

Transport for NSW DRAFT SEPP REPORT

Western Gateway (Block C) Rezoning Proposal



November 2020 | For Exhibition

Contents

1	Introduction	7
1.1	Purpose of this Document	7
1.2	Background	8
1.2.1	Recent State Infrastructure Projects	8
1.2.2	Tech Central (formerly Sydney Innovation and Technology Precinct)	11
1.2.3	Nominated Central Precinct State Significant Precinct	13
1.2.4	The Opportunity at the Western Gateway Sub-Precinct	15
1.3	Case for Change	16
1.4	Consultation and Engagement	17
1.4.1	Community Engagement	17
1.4.2	Government Agency and Stakeholder Engagement	18
1.5	Relationship to the broader planning process	22
1.6	Relation to the Western Gateway Rezoning Proposal 'Stage 1'	23
2	Site Analysis	26
2.1	Western Gateway sub-precinct	26
2.2	Block C Description	28
2.2.1	Existing Development	29
2.2.2	Surrounding Development (Existing)	30
2.3	Surrounding Context	30
2.4	Heritage	33
2.5	Views and vistas	36
2.6	Transport and Traffic	37
2.7	Public Domain and Public Open Space	39
3	Strategic Context	41
3.1	A Metropolis of Three Cities – Greater Sydney Region Plan	41
3.2	Eastern City District Plan	42
3.3	Camperdown – Ultimo Collaboration Area and Place Strategy	45
3.4	Future Transport Strategy 2056	47
3.5	NSW State Infrastructure Strategy 2018-2038	48
3.6	Better Placed	48
3.7	Greener Places	49
3.8	The Central to Eveleigh Urban Transformation Strategy	49
3.9	The Draft Central Sydney Planning Strategy	50
3.10	Sustainable Sydney 2030	54
3.11	City Plan 2036: Local Strategic Planning Statement	54
3.12	Sydney Tech Startups Action Plan	56
3.13	Central Precinct Strategic Framework (Draft)	56
4	Statutory Context	59
4.1	Relevant Acts	59
4.1.1	Environmental Planning and Assessment Act 1979	59
4.1.2	Heritage Act 1977	60
4.1.3	Airports Act 1996	60
4.2	Relevant Environmental Planning Instruments	60
4.2.1	SEPP (State and Regional Development) 2011	60
4.2.2	Sydney Local Environmental Plan 2012	60
5	The Proposal	65
5.1	Vision	65
5.2	Western Gateway Rezoning Proposal - 'Stage 2 – Block C'	66
5.2.1	Block C indicative reference scheme	66

6	Proposed Amendments	72
6.1	Objectives and Intended Outcomes	72
6.2	Explanation of Provisions / Proposed Planning Controls	73
6.2.1	Proposed amendments to Sydney LEP 2012	73
6.3	Map Amendments	75
7	Technical Justification/Environmental	76
7.1	Strategic Justification.....	76
7.1.1	Strategic Merit	76
7.1.2	Consistency with Strategic Policies.....	76
7.1.3	Changing Context and Circumstances	80
7.1.4	Consistency with the draft Central Precinct Strategic Framework	81
7.2	Economic Case	83
7.3	Land Use	84
7.4	Built Form and Urban Design	84
7.4.1	Building Envelope Controls – Draft Western Gateway Design Guide ..	91
7.4.2	Summary	93
7.5	Public Realm.....	94
7.5.1	Public art	95
7.6	Overshadowing.....	96
7.7	View Analysis.....	97
7.8	Heritage	100
7.9	Archaeology.....	102
7.9.1	Non-Aboriginal archaeological assessment findings	102
7.9.2	Aboriginal archaeological assessment findings	102
7.10	Sustainability.....	102
7.11	Design Excellence	103
7.12	Traffic and Transport	104
7.12.1	Vehicle access	104
7.12.2	Servicing.....	105
7.12.3	Car parking.....	106
7.12.4	Trip generation	106
7.12.5	Bicycle access and parking.....	107
7.12.6	Summary	107
7.13	Wind Impact.....	108
7.13.1	Summary	110
7.14	Airspace Operations	111
7.15	Flooding and stormwater	111
7.16	Geotech and contamination.....	112
7.17	Services infrastructure.....	112
7.18	Infrastructure contributions	112
7.19	Sub-precinct analysis	113
8	Next Steps	121
8.1	Minister’s consideration	121
8.2	Key Actions.....	121

List of Figures

Figure 1.	Sydney Metro alignment map.....	10
Figure 2.	Sydney Metro platforms and Central Walk.....	11
Figure 3.	Precinct goals for Sydney’s innovation and technology precinct	13
Figure 4.	Central Precinct SSP Study Area	15
Figure 5.	Process for the Block C Rezoning Proposal and integration of parallel updates ..	25
Figure 6.	Central Precinct and Western Gateway sub-precinct (shown in orange)	27

Figure 7.	Western Gateway sub-precinct with delineated block ownership	28
Figure 8.	Delineation of lease arrangements (Top image: Above Ground Stratum – generally above RL 19.1m; Bottom image: Below Ground Stratum - below RL 19.1m) ..	29
Figure 9.	Existing development within Block C.....	30
Figure 10.	Surrounding context	31
Figure 11.	Locality context view 1 - Looking north towards Sydney CBD and the Eastern Suburbs.....	32
Figure 12.	Locality context view 2 - Looking south toward Redfern and Chippendale/Ultimo ..	32
Figure 13.	Heritage context	35
Figure 14.	Important public views	36
Figure 15.	Existing cycle network map	37
Figure 16.	Western Gateway sub-precinct pedestrian movement	38
Figure 17.	Existing public domain within the sub-precinct.....	40
Figure 18.	Existing public domain within the sub-precinct.....	40
Figure 19.	Innovation Corridor in Harbour CBD	41
Figure 20.	Innovation precinct opportunity.....	45
Figure 21.	Innovation ecosystem opportunities	47
Figure 22.	Key moves for the Central to Eveleigh urban renewal corridor.....	50
Figure 23.	Proposed Central Sydney Structure Plan.....	52
Figure 24.	Potential tower cluster zones.....	53
Figure 25.	Draft Central Sydney Planning Strategy project idea for Central square	55
Figure 26.	Central Precinct Preliminary Precinct Plan (as revised).....	58
Figure 27.	Current land use zoning	61
Figure 28.	Current Floor Space Ratio.....	62
Figure 29.	Current Maximum Building Height.....	63
Figure 30.	Sun Access Protection Map	63
Figure 31.	Current Sydney LEP 2012 Locality and Site Identification Map.....	64
Figure 32.	Maximum Block C envelope (Left: West Elevation; Right: North Elevation)	67
Figure 33.	Building footprint and separation	68
Figure 34.	Artist’s impression of the indicative reference scheme (view looking south from Central Station forecourt).....	69
Figure 35.	Artist’s impression of the indicative reference scheme (view looking north from Broadway)	70
Figure 36.	Western Gateway Public Domain Strategy (submitted as part of the Western Gateway Rezoning Proposal ‘Stage 1’)	71
Figure 37.	Maximum Block C envelope (north elevation).....	88
Figure 38.	Maximum Block C envelope (west elevation).....	89
Figure 39.	Block C Proposed Envelope Site Plan	90
Figure 40.	View of indicative reference scheme from George Street looking south	91
Figure 41.	Building Envelopes, separation distances and setbacks	93
Figure 42.	Western Gateway Public Domain Strategy (as submitted for Western Gateway Rezoning Proposal ‘Stage 1’)	95
Figure 43.	Shadow Analysis of Block C building envelope on 21 June.....	97
Figure 44.	Indicative reference scheme massing image - view from Broadway UTS	98
Figure 45.	Indicative reference scheme massing image - view from Central Station	99
Figure 46.	Indicative reference scheme massing image - view from George Street/Hay Street	99
Figure 47.	Proposed access arrangements.....	105
Figure 48.	Pedestrian Wind Comfort Conditions (Left: Existing; Right: Proposed)	109
Figure 49.	Pedestrian Wind Safety Conditions (Left: Existing; Right: Proposed).....	110

List of Tables

Table 1.	Response to feedback from the State Design Review Panel.....	19
----------	--	----

Table 2.	Summary of key development standards and characteristics of Western Gateway sub-precinct 'Stage 1' proposals	24
Table 3.	Surrounding heritage items	34
Table 4.	Consistency with strategic policies	76
Table 5.	Consistency with the draft Strategic Framework	81
Table 6.	Total trips generated by Block C	106
Table 7.	Economic benefit of the Western Gateway sub-precinct	117
Table 8.	Heritage reporting to be undertaken for Stage 2 of the SSP Study for the Central Precinct	119

List of Attachments

Appendix A – Draft Western Gateway Design Guide

Appendix B – Draft Central Precinct Strategic Framework

Appendix C – Block C Site Specific Proposal

Author:	Ben Craig (Director), David Attwood (Principal Planner), Prugya Maini (Urbanist)
Date:	27 November 2020
Version:	Final – For Exhibition

Acronyms

1 percent AEP	Statistical flood event occurring once every 100 years
AHD	Australian Height Datum
BASIX	Building Sustainability Index
CBD	Central Business District
CMP	Conservation Management Plan
CMS	Conservation Management Strategy
CPTED	Crime Prevention Through Environmental Design
DCP	Development Control Plan
DPIE	Department of Planning, Industry and Environment
ESD	Ecologically Sustainable Development
FSR	Floor Space Ratio
GSC	Greater Sydney Commission
LEP	Local Environmental Plan
Metro	Sydney Metro
NSW	New South Wales
PMF	Probable Maximum Flood
PRP	Project Review Panel
Proposal	Western Gateway Rezoning Proposal
PSI	Preliminary Site Investigation
RL	Reduced Level
SDRP	State Design Review Panel
SEPP	State Environmental Planning Policy
SSD	State Significant Development
SSP	State Significant Precinct
SSA	Social Sustainability Assessment
Sydney	Greater Sydney Metropolitan Area
TOD	Transit Oriented Development
UTS	University of Technology Sydney
WGDG	Western Gateway Design Guide
WSUD	Water Sensitive Urban Design

1 Introduction

Transport for NSW has prepared this Draft State Environmental Planning Policy (SEPP) report to facilitate the proposed rezoning of 'Block C' of the Western Gateway sub-precinct (Block C), by way of an amending SEPP, in line with Section 3.29 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The Western Gateway sub-precinct has been identified as the first sub-precinct for renewal within the broader Central Precinct State Significant Precinct (Central Precinct SSP). The Western Gateway sub-precinct comprises the Sydney Railway Square YHA site (referred to as Block A), the commercial office block at Lee Street, Haymarket (Henry Deane office block) (referred to as Block B) and the Adina Apartment Hotel and the Henry Deane Plaza (referred to as Block C).

The planning controls (height, floor space ratio, land use zone) for Block C currently reside within the Sydney Local Environmental Plan 2012 (Sydney LEP 2012). This Draft SEPP report seeks to amend the Sydney LEP 2012 as they relate to Block C to facilitate the future redevelopment of the Western Gateway sub-precinct as the first stage of the renewal program for the broader Central Precinct. Changes to the planning controls are proposed via amendments to the current site-specific provisions for the Western Gateway sub-precinct under Division 5 of the Sydney LEP 2012.

This report has been informed by the indicative schemes and other supporting technical information appended with this report (see Table of Contents) and should be read in conjunction with this material. This Draft SEPP has been prepared in accordance with Part 3, Division 3.3 of the EP&A Act and is also in keeping with the vision, themes and principles of the draft Central Precinct Strategic Framework that was submitted by Transport for NSW as part of the response to submissions (RTS) process for Blocks A and B (refer to Appendix B).

1.1 Purpose of this Document

This Draft SEPP report has been prepared to support and facilitate the future rezoning of Block C of the Western Gateway sub-precinct, as part of the first stage of the Central Precinct SSP (refer to Section 1.2.3). This document outlines the planning pathway to rezone Block C and sets out the strategic and site-specific justification for the rezoning proposal. It provides a review of the proposal against the relevant strategic plans and SEPPs that apply to the site, in addition to carrying out an assessment of the environmental, social and economic benefits and impacts of the proposal.

The SEPP Amendment report is supported by an Explanation of Intended Effect (EIE), an amended draft Western Gateway Design Guide (V4) (refer to Appendix A) and a series of supporting technical documentation (refer to Appendix C). Of the supporting technical documentation, is a Planning Justification Report prepared on behalf of the leaseholder, TOGA, who will lead the future redevelopment of Block C in accordance with the amendments proposed under this draft SEPP Report. The Planning Justification Report is intended to explain the specific proposal for Block C put forth by TOGA, which has informed the proposed amendments of this Draft SEPP report.

In the event of any inconsistency between the Draft SEPP Report and the supporting documentation at Appendix C, the Draft SEPP report prevails.

1.2 Background

Located within the heart of Sydney City, Central Station is the largest and busiest transport hub in New South Wales (NSW), servicing nearly 270,000 customers daily. It is the anchor of NSW's rail network, providing 24 platforms for suburban, intercity and interstate connections. It also caters for light rail, bus, coach and taxi connections, and will provide for new Sydney Metro services once operational.

Central Station also competes on a global scale. Through the T8 Airport Line it provides a direct link to Kingsford Smith Airport – Sydney's main point of arrival for international visitors. The distance (seven kilometres) and average travel time (13 minutes) between Kingsford Smith Airport and Central Station, and by association the Sydney CBD, is superior compared to other global cities such as New York, Paris and Tokyo. Given the value that high value business places on accessibility, the location of Central Station and its proximity to international gateways provides Sydney with a source of sustainable long-term competitive advantage.

The station and its immediate surrounds are also the most highly accessible and well connected of places in NSW. The grandeur of the main terminal, the concourse and the clock tower 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. On 15 September 2016, the Minister for Transport and Roads announced the Government's intention to revitalise and transform Central Station into a world class transit hub. An opportunity to revive the surrounding areas around Central Station in conjunction with station upgrade projects was also identified. Community consultation and engagement undertaken by Transport for NSW is discussed in Section 1.4.

Block C of the Western Gateway sub-precinct is strategically located on the western edge of Central Station and within Haymarket on the southern fringe of the Sydney CBD. It comprises the Adina Apartment Hotel building and Henry Deane Plaza that are currently occupied by a mix of tourist accommodation and retail uses. The proximity of Block C to Central Station and the CBD, its location at the entry to the Devonshire Street Tunnel and frontage to the Western Forecourt of Central Station and Railway Square means that it is ideally placed to be part of the first phase in the future renewal of the broader Central Precinct.

1.2.1 Recent State Infrastructure Projects

In the last decade, there has been significant Government investment to cater for better and more connected transport infrastructure across NSW to support Sydney's population growth and improve accessibility and amenity for its residents and visitors. Many of these projects will greatly improve the accessibility, functionality and useability of the Central Precinct. Some of these projects (Sydney CBD and south east light rail, Sydney Metro and Westconnex), in particular, are anticipated to reduce demand for road dependent transport modes (such as buses and private vehicles), alleviating traffic congestion on city roads and indirectly improving pedestrian amenity and safety within Central Sydney.

These transformational, city shaping State infrastructure projects are described below.

Sydney CBD and South East Light Rail

The new CBD and South East Light Rail is transforming public transport in Sydney, providing high capacity, clean and reliable services. The 12km route features 19 stops, extending from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street.

Regular services run every 4-8 minutes between Circular Quay and Moore Park, and every 8-12 minutes between Moore Park and Randwick and Kingsford in the 7am-7pm peak on weekdays.

Sydney Metro

Sydney Metro is Australia's biggest public transport project and will result in the delivery of a new generation of world-class fast, safe and reliable trains enabling faster services across the network.

Once complete, metro train services will be able to be provided once every two minutes in each direction at peak times under the city, a level of service never before seen in Sydney. Sydney's new metro railway will have a target capacity of about 40,000 customers per hour, similar to other metro systems worldwide.

Sydney Metro, together with signalling and infrastructure upgrades across the existing Sydney rail network, will increase the capacity of train services entering the Sydney CBD – from about 120 an hour today to up to 200 services beyond 2024. An increase of up to 60 per cent capacity across the network to meet future demand.

The first stage of Sydney Metro commenced operation in May 2019, connecting Sydney's North West suburbs to Chatswood. Construction for the second stage is currently underway with the opening of Stage 2 Sydney Metro services scheduled for 2024. Stage 2 of Sydney Metro will connect Chatswood to Central Station via Crows Nest Metro, Victoria Cross Metro, Barangaroo Metro, Martin Place Metro and Pitt Street Metro (refer to Figure 1). New underground platforms will be provided for Sydney Metro under Platform 13, 15 and 16 at Central Station.

The first stage of Sydney Metro has significantly reduced demand on bus services accessing Central Sydney from Sydney's north west, reducing road traffic and congestion within CBD. Delivery of the second stage of Sydney Metro is anticipated to further reduce bus dependency and improve amenity and safety for pedestrians within Central Sydney as road traffic is reduced.

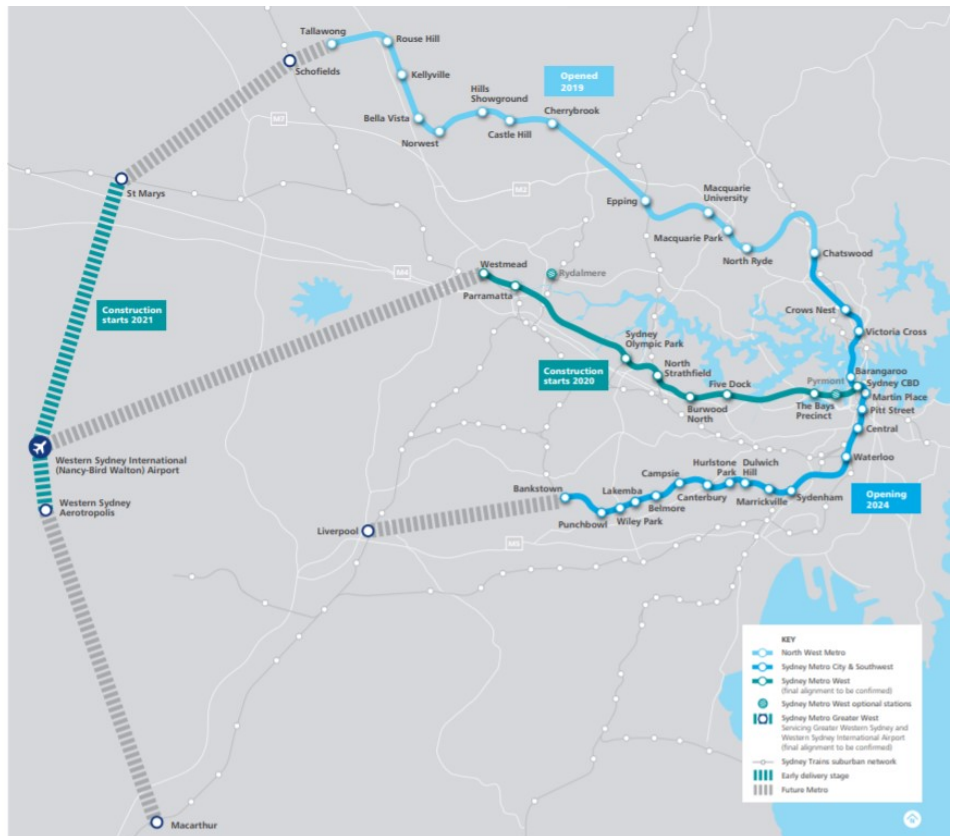


Figure 1. Sydney Metro alignment map

Source: Sydney Metro

Central Walk

On 21 December 2017, the Minister for Planning approved a modification to the CSSI Approval (Mod 2 Approval) in relation to Central Walk at Central Station. Central Walk is a new underground pedestrian concourse that will better connect passengers to trains, light rail and Sydney Metro underground platforms. It will include:

- A new 19-metre wide tunnel from Chalmers Street linking to new Sydney Metro platforms under Central Station
- New, easy access points to Sydney Trains platforms 16 to 23
- Escalators linking directly to suburban platforms for the first time.

The entry at 20-28 Chalmers Street will provide direct access to Central Station for customers from the Surry Hills catchment area and a direct interchange for passengers from the CBD and South East Light Rail.

Once complete, Central Walk will help boost capacity at Central to cater for the expected 66 per cent increase in daily customer demand. More than 270,000 people use Central every day with that number expected to rise to 450,000 in the next two decades.

As part of the broader Central Precinct renewal, investigations are also underway to extend Central Walk to provide single east-west concourse connecting all platforms and

enabling the creation of a second east-west pedestrian link through the Central Station site.



Figure 2. Sydney Metro platforms and Central Walk

Source: Transport for NSW

1.2.2 Tech Central (formerly Sydney Innovation and Technology Precinct)

In August 2018, the NSW Government established the Sydney Tech taskforce panel (the Panel) to investigate opportunities for an innovation and technology precinct in Sydney. The Panel comprised representatives from various industry, health, education, government agencies and key community members, and produced a report titled 'The Sydney Innovation and Technology Precinct Panel Report'. Through collaboration with Sydney's tech industry, health, education, and government stakeholders, the panel prepared a vision for the future Sydney Innovation and Technology Precinct to be:

"A place where world-class universities, ambitious startups, 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 preparing the report and developing the vision, the Panel identified several economic and social benefits associated with the creation of a new innovation and technology precinct in Central Sydney, including:

- the creation of significantly more local jobs and wages growth
- the creation of new skilled career pathways
- increased business profits, exports and competitiveness
- improved ability for Sydney to attract and retain talent and investment
- improved connectivity and walkability within and surrounding the precinct

- numerous other beneficial social, environmental and cultural outcomes.

Panel Chair, David Thodey AO states in his covering message that *“the Precinct has shown all the unique market drivers to be a globally recognised precinct, including major innovation technology anchors, culture, location, transportation and walkability. It will deliver significant benefits to the people of NSW.”*

In order to capitalise on the opportunity and realise the vision the Panel identified the following key themes as being essential attributes for a successful innovation and technology precinct:

- the importance of developing a diverse precinct
- affordability for start-ups and scaleup companies
- strong, independent and transparent leadership and governance
- high quality connectivity both physically and digitally.

The Panel report identified Central to Eveleigh as the ideal location for Sydney’s new innovation and technology precinct. In February 2019, the NSW Government adopted the Panel’s recommendations, which among other things aim to deliver an additional 25,000 jobs in the precinct. Atlassian, a global Australian-based software enterprise company, has agreed to work with the NSW Government to help establish and grow the Sydney innovation and technology precinct.

The Western Gateway sub-precinct represents the significant first stage in delivering the vision for the Sydney Innovation and Technology Precinct as it will provide a substantial amount of new commercial floorspace that will catalyse the innovation and technology initiative in Central Sydney. A key component of this is a new marker building that will be occupied by Atlassian as the first anchor tenant of the precinct, supporting some 4,000 jobs within a single building that is directly aligned with the goals set-out in the Sydney Innovation and Technology Panel Report.

An initial commitment of
250,000
square metres of net lettable
floorspace for technology
companies of which

50,000
square metres of net lettable
floorspace will be available as
affordable workspace for startups
and early stage companies



25,000

new students, with a focus on
STEM and life sciences



100

new scaleup
companies



Agreements signed
with a minimum of
FIVE
anchor tenants
by 2020



15YR PLAN

for the Precinct



25,000
additional innovation
jobs



TOP FIVE

ranking for industry-university
collaboration



Figure 3. Precinct goals for Sydney's innovation and technology precinct

Source: *The Sydney Innovation and Technology Precinct Panel Report*

1.2.3 Nominated Central Precinct State Significant Precinct

In July 2019, the Central Precinct was declared a Nominated State Significant Precinct (SSP) by the Minister for Planning and Public Spaces (the Minister) because of its social, economic and environmental importance to the State. This nomination particularly recognised the Precinct's potential to boost investment and deliver new jobs as well as recognise and celebrate the Precinct's heritage significance. Other factors that were important factors in declaring the nominated State Significant Precinct include:

- Central Precinct is a large area of land owned by the NSW Government
- Central Precinct is of State importance and has the capability of making a significant contribution to achieving Government policy objectives, particularly in relation to jobs creation, improvement of place, transport connectivity and accessibility, sustainability and quality of living
- Central Precinct comprises numerous items and areas of State or regional importance for heritage or historical significance.

The nominated Central Precinct SSP has an area of approximately 24 hectares and is bound 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 (refer to Figure 4). The Precinct includes:

- Central Station and surrounding NSW Government owned land along the rail corridor

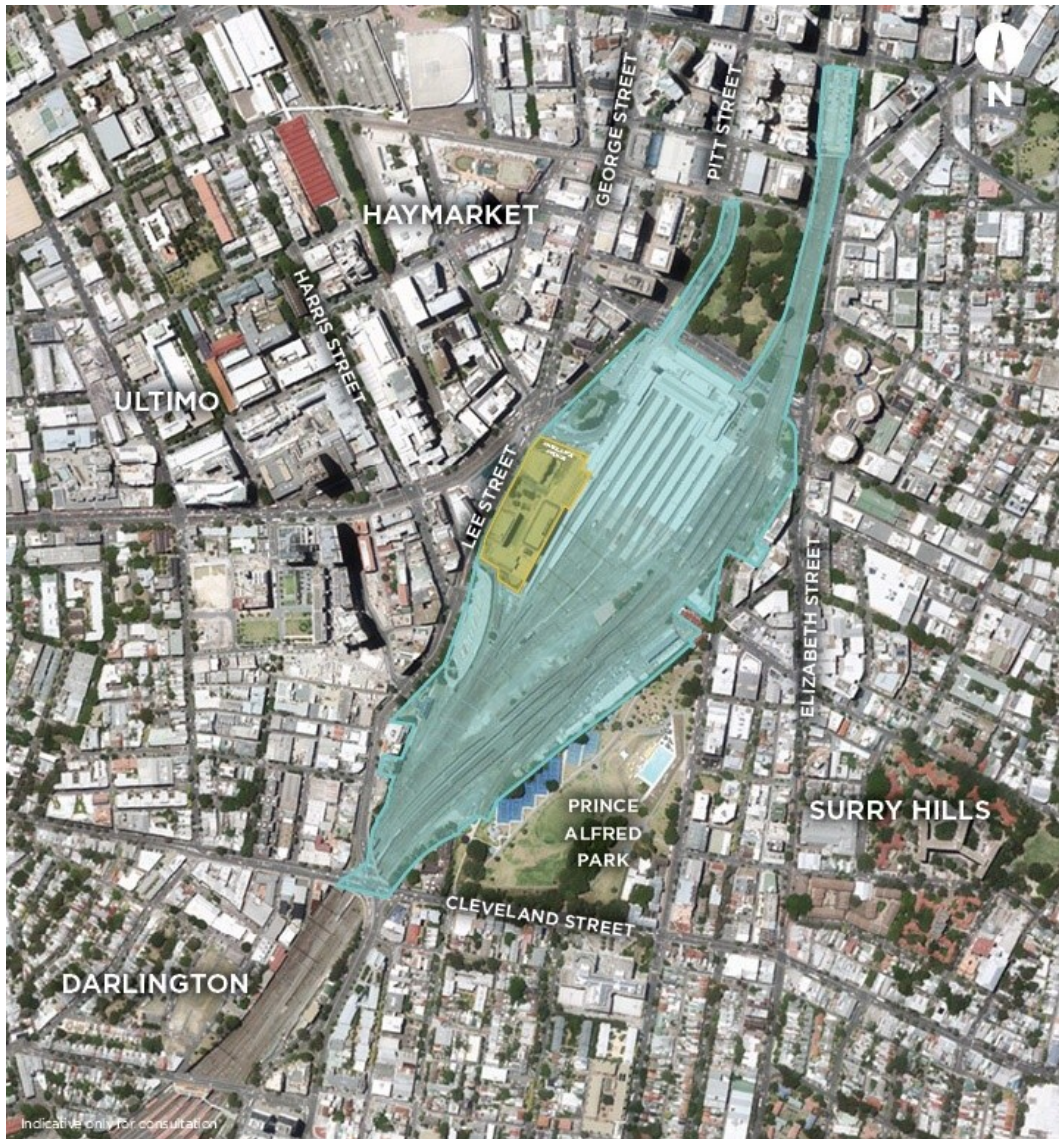
- Goulburn Street car park
- a precinct along the Lee Street edge of the Precinct, known as the Western Gateway (within which the subject site is located).

Nomination of Central Precinct as a SSP presents the opportunity to expand Sydney's core central business district further south to encapsulate Central Station and its surrounds, and in doing so reconceptualise and transform this area to serve as a vital and vibrant new heart of Central Sydney.

The SSP nomination started a detailed planning process for the Central Precinct that involved preparing a Strategic Framework that sets out an overarching vision for the precinct, identifies key themes and priorities, nominates parts of the precinct as sub-precincts, and provides direction on how the vision for the Central Precinct will be realised over the coming decades. The Strategic Framework establishes the foundation for further detailed investigations to be undertaken as part of the Stage 2 SSP process and is still in the process of being finalised following the conclusion of its initial assessment in August 2020. The Strategic Framework is anticipated to be finalised in the near future.

The Central Precinct SSP investigation area has been divided into a number of sub-precincts to facilitate the future renewal in a manner that positively responds to the varying character of the surrounding area. Specifically, the Western Gateway sub-precinct was identified by the Minister for Planning and Public Spaces as being appropriate for early rezoning ahead of the broader Central Precinct Renewal Program. Whilst the detailed planning for the Western Gateway sub-precinct has progressed in advance to the remainder of Central Precinct, careful assessment and consideration has been undertaken to ensure that planning for this sub-precinct remains aligned and integrated with the overall vision of the renewal of the broader precinct.

Extensive technical work and community and stakeholder consultation will continue to be carried out over the next two to three years to assist with preparing the State Significant Precinct Study, including continued collaboration with key government agencies and stakeholders.



Central Precinct SSP study area

— SSP study area
 — Western Gateway

Figure 4. Central Precinct SSP Study Area

Source: Transport for NSW website

1.2.4 The Opportunity at the Western Gateway Sub-Precinct

The Western Gateway sub-precinct (including Block C) is strategically located on the edge of the Central SSP and is therefore well placed to be delivered as a standalone site, without limiting or compromising the future potential of adjoining sub-precincts. The sub-precinct is also uniquely placed to catalyse renewal across the broader Central Precinct as it embodies many of the characteristics and qualities identified by the Sydney Innovation and Technology Precinct Panel as being essential for a successful 21st Century innovation and technology precinct.

Namely, the Western Gateway sub-precinct provides an opportunity to create a quality place that will act as a beacon for future innovation and technology businesses. A place that is easy to walk around, that is supported by high-quality public transport and

infrastructure, and which will enable entrepreneurs, start-ups and established businesses to meet, socialise, collaborate and do business.

The Western Gateway sub-precinct also benefits from its proximity to an established 'innovation, creative and technology' cluster that stretches from Camperdown to Ultimo and which contains an existing ecosystem of creatives and technology start-ups together with key educational, research and health institutions.

Renewal of the sub-precinct also represents a significant opportunity to enhance the quality of the public realm and contribute to an improved built environment characterised by new high-performing low-emission buildings with renewable energy and water conservation infrastructure.

1.3 Case for Change

Sydney is recognised as a global city, with Central Sydney being its economic powerhouse. Central Sydney generates nearly \$108 billion in economic activity annually, which represents 8 percent of the total national economy, and provides nearly 300,000 jobs. To ensure Sydney remains globally competitive and a city that draws and attracts talent, investment and business partnership opportunities, it is essential that opportunities for growth and innovation are cultivated and capitalised upon.

The opening of the remaining part of Sydney CBD and South East Light Rail in April 2020 and Sydney Metro (including the Central Walk) in 2024 will be a game changer for this part of Sydney by providing world-class transport services, enabling the creation of new communities and precincts. Planning for three significant new neighbourhoods in the surrounding area is already underway with the Redfern and North Eveleigh Precinct; Waterloo Redevelopment Precinct and the Waterloo Metro Quarter.

Sustained demand for CBD commercial floorspace and a lack of development sites in its north and mid-town means that the Sydney CBD is expanding to the south, where significant public and private investment is already occurring. Renewing Central Precinct will relieve future constraints on growth in the Sydney CBD and help to secure Sydney's status as a global city.

Community and stakeholder engagement has confirmed the appetite for renewal of the Central Precinct. Customers, residents, businesses and visitors have said they want the Central Precinct to become a destination in itself – a vibrant city hub with a strong sense of place and unique identity, with transport and mobility at its core.

The Western Gateway sub-precinct represents a unique city shaping opportunity to kick-start this renewal initiative and deliver a significant amount of new employment floorspace that will enable the Central Sydney to expand to the south and continue to perform its role as the economic powerhouse of NSW and Australia.

Redevelopment of the Western Gateway sub-precinct will also enable the rethinking of the western interface of Central Station as more than a 'point of transit' to access transport infrastructure, but as a 'place' and 'destination' within Central Sydney. As Central Station evolves in the near future to integrate Sydney Metro services, the Sydney CBD and South East Light Rail and Central Walk (refer to Figure 2), the proposal for the Block C as part of the Western Gateway sub-precinct, in collaboration with these planned and committed transport upgrade projects, will:

- revitalise the Western Gateway sub-precinct in a manner that capitalises on significant NSW Government investment in planned transport infrastructure upgrades

- deliver an outcome that contributes to achieving the vision and priorities set out within the State, Metropolitan, District and local planning strategies
- reinforce Sydney's status as a global city that attracts global investment and partnerships
- create 1,546 additional FTE jobs and 43,000sqm employment floor space in line with anticipated future demand
- contribute to reimagining the Western Gateway as a 'place' and 'destination' in own rights at the southern end of Sydney CBD
- initiate and kick-start renewal of the broader Central Precinct
- anchor and establish the delivery of Sydney's proposed new technology and innovation precinct.

The Block C proposal as part of the broader renewal of the Western Gateway sub-precinct, in conjunction with the planned transport infrastructure upgrades, therefore presents a rare opportunity to catalyse broader transformational change that is needed to reinvigorate the southern edge of the city into a new, vibrant, exciting, socially inclusive and environmentally sustainable place for workers, visitors and the community.

1.4 Consultation and Engagement

1.4.1 Community Engagement

Community engagement has been an important factor in shaping the work that has contributed to the draft Central Precinct Strategic Framework, which has been taken into consideration in the preparation of this draft SEPP report. The consultation work undertaken by Transport for NSW to date has included:

- between September and November 2016, Transport for NSW surveyed the community, customers and visitors and hosted an online discussion forum with close to 200 people participating in a conversation about the future development of Central Station. We heard that:
 - people thought the highlight of the Central Precinct was its heritage and the architecture of Central Station
 - Central Station was sometimes a disappointing experience and that it needed to be easier to navigate, cleaner, have better lighting and security with more variety of food, shops, cafes and bars
 - there was support for a revitalisation of Central Station with a desire to see more commercial and retail places; improved facilities and more public open spaces that respect the heritage of the area and buildings.
- In 2018 transport customers were asked what they would like to see at Central Station and in the surrounding area. We heard that:
 - people want a vibrant city hub with easy access to transport services
 - the Precinct should be a destination in itself, not just a transport interchange with cultural and leisure opportunities

- In October 2019, publicly exhibited the draft Strategic Vision for Central State Significant Precinct (SSP) and the Western Gateway Rezoning Proposal (Blocks A and B) SEPP rezoning for a period of 6 weeks. The key issues raised during the exhibition included:
 - support for the proposed land uses of commercial uses for technology and knowledge-based industries and active uses such as retail, food and beverage, entertainment and night-time activation uses in the precinct.
 - support for the provision additional open space and more trees and greening of the precinct.
 - strong support for improving pedestrian movement and connections and linking key neighbourhoods (Surry Hills, Haymarket, Chippendale).
 - an emphasis on the provision of cycling network/infrastructure for the precinct and surrounds.
 - amenity concerns relating to visual impact and wind condition due to the proposed density
 - positively responding to the local character and heritage context of Central Station
 - commitment to sustainability and net zero emissions.
- Ongoing engagement with key Government agencies and stakeholders, including the Government Architect NSW, Department of Planning, Industry and Environment, Department of Premier and Cabinet, Greater Sydney Commission and City of Sydney Council.

Community and stakeholder engagement will continue to underpin the planning for the Central Precinct, including the Western Gateway sub-precinct to take into consideration the views, ideas and issues raised by stakeholders and the community.

1.4.2 Government Agency and Stakeholder Engagement

In 2017 Transport for NSW initiated early stakeholder engagement with a range of Government department and agencies, the City of Sydney and peak bodies, representative groups and advocacy groups focussed on creating the initial vision and values for the renewal of Central Precinct.

The Western Gateway sub-precinct proposal has also been informed by consultation with numerous Government agencies including the Department of Premier and Cabinet, Department of Planning, Industry and Environment (DPIE), Office of Environment and Heritage, NSW Office of Government Architect and the City of Sydney Council.

State Design Review Panel

The Western Gateway sub-precinct proposal has been a design led process, with the State Design Review Panel (SDRP) commissioned to review and provide expert advice on each of the indicative site-specific proposals, including the indicative reference scheme prepared for Block C. The SDRP comprises six panel members including the Acting NSW Government Architect (Chair of the DRP), a representative from the City of Sydney, and four independent design experts.

The SDRP have also informed the strategic planning for the broader Central Precinct as well as the preparation of the draft Central Precinct Strategic Framework as set out at Appendix B, including its vision, themes and key opportunities.

The indicative scheme for Block C, as set out under Section 5 of this report, has been subject to an iterative design review and feedback process with the SDRP. Alongside preliminary schemes for Blocks A and B within the Western Gateway, the proposed scheme for Block C was presented to the SDRP on between July 2019 and December 2019 for preliminary feedback at least five (5) times.

Further consultation occurred with the SDRP throughout 2020 following the exhibition of the rezoning proposal for Blocks A and B of the Western Gateway sub-precinct. The latest feedback from the SDRP presentation on the 01 July 2020 and 25 September 2020 is outlined in Table 1 below.

Table 1. Response to feedback from the State Design Review Panel

<i>SDRP Comment</i>	<i>Response</i>
Heritage	
<p>The Panel notes the significance of the State Heritage listed Parcels Post building, its position as a strong element in its urban context and expresses concern that the disparity of scale resulting from adjacent tower developments may diminish its civic presence.</p>	<p>The city scale of the proposed tower is commensurate with the scale of the proposed buildings adjacent to the site on Block A and Block B, in addition to potential built form to the north west of the site within the future tower cluster identified in the Central Sydney Planning Strategy. The DRP has noted that should the Parcels Post building be retained as is, there is a risk that the disparity of scale between the existing building and surrounding development would adversely impact the civic presence of the building.</p> <p>In addition to providing a city scale form on the site, commensurate with future local character, the proposal also seeks to enhance and provide conservation works to the former Parcels Post building to enhance its street level presence. Further additional public access to the ground floor of the building will be facilitated by the proposal. These works and opportunities for further development are outlined within a Conservation Management Strategy prepared by Urbis for the former Parcels Post building, included at Appendix C.</p>
<p>The investigations into optimal built form that have been provided suggest that a carefully modelled and skilfully executed addition to the Adina building could enhance its connection and relationship to the Western Gateway tower cluster on the basis that the future form:</p> <ul style="list-style-type: none"> • has a significant setback from the Parcels Post to enable the ‘heritage ensemble’ of buildings at the George, Pitt, Quay St and Broadway intersections, including Marcus Clarke, to read with distinction, with the new towers forming a backdrop • has sufficient elevation separation from the Parcels Post. 	<p>Throughout 2019 and 2020 investigations into potential modulation of the proposed building massing was undertaken to determine the optimal built form on the site that would enhance the presence of the former Parcels Post building, provide an appropriate relationship with the Western Gateway tower cluster, and enhance connections through the sub-precinct.</p> <p>The proposed planning controls facilitate the development of a building which provides a significant setback of a minimum 5-10m from the northern and western facades, while the treatment of tower cores and lobbies to the south of the former Parcels Post building will provide a sympathetic visual connection to the southern façade to ensure the original form and façade</p>

SDRP Comment	Response
	<p>of the heritage building remain able to be interpreted and to minimise intervention.</p> <p>Further, a minimum 12.6m vertical separation (excluding required lift cores and structural zones) between the reinstated roof form of the former Parcels Post building and a new tower addition has been incorporated within the site-specific provisions of the Draft Design Guide.</p> <p>These setbacks have been designed to emphasise the presence of the building within the precinct and provide visual and physical separation between the new built form and the original fabric of the former Parcels Post building.</p> <p>As illustrated in the design report, the proposed new tower at Block C will be read as a backdrop to the former Parcels Post building, providing a more suitable relationship between the Block C development and the remaining Western Gateway tower cluster.</p>
<p>The investigations have confirmed that a direct extrusion of the Parcels Post building form is an unacceptable solution and is not supported.</p>	<p>Noted. The proposed building envelope includes a minimum 5-10m setback from the northern and western average substantive facades of the former Parcels Post building. A direct extrusion of building form above the former Parcels Post building is not proposed.</p>
Building height and envelope	
<p>As a contrast to the larger floor plates proposed for other Western Gateway towers, a slender envelope is recommended. To achieve this its height could extend to the solar access plane, provided that the following parameters are met:</p> <ul style="list-style-type: none"> • The floor plate is comparatively small so as to produce a slender tower as a contrast to the Atlassian and DEXUS/Fraser proposals, i.e. floor area of 1,200sqm GBA or less. This was later amended to 1,300sqm GBA or less. • The total GFA is not to exceed 41,000sqm • The chamfered setback is maximised – with a maximum 50% tower coverage over the Adina footprint. This suggestion was later amended to require a chamfer control as defined by the diagonal from the north eastern corner to the south western corner of the former Parcels Post building. • The principle support for the new tower is to the south of the former Parcels Post with secondary support to the east. • A clear vertical separation is maintained between the restored Parcel Post roof and the bulk of the tower envelope – at least 3 stories. Based on the commercial floor 	<p>The proposal adopts the recommended parameters however noting:</p> <ul style="list-style-type: none"> • A maximum 1,300sqm GBA tower floor plate is proposed in accordance with the recommendation of the DRP dated 30 September 2020. • A maximum 41,000sqm is proposed within the tower form and the former Parcels Post building in accordance with the DRP recommendation. It is noted that the maximum GFA proposed for Block C is 43,000sqm to capture below ground and lower ground level retail tenancies within Henry Deane Plaza designed to activate pedestrian thoroughfares. The additional approximate 2,000sqm retail GFA is intended to provide a positive public realm and pedestrian environment and does not impact the slenderness of the tower. As such the maximum GFA proposed is considered consistent with the DRP recommendation. • Chamfering and setback controls for the proposed tower from the northern and western facades of the former Parcel Post building are proposed to be included within the site-specific controls in the draft Design Guide in accordance with the DRP recommendations. • As evidenced through the building envelope, the principal support for the new tower is positioned to the south of the former Parcels Post building, however with a clearance area for pedestrian movement and

SDRP Comment	Response
<p>heights being proposed, this should be a minimum of 12.6m.</p> <ul style="list-style-type: none"> • 12m setback from the Atlassian envelope, for the full height of both buildings. No extension of the core or other built form into this setback is supported. • The tower floor plate extension into Henry Deane Plaza should not exceed 16m. While half this depth will be required for the tower core, it is preferred that the remaining space not be enclosed. 	<p>visual separation to the southern façade of the former Parcels Post building. Secondary structural support for the new tower is to the east of the former Parcels Post building as permitted within the proposed building envelope.</p> <ul style="list-style-type: none"> • A minimum 12.6m vertical separation between the reinstated Parcel Post roof form and the new tower envelope (excluding lift core and structural zones) has been adopted into the guidelines of the amended draft Western Gateway Design Guide (V4) in accordance with the DRP recommendation. • A minimum 12m setback from the Atlassian envelope has been adopted into the site-specific guidelines of the amended draft Western Gateway Design Guide (V4). • A maximum floor plate extension into Henry Deane Plaza of 16m has been adopted into the site-specific planning controls. It is noted that this 16m zone can feasibly accommodate the required width of a pedestrian connection to the underpass to Railway Square and a lift core and structural zone to service the proposed tower on the site. • While the ultimate design of this floor plate extension will be the subject of a competitive design process, this zone facilitates the delivery of a commercially viable floor plate, whilst also maintaining pedestrian connections to Railway Square under Lee Street.
<p>The chamfered envelope has the most potential to balance the scale and envelope transitions required, with least compromise to the integrity of the original Parcels Post building. This option also has some benefits from a broader civic perspective, particularly when seen from the north and north west where the offset floor plate ‘frees up’ the building’s corners and preserves the civic prominence of the north western corner</p>	<p>A setback control defined by a diagonal from the north eastern corner and south western corner of the former Parcels Post building is proposed. This proposal preserves the prominence of the Parcels Post building whilst also mitigating potential environmental impacts such as wind conditions in the precinct.</p>
<p>Partial extension of this envelope into Henry Deane Plaza on the south appears to have manageable civic and amenity impacts.</p>	<p>Noted. The proposed extension into Henry Deane Plaza as illustrated in the indicative reference scheme has been assessed to have manageable impacts that will be detailed within a future development application.</p>
Public Domain	
<p>A number of public domain concerns are still to be resolved. We note and welcome TfNSW announcement that a coordinated precinct wide public realm strategy is being prepared and will be published to coincide with the land rezoning.</p>	<p>The public realm design is currently being coordinated by TfNSW with the various proponents across the Western Gateway sub-precinct.</p> <p>Once the more detailed version of the Public Domain Strategy is prepared it will be submitted as part of the RTS process for the Block C Rezoning Proposal.</p>

SDRP Comment	Response
<p>Public domain planning should involve collaboration with the City of Sydney. In this context, we recommend that ground plane controls be developed in coordination with this strategy to ensure a quality public private interface and activation of the public realm.</p>	<p>Following this, a detailed 'Public Realm Plan' will be prepared in collaboration with the proponents and the City of Sydney for the purposes of supporting future development applications in the Western Gateway sub-precinct.</p>
Microclimate	
<p>The results of the integrated CFD analysis presented for the proposed envelope indicated that comfort conditions on the ground plane at Lee Street and Henry Deane Plaza are expected to range from 'strolling to slightly above walking criteria', however they also indicated that there are public safety concerns due to wind flow and speed to the north-east, west and south. Of particular concern are dangerous wind conditions caused by the overall precinct development to the south.</p> <p>The study notes that inclusion of adequate façade articulation in the detailed design and future urban landscape in Lee Street will be required to create safe conditions and acceptable comfort levels for the desired uses, including outdoor seating/stationary pursuits.</p> <p>It is recommended that wind mitigation measures through building envelope and surrounding public realm design be a key criterion of design and competition briefs for future development, with no encroachment into setbacks. All space between the identified envelope and those of surrounding buildings is to be open to the sky.</p>	<p>Refer to the wind assessment provided by RWDI included at Appendix C and as outlined in Section 7.13 of this report. The wind assessment demonstrates there are benefits from the inclusion of a tower form on Block C in relation to wind conditions in the Western Gateway sub-precinct, and that modulation of the detailed design within the proposed building envelope can result in appropriate wind conditions throughout the Western Gateway sub-precinct. It is noted that the inclusion of wind mitigation measures within the building design for a new tower on the site will be a key criterion of design and competition briefs for future development on Block C.</p>

The indicative schemes and proposal has been refined in response to guidance received from the SDRP to ensure that the proposal is capable of delivering a high-quality built form and public domain outcomes and is supportable from a design perspective as outlined throughout Section 7.4 and Section 7.5 of this report and as described within the Urban Design Report at Appendix C.

1.5 Relationship to the broader planning process

The Western Gateway sub-precinct (including Block C) has been nominated to deliver the first stage of the Central Precinct SSP and has been prepared alongside the broader planning process that is being undertaken concurrently for the nominated Central Precinct State Significant Precinct.

The draft Western Gateway (Block C) SEPP has been prepared to amend the current planning controls as they apply to Block C. The draft SEPP has been prepared with

consideration of the draft Strategic Framework for the broader Central Precinct SSP, which is still in the process of being finalised following the conclusion of its initial assessment in August 2020 and is anticipated to be finalised in the near future. Any revision made to the draft Central Precinct Strategic Framework as part of its finalisation will be considered by this rezoning proposal during the response to the submissions process.

Consistency of this rezoning proposal against the draft Strategic Framework is discussed at Section 7.1.4 of this report.

Once complete, the upfront and early rezoning and renewal of Block C as part of the Western Gateway sub-precinct will facilitate the early delivery of new and substantial innovation and technology uses, and in doing so catalyse the broader renewal initiative for the Central Precinct.

1.6 Relation to the Western Gateway Rezoning Proposal ‘Stage 1’

In October 2019, Transport for NSW submitted a rezoning proposal to amend the development controls for two of the three blocks within the Western Gateway sub-precinct.

The Western Gateway Rezoning Proposal ‘Stage 1’ (Block A and Block B) was publicly exhibited alongside the draft Central Precinct Strategic Vision document between 16 October 2019 and 27 November 2019. It amended the planning controls of the Sydney Local Environmental Plan 2012 that apply to the Western Gateway area to enable redevelopment for a technology and innovation precinct. The Western Gateway Rezoning Proposal report was prepared by Transport for NSW to support the following amendments to the planning controls to:

- Amend the Sydney LEP 2012 by introducing a site-specific provision for the sub-precinct that:
 - seeks to incentivise development for non-residential uses through the provision of greater building height and gross floor area controls.
 - requires a competitive Design Excellence process that has been approved by the NSW Government Architect, in addition to Council’s existing policy; include reference to Design Guidelines to inform future development of the sub-precinct and enable the arrangements for the provision of State infrastructure.
- 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.

The rezoning proposal was supported by a Draft Design Guide which provides site-specific design requirements / design guidelines for the Western Gateway sub-precinct. The first version of the Draft Guidelines (V1) was publicly exhibited in 2019. The Guidelines were revised as part of the response to submissions package in June 2020 (V4). The Design Guide is intended to be given statutory weight through a new site-

specific provision included in Part 6 Division 5 of the Sydney LEP 2012, and together with the LEP provision provides a framework to guide and assess future development applications at Block A and Block B.

It is noted that the draft Western Gateway Design Guide (V4) has yet to be adopted and is still undergoing a separate parallel finalisation process associated with the proposals for Blocks A and B. 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.

Any amendments made to the Western Gateway Design Guide arising from the separate finalisation process is intended to be captured in a master final version of Western Gateway Design Guide that will reflect the proposals for Block A, B and C. This master Western Gateway Design Guide will be submitted as during of the response to submissions (RTS) process for the Block C Rezoning Proposal. This will ensure the impacts associated with the Block C is assessed against the future desired criteria and built form for the Western Gateway sub-precinct.

The Department of Planning, Industry and Environment (DPIE) has considered the proposed amendments to the current planning controls for the Western Gateway sub-precinct alongside the draft Strategic Framework that was submitted by Transport for NSW as part of the RTS process for Blocks A and B (refer to Appendix B) to ensure that the proposed changes to planning controls are consistent with the overarching vision, themes and principles outlined for the broader Central Precinct and the Western Gateway sub-precinct.

The key development standards for Block A and B as stipulated in clause 6.53 of the Sydney LEP are summarised in Table 2.

Table 2. Summary of key development standards and characteristics of Western Gateway sub-precinct 'Stage 1' proposals

Key development standards	Block A	Block B
GFA	GFA 77,000sqm	155,000sqm
Maximum height in metres	RL 200.2m	RL 205.8
Proposed uses	Commercial, retail and hotel	Commercial and retail

Whilst the Planning Proposal applied to the Western Gateway area including Block C, the amended planning controls pursued were applicable to only Blocks A and B. The

Planning Proposal stated that Block C would be subject to a separate ‘Stage 2’ rezoning process. As such this report provides strategic justification for the rezoning of Block C as part of the planning framework for the Western Gateway sub-precinct and the Central Precinct more broadly.

It is also important to note that recommendations were made by the Project Review Panel during the assessment of the Western Gateway Rezoning Proposal ‘Stage 1’, which required further analysis and refinements to the draft Western Gateway Design Guide (V4) and the Western Gateway Public Domain Strategy. These documents have yet to be adopted and are currently undergoing a separate parallel process to finalise these documents based on the proposals for Blocks A and B.

As the proposal for Block C will require amendments the draft Western Gateway Design Guide and the Western Gateway Public Domain Strategy, any revision made to these documents arising from the finalisation process for ‘Stage 1’ is intended to be captured as part of the response to submissions process for the Block C Rezoning Proposal (refer to Figure 5). This will involve the preparation of master draft versions of the Western Gateway Design Guide and the Western Gateway Public Domain Strategy that will holistically reflect the proposals for Block A, B and C.

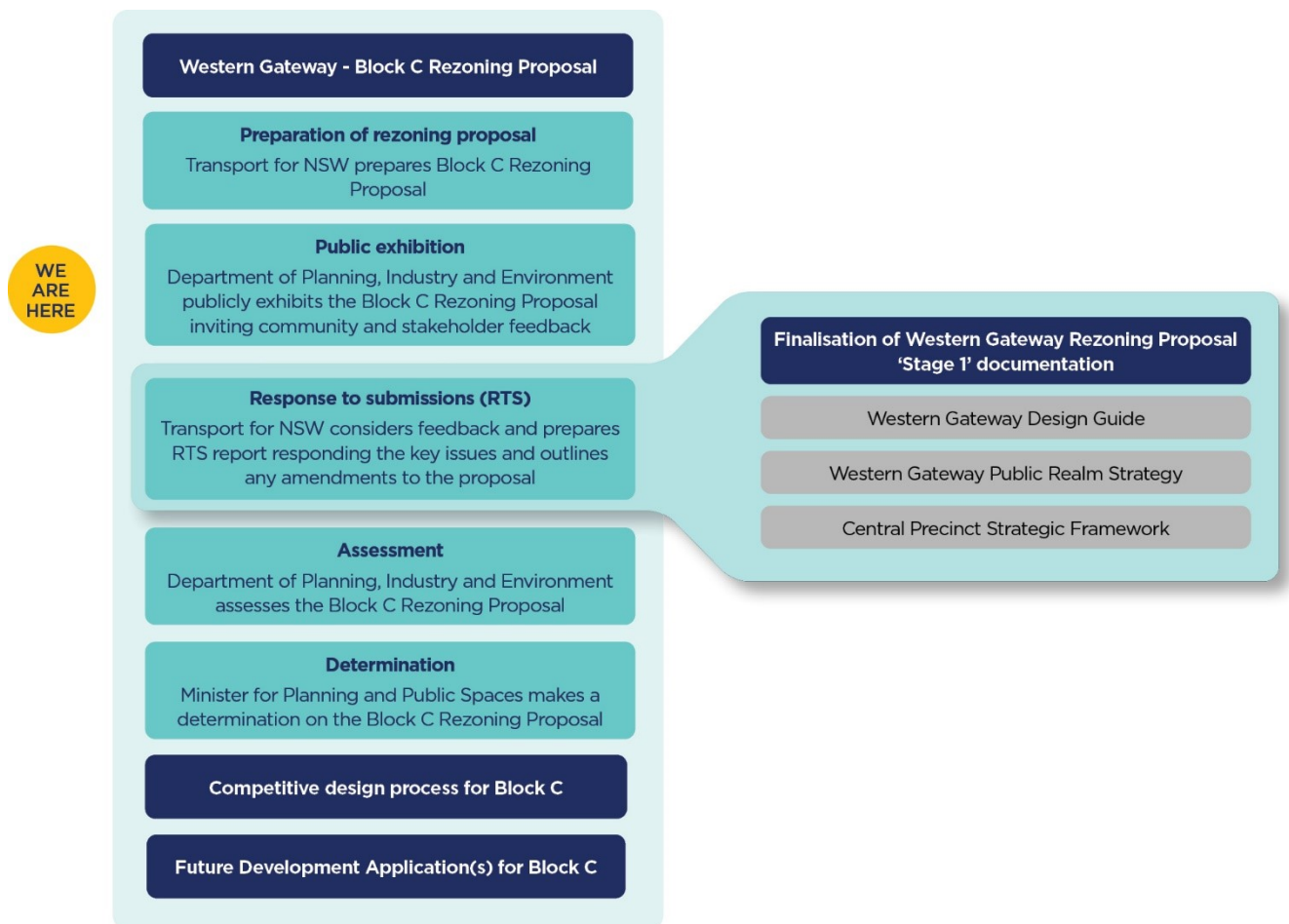


Figure 5. Process for the Block C Rezoning Proposal and integration of parallel updates

2 Site Analysis

2.1 Western Gateway sub-precinct

The Western Gateway sub-precinct (including Block C) has an area of approximately 1.65 hectares and is located within the City of Sydney Local Government Area (LGA). It occupies land at the southern end of Central Sydney and is bound by Lee Street to its west, the Devonshire Street Tunnel and Central Station to its east, Ambulance Avenue to its north and the Lee Street Bus Layover to its south.

The Western Gateway sub-precinct comprises a mix of building forms and uses. The southern portion of the Western Gateway sub-precinct, having been redeveloped in the early 2000s, consists of contemporary buildings including the Henry Deane office block and the Henry Deane Plaza. In contrast, the northern part of the sub-precinct is characterised by nineteenth and twentieth century State heritage items including the former Inward Parcels Shed (now the Railway Square YHA Shed), the Parcels Area (located below the Railway Square YHA) and the former Parcels Post Office (now the Adina Apartment Hotel), all of which have been adaptively reused for temporary visitor accommodation purposes. The existing built form of the Western Gateway sub-precinct is discussed in more detail below.

Major retail, dining, tourist, and entertainment uses are within close walking distance of the Western Gateway sub-precinct, throughout Haymarket, Chinatown, Central Park, and Surry Hills. These include the International Convention Centre (ICC) Sydney, Chinatown, Darling Harbour, Central Park Mall, and Broadway Shopping Centre. Nearby tertiary educational establishments include:

- University of Sydney;
- University of Technology Sydney;
- TAFE NSW Ultimo; and
- University of Notre Dame, Broadway.

The locational context of the Western Gateway sub-precinct is shown at Figure 6.



Central State Significant Precinct Western Gateway sub-precinct

Figure 6. Central Precinct and Western Gateway sub-precinct (shown in orange)

The Western Gateway sub-precinct forms an important gateway at the western entrance to Central Station and its western surrounds, providing access and pedestrian connections between the station, Railway Square and the neighbouring suburbs of Ultimo, Haymarket and Chippendale via the Devonshire Street Tunnel and the subterranean Railway Square Tunnel. An aerial photograph of the site is provided at **Figure 7**.

The sub-precinct has been divided into three separate components, these being:

- Block A – commonly known as the Railway Square YHA site
- Block B – commonly known as the Henry Deane office block
- Block C (the subject of this report) – commonly known as the Adina Apartment Hotel building and the Henry Deane Plaza.

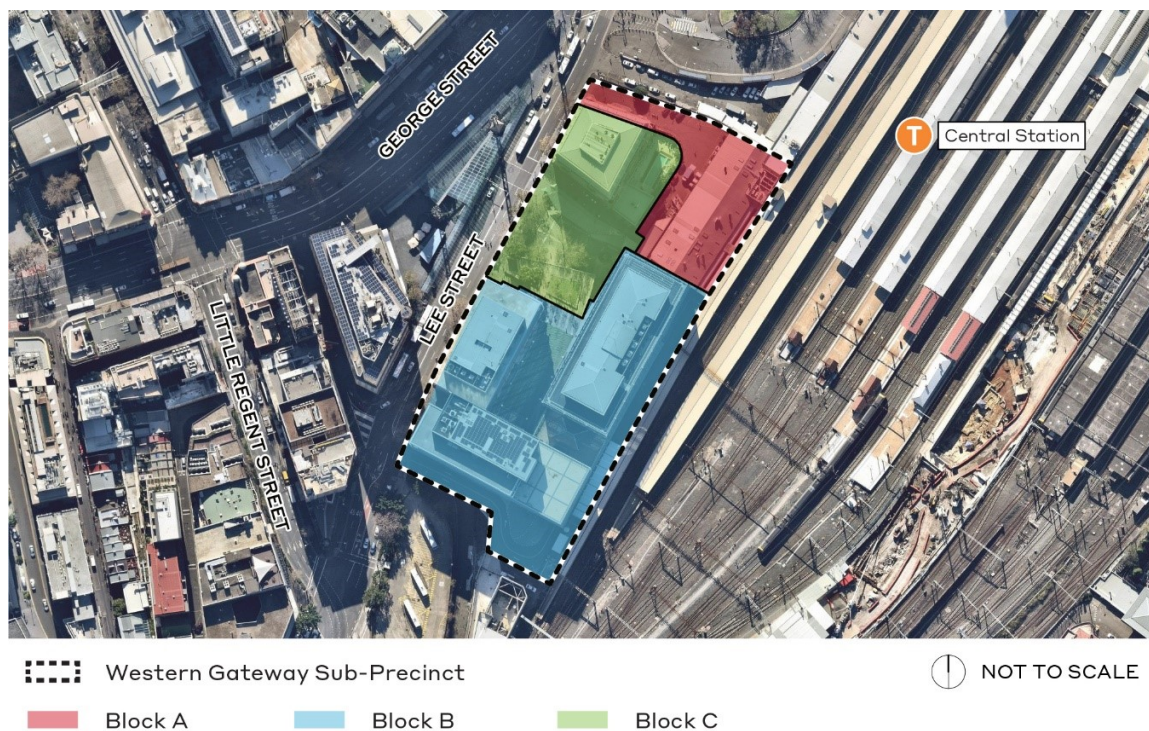


Figure 7. Western Gateway sub-precinct with delineated block ownership

2.2 Block C Description

The Western Gateway sub-precinct comprises a series of lot parcels held by various parties on long-term Crown leases. Block C includes the area of two long-term leases within the Western Gateway sub-precinct, which are outlined in red in Figure 11 and described as follows:

- Lot 30 in Deposited Plan 880518 (Adina Apartment Hotel)
- Lot 13 in Deposited Plan 1062447 (Henry Deane Plaza)

Parts of the lots comprising Block C are limited in either height or depth. The general 'above-ground stratum' as shown in Figure 8 includes the Adina Apartment Hotel building and Henry Deane Plaza. The below-ground stratum includes retail back of house and loading areas below the YHA building and retail tenancies below part of the Frasers/DEXUS land along its northern boundary.

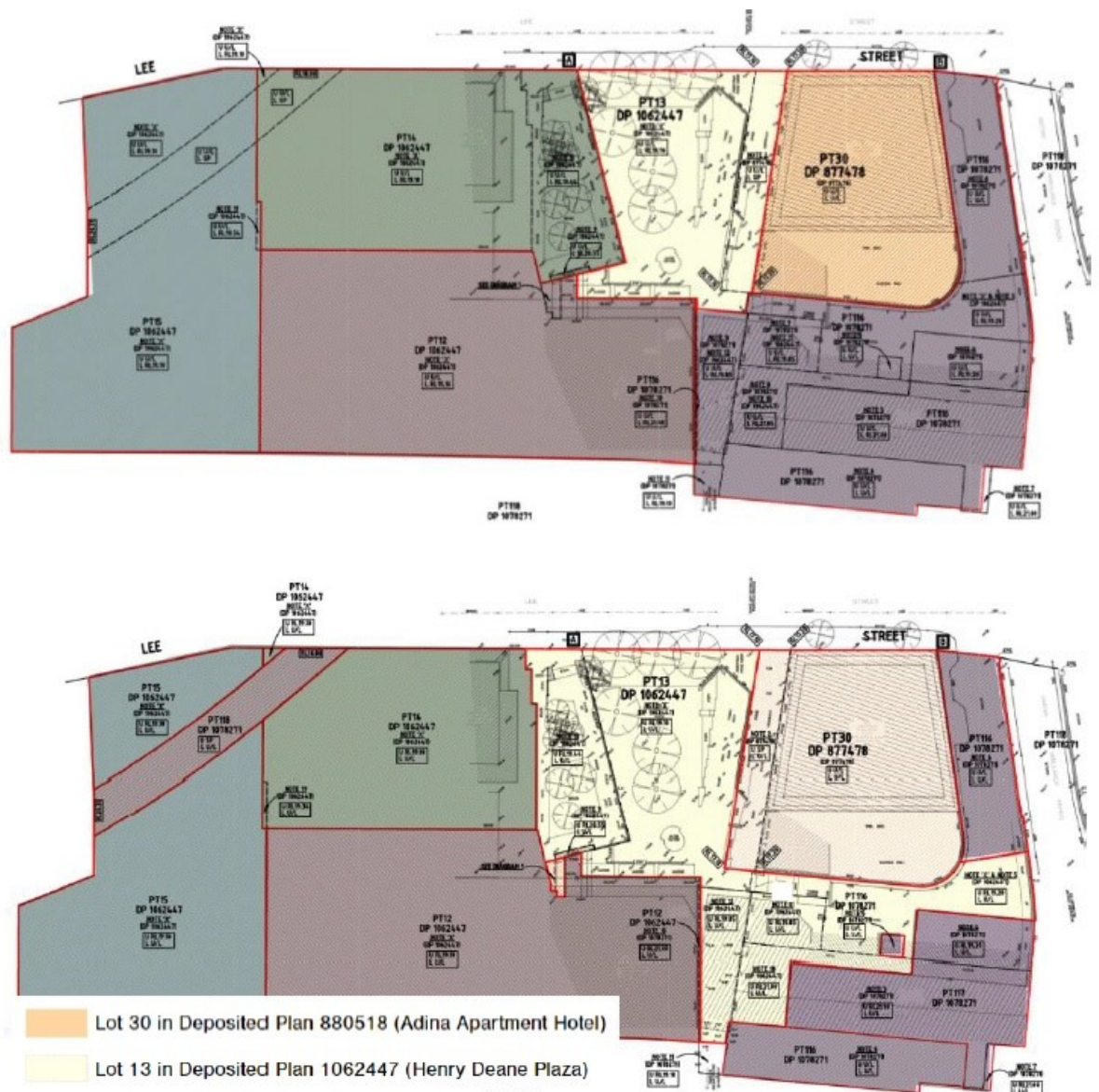


Figure 8. Delineation of lease arrangements (Top image: Above Ground Stratum – generally above RL 19.1m; Bottom image: Below Ground Stratum - below RL 19.1m)

2.2.1 Existing Development

The site currently comprises the following existing development:

- Lot 30 in Deposited Plan 880518 (Adina Apartment Hotel): the north-western lot within the Western Gateway sub-precinct accommodates a heritage-listed building which was originally developed as the Parcels Post Office. The building has been adaptively re-used and is currently occupied by the Adina Apartment Hotel Sydney Central. The eight-storey building provides 98 short-stay visitor apartments and studio rooms with ancillary facilities including a swimming pool and outdoor seating at the rear of the site.
- Lot 13 in Deposited Plan 1062447 (Henry Deane Plaza): the central lot within the Western Gateway sub-precinct adjoins Lot 30 to the south. It accommodates 22 specialty food and beverage, convenience retail and commercial service tenancies. The lot also includes publicly accessible space which is used for pop-up events and a pedestrian thoroughfare from Central Station via the Devonshire Street Tunnel.

Images of the existing development on the site are provided in Figure 9.



View of the Henry Deane Plaza, the Devonshire Street Tunnel Entry and pedestrian access to the Railway Square Tunnel (left image); View of the Former Parcels Post Office Building (right image)

Figure 9. Existing development within Block C

2.2.2 Surrounding Development (Existing)

Block C is generally surrounded by buildings previously associated with railway functions and commercial office buildings designed to leverage their location from Central Station. The development surrounding Block C is as follows.

- Block C is located immediately to the south of the Central Station Western Forecourt currently used as a car park and state rail bus stabling yard. The site is south west of the western entrance of the main terminus building and the Central Station clocktower.
- Block C is immediately east of Railway Square, the main intersection between George, Pitt and Lee Streets and Broadway. Further to the west of the site is the Marcus Clark Building currently used by NSW TAFE.
- Block C is located immediately to the west of Devonshire Street pedestrian tunnel and YHA Railway Square (former Inward Parcels Shed) a single storey brick and galvanised iron shed converted into a two-storey hostel. The YHA Railway Square site adjoins 'Platform Zero' of Central Station.
- Block C is immediately north of a series of buildings referred to as the 'Henry Deane Place', including an 8-storey commercial office building currently leased to Corrective Services NSW, an 8-storey commercial office building at 18 Lee Street immediately adjacent to rail tracks, and the 9-storey commercial office building known as The Gateway Building.

2.3 Surrounding Context

The Western Gateway sub-precinct (including Block C) is located at an important juncture at the southern end of Central Sydney, helping bookend the CBD core and providing links through the site to Railway Square, Ultimo and Haymarket which are located to the immediate west.

Chippendale and Broadway are located to the south west of the sub precinct, while the Lee Street Bus Layover and Mortuary Station are situated to the south.

Central Station, the Devonshire Street Tunnel and disused rail sidings mark the sub-precincts eastern boundary while the main Central Station terminal building and the Western Forecourt sit to the north of the site. Further north, across Eddy Avenue is Belmore Park and the southern end of the CBD.

Central Station is NSW's largest and busiest transport hub servicing nearly 270,000 passengers daily. It anchors NSW's rail network, and caters for light rail, bus, coach, taxi connections, and the new Sydney Metro once complete and operational. The area around Central Station is therefore one of the most-connected destinations in Australia. In addition to Central Station, the surrounding area is home to a number of significant tertiary educational institutions including the University of Sydney, the University of Technology Sydney, TAFE NSW Ultimo and the University of Notre Dame, Broadway.

Other key uses and areas within close proximity to the sub-precinct include the International Convention Centre (ICC) Sydney, Chinatown, Darling Harbour, Central Park Mall, and Broadway Shopping Centre.

The site's surrounding context is shown in Figure 10 and locality aerial photographs showing the sub-precinct in its surrounding urban and built form context are provided at Figure 11 and Figure 12.

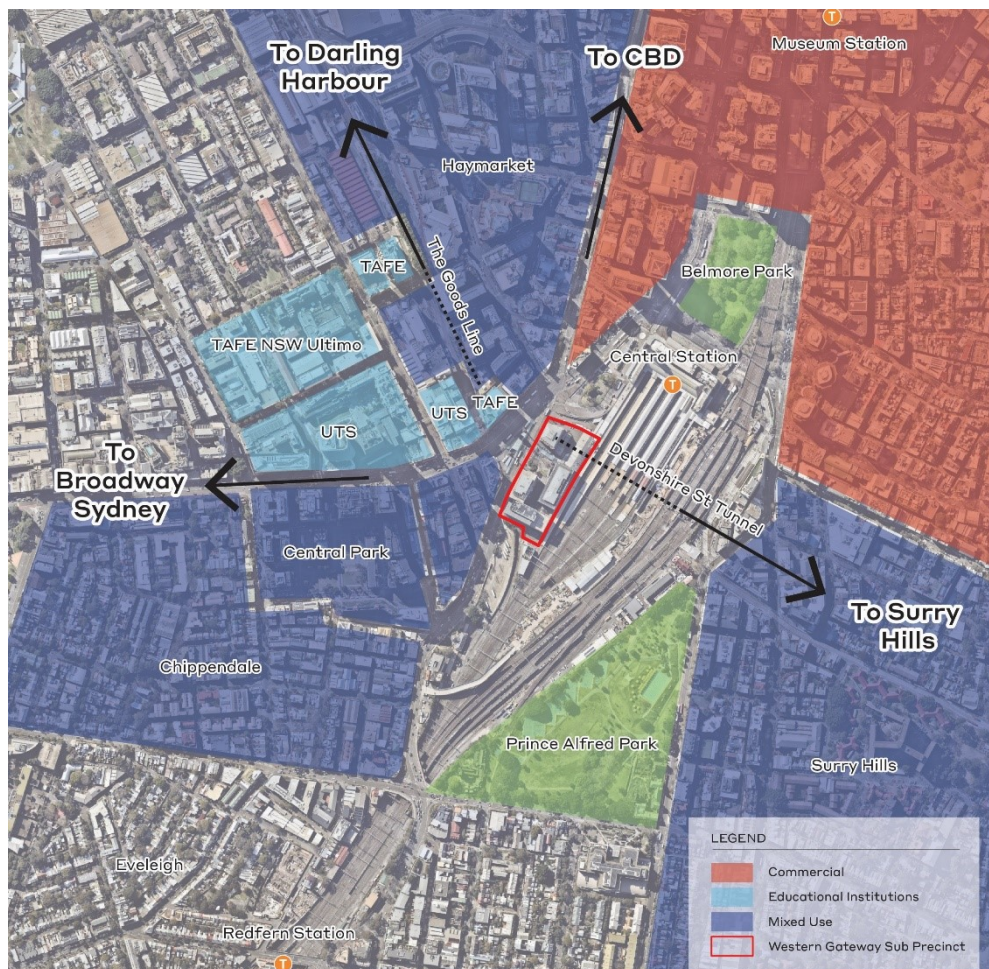


Figure 10. Surrounding context



Figure 11. Locality context view 1 - Looking north towards Sydney CBD and the Eastern Suburbs



Figure 12. Locality context view 2 - Looking south toward Redfern and Chippendale/Ultimo

2.4 Heritage

Block C is listed as an item of local significance under Schedule 5 of the Sydney Local Environment Plan 2012, 'Former Parcels Post Office including retaining wall, early lamp post and building interior', Item 855.

The former Parcel Post building was designed in 1910 and opened in 1913. It was constructed in response to the need for expansion of the parcels facility at the GPO which was overcrowded. As the majority of parcels at that time were sent by rail, it was determined to lease the subject site, which was ideally situated, for the construction of a specific purpose built parcels post office, being located adjacent to the new (1906) Central Terminus on 'a portion of Railway land, fronting George Street and bounded on the south by Devonshire Street subway...'

The Parcels Post worked in conjunction with the inward and outward parcels platforms in the western yard precinct (which includes the former inward parcels platform, now the YHA), with parcels being brought to and from the trains, via a network of underground passages. The scale of the Parcel Post building is indicative of the importance of shipping parcels by rail in the early 20th century and the subject site documents the historical association of the site with Central Station and railway postal services.

The site is also included within the Central Railway Station State heritage listing, Sydney Terminal and Central Railway Stations Group, SHR 01255. The site is not however listed independently on the State Heritage Register. There is an array of built forms that constitute Central Station, however the Main Terminal Building (particularly the western frontage) and associated clocktower constitute key components in the visual setting of the Parcel Post building.

The Main Terminal Building and clocktower are landmarks within the locality on account of their elevated position, grand sandstone form and prominence. The Main Terminal Building is the central core of the site listed in 1999 on the State Heritage Register, under Sydney Terminal and Central Railway Stations Group. Central Station is the site of the first Sydney Terminal and is the starting point from which the NSW rail network grew. The site has continually been in use as a railway since 1855 and its development has been undertaken in phases reflecting the continuous and ongoing use of the station. The construction of the Parcel Post building in proximity to Central Station reflects the historic importance of rail in the delivery of parcels.

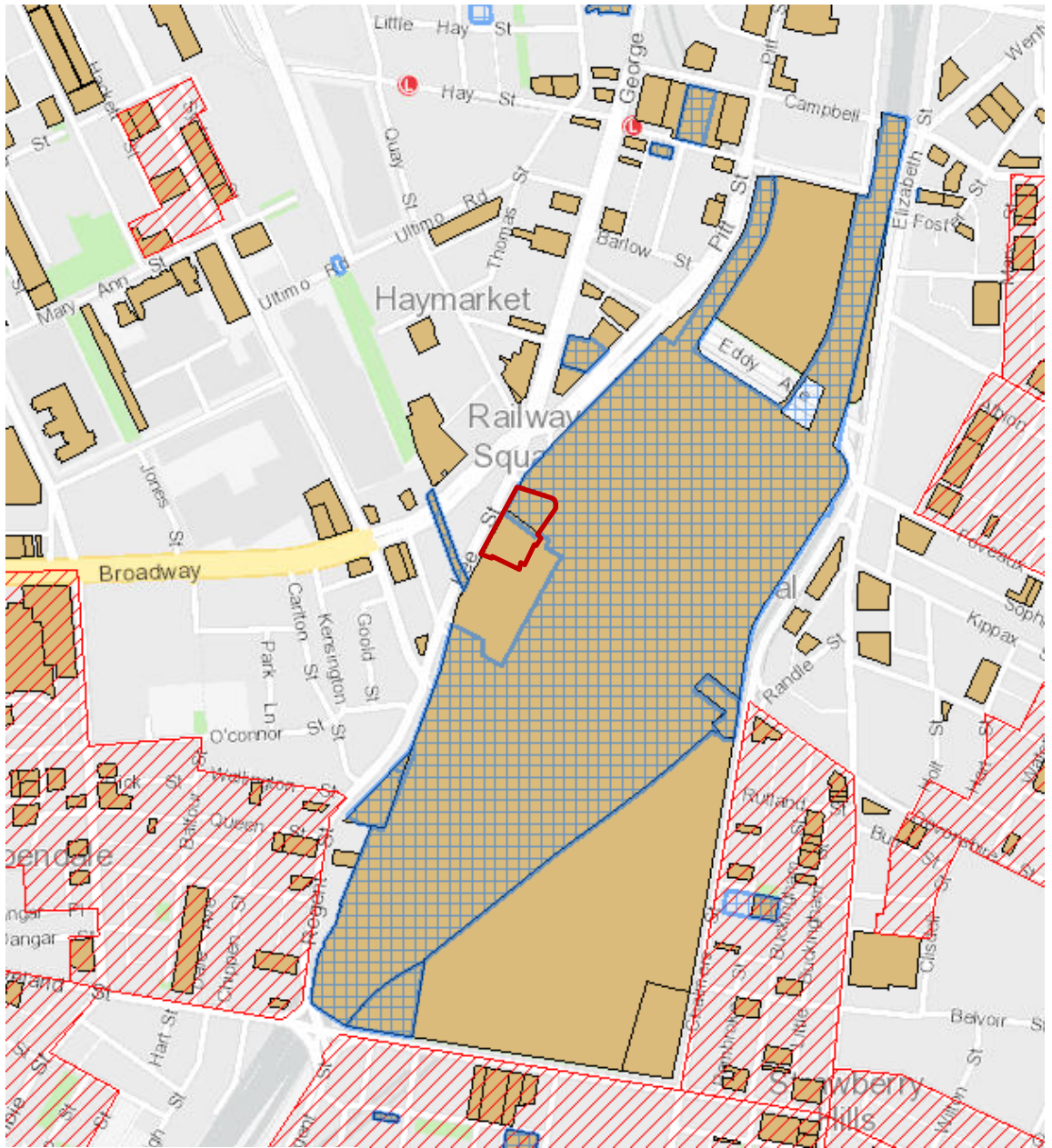
With regard to Aboriginal heritage, a search of the Aboriginal Heritage Information Management System (AHIMS) found that there are no registered Aboriginal sites within Block C. The closest registered Aboriginal site (AHIMS ID#45-6-3654) is located within Central Station railyards, approximately 130m to the east. This is an artefact scatter containing three stone artefacts identified during test excavation for the Sydney Metro station at Central.

Further detail on the heritage significance of Block C and surrounding properties is included within the Heritage Impact Statement, Conservation Management Strategy and Aboriginal Heritage Objects Due Diligence Report at Appendix C.

An excerpt of the Sydney LEP 2012 heritage maps is provided at Figure 13. Other heritage items in proximity to the sub-precinct are outlined in Table 3 below.

Table 3. Surrounding heritage items

Item Name	Address	Significance	Item No.
Central Railway Station group including buildings, station yard, viaducts and building interiors	-	State	1824*
Former warehouse "Canada House" including interior	822 George Street	Local	1181
Former Bank of NSW including interior	824–826 George Street	Local	1182
Railway Square road overbridge	George Street	State	1180
Marcus Clark Building, Sydney Technical College (Building W) including interior	827–837 George Street	Local	1850*
Former commercial building "Orchard's Chambers" including interior	793–795 George Street	Local	1847*
Commercial building group including interiors	767–791 George Street	Local	1844*
Former Lottery Office including interior	814 George Street	Local	1848*
Commercial building (851–855 George Street) including interior	732 Harris Street	Local	12038



State Heritage Register Curtilage

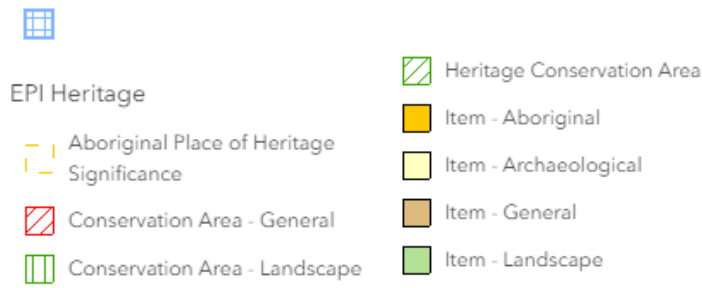


Figure 13. Heritage context

Source: Planning Viewer website, Sydney LEP 2012

2.5 Views and vistas

Central Station is an iconic and distinctive landmark within the urban landscape of Sydney's southern edge. Significant views to and from the station, particularly views of the Central Station clock tower are recognised to be of high visual importance and are to be protected. The draft Central Sydney Planning Strategy 2016 identifies four important public views within the CBD, being views from the surrounding mid-town and southern Sydney CBD areas towards the Central Station clock tower. A graphical illustration of these significant views is shown in Figure 14 below. The four views are:

- view 1: View from George Street (north of Railway Square) looking east towards the Central Station clock tower
- view 2: View from the corner of Pitt Street and Cleveland Street looking north towards the Central Station clock tower
- view 3: View from the corner of Liverpool Street and Pitt Street looking south towards the Central Station clock tower
- view 4: View from the corner of Wentworth Avenue and Goulbourn Street looking south towards the Central Station clock tower.

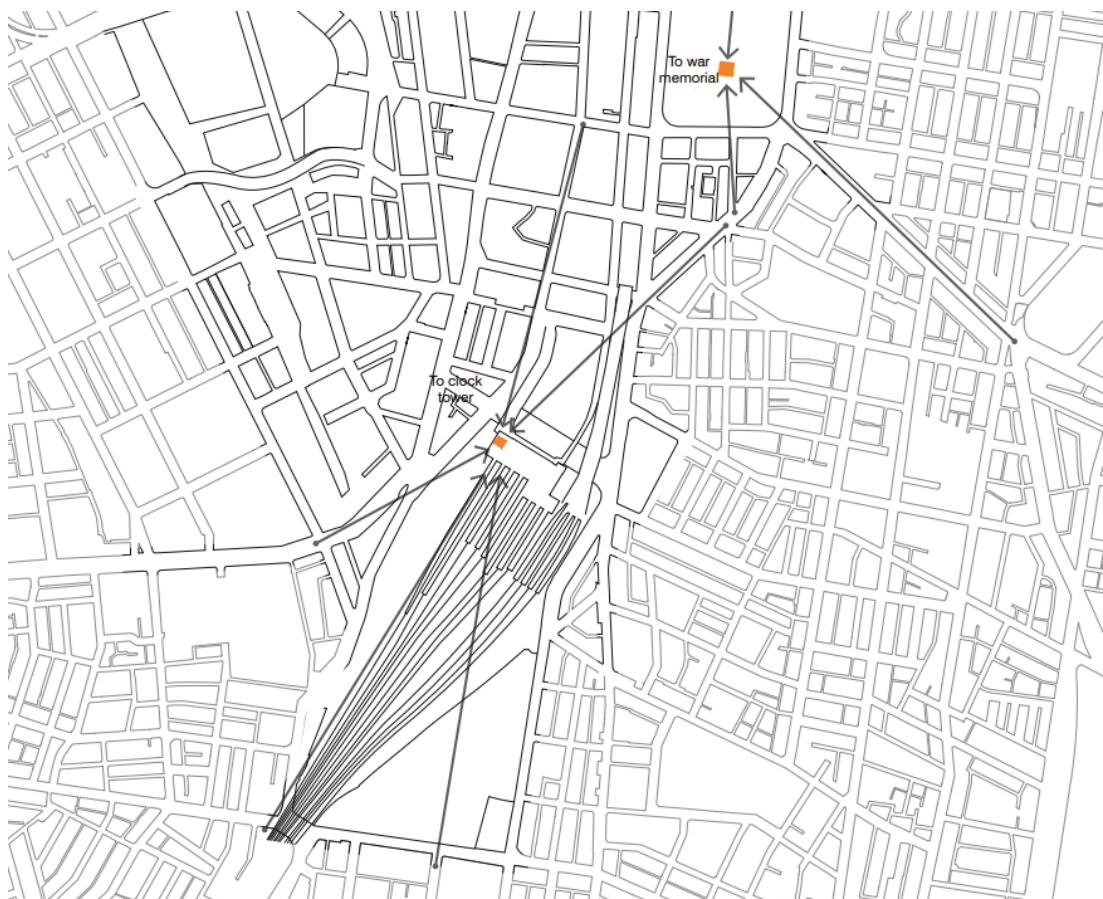


Figure 14. Important public views

Source: Draft Central Sydney Planning Strategy (2020)

2.6 Transport and Traffic

Situated adjacent to Central Station and the Railway Square bus interchange, the site has unrivalled access to regional, intercity and suburban public transport services. The light rail and planned Sydney Metro delivery will further enhance public transport options and accessibility to and from the Western Gateway sub-precinct.

Heavy Rail, Metro and Light Rail

The Western Gateway sub-precinct is located adjacent to Central Station, the largest and busiest transport hub in NSW that services up to 270,000 people each day. With 24 (regional, intercity and suburban) platforms, connectivity to light rail, and future metro services, Central Station provides a comprehensive suite of public transport services to all areas across metropolitan and Greater Sydney, and to the regions across NSW.

Bus

Railway Square is located within 100 metres of the site. The square functions as a bus-interchange that services several inner-city, western and eastern suburbs bus routes to Broadway, Glebe, Leichardt, Balmain, West Ryde, Campsie, Lilyfield, Coogee, Banksmeadow, Maroubra Junction, Little Bay, Kingsford. A regional coach terminal is also located at Central Station providing connections to regional NSW and interstate destinations.

Cycle Access

The Western Gateway sub-precinct is connected by a number of off-road shared pathways and bike lanes that provide links to all directions from the site. Whilst this is the case, the Central Station site itself acts as a significant barrier and impediment to east-west cycle connections, with Devonshire Street Tunnel (a walkable route only) representing the only currently viable east-west connection through Central Station. All other routes heading east require cyclists to navigate around Central Station either via Eddy Avenue or Cleveland Street. The existing network of cycleway in the vicinity of the site is shown at Figure 15.

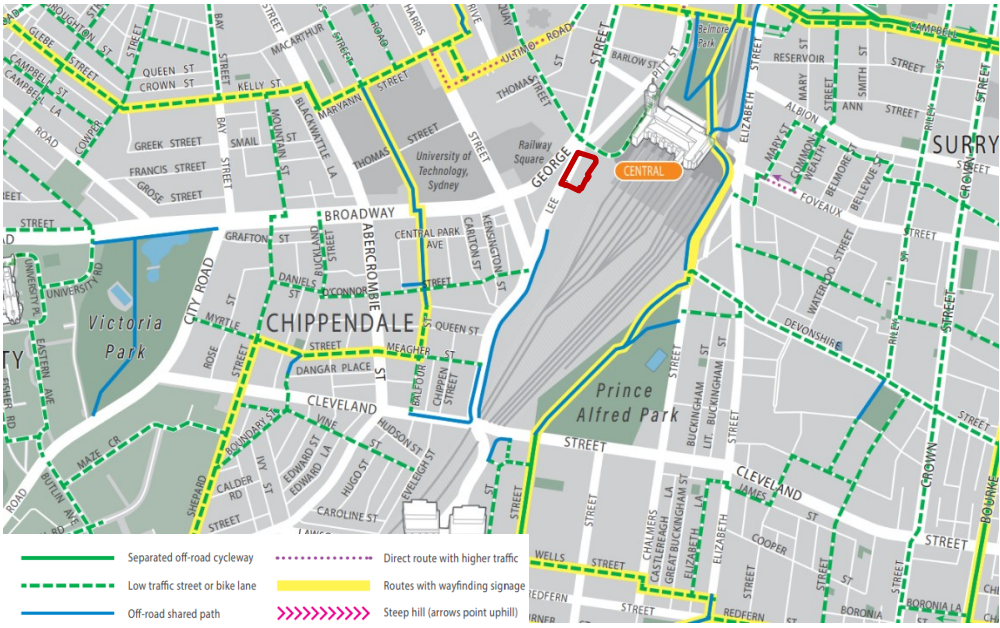


Figure 15. Existing cycle network map

Source: City of Sydney

Pedestrian Access and Movement

The sub-precinct is located on the western edge of Central Station and functions as a gateway for pedestrians. Key pedestrian movements and flows are shown at Figure 16 below and include:

- Railway Square to Devonshire Street Tunnel via the Henry Deane Plaza and the Railway Square Tunnel;
- Railway Square to Devonshire Street via Lee Street and the Henry Deane Plaza; and
- Devonshire Street Tunnel to the Henry Deane Office Block via the Henry Deane Plaza.

With construction underway, Central Walk will provide a new pedestrian tunnel, connecting Chalmers Street to the suburban platforms, the new Sydney Metro and Sydney CBD and South East Light Rail. On completion, the tunnel is expected to cater for approximately 270,000 - 450,000 customers daily.

Transport for NSW will investigate opportunities to extend Central Walk to connect with the Western side of Central Station as part of the overall Central Precinct proposal. The aspiration is create a future extension a new east-west connection across the entire Central Station site. The extension once provided will significantly enhance pedestrian access, connectivity and movement within and through the Central Precinct and the Western Gateway sub-precinct.

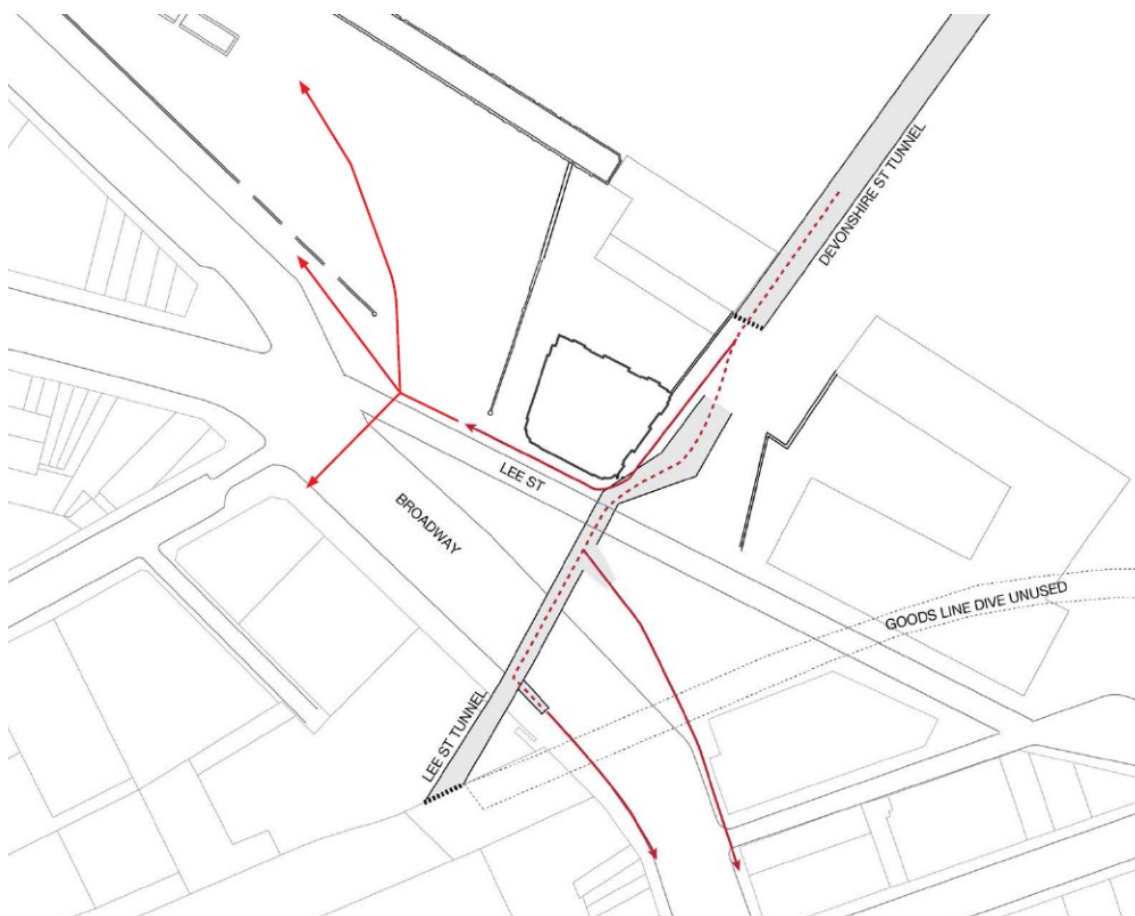


Figure 16. Western Gateway sub-precinct pedestrian movement

Source: Architectus

Vehicle Access and Parking

Vehicle access to the site is currently available via two separate driveways connecting to Lee Street. Existing vehicle access points and ramps from Lee Street include:

- A private vehicle ramp along the site's northern alignment that services the car parking deck associated with the Railway Square YHA site. The car parking deck provides a total of 26 parking spaces and is also used by the Adina Apartment Hotel; and
- A private vehicle ramp, along the site's southern alignment that provides access to a subterranean basement servicing the Henry Deane office block.

Vehicle access to the existing Adina Apartment Hotel basement, which is used by delivery and service vehicles as well as hotel guests, is accessible off Lee Street via Ambulance Avenue.

2.7 Public Domain and Public Open Space

The Western Gateway sub-precinct contains a number of important public spaces including Henry Deane Plaza, the lawn area between the Henry Deane office block, the Railway Square Tunnel (west) entry and the Devonshire Street Tunnel (west) entry.

Notably, Henry Deane Plaza forms part of Block C and serves as the connection between the Devonshire Street Tunnel to the underground Railway Square Tunnel that provides pedestrian access to Railway Square as well as Ultimo and Haymarket via the Goods Line. The plaza is sunken relative to the remaining site which generally limits pedestrian mobility and internal circulation within the site and its surrounds and presents a challenge for accessible pedestrian connectivity.

Lee Street can be accessed either via the stairs from Henry Deane Plaza or via the continuous accessible ramp from Devonshire Street Tunnel fronting the Adina Apartment Hotel. Lee Street can also be accessed from the site via the underground Railway Square Tunnel.

The Western Gateway sub-precinct, including Block C, interfaces with Lee Street footpath which forms a part of the surrounding public realm. Ambulance Avenue to the north of the Block C is currently used by a number of services vehicles and also forms a part of the broader public realm.

Photographs of the public domain within Block C are provided at Figure 17 and Figure 18. It should be noted that land currently used as public domain is currently under private ownership via an existing long-term leasehold arrangement, with easements in place to ensure its ongoing preservation and use for public purposes.

Block C is also within proximity to other public open spaces namely Belmore Park (to the north) and Prince Alfred Park (to the east).



View of the existing public domain interfacing with the Adina Apartment Hotel (left image); View of the Henry Deane Plaza within the sub-precinct (right image)

Figure 17. Existing public domain within the sub-precinct



View of the Devonshire Street Tunnel entry and the Henry Deane Plaza (left image); View of Ambulance Avenue (right image)

Figure 18. Existing public domain within the sub-precinct

3 Strategic Context

3.1 A Metropolis of Three Cities – Greater Sydney Region Plan

The Greater Sydney Region Plan (the Plan) sets a 40-year vision (to 2056) and outlines a 20-year plan to manage growth and change for Greater Sydney. It is the overarching strategic planning document for Greater Sydney and informs the preparation of both district and local plans.

The Western Gateway sub-precinct is located within the Eastern Harbour City, which is identified as Sydney’s Metropolitan Centre, providing globally competitive financial, professional, health, education and innovation services. The vision for the Eastern Harbour City states:

“The Harbour CBD will focus on innovation and global competitiveness to underpin its continued growth. It will extend its capabilities with an emerging innovation corridor on its western edge comprising universities, a major teaching hospital, international innovation companies and fast-growing start-ups.”

A key objective of the Plan is therefore to promote opportunities that foster and grow a stronger and more globally competitive Harbour CBD, with the proposed Innovation Corridor for the Harbour CBD identified as extending from Walsh Bay to Eveleigh via Central Station (refer to Figure 19).



Figure 19. Innovation Corridor in Harbour CBD

Source: Greater Sydney Region Plan (GSC, 2018)

In addition to the proposed Innovation Corridor, the Plan identifies 10 overarching strategic directions for Metropolitan Sydney. The main strategic directions and associated

objectives of relevance to Block C proposal as part of the Western Gateway sub-precinct are:

- A city supported by infrastructure – under this Direction the Plan seeks to optimise the use of infrastructure by ensuring better utilisation of existing infrastructure assets and increasing infrastructure capacity to better support communities and the planned growth of Sydney.
- A collaborative city – under this Direction the Plan advocates for improved collaboration of governments, community and business to deliver better growth benefit outcomes. The Western Gateway sub-precinct is located within the identified Camperdown-Ultimo Collaboration Area, for which the Camperdown-Ultimo Place Strategy has been prepared. Amongst other things, the Place Strategy notes that ‘with targeted collaborative investment and planning, the collaboration area can become a place that is globally recognised
- A city for people – under this Direction the Plan seeks to develop and promote creative thinking and expression as a means of fostering innovation, and states that the application of innovative thinking and digital technologies to urban challenges will help foster a smart city.
- A city of great places – under this direction the Plan seeks to promote the creation of places that build on the characteristics that define a place, reflects shared community values and culture, celebrates the local character and heritage and which delivers public realm and open spaces that attract residents, workers, visitors, enterprise and investment.
- A well-connected city – under this direction the Plan aims to better integrate land use and transport plans to deliver the 30-minute city. The Plan notes that critical to achieving its productivity outcomes is more efficient supply chains, improved access to markets, enhanced business access to skilled workers, more efficient public transport interchanges and the colocation and agglomeration of key activities in metropolitan centres.
- Jobs and skills for the city – under this Direction the Plan emphasises the importance of strengthening the Harbour CBD, including through the establishment of a robust creative sector that provides entrepreneurial and job opportunities, and the creation of internationally competitive health, education, research and innovation precincts in which economic activity is created by the agglomeration benefits flowing from an innovation ecosystem.
- An efficient city – under this Direction the Plan focusses on the need to mitigate climate change reducing greenhouse gas emissions with a focus on achieving net zero emissions by 2050. It also promotes the efficient use of energy and water use and seeks to maximise climate change resilience in future development.

3.2 Eastern City District Plan

This Eastern City District Plan (District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The District Plan builds on the Greater Sydney Region Plan and outlines district specific opportunities in the form of 20 main Planning Priorities for the Eastern City District. The Plan also translates these priorities into deliverable ‘Actions’ for implementation.

Urban regeneration projects associated with the delivery of the innovation corridor, as shown in Figure 20, are identified as being capable of creating district level changes, providing high-quality public spaces, good walking and cycling connections and promoting opportunities for night-time activities and operations.

The District Plan notes that:

“Australia’s most significant industry clusters are in the Harbour CBD, including finance, health and education, business services and an emerging innovation cluster. The concentration of these large, specialised clusters attract global talent and investment, and is expected to offer economic benefits to Greater Sydney and NSW.”

Planning Priority E7 of the District Plan focusses on ‘Growing a stronger and more competitive Harbour CBD.’ In setting this priority the District Plan highlights that the future success of the Harbour CBD is underpinned by the competitive advantages of:

- internationally desirable premium-grade and A-grade office space supported by lower cost office spaces;
- being connected to the agglomeration of businesses in the Eastern Economic Corridor;
- a world-class health and education precinct;
- a developing innovation precinct with a robust creative sector providing entrepreneurial opportunities;
- entertainment, cultural, tourist and conference assets;
- high accessibility, supported by an established transport network;
- safe and high-amenity residential precincts; and
- a highly valued natural environment.

While the Harbour CBD has a number of competitive advantages, the District Plan notes that there are limited options to support future expansion of CBD’s footprint, and while Barangaroo has provided a much-needed supply increase, new sites are required if Sydney is to continue its role as a globally competitive city.

The District Plan states that new office towers require relatively large floorplates (800sqm to 2,000sqm) on large sites, and identifies the CBD’s mid-town and southern precincts as being the parts of Central Sydney that have the greatest potential to accommodate further development. Whilst this is the case the District Plan notes that this part of the CBD has an excess of relatively small sites, and that new sites need to be consolidated, or larger adjoining sites need to be identified, which often takes significant time.

Building upon this, Planning Priority E8 focusses on ‘Growing and investing in health and education precincts and the Innovation Corridor.’

In setting out to achieve this priority the District Plan notes that digital innovation and start-ups rely on physical location to maximise success and ultimate profitability, and that successful and competitive innovation precincts ‘depend on high levels of amenity and walkability, with good transport connections spurring the rapid exchange of ideas and the establishment of networks.’

To assist in achieving this, the District Plan advocates for future planning controls that support sufficient supply of workspaces and provide flexibility for these enterprises to occur, including the provision of a range of permissible uses and activities that allow for suitable night-time operations.

The main Planning Priorities and respective Actions that apply to the Eastern Harbour City and the innovation corridor are set out below.

Planning Priority E7 – Growing a stronger and more competitive Harbour CBD

- Action 23. Prioritise public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city
- Action 24. Strengthen the international competitiveness of the Harbour CBD and grow its vibrancy by:
 - further growing an internationally competitive commercial sector to support an innovation economy
 - providing a diverse and vibrant night-time economy, in a way that responds to potential negative impacts.
- Action 25. Review as required, planning controls to facilitate economic activity to deliver on the job targets.
 - Planning Priority E8 Growing and investing in health and education precincts and the Innovation Corridor
- Action 26. Facilitate an innovation corridor that:
 - provides access to a sufficient supply of affordable and scalable spaces
 - promotes co-location and increased business-to-business interaction
 - connects with events spaces
 - delivers a high amenity, highly walkable and safe corridor has access to affordable, diverse and multi-purpose housing options
 - supports a strong night-time economy

Planning Priority E10 – Delivering integrated land use and transport planning and a 30-minute city

- Action 33. Integrate land use and transport plans to deliver the 30-minute city

Planning Priority E19 Reducing carbon emissions and managing energy, water and waste efficiently

- Action 68. Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.

- Action 69. Support precinct-based initiatives to increase renewable energy generation, and energy and water efficiency, especially in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation Projects.
- Action 72. Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 sqm is proposed in any contiguous area of 10 or more hectares.

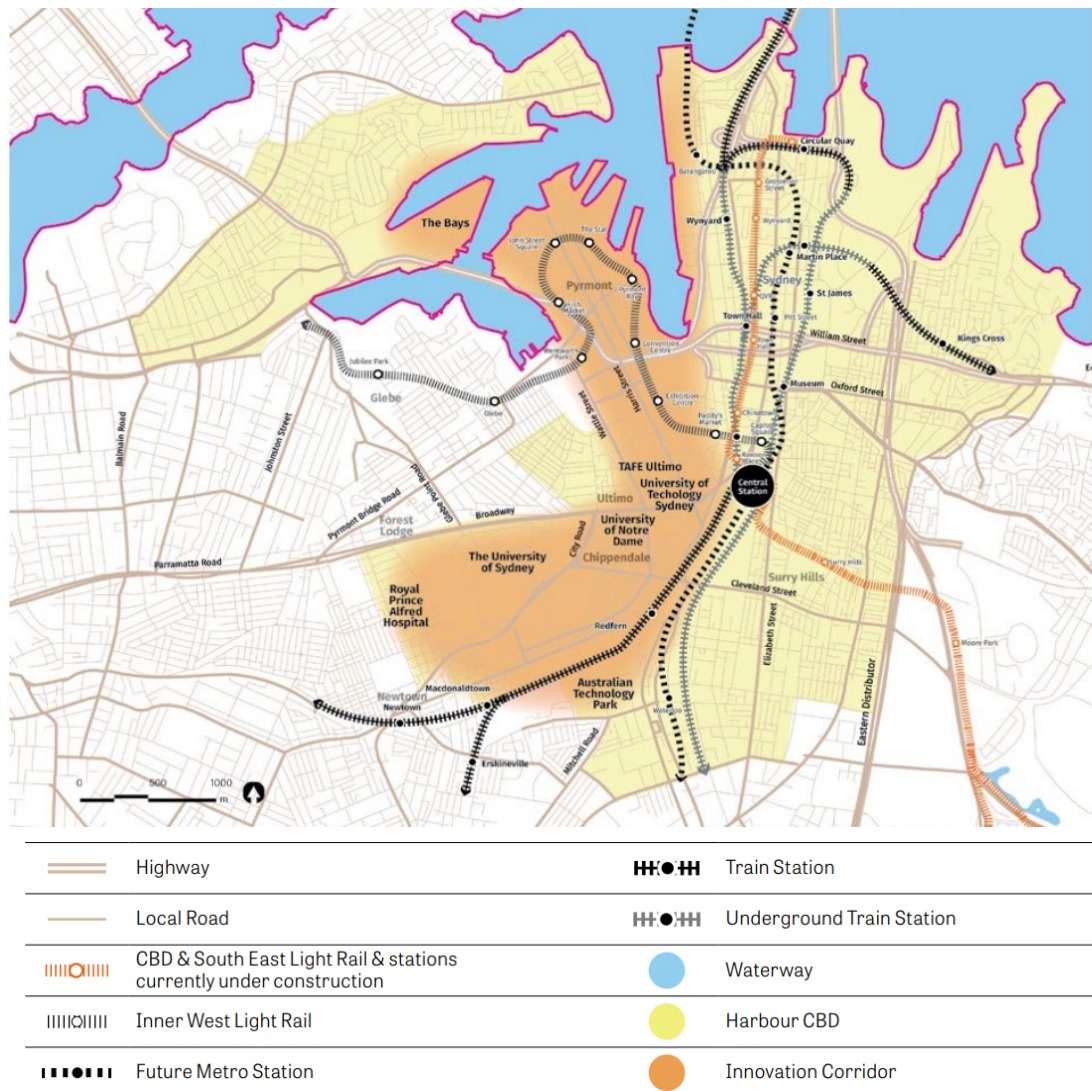


Figure 20. Innovation precinct opportunity

Source: Eastern City District Plan (GSC, 2018)

3.3 Camperdown – Ultimo Collaboration Area and Place Strategy

Collaboration Areas are places that are identified as having unique potential to create great places, particularly as focal points for increased economic productivity. They are a non-statutory initiative created by the Greater Sydney Commission and are intended to offer a new way for Australian, NSW and local governments to work together to deliver collective responses that support growth and change.

The Camperdown – Ultimo Collaboration Area stretches from Camperdown to Ultimo and covers Darlington and Eveleigh; most of Haymarket, Ultimo and Camperdown; and parts

of Glebe, Forest Lodge, Newtown, Redfern and Surry Hills. The Collaboration area includes Central Station as well as the Western Gateway sub-precinct. In February 2019, the GSC released the Camperdown – Ultimo Collaboration Area and Place Strategy (the Place Strategy) which outlines the vision, attributes and unique opportunities for the area.

The Place Strategy highlights that the collaboration area has evolved into a mix of activities that together create an innovation community supported by health and education institutions including the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and the University of Technology Sydney.

The Place Strategy notes that ‘the range and depth of activities across different sectors in this Collaboration Area present exceptional potential.’ This combined with the area’s proximity to the CBD, the tourism and entertainment precinct of Darling Harbour, and nearby hotels and conference facilities, underline the opportunity presented by the nominated Central Station State Significant Precinct and the Western Gateway sub-precinct.

The Place Strategy, consistent with the Central to Eveleigh Innovation Precinct Strategy (refer to Section 3.8), identifies the opportunity for an innovation and technology precinct at Haymarket (as shown mapped in Figure 21). The vision for the Camperdown – Ultimo Collaboration Areas is a place that is globally recognised for its:

- high growth sectors, new jobs and new investment
- economic and social contribution to NSW
- major contribution to research, discovery and innovation
- excellence in research and industry collaboration
- excellent public transport, walking and cycling, and great places
- authenticity, character, outstanding architecture, engaging streetscapes and built environment
- resilient local community and businesses
- diverse local community
- attractiveness, liveability and reliance on sustainable shared resources.

The Place Strategy sets out a number of priorities and actions for the Collaboration Area that are relevant to the Western Gateway sub-precinct including but not limited to:

- Priority 1 – Integrate and connect the Collaboration Area, within and beyond its edges
- Priority 2 – Improve local transport options and amenity within the Collaboration Area.
- Priority 3 – Promote smart technology, drive innovation and connect locally and globally
- Priority 5 – Foster healthy, creative, culturally rich, socially connected and welcoming communities
- Priority 6 – Provide social and civic infrastructure for current and future generations

- Priority 7 – Cultivate an internationally competitive health, education, research and innovation area
- Priority 8 – Support the role and function of employment lands
- Priority 10 – Create a resilient plan.



Figure 21. Innovation ecosystem opportunities

Source: Camperdown-Ultimo Collaboration Area Place Strategy (GSC, 2018)

3.4 Future Transport Strategy 2056

The NSW Future Transport Strategy 2056 (the Transport Strategy) is a 40-year strategy, supported by plans for Greater Sydney and Regional NSW. The Transport Strategy is underpinned by the Metropolitan and Regional Services and Infrastructure Plans and represents the first time that transport infrastructure planning has been undertaken in collaboration with strategic land use planning for Greater Sydney.

The Transport Strategy sets the vision that ‘Transport is an enabler of economic and social activity and contributes to long term economic, social and environmental outcomes.’ This vision is founded on six key outcomes that the State Government is committed to delivering for transport infrastructure and services, these being:

- Customer focussed – customer experiences are seamless, interactive and personalised, supported by technology and data
- Successful Places – the liveability, amenity and economic success of communities and places are enhanced by transport
- A Strong Economy – the transport system powers NSW's future \$1.3 trillion economy and enables economic activity across the state
- Safety and Performance – Every customer enjoys safe travel across a high performing, efficient network
- Accessible Services – Transport enables everyone to get the most out of life, wherever they live and whatever their age, ability or personal circumstances
- Sustainability – The transport system is economically and environmentally sustainable, affordable for customers and supports emissions reductions

3.5 NSW State Infrastructure Strategy 2018-2038

The NSW State Infrastructure Strategy 2018–2038 (the Infrastructure Strategy) builds on the NSW Government's major long-term infrastructure plans over the last seven years. The Infrastructure Strategy sets out the Government's infrastructure vision for the state over the next 20 years, making recommendations for key infrastructure sectors including transport, energy, water, health, education, justice, social, housing, culture, sport and tourism.

The key Strategic Objective of the Infrastructure Strategy is to 'continuously improve the integration of land use and infrastructure planning.'

In setting this objective the Infrastructure Strategy encourages integrated land use planning that focusses on providing jobs and housing in priority locations close to transport, with a focus on creating quality, meaningful places that do not erode the amenity of unique character of a place. Improving state-wide digital connectivity and technology that support infrastructure and which improve quality of life is also identified as a priority.

3.6 Better Placed

The Government Architects Office has prepared "Better Placed", an integrated design policy for the built environment of New South Wales that establishes principles to support better design and create good places within NSW. The policy also advocates the support of design excellence of future development to create better quality places. This may utilise existing tools, such as design review panels, competitive design processes and guidelines and manuals to support design excellence as part of future development proposals.

As discussed in Section 1.4.2 of this report, the indicative reference scheme for Block C has been subject to an iterative design review and feedback process with the SDRP, in keeping with the objectives of the Better Placed policy.

The proposed planning framework will include design excellence provisions to ensure that future development in the sub-precinct is required to undergo a competitive design process to guarantee the achievement of design excellence.

3.7 Greener Places

The Government Architects Office has prepared Greener Places to guide the planning, design and delivery of green infrastructure in urban areas across NSW. The vision for the framework is to establish a network of well-planned green infrastructure that will make NSW more attractive, better connected, healthier and more resilient.

The policy sets out principles intended to be adopted by industry and government in order to support the delivery of healthy and attractive urban environments. These principles, include:

- Integration - combine green infrastructure with urban development and grey infrastructure
- Connectivity - create an interconnected network of open space
- Multifunctionality - deliver multiple ecosystem services simultaneously
- Participation involve stakeholders in development and implementation.

Large transformational projects such as Central Precinct are recognised as having significant potential to make meaningful change by improving connectivity and the public domain based on the above principles.

3.8 The Central to Eveleigh Urban Transformation Strategy

The Central to Eveleigh Urban Transformation Strategy (C2E Strategy) establishes a vision for the transformation and redevelopment of the Central to Eveleigh corridor, including Central Station. At its core the C2E Strategy sets an ambition of 'connecting Sydney's diverse and vibrant communities, strengthening the global city and making a great place to live.'

The C2E Strategy identifies a vision and ten (10) key moves that will contribute to the long-term success of the transformation ambition, and which are expressed under the key themes of 'community', 'housing', 'environment' and 'work'. The ambition, vision and key moves are shown in Figure 22 below.



Figure 22. Key moves for the Central to Eveleigh urban renewal corridor

Source: Central to Eveleigh Strategy (UrbanGrowth NSW, 2016)

The key moves that are particularly relevant to Block C as part of the Western Gateway sub-precinct are:

- Create centres of activity around stations
- Create connections across the railway corridor for walking and cycling
- Strengthen arts, culture and heritage.

The C2E Strategy envisages transformation of the corridor over a five (5) to fifteen (15) year period and sets out a framework to guide the corridor's future planning and delivery.

Importantly, Central Station is identified as one of three main projects to revitalise and transform government owned land under the C2E Strategy, this together with the vision and key moves under the C2E strategy have been significant in informing Transport for NSW's planning for the nomination of Central Precinct as a SSP.

3.9 The Draft Central Sydney Planning Strategy

In May 2020, the City of Sydney publicly exhibited the Draft Central Sydney Planning Strategy (the draft CSPS), which seeks to facilitate the planned and sustainable growth of Central Sydney to 2036 with a key focus on improving its ongoing competitiveness, appeal and resilience as the economic heart of Australia's most global city (refer to structure plan at Figure 23). To achieve this the draft CSPS sets out ten key moves and has an overall emphasis to position and strengthen Sydney as Australia's leading global city, these being:

1. Prioritise employment growth and increase capacity

2. Ensure development responds to context
3. Consolidate and simplify planning controls
4. Provide for employment growth in new tower clusters
5. Ensure infrastructure keeps pace with growth
6. Move towards a more sustainable city
7. Protect, enhance and expand Central Sydney's heritage, public places and spaces
8. Move people more easily
9. Reaffirm commitment to design excellence
10. Monitor outcomes and respond

The draft CSPA highlights that the greatest challenge facing Central Sydney is ensuring longer-term economic and employment growth. It notes that space is a finite resource and as such "the potential for growth in Central Sydney is limited by the natural environment, existing development the capacity of infrastructure, heritage considerations, international airport safety obligations and the spatial limitations of streets, lanes and blocks."

In response to this, the draft CSPA places a strong emphasis on growing employment floor space in Central Sydney to meet forecast demand. It sets out the case for planned renewal and uplift on strategic sites within Central Sydney referred to as 'potential tower cluster zones', which are identified as areas within Central Sydney that are less constrained by sun access planes and therefore provide opportunity for taller buildings and a greater amount of floorspace provision. The Western Gateway sub-precinct, including Block C, is located within the southern tower cluster zone as shown in Figure 24.

The draft strategy also specifically acknowledges the positive influence that catalytic renewal projects such as the Block C proposal as part of the Western Gateway sub-precinct, will have on Central Sydney (p215):

"Catalytic projects by both the NSW Government and private sector on sites in and around Central Sydney will be instrumental to improving the amenity of Central Sydney, particularly the redevelopment of space above the train lines at Central Railway Station. This project provides a once-in-a-lifetime opportunity to function as the southern employment gateway to Central Sydney, served by a high-volume, mixed mode transport interchange, a professional and creative highly skilled workforce, with access to a range of cultural and tourism destinations and the ability to integrate with and extend the existing fine grain street and open space network of surrounding Surry Hills, Chinatown, Ultimo and Chippendale. Delivered in the medium term, the successful development of Central to Eveleigh will deliver flow-on benefits for Central Sydney's Midtown, from Park Street to Eddy Avenue."

While the draft CSPA highlights the need to deliver additional employment floorspace to reinforce and improve Central Sydney's ongoing competitiveness, it also emphasises the need for balanced planning and development outcomes and in doing so places a strong emphasis on preserving and enhancing the quality and amenity of the city, its public open spaces and heritage items.



Figure 23. Proposed Central Sydney Structure Plan

Source: Draft Central Sydney Planning Strategy (City of Sydney, 2020)

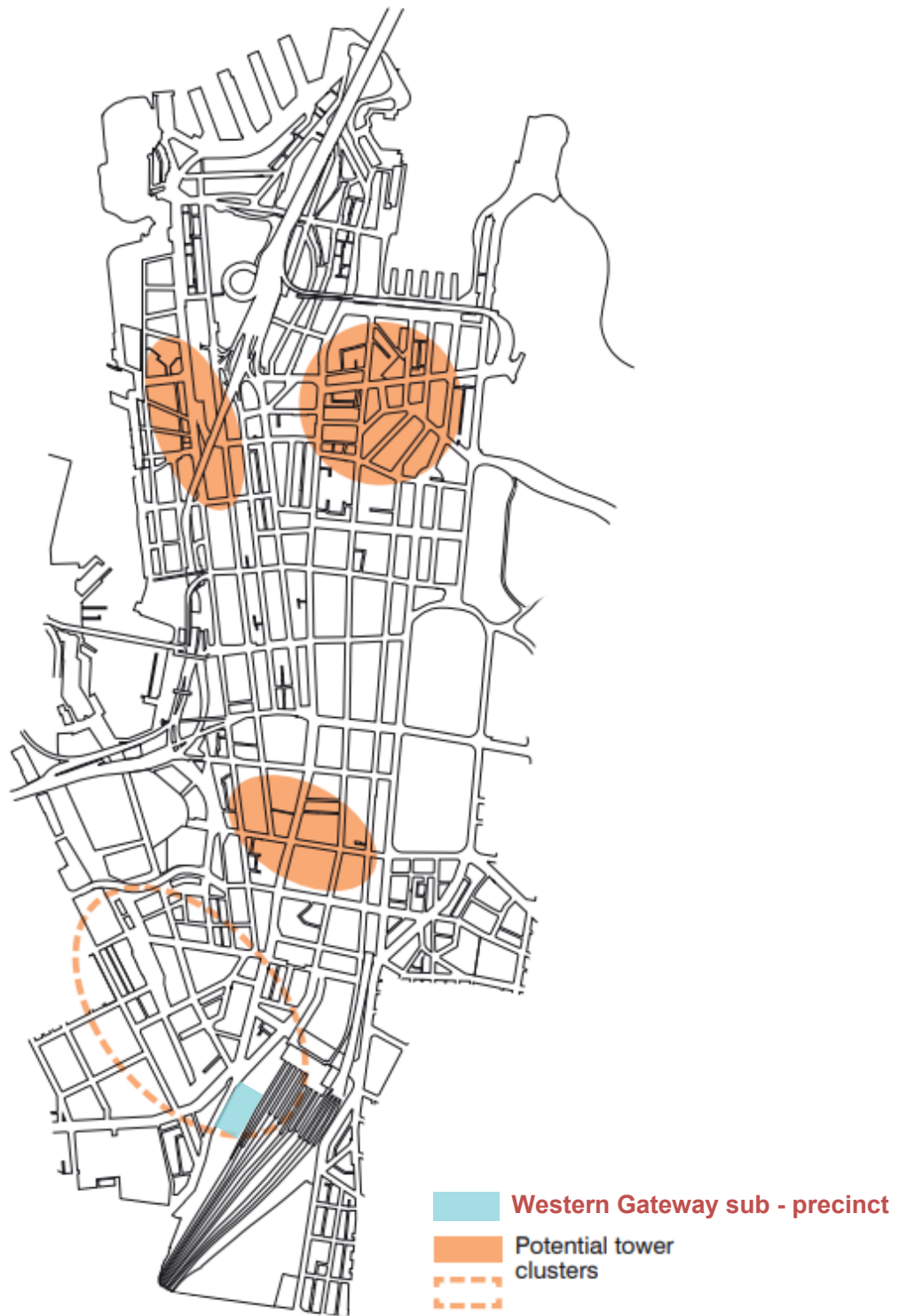


Figure 24. Potential tower cluster zones

Source: Draft Central Sydney Planning Strategy (City of Sydney, 2020)

3.10 Sustainable Sydney 2030

Sustainable Sydney 2030 (the strategy) is the community strategic plan for Sydney LGA. It sets out vision for a Green, Global and Connected city. The underlying theme of the strategy is to promote sustainable development and growth across the LGA. Ten (10) strategic directions have been identified to facilitate the realisation of the strategy, they are:

- A globally competitive and innovative city
- A leading environmental performer
- Integrated transport for a connected city
- A city for walking and cycling
- A lively and engaging city centre
- Resilient and inclusive local communities
- A cultural and creative city
- Housing for a diverse community
- Sustainable development, renewal and design
- Implementation through effective governance and partnerships

The strategy recognises the importance of creating a globally competitive and innovative city, supported by well-connected and accessible transport infrastructure and enriched with an engaging city centre. Renewal of Block C as part of the Western Gateway sub-precinct will make a significant contribution to realising the strategic directions and support the long-term vision for Sydney to be Green, Global and Connected.

3.11 City Plan 2036: Local Strategic Planning Statement

In March 2020, the City of Sydney Council published its Local Strategic Planning Statement (LSPS) for its LGA. The LSPS sets out the 20-year land use vision for Sydney as a Green, Global and Connected city. The LSPS outlines a series of planning priorities and actions needed to achieve the vision. Of relevant to the Central Precinct and Block C as part of the Western gateway sub-precinct are:

- Movement for walkable neighbourhoods and a connected city
- Align development and growth with supporting infrastructure
- Supporting community well-being with social infrastructure
- A creative and socially connected city
- Creating great places
- Growing a stronger, more competitive Central Sydney
- Developing innovative and diverse business clusters in the City Fringe

- Creating better buildings and places to reduce emissions and waste, and use water efficiently
- Increasing resilience of people and infrastructure against natural and urban hazards.

The LSPS discusses Central Station in greater detail, highlighting the opportunity it presents to Central Sydney and the broader LGA, specifically it states:

“The area around Central Station with Ultimo, Haymarket and parts of Surry Hills is the future southern extension of Central Sydney with the Central Station precinct earmarked for an additional 25,000 workers. With Central Station at the centre of the Harbour CBD, a Sydney Metro West station in this location will be an important catalyst for employment and economic growth in the area. It would reduce car dependency and traffic congestion in the area and would support the growth of existing knowledge-intensive employment clusters in the area.

The City is committed to responsibly and thoughtfully reviewing the planning controls for the Central Sydney South precinct in response to catalytic infrastructure like Sydney Metro West. This includes achieving Central Sydney’s third new city square at Central Station – an essential place making element that will be the mark of success for the precinct.

For many, Central Station is the first meeting with Sydney. A city square at Central, the ‘Third Square’, linked to George Street, will provide a quality public setting for the areas growing creative and young professional workforce to socialise, share, innovate and celebrate.”



Figure 25. Draft Central Sydney Planning Strategy project idea for Central square

Source: Draft Central Sydney Planning Strategy (City of Sydney, 2020)

3.12 Sydney Tech Startups Action Plan

Sydney CBD has the largest tech startups community in Australia. In 2016, City of Sydney Council released a tech startups action plan to help grow tech startups within Central Sydney. Some of the existing challenges for tech startups in Sydney include the lack of affordable space and a fragmented ecosystem which limits collaboration and innovation. The plan identifies a total of five (5) actions, with Action 3 seeking to increase start-ups within the City. The delivery of the Block C proposal as part of the Western Gateway sub-precinct will formalise and establish Tech Central within the southern end of Sydney CBD.

3.13 Central Precinct Strategic Framework (Draft)

As highlighted in Section 1.2.3, the Central Precinct was declared a Nominated State Significant Precinct (SSP) by the Minister for Planning and Public Spaces (the Minister) because of its social, economic and environmental importance to the State.

The planning process is currently in Stage 1, with the draft Strategic Vision document being publicly exhibited between 17 October 2019 and 27 November 2019. The Strategic Vision has evolved into a Strategic Framework, which was submitted during the RTS process for the rezoning proposal for Blocks A and B and incorporated the community and stakeholder feedback received during public exhibition. The draft Strategic Framework sets out an overarching vision, identifies key themes and priorities, nominates parts of the precinct as sub-precincts, and provides direction on how the vision for the Precinct will be realised over the coming decades (refer the Preliminary Precinct Plan at Figure 26).

The draft Strategic Framework identifies the Western Gateway sub-precinct as the first step in the creation of a new planning framework for Central Precinct, with it being identified by the Minister for Planning and Public Spaces as being appropriate for early assessment and consideration in advance of the broader Central Precinct Renewal Program. Whilst the detailed planning for the Western Gateway sub-precinct (including Block C) will progress separately and in advance to the remainder of Central Precinct, the consideration of the draft Strategic Framework will ensure that planning for this sub-precinct remains aligned and integrated with the overall vision of the renewal. An assessment of the proposal's consistency with the five Central Precinct themes and priorities as outlined within the Strategic Framework is provided in Section 7.1.4.

Notably, the draft Strategic Framework highlights that the Western Gateway sub-precinct 'be a gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings that creates a focal point for the innovation and technology hub'.

The key opportunities for the renewal of the Western Gateway sub-precinct, include:

- Deliver a critical mass of employment floor space including for technology companies as recommended in the Sydney Innovation and Technology Precinct Panel Report
- Create city centre environment that includes supporting retail
- Establish a visual marker for Central Precinct through the creation of city scale buildings that positively contribute to Sydney's skyline, character and public identity
- Interface with the City of Sydney's proposed third square, framed by existing heritage items such as the former Parcels Post Office, Inward Parcels Shed and Marcus Clarke Building

- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country
- Deliver generous through-site connections that facilitate safe, convenient, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas
- Re-imagine Henry Deane Plaza as a convergence point for pedestrians and a high-quality urban environment
- Ensure the public domain effectively addresses the changing ground levels from footpath level to any potential future development above the rail yards
- Deliver new high-performing low-emission buildings with renewable energy and water conservation infrastructure
- Use landscaping to provide shade, reduce urban heat and soften the urban environment.

It is noted that the draft Strategic Framework has yet to be adopted and is still in the process of being finalised following the conclusion of its initial assessment in August 2020. The draft Strategic Framework is anticipated to be finalised in the near future.

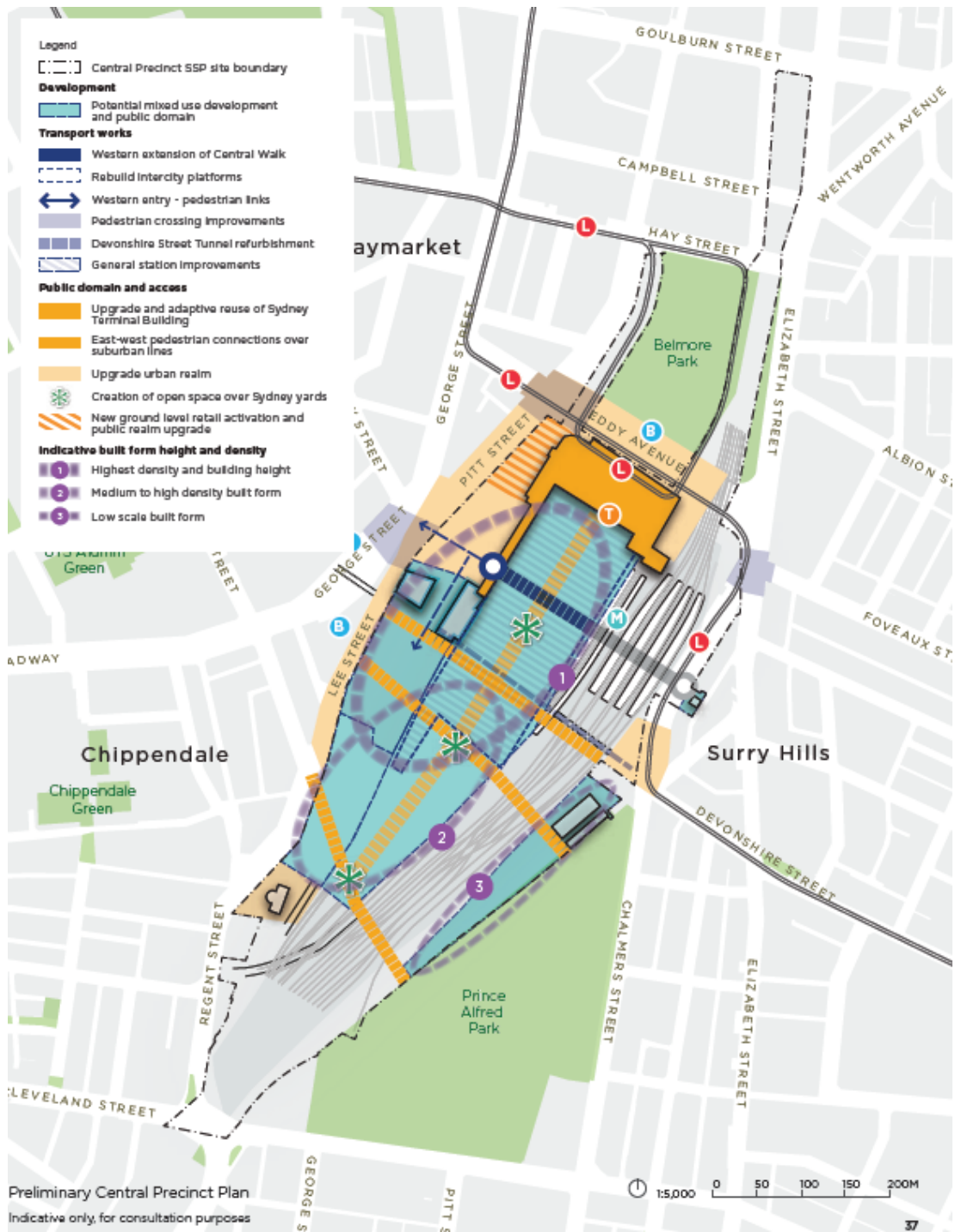


Figure 26. Central Precinct Preliminary Precinct Plan (as revised)

4 Statutory Context

This section examines the existing statutory planning framework, including other relevant legislation that would apply to Block C.

4.1 Relevant Acts

4.1.1 Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (EP&A Act) is the principal piece of legislation governing planning and development in NSW. It provides for plan making, the assessment and approval of various types of development and other activities on land. The main objects of the EP&A Act are as follows:

- to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources
- to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment
- to promote the orderly and economic use and development of land
- to promote the delivery and maintenance of affordable housing
- to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats
- to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)
- to promote good design and amenity of the built environment
- to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants
- to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State
- to provide increased opportunity for community participation in environmental planning and assessment.

Pursuant to Division 3.3, Section 3.29 of the EP&A Act, an environmental planning instrument (i.e. a SEPP) can be made for the purposes of environmental planning by the State. A SEPP may also be made, pursuant to Division 3.3, to amend another environmental planning instrument (i.e. Sydney LEP 2012 and SEPP (State and Regional Development) 2011).

Any future application in relation to Block C will be subject to the objects, the approval framework and regulations as set out under the EP&A Act.

4.1.2 Heritage Act 1977

The Heritage Act 1977 is the NSW State legislation that seeks to protect and encourage the conservation of items of State heritage significance. The State Heritage Register identifies and lists places, buildings, works, relics, movable objects or precincts of State heritage significance. The 'Sydney Terminal and Central Railway Station Group', which includes Block C is listed under the NSW State Heritage Register.

Under Section 170 of the Act, State government agencies are required to maintain a Heritage and Conservation Register of Heritage. The 'Central Railway Station and Sydney Terminal Group' is listed on the Railcorp's Section 170 Register.

4.1.3 Airports Act 1996

The Airport Act 1996 is Federal legislation that seeks to regulate and safeguard the use of the airspace associated with airports across Australia. Controlled activity approval is required under the Act should any proposed development or associated structure penetrate the Obstacle Limitation Surfaces (OLS). Approval to exceed the OLS height will be required for any future application in relation to Block C of the Western Gateway sub-precinct.

4.2 Relevant Environmental Planning Instruments

4.2.1 SEPP (State and Regional Development) 2011

The purpose of this SEPP (State and Regional Development) 2011 is to identify development or sites that constitute 'State Significant Development', State Significant Infrastructure' and Regional Development.

Schedule 1 identifies the list of general development types and the criteria for each to qualify for the purposes of State Significant Development. Under the Schedule 1, State Significant Developments are required to meet a minimum capital investment value (CIV) threshold to qualify for the purposes of State Significant Development. For example, development for tourist related purposes that has a CIV of equal to or greater than \$100 million is identified as State Significant Development.

Schedule 2 provides a list of specified sites within NSW. Any development on these sites that satisfy the relevant site-specific criteria are identified as being State Significant Development under the SEPP (State and Regional Development) 2011.

4.2.2 Sydney Local Environmental Plan 2012

The Sydney LEP 2012 is the principal planning instrument that sets out the relevant development standards for the site. The aims of Sydney LEP 2012 are:

- (a) to reinforce the role of the City of Sydney as the primary centre for Metropolitan Sydney,
- (b) to support the City of Sydney as an important location for business, educational and cultural activities and tourism,
- (c) to promote ecologically sustainable development,
- (d) to encourage the economic growth of the City of Sydney by:
 - (i) providing for development at densities that permit employment to increase, and

- (ii) retaining and enhancing land used for employment purposes that are significant for the Sydney region,
- (e) to encourage the growth and diversity of the residential population of the City of Sydney by providing for a range of appropriately located housing, including affordable housing,
- (f) to enable a range of services and infrastructure that meets the needs of residents, workers and visitors,
- (g) to ensure that the pattern of land use and density in the City of Sydney reflects the existing and future capacity of the transport network and facilitates walking, cycling and the use of public transport,
- (h) to enhance the amenity and quality of life of local communities,
- (i) to provide for a range of existing and future mixed-use centres and to promote the economic strength of those centres,
- (j) to achieve a high quality urban form by ensuring that new development exhibits design excellence and reflects the existing or desired future character of particular localities,
- (k) to conserve the environmental heritage of the City of Sydney,
- (l) to protect, and to enhance the enjoyment of, the natural environment of the City of Sydney, its harbour setting and its recreation areas.

Land Use Zone

Block C is currently zoned B8 Metropolitan Zone under the Sydney LEP 2012. A wide range of land uses are permissible under the B8 zone provided they meet the objectives of the zone.

An excerpt of the land use zone map is provided at Figure 27.

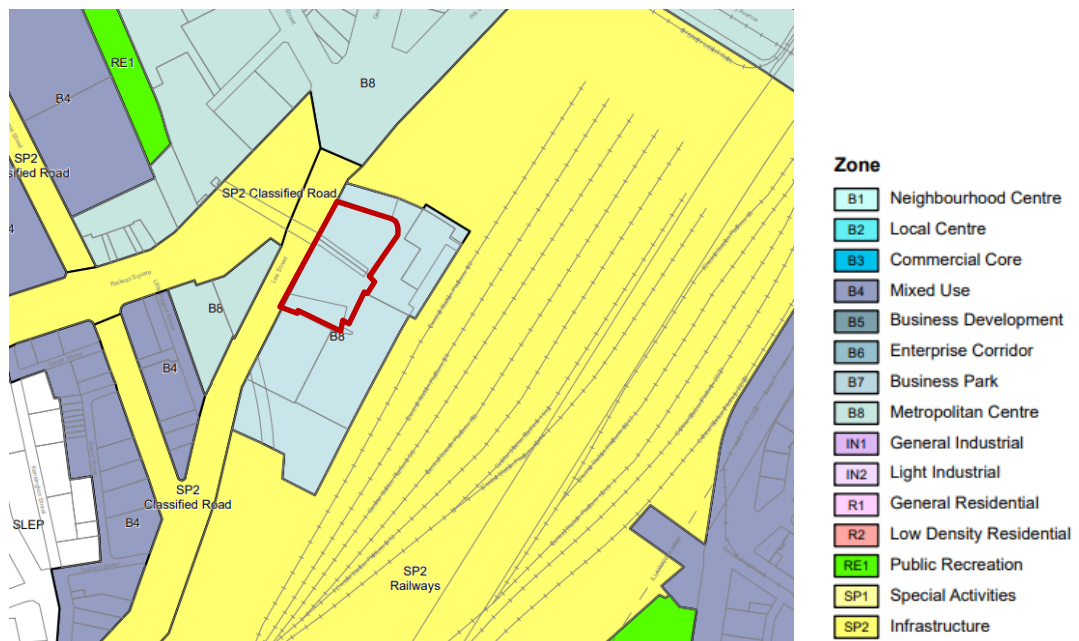


Figure 27. Current land use zoning

Source: Sydney LEP 2012, Land Use Map_016 (Legislation NSW)

Floor Space Ratio

Under clause 4.4 of the Sydney LEP 2012, the maximum Floor Space Ratio (FSR) for Block C is 3:1. An excerpt of the FSR map for the site is shown at Figure 28.

Under the incumbent controls the site is not eligible for additional accommodation floor space under clause 6.4 of the Sydney LEP 2012 but may be eligible for an additional floor space bonus associated with provision of end of trip facilities within any future development (clause 6.7 of the Sydney LEP 2012).

Award or purchase of Heritage Floor Space (HFS) is not required for the development of the site under the provision of the Sydney LEP 2012, unless a 10 per cent design excellence bonus is sought.



Figure 28. Current Floor Space Ratio

Source: Sydney LEP 2012, FSR Map_016 (Legislation NSW)

Building Height

Block C is presently subject to a number of existing maximum building heights, which range from 9m for a small portion along the blocks eastern edge and 35 metres for where the existing Adina Apartment Hotel is located. No building height control applies to Henry Deane Plaza. An excerpt of the height of buildings map for the site is shown at Figure 29.



Figure 29. Current Maximum Building Height

Source: Sydney LEP 2012, HOB Map_016 (Legislation NSW)

Sun Access Protection

Sun access protection provisions apply to Prince Alfred Park located south of Block C. (see Figure 30). Clause 6.19(h) of the Sydney LEP 2012 protects Prince Alfred Park from any additional overshadowing (beyond the shadow that would be cast by a wall with a 20 metre frontage height on the boundary between the park and the railway land), at any time of year, between 12.00–14.00.

It is noted that site specific provisions apply to the Western Gateway sub-precinct, including Block C, that apply a more stringent period of protection of 10.00–14.00.

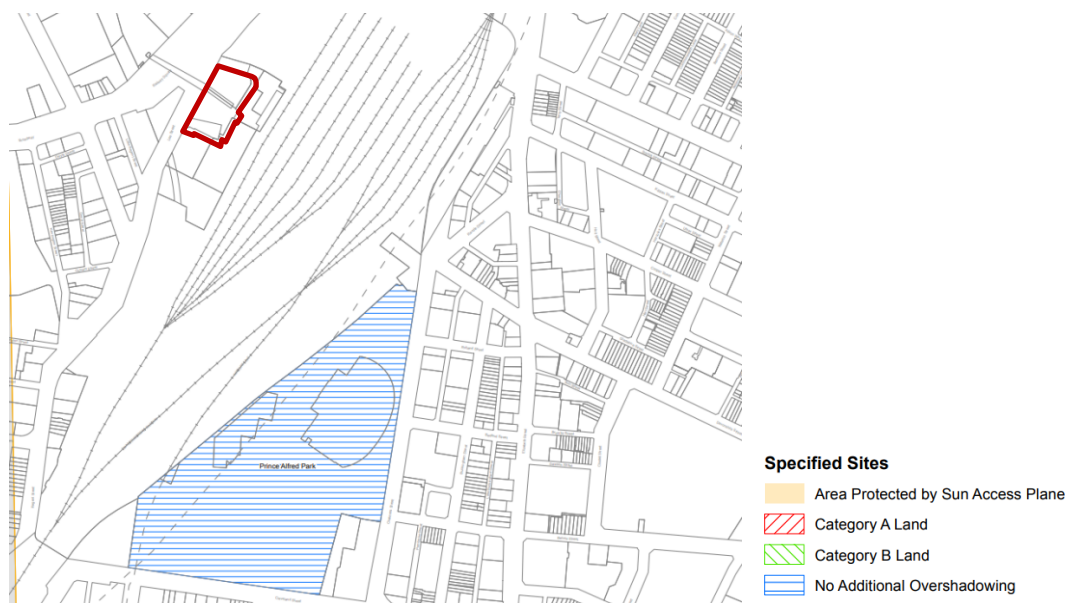


Figure 30. Sun Access Protection Map

Source: Sydney LEP 2012, Sun Access Protection Map_016 (Legislation NSW)

Site specific provisions (Clause 6.53)

Clause 6.53 of the Sydney LEP 2012 applies to the Western Gateway Sub-Precinct including Block C, as identified by the Locality and Site Identification Map (refer to Figure 31). The applicable provisions under Clause 6.53 that apply to Block C, include:

- Temporary uses are permitted with consent to occur for a maximum period of 100 days in any period of 12 months
- No additional overshadowing to Prince Alfred Park (beyond the shadow that would be cast by a wall with a 20 metre frontage height on the boundary between the park and the railway land), at any time of year, between 10.00–14.00.
- A Concept DA or a site-specific DCP is not required to be prepared for Block C.
- A building is not able to access the additional floor space provisions provided by Clause 6.3 - Additional floor space in Central Sydney, nor Subdivision 2 of Division 1 - Types of additional floor space
- A consent authority is required to consider any guidelines made by the Planning Secretary (i.e. the Western Gateway Design Guide) relating to the design and amenity of the Western Gateway Sub-precinct.

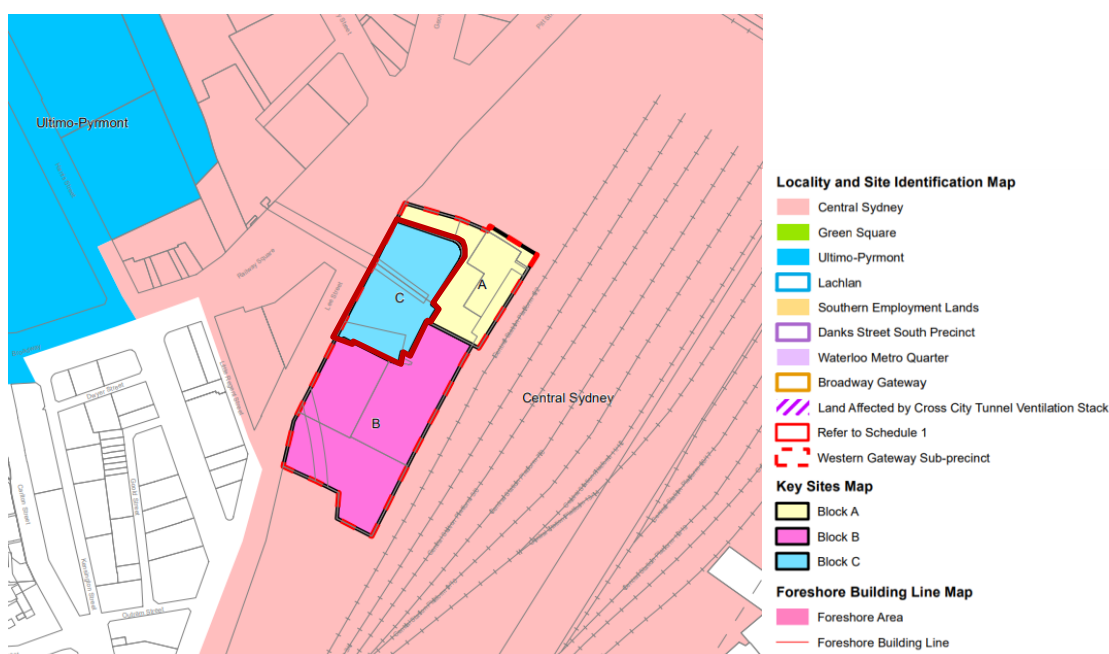


Figure 31. Current Sydney LEP 2012 Locality and Site Identification Map

Source: Sydney LEP 2012, Locality and Site Identification Map_016 (Legislation NSW)

5 The Proposal

5.1 Vision

The Western Gateway sub-precinct is identified as a transformational project that can renew, and spearhead broader change at the southern end of Central Sydney. The proposal for Block C presents the unique opportunity to positively contribute to the reimagining of the Western Gateway sub-precinct and improve pedestrian access, connectivity and legibility across the site and surrounds.

The vision for the Western Gateway sub-precinct has been developed in keeping with the directions of the State, Metropolitan, District and local policies. The vision for the sub-precinct is for it to be a place that:

- Creates a new and exciting 'destination' at the southern end of Central Sydney and which forms a prominent gateway to the broader Central Precinct
- Provides a focal point for new employment uses through the creation of high-quality commercial buildings that achieve the renewal aspiration for the Western Gateway and which appropriately respond to the surrounding context
- Delivers a critical mass of employment floorspace that will anchor the future innovation and technology precinct and contribute to realising the Camperdown-Ultimo Place Strategy
- Establishes a visual marker for Central Precinct through the creation of city scale buildings that positively contribute to Sydney's skyline, character and public identity
- Contributes to the potential third square, framed by existing heritage items such as the former Parcels Post Office, Inward Parcels Shed and Marcus Clarke Building
- Delivers generous through site connections that facilitate safe, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas
- Re-imagines Henry Deane Plaza as a convergence point for pedestrian flows and a high-quality urban environment
- Delivers a public domain that effectively negotiates the shifting ground plane from footpath level to any potential future development above the rail yards
- Provides rich and meaningful public spaces that are activated, accessible, safe and which creates opportunities for conversation, collaboration, transit and relaxation
- Delivers high-quality architectural buildings that exhibit design excellence and maximise sustainability
- Reduces the urban heat island effect through landscaping that provides shade, improves the precinct's micro-climate and softens the urban environment.
- Celebrates the history of the place and conserves and integrates existing heritage assets within the sub-precinct

5.2 Western Gateway Rezoning Proposal - 'Stage 2 – Block C'

With Block A and Block B rezoned in August 2020 as part of 'Stage 1' of the Western Gateway Rezoning Proposal, Block C is the last development block within the Western Gateway sub-precinct to have its planning controls amended to support the vision and priorities of the draft Central Precinct Strategic Framework. This 'Stage 2' Western Gateway rezoning proposal consists of a site-specific proposal for Block C, which has been prepared by the leaseholders TOGA, who will lead the future redevelopment of Block C in accordance with the amendments proposed under this draft SEPP Report.

The site-specific proposal includes an indicative reference scheme developed by FJMT Studio and is supported by a suite of supporting technical studies provided within Appendix C. It is important to note that this draft SEPP Report does not seek consent for the indicative reference scheme. Any future development within Block C will be subject to a competitive design process and subsequent Development Application and assessment process.

An assessment of the site-specific proposal is contained in Appendix C, which includes the following key documentation and supporting technical studies:

- Survey Plan
- Planning Justification Statement
- Urban Design Report
- Heritage Impact Assessment (including a Conservation Management Strategy)
- Aboriginal Heritage Objects: Due Diligence
- Economic Impact Assessment
- Aeronautical Study
- Traffic Impact Assessment
- Geotechnical Information
- Preliminary Contamination Assessment
- Services Infrastructure Statement
- Pedestrian Wind Impact Assessment
- Visual Impact Assessment
- Structural Viability Report.

5.2.1 Block C indicative reference scheme

The Block C indicative reference scheme proposes a mixed-use hotel and commercial office tower over the Adina Hotel (Former Parcels Post Building). The proposal aims to deliver an iconic development that will establish and anchor Tech Central, enhance the public domain around Block C and allow for the improved adaptive reuse of the Former Parcels Post Building.

Specifically, the proposal aims to facilitate the following on Block C:

- A maximum tower height up to RL 211.9m defined by the Prince Alfred Park sun access plane (equivalent to approximately 42 storeys)
- Maximum 43,000sqm of gross floor area, comprising the following land uses (approximately):
 - 28,000sqm commercial office located in the proposed tower
 - 12,000sqm hotel space located in the proposed tower – approximately 230 rooms
 - 1,000sqm retail located in the proposed tower
 - 2,000sqm retail floorspace to activate ground and lower ground levels of Henry Deane Plaza
- Public domain improvements within Block C, including Henry Deane Plaza.

The proposed maximum envelope proposed for Block C is shown at Figure 32 below.

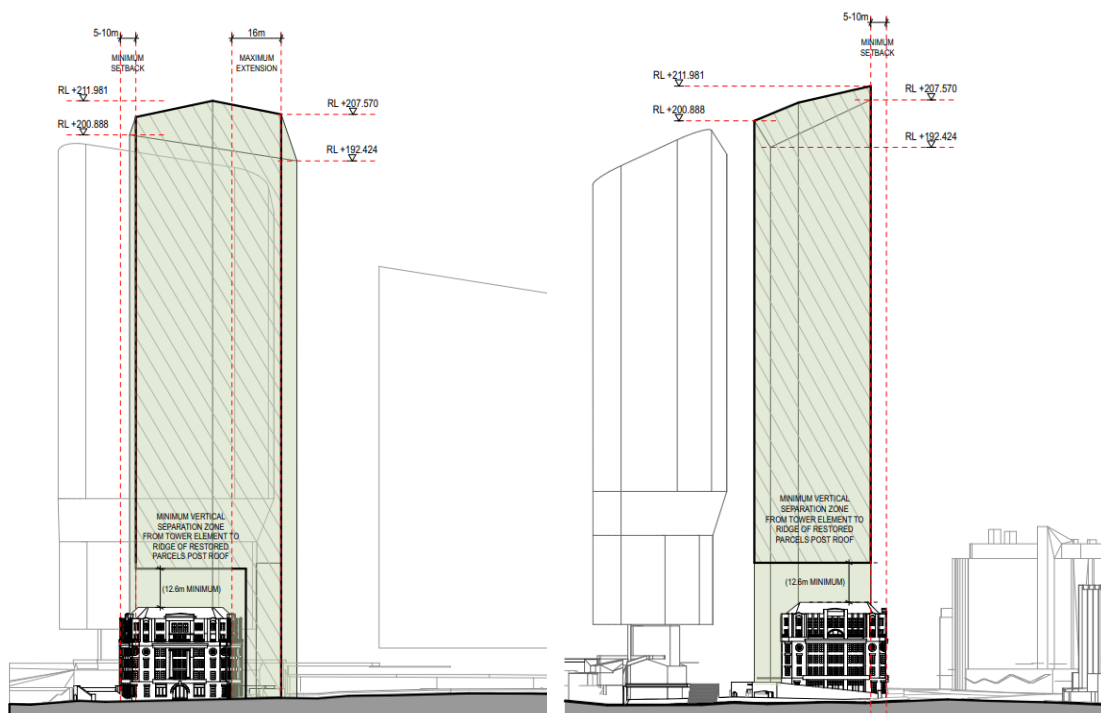


Figure 32. Maximum Block C envelope (Left: West Elevation; Right: North Elevation)

Source: FJMT

Indicative Tower Form

The tower envelope is designed to respect the heritage form of the Former Parcels Post Office. The proposed envelope setbacks preserves 'Parcels Post' prominence fronting Sydney's Third Square, and amongst the tower cluster at the Western Gateway Precinct.

This is expressed by the 5-10m minimum tower setback from the northern and western site boundaries, and a maximum 16m floor plate extension beyond the south façade of

the former Parcels Post building footprint. Secondary building elements may be supported to the east of the existing building footprint to the extent permitted within the building envelope, which will avoid visual obstruction to the eastern façade of former Parcels Post building. On the north western frontage, a chamfer is identified in the envelope assisting microclimatic conditions. To further accentuate the prominence of the ‘Parcels Post’ building, the indicative tower form provides a 12.6m vertical separation (excluding lift cores and structural zones) between the topmost point of the reinstated roof form of the former Parcels Post building and the tower above.

The proposed envelope will allow for future flexibility in the built form to allow designers to explore a diversity of responses for the design of the tower as part of the design competition process. A maximum 1,300sqm gross building area tower floor plate size is proposed, while the maximum height of the proposed tower is set by the Prince Alfred Park sun access plane. The envelope height tapers down from west (RL 211.9m) to east (RL 200.9m to RL 192.4m) in response to the sun access plane to Prince Alfred Park.

Further details of the proposed building form for Block C are contained within the supporting Urban Design Report located in Appendix C.

Building Separation

The reference scheme for Block C within the Western Gateway sub-precinct has been designed with consideration of the respective neighbouring building envelopes. The proposed separation distances for buildings across the sub-precinct are shown at Figure 33 below. A minimum 12m building separation is proposed to be provided between the Block C and Block A buildings.



Figure 33. Building footprint and separation

Source: FJMT Studio



Figure 34. Artist's impression of the indicative reference scheme (view looking south from Central Station forecourt)

Source: FJMT Studio



Figure 35. Artist's impression of the indicative reference scheme (view looking north from Broadway)

Source: FJMT Studio

Public Realm

It is important to note that as the draft SEPP Report is only seeking to amend the planning controls as they relate to the sub-precinct, it does not include detailed proposals for the future design of public domain within the sub-precinct. Notwithstanding this, a Public Domain Strategy was submitted as part of the Western Gateway Rezoning Proposal 'Stage 1', which provided a holistic overview of the public realm aspirations for the Western Gateway sub-precinct (including for Block C).

The Public Domain Strategy has been prepared in consultation with key stakeholders, including the proponents for Blocks A, B and C to ensure that future redevelopment of the sub-precinct is supported by a high quality, activated public realm that creates opportunities for conversation and collaboration, transit and relaxation. Along with a series of design principles to guide the future design of the public realm, high level design direction is provided for key publicly accessible spaces within the Western Gateway as described below and shown in Figure 36.

- **The Terrace Pavilion** - The long-term vision is to provide the Devonshire Street Link connecting Lee St and Henry Deane Plaza through to the Over Station Development (OSD) deck on to Devonshire Street in Surry Hills. The connection will comprise lifts, escalators and a series of steps and landings from RL 16 to the OSD deck at RL 30, largely to be utilised as a pedestrian access way, accompanied with a series of green public terraced spaces that integrate with surrounding buildings. The Terrace Pavilion is to be designed as a publicly accessible and programmable space, allowing for enhanced amenity, usability and activation – including retail, commercial and community uses.
- **The Link** – The lower link zone provides an intuitive and safe pedestrian connection from Central Walk West to Henry Deane Plaza and in the initial condition, Devonshire St Tunnel, and be an activated corridor edged by retail that will spill-out. While the upper link zone will become a raised boulevard linking Block B lobbies to Block A upper ground level, a Block C upper lobby, and through to Central Station country platforms. Both the upper and lower links will be connected by large public stairs that provide an urban amenity for users and visitors of the area.
- **The Market Place** - The Market Place will provide a vibrant arrival experience for tenants and visitors, integrated with curated retail and dining tenancies. Lower levels are envisaged to include a distinctive food hall providing workday amenity to occupants and extended day destinations offer for all users. The food hall will be underpinned by retail that provides, amongst other things, a convenient location for groceries. Upper levels will serve as a gathering and arrival space, with complementary retail and curated experiences.
- **Henry Deane Plaza** - Henry Deane Plaza will be a place to dwell in or pass through, a key element of which will be pedestrian access up to the deck along the Devonshire Street Link. Level changes will be dealt with to ensure the space is fit for purpose as a place for people, active and inhabitable. Design features will include:
 - Clear commuter routes through lush landscape
 - Engaging and diverse planting
 - Robust and high-quality paving referencing materiality of the heritage built form.

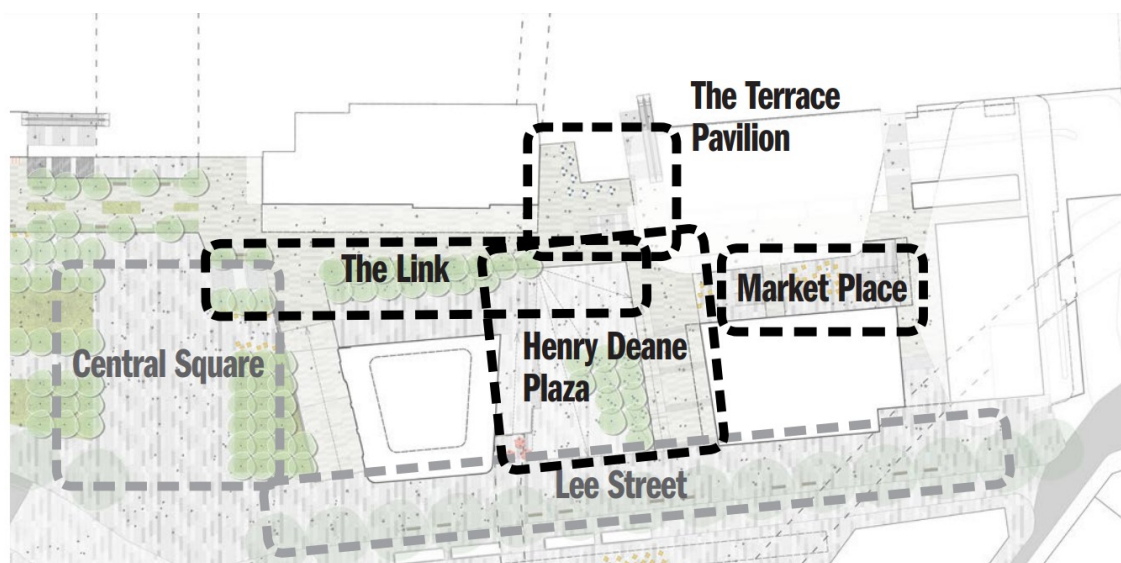


Figure 36. Western Gateway Public Domain Strategy (submitted as part of the Western Gateway Rezoning Proposal ‘Stage 1’)

It is important to note that recommendations were made by the Project Review Panel during the assessment of the Western Gateway Rezoning Proposal 'Stage 1', which required further analysis and refinements to the Western Gateway Public Domain Strategy. The Public Domain Strategy has yet to be adopted and is currently undergoing a separate finalisation process. It is also envisaged that this Public Domain Strategy will evolve into a Public Realm Strategy for the sub-precinct, including Block C.

Any revision made to the Public Domain Strategy arising from the finalisation process for 'Stage 1' is intended to be captured as part of the response to submissions process for the Block C Rezoning Proposal. It will be at this stage where a master draft version of the Western Gateway Public Realm Strategy holistically reflecting the proposals for Blocks A, B and C will be submitted to support the Block C Rezoning Proposal.

6 Proposed Amendments

6.1 Objectives and Intended Outcomes

The objective of this proposal is to facilitate the planned renewal of the Western Gateway sub-precinct as the first stage of the broader renewal program for the Central Precinct SSP area. The Western Gateway sub-precinct (including Block C) on the western edge of the Central Precinct SSP enables it to be redeveloped as a standalone site, without limiting or compromising the future potential of adjoining sub-precincts. The Western Gateway sub-precinct in this regard is well placed to initiate and catalyse broader renewal across Tech Central.

The proposal for Block C will contribute toward the intended outcome for the Western Gateway sub-precinct and the broader Tech Central to create an exciting new 'place' and 'destination' at the southern end of Central Sydney that celebrates the area's historical significance whilst also paving the way for a new globally recognised innovation and technology precinct.

The proposal aims to reinforce Sydney's status as a global city that will continue to attract global investment and partnerships. In line with strategic State, metropolitan and local policies as well as forecasted demand, the proposed rezoning for Block C will deliver up to 43,000sqm of employment floor space and approximately 1,546 onsite jobs once fully operational. The specific objectives for the proposal on Block C, include:

- Create a vibrant and exciting place that unites a world-class transport interchange with innovative businesses and public spaces.
- Connect the City at its boundaries, celebrate its heritage and become a centre for jobs of the future and economic growth.
- Support the delivery of the first phase of Tech Central.
- Deliver north-south and east-west pedestrian linkages to accommodate for increased patronage and use of the forthcoming upgraded Central Station. Augment the existing pedestrian infrastructure to allow the seamless transport of population through the Southern CBD.
- Support the economy through the delivery of a world class hotel, in connection with the delivery of significant commercial floor space (including tech and innovation floor space) in the Central Precinct.

- Deliver a revitalised public realm surrounding the site with activated edges to Henry Deane Plaza and activated frontage to a future third square north of the site.
- Adaptive reuse of a historic building at a key public intersection and celebration of its form through improvements to the visibility of its primary building entries.

To enable the realisation of the above objectives and intended outcomes the current planning controls that apply to the Block C under the Sydney LEP 2012 and will need to be amended.

6.2 Explanation of Provisions / Proposed Planning Controls

This section discusses the amendments sought to the Sydney LEP 2012, including:

- Amendments to the maximum building height and FSR / GFA that apply to Block C under the Sydney LEP 2012.
- Precluding Block C's eligibility to an additional amount of height or floor space of up to 10% of the maximum permissible that is the result of a competitive design process.

6.2.1 Proposed amendments to Sydney LEP 2012

Amendments to site-specific provisions under Clause 6.53 of the Sydney LEP 2012 are proposed to support the objectives and intended outcomes of the Block C proposal. This will include:

- Alternate building height and gross floor area controls for Block C (despite Clauses 4.3 and 4.4 of the Sydney LEP 2012), where development is for the purposes of non-residential land use only. The proposed alternate building height and gross floor area controls, include:
 - a maximum building height of RL 211.9 metres
 - a maximum gross floor area of 43,000 sqm.
- Precluding Clause 6.21(5)–(7) of the Sydney LEP 2012 from applying to Block C, removing its eligibility to an additional amount of height or floor space of up to 10% of the maximum permissible that is the result of a competitive design process (Note: The Western Gateway Design will require a competitive design process to be undertaken for Block C in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy).

Residential Land Uses

It is intended that the current restriction on any future residential development in the Western Gateway sub-precinct under Clause 6.53(8) of the Sydney LEP 2012 will apply to Block C. This will prevent any future proposal containing a residential use on Block C from accessing the additional building height/GFA of the site-specific clause. Residential development on this land would be contrary to the objectives and intended outcomes of the proposed SEPP and would impact the aspiration to deliver 14,600 new jobs in Central Sydney, as part of the first stage of the broader renewal program for the Central Precinct.

Gross Floor Area

The maximum Gross Floor Area (GFA) for Block C will be increased to enable renewal and redevelopment in line with the proposed vision, objectives and intended outcomes for the Western Gateway sub-precinct. The proposed new maximum permissible GFA for Block C is 43,000 sqm.

The maximum GFA for Block C has been informed by detailed urban design and site-specific testing of building mass and floor space capacity. Detailed testing to determine ultimate GFA calculation has taken into account numerous key factors including site context, massing, building separation and setbacks, overshadowing, wind and impacts on the public domain.

Key material documenting this analysis, including the Urban Design Report is located at Appendix C.

Height of Building

It is proposed to increase the maximum building height over Block C to facilitate future redevelopment of the site in line with the stated objectives and intended outcomes for the Western Gateway sub-precinct. The proposed new maximum height of building control for Block C is RL 211.9 metres AHD.

The proposed maximum building height for Block C is intended to be set out in the existing site specific LEP clause for the Western Gateway Sub-precinct (Clause 6.53 of the Sydney LEP 2012). The no additional overshadowing to Prince Alfred Park control under the Sydney LEP 2012 will continue to apply to any future development on Block C. This will ensure that the proposed maximum building height works in conjunction with the overshadowing control guaranteeing the preservation of amenity of Prince Alfred Park during the more critical and frequently used times of between 10am and 2pm.

Design Guide

Any future development on Block C will need to consider and meet the site-specific design requirements / design guidelines for the Western Gateway sub-precinct. An amended Draft Western Gateway Design Guide (V4) has been prepared to include specific guidelines for any future development on Block C and accompanies this report at Appendix A. The design guidelines outline requirements for the following matters:

- Desired future character
- Open space and public realm
- Building massing and envelopes
- Design quality and character (including requirement for a competitive design process for future buildings)
- Active frontages
- Wind
- Solar access
- Views and vistas
- Heritage
- Public art

- Pedestrian and cycle network
- Building entrances
- Vehicular access and parking
- Sustainability and environmental performance
- Water management
- Waste management.

Furthermore, the Western Gateway Design Guide requires any future development in the Western Gateway sub-precinct (inclusive of Block C) to exhibit design excellence by undergoing a competitive design process in accordance with either the City of Sydney Competitive Design Policy or the relevant NSW Government Architect competitive design policy at the time of the competition.

Notwithstanding above, it is noted that the draft Western Gateway Design Guide (V4) is undergoing a separate parallel finalisation process associated with the proposals for Blocks A and B. 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.

Any amendments made to the Western Gateway Design Guide that arise from the separate finalisation process is intended to be captured in a master Western Gateway Design Guide that will reflect the proposals for Block A, B and C. This master Western Gateway Design Guide will be submitted as during of the response to submissions (RTS) process for the Block C Rezoning Proposal.

6.3 Map Amendments

This draft SEPP report does not seek to amend the maps of the Sydney LEP 2012.

7 Technical Justification/Environmental

7.1 Strategic Justification

This section outlines the strategic case and justification for the proposal for Block C as part of the Western Gateway (Block C) rezoning proposal.

7.1.1 Strategic Merit

The Western Gateway sub-precinct is strategically located adjacent to Central Station and is well placed to be delivered as a standalone site, without limiting or compromising the future potential of adjoining land. Its proximity on the western edge of the Central Precinct SSP and location at the junction of the Devonshire and Lee Street Tunnels, and frontage to the future Western Forecourt mean that it presents a unique opportunity to catalyse the renewal initiative for the broader Central Precinct, and in doing so facilitate transformative change to the southern edge of Central Sydney.

The strategic merit of the renewal of the Block C as part of the Western Gateway is demonstrated by:

- aligning with the vision, strategic directions and objectives of the State, Metropolitan, District and local strategic policies (refer to Section 7.1.2);
- responding to the change in context and circumstances namely the additional forecasted demand for workspaces in Central Sydney and the significant infrastructure improvements proposed at Central Station (refer to Section 7.1.3); and
- aligning with the vision, themes and principles developed for the Central Precinct SSP under the draft Central Precinct Strategic Framework that was submitted as part of the RTS process for Blocks A and B (refer to Section 7.1.4).

7.1.2 Consistency with Strategic Policies

Table 4 summarises the Block C proposal’s consistency with the relevant strategic documents and policies that apply to the site.

Table 4. Consistency with strategic policies

Strategic Policies	Consistency with the Policies
Metropolitan Policies	
A Metropolis of Three Cities - Greater Sydney Region Plan	<p>The proposal for Block C will provide an outcome that is consistent with the direction of the Greater Sydney Region Plan (the Plan) to grow a stronger and more competitive Harbour CBD. More specifically, the proposal will contribute toward establishing an innovation and technology precinct within the nominated innovation corridor.</p> <p>The proposal will deliver 1,560 additional jobs and 43,000sqm of employment floor space within the Harbour CBD. Through renewal of Block C as part of the Western Gateway sub-precinct, the proposal will further align with the directions of the Plan as it will support the creation of a ‘city of great places’ and ‘a well-connected city’. Importantly, the proposal aligns with the 10 overarching directions of the Metropolitan Policies, namely:</p>

- A city supported by infrastructure – The proposal will better optimise the use of existing and future transport infrastructure.
- A collaborative city – The proposal is the outcome of governments, community and businesses collaborating to deliver the growth benefit outcomes.
- A city for people – The proposal is designed to revive the Western Gateway sub-precinct and its surrounds and create a new and exciting place for people.
- A city of great places – The proposal seeks to enhance the quality and public experience at the Western Gateway sub-precinct and its surrounds.
- A well-connected city – The proposal aims to improve pedestrian connectivity at a site specific and city-wide scale through an improved public realm.
- Jobs and skills for the city – The proposal will generate approximately 14,600 additional jobs, of which approximately 6,000 will support to establish a technology and innovation precinct.
- An efficient city – The proposal adopts best practise substantiality targets and practices and aims to deliver a sustainable future sub-precinct.

**Integrated
Transport 2056
Strategy**

The proposal aligns with the vision of the strategy which calls for 'transport projects to be an enabler of economic and social activity that contributes to long term economic, social and environmental outcomes.' The proposal will facilitate renewal within the sub-precinct that will capitalise on the delivery of large-scale infrastructure projects such as Sydney Metro, the Sydney CBD and South East Light Rail and Central Walk. In conjunction with these infrastructure projects, renewal of Block C as part of the broader Western Gateway sub-precinct will catalyse and promote further investment and renewal, which will in turn transform and revitalise the southern edge of Central Sydney.

District Policies
**Eastern City
District Plan**

The proposal will implement the outcomes envisaged within the Eastern City District Plan including reinforcing the Eastern City's role as the national economic powerhouse of Australia and supporting its continued growth as a Global International City. It will also help boost innovation, economic development and knowledge intensive jobs and facilitate the comprehensive renewal of Central Sydney, delivering much needed improvements to the quality and accessibility of the CBD.

Importantly, the proposal will enable the realisation of the following planning priorities and actions:

- Planning Priority E7 – help grow a stronger and more competitive Harbour CBD by delivering a significant new office precinct that will strengthen the international competitiveness of the Harbour CBD and support the emergence of an innovation and technology ecosystem and economy in Sydney.
- Planning Priority E8 – help stimulate future growth and investment in health and education uses within Sydney's Innovation Corridor, and will provide a significant amount of new floorspace that will support new and emerging businesses, promote co-location and increased business-to-business interactions and provide a high quality high amenity area that supports a strong night-time economy
- Planning Priority E10 – support the delivery of integrated land use and transport planning outcome and will contribute to the successful creation of a 30-minute city.
- Planning Priority E19 – help reduce carbon emissions and promote more the effective, efficient and sustainable management of energy, water and waste within the sub-precinct.

**Camperdown -
Ultimo
Collaboration
Area and Place
Strategy**

The Western Gateway sub-precinct (including Block C) forms a part of the GSC's Camperdown – Ultimo Collaboration Area. The proposal will anchor and establish a new innovation and tech precinct at Central Precinct. The proposal is consistent with Strategy's directions, and will deliver a development outcome that positively contributes to realising the vision for the area as a globally recognised place that becomes known for its economic productivity, innovation, industry collaboration and high-quality architecture.

In keeping with the Strategy's directions, the proposal for Block C will introduce new high growth sectors, jobs and investment in Central Sydney that will help drive social wellbeing and the NSW economy. Amongst others, the proposal aligns with the following key priorities of the Strategy:

- Priority 3 –promote smart technology, drive innovation and connect locally and globally.
- Priority 5 –help foster healthy, creative, culturally rich, socially connected and welcoming communities.
- Priority 7 –catalyse and cultivate an internationally competitive health, education, research and innovation area.

Better Placed

The indicative reference scheme, as discussed in Section 5.2.1 of this report, has been informed by an intensive and iterative design review and feedback process with the SDRP. The proposal was assessed in line with the seven (7) objectives of Better Placed, and any future development on the sub-precinct will also be subject to a competitive design process that will further take into consideration the 'Better Placed' design principles.

Local Policies**Sustainable
Sydney 2030**

The vision for the Western Gateway sub-precinct (including Block C) closely aligns with the directions of the City of Sydney LGA's Sustainable Sydney 2030 strategy. Delivery of the Block C proposal will reinforce the strategic directions of the strategy by creating additional jobs in the Sydney CBD, facilitating sustainable urban renewal in close proximity to public transport, improving walkability and connectivity within the sub-precinct and its surrounds and promoting opportunities for innovation and collaboration by delivering a new innovation and technology precinct. Of the 10 overarching directions of Sustainable Sydney 2030, the Block C proposal aligns with the following:

- A globally competitive and innovative city
- A city for walking and cycling
- Integrated transport for a connected city
- Sustainable development, renewal and design; and
- A lively and engaging city centre.

**Draft Central
Sydney Planning
Strategy 2016**

The Block C proposal is consistent with the vision and aims of the draft Central Sydney Planning Strategy (draft CSPA). In keeping with the underlying intent of the strategy, the proposal will introduce additional commercial floor space to meet the forecast demand for workspaces in Central Sydney, whilst also facilitating development uplift within one of the identified potential cluster zones within Central Sydney. The proposal will also facilitate the future creation of a vibrant employment led mixed use precinct that will positively contribute to the broader locality.

Overall, the proposal aligns with the following key moves set out under the draft CSPA:

- Prioritise employment growth and increase capacity
- Consolidate and simplify planning controls
- Provide for employment growth in new tower clusters
- Move towards a more sustainable city
- Protect, enhance and expand Central Sydney's heritage, public places and spaces
- Move people more easily
- Reaffirm commitment to design excellence

**Sydney Startup
Tech Action
Plan**

The intent of the Action Plan is to increase opportunities for tech startups in Sydney. The proposal for Block C as part of the Western Gateway sub-precinct will create a new global innovation hub referred to as Tech Central. Consistent with the objectives of the Action Plan, the proposal aims to establish and provide accommodation and an environment for new innovation and tech users to locate to, and will be instrumental in creating a globally recognised precinct in Central Sydney.

**City Plan 2036:
Local strategic
planning
statement**

The Block C proposal closely aligns with the priorities identified for Central Sydney under the City Plan 2036: Local strategic planning statement (LSPA). It will deliver a specialised precinct and revive the southern city fringe edge of Central Sydney. It will enhance walkability and connectivity and aims to create a new and exciting place adjacent to Central Station. Importantly, the proposal will deliver additional jobs and some 43,000sqm of employment floorspace in Central Sydney in line with forecasted demand for workplaces by 2036, creating a stronger and more competitive Sydney.

The proposal responds to the following planning priorities under the LSPA:

- Movement for walkable neighbourhoods and a connected city.
- Align development and growth with supporting infrastructure.
- Supporting community well-being with infrastructure.
- A creative and socially connected city.
- Creating great places.
- Growing a stronger, more competitive Central Sydney.
- Developing innovative and diverse business clusters in City Fringe.
- Creating better buildings and places to reduce emissions and waste and use water efficiently.

7.1.3 Changing Context and Circumstances

In the midst of the COVID-19 pandemic and its complex and far-reaching impacts, there is still a need to keep the economy moving by boosting productivity and investment. This should not only be focused on the short-term recovery of the NSW economy, but also how we can continue to contribute toward achieving the NSW Government's longer term economic aims, including fostering jobs growth in emerging industries such as innovation and technology companies. As businesses begin to evaluate and recalibrate their needs in a post Covid world it will be important that office space within Central Sydney is available to aid with the economic recovery and to enable businesses to get back to a more regular business environment. With this in mind there will always be demand for high quality high amenity well located office space such as will be provided for within the Western Gateway sub precinct. There will also be opportunities to support a revitalised Central Sydney such as new ways in which we design employment space for collaborative work and flexibility and growing the city's night-time economy.

The proposal for Block C as part of the Western Gateway sub-precinct has been prepared in response to the NSW Government's goal toward economic recovery and the way in which Sydney competes on the global stage over the long term. Specifically, Australia's shift toward a more knowledge-based economy will continue to drive demand for workspaces in Central Sydney and the need for the significant infrastructure improvements proposed at Central Station. These are discussed in more detail below.

Greater demand for workspaces in Central Sydney by 2036

Based on current forecasts, Central Sydney will need to accommodate an additional 200,000 workers by 2036 in light of NSW's ongoing economic success and forecasted population growth pre-COVID. Significant additional employment floorspace is required to meet this anticipated demand and the Western Gateway sub-precinct (including the Block C proposal) will contribute up to 268,000sqm of employment generating floor space once complete. However, in order to facilitate this, amendment of the existing Sydney LEP 2012 controls that apply to Block C as part of the Western Gateway sub-precinct is required.

Importantly, Central Sydney would not be able to meet the projected demand for commercial floorspace without some planning intervention (i.e. without rezoning proposals or a review of Central Sydney's planning controls). Business as usual is anticipated to result in a shortfall of 45,000 – 80,000 jobs. Accordingly, renewal opportunities such as the Western Gateway sub-precinct are essential if Central Sydney is to meet forecast future workspace demand.

The proposal for Block C as part of the Western Gateway sub-precinct will specifically increase the supply of new high quality, premium grade workspaces with building designs and floor plate sizes that respond to market needs. Notably, the proposal will deliver fit for purpose bespoke office space that is specifically geared to cater for new commercial and innovation and technology companies, and in doing so will help establish an innovation and technology precinct in Central Sydney.

Unprecedented investment and expansion of transport infrastructure

A total of four (4) new metro stations will be delivered in Central Sydney, with Central Station proposed to undergo significant upgrades and changes to accommodate Sydney Metro and Sydney CBD and South East Light Rail. These upgrades will significantly improve Central Station's ability to serve Sydney and will lay the foundations for the station to become a world class transit hub.

Renewal of the Western Gateway sub-precinct (including Block C), through the delivery of up to 268,000sqm of employment floorspace, will take advantage of the Government's

substantial investment in infrastructure upgrades, and together with these projects, will drive broader renewal of the Central Precinct and its surrounds.

The proposed amendments to the Sydney LEP 2012 will also provide an outcome consistent with the draft CSPA and the LSPA, both of which identify the Western Gateway sub-precinct as part of a future zone for higher density, and will deliver an outcome entirely consistent with the principles and merits of integrated land use planning and transit-oriented development.

7.1.4 Consistency with the draft Central Precinct Strategic Framework

The draft Central Precinct Strategic Framework (draft Strategic Framework) sets out a planning framework to guide the future renewal of the Central Precinct SSP area. It sets out the vision for Central Precinct and identifies the sub-precincts that collectively form a part of the SSP area. It also sets out the opportunities and constraints for each of the sub-precincts within the wider Central Precinct SSP.

It is noted that the draft Strategic Framework is still in the process of being finalised following the conclusion of its initial assessment in August 2020. The Strategic Framework is anticipated to be finalised in the near future.

The draft Strategic Framework identifies the Western Gateway sub-precinct as a ‘gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings that creates a focal point for the innovation and technology hub’.

The Block C proposal has been designed to align with this vision, as well as the five themes and priorities developed for the Central Precinct in the draft Strategic Framework. It will allow for the future delivery of an innovative and distinctive building that will transform the southern edge of Central Sydney and introduce much needed additional commercial floorspace within this part of the city. Importantly, it aims to deliver the first stage of a globally competitive innovation and technology precinct, and will facilitate some of the key moves identified within the Central Precinct ‘Preliminary Precinct Plan’ by delivering the first stage of the north-south pedestrian link and making other key public domain improvements. The proposal’s consistency with the five Central Precinct themes and priorities as identified under the draft Strategic Framework is discussed further in Table 5 below.

Table 5. Consistency with the draft Strategic Framework

Themes and Priorities	Consistency
Place and destination	<p>The proposal aims to contribute to the reimagination of the Western Gateway sub-precinct and transform the area into an exciting new ‘place’ and ‘destination’ within the city that will serve as the gateway to the renewed Central Precinct.</p> <p>The proposed amendments to the planning controls will enable the future delivery of a high-quality development that embed design excellence and contributes to the block’s landmark qualities whilst helping to create a new revitalised, active and rich public realm.</p> <p>Future development in Block C in accordance with the proposed controls will also serve as a catalyst for the renewal of the wider Central Precinct, and more broadly across the southern edge of Central Sydney.</p>
People and community	<p>The proposal seeks to deliver a rich, vibrant and high-quality public realm that promotes opportunities for gathering, conversation, transit and relaxation. It will reimagine and revive the existing Henry Deane Plaza and allow for visitors and the community to appreciate the unique history and heritage of the sub-precinct up close.</p>

Themes and Priorities

Consistency

Mobility and Access

The proposal will improve access and connectivity to the future Central Station with access to Sydney Metro services. Level changes and varying gradients at parts of Block C require stair connections at a number of important access points within the broader Western Gateway sub-precinct.

The future public realm that will be delivered in line with the design guidance of the Western Gateway Design Guide and a new Public Domain Strategy, which is intended to offer a more continuous and seamless path of travel with a key focus on improving pedestrian mobility and connection within the sub-precinct, to the future Central Station and the surrounding area. Central to this is the creation of new and improved east-west and north-south connections through the sub-precinct to surrounding areas for which Block C will be key to delivering.

Economy and Innovation

The proposal will deliver and help establish the first stage of a globally competitive Tech Central at Sydney. The sub-precinct has been purposely designed to support, nurture and grow innovation and technology business and start-ups in Sydney.

A mix of complementary retail and civic uses are also proposed for the sub-precinct to underpin the commercial and innovation and technology uses. The place will be designed to create a lively night-time economy.

Sustainability

The proposal will adopt best practice sustainability initiatives. The draft Western Gateway Design Guide sets out the sustainability measures that are to be adopted as part of the future design of a building on Block C that will contribute to net zero emissions by 2050. The schemes are designed to incorporate measures that will encourage urban biodiversity and enhance ecological values and create a low carbon, high efficiency precinct.

Western Gateway Sub-precinct Character Statement

The proposal will help establish and anchor the delivery of a globally competitive Tech Central. The site-specific envelope for Block C will facilitate the delivery of architecturally unique, distinctive and landmark building at the Western Gateway sub-precinct. The proposal will enable the realisation of the key opportunities identified for the sub-precinct, namely:

- Deliver a critical mass of employment floor space including for technology companies as recommended in the Sydney Innovation and Technology Precinct Panel Report Create city centre environment that includes supporting retail
- Interface with the City of Sydney's proposed third square, framed by existing heritage items such as the former Parcels Post Office, Inward Parcels Shed and Marcus Clarke Building
- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country
- Deliver generous through-site connections that facilitate safe, convenient, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas
- Re-imagine Henry Deane Plaza as a convergence point for pedestrians and a high-quality urban environment
- Establish a visual marker for Central Precinct through the creation of city scale buildings that positively contributes to Sydney's skyline, character and public identity
- Ensure the public realm effectively addresses the changing ground levels from footpath level to any potential future development above the rail yards
- Deliver new high-performing low-emission buildings with renewable energy and water conservation infrastructure

Summary

As demonstrated above, the proposal for Block C of the Western Gateway sub-precinct is considered to have strategic merit as it:

- aligns with the strategic vision and directions of the Metropolitan, District and local policies that apply to the site and its surrounds;
- delivers an outcome that is consistent with the vision for the Central Precinct;
- represents an appropriate response considering the changing circumstances and context of Central Sydney, the significant additional infrastructure upgrades proposed and the need for renewal; and
- it provides a considered and planned response to deliver a new floorspace that will contribute significantly to meeting future employment targets, and in doing so support the continued growth of the NSW economy.

7.2 Economic Case

The Western Gateway sub-precinct is strategically located at the southern end of the Central Sydney, and forms part of the NSW Government's vision for Tech Central extending from Central to Eveleigh.

The NSW Government's vision for Tech Central is a place where ambitious start-ups, world class universities and research institutions, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world and support the jobs of the future.

It is anticipated that Tech Central will create an additional 25,000 jobs in the industry, and in doing so it is aimed at cementing Sydney's reputation as the innovation capital of Australia.

The proposal for Block C will include a total of 28,000sqm of GFA for commercial office space, 12,000sqm of GFA for hotel space and 3,000sqm of GFA for retail space. Urbis have undertaken an analysis of the economic contribution of Block C (refer Appendix C) which outlines the following employment opportunities and income during both construction and once the development is complete. Key findings of this analysis are summarised below.

During construction

- construction is expected to generate 286 direct jobs in the peak years of the construction phase 2022 and 2023.
- construction will contribute \$105.2m in Gross Value Added (GVA) per annum to the Greater Sydney economy in the peak years of construction.

During operation

- the commercial floorspace will accommodate the strong and growing demand for Sydney CBD Premium and A-grade office space and contribute toward establishing an innovation hub, driving creation of new technology and cementing Sydney's reputation as the innovation capital of Australia.

- upon completion the project is expected to support approximately 1,270 commercial jobs, 150 retail jobs, and 125 net-additional jobs related to the operation of the hotel/conference space.
- the cost-benefit analysis undertaken for the project equates to a positive net present value (NPV) of \$166.2m and a benefit-cost ratio (BCR) of 1.4, representing an overall positive contribution from the proposal.

The Western Gateway sub-precinct represents the first stage of delivering Tech Central, a place that will drive innovation, create new technologies and commercialise new products and services. The proposal for Block C support the intended outcome for the Western Gateway sub-precinct, delivering significant economic benefits to the region and the State based on its substantial financial investment, long-term employment generation and catalytic effect to realise the economic objectives for the Western Gateway sub-precinct and broader Tech Central.

It is noted that the impacts of COVID-19 may continue to affect the development when it commences operations from 2026. Given the uncertainty of the medium-term impact of COVID-19 on economic conditions in Australia, and Sydney in particular, there is currently no evidence with which to adjust the calculation of the economic impact of Block C. Notwithstanding, it is noted that retail space aligned with key transport nodes will give the sub-precinct an advantage over other retail locations which may buffer against potential medium trend declines in CBD retail activity. Given working from home has become more prominent during 2020, the integrated place based offering of the sub-precinct has the potential to mitigate any decline in demand by facilitating the integration of retail, hospitality and other offerings within proximity to a transport hub. Further, significant construction projects have the potential to play a vital role in Australia's recovery from the current economic downturn, and the proposed development of Block C expected to support 663 jobs across NSW during the peak construction years of 2022 and 2023.

7.3 Land Use

The proposal does not seek to amend the current B8 Metropolitan Centre zoning of the Block C, which currently permits a wide range of land uses.

The proposed land uses for Block C, being commercial office premises, hotel accommodation, and retail premises are all land uses considered compatible with the existing and desired future character of the Tech Central. The introduction of commercial buildings on Block C and the broader Western Gateway sub-precinct is consistent with the vision to create a focal point for the new Tech Central.

To ensure that the proposed uplift for Block C is used for commercial office space, tech start-ups and visitor accommodation, the current site specific provision for the Western Gateway sub-precinct in the Sydney LEP 2012 will prevent any future proposal containing a residential use on Block C from accessing the additional building height/GFA of the site-specific clause. Residential development on this land would be contrary to the objectives and intended outcomes of the proposed SEPP and would impact the aspiration to deliver 14,600 new jobs in Central Sydney, as part of the first stage of the broader renewal program for the Central Precinct.

7.4 Built Form and Urban Design

An Urban Design Study has been prepared by FJMT Studio in relation to the Block C proposal (refer to Appendix C). This report sets out the urban design strategy and approach for future development within Block C.

The Urban Design Study includes an Indicative Reference Scheme for Block C that has informed the proposed building envelope for Block C. Key matters that were taken into consideration in preparing the Indicative Reference Scheme for Block C include:

- the future vision and character of Railway Square under the draft Central Sydney Planning Strategy;
- the vision, themes, priorities and intended future sub-precinct character as set out within the draft Central Precinct Strategic Framework that was submitted during the RTS process for the rezoning proposal for Blocks A and B;
- the current and planned upgrades of Central Station and how this relates specifically to Block C;
- the existing context of Block C, including site ownership, topography, street elevations, dominant street grids, character and heritage context, public spaces in the local area;
- heritage principles identified within the Heritage Impact Statement prepared by Urbis (refer to Appendix C); and
- ensuring the effective management of impacts on the public domain, particularly with regards to shadow and visual impacts.

The proposal aims to deliver an iconic mixed-use development that will support Tech Central adjacent to Central Station. This will also enhance the public realm around Block C and allow for improved adaptive reuse of the Former Parcels Post Office. The Indicative Reference Scheme for Block C has been the subject of an iterative design review process by the State Design Review Panel, who have provided feedback and direction in helping to formulate the concept and building envelope in preparation for the future detailed development design.

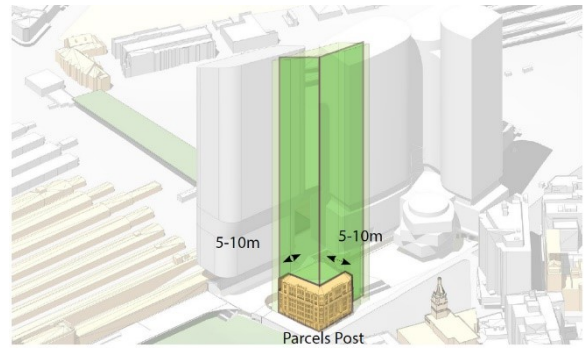
The Urban Design Study illustrates that the proposed tower for Block C will play an important role in defining the built form of the city, and that the particular characteristics of the precinct and its position in the city mean that it will play an important role in creating a city edge that is more distinctive and legible and which can be appreciated from a variety of vantage points, distances and contexts.

Accordingly, a series of built form principles were used to shape the proposed building envelope for Block C, and were developed with the intention of achieving an appropriate balance between responding to feedback from the State Design Review Panel and delivering an outcome that responds to the site's high level of accessibility to public transport and the significance of its location within the southern frame of Sydney's CBD.

The principles established by FJMT in developing the building envelope for Block C include:

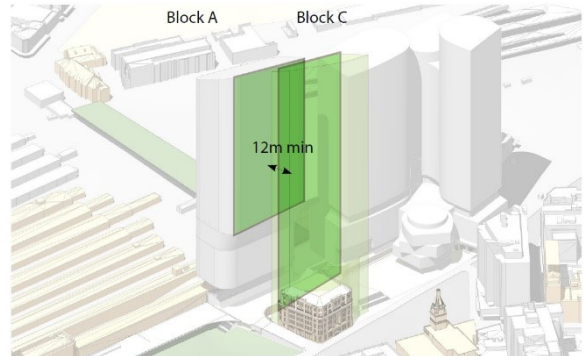
Maintaining Primacy of Parcels Post

Establish a 5-10m tower setbacks to Lee Street and Railway Colonnade to maintain the primacy of the Former Parcels Post Building.



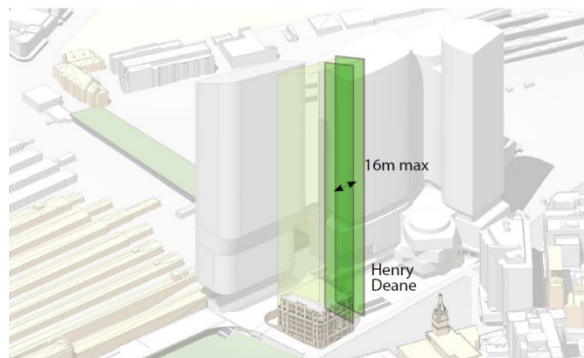
Tower Separation

Deliver a minimum 12m separation on the eastern interface to the Block A tower (Atlassian)



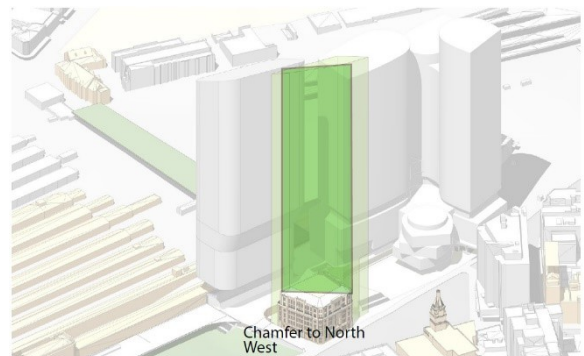
Henry Deane Plaza

Maximum extension by 16m of the building footprint into Henry Deane Plaza.



Microclimate

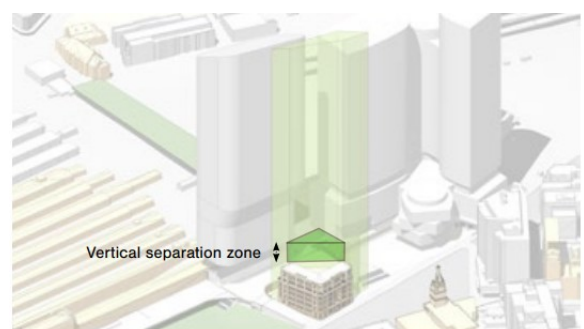
Establish a chamfer to the north west corner, to enhance the primacy of the historic Former Parcels Post Building and ameliorate windy conditions.



Vertical Separation Zone

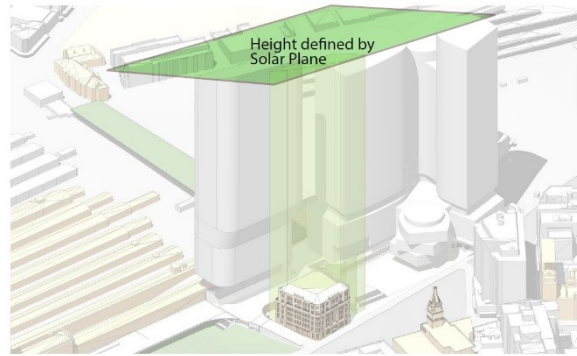
A vertical separation zone (height of 3 commercial floors, minimum 12.6m) between the new tower element and the ridgeline of the restored roof of Parcels Post.

This zone is to be clearly articulated such that it provides clear visual break between the tower and heritage building below. Structural encroachment in this zone is to be minimised



Maximum height to solar contour plane

The proposed Tower Envelope is extended in the site area above the other constraints to the maximum height defined by Prince Alfred Park Sun Access Plane.



In accordance with these principles, the proposed building envelope for Block C has been set at a height that complies with the Sun Access Protection control in the Sydney LEP 2012 as it relates to Prince Alfred Park, and the proposed sun access protection plans under the draft Central Sydney Planning Strategy. Refer to Section 7.6 for further details regarding compliance with the Sun Access Planes. The maximum airspace operation height for Block C is well above the sun access plane height and as such the proposed envelope will not result in any adverse effects to airspace operations. This is discussed in more detail in Section 7.14.

As illustrated in Figure 37, the indicative reference scheme has also been designed to consider and respond to the heritage-listed Former Parcels Post Office, adopting a multi-layered setback and maximum footprint approach, along with a vertical structural articulation zone above the roof parapet to provide vertical separation.

The cores and structural zones have been carefully positioned to the south and east of the proposed envelope, as this eastern façade portion of the existing heritage building has already been disturbed and is therefore the least historically significant façade. It is additionally the least visible portion of the site from key views, being from George Street, and the future Western Forecourt. This will provide adequate relief from the heritage item and ensure an outcome that is consistent with the recommendations of the Heritage Impact Statement and Conservation Management Strategy prepared by Urbis (refer to Appendix C)

The proposed chamfer setback at the north western corner of the tower provides amelioration to the potential wind impacts resulting from the development, in accordance with the recommendations of the Pedestrian Wind Impact Assessment prepared by RWDI (Appendix C). This chamfer additionally enhances the prominence of the existing heritage Former Parcel Post Office building as viewed from the north west.

The building envelope design will also help frame the east-west visual connection across Central Precinct to Devonshire Street and ensure the retention of views in the opposite direction back to the spire of the Marcus Clarke Building.

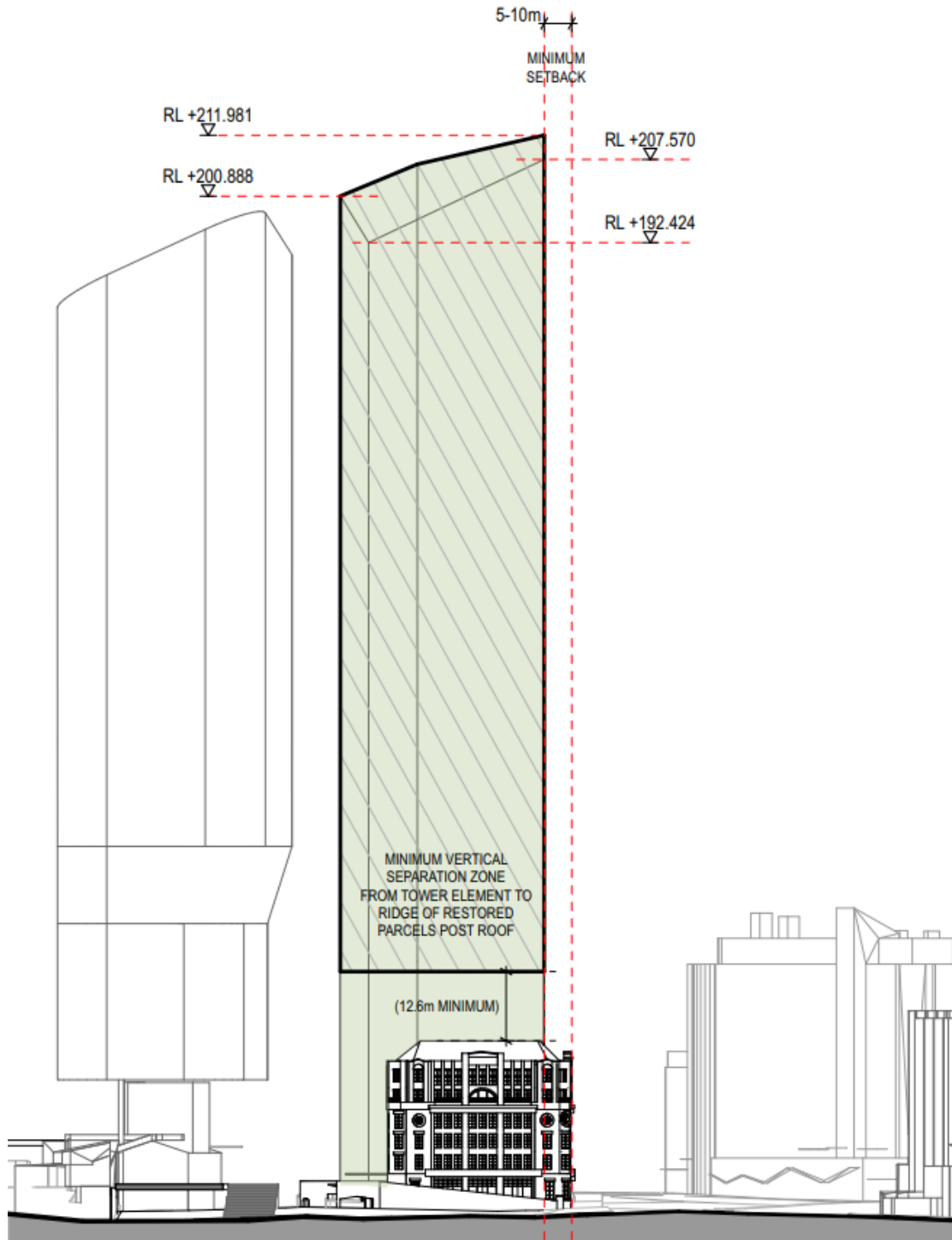


Figure 37. Maximum Block C envelope (north elevation)

Source: FJMT Studio

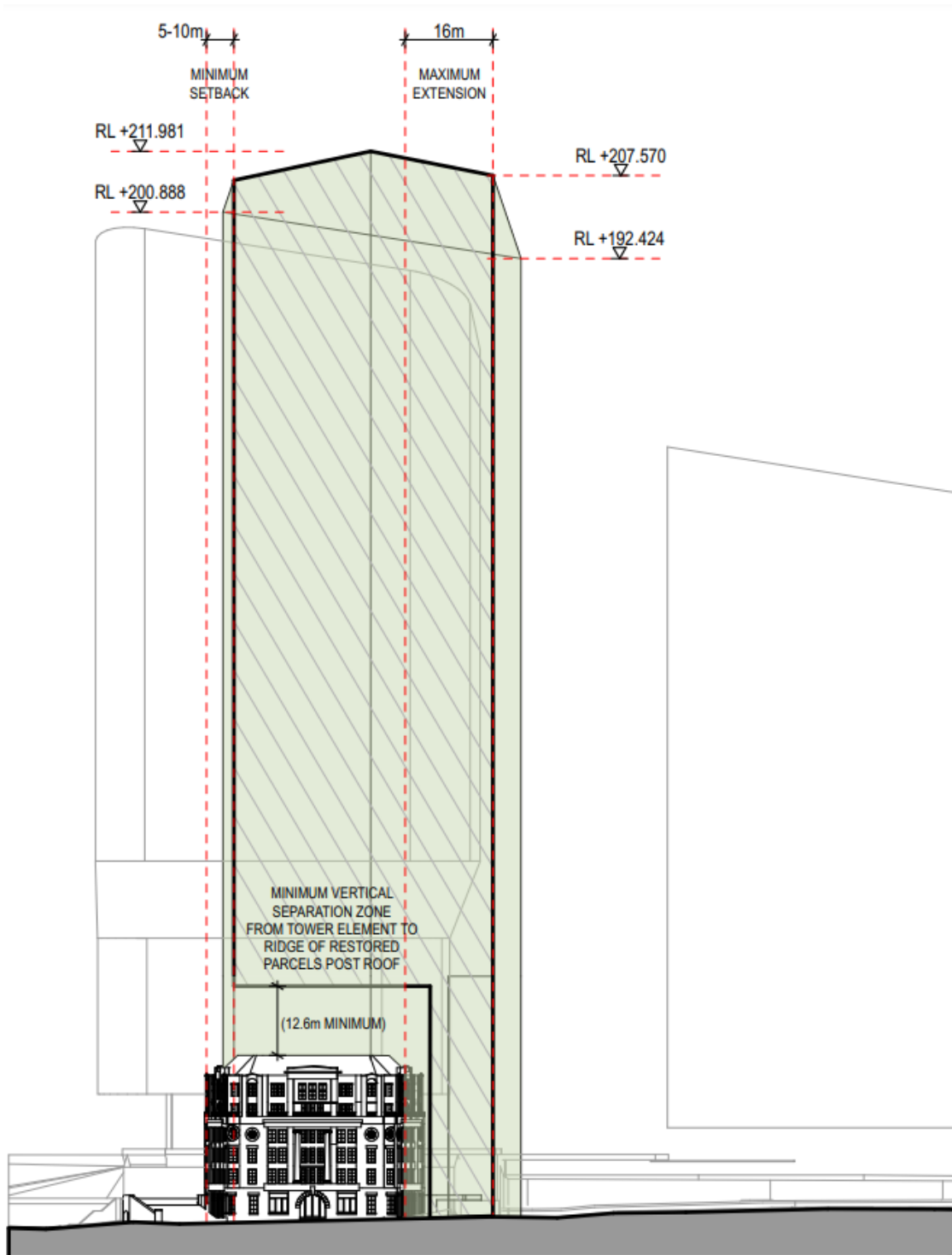


Figure 38. Maximum Block C envelope (west elevation)

Source: FJMT Studio



Figure 39. Block C Proposed Envelope Site Plan

Source: FJMT Studio

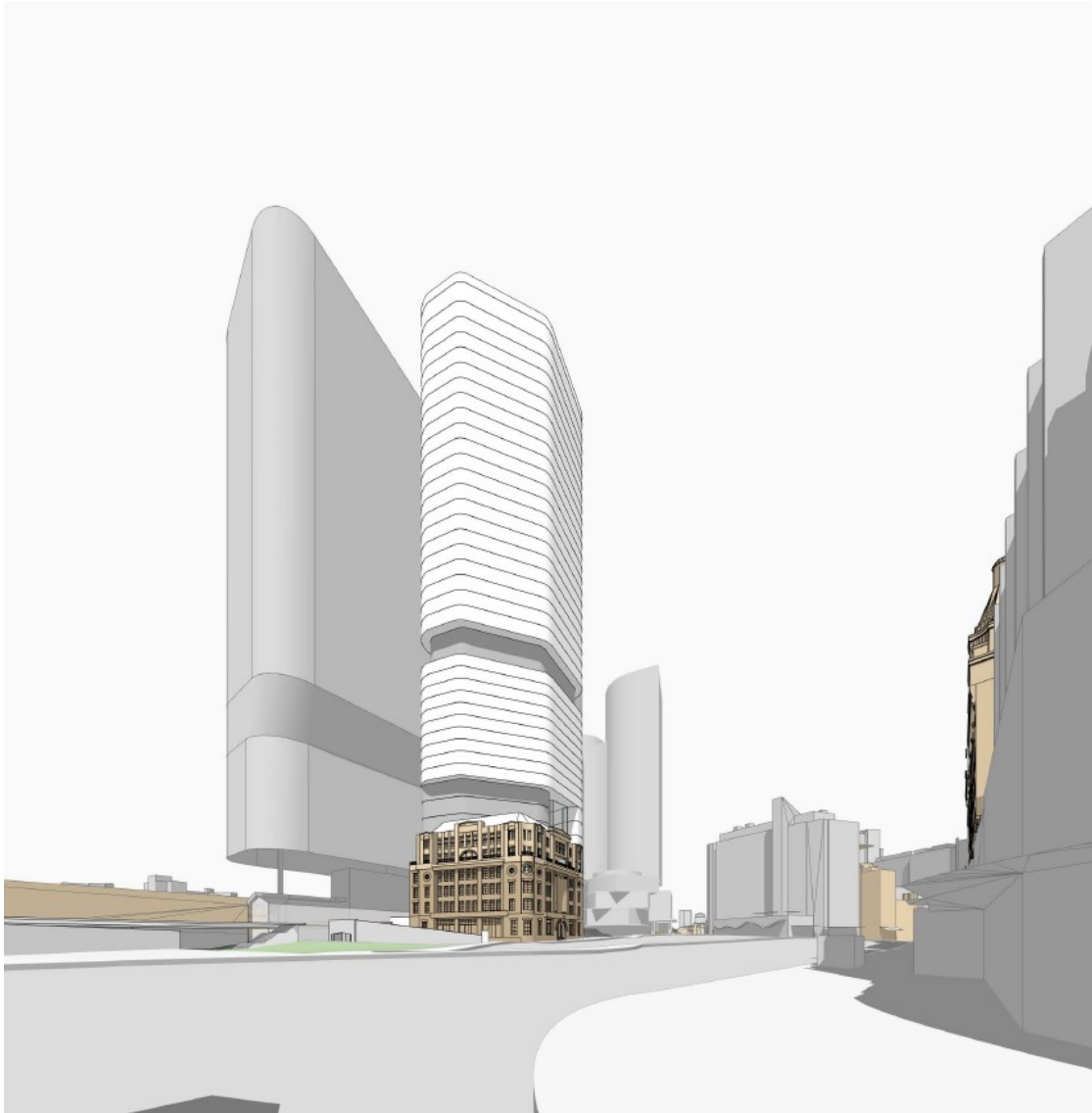


Figure 40. View of indicative reference scheme from George Street looking south

Source: FJMT Studio

7.4.1 Building Envelope Controls – Draft Western Gateway Design Guide

As noted in Section 6.2.1, an updated version of the Draft Western Gateway Design Guide has been prepared to provide a framework to guide and assess future development proposals within the Western Gateway sub-precinct. A key objective of the Draft Design Guide is to ensure that future development within the sub-precinct includes adequate separation and setbacks between buildings to maximise amenity within the development sites and adjacent public domain, and to enable pedestrian connectivity to any future Over Station Development connection.

In accordance with the recommendations of the State Central Precinct Design Review Panel, wind engineer, and the heritage advisors, three primary built form controls were considered to inform the future tower floorplate above the former Parcels Post building, including:

- A chamfered setback from the north eastern corner to the south western corner of the former Parcels Post building to enhance the prominence of the heritage item as viewed from the north west.
- The tower floorplate is limited to a maximum 1,300sqm GBA to ensure a slender tower form is achieved.
- A 5-10m minimum setback is to be achieved from the northern and western facades (as measured from the average substantive façade face of the former Parcels Post building), again to ensure that the prominence of the former Parcel Post building is maintained.

Further recommendations from the Central Precinct Design Review Panel, also included setback requirements and a minimum 12.6m vertical separation (excluding lift cores and structural zones) between the topmost point of the reinstated roof form of the former Parcels Post building and the tower above. These recommended provisions have been included in the amended Draft Western Gateway Design Guide (V4) (refer to Appendix A) and will inform the Competitive Design Brief for a future competitive design process for Block C.

To ensure this occurs, the Draft Design Guide sets out the maximum building envelopes for each Block within the sub-precinct and stipulates requirements for minimum tower separation distances. These envelopes and minimum separation distances and setbacks are shown in Figure 41 with full details provided in the Draft Western Gateway Design Guide located at Appendix A.



Figure 41. Building Envelopes, separation distances and setbacks

Source: Draft Western Gateway Design Guide

7.4.2 Summary

The draft Central Precinct Strategic Framework outlines planning priorities, opportunities and intended character for the Western Gateway sub-precinct that inform the desired future built form for Block C. The proposed building envelope for Block C will contribute to creating a highly functional and well-designed cluster of commercial buildings that will help realise the opportunity identified for the Western Gateway sub-precinct by:

- supporting a critical mass of employment floorspace that will anchor the future Tech Central and contribute to realising the Camperdown-Ultimo Place Strategy;

- contributing to establishing a visual marker for Central Precinct by creating city scale buildings that contribute to Sydney’s skyline, character and public identity;
- complying with the Sun Access Protection control in the Sydney LEP 2012 as it relates to Prince Alfred Park, and the proposed sun access protection plans under the draft CSPA;
- enabling a contemporary building that positively responds to the existing heritage building on the site;
- enabling the realisation of a positive urban design outcome in terms of the interface between built form and public realm; and
- providing the basis for a future detailed competitive design process that will promote architectural excellence through innovative and creative building design.

7.5 Public Realm

A revised draft Western Gateway Design Guide (refer to Appendix A) been prepared that describes the desired public realm outcomes for the Western Gateway sub-precinct and provides a framework to assess future development proposals. With regard to the public realm, the Design Guide aims to:

- connect to the City and provide appropriate interfaces and links to adjacent sub-precincts within the Central Precinct
- deliver a precinct that responds to its context and celebrates its heritage
- create a focus for the southern part of Central Sydney
- contribute to the creation of walkable neighbourhoods
- shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity and design excellence.

The preparation of the Design Guide has been heavily influenced by discussions with the State Design Review Panel, the NSW Government Architect, City of Sydney and the DPIE. In particular the outcomes of discussions and advice issued by the State Design Review Panel has been instrumental in informing key design elements that are set out within the Design Guide, including the east-west and north-south connections, the location of building envelopes, separation and setback requirements, and the general configuration of open space and public domain.

Notwithstanding this, a Public Domain Strategy was submitted as part of the Western Gateway Rezoning Proposal ‘Stage 1’, which provided a holistic overview of the public realm aspirations for the Western Gateway sub-precinct (including for Block C) (further described in Section 5.2.1) (refer to Figure 42). The Public Domain Strategy will align with the objectives and guidelines set out within the draft Western Gateway Design Guide and will guide the future design of the public realm within the Western Gateway sub-precinct. This has been prepared in consultation with key stakeholders, including the proponents for Blocks A, B and C to ensure that future redevelopment of the sub-precinct is supported by a high quality, activated public domain that creates opportunities for conversation and collaboration, transit and relaxation.

It is noted that recommendations were made by the Project Review Panel during the assessment of the Western Gateway Rezoning Proposal ‘Stage 1’, which required further

analysis and refinements to the Western Gateway Public Domain Strategy. The Public Domain Strategy has yet to be adopted and is currently undergoing a separate finalisation process. It is also envisaged that this Public Domain Strategy will evolve into a Public Realm Strategy for the sub-precinct, including Block C.

Any revision made to the Public Domain Strategy arising from the finalisation process for 'Stage 1' is intended to be captured as part of the response to submissions process for the Block C Rezoning Proposal. It will be at this stage where a master draft version of the Western Gateway Public Realm Strategy holistically reflecting the proposals for Block A, B and C will be submitted to support the Block C Rezoning Proposal.

To ensure the principles and guidelines for the public realm are met, a detailed public realm plan will be required as part of any future development application in the Western Gateway sub-precinct (including Block C) to demonstrate how each proposal has been designed to deliver a high quality, co-ordinated public realm.

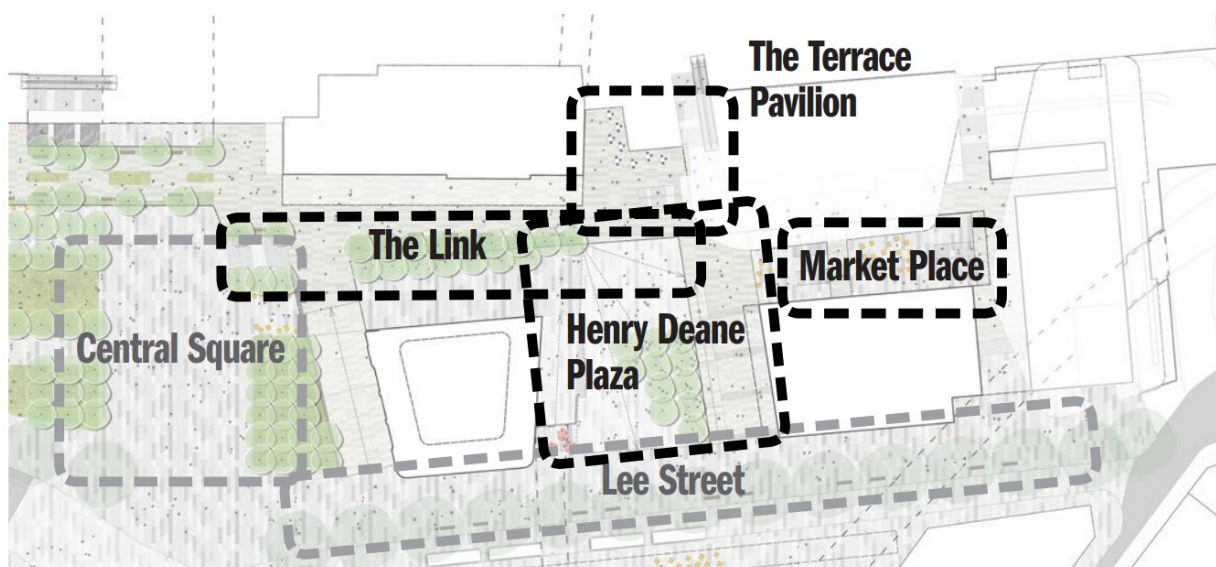


Figure 42. Western Gateway Public Domain Strategy (as submitted for Western Gateway Rezoning Proposal 'Stage 1')

Source: Draft Western Gateway Public Domain Strategy

7.5.1 Public art

The Design Guide for the Western Gateway sub-precinct will require a detailed Public Art Strategy to be submitted as part of any future detailed development application, which would apply to Block C. Future development of Block C as part of the broader Western Gateway sub-precinct will also be required to incorporate public art that creates an authentic sense of place drawing from and reflecting the Central Precinct's heritage and cultural values. This would be achieved through the following planning priorities identified by the draft Central Strategic Framework:

- Promote social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression
- Honour and celebrate the cultural heritage and identity of the Precinct's past and present Aboriginal community.

The details of future public art installations within Block C will be provided as part of a future detailed development application.

7.6 Overshadowing

FJMT Studio have undertaken a detailed analysis of the solar access plane as it applies to Block C within the sub-precinct. A summary of that analysis is provided below, with the full analysis available at Appendix C.

Sun access protection provisions for Prince Alfred Park are currently specified within the Sydney LEP 2012. This requires:

6.19 Overshadowing of certain public places

(1) Despite clause 4.3, development consent must not be granted to development that results in any part of a building causing additional overshadowing, at any time between 14 April and 31 August in any year, of any of the following locations (as shown with blue hatching on the Sun Access Protection Map) during the times specified in relation to those locations—

(h) Prince Alfred Park (beyond the shadow that would be cast by a wall with a 20 metre frontage height on the boundary between the park and the railway land)—between 12.00–14.00,

6.53 Western Gateway Sub-precinct

...

(3) Development consent must not be granted to development that results in any part of a building in the Western Gateway Sub-precinct causing additional overshadowing (within the meaning of clause 6.19(2)), at any time of year, of Prince Alfred Park between 10.00–14.00.

The proposal for Block C has adopted the sun access protection provisions of the Sydney LEP 2012 to inform the proposed building envelope and proposed amendment to building height provisions.

The additional shadow cast by the indicative reference scheme at 21 June is illustrated at Figure 43. The shadow diagrams illustrate the cumulative shadow cast by the indicative reference scheme for Block C and the approved building envelopes for Block A and Block B, to provide a realistic view of additional shadow cast as a result of the Western Gateway sub-precinct.

Additional shadow will be cast as a result of the proposed reference scheme, however the majority of shadow cast from after 9:00am falls on areas already experiencing overshadowing as a result of existing or future development. The analysis confirms that the proposal for Block C will not result in additional overshadowing to Prince Alfred Park on 21 June between 10am and 2pm.



Figure 43. Shadow Analysis of Block C building envelope on 21 June

Source: FJMT Studio

7.7 View Analysis

A Visual Impact Assessment has been prepared by Urbis (refer to Appendix C) which provides an assessment of the extent and significance of the likely visual changes from the proposal.

The Central Sydney Planning Strategy prepared by the City of Sydney identifies a number of significant views surrounding the site. The photomontages of the indicative reference scheme for Block C, in addition to the indicative reference schemes across the remainder of the Western Gateway sub-precinct are included within Appendix C.

As a result of the proposed Western Gateway sub-precinct development, and for future OSD development at Central Station, the views and character of Railway Square and the locality are intended to change. Change in the character of the locality is also expected within the relevant strategic plans which anticipates significant increases in built form in the locality to accommodate a technology and innovation hub.

The additional built form will include views of the approved envelopes for Blocks A and B, which represents a significant increase in density. As illustrated at Figure 44, the proposed building on Block C will be read within the context of these surrounding buildings. Notably the additional massing proposed on Block C has acceptable visual impact when viewed in the context of the endorsed building mass for Blocks A and B, particularly when viewed from Broadway, George Street, and Devonshire Street. The proposed tower also provides for a consistent backdrop for the Western Forecourt when viewed together with the endorsed massing on Block A, which will become the new Atlassian tower global headquarters. Importantly it is noted that the proposed tower provides an appropriate southern interface to the future plaza and does not result in a form that is incongruous with the adjacent Atlassian tower.

Notably when viewed from Lee Street and Railway Square the slim tower form on Block C is spatially separated from existing buildings and approved tower envelopes that are clustered within the sub-precinct so that it does not dominate view towards Central Station or the Clock Tower. The proposed building envelope for Block C does not block views to or between heritage items, does not block access to scenic features or resources beyond

the site and will predominantly block areas of open sky from Lee Street or Railway Square.

From a heritage context perspective, it is considered that the addition of a tower form at Block C will not unreasonably detract from the significance of views to surrounding heritage items nor the reading of the existing Adina Apartment Hotel. This is managed by ensuring the proposed tower envelope and massing is designed to create a visual curtilage to the existing heritage item by retaining vertical separation between the existing building and the underside of the new tower building. Façade treatment and detailing together with setbacks for the interface zone will also help ensure that the original building form is able to be visually read and understood as a separate component to the tower above. From a close scale pedestrian view, the subject heritage item will remain the prominent element in views.

To ensure these key view corridors are protected, the Design Guide for the Western Gateway sub-precinct includes guidance on protecting views and vistas. This will include minimising 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. The guidelines will also require any development to preserve views from the western forecourt of Central Station to:

- the Central Station South Wing;
- former Parcels Post Office (Adina Hotel); and
- the former Inwards Parcels Shed.

To address the above requirements of the Design Guide, a detailed Visual Impact Assessment will be required to be undertaken as part of any future detailed development application in the Western Gateway sub-precinct.

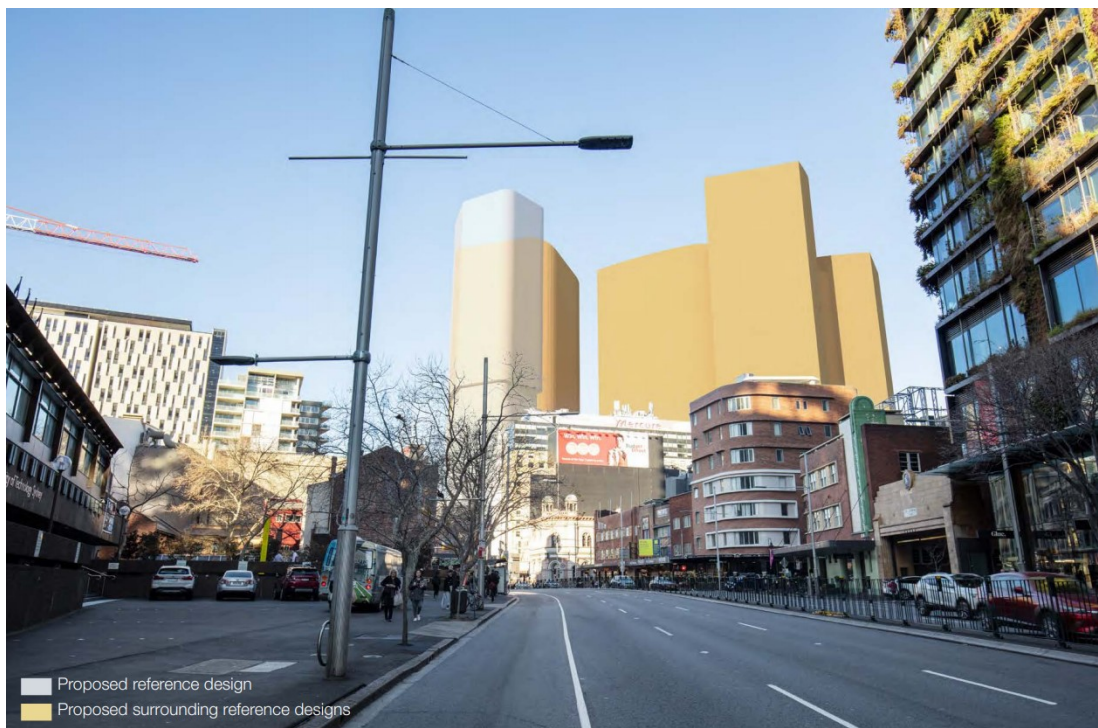


Figure 44. Indicative reference scheme massing image - view from Broadway UTS

Source: *Virtual Ideas and Urbis*



Figure 45. Indicative reference scheme massing image - view from Central Station

Source: *Virtual Ideas and Urbis*

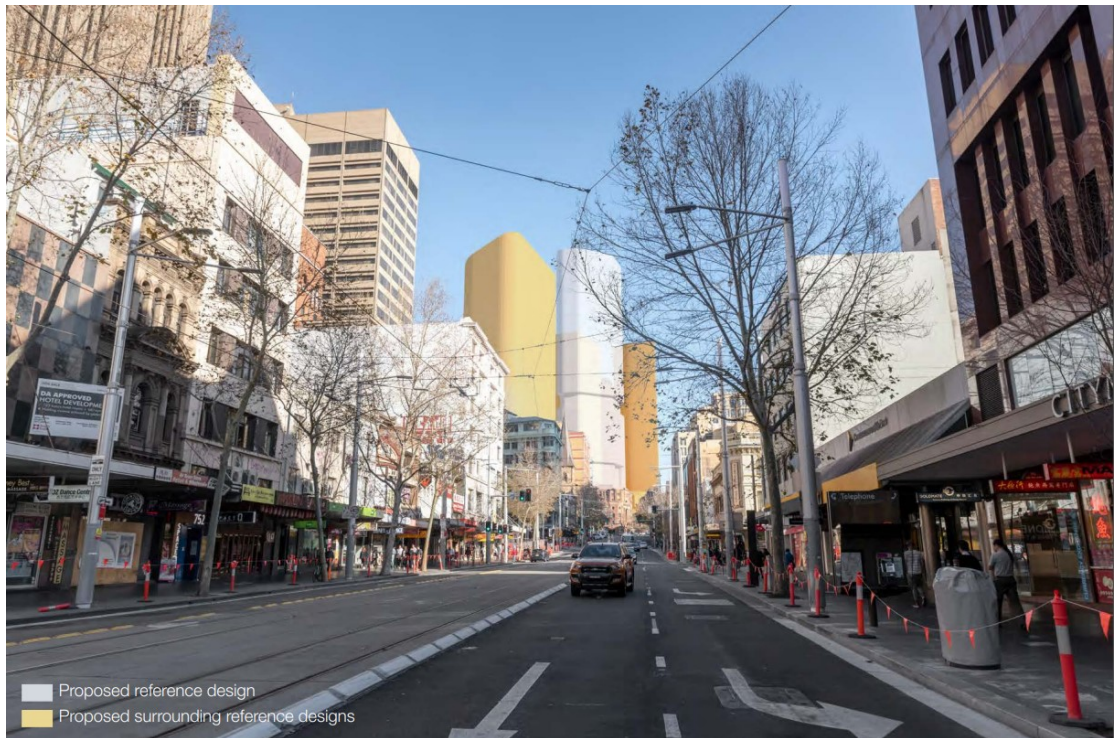


Figure 46. Indicative reference scheme massing image - view from George Street/Hay Street

Source: *Virtual Ideas and Urbis*

7.8 Heritage

A Heritage Impact Statement (HIS) has been prepared for Block C by Urbis (refer to Appendix C). The HIS report undertakes an assessment of the indicative proposal taking into consideration the local heritage context as well as the Central Station Conservation Management Plan 2013 prepared by Rappoport Heritage Consultants and the NSW Government Architect's Office (CMP 2013) and the NSW Heritage Manual 'Statement of Heritage Impacts'. A Conservation Management Strategy (CMS) has additionally been prepared by Urbis for the Former Parcels Post Building (refer to Appendix C).

As discussed in Section 2.4, the Former Parcels Post building forms a part of the broader 'Central Railway Station group' which is listed as an item of State heritage significance under the State Heritage Register. The building is also listed as an item of local significance under Schedule 5 of the Sydney LEP 2012, 'Former Parcels Post Office including retaining wall, early lamp post and building interior', Item 855. The Former Parcels Post building is a landmark building designed to be visually prominent in its surroundings. Having regard for this and its important aesthetic qualities and historic associations, it must be considered in a broader setting which includes Central Station and specifically the western forecourt and former Western Yard Precinct and the Devonshire Street Tunnel, as well as important civic space such as Railway Square.

The HIS prepared by Urbis (refer to Appendix C) undertakes a detailed assessment of the Indicative Reference Scheme for Block C underpinned by consideration of the Statement of Significance from the CMP 2013 and the NSW Heritage Manual 'Statement of Heritage Impacts'. To avoid any unacceptable impact to Block C's heritage setting, the HIS sets out the following recommendations for any future development:

- The future development proposal should be developed in consultation with relevant stakeholders, including Heritage NSW
- The future development proposal should be subject to a design excellence competition and must work within the proposed maximum envelope.
- Future proposals should have regard for the CMS (Urbis 2020). Modifications to the building are subject to heritage advice and the preparation of a formal Heritage Impact Statement to accompany a future Development Application.
- Future proposals should seek to allow for reinforcement and reinterpretation of, rather than wholesale demolition of the structural grid, allowing for reinterpretation of the original character and spatial qualities of the building. Advice of a structural engineer with experience in dealing with heritage sites, should be sought.
- Future detailed design should incorporate essential conservation works to be undertaken in accordance with specialist heritage advice.
- Increase public access to the former Parcels Post building, particularly to the former public facing ground floor.
- A view analysis should accompany any future Development Application. Any future development should not disrupt significant identified views, notably the visual connection between the site and Central Station, in particular the landmark clocktower, as well as having regard for Railway Square and ensemble of proximate heritage items.
- Future redevelopment allows for the renewal of the interior in a more sympathetic manner and allow for the original design intent of the interior to be interpreted. This

should seek to reinterpret known original finishes (in a contemporary form) as well as reinstate and interpret significant spaces and volumes.

- Any future adaptive reuse of the building must have regard for significant original fabric and the original character of the place and should be compatible with its conservation and heritage significance.
- Future proposals should seek to reconstruct or reinterpret lost or missing fabric, in accordance with documentation. Any identified intrusive elements should be removed and made good.
- Where possible, any alterations and /or additions to the eastern and southern façades should minimise intervention to original fabric. Any additions or redevelopment should allow the building to be read in the round as an independent structure and should allow the original form to be interpreted.
- A Heritage Interpretation Strategy should be submitted with the future Development Application for Block C. The Heritage Interpretation Strategy will detail how the heritage values of the place will be communicated to the public. This will include identifying themes and narratives for interpretation including Aboriginal and historic/ European themes, as well as identifying potential locations, media and content for interpretation. The Interpretation Strategy must be informed by, complement and build upon (but not duplicate) any precinct-wide strategy or initiatives, such as the Central Precinct Heritage Framework (TZG, 2018).
- Have regard to the setting of the heritage item, notably the rear yard and provide for the interpretation of the yard and connections to the adjacent inward parcels area.

In addition to the HIS, a Conservation Management Strategy (CMS) has been prepared by Urbis (refer to Appendix C) to set out a series of series of conservation principles that will inform any future proposal on Block C to ensure the significance of the site is retained in light of future major change. These principles will also help to inform a design competition to be undertaken prior to any future development application on Block C (in accordance with the City of Sydney and Government Architect NSW's Design Excellence Policies) to achieve a high level of design excellence for the site while enhancing and celebrating the site's history. This will also inform the preparation of a Conservation Management Plan to accompany a future Development Application for Block C.

The recommendations of the HIS and CMS are to be incorporated into the proposed planning process for Block C in the following ways:

- Informing the provisions contained in the Draft Design Guidelines for the Western Gateway sub-precinct (refer to Appendix A) to inform future development on Block C;
- Being a matter for consideration as part of a competitive design process to be undertaken for future development Block C; and
- Addressed as part of the preparation and assessment of a future detailed development application for Block C.

As such, the likely impacts to the heritage significance of the site and surrounding locality can be appropriately managed through the subsequent planning process and through the detailed design of the development.

7.9 Archaeology

An Aboriginal Objects Due Diligence Assessment and HIS have been prepared by Urbis (refer to Appendix C). The findings and recommendations of these reports are discussed in the sections below.

7.9.1 Non-Aboriginal archaeological assessment findings

The HIS prepared by Urbis (refer to Appendix C) concluded that due to significant development and disturbance archaeological potential for the subject area is considered to be low to moderate. However, areas with less disturbance and outside of major underground structures have still potential for the survival of archaeological resources.

Further investigation and preparation of a Historical Archaeological Assessment is therefore warranted to accompany future development application stage, to assess the potential and significance of any historical archaeological relics within the subject area.

7.9.2 Aboriginal archaeological assessment findings

The Aboriginal Objects Due Diligence investigates the presence or absence of Aboriginal object and/or places within the subject area, and whether the proposed development will have the potential to harm those Aboriginal objects that may exist, and inform any Aboriginal archaeological constraints to the proposal.

The investigation concluded:

- There are no registered Aboriginal objects and/or places located within or in close proximity of the subject area.
- The Subject Area is generally highly disturbed, with the removal of the upper part of natural soils for the subsurface structures relating to both the Devonshire Street Tunnel and the Adina Apartment Hotel (formerly the Parcels Post Office).
- The deeper, undisturbed soils under existing structures and below existing disturbance associated with historical land use has moderate archaeological potential regarding Aboriginal heritage objects.

Therefore, it is recommended that an Aboriginal Cultural Heritage Assessment (ACHA) be prepared at future development application stage and consultation with relevant Aboriginal stakeholders is carried out to investigate, assess and manage both tangible and intangible Aboriginal cultural heritage resources within the subject area.

Consultation with the Registered Aboriginal Parties (RAPs) prior to the submission of the future development application would also inform any opportunities for interpretation of tangible and/or intangible Aboriginal cultural heritage values.

Given the above, the Archaeological Assessments conclude that future redevelopment within Block C is unlikely to impact on Aboriginal or non-Aboriginal sites or objects if the recommendations are adopted.

7.10 Sustainability

An Environmentally Sustainability Development (ESD) Statement has been prepared by Atelier Ten in relation to Block C (refer to Appendix C). This report set out a high-level

sustainability strategy for future development at Block C, including a range of possible sustainability measures and initiatives.

TOGA (proponents of Block C) is committed to setting and meeting the sustainability aspirations for the Western Gateway sub-precinct. Sustainability initiatives will form part of the design development and competitors of the competitive design process will have access to lead sustainability consultants to inform and guide the detailed building design. This will ensure any future development within the Western Gateway sub-precinct will support the draft Central Precinct Strategic Framework's planning principles for sustainability, specifically:

- to ensure a whole-of-life approach to sustainability in all use and development
- to ensure resource efficiency contributes to net zero emissions by 2050.

The Western Gateway Design Guide requires new development to incorporate best practice sustainability and environmental performance measures and initiatives for individual blocks and the broader sub-precinct. Specifically, all detailed Development Applications within the Western Gateway sub-precinct are required to be accompanied by a combined ESD strategy that demonstrates how the following minimum ESD standards will be achieved:

- 5.5-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-star NABERS Water rating for commercial uses,
- 4-star NABERS Water rating for hotel uses,
- Silver core and shell WELL rating (or equivalent industry standard) for commercial uses,
- 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).

The specific sustainability initiatives and performance for Block C will be detailed as part of any future detailed Development Application.

7.11 Design Excellence

To ensure the achievement of design excellence for development on Block C, the existing design guidance requiring a competitive design process to be undertaken in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy will apply.

New buildings on Block C will be required to demonstrate and achieve design excellence through one of the following means:

- undertaking and completing a competitive design process in accordance with the City of Sydney's Competitive Design Policy, or
- undertaking and completing a design excellence process that has been agreed with the NSW Government Architect.

The above competitive design processes would be undertaken prior to lodgement of any future detailed development application. This will ensure an outcome consistent with the draft Central Precinct Strategic Framework and adopted policies of the NSW Government and the City of Sydney.

7.12 Traffic and Transport

A Transport Assessment has been prepared by GTA Consultants in relation to Block C to review the relevant background information to transport and traffic configuration and impacts on the surrounding movement network. A summary of their assessment is provided below, with the full analysis provided in the accompanying technical information pack at Appendix C.

7.12.1 Vehicle access

To support the vision to pedestrianise Ambulance Avenue creating a western walk as per the Western Gateway Public Domain Strategy (submitted as part of the Western Gateway Rezoning Proposal 'Stage 1'), vehicular access to Block C is proposed to be reconfigured to be via a shared access point and driveway from Block B to an integrated basement for the Western Gateway sub-precinct. The Right-turn entry to the Block B driveway is facilitated by a short right turn bay at the head of the right turn bus bay into the bus layover facility as shown in Figure 47. It is proposed that this location and driveway entry will continue to service the Western Gateway sub-precinct in the future.

The permanent access arrangement for Block C would be provided upon completion of an integrated basement as part of the redevelopment of Block B, including a single vehicle access point at the southern end of Lee Street.



Figure 47. Proposed access arrangements

Source: Western Gateway Design Guide (V4)

Intermediate access arrangements for Block C

Prior to an integrated basement being delivered as part of the redevelopment of Block B, access to Block C will remain via the existing driveway located off Lee Street at Upper Carriage Lane (existing access point to YHA).

The existing ramp would be re-designed to grade down from Lee Street and provide access to the existing Adina Hotel car park (Level B1) and the Atlassian loading dock (Level B2). Ambulance Avenue would cease to function as the access point for the Adina Hotel – with all vehicle access (including taxis / drop off) via the new Lee Street driveway.

It should be noted that in the unlikely event that the integrated basement option (permanent access solution) does not proceed, the temporary solution has the ability to accommodate expected traffic movements for the Block C based on the proposed reference scheme.

7.12.2 Servicing

Servicing of the Western Gateway sub-precinct is proposed to be facilitated through the provision of a centralised distribution centre within the integrated basement. The proposal for Block C incorporates separate basement car parking and loading dock. The loading

dock would allow for up to three service vehicles with all vehicles able to enter and exit in a forward direction with use of a turntable.

The indicative loading dock suggests that at least three service vehicles could be accommodated at any one time. Based on an average stay of 20 to 30 minutes, the site could accommodate up to nine service vehicles in any hour.

The proposed loading and servicing arrangements will be further detailed as part of a future Development Application for Block C.

7.12.3 Car parking

The proposal for Block C indicates that it could provide the following:

- 86 car spaces (maximum)
- four accessible car spaces
- seven motorcycle spaces
- three car share spaces.

The proposal will be capable of accommodating the maximum number of car spaces across two basement levels. There is opportunity to relocate some car parking area in the basement levels for other facilities (i.e. end of trip or services) to achieve a supply less than the maximum LEP 2012 requirement.

It is noted that future car parking provision will be assessed in further detail at the development application stage.

7.12.4 Trip generation

To estimate the likely trip generation of the proposal, a theoretical population has been calculated based on the following assumptions:

- Commercial - one person per 10 square metres GFA, equating to 2,800 people.
- Retail – one person per 25 sqm GFA, equating to 120 people.
- Hotel – 170 staff and 1.5 visitors per key, equating to 520 people.

Based on the above, the anticipated weekday peak hour trips by the theoretical peak population has been estimated based on the indicative reference scheme for Block C in Table 6.

Table 6. Total trips generated by Block C

Trip Mode	Future trips generated by Block C proposal
Train / Metro	685
Bus	228
Ferry / Light Rail	23
Car, as driver	57

Trip Mode	Future trips generated by Block C proposal
Car, as passenger	28
Bicycle	23
Walked only	91
Other	6
Total	1,140

Based on the above, the anticipated traffic generated by the Block C proposal is not expected to materially affect the function or safety of the surrounding road network. With up to 80 on-site parking spaces, it is anticipated that between 32 and 37 of the 57 estimated drivers (55 to 65 per cent) would park in the basement car park. Other drivers would likely use the on-site set-down/ pick-up facilities, or parking off-site dispersed across a number of neighbouring public car parking lots in the Haymarket area, and would therefore not adversely impact the road network surrounding the Western Gateway sub-precinct.

7.12.5 Bicycle access and parking

End of trip facilities and bicycle parking will be provided on Block C for employees and visitors of the new development in accordance with the City of Sydney standards. This is anticipated to require:

- 246 bicycle spaces for staff
- 92 spaces for visitors
- 338 lockers and 35 showers and change room facilities.

Future bicycle parking and associated end of trip facilities are capable of being provided within a basement level and in strategically positioned small clusters throughout the public domain for short-term users. The specific allocation and location of bicycle parking and access arrangements will be addressed as part of the future detailed development application(s).

7.12.6 Summary

The Transport Assessment undertaken for Block C has demonstrated that the anticipated traffic generation, parking, servicing and access requirements can be readily accommodated on Block C of the Western Gateway sub-precinct.

Based on the overall trip generation of the proposal, it is anticipated that Block C will have a negligible traffic impact on the road network. With significant expansion of rail service anticipated through the delivery of the Sydney Metro, the anticipated use of train, light rail and buses services by the future population of the proposed development is not expected to result in noticeable impacts to the public transport system.

Further information regarding traffic generation, parking, servicing and access requirements of the individual proposals for the Western Gateway sub-precinct will be submitted in future applications for the Western Gateway sub-precinct.

7.13 Wind Impact

A wind assessment (Appendix C) has been prepared by RWDI to inform the proposed building envelopes and future planning controls for Block C. The wind assessment includes recommended wind criteria in accordance with the Central Sydney Planning Strategy 2016-2036 to be achieved for future development within the Western Gateway sub-precinct.

Existing conditions

The existing conditions of the Western Gateway sub-precinct (including the winning competitive design scheme for Block A and the reference design massing for Block B) generally satisfy standing and walking conditions. There are only two locations within the Western Gateway sub-precinct and Western Forecourt of Central Station that currently experience a wind condition that passes the relevant sitting criteria.

However, a number of (17) locations currently exceed the Wind Safety Standard criteria (as described by the Draft Central Sydney Planning Strategy). These areas include along Lee Street, within the Western Forecourt of Central Station, the north-south link, and the future stairway connection to the future OSD prior to the inclusion of the proposed development massing (refer to Figure 49).

Proposed conditions

When including the proposed development massing for Block C, in many instances the wind environment is improved across the Western Gateway sub-precinct and the adjacent Western Forecourt area refer to Figure 48 and Figure 49). Specifically, it is noted:

- The number of locations which exceed the safety limit criteria are reduced (down to 14 from 17), resulting in an improved wind environment in these locations.
- There is a net improvement to the wind conditions for nine (9) locations within the sub-precinct with the inclusion of the proposal on Block C. The inclusion of the proposed massing was found to mitigate the following locations:
 - All locations within the Western Forecourt area;
 - The western corner of the heritage hotel; and
 - Two locations within the north-south link.
- Remaining locations were noted to not be affected by the subject development as they were governed by the existing conditions.
- An additional four (4) locations within the Western Forecourt of Central Station (the general location of the Sydney's future third square) are noted to change from achieving a standing criterion to a sitting criterion, demonstrating an improved wind environment in these locations.
- An additional two (2) locations within Henry Deane Plaza, and five (5) locations to the north of the site in the location of the future Third Square are noted to change from achieving a standing criterion to a sitting criterion, demonstrating an improved wind environment in these locations.

Under the proposed conditions, it is noted that five (5) locations (Locations 9, 10, 13, 14 & 25) which previously met the safety limit will have a reduced amenity as a result of the proposal. Two of these locations are within the north-south link, two immediately to the

south of the proposed building envelope, and one at the upper level OSD link. These exceedances are largely resulting from southern winds being funnelled between Block A and Block B and then interacting with the proposed massing. To mitigate this impact, the following measures were recommended:

- The inclusion of horizontal articulation in the Block C built form at the lower levels along the eastern aspect of the development should be considered and is expected to assist in mitigating this noted downwash effect. It is further noted that Block B in the publicly exhibited Environmental Wind Assessment report dated 10 October 2019 (ARUP) may include a temporary roof structure over the Devonshire stairs (leading to the OSD) which if implemented could resolve the wind conditions in this area.
- That façade elements be included along the eastern and southern aspects of the Block C massing along the north-south link to capture downwashed winds between the Block A and Block B massing. It will be important that these elements be developed with an understanding of the mitigation measure required for the Devonshire Street Stairway noted above to ensure a holistic solution.

It is noted that through the finalisation of the Draft Design Guide for the Western Gateway sub-precinct, updated locational criteria and mapping for wind impacts in the sub-precinct will be incorporated as during the Response to Submissions process once further resolution on the future development of Blocks A and B are known.

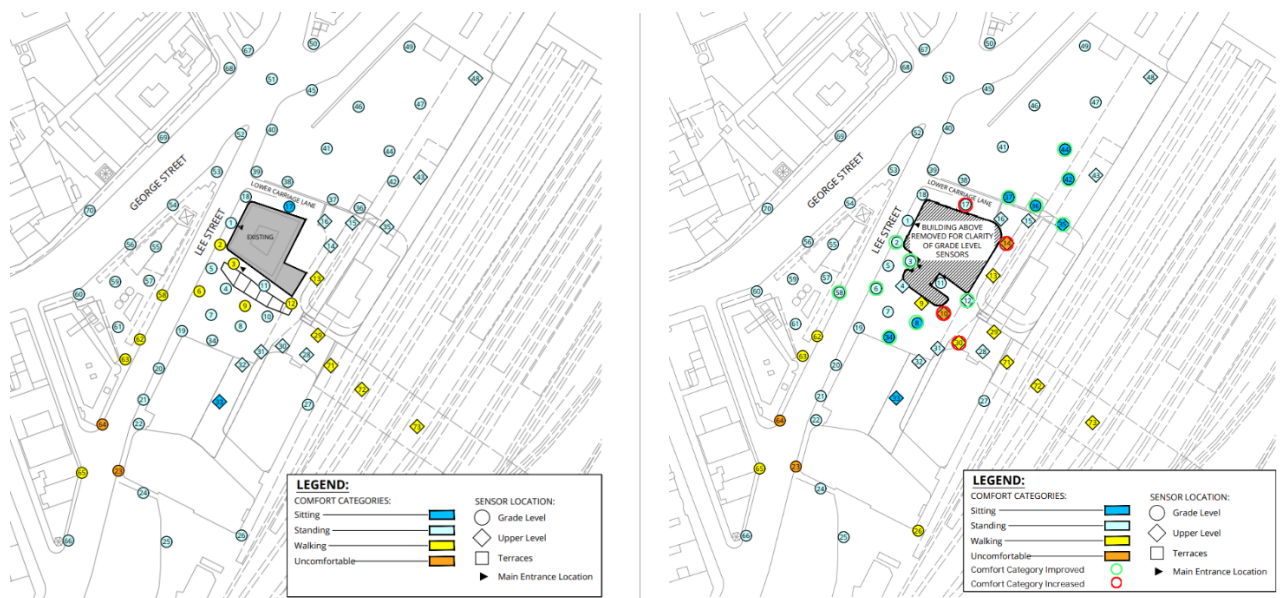


Figure 48. Pedestrian Wind Comfort Conditions (Left: Existing; Right: Proposed)

Source: RWDI, 2020

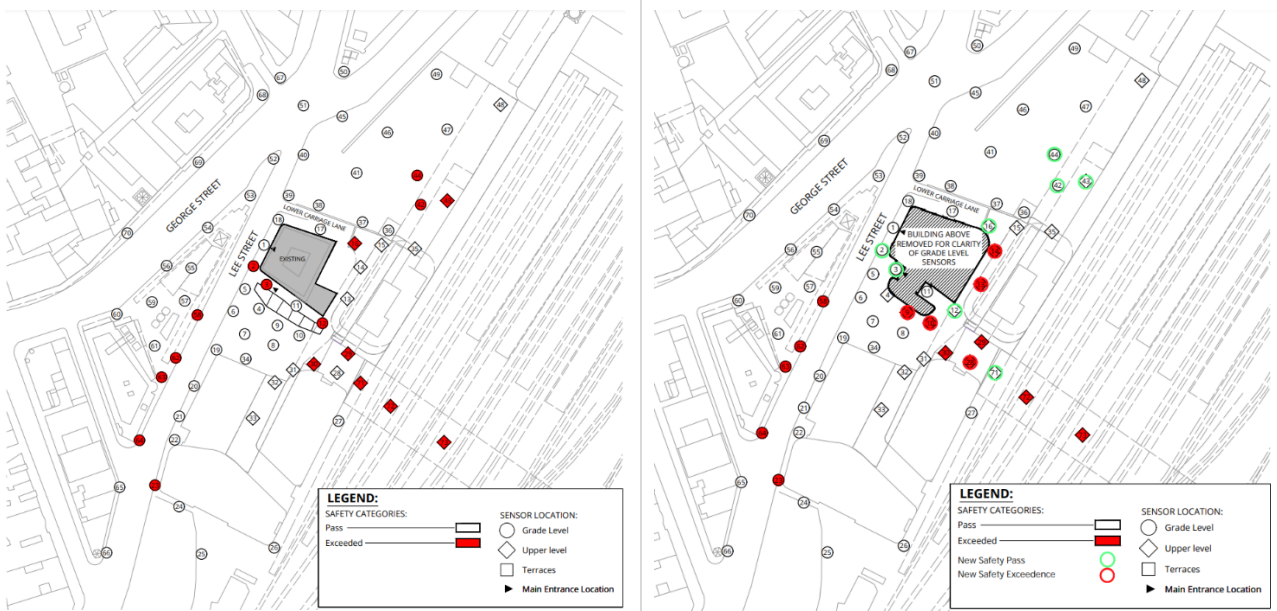


Figure 49. Pedestrian Wind Safety Conditions (Left: Existing; Right: Proposed)

Source: RWDI, 2020

7.13.1 Summary

In conclusion the presence of the development was noted to generally improve wind conditions of the precinct with additional areas noted to now satisfy the standing criteria when the proposed built form is included within the model. Wind conditions within the Western Forecourt at Central Station notably improve with the inclusion of the proposed development. Generally, conditions will still satisfy the standing or walking criteria throughout the precinct following development of the proposal.

The proposed Western Gateway Design Guide (in its final form) will include locational criteria and mapping for wind impacts in the sub-precinct, whilst also requiring a detailed quantitative wind effects report to be submitted with any future development application for new buildings in the Western Gateway sub-precinct. This will be required to demonstrate that the detailed design of any proposed development:

- does not increase wind impacts felt by pedestrians on the ground plane of the Western Gateway that would exceed the Wind Safety Standard and the Wind Comfort Standards for Walking; and
- has taken all reasonable steps to minimise wind impacts and create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing, for the relevant uses.

Compliance with the relevant wind criteria will be demonstrated within the future detailed Development Application for Block C. However, based on the wind tunnel assessment completed to date to support this rezoning proposal for Block C and the adoption of mitigation measures, a safe and comfortable ground plane is capable of being delivered on the Block C, enabling the desired activation and amenity.

7.14 Airspace Operations

An Aeronautical Impact Assessment has been undertaken by Strategic Airspace in relation to Block C (refer to Appendix C). The assessment has reviewed relevant background information to understand the potential implications of the proposed built form for Block C on both existing and future operations of Sydney's Kingsford Smith Airport.

Based on the Aeronautical Impact Assessment, the Obstacle Limitation Surface (OLS) height limit for Block C ranges between 143.8-146.0 metres AHD. The maximum OLS height is not of particular relevance in this instance, given the geographical distance of the Western Gateway sub-precinct (including Block C) from the approach and take-off areas for all runways at Sydney Airport. Accordingly, a breach of this height will not be problematic.

The radar terrain chart clearance (RTCC) height limit for Block C is 243.84 metres AHD. A clearance margin between 30.64 - 51.42 metres above the proposed envelope is considered sufficient space for cranes that would ultimately be required for construction.

The Procedures for Air Navigation Services – Aircraft Operations (PANS OPS) height limits for the precision approach to RWY34R (a missed approach surface) and the Omnidirectional Departure from RWY34R is approximately 279 metres AHD. All other PANS-OPS surfaces which overlay Block C are higher.

In addition to the airspace operation surface limits discussed above, Block C is also affected by the Prince Alfred Park sun access plane ranging between 213.2 metres AHD and 205.8 metres AHD. The sun access plane sits above the maximum OLS height but well below the maximum radar terrain clearance height and defines the maximum building envelope height in this instance.

Given the above, the overall proposal for Block C will not have any adverse impact on the existing or proposed future airspace operations. Necessary 'controlled activity' approvals may be obtained with any future applications to vary the OLS height limit.

7.15 Flooding and stormwater

A Civil Report has been prepared Stantec (refer to Appendix C) which details existing flood conditions and stormwater management requirements for Block C.

Block C is located within the Darling Harbour catchment. Flows from this catchment are conveyed in a north westerly direction towards the harbour located to the north west of the block. Modelling of the flood impacts through this catchment has been undertaken and recorded in the Darling Harbour Catchment Flood Study prepared by BMT WBM for City of Sydney Council.

The flood mapping suggests that during a 100-year flood event water would be trapped and stored on the site until such time as the in ground drainage can convey the flood water from the site. The flood storage capacity of Block C will need to be managed as part of the detailed design of the proposal to avoid any adverse flood impacts to upstream and downstream properties.

The habitable floor level freeboard requirements for commercial uses on the ground floor (above the 100-year flood level) is RL13.83m AHD. The proposed floor levels of ground level building entrances of the indicative reference scheme are all above the 100-year flood level, ranging between RL16.79m to RL17.6m AHD.

Notwithstanding above, the draft Western Gateway Design Guide (refer to Appendix A) requires that an Integrated Water Management Strategy is prepared as part of any future Development Application in the Western Gateway sub-precinct. This will ensure any future development on Block C will be designed to maximise water efficiency and improve stormwater quality flowing into waterways, while managing and mitigating any flood risk that could exacerbate the potential for flood damage or hazard to development and to the public realm.

7.16 Geotech and contamination

A Geotechnical Assessment and Phase 1 Preliminary Site Investigation (PSI) has been prepared for Block C which is included at Appendix C. Due to the proximity of the site to Central Station and historic and likely future uses on the site, the site is considered to pose a moderate risk of contamination, to be confirmed through detailed assessment and testing.

As part of a future development application for Block C, the PSI recommends:

- a pre-demolition hazardous building material survey is conducted prior to the demolition of existing structures; and
- an intrusive soil and ground water investigation should be conducted to assess the potential for contamination at the site.

The site has a low probability of acid sulfate soils as per the findings of the PSI. Planning for low probability acid sulfate soils can be undertaken through a typical development application process.

7.17 Services infrastructure

A Services Infrastructure Statement has been prepared for Block C which is included at Appendix C. As outlined within the Services Infrastructure Statement, existing services surrounding the Block C can either support the proposed development or can be readily augmented to support the proposal.

The proposal does rely upon the coordination of adjacent landowners to deliver an integrated basement to accommodate car parking, service parking spaces, and basement services for the proposal for Block C. A coordinated basement car park has been designed within the reference scheme as the 'ultimate' scenario when all Blocks within the Western Gateway sub-precinct are redeveloped.

7.18 Infrastructure contributions

The Western Gateway sub-precinct (including Block C) has been identified by the Minister as being appropriate for early assessment and consideration in advance of the broader Central Precinct Renewal Program.

The proposal for Block C will be making a significant contribution to the Western Gateway sub-precinct through a package of public works which will provide a pivotal catalyst function in delivering the NSW Government's strategic planning outcomes for the Central Precinct. These public works will include:

- delivery of improved public open space to increase pedestrian capacity and accommodate the substantial forecast increase in commuters and other public transport users moving through the Western Gateway sub-precinct to the southern part of the CBD and surrounding areas.
- delivery of a future integrated basement in conjunction with Block B to consolidate multiple vehicular access points throughout the Western Gateway sub-precinct and provide greater pedestrian connection and activation along the northern frontage of the former Parcel Post building and interface with Sydney's future third square.
- an additional east-west and north-south pedestrian connections within the Western Gateway sub-precinct, including covered walkways, quality retail offering and landscaping to encourage people to dwell, as well as move through the precinct.

The above public works for Block C will be formalised as works in kind through a Project Delivery Agreement with the NSW Government. In addition to these works in kind, future development on Block C will commit to paying monetary contributions to the City of Sydney in accordance with the current Section 61 Contributions Plan and delivering public art as part of any future development consent. This is consistent with the approach taken for Blocks A and B.

In relation to State infrastructure, delivering the integrated distribution basement as part of the development of the Western Gateway sub-precinct enables coordination of strategic innovation and tech uses hand-in-hand with State and local government infrastructure investment within the Central Precinct. Importantly, it will complement and support the State Government's significant investment in new public transport infrastructure, additional pedestrian capacity, open space and public domain within the Western Gateway sub-precinct and across Central Precinct more broadly. This piece of infrastructure will also be fundamental to the success of the broader Central Precinct Renewal Program, and in particular it will enact as an enabler for future over station development.

Notwithstanding the above, an infrastructure needs assessment will be undertaken to develop a contributions framework and infrastructure schedule as part of Stage 2 of the SSP Study for the broader Central Precinct. This will take into consideration the anticipated need for local infrastructure (e.g. open space, community facilities, libraries, childcare, cycling facilities etc.) and State and regional infrastructure needs (e.g. public transport, health facilities, emergency services, education etc.) for the entire Central Precinct (including the Western Gateway sub-precinct) to ensure a holistic approach is undertaken with regard to infrastructure delivery.

7.19 Sub-precinct analysis

To fulfil the requirements set out for this SEPP Report, a cumulative analysis of the impacts of Blocks A, B and C has been undertaken to resolve any outstanding issues around the delivery of the public realm, publicly accessible private open space and the sub-precincts integration with the plans for a Central square at the Western Forecourt and Railway Square.

As part of the preparation of the proposal for Block C, the supporting technical studies have considered the cumulative impact of the development proposals for Blocks A, B and C, where appropriate, to inform a sub-precinct analysis. This has included matters relating to:

- Urban design

- Public realm
- Wind
- View impacts
- Overshadowing
- Traffic and transport
- Economic benefits
- Heritage
- Sustainability

An analysis of the above matters at a sub-precinct level is provided below.

View analysis

A Visual Impact Assessment has been prepared by Urbis (refer to Appendix C) which provides an assessment of the extent and significance of the likely visual changes from the proposal (refer to Section 7.7 for further detail). Importantly, the photomontages of the building envelope proposed for Block C include the approved building envelopes across the remainder of the Western Gateway sub-precinct and are considered as part of the assessment.

As a result of the proposed Western Gateway sub-precinct development, and for future OSD development at Central Station, the views and character of Railway Square and the locality are intended to change. Change in the character of the locality is also expected within the relevant strategic plans which anticipates significant increases in built form in the locality to accommodate the future technology and innovation hub.

The additional built form will include views of the approved envelopes for Blocks A and B, which represents a significant increase in density. As illustrated by the photomontages (refer to Appendix C), the proposed building on Block C will be read within the context of the approved building envelopes for Blocks A and B. Notably the additional massing proposed on Block C has acceptable visual impact when viewed in the context of the endorsed building mass for Blocks A and B, particularly when viewed from Broadway, George Street, and Devonshire Street. The proposed tower also provides for a consistent backdrop for the Western Forecourt when viewed together with the endorsed massing on Block A, which will become the new Atlassian tower global headquarters. Importantly it is noted that the proposed tower provides an appropriate southern interface to the future plaza and does not result in a form that is incongruous with the adjacent Atlassian tower.

Wind

A Wind Assessment (Appendix C) has been prepared by RWDI to inform the proposed building envelopes and future planning controls for Block C. To assess the wind environment around the proposed development for Block C, the wind tunnel modelling included all relevant surrounding buildings and topography within an approximately 360m radius of the study site. Importantly, this included the winning competitive design scheme for Block A and the reference design massing for Block B (in line with the wind tunnel testing approach used for Blocks A and B as part of the Western Gateway Rezoning Proposal 'Stage 1').

It is noted that the inclusion of the proposal for Block C generally improved wind conditions of the precinct with additional areas noted to now satisfy the standing criteria when the proposed built form is included within the model. Wind conditions within the Western Forecourt at Central Station notably improve with the inclusion of the proposed development at Block C. Generally, conditions will still satisfy the standing or walking criteria throughout the precinct following development of the proposal.

However, it is noted that five locations (Locations 9, 10, 13, 14 & 25) which previously met the safety limit will have a reduced amenity as a result of the proposal. Two of these locations are within the north-south link, two immediately to the south of the proposed building envelope, and one at the upper level OSD link. These exceedances are largely resulting from southern winds being funnelled between Block A and Block B and then interacting with the proposed massing. To mitigate this impact, the following measures were recommended:

- The inclusion of horizontal articulation in the Block C built form at the lower levels along the eastern aspect of the development should be considered and is expected to assist in mitigating this noted downwash effect. It is further noted that Block B in the publicly exhibited Environmental Wind Assessment report dated 10 October 2019 (ARUP) may include a temporary roof structure over the Devonshire stairs (leading to the OSD) which if implemented could resolve the wind conditions in this area.
- That façade elements be included along the eastern and southern aspects of the Block C massing along the north-south link to capture downwashed winds between the Block A and Block B massing. It will be important that these elements be developed with an understanding of the mitigation measure required for the Devonshire Street Stairway noted above to ensure a holistic solution.

As part of the finalisation of the Draft Western Gateway Design Guide, updated locational criteria and mapping for wind impacts in the sub-precinct will be incorporated as during the Response to Submissions process once further resolution on the future development of Blocks A and B are known. This will also require a detailed quantitative wind effects report to be submitted with any future development application for new buildings in the Western Gateway sub-precinct.

Compliance with the relevant wind criteria will be demonstrated within the future detailed SSD DA for Block C. However, based on the wind tunnel assessment completed to date to support this rezoning proposal for Block C and the adoption of mitigation measures, a safe and comfortable ground plane is capable of being delivered on the Block C, enabling the desired activation and amenity.

Solar impacts

FJMT Studio have undertaken a detailed analysis of the solar access plane as it applies to Block C and the resulting shadow that is cast by the indicative reference scheme at 21 June (refer to Appendix C). The shadow diagrams illustrate the cumulative shadow cast by the indicative reference scheme for Block C and the approved building envelopes for Block A and Block B, to provide a realistic view of additional shadow cast as a result of the Western Gateway sub-precinct.

Additional shadow will be cast as a result of the proposed reference scheme, however the majority of shadow cast from after 9:00am falls on areas already experiencing overshadowing as a result of existing or future development (i.e. proposals for Blocks A and B). Importantly, the analysis confirms that the proposal for Block C will not result in additional overshadowing to Prince Alfred Park on 21 June between 10am and 2pm.

Public realm

A Public Domain Strategy was submitted as part of the Western Gateway Rezoning Proposal 'Stage 1', which provided a holistic overview of the public realm aspirations for the Western Gateway sub-precinct (including for Block C) (further described in Section 5.2.1). The Public Domain Strategy will align with the objectives and guidelines set out within the draft Western Gateway Design Guide and will guide the future design of the public realm within the Western Gateway sub-precinct and its integration with the plans for a Central square at the Western Forecourt and Railway Square. This has been prepared in consultation with key stakeholders, including the proponents for Blocks A, B and C to ensure that future redevelopment of the sub-precinct is supported by a high quality, activated public domain that creates opportunities for conversation and collaboration, transit and relaxation.

To ensure the principles and guidelines of the Public Domain Strategy and Design Guideline are met, a detailed public realm plan will be required as part of any future development application in the Western Gateway sub-precinct (including Block C) to demonstrate how each proposal has been designed to deliver a high quality, co-ordinated public realm.

It is reiterated that recommendations were made by the Project Review Panel during the assessment of the Western Gateway Rezoning Proposal 'Stage 1', which required further analysis and refinements to the Western Gateway Public Domain Strategy. The Public Domain Strategy has yet to be adopted and is currently undergoing a separate finalisation process. Any revision made to the Public Domain Strategy arising from the finalisation process for 'Stage 1' is intended to be captured as part of the response to submissions process for the Block C Rezoning Proposal. It will be at this stage where a master draft version of the Western Gateway Public Domain Strategy holistically reflecting the proposals for Block A, B and C will be submitted to support the Block C Rezoning Proposal.

Traffic and transport

A Transport Assessment has been prepared by GTA Consultants to assess the transport and traffic configuration and impacts of the proposal on the surrounding movement network (refer to Appendix C). As the site forms part of the future Central Precinct Western Gateway sub-precinct, consideration has also been given to the likely traffic generating characteristics of the future redevelopment of Blocks A and B to understand the cumulative traffic generation.

The cumulative analysis suggests that the Western Gateway sub-precinct could generate about 410 to 420 vehicle trips during any weekday peak hour. This comprises about 140 trips that enter or exit the consolidated basement and about 270 trips being set-down or picked-up, or parking off-site. Overall, this is considered a modest increase in vehicle trips associated with all three blocks in the sub-precinct (and other trips associated with the consolidated distribution centre) and is not expected to present a significant impact to traffic in the local area nor the operation of the key surrounding intersections.

Based on the above, the anticipated traffic generated by the proposal and the broader precinct is not expected to materially affect the function or safety of the surrounding road network.

Urban design

An Urban Design Study has been prepared by FJMT Studio in relation to the Block C proposal (refer to Appendix C). This report sets out the urban design strategy and approach for future development within Block C.

As highlighted in Section 7.4, the Indicative Reference Scheme for Block C has been the subject of an iterative design review process by the State Design Review Panel, who have provided feedback and direction in helping to formulate the concept and building envelope in preparation for the future detailed development design. Accordingly, a series of built form principles were used to shape the proposed building envelope for Block C and were developed with the intention of achieving an appropriate response to feedback provided from the State Design Review Panel. Importantly, the approved building envelopes for Block A and B have been considered throughout the design development process for Block C to ensure the proposed indicative reference scheme responds to the future built form setting within the broader Western Gateway sub-precinct.

Economic benefit

The Western Gateway sub-precinct is strategically located at the southern end of Central Sydney, and forms part of the NSW Government’s vision for Tech Central extending from Central to Eveleigh. The NSW Government’s vision for Tech Central is a place where ambitious start-ups, world class universities and research institutions, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world and support the jobs of the future. It is anticipated that Tech Central will create an additional 25,000 jobs in the industry, and in doing so it is aimed at cementing Sydney’s reputation as the innovation capital of Australia.

The Western Gateway sub-precinct has the potential to be the first step in the creation of a thriving city hub for technology and businesses. In particular, the sub-precinct will deliver a large proportion of the targeted jobs growth in Tech Central, with over 16,500 direct jobs and 8,661 indirect jobs accommodated that will contribute over \$3.7 billion gross value add to the economy (refer to Table 7).

The proposal for Block C supports the intended outcome for the Western Gateway sub-precinct, delivering significant economic benefits to the region and the State based on its substantial financial investment, long-term employment generation and catalytic effect to realise the economic objectives for the Western Gateway sub-precinct and broader Tech Central.

Table 7. Economic benefit of the Western Gateway sub-precinct

Western Gateway sub-precinct block	Direct jobs	Indirect jobs	Gross value added (GVA)
Block A	4,032	2,804	\$1.09 billion
Block B	11,084	5,006	\$2.27 billion
Block C	1,546	851	\$348 million
Total	16,662	8,661	\$3.71 billion

Source: EY & Urbis

Heritage

It is acknowledged that the setting of the Parcels Post building will be irrevocably altered in conjunction with the cumulative development of the Western Gateway sub-precinct, however its historical associations and visual connections will remain apparent and are able to be interpreted. As part of the assessment of the Western Gateway Rezoning Proposal ‘Stage 1’, heritage impact statements were submitted to assess the potential impacts on the Parcels Post building as result of future development on the Western Gateway sub-precinct. These assessments generally found that while the prominence of

the Parcels Post would be reduced by larger taller buildings adjacent to it, these impacts were able to be mitigated by siting, massing, materials and articulation in accordance with the proposed heritage guidelines of the amended draft Western Gateway Design Guide (V4).

The proposal for Block C has been informed by extensive consultation with the SDRP, Heritage Council of NSW and DPIE, which have sought to mitigate impacts of scale by modulating the indicative tower form for Block C. Such mitigation measures may include (but not limited to) consideration of setbacks and modulation of the tower form within the envelope, façade design, materiality, interface to new tower cores, structural solutions and works to the ground plane. Notably, these mitigation measures align with the findings of the heritage impact statements undertaken as part of the Western Gateway Rezoning Proposal 'Stage 1', ensuring a consistent approach managing any heritage impact on the Parcel Posts building.

The Block C proposal as part of the broader development of the Western Gateway sub-precinct presents opportunities for conservation, improved activation and interpretation of the Parcels Post building and the broader precincts significant cultural heritage values. Notably, this opportunity exists as part of the delivery of improvements to the public realm, which will be supported by the future Public Domain Strategy for the Western Gateway sub-precinct. This strategy will define a unified approach to the public realm of the sub-precinct which will outline opportunities to convey heritage interpretation to inform the public of the unique heritage and cultural values of the area.

Alignment with the broader Central Precinct

To appropriately respond to heritage matters more broadly in the Central Precinct there will be a need to ensure consistency between the proposals for the Western Gateway sub-precinct and the forthcoming investigations for the broader Central Precinct as part of Stage 2 of the SSP Study in regard to heritage management and heritage interpretation.

The Central Precinct Heritage Framework (TZG, 2018) establishes an overarching heritage vision and a series of specific heritage objectives and policies for the Central Precinct. This is intended to inform the future studies to be undertaken during Stage 2 of the SSP Study for the Central Precinct, including:

- a Central Precinct Heritage Interpretation Strategy
- a Central Precinct Aboriginal Heritage Study
- a Central Precinct Non-Aboriginal Heritage Study
- updates to the Central Station Conservation Management Plan (2013).

The Central Precinct Heritage Framework (TZG, 2018) will also inform future heritage studies undertaken to support any future development application(s) within the Western Gateway sub-precinct to ensure any future development in the Western Gateway broadly aligns with the framework's vision, objectives and policies for the Central Precinct. Such heritage studies will include Conservation Management Plans, Heritage Impact Statement and Heritage Interpretation Strategies.

Table 8 below outlines the heritage studies to be undertaken as part of Stage 2 of the SSP Study for the Central Precinct, including their purpose and scope. Preparation of these in combination with the more site-specific Heritage Impact Statement, Conservation Management Plan and Heritage Interpretation Strategy will ensure that heritage matters will be appropriately considered and addressed as part of the future redevelopment of the Western Gateway sub-precinct.

Table 8. Heritage reporting to be undertaken for Stage 2 of the SSP Study for the Central Precinct

Document	Purpose	Scope
Central Precinct Heritage Framework (2018) update	Establishes a heritage vision and a series of specific heritage objectives, policies and assessment criteria that articulate the requirement and the methodology for which future development will be assessed as having achieving those outcomes.	<ul style="list-style-type: none"> Update to references recent development around central station which have impacted heritage values around Central Precinct. This will guide the future update of the Central Station Conservation Management Plan.
Central Precinct Heritage Interpretation Strategy	A cohesive strategy that integrates interpretation across the whole precinct with linked themes.	<ul style="list-style-type: none"> Brings together all Western Gateway proposals with the broader SSP precinct. Includes themes around Aboriginal cultural value
Central Precinct Aboriginal Heritage Study	Assessment of the likely impacts to Aboriginal heritage values resulting from the proposal including archaeology and cultural heritage	<ul style="list-style-type: none"> Provides recommendations to guide the management of Aboriginal archaeology and cultural values Includes results of consultation with relevant Aboriginal stakeholders and knowledge holders Informs and supports the preparation of the precinct planning framework, including recommended development control provisions for any future design guideline
Central Precinct Non-Aboriginal Heritage Study	Assessment of the likely impacts to non-Aboriginal heritage values resulting from the proposal including archaeology and built heritage	<ul style="list-style-type: none"> Includes a heritage assessment of the items and elements within and surrounding the study area, including significant view lines Includes assessment of the potential for, and significance of, non-Aboriginal archaeology for the precinct Integrates with the view and visual assessment Informs and supports preparation of the planning framework provisions for the precinct (including recommended development control provisions for any future design guideline
Central Station Conservation Management Plan (2013) update	Provides direction for the conservation of the cultural heritage values of Central Station while facilitating the ongoing functional use of the Central Station site and its future development	<ul style="list-style-type: none"> Existing CMP to be updated to reflect recent changes in and around Central Station as a result of recent projects.

Sustainability

The Western Gateway sub-precinct will be a resilient and sustainable urban renewal project and a leading example of best practice sustainability and environmental performance. The proposal for Block C will support this outcome, committing to the same

sustainability targets for Blocks A and B, as outlined in the draft Western Gateway Design Guide (V4). This will specifically meet the following:

- 5.5-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-star NABERS Water rating for commercial uses
- 4-star NABERS Water rating for hotel uses
- Silver core and shell WELL rating (or equivalent industry standard) for commercial uses
- 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)
- Incorporate sustainability measures and initiatives that contribute to achieving net zero emissions by being highly efficient and maximising on-site renewal energy generation.
- Be designed to incorporate suitable self-shading elements to minimise undesirable solar gain and improve the passive sustainability performance of buildings.
- Apply the principles of biophilia in design, such as incorporating green walls and roofs.
- Consider Urban Green Cover in NSW Technical Guidelines (OEH, 2015) ND Greener Places (OGA).

This will set a holistic approach to sustainability and environmental performance for future buildings within the Western Gateway sub-precinct, and will set a leading example for the proposed renewal of the broader Central Precinct.

8 Next Steps

8.1 Minister's consideration

Following exhibition of the draft SEPP amendment, the NSW Department of Planning, Industry and Environment will consider all relevant planning matters as part of its assessment. Once finalised, a recommendation on the proposal will be forwarded to the Minister for Planning and Public Spaces for decision.

Following any approval by the Minister, amendments would need to be made to the Sydney LEP 2012.

Any approval and publication of the new planning controls would enable lodgement of Development Application's under the new controls with the Department of Planning, Industry and Environment, with any applications to be determined by the Minister for Planning and Public Spaces or the Independent Planning Commission.

8.2 Key Actions

The following table provides an overview of the next key actions that will be undertaken to finalise the proposed plan:

Action	Comment
1. Community Consultation	A consultation period of a minimum of 30 days will enable the community and any stakeholders the opportunity to provide feedback to the Department regarding the proposed planning controls for Block C .
2. Review of Submissions	Following community consultation, the DPIE will review and consider any submissions received during that time.
3. Review of finalised plan	Following review of submissions, the proposal may be amended where required in response to submissions received during community consultation. The DPIE may request that further information from Transport for NSW at this time to assist with the Department's assessment of the proposal.
4. Recommendation to Minister	Following completion of their assessment, the DPIE will make a recommendation to the Minister for Planning and Public Spaces.
5. Adoption of proposed plan	If the Minister for Planning and Public Spaces approves the finalised proposal, the draft SEPP amendment will be adopted and gazetted.