

Draft Design Guide

Western Gateway Sub-precinct

Block C Interim Version

Transport for New South Wales

November 2020



Block C Interim Version

Western Gateway Design Guide - Block C Interim Version

This interim version of the Western Gateway Design Guide has been amended for the purposes of the Block C rezoning proposal. A separate process is currently underway to accommodate final changes in relation to the endorsed proposals for Block A and Block B within the Western Gateway. These changes involve:

- Minor amendments to building envelope figures to correct some errors and provide greater clarity on the intended outcome
- Minor amendments to built form design guidelines to provide further clarity of the intended outcome
- Amendments to some definitions within the document
- Minor amendments to the sustainability provisions to provide greater clarity on the intended sustainability outcome
- Updates to the design guidelines relating to wind, and the inclusion of a new Figure that clearly identifies the desired wind outcomes for the sub-precinct
- Other minor typographical edits and corrections

Amendments arising as a result of this process will be consolidated with the endorsed Block C amendments into a final version of Western Gateway Design Guide that will itself be exhibited prior to any final endorsement by the Department of Planning, Industry and Environment.

Central Precinct Strategic Framework

It is also noted that the Central Precinct Strategic Framework is continuing to go through its own finalisation process following its public exhibition and assessment by the Department of Planning, Industry and Environment, and will be made publicly available once finalised.

Draft Design Guide

Western Gateway Sub-precinct

Contents

Part	Subject	Page
1	Preliminary	4
2	Purpose	7
2.1	Desired Future Character	7
3	Guidelines	9
3.1	Place and destination	9
3.1.1	Public realm	9
3.1.2	Building massing and envelopes	11
3.1.3	Design excellence	17
3.1.4	Active frontages	18
3.1.5	Wind	19
3.1.6	Solar access	19
3.1.7	Views and vistas	19
3.2	People and community	21
3.2.1	Heritage	21
3.2.2	Public art	22
3.3	Mobility	23
3.3.1	Pedestrian and cycle network	23
3.3.2	Building entrances	24
4.4.1	Vehicular access and parking	24
3.4	Sustainability	27
3.4.1	Sustainability and environmental performance	27
3.4.2	Water management	28
3.4.3	Waste management	29

1 Preliminary

1.1 Name of Guide

This document is the Design Guide - Western Gateway sub-precinct.

1.2 Citation

This document may be referred to as the Design Guide.

1.3 Commencement

The Design Guide commences on the day on which it is endorsed by the Secretary of the Department of Planning, Industry and Environment.

1.4 Land to which this Guide applies

The Design Guide applies to the land identified on **Figure 1: Land Application and Development Blocks**.

The land comprises three (3) development blocks:

- (a) Block A
- (b) Block B
- (c) Block C.

Refer to Clause [XX] of the Sydney Local Environmental Plan 2012 (SLEP 2012) for an additional description controls for the land that comprises the blocks.

1.5 How to Use this Guide

This Design Guide provides design guidance for development within the Western Gateway sub-precinct. It comprises a hierarchy of objectives and design guidance to guide future development. Each topic area is structured to provide the user with:

1. Objectives that describe the desired design outcomes for the Western Gateway sub-precinct
2. Design guidance that provides advice of how the objectives can be achieved through appropriate design responses

Development needs to demonstrate how it meets the objective. The design guidance provides benchmarks for how the objectives could be achieved. The design guidance does not represent the only way the overarching objectives can be achieved. Where alternate solutions to the design guidance are proposed it must be demonstrated how the proposed alternative solution achieves the overarching objective/s.

1.6 Relationship to Other Documents (and Instruments)

- (1) The Design Guide sets out specific guidelines to inform future development within the Western Gateway sub-precinct. Development within the sub-precinct will need to have regard to the relevant provisions in the Sydney Local Environmental Plan 2012 (SLEP 2012), including a requirement for development to be consistent with this Design Guide. Subject to paragraphs (2) and (3), the

Block C Interim Version

Sydney Development Control Plan 2012 is also applicable to development not identified as State Significant Development.

- (2) This design guideline replaces the provisions of the Sydney Development Control Plan 2012 to the extent that it relates to the same subject matter as a provision of the Sydney Development Control Plan 2012 applying to the Western Gateway sub-precinct.
- (3) Without limiting paragraph (2), the following provisions of the Sydney Development Control Plan 2012 do not apply to development in the Western Gateway sub-precinct:
 - Section 2: Locality Statements
 - Section 3.1.2.2 Through site links
 - Section 3.1.3: Pedestrian underpasses and overpasses
 - Section 3.1.4: Public open space
 - Section 3.1.5: Public art
 - Section 3.1.6: Sites greater than 5,000sqm
 - Section 3.2.1.1 Sunlight to publicly accessible spaces
 - Section 3.2.1.2 Public views
 - Section 3.2.3: Active frontages
 - Section 3.2.6: Wind effects
 - Section 3.3: Design excellence and competitive design process
 - Section 3.6: Ecologically sustainable development
 - Section 3.7.2: Drainage and stormwater management
 - Section 3.7.3: Stormwater quality
 - Section 3.7.5: Water re-use, recycling and harvesting
 - Section 3.9.1: Heritage impact statements
 - Section 3.9.5: Heritage items
 - Section 3.11.4: Vehicle parking
 - Section 3.11.5: Car parks under the public domain
 - Section 3.11.6: Service vehicle parking
 - Section 3.11.10: Vehicle access for developments greater than 1,000sqm GFA
 - Section 3.11.11: Vehicle access and footpaths
 - Section 3.11.13: Design and location of waste collection points and loading areas
 - Section 3.14: Waste
 - Section 5.1: Central Sydney

Block C Interim Version

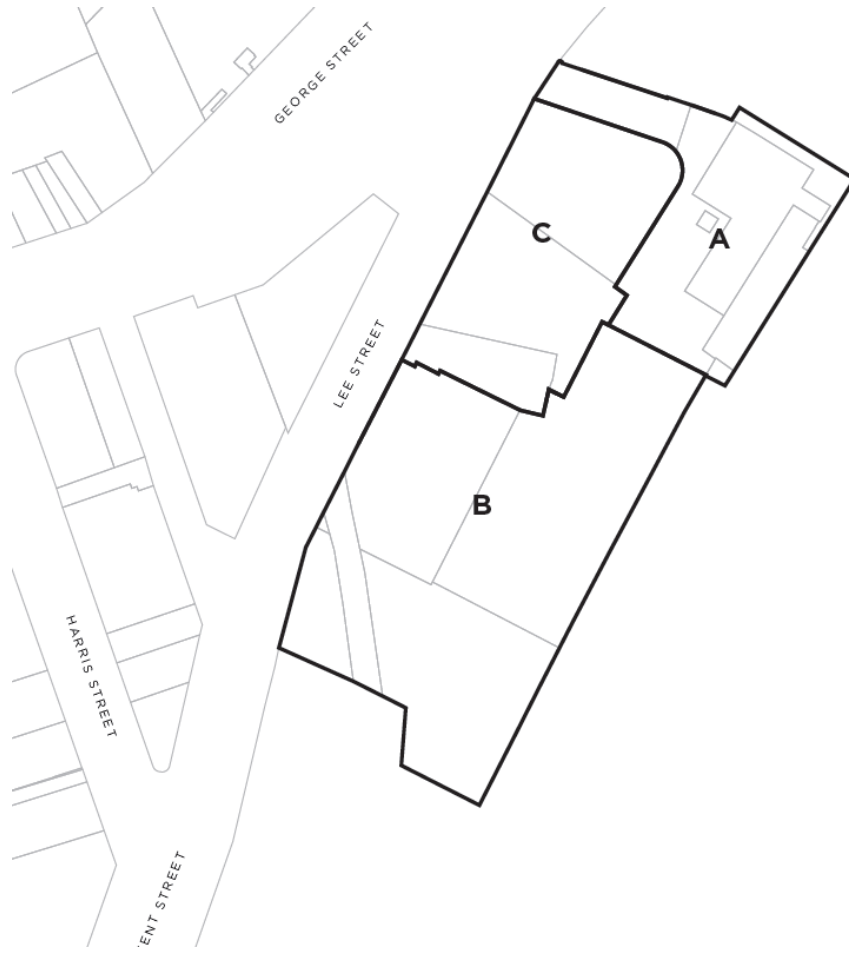


Figure 1: Land Application and Development Blocks

2 Purpose

The purpose of this Design Guide is to supplement the provisions of the SLEP 2012 by providing more detailed provisions to guide development on land within the Western Gateway Sub-precinct as shown in **Figure 1: Land Application and Development Blocks**. Development applications (DA) for new development will be assessed on their individual merit having regard to the SLEP 2012, this Design Guide, other matters listed in Section 4.15 of the Act, and any other adopted relevant policies that relate to development within the Western Gateway sub-precinct.

2.1 Desired future character

The Western Gateway Sub-Precinct is to focus and propel economic development for the future Harbour City at Central Station. It will catalyse emerging innovation, employment and business by providing places for workers in innovative industries, and their associated support industries. It will provide services and places for workers, visitors, transport customers and others in the surrounding city with activity 24 hours per day with high quality, publicly accessible spaces. It will celebrate heritage and demonstrate leadership in sustainability initiatives.

The Western Gateway sub-precinct will:

- (a) Create a new and exciting 'destination' at the southern end of Central Sydney
- (b) Form an important sub-precinct to the broader Central Precinct, including an entrance to the planned future Over Station Development
- (c) Provide a density and critical mass of employment floorspace that will anchor the future innovation and technology precinct and contribute to realising the Camperdown-Ultimo Place Strategy
- (d) Be a smart precinct supported by technology and innovation with spaces and an environment that supports knowledge-based businesses and tech start-ups, and which has strong links to the Camperdown Ultimo Collaboration Area and its users
- (e) Incorporate other town centre uses such as retail and service-based businesses that are important to ensuring a well-functioning town centre environment that services the needs of its users
- (f) Be an area of CBD scale built form characterised by architecturally designed buildings that exhibit design excellence and demonstrate leadership in sustainable initiatives
- (g) Act as a visual marker for Central Precinct and provide a high quality backdrop that supports an appropriate environmental amenity for Sydney's future third square comprising the Western Forecourt and Railway Square.
- (h) Be characterised by a built form that embraces and celebrates the area's historical significance and enables the retention and adaptive re-use of key heritage items
- (i) Deliver generous through site connections that facilitate safe, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas
- (j) Reform Henry Deane Plaza as a convergence point for pedestrian flows from Central West to and through the sub-precinct.
- (k) Deliver public access for people of all abilities from Lee Street to any potential future development above the rail yards

Block C Interim Version

- (l) Provide a series of rich and meaningful spaces that are activated, accessible, safe and which create opportunities for visitors and workers to converse, collaborate, transit and relax
- (m) Reduce the urban heat island effect through landscaping that provides shade, improves the precinct's micro-climate and enhances the urban environment.

Definitions:

Central Walk East

Refers to the underground paid pedestrian connection, currently under construction, that is to be delivered by Sydney Metro City and South West. Once complete, it will be a link between the new station entrance on Chalmers Street, the Eastern Suburbs Railway concourse, suburban platforms 16-23 (via escalators and lifts) and the new Sydney Metro north-south concourse.

Central Walk West

Central Walk West is the potential future western extension of Central Walk East, connecting to the west of the Central Station building.

Gross Building Area

*The total enclosed and unenclosed area of the building at all building floor levels measured between the normal outside face of any enclosing walls, balustrades and supports that could be theoretically achieved within the defined planning envelope inclusive of any cantilever zone (as per **Figures 3, 4, 5 and 6** of this Design Guide). The unit of measurement for building areas is the square metre.*

Gross Floor Area

As defined under the Sydney Local Environmental Plan 2012.

Public Realm

The public realm is the collective, communal part of cities and towns, with shared access for all. It is the space of movement, recreation, gathering, events, contemplation and relaxation. The public realm includes streets, pathways, rights of way, parks, accessible open spaces, plazas and waterways that are physically and visually accessible regardless of ownership. The public realm within the Western Gateway is identified as the yellow shaded area in Figure 2.

Over Station Development Corridor

The Over Station Development Corridor is a potential pedestrian link, open to the sky, connecting the Western Gateway sub-precinct to the future Over Station Development and through to Devonshire Street to the east.

3 Guidelines

3.1 Place and destination

The three main challenges for development within the sub-precinct are how to create activation in the public realm how to create suitably articulated and exciting architecture at the lower levels where they interface with the public realm and how to mitigate undesirable impacts of towers. .

3.1.1 Public realm

Objectives

- (a) Provide a high quality public realm that supports a functional and elegant solution to level changes across the site.
- (b) Provide a contiguous, clear and direct pedestrian connection linking Lee Street to the future Over Station Development.
- (c) Ensure any future pedestrian connection to the Over Station Development is designed to achieve a minimum width that reflects its role as a key pedestrian link and one of the western entrances to the future Over Station Development.
- (d) Ensure that the design and width of the pedestrian connections through the sub-precinct are capable of comfortably accommodating the volumes of pedestrian flows and desire lines, anticipated under a future fully developed scenario for the Central Precinct
- (e) Ensure that public realm facilitates the effective future integration of the sub-precinct with the city and the adjacent sub-precincts
- (f) Ensure the public realm is comfortable to use for its intended purpose

Design guidance

- (1) Public realm within the sub-precinct is to be provided in accordance with **Figure 2: Public realm and pedestrian connections**.
- (2) Public realm within the sub-precinct is to:
 - a. connect to the City and provide appropriate interfaces and links to adjacent sub-precincts within the Central Precinct
 - b. deliver a precinct that responds to its context and celebrates its heritage
 - c. create a focus for the southern part of Central Sydney
 - d. contribute to the creation of walkable neighbourhoods
 - e. shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity and design excellence
- (3) Henry Deane Plaza will be primarily a place of movement. Any changes to the Plaza will need to ensure that it continues to be an accessible multifunctional space, that can be used for repose, movement, gathering and meeting, with grades appropriate for the intended uses.
- (4) The pedestrian connection from Lee Street to the Devonshire Street tunnel is to be maintained while Devonshire St tunnel continues its role as a public pedestrian thoroughfare
- (5) Development Applications should be accompanied by a public realm plan that demonstrates how the precinct has been designed to deliver a high quality, co-ordinated public realm that includes (where appropriate):

Block C Interim Version

- a. street trees and other vegetation
 - b. paving and other hard surfaces
 - c. lighting
 - d. seating
 - e. bicycle parking spaces for share bikes and visitors
 - f. bins
 - g. signages, including wayfinding signs
 - h. public art
 - i. heritage interpretation.
- (6) The public realm is to provide an elegant and functional solution to level changes across the site that support seamless, step free, accessible access suitable for people of all abilities, connections and transitions from Lee Street to the Devonshire Street tunnel as well as the future over-station development within the broader Central Precinct.

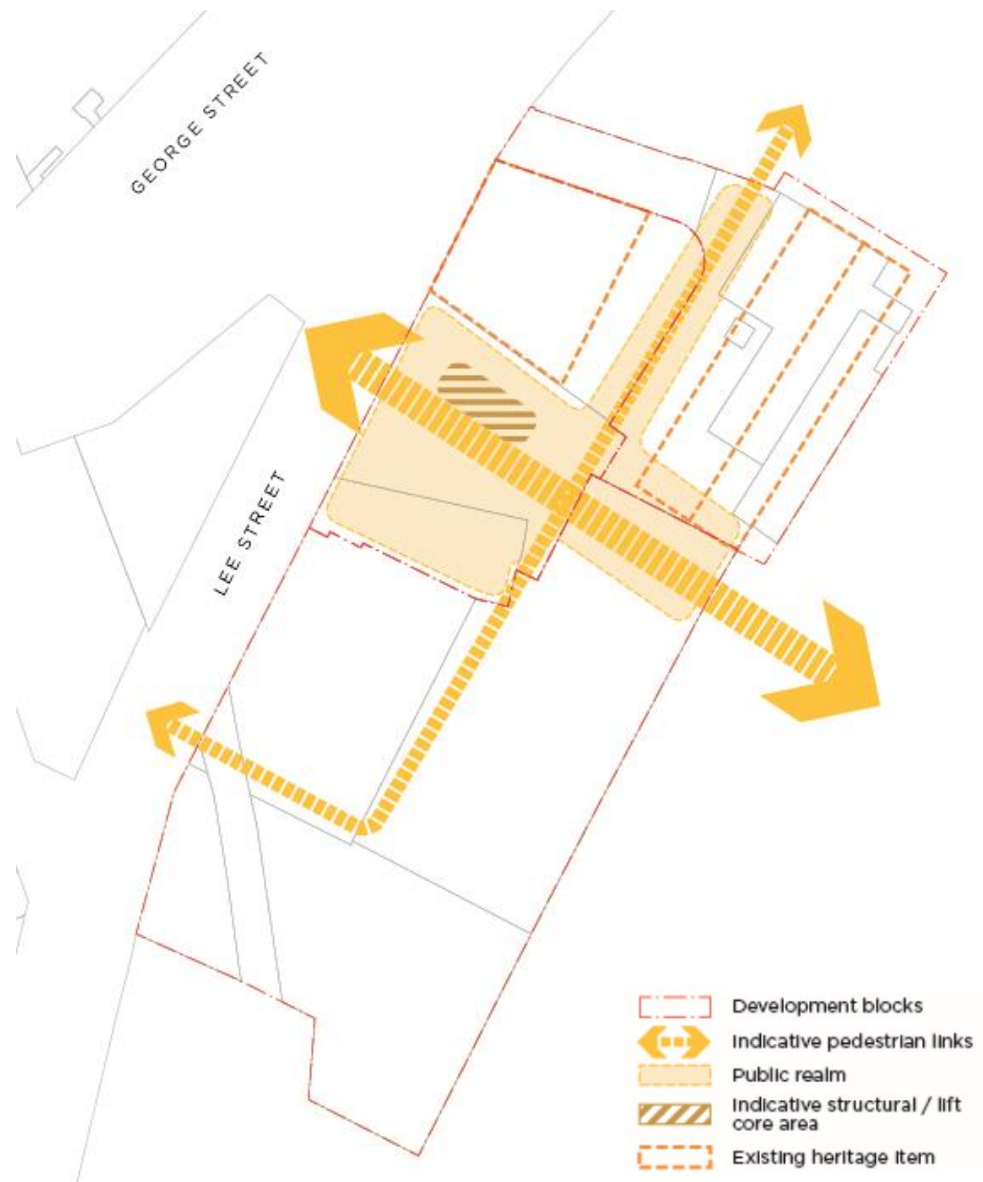


Figure 2: Public realm and pedestrian connections

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3.1.2 Building massing and envelope

Objectives

- (a) Development is to provide adequate separation and setbacks between buildings to enable connection to the future over station development and to provide appropriate amenity within the development sites and the adjacent public realm.
- (b) Development is to maximise the quality of pedestrian connections between Blocks A, B and C, having regard to the purpose, function and amenity of the connection and its role in the context of the Western Gateway sub-precinct as a public space or pedestrian movement corridor.
- (c) Development is to provide a street wall podium height along the Lee Street frontage that responds to the scale of nearby existing buildings including the Mercure Hotel and Marcus Clarke Building.
- (d) Development is to provide an appropriate vertical clearance and curtilage to existing heritage items, in particular the Former Inwards Parcel Shed and Former Parcels Post Office Building.
- (e) Any building structure within the vertical separation zone above the former Parcels Post Office building is to be minimised and sufficiently set back from the northern and western façade line to ensure the preservation and integrity of the restored roof.
- (f) Building massing and envelopes should ensure that views to the Central Station Clock Tower against the sky are retained when viewed by pedestrians and vehicles as they enter Railway Square from Broadway (see **Figure 6: Heritage Sightlines, Views and Vistas**).
- (g) Development is to support the provision of a wind environment for surrounding public realm that is appropriate for the intended purpose.

Design guidance

- (1) Built form within the Western Gateway sub precinct is to be in accordance with **Figures 3, 4, 5, 6 and 7** relating to building separation and setback distances
- (2) New buildings within Block A and Block B are to have a maximum 80% envelope efficiency (i.e. the final building design should not have a Gross Floor Area that exceeds 80% of the Gross Building Area that is able to be achieved within the envelope).
- (3) The pedestrian connection to over station development is to be open to the sky.
- (4) Despite Design Guidance 3.1.2 (2), a roofed terrace pavilion may be provided above the east-west pedestrian connection between Block A and Block B . It must be designed as a permanent structure with a maximum height of RL30 and should be able to be modified or removed once the pedestrian connection to future over station development is operational.
- (5) The roofed terrace pavilion is to be a publicly accessible and programmable space, improving the overall security of the public realm through passive surveillance and activation whilst providing all weather protection and reducing the urban heat island effect.
- (6) The former Inwards Parcels Shed and roofed terrace pavilion may protrude within the ground level separation area between Block A and Block B, but only where those structures:

Block C Interim Version

- a. do not impact on views from the future east-west over station pedestrian connection to the tower of the Marcus Clarke Building, and
 - b. do not unreasonably impede the free-flowing movement of pedestrians between the sub-precinct and the future over station development.
- (7) Building massing, setbacks and articulation zones are to be designed to enable the achievement of appropriate wind conditions shown as set out in **Section 3.1.3**
- (8) A minimum building separation of 30m is to be provided between Blocks A and B.
- (9) Built form on Block A is to be in accordance with **Figures 3, 4, 5** and **7** relating to building separation and setback distances and is to:
 - a. have a tower building with an underside (excluding lift cores and structural columns) no lower than RL 40
 - b. have a cantilevered building articulation zone along the western façade that has a maximum depth of 5.0m and an underside no lower than RL70
 - c. have a cantilevered building component along the southern façade that has a maximum depth of 5.0m and an underside no lower than RL60.4
 - d. support the achievement of a wind environment on the ground plane and in affected public realm areas that is appropriate for its intended use.
- (10) Built form on Block B is to be in accordance with **Figures 3, 4, 5** and **6** relating to building separation and setback distances and:
 - a. is to provide a minimum 6m tower setback above the podium street wall height along the Lee Street frontage.
 - b. a variation to the minimum setback of no greater than 3m will be considered where it can be demonstrated that:
 - i. the podium is set forward of the tower façade line,
 - ii. any future building on Block B is designed to visually read in the streetscape as a building of two parts, including a podium structure with a tower above,
 - iii. the wind environment on the ground plane and in affected public realm areas is appropriate for its intended use.
 - iv. effective articulation and modulation of the podium design is achieved.
 - c. the tower element above the podium on all other facades for Block B may have the same façade alignment as the podium but only where:
 - i. it is demonstrated that the building design appropriately responds to its surrounding context, particularly nearby heritage items,
 - ii. there are no detrimental microclimate and public realm impacts,
 - iii. the façade design incorporates articulation or the like that effectively reduces the visual bulk and mass of the building
- (11) Built form on Block C is to be in accordance with **Figures 3, 4, 6** and **7** relating to building separation and setback distances and:
 - a. is to comprise a single tower form with a maximum floorplate gross building area of 1,300 sqm,
 - b. must be designed to ensure that any tower form above the former Parcel Post Building is not located north of a chamfered setback that aligns with a diagonal from the north-east corner to the south-west corner of the heritage building,

Block C Interim Version

- c. must be designed to ensure that the tower is setback a minimum 5m from the north-east and south west corners of the former Parcels Post building (parallel to the northern and western facades respectively).
- d. must have a minimum separation of 16m from the Block A planning envelope and a minimum 12m separation between western façade of the Block A building and the eastern façade of the Block C building,
- e. must have floor plate protrusion that is no greater than 16m from the southern façade face of the former Parcels Post Office, and allow for a ground level and lower ground level pedestrian connection of no less than 8m between the southern structural core and the southern façade of the former Parcels Post building,
- f. the vertical separation zone between the underside of the tower and topmost point of the reinstated pitched roof to the Parcels Post Office Building must:
 - i. have a minimum vertical separation of 12.6m,
 - ii. be setback from the western and northern tower façades, in order to minimise structural encroachment

note: where controls reference the need to setback from façade of the former Parcels Post building, the setback should be calculated from the average of the substantive façade face of the former Parcels Post Office, excluding projections and cornices.

Block C Interim Version

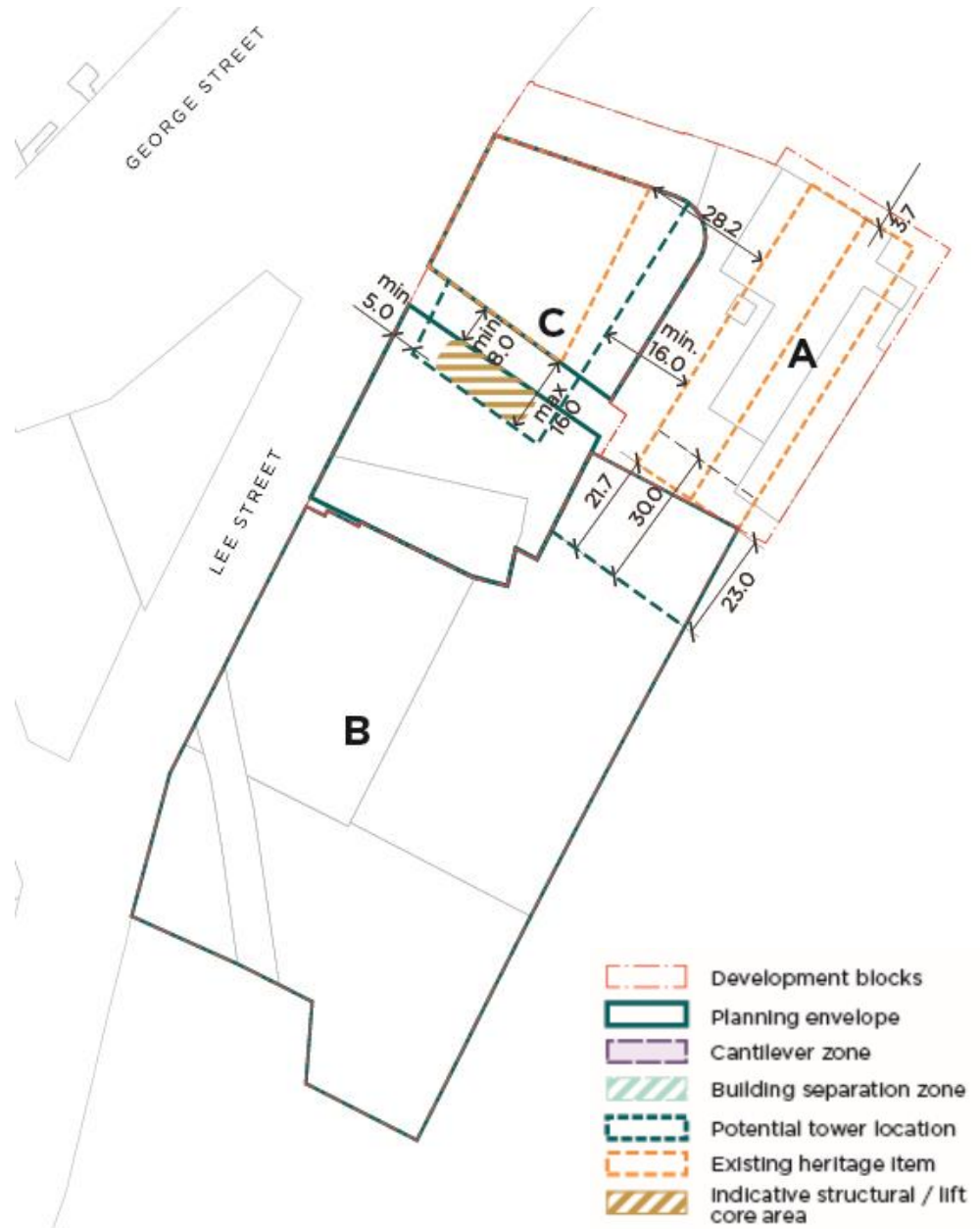


Figure 3: Separation distances and setbacks – Lower levels

Block C Interim Version

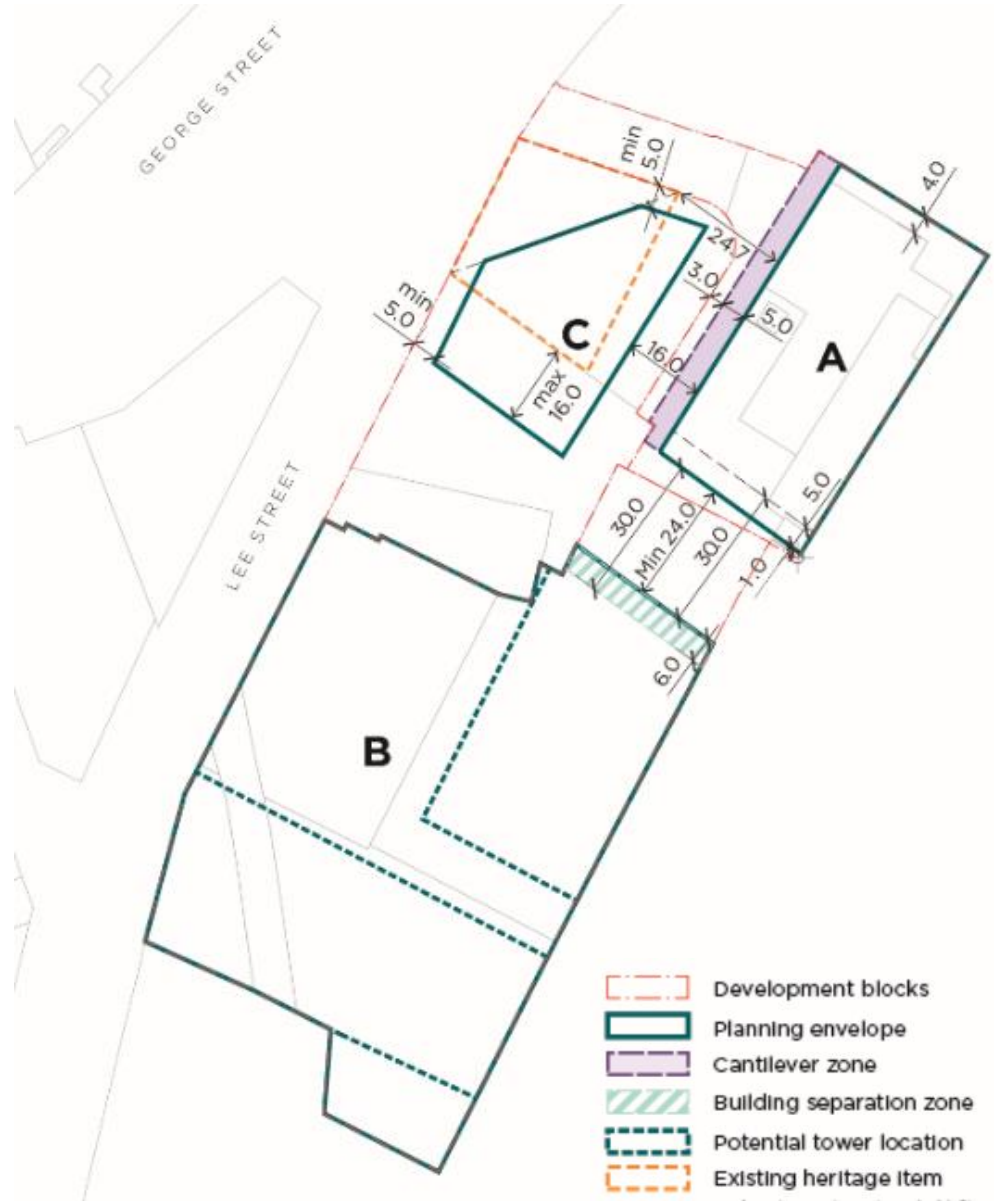


Figure 4: Separation distances and setbacks – Upper levels

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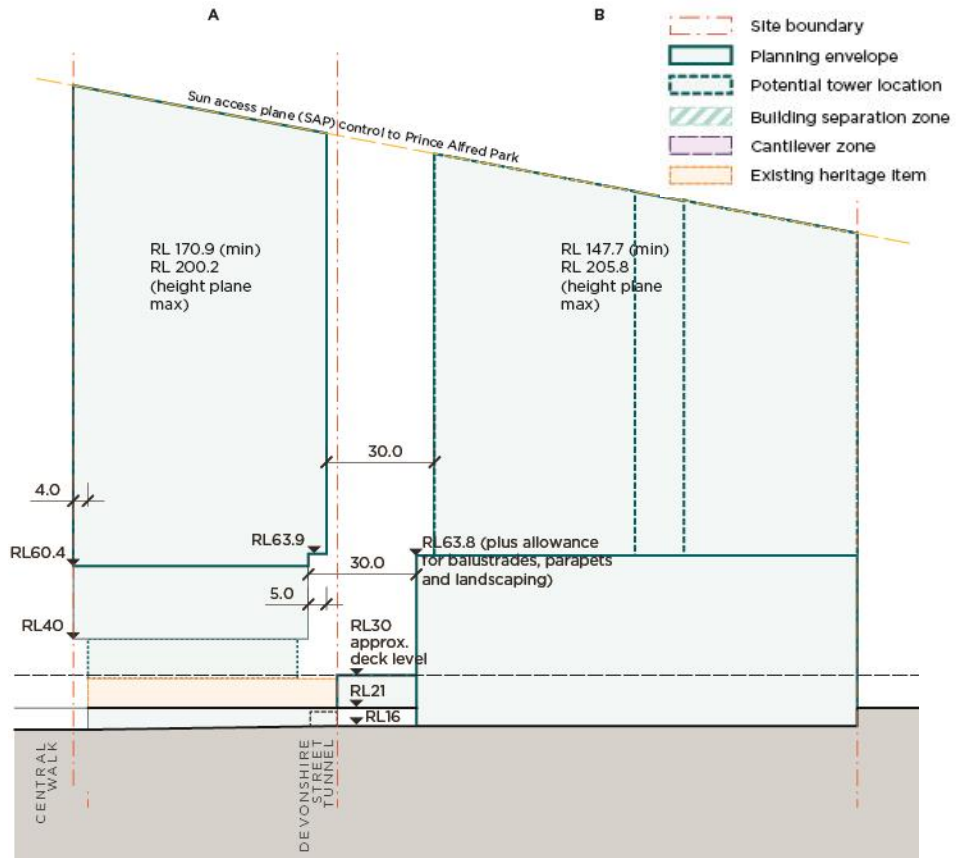


Figure 5: North-South Section - Separation distances and setbacks (Blocks A - B)

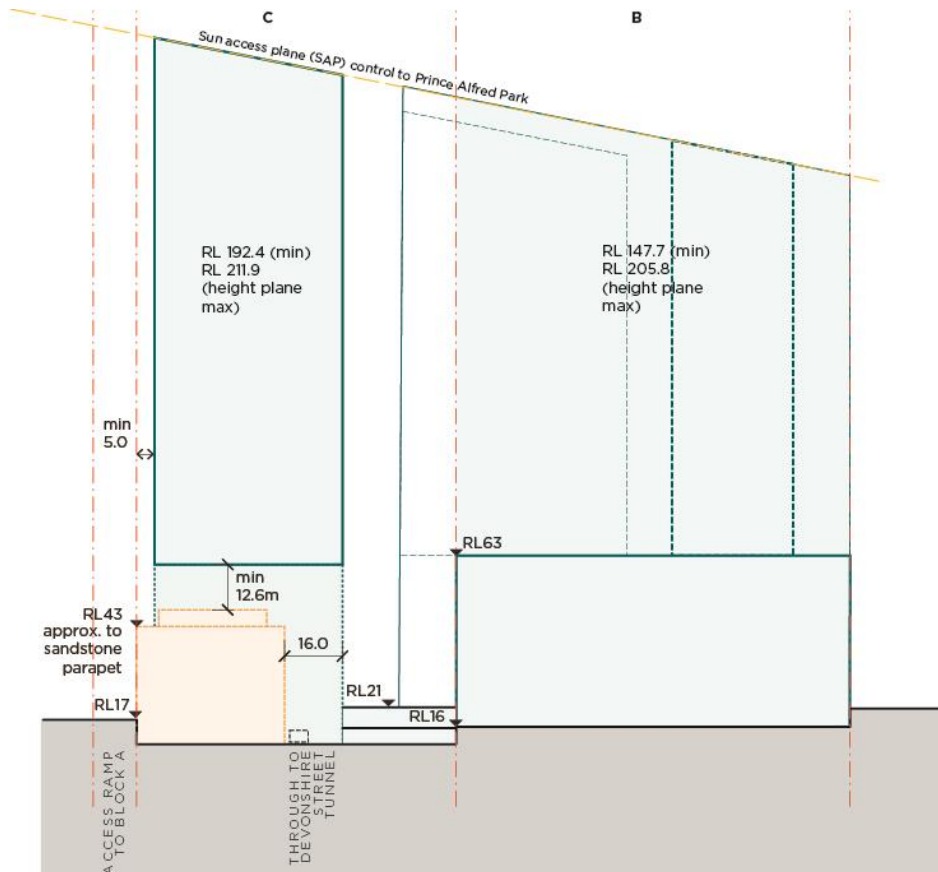


Figure 6: North-South Section - Separation distances and setbacks (Blocks C - B)

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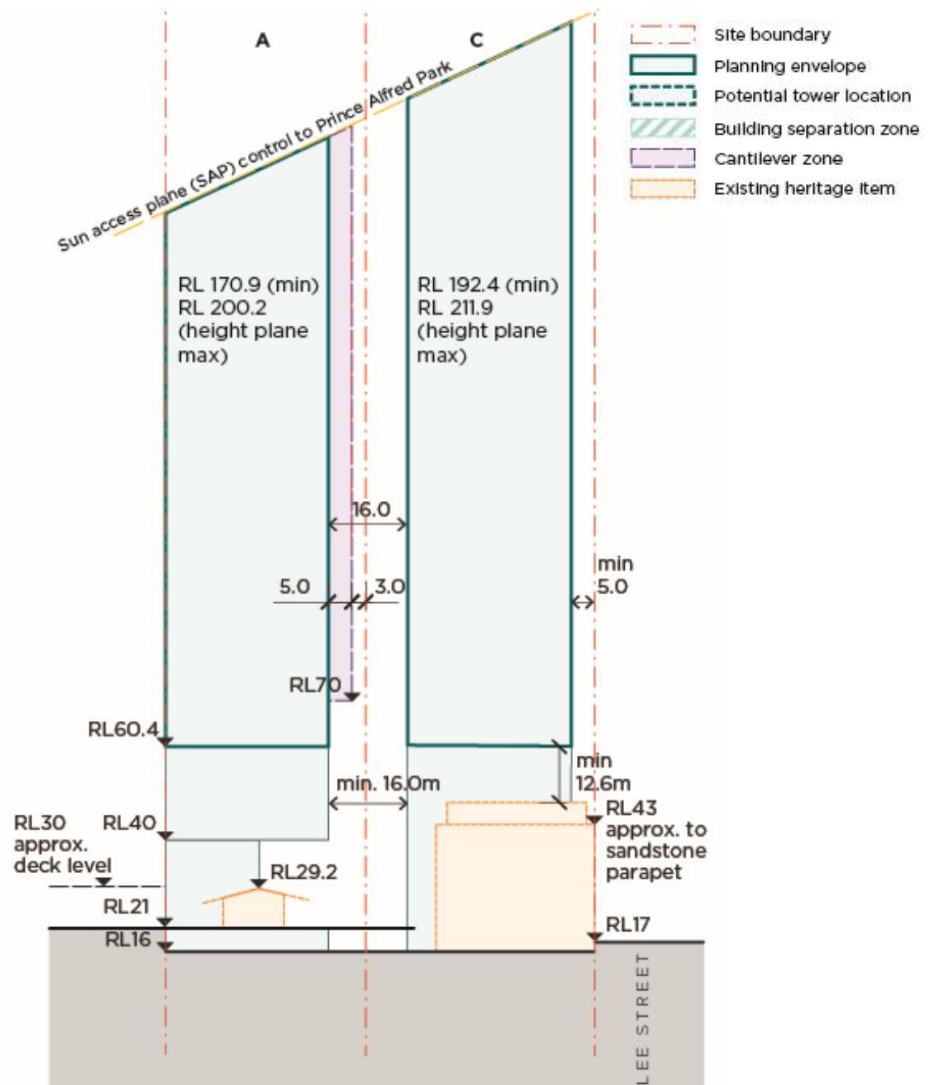


Figure 7: East-West Section - Separation distances and setbacks (Blocks A – C)

3.1.3 Design excellence

Objectives

- (a) Development for new buildings within the sub-precinct must demonstrate design excellence.

Design guidance

- (1) Each block within the sub-precinct is to be the subject of a competitive design process and undertaken in accordance with the applicable design excellence competition guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy (Policy).
- (2) No additional floorspace or building height under Clause 6.21(7) of the Sydney LEP 2012 will be awarded for a building demonstrating design excellence. The maximum floorspace and building height for sites within the Western Gateway sub-precinct is to be in accordance with Clause [XX] of the Sydney LEP 2012.
- (3) Where a competitive design process is undertaken in accordance with the Policy, it is to be in accordance with the following design excellence strategy:

Block C Interim Version

- a. Undertake an invited architectural design competition involving no less than five (5) competitors from a range of emerging, emerged and established architectural practices, with no more than 50% of competitors from international practices.
- b. The Jury composition is to be in accordance with the Provision 3.2 Jury Composition of the Policy or a five (5) member jury in accordance with Part 3.4 of the Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018).

3.1.4 Active Frontages

Objectives

- (a) Development should maximise ground floor active frontages along streets, pedestrian through site links, lanes and public spaces within the Western Gateway sub-precinct and include outdoor dining and activation at both day and night.
- (b) Active frontages within heritage facades should be maximised subject to heritage constraints.

Design guidance

- (1) A minimum of 75% of building frontages to the public realm should be activated through the inclusion of retail, commercial lobbies or other active uses. For the purpose of this guideline public realm means the area shaded in yellow shown in **Figure 2 Public realm and pedestrian connections**, as well as Lee Street and the Western Forecourt.
- (2) Ground floor frontages are to be pedestrian oriented and of high design quality to add vitality to the public realm.
- (3) Fine grain retail tenancies should be located along key pedestrian movement corridors and should cater to a diverse range of businesses including retail, entertainment and food and drink.
- (4) New development should avoid expansive inactivated retail frontages that are visible at the ground level.
- (5) Building design features, such as cantilevered awnings, are to be provided where possible to ensure adequate protection for pedestrians from the elements.
- (6) Building entrances are to be designed to be at the same level as the adjoining public realm.
- (7) No strata titled development is to be included in any areas that may be affected by existing or future transport operations.
- (8) Staging must integrate delivery of the public realm with the progress of proposed public and private development.
- (9) Development at the ground plane should activate the adjoining public realm, through measures including:
 - a. positioning areas for respite and pause in locations that promote overlooking of the public realm,
 - a. incorporating large doors or windows into building lobbies and spaces,
 - b. not locating activities that are sensitive to public view, such as ground level office space, in locations where direct overlooking from the public realm can occur, and

Block C Interim Version

- c. minimising the extent of grilles, vents, mechanical plant and other operational and security measures in areas that front onto the public realm.

3.1.5 Wind

Objectives

- (a) Development within the sub-precinct must ensure that the cumulative impact of development on the wind environment does not result in uncomfortable or unsafe wind conditions on public realm within and surrounding the development taking into consideration the intended primary purpose of that space.
- (b) The wind environment must be suitable for the intended uses.

Design guidance

- (1) All new developments must be designed to mitigate adverse wind effects and be designed to satisfy the relevant wind criteria for the intended uses of the public realm.
- (2) A quantitative wind effects report is to be submitted with any development application for new buildings that addresses how development meets the relevant standards (refer to map).
- (3) Wind impacts from any development must not exceed the Wind Safety Standard which is an annual maximum peak 0.5 second gust wind speed in 1 hour of 24 m/s.
- (4) Wind impacts from any development on public realm should not exceed the Wind Comfort Standard criteria for sitting, standing and walking taking into consideration the intended use of the space. The wind comfort standard is an hourly mean wind speed or gust equivalent mean wind speed, whichever is greater, for each wind direction of no more than 5% of all hours in the year. These standards are:
 - a. walking through the OSD connection and footpaths - 8 m/s
 - b. standing at building entrances, bus stops - 6 m/s
 - c. sitting in future public spaces - 4 m/s

3.1.6 Solar access

Objectives

- (a) To maintain daylight access to Henry Deane Plaza and other affected public realm areas during the period of the day when they are most used by the workforce, visitors and the wider community.

Design guidance

- (1) Development is to ensure that Henry Deane Plaza and other affected public realm areas receive an appropriate solar amenity for their intended use.

3.1.7 Views and vistas

Objectives

- (a) Development should preserve key views to the Central Railway Station Clock tower and enable future views from the future east-west over station pedestrian connection to the Marcus Clarke Tower.

Block C Interim Version

Design guidance

- (1) Development should not obstruct significant views as identified in **Figure 8: Heritage sightlines, views and vistas** measured from eye level from point to point.
- (2) Development on Block A and Block B is to provide a 30m building separation between the main façade line of any tower built form on Block A and Block B to ensure a clear line of sight along the future over station east west pedestrian connection.
- (3) The separation between Block A and Block B is to be open to the sky where possible.
- (4) Despite Design Guidance 3.1.7 (3), a roofed terrace pavilion may occur between Block A and Block B, provided it is designed to the standards that would be expected for a permanent structure, but which is able to be removed once the pedestrian connection to the future over station development is operational.
- (5) Development is to minimise the impact on existing public views to Central Railway Station Clock tower through modulation of proposed building mass, to maximise the visibility of the clock face. Any development must preserve views from the western forecourt of Central Station to:
 - a. the Central Station South Wing,
 - b. former Parcels Post Office (Adina Hotel), and
 - c. the former Inwards Parcels Shed.

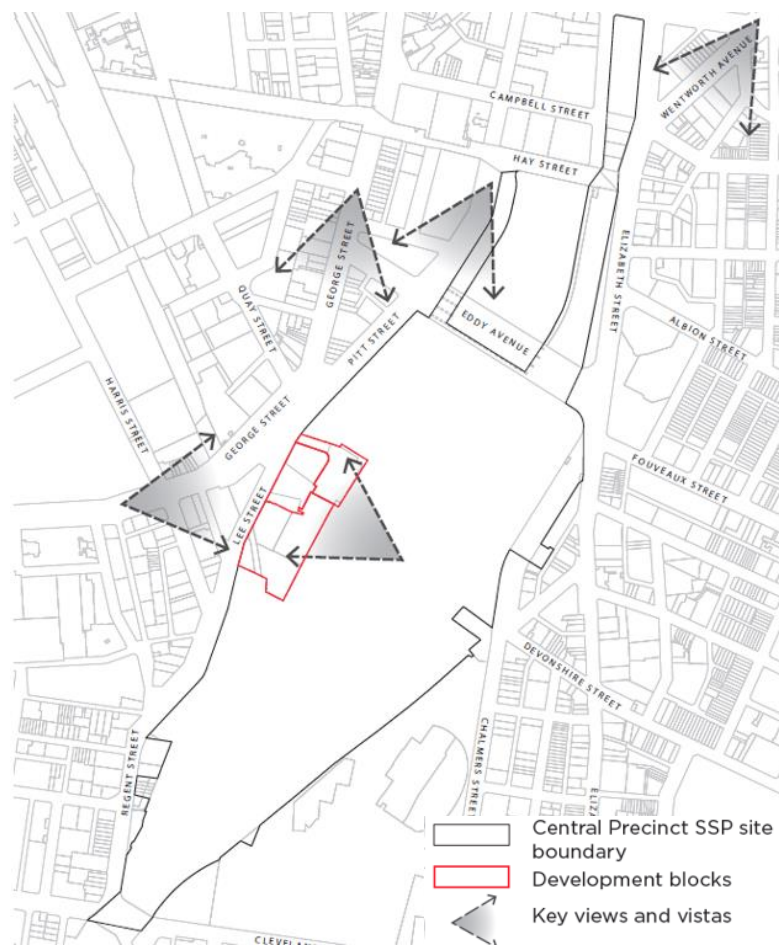


Figure 8: Heritage sightlines, views and vistas

Block C Interim Version

3.2 People and community

3.2.1 Heritage

Objectives

- (a) Development should appropriately respond to items of heritage significance within the sub-precinct and ensure items of heritage significance are maintained and celebrated wherever possible.
- (b) Development should retain and re-use any assessed heritage significant features, specific spaces and fabric of significance.
- (c) Development should enable the sensitive adaptive re-use of any assessed heritage significant features, specific spaces and fabric of significance.

Design guidance

- (1) A Statement of Heritage Impact is to accompany any future DA for new buildings within the sub-precinct and is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact.'
- (2) Any future DA for new buildings within the sub-precinct is to be accompanied by a Heritage Interpretation Strategy that identifies opportunities for the presentation of the history of the site and surrounds. This should include Aboriginal and non-Aboriginal themes and present the findings of any desktop analysis of the likely archaeological significance of the site and the immediate surrounds. All documentation should be prepared in accordance with Interpreting Heritage Places and Items Guidelines.
- (3) Development should comprise building forms and design treatments that give consideration and positively responds to heritage items within and immediately surrounding the sub-precinct. The Statement of Heritage Impact that accompanies a development application should identify and assess any direct and/ or indirect impacts (including cumulative impacts) to the heritage significance of the buildings and elements within the precinct.
- (4) Buildings should be constructed of durable and robust materials.
- (5) Architectural detailing should provide a higher order of priority to the levels interfacing with the heritage items and adjacent public realm.
- (6) Development on Block A is to:
 - a. provide a minimum clearance of 10.8m between the topmost point of the roof of the Former Inwards Parcel Shed and the underside of any tower generally in accordance with **Figure 7: Separation Distances and Setbacks**
 - b. retain the simple form of the Former Inwards Parcel Shed, including the form and shape of the roof, an understanding of the bolted timber post and truss system
 - c. incorporate a building design and materiality that appropriately responds to the Inwards Parcel Shed, the Former Parcels Post Office and Central Station
- (7) Development on Block B is to
 - a. ensure the materiality and design of the podium responds to the scale and materiality of the surrounding built form character (e.g. Central Station,

Block C Interim Version

Marcus Clarke Building and the Former Parcels Post Office,) and is designed to be visually distinguished from the towers above

- (8) Development on Block C is to:
- a. Include a minimum 12.6m vertical separation zone (excluding lift cores and structural zones) between the topmost point of original roof form of the former Parcel Post building and the lowest point of the underside of the tower above as shown in **Figure 7: Separation Distances and Setbacks**.
 - b. Treatment of tower cores and lobbies adjacent to the heritage item are to have regard for the symmetry of the principal western façade, to ensure the original form and facades remain able to be interpreted and to minimise intervention to the primary northern, western and southern facades.
 - c. Vertical circulation to access the upper floor plates above the former Parcel Post building is to be positioned to the southern or eastern of the planning envelope, unless an alternative arrangement that minimises adverse impacts to significant heritage fabric can be demonstrated to the satisfaction of the consent authority.
 - d. Future development is to address the recommendations of a site-specific Conservation Management Plan (CMP), the preparation of which needs to be informed by Heritage NSW.
 - e. Future development is to increase ground level public access to the existing former Parcel Post building.

3.2.2 Public art

Objectives

- (a) Development must include an overarching conceptual approach / curatorial rationale for the selection, commissioning and delivery of public art as part of future development applications in a way that ensures the strategic intent, vision, artistic integrity and quality of all public artworks is maintained throughout the process.

Design guidance

- (1) Any development application for new buildings within the Sub-precinct is to be accompanied by a Public Art Strategy consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.

Block C Interim Version

3.3 Mobility

3.3.1 Pedestrian and cycle network

Objectives

- (a) Development will result in a high quality, integrated, permeable and accessible pedestrian and cycle network that gives priority to current and future pedestrian and cyclist movement.
- (b) An east / west movement corridor will be provided between Blocks A and B, that is open to the sky and which provides pedestrian connection for people of all abilities between Lee Street and the future Over Station Development.

Design Guidance

- (1) The location of pedestrian connections is provided in accordance with **Figure 2: Public realm and pedestrian connections.**
- (2) A pedestrian link is to be provided as a corridor to the future over station development. This link is to occur between Block A and B and is to be aligned such that it provides the key view from the over station development pedestrian corridor to the Marcus Clarke Tower as shown in **Figure 8: Heritage Sightlines, Views and Vistas.**
- (3) A pedestrian link should be created linking north-south through the sub-precinct. This link will facilitate the internal circulation of workers, visitors and pedestrians in comfort from the Western Forecourt to Henry Deane Plaza and the Devonshire Street Tunnel to buildings in Block A and from the north to buildings in Blocks A and B
- (4) Access for pedestrians to the sub-precinct should be direct and legible, with access points that are highly visible from main approaches including from Lee Street, the Western Forecourt north of Block A, the future over station development and the over station development corridor.
- (5) Pedestrian access through the precinct, particularly links from surrounding areas, should be designed to be at grade where possible.
- (6) An upper level public realm area designed to approximately RL21 is also to be provided.
- (7) The pedestrian and cyclist network will be designed in accordance with the principles of Crime Prevention through Environmental Design (CPTED) principles to be safe and secure with good passive surveillance opportunities.
- (8) Pedestrian connections from Lee Street to the Devonshire Street tunnel will be accessible, step free with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.
- (9) Pedestrian connections from Lee Street to the Over Station Development will be accessible, intuitive, easy to navigate with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.
- (10) The pedestrian network should:
 - a. be aligned with key pedestrian desire lines,
 - b. have generous widths to accommodate the current and future anticipated peak hour pedestrian flows,

Block C Interim Version

- c. be designed to incorporate opportunities for respite and pause away from primary pedestrian flows,
- d. be supported by active frontages, and
- e. be designed to support access for people of all abilities equitably throughout the sub-precinct.

(11) Street pavements and material palettes will be consistent with the relevant the City of Sydney's streets codes.

(12) End of trip facilities of a sufficient scale and design, and must be provided in a location that is clearly visible and which supports direct and intuitive access for its users, including cycle parking for visitors and employees.

(13) Appropriate facilities for last mile delivery are to be provided.

3.3.2 Building entrances

Objectives

- (a) Development will ensure building entrance points connect at grade to the adjacent public realm.

Design Guidance

- (1) Development of Block A will include an entrance and/ or is designed to enable a future entrance, at grade with and close to the entrance to Central Walk West.
- (2) Access for pedestrians to each building should be direct and legible, with access points to the precinct to be highly visible from main approaches including Lee Street, the future western forecourt the north of Block A, the future over station development and the over station development corridor.

3.3.3 Vehicular access and parking

Objectives

- (a) Development will enable a future integrated basement comprising all Blocks in the sub-precinct with a consolidated entrance and exit point to the south of the sub-precinct.
- (b) Development is to be supported by vehicle access arrangements that adapt to the changing needs of the sub-precinct.

Design Guidance

- (1) Vehicular access and service entry points are to be provided in accordance with **Figure 9: Vehicular Access and Parking**.
- (2) All development Blocks should contribute suitably to the creation of a sufficiently sized basement structure suitable to support the future requirements of the Western Gateway sub-precinct and broader Central Precinct, particularly with regards to waste, service and loading vehicles with supporting loading dock, ventilation, access, egress and fire services.
- (3) All development will make provision for access for emergency vehicles.
- (4) All onsite parking will be provided underground in basement levels.
- (5) Provision should be made within the basement design for charging stations to service electric vehicles.

Block C Interim Version

- (6) Development must ensure the proposed future redevelopment of the Lee Street bus layover is not sterilised.
- (7) The final arrangement of site access should be provided as follows:
 - a. Lee Street (south) site access is to be the primary vehicular access point for the Western Gateway sub-precinct,
 - b. Lee Street (north) access is to be provided until both Block A and C are provided with alternate options for basement entry and servicing. This access is to be closed permanently once alternate options for basement entry and servicing are provided.
- (8) Development applications for redevelopment of any Block within the sub-precinct is to be accompanied by a traffic management plan that sets out:
 - a. proposed measures for managing the effective and safe movement of pedestrians around the site during the construction process,
 - b. how traffic impacts on the surrounding road network will be managed during construction and once the development is operational.
- (9) Development applications for redevelopment of any Block within the sub-precinct is to be accompanied by an integrated servicing and basement strategy demonstrating how the respective Block will be serviced and how in the final configuration it will contribute to and connect with the integrated basement servicing the entire the sub-precinct. The Strategy is to include details on the following:
 - a. ongoing servicing of Central Station,
 - b. operation of freight and logistics,
 - c. parking and servicing requirements for each of the Blocks within the Western Gateway sub-precinct, and
 - d. future servicing for over and under station developments.
(**Note:** This may include a consolidated basement with access routes or easements through the site).
- (10) Basement parking areas and structures should:
 - a. be designed to allow for the future connection of abutting basement structures within the Western Gateway sub-precinct in order to deliver a final consolidated integrated basement arrangement for all blocks,
 - b. allow for potential future vertical transportation (goods lift or similar) between the basement level, the proposed OSD deck, and sub-deck level for the distribution of goods and general servicing requirements,
- (11) Development in the basement should provide dedicated on-site carparking for:
 - c. car share spaces, and
 - d. accessible spaces.

Block C Interim Version

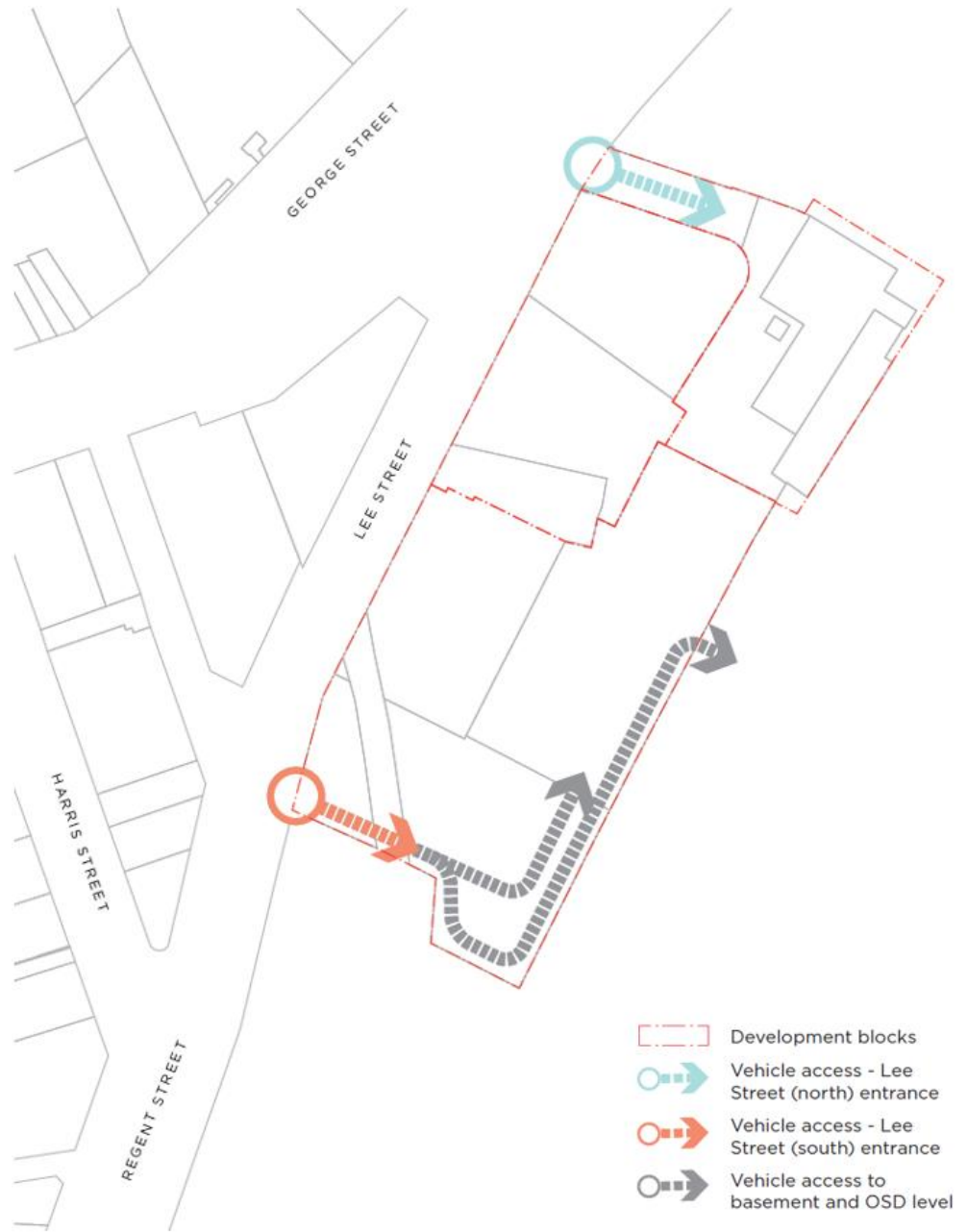


Figure 9: Vehicular Access and Parking

Block C Interim Version

3.4 Sustainability

3.4.1 Sustainability and environmental performance

Objectives

- (a) Development should seek to achieve Actions 68,69 and 72 of the Eastern City District Plan
- (b) Promote initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts.
- (c) Facilitate precinct-based initiatives that increase renewable energy generation, and which maximise energy and water efficiency
- (d) Ensure the preparation and implementation of Environmental Sustainability Strategies that incorporate low-carbon, high efficiency targets aimed at reducing emissions, optimising the use of water, reducing waste and optimising carparking provision to maximise sustainability and minimise environmental impacts.
- (e) Ensure development incorporates best practice sustainability and environmental performance measures and initiatives for individual development sites and the whole precinct that:
 - a. minimise greenhouse gas emissions
 - b. Demonstrate innovation in reducing greenhouse gas emissions through energy efficiency, renewable energy and other measures.
 - c. reduce the urban heat island effect
 - d. achieve high levels of waste separation and diversion from landfill
 - e. minimise consumption of mains potable water
 - f. improve air quality

Design guidance

- (1) Development proposals for new buildings are to be accompanied by an ESD strategy that demonstrates how the following standards will be achieved or exceeded for the relevant developments:
 - a. 5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement,
 - b. 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement,
 - c. 4-star NABERS Water rating for commercial uses,
 - d. 4-star NABERS Water rating for hotel uses,
 - e. Silver core and shell WELL rating (or equivalent industry standard) for commercial uses,
 - f. Target a 6 star Green Star Design and As-Built rating (version 1.2) but achieve a minimum 5 star Green Star Design and As Built rating (version 1.2).
- (2) An alternate ESD Strategy(ies) may be accepted where the consent authority is satisfied it will deliver an outcome that is equal to or better than the minimum standards set out in 3.4.1(1).
- (3) Buildings are to incorporate sustainability measures and initiatives that contribute to achieving net zero emissions by being highly efficient and maximising on-site renewal energy generation.

Block C Interim Version

- (4) All new buildings are to be designed to incorporate suitable self-shading elements to minimise undesirable solar gain and improve the passive sustainability performance of buildings.
- (5) Development is encouraged to apply the principles of biophilia in design, such as incorporating green walls and roofs.
- (6) Development is to consider Urban Green Cover in NSW Technical Guidelines (OEH, 2015) ND Greener Places (OGA).
- (7) Development is to protect current or future residents and workers from noise, vibration and air pollution.

3.4.2 Water management

Objectives

- (a) Development must ensure that there is no increase to existing flooding and a reduction in existing flooding.
- (b) Development reduces the effects of stormwater pollution on receiving waterways.
- (c) Development encourages sustainable water use practices and reduces demand on mains potable water.

Design guidance

- (1) All new development is to provide an Integrated Water Management Strategy that illustrates how buildings will be designed to maximise water efficiency. The strategy should:
 - a. Include provision of dual plumbed water systems to enable utilisation of the recycled water network for permitted non-potable uses which may include flushing, irrigation, fire fighting and certain industrial purposes
 - b. Identify how rainwater and / or stormwater will be harvested and reused on site to maximise sustainable water reuse
 - c. Consider how the development could connect to and contribute to a potential future precinct scaled recycled water scheme, including potential connection to the George Street network.
 - d. Identify opportunities for water sensitive urban design including green walls and roofs.
- (2) Development must manage and mitigate flood risk and must not exacerbate the potential for flood damage or hazard to development and to the public realm.
- (3) Development should include measures that reduce the effects of stormwater pollution on receiving waterways.
- (4) Development is to consider and include Water Sensitive Urban Design (WSUD) measures to improve stormwater quality flowing into waterways, and potentially include:
 - a. gross pollutant traps;
 - b. passive irrigation;
 - c. bio-retention areas; and
 - d. rainwater harvesting.
- (5) Building flood planning levels will be set above the 1% AEP flood level.

Block C Interim Version

- (6) Car park entrances are ramped up to above the 1% AEP flood level + 0.5m, or the probable maximum flood level (whichever is the higher).
- (7) Development must reduce the baseload pollutant levels in the water quality in the:
 - a. Baseline and annual pollutant load for litter and vegetation larger than 5mm by 90%,
 - b. Baseline and annual pollutant load for total suspended solids by 85%,
 - c. Baseline and annual pollutant load for total phosphorous by 65%, and
 - d. Baseline and annual pollutant load for nitrogen by 45%.

3.4.3 Waste management

Objectives

- (a) Development must refer to the City of Sydney's Guidelines for Waste Management in New Developments
- (b) Development is to include a waste management system that maximises resource recovery to:
 - a. Reduce the amount of construction and demolition waste going to landfill.
 - b. Reduce amount of waste generated in the operation of a development from going to landfill and maximise resource recovery.

Design guidance

- (1) A Waste and Recycling Management Plan is to be submitted with any Development Application and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.
- (2) The Waste and Recycling Management Plan must include the following with regards to the management of demolition and construction waste:
 - a. details regarding how waste is to be minimised during the demolition and construction phase;
 - b. estimations of quantities and types of materials to be re-used or left over for removal from the site;
 - c. details regarding the types of waste and likely quantities of waste to be produced;
 - d. a site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas;
 - e. targets for recycling and reuse;
 - f. nomination of the role/person responsible for ensuring targets are met and the person responsible for retaining waste dockets from facilities appropriately licensed to receive the development's construction and demolition waste;
 - g. confirmation that all waste going to landfill is not recyclable or hazardous; and
 - h. measures to reuse or recycle at least 90% of construction and demolition waste.
- (3) The Waste and Recycling Management Plan must include the following with regard to the management of operational waste:

Block C Interim Version

- a. plans and drawings of the proposed development that show:
 - (i) the location and space allocated within buildings to the waste and recycling management systems;
 - the nominated waste collection point/s for the site; and
 - (iii) the path of access for users and collection vehicles.
 - b. details of the on-going management of the storage, separation and collection of waste and recycling, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas; and
 - c. where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste and recycling management arrangements.
 - d. Measures to reuse or recycle at least 80% of waste from industrial, commercial and residential operations.
- (4) Development is to provide adequate space within buildings for waste infrastructure and accessibility for waste collection vehicles.
- (5) Development is to consider provision of a space specifically set aside to accommodate Container Deposit Scheme Infrastructure.
- (6) Development is to identify and consider building and or precinct-scale solutions including onsite separation of food waste