

Transport for NSW

Central Precinct

Draft Strategic Vision

October 2019



Acknowledgement of country

Transport for NSW respectfully acknowledges the Traditional Owners and custodians of the land within Central Precinct, the Gadigal of the Eora Nation, and recognises the importance of this place to all Aboriginal people. Transport for NSW pays its respect to Elders past, present and emerging.



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The photos used within these document include those showing the existing environment as well as precedent imagery from other local, Australian and international examples. The precedent images are provided to demonstrate how they achieve some of the same outcomes proposed for Central Precinct. They should not be interpreted as a like for like example of what will be seen at Central Precinct.

The vision for Central Precinct:

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.

Central Precinct overview

Comprising land in and around Central Station transport interchange, Central Precinct will be a new destination for the local, metropolitan, regional and global community. It will draw on the character and significant heritage within Central Precinct and the surrounding suburbs to foster a unique and vibrant urban place.

Leveraging the convenience of existing and planned transport infrastructure and services, Central Precinct will revitalise southern Central Sydney 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 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.





Henry Deane Plaza and pedestrian tunnel

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Introduction

The NSW Government plans to renew the land in and around the Central Station transport interchange known as Central Precinct.

Central Precinct will 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 July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its potential to boost investment and deliver new jobs.

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 detailed planning process will identify a new statutory planning framework for Central Precinct. It will involve two key stages:

- Stage 1: Development of a draft strategic vision (hereafter referred to as the 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.

At the completion of Stage 2 the new statutory planning framework will facilitate Central Precinct's transformation into a vibrant mixed use centre while maintaining its critical transport function.

Central Precinct Strategic Vision

This Strategic Vision represents the first stage of the planning process to develop a new planning framework for Central Precinct. It has been developed by considering Central Precinct's location, urban and strategic context, its opportunities and challenges and community and stakeholder feedback.

Consistent with the Department of Planning, Industry and Environment's advice, the Strategic Vision addresses the following for Central Precinct:

- the vision
- the key themes and planning priorities
- a preliminary precinct plan including the approach to public domain
- commitments to design excellence and sustainability
- defines and identifies the proposed future character of sub-precincts within Central Precinct.

Planning for the Western Gateway sub-precinct

The Western Gateway sub-precinct 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.

While 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.



Central Precinct - site location diagram

Introduction

The Strategic Vision will:

- 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.
- Future planning should address the challenges and realise the opportunities in a way that considers the vision, planning priorities and desired future character for the sub-precincts.
- Preparation of this Strategic Vision has been informed by the significant amount of work undertaken to date to including:
- investigations undertaken to understand Central Precinct and surrounds, including by Transport for NSW, the Sydney Innovation and Technology Precinct Panel and the Greater Sydney Commission
 - relevant state and local government strategic planning policies, including the Greater Sydney Region Plan, Eastern City District Plan and Camperdown-Ultho Place Strategy
 - community and customer engagement undertaken by Transport for NSW and the preliminary reported outcomes of City of Sydney engagement on the refresh of its community strategic plan – Sustainable Sydney 2030.

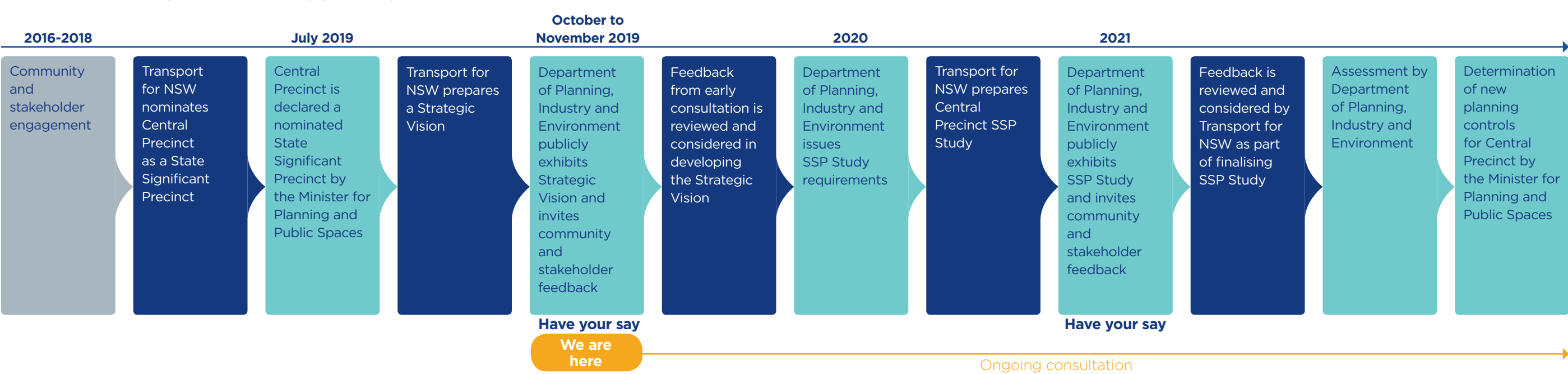
The Strategic Vision will evolve into a strategic framework and will incorporate community and stakeholder feedback received during public exhibition.

Following the development of the Strategic Framework, the Department of Planning, Industry and Environment will issue SSP study requirements. These along with 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.

Central Precinct 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

Process for creating a new statutory planning framework for Central Precinct





Eddy Avenue colonnade

Part 1

Understanding Central Precinct

This section describes Central Precinct, its context, why it should be renewed and the opportunities and challenges of this renewal

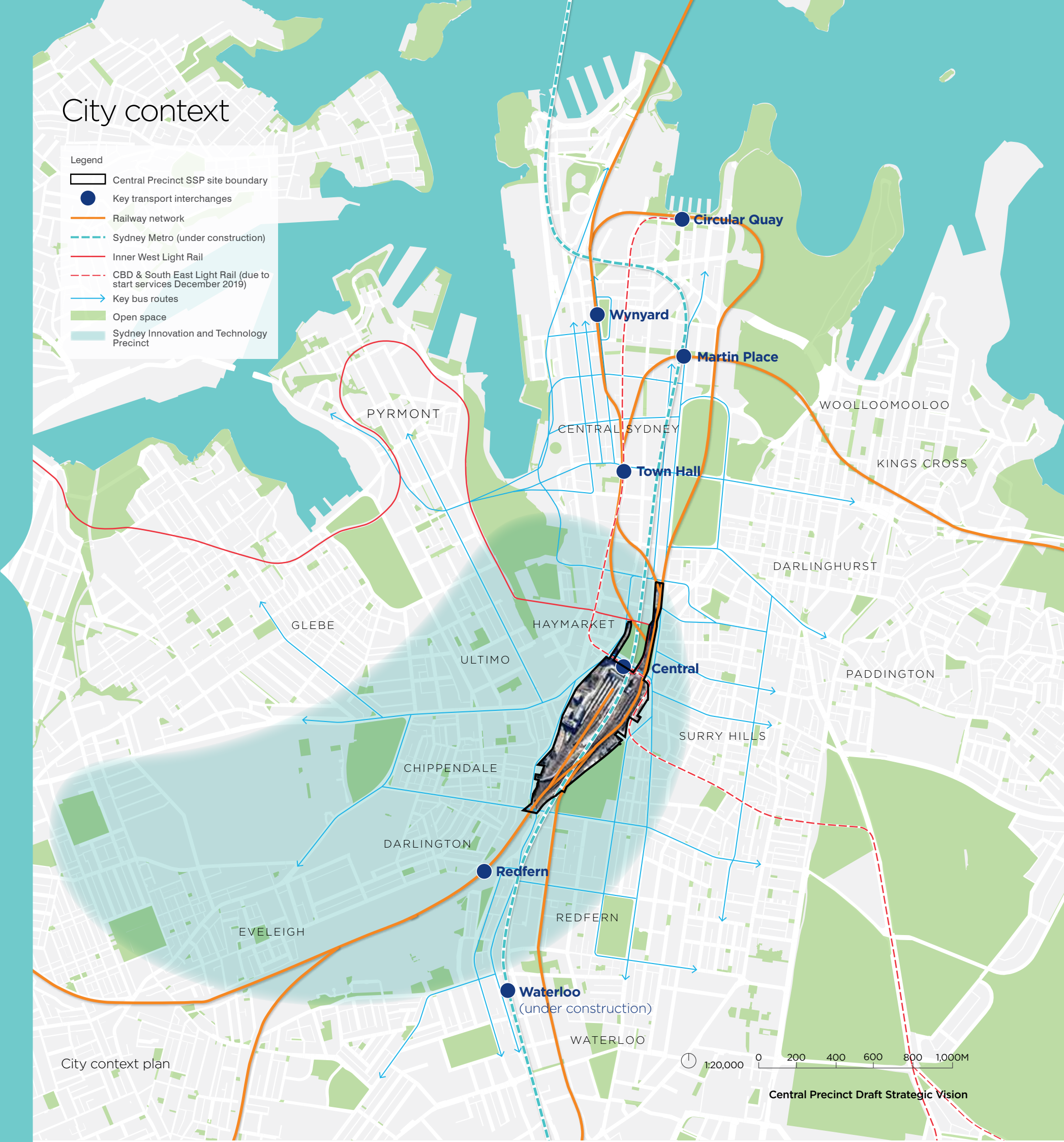
Urban context

An appreciation of Central Precinct requires an understanding of the site and its immediate surrounds which provide it with its unique identity and context.

Location

Comprised of over 24 hectares of Government-owned land, Central Precinct lies at the southern end of Central Sydney, covering a corridor of land running between Goulburn and Cleveland Streets. At the core of Central Precinct lies Central Station transport interchange and associated rail infrastructure.

Central Precinct is located within the City of Sydney Local Government Area and its neighbouring suburbs are Surry Hills, Haymarket, Chippendale, Ultimo and Redfern. It is also close to well-known Sydney attractions such as Broadway, Central Park, World Square, Darling Harbour and the Goods Line.



Urban Context

Jobs and economy

Although it is located at the southern end of Central Sydney, Central Precinct contains a relatively small number of jobs, mainly in office, retail and food and beverage. 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 and tourism, culture and leisure.

Central Precinct is positioned within the northern end of the NSW Government’s Sydney Innovation and Technology Precinct and the western edge of the Greater Sydney Commission’s Camperdown-Ultimo Collaboration Area. These initiatives promote the creation of job opportunities, particularly jobs of the future in innovation and technology.

Sydney Innovation and Technology Precinct

This Precinct is the NSW Government’s vision for Sydney to be known as a global leader in innovation and technology. It is located in southern Central Sydney to capitalise on the existing rich heritage, culture, activity, innovation and technology, education and health institutions of the surrounding suburbs and the excellent transport links provided by Central and Redfern Station transport interchanges.

[The Innovation and Technology Precinct Panel Report](#) identifies the aims of the Precinct. It will aim to create 250,000 square metres of net lettable floor space for technology companies, including affordable work space for start ups and early stage companies. It will also aim to create 25,000 new jobs, increased educational opportunities focused on Science, Technology, Education and Mathematics (STEM) and life sciences and increased technology exports.



Source: The Sydney Innovation and Technology Precinct Panel Report, 2018.

Camperdown-Ultimo Collaboration Area

The Collaboration Area is an initiative by the Greater Sydney Commission to build on the existing education, science, health and skills institutions. It will foster sharing of information and ideas leading to innovation and new opportunities.

The Collaboration Area stretches from Camperdown to Ultimo, and covers Darlinghurst and Eveleigh; most of Haymarket, Ultimo and Camperdown; and parts of Glebe, Forest Lodge, Newtown, Redfern and Surry Hills.

The vision and actions associated with the Collaboration Area have been identified in the [Camperdown-Ultimo Place Strategy](#).

Urban Context

Transport and access

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, intercity 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.

From 2019, the transport interchange will be part of the Sydney CBD and South East Light Rail network and Sydney Metro services will begin in 2024.

Built form and public domain

Land to the east, south and west (with the exclusion of the land either side of Broadway) is shaped by a fine grain street pattern and diverse, mixed use built form. Land to the north has a larger scale built form and street pattern with many high rise office and apartment buildings. George Street and Broadway have a more varied mix of uses and built form.

The rail infrastructure restricts public access to much of the site and connections between the surrounding suburbs.

Other than Henry Deane Plaza, Central Precinct has limited public outdoor open spaces. It is however located adjacent to some of Sydney's most historic parks and squares, including Belmore Park to the north, Prince Alfred Park to the east and Railway Square to the west. Railway Square and the Western Forecourt form part of the City of Sydney's vision for three public squares in Central Sydney.

Community

Surrounding Central Precinct are some of Sydney's most diverse residential and cultural communities each with their own distinctive character and history. Most of the population in the surrounding suburbs are 18-34 and live in a mixture of family, group and single households.

People who visit Central Precinct are from diverse backgrounds and primarily do so to access or traverse the transport interchange and tend not to remain on site.

There are a number of community centres and spaces in the surrounding area including cultural services and facilities. This includes mobile and fixed support services for the homeless.

Prince Alfred Park contains a range of publicly accessible sporting and recreation facilities, including a swimming pool, tennis courts, basketball courts, playgrounds and an exercise circuit.

Art and culture

Central Precinct is in proximity to the ABC, Museum of Applied Arts and Sciences, the National Centre for Indigenous Excellence and Carriageworks. Surry Hills and Chippendale also have a vibrant arts culture.

Education

Central Precinct is highly accessible to some of Sydney's best higher education institutions, including the University of Technology Sydney (UTS), the University of Notre Dame and the University of Sydney. TAFE Sydney is located nearby in the historic Marcus Clarke Building, and the NSW Government has commenced work on construction of the new Cleveland Street High School adjoining Prince Alfred Park.

Health

Central Precinct is located between world-class health 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.

Accommodation

Central Precinct currently contains no residential accommodation, however, it sits at the intersection of a number of inner city neighbourhoods that provide a diversity of residential accommodation. This ranges from the high rise residential flat buildings at Central Park to the west to the dense smaller scale hostels, boarding houses and residential flat buildings in Haymarket, Chippendale, Surry Hills and Redfern.

Central Precinct also contains the Adina Hotel on the western edge and there are extensive tourist and visitor accommodation options surrounding Central which provide temporary or short stay accommodation.

Urban Context



City of Sydney's vision for three public squares

Precinct context

- Legend
- Central Precinct SSP site boundary
 - Existing transport mobility and connections**
 - Central Railway Station
 - Sydney Metro (under construction)
 - Inner West Light Rail (existing)
 - CBD and South East Light Rail (Due to start services December 2019)
 - Bus stands
 - Existing connections through Central Precinct
 - Central Walk (under construction)
 - Existing Central Station entries
 - New entry to Central Walk
 - Public domain and open space**
 - Potential Third Square (Draft Central Sydney Planning Strategy)
 - George Street connection linking three squares
 - Existing open space
 - Central Sydney growth**
 - Established Central Sydney
 - Emerging southern Central Sydney (Draft Central Sydney Planning Strategy)

Precinct context plan

Central Precinct Draft Strategic Vision

Built form of neighbouring areas



Central Sydney



Darling Square



Central Park, Chippendale



Surry Hills

1:5,000 0 50 100 150 200M

Urban Context



Devonshire Street Cemetery 1890 (Source: Mitchell Library)

A rich heritage

For tens of thousands of years before European settlement, the Cadigal (also known as Gadigal) of the Eora Nation lived on the lands in and around Central Precinct.

While there is limited information available of its use by Aboriginal people before 1788, the site of today’s Belmore Park and Central Station was the location of Aboriginal performance, ceremonies and trials as well as a place of shelter¹. Prince Alfred Park, then known as the Cleveland Paddocks, also became an Aboriginal camp site after Aboriginal people were driven from their traditional camping grounds around Sydney Cove, the Domain and Wolloomooloo. There was an Aboriginal presence in the area until the mid 19th century with the arrival of the railways and the use of Prince Alfred Park as a showground². The nearby suburb of Redfern in particular, holds great significance in terms of its Aboriginal history and political symbolism.

1. AHMS, 2015, Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review
2. City of Sydney 2013,Barani Barrabugu, Yesterday, Tomorrow: Sydney’s Aboriginal Journey



Urban Context



Central Railway Station 1940s (Source: Frank Hurley, National Library of Australia, nla-obj-158907815)



Mortuary Station 1871 (Source: Mitchell Library)



Railway Institute Building 1919 (Source: NSW State Archives)

Following European settlement, the site of Central Precinct remained largely undeveloped until the 1920's when the Devonshire Street Cemetery (or Sandhills Cemetery) was consecrated due to its suitably remote location from a growing Sydney and the Old Burial Ground, now occupied by Sydney Town Hall, reaching capacity.

The Benevolent Asylum was also established at this time providing shelter, food and medical assistance. By 1840 it was extended to accommodate over 1000 people living there. In 1847 the Wesleyan Mission Chapel was established on Regent Street, later used as a school with the establishment of a larger church adjacent to it. Despite this development, most of the site remained undeveloped with some areas of public pasturage, called the Cleveland Paddocks, occupying the southern portion of the area of Central Precinct

Opened in 1855, Sydney's Central Station (also known as Sydney Terminal) and associated rail infrastructure has provided Sydney with over 160 years of continuous service. Originating on land between Devonshire and Cleveland streets, the station has progressively evolved in response to an expanding population and rail network, moving northwards to its current location. During this time, other important buildings were also established including the gothic style Mortuary Station, designed to transport mourners and coffins to the new general cemetery at Rookwood.

When the current Central Station building was progressively built between 1901-1921, it was an urban intervention of unprecedented scale and influenced the structure of the city around it. It was the first major terminus to be constructed in Australia and its design was inspired by the grand classical stations of Europe. The sandstone clock tower became a landmark in the local area and was known as the 'working man's watch'. The station and network of buildings and infrastructure have remained largely unchanged since electrification of the rail network and introduction of the suburban rail lines in 1926.

The majority of Central Precinct is listed as having State heritage significance on the NSW State Heritage Register. Central Precinct contains three State heritage listed items: Central Terminal and Railway Station Group (which includes Central Station, the formers Parcels Post Office and Bradfield Flying Junctions), Mortuary Railway Station and Railway Institute Building. One of the key reasons for Central Terminal and Railway Station Group's State heritage significance is that it continues to be used for its original purpose as a transport interchange, aiding the efficient functioning of the city and supporting the economy of NSW. Other contributing reasons for its significance include its visual qualities and its engineering innovation for that time.

Surrounding Central Precinct there are heritage conservation areas in Surry Hills, Chippendale and Redfern as well as over fifty separately listed heritage items within the visual catchment of Central Precinct.

State and local strategic planning context

A number of existing State and local strategic planning documents and policies provide guidance and direction for the renewal of Central Precinct. The following policies and their relevant priorities and actions have been considered in the development of the Strategic Vision.

| Greater Sydney Region Plan A Metropolis of Three Cities | Eastern City District Plan | Future Transport Strategy 2056 | Central to Eveleigh Urban Transformation Strategy |
|--|---|---|--|
| GSC, March 2018 | GSC, March 2018 | TfNSW, 2018 | NSW Government, November 2016 |
| The 40 year vision and 20 year plan to manage growth and change across Greater Sydney. It sets a number of directions around liveability, productivity and sustainability. | A 20-year plan to manage growth in the context of economic, social and environmental matters for the Eastern City to fulfil the vision of the Greater Sydney Region Plan. | The 40 year vision, directions and outcomes framework for customer mobility in NSW. | The vision of how the Central to Eveleigh area can contribute to a growing Sydney and how it will help deliver a broader range of homes, new and higher quality public open space, better connections and community facilities. |
| <ul style="list-style-type: none"> • Collaboration between governments and the community (Objective 5) • Deliver collaboration areas (Action 1) • Create great places (Objective 12) • Protect environmental heritage (Objective 13) • Make the Harbour CBD more competitive (Objective 18) • Support the Camperdown Ultimo Collaboration Area (Action 8) • A low carbon city and low carbon precincts (Objective 33, Strategy 33.1) • Renewable energy and water (Objective 34) | <ul style="list-style-type: none"> • Grow and invest in the innovation corridor (Planning Priority E8) • Reduce carbon emissions and manage energy, water and waste efficiently (Planning Priority E19) • Achieve net zero emissions by 2056 including low impact precincts (Action 68) • Precinct base initiatives to increase renewable energy generation and energy and water efficiency (Action 69) | <ul style="list-style-type: none"> • Improved customer experience (Outcome 1) • Transport enhancing the liveability, amenity and economic success of communities to create great places (Outcome 4) • Transport supporting economic activity and productivity (Outcome 3) • A safe, high performing, efficient transport network (Outcome 4) • Accessible, inclusive transport (Outcome 5) • An economically and environmental sustainable transport network contributing to emissions reductions (Outcome 6) | <ul style="list-style-type: none"> • Create a green network (Key Move 2) • Create walking and cycling connections across the railway corridor (Key Move 3) • Connect the city with surrounding places (Key Move 4) • Create centres of activity around stations (Key Move 6) • Create a centre for Sydney's growing economies (Key Move 7) • Strengthen arts, culture and heritage (Key Move 8) • Integrate new high-density, mixed use buildings with existing neighbourhoods and places (Key Move 9) |

State and local strategic planning framework

| The Sydney Innovation and Technology Precinct Panel Report | Camperdown– Ultimo Place Strategy | Draft Central Sydney planning strategy | Sustainable Sydney 2030 and Community Strategic Plan 2017–2021 | Draft Local Strategic Planning Statement City of Sydney |
|--|---|--|--|---|
| NSW Government, 2018 | GSC, February 2019 | City of Sydney, 2016 | City of Sydney, 2017 | City of Sydney, 2019 |
| Identifies actions and recommendations for realising the vision for a globally competitive innovation and technology precinct in Central Sydney. | Establishes a vision and narrative for the Camperdown-Ultimo Collaboration Area, sets priorities and identifies actions to deliver upon the vision for the collaboration area. | A 20-year growth strategy that revises previous planning controls and delivers on the City of Sydney's Sustainable Sydney 2030 program for a green, global and connected city focusing on 10 key moves. | A set of goals to help make Sydney city as green, global and connected as possible by 2030. | A 20-year vision and supporting planning priorities and actions for land use planning in the city. |
| <ul style="list-style-type: none"> • Create 25,000 additional innovation jobs through additional net lettable floor space (Action 1) • A vibrant and connected place to spark innovation which has great spaces, improved walking and cycling connections, upgraded transport and embedded sustainability (Action 2) | <ul style="list-style-type: none"> • Renew Central Station, integrate the transport interchange and improve pedestrian and cycling connectivity (Action 5) • Identify transport solutions to optimise connectivity (Action 9) • Activate night time precincts and ground floor area and promote meeting places and cultural assets (Action 17) • Celebrate local culture and events in partnership (Action 18) • Provide spaces to encourage student connections, networking and innovation and increase commercial outcomes (Action 24) • Deliver affordable space in developments for tech start-ups, innovation, creative industries, cultural uses, community uses (Action 28) • Promote community use and activities (Action 30) • Improve energy, waste and water efficiency, and improve health outcomes (Action 31) • Investigate precinct solutions for energy, water and waste management (Action 33) | <ul style="list-style-type: none"> • Prioritise employment growth and increase capacity (Key Move 1) • Ensure development responds to context (Key Move 2) • Integrate disconnected precincts back into the city (Key Move 3) • Provide for employment growth in new tower clusters (Key Move 4) • Move towards a more sustainable city (Key Move 6) • Protect, enhance and expand Central Sydney's heritage, public places and spaces (Key Move 7) • Move people more easily by prioritising streets for walking and cycling and expanding the pedestrian and open space network (Key Move 8) • Reaffirm commitment to design excellence (Key Move 9) | <ul style="list-style-type: none"> • A globally competitive and innovative city (Strategic Direction 1) • A leading environmental performer (Strategic Direction 2) • Integrated transport for a connected city (Strategic Direction 3) • A city for walking and cycling (Strategic Direction 4) • A lively and engaging city centre (Strategic Direction 5) • Vibrant local communities and economies (Strategic Direction 6) • A cultural and creative city (Strategic Direction 7) • Sustainable development, renewal and design (Strategic Direction 9) • Implementation through effective governance and partnership (Strategic Direction 10) | <ul style="list-style-type: none"> • Walkable neighbourhoods and a connected city (Planning Priority 1) • Align development and growth with supporting infrastructure (Planning Priority 2) • Support community wellbeing with Infrastructure (Planning Priority 3) • A creative and socially connected city (Planning Priority 4) • Create great places (Planning Priority 5) • Grow a stronger, more competitive Central Sydney (Planning Priority 7) • Develop innovative and diverse business clusters in City Fringe (Planning Priority 8) • Protect and enhance the natural environment for a resilient city (Planning Priority 10) • Create better buildings and places to reduce emissions and waste and use water efficiently (Planning Priority 11) • Increase the resilience of people and infrastructure against natural and urban hazards (Planning Priority 12) |



Belmore Park with Central Sydney in the background

Community and stakeholder engagement

Community and stakeholder engagement has been an important factor in shaping the preparation of this Strategic Vision.

The following community and stakeholder engagement has been undertaken for Central Precinct:

- In 2016, the community, customers and visitors were surveyed and an online discussion forum was held with close to 200 people participating in a conversation about the future redevelopment of Central Station.
- In 2017, early stakeholder engagement with a range of Government department and agencies, the City of Sydney and peak bodies, representative groups and advocacy groups focused on creating the vision and values for the renewal of Central Precinct.
- In 2018, customers were asked what they would like to see as part of a renewed Central Station and surrounding area.

Significant collaboration has also been undertaken with key Government agencies and stakeholders, including the Government Architect NSW, Department of Planning, Industry and Environment, Department of Premier and Cabinet, Greater Sydney Commission and City of Sydney Council.

The feedback received from the above consultation has helped inform the vision, themes and planning priorities for Central Precinct and the proposed future character of the sub-precincts.

Engagement will continue to underpin the renewal of Central Precinct to take into consideration the views, ideas and issues raised by stakeholders and the community.

2016

We heard:

- The highlight of Central Precinct was its heritage and the architecture of Central Station
- There was support for a revitalisation 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
- A need for more variety of food, shops, cafes and bars
- There was 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.

2017

We heard:

- People supported a renewal of Central Precinct
- There was a desire to preserve and enhance heritage aspects of the station and surrounding area
- The existing user experience was poor in terms of wayfinding, facilities, the public realm and diversity of local services
- There was a desire for more high quality civic spaces
- Better connections across the station and to surrounding areas were needed
- Renewal needed to address social and community issues.

2018

We heard:

- People want a vibrant city hub with easy access to transport services
- Central Precinct should be a destination in itself, not just a transport interchange
- There should be cultural and leisure opportunities as well as open space.



Central Station Grand Concourse

Why transform Central Precinct

Central Precinct is an exceptional opportunity to deliver development with far reaching urban renewal outcomes that benefit Sydney and NSW. The opportunity is comparable in terms of relevance, scale and potential impacts to large urban renewal programs across the globe including Kings Cross, Euston and Olympic Park in London and Hudson Yards in New York. To be successful the renewal of Central Precinct will need to address the challenges and realise the opportunities.

For all its inherent advantages of location and transport connections, Central Precinct is yet to reach its full potential as a place.

Central Station is constrained from issues of congestion, poor layout and uneven quality. The railway corridor provides a physical barrier between surrounding neighbourhoods and disconnects businesses from higher education institutions.

The area is considered a transit route rather than a destination to stay and enjoy. The lack of facilities and amenity does not attract people to stay in the area or encourage businesses to invest.

In the surrounding area of Central Sydney, a lack of commercial floor space has the potential to hinder Sydney's economic competitiveness. The need for employment floor space is outpacing supply and Sydney prime office rents are rising. Without further Central Sydney development sites opening up, this trend is likely to continue and constrain jobs growth, particularly in new and emerging industries.

Challenges

Accommodating growth pressures associated with increased demand for new employment, education and housing development

Resolving the disconnection that the railway corridor currently creates to surrounding suburbs



Central Station, Sydney

Technical complexity of building in and around an operational railway in a busy city location



Disconnected from surrounding suburbs

Facilitating development of land beyond Central Precinct SSP boundary

Protecting the heritage significance of the precinct and surrounding areas while facilitating new development

Accommodating growing demand on the station and interchange with transport customers anticipated to reach 450,000 daily by 2040


Maintaining and growing the city's global competitiveness with Central Sydney a key to supporting economic growth

Why transform Central Precinct

Opportunities for transformation

24 hectares of land for potential renewal with the ability to provide critical employment space for the jobs of the future, as well as retail, community and public spaces

Northern anchor of Sydney Innovation and Technology Precinct providing space and links to educational facilities to facilitate jobs and businesses in innovation and technology




Barangaroo, Sydney

Southern Central Sydney location providing a natural extension to the city's development

Providing space and connections for retail, dining, entertainment and cultural activity

Multi-modal transport interchange including airport links to the international community, providing competitive advantage and attracting business



Granary Square, London

Creating new and enhanced public spaces including catalysing and supporting existing plans for Central Sydney such as the City of Sydney's vision for a new public square


Eastern edge of Camperdown-Ultimo Place Collaboration Area providing important connections for health and education

Creating a new address for Central Station, giving it an identifiable grand entrance and identity while also improving accessibility and wayfinding

Government ownership enabling coordination and collaboration

Existing transport initiatives and transformations underway including Sydney Metro, CBD and South East Light Rail and Central Walk combined with station improvements will enhance interchange, wayfinding and connections

Reconnecting Sydney's dynamic communities of Ultimo, Chippendale, Haymarket, Surry Hills and Redfern



Spice Alley, Chippendale

Central Precinct provides an exceptional opportunity to expand southern Central Sydney and create new space for jobs and the community by renewing 24 hectares of government owned land.

It will provide a revitalised transport interchange, building upon the existing connections and the new CBD and South East light rail and Metro.

Cross rail corridor links and new and enhanced public spaces will provide important connections between business, education, health and skills institutions, fostering collaboration and innovation.

Critical employment space will be created for the jobs of the future, anchoring the Sydney Innovation and Technology Precinct.



Granary Square, London (Photo: John Sturrock)



Part 2

Central Precinct Vision

This section describes the key themes, planning priorities and preliminary principles for achieving the vision for Central Precinct

The vision for Central Precinct

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.



Pancras Plaza, London (Photo: John Sturrock)

Themes and planning priorities

To help realise the vision of Central Precinct and the desired local character of the sub-precincts, the following planning priorities have been developed and are grouped into five key themes. The urban and strategic planning context described in Part 1 has informed the themes and planning priorities.



Place and destination

- 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
- Delivering a precinct which responds to its urban context and embeds design excellence
- Improving existing and providing additional public space in the precinct of high environmental amenity and comfort
- Celebrating and promoting the significant heritage of the precinct
- Providing walkable neighbourhoods
- Facilitating the precinct's primary function as a transport, tourism, business, and retail precinct with residential as a limited and supplementary use.



People and community

- Designing public spaces that promote health, equality and well-being
- Promoting social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression
- Honouring the culture and identity of the precinct's Aboriginal and non-Aboriginal community
- 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.



Mobility and access

- Providing a world class, integrated and seamless transport interchange
- Maintaining the precinct's role as NSW's main transport interchange
- Improving the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes
- Facilitating and enhancing connections within and towards key locations in southern Central Sydney.
- Delivering an accessible, people focussed precinct that is walkable, well connected and safe
- Designing infrastructure that will adapt to future changes in transport and mobility.



Economy and innovation

- 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 complementary 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.



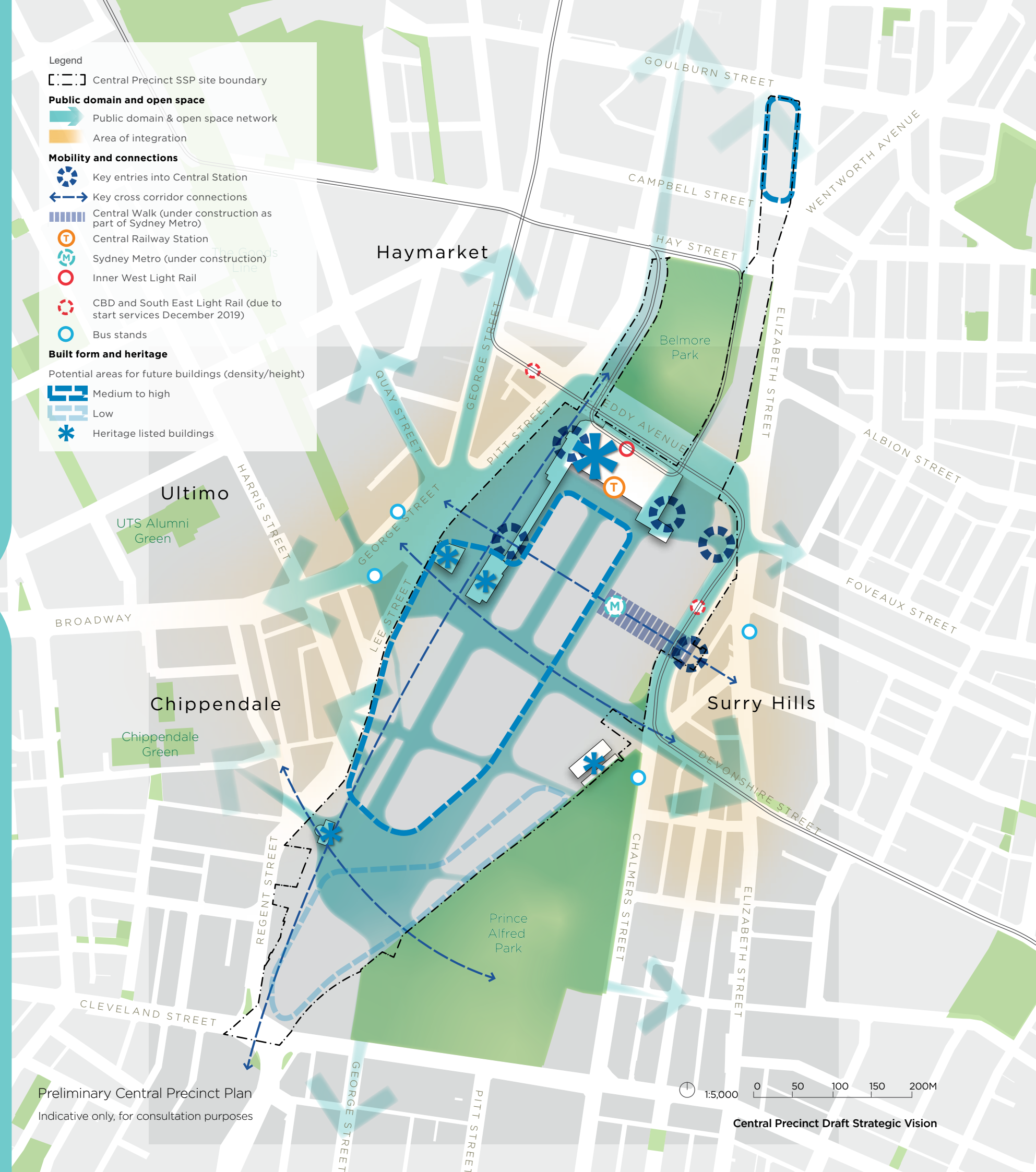
Sustainability

- Taking a whole-of-life approach to sustainability through planning, design, construction and ongoing precinct management
- Maximising resource efficiency to contribute to net zero emissions by 2050
- Strengthening the precinct's resilience to potential shocks and stresses, including climate change
- Enabling positive social and community outcomes including through social workforce opportunities
- Enhancing biodiversity through the greening of public and private spaces
- Embedding sustainable procurement throughout the precinct's development, activities and uses.

Preliminary Precinct Plan

The Preliminary Precinct Plan represents the physical expression of the vision, the five key themes and planning priorities.

It identifies a preliminary set of principles for public domain and open space, connections and mobility, built form and heritage, sustainability and design excellence.



Preliminary Precinct Plan

The Preliminary Precinct Plan and principles provides an initial look at what could be achieved through the renewal of Central Precinct. They will need to be further investigated as part of the SSP process and will likely change and evolve over time to respond to detailed site analysis and impact assessment.

Public domain and open space

1 Enable the creation of a new public space for Sydney situated at the heart of southern Central Sydney

The Western Forecourt, Henry Deane Plaza and Railway Square will be redefined and enhanced to form a new significant public open space that will create a major civic and community destination for southern Central Sydney.

Situated at an important pedestrian junction, the new square will enable the provision of new and activated spaces for people, as well as provide high-amenity connections to key attractions. It will contribute to realising the City of Sydney's vision of the Three Squares linking Central, Town Hall and Circular Quay along the George Street spine.

2 Contribute to public domain and open space network through new and enhanced open space linked by green connections

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, and provide important view corridors to key heritage and other landmarks.

The opportunity for new open space over the railway corridor provides a balance to potential future built form and ensures that the amount of open space aligns with the needs of the existing and future population.

3 Improve biodiversity and reduce urban heat

Green open space, tree-lined streets and landscaping will build on the surrounding 'green' assets such as Prince Alfred Park and Belmore Park, to encourage habitat, improve biodiversity and reduce urban heat. This will also encourage walking and cycling and promote good health and wellbeing outcomes.

Connections and mobility

4 Reinforce Central as the main public transport interchange of Sydney

Central Station will 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.

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.

5 Reconnect the precinct into its surrounds

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.



Place de la République, Paris

Preliminary Precinct Plan

Built form and heritage

- 6 Establish a context-responsive built form approach that achieves a balanced distribution of height, density and scale**
- Potential development over the rail corridor and at the edges of Central Precinct will enable the creation of a vibrant precinct that supports the aspirations for the growing southern Central Sydney and Sydney Innovation and Technology Precinct. This will provide for employment opportunities as well as retail, dining and entertainment venues.

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.

Potential development over the rail corridor is subject to technical feasibility and will not compromise rail operations.

- 7 Retain amenity to the public domain**
- 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 should be limited to comply with the Sun Access Plane (SAP) controls to Prince Alfred Park to limit overshadowing as outlined in the Draft Central Sydney Planning Strategy.

- 8 Celebrate the unique architectural and cultural heritage of Central Precinct through adaptive reuse and interpretation**
- 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.

There is the opportunity to unlock, reveal and adaptively reuse the Sydney Terminal building and other key heritage items for commercial or community uses. The Aboriginal 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.

- 9 Ensure that future development sensitively interfaces with existing key heritage items**
- 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.

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.



Loftus Street, Sydney (Photo: Hans Georg Esch)

Preliminary Precinct Plan

Sustainability

10 **Develop a holistic approach to sustainability that achieves environmental, social and economic outcomes**

Central Precinct will seek to achieve optimal environmental, social and economic outcomes through all aspects of Central Precinct's planning, design, procurement, development and operational stages. This will apply to both the transport infrastructure and services and the wider precinct land use and development.

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, contributing to the NSW Government's net zero emission target.

New and enhanced green spaces and landscaping will be used to reduce urban heat and make it more resilient to the impacts of climate change. This will allow Central Precinct to be more pedestrian friendly and provide important community spaces for social cohesion.

Existing social inequities will be addressed through the creation of community spaces and facilities, a diversity of employment opportunities and social procurement.

Private vehicle use will be discouraged by promoting the use of public and active transport.

Design excellence

11 **Implement best practice processes to ensure design excellence**

The nature and vision of Central Precinct requires a tailored and multi-layered approach to design excellence. This will ensure innovative, sustainable and sophisticated design solutions that recognise the complexity of renewal of Central Precinct which will involve multiple development phases over a long period of time.

The guidance of 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:

- 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 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.



Central Park, Chippendale





Part 3

Central Precinct sub-precincts

This section describes the future character statements for the sub-precincts

Sub-precincts overview

Place, character and precincts

Sydney is comprised of a rich variety of communities, each with their own local character. The area surrounding Central Precinct is no different as it includes the varied mixed-use neighbourhood of Surry Hills, the intimately scaled terrace rows of Chippendale and the vibrant diversity of Haymarket. Character is comprised of the way in which important features of an area, including buildings, streets and parks, come together.

Places, local character and variety are key elements of successful cities and the Strategic Vision looks to build on this by setting out a plan for renewing Central Precinct that:

- responds to the local character of surrounding places
- responds to the challenges, opportunities and unique characteristics of particular parts of Central Precinct
- promotes future variety of use and urban form.

What makes a sub-precinct?

Each of the sub-precincts has been created and defined taking into consideration:

- **Local character:** drawing on the character of surrounding places, including their built form, streets and landscapes
- **Heritage:** using existing heritage buildings and items as visual markers and important streetscape elements that define sub-precinct character and identity
- **Operational requirements:** responding to existing rail and other infrastructure including the existing Sydney Terminal building, substations, rail yards and other key planned and existing infrastructure

- **Urban form and street network:** using the existing built form and street network as a way of creating logical and clear connections into the surrounding urban setting that forms the edges of sub-precincts
- **Natural boundaries:** responding to topography and landform as a natural means of defining different areas, for instance as Central Precinct's relationship to Prince Alfred Park and Belmore Park, the sloping terrain of Surry Hills, the valley along Hay Street and the ridgeline of Cleveland Street.

What does the Strategic Vision say about sub-precincts?

For each sub-precinct the Strategic Vision:

- 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. It is important to note however that renewal of Central Precinct will occur over a long period of time, and as such the desired future character of these sub-precincts may evolve over time to better respond to changing circumstances.

Central Precinct's 10 sub-precincts

To facilitate the future renewal of Central Precinct to positively respond to the varying character of the surrounding area it has been divided into 10 sub-precincts:

1. Goulburn Street
2. Belmore Park
3. Central Station
4. Western Forecourt
5. Western Gateway
6. Sydney Rail Yards
7. Regent Street Sidings
8. Cleveland Street
9. Prince Alfred Sidings
10. Eastern Gateway.

While each sub-precinct will be a place with its own distinct character, the sub-precincts will come together to create a coherent, integrated and unified new piece of the city.

Sub-precincts overview

Sub-precincts plan

Indicative only, for consultation purposes

Central Precinct Draft Strategic Vision

The **Western Forecourt sub-precinct** will be a key public place, providing a new western front entrance to Central Station, a focus for the precinct that connects people to the city and invites them to stay and linger.

The **Western Gateway sub-precinct** will be a gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings that creates a focal point for the innovation and technology hub.

The **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 **Cleveland Street sub-precinct** will be the southern entrance to Central Precinct and 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.

The **Sydney Rail Yards sub-precinct** will be a mixed-use highly urban precinct 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.

The **Prince Alfred Sidings sub-precinct** will be a parkland ribbon edge connecting Prince Alfred Park, the precinct and nearby neighbourhoods.

The **Eastern Gateway sub-precinct** will be the eastern entry to Central Precinct that will respond to the unique character of Surry Hills.

The **Central Station sub-precinct** will draw upon its heritage landmark qualities, include city-scale buildings, be a destination for a vibrant local and global community, reestablish its civic role and provide a world-class public transport interchange.

The **Belmore Park sub-precinct** will be a high quality northern approach to Central Station where transport interfaces with the park in a unique heritage setting, connecting Central Precinct to Central Sydney.

The northern-most point of Central Precinct, the **Goulburn Street sub-precinct** will be an area of city-scaled development occupying a prominent position between the established core of Central Sydney and the emerging south.

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Sub-precinct character statements

Goulburn Street character statement

The northern-most point of Central Precinct, the Goulburn Street sub-precinct will be an area of city-scaled development occupying a prominent position between the established core of Central Sydney and the emerging south.

Goulburn Street sub-precinct today

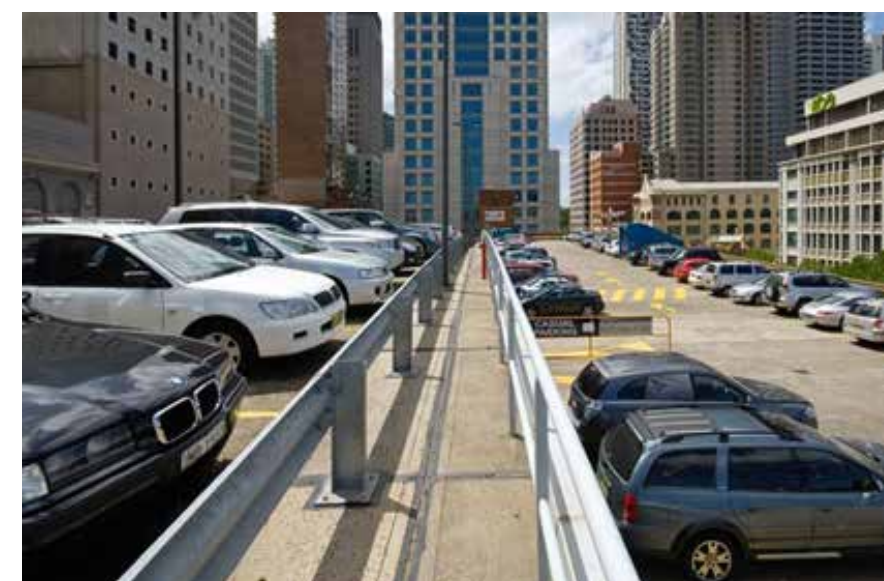
The Goulburn Street sub-precinct occupies the whole block that is bound by Goulburn, Campbell, Elizabeth and Castlereagh Streets.

Existing features of the sub-precinct include the Goulburn Street multi-storey car park and the historical sandstone rail viaduct passing underneath it that extends from the suburban platforms of Central Station. It is the location where transport customers enter the underground rail network. Heading south it provides a view towards, and sense of arrival to Central Station. It is also located on an active transport corridor.

The sub-precinct has a highly visible position along the ridge line and a topography that slopes down from Goulburn Street to Campbell Street.



View from the intersection of Goulburn and Castlereagh Streets looking towards the existing Goulburn Street car park.



View of the surrounding city context from the rooftop of the Goulburn Street car park.

Sub-precinct character statements

The opportunity

- Provide opportunities for commercial development including retail and office space
- Re-imagine the city block in a manner that better interfaces with the surrounding streets, including improved street activation and pedestrian connections at the ground plane
- Improve pedestrian connectivity between Hyde Park, Belmore Park and Central Station through exploration of active transport and open space strategies
- Deliver a design outcome that appropriately responds to the intersection of Elizabeth Street, Wentworth Avenue and Campbell Street
- Deliver larger scale development that reflect the sub-precinct's Central Sydney location, and which can overcome the design and development challenges presented by the underlying operational rail land.



Capitalise on the sub-precinct's location, highly visible and addresses streets on three sides.

1 Bligh Street, Sydney (Photo: Hans Georg Esch)



Support the cycle and pedestrian connection between Central Precinct and the harbour.

Kent Street cycle way, Sydney



Opportunity for pedestrian through site links activated by retail.

Our Skittle Place, Sydney (Photo: Simon Wood Photography)

Sub-precinct character statements

Belmore Park character statement

The Belmore Park sub-precinct will be a high quality northern approach to Central Station where transport interfaces with the park in a unique heritage setting, connecting Central Precinct to Central Sydney.



Belmore Park sub-precinct today

Existing features that characterise the Belmore Park sub-precinct include the distinctive heritage viaduct and ramp structures, which together with the Sydney Terminal building and clock tower, encircle and frame Belmore Park and form the iconic northern frontage of Central Station. The Inner West Light Rail route travels along the heritage viaducts to the transport interchange at Central Station. While Belmore Park does not formally fall within the sub-precinct it is an important area of integration.



View from the Sydney Terminal building looking north towards Belmore Park with the city in the background.



View from the heritage ramp and viaducts towards Central Station.

The opportunity

- Improve Belmore Park as a significant open space in Central Sydney through improved activation and greater opportunities for active and passive recreation
- Enhance the unique character of the park through landscape design and public art features that interpret and tell the story of the park's history
- Utilise the 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
- Improve the interface between Belmore Park and the Sydney Terminal building across Eddy Avenue, creating a grand front door for Central Station
- Collaborate with City of Sydney with regards to the integration of Belmore Park and the sub-precinct.



Celebrate the heritage and landscape character of the sub-precinct. Potential to activate the park through adaptive reuse of heritage structures.

Paddington Reservoir Gardens, Paddington



Improve urban and green links across the city through pedestrian and cycling connections.

Auckland, New Zealand



Improve physical and visual connections to heritage and landscape. Support Belmore Park as a vital green open space for the southern Central Sydney.

Bryant Park, New York

Sub-precinct character statements

Central Station character statement

The Central Station sub-precinct will draw upon its heritage landmark qualities, include city-scale buildings, be a destination for a vibrant local and global community, reestablish its civic role and provide a world-class public transport interchange.



Central Station sub-precinct today

The Central Station precinct comprises a number of existing features including the Sydney Terminal building and its raised concourse level, the extensive tunnel network and the country, intercity and suburban platforms. Central Walk East, currently under construction, will also be an important defining feature of the sub-precinct.



The iconic heritage clock tower and terminal building of Central Station.



View looking into the Grand Concourse.

Sub-precinct character statements

The opportunity

- 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
- Better integrate Central Station with the surrounding public realm by improving key entrance points to the station, re imagining the Eddy Avenue and Pitt Street colonnades, and enhancing the Sydney Terminal Building's interface with Eddy Avenue Plaza, the Grand Concourse and the Western Forecourt
- Deliver a variety of city-scale buildings that sensitively respond to existing heritage items
- Reorganise the pedestrian network within the station in a manner that relieves congestion, improves accessibility and wayfinding and enhances the overall customer environment
- Support improved connectivity to and from the interchange to neighbouring educational institutions and creative industries
- Adaptively re-use the Sydney Terminal Building to introduce high quality retail, commercial and community uses that will transform the station into a destination, broadening its function beyond transport
- Restore and enhance the Sydney Terminal Building in a manner that reinforces its role as an orienting device in the city and a defining feature of the unique heritage character of the area.



Celebrate Central Station as a heritage landmark. Potential for adaptive reuse for more public uses including retail and cultural uses.

Central Station, Sydney



Enable a variety of city-scale buildings that sensitively interface with the heritage landscape of Central Precinct.

CBD, London



Improve clarity of entries, access and wayfinding and legibility of public spaces.

Grand Central Station, New York



Provide a mix of intimately scaled retail, food and beverage and commercial offerings.

Kensington Street, Sydney



Sub-precinct character statements

Western Forecourt character statement

The Western Forecourt sub-precinct will be a key public place, providing a new western front entrance to Central Station, a focus for the precinct that connects people to the city and invites them to stay and linger.

Western Forecourt sub-precinct today

The Western Forecourt sub-precinct occupies a significant corner at Eddy Avenue and Pitt Street and is characterised by a number of existing features including the iconic colonnades and sandstone retaining walls leading up to the Grand Concourse. 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.



View from the intersection of George, Pitt and Lee Streets towards the Sydney Terminal building.



View from the intersection of Eddy Avenue and Pitt Street towards the heritage colonnades and clock tower.

The opportunity

- Create a new focal point that will activate and energise this part of the city and draw people into the broader Central Precinct
- Contribute to the vision for a third square in Central Sydney as a new civic heart of Central Precinct and surrounding neighbourhoods
- Reorganise and redefine the intersection at George, Pitt, Quay and Lee Streets into a pedestrian friendly place that seamlessly supports pedestrian movements while inviting people to dwell, meet and gather
- Create a new civic space that is activated at all hours and which promotes social interaction and inclusion
- Provide opportunities for smaller scale retail and cafes
- Use landscaping to provide shade, reduce urban heat and soften the urban environment
- Allow views south along George Street to terminate at the potential third square, redefining the western edge of Central Station, improving wayfinding and access
- Create a new entry and station forecourt that links with future east-west connections across the precinct
- Revitalise the Pitt Street colonnade and internal spaces of the Sydney Terminal building to reveal and celebrate the heritage building and provide new and enhanced opportunities for people to engage with the area's history.



Create a civic and community focal point for southern Central Sydney centred around a public space at the new entrance to Central Station.

Kings Cross Station, London



Provide a new public space that serves a variety of uses; a space for fast movement as well as a place for people to meet, stay and connect.

Federation Square, Melbourne



Unlock and celebrate the unique heritage attributes of Central Precinct and open it up to the public.

Coal Drops Yard, London



Create a destination place that is activated day and night through providing vibrant and varied retail, commercial and community spaces.

Centre Place, Melbourne

Sub-precinct character statements

Western Gateway character statement

The Western Gateway sub-precinct will be a gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings that creates a focal point for the innovation and technology hub.



Western Gateway sub-precinct today

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

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



View from Lee Street looking towards Henry Deane Plaza.



View towards the southern facade of the heritage Adina Hotel.

The opportunity

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



Potential higher density development, establishing a visual marker for Central Precinct and contributing to the future skyline of Central Sydney.

CBD, London



Create a permeable ground floor with public pedestrian links activated with retail.

Barack Place, Sydney
(Photo: Brett Boardman)



Create a legible public domain focussed around pedestrian access and a seamless integration from the street to future development over the railway.

El Greco Congress Centre, Toledo (Photo: Duccio Malagamba)



Deliver innovative buildings with high-quality architectural and sustainability outcomes that anchor the future innovation and technology precinct.

1 Bligh Street, Sydney
(Photo: Hamilton Lund)

Sub-precinct character statements

Sydney Rail Yards character statement

The Sydney Rail Yards sub-precinct will be a mixed-use highly urban precinct 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.



Sydney Rail Yards sub-precinct today

The Sydney Rail Yards sub-precinct comprises a number of existing features including the railway lines, yards and heritage-listed Bradfield Flying Junctions stretching from Central Station towards the Cleveland Street sub-precinct. 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.

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.



Aerial view of the Sydney rail yards, looking west.

The opportunity

- Support the future expansion of Central Sydney through the provision of new employment floor space that meets future demand, particularly supporting innovation and technology businesses as part of the Sydney Innovation and Technology Precinct
- Create an authentic city centre environment that includes supporting retail, dining, entertainment, community, health and education uses
- Deliver new buildings that sensitively respond to existing heritage, in particular the Bradfield Flying Junctions
- Deliver a variety of city scale buildings while protecting solar access to existing public open spaces, particularly Prince Alfred Park
- Deliver new high-performing, low-emission buildings with renewable energy and water conservation infrastructure
- 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
- Contribute to residential living within Central Sydney, only where it is supplementary to the sub-precinct's primary employment function.



Provide activated and high amenity pedestrian linkages over the tracks that connect Surry Hills with Ultimo and Chippendale.

Kensington Street, Chippendale



Support biodiversity and reduce urban heat through green spaces, landscape and trees.

UTS Alumni Green, Ultimo (Photo: Simon Wood Photography)



Create a highly urban precinct with a mix of employment, retail, education and community uses, complemented by high quality public domain.

Barangaroo, Sydney



Sub-precinct character statements

Regent Street Sidings character statement

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.

Regent Street Sidings sub-precinct today

The Regent Street Sidings sub-precinct has its primary frontage along Regent Street and has existing features that include the existing bus layover, the Lee Street substation and the disused Goods Line cutting. The southern end of the sub-precinct also incorporates the State heritage-listed Mortuary Station which is a defining feature.



View from the intersection of Regent and Kensington Street looking towards Mortuary Station.



View from the intersection of Kensington and Regent Streets looking west towards Central Park in the background.

The opportunity

- 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
- 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
- Provide space for small business, creative industries, start-ups, and community uses
- Provide spaces for supporting retail and cafes
- Design new development to ensure it sensitively considers the heritage context of Mortuary Station
- Create new pedestrian connections through the sub-precinct that maximise access through and 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 that links Central Sydney to the adjacent inner city suburbs
- Use landscaping to provide shade, reduce urban heat and soften the urban environment.



Celebrate the unique heritage and landscape character of Mortuary Station as a major townscape element. Potential for adaptive reuse integrated into open space and green connections.

Mortuary Station, Sydney



Provide a mix of uses and building types that draws on the surrounding urban context. Potential for residential uses and activation of Regent Street at street level.

Central Park, Chippendale



Utilise the changing ground levels across the precinct to enable additional connections up to the potential over rail development.

Jardins de la Rambla de Sants, Barcelona



Opportunity to use and activate the Goods Line cut through the precinct to provide active transport connections to surrounding neighbourhoods.

Goods Line, Sydney



Sub-precinct character statements

Cleveland Street character statement

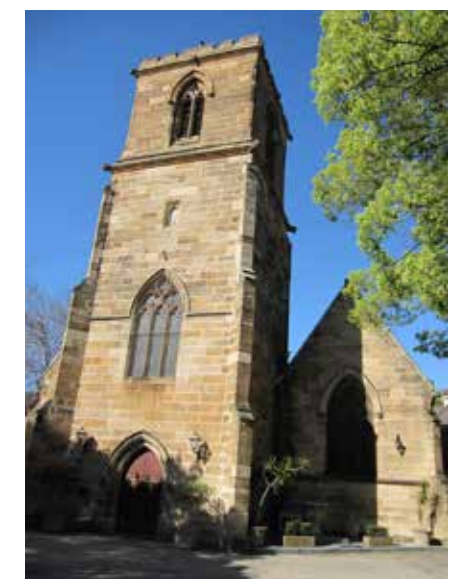
The Cleveland Street sub-precinct will be the southern entrance to Central Precinct and comprise a mix of uses that engage with the adjacent heritage, green open space and streets and provide a transition to the adjoining Chippendale and Redfern neighbourhoods.

Cleveland Street sub-precinct today

The Cleveland Street sub-precinct sits at the southern edge of Central Precinct and is located at the pinch point of the railway corridor and the busy traffic intersection of Cleveland and Regent Streets. Existing features of the sub-precinct include the operational railway and the Cathedral of the Annunciation of Our Lady and its adjacent grounds.



View from the intersection of Regent Street and Cleveland Street. The spire of the Cathedral of the Annunciation of Our Lady can be seen to the left of the image.



The Cathedral of the Annunciation of Our Lady located to the east of the sub-precinct.

The opportunity

- Create a high-quality southern entrance to Central Precinct, with the potential to support a mixed use environment that activates 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 space for small businesses, creative industries, start-ups, and community uses
- Provide space for supporting retail and cafes
- Provide residential accommodation which respond to the amenity requirements of Prince Alfred Park and amenity issues associated with surrounding roads
- Deliver new buildings that appropriately respond to the scale and character of the adjacent neighbourhoods of Surry Hills, Redfern and Chippendale
- Coordinate a new ground plane above operational rail land to provide an easy, safe and comfortable 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.



Extend the landscape character of the surrounding area, providing spaces for the community.

Matron Ruby Grant Park, Green Square (Photo: Simon Wood Photography)



Support green connections south through Redfern and north through Central Precinct.

George Street, Redfern



Respond to the green, intimate and low scale local character of Chippendale and Redfern.

Meagher Street, Chippendale

Sub-precinct character statements

Prince Alfred Sidings character statement

The Prince Alfred Sidings sub-precinct will be a parkland ribbon edge connecting Prince Alfred Park, the precinct and nearby neighbourhoods.

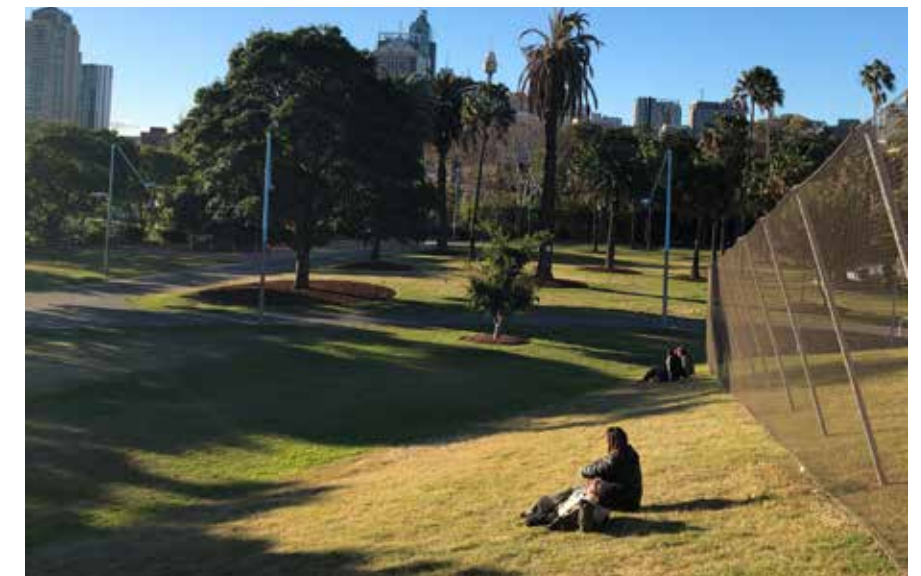


Prince Alfred Sidings sub-precinct today

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, Prince Alfred substation and Chalmers Street substation.



View from the eastern edge of the sub-precinct towards Central Precinct. The existing commercial buildings in the Western Gateway sub-precinct can be seen in the background.



View from Prince Alfred Park looking north towards Central Precinct.

The opportunity

- Deliver urban renewal that supports a range of uses including community, commercial (retail, cafes and office) and residential
- Improve Prince Alfred Park as a significant open space and an important green space for the city that supports active and passive recreational functions
- Facilitate low-scale well-considered development that presents an attractive and activated edge to Prince Alfred Park and which sensitively responds to the park, particularly in relation to solar access, amenity and key views
- Deliver new uncovered 'open to sky' pedestrian connections that provide clear links across Central Precinct
- Extend the green landscaped nature of Prince Alfred Park by encouraging design that contributes to the sub-precinct's park setting, enhances pedestrian amenity and improves local biodiversity
- Use landscaping to provide shade, reduce urban heat and soften the urban environment.



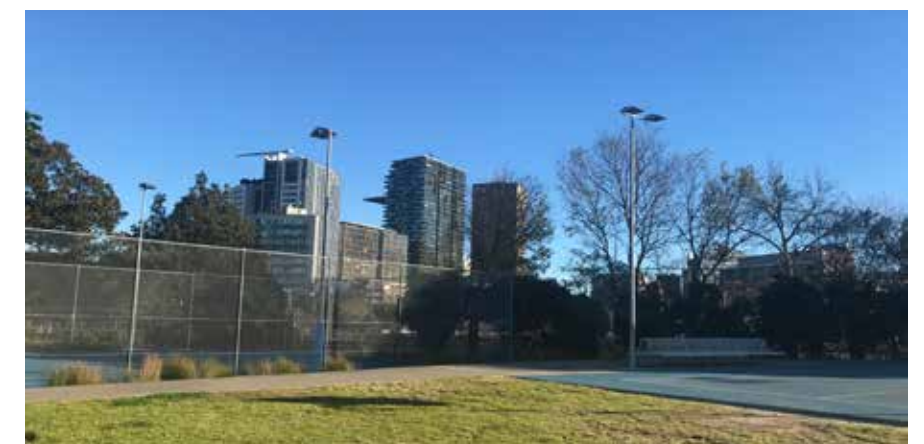
Potential for low rise built form fronting Prince Alfred Park, creating a third 'active' edge with new uses.

Green Square community and cultural precinct, Green Square
(Photo: Simon Wood Photography)



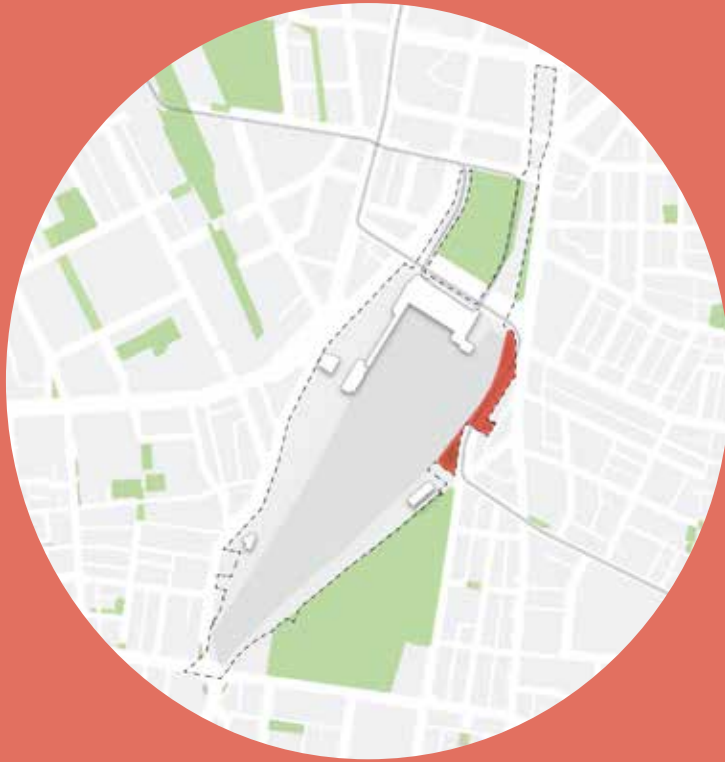
Provide green connections over track, linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.

Jardins de la Rambla de Sants, Barcelona



Protect views and solar access to Prince Alfred Park.

Prince Alfred Park, Sydney



Sub-precinct character statements

Eastern Gateway character statement

The Eastern Gateway sub-precinct will be the eastern entry to Central Precinct that will respond to the unique character of Surry Hills.

Eastern Gateway today

The focal point of the Eastern Gateway sub-precinct is the future eastern entry to Central Walk. The sub-precinct incorporates Chalmers Street, which is undergoing extensive transformation as part of the CBD and South East Light Rail.

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 Central Sydney. Surrounding the precinct to the east are a number of adaptively reused heritage buildings that give the sub-precinct a distinct Surry Hills character.



View from Chalmers Street looking north towards the CBD and South East Light Rail (due to start services December 2019).



View from Randle Street looking towards existing commercial buildings.

The opportunity

- 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
- Promote urban renewal that activates and enlivens the area, and which positively responds to Central Precinct's interface with Surry Hills
- Provide opportunities for smaller scale retail and cafes
- Deliver a renewed public domain that supports a safe, clear and efficient interchange between the station and other modes of transport, including light rail and bus services
- Restitch and reintegrate Central Precinct into the adjacent street and lane network, building on the vibrant intimately scaled network of businesses and uses that serve the local community
- Ensure the public domain effectively addresses the changing ground levels from footpath level to any potential future development above the rail yards
- Use landscaping to provide shade, reduce urban heat and soften the urban environment.



Integrate with the varied built form scale, land use mix and heritage character of Surry Hills.

Bourke Street, Surry Hills



Provide clear entries and wayfinding to Central Walk, and allow a seamless interchange between the rail, light rail and bus network.

St Pancras Station, London



Build on the walkable, intimately scaled and activated nature of the local area.

Temperance Lane, Sydney

Next steps

Following the public exhibition of the Strategic Vision, consideration will be given to the community and stakeholder feedback received before developing this into a strategic framework.

The finalisation of the Strategic Framework will represent the completion of the first stage of the SSP Study. Following this, the Department of Planning, Industry and Environment will issue study requirements for the second stage of the SSP Study.

This will trigger 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 SSP study will be placed on public exhibition to allow for further consultation. Following this it will be assessed by the Department of Planning, Industry and Environment. The Minister for Planning and Public Spaces will then determine whether to approve the SSP nomination after which a new statutory planning framework would be gazetted.

A new statutory planning framework would allow for new uses, such as business and retail as well as community facilities. It would also allow for increased building heights and densities. These changes will differ across the precinct as they respond to the characteristics and context of the various sub-precincts.

Detailed planning applications to redevelop different parts of the precinct would then be lodged and assessed against the new planning controls and zonings.

Like to know more

Transport for NSW

Call 1800 684 490

Email projects@transport.nsw.gov.au

Visit <https://www.transport.nsw.gov.au/projects/current-projects/central-precinct-renewal>

Henry Deane Plaza, Sydney

References

For further information regarding the strategies and projects referenced in this document please see below.

NSW Government publications and links

Better Placed

<https://www.governmentarchitect.nsw.gov.au/policies/better-placed>

Camperdown-Ultimo Collaboration Area

<https://gsc-public-1.s3.amazonaws.com/s3fs-public/gsc-collaboration-area-ca2018-camperdown-ultimo-place-strategy-2802.pdf>

Central to Eveleigh Urban Transformation Strategy

<https://centraltoeveleigh.nsw.gov.au/uts/uts/>

Future Transport Strategy 2056

<https://future.transport.nsw.gov.au/plans/future-transport-strategy>

Greater Sydney Region Plan and Eastern City District Plan

<https://www.greater.sydney/metropolis-of-three-cities>

Sydney Innovation and Technology Precinct

<https://www.industry.nsw.gov.au/business-and-industry-in-nsw/innovation-and-research/tech-precinct>

https://www.industry.nsw.gov.au/_data/assets/pdf_file/0005/217580/Sydney-Innovation-and-Technology-Precinct-Panel-Report.pdf

Sydney Metro

<https://www.sydneymetro.info/>

CBD and South East Light Rail

<https://mysydneycbd.nsw.gov.au/projects/cbd-and-south-east-light-rail>

City of Sydney publications

Sustainable Sydney Community Strategic Plan 2017–2021

<https://www.cityofsydney.nsw.gov.au/vision/sustainable-sydney-2030/sydney-2030-resources/community-strategic-plan>

Draft Local Strategic Planning Statement: City Plan 2036

<https://www.cityofsydney.nsw.gov.au/council/your-say/city-plan-2036-our-draft-plan-for-planning-and-land-use>



Glossary

| Term | Definition |
|--|---|
| Accessibility | The ability for everyone, regardless of age, disability or special needs or where they live, to use and benefit from the transport system. |
| Active transport | Transport that is human powered, such as walking or cycling. |
| Amenity | The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increase amenity. |
| Bus interchange | Where customers have access to a number of different bus routes at a central location. |
| Bus stand | A place to board or alight from bus services. |
| Camperdown-Ultimo Collaboration Area | Health and Education Precinct which includes the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and University of Technology Sydney, and medical and research institutions. |
| Catchment | The area from which a location or service attracts people. |
| CBD and South East Light Rail | Refers to the soon to be opened light rail network extending from Randwick and Kingsford to Circular Quay. |
| Central Precinct State Significant Precinct | The nominated State Significant Precinct comprising an approximately 24 hectare area including Central Station and surrounding NSW Government owned land along the rail corridor, Goulburn Street Car Park and the strip of land along the Lee Street edge of Central Precinct, known as the Western Gateway sub-precinct. |
| Central Station | Refers to Central Railway Station. |
| Central Sydney | Central Sydney means land identified as Central Sydney under the Sydney Local Environmental Plan 2012 and represents the Metropolitan Centre of Sydney. Central Sydney includes Sydney's Central Business District |
| Central Walk | 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. |

| Term | Definition |
|---------------------------------------|---|
| Community | Communities are a particular type of stakeholder and refers to groups of people in particular places who are both affected by our work and experience the outcomes and benefits of our activities. |
| Corridor | A broad, linear geographical area between places. |
| Customer | Customers are those who use transport networks and services. They include car drivers, heavy vehicle operators, public transport and point to point passengers, pedestrians, cyclists and freight & goods providers. |
| Customer interface | The point at which transport services interact with their customer. |
| Determination | An approval made in accordance with the Environmental Planning and Assessment (EP&A) Act 1979. In relation to Central Precinct SSP, a determination will be made by the Minister for Planning and Public Spaces regarding the SSP nomination and separately the Western Gateway SEPP Amendment. |
| Devonshire Street Tunnel | Refers to the official name of the pedestrian tunnel connecting Chalmers and Lee Streets. |
| Future Transport Strategy 2056 | Refers to Transport for NSW's approach to planning transport and engaging customers, to address future technological, economic and social changes. Future Transport Strategy comprises two focus areas – planning ('Future Transport Planning') and technology ('Future Transport Technology' and 'Technology Roadmap'). |
| Gateway | Cities that provide state level services and facilities to support a broad population catchment while also having international connections through their cities airport and/or port. |
| Goods Line | The official name for the partly elevated walkway from Central Station to Darling Harbour following the route of a disused railway line. |
| Grand Concourse | Part of Central Station. |
| Greater Sydney's Green Grid | Links parks, open spaces, bushland and walking and cycling paths. |

Glossary

| Term | Definition |
|--------------------------------|--|
| Interchange | A facility to transfer from one mode of transport or one transport service to another. For example, a station with an adjoining light rail stop. |
| Local streets | Places that are part of the fabric of suburban neighbourhoods where we live our lives and facilitate local community access. |
| Mixed-use | A building or area containing more than one type of land use |
| Mobility | The ability to move or be moved easily and without constraints. |
| Mortuary Station | Formerly used as a railway station on the Rookwood Cemetery railway line, now disused. |
| Over rail corridor development | The development of air space over railway corridors |
| Place | A place in the Transport context is an intersection of transport infrastructure with social infrastructure and commercial activity. These are the areas within and around transit stops where people live and commute. Places can be created as an outcome of Placemaking. |
| Placemaking | Scoping and delivering places for the community, beyond the immediate transport infrastructure. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe. |
| Precinct | A geographical area with boundaries determined by land use and other unique characteristics. For example, an area where there is an agglomeration of warehouses may be termed a freight precinct. |
| Public spaces | Areas that are publicly accessible where people can interact with each other and make social connections. |
| Rail network | The rail infrastructure in NSW. |
| Railway corridor | Refers to the land within Central Precinct on which a railway is built; comprising all property between property fences, or if no fences, everywhere within 15m from the outermost rails. Under planning legislation rail corridor is defined as land: |

| Term | Definition |
|---|--|
| | a) That is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities: or b) That is zoned under an environmental planning instrument predominately or solely for development of the purpose of a railway or rail infrastructure facilities. |
| Railway Square | The official name given to the area between Lee Street and Broadway, comprising a plaza, bus stands and underground access/uses. |
| Shocks and stresses | Refers to acute short term damaging events or long term trends causing inequity impacting a city's resilience. |
| Social procurement | Purchasing decisions based on good social outcomes. |
| State Significant Precinct (SSP) | State Significant Precincts are areas with state or regional planning significance because of their social, economic or environmental characteristics. |
| Strategic Vision | The Strategic Vision will address key matters including vision, priorities, public space, strategic connections, design excellence, identify sub-precincts for future detailed planning and also outlines the next steps in the State Significant Precinct process for Central Precinct. |
| Sub-precincts | Definable areas within Central Precinct SSP due to its unique local character, opportunities and constraints, either current or future. The Western Gateway is a sub-precinct. |
| Sydney Innovation and Technology Precinct | A State Government Initiative as set out in <i>The Sydney Innovation and Technology Precinct Panel Report 2018</i> The Sydney Innovation and Technology Precinct is located south of the Sydney central business district, surrounded by the suburbs of Redfern, Ultimo, Haymarket, Camperdown, Chippendale, Darlingtown, Surry Hills and Eveleigh. |
| Sydney Metro | A fully-automated, high frequency rail network connecting Sydney. |
| The Minister | The Minister for Planning and Public Spaces (NSW) |

Glossary

| Term | Definition |
|------------------------|--|
| Transport for NSW | The statutory authority of the New South Wales Government responsible for managing transport services in New South Wales. |
| Transport interchange | A facility designed for transitioning between different modes, such as a major bus stop or train station. |
| Transport modes | <p>The five public transport modes are metro, trains, buses, ferries and light rail.</p> <p>The two active transport modes are walking and cycling.</p> |
| Urban renewal | A planned approach to the improvement and rehabilitation of city areas with new infrastructure, new commercial/mixed uses, improved services and renovation or reconstruction of housing and public works. |
| Vibrant streets/places | Places that have a high demand for movement as well as place with a need to balance different demands within available road space. |



Henry Deane Plaza, Sydney

