

Transport for NSW

Central Precinct Draft Strategic Vision Response to Submissions Report



July 2020 | Final

Contents

1	Introduction.....	15
1.1	Background.....	16
1.1.1	Central Precinct State Significant Precinct Study.....	16
1.1.2	Draft Strategic Vision.....	16
1.1.3	Western Gateway Sub-precinct.....	18
2	Consultation.....	20
2.1	Community engagement.....	20
2.2	Government agency and stakeholder engagement.....	20
2.3	Public exhibition of the Draft Strategic Vision.....	21
3	Overview of submissions on the Draft Strategic Vision.....	22
3.1	Key community feedback.....	23
3.2	City of Sydney Council.....	23
3.3	Government agencies.....	24
3.3.1	Heritage NSW.....	24
3.3.2	Sydney Local Health District.....	25
3.3.3	Environment Protection Authority.....	25
3.4	Non-government agencies.....	25
3.4.1	University of Technology, Sydney.....	25
3.4.2	Camperdown-Ultimo Collaboration Area Alliance.....	26
3.4.3	The National Trust.....	26
3.4.4	Property Council NSW.....	26
3.4.5	BIKEast.....	26
3.4.6	YHA Australia.....	27
3.5	Project Review Panel.....	27
4	Response to key issues raised.....	31
4.1	Land Use.....	31
4.1.1	Focus on employment-generating uses.....	31
4.1.2	Knowledge-based industries and start-ups.....	32
4.1.3	Cultural and creative uses.....	34
4.1.4	Community uses and spaces.....	35
4.1.5	Night-time economy.....	36
4.1.6	Provision of affordable housing.....	37
4.2	Heritage.....	38
4.2.1	Respond to elements of heritage significance.....	38
4.2.2	Protect significant heritage items.....	41
4.2.3	Scale of development and heritage.....	42
4.3	Aboriginal culture and heritage.....	45
4.4	Public domain and open space.....	47
4.4.1	Provision of public open space.....	47
4.4.2	Pedestrian and cyclist connections.....	49
4.5	Transport.....	51
4.5.1	Transport upgrades.....	51
4.5.2	Opportunities for precinct-based provision of adaptable car-parking and infrastructure.....	52
4.6	Visual connections.....	52
4.7	Infrastructure contributions.....	54
4.8	Staging of development.....	55
4.9	Sustainability.....	56
4.9.1	Precinct-scale solutions.....	56
4.9.2	Urban Tree Canopy.....	57
4.10	Preliminary Precinct Plan.....	58

4.11	Planning priorities	58
4.12	Sub-precinct character statements	64
4.12.1	Goulburn Street	64
4.12.2	Belmore Park	65
4.12.3	Western Forecourt	66
4.12.4	Central Station	67
4.12.5	Northern OSD and Southern OSD (formerly Sydney Rail Yards) ...	68
4.12.6	Regent Street Sidings and Southern OSD (formerly Cleveland Street) 70	
4.12.7	Prince Alfred Sidings	71
4.12.8	Eastern Gateway	72
4.13	Future Strategic Framework and Planning Pathway	73
4.14	Governance structure	75
4.15	Renewal Scenario Options	75
5	The Revised Proposal	77
5.1	The proposed Central Precinct Strategic Framework	77
6	Conclusion	91
6.1	Next Steps	91

List of Figures

Figure 1.	Exhibited Preliminary Precinct Plan	18
Figure 2.	Central Precinct and Western Gateway sub-precinct (shown in yellow)	19
Figure 3.	Breakdown of submissions received during exhibition period	22

List of Tables

Table 1.	Amendments to sub-precinct character statements in response to heritage .	44
Table 2.	Response to City of Sydney’s suggestions for planning priorities	59
Table 3.	Summary of amendments	77

List of Attachments

Appendix A	Responses to submissions
Appendix B	Proposed Central Precinct Strategic Framework

Acronyms

ATSI	Aboriginal and Torres Strait Islander
1 percent AEP	Statistical flood event occurring once every 100 years
BBWQIP	Botany Bay and Catchment Water Quality Improvement Plan
BASIX	Building Sustainability Index
CPTED	Crime Prevention Through Environmental Design
DCP	Development Control Plan
DPIE	Department of Planning, Industry and Environment
EPA	NSW Environment Protection Authority
ESD	Ecologically Sustainable Development
FSR	Floor Space Ratio
GSC	Greater Sydney Commission
HTS	Household Travel Survey
JTW	Journey to Work
LEP	Local Environmental Plan
Metro	Sydney Metro
OEH	NSW Office of Environment and Heritage
PMF	Probable Maximum Flood
RtS	Response to Submission
SEPP	State Environmental Planning Policy
SLHD	Sydney Local Health District
SMCMA	Sydney Metropolitan Catchment Management Authority
SR	Study Requirements
SSD	State Significant Development
SSP	State Significant Precinct
SSA	Social Sustainability Assessment
Sydney	Greater Sydney Metropolitan Area
Transport for NSW	Transport for NSW
TOD	Transit Oriented Development
UTS	University of Technology, Sydney
WSUD	Water Sensitive Urban Design

Author:	Chris Bain (Director), David Attwood (Principal Planner), Hannah McDonald (Senior Urbanist)
Date:	16.06.2020
Version:	Final
Review date:	10.07.2020

Executive Summary

Transport for NSW is exploring opportunities to revitalise the Central Precinct. This major urban renewal program in one of Sydney's most connected sites will unlock up to 24 hectares of NSW Government-owned land around Sydney's iconic Central Station.

Leveraging the convenience of existing and planned transport infrastructure and services, Central Precinct will revitalise Sydney's southern CBD to create a world class transport destination. It will improve connections to surrounding employment, education, health and cultural institutions, supporting the Camperdown-Ultimo Collaboration Area as well as ensuring accessibility for all and embracing future changes in mobility.

The focus will be on people with the enhancement of existing, and creation of new, public and community spaces which support a diverse range of uses and activities. Central Precinct will also be pedestrian friendly by being walkable, connected and safe.

Central Precinct will foster the jobs of the future and economic growth through a new well-connected commercial hub for Sydney, helping to support new and emerging industries and providing employment space and supporting the establishment of the Tech Central (previously known as the Sydney Innovation and Technology Precinct). Along with new entertainment, retail and dining, it will be activated day and night, promoting liveability and productivity.

Sustainability will be embedded as whole-of-life in all use and development. Through its resource efficiency and resilience Central Precinct will benefit current and future generations. Underpinning the success of Central Precinct will be its commitment to delivering design excellence through high quality built form and public spaces.

Driven by an acknowledgement of its significant cultural values, Central Precinct will be founded in its identity as the land of the Gadigal people. The Precinct will be embedded in the history of the area from the sand dunes and creek lines of the pre-contact landscape, to the consecration of the Devonshire Street Cemetery and the evolution of Central Railway Station.

Central Precinct was nominated as a State Significant Precinct (SSP) by the Minister for Planning and Public Spaces in July 2019. The Central Precinct includes the land in and around the Central Station transport interchange, bounded by Pitt Street to the west, Elizabeth and Chalmers Street to the east, Cleveland Street to the south and Eddy Avenue to the north.

The vision for the Central Precinct is to 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.

Given the complexities of renewing the Central Precinct, the SSP planning process involves two key stages:

- **Stage 1:** Development of a draft Strategic Vision which will be developed into a Strategic Framework
- **Stage 2:** Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.

Transport for NSW developed a draft Strategic Vision document which was submitted to the Department of Planning, Industry and Environment (DPIE) for public exhibition. The exhibited draft Strategic Vision document represents the first stage of the SSP planning process. It addresses the challenges and opportunities of renewing Central Precinct, and outlines Transport for NSW's vision and planning and design priorities. Once adopted, the Strategic Vision will be developed into a Strategic Framework that will represent the completion of the first stage of the SSP planning process.

Following this, DPIE will issue study requirements for the second stage of the SSP planning process. Stage 2 of the SSP planning process will involve a number of detailed technical studies and associated community and stakeholder consultation leading to the development of a proposed new statutory planning framework for the Central Precinct. The new statutory planning framework would enable a range of employment focussed uses and increased building floorspace and heights. These changes will differ across the precinct as they respond to the characteristics and context of the various sub-precincts.

Public exhibition of the exhibited draft Strategic Vision document occurred over a six-week period between 16 October 2019 and 27 November 2019. 77 submissions were received on the draft Strategic Vision. The purpose of this report is to provide a response to the key issues raised by submissions received on the exhibited draft Strategic Vision document. Upon review of submissions, the following key issues have been identified, with **Section 4** of this report providing detailed responses to these issues:

- Land Use
- Heritage
- Aboriginal culture and heritage
- Public domain and open space
- Movement
- Visual connections
- Infrastructure contributions
- Staging of development
- Consideration of options
- Sustainability
- Preliminary Precinct Plan
- Planning priorities
- Sub-precinct character statements
- Future Strategic Framework and Planning Pathway for the Western Gateway Rezoning Proposal
- Governance structure.

Western Gateway Rezoning Proposal

Transport for NSW also prepared a Rezoning Proposal for the Western Gateway sub-precinct, which seeks to amend the Sydney Local Environment Plan (LEP) 2012 planning controls for Blocks A and B. The Western Gateway sub-precinct rezoning proposal report (on exhibition along with the EIE) was prepared by Transport for NSW to support the following proposed amendments:

- 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; and
 - requires a competitive Design Excellence process that has been approved by the office of the Government Architect NSW, in addition to the City of Sydney 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.

Public exhibition for the Western Gateway Rezoning Proposal was held over the same period as the draft Strategic Vision, between 16 October 2019 and 27 November 2019. A separate response to submissions report has been prepared specifically for the Western Gateway Rezoning Proposal.

Response to key issues

Noting the intent of the Strategic Vision, consideration of submissions has focussed on getting the right balance of important policy considerations relevant to evolving the Central Precinct as an extension of Sydney CBD focussed on supporting the jobs of the future. Overall, this has involved:

- ensuring important matters raised during the consultation process are addressed. This has resulted in updates to:
 - the vision;
 - the planning priorities and design principles; and
 - statements of opportunity and character for the sub-precincts;
- outlining the high-level scope of the more detailed investigations to be undertaken as part of Stage 2 of the SSP planning process, consistent with the staged approach; and
- strengthening some content in background parts where stakeholders were of the view that the current wording would benefit from adjustment.

Where considered necessary, responses have been informed by the input of subject matters experts and engagement with other NSW Government agencies.

The following provides an overview of how submissions on key issues of the exhibited draft Strategic Vision have been addressed.

Land Use

It has been confirmed that while Central Precinct will be a vibrant new part of Sydney's CBD, its primary intent is to support the delivery of the jobs of the future. Additional content has been included to recognise the need to strengthen Sydney's international competitiveness, consistent with the Greater Sydney Commission's Region Plan and Eastern City District Plan, and to promote economic diversity and encourage the night time economy under City of Sydney's local planning policy. As well as the NSW Government's commitment to growing a vibrant, safe and diverse night-time economy to enhance Sydney's standing as a global city. It is confirmed that detailed investigation into economic matters, potentially including types of uses, floor space allocation and innovative approaches to encouraging a mix of employers that will support the jobs of the future, including for example creative and start up uses as well as larger technology companies and mature businesses, will occur as part of Stage 2 of the SSP planning process.

Refer to **Section 4.1** of this Response to Submissions Report for further discussion on land use.

Affordable housing

It is noted that residential uses may be considered for certain sub-precincts of the Central Precinct where particular attributes support such an outcome and provided that residential uses overall are supplementary to employment generating uses. A needs-based investigation into housing considering matters such as amount, location, type and tenure will be undertaken as part of Stage 2 of the SSP planning process. Within sub-precincts where residential uses are included, Transport for NSW is committed to taking steps to deliver on the Greater Sydney Commission's target of 5-10 per cent of the residential component being social and affordable housing.

Refer to **Section 4.1.6** of this Response to Submissions Report for further discussion on the provision of affordable housing.

Heritage

Submissions raised the need for future development in the Central Precinct to appropriately respond to the heritage significance of Central Station and its surrounds. Transport for NSW is committed to respecting the heritage of the precinct. Technical advice has been sought from heritage experts to inform additional content that has been woven into the revised document. Transport for NSW has also engaged with the Heritage Council of NSW on the proposed amendments to be made that aim to strengthen the principles and character statements that centre around heritage.

Local and regional planning strategies recognise the Central Precinct and its surrounds as the southern extension of the Sydney CBD, where its context will evolve over time to accommodate new spaces for jobs, diverse entertainment, retail and cultural and creative uses, and deliver attractive public spaces and connections for the broader community. While change may occur, Transport for NSW are committed to ensuring that this will not undermine the importance of ensuring a future development outcome that responds to the area's heritage significance is recognised. In particular to retain, and where appropriate revitalise and celebrate heritage items, delivering a co-ordinated, high quality public domain that weaves in the Central Precinct's aboriginal and non-aboriginal history, and the continued preservation and indeed enhancement of the precinct as one of Greater Sydney's main public transport interchanges.

It is noted that further detailed heritage studies will be undertaken as part of Stage 2 of the SSP planning process.

Refer to **Section 4.2** of this Response to Submissions Report for further discussion on heritage.

Aboriginal culture and heritage

It is acknowledged that there is still more to do to engage with Aboriginal communities throughout the SSP Study process. New references to recognising and celebrating Aboriginal culture and heritage have been woven into the revised document. Opportunities to showcase the culture and identity of Aboriginal communities are intended to be explored and presented through an integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation. This will be explored further as part of Stage 2 of the SSP planning process.

An Aboriginal Engagement Strategy will be developed and implemented to allow for authentic engagement with Aboriginal stakeholders and communities (including Local Aboriginal Land Councils). This will be undertaken during Stage 2 of the SSP planning process.

Refer to **Section 4.3** of this Response to Submissions Report for further discussion on Aboriginal culture and heritage.

Public domain and open space

Transport for NSW recognises the importance of creating a community-focussed precinct through the delivery of a high-quality public domain and open space to the future success of the Central Precinct. While it is difficult to detail the location, size and types of open space and connections at this early stage in the project, the exhibited draft Strategic Vision document identifies indicative locations for future open space to reinforce its commitment to providing suitable open spaces and ensuring a high-quality outcome is achieved in this regard. The combination of the Planning Priorities together with key Preliminary Precinct Plan principles sets the foundation for ensuring the future delivery of public domain and open space that is both well considered during Stage 2 of the SSP planning process.

Refer to **Section 4.4** of this Response to Submissions Report for further discussion on public domain and open space.

Visual connections

Visual connections will be a consideration as part of Stage 2 of the SSP planning process, with a visual impact study to inform the design and planning investigations of the future SSP Study. In saying this, the exhibited draft Strategic Vision document details the importance of heritage landmarks and opportunities to celebrate these. Most notably is *Preliminary Precinct Plan Principle 9: Ensure that future development sensitively interfaces with existing key heritage items*, which will assist with establishing a sensitive built form response to heritage interfaces. This will specifically seek to:

- preserve the Sydney Terminal building as a significant heritage and civic landmark; and
- retain a key heritage view corridor along the Devonshire Street alignment towards the Marcus Clark TAFE tower.

It is noted that this does not preclude the identification and consideration of retaining additional views and vistas as more detailed technical analysis of the site unfolds in Stage 2 of the SSP planning process.

Refer to **Section 4.6** of this Response to Submissions Report for further discussion on visual connections.

Infrastructure contributions

The preparation of an infrastructure needs assessment to support the development of a framework for contributions and a schedule for the potential delivery of State and local infrastructure in the Central Precinct is not considered appropriate at this stage of the SSP planning process. Detailed precinct planning outlining proposed, land uses, built form and density is yet to be undertaken, and therefore the implications of any proposed land use for infrastructure and service delivery in the Central Precinct is unable to be confirmed at this time.

An infrastructure needs assessment will be undertaken to develop a contributions framework and infrastructure schedule as part of Stage 2 of the SSP planning process. This will take into consideration the anticipated need for local infrastructure and State and regional infrastructure needs.

Refer to **Section 4.7** of this Response to Submissions Report for further discussion on infrastructure contributions.

Staging of development

An indicative staging plan for the Central Precinct Renewal Program will be investigated as part of Stage 2 of the SSP planning process to ensure the future staging of development is coordinated in an orderly manner with infrastructure delivery (e.g. public spaces and pedestrian connections) so that public benefit can be realised incrementally throughout the life of this long-term program. This will consider a range of factors such as landowner intent, site accessibility and infrastructure and servicing.

Refer to **Section 4.8** of this Response to Submissions Report for further discussion on staging of development.

Sustainability

Transport for NSW is committed to delivering a sustainable and environmentally sensitive precinct. The vision for Central Precinct has therefore been updated to further embrace 'sustainability' in order to strengthen its consideration during the design and planning process during Stage 2 of the SSP planning process.

The planning priorities under the theme of 'sustainability' have been broadly interpreted to cover a wider range of sustainability initiatives, not just for resource efficiency. Supporting precinct-based initiatives that will contribute to the Eastern District Plan's aspirational objective of achieving net-zero emissions by 2050 will be explored as part of Stage 2 of the SSP planning process to ensure the Central Precinct is recognised as a leading example for sustainability and innovation. To further encourage this outcome, the planning priorities for the Central Precinct have been updated to capture a focus on maximising resource efficiency of buildings, and recognise urban hazards and the opportunities to preserve the amenity and protect the health of the community.

Refer to **Section 4.9** of this Response to Submissions Report for further discussion on sustainability.

Renewal Scenario Options

Four (4) renewal options have been tested for the precinct and their strengths and weaknesses have been evaluated against technical constraints and opportunities and planning and design considerations. A summary of the options and the relative opportunities and limitations are described below.

- Option A Station upgrade – a targeted station upgrade focussed on transport customers, with upgrades to station infrastructure, amenities and wayfinding will provide limited renewal improvements to the surrounding areas and minimal opportunities to connect the surrounding neighbourhoods.
- Option B Light precinct renewal – a broader upgrade of station infrastructure, amenities and wayfinding enables the celebration of the heritage listed terminal building. This option would, however, provide limited renewal of land around the precinct edges, urban realm improvements and cross corridor connectivity.
- Option C Precinct renewal – a targeted precinct renewal provides a holistic outcome for the community with public domain and station improvements. It would celebrate heritage buildings by adaptive reuse, and over station and mixed use development would enable new connections to the surrounding neighbourhoods that will be activated day and night.
- Option D Full precinct renewal – a full precinct renewal would maximise development and over station connections however the viability of this option is reduced by technical and operational constraints and the impact to the heritage Bradfield Flying Junctions.

Refer to **Section 4.15** of this Response to Submissions Report for further discussion on renewal scenario options.

Planning priorities and design principles

The structure of the draft Strategic Vision document (and ultimately the Strategic Framework) has since evolved, replacing the term ‘Preliminary Precinct Plan Principles’ with ‘Design Principles’. It is reiterated that the draft Strategic Vision (and ultimately the Strategic Framework) is intended to be considered and interpreted holistically, with both planning priorities and design principles to be considered in subsequent planning processes for each sub-precinct as part of Stage 2 of the SSP planning process.

A series of updates are made to the planning priorities in response to the suggestions made by City of Sydney Council and the Heritage Council of NSW.

Refer to **Section 4.11** of this Response to Submissions Report for further discussion on planning priorities and design principles.

Sub-precinct character statements

Future development will be guided by the sub-precinct character statement, which outline the desired future opportunities for each sub-precinct. It is noted that these sub-precinct character statements may further evolve in the future, as detailed technical investigations during Stage 2 of the SSP planning process may reveal unforeseen limitations or new opportunities that could shape the desired future character for the sub-precincts.

In response to the submissions received, a series of updates have been made to the sub-precinct character statements in response to the recommendations made by the City of Sydney Council and the Heritage Council of NSW. The main character statement changes relate to peripheral precincts to better engage with surrounds. This includes:

- Regent Street Sidings sub-precinct – an improved response to Chippendale
- Eastern Gateway sub-precinct – an improved response to Surry Hills
- Prince Alfred Sidings sub-precinct – better focus on lower scale built form, response to park and heritage and provision of connectivity.

It is noted that the sub-precincts have evolved to combine certain sub-precincts that have an aligned future desired character and will enable a more coordinated staged approach to renewal in the broader Central Precinct.

Refer to **Section 4.12** of this Response to Submissions Report for further discussion on sub-precinct character statements.

Future Strategic Framework and Planning Pathway for the Western Gateway Rezoning Proposal

The State Environmental Planning Policy (SEPP) Report for the Western Gateway Rezoning Proposal sets out the strategic justification for the Western Gateway rezoning proposal and provides a review of the proposal against the relevant strategic plans and SEPPs that apply to the sub-precinct, in addition to carrying out an assessment of the environmental, social and economic benefits and impacts of the proposal for the Minister for Planning and Public Spaces' consideration and determination.

Importantly, DPIE's final assessment of the Western Gateway will be assessed against the final Strategic Framework, to ensure:

- the proposal is in keeping with the vision, themes and principles set out for the Central Precinct, including the orderly delivery of key public spaces, movement corridors and public domain elements; and
- there is transparency in decision-making in relation to planning outcomes of the Western Gateway and the broader Central Precinct.

Stage 2 of the SSP planning process will consider the outcome of the Western Gateway proposal to ensure potential cumulative impacts relating to solar access, wind, air quality, waste and water management issues of the Central Precinct (including the Western Gateway) are appropriately considered.

Refer to **Section 4.13** of this Response to Submissions Report for further discussion on the Strategic Framework and planning pathway for the Western Gateway Rezoning Proposal.

Governance structure

While it is recognised that implementation of the Strategic Framework for the Central Precinct will require ongoing and effective engagement with key stakeholders, the establishment of a governance structure sits outside the scope of the Strategic Framework, and the SSP Planning process, which is intended to guide the future planning and design of the Central Precinct.

Refer to **Section 4.14** of this Response to Submissions Report for further discussion on Governance Structure.

The revised Central Precinct Strategic Framework

This Response to Submissions Report has been prepared by Transport for NSW to address the issues raised as a result of the public exhibition of the Central Precinct draft Strategic Vision. As a result of this, Transport for NSW is proposing to update the Strategic Vision and evolve it into a Strategic Framework.

Consideration of submissions has confirmed the overall intent for the Central Precinct as a new part of Sydney CBD that is focussed on supporting the jobs of the future.

The key changes of the Central Precinct Strategic Framework in response to the submissions received, include:

- an updated vision for Central Precinct;
- an assessment of renewal options for Central Precinct;
- amendments to better embed the consideration of Aboriginal heritage and its communities; and
- adjustments to planning priorities and design principles and sub-precinct character statements to better reflect the rich layering of complementary uses.

Next steps

DPIE will work with the City of Sydney, the office of the Government Architect NSW and the Greater Sydney Commission to formally assess the proposed Strategic Framework for the Central Precinct.

Once the Assessment Report has been finalised, the Minister for Planning and Public Spaces considers the Assessment Report, and any report from the Project Review Panel, and makes a determination on the adoption and implementation of the Strategic Framework for Central Precinct. If endorsed, the Strategic Framework will be a matter for consideration as part of Stage 2 of the SSP planning process, and for any other future rezoning proposal that could be submitted for the Central Precinct.

Stage 2 of the SSP planning process will involve the preparation of an SSP Study for the Central Precinct which will involve further, more detailed design development and technical studies. There will be further opportunity for community and stakeholder engagement throughout Stage 2 of the SSP planning process. The SSP Study will seek to establish a revised planning and contributions framework for the Central Precinct. The planning framework will support the Central Precinct's renewal into a vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses that support the jobs of the future, and high-quality public spaces.

1 Introduction

Transport for NSW is exploring opportunities to revitalise the Central Precinct. The aim of the Central Precinct Renewal Program is to create a precinct with a real sense of place, which connects into surrounding neighbourhoods, and draws on the character and heritage of this landmark location. The Central Precinct comprises approximately 24 hectares of land in and around the Central Station transport interchange. This includes:

- Central Station and surrounding NSW Government-owned land along the rail corridor
- Goulburn Street Car Park
- the land fronting Lee Street on the edge of Central Precinct, known as the Western Gateway.

The Central Precinct was nominated as a State Significant Precinct (SSP) by the Minister for Planning and Public Spaces in July 2019 in recognition of its potential to boost investment and deliver new jobs. It presents an exceptional opportunity to expand Sydney's southern CBD and create a new place for business and the community by renewing 24 hectares of government-owned land in one of Sydney's most connected sites. This would see Central Precinct provide an enhanced transport interchange experience, important space for jobs in innovation and technology, improved connections with surrounding areas, new and improved public spaces and social infrastructure to support the community. In brief, the Central Precinct Renewal program will provide:

- a renewed Central Station and improved transport interchange
- new and enhanced public and community spaces
- new pedestrian connections across the rail line
- new space for the jobs of the future in innovation and technology
- new dining, shopping and entertainment.

The SSP nomination commences a detailed planning and investigation process involving technical studies and community and stakeholder consultation over the next 18 months to two years. The SSP planning process involves two key stages:

- **Stage 1:** Development of a draft Strategic Vision which will be developed into a Strategic Framework
- **Stage 2:** Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.

Transport for NSW developed a draft Strategic Vision document (Stage 1 of the SSP planning process) which was publicly exhibited over a six-week period between 16 October and 27 November 2019. 77 submissions were received on the draft Strategic Vision from community members, State government agencies and City of Sydney Council.

This Response to Submissions Report provides a response to the key issues raised by submissions during the public exhibition period, and outlines any proposed amendments to the draft Strategic Vision document, if necessary. A summary of all submissions and responses can be found within **Appendix A** of this report.

1.1 Background

1.1.1 Central Precinct State Significant Precinct Study

State Significant Precincts are areas that the Minister for Planning and Public Spaces (the Minister) has determined to be matters of State or regional planning significance. State or regional planning significance relates to social, economic or environmental characteristics that enable a precinct to play a particularly important role in achieving government policy objectives, including increasing the supply of housing and improving housing choice and affordability.

SSPs are declared and planned in accordance with the *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP). Potential SSPs are assessed against the following criteria to determine their State or regional planning significance:

- be a large area of land within a single ownership or control, typically government owned
- be of state or regional importance in achieving government policy objectives, particularly those relating to increasing delivery of housing and jobs
- be of state or regional importance for environmental or natural resource conservation
- be of state or regional importance for heritage or historical significance.

The planning process is currently in Stage 1, with draft Strategic Vision document being publicly exhibited between 16 October and 27 November 2019. The Strategic Vision is intended to evolve into a Strategic Framework, incorporating the community and stakeholder feedback received during public exhibition.

Alongside the development of the Strategic Framework, DPIE has issued SSP study requirements. These study requirements, along with the Strategic Framework, will inform Stage 2 of the SSP planning process whereby Transport for NSW will produce an SSP Study with associated technical analysis for community and stakeholder consultation. This SSP Study will propose to amend the statutory planning controls to support the future renewal of the Central Precinct.

1.1.2 Draft Strategic Vision

The exhibited draft Strategic Vision for the Central Precinct SSP was submitted to the DPIE in October 2019. The exhibited draft Strategic Vision document (and ultimately the Strategic Framework) represents the first stage of the SSP planning process, that canvases Transport for NSW's vision and addresses the challenges and opportunities of renewing Central Precinct in a way that considers the vision, planning priorities and desired future character. The Strategic Vision has been developed into a Strategic Framework that represents the completion of the first stage of the SSP Study and will be used to guide Stage 2 of the SSP planning process which will involve a number of detailed technical studies and associated community and stakeholder consultation leading to the development of a proposed new statutory planning framework for Central Precinct.

The exhibited draft Strategic Vision outlined a vision for the Central precinct, identifying that *Central Precinct will be a vibrant and exciting place that unites a world-class transport interchange with innovative businesses and public spaces. It will connect the city at its boundaries, celebrate its heritage and become a centre for the jobs of the future and economic growth.*

To realise the vision of Central Precinct the exhibited draft Strategic Vision document established a series of planning priorities grouped into five key themes. The themes included place and destination, people and community, mobility and access, economy and innovation and sustainability. The urban context and existing local character informed the development of themes and planning priorities. This was supported with a Preliminary Precinct Plan, representing the physical expression of the vision, the five key themes and planning priorities. Preliminary Precinct Plan also identified a preliminary set of principles for public domain and open space, connections and mobility, built form and heritage, sustainability and design excellence. The exhibited Preliminary Precinct Plan is shown in **Figure 1**.

To facilitate the future renewal of Central Precinct and positively respond to the varying character of the surrounding area, the exhibited draft Strategic Vision document divided Central Precinct into 10 sub-precincts, including Goulburn Street, Belmore Park, Central Station, Western Forecourt, Western Gateway, Sydney Rail Yards, Regent Street Sidings, Cleveland Street, Prince Alfred Sidings and Eastern Gateway.

For each sub-precinct, the exhibited draft Strategic Vision:

- defined its proposed location and boundary
- provided a statement of desired future character
- identified important features
- highlighted the opportunities
- provided a selection of images that illustrate how the sub-precinct may look and feel in the future.

Future development will be guided by this information and should consider the desired future outcomes for each sub-precinct. However, it is important to note that it will not be until further detailed design development supported by technical studies have been undertaken to confirm the statement of desired future character and opportunities presented in the draft Strategic Vision. Furthermore, as the renewal of Central Precinct will occur over a long period of time, the desired future character of these sub-precincts may evolve over time to better respond to changing circumstances.



Figure 1. Exhibited Preliminary Precinct Plan

1.1.3 Western Gateway Sub-precinct

The Western Gateway sub-precinct (as shown in **Figure 2**) includes the commercial buildings and public plaza located on the western edge of Central Precinct. Whilst land within this sub-precinct is Government-owned, it is within long term existing leaseholds and is subject to private sector redevelopment proposals.

The Western Gateway sub-precinct has the potential to be the first step in the creation of a new planning framework for Central Precinct. It will kick-start the renewal of Central Precinct through the creation of a thriving city hub for technology and businesses with new public spaces. The detailed planning for the Western Gateway sub-precinct will progress in advance to the rest of Central Precinct. The Strategic Vision will ensure that planning for this important sub-precinct remains aligned and integrated with the overall vision for Central Precinct.

The Western Gateway Rezoning Proposal

The Western Gateway Rezoning Proposal was publicly exhibited alongside the draft Central Precinct Strategic Vision document between 16 October 2019 and 27 November 2019. The Rezoning Proposal seeks to amend 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. This intends to deliver on the NSW Government's commitment to create Tech Central (previously known as the Sydney Innovation and Technology Precinct, the biggest technology hub of its kind in Australia and the contribution to strategic State, metropolitan and local policies to provide to 225,000sqm of employment floor space and 14,600 additional jobs.

The DPIE will consider the proposed amendments to the current planning controls for the Western Gateway Sub-precinct alongside the Central Precinct draft Strategic Vision to ensure that the proposed changes to planning controls are consistent with the overarching vision, themes and principles outlined for the broader Central SSP and the Western Gateway sub-precinct.



Figure 2. Central Precinct and Western Gateway sub-precinct (shown in yellow)

2 Consultation

2.1 Community engagement

Community engagement has been an important factor in shaping the work that has contributed to the preparation of the Draft Central Precinct Strategic Vision. 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.

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.

2.2 Government agency and stakeholder engagement

In 2017, Transport for NSW initiated early stakeholder engagement with a range of Government departments 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.

A Central SSP Precinct Project Review Panel (PRP) was established, comprising DPIE, the City of Sydney Council, the office of the Government Architect NSW, and the Greater Sydney Commission. The Project Review Panel has provided ongoing guidance and advice during the preparation of the exhibited Central SSP and Western Gateway Rezoning Proposal.

The draft Strategic Vision has also been informed by consultation with numerous Government agencies including the Department of Premier and Cabinet, DPIE, the Greater Sydney Commission, Office of Environment and Heritage, NSW, office of the Government Architect NSW and the City of Sydney Council.

The State Design Review Panel have also informed the exhibited draft Strategic Vision document for Central Precinct, including its vision, themes and key opportunities.

2.3 Public exhibition of the Draft Strategic Vision

DPIE publicly exhibited the draft Strategic Vision for a period of six weeks between 16 October and 27 November 2019. The exhibition was promoted on DPIE and Transport for NSW's website and advertisements were placed in Sydney Morning Herald on 23 October, 30 October and 13 November

During the exhibition period, the following community and stakeholder engagement activities were undertaken:

- meetings held with key stakeholders including City of Sydney, Camperdown-Ultimo Alliance comprising of University of Sydney, University of Technology Sydney, Notre Dame University, TAFE NSW, Sydney Local Area Health District and Health Infrastructure. Other agencies include Urban Taskforce Australia, The Committee for Sydney, Sydney Business Chambers of Commerce, Tourism and Transport Forum and NSW Property Council.
- 20,500 flyers distributed to residents and businesses within a 500 metres radius of Central Precinct
- more than 15,000 flyers distributed to customers at the Central Station during evening peak periods
- over 130,000 views on Central Precinct social media video, with 90 per cent of viewers continuing to watch after 20 seconds
- letter sent to businesses leasing within the State Significant Precinct boundary with project information and how to have your say
- 93 emails sent to Central Precinct mailing list subscribers
- over 20 direct emails and phone calls targeting local community groups and key neighbours with project and exhibition information
- Central Precinct Renewal webpage with project information and how to have your say via a direct link to DPIE's Planning Portal. Exhibition details were also available on Department of Premier & Cabinet Have Your Say website
- four drop-in information sessions held during the exhibition period at Central Station for community members to meet and speak with the project team
- static displays set up at Town Hall, Surry Hills Library and Ultimo Library allowed community members to view copies of Central Precinct Strategic Vision, Western Gateway Rezoning Proposal and project information
- 16 enquiries responded to via Transport for NSW's project infoline and email address.

3 Overview of submissions on the Draft Strategic Vision

During the public exhibition period there were 77 submissions received in response to the draft Strategic Vision. The type of respondents commenting on the exhibited draft Strategic Vision document, include:

- 58 submissions from the community
- 3 submissions from government agencies
- 1 submission from the City of Sydney
- 15 from non-government organisations.

Overall, the submissions received were largely supportive of the exhibited draft Strategic Vision document for the Central Precinct, as shown in the breakdown of submissions in **Figure 3** below.

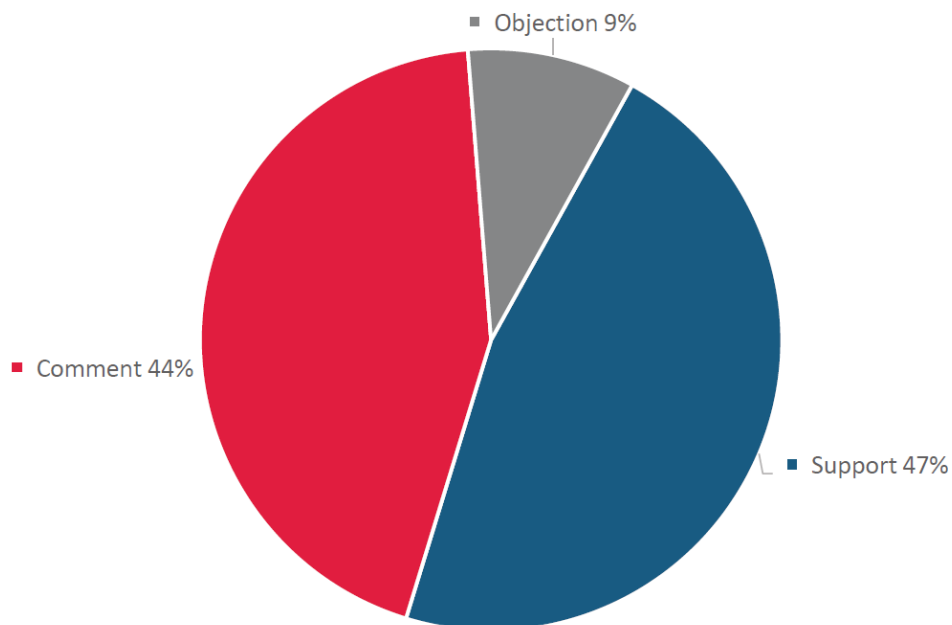


Figure 3. Breakdown of submissions received during exhibition period

Source: Central State Significant Precinct Submissions Summary (DPIE, 2020)

Transport for NSW has tabulated the submissions (**Appendix A** of this Response to Submissions Report). The format includes details of each submission, a summary of the key points raised in each submission and responses together with details of further changes (if any) to the exhibited draft Strategic Vision document.

Details of the response to key issues raised as part of submissions received are discussed in **Section 4** of this Response to Submissions Report.

3.1 Key community feedback

A number of issues were raised frequently or in a large proportion of the submissions received from the community. Key community feedback received relate to:

- **Pedestrian connections** - The potential of the proposed development to improve pedestrian connections across the Central precinct linking disconnected surrounding suburbs was supported (24% of submission received)
- **Open space and public domain** - The provision and quality of additional open space and public domain across the precinct is generally supported (21% of submissions received)
- **Cycling network** - Enhancing Greater Sydney's cycling network through the precinct and surrounds, was a key priority raised through submissions (18% of submission received)
- **The transport interchange** - The proposed improvements to transport interchange (9% of submissions received), in particular rail infrastructure and service upgrades were generally supported (17% of submissions)
- **Heritage** - The proposed development may not appropriately respond to heritage significance of Central Station and surrounds and in particular the proposed development may detract from the prominence and character of the sandstone clock tower (9% of submissions received)
- **Environmentally sustainable design** - The proposed commitment to environmentally sustainable design for the precinct is supported (9% of submissions)
- **Overshadowing** - Potential overshadowing of key existing public space of Prince Alfred Park created by the new development (5% of submissions received)
- **Railyard character and experience** - Concern the proposed over station development would negatively impact the visibility, character and experience of the Central rail yards and tracks (5% of submissions received)
- **Community spaces** - The preference for certain land uses including community spaces such as a library and a tourist information centre (5% of submissions received)
- **Pedestrian safety** - This was raised for specific intersections (Devonshire and Elizabeth Street crossing) due to the existing high volumes of pedestrian movements intersecting traffic and light rail movements. (2% of submissions received)
- **Student accommodation** - Objection to student accommodation uses in the precinct (1% of submissions received).

3.2 City of Sydney Council

Issues raised in submission

Overall, the City of Sydney expressed support for urban renewal of Central Station including land above and around.

The City of Sydney support the proposed Precinct Plan principles, however, recommend that the principles be incorporated into the planning priorities for each sub-precinct. The City of Sydney supports the themes and planning priorities however suggest a series of recommended changes to wording to emphasise key points.

The City of Sydney supports the Character Statements developed for each sub-precinct, however, suggest strengthening the statements to provide specific place and function guidance for the future development of each sub-precinct. The City of Sydney suggest:

- a contextual analysis of the specific challenges for each sub-precinct
- a high-level indication of staging for each sub-precinct
- addition of movement corridors as an overlay.

The City of Sydney recommends developing the whole precinct Strategic Framework prior to finalising the planning controls for the Western gateway sub-precinct to ensure:

- the orderly delivery of key public spaces, movement corridors and public domain elements, such as the 'third square' in the Western Forecourt sub-precinct
- the equitable distribution of uplift and precinct-scale solutions relating to solar access, wind, air quality, waste and water management issues
- transparency in decision-making in relation to planning outcomes for the entire Precinct
- holistic consideration of both state and local infrastructure, including needs assessment and a framework for contributions and timely delivery.

3.3 Government agencies

3.3.1 Heritage NSW

Issues raised in submission

Heritage NSW, as delegate of the Heritage Council of NSW, raised issues predominantly related with the scale of development and existing significant heritage items.

The submission recommends that a consistent approach is taken in the design of the various proposed sub-precincts to ensure the legibility of the whole State heritage listed site and to additionally retain the character of the predominate use of the railway station.

In particular, the submission raised a matter regarding the Main Terminus building, the Clocktower, Mortuary Station, the Bradfield Flyovers, the former Parcels Post Office and the Inward parcel sheds as items of heritage significance that may be impacted by future development. It recommended that any new development contribute to a uniform connected public realm which includes high end heritage interpretation to inform the public unique heritage values of the area from the Aboriginal custodianship to nineteenth century urbanism.

The submission outlined that Heritage NSW do not support large scale development in the:

- Central Station sub-precinct, noting that large scale development would significantly impact the landmark qualities of the Main Terminus building, the Clocktower and the northern concourse.
- Regent Street Sidings, noting that the proposed scale does not respond to the character and scale of the area and would adversely impact the prominence of Mortuary Station.

3.3.2 Sydney Local Health District

Issues raised in submission

The Sydney Local Health District (SLHD) raised a matter regarding health and wellbeing, placing need on the exhibited draft Strategic Vision document to promote designing for people with disability, homeless population and the elderly population.

The submission recommends greater emphasis on culture and identity of Aboriginal communities be included in the draft Strategic Vision and be considered in future planning for the precinct.

SLHD raised a matter regarding potential impact on the heritage listed Sydney Dental Hospital from future development.

3.3.3 Environment Protection Authority

Issues raised in submission

The Environment Protection Authority (EPA) identify in their submission that the draft document would benefit from recognition of the urban hazards and opportunities to preserve amenity and protect the health of the community.

The submission notes that the precinct is subject to urban hazards of soil and groundwater contamination. It recommends that the precinct is investigated for contamination. The Environment Protection Authority note that upfront planning is recommended to establish directions for development which could ultimately support the requirements of SEPP 55.

The submission outlines that the Central District provides an opportunity to reduce local air emissions and exposure to air pollution impacts through promotion active transport, promoting high sustainability performance and rating tools (such as NABERS, Green Start and Sustainability Advantage).

It identifies that future planning should consider public health impacts and recommends that consideration is given to planning sensitive land uses adjacent to road/ rail infrastructure which have the potential for significant air or noise emissions. It references guidance documents to draw on from EPA, DPIE and City of Sydney.

3.4 Non-government agencies

3.4.1 University of Technology, Sydney

The submission from the University of Technology, Sydney (UTS) supports the need for more holistic approach to unlocking the full potential of the Innovation Corridor. It highlights that fast tracking the delivery of the Central Precinct should not be at the expense of other equally important areas of the Innovation Corridor, such as UTS, Powerhouse Museum, Sydney University and Royal Prince Alfred Hospital.

UTS suggest that any residential development on the Central SSP edge adjoining existing low scale neighbourhoods should be low-rise and be a subordinate use in the context of the overall SSP.

UTS raise the need for improvements of the Lee Street tunnel and redevelopment of underground tunnel from the Western Gateway sub-precinct through to Mortuary Station.

Further, the submission suggests the Goods Line must be delivered as part of the first stage of works for the overall renewal of Central Station.

The submission recommends that an appropriate governance structure will need to be put in place to ensure the continued involvement of key stakeholders. UTS have requested involvement in the design phase of the new bus interchange at Railway Square.

3.4.2 Camperdown-Ultimo Collaboration Area Alliance

Issues raised in submission

The Camperdown-Ultimo Collaboration Area Alliance identified general support for the draft Strategic Vision and have requested that they are consulted with throughout the planning process. The submission identified five issues the Alliance consider to be critical in delivering the success of Central Precinct. These include:

- A key role in delivering a connected place at a local, metropolitan, and regional level
- A 24/7 place and a generational place for 15-30-years age group (including the attraction of technology sector)
- An opportunity for catalyst project including delivery of higher amenity connections along Broadway/Parramatta Road and City Road.
- A place which celebrates the connection to Aboriginal heritage, lands and cultural assets
- A place for transport innovation and an urban test bed for a broad range of new technologies.

3.4.3 The National Trust

Issues raised in submission

The National Trust raised support for the built form and heritage in the vision and Precinct Plan, particularly the strategic points that reinforce heritage and architecture. The submission drew on international examples of places Central Precinct could achieve.

3.4.4 Property Council NSW

Issues raised in submission

The Property Council identified demand for commercial floorspace in Sydney CBD and the importance of the precinct responding to future demand to increase Sydney's global competitiveness.

The submission outlined support for residential uses in the Sydney Rail Yards sub-precinct, along with complementary uses that support the needs of a mixed-use precinct. The Property Council NSW drew on the importance of open space to support future growth of workers in the precinct and the new residential population. Aligned with the submissions support for introducing residential to the sub-precinct, it drew on the importance to activate the night-time economy.

3.4.5 BIKEast

Issues raised in submission

Submissions raised a matter regarding the gap in the City of Sydney Council's current cycling provision. Whilst the matters raised are primarily the responsibility of the City of

Sydney, Transport for NSW notes that the submission highlights that enhancements to the cycling network and provision of end of trip facilities will be essential for visitors and workers in the precinct.

BIKEast proposes the following new cycling route to address this issue:

- East-west cycling connection alongside Cleveland Street to link the George Street cycleway and Prince Alfred Park route to Meagher Street, Chippendale
- East-west cycling link between the proposed east-west replacement for the loss of Devonshire Street to Railway Square, UTS, the Goods Line and Ultimo
- Belmore Park needs to be improved for cycle access with a fully dedicated cycle path linked seamlessly to the new facilities in Castlereagh and Campbell street
- North-south access should be created on the western edge of the site via the Regent Street-Pitt Street.

3.4.6 YHA Australia

Issues raised in submission

YHA raised general support, however noted the following issues as important considerations:

- Reconnection of the Central Precinct to surrounding suburbs is important to deliver a connected city for visitors and tourists
- The youth demographic of YHA hostels will benefit from a high quality and 24 hour activated precinct. YHA consider this to ensure the success of the Precinct
- The Central precinct is a unique opportunity to deliver short term tourist accommodation in a high quality and well connected precinct in line with the City of Sydney Council's Sydney 2030 Tourism Activation Plan.

3.5 Project Review Panel

A Central Precinct Project Review Panel was established at the beginning of the project, comprising DPIE, the City of Sydney Council, the office of the Government Architect NSW and the Greater Sydney Commission. The Project Review Panel has provided ongoing guidance and advice during the preparation of the exhibited Central Precinct Strategic Framework and Western Gateway Rezoning Proposal.

A responsibility of the Project Review Panel is to review and consider the submissions received from the community, non-government organisations, City of Sydney and NSW Government agencies for the exhibited Central Precinct Strategic Framework and Western Gateway Rezoning Proposal. This is to confirm the summary of submissions and to advise on issues raised through submissions.

The advice from the Project Review Panel is that the proposal will need to address the recommendations of the Project Review Panel within the following themes:

Sustainability

- The Project Review Panel noted community submissions raising the need for a more resilient and sustainable city and for new development to increase environmentally sustainable design (ESD) targets to a higher level to match those of other countries. The Project Review Panel additionally recognised the public sentiment expressed in submissions to improve the commitment to reducing waste and single use plastic in the precinct.

- In response to the issues raised by the community and City of Sydney submissions, the panel reiterated its previous advice that the ESD performance targets should achieve a high benchmark, and confirmed that Transport for NSW in its response to submissions should improve the focus and commitment to sustainability in the Western Gateway and the Central SSP as a precinct wide approach with individual projects connecting into the precinct strategy.
- The Project Review Panel additionally recommended that Transport for NSW further develop the framework for ESD in the draft Strategic Vision (and future Strategic Framework) to outline what the ambition for sustainability is for the precinct, to identify how each sub precinct can play a role in achieving sustainability outcomes and to assess what the precinct can achieve on-site and what is viable off-site to achieve ESD outcomes.
- The framework should be consistent with actions 68 and 69 of the Eastern District Plan which encourage initiatives to achieve net-zero emissions by 2050 and increase renewable emergency generation and water efficiency in State Significant Precincts.

Aboriginal Culture and Heritage

- The panel noted the submission made by the Sydney Local Health District calling for a stronger emphasis on the culture and identity of Aboriginal communities in the Strategic Vision and Framework for the Central Precinct.
- The panel noted that Aboriginal culture has not been effectively represented and more ideas need to be introduced in the Strategic Framework.
- The panel recommended that Transport for NSW in its Response to Submissions introduce clear strategies and ideas to incorporate Aboriginal culture, identity and community participation in the Central Precinct and should consult with the City of Sydney Council's Aboriginal and Torres Strait Islander Advisory Group and the office of the Government Architect NSW's Aboriginal Liaison Officer.

Heritage

In reviewing the Heritage NSW submission, the panel recommended that the development of the Strategic Vision document into the Strategic Framework ensure a greater consideration and analysis of the potential impacts on the Central precinct's heritage values. This includes but is not limited to:

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

- The panel recommended that Transport for NSW undertake consultation with the Heritage Council of NSW before finalising the Strategic Vision as a Framework.
- The panel noted that the 'Central Precinct Renewal Project - Vision and Strategic Framework 2018 (OMA and GANSW)' (the Central Precinct VSF 2018), was prepared for Transport NSW by OMA with GANSW support is a critical document, which should inform the finalisation of the Strategic Vision as a Framework. The panel noted in particular that the 2017 OMA/GANSW document sets out criteria for addressing heritage which should be included in Transport for NSW's response to submissions.

Infrastructure Contributions

- The panel noted the City of Sydney Council's submission raising the need for the Central Precinct and Western Gateway rezoning to consider State and local infrastructure needs and for a framework for the contributions and delivery of infrastructure to be developed.
- The panel recommended Transport for NSW in its Response to Submissions provide an infrastructure needs assessment, a framework for contributions and a schedule for the potential delivery of State and local infrastructure.

Urban Tree Canopy

- The panel noted the DPIE Environment, Energy and Science Group's submission provided for the Western Gateway Rezoning Proposal recommended that Transport for NSW undertake a survey for threatened and protected species, including microbats.
- The panel considered this issue as relevant to the provision of urban tree canopy in the precinct to enhance amenity and biodiversity and further noted this as an opportunity to address the Premier's priorities for 'Greener Public Spaces' and 'Greening our City' which target the increase of tree canopy in Greater Sydney.
- The panel recommended Transport for NSW emphasise in the Central Precinct Strategic Framework a commitment to the Premier's priority to increase tree canopy and to outline how the precinct can contribute to the target of planting 1 million trees in Greater Sydney by 2022.

Objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan

Further to the panel's previous advice, it noted the exhibited materials do not appropriately address the objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan. In particular:

- Consideration of a range of initiatives to address affordable rental housing (Objective 11)
- Consultation with Local Aboriginal Lands Councils (Planning Priority E4)
- Investigation of opportunities for precinct-based provision of adaptable car parking and infrastructure (Objective 12, Planning Priority E6)
- Identification and conservation of heritage (Planning Priority E6)
- Strengthening international competitiveness of the Harbour CBD and growing its vibrancy (Planning Priority E7)
- Delivering integrated land use and transport planning and a 30-minute city (E10)
- Supporting growth of targeted industry sectors, in particular tourism and visitation and night time economy (Planning Priority E13).

With consideration of the key issues raised by the community, non-government agencies and government agencies, and the recommendations of the Project Review Panel, amendments have been made to the SSP Study, as detailed in **Section 5** of this Response to Submissions Report.

4 Response to key issues raised

4.1 Land Use

4.1.1 Focus on employment-generating uses

Parties which raised this issue:

City of Sydney

Project Review Panel

Members of the public

Issues raised in submissions

Submissions received from the community and City of Sydney noted strong support for the redevelopment of the land above and around Central Station with a planning approach that prioritises jobs growth, in particular commercial uses supplemented with retail and entertainment uses.

City of Sydney also provided suggested amendments to the sub-precinct character statements and planning priorities to further enforce Central Precinct's role as an employment focused innovation and technology precinct.

Discussion and response

Emphasising economic growth and diversity is recognised as an important element of striving to advance Sydney's status as a global city and this is evident in the exhibited draft Strategic Vision document. Through the role of Central Precinct in supporting growth of the Innovation and Technology Precinct, spill over of knowledge intensive jobs from the CBD core and creative industries in Surry Hills and surrounds is a critical area of focus in the draft Strategic Vision.

The exhibited draft Strategic Vision document identified Economy and Innovation as a key theme for the future of the precinct. This theme is supported by the following planning priorities that have been established to guide future planning investigations as part of Stage 2 of the SSP planning process, including:

- advancing Sydney's status as a global city
- supporting the creation of jobs and economic growth including in new and emerging industries such as innovation and technology
- providing an active and diverse commercial hub with a rich network of complimentary uses that nurture and support business
- supporting both the day and night economies of the precinct, promoting liveability and productivity
- fostering collaboration between major institutions in the precinct including transport, education, health and business
- creating a smart precinct that incorporates digital infrastructure to support research and innovation.

It is also evident that the planning priorities of the exhibited draft Strategic Vision document recognises the importance of accommodating land uses that will support the precinct becoming a vibrant and exciting place that unites a world-class transport interchange with innovative businesses and public spaces, with a clear focus on fostering

jobs growth. These principles have shaped the desired future character and specific opportunities for the provision of new employment floorspace to meet future demand in relevant sub-precincts (e.g. the Western Gateway, the Sydney Rail Yards, Regent Street Sidings etc.).

To appropriately recognise that the Central Precinct will support Greater Sydney Region Plan and Eastern City District action to further grow an internationally competitive commercial sector and support an innovation economy, the 'State and local strategic planning context' section of the Strategic Framework (pg. 16) has been updated to include:

- *"Strengthening international competitiveness of the Harbour CBD and growing its vibrancy (Planning Priority E7)"*

Further technical analysis on economic need and employment will occur during Stage 2 of the SSP planning process. This will provide a robust evidence base on employment forecasts, floorspace demand and broader market trends which will inform more detailed planning provisions proposed for the Central Precinct that will directly support the provision of employment generating uses (e.g. land use zones, floor space ratios etc.).

Responses to the City of Sydney Council's suggested amendments to the sub-precinct character statements and planning priorities are addressed in **Sections 4.11** and **4.12** of this report.

Outcome

Strategic Framework

- Planning Priority 7 under the theme place and destination has been amended to:
 - *Facilitate the precinct's focus on transport and economic diversity in tourism and across commercial sectors including office, business and retail*
- The 'State and local strategic planning context' section (pg. 16) has been updated to include:
 - *Strengthening international competitiveness of the Harbour CBD and growing its vibrancy (Planning Priority E7)*

Stage 2 of the SSP planning process

- Technical analysis on economic need and employment floorspace demand is to be undertaken to inform detailed planning provisions for the Central Precinct that support the provision of employment generating uses.

4.1.2 Knowledge-based industries and start-ups

Parties which raised this issue:

City of Sydney

University of Technology Sydney

Issues raised in submissions

The City of Sydney suggest the inclusion of a planning priority that relates to appropriate design for spaces that cater to the specific needs of knowledge-based clusters and businesses, ranging from start-ups to emerging and mature businesses.

The University of Technology Sydney supports the prioritisation of employment uses within the Central SSP. Highlights that there are strong synergies between tertiary education and employment uses, particularly start-ups and knowledge-based industries. These types of uses should be prioritised in the sub-precincts closest to UTS and the rest of the Innovation Corridor.

Discussion and response

It is recognised that the delivery of spaces for start-ups will be important in establishing an innovation and technology precinct. While opportunities for start-ups are identified for certain sub-precincts, including Regent Street Sidings and Cleveland Street sub-precincts, the planning priorities (as exhibited) do not make clear reference to start-ups. The planning priorities under the theme of 'Economy and innovation' will therefore be updated to reflect the need for spaces that accommodate start-ups in the Central Precinct.

The benefits of creating strong synergies between tertiary education and employment uses through spatial planning is recognised. At this stage of the SSP Study, it is too early to identify and prioritise specific locations for knowledge-based clusters ranging from start-ups to emerging and mature businesses.

In saying this, the exhibited draft Strategic Vision document established a commitment to supporting the creation of jobs and economic growth in the precinct. Understanding the specific needs of knowledge-based clusters and start-ups will be explored as part of technical analysis undertaken in Stage 2 of the SSP planning process. This will include an assessment of the spatial distribution of jobs and industries in surrounding Surry Hills, CBD core, Ultimo and surrounding health and education precincts and the anticipated future employment dynamics of each sub-precinct. This analysis will establish an evidence-based approach to planning for commercial and innovation floorspace to cater to knowledge-based clusters and start-up businesses.

Outcome

Strategic Framework

- Planning Priority 2 under the theme of 'Economy and innovation' is amended to the following:
 - *Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups.*

Stage 2 of the SSP planning process

- Technical analysis on economic need and employment floorspace demand is to be undertaken to inform detailed planning provisions for the Central Precinct that support the provision of employment generating uses. This analysis will establish an evidence-based approach to planning for commercial and innovation floorspace to cater to knowledge-based clusters and start-up businesses.

4.1.3 Cultural and creative uses

Parties which raised this issue:

City of Sydney

University of Technology Sydney

Issues raised in submissions

The City of Sydney suggest including a planning priority to provide affordable space for cultural and creative uses, start-ups and a range of strategic uses that have co-beneficial relationships with existing and future knowledge-based clusters in the Precinct.

UTS note that the transformation of Central Station provides city shaping opportunity that, with the correct approach, is capable of knitting together the disparate land uses of the Sydney CBD, the Innovation Corridor, the Pyrmont/Ultimo Creative Industries Precinct, Surry Hills and beyond.

Discussion and response

The need to provide floorspace for complementary uses that provides an active and diverse commercial hub, such as cultural and creative uses that have a co-beneficial relationship with knowledge-based clusters, is acknowledged as a planning priority in the exhibited draft Strategic Vision document. Reflecting this planning priority, the Cleveland Street and Regent Street Sidings character statements identify the opportunity to 'provide space for small businesses, creative industries, start-ups and community uses'. While the term 'complementary uses' is intended to refer to such uses, there is value in providing specific reference to cultural and creative uses, start-ups as an example of a complementary use for this planning priority. This will ensure these uses will be considered as part of the preparation of the Strategic Framework for Central Precinct and detailed planning investigations during Stage 2 of the SSP planning process.

The exhibited draft Strategic Vision document did not include a planning priority for affordable floorspace for cultural and creative uses. The creative industry often has different floorspace requirements to knowledge-based industries. The way jobs in the creative industry use space and their locational requirements are often valued differently. From this, there is a need for evidence on job forecasts, floorspace requirements, particularly of the creative industry, before affordability can be addressed. This evidence will inform the type of commercial floorspace to deliver based on demand and provide insight on levels of feasibility to achieve affordable floorspace. This will be explored as part of analysis undertaken in Stage 2 of the SSP planning process.

Outcome

Strategic Framework

- Planning Priority 2 under the theme of 'Economy and innovation' is amended to the following:
 - *Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups.*

Stage 2 of the SSP planning process

- Technical analysis on economic need and employment floorspace demand is to be undertaken to inform detailed planning provisions for the Central Precinct that support the provision of employment generating uses. This analysis will include an assessment of the floorspace requirements, particularly for cultural uses and creative industries.

4.1.4 Community uses and spaces

Parties which raised this issue:

City of Sydney

Sydney Local Health District

Members of the public

Issues raised in submissions

City of Sydney outlined that the draft vision should place stronger emphasis on the unique place and social characteristics of the precinct, suggesting *Central Precinct will be vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality public spaces. It will be an exemplar for 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.*

Submissions outlined a desire for Central Precinct to be planned and designed for all to ensure it appropriately meets the needs of the future job, resident and visitor population. This encompasses social, retail, cultural, community, civic spaces and open space needs. Reference was made to amending Planning Priority 6 (under theme 'people and community') to focus on creating a precinct that delivers appropriate social and cultural infrastructure.

Submissions also recommend that public health, equity and wellbeing should be promoted as a key theme of the strategy to capture designing for people with disability, homeless population and the ageing and elderly.

Discussion and response

The need for stronger emphasis on the unique place and social characteristics of the precinct as part of the vision Central Precinct is recognised. Transport for NSW have taken onboard some of the suggestions made by City of Sydney to amend the vision statement for Central Precinct. The vision is proposed to be revised to:

- *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.*

Regarding the suggested amendment to Planning Priority 6 (under theme 'people and community'). It is considered that the planning priorities under the theme of 'People and community' are sufficient to ensure that social, retail, cultural, community, civic spaces and open space needs are considered during detailed design and planning investigations during Stage 2 of the SSP planning process. Relevant planning priorities include:

- Designing public spaces that promote health, equality and wellbeing
- Promoting social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression
- Creating a safe and intuitive precinct that promotes social access and inclusion
- Supporting programs and initiatives that benefit communities and people
- Creating a precinct that responds to the current and future needs of transport customers and communities.

In terms of planning for a precinct that promotes health, equality and wellbeing, it is considered that the exhibited planning priorities under the theme 'people and community' will promote this desired outcome. Further detailed technical analysis undertaken in Stage 2 of the SSP planning process will help to establish future infrastructure needs for the precinct that will contribute to promoting health, equality and wellbeing. This technical analysis will also provide advice on how social infrastructure and development of the built form can assist in delivering a precinct that promotes health, equality and wellbeing, and which caters to the needs of persons with a disability and the elderly. It may also consider the needs of homeless people.

Outcome

Strategic Framework

- The vision statement for the revised Strategic Vision (and ultimately the Strategic Framework) is updated to be:
 - *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.*
- Planning Priority 6 under the theme people and community is amended to:
 - *Create a precinct that responds to the current and future needs of transport customers, workers, residents and visitors, including those of the broader local community.*

Stage 2 of the SSP planning process

- Further technical analysis will be undertaken to establish future infrastructure needs and strategies to assist in delivering a precinct that will contribute to promoting health, equality and wellbeing, including catering for the needs of persons with a disability and the elderly.

4.1.5 Night-time economy

Parties which raised this issue:

City of Sydney

Issues raised in submissions

The City of Sydney identified the need for greater consideration given strategic land uses which support the night-time economy including cultural infrastructure, diverse entertainment, food and beverage and creative uses to help attract skilled workers and visitors to the Precinct. The City of Sydney further suggested adding a planning priority that recognises the Precinct's current and potential future role in the night-time economy.

The Project Review Panel also noted the exhibited materials do not appropriately address the objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan, including 'Supporting growth of targeted industry sectors, in particular tourism and visitation and night time economy (Planning Priority E13).

Discussion and response

The need to consider the current and future role of the precinct in supporting the night-time economy is recognised in the exhibited draft Strategic Vision document. The planning priorities established in the document acknowledge that the scale and strategic location of the precinct presents an opportunity to not only accommodate high-value jobs,

but host uses that support night-time activity that attracts the surrounding resident and employment population, students and visitors.

It is understood that the City of Sydney's intent is to achieve a successful night-time economy in this precinct and there is local policy in place that supports this direction. Under the theme 'economy and innovation', a planning priority identified a focus on 'providing an active and diverse commercial hub with a rich network of complementary uses that nurture and support business'. It is evident that the role of complementary uses in supporting the surrounding population, nearby employment and the visitor market is recognised. Complementary uses capture diverse strategic land uses such as cultural infrastructure, entertainment, food and beverage and creative uses, that can stimulate the night-time economy.

In response to the issue raised, the Planning Priority 4 under the theme 'economy and innovation' has been amended to place further emphasis on supporting diverse complementary uses, such as cultural infrastructure, entertainment, food and beverage and creative uses.

To plan for a precinct that hosts a successful night-time economy, potential barriers to business operations will need to be considered. It will be appropriate to explore whether planning controls make it feasible for small bars, dining and forms of entertainment to operate in the precinct during Stage 2 of the SSP planning process. Further investigation will be undertaken as part of the Stage 2 SSP Study on job growth, population growth including a profile of the type of workers, residents, students and visitors to the precinct. This will provide an evidence-based proposition on the type of complementary uses that may be in demand to support the success of a night-time economy.

Outcome

Strategic Framework

- Planning Priority 4 under the theme of 'Economy and innovation' is proposed to be amended to the following:
 - *"Support both the day and night economies of the precinct through diverse complementary uses, promoting liveability and productivity"*
- The 'State and local strategic planning context' section (pg. 16) has been updated to include:
 - *"Supporting growth of targeted industry sectors, in particular tourism and visitation and night time economy (Planning Priority E13)."*

Stage 2 of the SSP planning process

- Further analysis will be undertaken as part of Stage 2 in the SSP Study to inform the type of complementary uses that may be in demand to support the success of a night-time economy.

4.1.6 Provision of affordable housing

Parties which raised this issue:

Project Review Panel

Issues raised in submission

The Project Review Panel noted the exhibited materials do not appropriately address the objectives and planning priorities in the Greater Sydney Region Plan and Eastern City

District Plan, including the consideration of a range of initiatives to address affordable rental housing.

Discussion and response

While Central Precinct is proposed to become a centre for the jobs of the future and economic growth, there will be opportunities to support a range of accommodation types that will serve as a complementary use. For any residential accommodation that may be proposed within the Central Precinct, it is expected that a proportion of this would comprise of affordable rental housing. The specific outcomes relating to the delivery of affordable housing will be investigated as part of Stage 2 of the SSP planning process. Within sub-precincts where residential uses are included, Transport for NSW is committed to taking steps to deliver on the Greater Sydney Commission's target of 5-10 per cent of the residential component being social and affordable housing.

To respond to objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan, the 'State and local strategic planning context' section of the draft Strategic Vision (pg. 16) have been updated.

Outcome

Strategic Framework

- The State and local strategic planning context (pg. 16) has been updated to include:
 - *"Consideration of a range of initiatives to address affordable rental housing (Objective 11)."*

Stage 2 of the SSP planning process

- Opportunities to provide affordable housing within the Central Precinct will be investigated during Stage 2 of the SSP planning process. Within sub-precincts where residential uses are included, Transport for NSW is committed to taking steps to deliver on the Greater Sydney Commission's target of 5-10 per cent of the residential component being social and affordable housing.

4.2 Heritage

4.2.1 Respond to elements of heritage significance

Parties which raised this issue:

City of Sydney

Heritage NSW

Project Review Panel

Issues raised in submissions

Submissions by the City of Sydney and Heritage NSW raised a matter that future development may not appropriately respond to the heritage significance of Central Station and its surrounds. Heritage NSW outlined that *any new development should respond to the heritage context and character of the area, including its extant buildings, and identify opportunities for inventive new design to enhance the significance of the site.*

In reviewing the Heritage NSW submission, the Project Review Panel recommended that the development of the Strategic Vision document into the Strategic Framework ensure a greater consideration and analysis of the potential impacts on the Central precinct's heritage values. This includes but is not limited to:

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

The Central Precinct Vision and Strategic Framework (VSF) 2018, should inform the finalisation of the Strategic Vision as a Framework. The panel noted in particular that the document sets out criteria for addressing heritage which should be included in Transport for NSW’s response to submissions.

Discussion and response

City of Sydney’s Local Strategic Planning Statement recognises the area around Central Station with Ultimo, Haymarket and parts of Surry Hills as the future southern extension of Sydney CBD. There is a reasonable expectation for change to occur in this area, to create new spaces for jobs in knowledge-based industries, which is balanced with the delivery of cultural, social and essential infrastructure and new public spaces to commensurate this growth.

While change may occur, this will not undermine the importance of ensuring a future development outcome that responds to the area’s heritage significance. In particular to retain, and where appropriate revitalise and celebrate heritage items, delivering a co-ordinated, high quality public domain that weaves in the Precinct’s Aboriginal and non-Aboriginal history, and the continued preservation and indeed enhancement of the precinct as Sydney’s main public transport interchange

The Character Statements establish opportunities for each sub-precinct, drawing on the importance of heritage and character of the built form. The exhibited draft Strategic Vision document acknowledges the opportunity for future development to celebrate heritage items within and surrounding the Precinct, as evidenced in a number of the Preliminary Precinct Plan principles, including:

- Preliminary Precinct Plan Principle 7: retain amenity to the public domain
- Preliminary Precinct Plan Principle 8: celebrate the unique architectural and cultural heritage of Central Precinct through adaptive reuse and interpretation
- Preliminary Precinct Plan Principle 9: ensure that future development sensitively interfaces with existing key heritage items

In response to the Project Review Panel’s recommendation for Transport for NSW to undertake consultation with the Heritage Council of NSW before finalising the Strategic

Vision as a Strategic Framework, a briefing was given to the Heritage Council of NSW on the Central Precinct Renewal. While further expert technical advice has been sought and considered on heritage matters and recognition of the transformational value that heritage can provide to the Central Precinct, feeding from the previous the Central Precinct VSF 2018. This has informed additional amendments to the draft Strategic Vision (and ultimately the Strategic Framework). Further engagement with the Heritage Council of NSW will continue to be undertaken throughout Stage 2 of the SSP planning process.

In response to reintroducing the principles of the Railway Square/Central Station Special Character Area, the Strategic Framework provides an opportunity to take a fresh look at Railway Square in the context of a clear intent to unlock the Precinct as Sydney's new southern extension. On this basis, it is Transport for NSW's preference not to adopt these principles in their current form, but rather incorporate their intent into the Strategic Framework in a number of locations. This includes where relating to the sub-precincts. This is considered to have been achieved by the Strategic Framework as amended in response to other submissions. As such, the Strategic Framework meets the intent of this submission, namely appropriately guiding and informing future development proposals and identifying areas of heritage value and significance.

It is noted that while a high level of daylight access to Railway Square and its associated open spaces is intended, this may be achieved by a number of means (including building placement and form) and not just by restricting building height.

In response to the above matters, a series of amendments have been made to the Draft Strategic Vision document (and ultimately the Strategic Framework) to ensure a greater consideration and analysis of the potential impacts on the Central precinct's heritage values is undertaken during Stage 2 of the SSP planning process (outlined in 'Outcomes' section below). In addition to these amendments, further technical analysis on heritage and urban design will be undertaken during Stage 2 of the SSP planning process to provide a robust analysis to inform and guide the relationship between new built form in the precinct and the existing heritage items. All future development within the precinct will also need to consider the statutory framework that protects items of heritage significance.

Outcome

Strategic Framework

- Recognition of the transformational value that heritage can provide to the Central Precinct on pg. 22, feeding from the previous Central Precinct VSF 2018, prepared for Transport by OMA with GANSW, including:
 - *Provide spaces and experiences that celebrate Aboriginal cultural heritage*
 - *Utilise heritage layers and fragments to characterise public spaces and establish heritage buildings as gateways and urban markers.*
- Planning Priority 5 under the 'Place and Destination' theme has been updated to give greater emphasis to the protection and enhancement of the precinct's heritage values. Specifically:
 - *Protect, enhance and celebrate the Precinct's heritage values ~~Celebrate and promoting the significant heritage of the precinct~~*
- Preliminary Precinct Plan Principle 9 has been amended to describe the following:
 - *9. Ensure that future development sensitively interfaces with existing key heritage items and conservation areas*
Both public domain and built form combine to create interfaces with heritage. However, the siting, scale and form of buildings has a particular relationship with heritage items. On this basis, establish a sensitive built form response to heritage interfaces, including retaining a sufficient heritage curtilage and separation to

potential future development, visual connections to key heritage items and achievement of design excellence.

Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower. Retain a key heritage view corridor along the Devonshire Street alignment towards the Marcus Clark TAFE tower.

- Integrating elements of the Central Precinct VSF 2018, prepared for Transport by OMA with in the finalisation of the Strategic Vision as a Framework.

Stage 2 of the SSP planning process

- Further technical analysis on heritage and urban design will be undertaken to provide a robust analysis to further inform and guide the relationship between new built form in the precinct and the existing heritage items.

4.2.2 Protect significant heritage items

Parties which raised this issue:

Heritage NSW

Sydney Local Health District

Members of the public

Issues raised in submissions

Submissions by Heritage NSW, Sydney Local Health District and members of the public outlined a matter that development should not physically impact the significant elements on the site.

Discussion and response

Protecting and celebrating significant heritage is recognised as an important issue and this has been made evident through the development of principles for the Preliminary Precinct Plan in the exhibited draft Strategic Vision document. Preliminary Precinct Plan Principle 8 focuses on 'reinforcing the iconic architecture of the Sydney Terminal building, former Parcels Post Office and Mortuary Station as important and defining character elements in the streetscape'. Further, it identifies that there is an 'opportunity to unlock, reveal and adaptively reuse the Sydney Terminal building and other key heritage items for commercial or community uses'. Furthermore, Planning Priority 5 under the 'Place and Destination' theme has been updated to give greater emphasis to the protection and enhancement of the precinct's heritage values. This demonstrates a commitment to protect and celebrate the rich heritage of place and appropriately utilise heritage items for uses that can adapt to heritage space. Any development involving an item of heritage significance will also need to consider controls under the statutory framework.

The purpose of the draft Strategic Vision (and ultimately the Strategic Framework) is to recognise the importance of heritage and character across the Precinct and develop opportunities to celebrate heritage value. It is not the intent of the document to outline measures to minimise physical impact on heritage elements. Stage 2 of the SSP planning process will identify items of heritage significance and provide evidence to inform and guide the relationship between existing heritage and the future built form.

Outcome

Strategic Framework

- Planning Priority 5 under the theme 'Place and destination' has been replaced to provide greater emphasis on the protection of heritage values in the Central Precinct Specifically:
 - *Protect and celebrate the Precinct's heritage values*

Stage 2 of the SSP planning process

- Further technical analysis on heritage and urban design will be undertaken to provide a robust analysis to further inform and guide the relationship between new built form in the precinct and the existing heritage items.

4.2.3 Scale of development and heritage

Parties which raised this issue:

City of Sydney

Heritage NSW

Members of the public

Issues raised in submissions

Submissions from Heritage NSW, City of Sydney and members of the public highlighted a matter that development of the precinct may obscure views of Central Station and impact heritage items. Specific mention is made to potential impacts on landmarks including the Main Terminus building, the Clocktower and northern concourse. Other matters relate to the scale of development near the Mortuary Station and the Darling Harbour Dive, the retention of heritage buildings and trees within the Sydney Rail Yards and Prince Alfred Sidings sub-precincts, and views to the Clock Tower and Mortuary Station from the Cleveland Street Overbridge.

The submission notes the draft Strategic Vision identifies potential areas of density and height across the precinct. Heritage NSW does not support large scale development in the:

- Central Station sub-precinct, noting that large scale development would significantly impact the landmark qualities of the Main Terminus building, the Clocktower and the northern concourse; and
- Regent Street Sidings, noting that the proposed scale does not respond to the character and scale of the area and would adversely impact the prominence of Mortuary Station.

Other sub-precincts are recommended to ensure that well considered design ensures heritage values and views are maintained in the precinct.

Discussion and response

City of Sydney's Local Strategic Planning Statement recognises the area around Central Station with Ultimo, Haymarket and parts of Surry Hills as the future southern extension of Sydney CBD, where there is a reasonable expectation for change to occur for this unutilised space to create new spaces for jobs, diverse entertainment, retail and cultural and creative uses, and deliver attractive public spaces and connections for the broader community.

While change may occur, this will not undermine the importance of ensuring a future development outcome that responds to the area's heritage significance is recognised. In particular to retain, and where appropriate revitalise and celebrate heritage items, delivering a co-ordinated, high quality public domain that weaves in the Precinct's Aboriginal and non-Aboriginal history, and the continued preservation and indeed enhancement of the precinct as Sydney's main public transport interchange.

In the exhibited draft Strategic Vision document, Preliminary Precinct Plan Principle 6 commits to the establishment of a 'context-responsive built form approach that achieves a balanced distribution of height, density and scale'. In addition to this, Preliminary Precinct Plan Principle 9 has been updated to emphasise best practice heritage outcomes for future development in terms of sensitive placement, high end design, materiality and form. This principle will ensure new development responds to the built form and local character of each area, ensuring it relates to the predominant height and scale, and respecting the grain of the existing built fabric and maintain important views.

Areas around the Main Terminus building, the Clocktower and the northern concourse cover a substantial proportion of the precinct and development will need to occur in order to deliver a successful precinct. The holistic consideration of the Central Precinct is critical to realising this city shaping project that will help anchor the southern extension of the CBD. It also plays a vital role in delivering jobs in Knowledge, Innovation and Technology and Creative sectors.

A submission from the Heritage Council of NSW raised concern with regard to large-scale development in the Regent Street Siding sub-precinct as it may adversely impact *visually and spatially these significant elements, in particular the landmark qualities of the Mortuary Station when viewed from Regent Street. It also has potential to physically compromise the Darling Harbour Drive.* The Regent Street Sidings sub-precinct character statement acknowledges the State heritage listed Mortuary Station identifying it as a 'defining feature'. The character statement lists the opportunity to 'establish a sensitive built form that responds to the diversity of its surrounds, mediating between the existing scale of Chippendale and new high-rise development to the north'. It also identifies the need for new development to be designed to ensure it sensitively considers the heritage context of Mortuary station.

The submission from the Heritage Council of NSW also raises an issue regarding the visual impact from Regent Street. It is considered too early in the SSP planning process to consider visual impacts as evidence on urban design and heritage is needed to inform planning direction. It is apparent that in its current form, the exhibited draft Strategic Vision document makes a commitment to ensuring future development considers impact on the State heritage listed Mortuary Station. Technical analysis on heritage and urban design undertaken in Stage 2 of the SSP planning process to understand whether there are any associated visual impacts from the proposal.

To resolve some of the matters raised, the sub-precinct character statements have been further developed to strengthen the protection of key heritage items within each sub-precinct. This is summarised in **Table 1** below.

From this, it is evident that the draft Strategic Vision (and ultimately the Strategic Framework), will ensure retaining heritage is an important element of development and there is an established commitment that development height, scale and density needs to be considered within the context of heritage. Including criteria for scale development to prevent obstruction to views of Central Station and impact on heritage items would be too detailed at this stage in the process.

Outcome

Strategic Framework

Amendments have been made to the exhibited draft Strategic Vision document (and ultimately the Strategic Framework) to provide greater consideration to ensure the future built form builds on the heritage and local character context in appropriate locations. The amendment is as set out in **Table 1** below.

Table 1. Amendments to sub-precinct character statements in response to heritage

Sub-precinct	Proposed amendments
Central Station	<p>The inclusion of the following opportunity points:</p> <ul style="list-style-type: none"> • Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.
Western Gateway	<p>The inclusion of the following opportunity points:</p> <ul style="list-style-type: none"> • Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.
Eastern Gateway	<p>The inclusion of the following opportunity points:</p> <ul style="list-style-type: none"> • Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.
Southern OSD sub-precinct	<p>Updated description of Southern OSD sub-precinct today:</p> <ul style="list-style-type: none"> • The Southern OSD sub-precinct comprises a number of key existing features including the railway lines, yards and heritage-listed Bradfield Flying Junctions stretching from Central Station towards Cleveland Street. The Bradfield Flying Junctions are the largest collection of flyovers of this type in the world. Its primary frontage runs along Regent Street which includes the existing bus layover, the Lee Street substation and the disused Goods Line cutting. <p>The updates/addition of opportunities, as described below:</p> <ul style="list-style-type: none"> • Deliver new buildings that sensitively respond to existing heritage elements, in particular the Bradfield Flying Junctions
Prince Alfred Sidings sub-precinct	<p>Updated existing character statement:</p> <ul style="list-style-type: none"> • The Prince Alfred Sidings sub-precinct will provide an attractive, lower scale western edge to Prince Alfred Park. The future character would; activate the park, ensure appropriate solar access, respond sensitively to heritage items and assist in linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards. <p>The inclusion of the following opportunity points:</p> <ul style="list-style-type: none"> • Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country

Sub-precinct	Proposed amendments
Regent Street sub-precinct	<p>The inclusion of the following character statement:</p> <ul style="list-style-type: none"> This sub-precinct contains the exceptionally significant Mortuary Station and Darling Harbour Dive. These two elements are the oldest structures in the Central Precinct, with the Darling Harbour Dive being one of the oldest pieces of infrastructure in the NSW rail system and Mortuary Station forming a significant landmark. <p>The inclusion of the following opportunity points:</p> <ul style="list-style-type: none"> New development should sensitively respond to the existing scale of the neighbouring area and the landmark qualities, scale and setting of Mortuary Station, which is a unique heritage item Renew and revitalise the unused Darling Harbour Dive, extending the already renewed section of the Goods Line as a new piece of public domain for Sydney, and contributing to the existing pedestrian and cycle network that links Sydney CBD to the adjacent inner city suburbs Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country Establish a sensitive built form that responds to the diversity of its surrounds, activating Regent Street, improving Central Precinct's interface with Chippendale including Central Park. Development at the southern end of the sub-precinct is to consider the lower scale of the adjacent Chippendale heritage conservation area.

Stage 2 of the SSP planning process

- Further technical analysis on heritage and urban design will be undertaken to provide a robust analysis to further inform and guide the relationship between new built form in the precinct and the existing heritage items and will assess any associated visual impacts from the proposal.

4.3 Aboriginal culture and heritage

Parties which raised this issue:

Heritage NSW

Sydney Local Health District

Members of the public

Project Review Panel

Issues raised in submissions

Submissions raised that stronger emphasis on culture and identity of Aboriginal communities should be introduced into the draft Strategic Vision and any future planning. While the Sydney Local Health submission recommend a stronger emphasis on culture and identification of Aboriginal communities should be introduced into the draft Strategic Vision and any future planning.

The Project Review Panel recommended that Transport for NSW in its Response to Submissions introduce clear strategies and ideas to incorporate Aboriginal culture, identity and community participation in the Central Precinct and should consult with the City of Sydney's Aboriginal and Torres Strait Islander Advisory Group and the office of the

Government Architect NSW's Aboriginal Liaison Officer. The Project Review Panel also noted that the exhibited materials do not appropriately address the objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan, including consultation with Local Aboriginal Land Councils.

Discussion and response

This issue is acknowledged and agreed. The current presentation of heritage values across the precinct are fragmented and the story of the site is not easily discernible to the public. The transformation of the Central Precinct allows for renewed communication of heritage values and the integration of interpretive elements from the planning and design phase. Opportunities to showcase the culture and identity of Aboriginal communities can be explored and presented through an integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation. This is intended to be explored as part of Stage 2 of the SSP planning process, key stakeholders from Aboriginal communities will be provided opportunity to shape how these stories are represented.

An Aboriginal Engagement Strategy will be developed and implemented to allow for engagement with Aboriginal stakeholders and communities (including Local Aboriginal Land Councils). This will be undertaken during Stage 2 of the SSP planning process. The City of Sydney's Aboriginal and Torres Strait Islander Advisory Group, the office of the Government Architect NSW's Aboriginal Liaison Officer and representatives from Local Aboriginal Land Councils would be consulted.

Outcome

Strategic Framework

- Recognition of the transformational value that Aboriginal culture can provide to the Central Precinct through the provision of spaces and experiences that celebrate Aboriginal cultural heritage on pg. 22:
 - *Provide spaces and experiences that celebrate Aboriginal cultural heritage*
- An updated planning priority, under the theme people and community that specifically relates to Aboriginal cultural heritage:
 - *Honour and celebrate the cultural heritage and identity of the Precinct's past and present Aboriginal community.*
- Preliminary Precinct Plan Principle 8 specifically calling out the opportunity to explore the rich Aboriginal heritage and culture and how this can be represented within the Central Precinct, specifically:
 - *The rich Aboriginal heritage and culture of the area can be explored and presented through an integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation.*
- Sub-precinct opportunity listings have been made to incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country for:
 - Belmore Park
 - Western Gateway
 - Regent St
 - Prince Alfred Siding
 - Eastern Gateway.
- The 'State and local strategic planning context' section (pg. 16) has been updated to include:
 - *Consultation with Local Aboriginal Lands Councils (Planning Priority E4).*

Stage 2 of the SSP planning process

- An Aboriginal Engagement Strategy will be developed and implemented to allow for authentic engagement with Aboriginal stakeholders and communities (including Local Aboriginal Land Councils).

4.4 Public domain and open space

4.4.1 Provision of public open space

Parties which raised this issue:

City of Sydney

Sydney Local Health District

Members of the public

Issues raised in submissions

Submissions generally support providing new and additional open space and public domain that compliments existing public open space.

The City of Sydney identified that the Preliminary Precinct Plan should *provide guidance on purpose and potential use of proposed public space and movement corridors. The Plan should distinguish actual public open space from vestigial spaces associated with movement corridors.*

The City of Sydney highlighted that Belmore Park character statement should have a *stronger emphasis on the desired future character of Belmore Park as an activated, flexible, multi-functional public open space that integrates the Precinct with the rest of Central Sydney and surrounding street edges.*

The City of Sydney raised the need to *consider the potential for a major public square. Further, a submission outlined the need to ensure the orderly delivery of public spaces, movement corridors and public domain elements such as the ‘third square’ in the Western Forecourt sub-precinct.*

Discussion and response

The importance of high-quality public domain and open space to the future success of the Central Precinct is acknowledged and understood. While it is difficult to quantify the likely future proportion of open space and open sky at this early stage in the project, the exhibited draft Strategic Vision document provides a clear commitment to ensuring a high-quality outcome is achieved in this regard. Specifically, the draft Strategic Vision sets out a number of key relevant planning priorities, including:

- Uniting the city by reconnecting with the surrounding suburbs
- Shaping a great place that is vibrant, diverse, active, inclusive and has a high level of amenity
- Improving existing and providing additional public space in the precinct of high environmental amenity and comfort
- Providing walkable neighbourhoods.

The importance of public domain and open space is also further reinforced under the principles of the Preliminary Precinct Plan, specifically:

- Enabling the creation of a new public space for Sydney situated in the heart of southern Sydney CBD (Central Sydney)
- Contribute to public domain and open space network through new and enhanced open space linked by green connections
- Improve biodiversity and urban heat
- Retain amenity to the public domain
- Implement best practice processes to ensure design excellence.

The combination of these planning priorities and Preliminary Precinct Plan principles sets the foundation for ensuring the future delivery of public domain and open space that is both well considered and well designed.

Looking forward, further technical analysis on public domain and open space will be undertaken through technical studies in Stage 2 of the SSP planning process. These studies will be used to inform how public domain and open space will be planned throughout the precinct, including the amount, the location and its general layout within the precinct.

In terms of maintaining open sky, it is acknowledged that public domain and open space should provide a high level of amenity consistent with what would be expected for such a significant precinct in Sydney CBD, and this has been reflected in the planning priorities and Preliminary Precinct Plan principles. Specifically, it is noted that Preliminary Precinct Plan Principle 2 states (our **emphasis**):

- *“A network of parks, plazas, streets and lanes within Central Precinct will create a diverse and walkable open space network that provides for a variety of activities and uses that connect to the surrounding villages. **Public space and streets are underpinned by the overarching principle of being ‘open to the sky’, provide high levels of amenity, be accessible, and provide important view corridors to key heritage and other landmarks.**”*

As shown above, the draft Strategic Vision makes a clear commitment to this, however we note that the exact details of how this will be achieved are not able to be resolved at this stage. This will however be considered in detail and addressed as part of Stage 2 of the SSP planning process.

In stating the above it is also noted that intensification of the precinct will represent a natural extension of the southern CBD and capitalise on the fact that Central Station is the most connected destination in Greater Sydney and strategically positioned to accommodate future job and population growth. Furthermore, the draft Central Sydney Planning Strategy proposes to introduce a new planning pathway for height and densities to go beyond the established maximum limits to increase growth opportunities in employment floorspace and deliver innovative design. One of these growth opportunities is a potential tower cluster in the Haymarket area, which encompasses part of the Central Precinct.

Given the likely future built form that will occur within the Central Precinct, open sky views will in some instances be more reflective of a CBD environment. That said, technical studies undertaken during Stage 2 will investigate this further in accordance with the City of Sydney’s sky view analysis methodology and provide evidence to inform and support the future design of the precinct.

City of Sydney’s mention of the need to consider the potential for a major public square is supported. In the exhibited draft Strategic Vision document, the Preliminary Precinct Plan details principles on public domain and open space. Of importance is Preliminary Precinct Plan Principle 1, which seeks to ‘enable the creation of a new public space for Sydney situated at the heart of southern Central Sydney’, and outlines that this comprises land within the Western Forecourt, Henry Deane Plaza and Railway Square. Together these areas will help to redefine a new significant public open space that will create new destination for Sydney’s southern CBD. At this stage, the draft Strategic Vision cannot detail the delivery of public spaces, movement corridors and public domain elements of the Central Precinct, which requires further analysis to occur during Stage 2 of the SSP planning process.

Outcome

Strategic Framework

- Amendments to the draft Strategic Vision document (and ultimately the Strategic Framework) are not proposed.

Stage 2 of the SSP planning process

- Further analysis on public domain and open space will be undertaken through technical studies in Stage 2 of the SSP planning process. This will inform how the public domain and open space will be planned throughout the precinct, including the amount, the location, its function and its general layout within the precinct.

4.4.2 Pedestrian and cyclist connections

Parties which raised this issue:

City of Sydney

UTS

BIKEast

Members of the public

Issues raised in submissions

Submissions highlighted support around the focus on public transport and walking to create a safe, well-connected and people-focused place. This included a desire for the proposal to incorporate and prioritise active transport, including walking and cycling and minimise access for cars, and that safe, easy movement should be maintained for all, including people with specific mobility requirements.

Submissions also highlighted the need for the precinct to deliver cycle infrastructure and provide facilities to support the use. A submission highlighted the need for *a high-quality cycle network and end of trip facilities will be essential for visitors and workers in the Central Precinct*

Discussion and response

The planning priorities and principles of the Preliminary Precinct Plan establish a commitment to delivering a well-connected and people focused precinct, building on the strategic benefits of the multi-modal location. Under the theme mobility and access in the draft Strategic Vision, several planning priorities are aimed at the commitment to enhancing connections within the precinct and to the central CBD and built around the precinct’s role as NSW’s main transport interchange. The planning priorities under mobility and access include:

- Provide a world class, integrated and seamless transport interchange
- Maintain the precinct's role as NSW's main transport interchange
- Improve the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes
- Facilitate and enhance connections within and towards key locations in southern Sydney CBD
- Deliver an accessible, people focused precinct that is walkable, well-connected and safe
- Design infrastructure that will adapt to future changes in transport and mobility.

The Preliminary Precinct Plan also identifies the location for potential connections through the Precinct which aim to assist in visually understanding the opportunities to improve pedestrian and cycle movements in the precinct. Such examples include the western extension of Central Walk, Western entry for pedestrian links, pedestrian crossing improvements and Devonshire Street Tunnel refurbishment.

To further emphasise the importance of creating a safe, well-connected and people-focused place at Central Precinct, Planning Priority 6 under the theme 'Place and destination' will be amended. More detailed design and planning investigations for transport and accessibility improvements will occur during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including people with specific mobility requirements.

Outcome

Strategic Framework

- Planning Priority 6 under the theme 'Place and destination' will be amended to the following:
 - *Create a people focussed precinct through a focus on public transport, cycling and walkability*
- Planning Priority 5 under the theme 'Mobility and access' will be amended to the following:
 - *Deliver a people focussed precinct that is walkable, well connected, safe and puts people first*

Stage 2 of the SSP planning process

- Detailed design and transport investigations for accessibility improvements will occur during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including people with specific mobility requirements.

4.5 Transport

4.5.1 Transport upgrades

Parties which raised this issue:

Members of the public

Issues raised in submissions

Submissions raised the opportunity to improve access to Central Station, increase rail capacity and upgrade Central Station. A community submission identified that the redevelopment of Central Station is an opportunity to improve the bus interchange.

The Project Review Panel also noted that the exhibited materials do not appropriately address the objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan, including delivering integrated land use and transport planning and a 30-minute city.

Discussion and response

The NSW Government is currently delivering Sydney Metro which will service Central Station by 2024. Once complete, there will be ultimate capacity for a metro train every two minutes in each direction 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. This represents an increase of up to 60 per cent capacity across the network to meet future demand. This world class infrastructure will provide additional commuter capacity and transform how people move around Sydney.

The existing and future transport network capacity and supporting infrastructure (including heavy and light rail, bus, active transport, and point-to-point services) will be considered as part of Stage 2 of the SSP planning process which will be informed by a Transport Study.

In order to respond to objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan, the 'State and local strategic planning context' section of the Strategic Framework (pg. 16) will be updated.

Outcome

Strategic Framework

- The 'State and local strategic planning context' section of the Strategic Framework (pg. 16) will be updated to include:
 - *Delivering integrated land use and transport planning and a 30-minute city (E10).*

Stage 2 of the SSP planning process

- The existing and future transport network capacity and supporting infrastructure (including heavy and light rail, bus, active transport, and point-to-point services) will be considered as part of Stage 2 of the SSP planning process which will be informed by a Transport Study.

4.5.2 Opportunities for precinct-based provision of adaptable car-parking and infrastructure

Parties which raised this issue:

City of Sydney

Project Review Panel

Issues raised in submission

The Project Review Panel noted the exhibited materials do not appropriately address the objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan, including the investigation of opportunities for precinct-based provision of adaptable car parking and infrastructure.

Discussion and response

To respond to objectives and planning priorities in the Greater Sydney Region Plan and Eastern City District Plan, the 'State and local strategic planning context' section of the draft Strategic Vision (and ultimately the Strategic Framework) (pg. 16) has been updated to include this recommendation.

A precinct-wide car parking strategy will be considered as part of transport and access investigations undertaken in Stage 2 of the SSP planning process.

Outcome

Strategic Framework

- The 'State and local strategic planning context' section (pg. 16) has been updated to include:
 - *Investigation of opportunities for precinct-based provision of adaptable car parking and infrastructure (Objective 12, Planning Priority E6).*

Stage 2 of the SSP planning process

- A precinct-wide car parking strategy will be considered as part of transport and access investigations undertaken as part of Stage 2 of the SSP planning process which will be informed by a Transport Study.

4.6 Visual connections

Parties which raised this issue:

Heritage NSW

Members of the public

Issues raised in submissions

Submissions raised matters regarding density of the precinct and the retention of existing visual connections. Notably, Heritage NSW outlined that *any development must allow the visual connection between these significant elements to the main terminal to be retained and understood*. In particular, the submission detailed that *looking north from the Cleveland Street overbridge allow views to the full extent of the Central railway Station site as well as to the Mortuary Station spire and dome, and the Main Terminal building clock tower. Any future development within this precinct should ensure these views are retained and enhanced through well considered design*.

Discussion and response

It is noted that intensification of the Central Precinct will represent a natural extension of the southern CBD and capitalise on the fact that Central Station is the most connected destination in Greater Sydney and strategically positioned to accommodate future job and population growth. This is supported by the draft Central Sydney Planning Strategy which identifies the Central Precinct and the broader Haymarket area as a potential tower cluster for height and densities to go beyond the established maximum limits to increase growth opportunities in employment floorspace and deliver innovative design.

It is noted that visual connections will be a consideration as part of Stage 2 of the SSP planning process, with a visual impact study to inform the design and planning investigations during this stage. In saying this, the exhibited draft Strategic Vision document details the importance of heritage landmarks and opportunities to celebrate these. Most notably, *Preliminary Precinct Plan principle 9: Ensure that future development sensitively interfaces with existing key heritage items*, which will assist with establishing a sensitive built form response to heritage interfaces, including retaining a sufficient heritage curtilage and separation to potential future development and visual connections to key heritage items. This will specifically seek to:

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

Stage 2 of the SSP planning process will include a visual impact assessment (VIA) for the Precinct. The assessment will review the importance of identified protected views in the context of a changing CBD environment, taking into account the Central Precinct Strategic Framework, the Draft Central Sydney Planning Strategy and the Government's aspirations for Tech Central. Once the importance of identified views has been documented, the assessment will describe and assess visual impact of the proposal using a clear and consistent methodology adopted from an accepted national or international standard. It will determine the significance of visual impact when considered against criteria such as sensitivity and magnitude. Where visual impacts are identified as being significant, an assessment against the principles of visual amenity should be undertaken and should recommend mitigation measures to reduce visual impact, where appropriate. Any visualisations relied upon by the VIA will meet Land and Environment Court policy or other relevant quality assurance requirements.

Outcome

Strategic Framework

- Amendments to the draft Strategic Vision document (and ultimately the Strategic Framework) are not proposed in response to this issue.

Stage 2 of the SSP planning process

- Investigations into identifying and protecting certain visual corridors will be supported by further analysis, including a visual impact assessment, and a heritage impact assessment which considers the heritage value and importance of certain view corridors, including Cleveland Street rail bridge.

4.7 Infrastructure contributions

Parties which raised this issue:

City of Sydney

Project Review Panel

Issues raised in submissions

The City of Sydney's submission raised the need for the Central Precinct and Western Gateway rezoning to consider State and local infrastructure needs holistically, and for a framework for the contributions and delivery of infrastructure to be developed. The Project Review Panel recommended Transport for NSW in its Response to Submissions provide an infrastructure needs assessment, a framework for contributions and a schedule for the potential delivery of State and local infrastructure.

Discussion and response

The draft Strategic Vision identifies opportunities for Central Precinct to become a vibrant and well-connected commercial hub for Sydney supporting the jobs of the future, and complemented by a range of uses that will make this Central Precinct a destination for workers, students, residents and visitors. This vision is expected to see growth that will need to be supported by infrastructure that can be funded and delivered at the appropriate time. The need for a holistic approach to state and local infrastructure needs is recognised and supported for the Central Precinct.

While this is recognised, the preparation of an infrastructure needs assessment to support the development of a framework for contributions and a schedule for the potential delivery of State and local infrastructure in the Central Precinct is not considered appropriate at this stage of the SSP planning process. This is because detailed precinct planning outlining proposed land uses, built form and density is yet to be undertaken. Therefore, the implications of any proposed land use for infrastructure and service delivery in the Central Precinct is unable to be confirmed at this time.

An infrastructure needs assessment will be undertaken to develop a contributions framework and infrastructure schedule as part of Stage 2 of the SSP planning process. 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 to ensure a holistic approach is undertaken with regard to infrastructure delivery.

The Western Gateway sub-precinct has been accelerated by the NSW Government, with it 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. Refer to the Response to Submission for the Western Gateway Rezoning Proposal with regard to contributions and delivery of infrastructure for the Western Gateway sub-precinct.

Outcome

Strategic Framework

- Amendments to the draft Strategic Vision document (and ultimately the Strategic Framework) are not proposed in response to this issue.

Stage 2 of the SSP planning process

- An infrastructure needs assessment will be undertaken to develop a contributions framework and infrastructure schedule during Stage 2 of the SSP planning process.

4.8 Staging of development

Parties which raised this issue:

City of Sydney

University of Technology Sydney

Issues raised in submissions

Submissions raised matters regarding the staging of development. The City of Sydney recommends including a high-level staging for each precinct. While UTS highlighted that the expansion and improvement of the Lee Street Tunnel and redevelopment of the underground tunnel from the Western Gateway sub-precinct through to Mortuary Station and the Goods Line must be delivered as part of the first stage of works for the overall renewal of Central Station.

Discussion and response

At this early stage, the future sequencing of development stages for the Central Precinct is still uncertain, apart from the Western Gateway sub-precinct being identified as the first stage of the renewal program for Central Precinct. The progression of the Western Gateway sub-precinct as the first stage represents a significant stage in delivering the vision for Tech Central as it will provide a substantial amount of new commercial floorspace that will promote the innovation and technology initiative in the broader Central Precinct and the Harbour CBD.

An indicative staging plan for the Central Precinct renewal program will be investigated as part of Stage 2 of the SSP planning process to ensure the future staging of development is coordinated in an orderly manner. This will consider a range of factors such as landowner intent, site accessibility, including rail operations and infrastructure and servicing.

The sequencing of infrastructure delivery, such as new or improved pedestrian connections between sub-precincts and its surroundings, will be explored as part of Stage 2 of the SSP planning process. This will be developed with consideration of an indicative staging plan to ensure future development is coordinated and supported by adequate infrastructure.

Outcome

Strategic Framework

- Amendments to the draft Strategic Vision document (and ultimately the Strategic Framework) are not proposed in response to this issue.

Stage 2 of the SSP planning process

- An indicative staging plan for the Central Precinct renewal program will be investigated as part of Stage 2 of the SSP planning process to ensure the future staging of development is coordinated in an orderly manner.

4.9 Sustainability

4.9.1 Precinct-scale solutions

Parties which raised this issue:

City of Sydney

Members of the public

Issues raised in submissions

The City of Sydney suggests adding a *planning priority for stronger commitments to precinct-scale solutions to enable a net-zero Precinct as well as buildings. The Central Precinct provides a unique opportunity to be a leading example for stronger sustainability targets and innovation by pooling resources and sharing infrastructure.*

A submission outlined that the *draft vision would benefit from recognition of the urban hazards and the opportunities to preserve the amenity and protect the health of the community.*

Discussion and response

In the draft Strategic Vision, the 'Sustainability' theme includes the planning priority 'maximising resource efficiency to contribute to net zero emissions by 2050'. This is consistent with the District Plan, specifically Action 60 'achieve net zero emissions by 2056 including low impact precincts' and the draft Planning Statement priorities that support firm commitments to reduce carbon emissions and managing energy, water and waste efficiently in precincts.

Commitments to precinct-scale solutions to enable a net-zero Precinct as well as buildings will be explored as part of Stage 2 of the SSP planning process to ensure the Central Precinct is recognised as a leading example for sustainability and innovation.

To further encourage this outcome, the planning priorities under the theme 'sustainability' for the Central Precinct have been updated to capture a focus on maximising resource efficiency of buildings, and recognise urban hazards and the opportunities to preserve the amenity and protect the health of the community.

A sustainability study will also be undertaken as part of Stage 2 in the SSP Study to further explore sustainability measures for the Central Precinct.

Outcome

Strategic Framework

- Planning Priority 3 under the theme sustainability has been updated to:
 - *Strengthen the precinct's resilience to urban hazards such as wind, air quality and noise and potential shocks and stresses, including climate change*
- Planning Priority 4 under the theme sustainability has been updated to:
 - *Enabling positive social and community outcomes including through promotion of a healthy community, high levels of amenity and social workforce opportunities*

Stage 2 of the SSP planning process

- A sustainability study which outlines sustainability commitments, and strategies (including precinct-scale solutions) to achieve these commitments, will be undertaken as part of Stage 2 in the SSP Study.

4.9.2 Urban Tree Canopy

Parties which raised this issue:

Project Review Panel

Issues raised in submissions

The Project Review Panel noted the Environment, Energy and Science Group's submission for the Western Gateway Rezoning Proposal which recommended undertaking a survey for threatened and protected species including microbats. The Project Review Panel considered this issue as relevant to the provision of urban tree canopy in the precinct to enhance amenity and biodiversity and further noted this as an opportunity to address the Premier's priorities for 'Greener Public Spaces' and 'Greening our City' which target the increase of tree canopy in Greater Sydney.

Discussion and response

The Premier's Priority for 'Greener Public Spaces' establishes a target to increase the proportion of homes in urban areas within 10 minutes' walk quality green, open and public space by 10 percent by 2023. The Premier's Priority for 'Greening our City' aims to increase the tree canopy and green cover across Greater Sydney by planting one million trees by 2022.

The need to further emphasise the importance of achieving increased tree canopy and greener spaces in Central Precinct is recognised. In response, the Planning Priority 5 and Preliminary Precinct Plan Principle 3 have been amended to emphasise the importance of achieving increased tree canopy and green spaces.

Further assessment of percentage canopy coverage in the precinct and level of access to high-quality public space will be detailed through further technical studies to be undertaken during Stage 2 of the SSP planning process.

Given the Central Precinct Renewal Program is still in its early stages, a survey for threatened and protected species including microbats will be undertaken in Stage 2 of the SSP planning process for Central Precinct.

Outcome

Strategic Framework

- Under the theme sustainability, Planning Priority 5 has been amended to:
 - *Enhancing biodiversity through the greening of public and private spaces and increasing tree canopy coverage.*
- Preliminary Precinct Plan Principle 3 has been amended to:
 - *"Green open space, tree-lined streets and landscaping will build on the surrounding 'green' assets such as Prince Alfred Park and Belmore Park, to increase tree canopy coverage, encourage habitat, improve biodiversity and reduce urban heat and wellbeing outcomes."*

Stage 2 of the SSP planning process

- Further technical analysis will investigate threatened and protected species in the precinct. This evidence will inform future planning for open space, streetscape and landscaping and associated flora species.

4.10 Preliminary Precinct Plan

Parties which raised this issue:

City of Sydney

Issues raised in submission

The City of Sydney outline that the Preliminary Precinct Plan should include the boundaries of each sub-precinct and include a high-level indication of land use priorities to provide a better transition and understanding of the character statements. The Precinct Plan should also provide guidance on the purpose and potential uses of proposed public space and movement corridors.

The City of Sydney supports the proposed Precinct Plan principles however recommends that these principles be incorporated into the planning priorities for the sub-precincts in order to provide a clear direction for developing the Strategic Framework for the precinct.

Discussion and response

The exhibited draft Strategic Vision document identifies the sub-precinct boundaries, with a sub-precinct overview map that is supported by sub-precinct character statements. Furthermore, the sub-precinct character statements already provide high level guidance on land use, public domain and built form opportunities for more detailed planning investigations to occur during Stage 2 of the SSP planning process. Further analysis also needs to be undertaken to provide further guidance on the purpose and potential uses of proposed public space and movement corridors. This will occur during Stage 2 of the SSP planning process.

In response to the recommendation for the Preliminary Precinct Plan principles to be incorporated into the planning priorities, the draft Strategic Vision (and ultimately the Strategic Framework) has evolved its structure to better align the planning priorities and Preliminary Precinct Plan principles.

Outcome

Strategic Framework

- 'Preliminary Precinct Plan Principles' are now referred to as 'Design Principles'.

4.11 Planning priorities

Parties which raised this issue:

City of Sydney

Issues raised in submission

The City of Sydney supports the themes and planning priorities however suggests a series of recommended changes to wording to emphasise key points.

Discussion and response

The exhibited draft Strategic Vision document reported a list of planning priorities and Preliminary Precinct Plan principles. The structure of the draft Strategic Vision document (and ultimately the Strategic Framework) has since evolved, with the term 'Preliminary Precinct Plan Principles' transitioning to 'Design Principles'. Moving forward, the planning priorities and design principles will be considered jointly during Stage 2 of the SSP planning process.

A response and corresponding outcome to the City of Sydney’s recommendations for the planning priorities is outlined in **Table 2** below.

Table 2. Response to City of Sydney’s suggestions for planning priorities

City of Sydney’s suggested change	Transport for NSW response
Places and destination	
<p>Add a planning priority relating to building design that appropriately responds to the precinct’s heritage elements and builds on the vibrant intimately-scaled network of businesses and uses that serve the local community.</p>	<p>Design Principles (formerly Preliminary Precinct Plan principles) 2, 6 and 9 of the draft Strategic Vision respond to these matters.</p> <p>The draft Strategic Vision (and ultimately the Strategic Framework) is intended to be considered holistically as part of any future planning investigations in the Central Precinct, including Stage 2 of the SSP planning process. The planning priorities and design principles (formerly Preliminary Precinct Plan principles) are to be considered jointly during Stage 2 of the SSP planning process.</p> <p>Outcome: No change is proposed.</p>
<p>Incorporate preliminary precinct plan principles under ‘Built form and heritage’, ‘Design excellence’ and ‘Public domain and open space’ (1 and 2) into the planning priorities.</p>	<p>As highlighted above, the draft Strategic Vision (and ultimately the Strategic Framework) is intended to be considered holistically as part of any future planning investigations in the Central Precinct, including Stage 2 of the SSP planning process. The planning priorities and design principles (formerly Preliminary Precinct Plan principles) are to be considered jointly during Stage 2 of the SSP planning process.</p> <p>Outcome: No change is proposed.</p>
<p>Add a planning priority that emphasises design excellence and massing to preserve sun access for existing and public spaces, view corridors and provide appropriate responses to urban hazards including wind, air quality and noise.</p>	<p>Design Principle (formerly Preliminary Precinct Plan principle) 11, ‘implement best practice processes to ensure design excellence’, demonstrates a commitment to delivering design excellence. While Design Principle (formerly Preliminary Precinct Plan principle) 7 already refers to ensuring that any proposed built form does not reduce the amenity of existing public open space (with consideration sun access), particularly Prince Alfred Park. Furthermore, Design Principle (formerly Preliminary Precinct Plan principle) 2 which establishes that ‘public space and streets are underpinned by the overarching principle of being ‘open to the sky’, provide high levels of amenity, be accessible, and provide important view corridors to key heritage and other landmarks. This is considered to be appropriate to guide future technical investigations during Stage 2 of the SSP planning process.</p> <p>To respond to urban hazards including wind, air quality and noise, a planning priority has been included stating the following:</p> <p><i>Strengthening the precinct’s resilience to urban hazards such as wind, air quality and noise and potential shocks and stresses, including climate change</i></p>

	<p>Outcome: Include planning priority responding to urban hazards including wind, air quality and noise</p>
<p>Amend Planning Priority 7 to “Facilitating the precinct’s primary function as a hub for transport, business, innovation and tourism with complementary uses, including retail and limited supplementary accommodation uses”. This reflects the future of the precinct and better aligns with the strategic directions and priorities for the Precinct under the District Plan, Camperdown-Ultimo Place Strategy and draft City of Sydney Local Strategic Planning Statement.</p>	<p>This recommendation is supported in principle. Under the theme place and destination, Planning Priority 7 has been amended to:</p> <p><i>“Facilitate the precinct’s primary function focus as a on transport and economic diversity in tourism, business, and retail precinct and across commercial sectors including office, business and retail”.</i></p> <p>Outcome: Amend Planning Priority 7 under the ‘Place and destination’ theme</p>
People and community	
<p>Amend Planning Priority 6 (bullet point 6) to focus on creating a precinct that delivers appropriate social and cultural infrastructure to cater for the needs of current and future workers and visitors in the Precinct.</p>	<p>This issue is supported in principle. Under the theme people and community, Planning Priority 6 (previously planning priority) has been amended to:</p> <p><i>“Creating a precinct that responds to the current and future needs of transport customers, workers, residents and visitors, including those of the broader local community”.</i></p> <p>It is important to note that this text amendment acknowledges that there is a need to provide uses that respond to all needs (workers, residents, and visitors). This will be investigated in Stage 2 of the SSP planning process.</p> <p>Outcome: Amend Planning Priority 6 under the ‘People and community’ theme</p>
Mobility and access	
<p>There should be a planning priority focused on ensuring any future development adequately responds to and integrates with the surrounding city context, including existing and future streets, movement corridors and public spaces. This should also consider servicing for future development within each sub-precinct.</p>	<p>This recommendation is already addressed by the following Design Principles (formerly Preliminary Precinct Plan principles):</p> <p>Design Principle (formerly Preliminary Precinct Plan principle) 2, outlines:</p> <p><i>“A network of parks, plazas, streets and lanes within Central Precinct will create a diverse and walkable open space network that provides for a variety of activities and uses that connect to the surrounding villages.”</i></p> <p>Design Principle (formerly Preliminary Precinct Plan principle) 5, outlines:</p> <p><i>“Multiple cross-corridor connections aligned with the surrounding street network will improve pedestrian and cycle connections through the precinct, and provide variety and choice.”</i></p>

	<p>The draft Strategic Vision (and ultimately the Strategic Framework) is intended to be considered holistically as part of any future planning investigations in the Central Precinct, including Stage 2 of the SSP planning process. The planning priorities and Design Principles (formerly Preliminary Precinct Plan principle) are to be considered jointly during Stage 2 of the SSP planning process.</p> <p>The future servicing of sub-precincts will be further investigated during Stage 2 of the SSP planning process, as will be support by the transport study.</p> <p>Outcome: No change is proposed.</p>
<p>Move and combine precinct plan principles under 'Connections and mobility' into planning priorities.</p>	<p>It is noted that planning priorities and design principles (formerly Preliminary Precinct Plan principle) are intended to be considered holistically as part of any future planning investigations in the Central Precinct, including Stage 2 of the SSP planning process.</p> <p>Outcome: No change is proposed.</p>
<p>Amend planning priority on delivering an accessible walkable, well-connected and safe people-focused precinct to provide more emphasis on promoting pedestrian comfort and addressing existing pedestrian and interchange experience issues in and around the Precinct.</p>	<p>This is supported in principle. It is recognised that there is a need to strengthen the planning priority around a people-focused precinct and therefore planning priority 5 under theme mobility and access has been amended to further emphasise this. The amended planning priority is:</p> <p><i>“Deliver a people focussed precinct that is walkable, well connected, safe and puts people first”</i></p> <p>Outcome: Amend Planning Priority 5 under Mobility and access theme</p>
<p>Add a planning priority on future mode share needs that emphasises rail rather than buses. This should also consider other modes and precinct-wide car parking strategy that ensures it is limited to service vehicles and mobility parking.</p>	<p>This is not supported, planning priorities currently address transport holistically, that encompasses heavy and light rail, bus and active modes.</p> <p>A precinct-wide car parking strategy will be considered as part of transport and access investigations undertaken in Stage 2 of the SSP planning process.</p> <p>Outcome: No change is proposed.</p>
<p>Economy and innovation</p>	
<p>Clarify that complementary uses are to be provided but not at the expense of intensive commercial and businesses opportunities. This priority needs to be clearer and more specific to ensure that desired strategic uses are accommodated within the Precinct, consistent with the priorities and actions in the District Plan and</p>	<p>This issue is supported in principle. Planning Priority 2 under the theme economy and innovation has been updated to recognise this:</p> <p><i>“Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups.”</i></p>

draft Planning Statement and the Sydney Technology and Innovation Precinct Panel recommendations.	Outcome: Amend Planning Priority 2 under Economy and innovation theme
Add a planning priority that relates to appropriate design for spaces that cater to the specific needs of knowledge-based clusters and businesses, ranging from start-ups to emerging and mature businesses.	<p>Planning Priority 2 under the theme economy and innovation has been updated to recognise this:</p> <p><i>“Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups.”</i></p> <p>Outcome: Update Planning Priority 2 under the theme economy and innovation.</p>
Add a planning priority to provide affordable space for cultural and creative uses, start-ups and a range of strategic uses that have co-beneficial relationships with existing and future knowledge-based clusters in the Precinct. This is critical to achieve the vision for the Precinct and the strategic directions and priorities for the Harbour CBD and Innovation Corridor.	<p>This issue is supported in principle. The NSW Government has committed to 50,000 sqm of net lettable affordable floorspace for start-ups and early stage companies in the Tech Central, for which the Central Precinct will contribute toward. Planning Priority 2 under the theme economy and innovation has been updated to recognise this:</p> <p><i>“Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups.”</i></p> <p>An assessment of the provision of affordable spaces for cultural and creative uses, start-ups and complementary uses will be further explored through technical studies undertaken as part of Stage 2 of the SSP planning process.</p> <p>Outcome: Amend Planning Priority 2 under the theme economy and innovation to emphasise the exploration of providing affordable spaces for cultural and creative uses, start-ups and complementary uses.</p>
Add a planning priority that recognises the Precinct’s current and potential future role in the night-time economy. It is within the City’s Late Night Management area and provides a great opportunity to accommodate diverse night-time options including entertainment, retail, food and drink, cultural and other urban services uses that attract and cater to the needs of the future skilled workforce and transit users.	<p>This issue is supported in principle. Under the theme economy and innovation, Planning priority 4 has been amended to:</p> <p><i>“Supporting both the day and night economies of the precinct through diverse complementary uses, promoting liveability and productivity.”</i></p> <p>Outcome: Amend Planning Priority 4 under Economy and innovation theme</p>
Sustainability	
Add a planning priority for stronger commitments to precinct-scale solutions to enable a net-zero Precinct as well as buildings. The Central	<p>Refer to Section 4.8.1.</p> <p>Outcome: No change is proposed.</p>

<p>Precinct provides a unique opportunity to be a leading example for stronger sustainability targets and innovation by pooling resources and sharing infrastructure. This is consistent with the District Plan and draft Planning Statement priorities that support firm commitments to reduce carbon emissions and managing energy, water and waste efficiently in precincts, including NSW Government projects.</p>	
<p>Add a planning priority that establishes higher building rating targets for each sub-precinct, as currently building rating targets and commitments are only provided for Block B of the Western Gateway sub-precinct.</p>	<p>The exhibited draft Strategic Vision document establishes a commitment to working towards achieving a sustainable precinct. It is considered premature to establish building rating targets at this stage of the planning process. This was done for the Western Gateway as this sub-precinct has been accelerated by the NSW Government, with the Western Gateway 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. This will be explored as part of technical studies undertaken in Stage 2 of the SSP planning process which will inform the development of sustainable building targets and at this stage, a commitment will potentially be confirmed.</p> <p>Outcome: No change is proposed.</p>
<p>Combine precinct plan principles under 'Sustainability' and 'Public Domain and open space' (Principle 3) into planning priorities under this theme.</p>	<p>The draft Strategic Vision (and ultimately the Strategic Framework) is intended to be considered holistically as part of any future planning investigations in the Central Precinct, including Stage 2 of the SSP planning process. The planning priorities and Preliminary Precinct Plan principles are to be considered jointly during Stage 2 of the SSP planning process.</p> <p>Outcome: No change is proposed.</p>

4.12 Sub-precinct character statements

For each sub-precinct, the Strategic Framework:

- defines its proposed location and boundary
- provides a statement of desired future character
- identifies important features
- highlights the opportunities
- provides a selection of images that illustrate how the sub-precinct may look and feel in the future.

Future development will be guided by this information and should consider the desired future outcomes for each sub-precinct. However, it is important to note that it will not be until further detailed design development supported by technical studies have been undertaken to confirm the statement of desired future character and opportunities currently presented in the draft Strategic Vision. Furthermore, as the renewal of Central Precinct will occur over a long period of time, the desired future character of these sub-precincts may evolve over time to better respond to changing circumstances.

It is noted that the sub-precincts have evolved and certain sub-precincts that have an aligned future desired character have been combined. This includes:

- The Belmore Park, Western Forecourt and part of the Central Station sub-precinct now becomes the 'Central Station sub-precinct'
- The Sydney Rail Yards sub-precinct is now renamed to be the 'Northern OSD sub-precinct'
- The Regent Street Sidings sub-precinct extends further south to capture government lands fronting Regent Street
- The Cleveland Street sub-precinct and the southern portion of the Sydney Rail Yards sub-precinct have merged to now become the 'Southern OSD sub-precinct'
- The Southern portion of the Eastern Gateway sub-precinct and the northern portion of the Sydney Rail Yards sub-precinct have merged to now become the 'Northern OSD sub-precinct'.

4.12.1 Goulburn Street

Parties which raised this issue:
City of Sydney
Members of the public

Issues raised in submissions

The City of Sydney have suggested the following changes:

- The character statement should relate to the desired future function and role of the sub-precinct, not just its geographical location.
- The character statement should reflect the sub-precinct's potential future function as an office and retail sub-precinct that integrates with surrounding streets and active ground plane and overcomes site-specific constraints.

A submission also raised the idea to *transform Elizabeth Street into a shared transport corridor*. It was suggested that Elizabeth Street from Hyde Park south (Liverpool Street) could be reconfigured with bike lanes and landscaped footpaths.

Discussion and response

In its current form, the Goulburn Street Character Statement currently recognises the opportunity to provide commercial development including office space in this sub-precinct. Further to this, City of Sydney's suggestion to reflect the need to overcome site-specific constraints and integrate with its context is recognised. The statement of preferred future character for the Goulburn Street sub-precinct has been amended in line with this suggestion.

The idea to transform Elizabeth Street into a shared transport corridor to improve connectivity between Hyde Park, Belmore Park and Central Station through exploration of active transport and open space strategies, will be explored further during the design process undertaken in Stage 2 of the SSP planning process.

Outcome

Strategic Framework

- The statement of preferred future character is update to describe:
 - *The Goulburn Street sub-precinct provides an urban block of city-scale development. The future character resolves existing site challenges, integrates and activates the adjoining public domain and provides a new high-quality edge to Elizabeth Street.*

Stage 2 of the SSP planning process

- The idea to transform Elizabeth Street into a shared transport corridor to improve connectivity between Hyde Park, Belmore Park and Central Station through exploration of active transport and open space strategies, will be explored further during the design process undertaken in Stage 2 of the SSP planning process.

4.12.2 Belmore Park

Parties which raised this issue:

City of Sydney

Members of the public

Issues raised in submissions

The City of Sydney have suggested the following changes to the sub-precinct character statement:

- The character statement should have a stronger emphasis on the desired future character of Belmore Park as an activated, flexible, multi-function public open space that integrates the Precinct with the rest of Sydney CBD and surrounding street edges.
- The opportunity to collaborate with the City of Sydney relating to the future of Belmore Park and surrounding public domain should be highlighted.

Submissions raised the issue of utilising the potential of Belmore Park, suggesting greater pedestrian access corridors to Central Station.

Discussion and response

It is noted that under the draft Strategic Vision (and ultimately the Strategic Framework), the Central Station sub-precinct now includes the former Belmore Park sub-precinct. This will allow the park and the surrounding areas that form the sub-precinct to be considered holistically as part of the future investigations during Stage 2 of the SSP planning process.

The draft Strategic Vision recognises the opportunity of Belmore Park as a significant open space in Sydney CBD, which will benefit from improved activation and greater opportunities for active and passive recreation. While Belmore Park does not form part of the Central Station sub-precinct, the draft Strategic Vision does recognise the opportunity to collaborate with City of Sydney with regard to the integration of Belmore Park and the sub-precinct.

Taking into consideration, the City of Sydney's suggestions, the statement of preferred future character for the Central Station sub-precinct has been amended.

In terms of enhancing connectivity, the Character Statement identifies the opportunity to '*utilise heritage viaducts to strengthen the north-south urban and green links across the city, enhancing visual and physical connections to the wider network of open spaces and key destinations*'. It is acknowledged that improving pedestrian access to transport modes is critical to the success of the Precinct and the vision in the draft Strategic Vision captures the importance of achieving this. The exploration of these opportunities to enhance pedestrian access to Central Station from Belmore Park will be undertaken during Stage 2 of the SSP planning process.

Outcome

Strategic Framework

- The former Belmore Park sub-precinct forms part of the Central Station sub-precinct
- The statement of preferred future character is amended to:
 - *The Central Station sub-precinct will draw upon its heritage landmark qualities, reestablish its civic role and provide a world-class public transport interchange. Its Western Forecourt will be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay and linger.*

Stage 2 of the SSP planning process

- The opportunity to '*utilise heritage viaducts to strengthen the north-south urban and green links across the city, enhancing visual and physical connections to the wider network of open spaces and key destinations*', will be explored further during the design process undertaken in Stage 2 of the SSP planning process.

4.12.3 Western Forecourt

Parties which raised this issue:

City of Sydney

Issues raised in submissions

The City of Sydney have suggested the following change:

- The character statement should provide a stronger emphasis on the sub-precinct as a significant social gathering place and highlight its role in providing an appropriate civic setting for heritage buildings in adjacent sub-precinct.

Discussion and response

It is noted that under the draft Strategic Vision (and ultimately the Strategic Framework), the Central Station sub-precinct now includes the former Western Forecourt sub-precinct.

This issue is supported. The draft Strategic Vision recognises the need to provide and enhance the public domain and open space as places for people to gather and as well as movement. The Character Statement acknowledges the sub-precinct plays a critical role in delivering civic space. Taking into consideration the City of Sydney's suggestions, the statement of preferred future character for the Central Station sub-precinct has been amended.

Technical studies undertaken during Stage 2 of the SSP planning process will establish options for what the public domain could be as a civic place and how it responds with heritage buildings.

Outcome

Strategic Framework

- The former Western Forecourt sub-precinct now forms part of the Central Station sub-precinct
- The Central Station Character Statement has been updated to reflect greater emphasis on the western forecourt being a key public place, providing a new western front entrance to Central Station and a significant social gathering place and civic setting for heritage buildings in adjacent sub-precincts. The revised statement of preferred future character for the Central Station sub-precinct is amended to:
 - *The Central Station sub-precinct will draw upon its heritage landmark qualities, reestablish its civic role and provide a world-class public transport interchange. Its Western Forecourt will be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay and linger.*

Stage 2 of the SSP planning process

- Technical studies undertaken during Stage 2 of the SSP planning process will establish options for what the public domain could be as a civic place and how it responds with heritage buildings.

4.12.4 Central Station

Parties which raised this issue:

City of Sydney

Heritage NSW

Members of the public

Issues raised in submissions

The City of Sydney suggest the following changes:

- The character statement should provide a stronger emphasis on preserving and respecting the sub-precinct's heritage landmark qualities and how the scale of any future development would respond and preserve the urban amenity of surrounding public spaces and places. This includes Central Station's role as the primary multi-modal hub and interchange in the overall transport network.

Discussion and response

The Central Station Character Statement outlines the opportunity to deliver a variety of city-scale buildings that sensitively respond to existing heritage items. It also looks at the opportunity to restore and enhance the Sydney Terminal Building. The impact of any future development on landmark heritage items will be informed by a heritage technical study undertaken during Stage 2 of the SSP planning process. This assessment will provide advice on the urban landscape suitable to the sub-precinct.

The City of Sydney also suggested greater emphasis on Central Station's role as the primary multi-modal hub and interchange in the overall transport network. This issue is supported, and the Character Statement has been amended to emphasise Central Station's role as the primary interchange in the overall transport network.

Taking into consideration City of Sydney's suggestions, the statement of preferred future character for the Central Station sub-precinct has been amended.

Outcome

Strategic Framework

- The statement of preferred future character for the Central Station sub-precinct is amended to:
 - *The Central Station sub-precinct will draw upon its heritage landmark qualities, reestablish its civic role and provide a world-class public transport interchange. Its Western Forecourt will be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay and linger.*

Stage 2 of the SSP planning process

- An assessment of any potential impacts on landmark heritage items will be informed by a heritage impact statement. This assessment will provide advice on the urban landscape suitable to the sub-precinct.

4.12.5 Northern OSD and Southern OSD (formerly Sydney Rail Yards)

Parties which raised this issue:

City of Sydney

Heritage NSW

Issues raised in submissions

The following changes are suggested by the City of Sydney:

- The character statement should be more specific about the desired mix of uses, which may include complementary uses provided they do not comprise opportunities for commercial and enterprise uses.
- The opportunity to provide a range of appropriate entertainment, retail, cultural, food and drink and other urban services during the day and night that attract and cater to the needs of the transit users, workers, visitors and surrounding community must be considered.
- Barangaroo is not supported as a character and scale precedent for this sub-precinct.

Heritage NSW raised a matter regarding the Character Statement. Specifically, clarification as to whether there would be modifications made to the Bradfield Flying

Junctions in the future. We would not support major intervention to these significant elements, which would comprise original fabric and structure.

Discussion and response

It is noted that under the draft Strategic Vision (and ultimately the Strategic Framework), the former Sydney Rail Yards sub-precinct has been separated into the Northern OSD sub-precinct and Southern OSD sub-precinct.

The draft Strategic Vision draws on the opportunity for future employment floorspace to accommodate the knowledge-based and innovation and technology sectors. The Northern OSD sub-precinct is recognised for its opportunity to becoming a commercial hub that will be a home to jobs of the future and support new and emerging industries that will contribute to the success of the Tech Central. To support the vibrancy and day and night-time activity, Transport for NSW acknowledges the need to deliver complementary uses, such as entertainment, retail, cultural, food and drink to support this outcome. In response to this issue, the fifth point of the statement of opportunity for the Northern OSD sub-precinct (formerly the Sydney Rail Yards) has been recognises the opportunity for new commercial and enterprise uses to be supported by entertainment, retail and cultural uses.

City of Sydney's position of Barangaroo not being supported as a character and scale precedent for this sub-precinct is acknowledged.

Heritage NSW raised confirmation on text regarding Bradfield Flying Junctions. In this early stage of the project, the text identifies opportunities for development of the sub-precinct, highlighting there are currently land use constraints which may limit development potential. Any modifications have not been confirmed at this early stage in the project and design options will need to be informed by technical studies undertaken as part of Stage 2 of the SSP planning process.

Outcome

Strategic Framework

- The statement of preferred future character for the Northern OSD sub-precinct (formerly the Sydney Rail Yards) is proposed to be revised to below:
 - *The Northern OSD sub-precinct will be a mixed-use highly urban precinct and commercial hub for jobs of the future and emerging industries above the rail yards forming part of southern Central Sydney, supported by open space and cross-corridor links that reconnect into the surrounding street network*
- To further support this outcome, the fifth point of the statement of opportunity for the Northern OSD sub-precinct (formerly the Sydney Rail Yards) has been revised reflect below:
 - *Create a new mixed use community that activates the precinct day and night. New commercial and enterprise uses would be supported by entertainment, retail and cultural uses. The sub-precinct would cater to the needs of transit users, workers, visitors and the surrounding community.*

Stage 2 of the SSP planning process

- Any modifications to the Bradfield Flyovers have not been confirmed at this early stage in the project and design options will need to be informed by technical studies undertaken as part of Stage 2 of the SSP planning process.

4.12.6 Regent Street Sidings and Southern OSD (formerly Cleveland Street)

Parties which raised this issue:

City of Sydney

Heritage NSW

Issues raised in submissions

The City of Sydney suggested the following changes:

- The character statements for both sub-precincts should specify the desired mixed-use character, which should primarily focus on supporting creative industry, health and education, information media and professional services clusters in both Chippendale and Redfern.
- The character statement should consider the potential for appropriately scaled entertainment, cultural, food and drink and other night-time options to cater for the needs of the Precinct's future workers, visitors and surrounding community.
- The character statements should be more specific to reflect the intimate scale and urban character of the adjacent Chippendale conservation area and Redfern Estate conservation area and provide a better transition to Prince Alfred Park.

Heritage NSW noted there is opportunity for the built form in this area to respond to the diversity of its surrounds including to the existing scale of Chippendale, and new high-rise development to the north. It was suggested that any development within this area to not only respond to the existing scale of the neighbouring area, but to also respond sensitively to the scale and setting of the signally unique Mortuary Station with particular focus on its landmark qualities.

Discussion and response

Delivering a mixed-use sub-precinct is supported, specifically, the need to consider the potential for appropriately scaled entertainment, cultural, food and drink and other night-time options to cater for the needs of future workers, visitors and the surrounding community. The Regent Street Sidings Character Statement captures this vision for the sub-precinct, identifying the opportunity to renew and revitalise underutilised land adjacent to the rail corridor, with the potential to support a mixed-use environment. It notes that this mixed-use environment could include employment space for small business, creative industries and start-ups as well as space for community uses, retail and cafes.

It is acknowledged that there is an opportunity to deliver mixed-use floorspace that respond to the growing needs of the creative (including information media), health and education and professional services sectors which are well-established employment clusters in the Chippendale and Redfern area. Further investigation into the opportunity to deliver these land uses will be undertaken during Stage 2 of the SSP planning process.

In response to the Heritage Council of NSW identifying the opportunity for the built form in this area to respond to the diversity of its surrounds, including Mortuary Station, the Regent Street Sidings character statement acknowledges the State heritage listed Mortuary Station identifying it as a 'defining feature'. The character statement lists the opportunity to 'establish a sensitive built form that responds to the diversity of its surrounds, mediating between the varied scale of Chippendale and new high-rise development to the north'. It also identifies the need for new development to be designed to ensure it sensitively considers the heritage context of Mortuary station.

To resolve some of the matters raised, the Regent Street Sidings sub-precinct character statement has been further developed to strengthen the protection of key heritage items within each sub-precinct.

Outcome

Strategic Framework

- The statement of preferred future character for the Regent Street Sidings sub-precinct is proposed to be revised to below:
 - *The Regent Street Sidings sub-precinct will be a mixed-use precinct anchored by Mortuary Station that interacts with and positively responds to the changing urban context of Chippendale.*
- The opportunity points for the Regent Street Sidings have been updated to include:
 - *Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country*
 - *Establish a diverse mixed-use sub-precinct that can cater for a range of complementary uses. This may include creative industry, health and education, information media and professional services clusters in both Chippendale and Redfern, and student accommodation in Central Park.*
 - *Consideration is given to entertainment, cultural, food and drink and other night-time options to would support the needs of the Precinct's future workers, visitors and surrounding community.*
 - *Establish a sensitive built form that responds to the diversity of its surrounds, activating Regent Street, improving Central Precinct's interface with Chippendale including Central Park.*
 - *Development at the southern end of the sub-precinct is to consider the lower scale of the adjacent Chippendale heritage conservation area.*
 - *Use landscaping, including where feasible and appropriate deep soil, to provide shade, reduce urban heat and soften the urban environment.*

Stage 2 of the SSP planning process

- Technical analysis on potential floorspace demand for certain land uses will be undertaken to inform land use provisions for the Central Precinct. This will consider the needs of the creative (including information media), health and education and professional services sectors.

4.12.7 Prince Alfred Sidings

Parties which raised this issue:

City of Sydney

Heritage NSW

Issues raised in submissions

Submissions focus on the need to solidify Prince Alfred Sidings Character Statement. The following changes are suggested:

- The meaning of 'parkland ribbon edge' is unclear. The character statement should focus on the desired future function of the sub-precinct as a commercial and retail neighbourhood precinct that links Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.

- Similar to other sub-precincts, residential will only be supported as a limited supplementary use provided it does not compromise opportunities for commercial and enterprise uses. This is also dependent on the resolution of sound and vibration issues from rail operations and future commercial, enterprise and other night-time uses in the whole Precinct.
- The character statement should emphasise low-scale design that will sensitively respond to surrounding heritage buildings and the park, particularly in relation to solar access, amenity and key views.

Heritage NSW raised the issue that the precinct character statement does not address the significant elements on the site within the noted opportunities, and whether they will be incorporated into future development. It is recommended that any new development should respond to the heritage context and character of the area, including its extant buildings, and identify opportunities for inventive new design to enhance the significance of the site.

Discussion and response

It is considered that the renewal of Prince Alfred Sidings sub-precinct may be suitable to a wider range of uses such as community, retail, commercial office and residential, given its position fronting the Prince Alfred Park. However, giving certainty to a particular use outcome for this sub-precinct in advance of further technical study is not appropriate at this stage and will be further explored during Stage 2 of the SSP planning process.

Recognising Heritage NSW and the City of Sydney's desire for future development to sensitively respond to surrounding heritage buildings and Prince Alfred Park, the statement of preferred future character has been updated to respond to this.

Outcome

Strategic Framework

- The statement of preferred future character for the Alfred Sidings sub-precinct is proposed to be revised to below:
 - *The Prince Alfred Sidings sub-precinct will provide an attractive, lower scale western edge to Prince Alfred Park. The future character would; activate the park, ensure appropriate solar access, respond sensitively to heritage items and assist in linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.*

Stage 2 of the SSP planning process

- Technical analysis on potential land uses will be further investigated for the Prince Alfred Sidings sub-precinct. This will consider the constraints of the sub-precinct which may preclude certain land uses from being proposed.

4.12.8 Eastern Gateway

Parties which raised this issue:

City of Sydney

Members of the public

Issues raised in submissions

The City of Sydney have suggested the following change:

- The character statement should be more specific to incorporate opportunities identified for the sub-precinct. This includes responding to unique urban character of Surry Hills and surrounding heritage building through architectural design and providing opportunities for small-scale businesses and uses that serve the local community, future workers and visitors.

A submission supported the need to create a more attractive and functional eastern edge to the Central Precinct characterised by better defined station entrances, new east west connections and enhanced pedestrian amenity in order to positively responds to Central Precinct's interface with Surry Hills.

Discussion and response

The statement of preferred future character recognises the Eastern Gateway's role as 'the eastern entry to Central Precinct that will respond to the unique character of Surry Hills'. This opportunity in the character statement is proposed to be amended to capture the importance of responding to surrounding heritage items in this area.

Furthermore, the draft Strategic Vision recognises the opportunity to create a new address for Central Station, giving it identifiable entrances along its north, west and eastern edges while also improving accessibility and wayfinding. This will include delivering a more attractive and functional eastern edge to Central Precinct characterised by better defined station entrances, new east west connections and enhanced pedestrian amenity.

Outcome

Strategic Framework

- The revised statement of preferred future character has been amended to the following:
 - *The Eastern Gateway sub-precinct will be the eastern entry to Central Precinct that will respond to the unique urban character of Surry Hills. The future character would celebrate surrounding heritage buildings and provide opportunities for small-scale businesses and uses that serve the local community, future workers and visitors.*

4.13 Future Strategic Framework and Planning Pathway

Parties which raised this issue:

City of Sydney

Issues raised in submissions

The City of Sydney outlines that making the planning controls for the Western Gateway prior to developing and finalising the Strategic Framework for the whole precinct could impact the design quality and objectives of the other sub-precincts. The City of Sydney recommends developing the whole precinct Strategic Framework prior to finalising the planning controls for the Western gateway sub-precinct to ensure:

- The orderly delivery of key public spaces, movement corridors and public domain elements, such as the 'Third Square' in the Western Forecourt sub-precinct
- The equitable distribution of uplift and precinct-scale solutions relating to solar access, wind, air quality, waste and water management issues

- Transparency in decision-making in relation to planning outcomes for the entire Precinct
- Holistic consideration of both State and local infrastructure, including needs assessment and a framework for contributions and timely delivery.

Discussion and response

The Western Gateway sub-precinct's location 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 is well placed to initiate and influence broader renewal across the Central Precinct through the delivery of a significant amount of new employment floorspace that will enable the Sydney CBD to expand to the south and continue to perform its role as the economic powerhouse of NSW and Australia.

The draft State Environmental Planning Policy (SEPP) Report for the Western Gateway rezoning proposal sets out the strategic justification for the Western Gateway rezoning proposal. The draft SEPP report provided a review of the proposal against the relevant strategic plans and SEPPs that applied to the sub-precinct. The SEPP report carried out an assessment of the environmental, social and economic benefits and impacts of the proposal for the Minister's consideration and determination. Importantly, DPIE's final assessment of the Western Gateway will include consideration of the final Strategic Framework, to ensure:

- the proposed is in keeping with the vision, themes and principles set out for the Central Precinct, including the orderly delivery of key public spaces, movement corridors and public domain elements; and
- there is transparency in decision-making in relation to planning outcomes of the Western Gateway and the broader Central Precinct.

Stage 2 of the SSP planning process will consider the outcome of the Western Gateway rezoning proposal to ensure potential cumulative impacts relating to solar access, wind, air quality, waste and water management issues of the Central Precinct (including the Western Gateway) are appropriately considered.

Furthermore, an infrastructure needs assessment will be undertaken to develop a contributions framework and infrastructure schedule as part of Stage 2 of the SSP planning process for the Central Precinct. This will take into consideration the anticipated need for local infrastructure, State and regional infrastructure needs for the entire Central Precinct to ensure a holistic approach is undertaken with regard to infrastructure delivery.

Outcome

Strategic Framework

- Given the above considerations, no change is proposed to the draft Strategic Vision (and ultimately the Strategic Framework).

Stage 2 of the SSP planning process

- An infrastructure needs assessment will be undertaken to develop a contributions framework and infrastructure schedule as part of Stage 2 of the SSP planning process.
- The outcome of the Western Gateway rezoning proposal will be considered as part of Stage 2 of the SSP planning process to ensure potential cumulative impacts relating to solar access, wind, air quality, waste and water management issues of the Central Precinct (including the Western Gateway) are appropriately considered.

4.14 Governance structure

Parties which raised this issue:

University of Technology Sydney

Property Council NSW

Issues raised in submissions

Submissions from the University of Technology Sydney and the Property Council NSW identified the need for a governance structure for Central Precinct.

Discussion and response

The NSW Government is committed to supporting the success and viability of the Central Precinct. This has seen a collaborative approach to formulating the vision for the Tech Central. The NSW Government has worked together with an industry-led panel, which included representatives from the start-up and technology community, universities, health, industry bodies, along with City of Sydney Council.

Transport for NSW will continue to involve key stakeholders, such as education and health institutions and private industry throughout the SSP planning process for Central Precinct. The establishment of a governance structure will be considered as part of Stage 2 of the SSP planning process.

Outcome

Strategic Framework

- Given the above considerations, no change is proposed to the draft Strategic Vision (and ultimately the Strategic Framework).

4.15 Renewal Scenario Options

Discussion and outcome

To support a more robust Strategic Framework, four (4) renewal options have been tested for the precinct and their strengths and weaknesses have been evaluated against technical constraints and opportunities and planning and design considerations. This sought to understand what renewal scenario would deliver the most benefit to support the key principles underpinning the vision for Central Precinct.

A summary of the options and the relative opportunities limitations are described below.

- Option A Station upgrade – a targeted station upgrade focussed on transport customers, with upgrades to station infrastructure, amenities and wayfinding will provide limited renewal improvements to the surrounding areas and minimal opportunities to connect the surrounding neighbourhoods.
- Option B Light precinct renewal – a broader upgrade of station infrastructure, amenities and wayfinding enables the celebration of the heritage listed terminal building. This option would, however, provide limited renewal of land around the precinct edges, urban realm improvements and cross corridor connectivity.
- Option C Precinct renewal – a targeted precinct renewal provides a holistic outcome for the community with public domain and station improvements. It would celebrate heritage buildings by adaptive reuse, and over station and mixed use development would enable new connections to the surrounding neighbourhoods that will be activated day and night.

- Option D Full precinct renewal – a full precinct renewal would maximise development and over station connections however the viability of this option is reduced by technical and operational constraints and the impact to the heritage Bradfield Flying Junctions.

5 The Revised Proposal

5.1 The proposed Central Precinct Strategic Framework

This Response to Submissions Report has been prepared by Transport for NSW to address the issues raised as a result of the public exhibition of the draft Central Precinct Strategic Vision. Transport for NSW has reviewed issues raised as part of submissions received and has updated the Strategic Vision to evolve its status as a Strategic Framework for the Central Precinct.

The following amendments are now proposed as part of the Strategic Framework to address the issues raised in the submissions.

Table 3. Summary of amendments

Ref.	Section	Proposed amendment
The vision for Central Precinct		
1	Pg. 2	<p>The vision statement for Central Precinct has been updated to embrace 'sustainability'. The updated vision is stated below:</p> <p><i>“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.”</i></p>
Disclaimer		
2	Pg. 2	<p>The following disclaimer has been added to the document.</p> <p><i>“The precinct plan and renewal options presented within this Strategic Framework are preliminary only and are subject to further investigation around the following areas which include but are not limited to:</i></p> <ul style="list-style-type: none"> <i>• heritage curtilage</i> <i>• amenity</i> <i>• visual impacts</i> <i>• connectivity</i> <i>• technical and operational impacts</i> <p><i>Together with additional community and stakeholder consultation, these investigations will determine which renewal opportunities are progressed.”</i></p>

Ref.	Section	Proposed amendment
Central Precinct Overview		
3	Pg. 3, paragraph 6	<p>New paragraph to acknowledge significant cultural values of Central Precinct. Inserted text is as follows:</p> <p><i>“Driven by an acknowledgement of its significant cultural values, Central Precinct will be founded in its identity as the land of the Gadigal people. The Precinct will be embedded in the history of the area from the sand dunes and creek lines of the pre-contact landscape, to the consecration of the Devonshire Street Cemetery and the evolution of Central Railway Station.”</i></p>
Introduction		
4	Pg. 6, column 1, paragraph 4	<p>Updated description of SSP Study process, being a two stage approach.</p> <p><i>The detailed planning process will identify a new statutory planning framework for Central Precinct. It will involve two key stages:</i></p> <ul style="list-style-type: none"> <i>• Stage 1: Development of a Draft Strategic Vision which will be developed into a Strategic Framework.</i> <i>• Stage 2: Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.</i>
5	Pg. 6, column 2, paragraph 1	<p>Updated description of planning process to date, with the draft Strategic Framework being an evolution of the exhibited Draft Strategic Vision.</p> <p><i>“This Strategic Framework represents the completion of Stage 1 of the planning process to develop a new planning framework for Central Precinct. It is an evolution of the Draft Strategic Vision prepared by Transport for NSW in October 2019. The Strategic Framework provides an update to the vision, planning priorities and design principles, preliminary precinct plan and sub-precincts, following further detail, analysis and integration of feedback received from the community and stakeholders during the public exhibition. This has enabled the preparation of four renewal options that reflect the planning priorities and design principles of this Strategic Framework. It has been developed by considering Central Precinct’s location, urban and strategic context, its opportunities and challenges and community and stakeholder feedback.”</i></p>
6	Pg.6, column 2, paragraph 2	<p>Additional text explaining the structure of the strategic framework document.</p> <p><i>Consistent with the Department of Planning, Industry and Environment’s advice, the Strategic Framework addresses the following for Central Precinct:</i></p> <ul style="list-style-type: none"> <i>• the vision</i> <i>• the key themes, planning priorities and design principles</i> <i>• precinct renewal options</i> <i>• a preliminary precinct plan including the approach to public domain</i> <i>• commitments to design excellence and sustainability</i> <i>• defines and identifies the proposed future character of sub-precincts within Central Precinct.</i>

Ref.	Section	Proposed amendment
7	Pg.7, column 1, paragraph 1	<p>Updates to the purpose of the strategic framework document.</p> <p><i>The Strategic Framework will:</i></p> <ul style="list-style-type: none"> • provide an opportunity for the community and stakeholders to have a say in the future of Central Precinct • guide future, more detailed sub-precinct planning • set up a framework in which to start to consider individual proposals. <p>Future planning should address the challenges and realise the opportunities in a way that considers the vision, planning priorities and design principles, and desired future character for the sub-precincts.</p>
8	Pg.7, column 2, dot point 3	<p>updated dot point referencing work undertaken to date:</p> <p><i>“community, stakeholder and customer engagement undertaken by Transport for NSW.”</i></p>
9	Pg.7, column 3, last dot point 4	<p>Added dot point referencing work undertaken to date:</p> <p><i>“the preliminary reported outcomes of City of Sydney engagement on the refresh of its community strategic plan – Sustainable Sydney 2030.”</i></p>
10	Pg.7, column 3, dot point 1	<p>Added dot point referencing work undertaken to date:</p> <p><i>“community and stakeholder feedback received during public exhibition.”</i></p>
11	Pg.7, column 3, paragraph 2	<p>Additional text explaining the consideration of community and stakeholder feedback and next steps in the SSP Study process.</p> <p><i>“The SSP Study Requirements and the Strategic Framework will inform Stage 2 of the SSP planning process whereby Transport for NSW will produce a comprehensive SSP study for community and stakeholder consultation.”</i></p>
12	Pg.7, flowchart figure	<p>Updated flow chart figure - Box 7 in process chart is updated to:</p> <p><i>“Feedback from public submissions is reviewed and considered in developing the Strategic Framework”</i></p>
Urban context		
13	Pg.11, column 1, paragraph 1	<p>Updated section for jobs and economy, as described below:</p> <p>Jobs and Economy</p> <p><i>Although it is located at the southern end of Sydney CBD, Central Precinct contains a relatively small number of jobs, mainly in office, retail, including and food and beverage drink premises. The surrounding areas are characterised by a large diverse workforce in the finance, education, government and business sectors, creatives as well as people working in food and beverage drink premises, and tourism, culture and leisure.</i></p>

Ref.	Section	Proposed amendment
14	Pg.12, column 1, paragraph 1 and 2	<p>Updated Transport and access context section referencing the Sydney CBD and South East Light Rail network and Sydney Metro services beginning in 2024.</p> <p>Transport and access</p> <p><i>“Central Precinct has been an important site for transport operations for over 150 years. Today, Central Station is one of Australia’s busiest transport interchanges and is the anchor of NSW’s rail network. It provides 24 platforms for suburban and Intercity and Regional train and interstate connections as well as a direct link to Kingsford Smith Airport. The broader transport interchange also caters for light rail, bus, coach and point to point connections such as taxis.</i></p> <p><i>The transport interchange is part of the Sydney CBD and South East Light Rail network. Sydney Metro services will begin in 2024.”</i></p>
15	Pg.12, column 1, paragraph 6 and 7	<p>New section referencing heritage significance of Central Precinct.</p> <p>Heritage</p> <p><i>The Central Precinct has layers of history which contribute to Sydney’s identity.</i></p> <p><i>These layers reveal Sydney’s indigenous, ecological, transport and architectural history and should be celebrated as cultural contributors of State significance.</i></p>
16	Pg.12, column 3, paragraph 1	<p>Updated section for health, as described below:</p> <p>Health</p> <p><i>Central Precinct is located between world-class health services facilities and medical institutions including the Royal Prince Alfred Hospital and St Vincent’s Hospital. The Sydney Dental Hospital, located adjacent to Central Precinct, provides important dental health services for the community.</i></p>
17	Pg. 14	<p>New section recognising Aboriginal cultural history of Central Precinct.</p> <p>Aboriginal heritage</p> <p><i>For tens of thousands of years the Gadigal people, the traditional custodians of the lands, have lived in and around Central Precinct. The varied landscape and proximity to water sources made this area rich in resources. A significant travel route ran though this area, connecting groups north-south for trade, and social and ceremonial networking. Following European settlement, the Aboriginal population around Sydney was significantly reduced in the 1780s, largely due to introduced diseases. However, the site of today’s Belmore Park and Central Station was a location of Aboriginal gatherings and ceremonies into the early 1800s, and Prince Alfred Park, then known as Cleveland Paddocks, become a place of shelter as people were driven from their traditional camping grounds around Sydney Cove, until the coming of the railway in the 1850s. Developments around the railway provided opportunities for Aboriginal people from all over NSW who travelled into the area to work at the Eveleigh railyards and other factories and light industry around the Central/Redfern area in the late 1800s and early 1900s. The nearby suburb of Redfern in particular also holds great significance in terms of its more recent political symbolism.</i></p>

Ref.	Section	Proposed amendment
State and local strategic planning context		
18	Pg. 16	<p>References made to additional objectives, planning priorities and actions of the Greater Sydney Region Plan - A Metropolis of Three Cities, and the Eastern City District Plan. In particular:</p> <ul style="list-style-type: none"> • Consideration of a range of initiatives to address affordable rental housing (Objective 11); • Consultation with Local Aboriginal Lands Councils (Planning Priority E4); • Investigation of opportunities for precinct-based provision of adaptable car parking and infrastructure (Objective 12, Planning Priority E6); • Identification and conservation of heritage (Planning Priority E6); • Strengthening international competitiveness of the Harbour CBD and growing its vibrancy (Planning Priority E7); • Delivering integrated land use and transport planning and a 30-minute city (E10); and • Supporting growth of targeted industry sectors, in particular tourism and visitation and night time economy (Planning Priority E13).
Community and stakeholder engagement		
19	Pg. 19, Column 4, paragraph 2	<p>Reference made to the preparation of an Aboriginal Engagement Strategy as part of future engagement.</p> <p><i>An Aboriginal Engagement Strategy will be developed and implemented to allow for authentic engagement with Aboriginal stakeholders and communities.</i></p>
Why transform Central Precinct		
20	Pg. 20, Column 1, paragraph 7-8	<p>Recognition of heritage forming part of discussion on why transform Central Precinct.</p> <p><i>The Central Precinct will revitalise heritage. The many layers of the Precinct's history will be revealed and activated by new uses and opportunities for public access. With this will come opportunities for current and future generations to leave their mark on the evolving history of Sydney.</i></p> <p><i>The current presentation of heritage values across the precinct are fragmented and the story of the site is not easily discernible to the public. Aboriginal cultural and heritage values are not adequately acknowledged or showcased. The transformation of the precinct allows for the revitalisation of the communication of heritage values and the integration of interpretive elements from the planning and design phase.</i></p>
21	New page inserted - Pg. 21	<p>New page identifying the key technical constraints and key considerations for the renewal of Central Precinct with supporting graphic.</p>

Ref.	Section	Proposed amendment
22	Pg. 22, column 1, paragraph 5	Added reference to opportunities to integrate heritage into the public domain. <i>Heritage will be integrated into the public domain, using a prospective and adaptive approach to preservation.</i>
23	Pg. 22	Added opportunities for transformation, including: <i>Provide spaces and experiences that celebrate Aboriginal heritage</i> <i>Public spaces to celebrate the history and cultural heritage of Central and establish heritage buildings as gateways and urban markers</i>
24	New page inserted - Pg. 23	New figure inserted illustrating renewal opportunities for Central Precinct.
The vision for Central Precinct		
25	Pg. 26	The vision statement for Central Precinct has been updated to embrace 'sustainability': <i>"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."</i>
Planning priorities		
26	Pg. 27, column 1, dot point 5	Planning Priority 5 under 'Place and destination' theme updated to below: <i>"Protect and celebrate the Precinct's heritage values"</i>
27	Pg. 27, column 1, dot point 6	Planning Priority 6 under 'Place and destination' theme updated to below: <i>Create a people focussed precinct through a focus on public transport, cycling and walkability</i>
28	Pg. 27, column 1, dot point 7	Planning Priority 7 under 'Place and destination' theme updated to below: <i>Facilitate the precinct's focus on transport and economic diversity in tourism and across commercial sectors including office, business and retail</i>
29	Pg. 27, column 2, dot point 3	Planning Priority 3 under 'People and community' theme updated to below: <i>Honour and celebrate the cultural heritage and identity of the Precinct's past and present Aboriginal community</i>
30	Pg. 27, column 2, dot point 6	Planning priority 6 under the theme people and community is updated to: <i>Create a precinct that responds to the current and future needs of transport customers and communities, workers, residents and visitors, including those of the broader local community.</i>
31	Pg. 27, column 3, dot point 5	Planning priority 5 under the theme mobility and access is updated to: <i>Deliver a people focussed precinct that is walkable, well connected, safe and puts people first.</i>

Ref.	Section	Proposed amendment
32	Pg. 27, column 4, dot point 2	Planning Priority 2 under 'Economy and innovation' theme updated to below: <i>“Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups.”</i>
33	Pg. 27, column 4, dot point 4	Planning Priority 4 under 'Economy and innovation' theme updated to below: <i>“Support both the day and night economies of the precinct through diverse complementary uses, promoting liveability and productivity.”</i>
34	Pg. 27, column 5, dot point 3	Planning Priority 3 under 'Sustainability' theme updated to below: <i>Strengthen the precinct's resilience to urban hazards such as wind, air quality and noise and potential shocks and stresses, including climate change</i>
35	Pg. 27, column 5, dot point 4	Planning Priority 4 under 'Sustainability' theme updated to below: <i>Enabling positive social and community outcomes including through promotion of a healthy community, high levels of amenity and social workforce opportunities</i>
36	Pg. 27, column 5, dot point 5	Planning Priority 5 under 'Sustainability' theme updated to below: <i>Enhancing biodiversity through the greening of public and private spaces and increasing tree canopy coverage.</i>
Design principles		
37	Pg. 28-30	Preliminary precinct plan principles replaced by the terminology 'design principles'
38	Pg. 28, column 1, paragraph 3	Design Principle 2 amended to include reference to being accessible to all, as per below: <i>A network of parks, plazas, streets and lanes within Central Precinct will create a diverse and walkable open space network that provides for a variety of activities and uses that connect to the surrounding villages. Public space and streets are underpinned by the over arching principle of being 'open to the sky', provide high levels of amenity, be accessible to all, and provide important view corridors to key heritage and other landmarks.</i>
39	Pg. 28, column 1, paragraph 5	Text added to Design Principle 3, as per below: <i>Green open space, tree-lined streets and landscaping will build on the surrounding 'green' assets such as Prince Alfred Park and Belmore Park, to increase tree canopy coverage, encourage habitat, improve biodiversity and reduce urban heat and wellbeing outcomes</i>
40	Pg. 29, column 1, paragraph 2	Sentence added to Design Principle 6, as per below: <i>Future built form will respond to the existing varying built form and local character at the site's adjacencies. The potential block pattern will reflect the intricate urban grain of the surrounding area to enable consistency with scale and grain of the rest of the city. Height and density will be located in appropriate places, balanced by sufficient open space, good quality streets and connections. Particular consideration will be given to built form in appropriate locations that builds on the vibrant and diverse mix of businesses and uses that serve the local community.</i>

Ref.	Section	Proposed amendment
41	Pg. 29, column 2, paragraph 1-4	<p>Updated Design Principle 8, as per below:</p> <p>Celebrate the unique architectural and cultural heritage of Central Precinct through conservation, adaptive reuse and interpretation</p> <p><i>Reinforce the iconic architecture of the Sydney Terminal Building, former Parcels Post Office and Mortuary Station as important and defining character elements in the Precinct.</i></p> <p><i>There is the opportunity to unlock, reveal and adaptively reuse the Sydney Terminal building and other key heritage items for retail and active uses or community uses.</i></p> <p><i>The rich Aboriginal heritage and culture of the area can be explored and presented through an integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation.</i></p> <p><i>The history of Central Precinct and the surrounding areas as well as the industrial heritage significance of the rail infrastructure will be explored through various mediums.</i></p>
42	Pg. 29, column 2, paragraph 5	<p>Updated Design Principle 9, as per below:</p> <p>Ensure that future development sensitively interfaces with existing key heritage and conservation items</p> <p><i>Both public domain and built form combine to create interfaces with heritage. However, the siting, scale and form of buildings has a particular relationship with heritage items. On this basis, establish a sensitive built form response to heritage interfaces, including retaining a sufficient heritage curtilage and separation to potential future development, visual connections to key heritage items and achievement of design excellence.</i></p> <p><i>Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower. Retain a key heritage view corridor along the Devonshire Street alignment towards the Marcus Clark TAFE tower.</i></p>
43	Pg. 30, column 1, paragraph 2	<p>Updated text for Design Principle 10, as per below:</p> <p><i>Central Precinct will embed best practice standards and create a low impact precinct. It will seek to use local and renewable energy and water sources and aim to be water positive. It will improve resource efficiencies and reduce the generation of waste and greenhouse gases, striving to achieve net zero carbon emissions in line with the NSW Government's target.</i></p>
Renewal Scenario Options		
44	New pages inserted - Pg. 31-36	<p>Insertion of Renewal Scenario Options section evaluating four (4) renewal scenarios for the precinct and their strengths and weaknesses against technical constraints and opportunities and planning and design considerations.</p>

Ref.	Section	Proposed amendment
Preliminary Precinct Plan		
45	Pg. 37	Updated introductory text explaining the Preliminary Precinct Plan. This will be updated to the following: <i>The Preliminary Precinct Plan is a representation of how the Vision, planning priorities, and design principles may come together to deliver precinct renewal. The precinct plan represents current thinking based on investigations undertaken to date and will continue to develop and evolve as the detailed studies to be undertaken through the Stage 2 State Significant Precinct Study.</i>
46	Pg. 37	Updated Preliminary Precinct Plan based on renewal scenario options evaluation.
Sub-precincts overview		
47	Pg. 40, column 3	Updated reference to eight sub-precincts: <ul style="list-style-type: none"> • Central Station • Northern OSD • Western Gateway • Regent Street Sidings • Southern OSD • Prince Alfred Sidings • Eastern Gateway • Goulburn Street
48	Pg. 41	Updated graphic of sub-precincts with revised overview text to describe Goulburn Street, Eastern Gateway and Prince Alfred Sidings sub-precincts.
Central Station sub-precinct		
49	Pg. 42, column 1	The Belmore Park, Western Forecourt and part of the Central Station sub-precincts now becomes the 'Central Station sub-precinct' with updated desired future character statement to reflect updated sub-precinct, stated below: <i>The Central Station sub-precinct will draw upon its heritage landmark qualities, reestablish its civic role and provide a world-class public transport interchange. Its Western Forecourt will be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay and linger.</i>
50	Pg. 42, column 2	Updated description of Central Station sub-precinct today. <i>The Central Station sub-precinct occupies a significant corner at Eddy Avenue and Pitt Street and is characterised by a number of existing heritage features including the landmark iconic Sydney Terminal Building, colonnades and sandstone retaining walls leading up to the Grand Concourse.</i> <i>The western elevation of Central Station abuts and frames the forecourt while its current elevated position above street level and vehicle dominated environment results in it being poorly activated and disconnected from the adjacent streetscape.</i> <i>Legibility around entrances and movement is confused. There is a lack of a clear front door address and wayfinding signage is poor.</i>

Ref.	Section	Proposed amendment
51	Pg. 44-45	Transfer of opportunity statements for Belmore Park and Western Forecourt into the Central Station sub-precinct section.
52	Pg. 45	A new note will be inserted between the header and first bullet point, which states: <i>'While Belmore Park is the responsibility of the City of Sydney, the Central Station sub-precinct as part of the Central Precinct renewal, provides the following opportunities.'</i>
53	Pg. 45	Addition of opportunity statement to respond to Aboriginal cultural heritage, as described below: <i>Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country</i>
Northern OSD sub-precinct		
54	Pg. 46	The Southern portion of the Eastern Gateway sub-precinct and the northern portion of the Sydney Rail Yards sub-precinct have merged to now become the 'Northern OSD sub-precinct'.
55	Pg. 46	The Sydney Rail Yards sub-precinct is now renamed to be the 'Northern OSD sub-precinct', with updated desired future character statement to reflect updated sub-precinct stated below: <i>The Northern OSD sub-precinct will be a mixed-use highly urban precinct and commercial hub for jobs of the future and emerging industries above the rail yards forming part of southern Sydney CBD, supported by open space and cross-corridor links that reconnect into the surrounding street network.</i>
56	Pg. 46	Updated description of Northern OSD sub-precinct today. <i>The Northern OSD sub-precinct comprises a number of existing features including the raised concourse level of the Sydney Terminal building, the extensive tunnel network including the Devonshire Street Tunnel and the Intercity and Regional train platforms and suburban platforms. Central Walk, currently under construction, will also be an important defining feature of the sub-precinct.</i> <i>The railway lines and yards are essential to Sydney's current and future train and Metro operations and fundamental to the role and function of Central Precinct as the primary interchange of the NSW public transport network.</i> <i>In their current form the Sydney Rail Yards and Bradfield Flying Junctions act as a significant physical barrier, severely limiting east-west connections between Surry Hills, Chippendale, Ultimo and Haymarket. The Devonshire Street Tunnel below the rail yards is also a key feature of the sub-precinct and is currently the only means of east-west pedestrian access across Central Precinct.</i>

Ref.	Section	Proposed amendment
57	Pg. 46	<p>Updated opportunity statement for the Northern OSD sub-precinct, as stated below:</p> <ul style="list-style-type: none"> • <i>Change perceptions of Central Precinct as only a place for transport to that of a major civic asset and landmark destination in Sydney, consistent with that of the great train stations of the world</i> • <i>Deliver a variety of city-scale buildings that sensitively respond to existing heritage items, particularly the Sydney Terminal Building</i> • <i>Reorganise the pedestrian network within the station in a manner that relieves congestion, improves accessibility and wayfinding and enhances the overall customer environment</i> • <i>Create a well connected commercial hub that will be a home to jobs of the future and support new and emerging industries that will contribute to the success of Tech Central</i> • <i>Create a new mixed use community that activates the precinct day and night. New commercial and enterprise uses would be supported by entertainment, retail and cultural uses. The sub-precinct would cater to the needs of transit users, workers, visitors and the surrounding community</i> • <i>Coordinate a new ground plane above operational rail land that will facilitate the extension of important connections and view corridors, particularly the Devonshire Street alignment, enabling the precinct to reconnect into the surrounding urban fabric and reconnect the community while ensuring the ongoing function of the rail and road network</i> • <i>Extend Sydney CBD south with taller built form located at the north and west to relate to this expansion and define a new tower cluster as proposed by City of Sydney in the Draft Central Sydney Planning strategy 2020</i> • <i>Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity streets, laneways and connections that support pedestrian access across Central Precinct including to the Camperdown-Ultimo Collaboration Area</i> • <i>Central Walk will improve clarity, access and circulation through Central Station linking all platforms along a single spine</i> • <i>Create a 'Cultural and entertainment hub' anchored by a low pavilion building and a central open space that provides a community and public offering on the deck level with destinational activation from day to night.</i> • <i>Protect solar access to surrounding public spaces by ensuring maximum height sits within the solar access plane (SAP)</i> • <i>Use landscaping to provide shade and visual amenity, reduce urban heat, enhance biodiversity and soften the urban environment</i> • <i>Provide space for small business, creative industries, start-ups, and community uses and for supporting retail and cafes</i>

Western Gateway sub-precinct

58	Pg. 50, column 2	<p>Updated description of Western Gateway sub-precinct today.</p> <p><i>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 establishments institutions.</i></p> <p><i>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 Inward Parcels Shed.</i></p>
----	------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Ref.	Section	Proposed amendment
59	Pg. 51, column 1, dot point 5	The addition of opportunity to respond to Aboriginal cultural heritage, as described below: <i>Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country</i>
Regent Street Sidings sub-precinct		
60	Pg. 52	The Regent Street Sidings sub-precinct extends further south to capture government lands fronting Regent Street
61	Pg. 52	Updated contextual description of the Regent Street Sidings sub-precinct today, as stated below: <i>This sub-precinct contains the exceptionally significant Mortuary Station and Darling Harbour Dive. These two elements are the oldest structures in the Central Precinct, with the Darling Harbour Dive being one of the oldest pieces of infrastructure in the NSW rail system and Mortuary Station forming a significant landmark.</i>
62	Pg. 53	Updated opportunity statement for the Regent Street Sidings sub-precinct, as stated below: <ul style="list-style-type: none"> <i>New development should sensitively respond to the existing scale of the neighbouring area and the landmark qualities, scale and setting of Mortuary Station, which is a unique heritage item</i> <i>Renew and revitalise the unused Darling Harbour Dive, extending the already renewed section of the Goods Line as a new piece of public domain for Sydney, and contributing to the existing pedestrian and cycle network that links Sydney CBD to the adjacent inner city suburbs</i> <i>Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country</i> <i>Establish a diverse mixed-use sub-precinct that can cater for a range of complementary uses. This may include creative industry, health and education, information media and professional services clusters in both Chippendale and Redfern, and student accommodation in Central Park.</i> <i>Consideration is given to entertainment, cultural, food and drink and other night-time options to support the needs of the Precinct's future workers, visitors and surrounding community</i> <i>Establish a sensitive built form that responds to the diversity of its surrounds, activating Regent Street, improving Central Precinct's interface with Chippendale including Central Park.</i> <i>Development at the southern end of the sub-precinct is to consider the lower scale of the adjacent Chippendale heritage conservation area.</i> <i>Create new pedestrian connections through the sub-precinct that maximise access through and between Central Precinct and its surrounds</i> <i>Use landscaping, including where feasible and appropriate deep soil, to provide shade, reduce urban heat and soften the urban environment.</i>
Southern OSD sub-precinct		
63	Pg. 54	The Cleveland Street sub-precinct and the southern portion of the Sydney Rail Yards sub-precinct have merged to now become the 'Southern OSD sub-precinct'

Ref.	Section	Proposed amendment
64	Pg. 54	<p>An updated desired future character statement and contextual overview for the Southern OSD sub-precinct, as follows:</p> <p><i>The Southern OSD sub-precinct will be a mixed-use highly urban precinct with a commercial and education focus above the rail yards forming part of southern Sydney CBD, supported by open space, recreation, cultural uses and cross-corridor links that reconnect into the surrounding street network.</i></p>
65	Pg. 54	<p>An updated contextual overview of the Southern OSD sub-precinct today, as described below:</p> <p><i>The Southern OSD sub-precinct comprises a number of key existing features including the railway lines, yards and heritage-listed Bradfield Flying Junctions stretching from Central Station towards Cleveland Street. The Bradfield Flying Junctions are the largest collection of flyovers of this type in the world. Its primary frontage runs along Regent Street which includes the existing bus layover, the Lee Street substation and the disused Goods Line cutting.</i></p> <p><i>The southern edge is located at the pinch point of the railway corridor and the busy traffic intersection of Cleveland and Regent Street and incorporates the State heritage-listed Mortuary Station which is a defining feature. Other features include the operational railway and the Cathedral of the Annunciation of Our Lady and its adjacent grounds.</i></p> <p><i>The railway lines and yards are essential to Sydney's current and future train and Metro operations and fundamental to the role and function of Central Precinct as the primary interchange of the NSW public transport network.</i></p> <p><i>In their current form the Sydney Rail Yards and Bradfield Flying Junctions act as a significant physical barrier, severely limiting east-west connections between Surry Hills, Chippendale, Ultimo and Haymarket.</i></p>
66	Pg. 56	<p>The updates/addition of opportunities, as described below:</p> <ul style="list-style-type: none"> • <i>Deliver new buildings that sensitively respond to existing heritage elements, in particular the Bradfield Flying Junctions</i> • <i>Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity streets, laneways and connections that support pedestrian and bicycle access across Central Precinct including to the Camperdown- Ultimo Collaboration Area</i>
Prince Alfred Sidings sub-precinct		
67	Pg. 58	<p>An updated desired future character statement for the Prince Alfred Sidings sub-precinct, as follows:</p> <p><i>The Prince Alfred Sidings sub-precinct will provide an attractive, lower scale western edge to Prince Alfred Park. The future character would; activate the park, ensure appropriate solar access, respond sensitively to heritage items and assist in linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.</i></p>
68	Pg. 59	<p>The addition of opportunity to respond to Aboriginal cultural heritage, as described below:</p> <p><i>Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country</i></p>

Ref.	Section	Proposed amendment
Eastern Gateway sub-precinct		
69	Pg. 60	An updated desired future character statement for the Eastern Gateway sub-precinct, as follows: <i>The Eastern Gateway sub-precinct will be the eastern entry to Central Precinct that will respond to the unique urban character of Surry Hills. The future character would celebrate surrounding heritage buildings and provide opportunities for small-scale businesses and uses that serve the local community, future workers and visitors.</i>
70	Pg. 61	The addition of opportunity to respond to Aboriginal cultural heritage, as described below: <i>Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country</i>
Goulburn Street sub-precinct		
71	Pg. 62	An updated desired future character statement for the Goulburn Street sub-precinct, as follows: <i>The Goulburn Street sub-precinct provides an urban block of city-scale development. The future character resolves existing site challenges, integrates and activates the adjoining public domain and provides a new high-quality edge to Elizabeth Street.</i>
Next steps		
72	Pg. 64	Updated next steps to outline completion for Stage 1 of the SSP Study and the commencement of Stage 2.

6 Conclusion

This Response to Submissions Report has been prepared by Transport for NSW to address the issues raised as a result of the public exhibition of the Central Precinct draft Strategic Vision. Transport for NSW has reviewed issues raised as part of submissions received, and has updated the Strategic Vision to evolve its status as a Strategic Framework for the Central Precinct.

6.1 Next Steps

The DPIE will work with the City of Sydney, the office of the Government Architect NSW and the Greater Sydney Commission to formally assess the proposed Strategic Framework for the Central Precinct.

Once the Assessment Report has been finalised, the Minister for Planning and Public Spaces considers the Assessment Report, and any report from the Project Review Panel, and makes a determination on the adoption and implementation of the Strategic Framework for Central Precinct. If endorsed, the Strategic Framework will be a matter for consideration as part of Stage 2 of the SSP planning process, and for any other future rezoning proposal that could be submitted for the Central Precinct.

Stage 2 of the SSP planning process will involve the preparation of an SSP Study for the Central Precinct which will involve further, more detailed design development and technical studies. There will be further opportunity for community and stakeholder engagement throughout Stage 2 of the SSP planning process. The SSP Study will seek to establish a revised planning and contributions framework for the Central Precinct. The planning framework will support Central Precinct's renewal into a vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality public spaces.

Appendix A Response to submissions table

Submission No. / ID	Submitter	Issue Raised	Response
Government Agencies			
1 (ID#0 and Submission# 90)	City of Sydney	<p>3.1. Strategic intent and public purpose</p> <p>The City acknowledges the opportunity to reintegrate the Precinct with Sydney CBD and the rest of City Fringe both physically and in terms of productivity and economic function. Future planning for the Precinct could deliver catalytic economic outcomes linking globally focused clusters in Sydney CBD to those within the Innovation Corridor and the rest of the Harbour CBD.</p> <p>The City supports the strategic justification for the renewal of the Precinct, in particular:</p> <ul style="list-style-type: none"> The strategic intent to facilitate delivery of employment space to accommodate up to 14,600 innovation and technology jobs. This will contribute to the City's target of 200,000 jobs by 2036 under the draft City Plan 2036 – City of Sydney Local Strategic Planning Statement (Planning Statement) and the Eastern City District Plan's (District Plan) jobs target for the Harbour CBD. Developing a globally competitive innovation and technology precinct that enables innovative and diverse business clusters such as professional services, specialised research, technology and creative businesses to grow and agglomerate. This is consistent with the priorities identified in the draft Planning Statement for growing a stronger, more competitive Sydney CBD and developing innovative and diverse business clusters in City Fringe. The strategic intent to balance growth providing high urban amenity and celebrating the Precinct's transport function and distinct built form, social, heritage, cultural and place characteristics. This is consistent with the priorities and actions identified in the draft Planning Statement relating to creating great places and a socially connected city. Providing a well-designed people-focused places and spaces within the Precinct, including commitment to a design excellence process, in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy. The strategic intent to reconnect Sydney CBD to Ultimo, Chippendale, Haymarket, Surry Hills, Redfern and the rest of City Fringe with Central remaining to be the primary multimodal transport hub. This includes building upon the existing connections and recent transport infrastructure investments and enabling significant improvements to pedestrian safety and comfort and overall transport interchange experience within and in the periphery of the Precinct. Further opportunities to collaborate with DPIE in establishing SSP Study Requirements to develop the planning framework for all remaining sub-precincts. This is consistent with the priorities and actions identified in the draft Planning Statement relating to collaboration with NSW Government to ensure high-quality outcomes for State-government influenced urban renewal projects. <p>The City provides the following comments in relation to improving the proposed planning pathway:</p> <ul style="list-style-type: none"> The draft Vision must commit more directly to the public purpose and benefits of redeveloping the Western Gateway precinct, and needs to include an objective to address the interface with the future public space of the 'Third Square'. The identified opportunities in the draft Vision that have intrinsic public benefits are largely concentrated in sub-precincts outside the Western Gateway, which is programmed to develop first and receive the majority of development uplift. 	Refer to Sections 1.1.1, 1.1.2 and 4.12 of the RtS Report
		<p>3.2.1. Draft Vision</p> <p>The City supports the Draft Vision for the Central Precinct focused on creating a world class transport interchange and accommodating jobs of the future while celebrating its heritage significance. The City suggests a stronger emphasis on the unique place and social characteristics of the Precinct and on achieving high-quality design that support a wide range of strategic land uses:</p> <p>"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 be an exemplar for 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".</p>	Refer to Section 4.1.4 of the RtS Report
		<p>3.2.2. Preliminary Precinct Plan</p> <p>The Precinct Plan needs to have the boundaries of each sub-precinct as an overlay. It should also provide a high-level indication of land use priorities. This would provide a better transition and narrative into the character statements for each sub-precinct. The Precinct Plan should also provide guidance on purpose and potential use of proposed public space and movement corridors (i.e. purpose or desire line for movement patterns indicated, public or private access, intended users – pedestrian, cyclists or shared, etc.). The Plan should distinguish actual public open space from vestigial spaces associated with movement corridors. The purpose of the 'Area of integration' should be clearly described in the Precinct Plan. Integration in terms of design, siting, massing and layout should start from within the SSP boundary.</p>	Refer to Section 4.9 of the RtS Report

Submission No. / ID	Submitter	Issue Raised	Response
		<p>3.2.3. Preliminary Precinct Plan Principles</p> <p>The City generally supports the principles relating to public domain and open space, connections and mobility, built form and heritage, sustainability and design excellence provided along with the preliminary Precinct Plan. However, the City recommends that these principles be incorporated into the planning priorities to ensure that they are adequately considered in subsequent planning processes for each sub-precinct. This will address repetition and provide a clearer and more holistic direction for developing the future strategic planning framework for the entire Precinct.</p>	Refer to Section 4.9 of the RtS Report
		<p>3.3. Planning Priorities and Character Statements</p> <p>3.3.1. Planning Priorities</p> <p>The City supports the proposed themes and planning priorities, with the following suggested changes:</p> <p>Places and destination</p> <ul style="list-style-type: none"> • Add a planning priority relating to building design that appropriately responds to the precinct's heritage elements and builds on the vibrant intimately-scaled network of businesses and uses that serve the local community. • Incorporate preliminary precinct plan principles under 'Built form and heritage', 'Design excellence' and 'Public domain and open space' (1 and 2) into the planning priorities. • Add a planning priority that emphasises design excellence and massing to preserve sun access for existing and public spaces, view corridors and provide appropriate responses to urban hazards including wind, air quality and noise. • Amend Planning Priority 7 to "Facilitating the precinct's primary function as a hub for transport, business, innovation and tourism with complementary uses, including retail and limited supplementary accommodation uses". This reflects the future of the precinct and better aligns with the strategic directions and priorities for the Precinct under the District Plan, Camperdown-Ultimo Place Strategy and draft City of Sydney Local Strategic Planning Statement. 	Refer to Section 4.10 of the RtS Report
		<p>People and community</p> <ul style="list-style-type: none"> • Amend Planning Priority 6 (bullet point 6) to focus on creating a precinct that delivers appropriate social and cultural infrastructure to cater for the needs of current and future workers and visitors in the Precinct. 	Refer to Section 4.10 of the RtS Report
		<p>Mobility and access</p> <ul style="list-style-type: none"> • There should be a planning priority focused on ensuring any future development adequately responds to and integrates with the surrounding city context, including existing and future streets, movement corridors and public spaces. This should also consider servicing for future development within each sub-precinct. • Move and combine precinct plan principles under 'Connections and mobility' into planning priorities. • Amend planning priority on delivering an accessible walkable, well-connected and safe people-focused precinct to provide more emphasis on promoting pedestrian comfort and addressing existing pedestrian and interchange experience issues in and around the Precinct. • Add a planning priority on future mode share needs that emphasises rail rather than buses. This should also consider other modes and precinct-wide car parking strategy that ensures it is limited to service vehicles and mobility parking. 	Refer to Section 4.10 of the RtS Report
		<p>Economy and innovation</p> <ul style="list-style-type: none"> • Clarify that complementary uses are to be provided but not at the expense of intensive commercial and businesses opportunities. This priority needs to be clearer and more specific to ensure that desired strategic uses are accommodated within the Precinct, consistent with the priorities and actions in the District Plan and draft Planning Statement and the Sydney Technology and Innovation Precinct Panel recommendations. • Add a planning priority that relates to appropriate design for spaces that cater to the specific needs of knowledge-based clusters and businesses, ranging from start-ups to emerging and mature businesses. • Add a planning priority to provide affordable space for cultural and creative uses, start-ups and a range of strategic uses that have co-beneficial relationships with existing and future knowledge-based clusters in the Precinct. This is critical to achieve the vision for the Precinct and the strategic directions and priorities for the Harbour CBD and Innovation Corridor. • Add a planning priority that recognises the Precinct's current and potential future role in the night-time economy. It is within the City's Late Night Management area and provides a great opportunity to accommodate diverse night-time options including entertainment, retail, food and drink, cultural and other urban services uses that attract and cater to the needs of the future skilled workforce and transit users. 	Refer to Section 4.10 of the RtS Report
		Sustainability	Refer to Section 4.10 of the RtS Report

Submission No. / ID	Submitter	Issue Raised	Response
		<ul style="list-style-type: none"> Add a planning priority for stronger commitments to precinct-scale solutions to enable a net-zero Precinct as well as buildings. The Central Precinct provides a unique opportunity to be a leading example for stronger sustainability targets and innovation by pooling resources and sharing infrastructure. This is consistent with the District Plan and draft Planning Statement priorities that support firm commitments to reduce carbon emissions and managing energy, water and waste efficiently in precincts, including NSW Government projects. Add a planning priority that establishes higher building rating targets for each sub-precinct, as currently building rating targets and commitments are only provided for Block B of the Western Gateway sub-precinct. Combine precinct plan principles under 'Sustainability' and 'Public Domain and open space' (Principle 3) into planning priorities under this theme. 	
		<p>3.3.2. Character Statements</p> <p>The City supports well-developed character statements that ensure high-quality transport, design and place outcomes for the community, including future workers, transit users and visitors in the Precinct. The proposed statements should be strengthened to provide clearer and place and function-specific guidance to achieve the shared vision for the wider Precinct.</p> <p>Additionally, this section of the draft Strategic Vision document would benefit from:</p> <ul style="list-style-type: none"> a contextual analysis of challenges that have implications on realising the opportunities identified for each sub-precinct, for example, heritage considerations, mitigating sound and vibration from the rail corridor, pedestrian and permeability issues, site-specific constraints etc., a high-level indication of staging for each sub-precinct, addition of movement corridors as an overlay within the precinct in the 'Sub-precincts Plan'. 	<p>The proposed sub-precinct Character Statement have been updated to strengthen the desired future statements and opportunities for the shared vision for the wider Precinct. This is detailed in Section 4.11 of the RtS Report.</p> <p>The character statements identify opportunities for the future built form of each sub-precinct. This includes opportunities to resolve existing challenges (e.g. heritage, changing ground plane) that may have implications on future development in the Central Precinct. Further technical studies will be undertaken during Stage 2 of the SSP planning process to further detail the renewal challenges and solutions to inform future planning changes for the Central Precinct.</p> <p>Refer to Section 4.7 of the RtS Report for a detailed response to staging.</p>
		<p>The following changes are suggested to each character statement:</p> <p>Goulburn Street</p> <ul style="list-style-type: none"> The character statement should relate to the desired future function and role of the sub-precinct, not just its geographical location. The character statement should reflect the sub-precinct's potential future function as an office and retail sub-precinct that integrates with surrounding streets and active ground plane and overcomes site-specific constraints. 	<p>Refer to Section 4.11.1 of the RtS Report</p>
		<p>Belmore Park</p> <ul style="list-style-type: none"> The character statement should have a stronger emphasis on the desired future character of Belmore Park as an activated, flexible, multi-function public open space that integrates the Precinct with the rest of Sydney CBD and surrounding street edges. The opportunity to collaborate with the City relating to the future of Belmore Park and surrounding public domain should be highlighted. 	<p>Refer to Section 4.11.2 of the RtS Report</p>
		<p>Central Station</p> <ul style="list-style-type: none"> The character statement should provide a stronger emphasis on preserving and respecting the sub-precinct's heritage landmark qualities and how the scale of any future development would respond and preserve the urban amenity of surrounding public spaces and places. This includes Central Station's role as the primary multi-modal hub and interchange in the overall transport network 	<p>Refer to Section 4.11.4 of the RtS Report</p>
		<p>Western Forecourt</p> <ul style="list-style-type: none"> The character statement should provide a stronger emphasis on the function of the sub-precinct as a significant social gathering place and highlight its role in providing an appropriate civic setting for heritage buildings in adjacent sub-precinct. 	<p>Refer to Section 4.11.3 of the RtS Report</p>
		<p>Sydney Rail Yards</p> <ul style="list-style-type: none"> The character statement should be more specific about the desired mix of uses, which may include complementary uses provided they do not compromise opportunities for commercial and enterprise uses. The opportunity to provide a range of appropriate entertainment, retail, cultural, food and drink and other urban services during the day and night that attract and cater to the needs of the transit users, workers, visitors and surrounding community must be considered. Barangaroo is not supported as character and scale precedent for this sub-precinct 	<p>Refer to Section 4.11.5 of the RtS Report</p>
		<p>Regent Street Sidings and Cleveland Street</p> <ul style="list-style-type: none"> The character statements for both sub-precincts should specify the desired mixed use character, which should primarily focus on supporting creative industry, health and education, information media and professional services clusters in both Chippendale and Redfern. The character statement should consider the potential for appropriately scaled entertainment, cultural, food and drink and other night-time options to cater for the needs of the Precinct's future workers, visitors and surrounding community. The character statements should be more specific to reflect the intimate scale and urban character of the adjacent Chippendale conservation area and Redfern Estate conservation area and provide a better transition to Prince Alfred Park. 	<p>Refer to Section 4.11.6 of the RtS Report</p>
		<p>Prince Alfred Sidings</p>	<p>Refer to Section 4.11.7 of the RtS Report</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<ul style="list-style-type: none"> The meaning of 'parkland ribbon edge' is unclear. The character statement should focus on the desired future function of the sub-precinct as a commercial and retail neighbourhood precinct that links Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards. Similar to other sub-precincts, residential will only be supported as a limited supplementary use provided it does not compromise opportunities for commercial and enterprise uses. This is also dependent on the resolution of sound and vibration issues from rail operations and future commercial, enterprise and other night-time uses in the whole Precinct. The character statement should emphasise low-scale design that will sensitively respond to surrounding heritage buildings and the park, particularly in relation to solar access, amenity and key views. 	
		<p>Eastern Gateway</p> <ul style="list-style-type: none"> The character statement should be more specific to incorporate opportunities identified for the sub-precinct. This includes responding to unique urban character of Surry Hills and surrounding heritage building through architectural design and providing opportunities for small-scale businesses and uses that serve the local community, future workers and visitors 	Refer to Section 4.11.8 of the RtS Report
		<p>3.4. Future strategic framework and planning pathway</p> <p>The draft Strategic Vision document indicates that it will be developed into a strategic framework following the exhibition process. This new strategic framework will guide the subsequent renewal process for the rest of Central Precinct. The framework will be developed while finalising the proposed changes to the planning controls for the Western Gateway.</p> <p>The City is concerned that this approach and the concentration of the proposed uplift in just a portion of the Western Gateway, would impact on the design quality and character of other sub-precincts and the ability of the Precinct</p> <p>The City strongly recommends that this strategic framework be developed prior to finalising any changes to the planning controls for the Western Gateway sub-precinct. This includes providing certainty on the detailed planning pathway and indicative timing for the urban renewal process for each sub-precinct. This will ensure the equitable and orderly development of the whole Precinct, in particular:</p> <ul style="list-style-type: none"> the orderly delivery of public spaces, movement corridors and public domain elements, such as the 'Third Square' in the Western Forecourt sub-precinct, better collaboration with the community and stakeholders in developing the planning framework for each sub-precinct, including site-specific planning controls, transparency in decision-making in relation to planning outcomes for the entire Precinct, clearer, more consistent and better integrated pathway for subsequent development approval processes, holistic consideration of both State and local infrastructure, including needs assessment and a framework for contributions and timely delivery, greater clarity on the future pathway for detailed planning of each sub-precinct, including sub-precincts beyond the Western Gateway and Block C of the Western Gateway sub-precinct (which is excluded from the Western Gateway Rezoning Proposal). precinct-scale design guidance to ensure exemplary design quality and character for both the private and public domains, equitable distribution of uplift and precinct-scale solutions relating to solar access, wind, air quality, waste and water management issues. 	Refer to Section 4.12 of the RtS Report
		<p>Waste and Resource Recovery</p> <p>There appears to be limited discussion on the management of waste in the draft vision statement. The planning of the central precinct provides an opportunity to drive circular economy approaches, underpinned by the guiding circular economy principles in the NSW Circular Economy Policy. For example, shared or community space and place-based design presents opportunities for circular economy outcomes, that share products and resources. This could include food donation or organic waste management infrastructure (such as community composting), or reuse and repair centres. Infrastructure projects could also require a % of approved waste recovered product be used instead of natural materials where appropriate. In addition, the planning of these sub-precincts could also consider waste prevention measures and waste-infrastructure planning to support service outcomes.</p>	<p>Planning Priority 10 in the preliminary precinct plan identifies that the precinct 'will improve resource efficiencies and reduce the generation of waste and greenhouse gases, striving to achieve net zero carbon emissions, contributing to the NSW Government's net zero emission target'.</p> <p>Planning Priority 10 will be amended to place greater emphasis on waste and resource recovery.</p>
		<p>Contaminated Land Management</p> <p>The draft vision statement does not appear to include discussion on the management of contaminated land. The District Plan objectives states that "Exposure to natural and urban hazards is reduced". The District Plan also recognises soil and groundwater contamination as an urban hazard which will require careful management as the District grows, and as land-uses change.</p> <p>The above considerations are important when planning for more sensitive land-uses such as schools and residential neighbourhoods, in or around areas with the potential for pre-existing contamination. While State Environmental Planning Policy No 55 - Remediation of Land and its associated guidelines help to manage the rezoning and development of contaminated land, the upfront planning of this area can be used to help support meeting these requirements. For example, it could set directions for enhanced planning controls, especially when planning for more sensitive land-uses in and around areas with the potential for pre-existing contamination.</p>	<p>In its current form, the draft Strategic Vision document does not recognise contaminated land management. Planning Priority 10 will be updated to reflect a commitment to addressing urban hazards. As per below:</p> <p><i>"Strengthening the precinct's resilience to urban hazards such as wind, air quality and noise and potential shocks and stresses, including climate change"</i></p> <p>A contamination report will be undertaken during Stage 2 of the SSP planning process to inform the drafting of proposed planning controls, and will inform that spatial planning of land uses in the Central Precinct should there be the potential for pre-existing contamination. This will be in accordance with provisions of State Environmental Planning Policy No 55 - Remediation of Land.</p>

Submission No. / ID	Submitter	Issue Raised	Response
2 (ID#0 and Submission# 93)	Heritage NSW – Tim Smith OAM	<p>Draft Strategic Vision for the Central State Significant Precinct</p> <p>It is understood that the Central State Significant Precinct encompasses the entire State Heritage Register (SHR) listed Sydney Terminal Rail and Central Railway Stations Group (SHR 01255) and Mortuary Railway Station (SHR 01869) sites. The precinct is also in the vicinity of a number of other SHR and locally listed heritage items as well as several Heritage Conservation Areas. The area contains significant archaeological potential at a State and local level.</p>	Noted.
		<p>General comments</p> <p>Sydney Terminal Rail and Central Railway Stations Group is of exceptional significance as Australia's largest transport interchange. It is the first major terminus to be constructed in Australia and the only example of a high-level terminus in the country. It is also significant for its continuity of railway use since 1855 and as the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city.</p>	Noted.
		<p>The proposed draft Strategic Vision provides an overview for the future renewal of this precinct, including the division of the site into ten distinct sub-precincts. Due to the large number of separate precincts proposed within the site, it is important that a consistent approach is taken in the design of each area to ensure these precincts are still able to be read as part of the one SHR site and its predominant use as a railway station ie through the use of form, placement, scale, materials, signage, and interpretation etc. Materials, textures and colour ranges often give a building, site or precinct a consistent character, with common details establishing neighbourly resemblance. These can provide important reference points and inform the design of new work.</p>	<p>This is supported. In response to the concerns raised by Heritage NSW, Design Principles (specifically 6, 8 and 9) ensure a consistent approach is taken in the design of each area and how these will respond as part of the one SHR site and its predominant use as a railway.</p> <p>Design principle 9 will be amended to strengthen its wording in terms of sensitive placement, high end design, materiality and form. The updated principle is identified below:</p> <p>9. Ensure that future development sensitively interfaces with existing key heritage items and conservation areas</p> <p><i>Provide best practice heritage outcomes in terms of sensitive placement, high end design, materiality and form. New building elements should aim to enhance the setting and provide for uniform connected and inspired public realm spaces, incorporating heritage interpretation.</i></p> <p><i>Establish a sensitive built form response to heritage interfaces, including retaining a sufficient heritage curtilage and separation to potential future development and visual connections to key heritage items. New development should respond to the built form and local character of each area. It should relate to the predominant scale, respecting the height, density and grain of the existing built fabric and maintain important views.</i></p> <p><i>Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower. Retain a key heritage view corridor along the Devonshire Street alignment towards the Marcus Clark TAFE tower.</i></p>
		<p>Precinct context plan</p> <p>The Precinct Context Plan identifies the built form of the neighbouring areas. Whilst the strategy notes the heritage items and Heritage Conservation Areas (HCA) around the precinct, the Precinct Context Plan only highlights the large-scale built form of the neighbouring areas. It does not include the lower-scale built form of the adjacent HCAs and individual heritage items. It is considered important that these are included on the Precinct Context Plan to encourage any new development to respond to the built form and local character of the area. This includes relating to the predominant scale, respecting the height, density and grain of the existing built fabric, maintaining important views, and designing new forms to be sympathetic to the predominant forms within the streetscape.</p>	<p>In the draft Strategic Vision document, Planning Priority 6 addresses this, committing to the establishment of a 'context-responsive built form approach that achieves a balanced distribution of height, density and scale'. Further, the planning priorities identify that 'future built form will respond to the existing built form and local character'. This principle builds on the vision for the overall precinct, to 'celebrate its heritage and become a centre for the jobs of the future</p>

Submission No. / ID	Submitter	Issue Raised	Response
			and economic growth'. From this, it is evident that the exhibited draft Strategic Vision has made a commitment to addressing this issue.
		<p>Central Station sub-precinct</p> <p>An area identified in the strategy as potentially accommodating the future built form of 'medium to high' or 'city scale buildings' is the Central Station sub-precinct. This area (to the north of the Devonshire Street tunnel) contains some of the most significant elements within the Central Railway Station site including the Main Terminus building and clock tower, the barrel vaulted northern concourse, the country and interstate platforms 1-15, including original timber awnings on platforms 4-11 (original platforms 12-15 and awnings were demolished as part of the Sydney Metro works), and the subway passage system. There is also high potential for state significant archaeology within this area of the site.</p> <p>Central Railway Station is an iconic landmark, located to dominate its surroundings. In particular, the main terminus and clock tower, which are recognised for their landmark qualities within the broader area and are key components of the significance of the place. Large scale development adjacent to these elements would significantly diminish the identified landmark qualities and would have an unacceptable impact on the spatial characteristics and setting of this area. It would also have a major impact on significant fabric, in particular to the last remaining original platforms and timber framed awnings of the country and interstate platforms, and the subway passage system. It would also impact the historic railway use of the site. There is significant social significance attached to the building and clock tower and these values must be acknowledged in any neighbouring redevelopment.</p> <p>Therefore, large scale development within this area is not supported. This area should be removed from the potential development plan to ensure the significant physical, visual and spatial qualities of this part of the site are retained and to ensure that the heritage elements can be read and appreciated into the 21st Century.</p>	<p>The draft Strategic Vision document prioritises that the 'future built form will respond to the existing varying built form and local character'. Further, 'potential block pattern will reflect the intricate urban grain of the surrounding area to enable consistency with scale and grain of the rest of the city'. The exhibited document also highlights that 'height and density will be located in appropriate places, balanced by sufficient open space, good quality streets and connections'. Therefore, it is evident that the draft Strategic Vision document has committed to ensuring future density appropriately respects the existing local character, including heritage items including Main Terminus building, the Clocktower and northern concourse.</p> <p>The purpose of the Strategic Vision document is to establish the vision and opportunities for the Precinct and not detail development scenarios and scale. Including guidance on development scale would potentially mislead the vision for development. Large scale renewal in appropriate locations will need to occur to deliver the vision of the Precinct. The extent of scale that development could achieve will be explored and tested through analysis undertaken in Stage 2 of the SSP process and through the development of the Structure Plan.</p> <p>Refer to Section 4.2 of the RtS Report for further discussion on matters relating the heritage and proposed amendments of the proposed Strategic Framework.</p>
		<p>Regent Street Siding sub-precinct</p> <p>The Plan also refers to large-scale development within an area identified as the Regent Street Siding sub-precinct. This precinct contains the exceptionally significant Mortuary Railway Station and site, and the Darling Harbour Dive. These two elements are the oldest structures on the Central Railway Station site, with the Darling Harbour Dive being one of the oldest pieces of infrastructure in the NSW rail system and an example of advanced engineering works to establish the first Sydney Station.</p> <p>Development of the scale identified for this precinct would adversely impact visually and spatially these significant elements, in particular the landmark qualities of the Mortuary Station when viewed from Regent Street. It also has potential to physically compromise the Darling Harbour Dive. Therefore, large scale development in this area is not supported.</p> <p>Within the precinct character statement, it is noted that there is opportunity for the built form in this area to respond to the diversity of its surrounds including to the existing scale of Chippendale, and new high-rise development to the north. We would encourage any development within this area to not only respond to the existing scale of the neighbouring area, but to also respond sensitively to the scale and setting of the signally unique Mortuary Station with particular focus on its landmark qualities.</p>	<p>The Regent Street Siding sub-precinct illustrates commitment to the consideration of existing local character and heritage, including Mortuary Railway Station site. The exhibited draft Strategic Vision document shows commitment towards designing 'new development to ensure it sensitively considers the heritage context of Mortuary Station'. Furthermore, the document recognises the opportunity to renew and revitalise the unused Darling Harbour Dive, extending the already renewed section of the Goods Line as a new piece of public domain for Sydney, and contributing to the existing pedestrian and cycle network that links Sydney CBD to the adjacent inner city suburbs</p> <p>It is important to note that any future built form within the Regent Street Sidings sub-precinct is still to go through a rigorous planning and design process that will be informed by a Heritage Impact Assessment as part of Stage 2 of the SSP process. This will ensure that any future development will appropriately respond to significant heritage elements in the Regent Street Sidings sub-precinct and avoids adversely impacting these significant elements, including the landmark qualities of the Mortuary Station when viewed from Regent Street.</p> <p>Refer to Section 4.2 of the RtS Report for further discussion on matters relating to heritage and proposed amendments of the proposed Strategic Framework.</p>
		<p>Sydney Rail Yards sub-precinct (now referred to as North OSD sub-precinct and South OSD sub-precinct)</p> <p>Potential large-scale development is also identified within an area noted as the Sydney Rail Yards sub-precinct. This area forms part of the original Sydney yard and contains the only extant shunters hut on the site and the technically innovative and complex Bradfield Flying Junctions (flyovers), which are the largest collection of flyovers of this type in the world. In this, they should be regarded at an international heritage significance level. The precinct character statement notes the flyovers in their 'current form' are a significant physical barrier, severely limiting east west connections. It is unclear if this refers to modifications being made to the flyovers in the future. We would not support major intervention to these significant elements, which would comprise original fabric and structure.</p>	<p>The Character Statement identifies that Bradfield Flying Junctions (flyovers) are a physical barrier, limiting east west connections. This does not imply that modifications will be made. The revised Strategic Framework goes through a series of concept options for the Central Precinct, including one option which assumes development occurs above the Bradfield flyovers. One of the key weaknesses of this option was its potential impact on heritage with impacts to Bradfield flyovers and suburban platforms in addition to other options. From an evaluation of the strengths and weaknesses of the options against the planning priorities and design principles and technical constraints, a preferred Preliminary Precinct Plan has been developed. As shown in the preferred Preliminary</p>

Submission No. / ID	Submitter	Issue Raised	Response
			<p>Precinct Plan of the Strategic Framework (refer to Attachment B), it avoids any development above the Bradfield flyovers.</p> <p>The South OSD sub-precinct character statement has also been updated to recognise the importance of the Bradfield flyovers, as described below:</p> <p><i>The Southern OSD sub-precinct comprises a number of key existing features including the railway lines, yards and heritage-listed Bradfield Flying Junctions stretching from Central Station towards Cleveland Street. The Bradfield Flying Junctions are the largest collection of flyovers of this type in the world. Its primary frontage runs along Regent Street which includes the existing bus layover, the Lee Street substation and the disused Goods Line cutting.</i></p>
		<p>Development should also not physically impact the significant elements on the site such as the shunters hut, the rolling stock Officers Building, and the cleaner's amenities building, and any development must allow the visual connection between these significant elements to the main terminal to be retained and understood.</p>	<p>It is important to note that any future built form within the North OSD sub-precinct and South OSD sub-precinct is still to go through a rigorous planning and design process that will be informed by a Heritage Impact Assessment as part of Stage 2 of the SSP process. This will ensure that any future development will appropriately respond to significant heritage elements in the Regent Street Sidings sub-precinct and avoids adversely impacting these significant elements.</p> <p>The Strategic Framework document recognises the importance of heritage and identifies opportunities to celebrate local character and preserve heritage. Specifically Design Principle 6, 8 and 9 ensure a consistent approach is taken in the design of each area and how these will respond significant elements within the North OSD sub-precinct and South OSD sub-precinct.</p> <p>Refer to Section 4.2 of the RtS Report for further discussion on matters relating to heritage and proposed amendments of the proposed Strategic Framework.</p>
		<p>Prince Alfred Siding sub-precinct</p> <p>Lower scale development has been identified within the long thin parcel of land located adjacent to Prince Alfred Park and the significant Railway Institute Building, noted as the Prince Alfred Sidings sub-precinct. This precinct contains the Prince Alfred Substation complex, former District Engineers Office, former Draftsman's Office and remnants of the former Carpenter's Shop (extant parts of the 1870s workshop complex).</p> <p>The precinct character statement does not address the significant elements on the site within the noted opportunities, and whether they will be incorporated into future development. It is recommended that any new development should respond to the heritage context and character of the area, including its extant buildings, and identify opportunities for inventive new design to enhance the significance of the site. In addition, significant planting along the embankment on the eastern side of the precinct should be retained.</p>	<p>It is important to note that the Prince Alfred Siding sub-precinct is still to go through a rigorous planning and design process that will be informed by a Heritage Impact Assessment as part of Stage 2 of the SSP process. This heritage assessment will consider existing heritage items within the sub-precinct, include the Prince Alfred Substation complex, former District Engineers Office, former Draftsman's Office and remnants of the former Carpenter's Shop (extant parts of the 1870s workshop complex), along with those adjacent, including Prince Alfred Park and the Railway Institute Building. This will ensure that any future development will appropriately respond to significant heritage elements in the Prince Alfred Siding sub-precinct and avoids adversely impacting these significant elements.</p> <p>The Prince Alfred Sidings sub-precinct character statement has also been updated to recognise the importance of the Bradfield flyovers, as described below:</p> <p><i>"The Prince Alfred Sidings sub-precinct forms the western edge to Prince Alfred Park and is bordered by the heritage listed Bradfield Flying Junctions along its western boundary. Other existing features of the sub-precinct include the Railway Institute building and Prince Alfred substation and Chalmers Street substation, which are state listed heritage items along with significant planting along the embankment on the eastern side of the precinct."</i></p>
		<p>Cleveland Street sub-precinct</p> <p>Lower scale development has also been identified within the area bounded by Cleveland and Regent Streets. The precinct predominately consists of tracks and flying junctions and terminates at the significant Cleveland Street overbridge, which is also the southern edge of the Central railway Station site.</p>	<p>It is important to note that any future development in the Cleveland Street sub-precinct is still to go through a rigorous planning and design process that will be informed by a Heritage Impact Assessment and Visual Impact Assessment as</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>Looking north from the Cleveland Street overbridge allow views to the full extent of the Central railway Station site as well as to the Mortuary Station spire and dome, and the Main Terminal building clock tower. Any future development within this precinct should ensure these views are retained and enhanced through well considered design.</p> <p>Special Character Area</p> <p>It is proposed to remove the sub-precinct from the special character areas map within the Sydney LEP 2012. The Railway Square/Central Station special character area consists of a collection of low-medium scale (3–7 storeys) heritage buildings and streetscapes, a series of varied open spaces and a mix of uses and activities. Principles of this area include:</p> <ul style="list-style-type: none"> • Maintain a high level of daylight access to Railway Square and its associated open spaces by restricting building height • Maintain and enhance the visual prominence and landmark significance of the clock tower of Central Railway Station in the views and vistas from various points, particularly along Broadway and George Street, when approaching or departing the city • New development is to maintain and enhance vistas to Central Railway station. • The removal of the site from the Railway Square/Central Station Special Character Areas will allow any new development to bypass these principles. <p>Collective heritage storytelling</p> <p>Whilst the Heritage Council appreciates that development in and around this sensitive precinct is part of the evolution of the modern city, opportunities to provide the best heritage outcomes in terms of sensitive placement, high-end design, materiality and form should be driving goals. Any new building elements should not be considered in isolation but look to enhance the setting and provide for uniform connected inspired public realm spaces (place making). These areas should be considered for high-end heritage interpretation outcomes that seek to inform the public of the unique heritage values of the broader precinct, from Aboriginal custodianship and traditional practices, to nineteenth and twentieth century urbanism and changes driven by the Industrial revolution.</p> <p>The cumulative impact of change, development density and erosion of the readability (legibility) of the heritage cultural landscape must be integral considerations in all planning decisions.</p>	<p>part of Stage 2 of the SSP process. Key visual connections from the Cleveland Street rail bridge to Central Railway Station and Mortuary Station will be explored through technical studies in Stage 2 of the SSP planning process. This will be supported by analysis during the design process, a visual impact study, and a heritage assessment which considers the heritage value and importance of certain view corridors from Cleveland Street rail bridge.</p> <p>Refer to Section 4.5 of the RtS Report for further discussion on matters relating to visual connections and proposed amendments of the proposed Strategic Framework.</p> <p>The Strategic Framework provides an opportunity to take a fresh look at Railway Square in the context of a clear intent to unlock the Precinct as Sydney's CBD new southern extension supported by a range of complementary measures. On this basis, it is Transport for NSW's preference not to adopt these principles in their current form, but rather incorporate their intent into the Strategic Framework in a number of locations. This includes where relating to the sub-precincts. This is considered to have been achieved by the Strategic Framework as proposed to be amended in response to other submissions. As such, the Strategic Framework meets the intent of this submission, namely appropriately guiding and informing future development proposals and identifying areas of heritage value and significance.</p> <p>It is noted that while it is intended to work towards a high level of daylight access to Railway Square and its associated open spaces, this may be achieved by a number of means (including building placement and form) and not just by restricting building height.</p> <p>This is supported. The Central Precinct has layers of history which contribute to Sydney's identity. These layers reveal Sydney's indigenous, ecological, transport and architectural history and should be celebrated as cultural contributors of national significance. The renewal of the Central Precinct will aim to deliver a development outcome that responds to the area's heritage significance is recognised. In particular to retain, and where appropriate revitalise and celebrate heritage items, delivering a co-ordinated, high quality public domain that weaves in the Precinct's aboriginal and non-aboriginal history, and the continued preservation and indeed enhancement of the precinct as Sydney's main public transport interchange</p>
3 (ID#69021 and Submission# 60)	Sydney Local Health District (SLHD) - Pamela Garrett	<p>The SLHD particularly notes that the important role of the health and medical services around Central are canvassed. The planning context notes the Camperdown-Ultimo Place Strategy and the Sydney Innovation and Technology Precinct Panel Report which, together with the City of Sydney and Greater Sydney Commission plans provide very strong foundations for the strategy.</p> <p>As a general comment, SLHD would like to see a stronger emphasis on the culture and identity of Aboriginal communities.</p>	<p>Noted.</p> <p>This issue is acknowledged and agreed. The transformation of the Central Precinct allows for the revitalisation of the communication of heritage values and the integration of interpretive elements from the planning and design phase. Opportunities to showcase the culture and identity of Aboriginal communities can be explored and presented through an integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation. This is intended to be explored as part of Stage 2 of the SSP planning and design</p>



Submission No. / ID	Submitter	Issue Raised	Response
			<p>process, key stakeholders from Aboriginal communities will be provided opportunity to shape how these stories are represented.</p> <p>Refer to Section 4.3 of the RtS Report for further discussion on matters relating to emphasising the culture and identity of Aboriginal communities and the corresponding amendments of the proposed Strategic Framework.</p>
		SLHD supports the emphasis on the Central Precinct being a destination with facilities to enjoy including cultural and leisure activities. The emphasis on digital, pedestrian, site and transport connectedness is strongly supported as is the focus on sustainability and the creation of the major square, pedestrian linkages and linkages over the rail yards.	Noted.
		The SLHD would like to see health, equity and wellbeing promoted to being a key theme of the strategy. This would enable the elevation of a number of strategies related to public health, including the design importance of inclusiveness for people with disability, homeless populations and people who are ageing. This would also provide an opportunity to highlight health-related strategies such as encouraging active travel, promoting healthy food choices (especially a reduction in vending machines), supporting the availability of tap water and refill stations and promoting information on health and wellbeing services and strategies.	The planning priorities under the theme of 'sustainability' has been broadly interpreted to cover a wider range of sustainability initiatives. Stage 2 of the SSP planning process will undertake a social sustainability strategy to outline strategies to promote health, equity and wellbeing in the Central Precinct.
		In respect of the sub-precincts, SLHD would like greater clarity on the impact of the proposed developments on the heritage listed Sydney Dental Hospital. It should be noted as well in the commentary that the SLHD is currently supporting the development of primary health care services at the Sydney Dental Hospital. The map on page 11 should include Sydney Dental Hospital.	<p>The exhibited draft Strategic Vision document recognises the importance of the Sydney Dental Hospital. The Eastern Gateway character statement notes 'the heritage-listed Sydney Dental Hospital sits prominently at the key intersection of Chalmers, Elizabeth and Foveaux Street. Its distinctive architectural style creates a unique civic presence that signals the change in character from Surry Hills to Sydney CBD. Surrounding the precinct to the east are a number of adaptively reused heritage buildings that give the sub-precinct a distinct Surry Hills character'. The document emphasises a commitment to protecting and celebrating heritage items across the precinct</p> <p>It is important to note that any future built form within the Eastern Gateway sub-precinct is still to go through a rigorous planning and design process that will be informed by a Heritage Impact Assessment as part of Stage 2 of the SSP process. This will ensure that any future development will appropriately respond to significant heritage elements in the sub-precinct.</p>
Non-government organisations			
4 (ID#68776 and Submission# 44)	BIKEast - Chris Hudson	<p>Starting at the southern end there is an urgent need for a high quality E-W cycling connection alongside Cleveland Street to link the George St cycleway and Prince Alfred Park route to Meagher Street Chippendale and the CoS route through Chippendale and also along Regent St.</p> <p>Further north there is an equally urgent need to provide an E-W cycling link between the proposed E-W replacement for the loss of Devonshire St (Randle-Cooper-Arthur) to Railway Square, UTS, the Goods Line and Ultimo. This a gap in the City's current network and needs to be filled.</p> <p>North of Eddy Avenue, Belmore Park needs to be improved for cycle access with a fully dedicated cycle path linked seamlessly to the new facilities in Castlereagh and Campbell streets and the new crossing of Eddy Avenue and path through to Chalmers St.</p> <p>N-S access should also be created on the western edge of the site via the Regent Street - Pitt Street corridor to provide a cycle facility linking Redfern/Chippendale to the northern edge of Belmore Park, CBD north and Chinatown/Darling Harbour.</p> <p>Good cycle access to and within the site and high quality end of trip facilities for workers and visitors is essential.</p>	<p>Under the theme mobility and access in the draft Strategic Framework, several planning priorities are aimed at the commitment to enhancing connections within the precinct and to the central CBD, improving the customer experience, delivering a people focused precinct and designing infrastructure that is adaptive to future changes in transport. These priorities are built around the precinct's role as NSW's main transport interchange.</p> <p>At this stage, detail on delivering cycle infrastructure, cycle routes and opportunities to better integrate cycling with the precinct will require further analysis as part of a Transport Study to be undertaken during Stage 2 of the SSP process. This will assess the existing cycle network and opportunities for further improvements and upgrades, along with requirements for future end-of-trip facilities in the Central Precinct.</p>
5 (ID#69026 and Submission# 61)	ISPT Pty Ltd - Kieren Mottershead	The Draft Vision does not include a staging plan, but strategic planning for the Western Gateway sub-precinct is underway. The final Vision should address staging. To maximise the benefits for the City, including the creation of a major public square, strategic planning for the Western Forecourt sub-precinct should be prioritised as the next precinct to be planned.	At this early stage, the future sequencing of development stages for the Central Precinct is still uncertain, apart from the Western Gateway sub-precinct being identified as the first stage of the renewal program for the broader Central Precinct.


Submission No. / ID	Submitter	Issue Raised	Response
			<p>An indicative staging plan for the Central Precinct renewal program will be investigated as part of Stage 2 of the SSP planning process to ensure the future staging of development is coordinated in an orderly manner. This will consider a range of factors such as landowner intent, site accessibility and infrastructure and servicing.</p> <p>Refer to Section 4.7 of the RtS Report for further discussion on staging.</p>
		<p>Pedestrian connections from the new Central Station western front entrance to the City must be carefully planned to maximise pedestrian safety, convenience and comfort. Direct connections to major employment/pedestrian attractors, in particular Sydney Central and the new CBD South East Light Rail Haymarket stop in Eddy Avenue, should be prioritised. It is noteworthy that the Draft Vision already considers pedestrian connections that are outside of the precinct boundary (including the new entry to Central Walk from Randle Lane). Opportunities for improved pedestrian connections at the Western Gateway should be similarly explored in the final Vision.</p>	<p>It is agreed that improved pedestrian connections will need to be explored further to ensure pedestrian movement is carefully planned to maximise pedestrian safety, convenience and comfort.</p> <p>The Strategic Framework, including the preliminary precinct plan, planning priorities and design principles, will directly guide more detailed design and planning investigations for transport and accessibility improvements during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including people with specific mobility requirements.</p> <p>Refer to Section 4.4.3 of the RtS Report for further discussion on pedestrian connections.</p>
		<p>The planning priorities in the Draft Vision include "Fostering collaboration between major institutions in the precinct including transport, education, health and business". ISPT would welcome a collaborative dialogue with TfNSW, DPIE, City of Sydney and other stakeholders.</p>	<p>Noted. There will be further opportunity to engage on the design and planning for Central Precinct during Stage 2 of the SSP planning process.</p>
6 (ID#69086 and Submission# 72)	The National Trust - Graham Quint	<p>It is noted that the stated aim of the program is to "create a precinct with a real sense of place, which connects into surrounding neighbourhoods, and draws on the character and heritage of this landmark location." This is an admirable aim, and it is hoped that measures are put in place to ensure that this is indeed the outcome of this massive project.</p>	Noted.
		<p>Sydney does not need another Barangaroo "" a huge swathe of land that presented a wonderful opportunity for Sydney, but which has come to be dominated by private interests with an increasingly small area of public space, and that represents the very worst elements of the current planning system.</p>	Noted.
		<p>The redevelopment of the site should also be influenced by the best of modern planning strategies and station redevelopments. The massive renewal of London's Kings Cross St Pancras Station has been achieved without the need for multiple high-rise buildings, and the existing heritage buildings within the precinct have been carefully and thoughtfully remodelled and reinvigorated "" without the need to add a tower on top. Even Tokyo Railway Station retains a dignified setting despite the development pressures of that city.</p>	Noted. Further design and planning work to be undertaken during Stage 2 of the SSP planning process will explore other local and international case studies for station-precinct renewal project, including their successes and constraints.
		<p>We hope that the redevelopment of Sydney's Central Station can be a model of successful renewal on a scale that aligns with the important heritage buildings and connections of the place. The Trust supports the Preliminary Precinct Plan aims regarding Built Form and Heritage that the precinct should:</p> <ul style="list-style-type: none"> • "Establish a context-responsive built form approach that achieves a balanced distribution of height, density and scale" • "Reinforce the iconic architecture of the Sydney Terminal building, former Parcels Post Office and Mortuary Station as important and defining character elements in the streetscape" • "Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower" • "Establish a sensitive built form response to heritage interfaces, including retaining a sufficient heritage curtilage and separation to potential future development and visual connections to key heritage items." "Ensure that any proposed built form does not reduce the amenity of existing public open space, particularly Prince Alfred Park" 	Noted.
		<p>The National Trust notes that the Mortuary Station will be the "anchor" in the proposed Regent Street Sidings sub-precinct. The Trust would encourage any opportunity to restore a valid and viable use to this very important building. The recent redevelopment of the Chippendale area makes this an ideal new entrance point to the broader central precinct from Central Park, with possible connection through to the Goods Line via the existing tunnel system.</p>	Noted.

Submission No. / ID	Submitter	Issue Raised	Response
		The National Trust agrees with the stated vision for the Central Precinct that includes “connecting the city at its boundaries and celebrating its heritage.” We note in the “Urban Context” study for the site however (p.13) that the “built form of neighbouring areas” showcases many high-rise developments. It worryingly does not show the relatively low-rise of the Ultimo TAFE, UTS and ABC sites to the west, where the Marcus Clarke building retains its prominence on Broadway, and the spire of Christ Church St Laurence is readily visible.	National Trust identify concern that the Draft Strategic Vision document worryingly does not show the relatively low-rise of the Ultimo TAFE, UTS and ABC sites to the west, where the Marcus Clarke building retains its prominence on Broadway, and the spire of Christ Church St Laurence is readily visible. The built form images on page 13 of the exhibited draft Strategic Vision document show surrounding areas that have been subject to urban renewal. These are example images and do not reflect the built form intention, however illustrate what has been achieved at different precinct scales within proximity to the precinct. The future built form in this location will be subject to investigation such as an urban design technical study during Stage 2 of the SSP planning process. The draft Strategic Vision document emphasises the importance of ensuring future development considers the existing local character and heritage items.
6 (ID#69096 and Submission# 74)	Save the Powerhouse Campaign	Save the Powerhouse Campaign agrees in principle with the NSW Government’s vision to transform Sydney Central Station into “a vibrant and exciting place that unites a world-class transport interchange with innovative businesses and public spaces. It will connect the city at its boundaries, celebrate its heritage and become a centre for the jobs of the future and economic growth”, although, as expressed, this sounds more like a commercial advertising promotion than a bona fide co-ordinated development project. The document lacks essential detail, making it difficult and possibly irrelevant to comment on the merits of the various proposed sub-precincts. We are concerned that the “Strategic Vision” document fails to mention an integral issue that must be considered - the POWERHOUSE MUSEUM, located a few hundred metres from Central Station and directly linked to it via the GOODSLINE pedestrian promenade. The NSW Government plans to demolish this internationally respected institution, move parts of it 23km west, stow away the remainder of its collection in various locations and construct high rise buildings on its ruined site. - The “vibrant and exiting place”, the future Central District will become, will attract tens of thousands of new residents, employees (“an additional 10,000 – 25,000 jobs in Sydney CBD by 2036”) and visitors. It therefore becomes even more critical to keep the Powerhouse Museum intact, in public ownership, as a fully functioning museum, to provide these new populations with a worldclass museum which “celebrates the heritage” of the area. - The Central District will house the “Sydney Innovation and Technology Precinct”. The Powerhouse Museum, with its world’s best practice exhibition and collection facilities, workshops, storage, conservation labs and research library is the perfect “place where world-class universities, ambitious start-ups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world.” - The Powerhouse Museum, maintained as it is, would form, at no cost, part of the “high quality physical and digital infrastructure” that will “underpin the Precinct.” - The Powerhouse Museum’s transport, engineering and innovation collections would resonate with the “world-class transport interchange with innovative businesses and public spaces” the Central District is to become. - Finally, it would be absurd to demolish the Sulman Prize-winning Wran Building and the historically significant Old Tram Depot (Harwood Building) and gut the heritage-listed Old Power Station a few hundred metres away from a new District, which aims to “celebrate the unique architectural and cultural heritage” of the area.	No response required. Noted. The intention of the Strategic Framework is to guide further detailed planning investigations through a State Significant Precinct Study. This will be informed by a suite technical studies to outline a revised planning controls for the Central Precinct. Noted. The Powerhouse Museum is outside the scope of this Strategic Framework. Noted. The Powerhouse Museum is outside the scope of this Strategic Framework.
7 (ID#69111 and Submission# 76)	University of Technology Sydney (UTS) -	UTS strongly supports plans for renewal of Central Station. The transformation of Central Station provides a city shaping opportunity that, with the correct approach, is capable of knitting together the disparate land uses of the Sydney CBD, the Innovation Corridor, the Pyrmont/Ultimo Creative Industries Precinct, Surry Hills and beyond. UTS, as the closest educational institution to the Central SSP, will play a key role in connecting and integrating Central Station with the broader Innovation Corridor. Governance	Noted. Refer to Section 4.13 of the RtS Report for further discussion on governance.

Submission No. / ID	Submitter	Issue Raised	Response
	Kara Krason	<p>Central Station and the surrounding areas are home to a diverse range of land uses and stakeholders. Many of these stakeholders have been involved to date; however, as the Central SSP is progressed and the Strategic Vision finalised, an appropriate governance structure will need to be put in place to ensure the continued involvement of key stakeholders, such as UTS and other local education and health institutions. Governance should be further developed and expressed in the final iteration of the Strategic Vision.</p> <p>More broadly, there are a range of projects and initiatives that are currently in train in the local area, including Central SSP, the Pyrmont Planning Review and the Central Sydney Planning Strategy, as well as initiatives by various landowners in the area, including UTS. There is an opportunity to establish an overarching governance structure for the entire area in order to better align competing priorities and maximise integration in terms of land uses, planning frameworks and physical connections.</p>	
		<p>Land use</p> <ul style="list-style-type: none"> UTS strongly supports the prioritisation of employment uses within the Central SSP. There are strong synergies between tertiary education and employment uses, particularly start-ups and knowledge-based industries. These types of uses should be prioritised in the sub-precincts closest to UTS and the rest of the Innovation Corridor. The primacy of employment uses should be ensured across the Central SSP as a whole. <p>Connectivity</p> <ul style="list-style-type: none"> UTS supports the improvement of pedestrian connectivity through the precinct, particularly in terms of improving east-west access and the ability to move from Surry Hills through to Haymarket and Ultimo. UTS notes that connectivity needs to extend beyond the boundary of the SSP; for example, the Lee Street Tunnel is already heavily constrained in terms of capacity, and with additional services to Central Station, easier east-west connectivity through the station, and intensification of use and population of the site, patronage is likely to increase substantially from the first stage of development works. Expansion and improvement of the Lee Street tunnel and/or redevelopment of underground tunnel from the Western Gateway sub precinct through Mortuary Station to the Goods Line must be delivered as part of the first stage of works for the overall renewal of Central Station. 	<p>This is noted and supported. Emphasising economic growth and diversity is recognised as an important element of striving to advance Sydney's status as a global city and this is evident in the exhibited draft Strategic Vision document. Through the role of Central Precinct in supporting growth of the Innovation and Technology Precinct, spill over of knowledge intensive jobs from the CBD core and creative industries in Surry Hills and surrounds is a critical area of focus in the draft Strategic Vision.</p> <p>Refer to Section 4.1 of the RtS Report for further discussion on land use, specifically focus on employment-generating uses</p> <p>This is noted and supported.</p> <p>Refer to Section 4.1.5 of the RtS Report for further discussion on land use, specifically focus on the night-time economy.</p> <p>While Central Precinct is envisioned to become a centre for the jobs of the future and economic growth, there will be opportunities to support a range of accommodation types that will serve as a complementary use. Detail on built form and scale will be further investigated as part of Stage 2 of the SSP planning process. This will consider appropriate scale and transitions to respond to its surround context.</p> <p>A transport study undertaken as part of Stage 2 of the SSP planning process will analyse the expected future distribution of pedestrian trips to/from the Central Precinct and the pedestrian level of service to inform any future improvements to pedestrian thoroughfares.</p> <p>Noted.</p> <p>The benefits of establishing an extension of the existing Goods Line to Mortuary Station is noted. However further analysis is required to determine the feasibility of establishing this connection. A transport study undertaken as part of Stage 2 of the SSP planning process will analyse the expected future distribution of</p>
		<ul style="list-style-type: none"> The Strategic Vision identifies the Sydney Rail Yards sub-precinct as having the opportunity to create an authentic city centre environment, supporting a range of diverse uses. UTS supports the renewal of this precinct as a true mixed-use environment that can create a viable night-time economy. Central Station should be a cultural, entertainment and community destination for Sydneysiders and tourists, and should seek to generate activity outside of normal business hours. Sensitive urban design and the creation of intimate and interesting places (such as laneways) will be critical to achieving these goals. Central Park and Spice Alley more specifically set an excellent precedent and aspiration for the level of activation and vibrancy that should be achieved. 	
		<ul style="list-style-type: none"> UTS acknowledges that some residential uses may be appropriate on the existing residential edge in order to achieve appropriate transitions, particularly to Prince Alfred Sidings and Cleveland Street sub-precincts. UTS requests that residential uses on the Central SSP edge adjoining existing low scale neighbourhoods should be a subordinate use in the context of the overall SSP, and should remain low-rise. UTS would not support residential uses within the Western Gateway sub precinct. 	
		<ul style="list-style-type: none"> The Preliminary Precinct Plan appears to show a future pedestrian connection through the southern part of the precinct, exiting at Mortuary Station. The character statement for the Regent Street Sidings sub-precinct also mentions the renewal and revitalisation of the unused Goods Line and extension of the already renewed section of the line. These elements of the Strategic Vision are strongly supported by UTS. 	
		<ul style="list-style-type: none"> UTS notes that the termination of the Goods Line is presently unsatisfactory and leaves much to be desired in terms of legibility of the connection and the overall pedestrian experience. The mooted extension of the Goods Line to Mortuary Station (as per Sydney's Waking Future) using the existing underground tunnel should be included and committed to in the Strategic Vision. This connection would complete a continuous public 	

Submission No. / ID	Submitter	Issue Raised	Response
		<p>domain link from Darling Harbour, would provide a critical connection from Ultimo through to Redfern and Surry Hills, and would vastly improve the pedestrian experience of arriving at Central Station from the existing Goods Line.</p> <ul style="list-style-type: none"> • UTS supports the aspirations to facilitate interchange between the different modes of transport that converge at Central Station, particularly connectivity between the CBD and South East Light Rail (CSELR). Smooth and seamless integration between UTS and the CSELR will foster important connections to UTS' Moore Park facilities and the Randwick Health and Education Precinct. • The Railway Square bus interchange is a critical part of the public transport infrastructure in and around Central Station. UTS relies heavily on the accessibility provided by the existing bus interchange to the UTS City Campus and it is important that it remains on the western side of the station close to the university. UTS would like to be consulted and involved in the design phase of the new bus interchange as it relates to public transport and pedestrian flows and connectivity. Opportunities to better integrate Railway Square with other modes of transport in the precinct should be explored. • UTS believes that a more holistic approach to unlocking the full potential of the Innovation Corridor is necessary. Focussing and fast tracking the Central Precinct should not be at the expense of other equally important areas of the Innovation Corridor, such as UTS, Powerhouse Museum, Sydney University and RPAH. Great leadership and collaboration between all stakeholders are key to success. 	<p>pedestrian trips to/from the Central Precinct and the pedestrian level of service to inform any future improvements to pedestrian thoroughfares.</p> <p>Noted.</p> <p>The existing and future transport network capacity (including heavy and light rail, bus, active transport, and point-to-point services) will be considered as part of Stage 2 of the SSP planning process which will be informed by a Transport Study. UTS will be consulted if there are any proposed changes to Railway Square bus interchange.</p> <p>The need for a holistic approach to unlocking the full potential of the Innovation Corridor is recognised in the exhibited draft Strategic Vision document. Specifically, the draft Strategic Vision recognises the importance of planning for the precinct within the context of the Innovation Corridor and planning for the precinct will align with the strategic direction of the Greater Sydney Commission and the NSW Government.</p>
8 (ID#69002 and Submission #56)	William Parker	<p>The following amendments to the vision document precincts are not criticisms of the document. They are an attempt to alter the emphasis from built form to public transport and pedestrian friendly spaces. Sustainable redevelopment can be the basis for all alterations to the existing site. Central Station and its surrounding road systems to be the focus of all planning documents. This submission asks the NSW government to consider Central station as an essential civic structure. Please alter your current focus on built forms in transport corridors. Do not build multistorey buildings over transport spaces as in the future these spaces may become multi-modal transport corridors. Encourage Federal government support for the cost of altering platforms 1 to 7 for the proposed eastern states High Speed Rail (HSR).</p> <p>The aim of environmental sustainability is not to restrict growth. This proposed redevelopment can pursue growth and development which imposes less burden on the natural environment. We therefore do not need to continue increasing density through multi-storey buildings whenever an urban renewal project is proposed for historically significant areas of Sydney. Central Precinct is an opportunity for the sustainable renewal of an historically significant site in inner Sydney.</p> <p>Goulburn Street 1.1 Transform Elizabeth St into shared transport corridor Reconfigure Elizabeth Street from Hyde Park south (Liverpool St) to Eddy Street similar to this traffic calmed street in Copenhagen. The western side of Elizabeth street (RHS in this picture) to be widened from Goulburn to Eddy Sts with bike lanes and landscaped footpaths. Enhance the appearance of the existing sandstone wall of the viaduct along Elizabeth St.</p> <p>1.2 Remove Goulburn St concrete carpark structure above lowest level Convert the site to open space similar to Wynyard Park and make provision for street level retail along Castlereagh and Elizabeth Streets.</p> <p>2 Belmore Park Terminate the light rail line in Hay Street between Pitt and Castlereagh Streets. Remove light rail access to station ramps and use the ramp space for pedestrian and bike access to northern entry to Central station. The northern elevation of Central station can then become the main pedestrian entry to the station at two levels. Western side road from Eddy St to remain as motor vehicle access to Station. Improve landscaping to Belmore park eastern wall of viaduct.</p>	<p>Transport connections are recognised as a critical component of the draft Strategic Vision. Planning priority 7 under theme place and destination identifies a focus on facilitating the precinct's focus on transport and economic diversity in tourism and across commercial sectors including office, business and retail. The City has identified the need to place greater focus on public transport and walking to create a safe, well-connected and people-focused sub-precinct. Priorities committing towards mobility and access are detailed as separate planning priorities.</p> <p>There are no formal commitments to high speed rail (HSR).</p> <p>Development above the transport hub needs to occur to deliver a successful precinct. It is acknowledged that new development needs to not only foster heritage in building design, but also build on the vibrant presence of businesses and uses that serve the local community.</p> <p>A commitment to this cannot be made at this early stage in the process. There is a need for a greater understanding of travel patterns (cars, cyclists and pedestrians), road capacity and how future development will be integrated with the wider road network before a commitment to street reconfiguration can be made. As part of Stage 2 of the SSP planning process, technical studies on transport, public domain and urban design will be undertaken and inform future planning decisions.</p> <p>A commitment to this cannot be made at this early stage in the process. Technical studies on public domain, open space and urban design need to occur so we have a better understanding of what the streetscape can look like. This will inform design options and inform future planning decisions.</p> <p>Termination cannot occur through this stage. This is part of a larger transport network response. The intent of this draft Strategic Vision document is not to redirect existing transport network. Landscaping solutions will be addressed as part of technical studies undertaken in the Stage 2 SSP Study.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>3 Central Station</p> <p>3.1 Raise the height of the existing brick building along the western elevation to the height of the existing terminal</p>  <p>Extend western building south to match height of existing terminal</p> <p>Cover in the existing platforms 1 to 7 for HSR with steel framed glass dome similar to existing main hall</p>	Noted.
		<p>4 Western forecourt Convert a section of western elevation of station buildings to become the entry for proposed HSR platforms.</p>  <p>Strasbourg railway station. A model for upgrading western entry to terminal</p>	Noted.

Submission No. / ID	Submitter	Issue Raised	Response
			
		<p>6 Sydney railyards</p> <p>Create a variety of new open spaces that connect with and build upon the existing green grid, including plazas, green spaces and high amenity pedestrian links. Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity streets, laneways and connections that support pedestrian access across Central Precinct including to the Camperdown-Ultimo Collaboration Area. Use landscaping to provide shade, reduce urban heat and soften the urban environment.</p>	<p>This direction is already recognised in the draft Strategic Vision document. Quality public spaces and amenity are recognised as important elements of delivering this precinct. Solar access and reducing urban heat are also considered in the document and will be explored through technical studies as part of Stage 2 SSP Study.</p>
		<p>7 Regent street sidings</p> <p>Renew and revitalise underutilised land adjacent to the rail corridor, with the potential to support a pedestrian-friendly environment. Activate Regent Street and improves Central Precinct's interface with Chippendale including Central Park. Consider the heritage context of Mortuary Station. Create new pedestrian connections through the sub-precinct between Central Precinct and its surrounds. Renew and revitalise the unused Goods Line as a new piece of public domain for Sydney, extending the already renewed section of the line and contributing to the existing pedestrian and cycle network linking Sydney CBD to the adjacent inner city suburbs. Use landscaping to provide shade, reduce urban heat and soften the urban environment.</p>	<p>The issues raised in this submission are items that have already been considered in the draft Strategic Vision document. The Regent Street Character Statement identifies the opportunity to 'renew and revitalise underutilised land adjacent to the rail corridor, with the potential to support a mixed use environment that activates Regent Street and improves Central Precinct's interface with Chippendale including Central Park'. The submission identifies the need to focus on a pedestrian friendly environment. The draft Strategic Vision document cements this as a priority for the overall precinct. Under the theme place and destination, planning priority 'providing walkable neighbourhoods' establishes a commitment to achieving this.</p> <p>The heritage context of Mortuary Station has been considered in the draft Strategic Vision document. Planning Priority 8 under the preliminary precinct plan recognises the opportunity to 'reinforce the iconic architecture of the Sydney Terminal building, former Parcels Post Office and Mortuary Station as important and defining character elements in the streetscape'. Further, the Regent Street Sidings character statement prioritises the need to 'design new development to ensure it sensitively considers the heritage context of Mortuary Station'. Therefore, it is evident that the draft document addresses this issue.</p> <p>In response to the issue raised regarding the future use of the Goods Line, the character statement already addresses this. It establishes the opportunity to 'renew and revitalise the unused Goods Line as a new piece of public domain for Sydney, extending the already renewed section of the line and contributing to the existing pedestrian and cycle network that links Sydney CBD to the adjacent inner-city suburbs'.</p> <p>Based on this, it is evident that the draft Strategic Vision document has already included planning priorities and established strategic direction that address the issues raised in this submission.</p>
		<p>8 Cleveland St</p> <p>Create a high-quality southern entrance to Central Precinct and improves the interface with Cleveland and Regent Streets. Facilitate active transport connections across Central Precinct by linking into existing and planned cycle paths and pedestrian links to the surrounding neighbourhoods. Provide an east-west transition between Regent Street, the Cathedral and Prince Alfred Park, while ensuring the ongoing function of the rail and road network. Use landscaping to provide shade, reduce urban heat and soften the urban environment.</p>	<p>The Cleveland Street character statement recognises the opportunity to improve the interface identifying that the precinct will 'comprise a mix of uses that engage with the adjacent heritage, green open space and streets and provide a transition to the adjoining Chippendale and Redfern neighbourhoods'.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>9 Prince Alfred sidings</p> <p>Improve Prince Alfred Park as a significant open space and an important green space for the city with active and passive recreational functions. Provide additional recreation space for the Cleveland St high school. Ensure pedestrian connections for clear links across Central Precinct. Extend the green landscaped nature of Prince Alfred Park. Use landscaping to provide shade, reduce urban heat and soften the urban environment</p> <p>10 Eastern Gateway</p> <p>Create a more attractive and functional eastern edge to Central Precinct characterised by better defined station entrances, new east west connections and enhanced pedestrian amenity. Provide urban renewal which positively responds to Central Precinct's interface with Surry Hills. Restitch and reintegrate Central Precinct into the adjacent street and lane network. Use landscaping to provide shade, reduce urban heat and soften the urban environment</p>	<p>Improving access and mobility in the precinct is a major focus for delivering a successful precinct. Planning Priority 5 is built around reconnecting the precinct into its surrounds. The character statement identifies the opportunity to 'facilitate active transport connections across Central Precinct by linking into existing and planned cycle paths and pedestrian links to the surrounding neighbourhoods'.</p> <p>The character statement identifies the opportunity to 'improve Prince Alfred Park as a significant open space and an important green space for the city that supports active and passive recreational functions'. A commitment to increasing recreation space at Cleveland Street High School can not be included in this draft Strategic Vision document as it falls within the capacity of NSW Department of Education. The commitment to open space, public domain and recreational facilities will support the use of students at the High School.</p> <p>The landscaped nature of Prince Alfred Park cannot be extended beyond the boundary of the existing open space, however open space and public domain technical studies will be undertaken to determine the landscape and streetscape potential near and outside the existing park boundary.</p> <p>The use of landscaping to provide shade, reduce urban heat and soften the urban environment has been identified as a planning commitment in the character statement.</p> <p>An updated desired future character statement for the Eastern Gateway sub-precinct, as follows:</p> <p><i>The Eastern Gateway sub-precinct will be the eastern entry to Central Precinct that will respond to the unique urban character of Surry Hills. The future character would celebrate surrounding heritage buildings and provide opportunities for small-scale businesses and uses that serve the local community, future workers and visitors.</i></p> <p>The planning priorities under the theme sustainability have been updated, which respond to the suggestions made by the submission.</p> <p>Planning Priority 3 under 'Sustainability' theme updated to below:</p> <p><i>Strengthen the precinct's resilience to urban hazards such as wind, air quality and noise and potential shocks and stresses, including climate change</i></p> <p>Planning Priority 5 under 'Sustainability' theme updated to below:</p> <p><i>Enhancing biodiversity through the greening of public and private spaces and increasing tree canopy coverage.</i></p>
9 (ID#69116 and Submission# 78)	Property Council NSW - William Power	<p>Office supply and economic growth</p> <p>A healthy supply of quality office space is critical to ensure Sydney remains competitive as a global city and can attract the best tenants and employee talent. It's also important that we create engaging, activated spaces in our CBDs - places that attract people across both day and night and both weekdays and weekends.</p> <p>The Central Precinct, and particularly the Western Gateway sub-precinct and Sydney Rail Yards, will be important to add to the supply of commercial office space and create a mixed use precinct that links with the Central Park precinct, the Central to Eveleigh corridor and the growth of the universities in the area.</p> <p>The Vision for Central Station</p> <p>There is a significant opportunity to improve the transport experience for travellers moving through the station while also changing the perception of Central as only a transport hub. There are exemplar stations around the world that act as both an efficient transport hub and a destination - there are also many poor examples.</p>	<p>Emphasising economic diversity is recognised as an important element of striving to advance Sydney's status as a global city and this is evident in the exhibited draft Strategic Vision document. The role of the precinct in supporting growth of the Innovation and Technology Precinct, spill over of knowledge intensive jobs from the CBD core and creative industries in Surry Hills and surrounds is a critical area of focus in the draft Strategic Vision. Under theme Economy and Innovation in the draft Strategic Vision document, planning priorities have been established committing to this.</p> <p>Refer to Sections 4.1.1 and 4.1.5 of the RtS Report for further discussion on land use, specifically focus on employment-generating uses and the night-time economy.</p> <p>Noted. It is considered that the planning priorities under the theme of 'People and community' are sufficient to ensure that social, retail, cultural, community, civic spaces and open space needs are considered during detailed design and planning investigations during Stage 2 of the SSP planning process. There will be further opportunities for engagement with stakeholders during this process</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>The Property Council believes it is critical to introduce high quality retail, commercial and community uses that will transform the station into a destination, broadening its function beyond transport. Its connection with the Central Park precinct, an exemplar of mixed use development, will be important. Consultation with the private sector should continue in this regard to ensure the best possible tenants are incorporated into the heritage design that will best meet the demands of the population who will move through the station and travel to it as a destination.</p> <p>The Vision for the Sydney Rail Yards</p> <p>The Property Council fully supports the vision for development over the current rail yards to create new employment floor space that meets future demand, particularly supporting innovation and technology businesses as part of the Sydney Innovation and Technology Precinct. We have seen the adoption of a similar approach at Hudson Yards in New York that can provide a supply of much needed office space into a constrained market while also delivering quality place-based outcomes and a connection to existing community projects (the High Line).</p> <p>We would also support the opportunity to add to the supply of residential living options within Sydney CBD to create truly mixed-use outcomes. The alignment of residential development with transport is critical to reduce congestion and the reliance on road transport options. It will also mean the precinct will have life across day and night and support businesses in neighbouring suburbs. Key international tenants are focused on quality precinct amenity, diversity in uses and temporal uses across day and night and will be attracted to such a precinct.</p> <p>The vision for the Western Forecourt</p> <p>Significant public and private investment is occurring across Sydney's CBD other gateway precincts - Circular Quay, Martin Place, Barangaroo. All the approaches incorporate public space that complements and supports private development and public infrastructure investment. The opportunity in the Western Forecourt is similar - a third square in Sydney's southern CBD that can better connect with local amenity, welcome travellers and locals and provide a better offering in terms of retail and dining options incorporated within the heritage facade. Cultural and after-hours options should also be considered including galleries and community spaces.</p> <p>The Importance of Governance</p> <p>Given the complexity of the project and the multiple stakeholders, it's important proponents have a clear line of sight as to which body is the primary point of contact for project or precinct issues. Proponents with experience in similar projects in the past have sometimes found it difficult to ascertain the correct point of contact, particularly on planning issues where Transport for NSW, Metro, Department of Planning, Industry and the Environment and in some cases, City of Sydney may have input. A clear, streamlined governance approach is critical to reduce inefficient coordination challenges and ensure private proponents and other project stakeholders have certainty.</p> <p>A partnership structure for the delivery of public space should also be explored. Better outcomes can be achieved through the cooperation between a public body and private proponents to raise the amenity of the precinct and better integrate the public realm with private development. Such an approach can also better meet the demands of the people who will either work in the space, pass through it or visit it.</p> <p>Such a partnership approach can assist in better developing and promoting the precinct by supporting the development of bold, innovative neighbourhoods and support communities, place branding, cultural business development, community support and programming and events.</p>	<p>Refer to Section 4.1.1 of the RtS Report for further discussion on land use, specifically focus on employment-generating uses, community and cultural spaces and the night-time economy.</p> <p>This is noted and supported. The draft Strategic Vision identifies opportunities for Central Precinct to become a vibrant and well-connected commercial hub for Sydney supporting the jobs of the future, and complemented by a range of uses that will make this Central Precinct a destination for workers, students, residents and visitors. Specific detail on the type, quantum and location of land uses are still to be investigated further during Stage 2 of SSP process.</p> <p>This is noted and supported. The draft Strategic Vision identifies opportunities for Central Precinct to become a vibrant and well-connected commercial hub for Sydney supporting the jobs of the future, and complemented by a range of uses that will make this Central Precinct a destination for workers, students, residents and visitors and establish a successful night-time economy. Specific detail on the type, quantum and location of land uses are still to be investigated further during Stage 2 of SSP process.</p> <p>Refer to Sections 4.1.1, 4.1.4 and 4.1.5 of the RtS Report for further discussion on land use, specifically focus on employment-generating uses, community and cultural spaces and the night-time economy.</p> <p>Refer to Section 4.13 of the RtS Report for further discussion on governance.</p>
10 (ID#69141 and Submission# 83)	Action for Public Transport NSW - Jim Donovan	<p>Pedestrians</p> <p>Some planners don't seem to realise how important it is for many travellers (such as those with baggage, children or other impediments) that long walks be minimised. The Devonshire St pedestrian tunnel is a godsend for Broadway commuters who want to reach suburban platforms at Central or perhaps walk to Surry Hills. But its shortcomings have been apparent for decades: thousands of trips each day could be shortened by at least 100 metres if the Devonshire St tunnel was directly connected to the paid concourse at the southwestern end of platforms 16.17. Yet the Central Walk part of the Sydney Metro project connects the northeastern end of the metro platforms to Chalmers St; there is to be no connection from the south-western end of the metro</p>	<p>Considering the needs of pedestrians is at the forefront of planning in the exhibited draft Strategic Vision document. 'Place and destination' and 'mobility and access' are key themes in the document with a series of planning priorities established. A key planning priority is 'delivering an accessible, people focussed precinct that is walkable, well connected and safe'.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>platforms to the Devonshire St pedestrian tunnel nor even to the existing paid concourse. And nor will there be any direct connection to about Ambulance Avenue.</p> <p>The reason why these connections are not already in Metro plans is presumably that the Devonshire St tunnel is operating at or above comfortable capacity. But the capacity issue could and should be dealt with immediately by duplicating the Devonshire St tunnel, with a connection to the existing tunnel at about platforms 16..17 and with provision for stairs up to the over-tracks level at suitable places. Why isn't this (or an equivalent) in the Vision?</p>	<p>Further, planning priority 'improving the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes' demonstrates a commitment to planning for the pedestrian. From this, it is evident that the draft Strategic Vision document has established a commitment to planning for pedestrians in the new precinct.</p> <p>However, it is too early in the project and the purpose of the draft Strategic Vision is to identify planning priorities and opportunities to achieve the vision. Capacity will be investigated through technical studies undertaken in Stage 2 of the SSP planning process. Evidence gathered will inform future planning for pedestrian corridors, public domain and civic spaces in the precinct.</p>
		<p>Light Rail</p> <p>We refer to the Inner West light rail. At the time of writing, trams take six minutes each way to traverse the 500 metres of track between the Central terminus and the off-road track at Ultimo. There are two stops, so a reasonable budget for 500 metres would be three minutes. In other words, 200-passenger trams are held up by about three minutes on every trip between Ultimo and Central. Most (perhaps two minutes) of the three minutes is due to the appalling treatment of trams at traffic signals in Hay St. This could and should be rectified immediately as part of implementing the CBD & S-E light rail. But the Pitt St crossing is not so simple. Too many buses use Pitt St - about 19 routes by our count - for trams to have absolute priority there. Something should be done about speed on the IWLR.</p> <p>But there's more to do than that. The inner west light rail needs expansion. It should offer enough seats for all but the shortest trips. It obviously needs more frequent services. Further, it also needs capacity to serve a potential new line towards Rozelle and/or Balmain, perhaps via the old Glebe Island bridge. An important lesson from the CBD & S-E light rail is that the city end of light rail lines must have enough capacity to not be a constraint on the suburban end.</p> <p>The opportunity should be taken to provide a second CBD terminus for the inner west light rail. One suggestion would be use the Goods Line to run trams up to and perhaps under Railway Square. There would be other possibilities. The strategic vision should anticipate the need for a second terminus and should provide for it.</p>	<p>The purpose of the draft Strategic Vision document is to establish the vision, planning priorities and design principles and character statements for the sub-precincts. Resolving transport operation issues across the public transport network connecting to the Precinct and identifying an opportunity to provide a second CBD terminus for the inner west light rail is not the intent of the draft document.</p> <p>Technical studies will be undertaken as part of Stage 2 of the SSP planning process to gain a greater understanding of transport issues and opportunities which will inform future planning decisions for the Central Precinct.</p>
		<p>We recommend that the draft Vision should be revised to include enhancements to the Devonshire St tunnel - duplication and direct connections to the paid area at platforms 16-17 and the metro platforms. It might be possible to vary the metro platform plans before services commence in 2023. We further recommend that the opportunity be taken to improve the travel speed and capacity of the Inner West light rail.</p>	<p>The purpose of the draft Strategic Vision document is to establish a vision for the Precinct, planning priorities and design principles and character statements for each sub-precinct. Technical studies will be undertaken in Stage 2 of the SSP planning process whereby public domain and urban design studies will explore enhancement options to Devonshire Street Tunnel and connection options to platforms.</p> <p>The travel speed of the Inner West light rail has not been included in the draft Strategic Vision as it is not the purpose of the document to investigate this. This issue is outside the scope of redevelopment of the Central Station SSP planning process.</p>
11 (ID#69131 and Submission# 81)	Architecture Foundation Australia - Lindsay Johnston	<p>The Architecture Foundation Australia has for some years been aware that the City of Sydney's 2030 Strategy included a proposal for a physical space for architecture in the city and that, to date, it has not been realised. It is suggested that an 'Architecture and Design Centre' should be incorporated into the accommodation brief for the development at Central Station.</p> <p>Such a space would naturally be a home for exhibitions bringing attention to the work of Australian architects and designers, and would act as a showcase for the City's sustainability initiatives. The Architecture Foundation Australia believes such a space could house its activities, and the Foundation would possibly be prepared to take some degree of custodial responsibility for such an 'Architecture Centre'.</p> <p>It is believed that the NSW Institute of Architects and the City of Sydney would be interested in the creation of such a space. Further discussions with these two bodies could be initiated by the Foundation if the Strategic Vision for Central Station were to give a "green light" to the idea.</p>	<p>The submission raised the idea for the space to house its activities and create an 'architecture centre'. At this stage in the SSP planning process, the purpose of producing the draft Strategic Vision document is to establish a vision, identify opportunities and planning priorities. It is acknowledged in the draft Strategic Vision that development needs to provide floorspace to support commercial floorspace (including space for creative industries), however committing to future occupiers at this stage is not the intent of the document. Therefore, no changes are required at this stage.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>We appreciate that the Strategic Vision, now in preparation, could not give any formal commitments at this stage. However, if the idea is of interest we would be most willing to enter into further discussions.</p>	
<p>12 (ID#69156 and Submission# 86)</p>	<p>Camperdown Ultimo Collaboration Area Alliance - Debra Berkhout</p>	<p>The Alliance has identified a strategic framework to assist in prioritising key actions to facilitate and nurture collaboration, partnerships and development of the whole collaboration area's unique potential to build its performance and profile to attract global investment and talent.</p> <div data-bbox="519 516 1433 814" data-label="Diagram"> </div> <p>While individual Alliance members will make separate submissions to the Central Precinct formal consultation process, we take this opportunity to highlight the role of the Alliance in providing an integrated perspective for the collaboration area.</p> <p>Discussions with Alliance members to date have highlighted the following principles and opportunities for the collaboration area, including the role of the Central Precinct:</p> <ul style="list-style-type: none"> A key role in delivering a connected place – at a local, metropolitan and regional level (an “integrated transport strategy” - transit, local public transport, active transport, linking the three collaboration area nodes - Haymarket, Camperdown, Eveleigh) An opportunity for catalyst projects including delivery of “more dignified” and higher amenity connections along Broadway/Parramatta Rd and City Rd A digitally connected place A socially inclusive place which facilitates healthy lifestyles and connection to health services A “catalyst place” for knowledge economy partnerships with a Camperdown Ultimo wide view of the distribution of and access programmed spaces, specialised equipment, laboratories and prototype places A pedestrian connected place and heart of a new pedestrian priority neighbourhood(s) A place for transport innovation (eg. fast train/very fast train) and an urban test bed for a broad range of new technologies An open and connected place within a pedestrian priority/walkable precinct A 24 x 7 place, and a generational place for 15-30yr age group (attract tech sector targeted talent) Incorporates the City’s next major “city square” (and makes connections for the next “city square” in the vicinity of the Camperdown node) A place for partnerships (the Alliance has started working with the Sydney Local Health District and a range of Medical Research Institutes to understand more about their industry partners and interest in locating in the precinct) A place which celebrates the connection to Aboriginal heritage, lands and cultural assets A place which provides community members with skills and access to engage in the digital/knowledge economy 	<p>The following principles and opportunities presented in this submission have been considered as part of the revised document. Please refer to Section 5.1 of the RtS Report for further discussion on the proposed amendments to the Strategic Vision document.</p>
		<p>We also note the importance of an appropriate proactive governance model. Our investigations into to successful innovation districts highlight the importance of an integrated governance model to deliver a coordinated and effective effort to attract global investment and talent. We have commenced discussions with Sydney Innovation and Technology Precinct representatives and are keen to extend the conversation as part of the Central Precinct governance framework, as the development concept progresses.</p>	<p>Refer to Section 4.13 of the RtS Report for further discussion on governance.</p>
<p>Withheld (Submission</p>		<p>2.4 Public Domain Proposal</p>	<p>Noted. Please refer to the Response to Submissions Report on the Western Gateway Rezoning Proposal for further detail with regard to this submission.</p>

Submission No. / ID	Submitter	Issue Raised	Response
ID: 0 Number: 88)		<p>The future expansion and upgrading of publicly accessible space within the sub-precinct presents a significant opportunity to improve the amenity of the precinct and support the significant pedestrian movements facilitated through the Sydney Metro platforms at Central Station. The Rezoning Proposal represents an opportunity to improve the existing gradient transitions between Lee Street and the Devonshire Street Tunnel, and from the future 'third public square' north of the site to the Devonshire Street Tunnel.</p> <p>Furthermore, the Rezoning Proposal can facilitate the first stage of the Central Station Over Station Development (OSD), being the creation of stairs and/or other forms of vertical circulation between Henry Deane Plaza and the future platform above the existing Central Station rail lines. This space is likely to form the major public entrance to the future OSD. In this manner, the success of the Central OSD is connected in part to the success of providing a transition in levels within the Western Gateway sub-precinct.</p> <p>We note for DPIE's attention however that Henry Deane Plaza is publicly accessible, privately owned land. This is recognised in section 2.9 of the SEPP Amendment Report, but throughout the remainder of the documents is repeatedly referred to incorrectly "as public open space," and the "public domain". While it is TOGA's intention to maintain Henry Deane Plaza as publicly accessible, it should be noted that any 'upgrade' or alteration to this space, or any proposal for the expansion of this plaza to the north or south at the current 'lower ground level', will be on land controlled by TOGA. As such, TOGA remains a significant stakeholder in the ultimate design and function of this plaza, and the proposed 'north-south link' through the Western Gateway sub-precinct. Any proposal relating to this publicly accessible space will be facilitated through redevelopment of Block C and cannot be assumed or controlled by the redevelopment of Block A or Block B.</p> <p>The future character of this space is also referred to as facilitating the convergence of pedestrians, and servicing multiple purposes including movement, meeting, and relaxation. Further, it needs to tackle gradients, and be a place for visitors with activity 24 hours a day. TOGA are excited by the opportunity to upgrade this space, however we flag that the DPIE's expectations regarding the role of this plaza may need to be managed such that the space is fit for purpose and doesn't try to be 'everything to everyone,' especially given its design constraints.</p>	
		<p>3. Submission on the draft Strategic Vision</p> <p>3.1 Overview</p> <p>TOGA believes this is a once in a generation opportunity to create an environment that enriches the global reputation of Sydney, contributing long term, state significant built, economic and social benefits. This is a process that TOGA seeks to meaningfully contribute to in optimising achievement of the desired outcomes for this strategic precinct.</p>	Noted.
		<p>4. Conclusion</p> <p>Thank you again for the opportunity to provide comments on the exhibition of the Central Precinct Western Gateway Rezoning Proposal and the Draft Strategic Vision for the Central State Significant Precinct. As a long-term landowner within the precinct, TOGA have an active role in the redevelopment and ongoing management of the precinct and have a vested interest in the success of this project as the first phase of the Sydney Innovation and Technology Precinct.</p> <p>We congratulate government on the draft Strategic Vision for the State Significant Precinct and we look forward to working with government and the relevant stakeholders in achieving this vision for the people of NSW and Australia.</p>	Noted.
		<p>2.5 Overshadowing</p> <p>Prince Alfred Park</p> <p>There is some minor confusion in the documentation regarding the timeframe for no additional overshadowing (NAO) of Prince Alfred Park. The Draft SEPP Report states that the current controls under SLEP 2012 will continue to apply (i.e. 12pm to 2pm) but later states that NAO will apply from 10am to 2pm. The EIE states that the NAO period will be extended to 10am to 2pm but also references other 'nearby parks' which are not nominated. The Consortium therefore seeks clarification on the proposed NAO controls that would apply to its site and which open spaces are proposed to be subject to the controls to enable it to continue to correctly test potential shadowing impacts.</p> <p>Henry Deane Plaza</p> <p>Clause 3.1.6(1) of the Draft Design Guide requires that development is to ensure that Henry Deane Plaza and other publicly accessible areas receive an appropriate solar amenity for their intended use. However, there is no guidance on what is meant by 'appropriate solar amenity' or how 'publicly accessible areas' would be determined. The Consortium requests that this provision is clarified given that there is the potential for a temporary structure to be provided</p>	<p>It is not the purpose of the draft Strategic Vision document to identify detailed plans to resolve issues of overshadowing and solar access. The draft Strategic Vision document makes a commitment to considering solar access in future developments. Such will be investigated through evidence collected as part of technical studies undertaken in Stage 2 of the SSP planning process. State Government frameworks will inform future planning to ensure guidelines are followed.</p> <p>Please refer to the Response to Submissions Report on the Western Gateway Rezoning Proposal for further detail with regard to this submission.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>between Blocks A and B to address wind conditions which may have shadow impacts. The wording in the Draft Design Guide should be reviewed to clarify what is meant by 'appropriate solar amenity' and the area affected.</p> <p>Recommendation Clarification is sought from the Department on the proposed timeframe for NAO controls for Prince Alfred Park and what other nearby parks would be impacted by this control.</p> <p>In relation to Henry Deane Plaza, the Consortium recommends that the wording in the Draft Design Guide be reviewed to clarify what is meant by 'appropriate solar amenity' and to specify the area affected by the provision.</p>	
		<p>2.6 Wind impacts Clause 3.1.5(1) of the Draft Design Guide requires that all new developments must be designed to satisfy the relevant wind criteria as specified in City of Sydney standards. However, the current City of Sydney standards are inconsistent with clause 3.1.5(4) relating to the Wind Comfort Standard criteria for sitting, standing and walking.</p> <p>It is considered that the requirements for wind set out in 3.1.5(2) to (4) adequately cover the relevant matters to be addressed in any wind assessment and compliance with these requirements will ensure an appropriate wind environment for any future development. Clause 3.1.5(1) is unnecessary and should be removed to avoid confusion.</p> <p>Recommendation It is recommended that clause 3.1.5(1) be removed as it is inconsistent with clause 3.1.5(4) and the other provisions in this clause provide adequate guidance on wind assessment and wind environment.</p>	<p>It is not the purpose of the draft Strategic Vision document to identify detailed plans to resolve issues of wind impacts. Such will be investigated through evidence collected as part of technical studies undertaken in Stage 2 of the SSP planning process. Future planning will need to consider existing framework regarding wind impact.</p> <p>Please refer to the Response to Submissions Report on the Western Gateway Rezoning Proposal for further detail with regard to this submission.</p>
		<p>2.7 Development contributions The EIE indicates that Infrastructure to support the proposal will be determined through the planning process for the wider Central SSP, including consideration of the contributions framework and mechanisms to delivery infrastructure for the sub-precinct. The Department will continue to work with Council, agencies and infrastructure providers to enable the framework to be finalised. The Consortium requests the details of any proposed framework and mechanisms being investigated be disclosed prior to the SEPP being finalised and the Consortium (in consultation with TfNSW) be provided with an opportunity to provide meaningful feedback.</p> <p>By way of background, the Consortium is currently negotiating with the NSW Government as part of the Unsolicited Proposal (USP). The agreement currently being negotiated will see the Consortium making a significant contribution to the Western Gateway sub-precinct and playing a pivotal catalyst role in delivering the NSW Government's strategic planning outcomes for the Central Precinct. In particular, the redevelopment of Block B as proposed will:</p> <ul style="list-style-type: none"> • deliver critical services infrastructure for deliveries, waste management, and utilities, not only supporting development within the Western Gateway but also facilitating the broader Central Station Renewal Program • help unlock the potential future OSD, enabling essential above and below ground integration • significantly improve pedestrian connectivity between Central Station, the Western Gateway and beyond • enable the rationalisation and improvement of the public domain, including Henry Deane Plaza. <p>Planning and delivering a future proofed basement infrastructure as part of Block B Proposal will facilitate the future OSD. It will also optimise the use of the sites within and adjoining the sub-precinct and create better design outcomes by freeing up the ground plane for high value uses, including public spaces, activated facades and quality urban amenity.</p> <p>Along with these significant public benefits, the Consortium will also be contributing to local infrastructure through the payment of City of Sydney section 61 contributions and provision of public art.</p> <p>In light of the above, the Consortium considers that the levying of additional contributions on the development, over and above works being offered through the USP process and the payment of section 61 contributions is not required.</p>	<p>It is not the purpose of the draft Strategic Vision document to establish a development contributions framework. It is too early in the SSP planning process and there is a need for technical studies to be undertaken as part of Stage 2 to identify infrastructure needs based on evidence collected through 'needs assessments'.</p> <p>Please refer to the Response to Submissions Report on the Western Gateway Rezoning Proposal for further detail with regard to this submission.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>Recommendation</p> <p>The Consortium requests the details of any proposed framework and mechanisms being investigated be disclosed prior to the SEPP being finalised and the Consortium (in consultation with TfNSW) be provided with an opportunity to provide meaningful feedback.</p>	
13 (ID#68216 and Submission# 6)	Joseph Coorey	It's great to see such a development to revitalise a debilitated area. It'll be a great addition to the local, visiting and corporate community.	Noted.
14 (ID#68221 Submission #7)	Ayman Sayegh	Has any consideration (corridors or otherwise) been made to how a future high speed rail line could enter central station in the future? There is also other future sydney metro project such as Sydney metro west which doesn't have a finalised route yet, how is this being allowed for?	High Speed Rail (HSR) is not addressed in the draft Strategic Vision document as it is outside of the scope of the proposal. The Federal Government has not made a formal commitment to delivering HSR and therefore has not been considered in the document.
15 (ID#68236 Submission #8)	Sunil Thapa	I support this development. Have seen the planning documents and can say that this is exactly what this area needs. The tech industry and city itself will benefit from this development.	Noted.
16 (ID#68241 Submission #9)	Christopher McDonald	<p>As a general concept, this is a great idea with a lot of potential. The devil will be in the detail. Filling space with "startups" might require either architecture with segregated small offices or financial incentives to attract these sort of businesses, both of which expensive compared to open plan commercial/office space.</p> <p>The proposal must note the nearby shopping district of Central Park and the dining options of Spice Alley. A portion of open space and open sky should be maintained, especially between the bus stops at railway square and the platforms, to prevent claustrophobic experience for the commuters.</p>	<p>The draft Strategic Vision document establishes a commitment to accommodating future floorspace needs of start-ups. In terms of maintaining open space and open sky, the draft Strategic Vision document identifies opportunities for public domain space and civic space around the precinct. Further, the rejuvenation of Railway Square is a planning priority.</p>
		<p>The pedestrian tunnel is already at capacity. Bike racks should be added/upgraded on either side of the railway line. There is currently a small bike rack at the end of the Good's Line before the pedestrian tunnel, at the back of UTS building 6. The rack is often overfull. However this is an ideal location for an upgraded bike rack as riders can ride from there along the Good's Line and onto the Bike path that follows the Light Rail line into Pyrmont. Excited to see what the planners and architects can come up with!</p>	<p>The Preliminary Precinct Plan also indicatively identifies the location for potential connections through the Precinct which aim to assist in visually understanding the opportunities to improve pedestrian and cycle movements in the precinct. Such examples include the western extension of Central Walk, Western entry for pedestrian links, pedestrian crossing improvements and Devonshire Street Tunnel refurbishment.</p> <p>The Preliminary Precinct Plan, including the preliminary precinct, planning priorities and design principles, will directly guide more detailed design and planning investigations for transport and accessibility improvements during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including cycleways and bike facilities.</p>
17 (ID#68251 Submission #10)	James Elliott	This Draft Strategic Vision is an incredible opportunity to uplift one of the more unloved and under-utilised sections of the CBD. I fully support this proposal in its current form, and hope for Sydney's sake it is not watered down in any way. Sydney needs many more proposals like this if it is to retain its mantle of Australia's most significant city.	Noted.
18 (ID#68271 Submission #11)	Rick Dragon	This is exactly what the area needs! Excellent development Please also consider the potential for a major public square out the front (Broadway/Lee/Pitt). This could become a landmark gathering place for Sydney	Noted.
19 (ID#68276 Submission #12)	John Tippet	I support the redevelopment of this precinct and the indicative renders of the South Western Gateway are excellent. There is currently, a unique opportunity to give Sydney the world's best sports venue without spending more than what has already been allocated for Stadia upgrades. A rectangular stadium above the tracks at Central would achieve a better outcome than a Moore Park rebuild and an Olympic Stadium reconfiguration. It would provide superior	While the vision for the Central Precinct renewal program will seek to support a range of entertainment, cultural, food and drink and other night-time options to attract visitors to the Precinct, a large Stadia is unlikely to be delivered.

Submission No. / ID	Submitter	Issue Raised	Response
		access for all Sydneysiders than either of the 2 other options. It would add to a new precinct that is ideally located for pre and post event activities and can manage crowds. The transport precinct would handle large crowds better than either Moore Park or Sydney Olympic Park. Building a modern rectangular stadium with ideal site lines and stand distances as well as ideal corporate facilities would completely obviate the need for work at the Olympic precinct. Covering the central station tracks would also repair a blight on the city, and open a new precinct with through connections for pedestrians and cyclists. It would link the popular precincts of Surry Hills, Chippendale and Chinatown/UTS. Central is a far superior location than Moore Park. The light rail is inadequate for large events. Central would achieve nearly 100% arrivals by public transport and pedestrian traffic. The iconic central location would make a Sydney Central Station a world famous arena as well as providing the best venue for fans, athletes and performers. Please take this once only opportunity to lobby for funds to be re-allocated away from Moore Park and Olympic Park rebuilds, and invested in a truly unique, best in World, opportunity.	Supporting a new stadia in this location would be inconsistent with existing strategic plans for this location, which supports the creations of innovation and technology precinct.
20 (ID#68336 Submission #13)	Withheld	I support the concept of building over the existing rail lines all the way to Redfern, and also the proposed works improving the carpark building at the northern end of central on Elizabeth St, each of which have been an eyesore for some time. This is a fantastic idea which will really reinvigorate this somewhat tired part of Sydney, and which will shift the CBD closer to where more people live, which can only assist more people to be able to walk or ride bikes to work. Increasing density around central station is a no brainer. What I would like to see out of the project is the prioritisation of walkability and people rather than cars, for the project to incorporate a significant expansion of separated bike lanes to allow for better connections into the CBD from surrounding suburbs like Redfern, Waterloo, Green Square, Alexandria, Chippendale etc. I'd also like to see the project incorporate an increase in urban tree canopies, to be highly sustainable in terms of its electricity use, and to use recycled water as much as possible.	Noted. Under the theme mobility and access in the draft Strategic Vision, several planning priorities are aimed at the commitment to enhancing connections within the precinct and to the central CBD and built around the precinct's role as NSW's main transport interchange. The planning priorities under mobility and access include: <ul style="list-style-type: none"> • Provide a world class, integrated and seamless transport interchange. • Maintain the precinct's role as NSW's main transport interchange. • Improve the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes. • Facilitate and enhance connections within and towards key locations in southern Sydney CBD. • Deliver an accessible, people focused precinct that is walkable, well-connected and safe. • Design infrastructure that will adapt to future changes in transport and mobility. • These priorities will directly guide more detailed design and planning investigations for transport and accessibility improvements during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including people with specific mobility requirements.
21 (ID#68401 Submission #14)	Withheld	At the moment, the rail section between Strathfield and the city forms a pinch point that constrains the number of trains that can get into the city. An example of this is the way that the T9 line has to stop at the interurban platforms at Central during peak hours, making a trip from/to stations beyond Epping much more difficult. It also contributes to the overall fragility of the rail system which means that a single minor failure can have a significant detrimental effect on the reliability of the whole system, as demonstrated by the repeated problems that rail users have seen in recent months. The proposed development does not address this capacity problem, or the overall fragility of the rail system, and by increasing the level of development around Central Station, appears to make any future increases in capacity significantly more difficult than they are at the moment. The need to increase the capacity of the rail system so that it can reliably cope with the current and likely increase in demand needs to be addressed in a realistic and timely manner in the plans for this area.	It is noted that the NSW Government is currently delivering Sydney Metro which will service Central Station by 2024. 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. This infrastructure will contribute to increasing the rail network and provide additional commuter capacity. The existing and future transport network capacity (incl. heavy and light rail, bus, active transport, and point-to-point services) will be considered as part of Stage 2 of the SSP planning process which will be informed by a Transport Study.
22 (ID#68416 Submission #15)	Robert Li	As there are more and more visitors and commuters who travel between Exit 4 of Central Station and Elizabeth Street, an underground pass or tunnel is highly recommended to facilitate the traffic flow and avoid accidents while currently all pedestrians have to cross two traffic lights and one light rail track in order to use the station. Thank you.	A transport study undertaken as part of Stage 2 of the SSP planning process will analyse travel time data and network capacity and inform transport planning for the precinct.
23 (ID#68421)	Geoffrey Pyne	Please do not clutter Central Railway or Railway Square with any more ugly glass and steel high rise buildings ala Grand Central Station NY or Chicago Union Station Ill. Leave some natural, open, green areas to relax the eye and ease the soul. The grandeur of the old building will be ruined by greed-	Preliminary Precinct Plan principle 11, 'implement best practice processes to ensure design excellence', demonstrates a commitment to delivering design

Submission No. / ID	Submitter	Issue Raised	Response
Submission #16)		inspired add-ons. This is Australia - 3 million square miles - not Hong Kong. My fondest memories are of a big, well-lit, open railway terminus connecting us to the Inland. Who needs more office space, retail outlets, corporate eries, artificial lighting, penthouses. We need trees, parkland. Send the money moguls out to Parramatta or Olympic Park. Leave our beloved city recognizable. I am Sydney born and bred but my city gives me a headache now every time I go in there - over-crowding, traffic, foreigners - so I keep out. So many of my generation have moved out, moved away, gone to Queensland, anywhere.	excellence. While Preliminary Precinct Plan principle 7 already refers to ensuring that any proposed built form does not reduce the amenity of existing public open space (with consideration sun access), particularly Prince Alfred Park. Stage 2 of the SSP planning process will undertake urban design technical study which will develop ideas for improving the streetscape and public spaces as part of redevelopment of the precinct.
24 (ID#68426 Submission #17)	Drew MacRae	There is no mention of the Devonshire St Exit nor improving or rebuilding the Devonshire St Tunnel. This is the main exit to the East and to Surry Hills. It is an extremely busy and crowded exit and entrance into the station and it has been largely ignored. It's not even listed as an entrance on the map - it barely rates a mention in the report. The exit has recently been ruined by the Light Rail which cuts across metres from the entrance and now requires people to make 2 crossings just to get to the Devonshire St district. People have been poorly served by this design - it is dangerous and will lead to injuries. It's like the light rail designers didn't realise that people actually used the entrance. I can see that there are plans for a new Metro entrance half way down Chalmers St but that has not taken into account the natural flow of people who are walking into Surry Hills. There is no natural reason to have to go down Chalmers St. With this new entrance they are now going to have to cross extra streets and walk 50 extra metres to get to it. It makes no sense and does not match the flow of the the area at all. It's like hiding an entrance down a back lane. It is seriously unworkable, not people friendly and not well thought out. A Central Precinct plan that does not seek to keep, improve and build upon the Devonshire St exit is not a plan for people at all. It is just another way to funnel people into new shops.	<p>Under the theme mobility and access in the draft Strategic Vision, several planning priorities are aimed at the commitment to enhancing connections within the precinct and to the central CBD and built around the precinct's role as NSW's main transport interchange. Supplementing these planning priorities are design principles that are focused toward ensuring future planning for the Central Precinct focuses on delivering improved pedestrian and cycle connections and facilities for all. Specifically, this includes:</p> <p>Design Principle 4: Reinforce Central as the main public transport interchange of Sydney</p> <ul style="list-style-type: none"> • Sydney CBD will be recognised as a world-class public transport interchange and facilitate interchange with other mode of transport such as the future Sydney Metro and CBD and South East Light Rail, existing bus and light rail services and active transport. • The potential extension of Central Walk to the west will improve access to Central Station and provide safe, efficient and convenient connections between the station and its surrounds. An improved pedestrian and transport interchange environment will be provided through improved entry, access and wayfinding, as well as alleviated pedestrian congestion. <p>Design Principle 5: Reconnect the precinct into its surrounds</p> <ul style="list-style-type: none"> • Multiple cross-corridor connections aligned with the surrounding street network will improve pedestrian and cycle connections through the precinct and provide variety and choice. • A key east-west link over the tracks along the Devonshire Street alignment will create a much-needed connection between Surry Hills and Ultimo/Haymarket. This will be supported by other pedestrian east-west and north-south cross corridor connections. <p>The Preliminary Precinct Plan also identifies the location for potential connections through the Precinct which aim to assist in visually understanding the opportunities to improve pedestrian and cycle movements in the precinct. Such examples include the western extension of Central Walk, Western entry for pedestrian links, pedestrian crossing improvements and Devonshire Street Tunnel refurbishment. The Strategic Framework, including the preliminary precinct, planning priorities and design principles, will directly guide more detailed design and planning investigations for transport and accessibility improvements during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including people with specific mobility requirements</p>
25 (ID#68431 Submission #18)	Vaughn De Vocht	My wife and I have lived in Haymarket since 2001 and I've been an Executive Committee member of Haymarket Chamber of Commerce since 2005. We would say the Central Precinct SSP is the most exciting and beneficial initiative we've seen announced in the area since the Light Rail. We 100% support the SSP and renewal of Central Station and commend the NSW State Government for working with Atlassian to use the dead airspace and improve connectivity and commerce across the area. Our daughter is now 13yo so she will have tremendous opportunities available to her in coming years and will make Sydney an even more attractive place for business, start-ups, entrepreneurs and tech companies.	Noted

Submission No. / ID	Submitter	Issue Raised	Response
26 (ID#68441 Submission #19)	Jazzybelle Verdon	The high light of central station is its heritage, it should keep the heritage and have it restored mortuary.	The draft Strategic Vision document addresses the need to preserve Mortuary station. Please refer to Section 4.2.2 of the RtS Report for further discussion on Heritage.
27 (ID#68456 Submission #20)	Stephen Dewar	It is very important that the historical building of Central Station be not overwhelmed by modern additions.	The draft Strategic Vision document addresses the need to respond to existing heritage items within and surrounding the Central Precinct. Please refer to Section 4.2 of the RtS Report for further discussion on Heritage.
		Also, ease of better connections to Elizabeth St and George St be constructed	Under the theme mobility and access in the draft Strategic Vision, several planning priorities are aimed at the commitment to enhancing connections within the precinct and to the central CBD and built around the precinct's role as NSW's main transport interchange. Supplementing these planning priorities are design principles that are focused toward ensuring future planning for the Central Precinct focuses on delivering improved pedestrian and cycle connections and facilities for all. These priorities will directly guide more detailed design and planning investigations for transport and accessibility improvements during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including people with specific mobility requirements.
		The eateries should include reasonably priced food outlets for train journeys.	The planning priorities under the theme of 'People and community' are sufficient to ensure that social, retail, cultural, community, civic spaces and open space needs are considered during detailed design and planning investigations during Stage 2 of the SSP planning process.
		What about some more trees/ greenery. And be sustainable...no single use plastics, especially takeaway coffee cups that can't be recycled	The Premiers Priority for 'Greener Public Spaces' establishes a target to increase the proportion of homes in urban areas within 10 minutes' walk quality green, open and public space by 10 per cent by 2023. The Premiers Priority for 'Greening our City' aims to increase the tree canopy and green cover across Greater Sydney by planting one million trees by 2022. Further assessment of percentage canopy coverage in the precinct and level of access to high-quality public space will be detailed through further technical studies to be undertaken during Stage 2 of the SSP planning process.
28 (ID#68461 Submission #21)	Edward Spiller	For many years Sydney's nightlife has been a worldwide embarrassment. The shaping of the central station precinct provides a great opportunity to rejuvenate the night time economy in the city	Please refer to Section 4.1.5 of the RtS Report for further discussion on night-time economy.
29 (ID#68466 Submission #22)	Withheld	I believe that knocking down the old platform shelters and building a large structure on top similar to Melbourne's Southern Cross Station (pictured) and major European stations would greatly increase the quality of life of the station and solidify its position as a major transportation hub. One added benefit is that it disrupts the line of sight of the towers on top of the tracks in the draft proposal. I believe that the proposed towers on top of the tracks would provide a negative effect on the precinct, making it feel closed off and cocooned. Thus the proposal of the large shelter where the towers could be built on top. There is also the opportunity of a green space for the public to enjoy and retail options on the roof.	Stage 2 of the SSP planning process will involve the preparation of an SSP Study for the Central Precinct which will involve further, more detailed design development, that is informed by extensive technical studies and further community and stakeholder engagement.
30 (ID#68471 Submission #23)	Withheld	This development is an excellent example of a visionary, progressive plan to drive growth in our city and improve the quality of the urban landscape. Our CBD sits on a constrained peninsula so it naturally makes sense to extend it southwards, especially around a location that has the best public transport service in the city. Furthermore, if the entire railway line could be covered, that would open up endless possibilities for making use of this new public space. You could theoretically have the largest public square in the city, and that open space would certainly balance out the significant commercial developments that would presumably take place at the peripheries (such as the western gateway).	The importance of high-quality public domain and open space to the future success of the Central Precinct is acknowledged and understood. While it is difficult to quantify the likely future proportion of open space at this early stage in the project, the draft Strategic Vision document provide a clear commitment to

Submission No. / ID	Submitter	Issue Raised	Response
			<p>ensuring a high-quality outcome is achieved in this regard. Specifically, the draft Strategic Vision sets out a number of key relevant planning priorities, including:</p> <ul style="list-style-type: none"> • Uniting the city by reconnecting with the surrounding suburbs • Shaping a great place that is vibrant, diverse, active, inclusive and has a high level of amenity • Improving existing and providing additional public space in the precinct of high environmental amenity and comfort • Providing walkable neighbourhoods <p>Please refer to Section 4.4 of the RtS Report for further discussion on public domain and open space.</p>
		<p>One last potential benefit would be the upgrades to transport infrastructure that could be incorporated within this development, such as the access to central station, or even perhaps untangling/ adding extra tracks to increase capacity. I hope this will also be considered as part of the overall strategic vision.</p> <p>Otherwise, I fully support this proposal. Well done planning NSW!</p>	<p>It is noted that the NSW Government is currently delivering Sydney Metro which will service Central Station by 2024. 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. This infrastructure will contribute to increasing the rail network and provide additional commuter capacity.</p> <p>The existing and future transport network capacity (incl. heavy and light rail, bus, active transport, and point-to-point services) will be considered as part of Stage 2 of the SSP planning process which will be informed by a Transport Study.</p>
31 (ID#68476 Submission #24)	Withheld	This is a great proposal and hopefully the kickstarter for the entire Central Precinct Strategic Vision. Having Atlassian (and if rumours are to be believed, google) as major tenants of these buildings is very exciting, and could result in Sydney's new silicon valley precinct. The extra public space as well as new western access to Central Station are huge benefits too. I hope this project goes ahead as soon as possible!	Noted.
32 (ID#68481 Submission #25)	Nicholas Bradbury	<p>Hello, I think the Central SSP is a wonderful opportunity, however I would really really like to see the following as MAIN priorities: - Ease of access into all entrances of central station as a main priority - Very dense tree lined squares, walkways, and many trees in otherwise concrete areas.</p> <p>- Any roads or walkways to be lined with a large number of dense canopy trees - Public spaces in the form of parks and other green spaces - not concrete!</p> <p>- No artificial turf or plants to be used in outside public areas. I think these are all quite reasonable requests which would significantly increase both the value and appeal of this development. Not only this, what could be better than providing beautiful clean air and nature around one of the most polluted areas of our CBD! Thank you.</p>	<p>The importance of high-quality public domain and open space to the future success of the Central Precinct is acknowledged and understood. While it is difficult to quantify the likely future proportion of open space at this early stage in the project, the draft Strategic Vision document provide a clear commitment to ensuring a high-quality outcome is achieved in this regard. Specifically, the draft Strategic Vision sets out a number of key relevant planning priorities, including:</p> <ul style="list-style-type: none"> • Uniting the city by reconnecting with the surrounding suburbs • Shaping a great place that is vibrant, diverse, active, inclusive and has a high level of amenity • Improving existing and providing additional public space in the precinct of high environmental amenity and comfort • Providing walkable neighbourhoods <p>Please refer to Section 4.4 of the RtS Report for further discussion on public domain and open space.</p>
33 (ID#68491 Submission #26)	Phoebe Chomely	Please make good on the Cleveland Street sub-precinct to facilitate active transport connections across/under Cleveland Street, into the planned North/ South Eveleigh precincts and Redfern Station- all the way to Erskiville station. There is so much potential to make this a true active transport corridor, however previously (Central to Eveleigh plans) it been considered as precincts and not integrated with bike and pedestrian connections including from North to south at Carrigeworks/ ATP etc. I know this is out of this current plan, but some reference to the wider plan would be good (beyond just referring it in the strategic context- given that was before it was dubbed as a tech precinct). It would also be nice if the whole network could link to the Goodslane (perhaps via the tunnel at Mortuary station) https://www.smh.com.au/national/nsw/new-life-as-pathway-mooted-for-rail-lineunder-sydneys-mortuary-station-	It is noted that the draft Strategic Vision document has evolved with the Cleveland Street sub-precinct now the Southern OSD sub-precinct. The draft Strategic Vision recognises the importance of connecting the precinct to the CBD and nearby centres through active transport.

Submission No. / ID	Submitter	Issue Raised	Response
		20140202-31v05.html Hopefully this is the plan. Also, Google wanted to go in at North Eveleigh with unsolicited proposal. It would be nice to have an update given Redfern Station is now getting an overpass at that end... Ideally this would be integrated into the plan.	<p>The revised document recognises the opportunity to renew and revitalise the unused Darling Harbour Dive, extending the already renewed section of the Goods Line as a new piece of public domain for Sydney, and contributing to the existing pedestrian and cycle network that links Sydney CBD to the adjacent inner city suburbs. This opportunity will be further explored as part of Stage 2 of the SSP planning process.</p> <p>Redfern and North Eveleigh Precinct Renewal is a separate project to the Central Precinct Renewal Program. Further detail on the Redfern and North Eveleigh Precinct Renewal can be found on the following link.</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/redfern-and-north-eveleigh-precinct-renewal</p>
34 (ID#68531 Submission #27)	Ben Gray	I have strong concerns over proposed development over the top of Sydney Central Station and the Central Rail Yards, and the effects of these proposed developments on Prince Alfred Park. Arrival in Sydney by train is currently a pleasant experience. Coming in by train, the view of the iconic sandstone clock tower standing over the main concourse building is as much an integral association of 'arrival' as seeing the Harbour or Anzac Bridges if coming from the north and west by car. The rail yards are one of the only places on the approaches to the CBD where you don't feel oppressed by soulless steel-and-glass towers; the open space feels like the last gasp of daylight and open space before duelling with the CBD crowds. Waiting on the platforms at Sydney Central, either on the intercity/country platforms or the suburban ones, it is comforting to look up to a large expanse of sky to the south-west, uncluttered by the built environment. This isn't just where we work. This city is our home. It should feel inviting. Building over the suburban and country platforms would further strengthen this feeling of oppressiveness in the city. I understand that real estate is at a premium in the CBD and that businesses want to be located in precincts near other businesses and customers for commercial opportunities. I don't believe this needs to be over the top of the rail yards. Prince Alfred Park is currently a great place to be year-round, and a nice oasis of greenery in the south-eastern edge of the CBD. I would be supportive of pedestrian walkways incorporating gardens and green space over the railyards, but the addition of any buildings over that space would cast shadows over the park in the afternoons in winter, effectively making it cold, windswept and an uninviting place to be.	<p>Preliminary Precinct Plan principle 11, 'implement best practice processes to ensure design excellence', demonstrates a commitment to delivering design excellence. While Preliminary Precinct Plan principle 7 already refers to ensuring that any proposed built form does not reduce the amenity of existing public open space (with consideration sun access), particularly Prince Alfred Park.</p> <p>Furthermore, Preliminary Precinct Plan principle 2 which establishes that 'public space and streets are underpinned by the overarching principle of being 'open to the sky', provide high levels of amenity, be accessible, and provide important view corridors to key heritage and other landmarks. This is considered to be appropriate to guide future technical investigations during Stage 2 of the SSP planning process.</p>
35 (ID#68536 Submission #28)	Alexander King	I am strongly against any construction atop the Central's Flying Junction as it would disturb the look and feel of the area. Customers enjoy seeing their train move across the junction as it comes into the station. Additionally any plans to build above the junction would look out of place as it would have to account for the height of the junction and the road bridge for the metro construction when constructing the towers. To cover Central's tracks would be an insult to the Sydney Trains network and our city. It would be like building over the water in Darling Harbour or the Domain or Hyde Park.	<p>The Character Statement identifies that Bradfield Flying Junctions (flyovers) are a physical barrier, limiting east west connections. This does not imply that modifications will be made. The revised Strategic Framework goes through a series of concept options for the Central Precinct, including one option which assumes development occurs above the Bradfield flyovers. One of the key weaknesses of this option was its potential impact on heritage with impacts to Bradfield flyovers and suburban platforms in addition to other options. From an evaluation of the strengths and weaknesses of the options against the planning priorities and design principles and technical constraints, a preferred Preliminary Precinct Plan has been developed. As shown in the preferred Preliminary Precinct Plan of the Strategic Framework (refer to Attachment B), it avoids any development above the Bradfield flyovers.</p> <p>The South OSD sub-precinct character statement has also been updated to recognise the importance of the Bradfield flyovers, as described below:</p> <p><i>The Southern OSD sub-precinct comprises a number of key existing features including the railway lines, yards and heritage-listed Bradfield Flying Junctions stretching from Central Station towards Cleveland Street. The Bradfield Flying Junctions are the largest collection of flyovers of this type in the world. Its primary frontage runs along Regent Street which includes the existing bus layover, the Lee Street substation and the disused Goods Line cutting.</i></p>
36 (ID#68541 Submission #29)	Paul Scf	Proposals need to include and prioritise active transport. Walking and cycling links needs to be fundamental to all zoning decisions. Zoning proposals need to minimise access for cars.	<p>To further emphasise the importance of creating a safe, well-connected and people-focused place at Central Precinct, Planning Priority 6 under the theme 'Place and destination' will be amended to the following:</p> <p><i>"Creating a people focussed precinct through a focus on public transport, cycling and walkability"</i></p>

Submission No. / ID	Submitter	Issue Raised	Response
			The Strategic Framework, including the preliminary precinct, planning priorities and design principles, will directly guide more detailed design and planning investigations for transport and accessibility improvements during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including people with specific mobility requirements.
37 (ID#68546 Submission #30)	Withheld	I think this is a great idea and will provide a space for residents of surrounding areas to use. Plus a place of interest for visitors. As I and other residents in the area grow older, I'd like to see some community resources and services provided amongst the commercial/businesses. I'm sure all residents would appreciate the following ideas, plus backpackers. Small library - the library was moved from Ultimo and there is nothing close to residents in this area to visit. Think along the lines of the Sydney Mechanics School of Arts Library. An oasis in the city. Small but delivers a great selection of books and a space to visit and read. Open seating with WiFi - a space that people can relax, stay cool and enjoy being outside with lots of shade and greenery. Places people can meet to play cards or chess, or read, or sit and think. Markets - fresh fruit and vegetables, flowers, on Fridays and the weekend. Turn some of the open space into markets on specific days. Help the area not be one ghost town on the weekend. There are actually people who take part in community markets in Redfern who sell their own veg and fruit. Why not encourage smaller scale sellers. Please not 'boutique' which usually means expensive. Council shop - moved from Redfern so nothing close for residents. Even a small shared space or in the library for community information and DA submission. Not more high rise please. Currently the space has open skies. It's lovely to look up and see blue sky. Incorporate that feeling into whatever is built. Please, no more student accommodation. There's heaps and there's an emptiness around these buildings. The people that live there don't care about the area, they blow in and out. No Westfield feel please. Massive inside malls are over	<p>It is considered that the planning priorities under the theme of 'People and community' are sufficient to ensure that social, retail, cultural, community, civic spaces and open space needs are considered during detailed design and planning investigations during Stage 2 of the SSP planning process. Relevant planning priorities include:</p> <ul style="list-style-type: none"> • Designing public spaces that promote health, equality and wellbeing • Promoting social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression • Creating a safe and intuitive precinct that promotes social access and inclusion • Supporting programs and initiatives that benefit communities and people • Creating a precinct that responds to the current and future needs of transport customers and communities. <p>In terms of planning for a precinct that promotes health, equality and wellbeing, it is considered that the exhibited planning priorities under the theme 'people and community' will promote this desired outcome. Further detailed technical analysis undertaken in Stage 2 of the SSP planning process will help to establish future infrastructure needs for the precinct that will contribute to promoting health, equality and wellbeing.</p>
38 (ID#68551 Submission #31)	Withheld	I own and live in an apartment on [REDACTED]. I can currently see over the rail yards, to the Sydney Show Ground at Moore Park, and further to Bondi Junction in the distance. I enjoy good levels of light currently, including morning sun all year round. While I am supportive of this development generally, I am have serious concerns that Draft Strategic Vision for the Central SSP indicates that medium to high density/height development may occur within a few hundred meters of my apartment, directly to the north east of my home. This stands to severely restrict views and solar access at my property. There are many buildings along Regent St, and in the Central Park development where residents also stand to have views and light levels restricted depending on the height and placement of buildings in this development, noting it may occur directly to the north east of many existing homes. Will the impact of the development on light/solar access for existing residents be taken into consideration when determining the location and height of development?	Yes, solar access has been established as a planning priority in the draft Strategic Vision document. Addressing solar access to neighbouring properties will be further investigated through technical studies undertaken as part of Stage 2 in the SSP Study.
39 (ID#68556 Submission #32)	Derin Inan	I think you should simply move the main terminus of the rail network from Central to Redfern station. That way, many of the rail tracks at Central would be made redundant and the redevelopment of the entire precinct would be considerably cheaper and easier to facilitate by engineers/architects. Redfern would also be a more strategically sensible location for the central terminus of the network as you plan to also upgrade Pyrmont to a business precinct much like the CBD. To compensate for the greater difficulty regional trains travelling to the CBD would face under the aforementioned proposal, it would be a good idea to also pursue a quadruplication of the rail lines between Revesby and Glenfield - this way passenger and suburban trains would at least be better segregated elsewhere on the network.	The reconfiguration of rail lines at Central Station is outside the scope of the draft Central Precinct Strategic Vision document. The purpose of the document is to identify a vision for the redevelopment of the precinct, establish planning priorities and opportunities.
40 (ID#68561 Submission #33)	Chris Low	We don't want it, keep it the way it is. people before profit.	Noted.
41 (ID#68586 Submission #34)	Peta Landman	Re: Central Precinct Renewal Draft Strategic Vision Through this proposed development, Prince Alfred Park will become an even more essential green and recreational space serving many more people. The facilities and space will also be being used by the new adjacent high school. Therefore, it is vital that no part of it is encroached upon by this development and all current facilities remain, including the tennis courts, basketball courts and open space.	Preliminary Precinct Plan principle 11, 'implement best practice processes to ensure design excellence', demonstrates a commitment to delivering design excellence. While Preliminary Precinct Plan principle 7 already refers to ensuring

Submission No. / ID	Submitter	Issue Raised	Response
			<p>that any proposed built form does not reduce the amenity of existing public open space (with consideration sun access), particularly Prince Alfred Park. Stage 2 of the SSP planning process will undertake urban design technical study which will develop ideas for improving the streetscape and public spaces as part of redevelopment of the precinct.</p> <p>Further detailed technical analysis undertaken in Stage 2 of the SSP planning process will help to establish future infrastructure needs for the precinct that will contribute to promoting health, equality and wellbeing. This will consider the current facilities at Prince Alfred Park, including the tennis courts, basketball courts and open space</p>
42 (ID#68616 Submission #35)	Angus Sullivan	I think it looks awesome Very supportive. Get going :))	Noted.
43 (ID#68661 Submission #36)	Adam Lawrence-Slater	The strategic vision and the planning framework needs to ensure that Prince Alfred Park is not overshadowed by the new buildings in the precinct, particularly during autumn/winter/spring.	Preliminary Precinct Plan principle 11, 'implement best practice processes to ensure design excellence', demonstrates a commitment to delivering design excellence. While Preliminary Precinct Plan principle 7 already refers to ensuring that any proposed built form does not reduce the amenity of existing public open space (with consideration sun access), particularly Prince Alfred Park. Stage 2 of the SSP planning process will undertake urban design technical study which will develop ideas for improving the streetscape and public spaces as part of redevelopment of the precinct.
44 (ID#68676 Submission #38)	Matt Miles	Strongly support building over the existing train yards, just please go as high as you possibly can i.e get rid of height controls completely and leave it up to CASA to decide, just enforce FSR controls or mandatory design excellence to make it worthwhile for developers to build over the line, providing the buildings do not shade any existing parks.	Specific detail on potential maximum building heights and floor space ratios will be investigated during Stage 2 of the SSP planning process. This will involve further, more detailed design development, that is informed by extensive technical studies and further community and stakeholder engagement.
45 (ID#68711 Submission #39)	Linda Tran	I am extremely excited about this project. I can't wait for a whole new precinct to be opened up on top of the rail lines! This is the perfect transit oriented development balanced with ample increase in public space. While you're at it if you could put some improvements into expanding rail capacity as well as improving the railway square bus interchange that would be the cherry on top. Very glad to see both the City of Sydney and the state government both on board with this. Hopefully this can deliver urban renewal even better than Barangaroo!	<p>It is noted that the NSW Government is currently delivering Sydney Metro which will service Central Station by 2024. 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. This infrastructure will contribute to increasing the rail network and provide additional commuter capacity.</p> <p>The existing and future transport network capacity (incl. heavy and light rail, bus, active transport, and point-to-point services) will be considered as part of Stage 2 of the SSP planning process which will be informed by a Transport Study.</p>
46 (ID#68716 Submission #40)	Linda Tran	This project looks amazing. I love everything about it, including an upgrade to the streetscape of railway square, the new entrance to central station, the extension of our CBD southwards, and that one of Australia's largest tech companies will anchor the development. I hope this goes ahead as soon as possible, and hopefully the rest of the precinct will soon follow!	Noted.
47 (ID#68726)	Peter Fuller	With the proposed reconsideration of the Pyrmont peninsula by the Premier a greater pedestrian and public transport access from/to Pyrmont and the proposed over railyards redevelopment. The attached file introduces a new concept for additional public transport into Sydney CBD via the southern entry	The draft Strategic Vision document emphasises the need to consider access from the precinct to other destinations. Enhancing connections to nearby areas

Submission No. / ID	Submitter	Issue Raised	Response
Submission #41)		portal. The proposed elevated autonomous light rail could run over the existing Government owned lands along Parramatta Road to Parramatta and beyond to Badgery's Creek termination in a reconfigured upper level of Railway Square. This would provide many new commuters an access to the employment opportunities offer by the Central Precinct Renewal.	within the Camperdown-Ultimo Collaboration area will be considered as part of Stage 2 of the SSP planning process, however significant transport infrastructure, such as an autonomous light rail along Parramatta Road to Parramatta is outside the scope of the Central Precinct Renewal Program.
48 (ID#68751 Submission #42)	Dean Ardern	I think there needs to be a tunnel from the corner exit of Elizabeth street across to Foveaux street and Centennial Plaza - A huge amount of foot traffic uses that thoroughfare and with the inclusion of trams in the mix there is bound to be a fatality	A transport study undertaken as part of Stage 2 of the SSP planning process will analyse the expected future distribution of pedestrian trips to/from the Central Precinct and the pedestrian level of service to inform any future improvements to pedestrian thoroughfares.
49 (ID#68761 Submission #43)	Matthew Dewey	This is only a brief suggestion, but it has significant potential benefits: 1. This development will connect communities surrounding Central Station and has the potential to massively increase cultural and economic activity. 2. It is worth considering the benefit of including the above rail space between Cleveland Street and Lawson Street. This is currently wasted space that drives a wedge between the Eastern and Western sides of the rail corridor immediately north of Redfern. 3. This extension of the precinct would allow connection between Redfern Station at the southern end and Central at the northern end, supporting the precinct with two of Sydney's largest transport hubs. 4. This extension would connect communities in Redfern (and southern surrounds) and encourage further foot traffic through the precinct - reducing drain on transport infrastructure including roads and promoting increased economic and cultural activity	As part of the defining the precinct boundaries for the Central Precinct, Cleveland Street was seen to be a logical southern boundary, being a main rail bridge across the rail corridor. Furthermore, development over rail corridor between Cleveland Street and Lawson Street would likely face difficulty providing sufficient clearance for rail line canopies, while providing suitable level changes between any potential development above the rail corridor and its adjacent lands.
50 (ID#68781 Submission #45)	Mark Hansen	I support the redevelopment. Make the towers even taller though, we need even more real estate, and the tips of the towers covering a marginal part of the park on the shortest day doesn't really matter much in real terms.	The City of Sydney's Draft Central Sydney Planning Strategy and Planning Proposal proposes to implement sun access planes into its Local Environmental Plan. This intends to protect sunlight to important public parks and places throughout the year, and during periods in the day when they are most used by the workforce, visitors and the wider community. This is proposed to apply to Prince Alfred Park with the park being protected from overshadowing between 10-2pm, all year round. While height and density is still to be investigated further during Stage 2 of the SSP planning process, it will be focused in appropriate places that are balanced by sufficient open space, good quality streets and connections. No building will exceed sun access plane for Prince Alfred Park.
51 (ID#68786 Submission #46)	Blanka Golebiowski	A high quality east-west cycling connection is urgently needed to link the George St cycleway / Prince Alfred Park route to Meagher St Chippendale and the City of Sydney route through Chippendale and also along Regent St. An east-west link is also urgently needed to connect Randle-Cooper-Arthur to Railway Square, UTS and Ultimo. Cycle access through Belmore Park needs to be improved with a dedicated cycle path linked to the new facilities in Castlereagh and Campbell sts and to the new crossing of Eddy Ave and path through to Chalmers St. North-south access is required on the western edge of the site via the Regent-Pitt St corridor to provide a cycle facility linking Redfern/Chippendale to Belmore Park, CBD north and Chinatown/ Darling Harbour. Cycle access to and within the site and high quality end of trip facilities for workers and visitors are essential.	At this stage, the draft Strategic Vision document can only identify priorities and opportunities to enhance connections and movement within and from the Central Precinct. Further technical studies will be undertaken as part of Stage 2 of the SSP planning process to identify opportunities for improved cycle connections and appropriate provisions to ensure end of trip facilities are provided as part of any future development.
52 (ID#68791 Submission #47)	Warren Salomon	There is only a vague mention of cycling connections in the strategic plan document. This should be improved in future planning documents and strategies. The site is very large and is a major barrier to local and regional E-W and N-S cycle trips. Access can be improved by implementing the following bicycle network improvements: Starting at the southern end there is an urgent need for a high quality E-W connection alongside Cleveland Street to link the George St cycleway and Prince Alfred Park route to Meagher Street Chippendale and the CoS route through Chippendale and also along Regent St. Further north there is an equally urgent need to provide an E-W link between the proposed E-W replacement for the loss to the local cycle network of Devonshire St (Randle-Cooper-Arthur) to Railway Square, UTS, the Goods Line and Ultimo. This a gap in the City's current network and needs to be filled. North of Eddy Avenue, Belmore Park needs to be improved for cycle access with a fully dedicated cycle path linked seamlessly to the new separated cycle facilities in Castlereagh and Campbell streets and the new crossing of Eddy Avenue and path through to Chalmers St. N-S access should also be created on the western edge of the site via the Regent Street - Pitt Street corridor to provide a cycle facility linking Redfern/Chippendale to the northern edge of Belmore Park, CBD north and Chinatown/Darling Harbour. Good cycle access to and within the site and high quality end of trip facilities for workers and visitors is essential. I recommend liaising with the City of Sydney to determine other ways of supporting their developing cycle network in the sub region. For example the prohibition of cycling in Hay Street severs an important regional cycle connection in the CoS cycle network. It's a very important project	At this stage, the draft Strategic Vision document can only identify priorities and opportunities to enhance connections and movement within and from the Central Precinct. Further technical studies will be undertaken as part of Stage 2 of the SSP planning process to identify opportunities for improved cycle connections and appropriate provisions to ensure end of trip facilities are provided as part of any future development.

Submission No. / ID	Submitter	Issue Raised	Response
53 (ID#68796 Submission #48)	Austin McAlary	The area needs a proper Tourist Information Centre, similar to the one in Melbourne at Federation Square. Secondly tourism operators view point and visitors viewpoint by having a booth at Central to capture the view on the domestic and international visitor.	Under the theme place and destination, planning priority 7 places focus on tourism being a focus for the Central Precinct. This planning priority has been amended to describe the following: <i>“Facilitate the precinct’s primary-function focus as a on transport and economic diversity in tourism, business, and retail precinct and across commercial sectors including office, business and retail”.</i> Specific land uses (including tourist information centres) will be considered as part of developing a revised planning framework during Stage 2 of the SSP planning process.
54 (ID#68801 Submission #49)	James Hope	Starting at the southern end there is an urgent need for a high quality E-W cycling connection alongside Cleveland Street to link the George St cycleway and Prince Alfred Park route to Meagher Street Chippendale and the CoS route through Chippendale and also along Regent St. Further north there is an equally urgent need to provide an E-W cycling link between the proposed E-W replacement for the loss of Devonshire St (Randle-Cooper-Arthur) to Railway Square, UTS, the Goods Line and Ultimo. This a gap in the City’s current network and needs to be filled. North of Eddy Avenue, Belmore Park needs to be improved for cycle access with a fully dedicated cycle path linked seamlessly to the new facilities in Castlereagh and Campbell streets and the new crossing of Eddy Avenue and path through to Chalmers St. N-S access should also be created on the western edge of the site via the Regent Street - Pitt Street corridor to provide a cycle facility linking Redfern/Chippendale to the northern edge of Belmore Park, CBD north and Chinatown/Darling Harbour. Good cycle access to and within the site and high quality end of trip facilities for workers and visitors is essential.	At this stage, the draft Strategic Vision document can only identify priorities and opportunities to enhance connections and movement within and from the Central Precinct. Further technical studies will be undertaken as part of Stage 2 of the SSP planning process to identify opportunities for improved cycle connections and appropriate provisions to ensure end of trip facilities are provided as part of any future development.
55 (ID#68836 Submission #50)	Mary Knaggs	Thanks for the opportunity to comment. I am concerned that Central Station has a sufficient curtilage to ensure it is the dominant building in a civic precinct, not in a commercial precinct. There should be key view lines to the Central Station clock tower preserved from all existing public domain. To preserve the character of Central Station, Surry Hills and Redfern, Any new development over and adjacent to the railway should have a height limit so that it has the character of a European city rather than a high rise Asian city. Otherwise I am supportive of the concept of developing this area as an environmentally and socially sustainable community.	The draft Strategic Vision document prioritises that the ‘future built form will respond to the existing varying built form and local character’. Further, ‘potential block pattern will reflect the intricate urban grain of the surrounding area to enable consistency with scale and grain of the rest of the city’. The exhibited document also highlights that ‘height and density will be located in appropriate places, balanced by sufficient open space, good quality streets and connections’. Therefore, it is evident that the draft Strategic Vision document has committed to ensuring future density appropriately respects the existing local character, including heritage items including Main Terminus building, the Clocktower and northern concourse. The purpose of the Strategic Vision document is to establish the vision and opportunities for the Precinct and not detail development scenarios and scale. Including guidance on development scale would potentially mislead the vision for development. Large scale renewal in appropriate locations will need to occur to deliver the vision of the Precinct. The extent of scale that development could achieve will be explored and tested through analysis undertaken in Stage 2 of the SSP process and through the development of the Structure Plan. Refer to Section 4.2 of the RtS Report for further discussion on matters relating the heritage and proposed amendments of the proposed Strategic Framework.
56 (ID#68931 Submission #51)	Henry Russell	The strategic plan document fails to clearly describe what cycling infrastructure will be built and with what outcomes in mind. This should be improved in future planning documents and strategies. Cycling is a transport mode that is sustainable, cheap, healthy and allows higher volumes of people through per hour than private cars. Parking for cycling takes up far less space than parking of cars. It is the transport mode that forward thinking cities are integrating into their planning (London, Paris, New York, Tokyo, Copenhagen). The site of CSSP is a barrier to local and regional cycle trips, both north-south and east-west, so cycle routes need to be planned along its boundaries. What is needed? North of Eddy Avenue, Belmore Park needs to be improved for cycle access with a fully dedicated cycle path linked to the new separated cycle facilities in Castlereagh and Campbell streets and the new crossing of Eddy Avenue and path through to Chalmers St. North-south access should also be created on the western edge of the site via the Regent Street - Pitt Street corridor to provide a cycle route linking Redfern/Chippendale to the northern edge of Belmore Park, CBD north and Chinatown/Darling Harbour. An east-west connection alongside Cleveland Street to link the George St cycleway and Prince Alfred Park route to Meagher St, Chippendale and the City of Sydney route through Chippendale and also along Regent St. An east-west link between Devonshire St (Randle-Cooper-Arthur) to Railway Square, UTS, the Goods Line and Ultimo. The City of Sydney should be consulted, with reference to the 2018-2030 Cycling Strategy and Action Plan at https://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0018/311382/CyclingStrategyActionPlan2018_low-res.pdf	At this stage, the draft Strategic Vision document can only identify priorities and opportunities to enhance connections and movement within and from the Central Precinct. Further technical studies will be undertaken as part of Stage 2 of the SSP planning process to identify opportunities for improved cycle connections and appropriate provisions to ensure end of trip facilities are provided as part of any future development.


Submission No. / ID	Submitter	Issue Raised	Response
57 (ID#68936 Submission #52)	Ho Jun Tang	Co-Founder of Yellowbox (a network of smart-lockers you can hire on-demand using our app). As a UNSW Funded start-up, we've recently completed the 10x Accelerator Program and have launched our lockers in two of the major nightclubs in Sydney, with interest from Coogee Beach and Randwick Council to retrofit our lockers. I believe in looking to create an innovation hub, Yellowbox would be a visual representation of how start-ups are driving growth in Sydney, whilst providing an amenity for all tourists and locals to prolong their stay within the Central State Precinct. I would love to have a chat about how in anyway Yellowbox can help achieve the strategic vision for the Central State Significant Precinct.	Seeking for partnerships with start-ups is currently outside of the scope of the Strategic Vision document. However, it is noted that planning for spaces for start-ups will be investigated further during Stage 2 of the SSP planning process.
58 (ID#68941 Submission #53)	John Cull	Transport NSW, Good day, The University of Technology Sydney (UTS) does require a properly equipped sports stadium, potentially with a design that may be based from existing inner-city (compact) baseball stadiums. This stadium precinct would increase other sporting event capabilities within the inner city, although, it would be preferable to have a dominant focus placed upon University level activities. The University of Technology Sydney has always required its own stadium & until one is designated adequately & within close campus proximity, the institution will only honestly, be truly seen to be a technical college. We have gained much momentum in recent years & this proposal will be required either now or in some other future time. Regards, John Addison Cull	While the vision for the Central Precinct renewal program will seek to support a range of entertainment, cultural, food and drink and other night-time options to attract visitors to the Precinct, a large Stadia is unlikely to be delivered. Supporting a new stadia in this location would be inconsistent with existing strategic plans for this location, which supports the creations of innovation and technology precinct.
59 (ID#69011 Submission #58)	Christy S	I believe it might be a good idea to install a couple of water refill stations around Central- will benefit both the public and the environment	It is agreed that water refill stations will serve an important function for the future public domain in Central Precinct. At this early stage of the Central Precinct Renewal Program, it is difficult to commit to the delivery of water refill stations. However, there will be opportunities to deliver water refill stations as part of the delivery of future public domain works within the Central Precinct.
60 (ID#69016 Submission #59)	Eric Tierney	Any leases or uses of railway land in this area should not compromise future railway use. Extension of platform 0 (the present car loading siding) should remain possible regardless of what goes above. The government should explore with the funeral industry the possibility of opening a railway cemetery in the Southern Highlands and so retain rail access to the Mortuary station. Wealthy families may be prepared to pay high prices for the prestige of a funeral train. Central Walk needs to have a tunnel under railway square to Quay St to cater for the anticipated increase in passengers. The Light Rail elevated loop is a major component of the station and should not be sacrificed to increase the value of the building to developers.	The Central Precinct Renewal Program does not intend to compromise future railway use in the rail corridor. Opening a railway cemetery in the Southern Highlands is outside of the scope of the Strategic Vision document.
61 (ID#69007 Submission #57)	Vanessa Bates	Please make all the buildings green buildings like the one at Central Park Chippendale with foliage/ plants covering the exterior of the building. Not only is it green but 90% of Sydney's modern buildings are modern concrete ugly buildings and ruin the look of our city and give it no architectural point of distinction. If we had more green buildings we could have an architectural point of difference to other cities. And it is good fir the environment. Please don't just knock up more concrete jungles like the tall buildings recently put up at Darling Square. They are so ugly.	Under the theme sustainability in the draft Strategic Vision document, planning priorities establish the commitment to ensure future development contribute to achieving the NSW Government's zero emissions target by 2050. To ensure future building demonstrate excellence in design, the guidance of the office of the Government Architect NSW and the City of Sydney's Design Excellence policies and requirements will be embedded in the renewal of Central Precinct. Development of Central Precinct will need to demonstrate and achieve design excellence through one of the following means: <ul style="list-style-type: none"> • 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 office of the Government Architect NSW. The Central Precinct of the future will be pleasing and functional, promote liveability and productivity and foster wellbeing in the people that use it.
62 (ID#69031 Submission #62)	Neville Williams	CENTRAL PRECINCT - THE STRATEGIC VISION (the whole CENTRAL SSP) Do you have any IMAGINEERS at the NSW Department of Planning? I don't need to explain this term to you people. You know what it means or should. I may be wrong but my guess is that the NSW Government would see the appointment of an 'Imagineer' as wasteful and frivolous. We just do not seem to want to see a bigger picture of things these days. The NSW Department of Planning describes the CENTRAL PRECINCT section of the whole Central SSP in this way" ¹ "The innovation and technology precinct will be a major hub for tech industries, universities, research institutes, visionaries and start-ups. The precinct will be a leader in collaboration, innovation and jobs for the future.	The need for stronger emphasis on the unique place and social characteristics of the precinct as part of the vision Central Precinct is recognised. Transport for NSW have taken onboard some of the suggestions made by City of Sydney to amend the vision statement for Central Precinct. The vision for the revised Strategic Vision is proposed to be: <i>"Central Precinct will be vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality public spaces. It will connect the city at its boundaries, celebrate its unique built form and social and cultural heritage and become a centre for the jobs of the future and economic growth."</i>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>We do so get prioritised on the mechanical part of ourselves during this technological revolution. All well and good if you have a solid spiritual foundation. (I hesitate to use these words because it is confronting to those whose focus is on the material. But when I say 'spiritual foundation' I mean deep and meaningful. Something of purpose and maturity.)</p> <p>The reality is you can't have one without the other - the material and the spirit need to be in a balance. It just doesn't work long term otherwise. Just take a look around at the world presently. Do you reckon it's in balance? The discipline of a cup is ornamental without water and the creativity of the water is wasteful without the framework of the cup.</p> <p>The NSW Department of Planning uses the word visionaries presumably in the context of eventual money making ventures. I'd prefer to read and understand the descriptive "visionaries" as being able to see in a broader, deeper and farther context towards a future that means something other than only money making.</p> <p>Yes the Central SSP is the Western Gateway to/from the City.</p> <p>What is relevant here to people who use this Gateway?</p> <p>As well as what you have described perhaps something to do with the indigenous/non-indigenous relationship, better care for the local homeless people, a well being centre, a centrepiece symbolic project such as some form of multi-purpose venue that will bring community together.</p> <p>Perhaps a solid human foundation could be given the site as a *central part of a Sydney World Expo or even a Sydney satellite functioning of the United Nations John Coburn's opera house Curtains of the Sun and Moon" are looking for a new suitable home. Their status would fit well behind speakers of a permanent world forum in the Southern Hemisphere?</p> <p>I'm concerned with the wholistic picture.</p>	<p>Further detailed technical analysis undertaken in Stage 2 of the SSP planning process will help to establish future infrastructure needs for the precinct that will contribute to promoting health, equality and wellbeing, and will support placemaking in the precinct. This technical analysis will also provide advice on how social infrastructure and development of the built form can assist in delivering a precinct that promotes health, equality and wellbeing, and which caters to the needs of the disabled and aging population.</p>
63 (ID#0 Submission #65)	Sally Quilter	<p>1. A history of first peoples, and much later 19 century white history ie, the graveyard.</p> <p>2. Transport NSW to work with SCC to intergrate the precinct with surrounding suburbs, particuarly Redfern, Surrey Hills, Chippendale, Haymarket.</p> <p>3. The vision should include pedstrain access (without stairs) this would enable families with prams, people in wheelchairs to access both the station and the surrounding suburbs.</p> <p>4. A cycleway.</p>	<p>In response to item 1, the draft Strategic Vision document captures the relevant history to exemplify the context of the site and how it has shaped the local character. The heritage study undertaken as part of the Stage 2 of the SSP planning process will include a heritage study which will capture the relevant heritage events, local character and items to consider in future planning for the precinct.</p> <p>Item 2 suggests Transport for NSW should work with SCC to integrate the precinct with surrounding suburbs. Assuming SCC is referring to City of Sydney Council, this is already in place with City of Sydney representatives forming part of the Project Working Group and Project Review Panel for the Central Precinct SSP.</p> <p>It is agreed that improved pedestrian connections will need to be explored further to ensure pedestrian movement is carefully planned to maximise pedestrian safety, convenience and comfort.</p> <p>The Strategic Framework, including the preliminary precinct plan, planning priorities and design principles, will directly guide more detailed design and planning investigations for transport and accessibility improvements during Stage 2 of the SSP planning process, which will aim toward ensuring safe, easy access is maintained for all, including people with specific mobility requirements.</p> <p>Please refer to Section 4.4.3 of the RtS Report for further discussion on pedestrian connections.</p> <p>At this stage, the draft Strategic Vision document can only identify priorities and opportunities to enhance connections and movement within and from the Central Precinct. Further technical studies will be undertaken as part of Stage 2 of the SSP planning process to identify opportunities for improved cycle connections and appropriate provisions to ensure end of trip facilities are provided as part of any future development.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		5. Any buildings should be placed around the perimeter to decrease noise and create a quiet space with a public sculpture walk from chippendale to central. And a Aboriginal sculpture walk from Redfern to central.	<p>In the draft Strategic Vision document, design principle 6 addresses this, committing to the establishment of a 'context-responsive built form approach that achieves a balanced distribution of height, density and scale'. Further, the planning priorities identify that 'future built form will respond to the existing built form and local character'. This principle builds on the vision for the overall precinct, to 'celebrate its heritage and become a centre for the jobs of the future and economic growth'. From this, it is evident that the exhibited draft Strategic Vision has made a commitment to addressing this issue.</p> <p>The transformation of the Central Precinct allows for the revitalisation of the communication of heritage values and the integration of interpretive elements from the planning and design phase. Opportunities to showcase the culture and identity of Aboriginal communities can be explored and presented through an integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation. This is intended to be explored as part of Stage 2 of the SSP planning and design process, key stakeholders from Aboriginal communities will be provided opportunity to shape how these stories are represented.</p>
		6. The precinct should be "off the grid" using both solar electricity and recycling its water.	Please refer to Section 4.8 of the RtS Report for further discussion on sustainability.
		7. The open area should be grassed and have native plants to compliment Prince Alfred Park.	Details of areas of public open space and suitable plant species will be investigated further as part of Stage 2 of the SSP planning process.
		8. Access to Alfred Park for the visitors and residents of Chippendale, through the precinct.	At this stage, the draft Strategic Vision document can only identify priorities and opportunities to enhance connections and movement within and from the Central Precinct. Stage 2 of the SSP planning process will consider opportunities to improve access to Prince Alfred Park from Chippendale.
		9. The character of the precinct should enable tech workers and traveller, and residents to sit quietly in a garden setting, eat their lunch, chat to other workers, watch the trees move in the wind.	Stage 2 of the SSP planning process will consider opportunities to deliver new public spaces that will serve different role and functions, including for rest and respite.
64 (ID#69061 Submission #67)	Yvonne Poon	Central precinct requires better safe cycling connections with surrounding routes (regional and local routes) and better facilities to encourage active travel (sufficient and convenient bike parking, showers). Also, better and accessible integration with other transport modes and to support interchanging.	At this stage, the draft Strategic Vision document can only identify priorities and opportunities to enhance connections and movement within and from the Central Precinct. Further technical studies will be undertaken as part of Stage 2 of the SSP planning process to identify opportunities for improved cycle connections and appropriate provisions to ensure end of trip facilities are provided as part of any future development.
65 (ID#69066 Submission #68)	Yvonne Poon	<p>This area must abide by the design policies put into place by the NSW Government Architect's Movement & Place framework. This includes integrated transport planning and community access (in particular to support active travel). The Western Gateway is an important access corridor between Central station East and West and it is important that safe, easy movement is maintained. It would be great if cycling access could be included in future planning, to better connect the Central transport interchange with surrounding local areas, as well as local and regional cycling routes. Businesses and jobs in technology and innovation often attract those who enjoy the living streets idea of walking and cycling to work.</p> <p>Accessibility is also a key in this area, as Central precinct is made up of such differing heights, it is important to have good access for those who have specific mobility requirements.</p>	<p>The office of the Government Architect NSW and Transport for NSW are collaboratively developing the Movement and Place Framework to provide a cohesive approach to balancing the movement of people and goods with the amenity and quality of places.</p> <p>At this stage, the draft Strategic Vision document can only identify priorities and opportunities to enhance connections and movement within and from the Central Precinct. Further technical studies will be undertaken as part of Stage 2 of the SSP planning process to identify opportunities for improved cycle connections and appropriate provisions to ensure end of trip facilities are provided as part of</p>

Submission No. / ID	Submitter	Issue Raised	Response
			any future development. This stage will also consider any framework for Movement and Place that is adopted by the office of the Government Architect NSW and Transport for NSW.
66 (ID#69071 Submission #69)	Benedict Brook	<p>In particular my views relate to the Central station sub precinct and the plan, that as stated in the draft strategic vision, aims for:</p> <ul style="list-style-type: none"> • “A variety of city-scale buildings that sensitively respond to existing heritage items”. <p>From the draft strategic vision (DSV), it appears that buildings will be constructed on top of many of the current platforms at Central station. This burying of railway platforms under concrete is counter to current world’s best station design, including in London at Kings Cross and St Pancras stations which the DSV uses extensively as an example of best practice in station design.</p> <p>Building over open railway platforms makes for a reduced public amenity, destroys the character of the station, creates polluted and noisy spaces, reduces feelings of safety due to reduced natural lighting and fewer people on the platforms themselves, is environmentally unfriendly as it makes the space dependent on artificial rather than natural light and makes the public transport experience overall less enticing.</p>	<p>While the apparent loss of amenity from platform being underground is noted, it needs to be recognised that building above the rail corridor will present new opportunities to create a people focussed precinct through the delivery of a high-quality public domain and open space that is accessible to not only commuters, but workers, students, residents and visitors. While it is difficult to detail the location, size and types of open space and connections at this early stage in the project, the exhibited draft Strategic Vision document provides a clear commitment to ensuring a high-quality outcome is achieved to shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity.</p> <p>In response to potential impact to the character of the station as a result of development above platforms, the draft Strategic Vision document establishes a commitment to ensuring character and heritage is preserved and celebrated. Section 4.2 of the RtS document discusses heritage in further detail.</p>
		<p>DSV POTENTIALLY INCONSISTENT WITH MODERN STATION DESIGN</p> <p>I note the DSV envisages the retention of many elements of heritage Central station including the concourses. However, the platforms and canopies remain part of the station’s heritage and should not be sacrificed given there are so many other parts of the overall Precinct where building can occur.</p> <p>The DSV talks of:</p> <ul style="list-style-type: none"> • “Shaping a great place that is... inclusive and has a high level of amenity” • “Facilitating the precinct’s primary function as a transport hub” • “Creating a safe and intuitive precinct that promotes social access and inclusion” • “Creating a precinct that responds to the current and future needs of transport customers” • “Improving the transport customer experience” <p>None of this can be delivered, in my view, by building office blocks on top of the platforms. It would make a dingy and dank space for departing passengers and a miserable entry to Sydney for arriving passengers.</p>	<p>The existing platforms and canopies will not be demolished as part of the Central Precinct Renewal Program. The comments with regard to over rail development are noted.</p>
		<p>BUILDING OVER PLATFORMS IS FAR FROM WORLD CLASS DESIGN</p> <p>Overseas, New York’s Grand Central station is often credited as a landmark - its concourse is that indeed. And many tourists see only that. But for passengers it becomes increasingly claustrophobic, dingy and crowded as they scuttle onto grimy, low ceilinged, noisy platforms that are underground due to buildings above.</p> <div data-bbox="528 1486 1430 1810" data-label="Image"> </div> <p><i>Buried platforms: Grand Central station platforms (L), and London Victoria (R)</i></p>	<p>The example comparisons between underground and above ground platforms is noted.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>In the UK many stations suffered the same fate in the 1960s to 1980s. London Cannon Street, Charing Cross, Victoria and Birmingham New Street all came out worse after being partially buried beneath shops or offices.</p> <p>New Street's platforms were buried are noisy, dark and unpleasurable to be on. The BBC wrote that: "Its underground platforms, lack of natural light and general aura of grimness even inspired online hate groups, while one magazine poll in 2003 voted it the UK's ugliest single building".</p> <p>In 2015, The Guardian's Maev Kennedy summed New St station up as: "a triumph of concrete bewilderment... with dank underground platforms and a warren of dismal, fluorescently lit passages spitting passengers out, apparently randomly, into busy city streets. With no daylight and little natural ventilation, it was an oven or a fridge depending on the season".</p> <p>In 2015, a multi-billion-pound development improved New Street's concourse. But now built upon, it was impossible to remove a shopping centre across the tracks. As one commuter said upon its unveiling: "The shame of it all though is that they've done nothing to improve the actual working tracks part of it".</p> <p>Central station could be on the verge of making this mistake.</p> <p>From the mid-1980s, the redevelopment of Britain's major railway stations moved away from building on the "air rights" above platforms and, instead, to preserving them as part of the essential character of the precinct. Witness London Liverpool Street where (after a proposal to bury the station) modern office blocks only encroach on the very end of the platforms leading to a large, light and airy space that seamlessly connects to the concourse.</p>  <p><i>Which Sydney station is better? Parramatta, above ground (L) or Hurstville, buried beneath buildings (R)</i></p> <p>A 2015 ranking of England's best stations included precisely zero that have been built over. Redevelopments at London's Kings Cross and St Pancras have no development over the platforms whatsoever to preserve the character of these termini and to promote public transport by providing a positive travelling experience. The precincts have many new buildings but they don't encroach on platforms. In Sydney, Parramatta station's redevelopment created a bright airy space. In contrast, Hurstville station is dark and foreboding hidden beneath shops and relying on fluorescent lights. Melbourne's Southern Cross is an icon partly due to its impressive scale and light.</p>	
		<p>BRUTAL, UGLY, UNSAFE PUBLIC SPACES</p> <p>The placement of "city scale blocks" over the country platforms is of particular concern. This would reduce natural light to the concourse so diminishing the amenity. The need for pillars to support the buildings above which reduce platform space.</p> <p>Terminating trains linger, creating noise that would echo around the subterranean box. Diesel trains would push pollutants into a relatively enclosed area. Would Transport for NSW's steam train days have to be moved due to the smoke choking families?</p> <p>Also, country trains have fewer passengers and so that would mean long, echoey underground platforms with only a smattering of people at times. That would lead to safety concerns.</p> <p>If some building is to occur over the rail lines at Central, keep it to the rail yards south of the station or it should encroach only on the far ends of the platforms – perhaps south of the Devonshire Street tunnel.</p>	<p>The ongoing operation and safety of the platforms will be considered by Transport for NSW to ensure to avoid any risk to commuters.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>That's not to say cross precinct connections could not be made. The underground public storage areas could be utilised to link either side of the precinct – much like at London Bridge. Unlike the platforms, these spaces could have retail, cafes and the constant throughput of people. The lack of trains and sheer amount of people would prevent such as space becoming empty and a safety concern.</p>  <p><i>Bright, welcoming spaces: Current central country platforms (L) and the redeveloped London Liverpool Street station (R) where office development is kept at the far end of the platforms.</i></p>	
		<p>The DSV has the aim that:</p> <ul style="list-style-type: none"> • “Central Station be recognised as a world-class public transport interchange” <p>But to do so, it needs to not make the mistake of building “city scale buildings” over the platforms abutting the concourse. This will not “sensitively respond to existing heritage items”, it will tower over heritage buildings and swamp them. It will also significantly reduce the experience of the public transport user at Central station and that surely cannot be the aim of this project. Sydney should not make a 1960’s error its effort to make a transport and city hub fit for the 2020s.</p>	<p>A series of amendments have been made to the Draft Strategic Vision document to ensure a greater consideration and analysis of the potential impacts on the Central precinct’s heritage values is undertaken during Stage 2 of the SSP planning process (outlined in ‘Outcomes’ section below). In addition to these amendments to the exhibited draft Strategic Vision document, further technical analysis on heritage and urban design will be undertaken during Stage 2 of the SSP planning process to provide a robust analysis evidence that will further inform and guide the relationship between new built form in the precinct and the existing heritage items. All future development within the precinct will also need to consider the statutory framework that protects items of heritage significance.</p> <p>Please refer to Section 4.2 of the RtS document discusses heritage in further detail.</p>
67 (ID#69076 Submission #70)	Jeremy Swan	<p>This submission supports the objectives of the Draft Strategic Vision relating to the renewal and revitalization of the Central Precinct. Specifically, this submission supports the Strategic Vision objectives relating to design excellence and the focus on establishing a context-responsive built form through ensuring that future development sensitively interfaces with existing heritage items.</p> <p>The submission seeks the inclusion of Our Client’s land , 52 Regent Street, Chippendale in the Central Precinct Strategic Vision and therefore the SSP and redeveloped in accordance with the objectives of the SSP.</p> <p>The owner’s corporation fully supports the sites inclusion within the SSP. This letter sets out the context of the site, current controls, its development potential under the objectives of the Strategic Vision and applicable strategic plans for the area.</p> <p>This submission demonstrates that:</p> <p>There is clear rationale for the potential inclusion of the subject site within the SSP in light of the objectives of the Strategic Vision;</p> <p>The land is suitable for a higher order land use; and</p> <p>The land is well located to integrate into existing and future public transport.</p>	<p>State Significant Precincts are typically large sites owned by the state government that are of state or regional importance for:</p> <ul style="list-style-type: none"> achieving government policy objectives, particularly those relating to increasing delivery of housing and jobs environmental or natural resource conservation heritage or historical significance. <p>Whilst the site is adjacent to the rail corridor, the subject site is not owned by the State government that is intended to be subject to the SSP planning investigations.</p>
		<p>The site is currently surrounded by SP Special Precinct zoning. Given, that the site is located in a key area and adjoins the SP zoning, the site should be included within the SSP as a potential site for redevelopment in accordance with the objectives of the SP zoning and the Strategic Vision.</p>	<p>As above.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>Redevelopment of the site in accordance with the SSP will help to further the envisaged mixed-use characterisation of the precinct. As identified in the Strategic Vision, there is a need to provide additional housing opportunities within the precinct. The site has potential to be redeveloped to assist in meeting the housing needs of the growing population. Given the site's proximity to Central Station transport options, open space areas, an abundance of retail and hospitality options and the proposed south access ramp connecting Chippendale to Prince Alfred Park, the site is located in a strategic residential position. Furthermore, the site receives solar access from 3 sides including the northern aspect, which further enhances its desirable residential potential. Therefore, the inclusion of the subject site within the SSP will undoubtedly assist in meeting the housing and integrated land use objectives of the Central Precinct.</p>	<p>The subject site is already zoned B4 mixed use which already aligns with the envisaged mixed-use characterisation of the precinct.</p>
		<p>The inclusion of the site within the SSP will assist in meeting the objectives of the Regent Street Sidings Sub-Precinct. As discussed above, the site is located on a prominent corner. The subject site and can be viewed from Wellington Street and is directly visible from the Western Gateway to Central station, which has already undergone rezoning as part of the SSP. The current building is not of a built form that supports the future desired character of the area as outlined in the Strategic Vision. The potential redevelopment will allow for the provision of a mixed-use development that enables the activation of Regent Street and provides opportunities to establish a better transition between Chippendale and Central Park and create a desirable built form.</p>	<p>The subject site is already zoned B4 mixed use which already aligns with the envisaged mixed-use characterisation of the precinct and permits the provision of a mixed-use development that enables the activation of Regent Street.</p>
		<p>Moreover, the current design of the building is at odds with the Mortuary Station, which has been identified as the key anchor site of the sub-precinct. Including the site within the SSP provides a significant opportunity to design and create a precinct which positively responds to the changing urban context of Chippendale whilst respecting the key heritage value of the area including Mortuary Station. Therefore, the inclusion of the subject site within the SSP is necessary to properly address and meet the desired outcomes of the sub-precinct.</p>	<p>The identified potential development areas of the draft Strategic Vision stops prior to Mortuary Station. Therefore the desired future character largely applies to this part of the Regent Street Sidings sub-precinct.</p>
		<p>3.1.2 Cleveland Street Sub-Precinct As discussed above, the current building on the subject site is not of a desirable built form and is inconsistent with the built form and design excellence objectives of the SSP. To meet the objectives of the Cleveland street Sub-Precinct, the site should be included in the SSP. The site provides a unique opportunity for the State Government, in that the building can be re-developed to provide essential residential accommodation in accordance with the objectives of the Cleveland Street Sub-Precinct. Moreover, this site provides a key opportunity for the redesign of site in light of the desire to respond to the considerable amenity issues presented by the frequent traffic along Regent Street. Therefore, the inclusion of the subject site within the SSP is necessary to properly address and meet the desired outcomes of the Sub-Precinct.</p>	<p>The identified potential development areas of the draft Strategic Vision stops prior to Mortuary Station. The subject site is already zoned B4 mixed use which already aligns with the envisaged mixed-use characterisation of the precinct and permits the provision of residential accommodation uses on the site.</p>
68 (ID#69081 Submission #71)	Redacted	<p>Henry Deane Plaza I support the vision to making this an attractive place for people to spend time rather than just pass through. People do like to mingle in this area and sit and have their lunch, particularly on the and around the tree planter boxes outside 18 Lee Street. Currently, the sunken area can be cold and draughty, particularly in winter months, possibly due its low position and the covered areas in the plaza. The large grassed area with pavers that look like the old railway lines located outside Government office is not used to its full advantage. People tend to walk around the grass rather than make use of this space. It is perceived as an obstacle rather than a positive place to sit. This area could be enhanced as a natural area for sitting on the grass whilst promoting the railway heritage of the area.</p>	<p>The draft Strategic Vision seeks to re-imagine Henry Deane Plaza as a convergence point for pedestrians and a high-quality urban environment. Further design work will be undertaken during Stage 2 of the SSP planning process to illustrate how Henry Deane Plaza may transform as part the Central Precinct Renewal Program.</p>
		<p>Prince Albert Park I do not support any development which causes Prince Albert Park to be overshadowed in any way. Currently there appears to be a 20m shadowing tolerance along the railway boundary of Prince Albert Park. I do not support this as it would result in the park being less attractive as an open space for the public, particularly in winter when much of the area around Regent Street, Lee Street and George Street are in shadow and act as wind tunnels. The shadowing in winter would negatively impact the basketball courts, swing-sets, barbecue area and tennis courts located on the railway side of the park which are important public facilities as they encourage people to gather and be active.</p>	<p>The draft Strategic Vision aims to ensure that any proposed built form does not reduce the amenity of existing public open space, particularly Prince Alfred Park to the southeast of the precinct. Any future development will be limited to comply with the Sun Access Plane (SAP) controls to Prince Alfred Park to limit overshadowing as outlined in the City of Sydney's Draft Central Sydney Planning Strategy.</p>
69 (ID#69126 Submission #80)	David Norris	<p>These comments relate to the Central station sub-precinct (the heritage building, concourses, platforms, flyover bridges, Mortuary station and the air space above these) but not the other sub-precincts. Central station is a TRANSPORT HUB and that's all it needs to be. It provides connections between trains, buses, light rail and soon-to-be metro rail. Its only purpose is to allow commuters to access these modes in an easy and timely fashion, and do it during the peak hours. They don't want to be dodging around pot plants and coffee bars.</p>	<p>Central Station will still be recognised as a world-class public transport interchange and facilitate interchange with other modes of transport such as the future Sydney Metro and CBD and South East Light Rail, existing bus and light rail services and active transport.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>None of the heritage aspects of Central station precinct should be disrupted. I don't want to see home units or apartments built in the air space over the station building or the platforms. (That idea has been put forward at some point.)</p>	<p>In the draft Strategic Vision document, Design Principle 6 addresses this, committing to the establishment of a 'context-responsive built form approach that achieves a balanced distribution of height, density and scale'. Further, the planning priorities identify that 'future built form will respond to the existing built form and local character'. This principle builds on the vision for the overall precinct, to 'celebrate its heritage and become a centre for the jobs of the future and economic growth'.</p> <p>The primary land use for the Central Precinct will aim to support the creation of jobs and economic growth including in new and emerging industries such as innovation and technology.</p>
		<p>Regarding homelessness, it is not up to Transport for NSW to be providing sleeping areas for these people. This is something for the State government and other organisations (eg. Salvation Army) to be addressing. Since homelessness is such a problem, their strategies are failing.</p>	<p>Noted.</p>
		<p>Some people want childcare. Why would you drag your child (with your handbag/briefcase and the child's paraphernalia) on a harrowing trip on crowded transport and then repeat that at the end of the day? Much easier to drive to local childcare peacefully, then continue on public transport.</p>	<p>Noted. Further work is needed to understand what types of social, retail, cultural, community, civic spaces and open space needs are considered during detailed design and planning investigations during Stage 2 of the SSP planning process.</p>
		<p>Better access to the station at the City end: how about a tunnel under Eddy Ave to Belmore Park and extended under Pitt St. Extend the tunnel which goes (or used to go) under Chalmers St to continue under Elizabeth St and then under Foveaux St into the "three towers" precinct. Pedestrian traffic is very heavy around this intersection and delays traffic.</p> <p>Some of the suburban platforms are connected by a tunnel half-way along the platform. Extend this to all platforms; it would remove some congestion on the stairs at each end of the platforms. A lot of commuters are only changing platforms rather than exiting the station. Crowd control should be introduced in peak hours, eg., on platforms 20/21 when two trains arrive together, which they often do.</p>	<p>The preliminary precinct plan principles recognise the importance of improving access to Central Station. This includes the potential extension of Central Walk to the west will improve access to Central Station and provide safe, efficient and convenient connections between the station and its surrounds. An improved pedestrian and transport interchange environment will be provided through improved entry, access and wayfinding, as well as alleviating pedestrian congestion.</p> <p>Further design and transport analysis will be undertaken during Stage 2 of the SSP planning process to assess the pedestrian movement patterns of commuters, workers and visitors and the required improvements needed to support this demand.</p>
<p>70 (ID#69136 Submission #82)</p>	<p>Redacted</p>	<p>In my view, the Central Precinct proposal is overly focused on "jobs at the start at the expense of creating a more human-scale city for walking and cycling "" a city that is a leading environmental performer and desirable place to live (and work)". The NSW Government increasingly seeks to engender skyscraper-focused, overbuilt environments, which it views as a panacea. They are not, as history continues to show us.</p> <p>The NSW Government needs to go back to the drawing board and rethink the scale and purpose of development in the context of Sydney. If anything, there is a greater need for more green, open spaces in the Central Precinct rather than another series of bulky skyscrapers that blot out sky exposure and sky view (both blue sky and the stars), along with creating worse canyoning effects.</p> <p>More needs to be done to move towards a more sustainable city, for example in establishing MEPS for water appliances (4-star WELS and higher over time), abolishing recycled-water connection fees for new developments and lifting the BASIX minimum to levels required in Germany and other more advanced areas. This has been neglected by the NSW Government, and we will pay for this for decades to come. If we bring forward the net zero emissions by 2050 to 2040 (or earlier), this will help energise a drive for more sustainable approaches, which will be increasingly needed in the drought-affected future we face.</p> <p>Another priority needs to be around prioritising streets for walking and cycling and expanding the pedestrian and open-space network. Improving the transport customer experience, including wayfinding (such as reintroducing pictograms), pedestrian flows and interchange between different transport modes is needed, albeit not at the wanton expense of clear-felling groves of trees and heritage buildings as has recently happened with the Light Rail (and</p>	<p>The draft Strategic Vision document details a focus on jobs in light of the precinct's position as the most connected location in Greater Sydney. It also focuses on people and their place needs. This is evident through the planning priorities under the theme people and community and theme place and destination which captures the need to ensure the urban context is made up of improved public spaces, centred around the Precinct's role as a transport hub. The delivery of green spaces and public space is committed under theme place and destination and principle 1 public domain and open space in the preliminary precinct plan. From this, it is evident that the exhibited document demonstrates a balance between accommodating job growth and planning for the needs of people.</p>

Submission No. / ID	Submitter	Issue Raised	Response
		<p>WestConnex, which is an anathema when it comes to sustainability). The days of the car reigning supreme in the city need to end, as the population growth and density do not allow for the old car-based ways to continue.</p> <p>More needs to be done to protect, enhance and expand Sydney's heritage, public places, including protecting and enhance the natural environment for a resilient city, including combatting heat-island effects. We need more trees, green spaces and soft surfaces, and a reduction in hard surfaces. We need to be enhancing biodiversity through the greening of public and private spaces, not making it easier to cut down trees that provide the homes for what remaining native animals remain.</p> <p>More needs to be done to move towards a more sustainable city, for example in establishing MEPS for water appliances (4-star WELS and higher over time), abolishing recycled-water connection fees for new developments and lifting the BASIX minimum to levels required in Germany and other more advanced areas. This has been neglected by the NSW Government, and we will pay for this for decades to come. If we bring forward the net zero emissions by 2050 to 2040 (or earlier), this will help energise a drive for more sustainable approaches, which will be increasingly needed in the drought-affected future we face.</p> <p>Another priority needs to be around prioritising streets for walking and cycling and expanding the pedestrian and open-space network. Improving the transport customer experience, including wayfinding (such as reintroducing pictograms), pedestrian flows and interchange between different transport modes is needed, albeit not at the wanton expense of clear-felling groves of trees and heritage buildings as has recently happened with the Light Rail (and WestConnex, which is an anathema when it comes to sustainability). The days of the car reigning supreme in the city need to end, as the population growth and density do not allow for the old car-based ways to continue.</p>	<p>In the draft Strategic Vision document, Design Principle 6 addresses this, committing to the establishment of a 'context-responsive built form approach that achieves a balanced distribution of height, density and scale'. Further, the planning priorities identify that 'future built form will respond to the existing built form and local character'. This principle builds on the vision for the overall precinct, to 'celebrate its heritage and become a centre for the jobs of the future and economic growth'. From this, it is evident that the exhibited draft Strategic Vision has made a commitment to addressing this issue.</p> <p>The 'Sustainability' theme In the draft Strategic Vision includes the planning priority 'maximising resource efficiency to contribute to net zero emissions by 2050'. This is consistent with the District Plan, specifically Action 60 'achieve net zero emissions by 2056 including low impact precincts' and the draft Planning Statement priorities that support firm commitments to reduce carbon emissions and managing energy, water and waste efficiently in precincts. Commitments to precinct-scale solutions to enable a net-zero Precinct as well as buildings will be explored as part of Stage 2 of the SSP planning process to ensure the Central Precinct is recognised as a leading example for sustainability and innovation.</p> <p>A sustainability study which outlines sustainability commitments, and strategies (including precinct-scale solutions) to achieve these commitments, will be undertaken as part of Stage 2 in the SSP Study.</p> <p>Please refer to Section 4.8 of the RtS Report for further discussion on sustainability.</p> <p>The preliminary precinct plan principles and planning priorities recognise the importance of improving access to Central Station. This includes the potential extension of Central Walk to the west will improve access to Central Station and provide safe, efficient and convenient connections between the station and its surrounds. An improved pedestrian and transport interchange environment will be provided through improved entry, access and wayfinding, as well as alleviating pedestrian congestion.</p> <p>Further design and transport analysis will be undertaken during Stage 2 of the SSP planning process to assess the pedestrian movement patterns of commuters, workers and visitors and the required improvements needed to support this demand.</p>
71 (ID#69161 Submission #87)	Sven Banton	<p>There was a water bubbler at Central Station a dozen years ago - removed when the Dulwich Hill Light Rail was introduced. There has no replacement, and I gather from Andrew Constance, Sydney Trains have no plans to replace that bubbler. There is not one bubbler at Central.</p> <p>Now Sydney Trains sell water in plastic bottles. Those plastic bottles are supplied by Coca Cola. image.png</p> <p>Coca Cola produce as much plastic waste as the next three biggest plastic polluters on this planet combined. Coca Cola are 'rubbishing' this planet.</p> <p>Sydney trains say they are Customer Focused Pinocchio!!!!</p>	<p>It is agreed that water refill stations will serve an important function for the future public domain in Central Precinct. At this early stage of the Central Precinct Renewal Program, it is difficult to commit to the delivery of water refill stations or bubblers.</p> <p>However, there will be opportunities to deliver water refill stations/bubblers as part of the delivery of future public domain works within the Central Precinct.</p>