



STATE SIGNIFICANT PRECINCTS

# Western Gateway Rezoning Finalisation Report

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Central Sydney State Significant Precinct

August 2020



NSW Department of Planning, Industry and Environment acknowledges the Traditional Custodians of the land, the **Gadigal** People of the **Eora Nation**, and pays respect to all Elders past, present and future.

Published by NSW Department of Planning, Industry and Environment

[the Department.nsw.gov.au](https://www.the-department.nsw.gov.au)

Title: Western Gateway Rezoning Finalisation Report: Central Sydney State Significant Precinct

First published: August 2020

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## Executive Summary

The Central Precinct is being investigated as a State Significant Precinct (SSP) to establish a new planning framework to facilitate redevelopment of the station and surrounding area.

The first stage of planning for Central SSP is the Western Gateway sub-precinct, which is being considered ahead of planning for the broader precinct to align with the delivery of the innovation and technology hub known as Tech Central.

The Western Gateway sub-precinct is anticipated to be the epicentre of Tech Central, a NSW Government initiative to facilitate 250,000 sqm of office space in the precinct. Stretching from Central Station to Camperdown, including South Eveleigh, Tech Central is anticipated to be home to start-ups, scale-ups and innovation ecosystem partners.

The Western Gateway sub-precinct consists of three separate development blocks, Block A (the YHA and former inward Parcel Shed), Block B (Henry Deane Plaza and office buildings) and Block C (the Adina Hotel and former Parcel Post Office). The rezoning proposal (the proposal) for the Western Gateway sub-precinct is led by Transport for NSW (TfNSW) as the landowner and operator of the precinct. While the proposed planning framework is supported by a cumulative analysis of all three sites, the proposed new controls relate to Blocks A (Atlassian) and B (Dexus/Frasers) only.

The proposed planning framework will enable the delivery of Atlassian's new global headquarters and a significant redevelopment proposal from Dexus and Frasers. Combined these proposals will anchor the Western Gateway as the epicentre of Tech Central. These proposals will play a valuable role in kick-starting the new tech and innovation precinct as it continues to develop from Central to Camperdown.

The plans for the Western Gateway have been developed with a place-focus to ensure development contributes to public benefit in the Sub-precinct and coordinates with adjoining future public domain and major pedestrian connections that form part of the long-term plans for Central Precinct.

The proposal seeks to amend the planning controls in *Sydney Local Environmental Plan 2012* as they apply to the Western Gateway sub-precinct. Key amendments include:

- Apply the B8 Metropolitan Centre zone to the entire Western Gateway sub-precinct;
- Introduce a site-specific provision for the sub-precinct that:
  - Sets new maximum heights
  - Sets maximum gross floor area provisions
  - Include more stringent overshadowing controls to apply to future development
  - Enabling the western Gateway Design Guide and removing the need for a Development Control Plan under Clause 7.20 of Sydney LEP 2012 to prevent duplication of process.

Any future proposal for Block C may form part of a separate planning process following the finalisation of the new planning controls for Blocks A and B.

The proposal is supported by a Strategic Vision and Framework for the broader Central SSP, which sets the vision, planning priorities and identifies future sub-precincts for detailed planning at later stages. The document will be finalised before any development applications are determined within the Western Gateway.

The Department has worked closely with the City of Sydney (CoS) and Greater Sydney Commission (GSC) throughout the assessment process and collaborating on key milestones such as the undertaking of the Test of Adequacy of the proposal, preparation for exhibition, review of

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submissions and the final assessment. The collaborative process has been governed by an agreement with the City and GSC, including a Design Review Panel (DRP) and Project Review Panel (PRP) to assist in the assessment of TfNSW's proposal for the precinct.

The draft Strategic Vision for Central SSP and the Western Gateway Rezoning Proposal, including technical studies and draft planning controls, were exhibited between 17 October 2019 and 27 November 2019. A total of 94 submissions including 66 submissions for the draft Strategic Vision, 17 submissions for the Western Gateway Rezoning Proposal and 11 submissions that addressed both proposals.

This report responds to issues raised in submissions and includes:

- A summary of the number and type of issues raised; and
- Responses to issues raised by the community, organisations, agencies and the City of Sydney.

A Response to Submissions (RTS) has been submitted by TfNSW in response to the issues raised in submissions, by the Central SSP Project Review Panel (PRP) and by the Department during the assessment process. The changes include provision of additional Gross Floor Area (GFA) on Block A to accommodate sustainability aspirations, the provision of new setbacks and podium heights within Block B and the introduction of a new pavilion structure at the location of the potential future connection from Block B to the future Over Station Development (OSD).

The RTS was considered by the Department in collaboration with the City and GSC and it is considered that the changes outlined in the RTS will result in an appropriate planning framework that will ensure future development proposals appropriately respond to the site's context and deliver on the benefits of the proposal.

The proposal has appropriately addressed the key issues raised throughout the planning process, subject to the recommendations contained in this report.

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# Background

## Overview – State Significant Precincts

State Significant Precincts (SSPs) are areas with state or regional planning significance because of their social, economic or environmental characteristics. The urban renewal process for SSPs involves firstly the nomination of an area for investigation, followed by a SSP rezoning proposal and a Strategic Vision by the applicant – for submission to the Department.

The Department is responsible for undertaking a comprehensive assessment of the rezoning proposal to determine the appropriateness of the proposal, carefully considering environmental and social factors, and identifying the infrastructure needs of the future population.

The Department undertakes this assessment, considering feedback from the public and other stakeholders, in collaboration with local government and relevant State agencies to make a recommendation to the Minister for determination.

## Overview – Tech Central

In 2016, the NSW Government released the Central to Eveleigh Urban Transformation Strategy (C2E Strategy) which identified opportunities for planned renewal across the 50 hectare ‘Central to Eveleigh’ transport corridor in Metropolitan Sydney. In conjunction with major transport infrastructure upgrade projects such as Sydney Metro and the Sydney City Light Rail, the C2E Strategy noted opportunities to transform Central Station into a world class transit hub, and revitalise its surrounds to improve amenity and connectivity within and across the corridor.

In August 2018, the NSW Government established the Sydney Innovation and Technology Precinct Panel (the Panel) comprising representatives from various industry, health, education, government agencies and key community members. The Panel was commissioned with the task of investigating opportunities for a new innovation and technology precinct in Sydney. The Sydney Innovation and Technology Precinct Panel Report identifies Central to Eveleigh as the ideal location for a new innovation and technology Precinct. In collaboration with Sydney’s tech industry, health, education, and government stakeholders, the Panel prepared a vision for the future precinct to be:

*“A place where world-class universities, ambitious start-ups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world. The Precinct will be underpinned by high quality physical and digital infrastructure.”*

In February 2019, the NSW Government endorsed the findings and recommendations of the Panel, identified actions and recommendation for realising the vision for a globally competitive innovation and technology precinct which include:

- the creation of 25,000 additional innovation jobs through additional net lettable floor space (Action 1); and
- ensuring the precinct is a vibrant and connected place to spark innovation which has great spaces, improved walking and cycling connections, upgraded transport and embedded sustainability (Action 2).

The proposal prepared by TfNSW is the first step in delivering the technology and innovation precinct which is known as Tech Central.

## State Significant Development Application

On 20 December 2019, *Secretary’s Environmental Assessment Requirements* (SEARs) were issued for a commercial and hotel development above the Former Inwards Parcel Shed at 8-10 Lee Street, Haymarket (Block A of the Western Gateway) which is located within the Central

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Station SSP in a sub precinct known as the Western Gateway. The development is proposed to accommodate a new Railway Square YHA and head office for Australian enterprise software company, Atlassian. The establishment of the Atlassian head office at Railway Square is to anchor the creation of a new technology and innovation precinct which will attract and retain global talent in this industry.

The proposed development is classified as State Significant Development (SSD) as it has a capital investment value (CIV) of more than \$10 million and is located in an environmentally sensitive area of State significance or a sensitive coastal location.

TfNSW who is the proponent for the SSD has yet to lodge the *Environmental Impact Statement* (EIS). However, a successful scheme from the Design Competition held earlier this year has been announced. The winning scheme by the partnership of SHoP (USA) and BVN (Aus) was selected by a five person jury. The winning scheme aims for very high environmental performance and will be built using a hybrid timber and steel structure. Design development from now until completion will be guided by the endorsed Competition Jury Report which stipulates the Design Integrity process to be followed.

A design competition is underway for Block B with a successfully entry to be announced in the third quarter of 2020. This will then be the subject of a local Development Application to City of Sydney Council. A development application is yet to be lodged with the City of Sydney for consideration.

## Context

### Planning for Central Station

Located within the heart of Sydney City, Central Station is NSW's largest and busiest transport hub, servicing nearly 270,000 passengers daily. The station and its immediate surrounds are also highly accessible and well connected. The grandeur of the Main Station Building, the concourse and the Clocktower, along with the historical and social significance of the broader place, makes Central Station and its surrounds a highly unique and remarkable location within Sydney.

In July 2019, the Minister for Planning and Public Spaces announced the investigation of Central Precinct as a SSP. The SSP process allows for planning investigations for the future redevelopment of the station and surrounding area to commence. As the landowner and operator of the precinct, TfNSW is the applicant for the SSP and is responsible for leading the planning investigations.

The nominated Central SSP area is 24 hectares, bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north, and Elizabeth Street and Chalmers Street to the east **Figure 1**.

As part of the first stage of planning for Central Station SSP, TfNSW has prepared a draft Strategic Vision, based around sub-precincts, to set the vision for the site, identify priorities and key planning considerations, and establish a commitment to design excellence to guide planning for the Central Precinct. The vision will be detailed and finalised within a Strategic Framework for the broader Central Precinct. Given the scale of the precinct, it is not anticipated that the whole of Central SSP will be rezoned at once and that the Western Gateway will be the first sub-precinct to be rezoned due to its potential to catalyse the delivery of Tech Central and boost Sydney's economy. The vision will be finalised as a Strategic Framework subsequent to the finalisation of the rezoning of the Western Gateway.

TfNSW has also prepared a rezoning proposal for the first sub-precinct for renewal within the Central SSP, known as the Western Gateway. The proposed amendments to the planning controls for the Western Gateway sub-precinct have been developed to align with the draft Strategic Vision (and future Strategic Framework) to deliver an innovation and technology precinct.

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Figure 1 Central Station SSP (outlined in red) - Western Gateway Sub-precinct (shaded orange)



## The Western Gateway Sub-Precinct

The Western Gateway sub-precinct is located on the western edge of Central Station, bounded by Lee Street and Railway Square to its west, Devonshire Street Tunnel and Central Station to its east, Ambulance Avenue to its north and the Lee Street Bus Layover to its south. **Figure 2** identifies the Western Gateway sub-precinct within the Central SSP area. The site includes the western entryway to the Devonshire Street Pedestrian Tunnel, which runs east to west through Central Station under the existing railway lines.

The Western Gateway Sub-precinct will be the first sub-precinct delivered as part of the renewal of Central SSP and will catalyse the implementation of the new technology and innovation precinct known as Tech Central. The Western Gateway will be the epicentre of Tech Central and it will stretch from Central Station to Camperdown, including South Eveleigh. It is anticipated to be home to new start-ups, scale ups, innovation ecosystem partners and will facilitate 232,000 sqm of office space. The proposals for Block A and B are anticipated to kick-start the delivery of Tech Central.

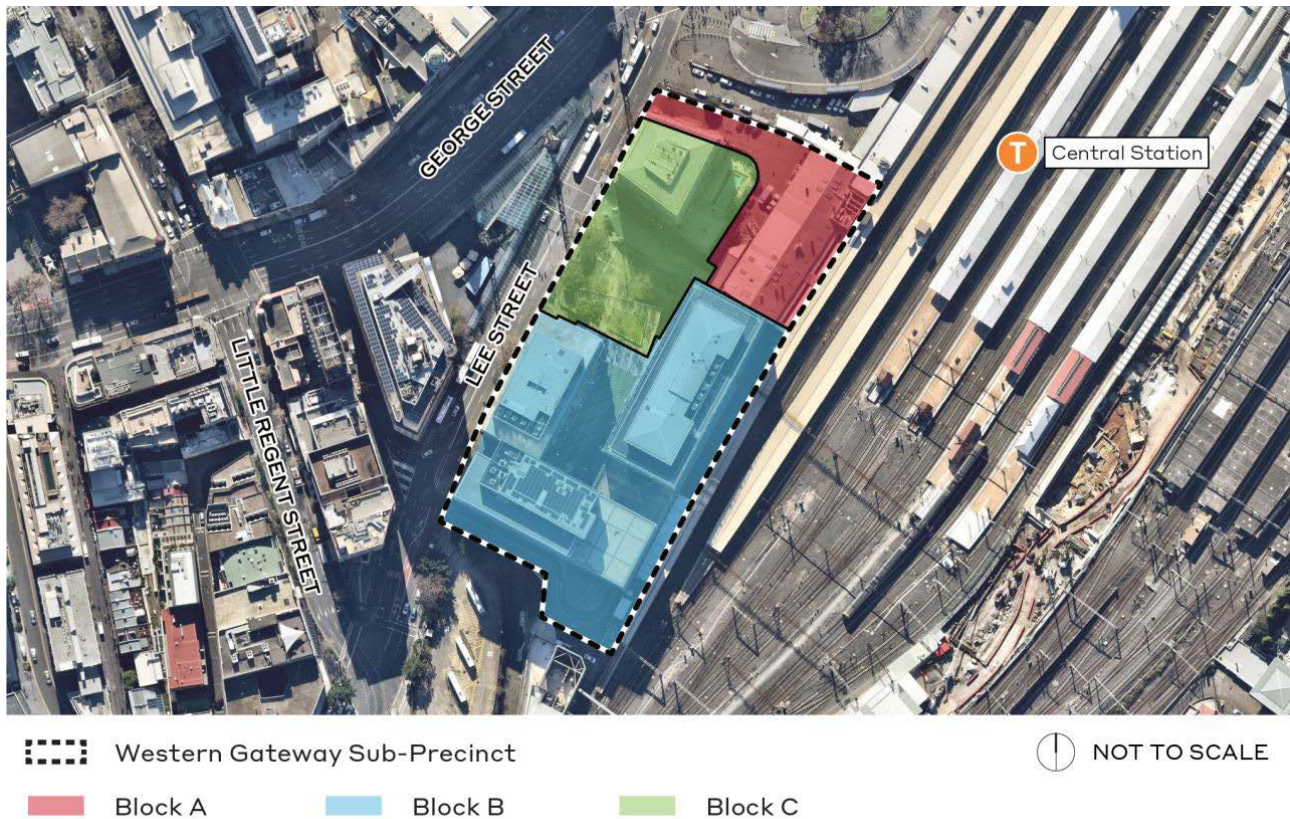
Block A is currently used as the Railway Square YHA Backpackers Accommodation and contains the former Inwards Parcels Shed which previously operated in association with the former Parcels Post Office (now the Adina Hotel) and is listed on the State heritage register under the 'Central Railway Station and Sydney Terminal Group'.

Block B (Henry Deane office block) comprises of three commercial buildings of 8 storeys with basement cark parking. The buildings are being leased to State and Federal Government agencies and departments and have direct access to Central Railway Station via the Devonshire Street Pedestrian Tunnel.

Block C is occupied by Adina Apartment Hotel which is approximately 8 storeys and was formerly the Parcels Post Office which is listed on the State heritage register under the 'Central Railway Station and Sydney Terminal Group'. No changes to the development potential of Block C (Adina Hotel) are proposed in this rezoning. However, future changes could be progressed and considered as a separate rezoning proposal.

An aerial photograph of the site is provided at **Figure 2**.

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**Figure 2 Aerial photograph of the Western Gateway sub precinct**

## Site Surrounds

The Central SSP site is one of the most well-connected locations in Sydney. The Western Gateway sub precinct is located adjacent to Central Station Railway which provides rail connections across Sydney. Railway Square is located on the corner of Lee and George Streets, adjacent to the west of the site, providing bus connections to many parts of Sydney (**Figure 3**).

The Western Gateway's location on the fringe of the CBD will facilitate affordable commercial uses which will support start-ups and entrepreneurs which are the key drivers for Tech Central. The SSP and Western Gateway are located within the backbone of Tech Central which will run from Central Station to Camperdown and Alexandria. The SSP connects with the education precinct which runs from Darlington to Ultimo and across to Kensington, and the creative district running from Surry Hills to Camperdown. Tech Central also includes the Innovation Corridor identified in the Eastern City District Plan as well as Pyrmont, which is a critical part of delivering on the innovation corridor and Tech Central. Each of these precincts combined would come together to deliver the technology and innovation precinct.

The SSP and the Western Gateway sub-precinct are located in close proximity to several educational institutes. Ultimo TAFE is located on the western side of Railway Square, with the University of Technology, Sydney (UTS) being located further west on the corner of Broadway and Harris Street. Further surrounding land uses to the west include commercial and retail uses, opposite Railway Square (**Figure 3**).

Many restaurants, bars and entertainment venues are located along George and Pitt Street within proximity to the site.

Prince Alfred Park is located south of the site on the opposite side of the railway corridor, with Belmore Park located to the north of Eddy Avenue. Prince Alfred Park is a heavily used park located in close proximity to several high-density areas. It contains a broad range of facilities



including Prince Alfred Park Pool, fitness stations, tennis courts, barbeque and picnic facilities, and off leash dog areas.

The site slightly slopes from the south towards the north. Vehicle access to the site is via Lee Street, with the Lee Street frontage only being the width of the access handle.



**Figure 3 Aerial photograph of the Western Gateway sub precinct site and surrounds**

## Planning and Policy Context

As the SSP process will change the planning framework for the site, the proposal must demonstrate how it responds to the broader strategic planning framework and the local policy context of the area.

### State Planning Policies

#### **Greater Sydney Region Plan: A Metropolis of Three Cities**

The Greater Sydney Region Plan is a strategy for managing growth and change to guide integrated land use planning and infrastructure delivery for Greater Sydney to 2056.

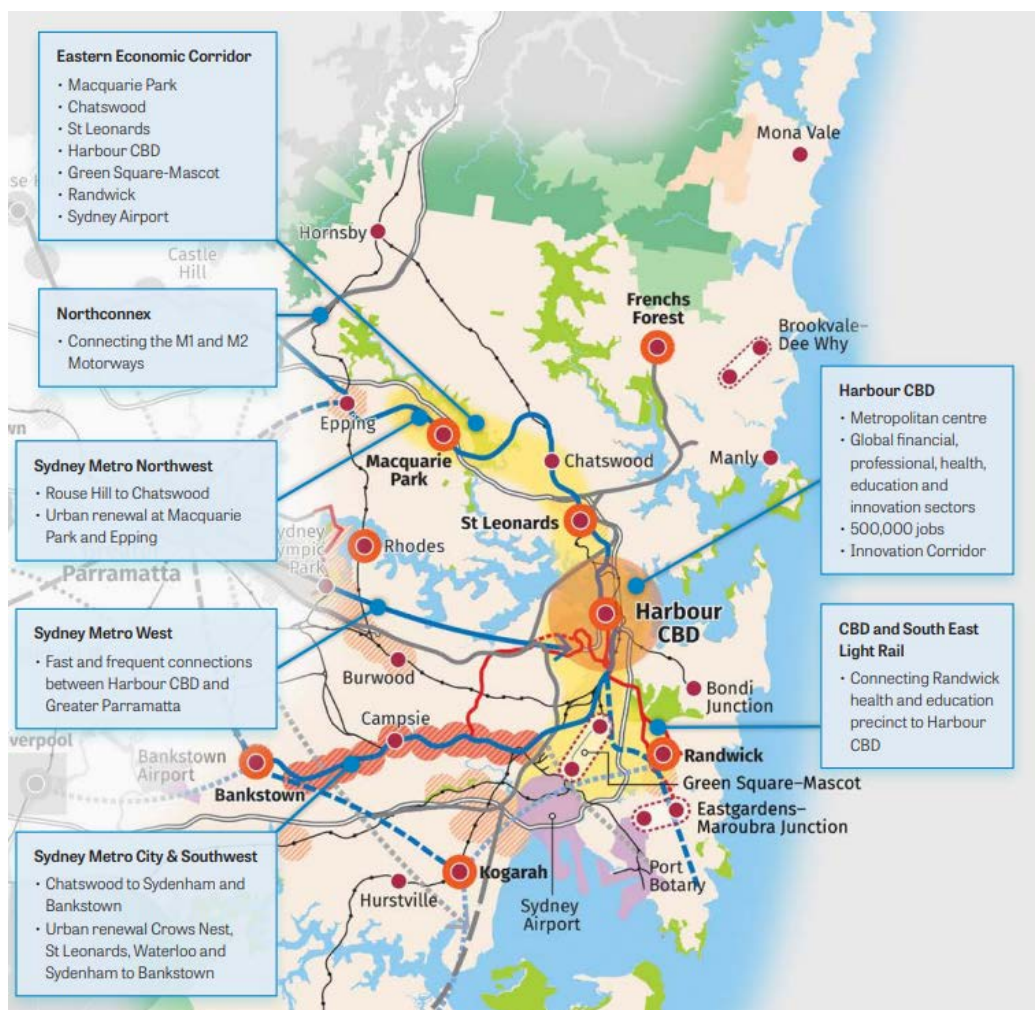
The Greater Region Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The vision brings new thinking to land use and transport patterns to boost Greater Sydney's liveability, productivity

and sustainability by spreading the benefits of growth (Greater Sydney Region Plan, Greater Sydney Commission 2018).

The Western Gateway is located within the Eastern Harbour City and is identified within the Innovation Corridor and Eastern Economic Corridor (**Figure 6**).

The Western Gateway proposal will support the following objectives in the Regional Plan:

- Collaboration between governments and the community (Objective 1);
- Great places that bring people together (Objective 12);
- Environmental heritage is identified, conserved and enhanced (Objective 13);
- Harbour CBD is stronger and more competitive (Objective 18);
- A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change (Objective 33); and
- Energy and water flows are captured, used and re-used (Objective 34).



**Figure 4 Structure Plan for the Eastern Harbour City Greater Sydney Region Plan (Greater Sydney Commission 2018).**

### Eastern City District Plan

The five District Plans, prepared by the GSC, are guides for implementing the Greater Sydney Region Plan at a District level, structured around the strategies for infrastructure and collaboration, liveability, productivity, sustainability and implementation.



The Western Gateway is located in the Eastern City District, at the centre of the Eastern Harbour City. The vision will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The vision will improve the District's lifestyle and environmental assets (Eastern City District Plan, Greater Sydney Commission 2018).

The Western Gateway proposal will support the following priorities in the Eastern District Plan:

- Fostering healthy, creative, culturally rich and socially connected communities (Eastern City District Planning Priority E4);
- Creating and renewing great places and local centres, and respecting the District's heritage (Eastern City District Planning Priority E6);
- Delivering integrated land use and transport planning and a 30-minute city (Eastern City District Planning Priority E10);
- Delivering high quality open space (Eastern City District Planning Priority E18); and
- Reducing carbon emissions and managing energy, water and waste efficiently (Eastern City District Planning Priority E19).

The NSW Governments commitment to Tech Central builds upon the Eastern District Plan which identifies an Innovation Corridor on the City's western edge and the Central to Eveleigh corridor as a key location for renewal. The Tech Central announcement notes that Central to Eveleigh (now Tech Central) has many of the preconditions necessary for the emergence of a globally leading precinct including strong market drivers, competitive advantages in lifestyle and branding, excellent public transport connections and a thriving enterprise culture.

### **Future Transport Strategy 2056**

The Future Transport Strategy, prepared by TfNSW in alignment with the GSC's plans, sets out a transport vision, directions and outcomes framework for NSW to guide transport investment and policy. The aim is to achieve greater capacity, improved accessibility to housing, jobs and services and continued innovation in the transport sector.

The Strategy also focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

The rezoning proposal will support the following priorities in the Future Transport Strategy 2056:

- Customer focused – where possible and appropriate new technology is harnessed to provide an integrated, end-to-end journey experience for workers, residents and visitors and future transport forms are able to be integrated into the station precinct;
- Successful places – master planning for the area will need to ensure that walking or cycling is the most convenient option for short trips around the precinct, supported by a safe road environment and suitable footpaths. The development of the station precinct will need to balance the need for convenient access with enhancing the attractiveness of the place; and
- A strong economy – the station precinct should focus on connecting people to jobs, goods and services in our cities and regions through fast and convenient interchanging between transport modes and readily available transport options.

The new Sydney Metro platforms at Central Station, will be accessed once open via Central Walk which runs through the Western Gateway.

### **NSW State Infrastructure Strategy 2018-2038**

The NSW State Infrastructure Strategy 2018–2038 sets out the NSW Government's infrastructure vision for the state over the next 20 years, across all sectors. It is underpinned by, among others, the documents discussed earlier in this report – Greater Sydney Region Plan and Future Transport 2056 to bring together infrastructure investment and land-use planning.

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The new strategy switches the focus from developing an infrastructure project pipeline to achieving sustainable growth in the NSW population and economy – aligning investment in infrastructure with the creation of communities to achieve innovation.

The proposal responds to the strategic directions identified in the Strategy through:

- Improving the integration of land and infrastructure planning;
- Optimising the management performance and use of the State's assets;
- Supporting the delivery of infrastructure which is resilient to natural hazards and human-related hazards; and
- Supporting state-wide connectivity and creating opportunities to embrace the benefits of technology.

Infrastructure to support the proposal will be determined through the planning process for the wider Central SSP, including consideration of the contributions framework and mechanisms to delivery infrastructure for the sub-precinct. The Department will continue to work with the City of Sydney, agencies and infrastructure providers to enable the framework to be finalised.

### **Camperdown-Ultimo Place Strategy**

The Camperdown-Ultimo Place Strategy, prepared by the Greater Sydney Commission, establishes a vision and narrative for the Camperdown–Ultimo Collaboration Area, sets priorities and identifies actions to deliver upon the vision for the collaboration area.

The rezoning proposal will support the following key actions set out in the Camperdown-Ultimo Place Strategy:

- Renew Central Station, integrate the transport interchange and improve pedestrian and cycling connectivity (Action 5);
- Identify transport solutions to optimise connectivity (Action 9);
- Activate night time precincts and ground floor area and promote meeting places and cultural assets (Action 17);
- Celebrate local culture and events in partnership (Action 18);
- Provide spaces to encourage student connections, networking and innovation and increase commercial outcomes (Action 24);
- Deliver affordable space in developments for tech start-ups, innovation, creative industries, cultural uses, community uses (Action 28);
- Promote community use and activities (Action 30);
- Improve energy, waste and water efficiency, and improve health outcomes (Action 31);and
- Investigate precinct solutions for energy, water and waste management (Action 33).

### **Local Plans and Policies**

The local plans and policies that apply to the subject site are listed as follows.

#### **Local Strategic Planning Statement**

City of Sydney's endorsed Local Strategic Planning Statement (LSPS) sets out the land use planning context and 20-year vision for positively guided change towards the City's vision for a green, global and connected city. The planning priorities and actions in the LSPS provide a framework to achieve the vision.

The LSPS recognises Central Station's role as the primary mass transport interchange in Greater Sydney including support for additional metro stations and any future highspeed rail station in or in close proximity to it.

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Planning Priorities P1 'Growing a Stronger, more competitive Central Sydney', P2 'Developing innovative and Diverse business clusters in City Fringe' and G1 'Open, accountable and collaborative planning' identifies the action for the City to work with the NSW Government on State Significant precincts such as the Central Station Precinct and ensure delivery of sufficient and appropriate commercial, business, office and retail floor space.

**Sydney Local Environmental Plan 2012** – The rezoning of the Western Gateway includes changes to the building heights and floor space controls that apply to the site. However, some controls in the Sydney LEP 2012 will continue to apply and will be addressed through future development applications for the redevelopment of the site.

**Sustainable Sydney 2030** – includes a set of goals to guide future development in the city to be as green, global and connected as possible by 2030. These sustainability targets will need to be addressed through future detailed design of proposals.

**Draft Central Sydney Planning Strategy (CSPS)** – The Draft CSPS is a 20-year strategy which outlines how Central Sydney will best grow and includes aims, objectives and actions to help promote and further expand Central Sydney's role as the State and nation's economic, cultural and social engine. The site is located within Central Sydney. In March 2020, the Department issued Gateway Determination for the planning proposal, and the CSPS completed exhibition on 10 July 2020. Any future development applications will need to consider the draft Central Sydney Planning Strategy.

## Other relevant policies

### **Sydney Green Grid (NSW Government Architect)**

The Sydney Green Grid sets out a vision and identifies opportunities, linkages and key open spaces. The rezoning proposal will support the following key principles established in the Sydney Green Grid Strategy through:

- Increasing access to open space;
- Encouraging sustainable transport connections and promote active living; and
- Creating a high quality and active public realm.

Under the Sydney Green Grid, the Western Gateway is identified as being in the Central District and is located within a 'project opportunity cluster'. The policy notes that projects in the CBD should focus on improving connections into the CBD from surrounding suburbs. The rezoning proposal and the Strategic Framework supports this policy through open space, public domain and pedestrian networks to facilitate for connections within, through and around the precinct.

### **Greener Places (NSW Government Architect)**

Greener Places 2020, provides a framework for planning, designing and delivering green infrastructure in urban areas across NSW. The policy sets out strategies for open space for recreation, urban tree canopy and bushland and waterways. The Western Gateway proposal responds to the policy through:

- Encouraging physical activity by providing better open space areas with better amenity; and
- Open space that is multifunctional and fit for purpose.

The Strategic Framework also supports key strategies in the policy through:

- Providing links to the network of green infrastructure;
  - Designing versatile, flexible spaces; and
  - Providing a holistic vision for the future of the Tech Central which considers the location and access to future open space.
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## **Better Placed (NSW Government Architect)**

Better Placed is an integrated design policy for the built environment of NSW. The policy defines objectives and criteria for good design that will deliver a healthy, responsive, integrated, equitable and resilient built environment. The Western Gateway Proposal supports the objectives identified in Better Placed through:

- Enabling a design that seeks to address growing economic and social disparity and inequity, by increasing inclusive, welcoming and equitable environments (Objective 3 – Better for Community); and
- Enabling a design that generates ongoing value for people and communities, raising quality of life for users and adding return on investment for industry (Objective 6 – Better Value).

The Strategic Framework will also support the delivery of the following:

- Good design informed by and derived from its location, context and social setting (Objective 1 – Better Fit); and
- A tailored response to the requirements of a place which allows for efficiency and usability to adapt to changes over time (Objective 5 – Better Working).

The Better Placed policy covers the role of a Design Competition for projects that follow a State Significant Development to achieve the highest standard of architectural, urban and landscape design. Future designs on Block A and B for the Western Gateway proposal will be informed by design competitions supporting the delivery of a good design for the broader Western Gateway.

## **Evaluating Good Design (NSW Government Architect)**

Evaluating Good Design presents a set of requirements that can be used to evaluate design proposals and completed works. The evaluation requirements presented in the document expand upon the design objectives set out in the Better Placed policy by Government Architect NSW.

The rezoning proposal and Strategic Framework will support achieving the requirements set out in the Evaluating Good Design policy through:

- Responding to the local landscape setting and natural features (Objective 1 – Better Fit);
  - Considering the design in its immediate environs, and the wider context (Objective 1 – Better Fit);
  - Supporting appropriate layout, density and wayfinding (Objective 3 – Better for Community);
  - Supporting equitable access to a diverse range of local economic or employment opportunities (Objective 3 – Better for Community);
  - Supporting a range of diverse uses which activate places day and night, inside and outside, by overlapping or extending the times of use by different groups (Objective 5 – Better Working);
  - Ensuring spatial layouts are accessible, legible and easily navigable (Objective 5 – Better Working);
  - Accommodating a range of economic, small business and entrepreneurial opportunities in local areas and ensuring they are well connected and accessible (Objective 6 – Better Value); and
  - Demonstrating inventiveness and innovation in design (Objective 6 – Better Value).
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# Central Station State Significant Precinct

## Precinct Nomination

In late 2018, TfNSW requested nomination of the Central Station and surrounding lands as a SSP in order to commence the process of preparing a new planning framework that would facilitate renewal of the precinct. TfNSW also requested a sub-precinct be identified within the proposed Central Station SSP boundary for early consideration and rezoning. The sub-precinct known as the Western Gateway includes the Central YHA site, Adina Hotel, the Henry Deane Plaza.

In June 2019, the Minister for Planning and Public Spaces agreed to investigate Central Station including the Western Gateway as an SSP (**Figure 1**). The Western Gateway accelerated ahead of the study for the broader Central Station area to align with the delivery of the innovation and technology precinct.

## Collaborative Working Arrangement

To assess the proposal the Department has used the State Significant Precinct (SSP) process. Under the SSP process the Department has worked closely with CoS and the GSC throughout the assessment of the proposal, collaborating on key milestones such as the undertaking an adequacy test of the proposal, preparation for exhibition, review of submissions and the final assessment. The collaborative process has been governed by an agreement with the City and GSC, including a DRP and PRP to assist in the assessment of TfNSW's proposal for the precinct.

The agreement also:

- establishes a partnership and foster a collaborative working arrangement between the parties;
- ensures that CoS is an equal partner in shaping planning and urban design outcomes,
- ensures that GSC contribute to the ongoing strategic planning and delivery of the Eastern City District Plan; and
- ensures that the requirements of key stakeholders are adequately addressed through the planning process.

Key panels identified in the Terms of Reference which have provided input into the proposal are the Design Review Panel and the Project Review Panel. Recommendations from these panels are outlined and discussed below.

## Design Review Panel

The Design Review Panel (DRP) includes representatives from the NSW Government Architect's Office, the City of Sydney and members of the NSW State DRP and was established to initiate the first stage of the Central Station SSP. The DRP was assembled with specific design expertise to provide iterative feedback to TfNSW and assist it in developing its plans for the Western Gateway Sub-precinct and Central SSP and ensure that the highest standards of architectural design and place-making could be achieved.

The DRP reviewed the first stage of the planning investigations including the preparation of the strategic vision and the rezoning proposal for the Western Gateway. The Design Review Panel made the following key recommendations in regard to the Western Gateway rezoning proposal:

- Overshadowing impacts to Prince Alfred Park should be minimised in line with the Central Sydney Planning Strategy;
  - Henry Deane Plaza and public open space should be protected via appropriate setbacks;
  - Pedestrian connections and the public domain should be prioritised;
  - The design should protect existing heritage buildings;
-

- The design should consider the relationship with future adjacent development; and
- Access to the Western Gateway and operation of the proposed basement is a critical design element.

The advice of the DRP was provided at an early stage in the process and was incorporated into the proposal exhibited in October 2019. The exhibited proposal addressed the key issues outlined above.

## Project Review Panel

The PRP includes executive level staff from the City of Sydney, NSW Government Architect, TfNSW, and the Department. The high-level summary of the issues raised by the PRP is detailed below:

- Wind impacts resulting from the proposed envelopes for Block A and Block B need to be addressed and resolved at the rezoning stage;
- Built form needs to ensure sufficient building separation and setbacks to streets;
- The proposed ESD Targets for future development should be aspirational;
- The proposal should incorporate Aboriginal culture, identity and community participation into the process including consultation with key stakeholder groups;
- Infrastructure requirements need to be considered at an early stage with a clear pathway for delivery identified;
- Tree planting to support state wide targets and achieve positive public domain outcomes should be provided; and
- There needs to be mechanisms to ensure that technology and innovation related land uses are delivered.

These issues are discussed in further detail in the **Consideration** sections of this report and have been considered in the finalisation of the rezoning.

## Exhibited Proposal

### Strategic Vision

The Central SSP is supported by the draft Strategic Vision which ensures consistency in vision across the broader Central Precinct and establishes a key expectation for how the Western Gateway will relate to the broader precinct.

The Strategic Vision sets out the vision for Central as a vibrant and exciting place that unites a world-class transport interchange with innovative businesses and public spaces. It will connect the city at its boundaries, celebrate its heritage and become a centre for the jobs of the future and economic growth.

The Strategic Vision:

- Sets the vision, and key strategic planning considerations in the precinct;
  - Identifies the priorities and principles to guide renewal of the precinct;
  - Includes an open space and public domain strategy demonstrating how open space and public domain can be delivered across the precinct and including information about key access and circulation within the precinct and integrate with its surrounds;
  - Works with a broad set of stakeholders, openly and inclusively, to agree on the framework;
  - Establishes a commitment to design excellence;
-

- Identifies sub-precincts for further detailed planning; and
- Provides strategic land use and local character advice on the future of each sub-precinct.

The draft Strategic Vision was exhibited alongside the Western Gateway Rezoning Proposal with the intention that it will be finalised as a Strategic Framework subsequent to the finalisation of the rezoning of the Western Gateway.

## Western Gateway Rezoning Proposal

A State Environment Planning Policy (SEPP) is proposed to amend *Sydney Local Environmental Plan 2012* (Sydney LEP 2012).

The proposed amendments to the planning controls for the Western Gateway sub-precinct have been developed to align with the draft Strategic Vision. The proposed controls facilitate the development of the Western Gateway as an exciting new destination at the southern end of Sydney City that celebrates the area's historical significance and delivers a new globally recognised innovation and technology precinct.

The proposed amendments deliver on the Premier's commitment to establishing a globally competitive innovation and technology precinct by providing as much as 232,000 m<sup>2</sup> of employment floor space and approximately 13,800 to 14,600 additional jobs to catalyse Tech Central.

The Western Gateway sub-precinct rezoning proposal contains the following amendments to the planning controls:

Amend the Sydney LEP 2012 maps to:

- apply the B8 Metropolitan Centre zone to the entire Western Gateway sub-precinct;
- remove the Western Gateway sub-precinct area from the Special Character Areas Map; and
- identify the Western Gateway sub-precinct on the Locality and Site Identification Map Foreshore Building Line Map – including the labelling of Blocks A, B & C within the sub-precinct.

Amend the Sydney LEP 2012 by introducing a site-specific provision for the sub-precinct that:

- Introduces building height and gross floor area controls (despite Clauses 4.3 and 4.4 of the Sydney LEP 2012), based on site boundaries, where development is for the purposes of non-residential land use only.
  - Establishes the maximum building heights for the Western Gateway sub-precinct are:
    - Block A – RL 200.2m, increased from 7.5m
    - Block B – RL 205.8m, increased from 35m.
  - The maximum gross floor area provisions proposed for the Western Gateway sub-precinct are:
    - Block A – 70,000 m<sup>2</sup>
    - Block B – 155,000 m<sup>2</sup>.
  - A provision enabling the Western Gateway Design Guide and removing the need for a Development Control Plan under Clause 7.20 of Sydney LEP 2012 to prevent duplication of process.
  - Include overshadowing controls to apply to future development within the sub-precinct. This will ensure nearby parks, in particular Prince Alfred Park, will continue to be protected from overshadowing at specified times (in this case, from 10pm – 2pm).
-

No changes are proposed to Block C (Adina Hotel) as part of this rezoning. Any future changes could be progressed as a separate rezoning proposal.

Infrastructure to support the proposal will be determined through the planning process for the wider Central SSP. The Department will continue to work with Council, agencies and infrastructure providers to enable the framework to be finalised.

## Existing and Proposed Controls

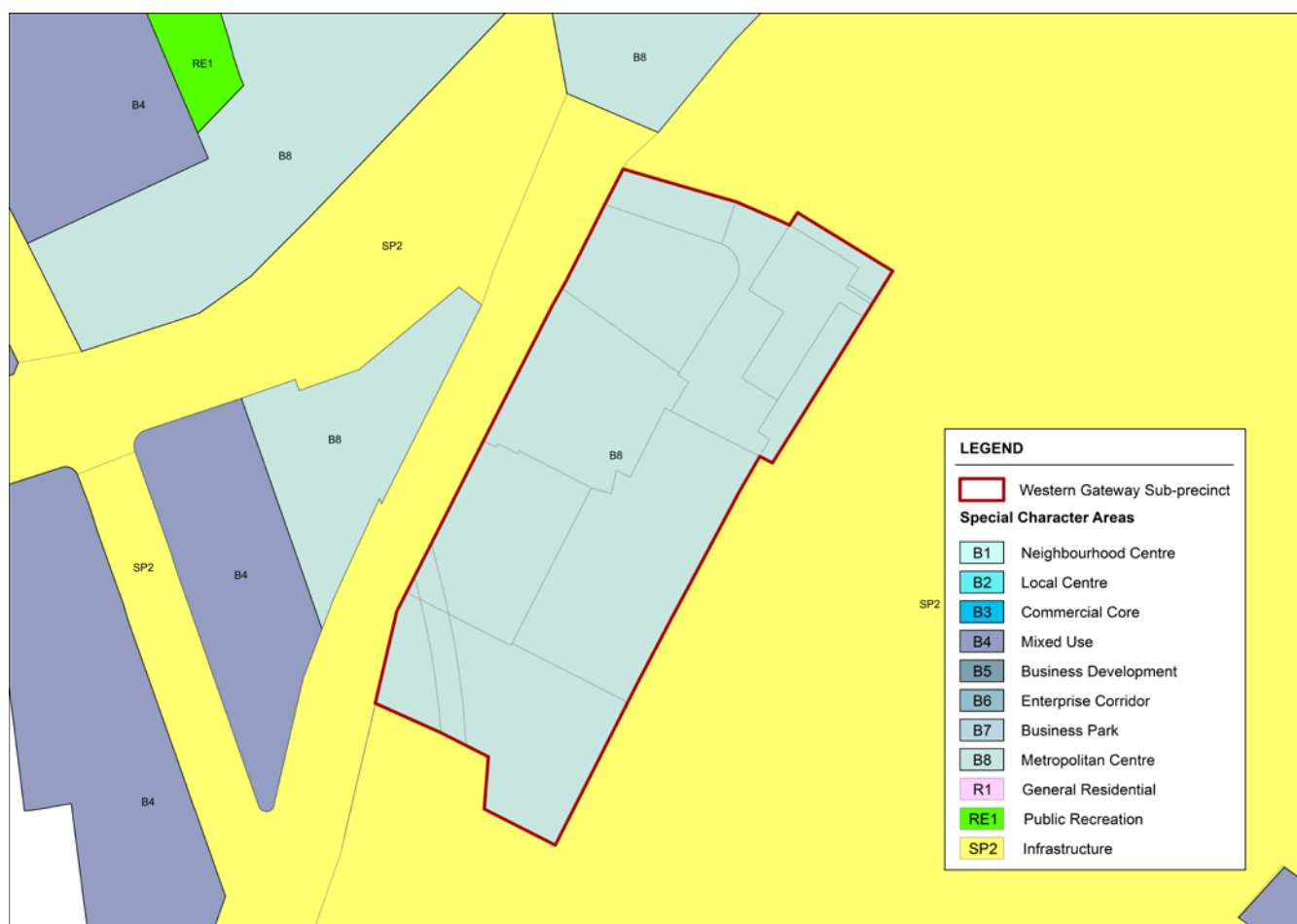
### Land Zoning Map

The Western Gateway sub-precinct is zoned B8 Metropolitan Centre and SP2 Infrastructure (**Figure 5**). It is proposed to amend the Land Zoning Map (Map sheet LZN\_016) so that the entire Western Gateway sub-precinct is zoned B8 Metropolitan Centre (**Figure 6**). This will only change the north eastern corner of the boundary, an area of approximately 281m<sup>2</sup>, which is zoned SP2 Infrastructure.

The amendment is proposed to ensure that the land uses identified for the future development of the Western Gateway precinct, specifically commercial premises and tourist and visitor accommodation, are permissible for the entirety of the site.



Figure 5 Existing Sydney LEP 2012 Land Zones Map



**Figure 6 Proposed Sydney LEP 2012 Land Zones Map**

## Height of Buildings

Under the Sydney LEP 2012 the Western Gateway sub-precinct has the following maximum height of building controls (**Figure 7**):

- 7.5m maximum building height for Block A;
- 33m to 35m maximum building height for Block B; and
- North-eastern section of Block A is identified as Area 1 on the 'Height of Buildings' map. Under Clause 4.3(2A), in Area 1 the maximum building height is identified as being the height of the existing building on that part of the site.

The proposed planning amendments amend the height controls through the site-specific clause instead of amending the maximum building heights detailed in the associated maps under Clause 4.3 of the Sydney LEP 2012. The proposed site-specific provision limits the additional floor space and height subject to certain conditions, such as the redevelopment of the sites as only non-residential floorspace, etc.

In addition to the maximum building height control for Block A and B, overshadowing of Prince Alfred Park between 12 and 2pm is prohibited under Clause 6.19(h) of the SLEP 2012. This provision aims to protect the amenity of key open space assets within the city.



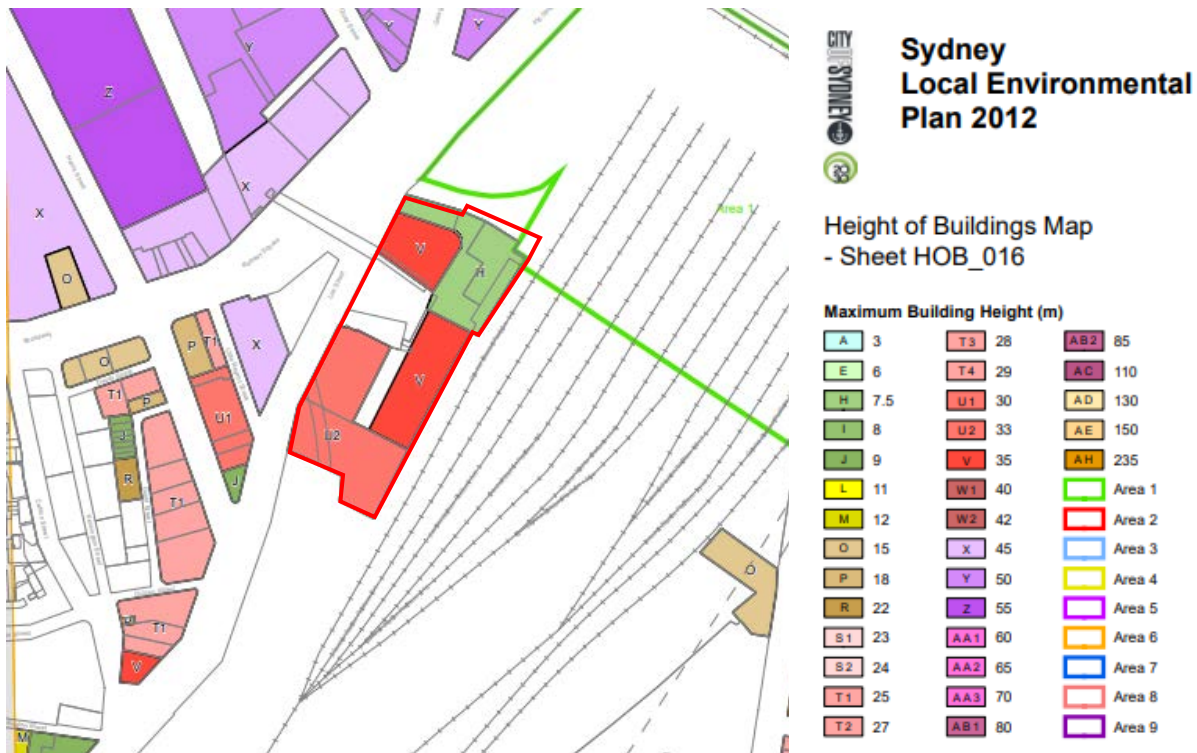


Figure 7 Current Sydney LEP 2012 Height of Buildings Map

## Maximum Floor Space Ratio

The proposed planning amendments would not amend the maximum Floor Space Ratio limits provided by Clause 4.4 Sydney LEP 2012. However, the site-specific provisions propose to allow the following maximum Gross Floor Areas for non-residential land uses as follows:

- Block A – 70,000sqm
- Block B – 155,000sqm
- Block C – no change.

Note that the site-specific provision would prevail over the maximum floor space controls.

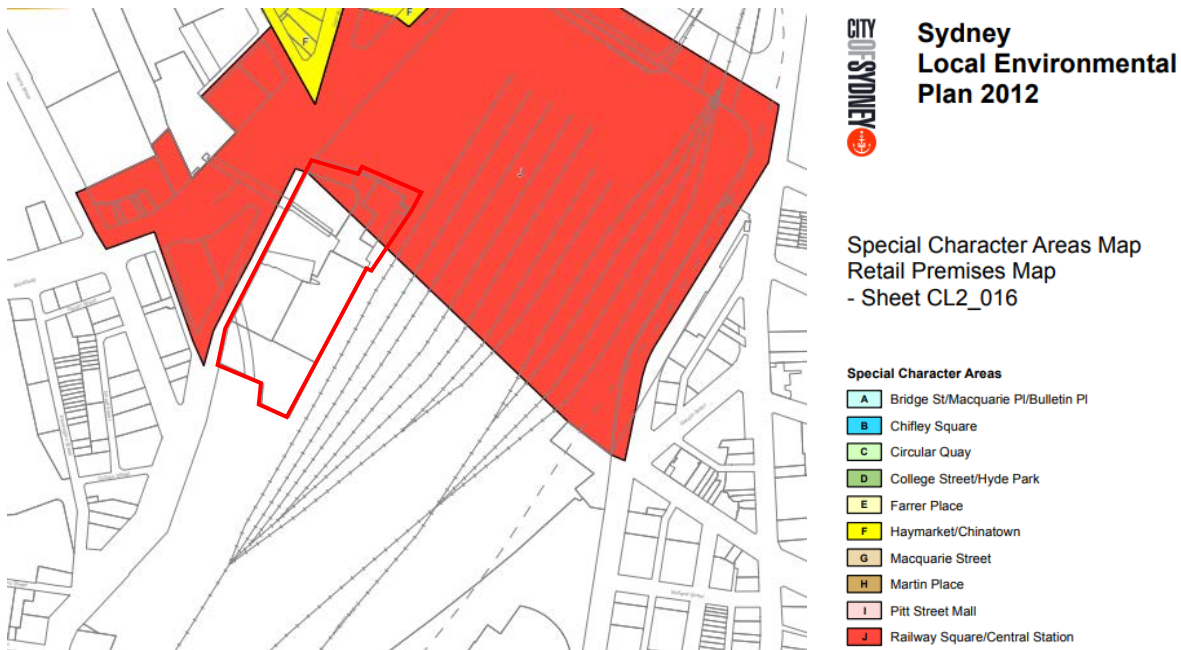
## Special Character Area Map

Sydney LEP 2012 identifies a number of special character areas that significantly contribute to the quality of the public domain and character of Sydney. Development within identified special character areas are subject to specific provisions in the Sydney DCP.

The northern section of the Western Gateway sub-precinct is included in the 'Railway Square/ Central Station Special Character Area' on the Special Character Areas Map Retail Premises Map (Map Sheet CL2\_016) (**Figure 8**). It is proposed to remove the 'Western Gateway sub-precinct' entirely from the Special Character Areas Map.

This amendment is proposed as the 'Special Character Area' will be superseded by the broader renewal and revitalisation proposed by the Western Gateway sub-precinct. The proposed new planning controls will ensure the character of the area is protected.





**Figure 8 Existing Sydney LEP 2012 Special Areas Character Map**

## Locality and Site Identification Map

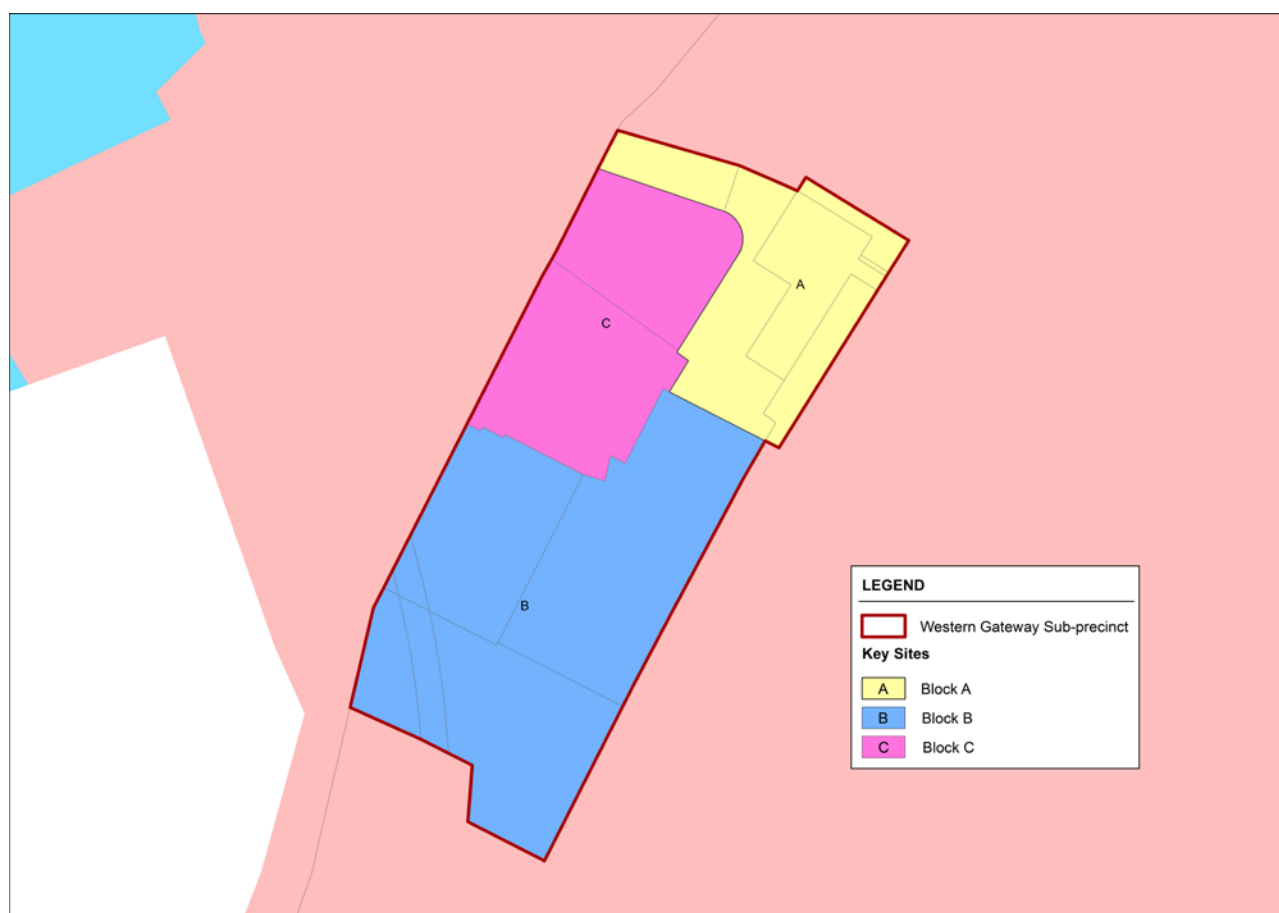
Sydney LEP 2012 identifies specific localities and sites such as 'Central Sydney' or 'Green Square' which are subject to site-specific planning controls.

The Western Gateway sub-precinct is located within the 'Central Sydney' locality on the Locality and Site Identification Map, Foreshore Building Line Map (Map Sheet CL1\_016).

The Western Gateway sub-precinct will remain within the 'Central Sydney' locality and include the following as an overlay on this map:

- map the 'Western Gateway sub-precinct' area; and
- label blocks A, B & C within the Western Gateway Sub-precinct.

The proposed map amendments allow for the identification of the sub-precinct and the three distinct blocks within the sub-precinct for reference in the Sydney LEP 2012 (**Figure 9**). In particular, the mapping of blocks A, B & C allows for application of site-specific built form controls.



**Figure 9 Proposed Sydney LEP 2012 Site Identification Map**

## Heritage

The Western Gateway sub-precinct forms a part of the Central Railway Station Group heritage listing, which is identified as a State significant heritage item under the Sydney LEP 2012 (see **Figure 10**). Block A contains the Inwards Parcels Shed (the Railway Square YHA Shed), the Parcels Area (located below the YHA Shed, adjacent to Ambulance Avenue) and the western forecourt wall, while Block C includes the former Parcels Post Office (Adina Apartment Hotel).

While the Henry Deane Office block (Block B) forms a part of the site's broader heritage listing, much of the original heritage fabric in Block B was demolished in the early 2000s to make way for the existing Henry Deane Plaza and Henry Dean office block. These buildings are therefore not considered to have any heritage significance.

Note that the existing heritage provisions under clause 5.10 of the Sydney LEP 2012 would continue to apply.

The Western Gateway Design Guide provides further guidance in relation to the heritage context within the Western Gateway Sub-precinct and the Strategic Framework addresses the broader significance of the area in relation to future development.

The DRP and PRP processes recognised the heritage significance of the site, including the relationship of the buildings and heritage views and vistas, the importance of public domain allowing for the interpretation of the previous role and character of the area.

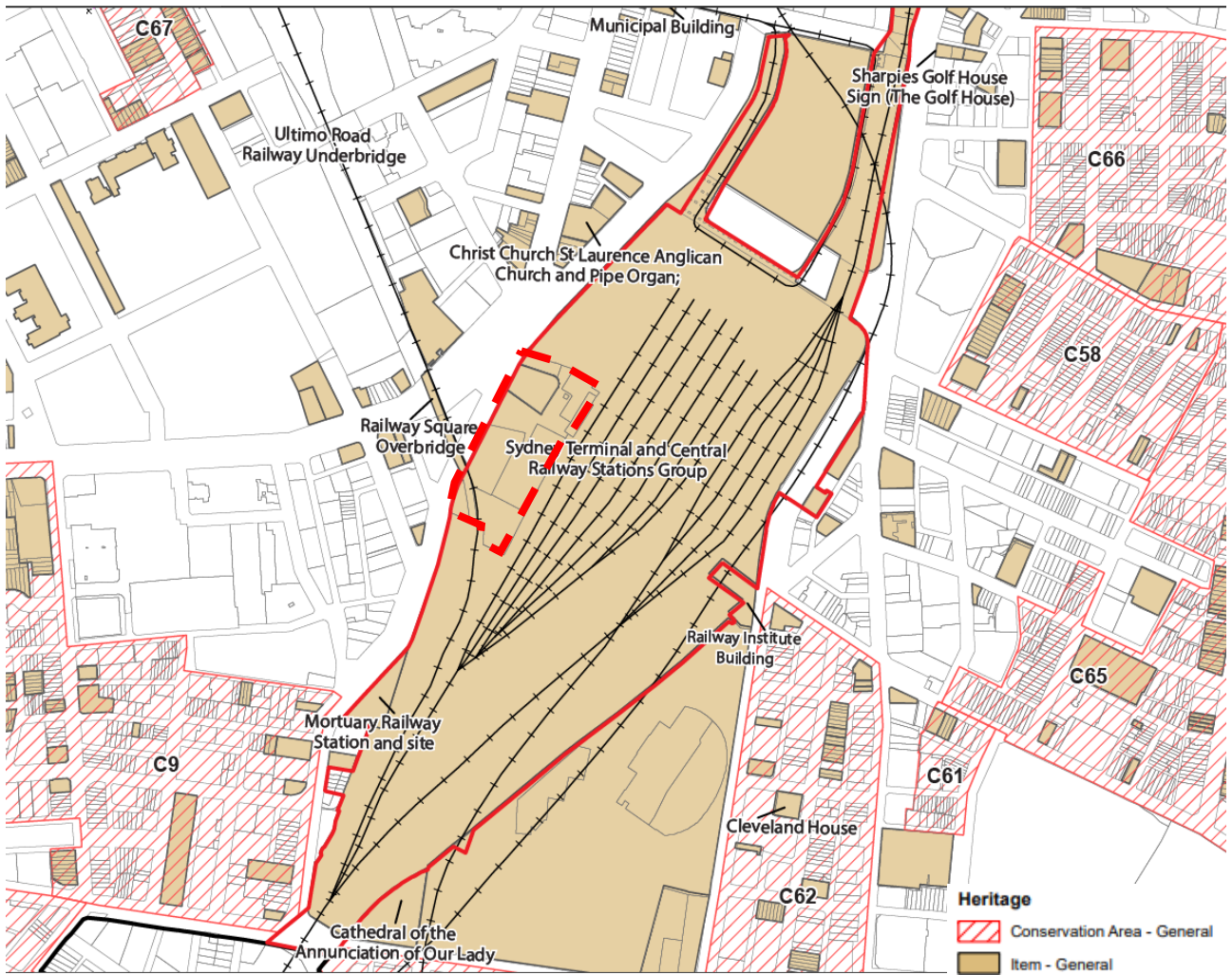


Figure 10 Existing Sydney LEP 2012 Heritage Map

# Western Gateway Design Guide

The rezoning proposal includes draft design guidelines that have been prepared to inform and guide future development within the Western Gateway sub-precinct.

The draft guidelines, exhibited with the rezoning proposal, set out a suite of built form and urban design provisions. Their role is to ensure that new development in the sub-precinct achieves high quality outcomes for built form, public domain and heritage and seeks to improve the amenity of the sub-precinct and its surrounds.

It is proposed to reference the design guidelines in the Sydney LEP 2012 so that any future development in the sub-precinct will need to demonstrate consistency with the guidelines which, as exhibited, address matters such as:

- Public domain and connectivity;
- Building separation and setback requirements;
- Site layout, built form and design;
- Building use;
- Active frontages;
- Heritage;
- Views and vistas;
- Vehicular access and parking;
- Solar access, wind and stormwater management;
- Sustainability; and
- Public Art.

## Consultation

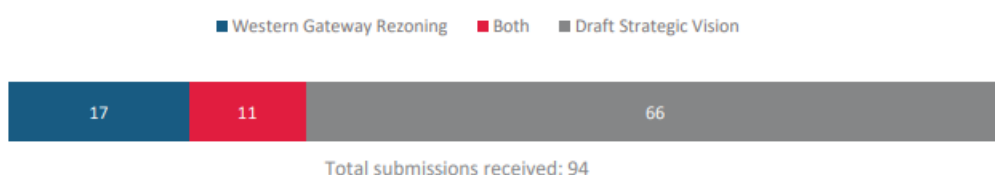
### Exhibition

The draft Strategic Vision for Central SSP and the Western Gateway Rezoning Proposal was on public exhibition between 17 October 2019 and 27 November 2019.

The exhibition was advertised through the Department's website, and the Sydney Morning Herald and Daily Telegraph on 21 November 2018. An Electronic Direct Mail (EDM) advising of the exhibition was issued to 84 subscribers.

A letterbox drop was undertaken by TfNSW to 20,500 members of the community within 500m of Central Station, along with four community information sessions at Central Station and 9,000 flyers to passengers at Central Station.

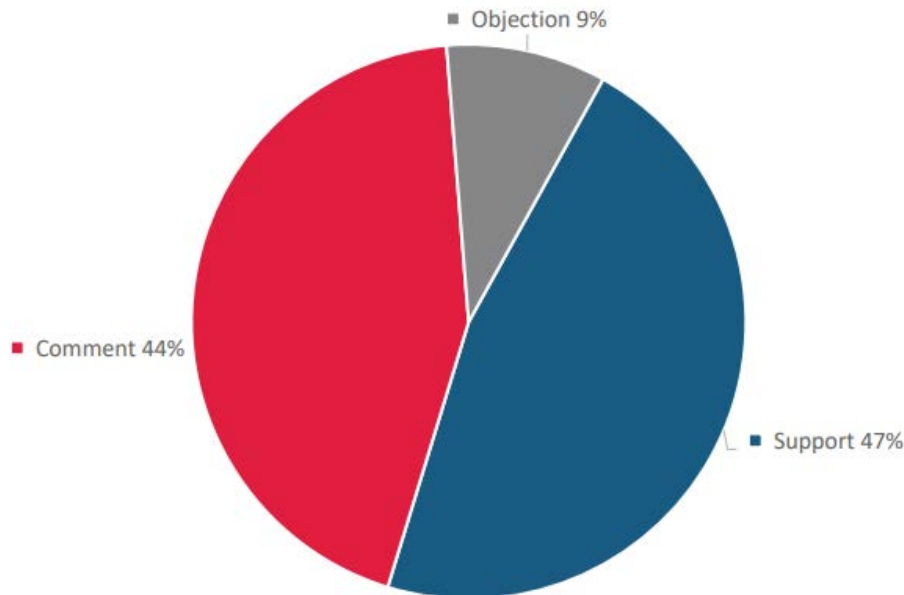
During the exhibition period, a total of 94 submissions were received, including 66 submissions for the draft Strategic Vision, 17 submissions for the Western Gateway rezoning proposal, and 11 submissions which addressed both proposals. The breakdown is shown in **Figure 11**. Across both exhibited documents, 65 submissions were received from community members, 22 submissions from non-government organisations, 2 submissions from the City of Sydney Council and 5 submissions from government agencies.



**Figure 11 Submissions breakdown**

The below provides a high-level overview of the key issues identified during the exhibition process for the Strategic Framework and the Western Gateway.

## Submissions Summary – Strategic Framework



**Figure 12 Breakdown of submissions received on the Strategic Framework**

For the Strategic Framework, of the 77 submissions received, 8 objected to the proposal and 69 were in support or neutral. This includes the following breakdown:

- 58 submissions received from the community;
- 15 submissions received from non-government organisations;
- 3 submissions received from government agencies including:
  - Environment Protection Authority;
  - Sydney Local Health District; and
  - Heritage NSW.
- 1 submission received from the City of Sydney Council.

It should be noted that some submissions which objected to the proposal did raise support for certain aspects of the proposal such as:

- improved pedestrian connections across the precinct linking the surrounding character areas (Redfern, Surry Hill, Chippendale, etc); and
- introducing green open space over the rail yard.

Submissions in support of the proposal indicated support on the grounds that development of the Central Precinct would revitalise the area and lead to an improved and diverse range of active uses and services for the public, workers, domestic and international visitors and the local community. Submissions in support particularly approved of the proposal for commercial uses and jobs (10% of submissions) in the precinct and active uses such as retail, food and beverage, entertainment and night-time activation uses in the precinct (12% of submissions).

Submissions also supported the opportunity to improve pedestrian and active transport connections across the Central Precinct, linking disconnected neighbourhoods and unique character areas of Surry Hills, Chippendale, Haymarket and Redfern.



A review of the community submissions (excluding agency) identified the following key issues raised across the submissions:

- The potential of the proposed development to improve pedestrian connections across the Central precinct linking disconnected surrounding suburbs was supported;
- The provision and quality of additional open space and public domain across the precinct is generally supported while there are some concerns relating to potential overshadowing of key existing public space of Prince Alfred Park created by the new development;
- Improvements to the cycling network through the precinct and surrounds, was a key issue raised through submissions;
- The proposed improvements to transport interchange, in particular rail infrastructure and service upgrades were generally supported;
- Concern the proposed development may not appropriately respond to heritage significance of Central Station and surrounds and in particular the proposed development may detract from the prominence and character of the sandstone clock tower;
- The proposed commitment to environmentally sustainable design for the precinct is supported and;
- Pedestrian safety was raised for specific intersections (Devonshire and Elizabeth Street crossing) due to the existing high volumes of pedestrian movements intersecting traffic and light rail movements.

Other issues raised by the community include:

- Concern the proposed over station development would negatively impact the visibility, character and experience of the Central rail yards and tracks;
- The preference for certain land uses including community spaces such as a library and a tourist information centre; and
- Objection to student accommodation uses in the precinct.

## Non-government Organisations

A total of fifteen submissions were received from non-government organisations. The key issues raised in these submissions are broadly covered by the community submissions summary. However, a number of organisation-specific matters were also raised, as summarised below. Responses to these issues is found in the Consideration section of this report. Non-government Organisations raised the following issues:

- Governance arrangements for the future of the precinct;
  - Land use mix;
  - Connectivity within, through and around the broader precinct with surrounding areas and broader Sydney;
  - Transport access for all forms of movement;
  - Activation of the broader precinct;
  - Aboriginal culture needs to be responded to;
  - Built form; and
  - Heritage preservation.
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## Government Agencies

A total of three submissions were received from government agencies. The key issues raised in these submissions are specific matters related to each agency, summarised below. Responses to these issues is found in the Consideration section of this report.

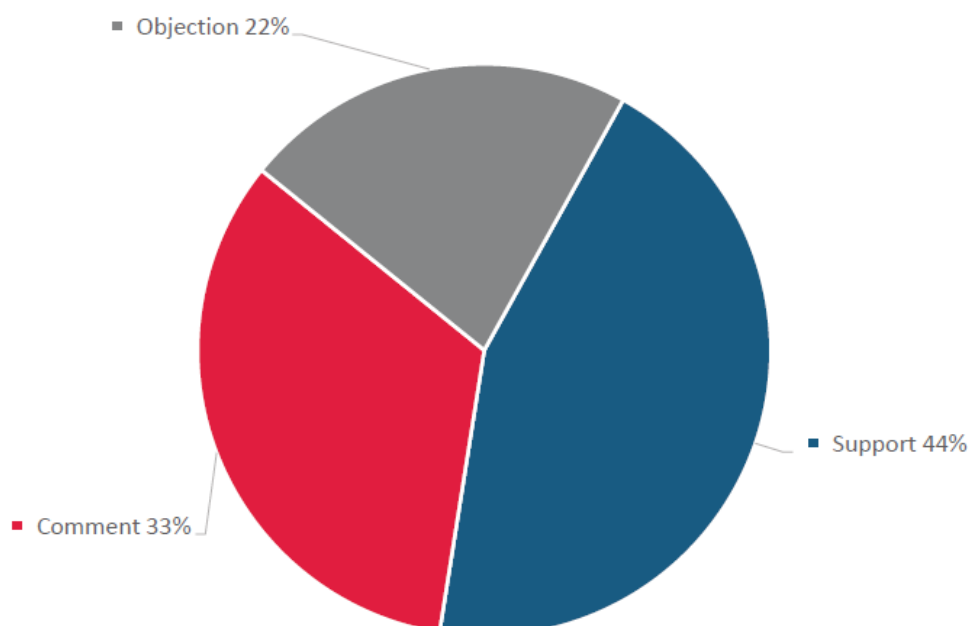
- Heritage NSW – impacts of the proposed density and height on existing significant heritage items.
- Sydney Local Health District - Public health and wellbeing, Aboriginal culture and community, Sydney Dental Hospital heritage listing.
- Environment Protection Authority - Air quality, noise, water quality, waste and resource recovery and contamination.

## City of Sydney Council

The City of Sydney submission noted strong support for the redevelopment of the land above and around Central Station with a planning approach that is people focused, place led and prioritises jobs growth. The City's submission supports the strategic aims presented in the draft Strategic Vision in particular:

- The delivery of employment space to accommodate jobs growth;
- The focus on providing globally competitive innovation and technology jobs;
- Providing high urban amenity in the built form and improving the transport function of the precinct;
- The strategic intent to reconnect Central Sydney to Ultimo, Haymarket, Chippendale and Surry Hills;
- Commitment to design excellence ensuring well designed people focused places; and
- Enabling improvements to pedestrian safety and comfort of the precinct.

## Submissions Summary – Western Gateway



**Figure 13 Breakdown of submissions received on the Western Gateway**

A total of 28 submissions in response to the Western Gateway Rezoning Proposal were received. This includes the following.

- 16 submissions received from the community.
- 8 submissions received from non-government organisations.
- 3 submissions received from government agencies including:
  - Environment, Energy and Science (EES) Group
  - Heritage NSW; and
  - Sydney Local Health District.
- 1 submission received from the City of Sydney Council.

Of the 28 submissions received, 6 objected to the proposal and 22 are in support or neutral. Submissions received for the Western Gateway rezoning proposal also raised broader issues relating to the Draft Strategic Vision for Central Precinct. Submissions which referred to both the draft Strategic Vision and the Western Gateway raised issues of pedestrian connectivity, active transport and heritage concerns.

The submissions received for the Western Gateway rezoning were mostly in support of the proposal or neutral with some objections. Submissions in support indicated approval of the proposed commercial uses and floorspace for the Western Gateway (19% of submissions), particularly technology and knowledge-based industries occupying the space as major tenants of the Western Gateway and the wider Central precinct.

A review of the community submissions (excluding public agencies) identified the following key issues raised across the submissions:

- Concern the proposed development may not appropriately respond to heritage significance of Central Station and surrounds, in particular submissions noted the concern that proposed development may detract from the prominence and character of the sandstone clock tower and the rail yards;
- The proposed land uses considered for the precinct including the technology ecosystem commercial floorspace and proposed retail and entertainment/nightlife active uses are generally supported;
- The provision of public space in the Western Gateway sub-precinct and the introduction of additional or upgraded western access to Central station was viewed as a significant benefit of the proposal;
- Concern that the density and height proposed would create negative impacts;
- High sustainability targets should be included to address the increased energy and emissions the proposed density will introduce;
- Ensuring that the proposed planning framework and development of the Western Gateway does not overshadow Prince Alfred Park;
- Minimising car access into the Western Gateway; and
- Submissions viewed the proposal as an opportunity to improve and upgrade the streetscape to Railway Square however also noted concern that the proposal did not indicate upgrades to existing pedestrian street connections surrounding the precinct.

#### Non-government Organisations

A total of eight submissions were received from non-government organisations. The key issues raised in these submissions are broadly covered by the community submissions summary. However, a number of organisation-specific matters were also raised, as summarised below. Non-government Organisations raised the following issues:

- Governance arrangements for the future of the precinct;
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- Land use mix;
- Connectivity within, through and around the broader precinct with surrounding areas and broader Sydney;
- Transport access for all forms of movement;
- Activation of the precinct during day and night;
- Aboriginal culture needs to be responded to;
- Built form; and
- Heritage preservation.

## Government Agencies

A total of three submissions were received from government agencies. The key issues raised in these submissions are specific matters related to each agency, summarised below. Responses to these issues is found in the Consideration section of this report.

- Heritage NSW – impacts of the proposed density and height on existing significant heritage items;
- Environment, Energy and Sciences Group (formerly Office of Environment and Heritage) – habitats for threatened and protected species; and
- Sydney Local Health District – promotion of health, wellbeing and equity as a key theme of the strategy.

## City of Sydney Council

Council's submission on the Western Gateway supported the focus on public transport and walking, the provision of detailed design guidance through the draft 'Western Gateway Design Guide' and the requirement for a competitive design process in the Western Gateway rezoning proposal however raises a number of issues to be addressed in the draft SEPP that are considered in this report.

The submission provided recommendations for the 'Western Gateway Design Guide' in relation to movement access and public space, sustainability and design quality.

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## Amended Proposal

Following public exhibition TfNSW was asked to consider the issues raised in submissions and provide a response. In response to the issues raised, TfNSW submitted its RTS, which included amendments to the Strategic Framework and Western Gateway Rezoning Proposal.

### Strategic Framework

The exhibited draft Strategic Vision is intended to be finalised as a Strategic Framework finalised subsequent to the rezoning of the Western Gateway. The Strategic Vision was prepared for community consultation on the key vision and principles that support Central SSP while the Strategic Framework sets those matters and includes additional analysis and options for the delivery of renewal.

In response to the issues raised in public submissions and the advice of the PRP, the RTS proposal (which addresses both the Western Gateway Rezoning Proposal and the Strategic Vision/Framework) includes amendments to the Planning Priorities, Preliminary Precinct Plan Principles, the character statements for each sub-precinct and additional maps. Mapping amendments include an options analysis, an updated preliminary precinct plan and updates to the sub-precincts for Central SSP.

### Western Gateway Proposal

As part of TfNSW's RTS, amendments were made to the proposals for Block A and Block B within the Western Gateway sub-precinct. These changes are summarised below.

#### **Changes to Block A:**

- Amendments to the scheme to allow for increased flexibility to facilitate winter garden atriums resulting in potential for greater sustainability outcomes. Two options are presented for finalisation including an option to provide an additional 7,000sqm gross floor area (GFA) on Block A, and an option to include an 'incentive' clause in the new Sydney LEP 2012 provisions. Additional GFA would provide suitable flexibility within the fixed building envelope that would allow for particular volumes of space to be achieved which would allow for acceptable levels of thermal comfort, solar access and natural ventilation. The necessary volumes required will continue to be developed through further climate and thermal comfort studies and be resolved through the DA process.

#### **Changes to Block B:**

- Proposal amended to allow a 30-metre building separation between the tower forms on Blocks A and B;
- Proposal amended to allow for a 6 metre setback above the podium along Lee Street, with the opportunity to consider reducing to 3 metres;
- Proposal amended with a revised podium height from RL63 as shown in the Draft Design Guide to RL63.8 (excluding balustrades and handrails);
- Proposal for a new structure known as the 'Terrace Pavilion' between Block A and B in the location of the future connection between Block B and the Over Station Development (OSD) at RL 21. The Terrace Pavilion is to be removed or modified once the link from RL 16 to the OSD level is required (subject to future planning applications). The future OSD connection is anticipated to comprise a significant pedestrian connection between the Western Gateway and Devonshire Street.

The changes outlined above are expressed in amendment to the proposed site-specific planning control relating to total GFA for Block A and a series of amendments to the Western Gateway Design Guide. The RTS, which includes a full list of amendments as well as a detailed explanation

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of the amended proposal is available on the Department's website. Other proposed amendments include giving statutory weight to an amended Western Gateway Design Guide.

## Consideration – Western Gateway Proposal

The majority of submissions received in response to public exhibition were in support of the proposal or neutral. The Department's Submissions Summary report did identify several issues that were raised in submissions that needed to be addressed in TfNSW's Response to Submissions report. These key issues form the basis of the key considerations in the assessment of the proposal. The issues are explored in detail below and include:

- **Land use;**
- **Built form, building separation and setbacks;**
- **Wind impacts;**
- **Built form amendments to Block A;**
- **European Heritage;**
- **Aboriginal Culture and Heritage;**
- **Impacts on threatened species;**
- **Movement, access and public spaces;**
- **Sustainability;**
- **Infrastructure; and**
- **General Design Guide amendments.**

### Land Use

#### Issue

Submissions received during consultation raised:

- Having tech companies as major tenants is supported and could create a Silicon Valley style tech precinct in Sydney; and
- The proposal should encourage retail and hospitality venues with character with licences that allow trading into the night.

The City of Sydney submission noted the need to encourage a strong emphasis on technology and innovation-based businesses, in particular:

- The role of the Western Gateway in the Camperdown-Ultimo Health and Education Precinct, consistent with the Greater Sydney Commission's Camperdown-Ultimo Place Strategy;
- The future and desired role of the Western Gateway as part of the tech ecosystem and as a location of knowledge-based businesses and tech start-ups; and
- Retail needs to support other urban services, cultural and enterprise users, transit users, visitors and the surrounding local community.

#### Consideration

The PRP recommended that TfNSW, in its RTS, introduce strategic statements in the proposed planning framework for the Western Gateway to ensure technology and innovation uses are achieved in the future developments.

TfNSW's RTS outlines a number of changes to the Design Guide to further emphasise the focus on technology and innovation-based land uses within the Western Gateway. The amended Design

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Guide, and application of the B8 (Metropolitan Centre) zone, will ensure these uses are prioritised in future development.

### Recommendation

- The Department's assessment has concluded that the new planning controls are supported. Proposed amendments to the Design Guide are supported as an appropriate response to the issues raised in submissions and will ensure that tech and innovation uses are prioritised in future development.

## Built form, building separation and setbacks

### Issue

Submissions received during consultation raised the issue of potential negative visual impacts, reduced sky exposure and “canyoning effects” created by increased density and height of the Western Gateway proposals.

Council raised in its submission, that the Draft Design Guide should provide appropriate building separation to address interface issues, maintain view corridors and address wind issues, including:

- Providing an absolute minimum 30m separation between Block A and B;
- Ensuring open to sky between Block A and C;
- Ensuring a minimum 3 metre setback above the podium for Lee Street setback; and
- Providing appropriate setbacks between tower elements and podium on Block B to reduce bulk and scale.

### Consideration

The PRP confirmed the issues raised in submissions and:

- Recommended that the proposals adopt a minimum 30m clear separation between the planning envelopes of Block A and B at any point to RL30;
- Noted that there is sufficient scope for the building envelopes to accommodate a 30m metre separation distance and that this can be best achieved through reallocation of the built form on Block B, without any loss to potential GFA;
- Recommended a minimum 6m setback on Lee Street, noting that without appropriate setbacks the proposal may result in a poor relationship to surrounding buildings, would impact the pedestrian environment and generate adverse wind conditions; and
- Recommended that wind impacts need to be addressed through changes to the proposed building envelope massing.

### Separation between Block A and B

TfNSW's RTS includes amendments to the Block B building envelope which enables the provision of an increased building separation from 24m to 30m between Block A and B, except for a small section between the Block B podium and Block A which reduced to 25m.

The Department notes that the PRP's advice was largely in response to concerns about wind impacts between Blocks A and B. In response to these issues, additional wind modelling has been undertaken by the proponents which indicates that the 30m building separation improves wind conditions, however further intervention is required to achieve appropriate wind comfort and safety conditions for standing and seating. The RTS includes a new structure, known as the 'Terrace Pavilion' at RL 21 which is intended to address these wind concerns. The Terrace Pavilion would align with the future pedestrian link between the Western Gateway and Devonshire Street, Surry Hills. It would be designed as a permanent structure with a maximum height of RL30, however

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would also be able to be modified or removed once the pedestrian connection (with lifts, escalators and stairs) to future the Over Station Development (OSD) deck (RL30 and) is operational.

While the 30m separation distance recommended by the PRP has been generally adopted by TfNSW, there is a small section of the separation between Block A and B (at around RL60) which is not compliant with the 30m. The Department supports the recommendation of the PRP that the separation between Block A and B be a minimum of 30m and considers that minor amendments to the built form could and should be made to ensure the 30m separation is consistent to ground level.

#### Setbacks to Lee Street

TfNSW's RTS includes provision of an above podium setback to Lee Street with a minimum 6m upper level setback requirement, with the opportunity for further reduction to 3 where it can be demonstrated that:

- The podium is set forward of the tower façade line;
- Any future building on Block B is designed to be visually read in the streetscape as a building of two parts, including a podium structure with a tower above;
- The wind environment on the ground plane and in affected public domain areas is appropriate for its intended use; and
- Effective articulation and modulation of the podium design is achieved.

TfNSW's proposal for a potential reduction setback to 3m is not consistent with the advice of the PRP. TfNSW's updated proposal is supported by additional wind testing which indicates that the introduction of a 6m setback would assist with but not fully resolve wind issues.

The Department considers that the Block B setback onto Lee Street should be a minimum of 6m and that further amendments may be required to address wind issues, which should be addressed through changes to building envelope massing rather than secondary wind amelioration measures.

#### Maximum podium height

The maximum podium height has been amended by TfNSW from RL63 to RL63.8 as a result of a collaborative process between the leaseholder for Block B and the City of Sydney in preparation for a design excellence competition for Block B. The Department considers that this minor amendment to the podium height does not generate any new impacts.

### **Recommendation**

The Department's assessment has concluded that the new planning controls are supported subject to the following:

- TfNSW's proposed amendments to ensure a general 30m separation distance between Block A and B are supported, however TfNSW should update the Design Guide to ensure a minimum building separation between Block A and B of 30m for the full height of any building and any podium (excluding the Inward Parcel Shed) and to ensure there are no non-compliances with this distance.
- TfNSW's proposed amendments to building setbacks on Lee Street are not supported. The Department recommends that the Design Guide should be updated to ensure a minimum podium setback of 6m and that wind issues are mitigated through building envelope massing rather than through secondary design measures.

The Department supports proposed amendments to maximum podium height.

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## Wind impacts

### Issue

The wind reports associated with the Western Gateway proposal recognise potentially, poor wind conditions are created by the proposed built form of Block A and particularly Block B. The areas most impacted are the future public spaces of Railway Square, Henry Deane Plaza, Lee Street and the key public connection to the OSD deck.

Submissions received during consultation raised concern that the proposed development would contribute to the negative wind impacts in an existing wind-affected part of Sydney.

### Consideration

The PRP noted public submissions raised a key issue regarding density and built form potentially creating negative amenity and environmental impacts in the Western Gateway precinct. The panel recommended that:

- wind impacts generated by the Western Gateway (and Central Precinct) need to be addressed at the rezoning stage through changes to proposed building envelope massing;
- wind impacts should not be addressed through temporary or secondary/ancillary wind mitigation measures at DA stage;
- the RTS needs to demonstrate the proposed built forms for Block A and B in the Western Gateway can ensure an acceptable wind environment; and
- building massing specifically be amended to include:
  - a minimum 30m building separation between Block A and Block B (partially due to wind concerns); and
  - a minimum 6m setback on the interface of Block B and Lee Street (partially due to wind concerns).

### Wind conditions and building massing response

In response to the wind issues raised in public exhibition submissions TfNSW has amended the proposal to include a 30m separation distance between Block A and B and a 6m setback on Lee Street, with an option to reduce to 3m where certain criteria is met (these amendments were discussed in the section above).

TfNSW's RTS is supported by wind modelling which indicates that, despite the above amendments:

- The 30m setback between Block A and B is insufficient to address wind conditions and the Terrace Pavilion is required to meet wind conditions/safety comfort criteria and an additional awning is further recommended; and
- The 6m setback on the interface of Block B with Lee Street is not sufficient to address wind conditions and a wrap-around awning is required.

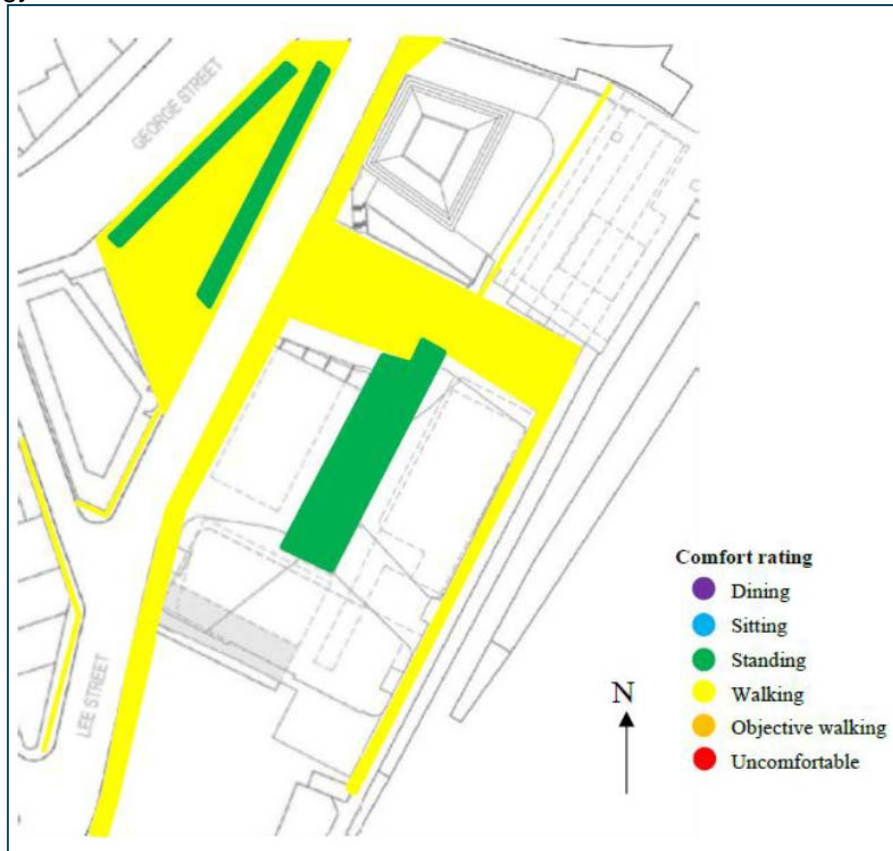
The RTS goes some way to resolving wind issues through building envelope massing, however the proposal still relies on secondary measures (awnings) and structures (the Terrace Pavilion) to address wind impacts. While the Department agrees with the PRP's advice that wind issues should not be mitigated through secondary measures and structures, it is considered that given the need to preserve the location for a future OSD connection, the reliance on a structure to resolve wind issues is, in this instance only, supported subject to further detailed design and assessment at DA stage.

### Cumulative wind conditions and application of appropriate wind criteria

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The RTS is supported by a cumulative wind analysis which shows that comfort ratings can be achieved to support, walking, standing and sitting in and around the sub-precinct. The findings have informed a wind comfort criterion map (see **figure 14** below) which informs the Public Domain Strategy.



**Figure 14 Wind comfort criterion map for the Western Gateway**

The Department has considered the wind comfort criterion in collaboration with the City of Sydney and considers that the wind criterion set out in the Design Guide should be modified to ensure key areas of adjoining public domain are suitable for intended future uses. In particular, sitting and standing criteria should be achieved in parts of Railway Square. The application and location of these criteria will be developed in collaboration with City of Sydney Council as part of the final Design Guide for the Western Gateway.

At its review of TfNSW's RTS the PRP recommended that the Design Guide be amended to ensure commitment to specific, locational wind criteria to ensure suitability for future uses and adjoining public domain areas. In particular, sitting and standing criteria should be achieved in parts of Railway Square as an important part of the City's future third square environs.

### **Recommendation**

The Department's assessment has concluded that the new planning controls are supported subject to the following:

- The Design Guide should be amended to ensure that wind impacts from Block B on Lee street are addressed through building envelope massing rather than secondary measures;
- The Design Guide should be amended to include clear locational wind criteria that should be met by future development to ensure that there are no inappropriate wind impacts within the Western Gateway. In particular, sitting and standing criteria should be achieved in parts of Railway Square.

## Built form amendments to Block A

### Issue

The RTS outlines proposed amendments to the Block A GFA provisions, which would allow for additional GFA within the site. The request follows from Atlassian's design excellence competition, in which sustainability was a key consideration for the future building form. The proposed additional GFA is required to allow the flexibility to create a series of wintergarden atrium spaces across multiple levels of the future building. These spaces would significantly contribute towards beneficial sustainability outcomes including natural ventilation, solar access and thermal comfort.

The proposal for additional GFA within Block A did not form part of the exhibited proposal and has been included as part of TfNSW's amended proposal in response to Atlassian's design excellence competition.

### Consideration

The RTS identifies two potential pathways to achieve the required flexibility to deliver on the abovementioned sustainability outcomes:

- Provision of an additional 7,000sqm GFA on Block A; or
- Inclusion of an 'incentive' clause within the new planning framework that would allow future development to exclude additional GFA where specific sustainability criteria can be met.

In considering the proposal, there is significant uncertainty in the approach to include an 'incentive' clause within the Western Gateway. Such a clause would require careful consideration and introduction of new, complex, definitions in the Sydney LEP. It may not be possible to create a clause of this type without the requirement for subjective assessment at future DA stages which is not a desirable planning system outcome. The preferred approach is to include an additional 7,000sqm GFA within Block A.

The proposed GFA increase on Block A will not exceed the envelopes depicted in the Design Guide and no further changes are required to the exhibited planning controls to facilitate the amendments. The proposed amendments will not have additional impacts on surrounding stakeholders and neighbouring properties that are not already addressed. Furthermore, the proposed amendment will enable a more innovative and environmentally beneficial form of building design.

### Recommendation

The Department has considered both approaches and recommends the proposal to include an additional 7,000sqm of GFA on Block A is supported and will provide flexibility to deliver an exemplar building with excellent sustainability outcomes.

## Heritage

### Issue

Submissions received during consultation raised the following issues:

- Future development should respect the heritage values and legibility of existing heritage items, sensitive heritage environment as well as the design, siting, visual connections to the Main Terminus/Clocktower and the former Parcels Post Office building;
  - Proposed envelopes are not responsive to heritage items in the precinct or the streetscape and suggestion that envelopes should be reduced;
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- Potential disconnect between a 'context responsive' design 'reinforcing the iconic architecture' and the 'city-scale' proposal;
- Proposed envelopes may impact on the Parcels Post Office, Central Station Clocktower and Marcus Clarke Tower;
- Concerns regarding the proposed clearance between the Block and the Inwards Parcel Shed below;
- The proposal should look to enhance the setting and provide for uniform, connected public spaces, allow for place making and heritage interpretation outcomes; and
- New development should respond to the heritage characteristics and conservation management plans be prepared for each site.

## Consideration

The consideration of the issues identified in consultation are primarily focused on the proposed site-specific approach to addressing European and Aboriginal Heritage and whether adequate heritage advice has been sought and incorporated from the NSW Heritage and other key stakeholders for the proposal. These issues are considered separately below.

### Responding to existing Heritage

The PRP confirmed the issues raised in submissions regarding the treatment of European and Aboriginal heritage values in the precinct and noted/recommended the need for a holistic and consistent approach to addressing heritage in the Central precinct in a way which acknowledges the whole of Central Station and rail yards as the single State Heritage Registered item.

In response to the issues raised in submissions and PRP advice TfNSW's RTS identifies that:

- The vision for growth and renewal in the Southern CBD in the City of Sydney's Local Strategic Planning Statement and the overarching Government aspiration to see renewal occur in this area;
- Heritage impact statements for Block A and Block B were prepared to support the proposal for the Western Gateway sub-precinct. These heritage impact statements provided a detailed analysis of the heritage context and demonstrated the proposals for Block A and Block B were suitable, subject to the recommendations and guidelines made; and
- The Design Guide has been drafted to highlight the importance of heritage in the sub-precinct, and to ensure that new development compliments existing heritage buildings.

Accordingly, the RtS outlines that no change is proposed, noting future development applications for Block A and Block B will include further detailed view impact analysis as part of detailed heritage assessment, heritage guidelines and Conservation Management Plan for Block A.

While the proposal addresses issues of heritage on a site-specific basis it does not address heritage as a precinct or Western Gateway wide solution. This approach may result in disparate heritage interpretation analysis and potential for poor heritage outcomes in the Western Gateway sub-precinct. The approach to investigating and resolving heritage issues on a site-specific basis is not supported and precinct-scale analysis should be undertaken that reflects the precinct's sensitive heritage context. With regard to Non-Aboriginal Heritage, a precinct-scale analysis should closely investigate the relationship between various heritage buildings within the precinct.

### Integration of heritage values in the public domain strategy

The PRP confirmed Heritage NSW's submission seeking uniform and connected public realm spaces and noted that TfNSW's RTS should include a coordinated public domain strategy that considers integration of heritage values for the Western Gateway.

In response to the issues raised in submissions and by the PRP, TfNSW has prepared a Public Domain Strategy to guide the future design of the public domain within the Western Gateway sub-

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precinct. Specific principles have been included to ensure heritage values are integrated into the public domain; including:

- Strong connectivity with built form;
- Robust and finely detailed materials to respond to heritage materiality;
- Active heritage facades; and
- Heritage interpretation in the public domain.

The Department considers the addition of principles as minor updates to addressing heritage interpretation in the public domain for the Western Gateway. Furthermore, it is noted that the Public Domain Strategy is a high-level supporting document which does not adequately integrate heritage values into the proposal or Western Gateway Design Guide. A more detailed strategy is required to ensure uniform public spaces that appropriately respond to the heritage context of the precinct. An open space strategy should be prepared that includes place principles and a framework to guide future development. The integration of future development with heritage should be a key focus of the strategy.

#### Site specific Conservation Management Plans

The PRP raised the need for a consistent approach to addressing heritage in the Western Gateway precinct. It noted that TfNSW had not articulated how it will address the conservation management documents relevant to the site and that these should be addressed in collaboration with Heritage NSW as part of the TfNSW RTS.

In response to the issues raised in submissions and by the PRP, TfNSW has confirmed that a site-specific conservation management plan (CMP) will be undertaken as part of the Block A DA package to provide recommendations regarding the conservation of the former Inwards Parcel Post Shed and former Parcels Post Office. However, TfNSW provided no changes/future actions for Block B, noting that Block B does not accommodate local or State heritage listed items and as such TfNSW considers a CMP is not required for that site.

At its review of TfNSW's RTS the PRP noted the proposal for a site-specific CMP for Block A and not Block B is not supported. The PRP considered the approach creates risks of varying heritage treatment and interpretation within the precinct. The PRP recommended that a CMP be prepared and endorsed by the PRP prior to approval of any DA or that the draft Central Station Precinct Renewal – Vision and Strategic Framework summary (including the supporting Central Precinct Heritage Framework) previously prepared by GANSW be adopted prior to approval of any DA.

#### Physical impacts to heritage items

In response to submissions expressing concern regarding potential physical impacts to heritage items especially Inwards Parcel Shed TfNSW's RTS proposes no changes.

The RTS notes that the proposal for Block A provides sufficient vertical clearance between the Former Inwards Parcel Shed and the soffit of the proposed tower so that the overall form and setting of the shed can be interpreted appropriately. Additionally, TfNSW outline in the RTS that the existing shed building will be carefully dismantled and stored during ground works for the new Atlassian tower, and then reconstructed as part of the development.

The Department considers that the physical impacts to existing Inwards Parcel shed were appropriately outlined as part of the exhibited proposal and consider that this has been adequately addressed and explained in the supporting Heritage Impact Statement provided by Weir Philips.

#### Consultation with Heritage Council

The PRP recommended that TfNSW commence consultation with the Heritage Council or its Approvals Committee, prior to any Western Gateway SEPP finalisation and that the RTS should demonstrate that appropriate consultation has taken place.

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TfNSW's RTS clarifies the extent of consultation undertaken with NSW Heritage Council and outlines a forward consultation program. Meetings held with the Heritage Council include:

- 1 April 2020 (regarding broader Central Precinct Renewal Project – not specific to Western Gateway sub-precinct); and
- 6 May 2020 (Specifically for Western Gateway sub-precinct and included proponents for Blocks A and B).

The RTS notes potential for further briefings with the heritage Council.

At its review of the RTS the PRP expressed some concern regarding the extent and nature of engagement with the NSW Heritage Council and key groups as previously requested by the PRP. The PRP reaffirmed previous advice and recommended that ongoing consultation is required with the NSW Heritage Council. The panel specifically noted that briefing of the Council is not adequate and that the Council must be engaged meaningfully with input into future design outcomes.

### **Recommendation**

The Department's assessment has concluded that the new planning controls are supported subject to the following:

- The Design Guide should be updated to ensure that an independent CMP is undertaken and adopted for the whole sub-precinct and be endorsed by the PRP prior to any DA approvals or that the draft Central Station Precinct Renewal – Vision and Strategic Framework summary (including the supporting Central Precinct Heritage Framework) previously prepared by GANSW be adopted prior to approval of any DA;
- The Design Guide should be updated to incorporate an amendment to address the requirement for an open space strategy that includes place principles and a framework to guide future development (including heritage integration);
- Further consultation with the NSW Heritage Council should be undertaken through meaningful engagement in a workshop style; and
- The Design Guide should not be made until the Heritage NSW or Council has had an opportunity to consider and provide written advice on the document.

## **Aboriginal Culture and Heritage**

### **Issue**

Submissions received during consultation raised the need for a connected public realm, with heritage interpretation informing the public of the unique heritage values of the area and the need for stronger emphasis on culture and identity of Aboriginal communities.

### **Consideration**

The PRP confirmed the issues raised in submissions and recommended that TfNSW introduce clear strategies and ideas to incorporate Aboriginal culture, identity and community participation in the Central Precinct. The PRP also recommended consultation occur with the City's Aboriginal and Torres Strait Islander Advisory Group and the Government Architect's Aboriginal Liaison Officer.

In response to submissions and the advice of the PRP, TfNSW's RTS proposes no change to the proposal noting that the Western Gateway Design Guide requires a Heritage Impact Statement and Heritage Interpretation Strategy be prepared to accompany future DAs for Block A and Block B. The RTS notes that this process will ensure Aboriginal and Indigenous Heritage is assessed and taken into account in future processes.

The proposal to address Aboriginal Heritage through site specific Heritage Impact Statements and Heritage Interpretation Strategies at DA stage will not ensure an adequate independent

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assessment in relation to the holistic heritage setting that is the wider precinct of Central Station and adjacent areas.

### **Recommendation**

The Department's assessment has concluded that the new planning controls are supported subject to the following:

- The Design Guide be updated to ensure that an independent CMP is undertaken and adopted for the whole sub-precinct prior to any DA approvals that the draft Central Station Precinct Renewal – Vision and Strategic Framework summary (including the supporting Central Precinct Heritage Framework) previously prepared by GANSW be adopted prior to approval of any DA;
- TfNSW and/or relevant future DA proponent should undertake ongoing, meaningful, consultation on a workshop basis (or similar) be undertaken with the NSW Heritage Council; and
- TfNSW and/or the relevant proponent should undertake specific consultation with the City of Sydney's Aboriginal and Torres Strait Islander Advisory Group and the Government Architect's Aboriginal Liaison Officer prior to approval of any DA in the Western Gateway.

## **Impacts on threatened species**

### **Issue**

The submission received from the Environment, Energy and Science Group (EES Group) in response to consultation under section 3.25 of the EP&A Act recommended that TfNSW undertake a survey for threatened and protected species, including microbats. Key species to be considered include the Grey-headed Flying-fox (*Pteropus poliocephalus*), a vulnerable listed species under the *Biodiversity Conservation Act 2016*. The submission noted that it was unlikely that proposed amendments would adversely impact the Grey-headed Flying Fox but that buildings and other human made structures in the sub-precinct area may provide habitat for threatened and protected microbats. It was recommended that a microbat survey be undertaken to inform the planning controls for the sub-precinct area.

### **Consideration**

TfNSW's RTS identifies that whilst no microbat surveys have been undertaken, the Central Precinct Renewal Program is still in its early stages, with opportunities for further investigation as part of subsequent assessment stages of future development within the broader Precinct.

The PRP noted the issue as relevant to the provision of broader urban tree canopy in the precinct to enhance amenity and biodiversity and further noted this as an opportunity to address the Premier's priorities for 'Greener Public Spaces' and 'Greening our City' which target the increase of tree canopy in Greater Sydney.

The Department notes that the proposed rezoning will not result in any building works without other assessment processes being applied, and there are further opportunities for investigation into any threatened species, biodiversity and tree canopy targets.

### **Recommendation**

- The Department notes that the site has potential for threatened and protected species, in particular Microbats, to be present on the site, and notes the assessment of future development requires detailed assessment of this issue prior to determination of any DA.
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## Movement, access and public spaces

### Issue

Submissions received during consultation raised issues regarding the need to prioritise pedestrian and cyclist access and networks, comfort and safety and adequately address existing and future public spaces and movement corridors.

The City of Sydney recommended that the proposal should:

- Delineate usable public space from vestigial publicly accessible spaces as part of movement corridors;
- Ensure end of trip facilities are provided adjacent to foyer entrances;
- Include an overarching transport strategy for the Western Gateway sub-precinct; and
- Ensure cyclist and pedestrian access and safety is prioritised by ensuring future movement corridors are at grade.

Additional issues raised by the community focused on the need to prioritise active transport, maintain safe, easy movement and mobility for all, and cycling access should better connect Central Station with the surrounding areas.

### Consideration

The PRP noted the need for the proposal to deliver an integrated land use and transport planning outcome in a 30-minute city. The PRP also advised that in light of issues relating to heritage, wind, building separation, and urban tree canopy, there is a need for a coordinated public domain strategy for the Western Gateway and more broadly for the Central SSP. The panel recommended that a public domain strategy be prepared that considers integration of heritage values for the Western Gateway and that this Strategy should be addressed in the Strategic Framework.

The Central Sydney Planning Strategy identifies a potential 'third square' located at Central Precinct. It is anticipated that the area surrounding the Western Gateway Sub-precinct will play a critical role in terms of pedestrian movement to the station, future development and existing institutions. Consideration of public domain, place-making and movement corridors has therefore been a critical part of consideration of the proposal.

### Movement

TfNSW's RTS proposal includes amendments to the Design Guide which address issues relating to prioritisation of pedestrian and cyclist access, and end of trip facilities. The amendments include changes to the wording of provisions to ensure that these matters are appropriately addressed. Further transport analysis will be required at subsequent DA stages and will be undertaken more broadly for the Central SSP as part of the next stage of TfNSW's planning investigations.

### Public Domain

In response to the PRP's recommendations regarding public domain, the RTS includes a Public Domain Strategy as a supporting document. The Strategy sets out public domain principles to guide future public domain planning and key direction on new publicly accessible spaces within the Western Gateway, including:

- The link (between Block A and Block C);
- The Terrace Pavilion (future OSD connection between Block A and Block B);
- The market place (Block B); and
- Henry Deane Plaza.

The Public Domain Strategy is intended to provide future direction for the Western Gateway, however in considering TfNSW's strategy, the Department identified key issues, including the need to:

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- Reflect an appropriate definition for public domain areas (noting the distinction between public domain and publicly accessible private open space);
- Ensure place character is enhanced and that the place objectives are defined early and catered for through future development;
- Ensure there are places for people to dwell comfortably (in the sun or shade and protected from wind), allow a diverse range of activities and allow people of all abilities to move easily to and through the spaces;
- Integrate with surrounding areas and deliver quality connections with surrounding places to achieve a well-connected city;
- Include a detailed movement and place plan that includes areas for people to move efficiently with a balance of places for people to linger that are sufficiently buffered to enable rest and shelter; and
- Detail how a place identity, place principles and framework have been developed through design, to guide future development, place experience and management.

At its review of TfNSW's RTS and the accompanying Public Domain Strategy the PRP noted concerns with the Strategy. The PRP noted that the Strategy provides very general information only, on areas that do not fit the definition of public domain while making assumptions about parts of the broader precinct that are currently unknown. The PRP noted that the lack of clarity in the Strategy is not acceptable for a precinct which will need to ensure a high quality of publicly accessible open space, particularly noting the likely density of workers and movement within the space.

The PRP recommended that the Design Guide be updated to ensure a separate and detailed open space strategy is prepared prior to approval of any development application. The PRP noted the open space strategy should include place principles and a framework to guide future development, a detailed movement and place plan, integration with future public domain to be delivered in future phases and demonstration of how the precinct has been designed to deliver high quality, coordinated spaces.

The Department has considered and agrees with the advice of the PRP and that a new open space strategy should be prepared. The new strategy should reflect the recommendations of the PRP and an appropriate definition of public domain which recognises public spaces as places that are publicly owned or for public use, accessible and enjoyable by all for free and without a profit motive. The new strategy may build upon the principles outlined in the Public Domain Strategy prepared by TfNSW in support of its RTS. The new strategy will also need to address, at a minimum, place principles, a framework to guide future development, a detailed movement and place plan, integration with future public domain, demonstration of how quality spaces can be achieved and (as discussed in the heritage section of this report) integration with the sensitive heritage context of the precinct.

### **Recommendation**

The Department's assessment has concluded that the new planning controls are supported subject to the following:

- The Design Guide should be updated to ensure a detailed open space strategy is prepared prior to the approval of any DA. The open space strategy should include place principles and a framework to guide future development, a detailed movement and place plan, integration with future public domain (to be delivered in future phases) and demonstration of how the precinct has been designed to deliver high quality, coordinated spaces. The strategy should be prepared in consultation with the City of Sydney; and
  - The Department supports proposed amendments to the Design Guide relating to movement, prioritisation of pedestrian and cyclist access and end of trip facilities.
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## Sustainability

### Issue

Submissions received from the City of Sydney during consultation noted that the Western Gateway Design Guide should be amended to:

- provide higher sustainability targets, including precinct-wide targets and solutions to achieve net-zero emissions by 2050;
- ensure new development in the sub-precinct is to include an Environmentally Sustainable Design (ESD) Strategy that demonstrates how the following targets will be met:
  - 6-star NABERS Energy Rating for commercial uses with a commitment agreement
  - 4.5-star NABERS Energy Rating for hotel uses with a commitment agreement
  - 4.5-star NABERS Water Rating for commercial uses
  - 4-star NABERS Water Rating for hotel uses
  - Platinum core and shell WELL Rating (version 2) for commercial uses
  - 6-star Green Star Design and As-Built rating (version 1.2);
- ensure that new development achieves net zero emissions by being highly efficient and using a minimum of 100% renewable electricity and employing other strategies such as maximising on-site generation, purchasing renewable electricity generated off-site and purchasing gold class offsets for remaining energy; and
- ensure new development in the precinct includes an Integrated Water management Strategy.

### Consideration

In response to the issues raised in submissions the PRP recommended that ESD performance targets should achieve a high benchmark, and confirmed that TfNSW in its response to submissions should improve the focus and commitment to sustainability in the Western Gateway and the Central SSP as a precinct wide approach with individual projects connecting into the precinct strategy.

TfNSW's RTS clarifies a number of sustainability performance commitments, however TfNSW also notes in the RTS that the full extent of sustainability targets recommended by the City are considered too onerous a commitment for the rezoning stage.

As part of the RTS the Design Guide has also been amended to allow for alternate ESD strategies where the consent authority is satisfied it will deliver an outcome that is equal to or better than the minimum standards.

At its review of the RTS, the PRP recommended that the full extent of sustainability targets (with a focus on precinct wide targets) should be adopted and that references to alternative strategies should be removed from the Western Gateway Design Guide.

The ESD targets stipulated by the City are consistent with precinct objectives of the District Plans and allowing alternate ESD strategies or methodologies to those typically accepted by the consent authority may place the commitment to sustainability in the precinct at risk.

### Recommendation

- The Western Gateway Design Guide should be amended to delete the guideline inserted at 3.4.1 (2), which allows the consent authority to accept alternative approaches to meeting ESD targets other than those agreed in guideline 3.4.1 (1).
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## Infrastructure

### Issue

Council's submission raised the need for the Western Gateway (and Central Precinct) to consider State and local infrastructure needs, and for a contributions and delivery of infrastructure framework to be developed. In particular the City recommended:

- Consideration of the needs of highly skilled workers in innovative and knowledge-based sectors, current and future transit users and changing local community surrounding the sub-precinct; and
- Provision of a definitive framework for development contributions to ensure commitment for and timely delivery of infrastructure through subsequent development approval processes.

### Consideration

The PRP recommended TfNSW provide an infrastructure needs assessment, a framework for contributions and a schedule for the potential delivery of State and local infrastructure in its RTS.

TfNSW's RTS clarifies the contributions that the proposals for Blocks A and B will be making to the Western Gateway through a package of public works which will assist in delivering the NSW Government's strategic planning outcomes for the Central Precinct. The proposed works are set out in **Table 1** below.

**Table 1 Proposed public works to be delivered in-kind by Block A and Block B**

Block A	Block B
<ul style="list-style-type: none"> <li>• Delivering a high quality through-site pedestrian connection from the proposed Sydney Metro egress to Henry Deane Plaza which accommodates pedestrian forecasts to 2056;</li> <li>• Connecting into the integrated Western Gateway Sub-Precinct Basement which enables future north south connections through the site;</li> <li>• Facilitating the creation of a logical land tenure arrangement which enables the NSW Government to control public spaces and NSW Government assets;</li> <li>• Providing opportunities for the NSW Government to remove vehicular access and pedestrianise Lee Street and Ambulance Avenue; and</li> <li>• Providing a contribution towards the NSW Government's commitment to creating affordable spaces for start-up within the new Sydney Innovation and Technology Precinct.</li> </ul>	<ul style="list-style-type: none"> <li>• Delivering an Integrated Distribution Facility which will provide critical services infrastructure for deliveries, waste management, and utilities, not only supporting development within the Western Gateway but also the broader Central Station Renewal Program;</li> <li>• Delivery of the southern access road to facilitate the removal vehicular access and pedestrianise Lee Street and Ambulance Avenue;</li> <li>• Delivery of managed vehicular access to future OSD;</li> <li>• Provide connection from the IDF and southern access road into adjacent basements facilitating the integrated basement for the Western Gateway;</li> <li>• Delivering high quality through site pedestrian connection from Henry Deane Plaza to the future over station development; and</li> <li>• Provision of additional high-quality pedestrian through site links to support secondary pedestrian connections.</li> </ul>

The public works noted above will be formalised as works in kind through a Project Delivery Agreement (Block B) or through a planning agreement (Block A) with the NSW Government.

In relation to local contributions, both proposals will commit to paying monetary contributions to the City of Sydney and deliver public art as part of future development.

In relation to state infrastructure, the delivery of the integrated distribution basement will support the renewal of Central SSP, complement the NSW Government's significant infrastructure investment in new public transport, pedestrian capacity, open space and public domain within the Western Gateway and the broader Central SSP.

An infrastructure needs assessment will be undertaken to develop a contributions framework for Central SSP (including the Western Gateway) as part of the SSP Study for the broader Central SSP. This will consider anticipated local and state infrastructure needs for the site and ensure the delivery of any necessary items.

Future development applications for Block A and B will detail the capacity of essential infrastructure needed to deliver development (electricity, water, telecommunications).

### **Recommendation**

- TfNSW's proposed approach to infrastructure provision is supported, noting that the issues outlined above will be addressed through direct negotiation between the leaseholders for Block A and B and through future stages of the planning process, which will require more detailed infrastructure analysis and provision.

## **General amendments to the Western Gateway Design Guide**

### **Issue**

The City of Sydney raised concern in its submission, through the consideration and assessment process and the PRP that the Western Gateway Design Guide should be amended throughout to provide clear guidance and commitment to achieving its stated aims. In particular, the document needs to provide clear guidance on what 'must' and 'should' be done in future applications as well greater clarity around objectives, guidance and definitions.

The Design Guide is a critical document that will guide future development in the sub-precinct including assessment of future detailed applications. The Department considers it is important that it provides, clear, robust guidance to inform the future development assessment processes.

### **Consideration**

At its review of TfNSW's RTS, the PRP recommended that in addition to the specific amendments addressed elsewhere in this report, further amendments are required to ensure the guide appropriately commits to achieving its stated outcomes. The PRP reviewed and endorsed a schedule of proposed amendments to the guide, recommending continued discussions with TfNSW to update the Design Guide in accordance with the schedule prior to the making of the guide. The schedule of proposed amendments is at **Attachment A**.

The Design Guide supplements the proposed new planning controls with more detailed provisions to guide development. DAs for new development will be assessed on their individual merit having regard to the new planning controls and the Western Gateway Design Guide, other matters listed in Section 4.15 of the Act, and any other adopted relevant policies that relate to development within the Sub-precinct.

Given the importance of the Design Guide, amendments must be made prior to determination of any future DAs on the site, however, this should not prevent the making of new planning controls for the site.

### **Recommendation**

The Department's assessment has concluded that the new planning controls are supported subject to the following:

- The Design Guide should be amended in accordance with the schedule of amendments at **Attachment A**.
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## Consideration – Strategic Framework

The majority of submissions received in response to public exhibition were in support of the proposal or neutral. The Department's Submissions Summary report did however identify several issues that were raised in submissions that needed to be addressed in TfNSW's Response to Submissions report. These key issues form the basis of the key considerations in the assessment of the proposal. The issues are explored in detail below and include:

- **Land use;**
- **European Heritage;**
- **Aboriginal Heritage and Culture;**
- **Public Domain and Open Space;**
- **Transport;**
- **Visual connections; and**
- **Sustainability.**

### Land use

#### Issue

Submissions received indicated a number of general issues relating to future land uses in Central SSP. Submissions indicated the need to focus on:

- Employment generating uses;
- Knowledge based industries and start-ups;
- Cultural and creative uses;
- Community uses and spaces;
- The night-time economy; and
- Affordable housing.

#### Consideration

The Strategic Framework document prepared by TfNSW to build on the Strategic Vision exhibited and also to respond to issues raised in submissions incorporates updates to the planning priorities and vision statement which focus on the above-mentioned land use matters and appropriately recognises the potential of the precinct to deliver on these.

Opportunities for new land uses, including key matters such as affordable housing, community spaces and supporting the night-time economy, will be undertaken as part of the Stage Two planning investigations for Central SSP.

#### Recommendation

- The approach to land uses outlined by TfNSW in the Strategic Framework is supported.

### European heritage

#### Issue

Submissions by the City of Sydney and Heritage NSW raised the issue that future development may not appropriately respond to the heritage significance of Central Station and its surrounds.

Submissions by Heritage NSW, Sydney Local Health District and members of the public noted that development should not physically impact significant heritage elements of the precinct.

Submissions from Heritage NSW, the City and the public raised concern that the development of the precinct may obscure views of Central Station and impact heritage items. In particular, the Heritage NSW submission noted it does not support large scale development in the Central Station

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sub-precinct and Regent Street Sidings, noting potential to impact landmark qualities of the site and not respond appropriately to character and scale.

### **Consideration**

The PRP recommended that the development of the Strategic Framework by TfNSW ensure greater consideration and analysis of the potential impacts on the heritage values of the precinct. In particular:

- Revising the 'Place and Destination' theme to give greater emphasis to the protection and enhancement of the precinct's heritage values;
- Amending the 'Precinct Plan' figure and legend to include the qualification "subject to protection of significant heritage elements" on the areas identified for medium to high density development;
- Reintroduce the principles of the Railway Square/Central Station Special Character Area into the sub precinct character statements of the Strategic Framework document. It is noted that this should not preclude development but rather guide and inform future development proposals and identify areas of heritage value and significance;
- Introduce 'heritage storytelling' in the approach to placemaking by providing for uniform connected and inspired public realm spaces which deliver high end heritage interpretation informing the public of the unique values of the broader precinct;
- Noting St Pancras/Kings Cross precinct in London as a suitable case study and noted its success in part due to appropriate consultation with relevant heritage authorities and development of a heritage strategy for the redevelopment;
- Recommending that Transport for NSW undertake consultation with the Heritage Council of NSW before finalising the Strategic Vision as a Framework; and
- The Central Precinct Vision and Strategic Framework (VSF) 2018, should inform the finalisation of the Strategic Vision as a Framework. The panel noted in particular that the document sets out criteria for addressing heritage which should be included in Transport for NSW's response to submissions.

TfNSW has updated the Strategic Framework to incorporate amendments to reinforce the important role of heritage in the precinct and address the issues raised above, including:

- Amendments to Planning Priority 5 to provide greater emphasis on heritage matters;
- Amendments to Preliminary Precinct Plan 9 to ensure development sensitively interfaces with existing key heritage items and conservation areas and integrate elements of previous work undertaken by OMA Architects on behalf of TfNSW; and
- Amendments to the sub-precinct character statements to provide greater consideration to ensure the future built form is appropriate to heritage and local character context.

At its review of TfNSW's RTS and Strategic Framework, the PRP noted concern that the Preliminary Precinct Plan contains too much detail in terms of potential built form outcomes for this early stage of the planning process. The PRP raised concern the inclusion of a plan could limit the ability of future proposals to appropriately address heritage views, visual links and alternative design configurations. The PRP recommended the plan be removed from the Strategic Framework.

TfNSW will need to undertake further heritage and urban design analysis in the next phase of planning studies to inform more detailed plans for the rezoning of the site.

### **Recommendation**

- The Strategic Framework is supported subject to commitment from TfNSW for further ongoing consultation with the Heritage Council of NSW and that the Strategic Framework be amended to delete the Preliminary Precinct Plan.
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## Aboriginal culture and heritage

Submissions raised need for stronger emphasis on culture and identity of Aboriginal communities in the draft Strategic Vision and future planning. The Sydney Local Health submission recommended a stronger emphasis needed on culture and identification of Aboriginal communities in the draft Strategic Vision.

### Consideration

The PRP confirmed issues raised in submissions and recommended that TfNSW in its RTS:

- Introduce clear strategies and ideas to incorporate Aboriginal culture, identity and community participation in the Central Precinct;
- Consult with the City of Sydney's Aboriginal and Torres Strait Islander Advisory Group and the office of the Government Architect NSW's Aboriginal Liaison Officer; and
- Undertake consultation with Local Aboriginal Land Councils to better address the objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan.

The Department will require that an Aboriginal Engagement Strategy be developed and implemented as part of the next phase of planning investigations. The Strategy will incorporate opportunities to showcase the culture and identity of Aboriginal communities through integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation.

The Department will issue TfNSW with a set of Study Requirements which will ensure that the next phase of planning is informed by appropriate technical analysis and engagement with Aboriginal stakeholders and communities, including a strong focus on connecting with country and building on the work of the NSW Government Architect's office on Designing with Country.

### Recommendation

- The Strategic Framework is supported subject to commitment from TfNSW that ongoing consultation on a workshop basis is undertaken with the NSW Heritage Council and further consultation is undertaken with the City of Sydney's Aboriginal and Torres Strait Islander Advisory Group, the office of the Government Architect NSW's Aboriginal Liaison Officer; and Local Aboriginal Land Councils; and
- Study Requirements for the next phase of planning for Central SSP to be issued by the Department will ensure an Aboriginal Engagement Strategy is undertaken and is supported by appropriate technical analysis of cultural values.

## Public Domain and Open Space

### Issue

Submissions raised the need to incorporate and prioritise active transport, including walking and cycling and minimise car access, and that safe, easy movement should be maintained for all, including people with specific mobility requirements. Submissions also noted the need to ensure the orderly delivery of public spaces, movement corridors and public domain elements such as the 'third square' in the Western Forecourt sub-precinct.

The City of Sydney submission raised the following additional issues:

- The Preliminary Precinct Plan should provide guidance on purpose and potential use of proposed public space and movement corridors. The Plan should distinguish actual public open space from vestigial spaces associated with movement corridors;
  - The Belmore Park character statement should have a stronger emphasis on the desired future character of Belmore Park as an activated, flexible, multi-functional public open space that integrates the Precinct with the rest of Central Sydney and surrounding street edges; and
  - The need to consider the potential for a major public square.
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## Consideration

TfNSW has amended the Strategic Framework to strengthen the priorities relating to 'place and destination' and 'mobility and access' as they relate to pedestrian, cycling and walking.

At its review of TfNSW's RTS the PRP recommended that clear statements are also required in the Strategic Framework, committing to the, legibility, connectivity and permeability of the publicly accessible land and public domain and commitment that the quantum of public domain and open space be consistent the provisions of the Greener Places Design Guide.

The Department will require that further analysis on public domain and open space be undertaken through technical studies in the next phase of planning for Central SSP. In particular:

- Detailed investigations will inform how the public domain and open space will be planned throughout the precinct, including the amount, the location, its function and its general layout within the precinct; and
- Detailed design and transport investigations for accessibility improvements will aim to ensure safe, easy access is maintained for all, including people with specific mobility requirements.

The Department will issue TfNSW with a set of Study Requirements which will ensure that the next phase of planning is informed by appropriate technical analysis relating to public domain, movement and open space.

## Recommendation

- The Strategic Framework is supported subject to the introduction of clear statements into the document by TfNSW, committing to legibility, connectivity and permeability of the publicly accessible land and public domain and commitment that the quantum of public domain and open space be consistent with the provisions of the Greener Places Design Guide; and
- Study Requirements for the next phase of planning for Central SSP to be issued by the Department will ensure detailed technical analysis is undertaken to address public domain, movement and open space.

## Transport

### Issue

Submissions raised the need to improve pedestrian and active transport accessibility to Central Station, increase rail capacity and upgrade Central Station. A community submission identified the opportunity to improve the bus interchange.

### Consideration

The PRP noted that the exhibited material does not appropriately address some of the objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan, including:

- Delivering integrated land use and transport planning and a 30-minute city; and
- Investigation of opportunities for precinct-based provision of adaptable car parking and infrastructure.

TfNSW has amended the Strategic Framework to include a focus on the issues raised above by the PRP.

The Department will require that further transport analysis be undertaken in the next phase of planning investigations for Central SSP. Including:

- A detailed Transport Strategy investigating the network capacity and any necessary supporting infrastructure upgrades; and
  - A precinct-wide car parking strategy.
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## Recommendation

- The Strategic Framework is supported; and
- Study Requirements for the next phase of planning for Central SSP to be issued by the Department will ensure detailed transport analysis and solutions are investigated.

## Visual connections

### Issue

Submissions raised concerns about the density of the precinct and the retention of existing visual connections. The submission made by Heritage NSW raised issues that:

- Any development must allow the visual connection between significant buildings to the main terminal to be retained and understood. In particular, looking north from the Cleveland Street overbridge allow views to the full extent of the Central Railway Station site as well as to the Mortuary Station spire and dome, and the Main Terminal building clock tower; and
- Any future development within this precinct should ensure these views are retained and enhanced through well considered design.

### Consideration

The Strategic Framework, Preliminary Precinct Plan principle 9 (*Ensure that future development sensitively interfaces with existing key heritage items*) ensures that future development will sensitively interface with existing key heritage items. TfNSW's RTS notes that this will assist in establishing appropriate built form responses and specifically seek to:

- Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower from locations to the west and south such as George Street and the western forecourt; and
- Retain a key heritage view corridor along the Devonshire Street alignment towards the Marcus Clark TAFE tower.

At its review of the RTS and Strategic Framework, the PRP noted concern that the Preliminary Precinct Plan contains too much detail in terms of potential built form outcomes for this stage of the planning process. In particular the PRP raised concern the plan would limit the ability of future proposals to appropriately address heritage views, visual links and alternative design configurations. The PRP recommended the plan be removed from the Strategic Framework.

The Department will require that visual connections be a key part of technical investigations in the next phase of planning for Central SSP and require that a visual impact study and visual impact assessment be undertaken. These detailed studies will review the importance of identified views, consider impacts and inform potential future development outcomes in the precinct.

### Recommendation

- The Strategic Framework is supported subject to the removal of the Preliminary Precinct Plan; and
- Study Requirements for the next phase of planning for Central SSP to be issued by the Department will ensure detailed visual impact studies and visual impact assessment is required.

## Sustainability

### Issue

The City of Sydney's submission recommends stronger commitments to precinct-scale solutions to enable a net-zero Precinct as well as buildings and to enable the Central Precinct to be a leading example for stronger sustainability targets and innovation by pooling resources and sharing infrastructure.

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Additionally, a submission from the Environment, Energy and Science Group's (EES Group) submission for the Western Gateway Rezoning Proposal recommended undertaking a survey for threatened and protected species including microbats.

### **Consideration**

The PRP noted the EES group submission and noted that it considers this issue as relevant to the provision of urban tree canopy in the precinct to enhance amenity and biodiversity and further noted this as an opportunity to address the Premier's priorities for 'Greener Public Spaces' and 'Greening our City' which target the increase of tree canopy in Greater Sydney.

The Department will require that a sustainability study be undertaken as part of the next phase of investigations for Central SSP.

### **Recommendation**

- The Strategic Framework is supported; and
- Study Requirements for the next phase of planning for Central SSP to be issued by the Department will ensure detailed sustainability studies are undertaken, also taking into account any threatened species and appropriate tree canopy/greening outcomes.

## Conclusion

The Western Gateway Sub-precinct is the first stage of delivering on the NSW's Government's commitment to the 'Tech Central' technology and innovation precinct. It will play a critical role in Sydney's future economy and the delivery of new jobs. In addition to its economic role, the Western Gateway will deliver new place-making and public domain opportunities that will ensure it is a vibrant and exciting place. More broadly, the Central SSP has the potential to deliver exciting new renewal opportunities throughout the wider station precinct that would positively transform the area.

The proposed new planning controls should be supported as they enable the benefits of the Western Gateway to be realised as the first stage of Tech Central and deliver new opportunities for place-making and public domain. The rezoning will include strong controls and design guidance which will ensure that all issues are appropriately addressed through the planning process.

Key issues that arose during public exhibition of the proposal included built form, wind impacts, heritage impacts, public domain, movement and sustainability. The issues raised in submissions have been appropriately considered and addressed through the assessment of TfNSW's proposal and the recommendations contained within this report. The recommendations include further refinements to the Design Guidelines will ensure positive changes to the built form, public domain, heritage and sustainability outcomes anticipated within the Sub-precinct.

The Department considers that the Strategic Framework will set an appropriate vision and principles to inform future planning processes for the wider Central SSP as well as set out the strategic context to enable the finalisation of the Western Gateway Sub-precinct. The Strategic Framework will be finalised as soon as practical, and before any development applications are determined, subject to the recommended changes outlined in this report.

The detailed assessment of the rezoning proposal shows that the issues raised have been appropriately addressed to enable the making of new planning controls for the site.

A Design Guide will also be finalised as soon as practicable and prior to determination of any future DAs in the Western Gateway Sub-precinct. DAs for new development will be assessed on their individual merit having regard to the new planning controls and the Western Gateway Design Guide, ensuring that all detailed design related matters are appropriately resolved.

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# Attachment A – Final Project Review Panel Report

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# Attachment B – Consistency with the Eastern City District Plan

**Table 1 – Consistency with Eastern City District Plan Planning Priorities**

Action	Consistency
Planning Priority E1 – Planning for a city supported by infrastructure	The rezoning leverages the Western Gateway Sub-precinct to provide new employment opportunities in a highly accessible and high amenity location.
Planning Priority E2 – Working through collaboration	Transport for NSW has prepared a State Significant Precinct rezoning proposal for the Western Gateway Sub-precinct. The Department of Planning, Industry and Environment, as well as other government agencies including City of Sydney Council, the Greater Sydney Commission and the Government Architects, have also provided guidance on the proposal through the Project Review Panel. The proposal supports the delivery of Tech Central, which is a collaborative effort by the NSW Government to establish a new tech and innovation precinct in Sydney.
Planning Priority E3 – Providing services and social infrastructure to meet peoples changing needs	The Western Gateway Sub-precinct will deliver opportunities for new public spaces and facilities to provide a place for the community and workers to interact and engage with their surroundings.
Planning Priority E4 – Fostering healthy, creative, culturally rich and socially connected communities	The Western Gateway Sub-precinct will deliver opportunities for facilities and public spaces, while supporting a diversity of employment uses that accommodate the needs of the wider population and Sydney's growing economy. The public domain opportunities include new plazas and pedestrian connections to encourage walking, cycling and community interaction.
Planning Priority E5 – Providing housing supply, choice and affordability with access to jobs, services and public transport	The rezoning will increase proximity of new jobs in the Sydney CBD in a highly accessible location to jobs, services and public transport.
Planning Priority E6 – Creating and renewing great places and local centres, and respecting the District's heritage	<p>The Western Gateway Sub-precinct provides a key opportunity for renewal. With this significant public investment in transport infrastructure comes the opportunity for transit orientated development to provide new jobs, public domain improvements and infrastructure in this highly accessible location.</p> <p>The rezoning would not result in any adverse impacts to heritage items and furthermore detailed analysis will be undertaken to support future development applications.</p>

Planning Priority E7 – Growing a stronger and more competitive Harbour CBD	The Western Gateway Sub-precinct will strengthen the international competitiveness of the Harbour CBD by providing 232,000sqm of non-residential floorspace, delivering new jobs and services in close proximity to the public transport network. The proposal supports the delivery of Tech Central and the Innovation Corridor identified in the District Plan.
Planning Priority E8 – Growing and investing in health and education precincts and the Innovation Corridor	The Western Gateway Sub-precinct will increase supply of commercial, retail and hotel uses, offering smaller scale spaces for innovative businesses and community activities to establish and grow as part of the NSW Government commitment to Tech Central.
Planning Priority E9 – Growing international trade gateways	Not applicable.
Planning Priority E10 – Delivering integrated land use and transport planning and a 30-minute city	The rezoning of the Western Gateway Sub-precinct proposes an increase in jobs, that leverages the NSW Government's investment in transport infrastructure Sydney-wide, bringing people closer to their jobs, homes and the services they need.
Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres.	The Western Gateway Sub-precinct will deliver 232,000sqm of non-residential floorspace, encouraging investment, business opportunities and new jobs in close proximity to the public transport network. The Sub-precinct will be the epicentre of Tech Central which is expected to deliver significant jobs and investment in Sydney from Central Station to Camperdown and Alexandria.
Planning Priority E12 - Retaining and managing industrial and urban services land	Very minor changes to the land zoning is proposed to align zoning with future development blocks. The B8 Metropolitan zone will continue to apply across the Western Gateway Sub-precinct.
Planning Priority E13 - Supporting growth of targeted industry sectors	The Western Gateway Sub-precinct will increase supply of commercial, retail and hotel uses which will enhance the amenity, vibrancy and safety of the centre whilst also promoting tourist visitation to the area. The Sub-precinct will support Tech Central which targets specific industry groups that relate to technology and innovation.
Planning Priority E14 - Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	Further analysis and water cycle management strategies will be prepared as part of the future development applications and planning processes for the site which will consider a range of measures to ensure the health of Sydney Harbour and the District's waterways are protected.
Planning Priority E15 - Protecting and enhancing bushland and biodiversity	Consistent, no native vegetation communities identified on the site.



Planning Priority E16 - Protecting and enhancing scenic and cultural landscapes	The Western Gateway Sub-precinct will continue the evolution of character at Central Precinct while respecting its past. While the proposal for new commercial towers will result in changes to the scenic and cultural landscape of Central Precinct, these changes will reflect the positive progression to a more connected, accessible, and vibrant CBD.
Planning Priority E17 - Increasing urban tree canopy cover and delivering Green Grid connections	Future development will create opportunities to develop a landscape strategy that includes new tree planting to increase the urban tree canopy and contribute to Sydney's Green Grid.
Planning Priority E18 - Delivering high quality open space	The rezoning proposal includes opportunities for new public domain through new entry plazas and pedestrian connections. The proposal will also connect closely with adjoining proposals and future public domain and open space that will be provided as part of the broader redevelopment of Central Precinct.
Planning Priority E19 - Reducing carbon emissions and managing energy, water and waste efficiently	The planning, design and construction of the Western Gateway Sub-precinct will be informed by a series of Ecologically Sustainable Development principles to achieve best practice sustainability outcomes.
Planning Priority E20 - Adapting to the impacts of urban and natural hazards and climate change	Future development on the site will be required address the potential social, environmental and economic effects of climate change on future communities.