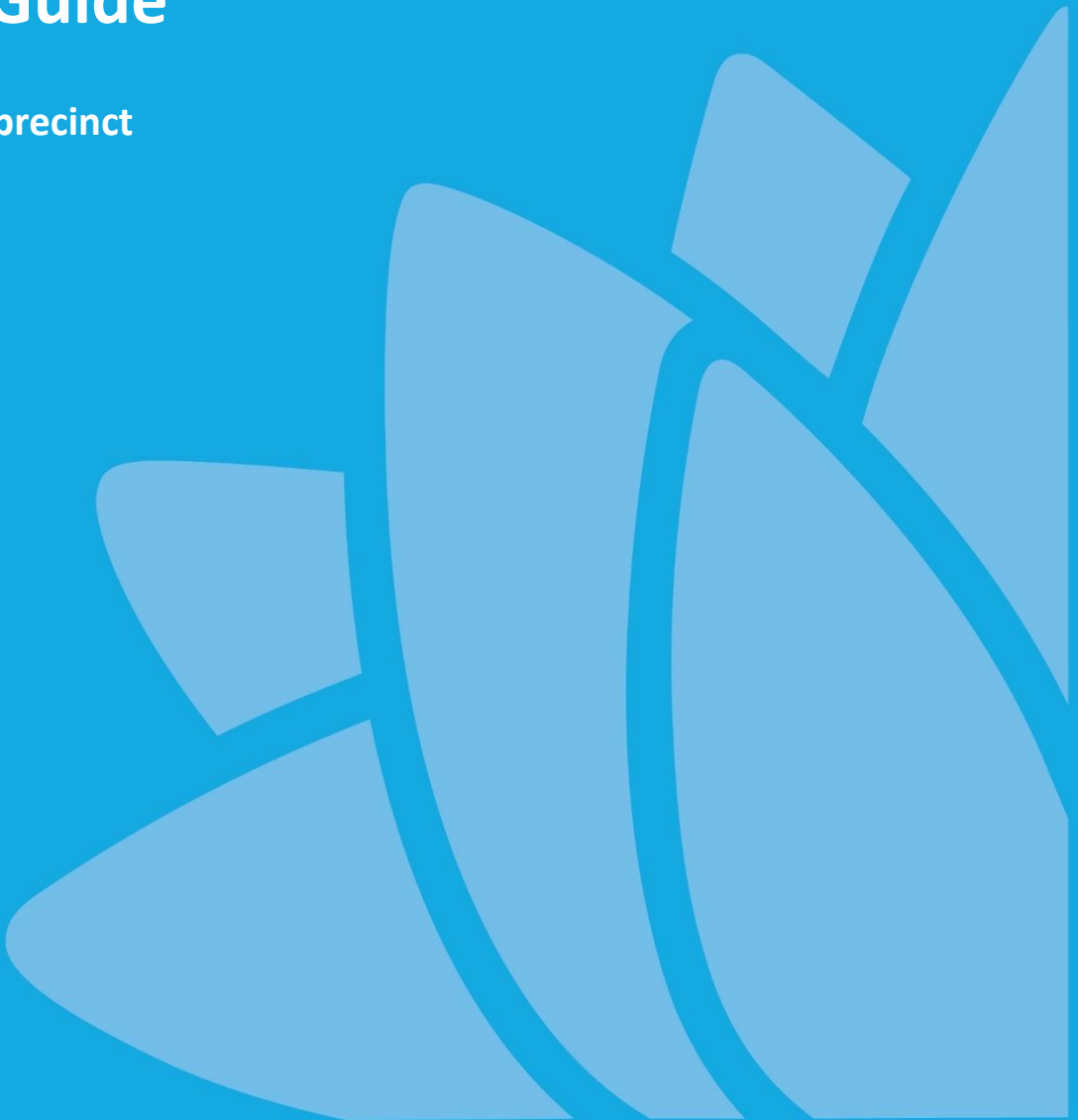


# Draft Design Guide

Western Gateway Sub-precinct

Transport for New South Wales

Version 1 | 10 October 2019



# Draft Design Guide

## Western Gateway Sub-precinct

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# 1 Preliminary

## 1.1 Name of Guide

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

## 1.2 Citation

This document may be referred to as the Design Guide.

## 1.3 Commencement

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

## 1.4 Land to which this Guide applies

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

The land comprises three (3) development blocks:

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

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

## 1.5 How to Use this Guide

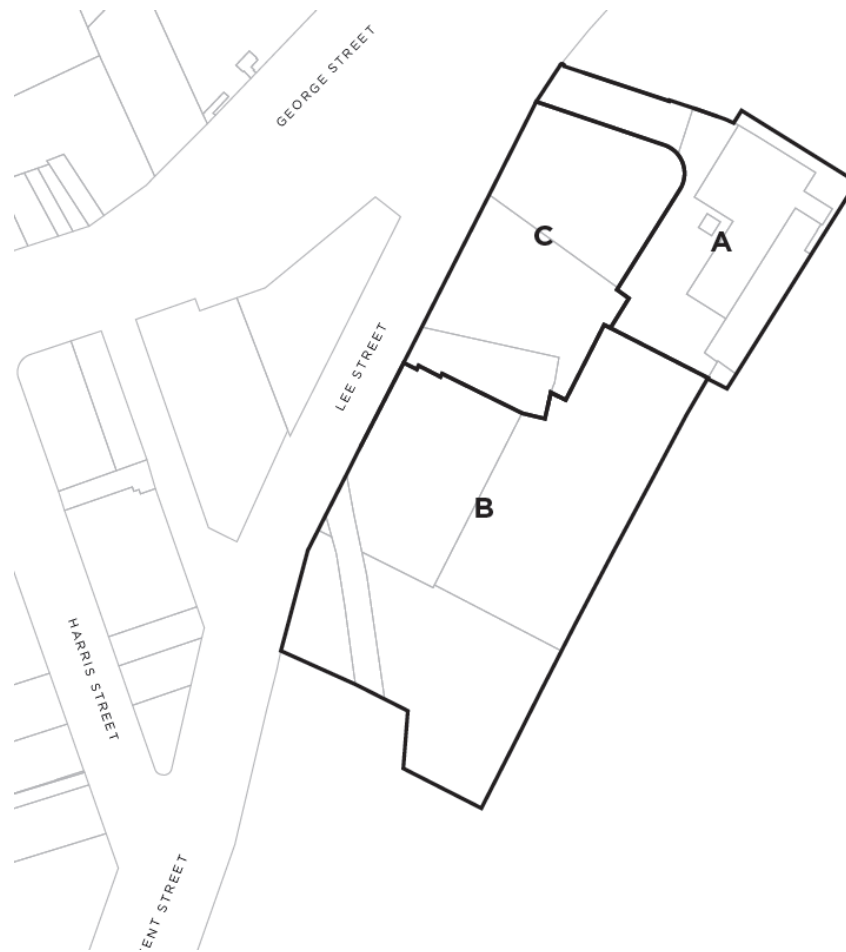
This Design Guide provides design guidance for development within the Western Gateway sub-precinct. It comprises a hierarchy of objectives and design guidance to guide future development. Each topic area is structured to provide the user with:

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

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

## 1.6 Relationship to Other Documents (and Instruments)

The Design Guide sets out specific guidelines to inform future development within the Western Gateway sub-precinct. Development within the sub-precinct will need to have regards to this Design Guide as well as the relevant provisions in the Sydney Local Environmental Plan 2012 (SLEP 2012). The Sydney Development Control Plan 2012 is also applicable to development not identified as State Significant Development. In the event of an inconsistency between this Design Guide and the SDCP 2012, this Design Guide prevails to the extent of the inconsistency.



**Figure 1: Land Application and Development Blocks**

## 2 Purpose

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

### 2.1 Desired future character

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

The Western Gateway sub-precinct will:

- (a) Create a new and exciting 'destination' at the southern end of Central Sydney

- (b) Form a prominent gateway to the broader Central Precinct, including the major public entrance to the planned future Over Station Development
- (c) Provide a density and critical mass of employment floorspace that will anchor the future innovation and technology precinct and contribute to realising the Camperdown-Ultimo Place Strategy
- (d) Be an area of CBD scale built form characterised by architecturally designed buildings that exhibit design excellence and which maximise sustainability
- (e) Acts as a visual marker for Central Precinct and provide a high quality backdrop for Sydney's future third square comprising the Western Forecourt and Railway Square
- (f) Be characterised by a built form that embraces and celebrates the area's historical significance and enables the retention and adaptive re-use of key heritage items
- (g) Deliver generous through site connections that facilitate safe, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas
- (h) Re-imagine Henry Deane Plaza as a convergence point for pedestrian flows and a high-quality urban environment
- (i) Deliver a public domain that effectively negotiates the shifting ground plane from footpath level to any potential future development above the rail yards
- (j) Provide a series of rich and meaningful public spaces that are activated, accessible, safe and which create opportunities for visitors and workers to converse, collaborate, transit and relax
- (k) Reduce the urban heat island effect through landscaping that provides shade, improves the precinct's micro-climate and softens the urban environment.

**Definitions:**

**Central Walk East**

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

**Central Walk West**

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

**Open space**

*Open Space includes all land that is set aside for unrestricted public access, and used primarily for leisure, recreation and amenity purposes.*

**Public domain**

*Public domain refers to areas of the Site in which access to and use of is available for any member of the public. Public domain typically includes parks, plazas, footpaths and streets.*

**Over Station Development Corridor**

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

## 3 Guidelines

### 3.1 Place and destination

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

#### 3.1.1 Open space and public domain

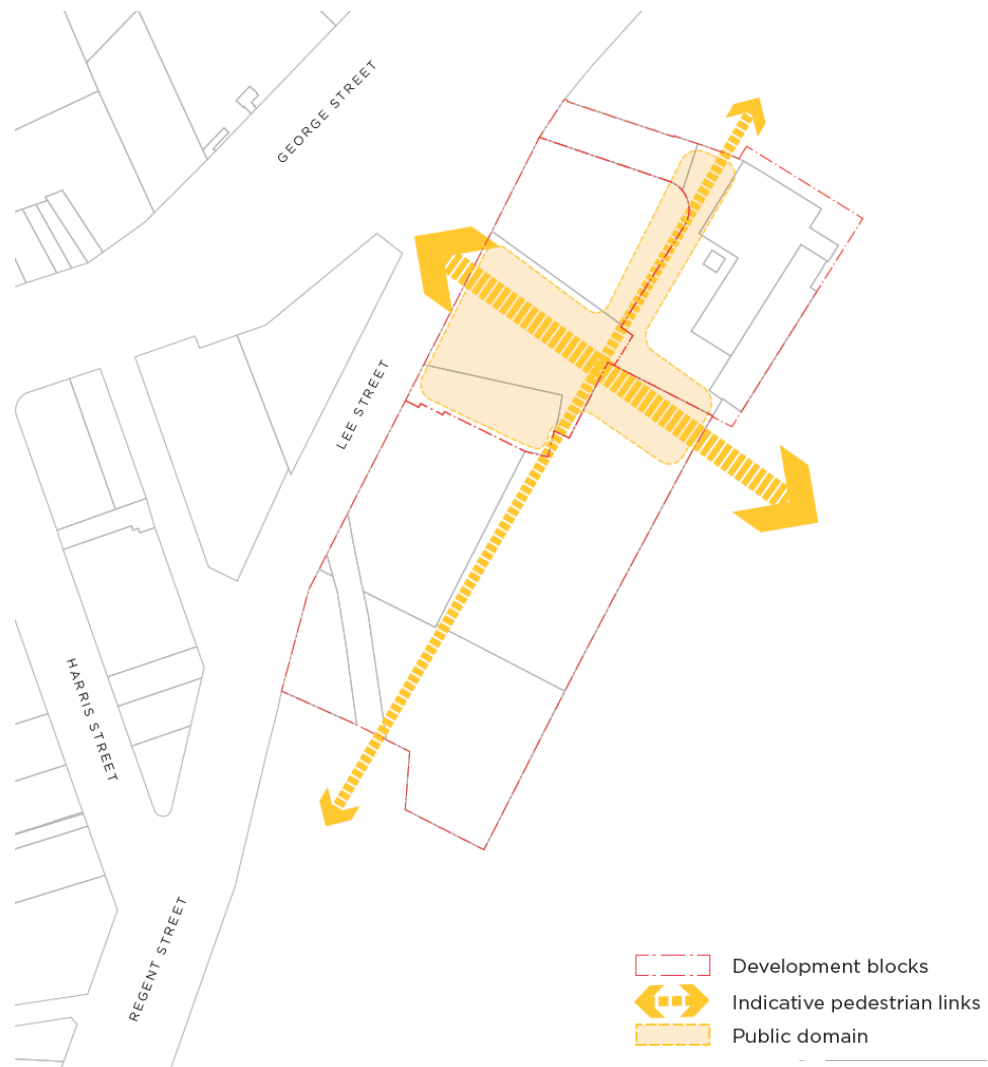
##### Objectives

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

##### Design guidance

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

- a. street trees and other vegetation
  - b. paving and other hard surfaces
  - c. lighting, including the use of LED
  - d. seating
  - e. bicycle parking spaces for share bikes and casual visitors
  - f. refuse bins
  - g. signage, including wayfinding signage
  - h. public art.
- (3) The open space and public domain is to provide an elegant and functional solution to level changes across the site that support seamless, step free, accessible access, connections and transitions from Lee Street to the Devonshire Street tunnel as well as the future over-station development within the broader Central Precinct.



**Figure 2: Open space, public domain and pedestrian connections**

### 3.1.2 Building massing and envelope

#### Objectives

- (a) Development is to provide adequate separation and setbacks between buildings to enable connection to the future over station development and to provide appropriate amenity within the development sites and the adjacent public domain.
- (b) Development is to maximise the quality of pedestrian connections between Blocks A and B, having regard to the purpose, function and amenity of the connection and its role in the context of the Western Gateway subprecinct as a public space or pedestrian movement corridor.
- (c) Development is to provide a streetwall podium height along the Lee Street frontage that responds to the scale of nearby existing buildings including the Mecure Hotel and Marcus Clarke Building.
- (d) Development is to provide an appropriate clearance and curtilage to existing heritage items, in particular the Former Inwards Parcel Shed and Former Parcels Post Office

#### Design guidance

- (1) Built form within the Western Gateway sub precinct is to be in accordance with **Figures 3, 4 and 5** relating to building separation and setback distances
- (2) The pedestrian connection to over station development must be open to the sky for its extent.
- (3) Despite Design Guidance 3.1.2 (2), a temporary structure such as a canopy, roof or awning may be provided above the east-west pedestrian connection between Block A and Block B. The temporary structure is to mitigate interim wind impacts on the public domain between Block A and Block B, must be designed to be removable and is to be removed once the pedestrian connection to the future over station development is operational.
- (4) The former Inwards Parcels Shed and temporary built form structures may protrude within the ground level separation area between Block A and Block B, but only where those structures:
  - a. do not impact on views from the future east-west over station pedestrian connection to Marcus Clarke Tower, and
  - b. do not unreasonably impede the free-flowing movement of pedestrians between the sub-precinct and the future over station development.
- (5) Building setbacks and articulation zones are to be designed to enable the achievement of appropriate wind conditions shown as set out in **Section 3.1.3**
- (6) A minimum building separation of 30m is to be provided between Blocks A and B.
- (7) Despite Design Guidance 3.1.2 (6), the building separation between the towers on Block A and Block B may be reduced within the Building Separation zone to a minimum 24m as identified on **Figure 5: North-South Section**, but only where it can be demonstrated that:
  - a. design excellence will be achieved through a competitive design process to address the objectives of quality;
  - b. no additional overshadowing of Prince Alfred Park occurs beyond the Solar Access Plane controls;



- c. pedestrian access and views to the Marcus Clarke Building from the future over station east-west pedestrian connection are retained;
  - d. there will be no unacceptable wind impacts felt by pedestrians on the ground plane for the intended purpose;
  - e. the intrusions into the Building Separation Zone mitigate the effects of building bulk through effective articulation and modulation of the façade design.
- (8) Built form on Block A is to be in accordance with **Figures 3, 4 and 5** relating to building separation and setback distances and is to:
- a. have a tower building with an underside (excluding lift cores and structural columns) no lower than RL 40
  - b. have a cantilevered building articulation zone along the western façade that has a maximum depth of 5.0m and an underside no lower than RL70
  - c. have a cantilevered building component along the southern façade that has a maximum depth of 5.0m and an underside no lower than RL60.4
- (9) Built form on Block B is to be in accordance with **Figures 3, 4 and 5** relating to building separation and setback distances and:
- a. Is to provide a tower setback above the podium street wall height along the Lee Street frontage adjacent to Railway Square that:
    - i. ensures that the podium is set forward of the tower façade line,
    - ii. ensures that any future building on Block B is designed to visually read in the streetscape as a building of two parts, including a more heavy-set podium structure with a tower above,
    - iii. supports the achievement of a wind environment on the ground plane that is appropriate for its intended use by pedestrians.
  - b. a zero setback may be considered along Lee Street immediately adjacent to the Mecure Hotel where:
    - i. there will be no unacceptable wind impacts felt by pedestrians on the ground plane for the intended purpose,
    - ii. effective articulation and modulation of the podium design is achieved.
  - c. the tower element above the podium on all other facades for Block B may have the same façade alignment as the podium but only where:
    - iii. the building design appropriately responds to its surrounding context, particularly nearby heritage items,
    - iv. there are no detrimental public domain impacts,
    - v. the façade design incorporates articulation or the like that effectively reduces the visual bulk and mass of the building



Figure 3: Separation distances and setbacks – Lower Level

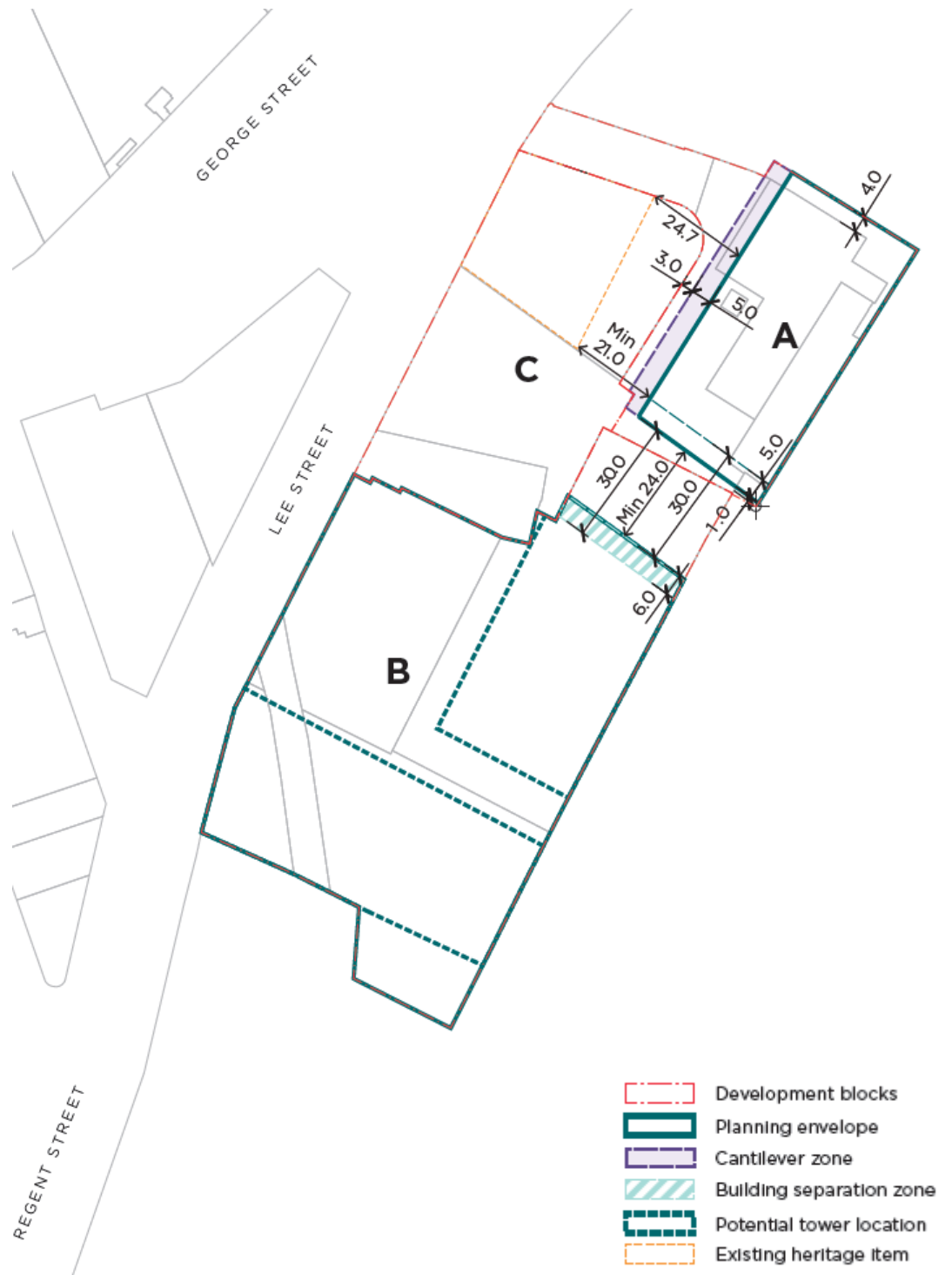


Figure 4: Separation distances and setbacks – Upper Level

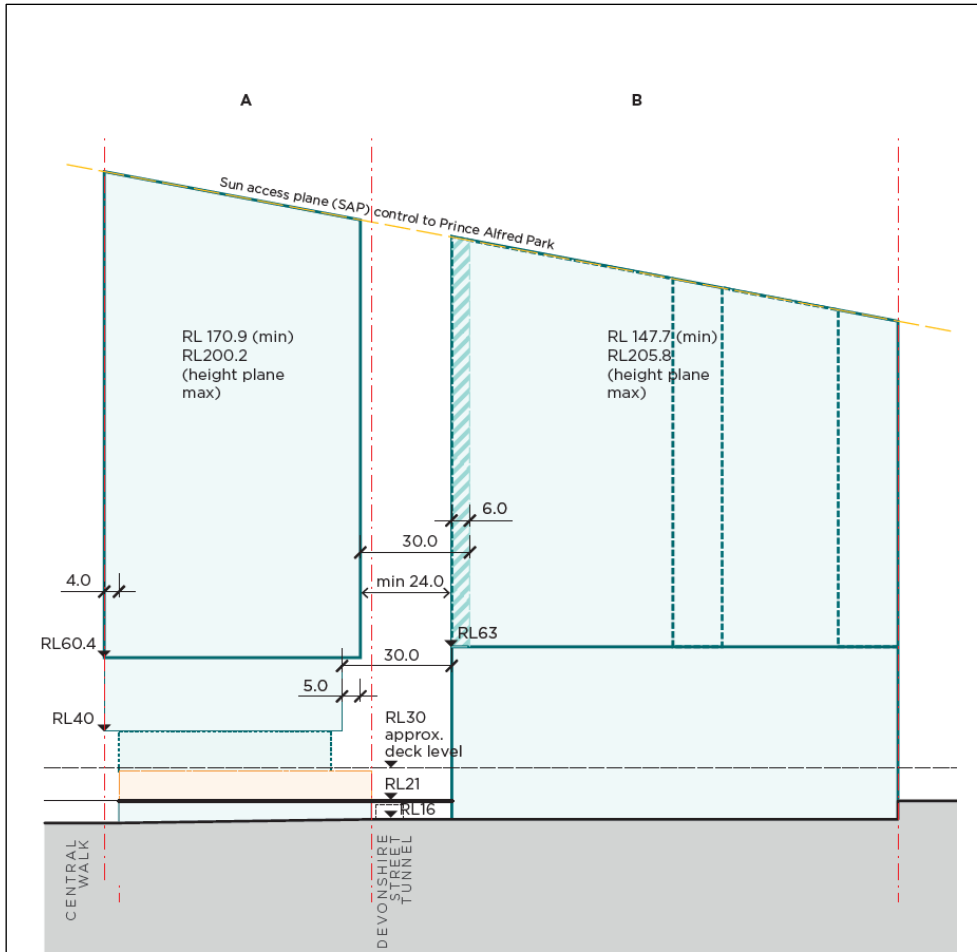


Figure 5: North-South Section - Separation distances and setbacks

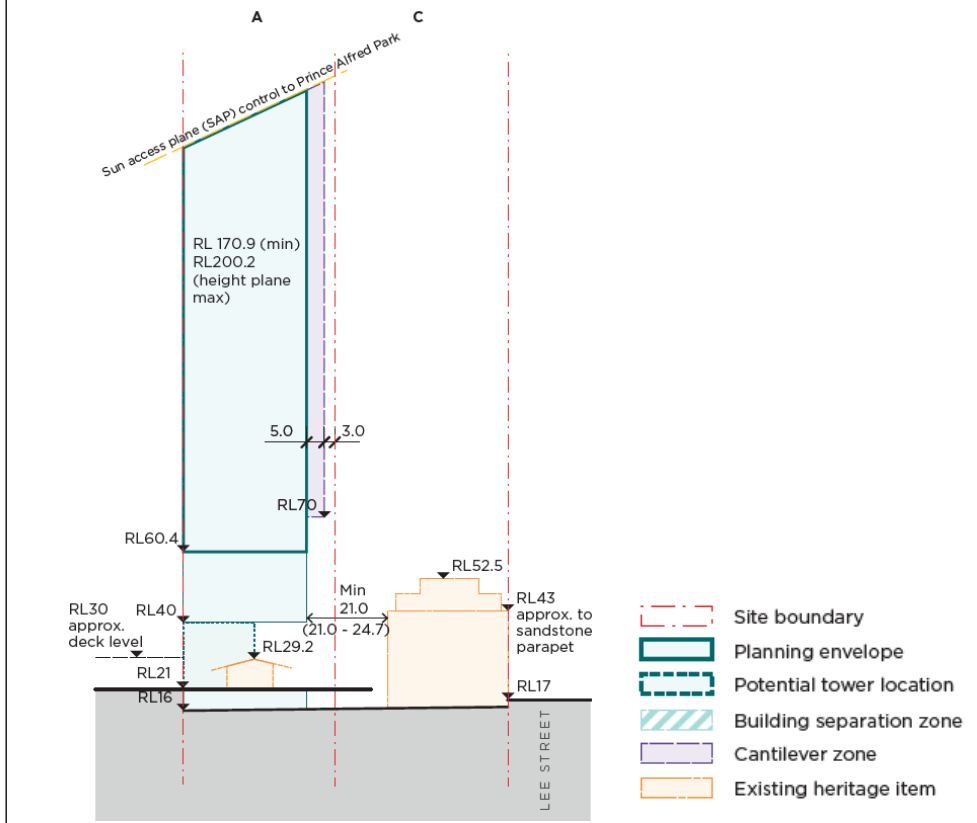


Figure 5: East West Section - Separation distances and setbacks

### 3.1.3 Design quality and character

#### Objectives

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

#### Design guidance

- (1) All buildings within the sub-precinct are to be the subject of a competitive design process in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy.
- (2) In the event that a competitive design process is undertaken in accordance with the City of Sydney Competitive Design Policy, it is to:
  - b. Be an invited architectural design competition involving no less than four (4) competitors from a range of emerging, emerged and established architectural practices, with no more than 50% of competitors from international practices.
  - c. Be determined by a five (5) member jury in accordance with Part 3.4 of the Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018).
- (3) No additional floorspace under Clause 6.21(7)(b) of the Sydney LEP 2012 will be awarded for a building demonstrating design excellence. The maximum floorspace for sites within the Western Gateway sub-precinct is to be in accordance with Clause [XX] of the Sydney LEP 2012.
- (4) Buildings must be constructed of durable and robust materials.
- (5) Architectural detailing should provide a higher order of priority to the levels interfacing with the adjacent open space and public domain.
- (6) Where a building does not have a setback for a tower above podium - articulation must be utilised to mitigate the impact of wind as per conditions stipulated in **Section 3.1.3**.

### 3.1.4 Active Frontages

#### Objectives

Development should maximise ground floor active frontages along streets, pedestrian through site links, lanes and public spaces within the Western Gateway sub-precinct and include outdoor dining and activation at both day and night

#### Design guidance

- (1) A minimum of 75% of building frontages along the public domain should be activated by retail, commercial lobbies or other active uses
- (2) Ground floor frontages are to be pedestrian oriented and of high design quality to add vitality to the public domain.
- (3) Fine grain retail tenancies must be located along key pedestrian movement corridors.

- (4) New development should avoid expansive inactivated retail frontages that are visible at the ground level.
- (5) Building design features, such as cantilevered awnings, are to be provided where possible to ensure adequate protection for pedestrians from the elements.
- (6) Where not constrained by flooding, building entrances are to be designed to be at the same level as the adjoining public domain.
- (7) No strata titled development is to be included in any areas that may be affected by existing or future transport operations.
- (8) Staging must integrate delivery of the public domain with the progress of proposed public and private development.
- (9) Development at the ground plane should activate the adjoining public domain, through measures including:
  - a. positioning areas for respite and pause in locations that promote overlooking of the public domain,
  - a. incorporating large doors or windows into building lobbies and spaces,
  - b. not locating activities that are sensitive to public view, such as ground level office space, in locations where direct overlooking from the public domain can occur, and
  - c. minimising the extent of grilles, vents, mechanical plant and other operational and security measures in areas that front onto the public domain.

### **3.1.5 Wind**

#### **Objectives**

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

#### **Design guidance**

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

### 3.1.6 Solar access

#### Objectives

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

#### Design guidance

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

### 3.1.7 Views and vistas

#### Objectives

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

#### Design guidance

- (1) Development should not obstruct significant views as identified in **Figure 6: Heritage sightlines, views and vistas** measured from eye level from point to point.
- (2) Development on Block A and Block B is to provide a 30m building separation between the main façade line of any tower built form on Block A and Block B to ensure a clear line of sight along the future over station east west pedestrian connection.
- (3) Despite Design Guidance 3.1.7 (2), the separation of the built form between Block A and B (above RL60.4) may be reduced to a minimum of 24m, provided the building separation is aligned to enable a view corridor along the future east west over station pedestrian connection through to the Marcus Clarke Tower.
- (4) The separation between Block A and Block B is to be open to the sky with no built form projections or components to be located within this space that would interfere with view lines from the over station pedestrian connection through to the Marcus Clarke Tower
- (5) Despite Design Guidance 3.1.7 (4), a temporary structure such as a canopy, roof or awning may occur between Block A and Block B, provided it is designed to be removable and is removed once the pedestrian connection to the future overstation development is operational.
- (6) Development is to minimise the impact on existing public views to Central Railway Station Clock tower through modulation of proposed building mass, to maximise the visibility of the clock face. Any development must preserve views from the western forecourt of Central Station to:
  - a. the Central Station South Wing,
  - b. former Parcels Post Office (Adina Hotel), and
  - c. the former Inwards Parcels Shed.

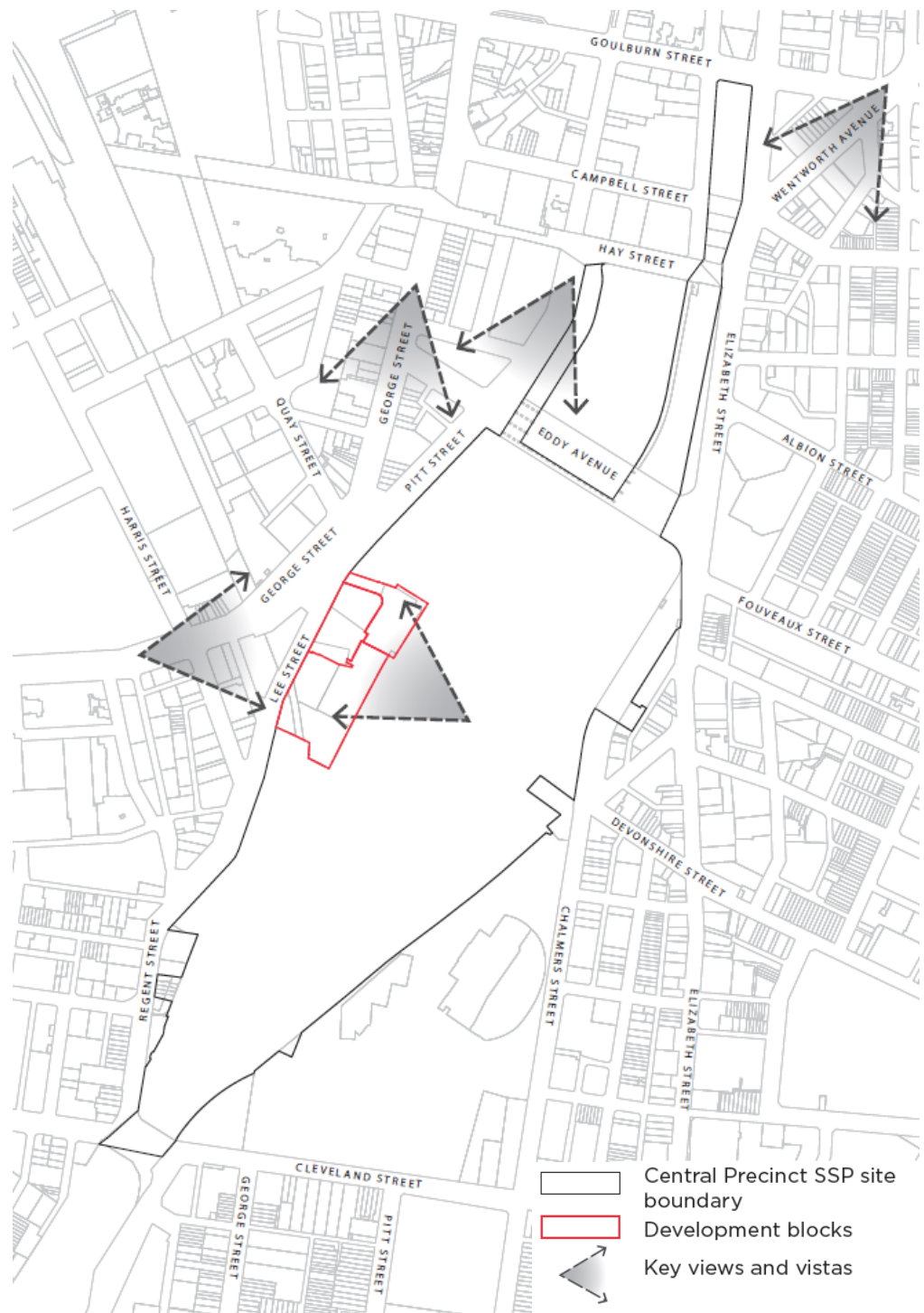


Figure 6: Heritage sightlines, views and vistas



## 3.2 People and community

### 3.2.1 Heritage

#### Objectives

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

#### Design guidance

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

### 3.2.2 Public art

#### Objectives

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

#### Design guidance

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

### 3.3 Mobility

#### 3.3.1 Pedestrian and cycle network

#### Objectives

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

#### Design Guidance

- (1) The location of pedestrian connections is provided in accordance with **Figure 2: Open space, public domain and pedestrian connections**.
- (2) A primary pedestrian link will be provided as a corridor to the Over Station Development. This link will facilitate the movement of visitors and workers, is to occur between Block A and B, and is to be aligned such that it provides the key view from the over station development pedestrian corridor to the Marcus Clarke Tower as shown in **Figure 6: Heritage Sightlines, Views and Vistas**.
- (3) A secondary pedestrian link should be created linking north-south through the site. This link will facilitate the internal circulation of workers, visitors and pedestrians in comfort from the Devonshire Street Tunnel to buildings in Block A and from the north to buildings in Blocks A and B. This link should also support future pedestrian connections beyond the sub-precinct.
- (4) Access for pedestrians to the sub-precinct should be direct and legible, with access points that are highly visible from main approaches including from Lee Street, the future open space to the north of Block A, the future Over Station Development and the Over Station Development corridor.
- (5) The pedestrian and cyclist network will be designed in accordance with the principles of Crime Prevention through Environmental Design (CPTED) principles to be safe and secure with good passive surveillance opportunities.

- (6) Pedestrian connections from Lee Street to the Devonshire Street tunnel will be accessible, step free with no interrupting structures to enable future flexibility.
- (7) Pedestrian connections from Lee Street to the Over Station Development will be accessible, intuitive, easy to navigate with no interrupting structures to enable future flexibility.
- (8) The pedestrian network should:
  - a. be aligned with key pedestrian desire lines,
  - b. have generous widths to accommodate the current and future anticipated peak hour pedestrian flows,
  - c. be designed to incorporate opportunities for respite and pause away from primary pedestrian flows,
  - d. be supported by active frontages, and
  - e. be designed to support equitable access throughout the sub-precinct.
- (9) Street pavements and material palettes will be consistent with the design objectives and key principles of the City of Sydney's - Sydney Streets Code.
- (10) End of trip facilities of a sufficient scale and design, must be provided with clear, direct and intuitive access to be provided for its users, including cycle parking for visitors and employees.
- (11) Appropriate facilities for last mile delivery are to be provided.

### **3.3.2 Building entrances**

#### **Objectives**

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

#### **Design Guidance**

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

### **3.3.3 Vehicular access and parking**

#### **Objectives**

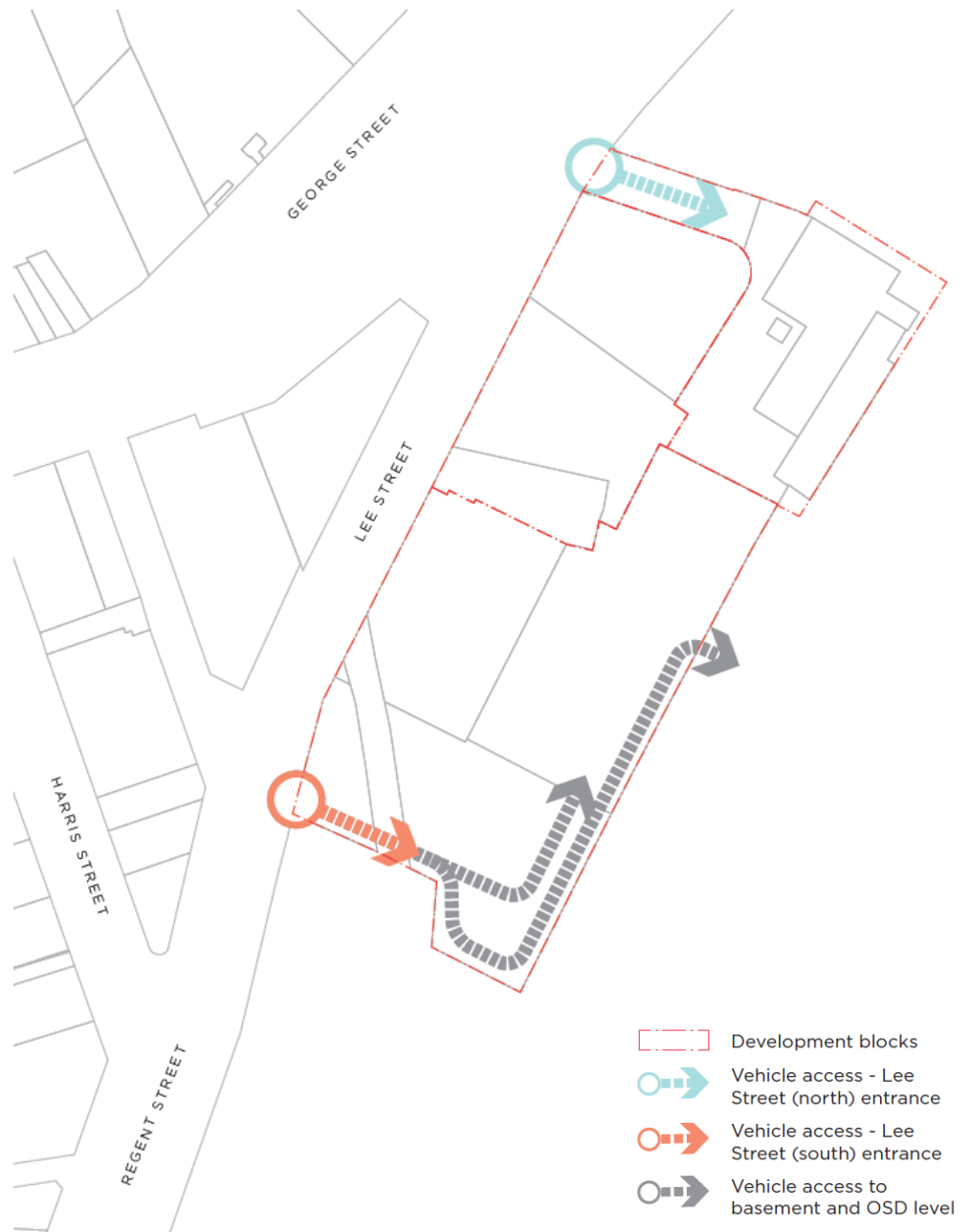
- (a) Development will enable a future integrated basement comprising all Blocks in the sub-precinct with a consolidated entrance and exit point to the south of the sub-precinct.
- (b) Development is to be supported by vehicle access arrangements that adapt to the changing needs of the sub-precinct.

#### **Design Guidance**

- (1) Vehicular access and service entry points are to be provided in accordance with **Figure 7: Vehicular Access and Parking**.

- (2) All development Blocks should contribute suitably to the creation of a sufficiently sized basement structure suitable to support the future requirements of the Western Gateway sub-precinct and broader Central Precinct, particularly with regards to waste, service and loading vehicles with supporting loading dock, ventilation, access, egress and fire services.
- (3) All development will make provision for access for emergency vehicles.
- (4) All onsite parking will be provided underground in basement levels.
- (5) Development must ensure the proposed future redevelopment of the Lee Street bus layover is not sterilised.
- (6) The final arrangement of site access should be provided as follows:
  - a. Lee Street (south) site access is to be the primary vehicular access point for the Western Gateway sub-precinct,
  - b. Lee Street (north) access is to be provided as until both Block A and C are provided with alternate options for basement entry and servicing.
- (7) Development applications for redevelopment of any Block within the sub-precinct is to be accompanied by an integrated servicing and basement strategy demonstrating how the respective Block will be serviced and how in the final configuration it will contribute to and connect with the integrated basement servicing the entire the sub-precinct. The Strategy is to include details on the following:
  - a. ongoing servicing of Central Station,
  - b. operation of freight and logistics,
  - c. parking and servicing requirements for each of the Blocks within the Western Gateway sub-precinct, and
  - d. future servicing for over and under station developments.

**(Note:** This may include a consolidated basement with access routes or easements through the site).
- (8) Basement parking areas and structures should:
  - a. be designed to allow for the future connection of abutting basement structures within the Western Gateway sub-precinct in order to deliver a final consolidated integrated basement arrangement for all blocks,
  - b. allow for potential future vertical transportation (goods lift or similar) between the basement level, the proposed OSD deck, and sub-deck level for the distribution of goods and general servicing requirements,
- (9) Development in the basement should provide dedicated on-site carparking for:
  - a. car share spaces, and
  - b. accessible spaces.



**Figure 7: Vehicular Access and Parking**

## 3.4 Sustainability

### 3.4.1 Sustainability and environmental performance

#### Objectives

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

#### Design guidance

- (1) Development proposals for new buildings are to be accompanied by an ESD strategy that demonstrates how the following standards will be achieved or exceeded for the relevant developments:
  - a. 5.5-star NABERS Energy Rating for commercial uses,
  - b. 4.5-star NABERS Energy Rating for hotel uses,
  - c. 4-star NABERS Water Rating for commercial uses,
  - d. 4-star NABERS Water Rating for hotel uses,
  - e. Platinum core and shell WELL Rating (or equivalent industry standard) for commercial uses,
  - f. 6 star Green Star Design and As-Built rating
- (2) Buildings are to incorporate sustainability measures and initiatives that contribute to achieving net zero emissions by being highly efficient and maximising on-site renewal energy generation
- (3) All new buildings should be designed to incorporate suitable self-shading elements to minimise undesirable summer afternoon solar gain and improve the passive sustainability performance of buildings.
- (4) Development is encouraged to provide centrally plumbed hot water systems within buildings to provide more efficient delivery of hot water.
- (5) Development is encouraged to incorporate green walls and roofs.
- (6) Development is to consider Urban Green Cover in NSW Technical Guidelines (OEH, 2015) ND Greener Places (OGA).

- (7) Development is to protect current or future residents and workers from noise, vibration and air pollution.

### **3.4.2 Water management**

#### **Objectives**

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

#### **Design guidance**

- (1) All new development is to provide an Integrated Water Management Strategy that illustrates how buildings will be designed to maximise water efficiency. This should consider:
  - a. dual plumbed water systems to enable utilisation of the recycled water network for all permitted non-potable uses such as flushing, irrigation, fire fighting and certain industrial purposes
  - b. inclusion of rainwater and / or stormwater harvesting measures to maximise sustainable water reuse;
  - c. the potential for a precinct scaled recycled water scheme.
- (2) Development must manage and mitigate flood risk and must not exacerbate the potential for flood damage or hazard to development and to the public domain.
- (3) New development is to consider and include Water Sensitive Urban Design (WSUD) measures to improve stormwater quality flowing into waterways, and potentially include:
  - a. gross pollutant traps;
  - b. passive irrigation;
  - c. bio-retention areas; and
  - d. rainwater harvesting.
- (4) Building flood planning levels will be set above the 1% AEP flood level.
- (5) Car park entrances are ramped up to above the 1% AEP flood level + 0.5m, or the probable maximum flood level (whichever is the higher).
- (6) Development must reduce the baseload pollutant levels in the water quality in the:
  - a. Baseline and annual pollutant load for litter and vegetation larger than 5mm by 90%,
  - b. Baseline and annual pollutant load for total suspended solids by 85%,
  - c. Baseline and annual pollutant load for total phosphorous by 65%, and
  - d. Baseline and annual pollutant load for nitrogen by 45%.

### 3.4.3 Waste management

#### Objectives

- (a) Reduce the amount of construction and demolition waste going to landfill.
- (b) Reduce amount of waste generated in the operation of a development from going to landfill and maximise resource recovery.

#### Design guidance

- (1) A Waste and Recycling Management Plan is to be submitted with any Development Application and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.
- (2) The Waste and Recycling Management Plan must include the following with regards to the management of demolition and construction waste:
  - a. details regarding how waste is to be minimised during the demolition and construction phase;
  - b. estimations of quantities and types of materials to be re-used or left over for removal from the site;
  - c. details regarding the types of waste and likely quantities of waste to be produced;
  - d. a site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas;
  - e. targets for recycling and reuse;
  - f. nomination of the role/person responsible for ensuring targets are met and the person responsible for retaining waste dockets from facilities appropriately licensed to receive the development's construction and demolition waste;
  - g. confirmation that all waste going to landfill is not recyclable or hazardous; and
  - h. measures to reuse or recycle at least 80% of construction and demolition waste.
- (3) The Waste and Recycling Management Plan must include the following with regards to the management of operational waste:
  - a. plans and drawings of the proposed development that show:
    - (i) the location and space allocated to the waste and recycling management systems;
    - (ii) the nominated waste collection point/s for the site; and
    - (iii) identify the path of access for users and collection vehicles.
  - b. details of the on-going management of the storage and collection of waste and recycling, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas; and
  - c. where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste and recycling management arrangements.
- (4) Development is to provide adequate space within buildings for waste infrastructure and accessibility for waste collection vehicles.



- (5) Development is to consider provision of a space specifically set aside to accommodate Container Deposit Scheme Infrastructure.
- (6) Development is to identify and consider building and precinct-scale solutions.
- (7) Development is to refer to the City of Sydney Policy for Waste Minimisation in New Developments