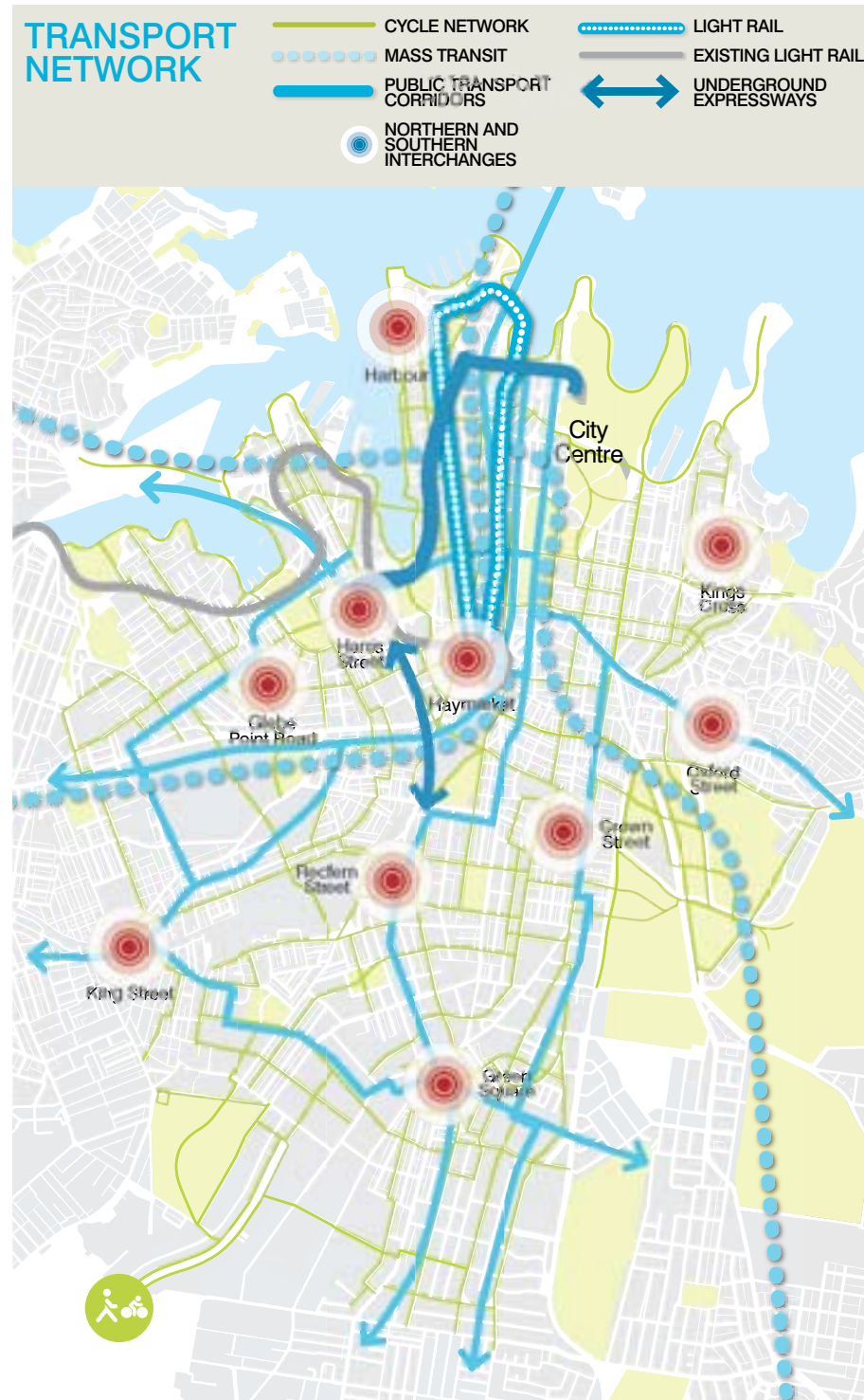
The high density of residential and business uses in Inner Sydney provides the opportunity for transport renewal on a major scale, using more sustainable technologies. Investment in sustainable transport infrastructure and a network of affordable and safe public transport will enhance the response to global warming and increase economic capacity.

A sustainable and integrated transport network requires planning for the right mode of public transport in the right place. Factors such as distance, capacity, frequency and environmental impacts determine the role of walking, cycling, taxis, motorbikes, scooters, car share, private vehicles, trucks, shuttle buses, buses, light rail, ferries, metro rail and heavy rail.

An effective system also needs easy transfer between modes and pricing that encourages access to sustainable transport modes.

While the State Government has authority for most public transport, the Federal Government should also take an interest in sustainable cities, including efficient transport systems, to support the national economy.

The City of Sydney wants to work in partnership with government and other key stakeholders to develop these initiatives and then implement them.



➔ Integrated Inner Sydney Transport Strategy

Through a comprehensive transport plan, establish the right transport modes for the specific needs of existing and future travel in Inner Sydney.

Coordinate this plan across Inner Sydney Councils and with State and Federal Governments, including advocacy for essential infrastructure funding.

Public Transport Corridors

Nine corridors to connect 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 light rail or underground metro lines. The corridors all link to the City Centre Light Rail Loop and Regional Public Transport Connections. The corridors are 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
- and a regional corridor connecting Green Square to the East and Inner West.

➔ Cycle Network

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.

➔ 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.

➔ Support and plan for a 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.

➔ 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.

➔ 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.

Include connections to pedestrian and cycle networks, and opportunities for bicycle hire and car share pods. Integrate the interchange with commercial, retail, entertainment and cultural activities to create lively City precincts.

➔ Community Transport

Provide services for people experiencing transport disadvantage across the City, including older people and people with a disability.

Build on the existing shuttle bus routes provided by the City to address gaps in the existing transport links between Villages and Activity Hubs.

➔ Parking Strategy

Reduce and consolidate existing parking as new public transport infrastructure and services are provided. Establish planning policies that enable existing parking structures to 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.

Manage parking to reduce the number of cars in the City Centre.

➔ Underground the Western Distributor and remove the Cahill Expressway

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.

Develop alternative routes in a way that restores pedestrian and cycle access, with areas over road tunnels redeveloped for residential, retail, commercial or open space.

Remove the Cahill Expressway to improve public amenity at Circular Quay and reduce vehicles travelling through the City Centre.

CITY VISION 5 BIG MOVES

3

A liveable green network

The 10 green corridors could be the first parts of a comprehensive and interwoven 'liveable green network'.

The network will provide safe, high quality and continuous routes for pedestrians and cyclists connecting 'green' spaces, the liveable main streets, Activity Hubs and the main activities across the City.

The network will offer many alternative enjoyable and interesting paths through the City.

A Liveable Green Network is made up of streets and lanes with pedestrian priority and good amenity to enable people to move around and across the City away from heavily trafficked streets.

This may mean converting existing 'one way' systems back to two-way streets in key corridors, such as Wyndham and Regent Streets.

Some of the quieter streets will also form part of a continuous cycle network to be developed over the long-term.

This will build on the City's *Cycle Strategy* to provide a continuous network connecting all parts of the City, linked to Inner Sydney networks

There is already a very high component of walking and cycling trips in the City. To be more sustainable, this component should be increased.

10 GREEN CORRIDORS



→ Sydney Harbour Foreshore

Providing Sydneysiders and visitors with a continuous 15 kilometre foreshore walk from Glebe to Rushcutters Bay to enjoy the Harbour and attractions such as the Fish Markets.

The Harbour foreshore connection is linked to the City Centre Cultural Ribbon and Indigenous cultural interpretation of City landmarks from Redfern to Mrs Macquaries Chair.

→ Circular Quay to Botany Bay

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 cyclist and public transport facilities and may over the long-term have sections with no private vehicular traffic.

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

→ North Sydney to Central

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

Connecting the north and south of the City through the quieter Bourke Street and busier Crown Street corridors.

Providing a connection to Green Square and other areas in the south.

→ Balmain to Garden Island

Connecting Balmain and Woolloomooloo to the City Centre and the other connecting 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

Linking the Harbour at White Bay and Centennial Park to Central, which reinforces its role as a City Centre transport hub.

Provides connections to Harris Street, a liveable main street, Ultimo Activity Hub, Powerhouse Museum, ABC, 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

Linking the Harbour at Jubilee Park, along Glebe main street to the Glebe Activity Hub, University of Sydney to CarriageWorks, Redfern 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

Connecting the Harbour to Rosebery following Orphan School Creek.

Linking activities at Jubilee Park, Camperdown Hospital Site, Royal Prince Alfred Hospital, Sydney University, CarriageWorks, Australian Technology Park, Erskineville Park, Ashmore Precinct, Sydney Park; and 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 Education and Health

Providing a southern City connection from the Inner West to the Eastern Suburbs and beaches.

Connecting Newtown, through Erskineville, to Green Square along the Green Square Boulevard and water channel beneath Southern Cross Drive to Kensington and the University.

→ Cooks River to Centennial Park

Connecting Cooks River and Botany Bay to Green Square, Centennial Park and beyond to the Eastern Beaches.

A green corridor along the tributary channels of the Alexandra Canal that over the long term could be investigated for mixed-use residential and business activities.

CITY VISION 5 BIG MOVES 4

10 Activity Hubs as a focus for the City's village communities and transport

The desirability of Inner Sydney for residents, business and visitors relies on the quality of life of its diverse villages—from Millers Point in the north to Rosebery in the south, Glebe in the west and Paddington in the east.

While historic development patterns have created desirable neighbourhoods with distinctive heritage and character, many communities lack easy access to needed services and shops.

Future sustainability requires that essential local services and facilities be within walking distance, with convenient and reliable public transport access to activities in the City Centre, other Villages and elsewhere in Inner Sydney.

Ten Activity Hubs would provide all Villages with a stronger and more convenient focus for meeting, creating, learning and working.

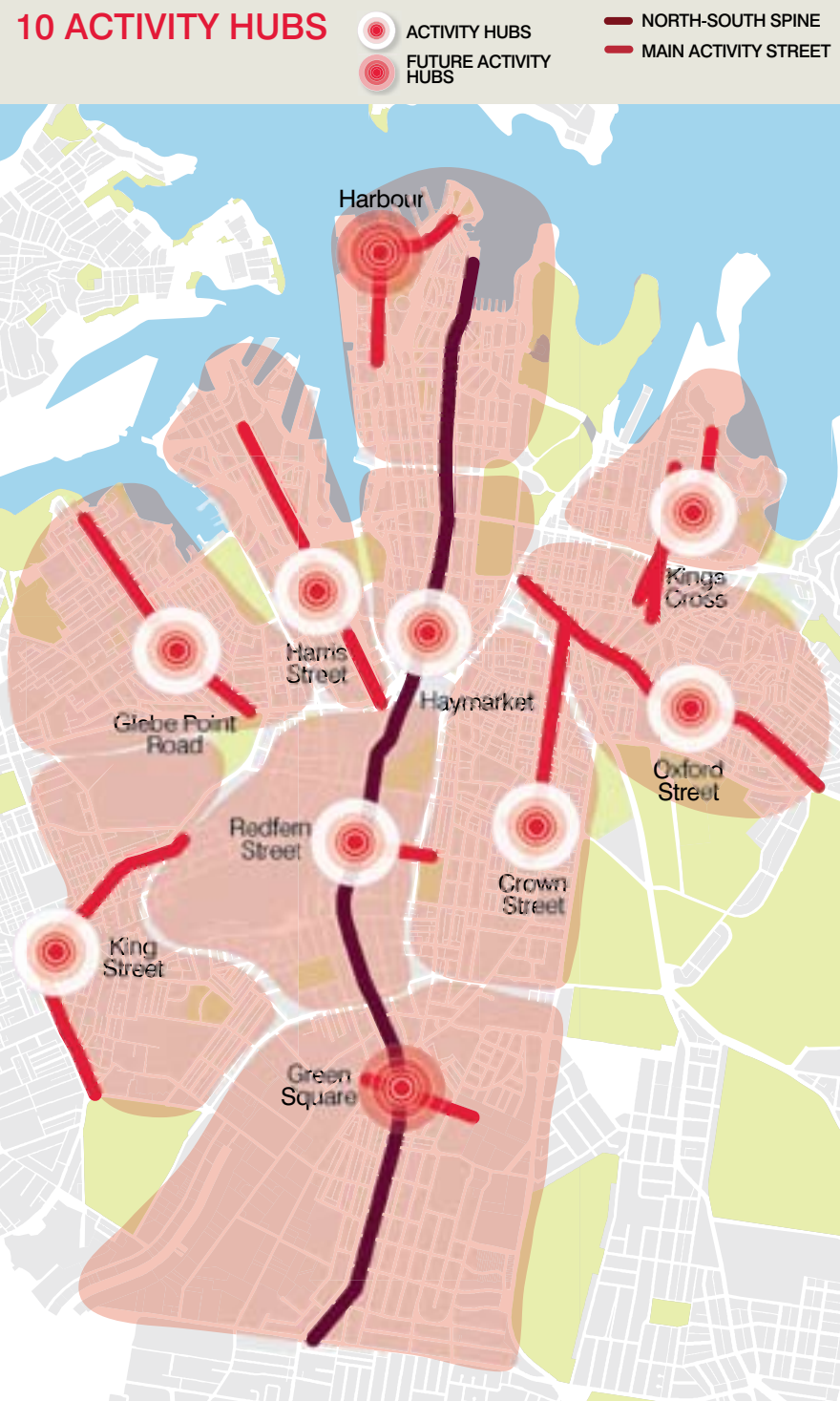
The distinctive character of each Activity Hub will be shaped by the surrounding communities and economic activities, with broader services and retail developed over time. Local businesses will be important partners in initiatives to develop the economic and community life of the Activity Hubs.

Key elements may include office space, library, learning and education centre, workshops, studios and primary school, cultural live sites, recycling centre, community space and programs, community garden, fresh food market, and Wi-Fi hot spots.

Activity Hubs will be the focus for an Inner Sydney transport network, with facilities such as bike parking, showers and lockers, a car share pod and connections to public transport.

The initial priorities for strengthening and creating 10 Activity Hubs are described on page 180.

These initial priorities build on the *Local Action Plans* developed by the City of Sydney in partnership with local communities.



Crown Street

Strengthen the Crown Street civic hub around Shannon Reserve, new library and community centre.

Identify fresh food market opportunities.

Investigate opportunities for mixed-use renewal of Redfern Mall/Surry Hills Shopping Village at the corner of Cleveland and Crown Streets.

Support creative industries and start-ups in nearby 'SOGO' (south of Goulburn Street).

Encourage 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 its important residential character.

Diversify retail and hospitality, including along Darlinghurst Road and Bayswater Road.

Renew the public square around Fitzroy Gardens and El Alamein Fountain.

Oxford Street

Promote a mix of retailing along Oxford Street and side streets, ranging from start-ups to boutique tenants.

Transform Oxford Street into a more liveable main street.

Identify fresh food market opportunities.

Develop as a cultural, creative and safe precinct.

Retain and support the precinct as the historic heart of Sydney's Gay, Lesbian, Bisexual, Transgender and Queer communities.

Work 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.

Continue the revitalisation of Redfern and Regent Streets.

Investigate business opportunities for creative and new cultural activities at nearby CarriageWorks as a focus of housing and jobs.

Pursue fresh food market opportunities at CarriageWorks.

Encourage Redfern Park for sports and recreation focus.

Encourage low-cost and affordable housing for Aboriginal and Torres Strait Islander community.

Improve physical and economic links to Australian Technology Park and Eveleigh Railway Workshops precinct.

Harris Street

Support the expansion of clusters of culture, media and education.

Transform Harris Street into a more liveable main street and promote mixed-uses around Fig Street.

Consolidate civic, social and community facilities around Ian 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.

Enhance connections to proposed affordable housing, Blackwattle Bay and the new foreshore park.

Identify fresh food market opportunities.

Enhance links with the University of Sydney.

King Street

Support local arts, creative and live music.

In conjunction with Marrickville Council, investigate options for enhancing public space, better linking Newtown Station and roadways with the Australia Street 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 redevelopment of Newtown Tram Sheds into the Activity Hub.

Haymarket

Build on its proximity to Central Station and Belmore Park. Continue to celebrate Sydney's Chinese communities.

Improve pedestrian connections to George Street and World Square and improve access to the open space around Darling Harbour.

Investigate options for increased residential density, integrating services, residential and retail.

Green Square

Promote Green Square as an exemplar of sustainable development.

Develop as a mixed-use employment precinct with a focus on emerging environmental, creative and knowledge oriented industries. Replicate the small business and residential mix of Surry Hills.

Ensure social, community and cultural infrastructure is delivered upfront and utilise this as a catalyst for further development.

Ensure built form allows for many investors, designers, owners and occupiers to play a role similar to that in the City's existing Villages.

Provide affordable housing.

Improve access from Rosebery to the Green Square Activity Hub and maintain options for an additional activity hub on Botany Road over the longer term to support growth and change in this corridor.

Harbour

Ensure sufficient residential development to support a new Activity Hub at Barangaroo, north of the main commercial office precinct, and include affordable housing.

Develop the Activity Hub to service new residential development, and the established Millers Point, Rocks and 'north' City Centre communities.

Provide a focus for cultural activities around Walsh Bay, and foreshore connection between Circular Quay and Darling Harbour.

Investigate opportunities for a regional cultural infrastructure project as a Hub catalyst.

CITY VISION 5 BIG MOVES

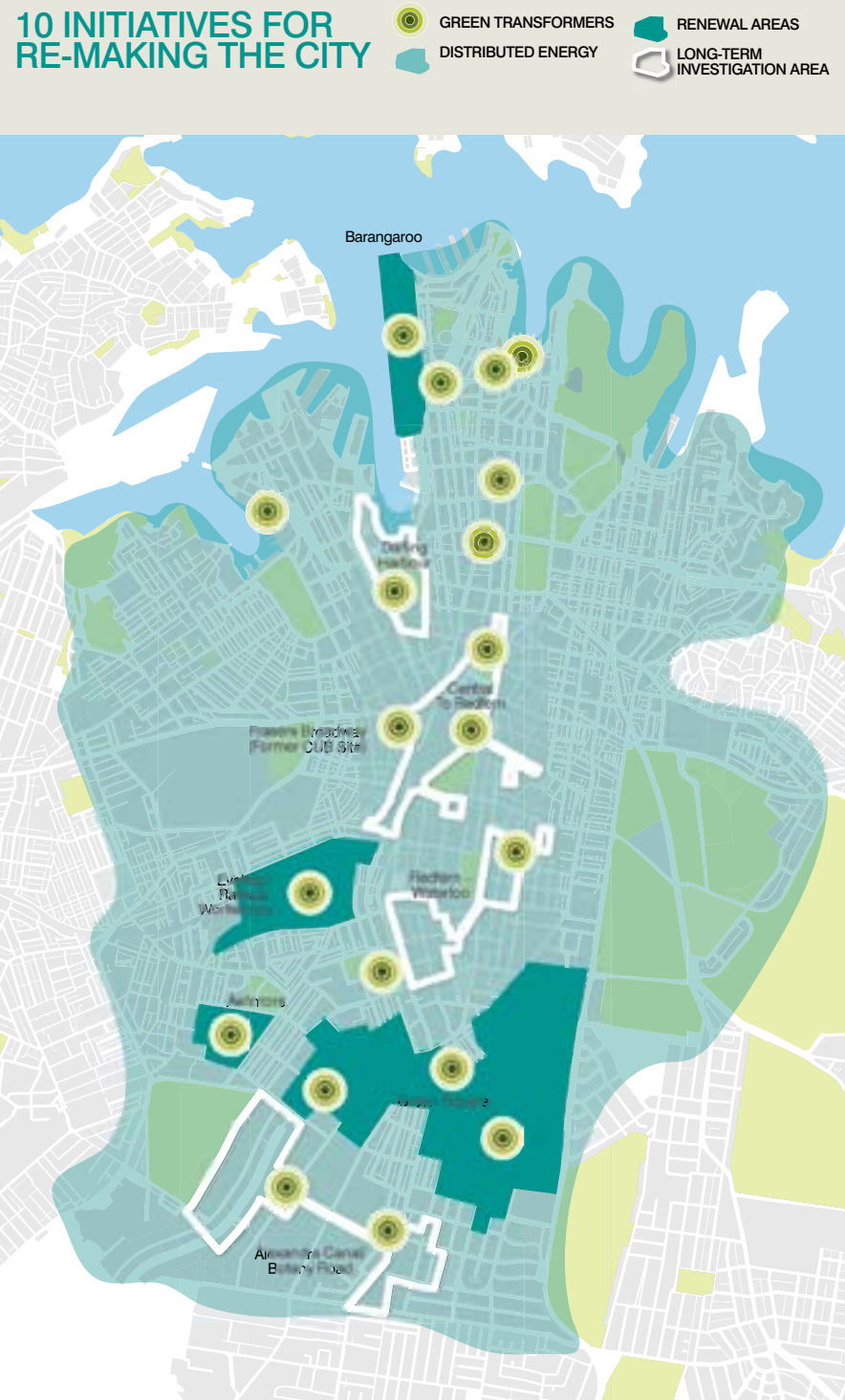
5

Transformative development and sustainable renewal

When redevelopment occurs, it provides the opportunity to remake the City in a sustainable way—reconnecting areas that have been split by major roads or railways, redefining the way energy and water is provided, or creating a 'fine grain' pattern of streets and lanes.

Some major development, particularly in renewal areas such as Green Square and Barangaroo, provide the opportunity for collective and innovative approaches to energy generation, waste treatment and affordable housing.

These renewal areas provide the opportunity for people-oriented public domains, housing and work places that are accessible to and inclusive of everyone.



→ Improve assessment methods for major renewal areas to achieve sustainability

Work with land owners to ensure tender and development processes provide for 'fine grain' built form and diverse ownership outcomes.

Use broad economic analysis to assess the environmental, social and economic benefits.

Require major renewal areas, such as Barangaroo, Ashmore, Green Square and Frasers Broadway (former CUB site), to demonstrate 'step changes' in environmental performance, housing affordability and sustainable transport, and how they can reduce car use and ownership.

→ Green Transformers

Include a series of 'Green Transformers' that generate electricity with low greenhouse gas emissions, provide hot water and district cooling, and potentially treat waste and reclaimed water in renewal areas.

Pursue commercial partnerships to develop sustainable infrastructure and extend to adjacent areas by reticulation in the City via streets beyond the renewal area.

→ Southern Spine

Re-align Regent Street as part of the reorganisation of Harris Street and underground connection of Darling Drive link to a simplified intersection with Cleveland Street.

Investigate the potential for the creation of a small park and linkage to Frasers Broadway (former CUB site).

Reduce traffic on Abercrombie Street to reunite Chippendale, Wattle Street (becomes a park road) and Harris Street (becomes a liveable main street leading to the Harbour).

Focus traffic on O'Riordan Street and Wyndham Street.

Reduce traffic on Botany Road to allow a high density, mixed-use boulevard/main street with transit.

→ Around Green Square

Prioritise environmental performance, housing affordability and sustainable transport in the wider Green Square area.

Expand mixed-use residential areas beyond that currently planned and allow for new employment opportunities.

Reduce the demand for car parking and provide it in a cost-effective way in order to reduce construction costs and improve affordability.

Investigate the potential for achieving high densities with low rise buildings.

Create generous canal-side open space and parkland links to Green Square along tributary channels.

→ Ashmore

Double the amount of open space in current plans to link Sydney Park to Erskineville Park as part of the green network.

Increase the amount of housing and heights of buildings to enable increased open space and connections.

Reduce the demand for car parking and provide an efficient, cost effective way to reduce construction costs and improve affordability.

→ Affordable Housing

Work with the State Government, not-for-profit sector and adjoining landowners to identify opportunities for expanded affordable housing in Glebe and Green Square.

Develop methods, and efficiencies in construction and delivery of affordable housing to demonstrate how partnerships could work across the City.

Investigate other affordable housing initiatives at Barangaroo and Redfern-Waterloo integrated with renewal (with Sydney Harbour Foreshore Authority and Redfern-Waterloo Authority).

→ Eveleigh Railway Workshops

Reconsider and modify the current model for redevelopment of the Eveleigh Railway precinct, including the Australian Technology Park.

Address the Eveleigh site's unique rail heritage, its location adjacent to a major transport hub, and the opportunities provided by nearby universities, including affordable housing and innovative industries.

Allow for a finer grain of development at the Australian Technology Park, including lanes and a greater mix of business premises to integrate with the surrounding area, while providing opportunities for large floor-plate developments.

→ Redfern-Waterloo

Undertake social regeneration partnerships and initiatives and a physical renewal of Redfern and Waterloo.

Ensure renewal of high concentration public housing areas in longer term is consistent with maintaining the share of social housing, not disadvantaging current residents and ensuring all tenancies are secure.

→ Central to Redfern

Investigate the long-term development potential of developing the airspace above Central Station with the potential for 500,000 to 600,000 square metres of floorspace.

Investigate the potential for entertainment, exhibition and convention facilities that would benefit from co-location with Central Station.

→ Alexandra Canal

Investigate the long-term potential for conversion to mixed-use with a high proportion of residential in areas bordering the upper reaches of the Alexandra Canal and along the western edge of Sydney Park.

Investigate the long-term potential for a new train station on Bourke Road at Doody Street to support the increased activities.

Maintain a higher water level in the Canal and improve the amenity of the area, subject to environmental and contamination investigations.