



# WESTERN GATEWAY SUB-PRECINCT PUBLIC DOMAIN STRATEGY



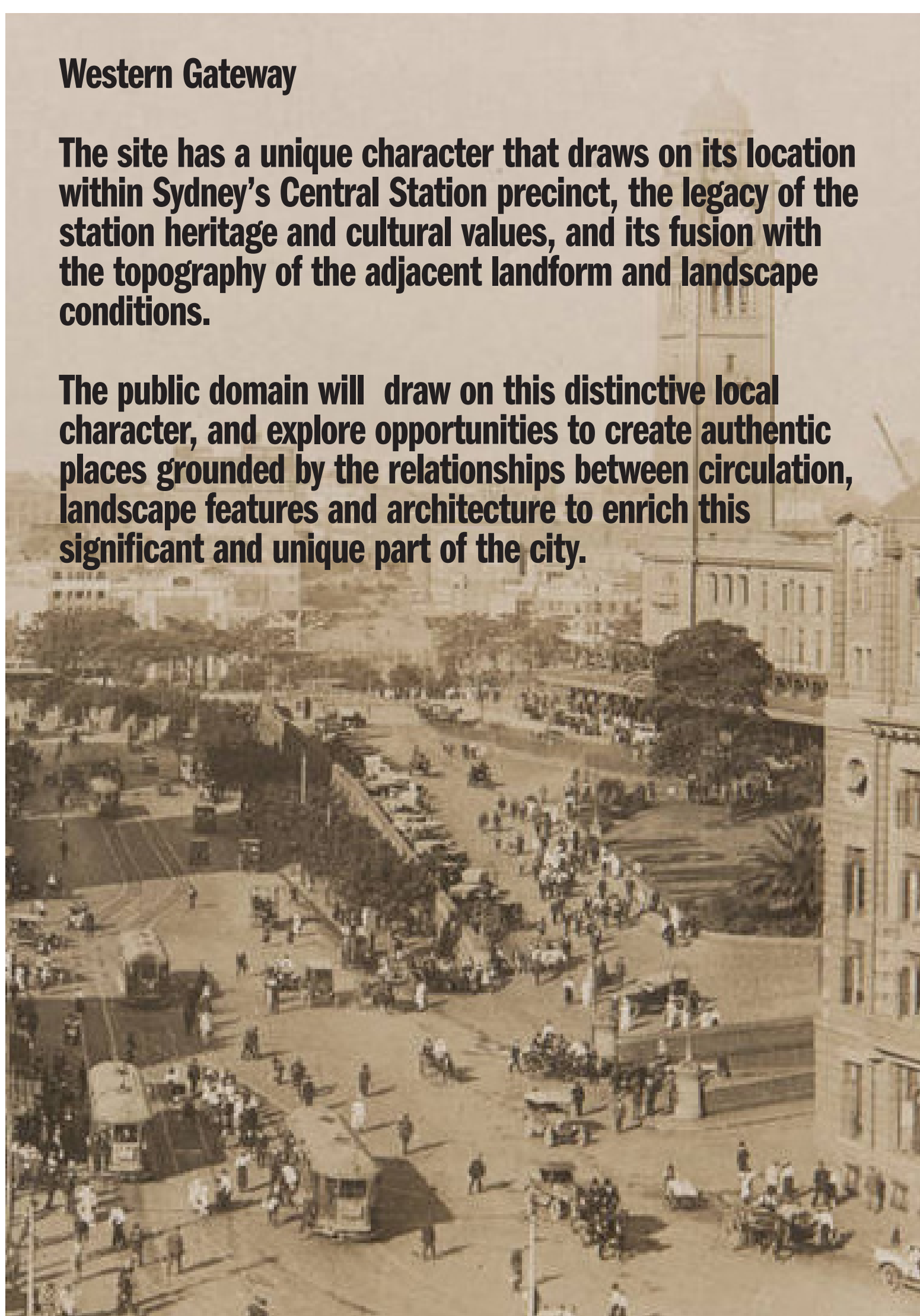
## **Acknowledgement of Country**

**The Western Gateway sub-precinct applicants respectfully acknowledges the Traditional Owners and custodians of the land within Central Precinct, the Gadigal of the Eora Nation, and recognises the importance of this place to all Aboriginal people. The Western Gateway sub-precinct applicants pay their respect to Elders past, present and emerging.**

## Western Gateway

**The site has a unique character that draws on its location within Sydney's Central Station precinct, the legacy of the station heritage and cultural values, and its fusion with the topography of the adjacent landform and landscape conditions.**

**The public domain will draw on this distinctive local character, and explore opportunities to create authentic places grounded by the relationships between circulation, landscape features and architecture to enrich this significant and unique part of the city.**



# INTRODUCTION

## Public Domain Strategy

The Public Domain Strategy defines a unified strategy for the public domain for the Western Gateway sub-precinct. The strategy forms part of a response to submissions that have been received.

The Public Domain Strategy demonstrates a commitment to creating a place that is wholly connected to the wider Central Precinct.

The strategy represents a partnership of interested parties to ensure a precinct that is high quality, activated and which creates opportunities for conversation and collaboration, transit and relaxation.

The public domain within the Western Gateway sub-precinct will prioritise the pedestrian experience, improving connectivity and pedestrian legibility within the sub-precinct and provide clear direct links to Central Station and its surrounds.

The public domain will feel part of the greater Central Precinct and the City of Sydney, with a connected language and quality of public domain materiality. This strategy is intended to help guide the realisation of this outcome.



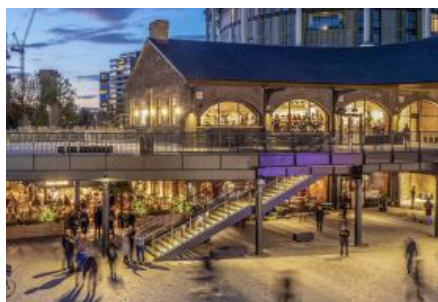
## Clearly defines useable public spaces

The Western Gateway sub-precinct public domain will clearly delineate useable public space through materiality, tree planting and level changes.



## Multi-level pedestrian access

A key element of the Western Gateway sub-precinct is Henry Deane Plaza and pedestrian access up to the deck along the Devonshire Street Link as well as access to Central Walk West. The Western Gateway sub-precinct provides a unique opportunity to create a multi-layered public realm that creates a diverse range of spaces and vistas.



## Defines the unique heritage and cultural values

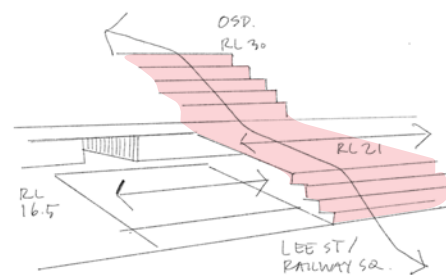
The Western Gateway sub-precinct will contribute to a uniform connected public realm which includes heritage integration and interpretation to inform the public of the unique heritage and cultural values of the area.



## Addresses wind, solar and daylight

The Western Gateway sub-precinct public domain will respond to micro-climate conditions such as wind, solar and daylight.

The placement of seating and tree planting will directly respond to these factors to ensure comfortable and attractive places are created that will be used throughout the day.



## Prioritise E-W movement

The Western Gateway sub-precinct will enable a key city-making connection, the Devonshire Street Link over the Central rail yards to the future Over Station Development (OSD). This connection will bring people through the sub-precinct from Surry Hills and Chippendale, activate the OSD in both day and night, and integrate the sub-precinct into the wider city.

# PLANNING BACKGROUND

## Planning Background

In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its importance to the region and New South Wales due to its potential to boost investment and deliver new jobs.

The SSP nomination commenced a detailed planning and investigation process involving technical studies and stakeholder and community consultation. The detailed planning process is now underway and is intended to identify a new planning framework for Central Precinct. If approved, it will facilitate its transformation into a vibrant mixed use zone while maintaining its critical transport function.

The Central Precinct SSP investigation area has been divided into sub-precincts to facilitate the future renewal in a manner that positively responds to the varying character of the surrounding area. The Western Gateway sub-precinct has been identified as the first sub-precinct for renewal.

New planning controls are proposed for the Western Gateway sub-precinct to enable its redevelopment for a technology and innovation precinct. Amongst other matters, these new controls are intended to incentivise development for non-residential uses through the provision of greater building height and gross floor area

controls.

The intended outcome of the proposed rezoning of the Western Gateway sub-precinct is 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 Site

The Western Gateway sub-precinct has an area of approximately 1.65 hectares and is located within the Central Precinct and 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.

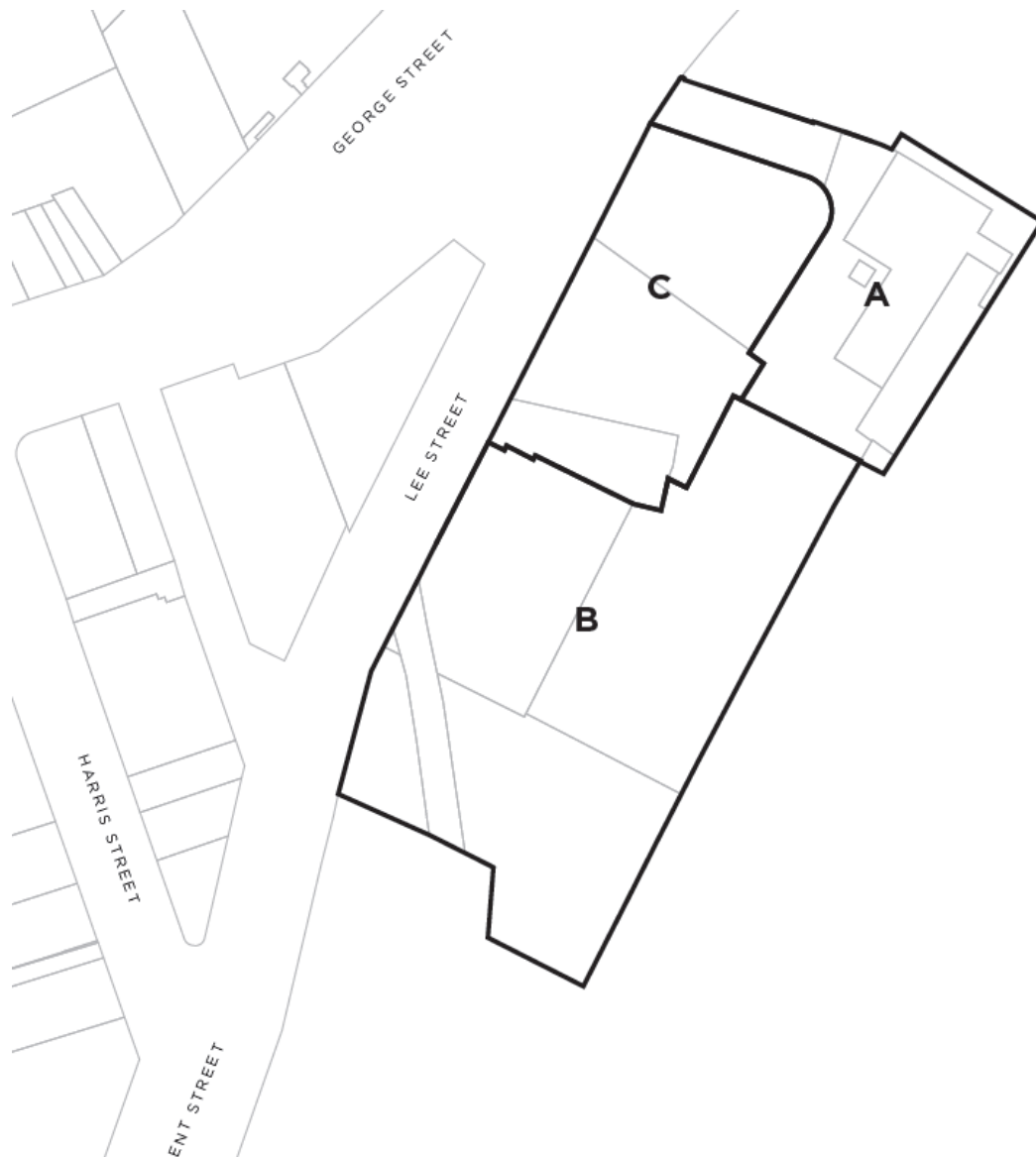
The sub-precinct forms an important gateway at the western entrance to Central Station and its western surrounds, providing access and pedestrian connections between the station and future Over Station Development, Railway Square and the neighbouring suburbs of Ultimo, Haymarket and Chippendale via the Devonshire Street Tunnel and the subterranean Railway Square Tunnel.

The Western Gateway sub-precinct is made up of three blocks:

- Block A – commonly known as the Railway Square YHA site and proposed to be redeveloped for an iconic tower which will become Atlassian's global headquarters, including new YHA tourism accommodation and a range of spaces to support local and emerging Tech-Start-up companies

- Block B – commonly known as the Henry Deane office block and proposed to be redeveloped by Dexus Funds Management Limited and Frasers Property Australia for a dynamic civic space and workplace of the future comprising commercial and retail gross floor area within a podium, two towers, lower and upper ground plane over a three level basement.

- Block C – commonly known as the Adina Apartment Hotel building and the Henry Deane Plaza and may be subject to a separate stage 2 rezoning process at a later stage.



Western Gateway sub-precinct land ownership



# CENTRAL PRECINCT CONTEXT

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## Vision

Central Precinct will be a vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality public spaces. It will embrace design, sustainability and connectivity, celebrate its unique built form and social and cultural heritage and become a centre for the jobs of the future and economic growth.

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## A world class transport interchange

Central Station is Australia's largest and busiest transport hub and will be transformed into a world-class interchange that builds upon the significant investment made to upgrade and improve the safety, reliability, efficiency and integration of the Sydney transport network. The revitalisation will strengthen the arrival experience and significantly improve the way people move through and interchange between modes. More than just a transport interchange, the revitalisation will also create a destination with celebrated heritage, increased amenity and a mix of uses that will give people a reason to visit and to stay rather than move through.

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## Home to Sydney's 'third' square

Situated at an important pedestrian junction flanked by the iconic, State-Heritage listed Sydney Terminal

Building, Parcel Post Office (Adina Hotel) and the former Inwards Parcels Shed, Central Precinct will be focused around a new public square that will contribute to realising the City of Sydney's vision for three squares along the George Street spine linking Central, Town Hall and Circular Quay.

The third square is focused immediately to the north of the Western Gateway sub-precinct and includes the connected public domain of Railway Square. Lee Street will no longer be a through-traffic connection and will become a shared environment for pedestrians and vehicles accessing the Western Gateway sub-precinct.

Central Square will become the primary address point for pedestrian access to the Precinct - for Central Station, the Over Station Development (OSD) and the Western Gateway sub-precinct.

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## Stitched back into the fabric of the city

With all streets leading to Central, but all streets terminating at Central, over station development will facilitate the extension of important connections and view corridors. The Devonshire Street alignment in particular, will enable new connections between the city and its communities.

City-making green and civic links connecting Central to the harbour, parks, recreation, universities and

communities will also be realised, creating a truly interconnected active transport network.

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## High value innovation and technology jobs anchoring Central Sydney south

The City of Sydney has a strategic vision for the expansion of the City Centre to the south. The renewal of Central Station will be at the heart of this expansion. With 24 hectares of land for potential renewal, the redevelopment will provide the space for Sydney's economy to grow and remain globally competitive.

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## An active destination with a 24-hour economy

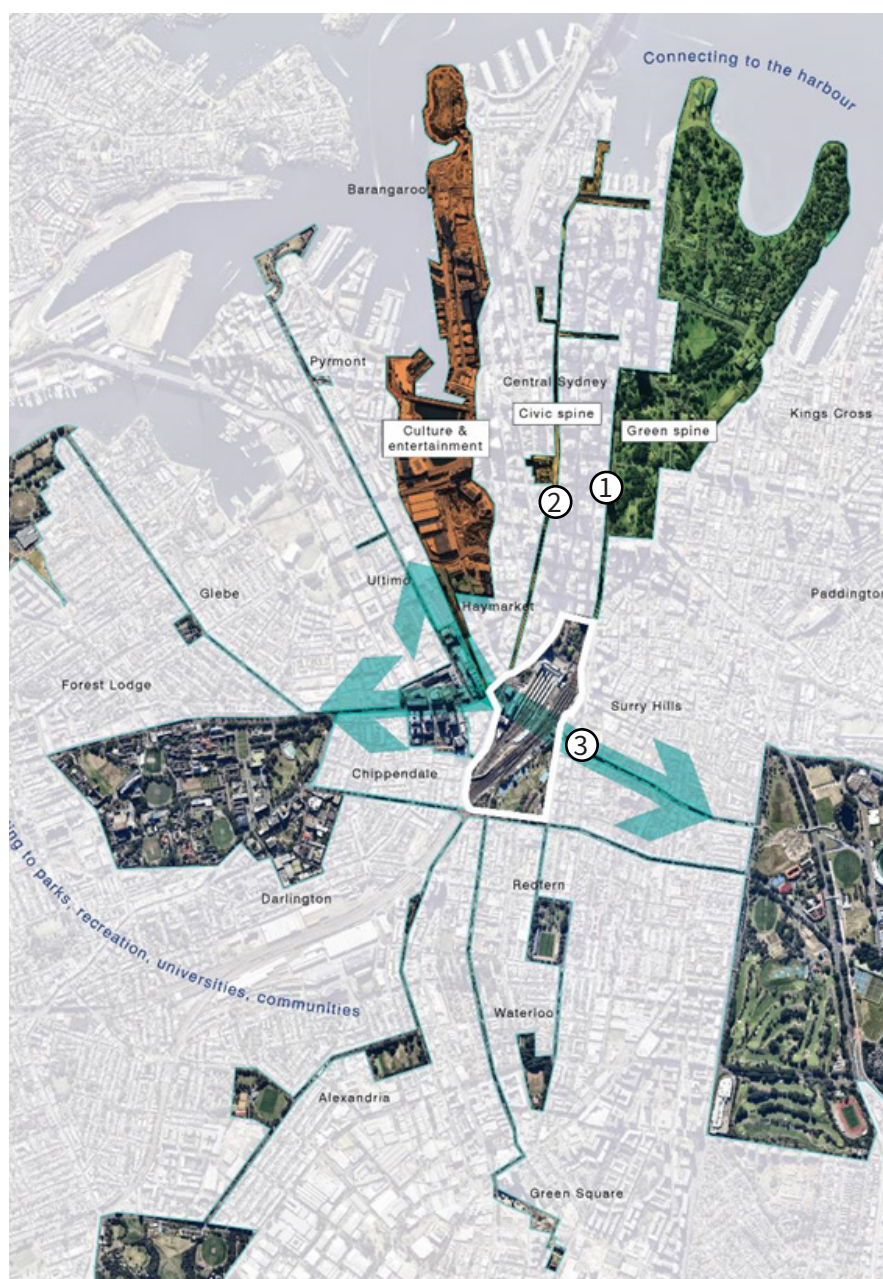
The State-Heritage significant Sydney Terminal Building will be refurbished and re-purposed, expanding its function beyond rail services. Providing exciting new opportunities for retail and cultural activation, the Sydney Terminal Building will be an iconic destination at the core of southern Central Sydney that trades 7 days a week and contributes to the CBD's vision of a 24-hour economy.

Continuing above the rail corridor, the creation of a new mixed-use community along an elevated ground plane will provide a unique landscape experience with a changing curated program of activities and a mix of retail and community uses. It will



## City-scale connections

1. Support the north-south green spine along the eastern edge of the precinct through improved public domain, access to end-of-trip facilities and recreational uses, and the potential to provide alternative pedestrian and cycle routes along the OSD deck level.
2. Contribute to delivering the vision of the three city-making squares (City of Sydney) along the George Street Civic spine. The new public square in the precinct creation is situated at the termination of George Street north, at the entrance to Central Walk West and the focal point of southern Central Sydney.
3. Reinstate an east-west link over the tracks along the original Devonshire Street alignment that



## City scale connections

1. reconnects Surry Hills with Ultimo, Haymarket and Chippendale, new precincts and regional open space assets.

#### Significant sightlines

The various iterations of the station and surrounding streets developed in response to one another over time, setting up historically significant view corridors. This includes:

- The historical corridor along Devonshire Street that signified the extent of the original station. This alignment is bookended by the heritage Marcus Clarke TAFE building and former Railway Institute. It is important to create a physical connection for pedestrians along this alignment as well as ensure a visual corridor with sufficient views to sky and heritage.
- Views of the Central Station clock tower which can be seen from surrounding streets and open space. The Sydney Terminal Building and surrounding heritage fabric creates a unique experience of the city framed and embedded in a historical landscape. Heritage is an important streetscape element that can be enhanced by the public domain.

#### Address

The public domain of Central Precinct provides the interface between the inner city and wider Sydney and even Australia for its many visitors.

The redevelopment of Central Precinct, in particular the over station development requires the creation of multiple different addresses to the Precinct.

Historically, the Sydney Terminal Building has been the transport and civic landmark of the precinct with entries at the north and north-west corner. With the extension of Central Walk to the west, this provides a new address not only to the station, but also to the Over Station Development (OSD), from the west.

As key streets in the city grid are extended across the deck, these provide recognisable “streets” as orienting devices and addresses to the precinct. These include Devonshire Street and Regent Street.

#### Accessibility

The over station development presents considerable accessibility challenges due to the large changes in level required for clearance over the platforms and tracks.

Vertical transportation will be clearly marked and combine lifts and escalators to key points where there are also stairs. Where possible, access ramps will be folded through the levels at a suitable gradients part of the experience of the place.

#### Cycling

Cycling is an important part of the

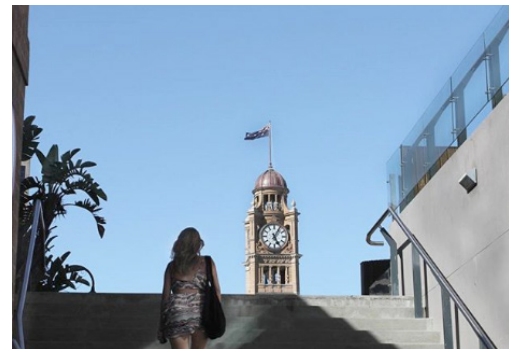
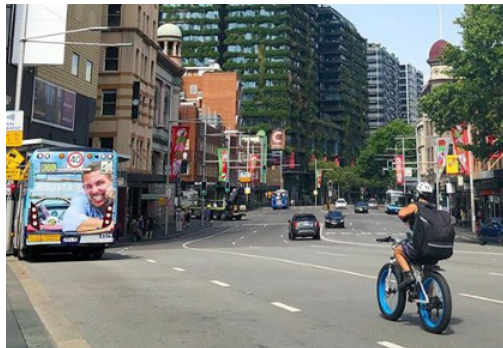
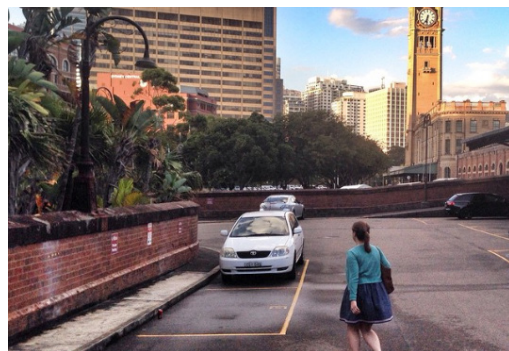
overall movement network of the city that supports both the public transport system and pedestrians. There are great health and well-being benefits in promoting more opportunities for active and recreational cycling. However, providing cycle cross connections through the precinct is challenging given the issues with accessibility and the complex level changes particularly to the OSD.

#### Buses and coaches

Central Station provides a major interchange for buses and coaches. They represent a vital part of the transport network.

In the short to medium term Railway Square, George Street and Eddy Avenue will need to maintain their ongoing bus functions but there is the opportunity to improve the public domain amenity and pedestrian connections within this area.







# WESTERN GATEWAY CONTEXT

The Western Gateway sub-precinct will 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 Western Gateway sub-precinct currently comprises commercial, tourism and small-scale retail uses. Situated between Lee Street, Railway Square and Central Station, the sub-precinct is located at the convergence of important existing and future public transport infrastructure and is a location of major pedestrian activity between the station and the surrounding area, including educational institutions.

Existing features of the sub-precinct include the Henry Deane Plaza, the portals to the Devonshire Street Tunnel and the tunnel beneath Railway Square, the former Parcels Post Office and the former Inward Parcels Shed.

The Western Gateway sub-precinct has been created and defined taking into consideration:

- Local character
- Heritage
- Operational requirements
- Urban form and street network
- Natural boundaries

## **Pedestrian Connectivity**

The public domain of the western edge of Central Station plays a very important role connecting major movement corridors in the short and long term. The long term connections proposed for the Central Precinct are to be accommodated within the design of the Western Gateway sub-precinct public domain.

As a general principle, pedestrian connections at ground level should be prioritised over below-ground tunnel and above-ground bridge connections. The four (4) important circulation routes and public spaces that the Western Gateway responds to are:

1. Central Walk
2. Devonshire Street Link
3. The north-south pedestrian link from Central Square to Henry Deane Plaza and south to Lee Street
4. Below ground connections

### **1. Central Walk**

The Central Walk provides a new cross station link connecting all platforms for the first time. It will replace the Devonshire Street Tunnel as the primary entrance and exit point to Central Railway Station from the West. It will connect to the public domain of Sydney's Third Square. The Third Square will be the primary piece of public domain on the northern edge of the Western Gateway sub-precinct.

### **2. Devonshire Street Link**

A clear and legible connection to the street grid of the city this becomes a connection with street like characteristics including avenue planting and a pedestrian fine grain focus. Extend Devonshire Street into a street-like pedestrian link connects Surry Hills to Broadway, bridging the suburban railway tracks.

The Devonshire Street Link over Over Station Development (OSD) is the only East West connection opportunity to link the Surry Hills street network across the OSD to Broadway. It is therefore the primary east west connection that delivers the aspiration of stitching the city back together. The strength and clarity of the public domain connection on the Devonshire Street alignment will be critical to the activation of the OSD public domain and to the sense of the OSD being part of the city. The primary role of the public domain of

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Henry Deane Plaza is therefore to connect Lee Street up onto the OSD at the full width and on the alignment of Devonshire Street.

Henry Deane Plaza becomes a plaza in part lifted above the street offering dwell space with a good vantage position

### 3. The north-south pedestrian link

The principle north-south pedestrian connection between Central Square and Henry Deane Plaza (known as 'The Link Zone') and through to Lee Street creates a sequence of public spaces and through-site links connecting the new foyers of Block A and Block B at the upper level at RL 21.

### 4. Below-ground connections

In addition to these primary connections, there are a series of important sub connectors including the Devonshire St and Lee St Tunnels and the Goods Line. Important considerations for these subterranean links include:

- Prioritise commuter pedestrian traffic to the Western Gateway sub-precinct as well as beyond to Surry Hills, Chippendale, Darling Harbour, Haymarket and Broadway.
- Within the Western Gateway sub-precinct, provide retail activation to ensure these subterranean spaces are inviting and active during the day and night.
- Provide 24/7 access.
- Where possible, provide visual

connections to the outdoors with natural light and vistas to the ground level above.

- Provide well-lit public spaces with high-quality lighting design and way-finding to ensure it is pleasant, safe and easy to navigate.

# CONNECTED

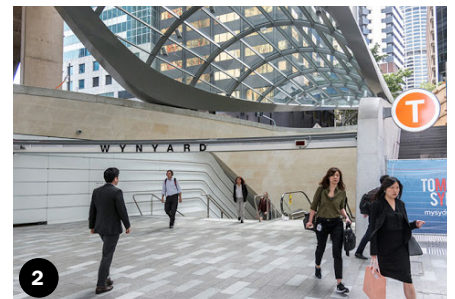
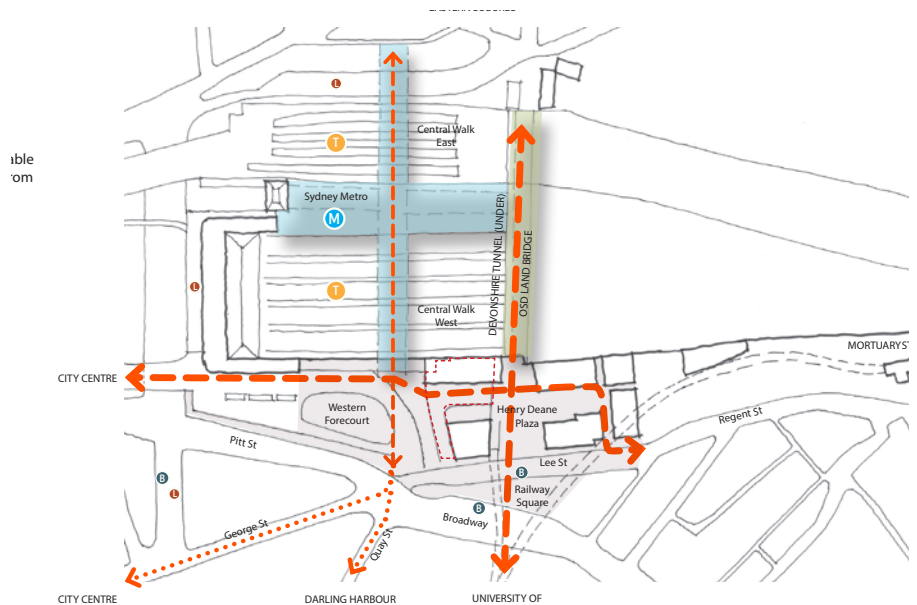
As the first project to be realised in the Central Precinct, the Western Gateway sub-precinct will define a holistic vision for the public domain and its place within the wider context.

The public domain character and materiality will respond to the context of adjacent city streets and spaces such as Lee Street, a revitalised Railway Square and beyond to Pitt Street and George Street.

Similarly, the public domain character will be connected and part of the wider suite of spaces, characters and materiality of the wider Central Precinct.

The public domain will achieve intuitive way-finding and movement, as well as consider topography and level change to ensure equitable access.

1. Clear and legible connections with pedestrian priority
2. City paving palette at transport nodes and street connections
3. Encourage cycling
4. City palette of way-finding





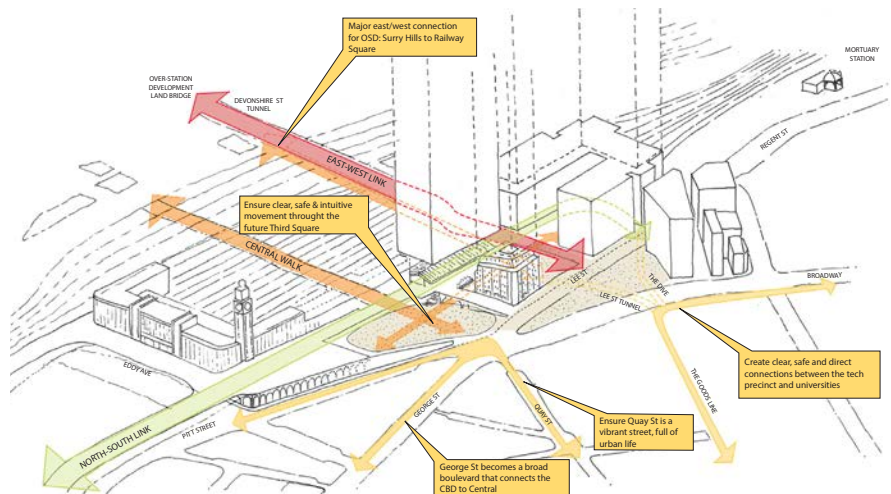
# TRANSPORT

The precinct has long been a place of connection and movement. The close connection to major public transport modes will be one of the defining attributes of the wider precinct as well as the Western Gateway sub-precinct.

The public domain will respond to both of these imperatives. The public domain will;

- prioritise the intuitive movement of people, creating clear and comfortable connections to train, bus and light rail connections
- encourage cycling by responding to the long-term Central Precinct active transport plan. This includes cycling links near Railway Square and Lee St connecting to George St north, and the Goods Line.

1. Green pedestrian links
2. Connect people to transport
3. Encourage walking and cycling
4. Safe and comfortable



# HERITAGE

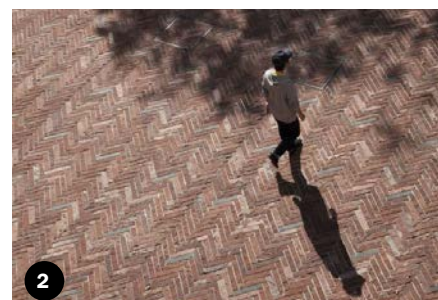
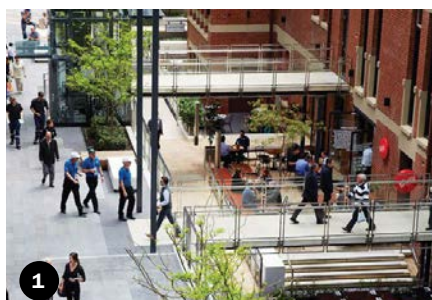
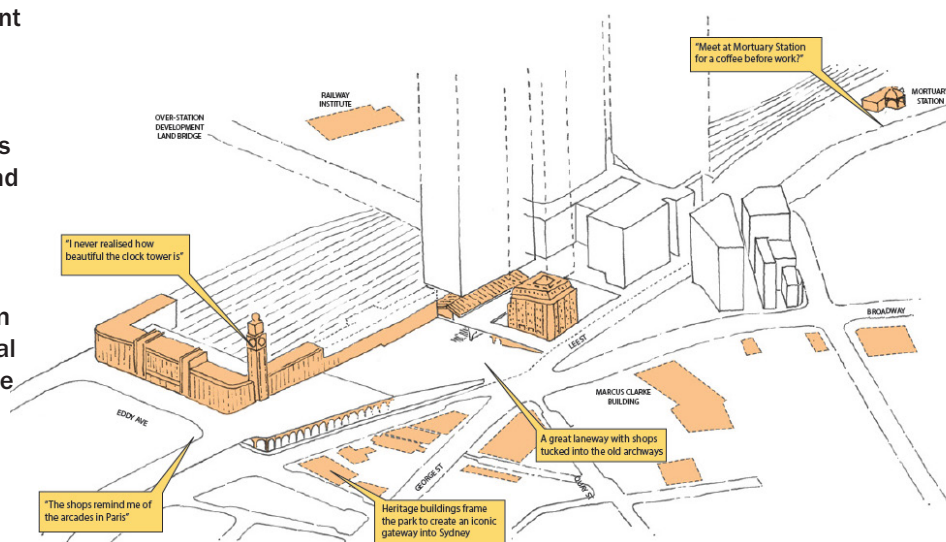
The Central Precinct holds significant cultural values in its identity as the land of the Gadigal people. The layers of history contribute to Sydney's identity, revealing Sydney's indigenous, ecological, transport and architectural history.

The precinct has long been a place of connection and movement. The historic importance of the built-form and the importance of the aboriginal cultural heritage are what will define the wider precinct as well as the Western Gateway sub-precinct.

The public domain will;

- consider the relationship of the historic built fabric, through the creation of unique and complimentary public space
- integrate heritage elements and interpretation into the public domain.

1. Strong connectivity with heritage built form
2. Robust and finely detailed materials to respond to heritage materiality
3. Activate heritage façades
4. Heritage interpreted in the public domain









# PUBLIC DOMAIN STRATEGY

Final condition post Over Station Development



Lower level

The Final Condition of the public domain refers to the point at which the Block A and B developments, Central Walk West and over station development is completed.

The diagrams are an indicative interpretation of the principles and is not intended to be a resolved or proposed design outcome.

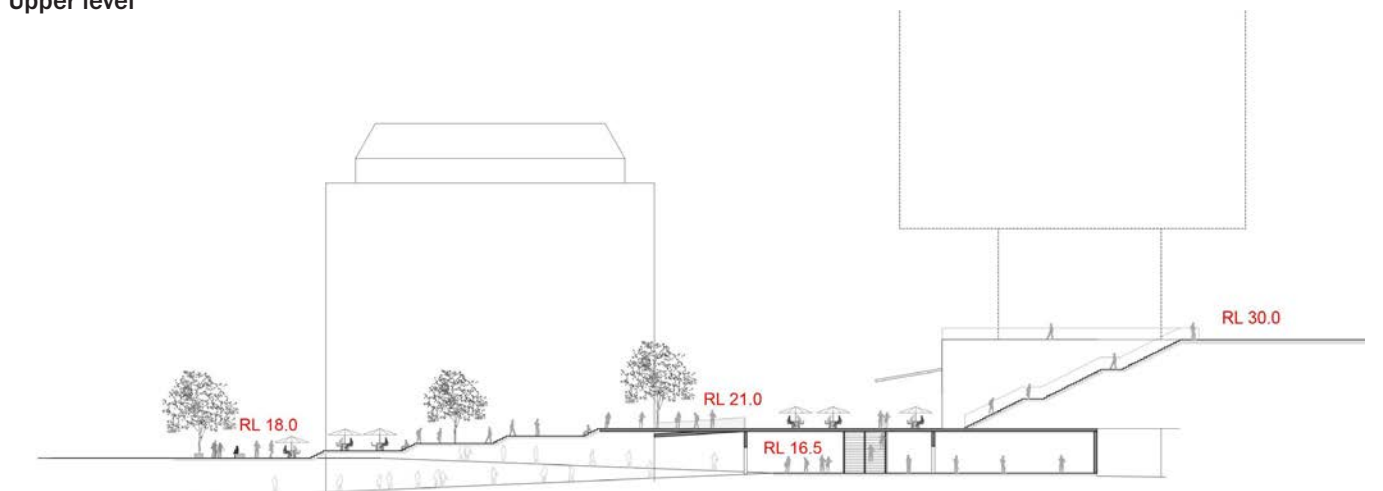
In this scenario the following connections are available;

- Clear connection to Over Station Development, Devonshire Street Link at RL 30
- The Link extended at RL 21
- Henry Deane Plaza allows pedestrian connectivity from Lee Street to both Devonshire St tunnel and up to RL 21 to enable connection to OSD and from Devonshire St tunnel down to the Lee Street tunnel

NB Block C may undergo a further planning and design process and the detailed outcome for Henry Deane Plaza is subject to that process



Upper level



Section



# PUBLIC DOMAIN STRATEGY

## Initial Condition pre Over Station Development



Lower level

The Initial Condition of the public domain refers to the point at which both the Block A and B developments and the Central Walk West works have all completed, but prior to the over station development completing and allowing connections.

The diagrams are an indicative interpretation of the principles and is not intended to be a resolved or proposed design outcome.

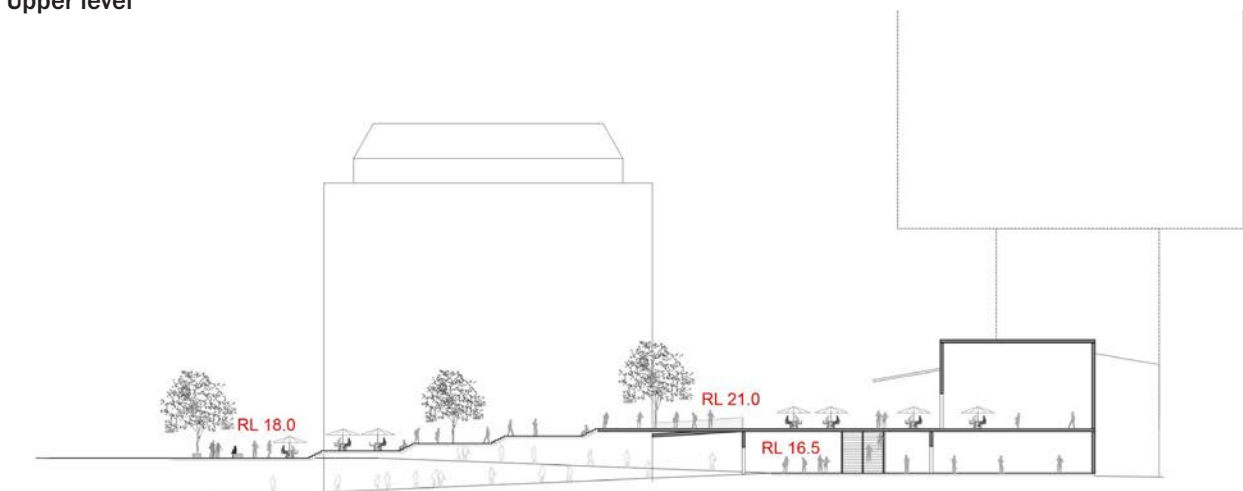
In this scenario the following connections are available;

- Central Walk West connected to Stage 1 of Central Square @ RL 14.3
- Devonshire Street tunnel connection created at 16.2
- Henry Deane Plaza connects Lee Street to Devonshire Street tunnel
- Terrace Pavilion created at RL 21

NB Block C may undergo a further planning and design process and the detailed outcome for Henry Deane Plaza is subject to that process



Upper level



Section



# PUBLIC DOMAIN DESIGN PRINCIPLES

The following design principles will guide the design of the public domain of the Western Gateway sub-precinct, and support the creation of an active development integrated into the wider precinct and City.



## PRIORITISE PEOPLE

- Permeable public domain at all levels
- Safe accessible and comfortable
- Removal of vehicles within the public domain or at ground level
- Facilitate the calming of Lee Street and transformation into shared space
- Optimise access to daylight across the various public domain levels



## A VIBRANT PRECINCT

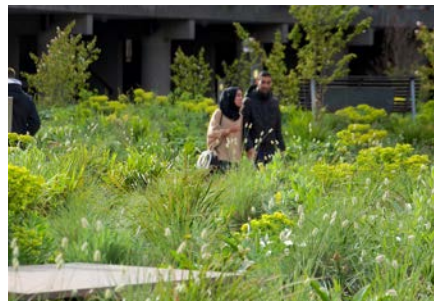
- Create active building frontages
- Respond to the diversity of cultures, ages, workers and visitors
- Encourage pedestrian activity and draw pedestrian movement into the sub-precinct
- Create opportunities for everyday life to play out, along with a variety of scaled events





#### INTUITIVE MOVEMENT

- Clear and intuitive connections to public transport
- Prioritise walking and cycling
- Henry Deane Plaza to be seen as a major city link, clearly legible to pedestrian and enticing to use
- In initial stage of precinct, create clear connections to Central Walk West and Devonshire Street Tunnel
- In the final stage create a clear and enticing physical east west connection to the Over Station Development



#### A GREEN PRECINCT

- Create a diversity of green spaces
- Increase areas of green to encourage biodiversity, reduce heat island and create connections to nature
- Create engaging planting that encourages stopping, dwelling and moments of calm
- Increase urban tree canopy to reduce temperatures



#### CELEBRATE HERITAGE

- Frame heritage views
- Respond to the scale, materiality and heritage of the surrounding built form
- Incorporate and interpret the site rich heritage and cultural values through public domain materiality and detailing
- Respond to the opening up and activation of heritage structures



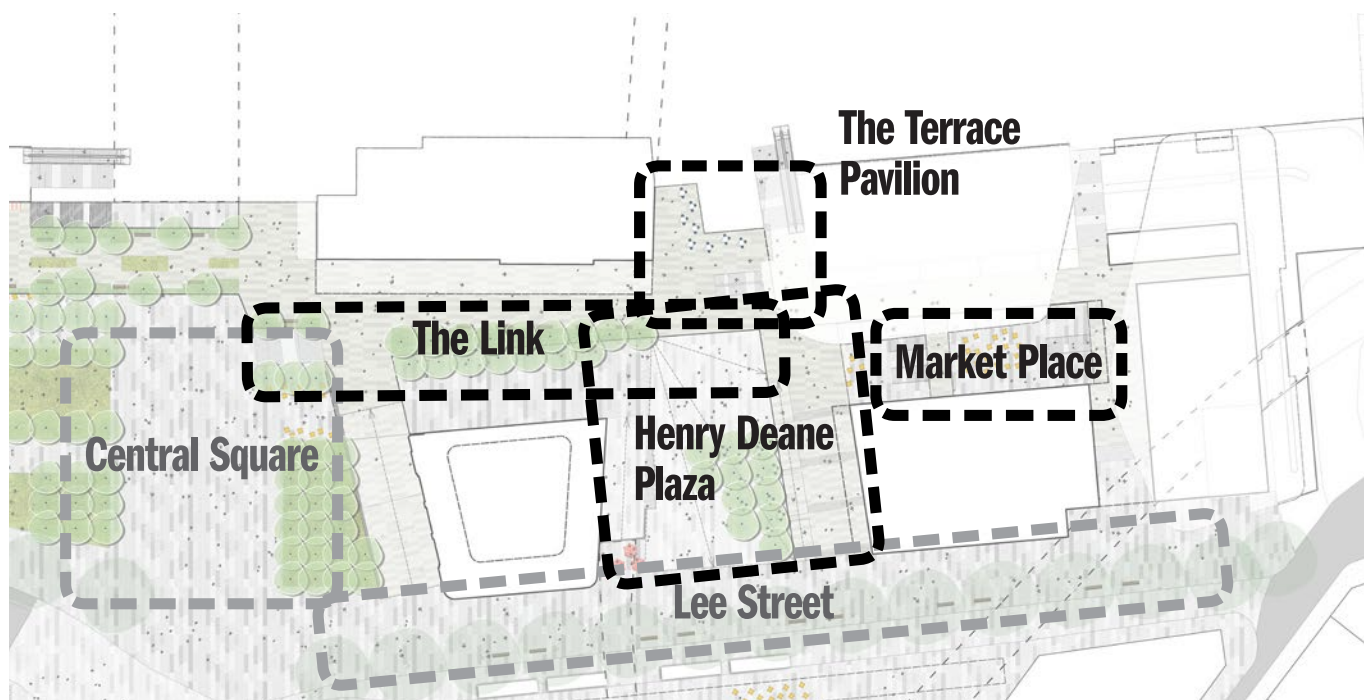


# PUBLIC DOMAIN

The public domain of the Western Gateway sub-precinct will create a series of distinct spaces. Each space will have a distinct character and purpose focused on creating a pleasurable, memorable and uplifting pedestrian experience for visitors.

Through materiality, way-finding and considered precinct wide activation strategies, the individual spaces will feel part of the wider Central Precinct.

NB Block C may undergo a further planning and design process and the detailed outcome for Henry Deane Plaza is subject to that process



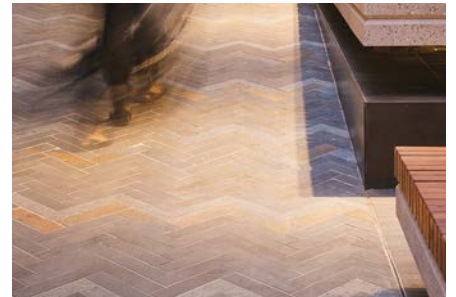
# MATERIALS & PLANTING

## PAVING

A variety of high quality and robust paving materials will be used throughout the Western Gateway sub-precinct. The use of different pavement materials will define distinct spaces, along with defining movement patterns.

It is assumed areas such as Lee Street and the Central Square will utilise the City of Sydney's standard paving palette.

Within the Western Gateway sub-precinct development, a warmer material will be selected in areas that responds to the brick and masonry character of the heritage fabric. The scale of paving units will respond to the scale and use of spaces.

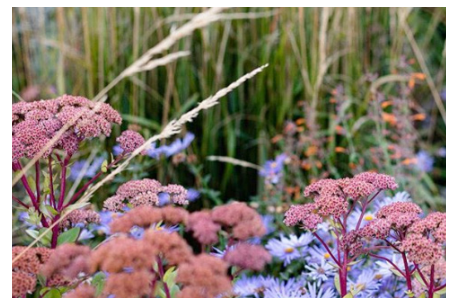


## PLANTING

The planting of Western Gateway sub-precinct will be meaningful and an integral part of the development. Under-storey planting will be engaging, seasonal and bring delight to commuters, workers, students and visitors daily, rather than a static green backdrop.

Tree planting will be located to respond to light conditions and pedestrian movements.

Given the heritage and urban setting of the Western Gateway sub-precinct, the planting will be a mix of exotic and native species.





# PLACES

## The Terrace Pavilion

The long term vision for Block B is to provide the Devonshire Street Link within Block B, connecting Lee St and Henry Deane Plaza through to the Over Station Development (OSD) deck on to Devonshire Street in Surry Hills.

The connection from Block B 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 the adjacent building on Block B.

In the initial term, prior to the completion of the OSD, the stairs and landings are to be completed up to a Terrace Pavilion located at RL 21, as part of the Block B development.

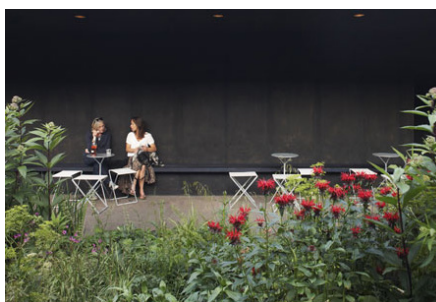
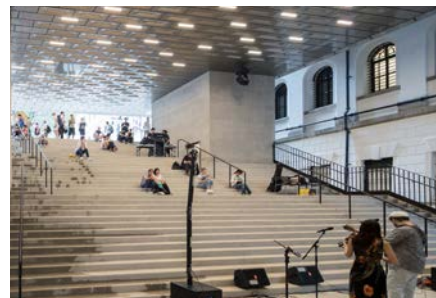
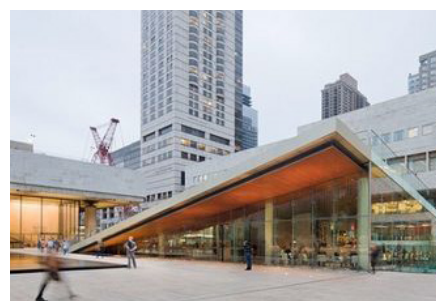
The Terrace Pavilion is to be designed as a publicly accessible and programmable space, allowing for enhanced amenity, usability and activation – including retail, commercial and community uses. The Pavilion's structure will enclose and protect the spaces whilst being a structure that is impressive in its design and shape.

The design and use of the Pavilion can be a contributor to the heritage interpretation of the precinct, and can assist to achieve the ESD objectives for Block B, contributing to a reduction in the heat island effect, whilst supporting climate change resilience by providing shade during elevated heat events.

The Pavilion is also proposed to house a calendar of changing experiences, activations and installations. The Pavilion will be designed to house a program of events that engage with local cultural and creative industries, attract increased visitation and activate the Western Gateway sub-precinct day and night. It will provide spaces that can accommodate a variety of uses from workshops and meetings to larger community gatherings (such as speaking events, sculpture installations and music performances).

The provision of the Terrace Pavilion removes the risk of this area being an unsafe, unused leftover space.

Once the Over Station Development is completed, the east west link can be modified to its final vision to create the Devonshire Street Link which will accommodate the pedestrian flows connecting Haymarket to Surry Hills via the Over Station Development deck.





## The Link

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.

Upper link zone becomes a raised boulevard linking Block B lobbies to Block A upper ground level and through to Central Station country platforms. Lower link zone is an activated corridor edged by retail and spill-out.

Upper link zone is an urban verandah full of moments to dwell, enjoy the sunshine and overlook the urban spectacle below. Upper and lower link are connected by large public stairs that provide an urban amenity.

Clear way-finding provides clarity to a layered urban realm.

Link zone expresses heritage character of the precinct



# PLACES

## The Market Place

The Market Place provides a vibrant arrival experience for tenants and visitors to Block B, 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 destination offer for all users. The food hall will be underpinned by a supermarket providing a convenient location for groceries on the run.

Upper levels will serve as a gathering and arrival space, with complementary retail and highly curated experiences. Envisaged as the 'town square' for the building, the upper levels of the market place will facilitate community connectivity and knowledge sharing.

Flexibility of space, interconnectivity between levels and innovative offerings will establish a lively connection between the city and the workspace.



## Henry Deane Plaza

A place to be discovered daily. A key element of Henry Deane Plaza 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.

1. Clear commuter routes through landscape
2. Occupied level changes
3. Robust and high quality paving referencing materiality of heritage built form

