

4.2 TRANSPORT, STREETS & CONNECTIVITY

Promoting walking and cycling will be key to the delivery of the Metro Quarter as an active transport hub

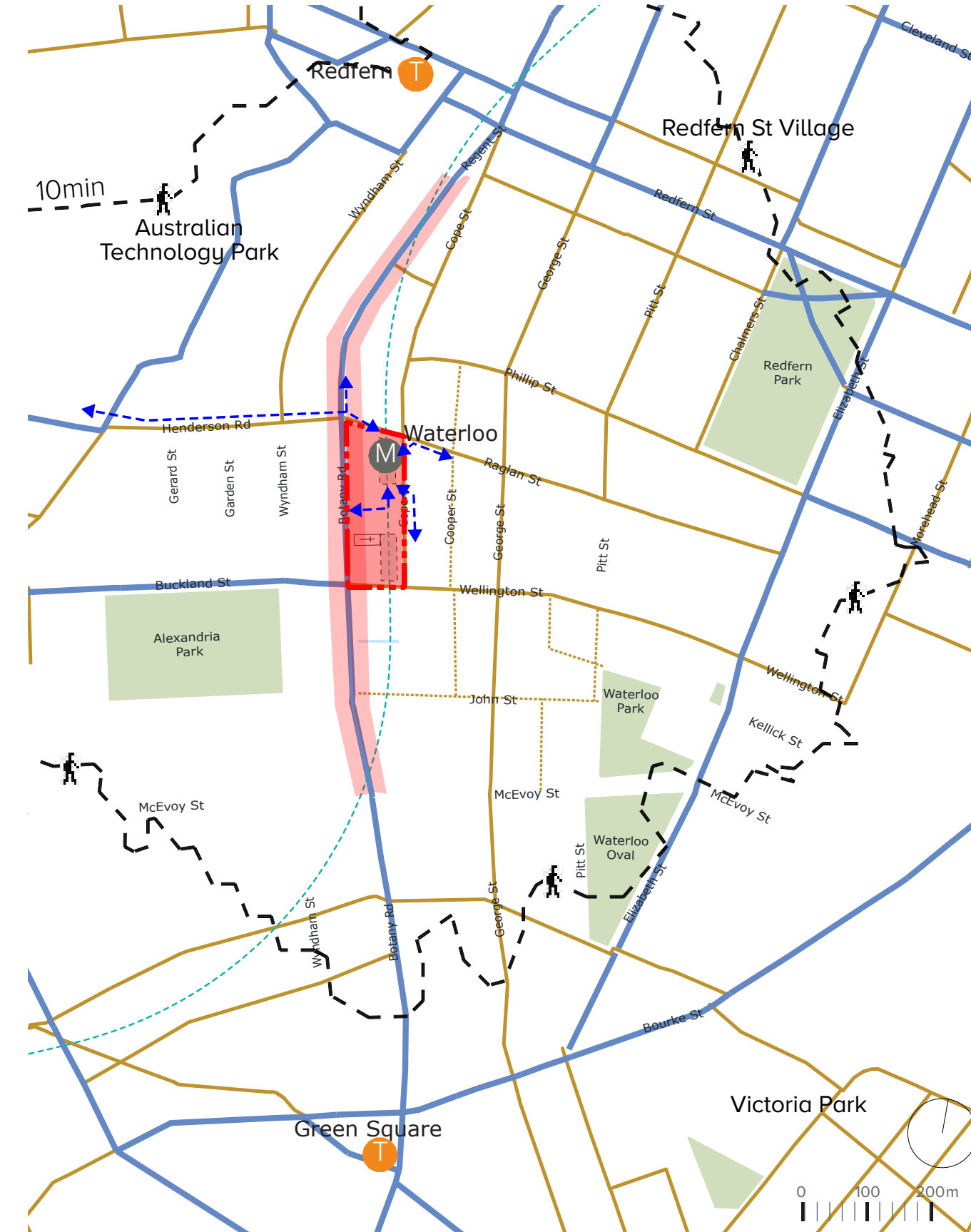
Located approximately 3.3km from the city centre (a 45 minute walk or 15 minute cycle), the Waterloo Precinct is highly connected to Central Sydney and Green Square to the south.

There is an existing local and district pedestrian and cycle network through Waterloo that connects between Central Sydney and Green Square. The main barriers to pedestrian movement near the Metro Quarter is Botany Road as a major road corridor and the Eveleigh rail corridor.

Waterloo is already well serviced by public transport, with Redfern Station to the north and an existing bus network. North-south routes connect Waterloo Precinct to Central Sydney, Redfern, Waterloo, Alexandria, Green Square, Mascot and Botany. East-west routes connect Waterloo Precinct to Randwick, Coogee, Bondi Junction, Moore Park, Kingsford, Glebe, Newtown, Marrickville and Sydenham.

The exiting street network comprises east-west streets that provides local connections and north-south streets that provides district connections.

Fig. 4.2.1 PEDESTRIAN CONNECTIVITY



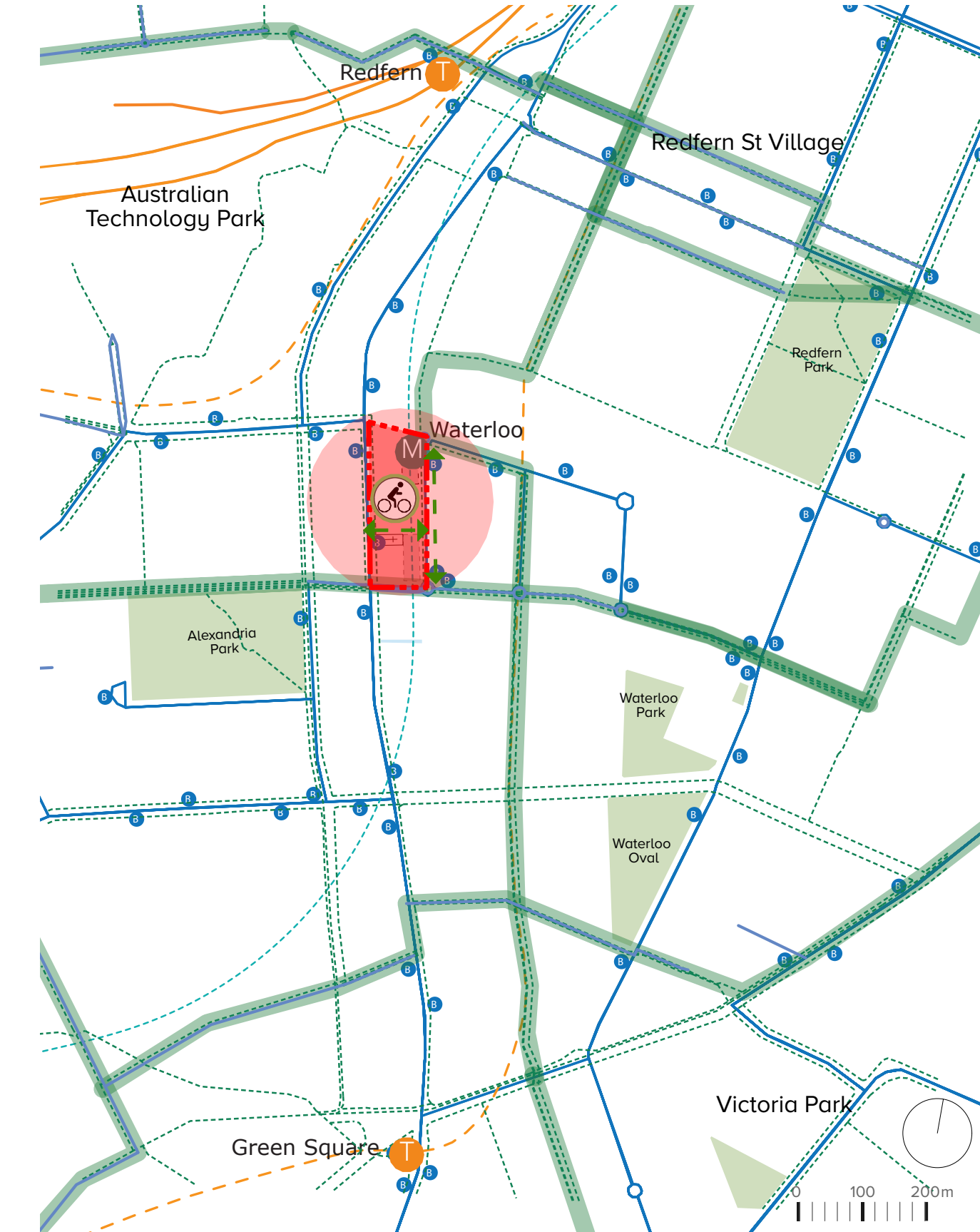
The Waterloo Metro Quarter has the potential to increase the quality, connectivity and safety of the pedestrian network

The walking catchment for Waterloo Station includes Alexandria Park, ATP, Redfern Village and Redfern Park, the adjoining Waterloo Estate - an area of future urban renewal - and the communities within the heritage conservation areas to the east and west.

The primary barrier to movement to and from the site is Botany Road - which restricts movement to the west - most significantly at the intersection of Botany Road and Raglan Street. While Botany Road is identified as a primary walking route, the street is heavily trafficked, currently lacks cover, greening and surveillance, and has limited activation and visual interest immediately adjoining the Metro Quarter.

- Legend**
- Primary Walking Network
 - Local Pedestrian Network
 - Future Peak Hour Pedestrian Flows
 - Isochrone (10min walk catchment from Waterloo Metro Station)

Fig. 4.2.2 PUBLIC TRANSPORT & CYCLE



The Waterloo Metro Quarter provides the opportunity to promote active transport options at the junction of two key cycle corridors with Metro and bus routes

The Waterloo Metro Quarter sits at the junction of two key cycle corridors within the City of Sydney's priority regional cycle network. The north-south cycle network along George Street provides strong connections to employment, retail and leisure activities in Central Sydney and Green Square. This path currently diverts around Waterloo Green, warranting further consideration during the SSP Precinct masterplanning process.

Waterloo Station provides the opportunity to further promote active transport options with the provision of prioritised active transport paths, bicycle parking and end of trip facilities within the interchange hub, adjacent to the metro station and bus stops.

- Legend**
- Existing Cycle Routes
 - Existing Cycle Path
 - Sydney Metro
 - Sydney Train Lines
 - Bus Routes
 - Mixed Traffic / On Road Traffic
 - Regional Cycle Routes
 - Future Bike Hub
 - Metro Station
 - Train Station
 - Bus Stop

Fig. 4.2.3 STREET HIERARCHY



The Waterloo Metro Quarter has the potential to promote a pedestrian priority precinct through the use of slow streets at key interfaces

Botany Road is a significant transport corridor that carries light and heavy vehicles in and out of the city. Noise and amenity issues will be addressed through considered planning along with the limited opportunities for vehicular access into the site from Botany Road.

- Legend**
- State Road
 - Regional Road
 - Local Road
 - Closed-off Street
 - Intersection Points
 - Botany Road Noise
 - Constrained pedestrian crossings

15 MINS CYCLE
45 MINS WALK
TO THE CITY CENTRE

KEY FINDINGS

OPPORTUNITIES

- People Oriented Streets**
To increase the quality, connectivity and safety of the walking and cycling network.
- 30 Minute City**
To connect Waterloo Station to the surrounding community to unlock the 30 minute city/regional connections.
- Connectivity**
To provide a transport interchange between bus and metro services that will meet the transport needs of the new community, support surrounding neighbourhoods and regional connections.
- Active Transport Hub**
To prioritise active transport links to local public transport, services, amenities and jobs, reducing the requirement for private car journeys.
- Road Corridors**
To implement strategies that manage vehicle travel demand to, from and within the precinct to minimise impacts on the surrounding road network.

- Reduced Private Car Use**
Plan for the adoption of autonomous vehicles and community shared bikes and cars.
- Active Transport Crossing**
To provide a new active transport crossing in the vicinity of the Australian Technology Park, facilitating movement from east to west and connecting the precinct with a direct route to Carriageworks and the University of Sydney.
- Self-Containment**
To enable a greater level of trip self-containment within the Waterloo Precinct through a considered balance and mix of land uses providing more opportunities to work, shop, and engage in recreational pursuits in and around the Precinct.
- Reduced Parking Rates**
To reduce parking for residential, commercial and retail uses from maximum parking rates permitted under the Sydney LEP 2012 (SLEP 2012) to align with Waterloo Precinct's inner city location, proximity to Central Sydney and future access with Sydney Metro.



Waterloo Estate

CHALLENGES

- Connectivity**
To ensure that the precinct movement system has sufficient capacity to address the demands from the urban renewal Precinct.
- Increased Links and Connections**
To ensure prioritisation of walking, cycling and recreation within the urban renewal Precinct
- Noise & Air Quality Mitigation**
To ensure micro climate impacts of noise and air quality is managed and mitigated.
- Walkability and Cycling**
To ensure high quality pedestrian and cycle experience in context of the urban renewal Precinct
- Parking and Loading**
To address parking and servicing so as not to negatively impact public domain, street scape and built form outcomes.
- Future Proofing**
To properly plan for and adapt to future disruptions in urban mobility.
- Sustainable Strategies**
To plan for the convergence of solar energy, electric vehicles and battery storage.

4.3 HOUSING DIVERSITY AND LIVEABILITY

The Metro Quarter has the opportunity to provide a mix of housing types for increased choice and affordability

Affordability and changing demographics mean that the housing affordability gap will continue to widen as Central Sydney becomes more attractive as a place to live and more expensive as a result. Addressing liveability and social sustainability is fundamental to enhancing health and well being.

The Waterloo Metro Quarter has the opportunity to increase social sustainability and liveability by providing a more diverse mix that includes social, affordable and private dwellings. This will provide more equitable access to resources and better quality of life for all.

Fig. 4.3.1 LAND OWNERSHIP



The Metro Quarter will need to address liveability and social sustainability issues as part of delivering a mixed tenure development - for enhanced health and well being

The Waterloo Metro Quarter sits between land that is predominantly privately owned (comprising largely low rise typologies) to the West and land that is owned by NSW Land and Housing Corporation (Waterloo Estate). People on low incomes cannot afford to rent within Central Sydney. The housing affordability gap is increasing with only the more affluent being able to afford to live in Central Sydney, which will lead to less socially and economically diverse communities.

Legend

- Sydney Metro
- Urban Growth NSW (Metro Quarter)
- Other Private
- Ausgrid Substation
- Land and Housing Corporation
- Waterloo Congregational Church

Fig. 4.3.2 HOUSING TYPOLOGIES



The Metro Quarter has the opportunity to add to the diversity of built form that already exists in Waterloo

There are a range of existing building typologies across Waterloo for residential and non-residential uses. The Heritage Conservation Areas to the North and West of the Metro Quarter comprise of low rise terrace houses ranging in height from 1-3 storeys. Non-residential typologies include the Waterloo Congregational Church, the IGA Xpress supermarket and other small retailers. Low rise walkups ranging in height from 3-4 storeys are to the South and West. Medium density buildings ranging in height from 5-7 storeys are to the South and East. Four 16 storey slab buildings are located to the North next to the two 30 storey towers, Matavai and Turanga.

Legend

- Tower
- Slab
- Medium Rise
- Low Rise
- Terrace Housing
- Non Residential

UP TO 20%
SOCIAL / AFFORDABLE MIX

KEY FINDINGS

OPPORTUNITIES

- Best Practice** - To set a global precedent for dynamic mixed-tenure urban revitalisation.
- Social Housing** - To deliver new and additional social housing that addresses contemporary standards and lifestyles.
- Liveability & Well-Being** - To deliver outcomes that lead to greatly improved housing liveability, health and quality of life outcomes for tenants.
- Mixed-Tenure Community** - To deliver a sustainable, mixed-tenure community that can improve social outcomes through a balanced offering of social, affordable and market-rate housing supporting a broad and diverse range of people.
- Mix of Housing Typologies** - The opportunity to explore a range of long life & loose fit housing typologies that are flexible and adaptable to changing generational needs and circumstances.

- Housing Affordability Mechanisms** - To explore the delivery of housing affordability mechanisms that can provide mixed community outcomes, including use of existing policies and programmes.
- Community Safety and Well-Being** - To plan for the integration of housing and social infrastructure that promotes community safety, wellbeing and social cohesion.



Waterloo Estate community event, 2018

CHALLENGES

- Sustainable Community** - To achieve a balanced and sustainable community with mixed tenures.
- Renewal Process** - To provide a welcoming environment for new residents into the Metro Quarter.
- Adaptable Mix and Use** - To provide adaptable places and buildings that can evolve over time.
- Affordability** - To support a range of affordable housing and retail options in the context of increased market value.
- Community Cohesion** - To ensure desired social bonds and cultural significance of existing community remain intact throughout the renewal process.

4.4 ECONOMICS, RETAIL, SERVICES, ARTS & CULTURE

Due to its location, the Metro Quarter has the opportunity to connect and complement Redfern and Green Square

Waterloo Precinct is located between the two growing commercial centres of Green Square and Redfern and the employment and urban services land of Green Square-Mascot. The proposed renewal will complement and act as a link between the two.

The future mix of retail and ancillary non-retail will need to consider uses that are appropriate for the local community (including social housing residents in the Waterloo Estate, the local Aboriginal community, existing and future residents).

Within a 1km catchment (considered to be the maximum distance most people will walk to reach a local destination) of the Metro Quarter there are a range of social services that includes emergency, youth and elderly services, childcare, health, education, libraries, cultural facilities, community centres and spaces. However, the majority of these services are located outside the Waterloo precinct.

While Waterloo possesses few cultural facilities, it is rich in community culture. This can be seen through its cultural organisations, civic facilities, art networks, public art and memorials. Other things that contribute to its cultural identity include the existing Aboriginal cultural heritage, buildings and natural features including topography and trees.

Although Waterloo's night time economy is limited to the small number of local pubs in the area, it is in close proximity to Redfern. Redfern has been identified by the City of Sydney as part of an emerging evening economy centred on Redfern and Regent Streets. The new metro station will provide the opportunity to create a day/night economy to improve the amenity of the area.

Fig 4.4.1 **ACTIVITY NODES**

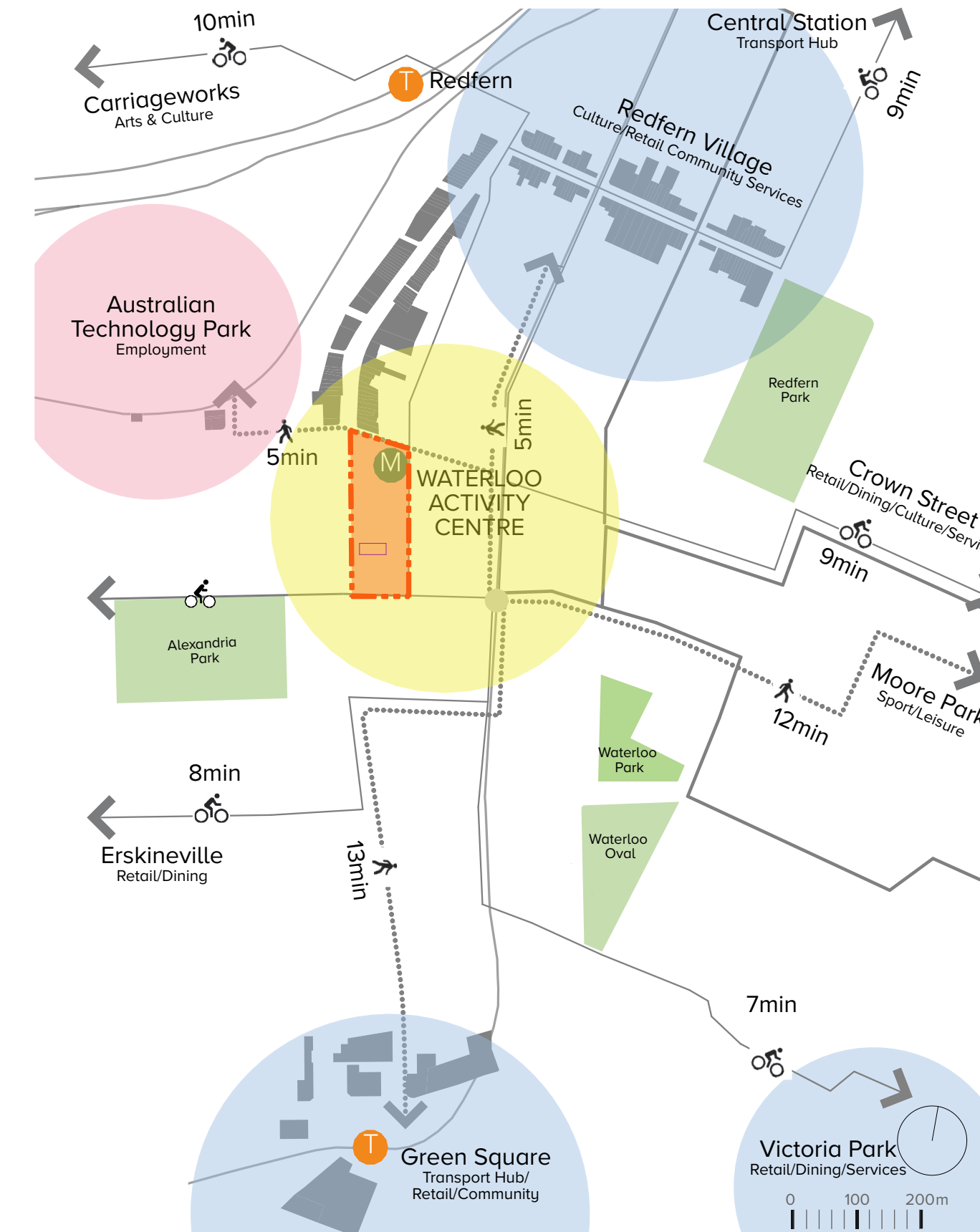


Fig 4.4.2 **SERVICES, ARTS & CULTURE**

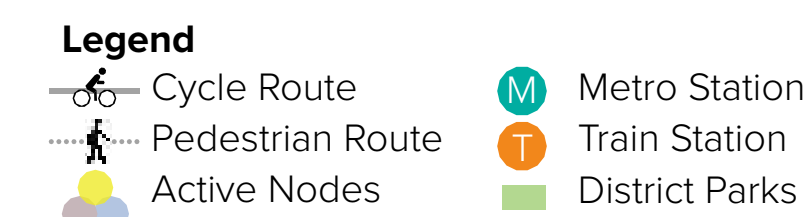


The Metro Quarter provides the potential to link to nearby activity centres and to support and strengthen the local precinct

The Metro Quarter is located in close proximity to a cluster of activity centres. To the south of the site are the economic centres of Redfern and Green Square Town Centre and Victoria Park, connected along the Botany Road commercial corridor (zoned B4 Mixed Use). To the north-west, is the Australian Technology Park employment hub. The Redfern Village retail street is located to the north.

As the first stage of the wider Precinct renewal, the Metro Quarter has the opportunity to deliver a balanced activity centre that supports the needs of a diverse and growing community

The Metro Quarter provides the opportunity to celebrate and integrate the rich cultural heritage of the area to create an identifiable and unique commercial centre. The Metro Quarter should address the differing needs of the community and deliver diverse and flexible retail, service and cultural activities. This includes developing a vibrant evening economy to align with the metro hours of operation and pedestrian footfall through the station. The centre shall compliment the function of surrounding centres and establish links with these hubs - including ATP, Danks Street and Redfern Village - and the wider community.



KEY FINDINGS

OPPORTUNITIES

- Cultural Heritage**
To celebrate and integrate the rich cultural heritage of the area in the planning, delivery and management of the precinct's renewal.
- New Centre**
To deliver a balanced new centre that supports the different needs of a diverse community and provides adequate access to services and employment activities for the precinct's residents.
- Complementary Uses**
To deliver the retail and services functions required, complementing the use of surrounding centres.
- Day and Night Economy**
To create a vibrant evening economy and local experiences.
- Enhanced Social Infrastructure**
To provide new and improved social infrastructure with stronger local service and community networks.
- Co-location of Uses**
To deliver increased physical, mental health and education benefits, by co-location of social infrastructure with high quality new public spaces.

- Increased District Connectivity**
To create links to established centres including employment, retail, services, creative industries and arts and culture hubs such as the Australian Technology Park (ATP), Danks Street and Redfern Village.
- Sharing Economy**
To explore innovative new retail schemes and community use facilities predicated on the sharing economy (based on trading for goods and services) to reduce the overall cost of living for residents.
- Indigenous Employment**
To provide for the local employment and business needs of Aboriginal and Torres Strait Islander Peoples and the future community beyond just retail assets.
- Variety of Uses**
To facilitate a broad range of economic/employment uses including retail, commercial and services to meet the needs of the incoming community and support neighbouring centres.

CHALLENGES

- Contributing to and Maintaining a Sense of Place**
To establish retail and commercial ventures without impinging upon the existing cultural character of Waterloo. To ensure that creative place making initiatives animate both public open spaces and private spaces to improve local business viability, public safety, and bring diverse people together to celebrate, inspire and be inspired by the use of the arts so that the precinct remains as a vibrant place.
- Addressing Needs**
To ensure that the centre will address the differing needs of the community, including ensuring amenities and services for the portion of the population with higher needs.
- Balanced Mix of Uses**
To ensure a range of retail services are provided that are balanced across the range of customers within the precinct.
- Programming for Flexibility and Adaptability**
To deliver flexible service, retail and cultural activities that can adapt to and support the needs of the community over time and trend shifts.
- Staging**
To ensure the staging of the precinct renewal delivers social infrastructure and services at the right time in order to support the transitioning and incoming community.
- Day and Night Economy**
To create a vibrant evening economy within a predominantly residential environment.



Fig 7.2.2 Artist Impression (Source: Metron, April 2018) of the Waterloo Station entry

4.5 SUSTAINABILITY & INFRASTRUCTURE

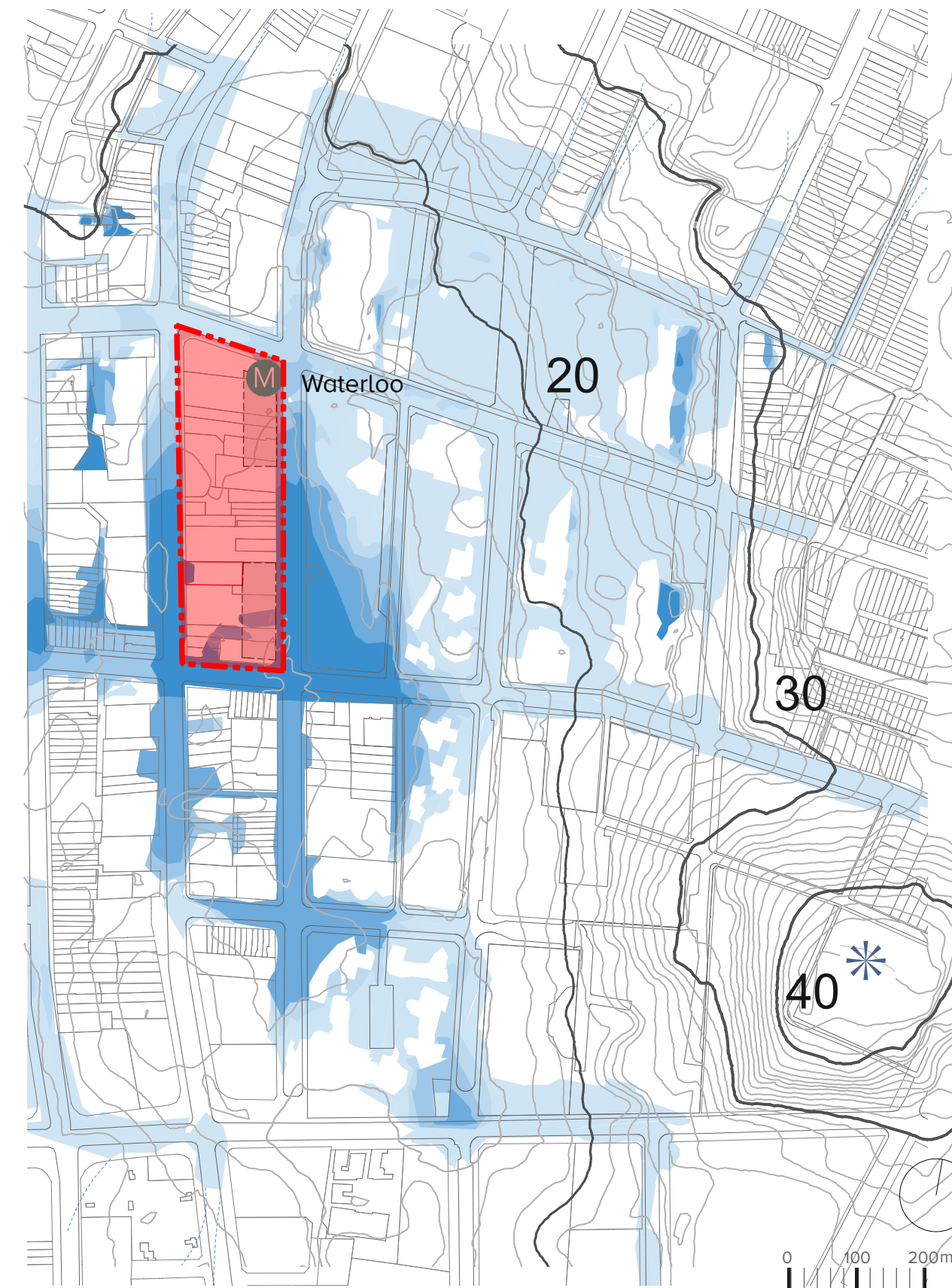
Flooding, wind, air quality and noise are key environmental considerations for the Metro Quarter.

The main constraint limiting height on the Metro Quarter is the PANS OPS height of 126.4m.

A range of environmental considerations impact the Metro Quarter, including flooding, wind, air quality and noise. Flooding strategies will need to consider probable maximum flood levels (PMF) and the 1% average exceedance period (AEP) flood levels, with the worst flooding located at the corner of Wellington and Cope Streets. Wind strategies will need to be considered for the eastern side of the Precinct, impacting the Metro Quarter.

Air quality and noise mitigation are important considerations in the detailed design of buildings for the Metro Quarter due to the close proximity of Botany Road as the main emission and noise source. Developments higher than 5-10 storeys will be further impacted by noise from the railway and surrounding road network and will require noise mitigation and air quality strategies to be considered in the future design of the Metro Quarter.

Fig. 4.5.1 TOPOGRAPHY + FLOODING



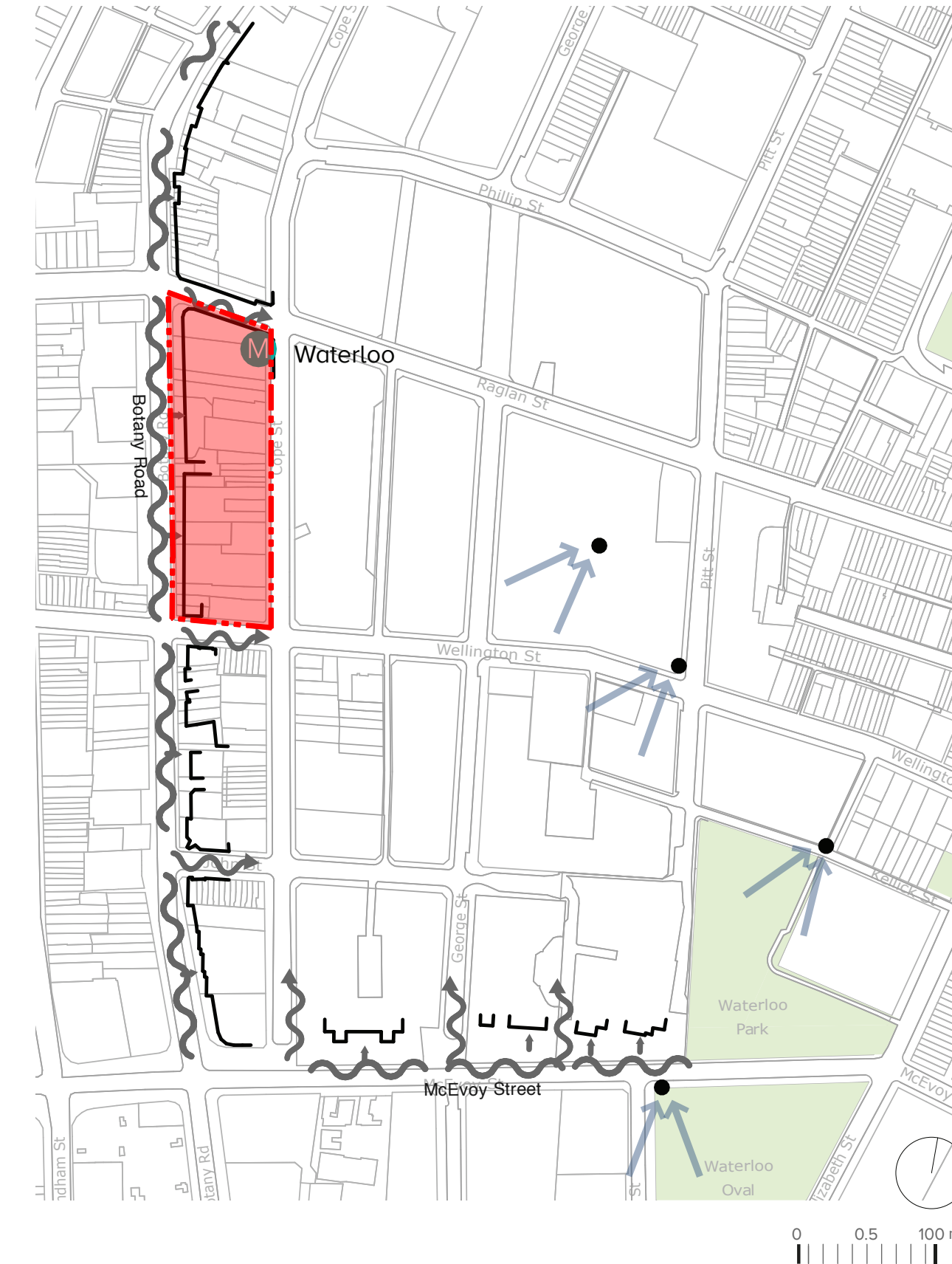
Development within the Metro Quarter adjacent to Cope Street, Wellington Street and Botany Road will need to be designed in relation to the PMF levels.

Waterloo Precinct is identified as an area that requires flood management measures to be implemented. The flooding that affects the Precinct is considered to be 'flash' flooding, with a duration of between 1-3 hours and peak flood levels reached 30 minutes to 1 hour after the start of the storm. The Metro Quarter will provide 5% grassed area, to act as informal flood storage during major storm events. The area that presents the highest hazard is the Cope and Wellington Street intersection. The Precinct is relatively flat to the west of George Street and is steeper to the east, with a level difference of approximately 10 metres from George Street to Pitt Street.

Legend

- * Contour line peak
- PMF Contour Line
- Flood level

Fig. 4.5.2 WIND, AIR QUALITY AND NOISE



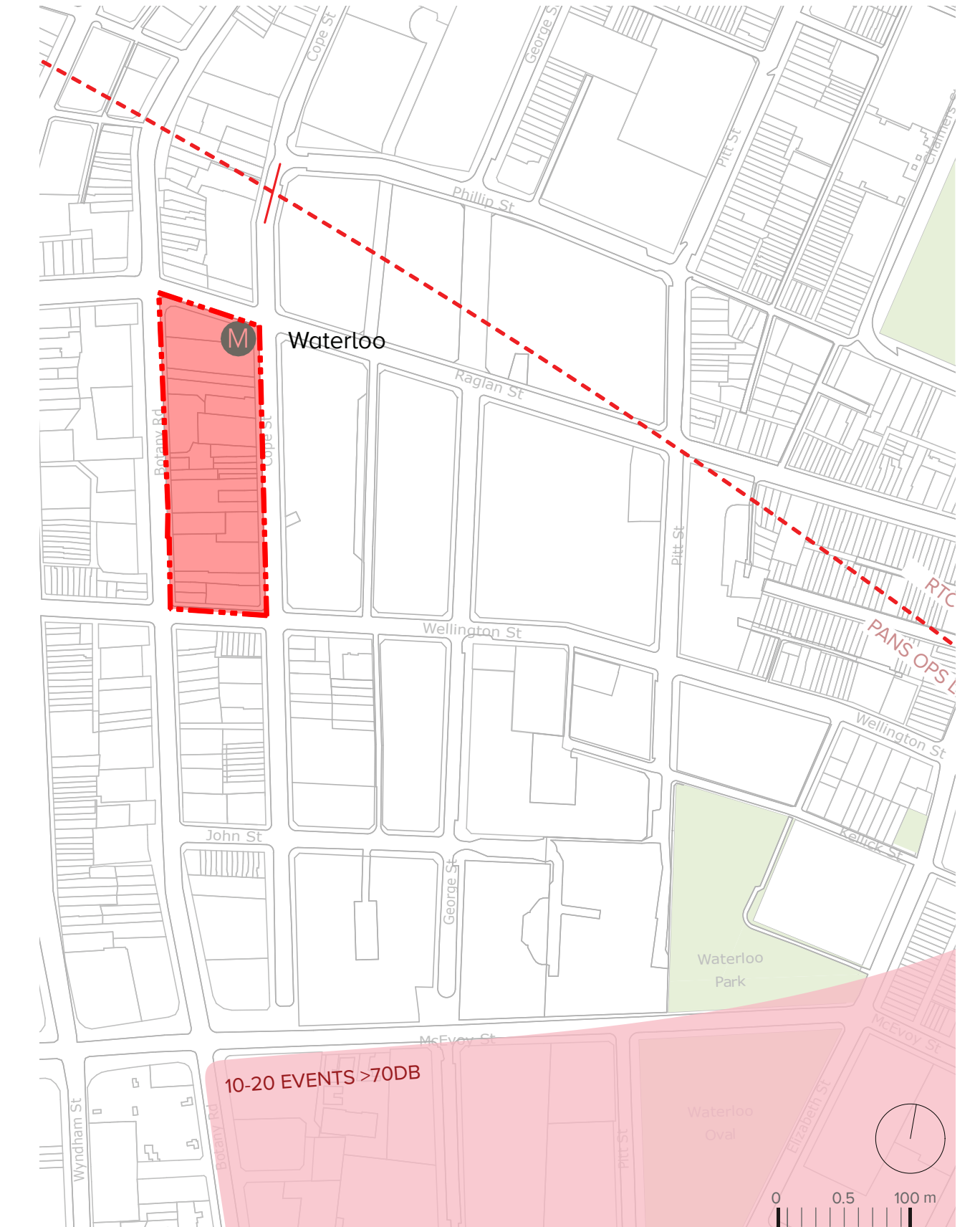
Wind, air quality control and noise mitigation strategies will need to be used.

Southerly winds are the most common and strongest for Sydney, Westerly winds are more common in winter and can cause discomfort for outdoor areas. North-Easterly winds are the most common during warmer months. Wind testing for the Waterloo Precinct has identified areas, predominantly to the East, with undesirable characteristics. Noise and air quality in Waterloo is mainly influenced by emissions from vehicles on highly congested roads like McEvoy and Botany Road. Properties close to these roads will potentially be the most affected by air quality reduction and increased noise. As a result, the residential uses have been set-back and are located above the podium levels.

Legend

- Noise Source
- Prevailing Wind

Fig. 4.5.3 AERONAUTICAL



The 126.4m PANS OPS is a consideration in the development of the Metro Quarter.

There are two height limitations identified for the Waterloo Precinct. The 126.4m PANS OPS Circling Surface for Category A & B aircraft covers the majority of the Precinct and is the maximum building height (including crane heights) that would be approved by the relevant aviation authorities. The 152.4m Radar Terrain Clearance Chart (RTCC) / Minimum Vector Altitude (MVA) is applicable to a small portion of the north-east corner of the Precinct.

Legend

- Height Limit - Pans Ops limit contour
- Air traffic noise. 10-20 event >70db

126.4_m
PANS-OPS HEIGHT

KEY FINDINGS

OPPORTUNITIES

- Green Star Community**
Implement strategies to create a green star rated community aligned to the Greater Sydney Commission’s objectives for a productive, liveable and sustainable Sydney.
- Carbon Reduction & Climate Change Strategies**
To explore strategies that deliver carbon reduction outcomes and plan for long term reduction of the impacts of climate change.
- Landscape Management**
To integrate water management systems with open space and streetscape that mitigate the risk of flooding both within and surrounding the precinct.
- Best Practice**
To develop best practice design, delivery and management of urban green infrastructure within a predominantly residential precinct.

- Sustainable Strategies**
To explore and adopt where appropriate new technologies and trends that can benefit energy and carbon footprint reduction over time.
- Traditional Knowledge and Connection to the Land**
To leverage traditional knowledge systems and the practice of custodianship to support a culture of sustainability within the precinct.



Roberts Day Placemaking Strategy

CHALLENGES

- Flexibility and Adaptability**
To retain the flexibility to adapt to new technologies and innovations within the context of large scale renewal.
- Integration with Existing Infrastructure**
To deliver precinct wide infrastructure in the context of an existing urban infrastructure system.
- Flood Management**
To balance the quality and performance of open space with flood management strategies.



new perspectives

4.6 KEY DESIGN INSIGHTS

Key design insights are drawn across the five thematic areas of investigation that affect the precinct and form the focus of further testing on the Metro Quarter.

1. **WATERLOO NEEDS TO WORK FOR GLOBAL AND LOCAL SYDNEY**

Waterloo will support Sydney’s growth as set out in ‘A Metropolis of Three Cities’. The study analysis shows how significant emerging employment areas are walkable or within 30 minutes on public transport from Waterloo. Connecting the Waterloo community to local and global opportunities is vital

- Connections to surrounding employment areas can be reinforced to help increase access to opportunities for Waterloo residents and those who reside in surrounding neighbourhoods. In fostering such connections with and around Waterloo, new opportunities for employment, retail, services, infrastructure etc. can emerge.
- Social infrastructure is required to support increased and healthy access to opportunities, and the education and health needs that a diverse community requires for people to take advantage of them.
- Celebrate the heritage of ‘productive’ Waterloo.

2. **WATERLOO WILL NEED NEW AND HARDER WORKING PUBLIC SPACES**

The Waterloo community will grow significantly over time. The study analysis sets out the needs for new public domain as part of this growth

- Enhanced connections can be made to surrounding parks like Alexandria Park and Redfern Park.
- New urban places and green spaces can be integrated.
- New and existing trees and landscape features can give character to the public spaces and support the areas’ important ecology.
- The design of streets and spaces can adapt over time to the changing needs of the community.
- The integration of art and culture through the public domain can reflect the identity of Waterloo and assist in developing a sense of place for residents.

3. **WATERLOO’S STREETS WILL NEED TO BE GREAT TO MOVE THROUGH AND TO ENJOY**

The study shows how the existing streets, although varied in character and use, are primarily residential, with little active frontage. In urban renewal areas, the streets need to be both legible and safe for movement, as well as active places for people to use. With a larger community, the existing streets will need to adapt to balance these roles

- Streetscape design can support people using the street and those moving through it.
- Integrated movement systems for pedestrians, cyclists and public transport can help to reduce reliance on and use of private cars.
- Streets can support public use by incorporating places to sit, meet and play.
- Integrated infrastructure can support the programming of the public domain for art, cultural and community activities.
- New public open space can be connected with regional walking and cycling paths.
- Traditional public space offerings can be complemented by vertical green spaces that utilise innovative approaches.

4.
**WATERLOO NEEDS TO
BE A MORE WALKABLE
PLACE**

Waterloo is already well connected for walking, to local amenities, centres and activities. A larger Waterloo community will require enhanced walkability with new connections and a finer grain network. Increased walkability will help create healthy communities where the things you need and use will be closer and more accessible

- Better walking environments help reduce private car usage, with good walkable connections to local transport including the Sydney Metro, bus links and car share schemes
- Trees and landscape elements can create shade and cover for walking routes all year round
- Routes and loops can be made legible and clear with good way-finding, places of interest and activities at key points
- Active frontages and a diversity of uses can create interest at ground level

5.
**WATERLOO’S GROUND
LEVEL WILL NEED TO
WORK HARD**

Over time, the size of the Waterloo community will increase, but the area of the precinct will not change. The Metro Quarter provides the opportunity to deliver the increased services the community needs, both at ground plane and within the podium. The renewal will require the ground plane to balance safety and accessibility with activity and enjoyment

- Community spaces and community buildings can be flexible and multi-functional. They can adapt to the needs of a growing community over time
- Achieve ‘activation ready’ spaces
- Streets and public spaces can be programmed with uses and activities that help create safe, vibrant and interesting places throughout the day and night
- Local shops, schools, health centres and public spaces can be integrated with residential buildings

6.
**WATERLOO NEEDS TO
INTEGRATE
SUSTAINABLE DESIGN**

The renewal of urban areas requires new buildings and spaces to meet sustainability targets throughout the process. Waterloo precinct has existing natural assets and increased connectivity that provide opportunities for planning and design by integrating the natural environment from the outset

- To reduce the cost of living and provide energy efficient spaces and places
- The urban forest can be enhanced to enrich the cultural, ecological and social importance of the canopy
- The precinct can contribute to the Sydney ‘Green Grid’
- Design can integrate climate change mitigation and adaptation for more extreme weather, specifically flooding and heat waves
- Design can integrate green walls, green pavements and roofs, and bio-retention systems
- Planning can be adaptable to new technologies that create opportunities for cleaner and more efficient living, such as electric vehicles
- The community can learn from traditional knowledge systems and practice of custodianship to instill a culture of sustainability within the precinct
- Streetscape design can use the natural topography and integrate WSUD strategies to assist with flood mitigation
- Biophilic design can help contribute to health and productivity through access to nature

7.
**WATERLOO WILL
CELEBRATE AND
RESPECT IT’S
ABORIGINAL HERITAGE**

The analysis shows Waterloo, and the Redfern area, has significant meaning for the Aboriginal and Torres Strait Islander people. This important history must be respected. Aboriginal culture should be incorporated into the design of the future Waterloo precinct from the outset

- To recognise and acknowledge the key events in Aboriginal and Torres Strait Islander history that have taken place within the precinct’s buildings and public spaces, and in adjoining areas
- To recognise the history of the Aboriginal community’s displacement, and their part in the creation of a diverse and inclusive community through including support and employment services specifically geared towards Aboriginal peoples
- To embed Waterloo within Sydney’s emerging Ochre Grid
- To celebrate the Gadigal landscape features such as Mount Carmel, that has strong physical connections to the use of the landscape as a ‘place of abundance’ and as a strategic look out connecting Sydney Harbour to Botany Bay
- To incorporate the Aboriginal seasons when designing spaces and buildings
- To appreciate, learn from and support contemporary urban aboriginal lifestyles through the inclusion of facilities and services that cater to the needs of the ongoing Aboriginal population in the area



8.
WATERLOO’S BUILT FORM WILL NEED TO BE ADAPTABLE TO CHANGE OVER TIME

Analysis shows how the plots and buildings have adapted through cycles of renewal – today the overlay of terrace streets and campus buildings give the precinct a distinctive residential character. In the coming cycle, the increase in the size of the community will require flexible plots, flexible buildings and flexible dwelling typologies

- To plan for the range of housing types, tenures and providers that will help create a mixed community
- To build adaptable accommodation that meets the specific needs of the diverse communities
- To design buildings that are suitable for the changing needs of occupants, throughout their lifetime
- To recognize the aboriginal concepts of kinship and extended family that require homes to be flexible to accommodate regular temporary guests
- To incorporate the smaller, historic plot structures alongside large plots to encourage fine grain housing models in contrast to larger sites

9.
WATERLOO NEEDS A BALANCED NEW ACTIVITY CENTRE

Communities of renewal areas require increased retail services to support daily needs. The study analysis shows Waterloo’s community will require new activity centres with new retail, culture and leisure services. Although there are clusters of existing services surrounding, and adjoining centres in Redfern Village and Green Square, Waterloo doesn’t currently have a defined centre

- To address the under provision of services within the precinct and deliver the policy requirements for retail, social infrastructure and amenity
- To support the valuable existing retail and cultural places that the community already enjoys
- To strengthen walkable links to adjoining centres such as Green Square and Redfern Village
- The metro station can be a centre of gravity and meeting place for the community
- Activity centres need to be adaptable to future trends in retail and social infrastructure including the growth of community-run co-operatives

10.
WATERLOO WILL NEED TO PROMOTE HEALTH AND WELLBEING ACROSS THE DIVERSE COMMUNITY

Waterloo is a community of many different cultures, but within the precinct there are many similar social challenges that these communities face. As the precinct changes – bringing people with different backgrounds together – new social, creative and cultural infrastructure is required to address these challenges and promote physical and mental well being for all

- The existing cultural diversity of Waterloo can be an important part of its future
- New social infrastructure can promote the wellbeing of both existing and new people within a diverse community
- New cultural and creative infrastructure to support the social cohesion and wellbeing of the diverse community
- To address the shortage of community facilities and increase access to services that target people’s physical and mental wellbeing
- To provide new amenities that increase access to health and education and connect Waterloo to the opportunities of its surroundings