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# Tech Central- Camperdown Precinct

PRELIMINARY ENGAGEMENT  
ANALYSIS

December 2023

Prepared by Global Research Ltd.

For

**CITY OF SYDNEY** 



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# Introduction and background

The City of Sydney and Inner West Council are working together to develop a long-term planning vision for Camperdown as one of three precincts in the Tech Central technology and innovation district.

Tech Central (previously called Camperdown-Ultimo Collaboration Area) is the largest technology and innovation district of Australia. The NSW Government are leading the coordination of Tech Central which extends from Haymarket to Eveleigh and west to Camperdown.

Camperdown is already home to large health and education institutions including Royal Prince Alfred Hospital (RPAH) and the University of Sydney. The area has been identified as an emerging health, education, and innovation precinct. There is potential for the existing uses to expand further to drive greater collaboration, better placemaking outcomes and positively impact health outcomes.

The community was invited to provide preliminary feedback to help inform a future masterplan for Camperdown.

This report presents the findings from the feedback provided by the community.

# The Consultation

## Consultation Method

The community consultation goal was to hear what the community loves about the area currently, what they feel could be improved, any 'big ideas' they have for Tech Central, and any other comments they'd like to make. Between 4<sup>th</sup> September and 9<sup>th</sup> October 2023, the community were invited to provide feedback via an interactive map (*figure 1*), with the guidelines below:

## Community consultation material



### Camperdown health, education and innovation precinct in Tech Central

**Help us plan for the emerging Camperdown health, education and innovation precinct in Tech Central.**

We invite you to explore the map and have your say to inform the future master plan for the precinct

#### How to use this map

Use the icons at the top of the map to tell us:

- **What I love.** Tell us what you love about the area,
- **Big ideas for Tech Central - Camperdown.** Tell us what is needed to help make it a thriving health, education, and innovation precinct,
- **What could be improved?** Tell us what could be improved about the area, and
- **Other comments.** Is there anything else you would like to tell us?

You can:

- Drag an icon onto the map and add your feedback
- Up-vote or down-vote someone's comment

This interactive map is best experienced on a desktop computer.

[Get Started Now](#)

# Interactive maps

The Camperdown precinct is displayed with a green border and key areas such as the vacant WestConnex site, the University of Sydney, and the Royal Prince Alfred Hospital (RPAH) are labelled with relevant icons.

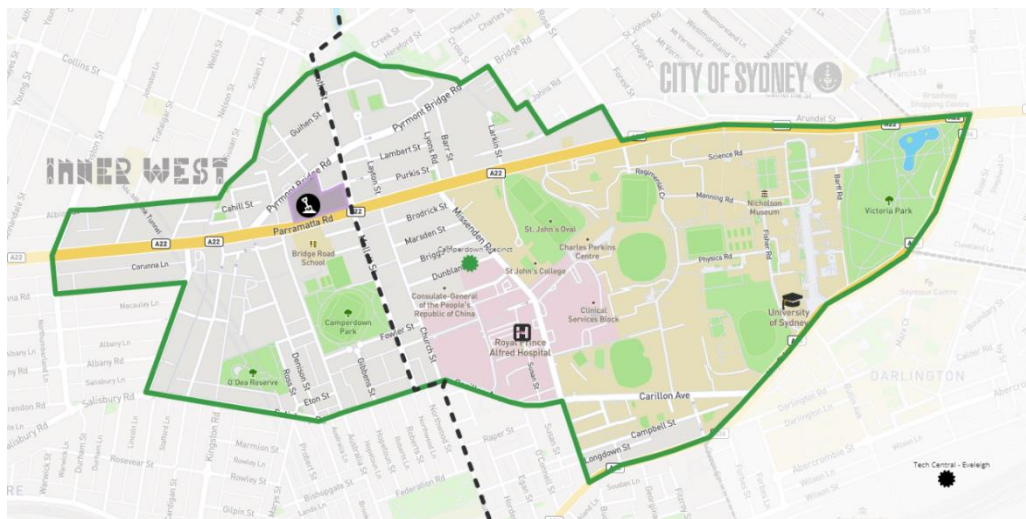


Figure 1. Interactive map without comments: [Camperdown health, education and innovation precinct in Tech Central | Social Pinpoint \(mysocialpinpoint.com.au\)](#)

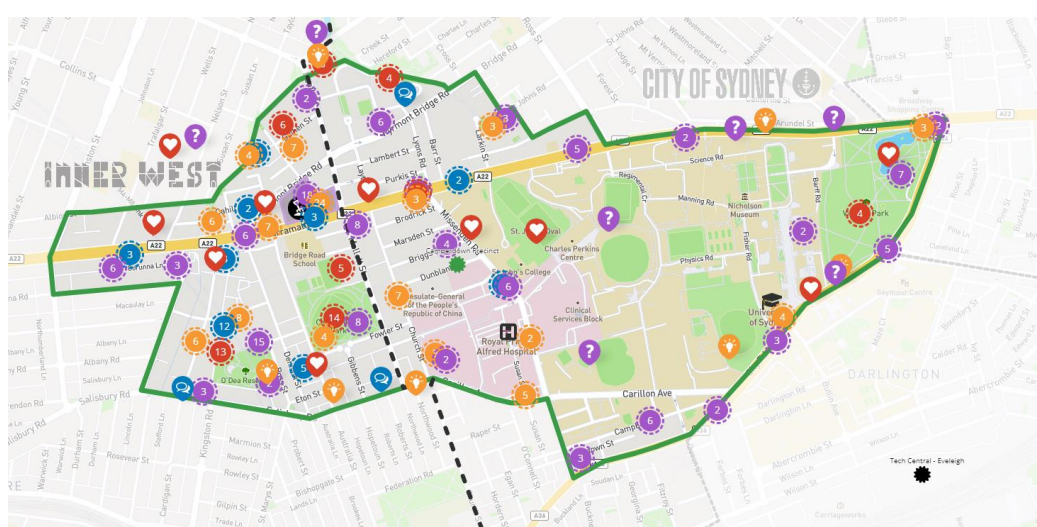


Figure 2. Interactive map with comments.

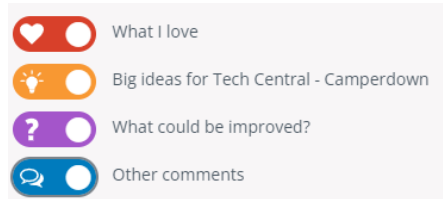


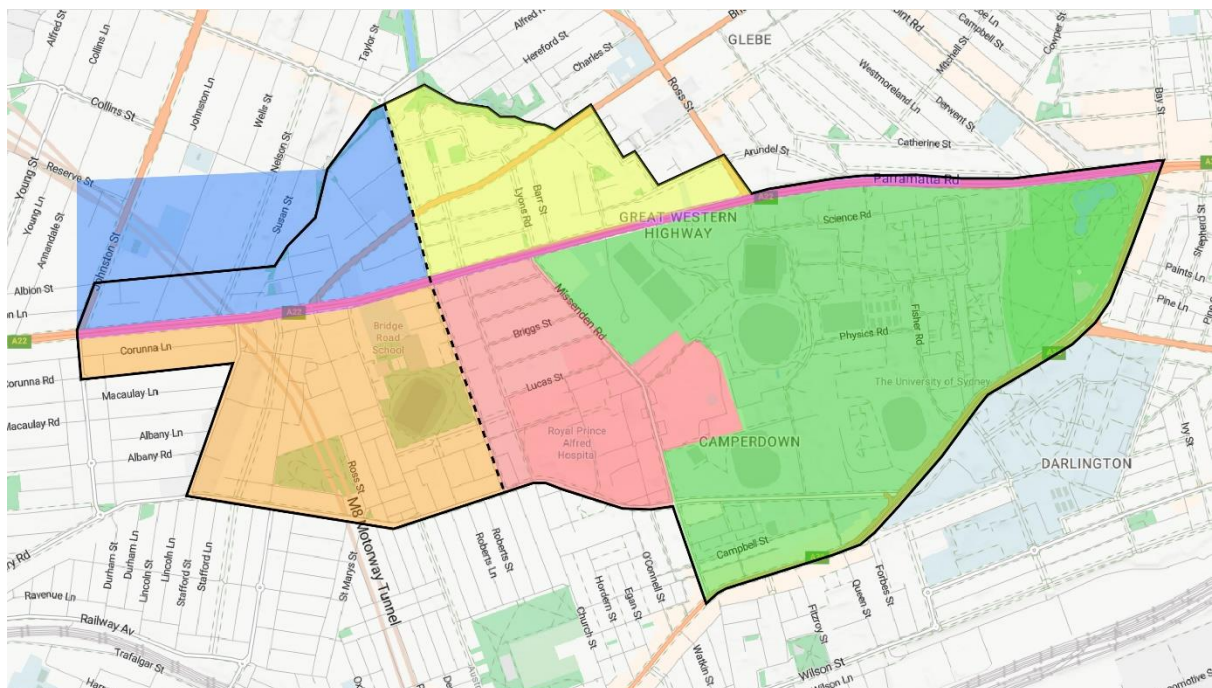
Figure 3. Key for comment types.

Respondents were also able to email or post feedback to the project team.

# Zone definitions

The area of interest was divided into six zones for analysis purposes:

1. North Western zone: bordered by Mallett Street and Parramatta Road to the north.
2. South Western zone: bordered by Mallett Street and Parramatta Road to the south including Johnstons Creek.
3. North Eastern zone: adjacent to the North Western zone including Pymont Bridge Road.
4. Hospital zone: bordered by Parramatta Road, Mallett Street Carillon Avenue and St Johns Oval.
5. University Zone: bordered by Parramatta Road, City Road/King Street, Missenden Road
6. Parramatta Road zone: includes Parramatta Road from Broadway to Camperdown, splitting North Western and North Eastern zones from South Western, Hospital and University Zones.











Key			
	Camperdown area		Boundary between Inner West and City of Sydney
	Parramatta Road zone		South western zone
	University zone		North western zone
	Hospital zone		North eastern zone

Figure 4. Map of zones.

Analysis of these zones with coverage of the key themes can be found on page 24.

# Written comments analysis overview

## Analysis approach

The following discussion presents results from qualitative analysis of respondent comments pinned to the interactive map.

Comments were filtered based on type:

- > **What I love:** Tell us what you love about the area
- > **Big ideas for Tech Central – Camperdown:** Tell us what is needed to help make it a thriving health, education, and innovation precinct
- > **What could be improved:** Tell us what could be improved about the area, and
- > **Other comments:** Is there anything else you would like to tell us?

Global Research analysts read each comment received from the community and organised (coded) them into themes and topics based on the points made. Some comments contained multiple points, relevant to multiple topics, resulting in these comments being included under multiple topics. The analysis was assisted by NVivo qualitative analysis software.

Analysts developed a coding schedule based on the topics emerging in the comments. New topics were created, and comments were coded to these as they arose, ensuring all comments and the points made were included in the analysis.

To give a clear and consistent indication of the number of comments received on each topic, the following key was used to describe the relative number of comments on each topic. These descriptors are used to describe the amounts of comments on topics throughout the report:

Number of comments	Written as:
3 comments	a few
4–7 comments	a small number
8–14 comments	several
15–24 comments	a moderate number
25–49 comments	a considerable number
50–74 comments	a substantial number
75–99 comments	a sizeable number
100–149 comments	a large number
150+ comments	a very large number

Comments from respondents have largely been reproduced verbatim; however, obvious spelling or grammatical errors have been amended for clarity.

# Results

## Key Themes

### Transport and traffic

- Transport was the most commonly discussed topic, with respondents often commenting on changes to specific road designs.
- Active transport was the most common sub-topic, where precinct-level improvements to cycle and walkways were overwhelmingly supported.
- Negative active transport user experience and safety concerns were commonly cited as reasons to focus on transport infrastructure.
- Parramatta Rd/Broadway and City Road/King Street were key areas for suggested improvements.
- Installation and connection of public transport along Broadway/Parramatta Road was the most 'upvoted' suggestion by respondents.

### Business

- General support for the provision of diverse ranges of businesses and services.
- Hospitality businesses were well received and praised.
- An increase in local businesses, especially retail, hospitality, and recreation enterprise, was frequently associated with revitalisation and an increased sense of community.

### Planning and design

- Respondents frequently discussed population and residential development, planning controls, sustainability, and heritage within this theme.
- Respondents appeared conscious of anticipated population growth and development, and its effect on Camperdown. They expressed desire to preserve heritage areas and local character.
- High density and high-rise development suggestions were generally opposed in respondent votes.
- General themes to be considered in development, particularly sustainability, were discussed.

### Community and social values

- Community and social values comments generally focused on what people already loved about the precinct, and how future development and changes might impact the precinct.
- Events and arts and culture venues were commonly cited as existing positive aspects of Camperdown.
- There were concerns about development impacts on the community, character, and atmosphere of Camperdown. There was a desire for improved or increased public amenities to support the community.



### **Green and open spaces**

- Respondents appreciated existing green spaces and commonly expressed a desire to expand and establish more of these spaces and related amenities.
- Greening was commonly appreciated and requested, most commonly on transport routes.
- Families and children were a noted demographic that appreciated and made suggestions on green spaces.
- Camperdown Park received the most positive respondent feedback.

### **Technology**

- Respondents were generally supportive of the future technology focus for Camperdown Health and Biotechnology Precinct.
- Respondents highlighted the need to retain the WestConnex site as employment land for technology and healthcare uses and expressed interest in dedicating space for technology hubs and start-ups in Camperdown.

### **Comments about particular zones**

- The South Western Zone received the highest number of comments, most commonly referencing roads, green spaces, dog leashing and heritage areas.
- North Western Zone comments mostly focused on the West Connex site and the surrounding area.
- North Eastern Zone comments were predominantly focused on transport and roads, particularly Pyrmont Bridge Road.
- University Zone comments centred around City Road/King Street and the need to establish active transport crossings.
- Hospital Zone comments most commonly discussed parking, particularly around Missenden Road and RPAH.
- Parramatta Road/Broadway comments discussed active and public transport, safety, and greening.

# Detailed analysis of comments

The analysis in this section presents the comments made on themes and topics across the whole Tech Central precinct, the section that follows focuses on the key themes in specific zones.

## Transport and traffic

187 comments

**SUMMARY:** Transport was a key topic in a very large number of comments, most of which discussed active and public transport. Active transport user experience was commonly discussed negatively, and often specific road design changes were suggested to improve the active transport user experience. Another popular topic of discussion was support for the introduction and establishment of enhanced public transport options.

### Key ideas:

- Respondents often reported having a negative or challenging experience as active transport users, especially on high volume traffic routes and intersections.
- Universally there was consistent support for reallocation of road space to better prioritise public and active transport infrastructure and those using it.
- Respondents expressed a desire for improved connectivity and expansion of active transport links around Camperdown.
- Comments suggesting establishment of light rail, metro, and tram infrastructure along Broadway/ Parramatta Road were positively voted.

## Active transport

101 comments

A substantial number of comments included specific suggestions to improve the connectivity of existing active transport infrastructure focused on improving user experiences and safety. Most of these either reported missing active transport links between key areas or discussed installing new routes to improve city connectivity.

Several respondents envisioned a comprehensive network of local active transport infrastructure as part of the larger vision for the area as a 'campus', invoking increased 'pedestrianisation', 'walk/cycle-ability' and active transport links.

*Provide green cross axis that connects Camperdown Oval to [University of Sydney] green pedestrian network.*

*Start to think of the whole of Camperdown as a campus town. (8 up, 0 down)*

## Connectivity

Connectivity and links within the city were discussed by a considerable number of comments, including constructing, prioritising, and expanding connections between green spaces or 'green links'.

The most positively voted comment expressed the need to not only develop green links within the active transport network, but also expand and enhance existing green spaces, which respondents claimed would benefit the community.

*Link these parks and continue the pedestrian/cycle link here along Johnston Creek also.*

*These little pockets of green should be further expanded and enhanced as part of the active transport link we are all crying out for. (24 up, 0 down)*

A few respondents argued the success of local enterprise was affected by negative pedestrian experience and 'walkability', proposing related improvements to revitalise commercial hubs.

*Broadway needs more pedestrian and cyclist space and less traffic lanes - the walking experience is very poor and as a result none of the businesses that face Broadway are able to thrive, and many are abandoned and even boarded up. Cyclists also either use Broadway at great risk or go onto the small footpaths competing with pedestrians. The whole area needs a big rethink if the government is to realise the vision for Tech Central, especially with many more people using the area in the future (8 up, 0 down)*

## Safety

Roughly a quarter of these comments explicitly mentioned having a negative, challenging, or unsafe active transport user experience due to road crossing difficulties, not having enough space to travel, vehicular prioritisation, or shared active transport lanes.

Several comments discussed cyclist safety, noting areas where cycleways end abruptly, lack of separation from motor vehicles, concerns with temporary cycle lanes and safety improvements required at intersections.

Road design for pedestrian crossings was identified as a risk factor, attributed to crossing signals, long waiting times, and slip lanes. Several comments discussed the lack of space allocated to active transport users, noting that walkways are often too narrow to support pedestrian numbers.

*Pedestrian experience here is terrible. Multiple slip lanes and 'islands', short crossing cycles preferencing cars, too many car lanes, very little space for people, no shade, no barriers to traffic driving at high speed, I feel very exposed when standing here with my baby in a pram trying to get to the park. Lower speed limits, widen footpaths, provide shade and separation from traffic, put in more crossings over city road to the park. Tech central will only mean more pedestrians. (8 up, 0 down)*

General support was shown for reallocating space to active transport through widening walkways, improving pedestrian crossings, separating cycleways, and general cycling infrastructure.

## Street design

66 comments

A moderate number of comments proposed reallocating road space by reducing motor vehicle lane size and number, parking, closing slip lanes or closing certain areas to motor vehicles. These requests were commonly paired with increased road allocation to alternative transport options and active transport safety concerns. Of these comments, Parramatta Road (pp. 36), Missenden Road (pp. 34), Pyrmont Bridge Road (pp. 31) and Cardigan Lane (pp. 26) were the most frequently mentioned. Other streets noted are predominantly residential streets in the South Western Zone (pp. 24).

*Really hard and dangerous to access anywhere around here by bike.  
Significantly too much road space is allocated to private vehicles around here.  
As others have said, there needs to be more space for light rail/trackless tram/rapid bus, fully separated cycle way (from traffic and pedestrians), and increased space for walking. (12 up, 1 down)*

A moderate number of comments discussed traffic calming and reducing car use in conjunction with road design changes that prioritise active and public transport options. Several respondents linked traffic related issues with safety concerns specifically for children and families, requesting more signage, safer speeds down residential streets, and more considerations for prams on active transport routes.

A small number of respondents suggested removing slip lanes and reducing speed limits. Two comments discussed installing stop signs or convex mirrors. A small number of comments expressed positive opinions about existing traffic calming measures; it was mentioned that these should either be replicated in other areas or expanded to encompass adjacent road.

Two comments separately expressed concerns about traffic pollution and related health concerns on Parramatta Road and near Newton North Public School as a reason to decrease car usage.

## Public transport

44 comments

All public transport comments except one were in favour of increasing public transport infrastructure and connectivity. The one comment opposing public transport opposed tracked trams and was heavily down-voted.

More than half of these comments expressed support for connecting the Camperdown precinct to existing rail infrastructure. This included light rail and metro (these terms were often used interchangeably by respondents). A moderate number of comments also specifically mentioned establishing a connection through Broadway and Parramatta Road.

A moderate number of comments proposed the establishment of rail stations or stops, most commonly near Sydney University, which were among the most well-received suggestions in terms of up-voting.

*There is huge demand for a station here. Sydney University has 70,000 students who all need to use public transport daily. Redfern station is a 30*

*minute + walk from this side of campus, and notoriously dangerous at night. This site is also close to RPA and dense residential areas. It needs some form of rail line - metro, light rail or heavy rail. (26 up, 0 down)*

A small number of respondents suggested either an additional stop at Royal Prince Alfred Hospital, or that a station/stop be placed between the hospital and university to cater to both locations.

An interest in revitalising tram infrastructure along Parramatta Road was expressed in roughly a quarter of the public transport comments, and a couple of comments mentioned separate lanes for buses. A small number expressed concerns regarding bus shelter quality on Parramatta Road, highlighting a lack of shelter from the elements, general accessibility concerns and cleanliness. Two additional comments were concerned about the lack of bus connectivity.

Additionally, one respondent suggested free public transport within zones, and another proposed taxing new developments to finance public transport infrastructure.

## Intersections

25 comments

A moderate number of comments discussed pedestrian-related concerns and improvements for intersections. Many suggested adding or improving pedestrian crossings at intersections stemming from Parramatta Road, Broadway, City Road and Pyrmont Bridge road. A small number explicitly described negative pedestrian experience at intersections due to long wait times at crossings, large distances between crossings, slip lanes, or poor timing of signals. There was general consensus that active transport user experience at these intersections was challenging and at times unsafe.

## Car parking

20 comments

Half of these comments expressed the sentiment that new developments should provide adequate parking for residents, community, and workers, explicitly stating concerns around the stress new developments would place on existing parking.

*Parking needs to be considered on any development site so that there is no impact to local street parking in the neighbourhood in the surrounding area. (10 up, 2 down)*

A few comments suggested parking spaces be moved and provided in new building developments, or underground. Increased traffic, accessibility, population growth and an increase in employees in new developments were noted as impacts on existing parking infrastructure, which underground parking would address.

Accessible parking for workers and visitors to the Royal Prince Alfred Hospital was a concern for a small number, who felt increased development would have a negative impact on existing parking. However, two of these comments received more down votes than upvotes, such as.

*Don't remove parking from this street [Missenden Road]. What little parking that is available in parking lots can be far from destinations and have a heavy*

*price. Immobile people trying to access the hospital or the post office on this road need to be able to park close (5 up, 11 down)*

This response is consistent with the general attitudes displayed towards on-street parking and the conflict between active transport users and private motor vehicle users in sharing the road space. Underground parking near the hospital was suggested by one respondent.

Car parking on roads was controversial. Advocates of reduced parking discussed reallocation of the space to various facilities and alternative transport infrastructure, while car park advocates called for prioritising accessibility, supporting the growing population, and reducing impacts on local residents.

Amid safety concerns surrounding traffic in the Cardigan Lane area, one popular comment (12 upvotes, 1 downvote) identified a carpark used as a shortcut to Dennison Street that was said to pose a safety hazard to children.

## Traffic and congestion

16 comments

The majority of these comments highlighted that smaller residential streets were being used to bypass traffic on the main roads and expressed concerns about the increased congestion and safety risks of this practice.

Points of concern for high traffic and congestion included Parramatta Road and related intersections, Royal Prince Alfred Hospital/Missenden Road and Pyrmont Bridge Road. In response, four comments were made suggesting an increase in and prioritisation of active and public transport infrastructure to decrease road traffic. These comments were generally well received, with the exception of one suggesting that Missenden Road be made a boulevard for pedestrians (4 up, 5 down).

Two separate comments advocated for the closure of streets to cars – Denison Street and Bay Street (located in Haymarket not Camperdown Precinct). The closure of Denison Street was motivated by the perception that this would decrease traffic on smaller residential streets and promote active transport safety. The Bay Street closure suggestion cited heavy traffic build-up over the Broadway and City Road intersection, and consequent heavy traffic on Bay Street as reasons for this.

## Accessibility

8 comments

General accessibility along walkways, cycleways and to public transport were noted as concerns. Several comments emphasised extra difficulties for those with walking aids or prams. Nine comments noted a lack of accessibility around Royal Prince Alfred hospital, particularly pedestrian routes, and lack of accessible public transport for less-able people.

## Business

81 comments

**SUMMARY:** Business comments were primarily focused on mixed use developments and appreciation of hospitality venues.

### Key ideas:

- Diversity in business was appreciated and heavily requested, generally with respect to hospitality venues. Innovation and small businesses were also noted.
- Supporting the community was present in discussion around business, connecting transport infrastructure and positive atmosphere to business development.
- Revitalisation was frequently discussed with respect to atmosphere and suggestions on how revitalisation could be encouraged.

## Mixed-use developments

40 comments

All comments in this section supported mixed-use spaces for business, services, and residential zones.

A moderate number of comments noted diverse uses would have positive effects for employees of the precinct, with several respondents noting that mixed business and residential would increase access to work, services, and amenities.

Responses to hospitality venues were overwhelmingly positive and discussed in a moderate number of comments. Requests for more hospitality venues primarily included cafes and restaurants, as well as bars, pubs, and breweries. Five comments requested an increase in live music and licensed premises.

Several comments expressed interest in increasing innovation through technology and health hubs, start-ups, and creative businesses. Eight comments noted small businesses as a positive addition to new business developments.

General service, retail, and sports and leisure facilities were also requested as a part of encouraging diverse development uses.

## Community relevance

30 comments

Supporting the community was mentioned in the majority of comments regarding the increase of business spaces in new developments. This included providing more local services, small businesses, opportunities for creative uses, and a revitalisation of hospitality businesses.

Responses had underlying themes of community, with connections to active transport and positive atmosphere.

## Revitalisation

21 comments

General revitalisation of areas was strongly associated with an increase in business activity. Mixed-use, active and public transport, green spaces and business diversity were all noted in revitalisation suggestions.

Seven comments suggested methods of fostering revitalisation; tax incentives; grants or support for small businesses and start-ups; funding and investment for technology innovation; course credit for students involved in entrepreneurial endeavours; closing off roads containing retail and hospitality to cars; and community gardens and composting.

Two respondents felt that revitalisation would bring a sense of community to the area.

## Planning and design

75 comments

**SUMMARY:** Planning and design comments generally discussed population growth and subsequent increased density, along with planning controls with respect to Heritage Conservation Areas (HCA). Sustainability considerations in design were also supported.

### Key ideas:

- Population growth and increased density was discussed in terms of its impact on Camperdown, particularly strains on existing infrastructure and who the development caters to.
- Planning controls and heritage were frequently discussed together, with concerns that a lack of adequate planning controls would negatively impact the existing HCA. Mixed-use development was also mentioned in planning control comments.
- Sustainability was a requested aspect to be considered in future development, with a small number of comments concerned with existing emissions.
- Heritage buildings were positively received, with comments concerned with preservation and repurposing old building.
- General development comments discussed themes respondents wished to be expressed in Camperdown's development.

## Population growth and increased density comments

39

A considerable number of comments acknowledged the need for density increases and tended to focus on the impacts on existing infrastructure. A moderate number highlighted the pressure that increased density would have on parks and businesses. They noted that future development should consider greening, involve an upgrade of existing green space infrastructure, and include diverse local businesses.

*Use this site [between Guihen and Booth Street] for a lower level/ density innovation hub with open green area fringing Johnstons Creek. Do not deprive*



*existing resident amenities by creating a dark unsafe urban canyon. Not enough green area opportunities for urban respite and wellbeing or for the density of Annandale precinct, given the heavy use of small pocket parks used the area due to increased young family demographic and increasing population. (10 up, 0 down)*

Several comments expressed concern around the strain increased density would have on transport infrastructure. They felt that development should consider introducing and enhancing active and public transport options.

*There's been dialogue about a tramline down Parramatta Road and I believe this project should productively work toward that end goal. We're presently living in an indecisive 'stroad' nightmare, and should seriously consider a link to the existing tram/lightrail network. With increased residential density (a positive thing), we shouldn't kick the can down the road with respect to how folks get around. (7 up, 0 down)*

A moderate number of comments were actively interested in increasing residential density, six of which cited homes for employees and students as a driving factor. Of the nine comments opposed to increasing density, four were concerned with the impact on the HCA and three were concerned about the effects of increased density on existing residents. Two comments were in favour of increasing residential density along Parramatta Road.

Two comments discussed the lack of affordable housing for workers and students in the Hospital and University zones.

## Planning controls

28 comments

A considerable number of comments included consideration of specific planning controls. These are discussed in higher detail in the Heritage and Southern Western Zone section below. Overall, there was consistent mention of mixed-use development, diverse services and planning controls that facilitate heritage, and character preservation. Concern over the impact of high-rise development on local aesthetic and character was a significant theme in certain areas. A small number of respondents were supportive of increased building heights, so long as they matched existing development patterns or were otherwise suited to support population growth.

*There are carparks and warehouses on this street [Marsden or Briggs Street] that are an inefficient use of space. This area's zoning needs to be re-evaluated to build up as some buildings are much taller than others. This area [needs] more affordable housing for essential workers. (0 up, 0 down)*

Three comments discussed building heights and the impact this would have on the sunlight for and surrounding buildings, particularly the heritage conservation areas.

One comment suggested that businesses should have control over their building use regulations rather than the council.

## Sustainability

17 comments

Respondents identified that sustainability was in line with the general vision of the Camperdown precinct, requesting that this be more of a focus in future development. A small number of comments focused on the lack of renewable energy, requesting that new developments integrate solar panels. Two comments noted electric busses ought to have dedicated bus lanes, and one further comment requested increased EV infrastructure.

Five comments raised concerns about existing emissions with two comments highlighting car pollution and the effects on children as an area of concern. One response directly addressed global warming and its effects on wildlife.

Green hubs were requested by three respondents, including community gardens, composting sites, and edible gardens.

## Heritage

16 comments

Heritage buildings were important to a moderate number of respondents in maintaining the unique identity of the area. Several comments referenced the importance of heritage conservation areas (HCAs) and raised concerns about the negative effects of development for the area. The Horden Estate and Sawtooth building (32-36 Denison Street, Camperdown) were also commonly referenced by respondents who supported repurposing the buildings whilst maintaining size and form in consideration of local residents and Cardigan Street HCA. The most popular idea was reuse as a public or community amenity.

## General development comments

3 comments

One respondent advised on general development practice. They suggested that urban designers and landscape planning advice be used to develop a comprehensive 'masterplan' based in sustainability and diversity, rather than allowing development to be driven by market forces, bureaucracy, and investment outcomes.

*Get best practice advice and do something good. Hire creative urban design and landscape planning advice to masterplan the layout and spaces instead of thinking that the local bureaucracy, ownership patterns, investment outcomes and dominant market forces will somehow create the best outcome. It hasn't been working so far. A sustainable, diverse and creative city is a prosperous city. (18 up 0 down)*

Another respondent discussed further considerations to be taken in new development.

*For the entire program please make sure both affordability, disability, multicultural and indigenous elements are answerable issues for developers (3 up, 0 down)*

## Community and social values 70 comments

**SUMMARY:** Community and social development comments discussed existing positive characteristics of Camperdown, and the effect future development would have on them. Respondents praised existing arts, culture, music, and event venues.

### Key ideas:

- Atmosphere and character comments discussed existing character positively, and suggested improvements that could enhance character.
- Arts and culture were positively received, with respondents praising venues, and requesting more.
- Public amenities were requested for the community in several comments.
- General safety was a concern, particularly when considering development. Safety concerns in specific areas were noted, and suggestions made.

### Atmosphere and character

34 Comments

Comments here looked at how existing and future features of the precinct would contribute to the overall atmosphere, feel, and community of Camperdown.

A moderate number of respondents reported positive impressions of the local atmosphere and aesthetics. Green space and plants were most commonly referenced by respondents as bringing this positive atmosphere to the area. A few respondents appreciated local cafes and licensed venues that had direct access to or views of green space.

*Cafes right on [Camperdown] park are fabulous. I remember the area before these cafes opened and it is so much more vibrant now (16 up, 0 down)*

Improvements to the local atmosphere were largely associated with greening; as well as the introduction of diverse businesses and services; the development in dilapidated or abandoned areas; public and active transport improvements; and better maintenance of green spaces. Several respondents were concerned about the negative impact of potential high-rise development on atmosphere and aesthetics.

### Arts and culture

15 comments

A small number of comments responded positively to live music, both in venues and parks, with support for increased live music.

Cultural opportunities were requested in a small number of comments, with relation to community and education. Two comments specifically noted an interest in cultural festivals, while the remainder related to community and art spaces.

General art spaces including performance art, creative businesses, and galleries were advocated for in four comments.

Fostering a sense of community was commonly associated with requests for these spaces.

## Amenities

14 comments

Several respondents proposed the addition of various indoor public amenities and community spaces. A small number of respondents suggested a community hall, meeting rooms or public space for events and functions. Two respondents proposed a library.

## General safety

12 comments

A moderate number of comments discussed a variety of safety concerns. A few focused on child safety, proposing increased fencing along roadsides and the potential danger of unleashed dogs. See page 27 in the South Western Zone for a more detailed discussion of dog topics.

Two comments discussed crime, one identifying a problem area to develop (between Pyrmont Bridge Road and Lambert Street), and another proposed the use of high-rise development as a nighttime passive surveillance opportunity, which received significant negative attention. Two additional comments noted women's safety in public parks should be considered, suggesting lighting could mitigate the risks.

Two respondents were concerned about future development reducing the general safety of locals, particularly focusing on green space preservation as safe public amenities.

Two respondents discussed improving playground safety.

One respondent felt that pedestrian friendly streets lined with hospitality and retail businesses would assist with feelings of personal safety at night.

## Green and open spaces

66 comments

**SUMMARY:** Green/open spaces were valued by respondents, with requests for more, suggestions to improve existing spaces, and concerns around the impact of future development on them. Greening and recreational amenities were also requested.

### Key ideas:

- Green spaces were appreciated, with requests for more of these linked to concerns that an increase in population will strain existing infrastructure. Upgrades to park amenities were requested.
- Greening on transport routes was frequently requested.
- Families and children were a noted demographic that enjoyed and requested improvements to parks and park amenities.
- Sports and recreation amenities were requested in green/open spaces, with respondents noting these amenities brought about a sense of community.

It was clear that respondents value their green, open spaces. They described a wide range of people enjoying the positive atmosphere and utility of these spaces in different ways, such as through play, exercise, entertainment, and leisure. Comments indicated that the widely used open spaces provided a sense of vibrancy and community.

*Love the parklands in our area, which brings the community together for social, sporting, and recreational activities. Having such parks supports managing mental health stress in our community (25 up, 0 down)*

Consideration of how the developments could impact existing green spaces was an overall theme of these comments, with respondents wanting to see them preserved.

A moderate number of respondents named green space as part of their development aspirations for Camperdown, with several respondents seeing development as an opportunity to enhance and expand green spaces.

*[An] alternative to high density would be to provide additional community parkland, passive and active sporting facilities especially considering the proposal is looking to double the population. A lot of the comments appear to reinforce the pressure on existing open park infrastructure. Increase density on other sites that can handle it and introduce open space infrastructure linked to existing parks. The green heart of Camperdown [...] (13 up, 0 down)*

Several comments expressed the need to improve green spaces including through upgrades to playground equipment, increased greening, new shelter amenities, fencing and integration of green spaces with local hospitality businesses. One respondent proposed an undercover area that could be rented for children's events. Camperdown Oval was offered as a model for green space upgrades.

Lighting in parks was mentioned in three comments, one of which requested more ambient lighting in O'Dea reserve with reference to safety. One comment called for lighting to not be added to Orphan School Creek, as the lack of it gave the impression of no longer being in an urban environment, while another claimed that the current lack of lighting reduced the use of the area after dark.

## Greening

36 comments

A considerable number of respondents made comments that proposed increased greening, most commonly adjacent to roadsides to increase aesthetic appeal and comfort. A small number specified high volume traffic routes as good locations for this improvement, seeking to increase amenity and comfort for pedestrians.

Over half of these comments discussed greening as an improvement along active transport routes. Several expressed the importance of providing shade and improving the utility of outdoor space. Increasing tree growth and canopy foliage was frequently proposed to achieve this.

*A wide footpath, separated cycle lane and large canopy shade trees are needed to improve the streetscape and contribute to comfortable and appealing walking/ cycling links to/ from Camperdown Park and Newtown (4 up, 0 down)*

A few comments were made in support of increased greening in residential areas. Two comments expressed the importance of increased greening along links between green spaces and two specified increased greening along Cardigan Lane. An additional two

comments were made in support of increased greening in existing green spaces. Lastly, one proposed the addition of a green roof within the West Connex site development.

## Families and children

34 comments

Several comments discussed green spaces, public recreation amenities and quiet residential streets as facilitating positive experiences for families and children, proposing these spaces be expanded, improved, and protected in future development plans.

*Beautiful family friendly community developing due to green space and cafes. We absolutely can't lose this- it's so valuable to young families. (6 up, 0 down)*

A few comments discussed the impact of unleashed dogs in public parks as being a deterrent to families visiting and a danger for children sharing the space. See page 26 in the South Western Zone for a more detailed discussion of dog topics.

## Sport and recreation

19 comments

A moderate number of respondents discussed sport and recreation, mostly specifying areas where they would like to see increased provision of public recreation amenities. A few mentioned that in order to support increasing population levels and high-density living areas, areas must be maintained and/or opened up.

*The basketball courts, tennis courts and other 'play' amenity is fabulous as [they] create a space for older teens and adults in addition to young kids.*

*There are not any other parks in the area with this sort of amenity. If density is increased, please add more amenities like this as it will be too crowded. (14 up, 0 down)*

A small number of comments discussed the importance of existing public recreation amenities such as basketball courts, pools, free gym, and parks to play sport.

There was an overall feeling that these spaces facilitate a sense of community and are important places for people to gather, with respondents expressing desire to see these preserved and expanded in future development plans.

## Technology

21 comments

**SUMMARY:** A moderate number of respondents embraced technology as a theme for the precinct, and generally requested more technology integration.

Around half of the respondents expressed interest in allocating space for technology hubs and start-ups. It was noted that the WestConnex site should be retained as employment lands with a focus on technology and healthcare. Five comments identified a lack of renewable energy; five supported keeping the spaces mixed-use; four illustrated the need for active and public transport options to cater to tech hubs and start-ups; and three were

concerned about housing for future tech employees. One respondent proposed incentivising tech innovation.

*If City of Sydney really wants to deliver a world-class tech precinct, it needs to attract tech businesses to the area. Given the rising cost of property (owned or leased), the lack of transport infrastructure in this zone, the lack of parking facilities, and the complexities of the surrounding historic suburbs and roadways, this will need to be incentivised. For example: providing tax incentives for businesses engaged in tech innovation, investment in Australian-developed world-first tech, etc. (0 up, 0 down)*

A few comments discussed concerns about the lack of technological amenities, such as poor-quality mobile reception and public internet access. Two further comments noted concerns around accessibility to technology, suggesting public office spaces be provided for meetings, Zoom calls and collaboration. Three comments noted a lack of electric vehicle infrastructure - two concerned with the lack of electric bus lanes and one with private electric vehicles.

One comment suggested that the WestConnex site should include facilities for blind children in partnership with the University of Sydney, as well as integrating technology and indigenous storytelling.

## Other topics

8 comments

## Council jurisdiction

7 comments

Two respondents proposed that Inner West Council and City of Sydney zoning should be adjusted so that the Camperdown precinct be managed by a single council authority. One respondent felt that an area in the North Western Zone should be rezoned as Camperdown as it doesn't reflect development supported within Annandale.

One respondent made the point that technological enterprise will need to be attracted to the area to form a cohesive 'tech precinct', suggesting government funded tax incentives and investment in nationally developed technology.

## Engagement process

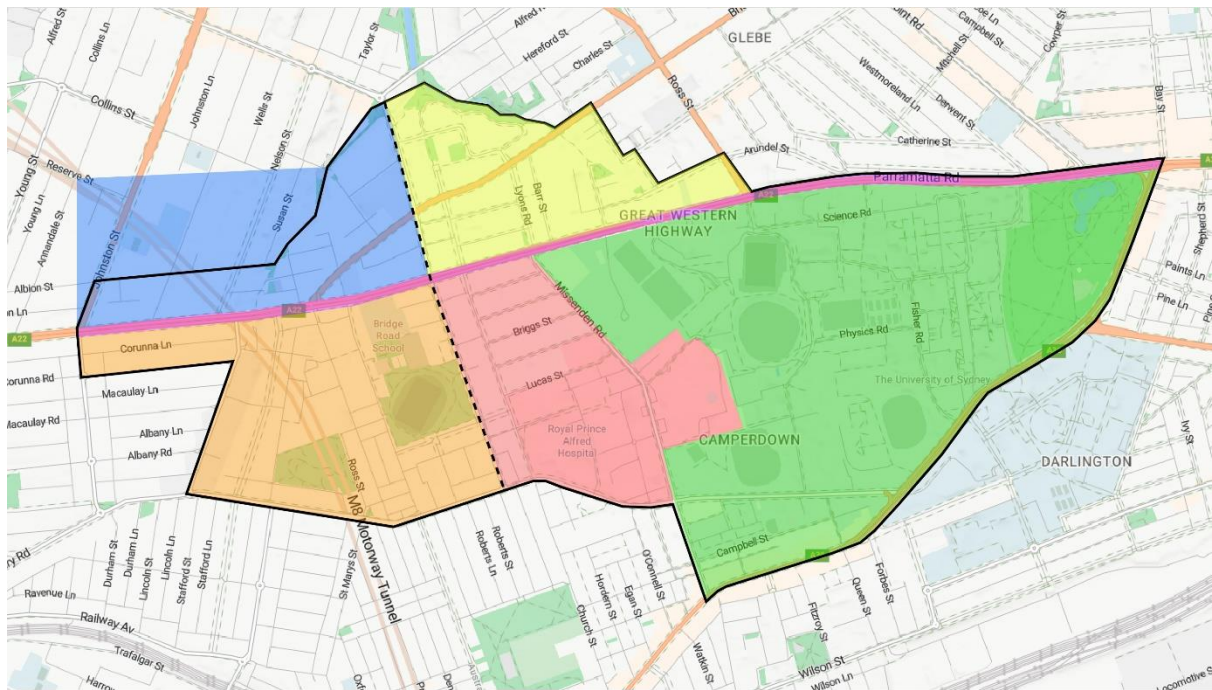
1 comment

One respondent appreciated the ability to view others' comments and ideas on the interactive map.

# Zone-specific analysis

This section presents the pertinent themes for six zones that the Tech Central precinct was divided into for analysis purposes: North Western, South Western, North Eastern, Hospital, University, and Parramatta Road.

## Map of zones










Key			
	Camperdown area		Boundary between Inner West and City of Sydney
	Parramatta Road zone		South western zone
	University zone		North western zone
	Hospital zone		North eastern zone

Figure 5. Map of zones (repeated).

Zone definitions are detailed on page 6.

## South Western Zone

**SUMMARY:** Comments in the South Western Zone were varied, covering safety concerns on the residential streets, impacts of future development on HCA and industrial buildings, and green spaces.

### Key ideas:

- Street design and transport comments were concerned with safety on residential streets, and the use of these streets to bypass main roads.



- Industrial and heritage buildings were mentioned in terms of preservation and re-use in future development.
- Camperdown Park/Oval was positively received and noted as a potential template for future development and upgrade of green spaces.
- Respondents requested upgrades to O’Dea Reserve, and a better flow of space between the reserve and surrounding areas.
- Dogs was a controversial topic discussed in Camperdown Park/Oval and O’Dea Reserve, with comments discussing leashing.
- Johnstons creek was positively discussed and linking it to other green spaces was suggested.

## **General street design and transport** **50 comments**

Comments on this topic were consistent with concerns and suggestions raised in the general active transport, road design safety, and greening sections above.

Half of these comments maintained that the existing active transport routes and roads in this zone should be upgraded and extended. A moderate number appreciated the greening on residential streets and were in favour of increasing and expanding it to other areas in the zone.

Several comments stated that many of the residential streets were used to bypass Parramatta Road, which made the streets dangerous for active transport users and residents. Two comments collecting a total of 31 up-votes noted the path from O’Dea Reserve onto Cardigan Lane was particularly dangerous. Other safety concerns included a carpark off Cardigan Lane used to access Denison Street, and the lack of stop sign and convex mirror on the intersection of Derby Place and Australia Street.

## **Industrial area** **25 comments**

This area includes Hordern Estate, Hordern Place, and the sawtooth building at 32-36 Denison Street next to O’Dea Reserve.

Nine comments made suggestions around what the buildings could be used for. All expressed interest in using the area for public and community amenities such as sports and leisure facilities, galleries and community spaces, with seven comments suggesting integration with O’Dea Reserve. Six of the comments suggested mixed-use, including commercial, retail, and residential. Two additional comments emphasised the lack of a local grocery store in the area, and suggested one be placed within the industrial buildings. One largely unpopular comment (the most unpopular comment with 20 down-votes) suggested high rise development be introduced in this area and used as an opportunity to increase passive surveillance.

Due to the industrial area being next to the heritage buildings and by O’Dea Reserve, several comments articulated the importance of future development both respecting and meshing with these areas.

Seven comments expressed a desire to keep the original buildings in the area and repurpose them. Four comments specifically mentioned the sawtooth building next to O’Dea Reserve and their interest in keeping the character of the building.

Four comments reported that the area was often used to bypass busy roads, which made the residential streets dangerous.

One comment noted that the industrial buildings would be good locations for solar panels.

## Camperdown Park/Oval

**24 comments**

A majority of the comments expressed positive sentiment towards the park as an amenity, with three comments proposing that it be an exemplar for future park developments in Camperdown.

*Since its upgrade Camperdown Oval has substantially increased in usability and is a thriving hub for our community. It should be used as an exemplar for the Master Plan. In Covid times it was absolutely packed. If density was substantially increased in the area, would it be enough? We need more spaces like this to accommodate further density. Please include more of these spaces in the masterplan. It would also be great to add a bike path around it so pedestrians and bikes don't collide! (9 up, 0 down)*

The cafés along the park, sport and leisure amenities, playground and general quality of green space were all supported. Community and mental health benefits were also cited.

Seven comments suggested improvements that could be made to the park, including expanding cafés further into the park; more and diverse wooden seating; inclusion of beach volleyball pits; an undercover space for events; increasing greening on nearby roads to link with the park; and more businesses and cafés along the park that utilised the older buildings.

Two comments maintained that the green active transport links to and from this area could be upgraded and expanded.

One comment praised the Chrissie Cotter Gallery and the creative 'vibe' it brought to the area.

## Cardigan Street, Lane, and Road

**24 comments**

Several comments emphasised that future development should be respectful of heritage conservation areas including consideration of overshadowing and building setbacks.

Discussion was consistent with the ideas expressed in the following comment.

*Redevelopment of the industrial estate buildings must consider a setback from Cardigan Lane to ensure that overshadowing and excessive bulk do not impact on single storey low-density residential on Cardigan St (in order to respect the Heritage Conservation Area status of the street), and the privacy and amenity of residents. Ideally, tree planting along Cardigan Lane, followed by single storey frontage, increasing to maximum 3-4 storey medium density at a considerable setback from Cardigan Lane. (10 up, 2 down)*

Traffic was a concern for several respondents, with six responses highlighting that this area was predominantly used by cyclists and pedestrians. A small number of comments highlighted that the residential roads were often used as a bypass, which posed safety risks

for active transport users as well as residents. Two popular comments suggested that the south end of Cardigan Lane should be closed to cars and used as communal space with a café accessible to active transport users.

*If a café reopens here -- this small laneway should be closed to cars, and used as a communal space with a bike lane, tables and shade. (Similar to the new space across Parramatta Road from Norton Street into Petersham) (15 up, 0 down)*

Three comments reported that the residential streets in this area were valuable because they were quiet and green.

A small number of comments were in favour of preserving and increasing greenery along roads. One comment expressed interest in seeing more native plants in the area. This received six up-votes.

## **O'Dea Reserve**

**24 comments**

Several comments maintained that the reserve was due for some upgrades, with three comments referencing Camperdown Park's recent upgrades as a template. Introduction of public toilets, soft lighting, and upgrades to the barbeque area, seating, and playground were all noted. Two comments stated that the pathways would need upgrading for active transport users, along with better green-link connectivity.

Ten respondents were interested in opening surrounding infrastructure to the reserve and suggested that future development should consider the flow of space. Active transport connections were also noted as important aspects of this integration.

Two comments stated that while they enjoyed the dog park, it needed some green space and shade.

One popular comment (15 up-votes) expressed that the view from O'Dea Reserve to the M.H. Franks Building (2 Kilner Lane) was valuable and ought to be maintained. This is supported by an additional comment (15 up-votes) that discussed the importance of the M.H. Franks Building and was consistent with other views on how to treat heritage buildings (pp. 17).

## **Dogs**

**20 comments**

Dog leashing was the main topic for dogs, which a moderate number of respondents addressed, distributed evenly between O'Dea Reserve and Camperdown Oval. Many conflicting opinions were presented, with mixed popularity.

A few respondents claimed they had seen dogs being run off-leash outside the enclosed area and in Camperdown Oval which was a safety issue for families sharing the space as well as on-leash and off-leash dogs. Other respondents argued that the enclosed off-leash area was a hazard for small dogs sharing the space which pushed their owners into using the rest of the park and the Camperdown Oval war memorial area.

There were a few respondents who complained about the use of Camperdown Oval as an off-leash zone, stating that O'Dea Reserve was easily accessible for this use. A few

respondents suggested off-leash times for specific areas of Camperdown Oval and O’Dea Reserve to keep the peace, though others were against this idea. A similar number of respondents supported more stringent leash enforcement for unenclosed parts of O’Dea Reserve and Camperdown Oval as a whole. One respondent suggested dedicating an off-leash area in O’Dea Reserve for small dogs. Another respondent suggested moving the O’Dea Reserve picnic area and playground closer together to allow for families and off-leash dogs to share the space.

Based on the popularity of the comments and where they have been placed, it seems that more respondents value Camperdown Oval as an on-leash area, with some controversial discussion of an off-leash area between the First War Memorial and Fowler Street. Comments that took issue with off-leash areas in O’Dea Reserve received similar amounts of support and opposition, highlighting the conflict between users of this space. The following comment suggesting an off-leash dedicated area for small dogs in O’Dea Reserve was more positively received by other respondents.

*With Camperdown Oval (more developed, popular, food/restrooms) so close by, and the sandy off-leash area being a beacon for larger more aggressive dogs, a portion of this park should be used as off-leash for smaller dogs. Sydney Park, Weekley Park, Camperdown Memorial, etc. are great examples of how this can work (dogs and humans are friends). We've got another well-developed park very close by, which is great for families, picnickers or others who simply don't like animals. (12 up, 4 down)*

One respondent proposed installing landscaping and a barrier along the path at the bottom of O’Dea Reserve to prevent people hiding in the bushes and dogs defecating there. This comment was well received (15 up, 0 down).

## Johnstons Creek

**18 comments**

A moderate number of comments positively discussed Johnstons Creek, wanting to see this space upgraded and connected to other green spaces within the precinct.

A small number of respondents discussed the idea of developing a wetlands area along the length of the creek that extends into Camperdown as a defining feature. One respondent felt that wetland development should be limited to maximise the utility of the area as a playground for children.

*This area should be improved as a park for children. It should be open and accessible with safety and enjoyment of children paramount. From another post - it looks like the vision for this area is as a wetland. Consider the size of it and whether this will inhibit safety and use of area. Consider limiting wetland development to how the canal has been developed in Jubilee Park. Given this area abuts an innovation area - see Earthscape type parks - very interactive and fits with the objectives. (1 up, 0 down)*

## Corunna Road and Lane

9 comments

A majority of the comments requested that residential development be kept low-rise, so it doesn't overshadow the smaller heritage buildings in the area. Respondents worried that high- or medium-rise buildings would decrease existing residents' privacy and lighting. Five comments specifically highlighted that higher rise buildings would diminish the value of the heritage buildings.

In relation to higher density living within Tech Central, three comments expressed concern that this would increase traffic on Corunna Road and Corunna Lane, with two comments noting that Corunna Road was already being used to bypass Parramatta Road. A few comments noted an existing lack of parking which would be further strained with increased density. One respondent suggested that parking be dedicated to resident 2P parking.

One comment articulated concern around the lack of greening, and another respondent was concerned about the effects of pollution from Parramatta Road on the area.

## Camperdown Commons

4 comments

All comments emphasised the positive atmosphere and community amenity associated with the Camperdown Commons (31A Mallet Street, Camperdown), and requested that more areas like this be considered in future development. Live music and park access were positively highlighted and encouraged as considerations for future development.

## Other topics

8 Comments

Four comments supported development in this zone. Two respondents noted that future development would place pressure on existing amenities - specifically the parks - and requested that this be taken into consideration. One comment maintained that future developments should consider providing additional parking, due to the existing scarcity further exacerbated by increased density. One unpopular comment (10 down-votes) proposed that Australia Street was a candidate for high-density development.

## North Western Zone

**SUMMARY:** The vacant WestConnex site was the most frequently discussed aspect of the North Western Zone. Suggestions included mixed-use; both medium- and high-density residential development around the site; green spaces and hospitality businesses in the site; and utilisation of the space for entrepreneurial start-ups or 'hubs'. Transport was also mentioned, particularly centred around Parramatta and Pyrmont Bridge Road.

## Vacant WestConnex site

38 comments

A considerable number of respondents discussed proposals for development at the vacant WestConnex site and surrounding area.

Several respondents suggested incorporating residential housing around the WestConnex site, with equal numbers proposing mixed-use medium density residential and high-density zoning. Supporters of high-density housing referenced the area's convenient location to

public and active transport routes, the positive effect on local business, and suitability for the incoming population. Support for mixed use and medium residential development within the area was generally discussed with reference to supporting local character and facilitating a diverse environment for residents.

*I don't agree with high density residential in this area. Well balanced medium density housing, restaurants, shops etc. complemented by well-planned footpaths and gardens would be better than many high towers that overshadow the character buildings and school. We should plan environments that support the existing residents' environment, as well as provide increases in private, affordable, and public housing (16 up, 7 down)*

Five other respondents expressed their preferences for retail and hospitality businesses, three suggesting a supermarket and two suggesting cafes and restaurants.

Six respondents envisioned the development and surrounding area to include public green spaces such as community gardens, parks and a 'green roof'.

Five comments discussed the technological and entrepreneurial nature of the development, a few proposing the space be used as a 'tech-hub' and space for start-ups or local businesses. Two respondents suggested the development be sustainably powered by solar panels.

A few comments discussed arts and culture in ideas for the development, proposing the establishment of venues or event spaces for local creatives.

An additional three comments suggested incorporating various sports and recreation facilities.

## **Transport and roads**

**7 comments**

The vast majority of the comments in the North Western Zone discussing transport and roads referenced Parramatta Road and Pyrmont Bridge Road (pp. 33, 34). The remaining feedback consisted of a small number of proposals for public transport routes, bus stop improvements and the final two comments discussed issues with cycling infrastructure around Booth Street and Wigram Road.

## **Storage building (Guihen, Booth Streets)**

**4 comments**

Three comments suggested that this location be used for housing, with one comment suggesting it in combination with an innovation hub, another in favour of mixed used, and one arguing for high density. One comment opposed these suggestions, arguing that the storage facilities were an important amenity for trade workers and boat and trailer owners, and that the use of the storage facilities should be encouraged.

Two of the comments highlighted that development in this area should also consider open green spaces and active transport infrastructure.

## Out of zone

4 comments

Four comments discussed out of zone areas in the North Western Zone, three of the comments discussed Douglas Grant Memorial Park. One respondent advised against dog unleashing; another was concerned about the impacts of nearby development on the space.

One respondent had positive feedback for Badu Park, suggesting that active transport links be extended from the area and the crossing at Booth Street made safer for pedestrians.

## Other topics

5 comments

A small number of comments were related to other various developments around the North Western Zone. Two respondents valued the industrial warehouses and local business diversity in the area, wanting to see these preserved and expanded. One respondent expressed desire for mixed-use development in the Pymont Bridge Road area; another valued the trees on Booth Street and the final comment recommended consideration of residential privacy in development plans.

## North Eastern Zone

**SUMMARY:** North Eastern Zone comments generally discussed Pymont Bridge Road, predominantly around 'pedestrianisation', and safety concerns for active transport users. Orphan School Creek was positively discussed, and suggestions were made to connect it to active transport routes.

### Pymont Bridge Road

21 comments

A moderate number of comments discussed transport along Pymont Bridge Road, suggesting the need for increased 'pedestrianisation'. A small number of comments linked active transport improvements to revitalisation of nearby housing and facilities into a 'community precinct'. One respondent referenced its history as a 'residential hub'.

The majority of comments reported cycling difficulties and safety hazards, proposing that permanent cycle lanes be installed and intersections along the road be improved for cyclists.

*Fix the cycleway, make it permanent, do some nice landscaping. It shouldn't take years to do a basic nice thing that greatly improves liveability and mobility and (perhaps most importantly) will save cyclists' lives. (22 up, 0 down)*

### Transport and roads

9 comments

Many of the transport comments in the North Eastern Zone discussed cycling and pedestrian improvements for Pymont Bridge Road, Mallet Street, and Parramatta Road. Cycling was discussed by three other respondents. One suggested a cycleway along Lyons Road and connection to the Pymont Bridge Road cycleway, another suggested active

transport link between St John's Road and the park. One respondent identified difficulties cycling on Ross Street.

## Orphan School Creek

**6 comments**

These respondents valued the natural environment of Orphan School Creek and the surrounding area, especially the green active transport links connecting the precinct. One respondent suggested lighting the area for use at night and another proposed widening the walkway to accommodate cyclists. One respondent opposed these proposals, valuing green space as a respite from the built environment.

## Other

**10 comments**

Two comments discussed development plans for 2-32 Junction Street; one proposed conversion into a community green space with connections to Orphan School Creek and community amenities; the other built on these ideas, also suggesting its use as an office space for the Tech Central district. There were two questions regarding the inclusion of City Quarter in the Tech Central development plans as a high-density housing area that was extensively developed recently. Two comments discussed revitalisation of vacant shops along Parramatta Road, another suggested building heights above 4-5 storeys along this strip. One respondent suggested reallocating space on Lyons Road for pedestrians as a shopping district or community space. One respondent wanted to see the housing and pedestrian interface improved near the Johanna O'Dea complex and commented on the high crime rate in the area. One respondent commented on the importance of Lyons Road Park for nearby residents of public housing.

## University Zone

**SUMMARY:** Comments in this zone focused on City Road/King Street, Victoria Park, and the University of Sydney Campus. Also noted were requests for a metro station or light rail connection, which is discussed under public transport. Themes covered were active transport, cycleways and walkways, safety, and green spaces. They were consistent with the overall sentiments expressed in the forementioned sections.

## City Road/King Street

**32 comments**

A considerable number of comments expressed concern over safety and time taken to cross City Road/King Street. These comments discussed various intersections along the street that lead to negative pedestrian experiences and are discussed separately below. There was general agreement that existing pedestrian crossings needed improvements and more should be added over City Road connecting to the university and Victoria Park. Three respondents suggested Myrtle Street as a good candidate for this development:

*A short timed pedestrian crossing, or footbridge, is sorely needed at Myrtle St and City Road. Tech central in Chippendale will be cut off from the park, university and hospital in Camperdown and Newtown by the lack of a crossing here. Rather than walking up to lights hundreds of meters away people in*



*reality just often dash across 7 lanes of heavy traffic, which is very risky. It could be timed to coincide with other lights and have long spacing between cycles so as not to disrupt traffic much. (10 up, 0 down)*

## City Road intersections

**16 comments**

### City Road and Broadway Intersection

**12 comments**

Several respondents felt strongly about the City Road and Broadway intersection. They described a negative active transport user experience as well as related improvements such as removal of the slip lane onto Broadway and introduction of an additional crossing over Broadway to Bay Street. A few respondents suggested a footbridge, garnering a mixed response. One respondent argued that the footbridge with lifts installed would still act as a pinch point, and pedestrians may opt to avoid this by running across traffic.

The additional suggestion of a scramble crossing was a well-liked proposal.

*Agree with other comment; this is a massive pinch-point for pedestrians, students & cyclists. IF an overhead bridge can't be installed with stairs & lifts, then on-grade must be made into a "scramble crossing" (all traffic stopped) to allow people to diagonally cross from all sides at once with safety. The traffic prioritization makes crossing a nightmare and encourages risk taking and inattention by all users! (26 up, 0 down)*

One respondent suggested the closure of Bay Street to vehicles from Broadway to reduce the traffic congestion and subsequent overflow into the City Road intersection.

### City Road and Cleveland Street intersection

**4 comments**

The issues discussed at this intersection were popularly summarised by one respondent:

*Wait times [are] too long for pedestrians. Multiply stage crossing is uncomfortable. Island too small for the number of people. Unsafe pedestrians crossing when they get fed up with waiting time. Should have crossing on south of intersection too. (22 up, 0 down)*

Other respondents proposed the introduction of a crossing on all intersection arms, the removal of slip lanes, the widening of walkways and their separation from traffic, lowering of speed limits, and traffic lane reduction. One respondent suggested a footbridge, which received mixed feedback.

## Victoria Park

**10 comments**

Five comments made positive statements about Victoria Park, with two comments highlighting that the amenities it provides should be protected. One comment noted that a previous proposal for a metro station in this area was detrimental to the green spaces. This was a positively received comment, with 18 net up-votes.

Six comments made suggestions on what could be improved in the park. In order of highest to lowest net-votes; widening access to the park from the university, improving pedestrian accessibility to the bus stops, more regular cleaning of Lake Northam, a

pedestrian footbridge from the park to Globe Point Road, and better fencing around the playground next to City Road.

## University

**10 comments**

Five comments articulated an interest in increasing permeability on the campus, with three comments noting the importance of access to open and green spaces, such as Victoria Park. Two comments discussed the unnecessary fencing, with one of the respondents noting that it was counter-productive to Tech Central's goal of promoting interaction between people, businesses, and services.

A small number of comments were in favour of prioritising active transport infrastructure, with three of the comments mentioning safety concerns, particularly around Newtown North Public School.

Two comments expressed general support for increasing greening on the campus, one comment specifically noting the new law building needed greenery.

## Transport and roads

**11 comments**

Seven respondents suggested a metro or light rail station within the University Zone.

Five respondents suggested other transport improvements for areas in the University Zone including separated cycle lanes on Carillion Avenue, cycling infrastructure from University of Sydney opposite Ross Street onto Parramatta Road, removal of parking between King Street and Campbell Street, and a shared active transport route on both Campbell Street and Elizabeth Street.

## Hospital Zone

**SUMMARY:** The majority of Hospital Zone comments were around transport. Active transport was frequently mentioned on Missenden Road and Mallet Street. Parking around Royal Prince Alfred Hospital (RPAH) was controversial, with requests for both increased and decreased parking receiving mixed votes.

## Missenden Road

**22 comments**

Nine respondents discussed cycling infrastructure along Missenden Road – a separated cycleway was the most popular proposal. One comment suggested Church St as an alternative active transport route and the final two comments discussed cycling difficulties at King Street and Parramatta Road intersections on Missenden Road.

Three comments suggested that Missenden Road remove all car parking with the exception of disabled parking, loading spaces and emergency vehicles. One comment opposed this, however all four comments received mixed appraisals from other respondents.

Three more comments proposed closing Missenden Road to some vehicles to prioritise active transport users, certain public transport, and hospital access.

Removal of carparking and road closures were relatively unpopular suggestions on Missenden Road, reflecting the concerns of other respondents about parking availability in the area.

Two comments praised the traffic calming measures on Missenden Road. One respondent argued that the inability to turn right onto Parramatta Road made little sense, as more vehicles are pushed onto local roads.

## Transport and roads

**14 comments**

Six comments in this zone discuss various metro station and public transport proposals for RPAH and Sydney University.

Parking was another general theme in transport discussions which are outlined above in the Missenden Road discussion and below under Royal Prince Alfred Hospital.

Other transport and road suggestions included two comments focused on improving Church Street for pedestrians by adding walkways, improving existing footpaths, and establishing one-way access for motor vehicles. Another respondent also related pedestrian issues for connecting streets, compromising accessibility for active transport connections to RPAH.

## Mallet Street

**7 comments**

A small number of respondents discussed Mallet St, mostly referencing the difficulties and proposals for active transport. The most common request was separated cycleways and widening walkways. One comment proposed 'high density', although it was unclear what this was specifying. One respondent proposed a right turning arrow from Mallet Street to Parramatta Road. The final respondent contemplated a private health facility or private technology development along the streetside.

## Royal Prince Alfred Hospital

**7 comments**

Four comments discussed car parking and uses for the car park near RPAH. Two respondents were concerned about parking availability in the area with population increases and development plans, with one proposing a carparking station for local residents and those accessing the hospital.

*Ensure that any development in this area over-caters for free parking. Workers at RPAH park and walk in the surrounding residential streets. The scheme looks to double the residential population of Camperdown and add research, education and support. If UNSW/Randwick is anything to go by, this will become a parking nightmare. The existing residents shouldn't have to carry the burden of future development. (5 up, 7 down)*

One respondent suggested moving the parking space underground to build new facilities on top of the site. The final respondent proposed using the Bashir Centre parking for an underground metro station entrance.

Two identical comments pitched a 'Salisbury Steps' proposal that was part of the Public Space Ideas competition, involving an active transport link from Salisbury Street to the 'RPA square' and metro station development for the hospital.

One respondent wanted to know what development was planned for a site in the Hospital Zone bordered by Church Street and Carillion Avenue, suggesting council negotiation with the owner to acquire the land for better utilisation.

## Other

**5 comments**

Two comments discussed the lack of affordable housing in the area, and one respondent discussed the impacts on students and local employees.

*Unaffordable housing is a massive handbrake on attracting and retaining talent in Sydney, especially in this location. Significant attention needs to be given to enabling key workers at the hospital and university to live nearby, as well as many of the supporting hospitality businesses in the area. "If the people who work in your city cannot afford to live in it, then you don't have a city, you have a theme park" (10 up, 2 down)*

However, the suggestion to establish high density housing in the Hospital Zone for students and workers received mixed feedback from other respondents (12 up, 10 down).

The remaining comments discussed development in nearby carparks and warehouses to better utilise the space. One respondent proposed public meeting rooms for accessible collaboration for non-students.

## Parramatta Road

**SUMMARY:** Parramatta Road and Broadway comments centred around active and public transport infrastructure, including suggestions, concerns, and complaints. Safety for active transport users was a raised concern, with suggestions made to reduce car use and implement traffic calming measures. Revitalisation was a noted theme, with respondents linking transport infrastructure upgrades to an improvement for businesses and residents. Greening and a metro station were also requested.

## Parramatta Road and Broadway

**51 comments**

Comments on Parramatta Road were consistent with general feedback covered in public transport, active transport, greening, transport safety and decreasing car use.

A considerable number of comments expressed general support for increasing and introducing public transport infrastructure on Parramatta Road. A moderate number specifically mentioned bringing a rail connection through Broadway and Parramatta Road, either light rail or metro. An interest in revitalising tram infrastructure was expressed in several comments, and separate lanes for buses. Four comments expressed concerns around bus shelter quality, highlighting a lack of shelter from the elements, general accessibility concerns and cleanliness. Two additional comments were concerned about the lack of bus connectivity. There were several requests for a rail station.

A moderate number of comments expressed interest in increasing the active transport infrastructure on Parramatta Road, with several requesting dedicated cycleways and eight looking to improve the pedestrian experience. Three comments linked the existing active transport experience to safety concerns.

Several comments were interested in decreasing car use, with seven comments linking this to increasing active and public transport infrastructure. Two comments also requested the implementation of traffic calming measures.

A general theme of revitalising Parramatta Road amenity was present in several responses, which were linked to themes of active transport, public transport, decreasing car use, and greening. Respondents felt that such improvements would benefit businesses, hospitality venues, and tech hubs in the area.

*Parramatta road should be used to increase housing density along its length, while rejuvenating the public space below with fewer cars, more pedestrian and cycle space, more green planting for shade, and a mass transit option like trams, dedicated electric bus lanes, or a metro to allow for the density uplift. This is prime located land in a terrible state, some small changes could make a huge difference and help solve the housing crisis (9 up, 0 down)*

Crossings on Parramatta Road were a concern for several respondents, with eight requesting more pedestrian and cycle crossing be implemented, along with reduced pedestrian wait times for existing crossings. Five comments mentioned the Pyrmont Bridge Road intersection, and two noted the Ross Street intersection. Three comments noted safety was a concern.

Ten comments articulated the need for increased greening on Parramatta Road, with four comments reporting that the lack of greenery meant there was no shade.

*Also the lack of shade and greenery makes it very hot and babies under 6 months can't use sun screen, so I'm always using a pole for shade to stop my baby's little face hands and feet getting burnt, as it's quite a long wait in the sun at the crossing. I use a hat, but his cheeks are exposed. There should be more trees along here. (10 up, 0 down)*

Four respondents expressed concerns about emissions on Parramatta Road. Two comments suggested active and public transport infrastructure to mitigate this. One comment linked this to health concerns, and another noted that this current state was not in line with the eco-friendly vision of the precinct.

Two comments mentioned parking; one suggested parking on either side along with the introduction of more public transport infrastructure, and another suggested parking in bus lanes on weekends would be useful for visitors.

One respondent stated the weekend parking in the bus lane on Parramatta Road is helpful for visitors.

## Future Metro Station

19 comments

All comments supported bringing a public transport metro/rail station to the Camperdown precinct. The terms metro, train and light rail were used interchangeably, and often used in reference to positive interest in enhanced public transport to connect Camperdown to existing rail infrastructure.

Several respondents proposed a station along Parramatta Road/Broadway, with five in the top nine most upvoted comments placing it on the intersection of Parramatta and Missenden Road.

A moderate number of comments cited Sydney University access for students coming from different areas of the city, and seven comments mentioned RPAH access.

# Appendix

## Analysis of comments by number of up and down votes

The tables below show the comments that were the most 'up-voted' and those that were most 'down-voted'. Note that only comments which received at least 10 votes (up or down) have been included in this analysis.

Popularity has been determined by calculating the number of upvotes minus the number of downvotes.

### Popular ideas

The majority of the most popular comments related to public transport improvements as well as changes to road design and infrastructure in order to make the area safer and more enjoyable for pedestrians and cyclists. Light rail and metro station proposals were the most frequently interacted with and up-voted suggestions. Heritage planning concerns and appreciation of greenery were also common sentiments.

### Unpopular ideas

Unpopular comments most commonly related to proposals for high density development, high-rise development and parking considerations.

## Most up-voted comments

Ranking (most popular)	Comment	Up-votes	Down-votes	Up-votes minus down-votes	TOTAL VOTES	Topic	Location
1	Public transport along parramatta road needs significant improvement: - light rail in middle, car parking on either side and just one lane for cars - metro station for Sydney university, RPA, future bio-tech hub, Camperdown + Annandale + Forest Lodge residents.	37	2	35	39	Improve PT	Parramatta Road, between Church St. and Missenden Rd.
2	Metro Station for Sydney Uni and Camperdown node please.	36	1	35	37	Improve PT	Parramatta Road, between Church St. and Missenden Rd.
3	This should not all be changed to one use (dense residential or office spaces) Keep it mixed use. We love having pockets of light industrial which attract diverse businesses to the area like breweries, gyms, indoor bouldering, galleries. It keeps it quirky and interesting and useful. We need some of the current scale industrial buildings kept.	36	2	34	38	Mixed use/density	South Western Zone, industrial area
4	Metro Station for Sydney university.	33	1	32	34	Improve PT	Parramatta and Missenden Rd. intersection
5	Where is the long-promised light rail on Parramatta Road? We keep getting told that that massive amounts of money spent on tollways and roads will free up road space for public transport and revitalising precincts along the way. This project will also fail if it does not include better active transport links.	33	3	30	36	Improve PT	Parramatta Rd.
6	The saw tooth building provides great character, in tune with the Inner West. An adaptive reuse of this space for community spaces would be ideal. This would also maintain the bulk and form, respecting O'Dea reserve, the residential areas nearby and the established HCA of Cardigan Street	30	0	30	30	Repurposing existing character building	South Western Zone, north border of O'Dea Reserve



Ranking (most popular)	Comment	Up-votes	Down-votes	Up-votes minus down-votes	TOTAL VOTES	Topic	Location
7	<i>Cardigan Street is a great example of a successful HCA. The street is wide and the houses are all cohesive, it would be irresponsible to have high rise or high density development immediately around this HCA. Future planning should respect the HCA and be setback accordingly.</i>	29	0	29	29	Heritage preservation	South Western Zone, Cardigan St.
8	<i>Public transport along parramatta road: Under Westconnex contract Parramatta Road needs to have dedicated, enhanced public transport access on it. - light rail or trackless tram in the middle of parramatta road, parking on either side and 1 lane for car will significant enhance pedestrian activity, local economy and retail activity - Metro station for Sydney University and Camperdown node of tech central.</i>	28	0	28	28	Improve PT	Parramatta and Missenden Rd. intersection
9	<i>There is huge demand for a station here. Sydney University has 70,000 students who all need to use public transport daily. Redfern station is a 30 minute + walk from this side of campus, and [is] notoriously dangerous at night. This site is also close to RPA and dense residential areas. It needs some form of rail line - metro, light rail or heavy rail.</i>	26	0	26	26	Improve PT	Parramatta and Missenden Rd. intersection
10	<i>Agree with other comment; this is a massive pinch-point for pedestrians, students &amp; cyclists. IF an overhead bridge can't be installed with stairs &amp; lifts, then on-grade must be made into a "scramble crossing" (all traffic stopped) to allow people to diagonally cross from all sides at once with safety. The traffic prioritization makes crossing a nightmare and encourages risk taking and inattention by all users!</i>	26	0	26	26	Improve road design (for pedestrians and cyclists)	Broadway and City Rd. intersection
11	<i>Cardigan Lane is a major pedestrian thoroughfare. More thought could go into making this a greener space and more pedestrian friendly whilst also considering resident access. There are a lot of motorists who use this lane and Hordern Place</i>	26	0	26	26	Improve road design (for pedestrians and cyclists)	South Western Zone, Cardigan Lane

Ranking (most popular)	Comment	Up-votes	Down-votes	Up-votes minus down-votes	TOTAL VOTES	Topic	Location
	<i>as a sneaky thoroughfare to avoid Salisbury and Bridge Roads. Changes to vehicle thoroughfares would limit non-resident access making it safer for pedestrians.</i>						
<b>12</b>	<i>quiet tree lined street - low traffic flow - pedestrian friendly, established trees in public spaces and backyards.</i>	26	0	26	26	Positive atmosphere	South Western Zone, Cardigan St.
<b>13</b>	<i>The current cycle pathway at Bridge Rd could be vastly improved and maintained. Including extending to Pymont Bridge Rd even if it is by use of signage.</i>	25	0	25	25	Improve road design (for pedestrians and cyclists)	Forest Lodge Zone, Pymont Bridge Rd.
<b>14</b>	<i>Wait times to cross way too long. Reduce the wait times for pedestrians.</i>	25	0	25	25	Improve road design (for pedestrians and cyclists)	Broadway and Glebe Point Rd. intersection
<b>15</b>	<i>Love the parklands in our area, which brings the community together for social, sporting, and recreational activities. Having such parks supports managing mental health stress in our community</i>	25	0	25	25	Positive atmosphere // green space	South Western Zone, Camperdown Park

## Most down-voted comments

Ranking (most unpopular)	Comment	Up-votes	Down-votes	Up-votes minus down-votes	TOTAL VOTES	Topic	Location
1	<i>Use high-rise development opportunity to increase passive surveillance of Camperdown Lane to make it safer at night which means for example the Horden Industrial Estate becomes a residential high rise area not just an area occupied by workers during the daytime, but also occupied by residents in the evening.</i>	0	20	-20	20	Safety / support for high rise residential development	South Western Zone, Industrial area next to Cardigan Ln.
2	<i>In 2023 the idea of TRACKED trams is beyond absurd. This is an age of self driving cars and suspension (which was primitive when trams were invented). Rails and their insane costs of construction are a century past necessary.  PLEASE use some 21st century technology and not updated 18th century tech. P.I.e.a.s.e....</i>	1	15	-14	16	Modernisation // public transport	University Zone
3	<i>Whose idea was it to plant shrubs along Missenden Road that actually stink? My god they can be horrible. I suppose the "designers" never actually walk along Missenden Road on a sunny day. Errrrggghhh 🤢</i>	0	10	-10	10	Concerns about planting choices	Hospital Zone, Missenden Rd and Briggs St. intersection
4	<i>This road would be a candidate for higher density</i>	2	10	-8	12	Support for higher density	South Western Zone, Australia St.
5	<i>This road would be a candidate for high density</i>	6	13	-7	19	Support for higher density	Hospital Zone, Mallett St.
6	<i>the storage buildings in this precinct should be rebuilt and/or partially reused as dense housing</i>	4	11	-7	15	Reusing/ rejuvenating existing buildings	North Western Zone, Storage Buildings
7	<i>Don't remove parking from this street. What little parking that is available in parking lots can be far from destinations and have a heavy price. Immobile people</i>	5	11	-6	16	Concern about loss of parking	Hospital Zone, Missenden Rd.

Ranking (most unpopular )	Comment	Up-votes	Down- votes	Up-votes minus down- votes	TOTAL VOTES	Topic	Location
	<i>trying to access the hospital or the post office on this road need to be able to park close</i>						
<b>8</b>	<i>This area is currently industrial and not well utilised. It could be reffined and acquired to connect it with the West Connex site. Make the whole area mixed used medium and high density. Along with significant public space and walkability improvements, this could revitalise the no man's land between the north and south shopping/amenity hubs in the area</i>	<b>8</b>	<b>13</b>	<b>-5</b>	<b>21</b>	<b>Reusing/ rejuvenating existing buildings // Mixed use</b>	<b>North Western zone, framed by Chester, Guihen, Booth St. and Pyrmont Bridge Rd.</b>
<b>9</b>	<i>As the area along Johnson's creek ( the western edge of the area under discussion) has dense residential on its western side any development in this area should be low rise so no loss of privacy or overshadowing occurs. All new businesses or developments should have adequate off street parking available for all residents, visitors and employees so that permanent residents without off street parking ( the majority) are not impacted. Also limited business hours to lessen noise impacts.</i>	<b>7</b>	<b>12</b>	<b>-5</b>	<b>19</b>	<b>Support for low rise development // calls for adequate parking</b>	<b>South Western Zone, Cardigan Ln. and Pl. intersection</b>
<b>10</b>	<i>Ensure that any development in this area over-caters for free parking. Workers at RPAH park and walk in the surrounding residential streets. The scheme looks to double the residential population of Camperdown and add research, education and support. If UNSW/Randwick is anything to go by, this will become a parking nightmare. The existing residents shouldn't have to carry the burden of future development.</i>	<b>5</b>	<b>7</b>	<b>-2</b>	<b>12</b>	<b>Concerns about parking</b>	<b>North Western Zone, between Pyrmont Bridge Rd. and Cahill St.</b>
<b>11</b>	<i>I love that O'Dea Reserve has been preserved as a green space for the community, but as local I would really like to see it upgraded the way that Camperdown Oval has been. Unfortunately the reserve has transformed into a free-for-all off-leash dog run - (outside the fenced dog section and in the surrounding streets) which discourages human families (like mine)from using it. It be great if the facilities - barbeque area &amp; playground -could be improved and the on-leash dog area enforced.</i>	<b>9</b>	<b>10</b>	<b>-1</b>	<b>19</b>	<b>Concerns about off-leash dogs</b>	<b>South Western Zone, O'Dea Reserve</b>

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