Transport for NSW

DRAFT SEPP REPORT

Western Gateway Rezoning Proposal

NSW GOVERNMENT

October 2019

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Date:	**October 2019**
Version:	**Final**
Reference:	**Reference**
Division:	**Division**
Review date:	**11 October 2019**

1 Introduction

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

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

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

This report has been informed by the indicative schemes and other supporting technical information appended with this report (see Table of Contents) and should be read in conjunction with this material. This draft SEPP has been prepared in accordance with Part 3, Division 3.3 of the EP&A Act and is also in keeping with the vision, themes and principles of the draft Central Precinct Strategic Vision that is currently on exhibition along with this report (refer to **Appendix C**).

In the event of any inconsistency between the Draft SEPP Report and the supplementary documentation at Appendix D and Appendix E, the Draft SEPP report prevails.

1.1 Purpose of this Document

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

1.2 Background

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

Central Station also competes on a global scale. Through the T8 Airport Line it provides a direct link to Kingsford Smith Airport – Sydney's main point of arrival for international visitors. The distance (seven kilometres) and average travel time (13 minutes) between Kingsford Smith Airport and Central Station, and by association the

Sydney CBD, is superior compared to other global cities such as New York, Paris and Tokyo. Given the value that high value business places on accessibility, the location of Central Station and its proximity to international gateways provides Sydney with a source of sustainable long-term competitive advantage.

The station and its immediate surrounds are also the most highly accessible and well connected of places in NSW. The grandeur of the main terminal, the concourse and the clock tower along with the historical and social significance of the broader place makes Central Station and its surrounds, a highly unique and remarkable location within Sydney.

On 15 September 2016, the Minister for Transport and Roads announced the Government's intention to revitalise and transform Central Station into a world class transit hub. An opportunity to revive the surrounding areas around Central Station in conjunction with station upgrade projects was also identified. Community consultation and engagement undertaken by Transport for NSW is discussed in **Section 1.4**.

The Western Gateway sub-precinct is an area of approximately 1.65 hectares that is strategically located on the western edge of Central Station and within Haymarket on the southern fringe of the Sydney CBD. It comprises a mix of heritage and more recent buildings that are currently occupied by a mix of tourist accommodation, retail and office uses.

The sub-precinct's proximity to Central Station and the CBD, its location at the entry to the Devonshire Street Tunnel and frontage to the Western Forecourt of Central Station and Railway Square means that it is ideally placed to be the first phase in the future renewal of the broader Central Precinct.

1.2.1 Recent State Infrastructure Projects

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

1.2.1.1 Sydney CBD and South East Light Rail

The Sydney CBD and South East Light Rail, is nearly complete with operation between Randwick and Circular Quay scheduled to commence from the end of the year. The new CBD and South East Light Rail is expected to transform public transport in Sydney, providing high capacity, clean and reliable services to the community. The light rail will extend from Circular Quay along George Street to Central Station (Chalmers Street), through Surry Hills to Moore Park, then to Randwick and Kingsford via Anzac Parade and Alison Road. Key features of the light rail are:

- high frequency 'turn up and go' services operating up to every four minutes in the peak
- reliable and high-capacity services

- significantly improved public transport access to major sporting and entertainment facilities at Moore Park and Randwick along with the University of NSW, TAFE and health precincts
- additional services between Central and the Moore Park and Alison Road stops during special events (e.g. sporting events, cultural events, concerts etc.)
- a fleet of electric-powered light rail vehicles with air conditioning and accessible low-floor design.
- A reduction in the number of buses travelling through Central Sydney by nearly 180 during morning peak hour.

1.2.1.2 Sydney Metro

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

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

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

The first stage of Sydney Metro commenced operation in May 2019, connecting Sydney's North West suburbs to Chatswood. Construction for the second stage is currently underway with the opening of Stage 2 Sydney Metro services scheduled for 2024.

Stage 2 of Sydney Metro will connect Chatswood to Central Station via Crows Nest Metro, Victoria Cross Metro, Barangaroo Metro, Martin Place Metro and Pitt Street Metro.

New underground platforms will be provided for Sydney Metro under Platform 13, 15 and 16 at Central Station.

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

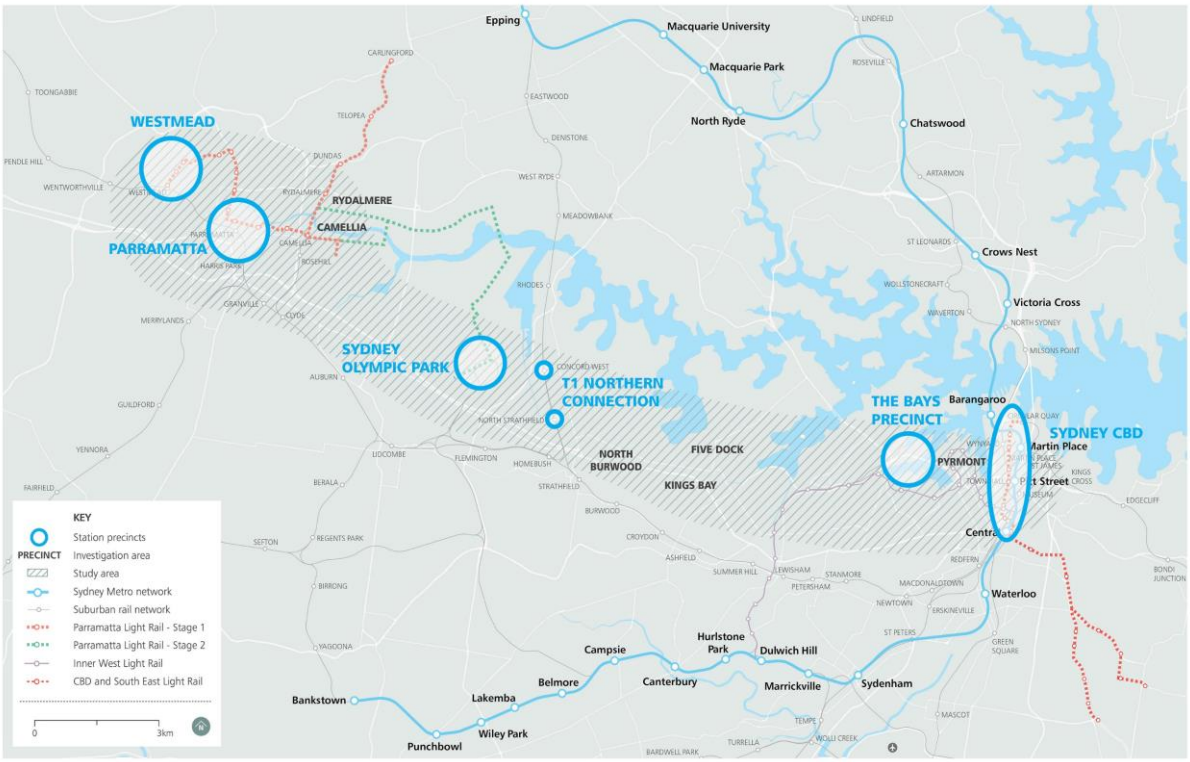


Figure 1. Sydney Metro alignment map

(Source: Sydney Metro)

1.2.1.3 Central Walk

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

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

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

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

As part of the broader Central Precinct renewal, investigations are also underway to extend Central Walk East (i.e. currently under construction) to provide single east - west concourse connecting all platforms and enabling the creation of a second east-west pedestrian link through the Central Station site.

Figure 2. Sydney Metro platforms and Central Walk

(Source: Transport for NSW)

1.2.2 Sydney Innovation and Technology Precinct

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

> *"A place where world-class universities, ambitious startups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world. The Precinct will be underpinned by high quality physical and digital infrastructure."*

In preparing the report and developing the vision, the Panel identified several economic and social benefits associated with the creation of a new innovation and technology precinct in Central Sydney, including:

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

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

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

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

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

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

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

(Source: The Sydney Innovation and Technology Precinct Panel Report)

1.2.3 Nominated Central Precinct SSP

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

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

The nominated Central Precinct SSP has an area of approximately 24 hectares and is bound by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north, and Elizabeth Street and Chalmers Street to the east (refer to **Figure 2**). The Precinct includes:

- Central Station and surrounding NSW Government owned land along the rail corridor
- Goulburn Street car park
- a precinct along the Lee Street edge of the Precinct, known as the Western Gateway (within which the subject site is located).

The SSP nomination starts a detailed planning process for the Central Precinct that involves preparing a Draft Strategic Vision which sets out an overarching vision, identifies key themes and priorities, nominates parts of the precinct as sub-precincts, and provides direction on how the vision for the Precinct will be realised over the coming decades. The Draft Strategic Vision is placed on exhibition along with this report (refer to **Appendix C**).

The Central Precinct SSP investigation area has been divided into ten sub-precincts to facilitate the future renewal in a manner that positively responds to the varying character of the surrounding area, with the Western Gateway sub-precinct identified by the Minister as being appropriate for early rezoning ahead of the broader Central Precinct Renewal Program. Whilst the detailed planning for the Western Gateway sub-precinct will progress separately and in advance to the remainder of Central Precinct, the Draft Strategic Vision will ensure that planning for this sub-precinct remains aligned and integrated with the overall vision of the renewal.

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

Nomination of Central Precinct as a SSP presents the opportunity to expand Sydney's core central business district further south to encapsulate Central Station

and its surrounds, and in doing so reconceptualise and transform this area to serve as a vital and vibrant new heart of Central Sydney.

Figure 4. Central Precinct SSP Study Area

(Source: TFNSW website)

1.2.4 The Opportunity at the Western Gateway Sub-Precinct

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

Namely, the Western Gateway sub-precinct provides an opportunity to create a quality place that will act as a beacon for future innovation and technology businesses. A place that is easy to walk around, that is supported by high-quality public transport and infrastructure, and which will enable entrepreneurs, start-ups and established businesses to meet, socialise, collaborate and do business.

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

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

Following publication of the Sydney Innovation and Technology Precinct Panel Report, the NSW Government has been working with the private sector to identify opportunities to implement the Panel's recommendations, and has reached an in principle agreement for the Australian enterprise software company, Atlassian to be the first anchor tenant for the Precinct. Given Atlassian's presence and prominence on the global innovation and technology stage, delivery of the Western Gateway sub-precinct, including Atlassian's new global headquarters represents a significant opportunity for Sydney and Australia to realise its ambition to be a leader and pioneer in the future innovation and technology industry.

1.3 Case for Change

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

The opening of the first part of Sydney CBD and South East Light Rail in late 2019 and Sydney Metro (including the Central Walk) in 2024 will be a game changer for this part of Sydney by providing world-class transport services, enabling the creation of new communities and precincts. Planning for three significant new neighbourhoods in the surrounding area is already underway with the Redfern and North Eveleigh Precinct; Waterloo Redevelopment Precinct and the Waterloo Metro Quarter.

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

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

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

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

- revitalise the sub-precinct in a manner that capitalises on significant NSW Government investment in planned transport infrastructure upgrades
- deliver an outcome that contributes to achieving the vision and priorities set out within the Metropolitan, District and local planning strategies
- reinforce Sydney's status as a global city that attracts global investment and partnerships
- create 14,600 additional jobs and 225,000m^2 employment floor space in line with anticipated future demand
- reimagine Western Gateway as a 'place' and 'destination' in own rights at the southern end of Sydney CBD
- initiate and kick-start renewal of the broader Central Precinct
- anchor and establish the delivery of Sydney's proposed new technology and innovation precinct.

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

1.4 Consultation and Engagement

1.4.1 Community Engagement

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

- between September and November 2016, Transport for NSW surveyed the community, customers and visitors and hosted an online discussion forum with close to 200 people participating in a conversation about the future development of Central Station. We heard that:

  - people thought the highlight of the Central Precinct was its heritage and the architecture of Central Station
  - Central Station was sometimes a disappointing experience and that it needed to be easier to navigate, cleaner, have better lighting and security with more variety of food, shops, cafes and bars
  - there was support for a revitalisation of Central Station with a desire to see more commercial and retail places; improved facilities and more public open spaces that respect the heritage of the area and buildings.

- In 2018 transport customers were asked what they would like to see at Central Station and in the surrounding area. We heard that:
  - people want a vibrant city hub with easy access to transport services
  - The Precinct should be a destination in itself, not just a transport interchange with cultural and leisure opportunities

- Ongoing engagement with key Government agencies and stakeholders, including the Government Architect NSW, Department of Planning, Industry and Environment, Department of Premier and Cabinet, Greater Sydney Commission and City of Sydney Council.

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

1.4.2 Government Agency and Stakeholder Engagement

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

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

The Western Gateway sub-precinct proposal has been a design led process, with the State Design Review Panel (SDRP) commissioned to review and provide expert advice on each of the indicative site-specific proposals (refer to **Section 5.0**).

The SDRP have also informed the strategic planning for the broader Central Precinct as well as the preparation of the Central Precinct SSP Draft Strategic Vision as set out at **Appendix C**, including its vision, themes and key opportunities.

Each of the indicative proposals, as set out under **Section 4.2** of this report, has been subject to an iterative design review and feedback process with the SDRP. The indicative schemes and proposal for the Western gateway sub-precinct have been refined in response to guidance received from the SDRP to ensure that the proposal is capable of delivering a high-quality built form and public domain outcomes. Any future proposals for development within the sub-precinct will also be subject to a separate competitive design process under the proposed planning framework which will need to be undertaken prior to the submission of any Development Application (DA) for the respective development proposals. Any future application will also be subject to further community and stakeholder consultation. This design evolution of each site specific proposal is outlined further under the respective planning statements at **Appendix D** and **E**.

1.5 Relationship to the broader planning process

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

The draft Western Gateway SEPP has been prepared to amend the current planning controls as they apply to the sub-precinct. The draft SEPP has been prepared in conjunction with the Draft Strategic Vision for the broader Central Precinct SSP, and has therefore been informed by the vision, themes and principles established for the broader Precinct. Consistency of the Western Gateway rezoning proposal against the vision and framework of the Central Precinct SSP is discussed at **Section 6.1** of this report.

Once complete, the upfront and early rezoning and renewal of the Western Gateway will facilitate the early delivery of new and substantial innovation and technology uses in the Western Gateway sub-precinct, and in doing so catalyse the broader renewal initiative for the Central Precinct. **Figure 5** below identifies the process undertaken to date and the relationship between the planning process for the Western Gateway Sub-Precinct and the broader Central Precinct SSP.

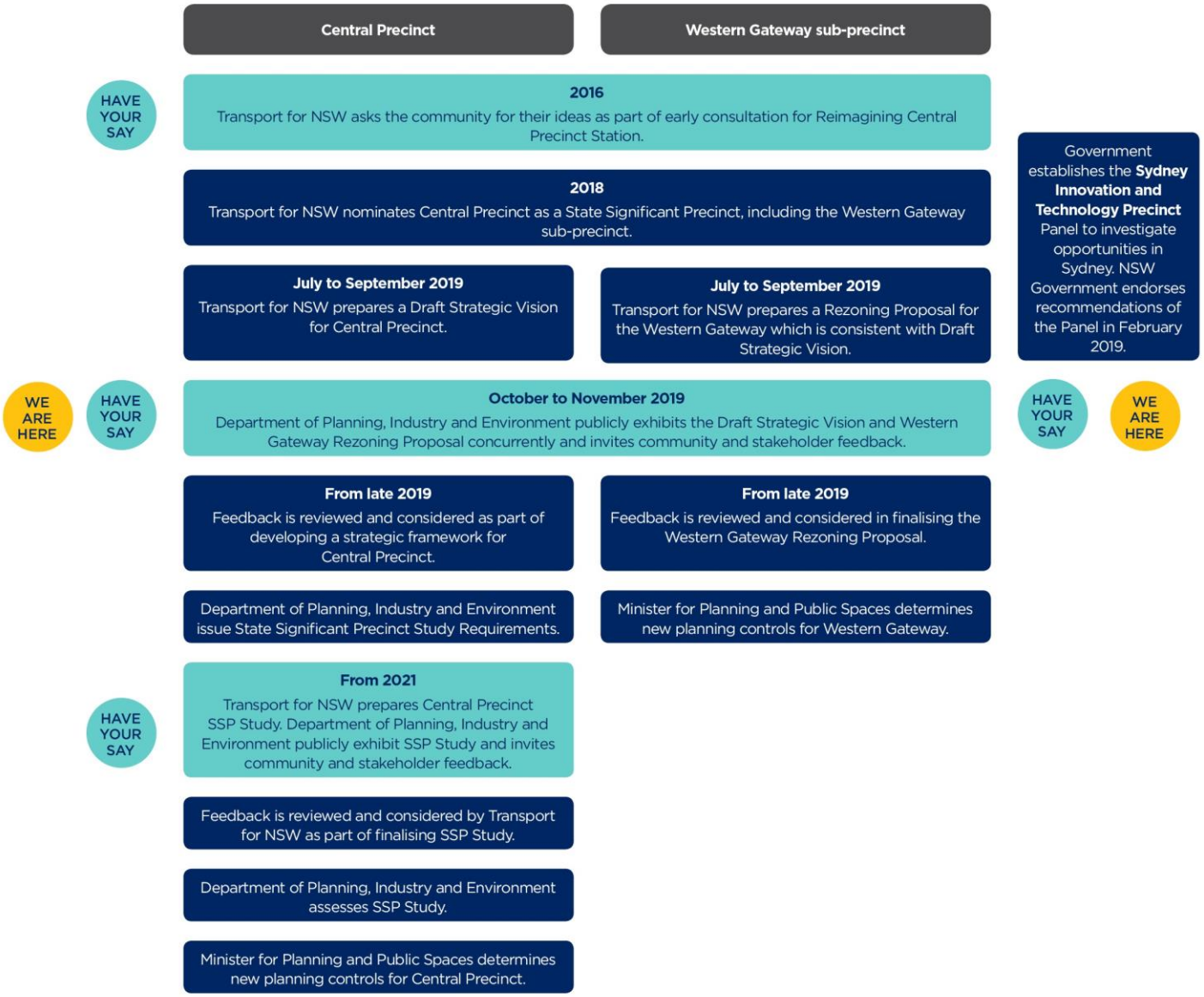


Figure 5. The SSP and Western Gateway sub-precinct planning process

2 The Western Gateway Sub-Precinct

2.1 The Site

The Western Gateway sub-precinct has an area of approximately 1.65 hectares and is located within the City of Sydney Local Government Area (LGA). It occupies land at the southern end of Central Sydney and is bound by Lee Street to its west, the Devonshire Street Tunnel and Central Station to its east, Ambulance Avenue to its north and the Lee Street Bus Layover to its south. The locational context of the site is shown at **Figure 6**.

Figure 6. Locational context

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

For the purposes of this report, the sub-precinct has been divided into three separate components, these being:

- **Block A** – commonly known as the Railway Square YHA site
- **Block B** – commonly known as the Henry Deane office block
- **Block C** – commonly known as the Adina Apartment Hotel building and the Henry Deane Plaza.

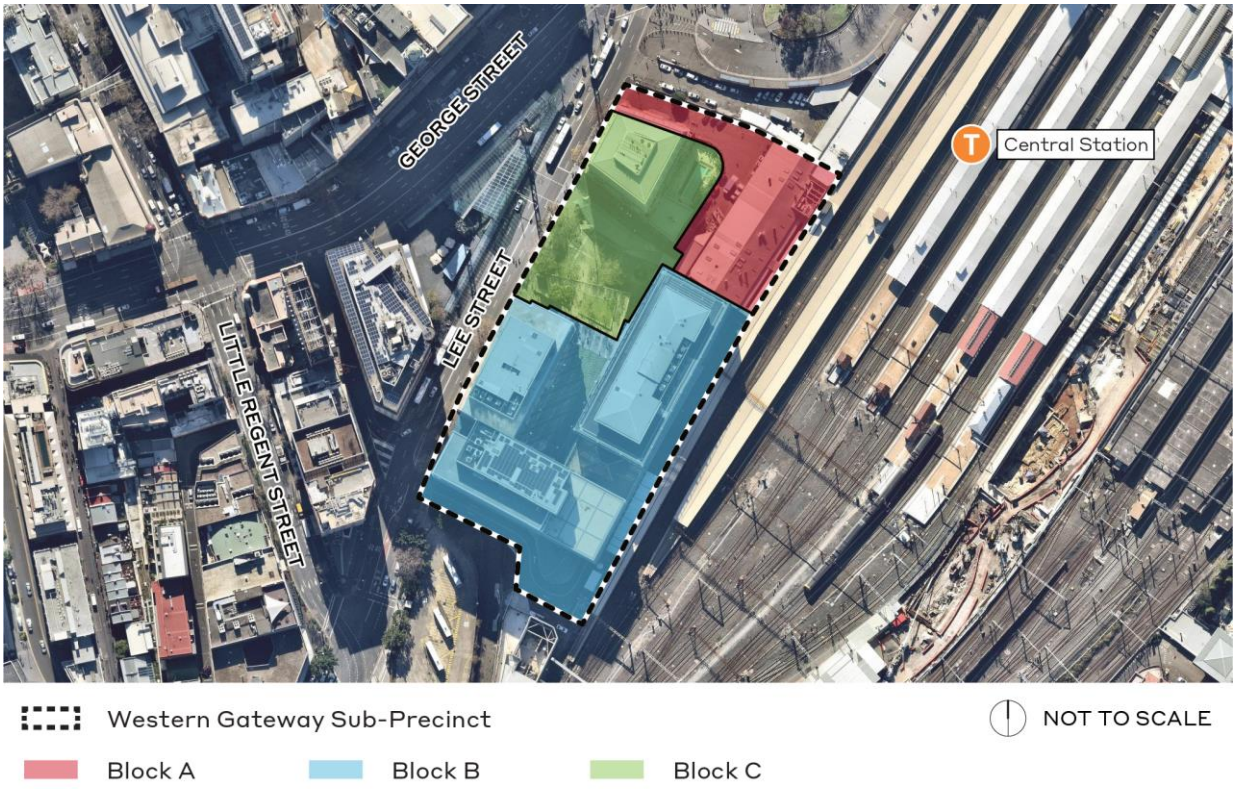


Figure 7. Aerial photograph of the site

2.2 Land Ownership

The Western Gateway sub-precinct consists of several allotments that are owned by the NSW Government but held under long-term lease agreements by various proprietors. The legal description and land ownership / tenures of these allotments are discussed in **Table 1**.

Table 1. Legal description and land ownership

Site	Address	Lot / Deposited Plan	Area (sqm)	Land Ownership
Block A (Railway Square YHA Shed)	• 8 – 10 Lee Street, Haymarket	• 116 / DP 1078271 • 117 / DP 1078271 (Lower Ground Level) • 13 / DP 1062447 • 118 / DP 1078271 (airspace)	3,486m^2	RailCorp. The Lower Ground Level Lot 117 and the airspace above Lot 118 are under the ownership of RailCorp and no lease agreements apply to these lots. Toga Group (for the Lower Ground Level Lot 13) and YHA Australia (for the remainder of the site) hold long-term leases for the block.
Block B (Henry Deane office block)	• 14 – 18 Lee Street, Haymarket • 20 – 24 Lee Street, Haymarket • 26 – 30 Lee Street, Haymarket	• 12 / DP 1062447 • 14 / DP 1062447 • 15 / DP 1062447	9,362m^2	RailCorp Dexus / Frasers hold the long-term lease
Block C (Adina Apartment Hotel)	• 2 Lee Street, Haymarket • 8A Lee Street, Haymarket	• 30 / DP 877478 • 13 / DP 1062447	5,450m^2	RailCorp Toga Group have a long-term lease

2.3 Site Topography

A noticeable feature of the Western Gateway sub-precinct is the differing ground levels and gradients which cut across north-south and east-west areas. Relative to much of the site, the Henry Deane Plaza sits at a lower ground level of RL14.3m with stairs providing access between the plaza and the Henry Deane office block. The Lee Street public domain and the Railway Square YHA site sit above at approximately RL18m. The difference in ground RL levels between the Henry Deane Plaza and the remaining site is approximately 2 – 2.5m. A survey of the site and its immediate surrounds is provided at **Appendix A** of this report.

2.4 Existing Built Form

The Western Gateway sub-precinct comprises a mix of building forms and uses. The southern portion of the Western Gateway sub-precinct, having been redeveloped in the early 2000s, consists of contemporary buildings including the Henry Deane office block and the Henry Deane Plaza. In contrast, the northern part of the sub-precinct is characterised by nineteenth and twentieth century State heritage items including the

former Inward Parcels Shed (now the Railway Square YHA Shed), the Parcels Area (located below the Railway Square YHA) and the former Parcels Post Office (now the Adina Apartment Hotel), all of which have been adaptively reused for temporary visitor accommodation purposes. The existing built form of the Western Gateway sub-precinct is discussed in more detail below.

2.4.1.1 Block A (Railway Square YHA Site)

Block A comprises the Railway Square YHA Shed and surrounds. The Shed is located adjacent to Central Station Platform 1 and presents as a double height, timber framed structure, clad with corrugated metal (refer to **Figure 9**). The Shed was constructed in 1906 and used for storage of parcels and packages that arrived from the countryside in association with the adjoining former Parcels Post Office.

The Shed has been reused for other uses on numerous occasions, and most recently was converted into a YHA backpacker accommodation around 2004, enabling its and current use as a youth hostel. Block A also includes the vehicle ramp that leads up to the Shed from Lee Street (see **Figure 9**), the Parcels Area, which sits beneath the Shed (see **Figure 10**) and a single storey extension of the Shed that sits above the western entrance of the Devonshire Street Tunnel (See **Figure 10**).

2.4.1.2 Block B (Henry Deane Office Block)

Block B comprises the Henry Deane office block which consists of three (3) commercial buildings that are nine (9) storeys in height and which surround a central landscaped podium (**Figure 11** and **Figure 12**). The built form and glass façade of these buildings are typical of commercial buildings built in the early 2000s in Central Sydney. The buildings are currently occupied by various State and Federal Government agencies and are serviced by two underground basement levels accessed via a driveway connecting to Lee Street.

2.4.1.3 Block C (Adina Apartment Hotel)

Block C accommodates the Adina Apartment Hotel building, a seven (7) storey sandstone building, known as the former Parcels Post Office Building. The building is designed and constructed in a Federation Academic Classical style (see **Figure 13**) and is currently occupied by ground level retail uses with the upper levels being used for temporary visitor accommodation. The site includes an underground basement level accessed via a driveway off Lee Street and which is currently used for servicing and parking associated with the Adina Hotel.

Block C also includes the Henry Deane Plaza, which is a paved public plaza that is located centrally within the sub-precinct, between Lee Street and the Devonshire Street Tunnel, with retail shops directly fronting the plaza (see **Figure 13**). Henry Deane Plaza provides pedestrian connections to the Devonshire Street Tunnel as well as the underground Railway Square Tunnel that connect the site to Ultimo via the Goods Line.

Figure 8. Aerial view of Western Gateway sub-precinct and immediate surrounds


View of the Railway Square YHA Shed (left image); View of the car parking deck (right image)

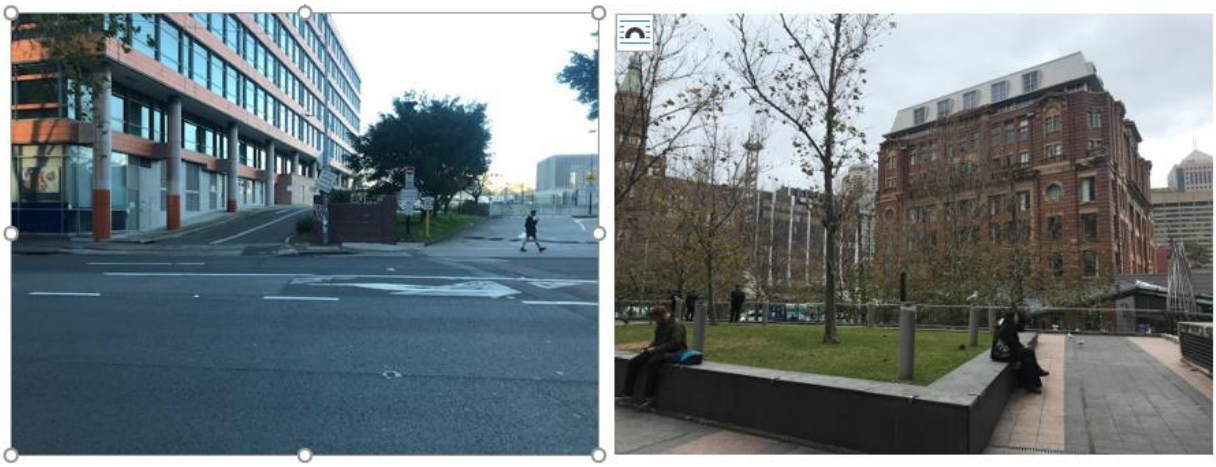
Figure 9. Existing buildings at Block A


View of the former Parcel Sheds Area and Railway Square YHA Shed from Ambulance Avenue (left image); View of the YHA Extension above the Devonshire Street Tunnel with Adina Hotel (Block C) to the left of the image

Figure 10. Existing development within Block A


View of the commercial buildings within the Henry Deane office block (left image); View of the Henry Deane office block and the Henry Deane Plaza from Lee Street (right image)

Figure 11. Existing development within Block B



View of the private vehicle ramp to the Henry Deane office block basement (left image); View looking north to the Adina Hotel building (Block C) from the existing Henry Deane office block (right image)

Figure 12. Existing development within Block B

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

Figure 13. Existing development within Block C

2.5 Surrounding Context

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

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

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

Central Station is NSW's largest and busiest transport hub servicing nearly 270,000 passengers daily. It anchors NSW's rail network, and caters for light rail, bus, coach, taxi connections, and the new Sydney Metro once complete and operational. The area around Central Station is therefore one of the most-connected destinations in Australia.

In addition to Central Station, the surrounding area is home to a number of significant tertiary educational institutions including the University of Sydney, the University of Technology Sydney, TAFE NSW Ultimo and the University of Notre Dame, Broadway.

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

The site's surrounding context is shown in **Figure 14** and locality aerial photographs showing the sub-precinct in its surrounding urban and built form context are provided at **Figure 15** and **Figure 16**.

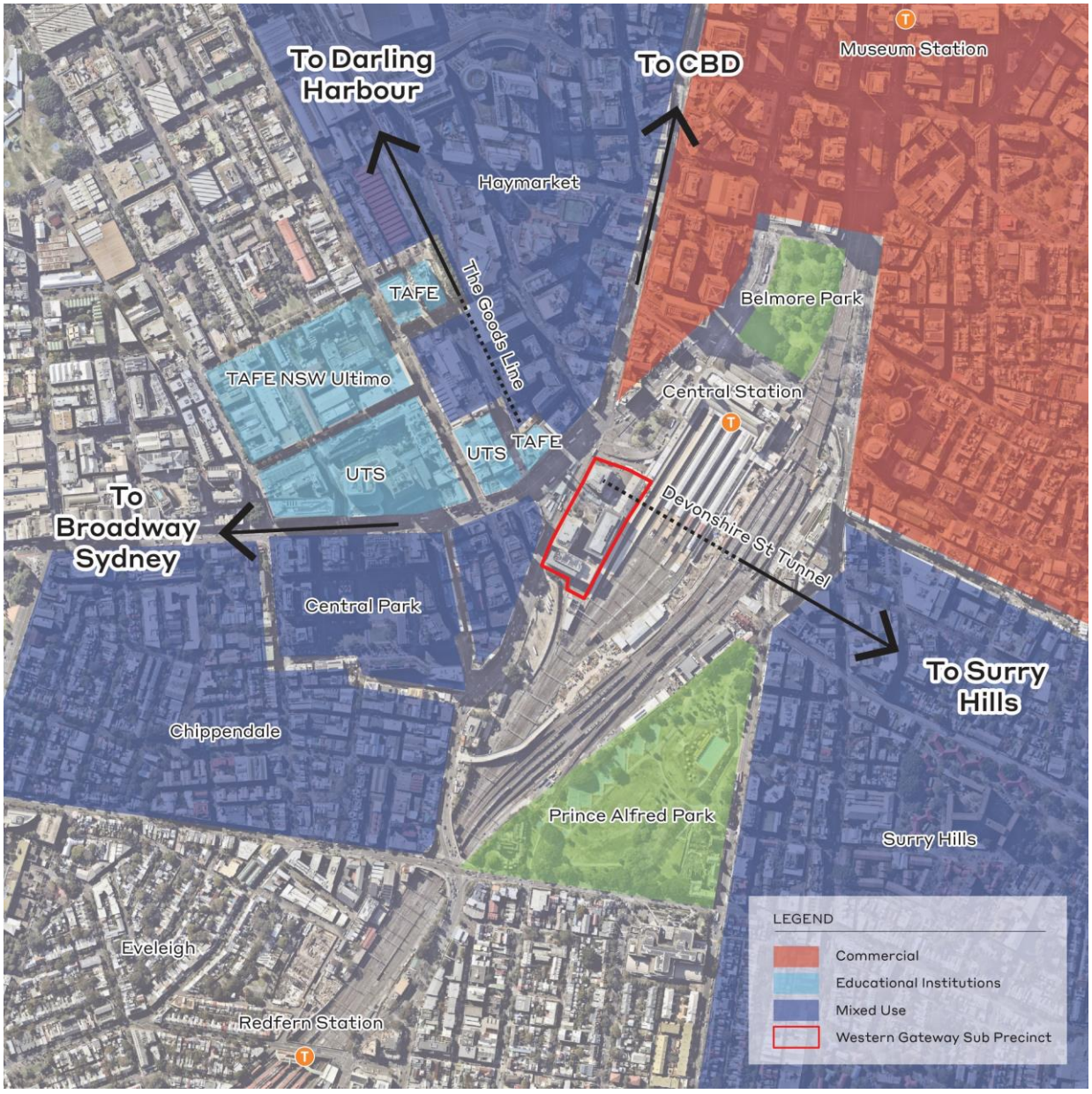


Figure 14. Surrounding context

Looking north towards Sydney CBD and the Eastern Suburbs

Figure 15. Locality context view 1

Looking south towards Redfern and Chippendale / Ultimo

Figure 16. Locality context view 2

2.6 Heritage Context

Since its construction and opening in 1902, Central Station has operated as the largest transport interchange in NSW. It represents over 150 years, and ongoing use of the station and its surrounds, for railway operations. The grandeur of the Main Station Building, the concourse and the Clock tower along with the historical and social significance of the broader place, has earned the 'Central Railway Station group' (which includes the Western Gateway sub-precinct) a State heritage listing under Schedule 5 of the SLEP 2012 and the NSW State Heritage Register under the Heritage Act 1977.

An excerpt of the SLEP 2012 heritage maps is provided at **Figure 17**. The Western Gateway sub-precinct is not located in the immediate vicinity of any heritage conservation areas. Other heritage items in proximity to the sub-precinct are discussed in **Table 2**.

Table 2. Surrounding heritage items

Item Name	Address	Significance	Item No.
Central Railway Station group including buildings, station yard, viaducts and building interiors	-	State	I824*
Former warehouse "Canada House" including interior	822 George Street	Local	I181
Former Bank of NSW including interior	824–826 George Street	Local	I182
Railway Square road overbridge	George Street	State	I180
Marcus Clark Building, Sydney Technical College (Building W) including interior	827–837 George Street	Local	I850*
Former commercial building "Orchard's Chambers" including interior	793–795 George Street	Local	I847*
Commercial building group including interiors	767–791 George Street	Local	I844*
Former Lottery Office including interior	814 George Street	Local	I848*
Commercial building (851–855 George Street) including interior	732 Harris Street	Local	I2038

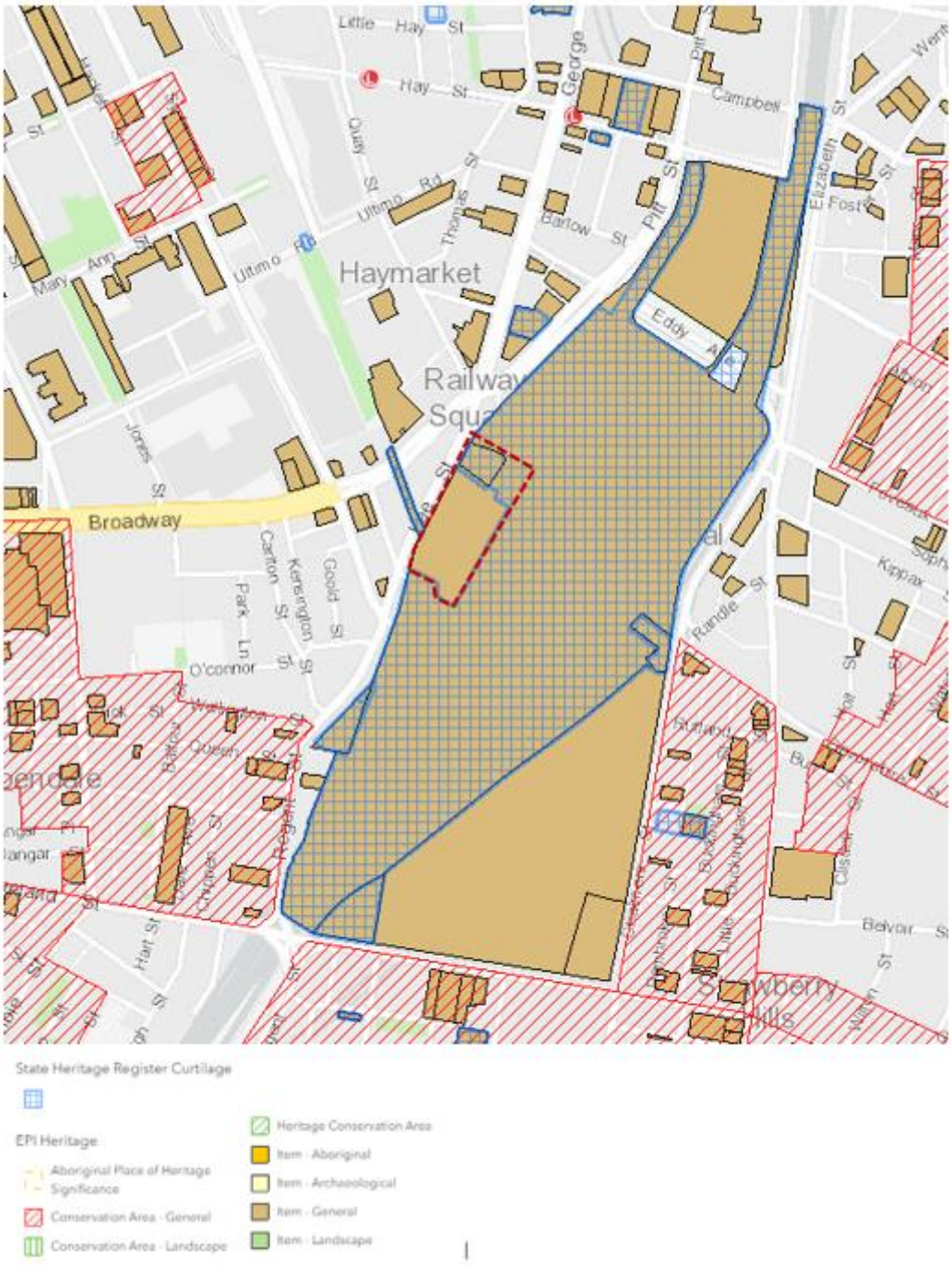


Figure 17. Heritage context

(Source: Planning Viewer website, SLEP 2012)

2.6.1 The Western Gateway sub-precinct

As shown in **Figure 17**, the Western Gateway sub-precinct forms a part of the broader 'Central Railway Station group' heritage listing under Schedule 5 of the Sydney Local Environmental Plan 2012. However, much of the original heritage fabric in the southern portion of the Western Gateway sub-precinct being the West Carriage Shed and the Inwards Parcel Dock were demolished in the early 2000s to make way for the Henry Deane Plaza and Henry Deane office block. The 'Sydney Terminal and Central Railway Station group' listing under the NSW Heritage Register does not include this redeveloped portion of the site.

The northern part of the Western Gateway sub-precinct contains the former Parcels Post Office (Adina Apartment Hotel), the Inwards Parcels Shed (the Railway Square YHA Shed), the Parcels Area (located below the YHA Shed and adjacent to Ambulance Avenue) and the western forecourt wall which have a high degree of original and well preserved heritage fabric. This part of the site is also listed on the NSW State Heritage Register under the Heritage Act 1977.

In 2013, a Conservation Management Plan (CMP) was prepared by NSW Government Architects Office and Rappoport Heritage Consultants to guide and inform any future development within Central Station and its immediate surrounds. The CMP sets out site-specific heritage management policies and guidelines that apply to the broader Central Precinct, including the Western Gateway, and which have been taken into consideration in the preparation of this draft SEPP. This is discussed in more detail in **Section 7.3** of this report.

The Western Gateway sub-precinct rezoning is also generally informed by the Central Precinct Heritage Framework (the Heritage Framework), prepared by Tonkin Zulaikha Greer. The Heritage Framework was prepared in consultation with the Office of Environment and Heritage and provides a basis to guide and inform heritage renewal opportunities and constraints for the Central Precinct. It also sets out a heritage vision and guidelines to enhance the precinct's heritage significance.

2.7 Views and vistas

Central Station is an iconic and distinctive landmark within the urban landscape of Sydney's southern edge. Significant views to and from the station, particularly views of the Central Station clock tower are recognised to be of high visual importance and are to be protected. The draft Central Sydney Planning Strategy 2016 identifies four important public views within the CBD, being views from the surrounding mid-town and southern Sydney CBD areas towards the Central Station clock tower. A graphical illustration of these significant views is shown in **Figure 18** below. The four views are:

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

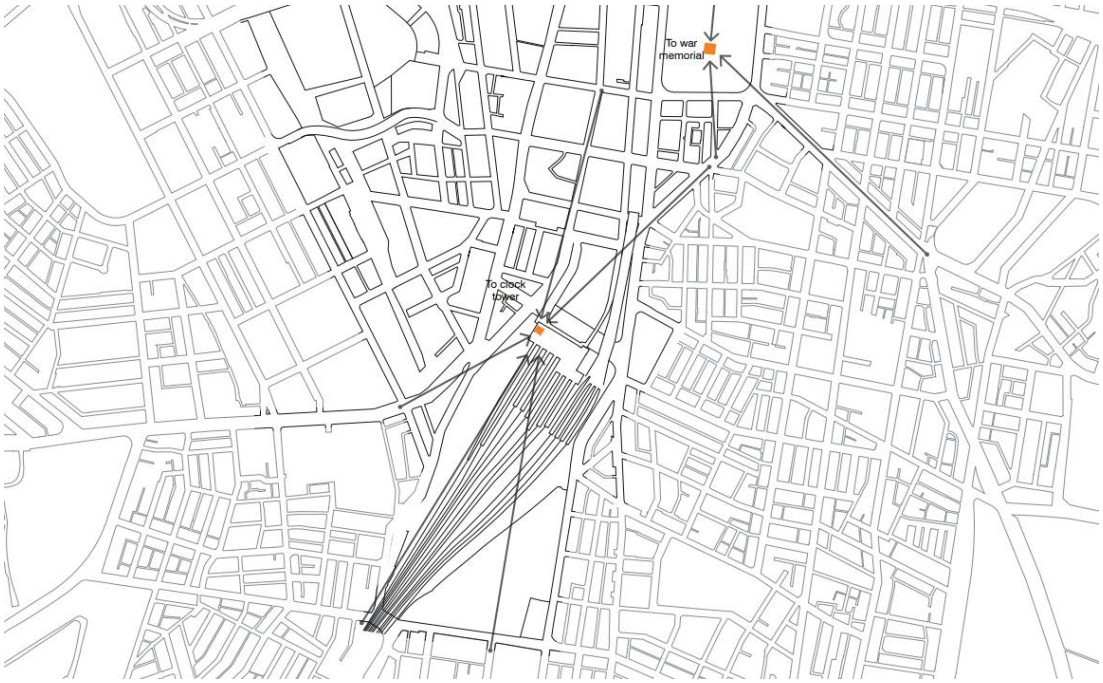


Figure 18. Important public views

(Source: Draft Central Sydney Planning Strategy)

2.8 Transport and Traffic

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

2.8.1.1 Heavy Rail, Metro and Light Rail

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

2.8.1.2 Bus

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

2.8.1.3 Cycle Access

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

via Eddy Avenue or Cleveland Street. The existing network of cycleway in the vicinity of the site is shown at **Figure 19**.

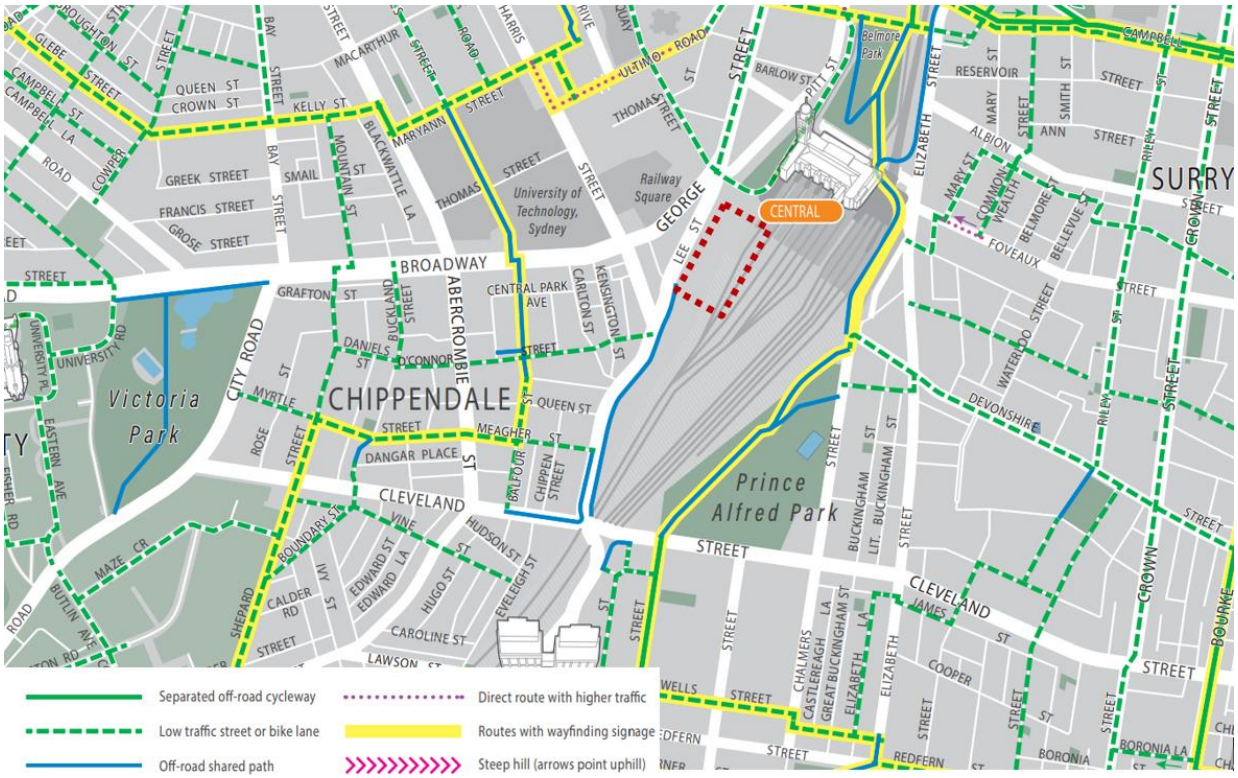


Figure 19. Existing cycle network map

(Source: City of Sydney Cycling map)

2.8.1.4 Pedestrian Access and Movement

The sub-precinct is located on the western edge of Central Station and functions as a gateway for pedestrians. Key pedestrian movements and flows are shown at **Figure 20** below and include:

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

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

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

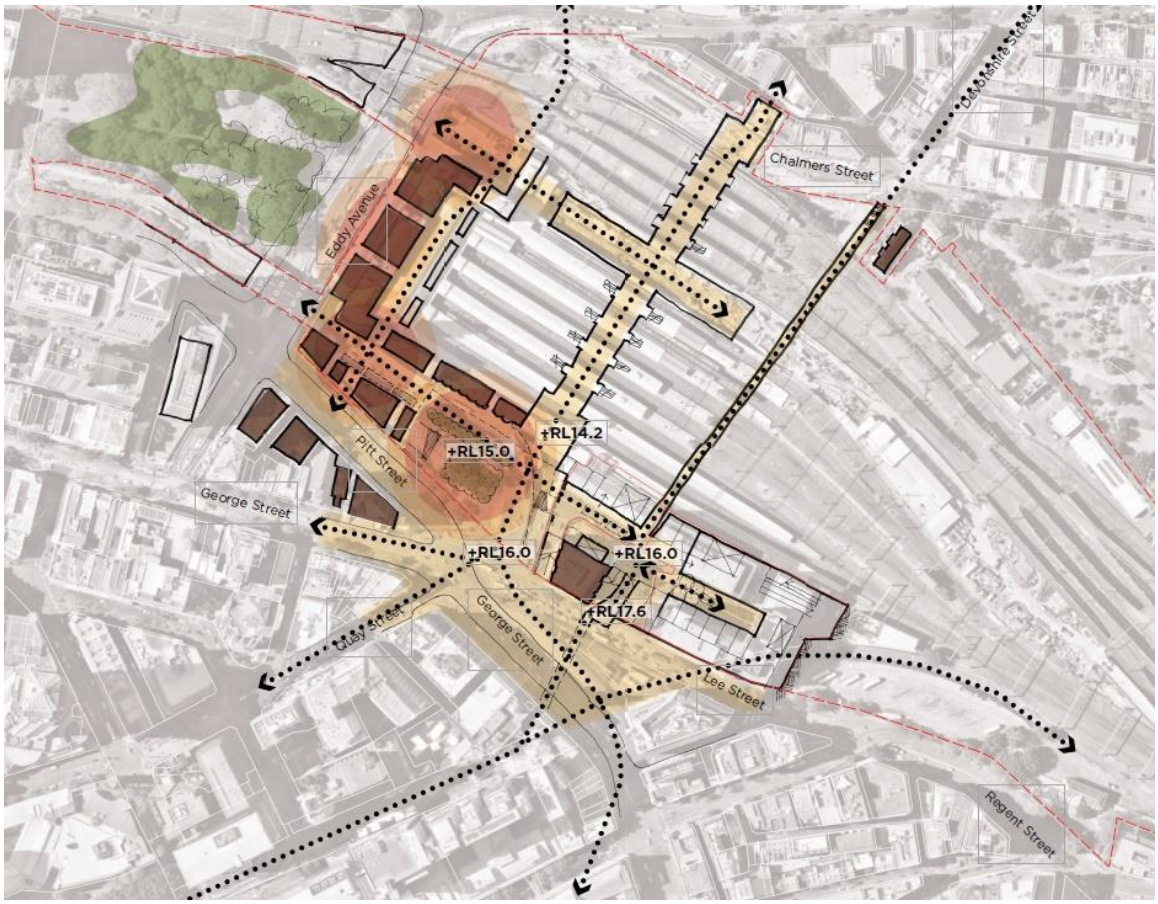


Figure 20. Western Gateway sub-precinct pedestrian movement

(Source: Architectus)

2.8.1.5 Vehicle Access and Parking

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

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

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

2.9 Public Domain and Public Open Space

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

The Henry Deane Plaza sits centrally within the sub-precinct and serves as the connection between the Devonshire Street Tunnel to the underground Railway Square Tunnel that provides pedestrian access to Railway Square as well as Ultimo and Haymarket via the Goods Line.

As discussed in **Section 2.3**, the plaza is sunken relative to the remaining site. This generally limits pedestrian mobility and internal circulation within the site and its surrounds and presents a challenge for accessible pedestrian connectivity.

Access to the Railway Square YHA building is currently provided via stairs to the north of the Devonshire Street Tunnel. Access to the Henry Deane Office Block from the Henry Deane Plaza is provided via stairs to the Block B lawn area.

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

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

Photographs of the public domain within the Western Gateway sub-precinct are provided at **Figure 21** and **Figure 22**. It should be noted that land currently used as public domain is currently under private ownership via an existing long-term leasehold arrangement, with easements in place to ensure its ongoing preservation and use for public purposes (refer to **Section 2.2.1**).

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

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

Figure 21. Existing public domain within the sub-precinct

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

Figure 22. Existing public domain within the sub-precinct

3 Strategic Context

3.1 A Metropolis of Three Cities – Greater Sydney Region Plan

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

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

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

A key objective of the Plan is therefore to promote opportunities that foster and grow a stronger and more globally competitive Harbour CBD, with the proposed Innovation Corridor for the Harbour CBD identified as extending from Walsh Bay to Eveleigh via Central Station (refer to **Figure 23**).

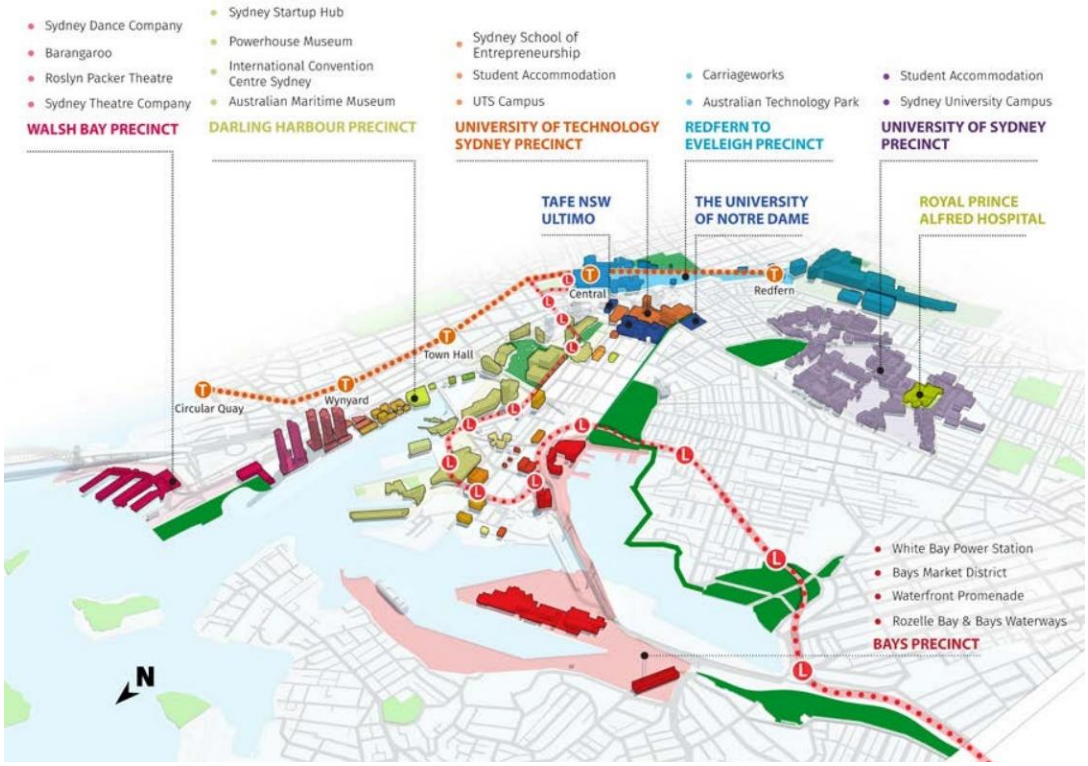


Figure 23. Innovation Corridor in Harbour CBD

(Source: Greater Sydney Region Plan)

In addition to the proposed Innovation Corridor, the Plan identifies 10 overarching strategic directions for Metropolitan Sydney. The main strategic directions and associated objectives of relevance to the Western Gateway sub-precinct proposal are:

- **A city supported by infrastructure** – under this Direction the Plan seeks to optimise the use of infrastructure by ensuring better utilisation of existing

infrastructure assets and increasing infrastructure capacity to better support communities and the planned growth of Sydney.

- **A collaborative city** – under this Direction the Plan advocates for improved collaboration of governments, community and business to deliver better growth benefit outcomes. The Western Gateway sub-precinct is located within the identified Camperdown-Ultimo Collaboration Area, for which the Camperdown-Ultimo Place Strategy has been prepared. Amongst other things, the Place Strategy notes that 'with targeted collaborative investment and planning, the collaboration area can become a place that is globally recognised

- **A city for people** – under this Direction the Plan seeks to develop and promote creative thinking and expression as a means of fostering innovation, and states that the application of innovative thinking and digital technologies to urban challenges will help foster a smart city.

- **A city of great places** – under this direction the Plan seeks to promote the creation of places that build on the characteristics that define a place, reflects shared community values and culture, celebrates the local character and heritage and which delivers public realm and open spaces that attract residents, workers, visitors, enterprise and investment.

- **A well-connected city** – under this direction the Plan aims to better integrate land use and transport plans to deliver the 30-miniute city. The Plan notes that critical to achieving its productivity outcomes is more efficient supply chains, improved access to markets, enhanced business access to skilled workers, more efficient public transport interchanges and the colocation and agglomeration of key activities in metropolitan centres.

- **Jobs and skills for the city** – under this Direction the Plan emphasises the importance of strengthening the Harbour CBD, including through the establishment of a robust creative sector that provides entrepreneurial and job opportunities, and the creation of internationally competitive health, education, research and innovation precincts in which economic activity is created by the agglomeration benefits flowing from an innovation ecosystem.

- **An efficient city** – under this Direction the Plan focusses on the need to mitigate climate change reducing greenhouse gas emissions with a focus on achieving net zero emissions by 2050. It also promotes the efficient use of energy and water use and seeks to maximise climate change resilience in future development.

3.2 Eastern City District Plan

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

Urban regeneration projects associated with the delivery of the innovation corridor, as shown in **Figure 24**, are identified as being capable of creating district level changes, providing high-quality public spaces, good walking and cycling connections and promoting opportunities for night-time activities and operations.

The District Plan notes that:

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

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

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

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

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

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

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

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

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

- Planning Priority E7 – Growing a stronger and more competitive Harbour CBD
  - Action 23. Prioritise public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city
  - Action 24. Strengthen the international competitiveness of the Harbour CBD and grow its vibrancy by:
    - further growing an internationally competitive commercial sector to support an innovation economy
    - providing a diverse and vibrant night-time economy, in a way that responds to potential negative impacts.
  - Action 25. Review as required, planning controls to facilitate economic activity to deliver on the job targets.
    - Planning Priority E8 Growing and investing in health and education precincts and the Innovation Corridor
  - Action 26. Facilitate an innovation corridor that:
    - provides access to a sufficient supply of affordable and scalable spaces
    - promotes co-location and increased business-to-business interaction
    - connects with events spaces
    - delivers a high amenity, highly walkable and safe corridor has access to affordable, diverse and multi-purpose housing options
    - supports a strong night-time economy
- Planning Priority E10 – Delivering integrated land use and transport planning and a 30-minute city
  - Action 33. Integrate land use and transport plans to deliver the 30-minute city
- Planning Priority E19 Reducing carbon emissions and managing energy, water and waste efficiently
  - Action 68. Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.
  - Action 69. Support precinct-based initiatives to increase renewable energy generation, and energy and water efficiency, especially in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation Projects.
  - Action 72. Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares.

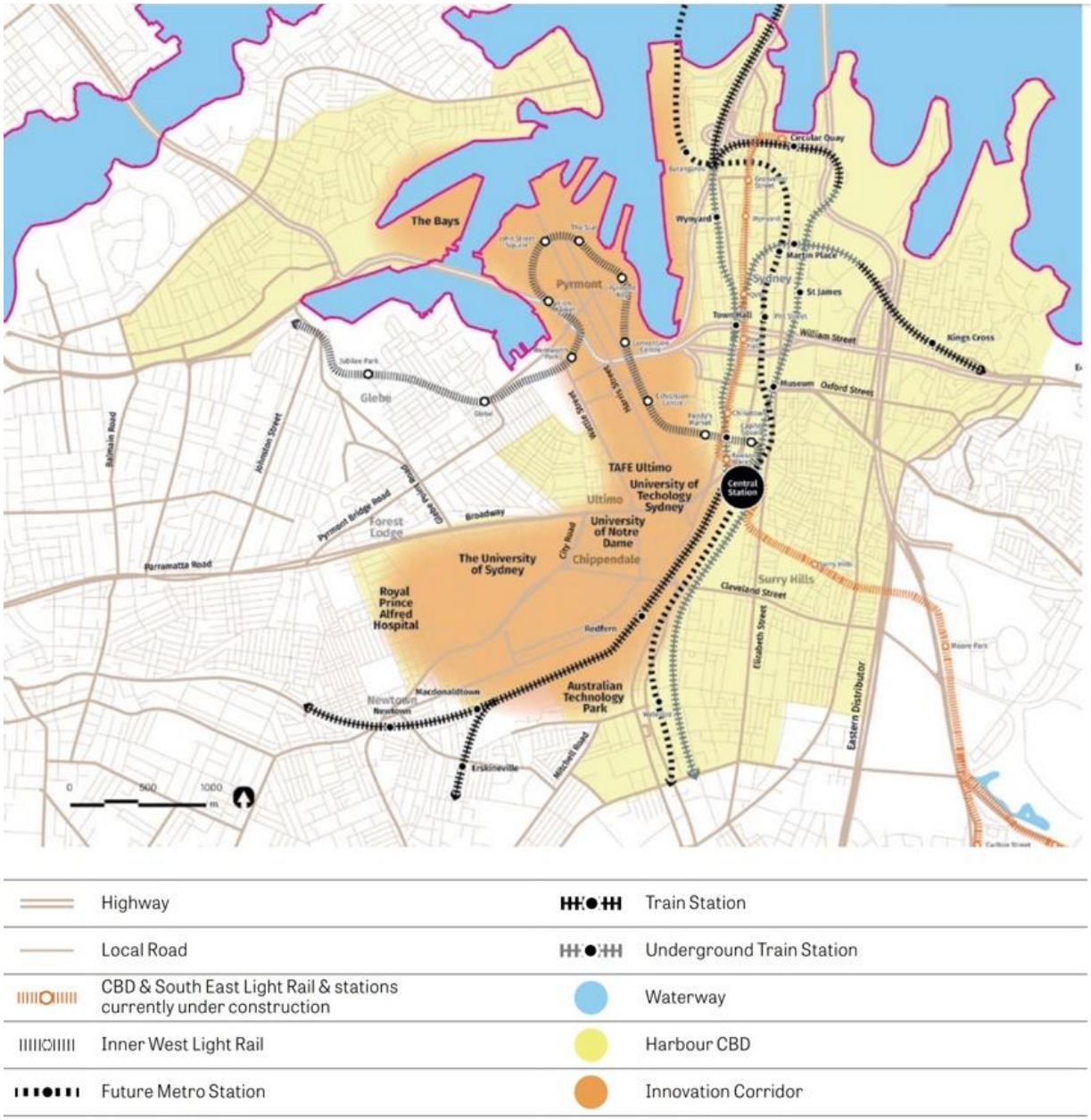


Figure 24. Innovation precinct opportunity

(Source: Eastern City District Plan)

3.3 Camperdown – Ultimo Collaboration Area and Place Strategy

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

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

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

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

The Place Strategy, consistent with the Central to Eveleigh Innovation Precinct Strategy (refer to **Section 3.5**), identifies the opportunity for an Innovation and Technology Precinct at Haymarket (as shown mapped in **Figure 25**). The vision for the Camperdown – Ultimo Collaboration Areas is a place that is globally recognised for its:

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

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

- Priority 1 – Integrate and connect the Collaboration Area, within and beyond its edges
- Priority 2 – Improve local transport options and amenity within the Collaboration Area.
- Priority 3 – Promote smart technology, drive innovation and connect locally and globally
- Priority 5 – Foster healthy, creative, culturally rich, socially connected and welcoming communities
- Priority 6 – Provide social and civic infrastructure for current and future generations
- Priority 7 – Cultivate an internationally competitive health, education, research and innovation area

- Priority 8 – Support the role and function of employment lands
- Priority 10 – Create a resilient plan.

Figure 25. Innovation ecosystem opportunities

(source: Ultimo Collaboration Area Place Strategy)

3.4 Future Transport Strategy 2056

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

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

- Customer focussed – customer experiences are seamless, interactive and personalised, supported by technology and data
- Successful Places – the liveability, amenity and economic success of communities and places are enhanced by transport
- A Strong Economy – the transport system powers NSW's future $1.3 trillion economy and enables economic activity across the state

- Safety and Performance – Every customer enjoys safe travel across a high performing, efficient network
- Accessible Services – Transport enables everyone to get the most out of life, wherever they live and whatever their age, ability or personal circumstances
- Sustainability – The transport system is economically and environmentally sustainable, affordable for customers and supports emissions reductions

3.5 NSW State Infrastructure Strategy 2018-2038

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

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

3.6 Better Placed

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

As discussed in **Section 1.4** of this report, the indicative concept schemes and proposed envelopes have been subject to an iterative design review and feedback process with the SDRP, in keeping with the objectives of the Better Placed policy.

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

3.7 Green Grid

The Government Architects Office has prepared Green Grid to guide the planning, design and delivery of Green Infrastructure in urban areas across NSW. The vision for the draft policy is to establish a network of well-planned Green Infrastructure that will make NSW more attractive, better connected, healthier and more resilient. Central Station is identified as a priority project.

The policy recognises the importance of protecting and enhancing the public domain within Central Sydney, improving pedestrian and cycle connectivity between the main public squares, open spaces and other civic spaces. Large transformational projects such as Central to Eveleigh are recognised as having significant potential to make meaningful change by improving connectivity and the public domain.

3.8 The Central to Eveleigh Urban Transformation Strategy

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

The C2E Strategy identifies a vision and ten (10) key moves that will contribute to the long-term success of the transformation ambition, and which are expressed under the key themes of 'community', 'housing', 'environment' and 'work'. The ambition, vision and key moves are shown in **Figure 26** below.

Figure 26. Central to Eveleigh urban renewal corridor

(Source: C2E Strategy)

The key moves that are particularly relevant to the Western Gateway sub-precinct are:

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

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

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

3.9 The Draft Central Sydney Planning Strategy 2016

In July 2016, the City of Sydney released the Draft Central Sydney Planning Strategy (the draft CSPS), which seeks to facilitate the planned and sustainable growth of Central Sydney to 2036 with a key focus on improving its ongoing competitiveness, appeal and resilience as the economic heart of Australia's most global city. To achieve this the draft Strategy sets out ten key moves and has an overall emphasis to position and strengthen Sydney as Australia's leading global city, these being:

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

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

In response to this, the draft CSPS places a strong emphasis on growing employment floor space in Central Sydney to meet forecast demand. It sets out the case for planned renewal and uplift on strategic sites within Central Sydney referred to as 'potential tower cluster zones', which are identified as areas within Central Sydney that are less constrained by sun access planes and therefore provide opportunity for taller buildings and a greater amount of floorspace provision. The Western Gateway sub-precinct is located within the southern tower cluster zone as shown in **Figure 27**.

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

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

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

Figure 27. Proposed future public open space plan

(Source: Draft Central Sydney Planning Strategy)

Figure 28. Potential tower cluster zones

(Source: Draft Central Sydney Planning Strategy)

3.10 Sustainable Sydney 2030

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

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

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

3.11 City Plan 2036: Draft Local Strategic Planning Statement

In September 2019 the City of Sydney Council released its draft Local Strategic Planning Statement (draft LSPS) for its LGA. The draft LSPS sets out the 20-year vision for Sydney as a Green, Global and Connected city. The draft LSPS outlines a series of planning priorities and actions needed to achieve the vision. Of relevant to the Central Precinct and the Western gateway sub-precinct are:

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

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

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

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

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

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

Figure 29. Draft Central Sydney Planning Strategy project idea for future city square Central Station

(Source: Draft Central Sydney Planning Strategy)

3.12 Sydney Tech Startups Action Plan

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

4 Statutory Context

This section examines the existing statutory planning framework, including other relevant legislation that would apply to the Western Gateway sub-precinct.

4.1 Relevant Acts

4.1.1 Environmental Planning and Assessment Act 1979

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

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

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

Any future application in relation to the Western Gateway sub-precinct will be subject to the objects, the approval framework and regulations as set out under the EP&A Act.

4.1.2 Heritage Act 1977

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

Station Group', which includes a part of the Western Gateway sub-precinct is listed under the NSW State Heritage Register.

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

4.1.3 Airports Act 1996

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

4.2 Relevant Environmental Planning Instruments

4.2.1 SEPP 55 Remediation of Land

This SEPP applies to the broader State of NSW. The purpose of this SEPP is to reduce risk of harm to human health by ensuring that contaminated land is suitably remediated prior to redevelopment of the site or any changes are made to its land use zone.

Pursuant to clause 6 of the SEPP, when preparing an environmental planning instrument, a consent authority is required to consider if the site in its current form is suitable or can be made suitable through remediation for the proposed use. The clause applies to rezoning proposals or when new land uses are proposed to be included under an existing zone. Under clause 7 of the SEPP, any future development application for carrying out works on the site will be subject to additional assessment for contamination.

4.2.2 SEPP (Infrastructure) 2007

The purpose of this SEPP is to facilitate the effective delivery of infrastructure across the State. In particular, the SEPP outlines:

- Land use zones where particular types of infrastructure are permissible (referred to as prescribed zones)
- Infrastructure works requiring development consent
- Infrastructure works that do not require consent and may require assessment under Part 5 of the Act
- Infrastructure works that may be undertaken as complying development or exempt development.

Division 15 'Railways' of the SEPP, includes specific provisions that seek to facilitate the maintenance and operations of rail infrastructure across the State. Under the Division, additional land uses, generally prohibited under a SP2 special uses zone such as residential, retail and business premises are made permissible with development consent when located on a rail corridor. Under the SEPP, commercial land uses remain a prohibited use on SP2 zoned land.

4.2.3 SEPP (State and Regional Development) 2011

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

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

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

4.2.4 Sydney Local Environmental Plan 2012

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

(a) to reinforce the role of the City of Sydney as the primary centre for Metropolitan Sydney,

(b) to support the City of Sydney as an important location for business, educational and cultural activities and tourism,

(c) to promote ecologically sustainable development,

(d) to encourage the economic growth of the City of Sydney by:

(i) providing for development at densities that permit employment to increase, and

(ii) retaining and enhancing land used for employment purposes that are significant for the Sydney region,

(e) to encourage the growth and diversity of the residential population of the City of Sydney by providing for a range of appropriately located housing, including affordable housing,

(f) to enable a range of services and infrastructure that meets the needs of residents, workers and visitors,

(g) to ensure that the pattern of land use and density in the City of Sydney reflects the existing and future capacity of the transport network and facilitates walking, cycling and the use of public transport,

(h) to enhance the amenity and quality of life of local communities,

(i) to provide for a range of existing and future mixed-use centres and to promote the economic strength of those centres,

(j) to achieve a high quality urban form by ensuring that new development exhibits design excellence and reflects the existing or desired future character of particular localities,

(k) to conserve the environmental heritage of the City of Sydney,

(l) to protect, and to enhance the enjoyment of, the natural environment of the City of Sydney, its harbour setting and its recreation areas.

4.2.4.1 Land Use Zone

The Western Gateway site is predominantly located within the B8 Metropolitan Zone under the SLEP 2012. A wide range of land uses are permissible under the B8 zone provided they meet the objectives of the zone.

A small portion of the site (north eastern corner) is included in the SP2 Infrastructure zone. Only development for the purposes of railways are currently permissible on the site, with most other land uses, including commercial and retail, being prohibited development under the SP2 zone. An excerpt of the land use zone map is provided at **Figure 30**.

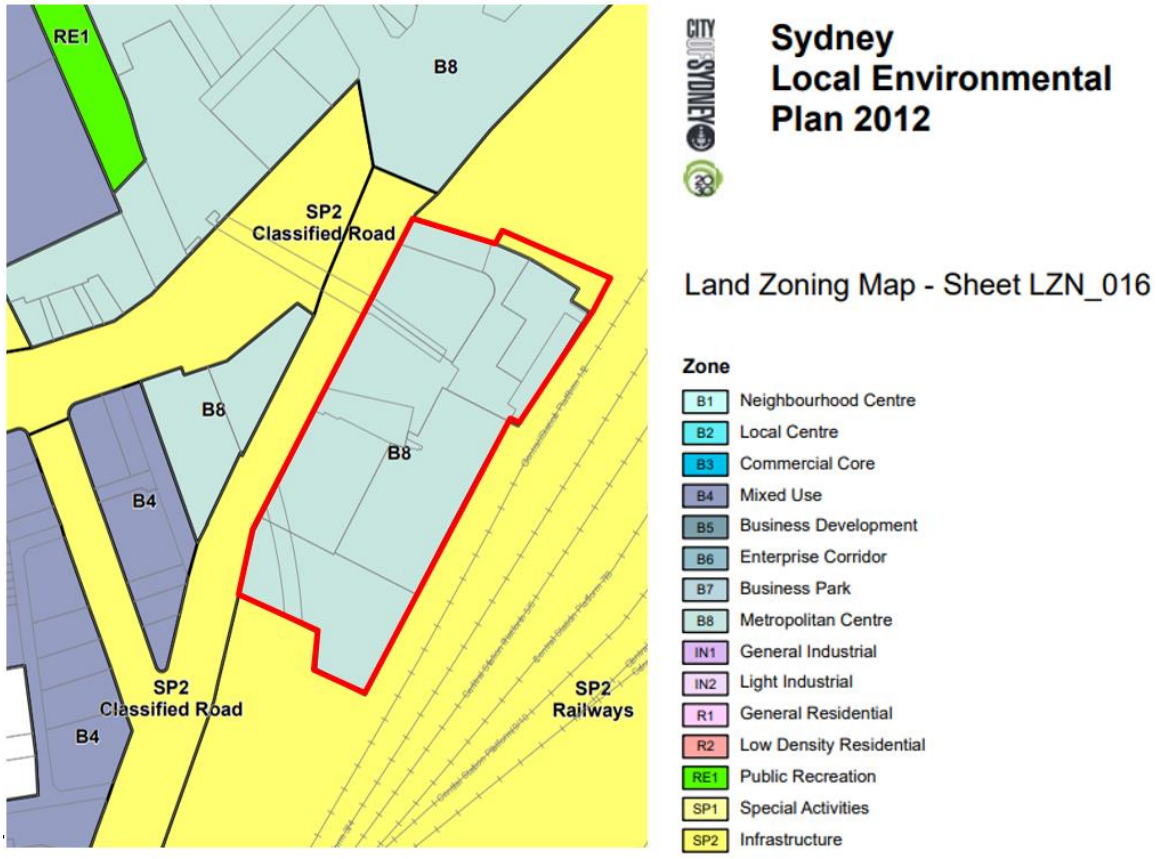


Figure 30. Current land use zoning

(Source: SLEP 2012, Land Use Map_016)

4.2.4.2 Floor Space Ratio

Under clause 4.4 of the SLEP 2012, the maximum Floor Space Ratio (FSR) for site is 3:1. No maximum FSR control applies to the small part of the site in north east corner that sits within the land zoned SP2 Infrastructure. An excerpt of the FSR map for the site is shown at **Figure 31**.

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

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

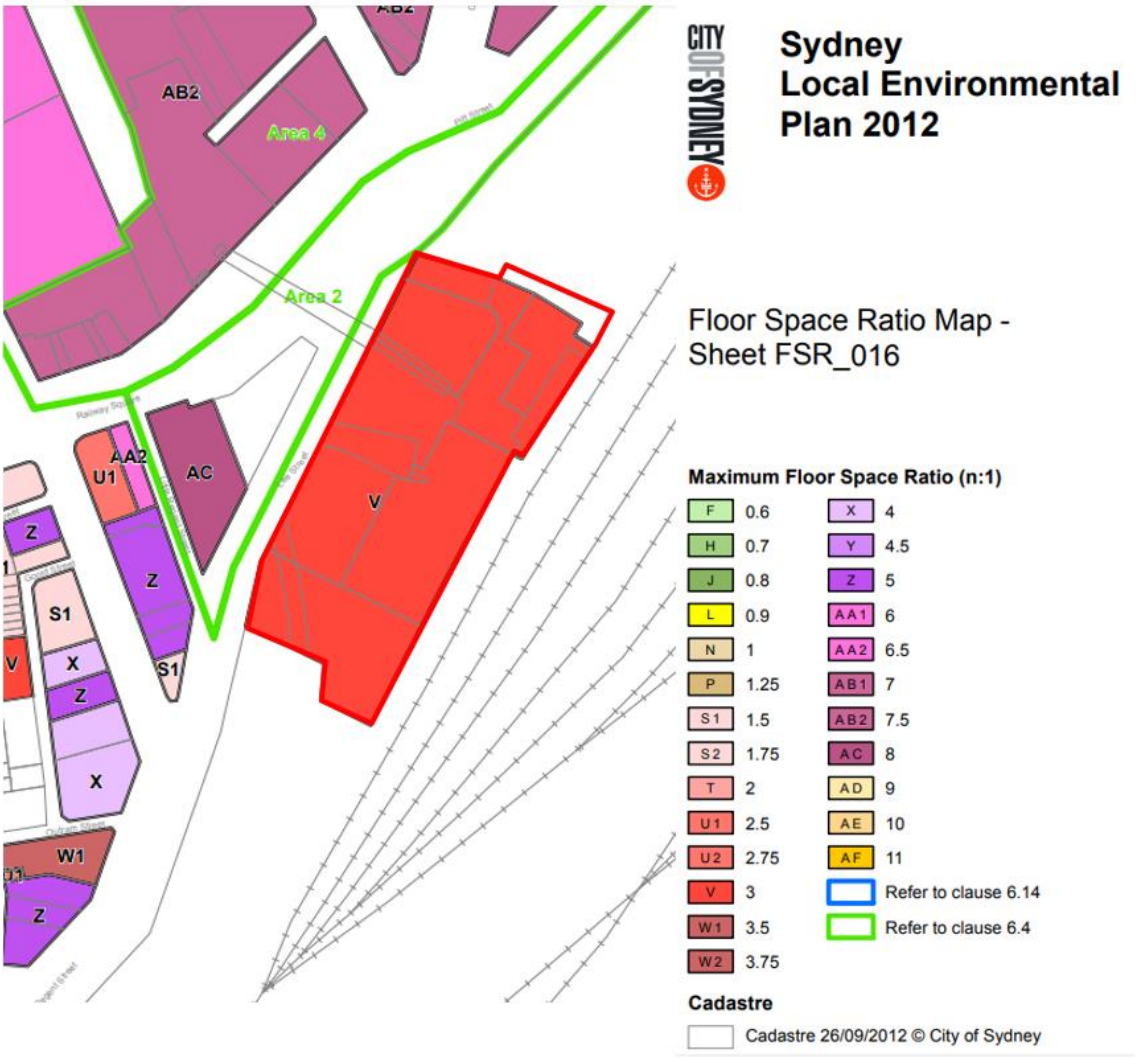


Figure 31. Current Floor Space Control

(Source: SLEP 2012, FSR Map_016)

4.2.4.3 Building Height

The Western Gateway sub-precinct is presently subject to a number of existing maximum building heights, which range from 9m for Block A to 33 metres and 35 metres for Blocks B and C respectively. No building height control applies to the Henry Deane Plaza. An excerpt of the height of buildings map for the site is shown at **Figure 32**.

A portion of the site is identified as Area 1 on the building heights map. The maximum building height for this part of the site is height of the existing building.

In addition to the maximum building height standard for Block A and B, additional overshadowing of Prince Alfred Park between 12pm and 2 pm is prohibited under Clause 6.19 (h) of the SLEP 2012. This provision of the SLEP 2012 aims to protect the amenity of key open space assets within the city.

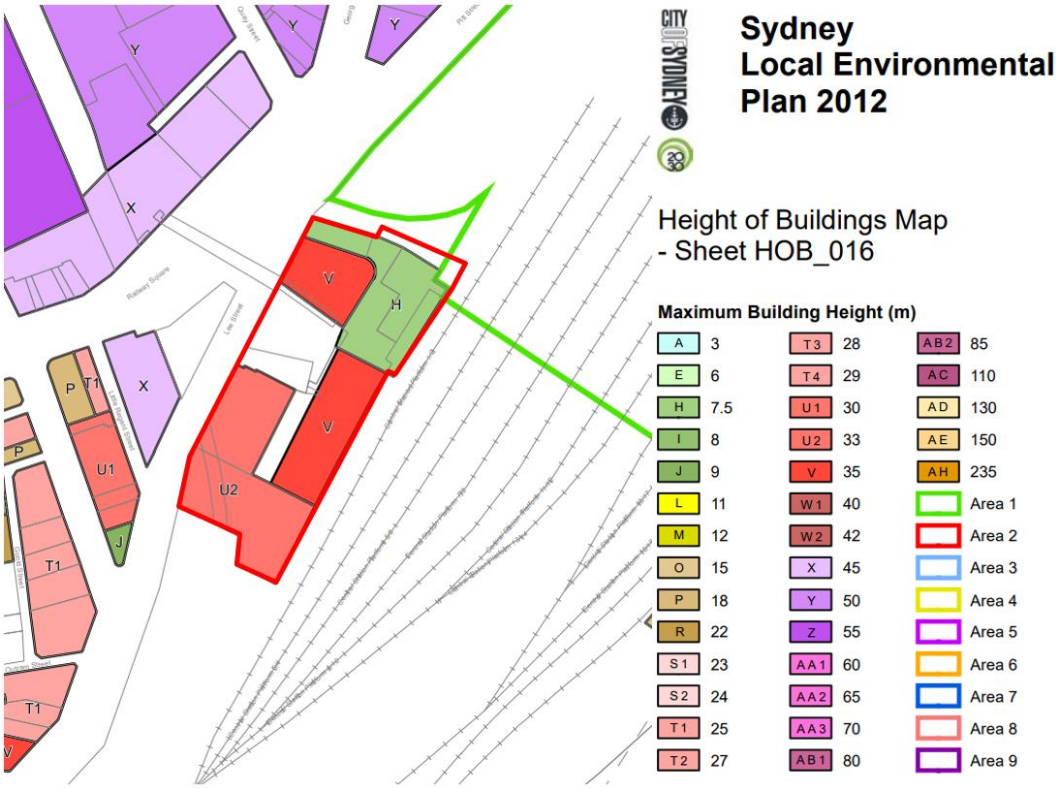


Figure 32. Current Building Height

(Source: SLEP 2012, HOB Map_016)

4.2.4.4 Special Character Area

A portion of the site forms a part of the Railway Square / Central Station Special Character Area (see **Figure 33**).

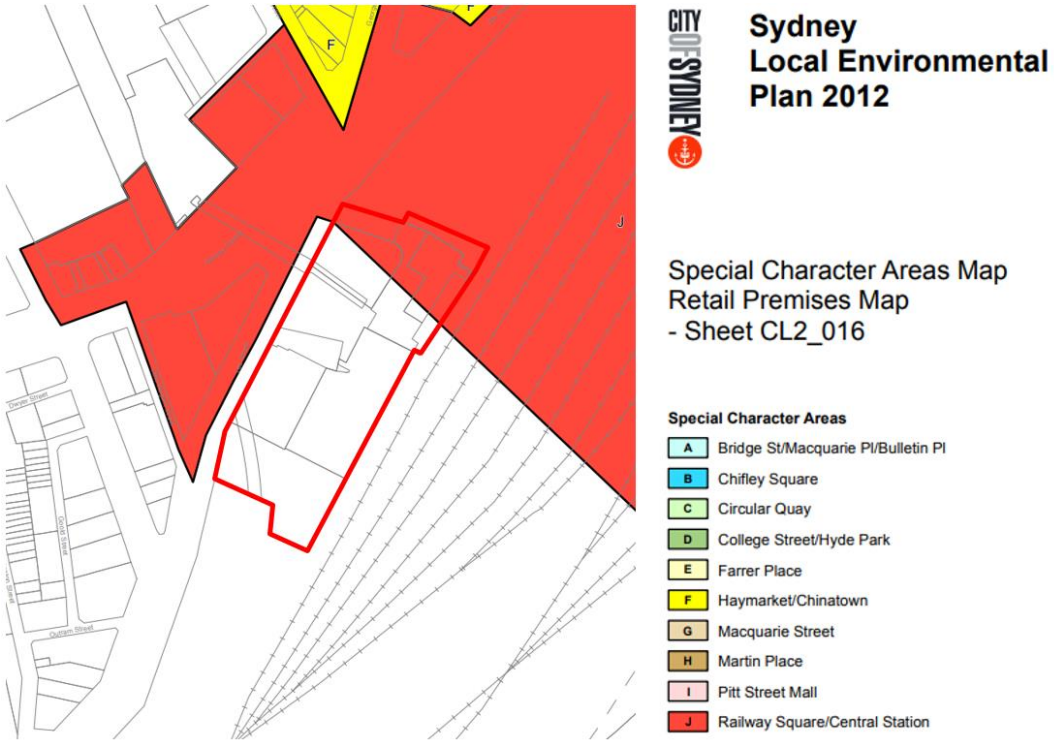


Figure 33. Current Sydney LEP 2012 special Areas Character Map

(Source: SLEP 2012, Special Areas Map_016)

5 The Proposal

5.1 Vision

The Western Gateway sub-precinct is identified as a transformational project that can renew, and spearhead broader change at the southern end of Central Sydney. The proposal presents the unique opportunity to reimagine the sub-precinct and improve pedestrian access, connectivity and legibility across the site and surrounds. The vision for the Western Gateway sub-precinct has been developed in keeping with the directions of the Metropolitan, District, State and local policies. The vision for the sub-precinct is for it to be a place that:

- creates a new and exciting 'destination' at the southern end of Central Sydney and which forms a prominent gateway to the broader Central Precinct
- provides a focal point for new employment uses through the creation of high-quality commercial buildings that achieve the renewal aspiration for the Western Gateway and which appropriately respond to the surrounding context
- delivers a critical mass of employment floorspace that will anchor the future innovation and technology precinct and contribute to realising the Camperdown-Ultimo Place Strategy
- establishes a visual marker for Central Precinct through the creation of city scale buildings that positively contribute to Sydney's skyline, character and public identity
- provides a backdrop for the future new third square, comprising two spaces at the Western Forecourt and Railway Square and is framed by existing heritage items such as the former Parcels Post Office, Inward Parcels Shed and Marcus Clarke Building
- delivers generous through site connections that facilitate safe, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas
- re-imagines Henry Deane Plaza as a convergence point for pedestrian flows and a high-quality urban environment
- delivers a public domain that effectively negotiates the shifting ground plane from footpath level to any potential future development above the rail yards
- catalyses emerging innovation, employment and business by providing places for workers in innovative industries, and their associated support industries.
- provides services and places for visitors, public transport users and others in the surrounding city with activity 24 hours per day
- provides a density of employment surrounded by high quality, publicly accessible spaces and strong heritage
- provides publicly accessible spaces for visitors and workers to meet, both internally and externally
- provides rich and meaningful public spaces that are activated, accessible, safe and which creates opportunities for conversation, collaboration, transit and relaxation

- delivers high-quality architectural buildings that exhibit design excellence and maximise sustainability
- reduces the urban heat island effect through landscaping that provides shade, improves the precinct's micro-climate and softens the urban environment.
- celebrates the history of the place and conserves and integrates existing heritage assets within the sub-precinct
- includes the major public entrance to the planned future Over Station Development.
- is a leader in sustainable initiatives

5.2 Western Gateway Rezoning Proposal

The Western Gateway rezoning proposal is proposed in two stages. The first stage consists of two site-specific proposals, being for Block A and B. The site-specific proposals have been prepared by the respective leaseholders who will lead the future redevelopment of their respective blocks in accordance with the amendments proposed under this draft SEPP Report.

The site-specific proposals include two development schemes developed by two different architectural firms and are supported by a suite of site-specific technical information that is set out in **Appendix D** and **E** for Blocks A and B respectively.

While Block C forms a part of the Western Gateway rezoning process, no amendments are proposed to the existing Block C planning controls under this Draft SEPP Report. Block C will be subject to a separate stage 2 rezoning process as well as a separate exhibition process (refer to **Section 5.2.1** below).

The indicative envelope developed for Block A and B and the public domain proposal are discussed in **Section 5.2.2** and **Section 5.2.4**. The envelopes that are described in the Sections below are drawn from indicative reference schemes that have been prepared for each Block. It is important to note that this draft SEPP Report does not seek consent for the indicative reference schemes, and that any future development within the Western Gateway sub-precinct will be subject to a competitive design process and subsequent detailed Development Application and assessment process.

Table 3 sets out a development summary for the site-specific proposals for each Block within the Western Gateway sub-precinct.

Table 3. Development summary

Specifics	Block A	Block B
GFA	70,000m^2	155,000m^2
Maximum Height in metres	RL 200.2m	RL 205.8m
Proposed Land Uses	Commercial, retail and hotel	Commercial and retail

5.2.1 Block C

This draft SEPP report does not propose to any changes to Block C within the Western Gateway sub-precinct. Any proposal to amend the planning controls as they relate to Block C will be the subject of a separate future planning process in consultation with the relevant key stakeholders relating to that part of the Western Gateway sub-precinct, including but not limited to the existing leaseholders for that land, Transport for NSW, Department of Planning, Industry and Environment, and the City of Sydney.

The outcome of any planning and design process for Block C will be the subject of a separate public exhibition and consultation process during which time the community and key stakeholders will have an opportunity to view and comment on any proposal relating to this Block.

5.2.2 Site Specific Proposals

The site-specific proposals for Block A and B are discussed in further detail below. A further detailed assessment of each of site-specific proposal is contained in **Appendix D** and **E**, which includes, but is not limited to, the following key documentation and supporting technical studies for each Block.

- Planning Assessment Report;
- Urban Design Report;
- European and Aboriginal Heritage Assessment;
- Aeronautical Study;
- Transport and Access Assessment;
- Wind Assessment; and
- Visual Impact Assessment.

5.2.2.1 Block A

The Block A indicative reference scheme proposes a mixed-use hotel and commercial office tower over the Railway Square YHA Shed (former Inwards Parcels Shed).

The proposal aims to deliver an iconic development that will establish and anchor Sydney's proposed innovation and technology precinct, enhance the public domain around Block A and allow for the adaptive reuse of the Inwards Parcels Shed. Specifically, the proposal aims to facilitate following on Block A:

- Approximately 70,000m^2 of gross floor area, including all additional floor space and potential design excellence bonuses under SLEP 2012.
- An iconic mixed-use tower which will become Atlassian's global headquarters, including new YHA tourism accommodation and a range of spaces to support local and emerging Tech-Start-up companies to collocate within the precinct.
- Public domain improvements around Block A.

Key specifics of the Block A scheme are discussed in **Table 4** below. The proposed maximum envelope proposed for Block A is shown at **Figure 34** below.

Table 4. Block A development specifics

Specifics	BLOCK A
Maximum Height	Maximum RL 200.2m
Land Use GFA Breakdown	58,000m^2 commercial office 7,500m^2 hotel 3,100m^2 retail

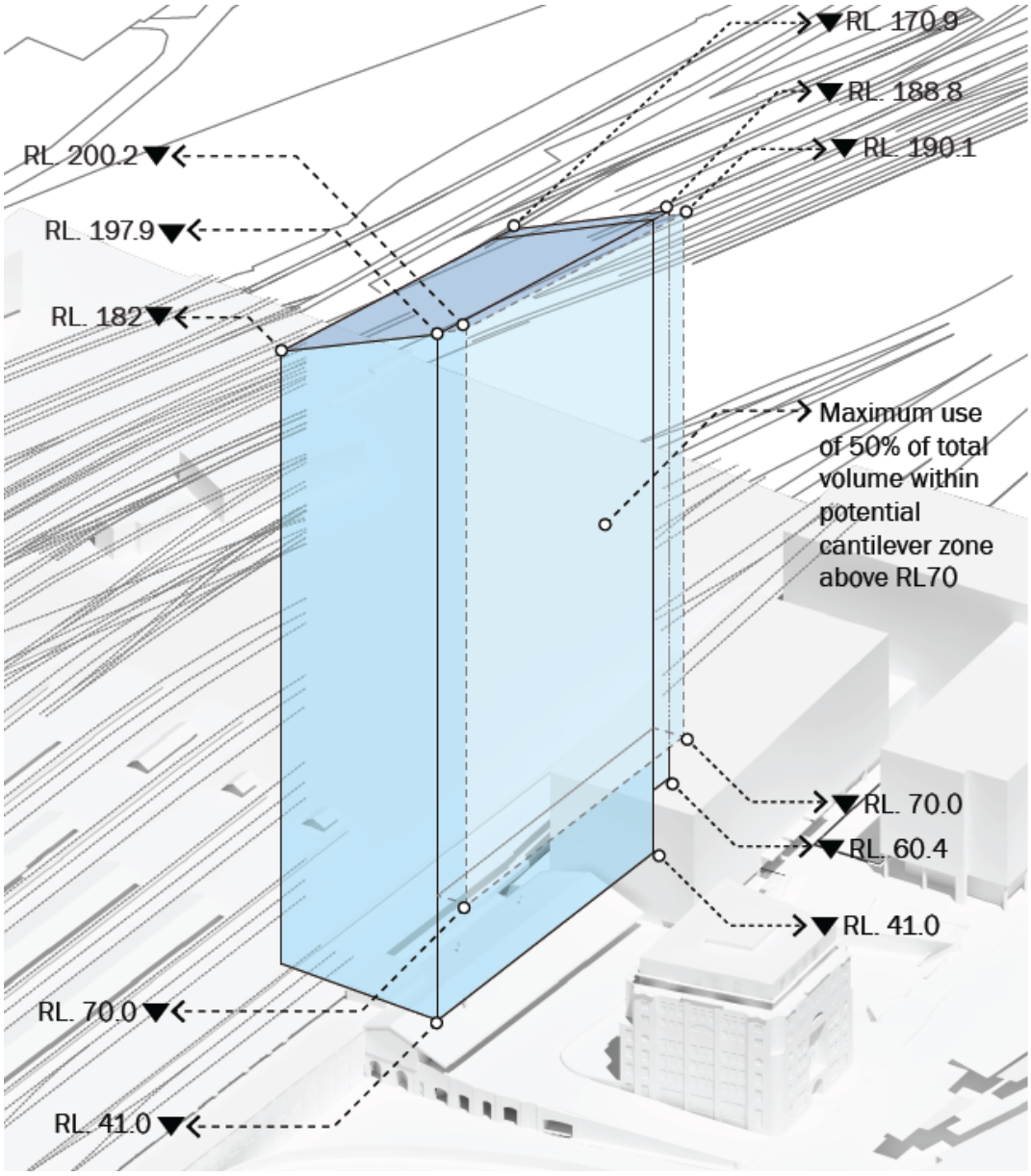


Figure 34. Maximum Block A envelope

(Source: Block A site specific Proposal package)

5.2.2.1.1 Indicative Tower Form

The tower envelope is designed to respect the heritage form of the Inwards Parcels Shed. The tower form starts at RL 40.0m to provide a curtilage above the shed, while the core and structural zones have been carefully positioned to the south and east within the proposed envelope to minimise impacts on significant heritage fabric and to avoid any intrusion into public domain areas such as the Devonshire Street Tunnel.

The envelope's southern elevation has been shaped to respond to future public spaces and visual connections through the sub-precinct and within the broader Central Station SSP area. As shown in **Figure 35** and **Figure 36**, the envelope is set back by approximately 5.0m from the edge of the upper level façade from RL 40.0 to RL 60.4m. At RL 60.4m the envelope is designed to step out and cantilevers by an additional 5.0m. This design will frame important east-west visual connections across Central Precinct to Devonshire Street and ensure the retention of views in the opposite direction back to the spire of the Marcus Clarke Building.

The envelope is also designed to allow for future flexibility in the built form and promote the opportunity to design an iconic building as part of the design competition process. To this end a second cantilever zone is proposed on the western elevation where the envelope steps out above RL 70m. This cantilever zone is proposed to be used for design articulation for the future building with only a maximum 50% of the volume within this zone able to be utilised.

The maximum height of the tower is set by the Prince Alfred Park sun access plane. The envelope height tapers down from east (RL 200.2m) to west (RL 170m to RL182m) in response to the sun access plane. Further details of the proposed building form for Block A are contained within the supporting Urban Design Report located in **Appendix D**.

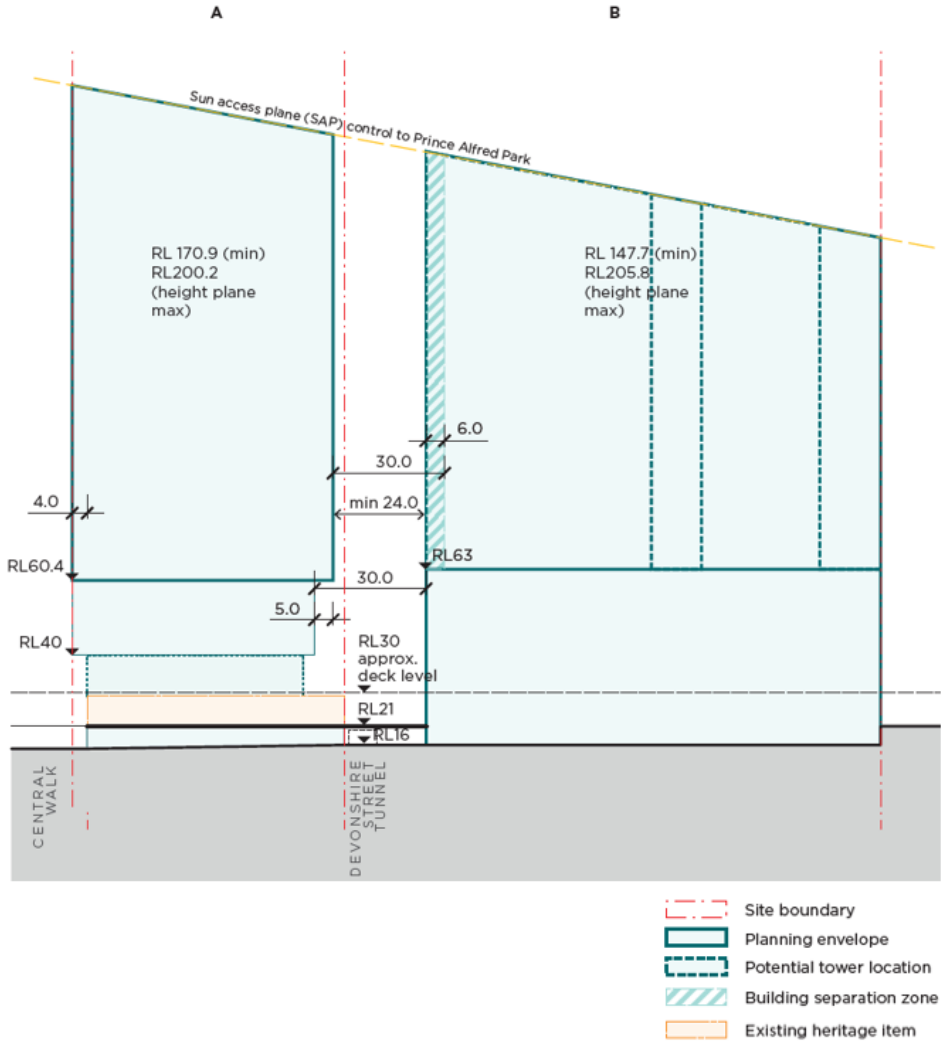


Figure 35. Proposed Block A tower

(Source: Draft Western Gateway Design Guide)

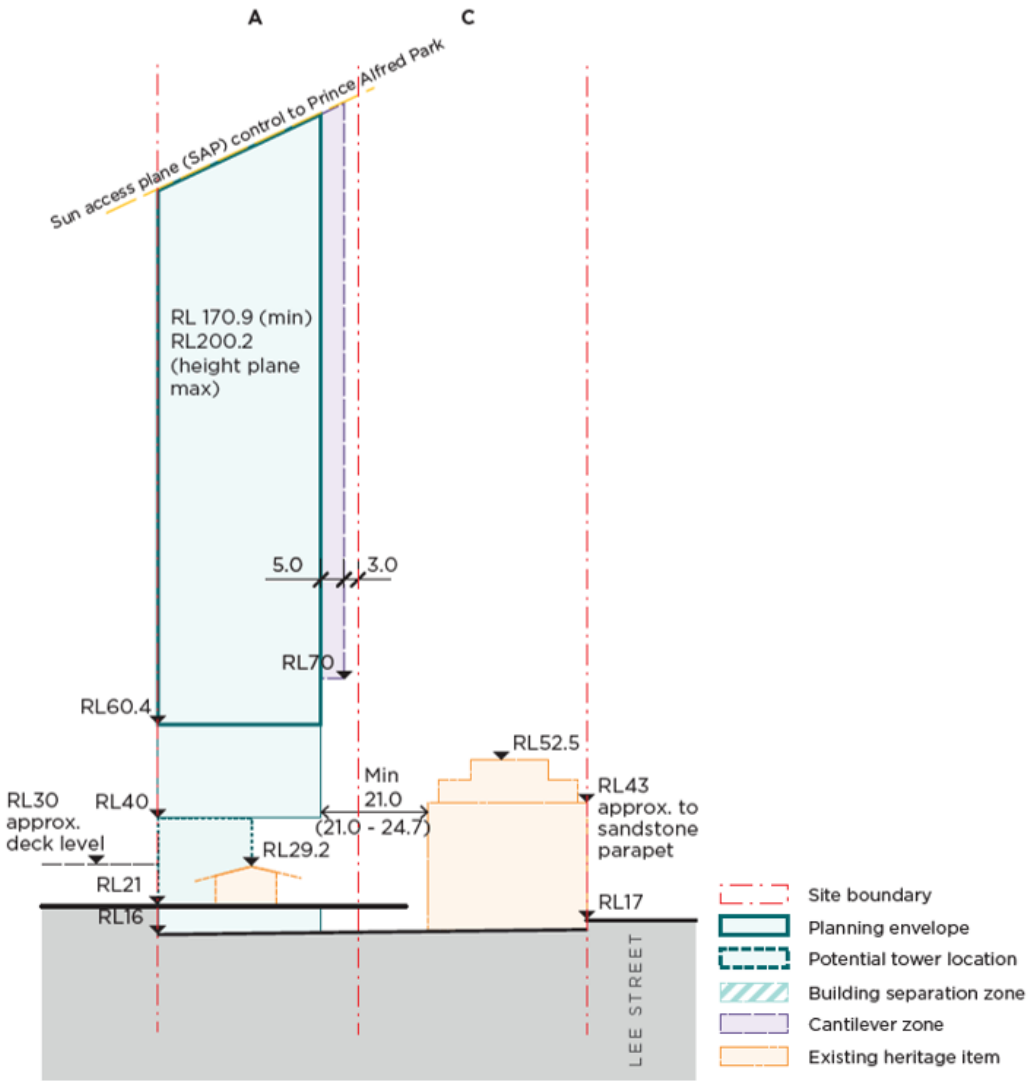


Figure 36. Proposed Block A tower

(Source: Draft Western Gateway Design Guide)

5.2.2.2 Block B

The Block B indicative reference scheme proposes a mixed-use development comprising two commercial towers (tower 1 and tower 2) over a mid-rise podium accommodating commercial, retail and civic uses.

The indicative reference scheme aims to deliver a landmark gateway development that is reflective of the significance of Central Station and which provides complementary commercial and retail offerings and an enhanced public realm that will help establish a new innovation and technology precinct at the Western Gateway sub-precinct. A key feature of the Block B proposal is the delivery of an integrated basement facility for use by the Western Gateway buildings and the broader Central Precinct. This is discussed further in **Section 5.2.4** below.

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

- Deliver two commercial towers 50,000m^2 and 40,000m^2 with a typical floor plate size of 2000m^2 to 2300m^2, above a mixed used podium;

- An activated public domain which will be open to the public and accommodate retail and other active uses.
- Approximately 55,000m^2 of creative technology floorspace within the podium;
- A retail offering of approximately 5,000m^2 that will help activate Block B, specifically the Lee Street frontage and its surrounds; and
- Redeveloped public space that will improve pedestrian circulation and connectivity within the Western Gateway sub-precinct, to its current surrounds as well as the future Central Precinct SSP sub-precincts.

Key specifics of the Block B scheme are discussed in **Table 5** below. An indicative reference scheme for the site-specific Block B proposal is shown at **Figure 37** below.

Table 5. Block B development specifics

Specifics	BLOCK B
Maximum Height	Maximum RL 205.8m
Land Use GFA Breakdown	• 85,000m^2 commercial office • 60,000m^2 tech / start up space • 5,000m^2 retail
Tower Floor Plate	• Approximately 2,000m^2 – 2,300m^2

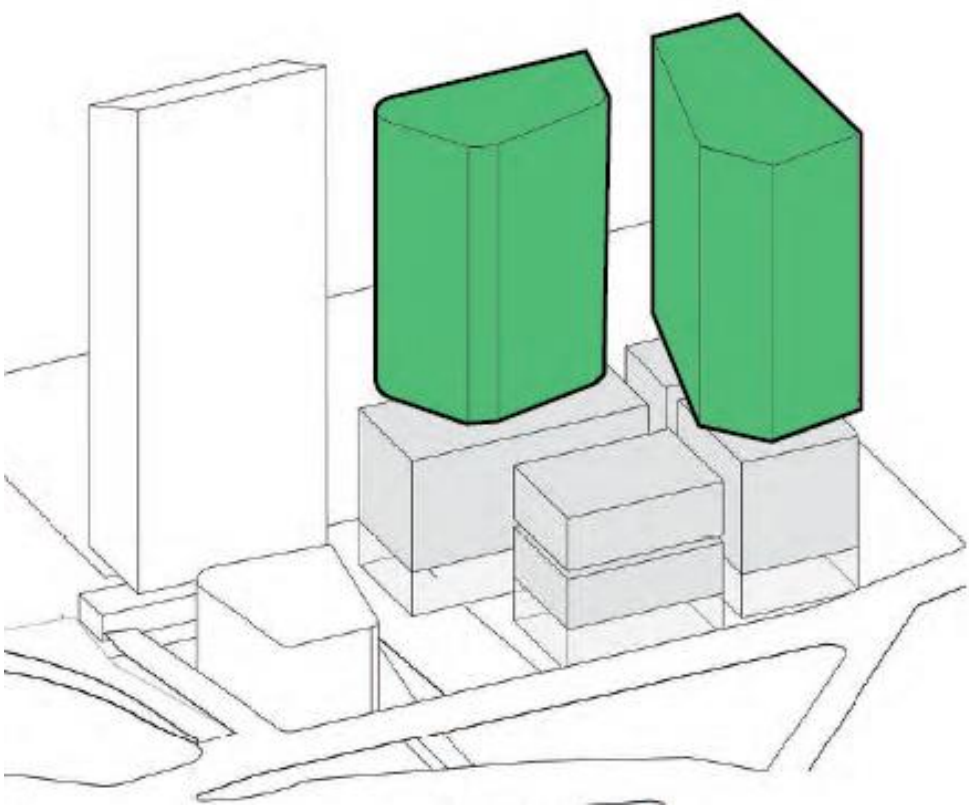


Figure 37. Indicative reference scheme

(Source: Block B site specific Proposal package)

5.2.2.2.1 Indicative Tower Form

The envelope for Block B is designed to provide future design flexibility, including the location of the towers.

As shown in **Figure 38**, the maximum height of the Block B envelope is set by the Prince Alfred Park sun access plane. The extent of the envelope is set by applying a minimum 24m building separation distance between the northern elevation of the northern tower on Block B and the southern elevation of the proposed Block A envelope. A nil setback is proposed from the eastern boundary alignment fronting Central Station.

The reference scheme proposes a clearly defined podium with the podium designed to a maximum height of RL 63.80m to provide a human scale to the public domain, respond to the height datum established by existing surrounding buildings and reinforce the character of Railway Square.

The envelope is shaped to maintain visual connections from the Block B public domain to important surrounding visual markers such as the Marcus Clarke and Henry Deane Plaza.

While the proposed maximum envelope has been designed as a single mass, it is proposed that site specific LEP controls and design guidelines will be used to ensure the delivery of a two tower reference scheme and a built form solution that is acceptable for the site and which supports the achievement of design excellence. This will include consideration of the key principles of massing, building separation and floorplate sizes.

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

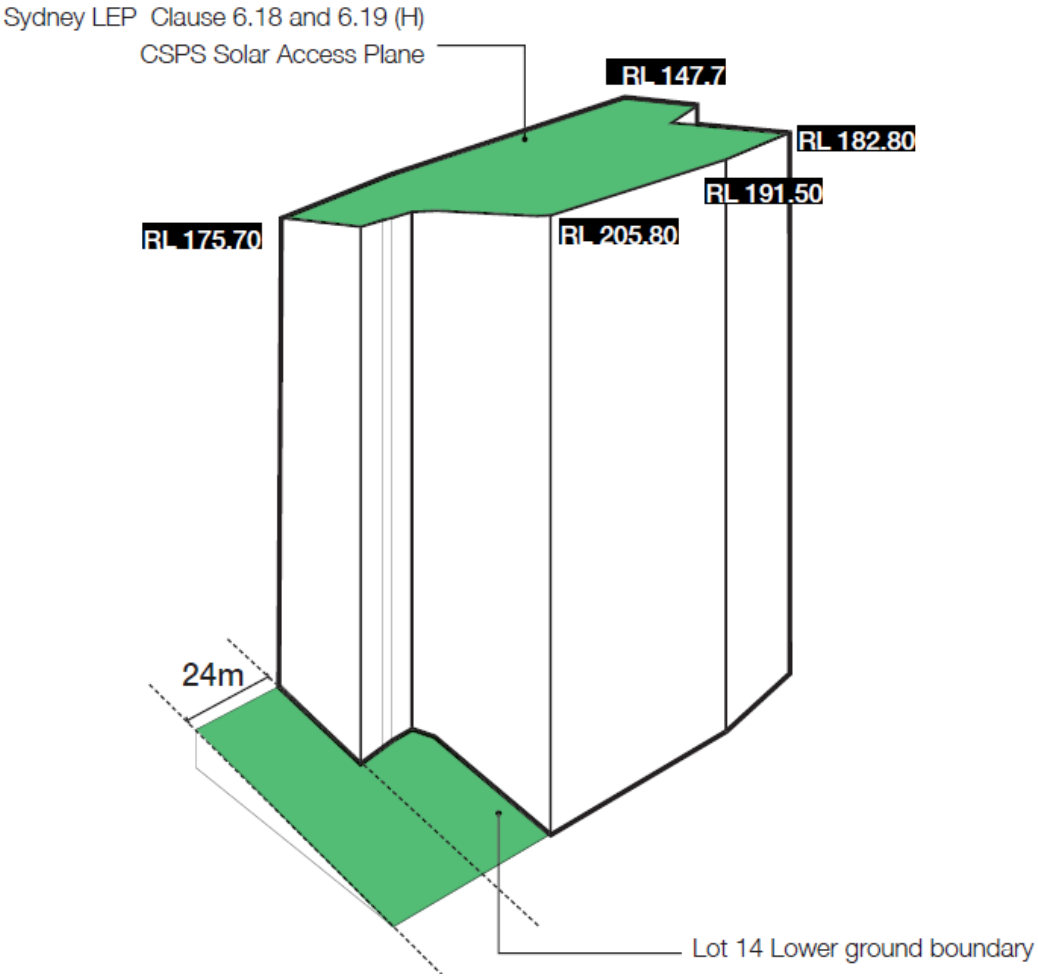


Figure 38. Proposed maximum Block B envelope

(Source: Block B site specific Proposal package)

5.2.3 Building Separation

The reference scheme for Block A and B within the Western Gateway sub-precinct has been designed with consideration of the respective neighbouring building envelope.

The proposed separation distances for buildings across the sub-precinct are shown at **Figure 39** below. A minimum 24m building separation is proposed to be provided between the Block A and Block B envelopes, with this minimum separation increasing to 30m once below RL 60.4m.

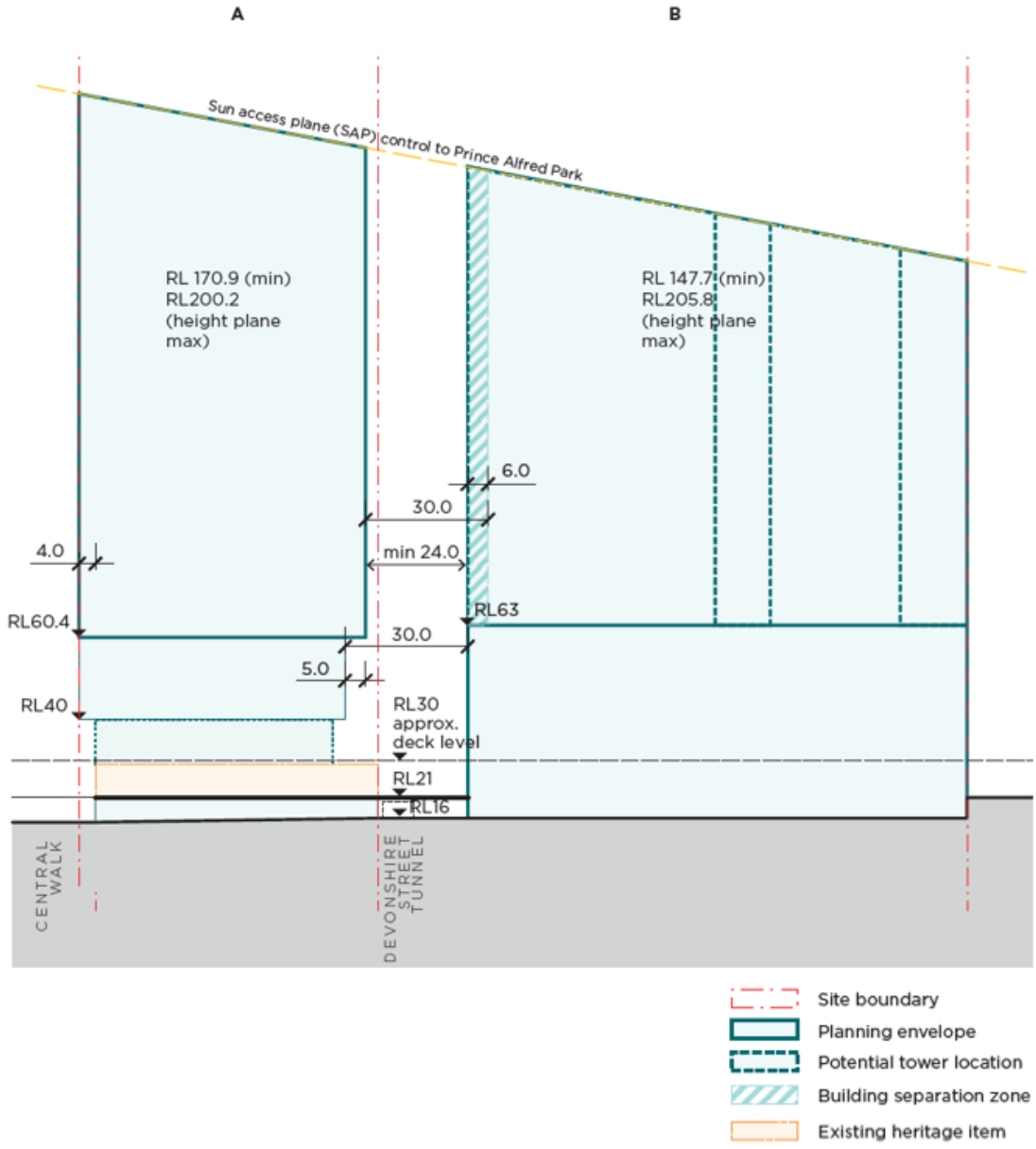


Figure 39. Section - Separation distances and setbacks

(Source: Draft Western Gateway Design Guide)

5.2.4 Public Domain

It is important to note that as the draft SEPP Report is only seeking to amend the planning controls as they relate to the sub-precinct, it does not include detailed proposals for the future design of public domain within the sub-precinct. To this end a detailed public domain plan will be developed in the future for the sub-precinct by the respective leaseholders in consultation with Transport for NSW, City of Sydney, the State Design Review Panel, NSW Government Architect and the DPIE. This process will be undertaken at the time when detailed proposals are being formulated for future development applications.

To assist the future detailed design of public domain Transport for NSW in consultation with key stakeholders, has prepared a Design Guide for the sub-precinct, which provides design guidance for future development within the Western Gateway

sub-precinct. The Draft Western Gateway Design Guide accompanies and is being exhibited with the Draft SEPP Report at **Appendix B** and will inform any future public domain plan to ensure that a high quality, attractive and integrated public domain is delivered as part of the Western Gateway sub-precinct.

The Design Guide notes that any future detailed proposals will need to support and enable a new integrated public domain for the Western Gateway sub-precinct that elevates the quality and pedestrian experience of the public realm, enhances legibility and wayfinding, and improved connectivity and circulation within the site and to its surrounds.

The varying level changes across the sub-precinct within public domain currently restrict pedestrian circulation and connectivity. To address this the new public domain will provide a continuous path of travel across the site and support connection to the potential future over station development (OSD) within the proposed Sydney Yards sub-precincts (see Central Precinct SSP Draft Strategic Vision).

A key requirement for the future public domain includes a new publicly accessible, 6m wide, north-south pedestrian link. The proposed link would occur for the entire length of the sub-precinct, providing continuous pedestrian access from Regent Street to the south, through the sub-precinct to the Western Forecourt and Central Station to the north. In addition, a minimum 30m wide, at grade and up to RL 60.4m, east-west pedestrian link is also proposed to be provided through the sub-precinct, representing the gateway to the future primary east-west OSD pedestrian connection linking Haymarket with Surry Hills.

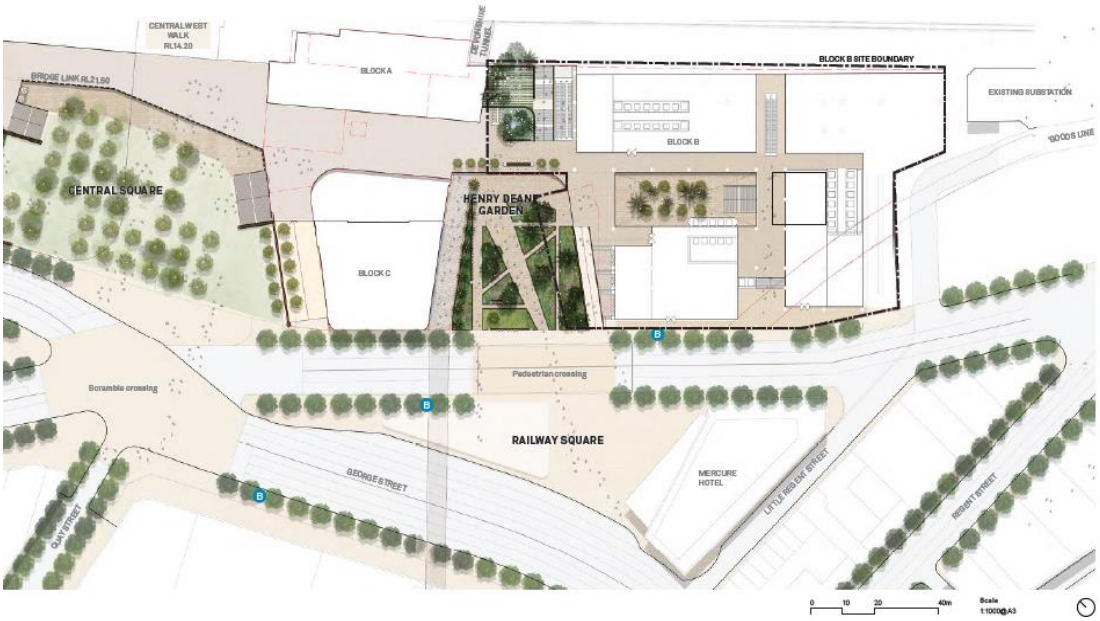


Figure 40. Indicative public domain proposal

(Source: Block B site specific Proposal package)

5.2.5 Integrated Distribution Facility

A consolidated underground basement level is proposed across Block A and B as shown at **Figure 41**. The consolidated basement will serve as a centralised distribution facility and enable all servicing and deliveries to be carried out via the basement, thus removing vehicles from street level. The basement facility is proposed to be delivered as part of the Block B and will connect into the Block A basement.

Once Block A and B are delivered it is envisaged that they will be serviced by a single vehicular entry off Lee Street and to the south of Block B. The entry is also proposed to serve the future OSD.

As an interim measure, prior to the construction and completion of the consolidated car park and distribution facility, it is anticipated that Blocks A and C will continue to be accessed via their current driveway off the intersection of Lee Street and George Street. This access point will however be closed once any redevelopment of Blocks A and C occur, enabling them to have a new basement that is consolidated and integrated into the Block B basement, and which enables these Blocks to be serviced via the integrated distribution facility.

Centralisation of vehicle deliveries will remove vehicles from street level, allow for pedestrianisation of the street level, enhance public domain amenity and increase valuable ground-floor space.

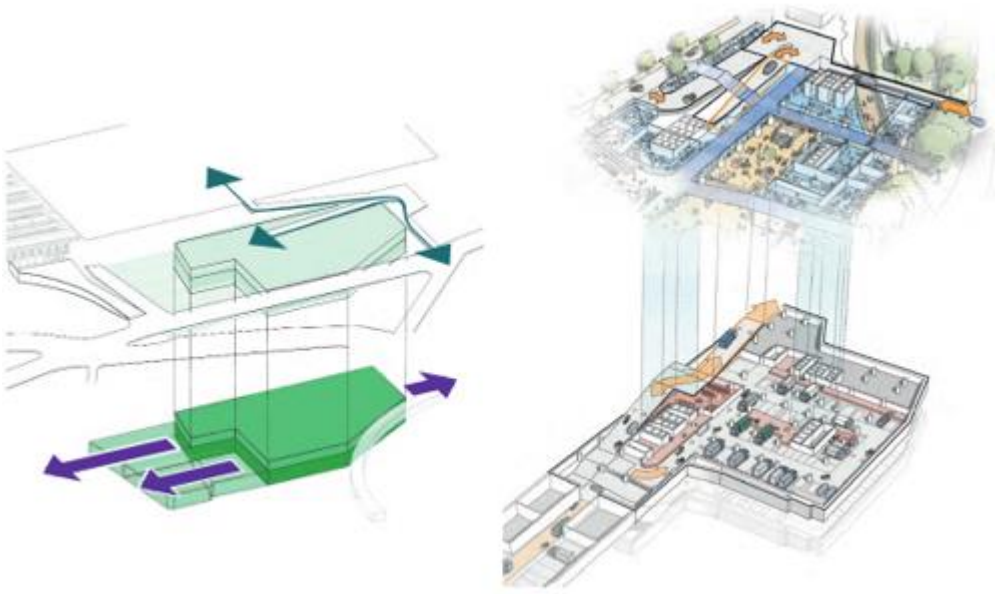


Figure 41. Proposed integrated distribution facility

(Source: Block B site specific Proposal package)

6 Proposed Amendments

6.1 Objectives and Intended Outcomes

The objective of this proposal is to facilitate planned renewal of the Western Gateway sub-precinct as the first stage of the broader renewal program for the Central Precinct SSP area in line with the site-specific proposals for each Block as discussed in **Section 5.0** of this report. The sub-precinct's location on the western edge of the Central Precinct SSP enables it to be redeveloped as a standalone site, without limiting or compromising the future potential of adjoining sub-precincts. The Western Gateway sub-precinct in this regard is well placed to initiate and catalyse broader renewal across the Central Precinct.

The intended outcome of the proposed rezoning is to create an exciting new 'place' and 'destination' at the southern end of Central Sydney that celebrates the area's historical significance whilst also paving the way for a new globally recognised innovation and technology precinct.

The proposal aims to reinforce Sydney's status as a global city that will continue to attract global investment and partnerships. In line with strategic state, metropolitan and local policies as well as forecasted demand, the proposed rezoning will deliver up to 225,000m^2 of employment floor space and approximately 14,600 additional jobs.

A key intended outcome of the proposal is to provide a rich and meaningful public domain that is of high quality, activated and which creates opportunities for conversation and collaboration, transit and relaxation. The public domain will prioritise the pedestrian experience, improving connectivity and pedestrian legibility within the sub-precinct and provide clear direct links to Central Station and its surrounds.

To enable the realisation of the above objectives and intended outcomes the current planning controls that apply to the Western Gateway sub-precinct under the SLEP 2012 and will need to be amended.

6.2 Explanation of Provisions / Proposed Planning Controls

This section discusses the amendments sought to the SLEP 2012. Specifically, the following amendments are proposed:

- Amend the height and FSR/ GFA that applies to the site under the SLEP 2012.
- Rezone all land within the Western Gateway sub-precinct to B8 Metropolitan Centre.

6.2.1 SLEP 2012 Amendments

A new site-specific clause is proposed to be inserted under Division 5 of the SLEP 2012 to facilitate amendments to the zoning, the maximum building height and the maximum floor space ratio controls. The new site specific clause will apply to land identified as the Western Gateway sub-precinct as identified under the Locality and Site Identification Map (refer to **Figure 42**). As set out in **Table 6**, the new site-specific clause will include the following amendments.

Table 6. Summary of SLEP 2012 Amendments

Development Standard	Existing	Proposed
Land Use Zone	B8 Metropolitan Centre SP2 infrastructure (A small portion of land at the north-east corner of Block A)	B8 Metropolitan Centre
Maximum Building Height	• Block A: 7.5m • Block A north-east corner – 'Area 1' maximum height set by the existing building height • Block B: 33m – 35m • Block C: 35m • Sub-precinct: some sections of the sub-precinct currently have no identified maximum building height control	• Block A: RL 200.2m • Block B: RL 205.8m • Block C: no change*
Floor Space Ratio / Gross Floor Area	Block A, B and C: 3:1 (No maximum FSR control applies to the area of land at north-east corner of Block A)	• Block A: 70,000m^2 • Block B: 155,000m^2 • Block C: no change to existing FSR* (Represents the maximum GFA available for each respective Block)

*Block C may be subject to a separate future planning process to amend planning controls

Figure 42. Site Identification map

6.2.1.1 Changes to the Land Zoning

It is proposed to extend the boundary of the B8 Metropolitan Centre zone to encompass the entire boundary of the Western Gateway precinct (refer to **Figure 43**). The B8 zone would ensure that the proposed land uses identified for the development of the Western Gateway precinct, specifically commercial premises and tourist and visitor accommodation are permissible for the entirety of the site.

Figure 43. Proposed Land use zoning map

6.2.1.2 Residential Land Use

It is proposed that the future site-specific clause will restrict any future residential development in the Western Gateway sub-precinct. Residential development on this land would be contrary to the objectives and intended outcomes of the proposed SEPP and would impact the aspiration to deliver 14,600 new jobs in Central Sydney, as part of the first stage of the broader renewal program for the Central Precinct.

6.2.1.3 Gross Floor Area

The maximum Gross Floor Area (GFA) for each block within the Western Gateway sub-precinct will be increased to enable renewal and redevelopment of each of the Blocks in line with the proposed vision, objectives and intended outcomes for the sub-precinct. The maximum GFA for both Block A and Block B has been informed by detailed urban design and site-specific testing of building mass and floor space capacity for each site. The detailed testing and ultimate GFA calculation has taken into account numerous key factors including site context, massing, building

separation and setbacks, overshadowing, wind and impacts on the public domain. Key material documenting this analysis, including the Urban Design Reports is located at Appendix D (Block A) and Appendix E (Block B) respectively.

The proposed new maximum GFA for each Block within the sub-precinct are as follows:

- the maximum gross floor area for all buildings on Block A does not exceed 70,000m^2; and
- the maximum gross floor area for all buildings on Block B does not exceed 155,000m^2.

The GFA proposed for each Block represents the maximum permissible GFA available for the Block.

6.2.1.4 Height of Building

It is proposed to increase the various maximum building heights over parts of the Western Gateway sub-precinct to facilitate future redevelopment of the sub-precinct in line with the stated objectives and intended outcomes.

The proposed new height of building controls for the Western Gateway sub-precinct are as follows:

- RL 200.2m for Block A; and
- RL 205.8m for Block B.

The proposed maximum building heights are intended to be set out in a new site specific LEP clause. The no additional overshadowing control under the SLEP 2012 will continue to apply to any future development on the site. This will ensure that the proposed maximum building heights work in conjunction with the overshadowing control guaranteeing the preservation of amenity of the nearby parks, particularly Prince Alfred Park during the more critical and frequently used times of between 10am and 2pm.

6.2.1.5 Design Excellence

Any future development on the site will be required to exhibit design excellence by undergoing a competitive design process in accordance with either the City of Sydney Competitive Design Policy or the relevant NSW Government Architect competitive design policy at the time of the competition.

6.2.1.6 Urban Design Principles

The new site-specific clause is proposed to include a set of urban design principles that will need to be considered by any future development proposal for the Western Gateway sub-precinct. The design principles aim to protect the amenity of the sub-precinct. In particular, it is proposed that the LEP clause include principles that relate to solar access, the quality of the public domain and public spaces, activation of streets, heritage conservation, indigenous and non-indigenous archaeology, view sharing, landscaping and pedestrian connectivity.

6.2.1.7 Design Guide

Any future development on the site will need to consider and meet the site-specific design requirements / design guidelines for the Western Gateway sub-precinct. A Draft Design Guide has been prepared for the sub-precinct and accompanies this

report at **Appendix B**. The design guidelines outline requirements for the following matters:

- Desired future character
- Open space and public domain
- Design quality and character
- Wind
- Solar access
- Building massing and envelope
- Views and vistas
- Heritage
- Public art
- Pedestrian and cycle network
- Building entrances
- Vehicle access and parking
- Active frontages
- Sustainability and environmental performance
- Water and waste management

The design guidelines will serve a similar function and purpose as a site specific DCP. In this regard, the draft guidelines seek to satisfy clause 7.20 of the SLEP 2012.

6.3 Map Amendments

This draft SEPP report seeks to amend / insert the following draft maps under the SLEP 2012:

- Amend the existing Land Zoning Map – LZN 016 to rezone a small portion of land from SP2 ‘Railway Infrastructure’ to B8 ‘Metropolitan Centre’.
- Amend the existing Special Character Area Map – SCA 016 to identify the Western Gateway sub-precinct.
- Amend the existing Locality and Site Identification Map, Foreshores Building Lines Map – CL1_016.

7 Technical Justification / Environmental Assessment

7.1 Strategic Justification

This section outlines the strategic case and justification for the Western Gateway rezoning proposal.

7.1.1 Strategic Merit

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

The strategic merit associated with the renewal of the Western Gateway sub-precinct is demonstrated in three folds, as follows:

- The proposal aligns with the vision, strategic directions and objectives of the Metropolitan Plan, District Plan, State and local strategic policies (refer to **Section 7.1.2**);
- The proposal responds to the change in context and circumstances namely the additional forecasted demand for workspaces in Central Sydney and the significant infrastructure improvements proposed at Central Station (refer to **Section 7.1.3**); and
- The proposal aligns with the vision, themes and principles developed for the Central Precinct SSP under the draft Central Precinct Strategic Vision (refer to **Section 7.1.4**).

7.1.2 Consistency with Strategic Policies

Table 7 summarises the proposal's consistency with the relevant strategic documents and policies that apply to the site.

Table 7. Consistency with strategic policies

Strategic Policies	Consistency with the Policies
Metropolitan Policies	
A Metropolis of Three Cities - Greater Sydney Region Plan	The Western Gateway sub-precinct will provide an outcome that is consistent with the direction of the Greater Sydney Region Plan (the Plan) to grow a stronger and more competitive Harbour CBD. More specifically, the proposal will establish and anchor the delivery of an innovation and technology precinct within the nominated innovation corridor. The proposal will deliver 14,600 additional jobs and 225,000m^2 of employment floor space within the Harbour CBD. Through renewal of the Western Gateway sub-precinct, the proposal will further align with the directions of the Plan as it will support the creation of a 'city of great places' and 'a well-connected city'. Importantly, the proposal aligns with the 10 overarching directions of the Metropolitan Policies, namely: • **A city supported by infrastructure** – The proposal will better optimise the use of existing and future transport infrastructure. • **A collaborative city** – The proposal is the outcome of governments, community and businesses collaborating to deliver the growth benefit outcomes. • **A city for people** – The proposal is designed to revive the Western Gateway sub-precinct and its surrounds and create a new and exciting place for people. • **A city of great places** – The proposal seeks to enhance the quality and public experience at the Western Gateway sub-precinct and its surrounds. • **A well-connected city** – The proposal aims to improve pedestrian connectivity at a site specific and city-wide scale through an improved public domain. • **Jobs and skills for the city** – The proposal will generate approximately 14,600 additional jobs, of which approximately 6,000 will support to establish a technology and innovation precinct. • **An efficient city** – The proposal adopts best practise substantiality targets and practices and aims to deliver a sustainable future sub-precinct.
Future Transport Strategy 2056	The proposal aligns with the vision of the strategy which calls for 'transport projects to be an enabler of economic and social activity that contributes to long term economic, social and environmental outcomes.' The proposal will facilitate renewal within the sub-precinct that will capitalise on the delivery of large-scale infrastructure projects such as Sydney Metro, the Sydney CBD and South East Light Rail and Central Walk. In conjunction with these infrastructure projects, renewal of sub-precinct will catalyse and promote further investment and renewal, which will in turn transform and revitalise the southern edge of Central Sydney.
District Policies	
Eastern City District Plan	The proposed Western Gateway sub-precinct will implement the outcomes envisaged within the Eastern City District Plan including reinforcing the Eastern City's role as the national economic powerhouse of Australia and supporting its continued growth as a Global International City. It will also help boost innovation, economic development and knowledge intensive jobs and facilitate the comprehensive renewal of Central Sydney, delivering much needed improvements to the quality and accessibility of the CBD. Importantly, it will enable the realisation of the following planning priorities and actions: • **Planning Priority E7** – It will help grow a stronger and more competitive Harbour CBD by delivering a significant new office precinct that will strengthen the international competitiveness of the Harbour CBD and support the emergence of an innovation and technology ecosystem and economy in Sydney. • **Planning Priority E8** – It will help stimulate future growth and investment in health and education uses within Sydney's Innovation Corridor, and will provide a significant amount of new floorspace that will support new and emerging businesses, promote co-location and increased business-to-business interactions and provide a high quality high amenity are that supports a strong night-time economy • **Planning Priority E10** – It will support the delivery of integrated land use and transport planning outcome and will contribute to the successful creation of a 30-minute city. • **Planning Priority E19** – It will help reduce carbon emissions and promote more the effective, efficient and sustainable management of energy, water and waste within the sub-precinct.

Strategic Policies	Consistency with the Policies
Camperdown - Ultimo Collaboration Area and Place Strategy	The Western Gateway sub-precinct forms a part of the GSC's Camperdown – Ultimo Collaboration Area. The proposal will anchor and establish a new innovation and tech precinct at Central Precinct. The proposal is consistent with Strategy's directions, and will deliver a development outcome that positively contributes to realising the vision for the area as a globally recognised place that becomes known for its economic productivity, innovation, industry collaboration and high-quality architecture. In keeping with the Strategy's directions, the proposal will introduce new high growth sectors, jobs and investment in Central Sydney that will help drive social wellbeing and the NSW economy. Amongst others, the proposal aligns with the following key priorities of the Strategy: • **Priority 3** – It will promote smart technology, drive innovation and connect locally and globally. • **Priority 5** – It will help foster healthy, creative, culturally rich, socially connected and welcoming communities. • **Priority 7** – it will catalyse and cultivate an internationally competitive health, education, research and innovation area.
Better Placed	The indicative proposals, as discussed in Section 4.2 of this report, have been informed by an intensive and iterative design review and feedback process with the SDRP. The proposals were assessed in line with the seven (7) objectives of Better Placed, and any future development on the sub-precinct will also be subject to a competitive design process that will further take into consideration the 'Better Placed' design principles.
Local Policies	
Sustainable Sydney 2030	The vision for the Western Gateway sub-precinct closely aligns with the directions of the City of Sydney LGA's Sustainable Sydney 2030 strategy. Delivery of the proposal will reinforce the strategic directions of the strategy by creating additional jobs in the Sydney CBD, facilitating sustainable urban renewal in close proximity to public transport, improving walkability and connectivity within the sub-precinct and its surrounds and promoting opportunities for innovation and collaboration by supporting a new innovation and technology precinct. Of the 10 overarching directions of Sustainable Sydney 2030, the proposal aligns with the following: • A globally competitive and innovative city • A city for walking and cycling • Integrated transport for a connected city • Sustainable development, renewal and design; and • A lively and engaging city centre.
Draft Central Sydney Planning Strategy 2016	The proposal is consistent with the vision and aims of the draft Central Sydney Planning Strategy (draft CSPS). In keeping with the underlying intent of the strategy, the proposal will introduce additional commercial floor space to meet the forecast demand for workspaces in Central Sydney, whilst also facilitating development uplift within one of the identified potential cluster zones within Central Sydney. The proposal will also facilitate the future creation of a vibrant employment led mixed use precinct that will positively contribute to the broader locality. Overall, the proposal aligns with the following key moves set out under the draft CSPS: • Prioritise employment growth and increase capacity • Consolidate and simplify planning controls • Provide for employment growth in new tower clusters • Move towards a more sustainable city • Protect, enhance and expand Central Sydney's heritage, public places and spaces • Move people more easily • Reaffirm commitment to design excellence • Ensure strong community and service infrastructure accompanies growth
Sydney Startup Tech Action Plan	The intent of the Action Plan is to increase opportunities for tech startups in Sydney. The proposed Western Gateway sub-precinct will support a new Sydney innovation and technology precinct referred to as TechCentral. Consistent with the objectives of the Action Plan, the proposal aims to establish and provide

Strategic Policies	Consistency with the Policies
	accommodation and an environment for new innovation and tech users to locate to, and will be instrumental in creating a globally recognised precinct in Central Sydney.
Draft City of Sydney Local Strategic Planning Statement	The proposal closely aligns with the priorities identified for Central Sydney under the draft LSPS. It will deliver a specialised precinct and revive the southern city fringe edge of Central Sydney. It will enhance walkability and connectivity and aims to create a new and exciting place adjacent to Central Station. Importantly, the proposal will deliver additional jobs and some 225,000m^2 of commercial floorspace in Central Sydney in line with forecasted demand for workplaces by 2036, creating a stronger and more competitive Sydney. The proposal responds to the following planning priorities under the draft LSPS: • Movement for walkable neighbourhoods and a connected city. • Align development and growth with supporting infrastructure. • Supporting community well-being with infrastructure. • A creative and socially connected city. • Creating great places. • Growing a stronger, more competitive Central Sydney. • Developing innovative and diverse business clusters in City Fringe. • Creating better buildings and places to reduce emissions and waste and use water efficiently.

7.1.3 A Change in Context and Circumstances

The proposed Western Gateway sub-precinct has been prepared in response to the changing context and circumstances that are influencing the global economic landscape. The sub-precinct supports the way in which Sydney competes on the global stage, in particular Australia's shift toward a more knowledge based economy which has in turn created additional demand for workspaces in Central Sydney and driven the need for the significant infrastructure improvements proposed at Central Station. These are discussed in more detail below.

Greater demand for workspaces in Central Sydney by 2036

Central Sydney will need to accommodate an additional 200,000 workers by 2036 in light of NSW's ongoing economic success and forecasted population growth. Significant additional employment floorspace is required to meet this anticipated demand and the Western Gateway sub-precinct will contribute up to 225,000m^2 of employment generating floor space once complete. However, in order to facilitate this, amendment of the existing SLEP 2012 controls that apply to the sub-precinct is required.

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

The Western Gateway sub-precinct will specifically increase the supply of new high quality, premium grade workspaces with building designs and floor plate sizes that respond to market needs. Notably, the proposal will deliver purpose designed offices, specifically geared to cater for new commercial and innovation and technology companies, and in doing so will help support the establishment of an innovation and technology precinct in Central Sydney.

Unprecedented investment and expansion of transport infrastructure

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

Renewal of the Western Gateway sub-precinct, through the delivery of up to 225,000m^2 of employment floorspace, will take advantage of the Government's substantial investment in infrastructure upgrades, and together with these projects, will drive broader renewal of the Central Precinct and its surrounds.

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

7.1.4 Consistency with the Central Precinct Draft Strategic Vision

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

The Draft Strategic Vision identifies the Western Gateway sub-precinct as a *'gateway to the Sydney CBD, a symbol of Central Precinct and the focal point of the innovation and technology hub'.*

The proposal has been designed to align with this vision, as well as the five themes and priorities developed for Central Precinct in the Draft Strategic Vision. It will allow for the future delivery of innovative and distinctive buildings that will transform the southern edge of Central Sydney and introduce much needed additional commercial floorspace within this part of the city. Importantly, it aims to support delivery of the first stage of a globally competitive innovation and technology precinct, and will facilitate some of the key moves identified within the Central Precinct 'Preliminary Precinct Plan' by delivering the first stage of the north - south pedestrian link and making other key public domain improvements. The proposal's consistency with the five Central Precinct themes and priorities as identified under the Draft Strategic Vision is discussed further in **Table 8** below.

Table 8. Consistency with the Draft Strategic Vision

Themes and Priorities	Consistency
Place and destination	The proposal aims to reimagine the sub-precinct and transform the site into an exciting new 'place' and 'destination' within the city that will serve as the Western Gateway to the renewed Central Station. The proposed amendments to the planning controls for the sub-precinct will enable the future delivery of high-quality developments that contribute to the site's landmark qualities whilst helping to create a new revitalised, active and rich public domain. Future development within the sub-precinct in accordance with the proposed controls will also serve as a catalyst for the renewal of the wider Central Precinct, and more broadly across the southern edge of Central Sydney.

Themes and Priorities	Consistency
People and community	The Western Gateway sub-precinct seeks to deliver a rich, vibrant and high-quality public domain that promotes opportunities for gathering, conversation, transit and relaxation. It will reimagine and revive the existing Henry Deane Plaza and allow for visitors and the community to appreciate the unique history and heritage of the sub-precinct up close.
Mobility and Access	The proposal will improve access and connectivity to the future Central Station with access to Sydney Metro services. The site at present challenges and limits mobility and circulation due to significant level changes and varying gradients that necessitate stair connections at a number of important access points within the site. New public domain that will be delivered as part of any future development is intended to offer a more continuous path of travel with a key focus on improving pedestrian mobility and connection within the site, to the future Central Station and the surrounding area. Central to this is the creation of new and improved east-west and north-south connections through the sub-precinct to surrounding areas. The proposal will also deliver the first stage of an integrated distribution facility which will remove vehicles from street level and enable a greater level of pedestrianisation across the sub-precinct.
Economy and Innovation	The proposal will help establish the first stage of a globally competitive innovation and technology precinct at Sydney. The sub-precinct has been purposely designed to support, nurture and grow innovation and technology business and start-ups in Sydney. A mix of complementary retail and civic uses are also proposed for the sub-precinct to underpin the commercial and innovation and technology uses. The place will be designed to create a lively night-time economy.
Sustainability	The proposal will adopt best practice sustainability initiatives. The site-specific proposals each (refer to **Appendix D** and **E**) set out the sustainability measures that are to be adopted for each block. The schemes are designed to incorporate measures that will encourage urban biodiversity and enhance ecological values and create a low carbon, high efficiency precinct.
Western Gateway Sub-precinct Character Statement	The proposal will help establish and anchor the delivery of a globally competitive innovation and technology precinct. The site-specific envelopes will facilitate the delivery of architecturally unique, distinctive and landmark buildings at the Western Gateway sub-precinct. The sub-precinct will enable the realisation of the key opportunities identified for the sub-precinct, namely: • Deliver a high-quality, public domain that improves pedestrian mobility and connectivity • Deliver additional employment floor space in Central Sydney and in particular supply floorspace that caters towards establishing an innovation and technology precinct. • Deliver new high-performing low-emission buildings with renewable energy and water conservation infrastructure. • Reimagine and revive the existing Henry Deane Plaza and allow for visitors and the community to appreciate the unique history and heritage of the sub-precinct.

Summary

As demonstrated above, the proposal for the Western Gateway sub-precinct is considered to have strategic merit as it aligns with the strategic vision and directions of the Metropolitan, District, State and local policies that apply to the site and its surrounds; it delivers an outcome that is consistent with the vision for the Central Precinct; it represents an appropriate response considering the changing circumstances and context of Central Sydney, the significant additional infrastructure upgrade proposed and the need for renewal; and it provides a considered and planned response to deliver a new floorspace that will contribute significantly to

meeting future employment targets, and in doing so support the continued growth of the NSW economy.

7.2 Economic Case

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

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

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

Economic Impact Assessments have been prepared by Urbis (Block A) and Ernst and Young (Block B) in support of the proposed Western Gateway sub-precinct. These reports set out the economic impacts of future development within Block A and Block B, and forecast its likely economic contribution to Sydney and NSW. A summary of these reports is provided below, with further details available at **Appendix D** (Block A) and **Appendix E** (Block B).

7.2.1 Block A

Block A will include a total of 49,300m^2 of office space, of which 28,300m^2 will be occupied by Atlassian in 2024 as their new global headquarters. The remaining 21,000m^2 office space will be used as an incubator for technology and innovation, sublet to start ups and small businesses.

Urbis has undertaken an analysis of the economic benefits of Block A (refer to the Economic Benefit Statement at **Appendix D**), which indicates that the proposed new development is expected to create the following employment opportunities and income during both construction and operation once the development is complete:

- it will be the first technology and innovation ecosystem in Sydney, with a clear vision to foster collaboration between Atlassian (as the anchor tenant) and other tenants of various sizes within the precinct. While Sydney hosts offices for many innovation companies, from small startups to global powerhouses, there has been little attention given to creating a productive network of knowledge and resource sharing between these companies. The proposed building will have collaborative working as a key focus of its operation.

- Once complete, the future building on Block A is anticipated to provide approximately 4,000 jobs on site, of these it is expected that some 2,200 will be employed by Atlassian, a further 1,600 jobs will be associated with sublet space and Startups, 100 will be associated with onsite retail and 100 will be created by the YHA operation that will be retained on site. As shown most of the jobs created on the site will be within knowledge-based industries, representing strong support for the 'jobs of the future.'

- securing a major anchor tenant is a key factor for a successful innovation precinct. Atlassian as a major anchor tenant, would align with the key attributes needed to shape the growth of the wider Sydney Innovation and Technology Precinct.

- co-locating innovative companies (including start-up space) will deliver major benefits that are derived from enhanced collaboration, more jobs, enhanced multiplier effects and turnover and productivity growth.

- integration of YHA into the design for Block A provides the opportunity for on-site low-cost visitor accommodation, that will be attractive to start-up visitors and students. This will enhance the innovation linkages between start-ups and educational institutions, strengthening collaboration and fostering a culture of enterprise.

7.2.2 Block B

Block B will include a total of 85,000m^2 of commercial office space, as well as 5,000m^2 of retail space and a podium with 60,000m^2 of floorspace suitable for tech/start-up purposes. Ernst and Young (EY) have undertaken an analysis of the economic contribution of Block B (refer **Appendix E**) which indicates that it is expected to create the following employment opportunities and income during both construction and once the development is complete.

During construction

- construction is expected to generate approximately 1,000 direct job-years, comprising 512 jobs at the peak of construction in FY2023. A further 1,500 job-years result from the indirect and induced effects, at the peak this comprises some 750 jobs
- construction expenditure for the development is expected to total $830.43 million
- over the construction period the project is expected to deliver $440 million in value add to the economy of the project area. $194 million is a direct effect of the project, $141 million results from the indirect production effect and $105 million results from the induced consumption effect.

During Operation

- it will address a gap in the market for large floor plate office space and is one of few sites in Sydney's CBD that can deliver two towers with floor plates over 2,000 sqm, providing 155,000m^2 of retail and commercial office space
- it will include a "Modern Factory" podium with floor plates of 6,000 sqm and workspaces designed for high tech jobs creating a centre of gravity for the Sydney Innovation and Technology Precinct
- upon completion the project is expected to enable approximately 6,000 net-additional commercial jobs, 5,000 tech jobs and some 120 retail jobs.
- flow-on effects from the operation of the proposal on Block B enables the creation of approximately 21,000 jobs in the 'Southern CBD', of which some 11,000 are directly enabled through the net-additional floorspace on the site, with the remaining 10,000 jobs resulting from the indirect and induced effects of production and consumption.
- the net-additional jobs enabled by the Block B is expected to deliver $3.2 billion per year in value add through direct, indirect and induced effects. The additional commercial and tech jobs deliver $1.5 billion in direct value add each year.
- from FY2024 onwards, $2.0 billion per year is generated as a result of the direct, production and consumption income effects.

7.2.3 Summary

The Western Gateway sub-precinct represents the first stage of delivering the proposed Sydney Innovation and Technology Precinct, a place that will drive innovation, create new technologies and commercialise new products and services.

The proposals for Blocks A and B will deliver significant economic benefits to the region and the State based on its substantial financial investment, long-term employment generation and catalytic effect to realise the economic objectives for the Western Gateway sub-precinct and wider Sydney Innovation and Technology Precinct.

7.3 Land Use

With the exception of a small part of Lot 118 in DP 1078271 which is currently zoned SP2 Railway Infrastructure and which is proposed to be rezoned to B8 Metropolitan

Zone, the proposal does not seek to amend the underlying zoning of the Western Gateway sub-precinct, which currently permits a wide range of land uses.

The proposed land uses for Blocks A and B, being commercial office premises, retail premises, business premises, tech start-ups and visitor accommodation are all land uses considered compatible with the existing and desired future character of the Central Precinct. The introduction of commercial buildings on the Western Gateway is consistent with the vision to create a focal point for the new Sydney Innovation and Technology Precinct.

To ensure that the uplift is used for commercial office space, tech start-ups and visitor accommodation, a local provision in the Sydney LEP 2012 is proposed as part of this SEPP Amendment to preclude residential uses from occurring within the sub-precinct.

7.4 Built Form and Urban Design

Urban Design Reports and Indicative Reference Schemes have been prepared by EC3 with Terroir and Woods Bagot with SOM and Hassell in relation to Block A and Block B respectively. These reports set out the urban design strategy and approach for future development within these respective Blocks and illustrate how the sites might be delivered in the future. A summary of these reports is provided below, with further details available at **Appendix D** (Block A) and **Appendix E** (Block B).

7.4.1 Block A

The Urban Design Report and Indicative Reference Scheme for Block A has been prepared by EC3 with Terroir and has informed the proposed building envelope for the site. Key matters that were taken into consideration in preparing the Indicative Reference Scheme for Block A include:

- the future vision and character of Railway Square under the draft Central Sydney Planning Strategy;
- the vision, themes, priorities and intended future sub-precinct character as set out within the Draft Central Precinct Strategic Vision;
- the current and planned upgrades of Central Station and how this relates specifically to Block A;
- the existing context of Block A, including site ownership, topography, street elevations, dominant street grids, character and heritage context, public spaces in the local area;
- heritage principles identified within the Heritage Impact Statement prepared by Weir Phillips Heritage (refer to **Appendix D**);
- ensuring the effective management of impacts on the public domain, particularly with regards to shadow and visual impacts.

The proposal aims to deliver an iconic mixed-use development that will establish and anchor Sydney's innovation and technology precinct adjacent to Central Station. This will also enhance the public domain around Block A and allow for adaptive reuse of the Inwards Parcels Shed. The Indicative Reference Scheme for Block A has been the subject of an iterative design review process by the State Design Review Panel, who have provided feedback and direction in helping to formulate the concept and building envelope in preparation for the future detailed development design.

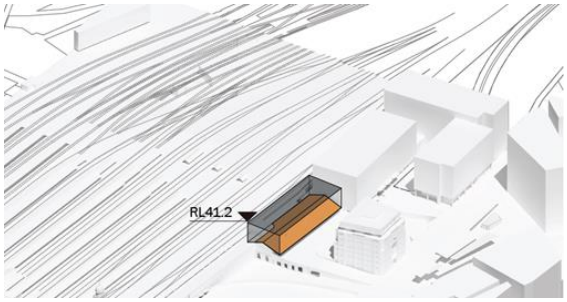
The Urban Design Study prepared by EC3 and Terroir identifies that the height of the proposed Tower for Block A will play an important role in defining the built form of the city, and that the particular characteristics of the precinct and its position in the city mean that both Block A and Block B towers will play an important role in creating a city edge that is more distinctive and legible and which can be appreciated from a variety of vantage points, distances and contexts.

Accordingly, a series of built form principles were used to guide a future building envelope on Block A, and were developed with the intention of achieving an appropriate balance between responding to the key considerations outlined above whilst trying to deliver a building that would meet Atlassian's accommodation requirements and capitalise on the site's high level of accessibility to public transport, the significance of its location within the southern frame of Sydney's CBD.

The principles established by EC3 with Terroir in developing the building envelope for Block A are:

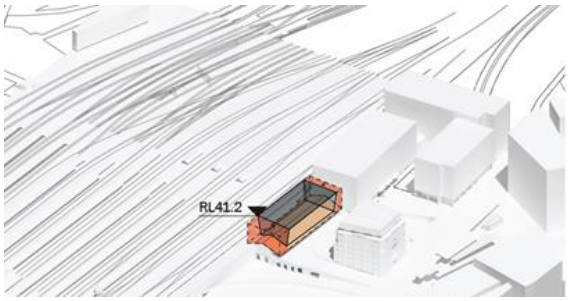
Establish curtilage to Inwards Parcels Shed

Establish "Curtilage" between ridgeline of former Inwards Parcels Shed and underside of main tower form: a minimum height of RL 41.2 is established above the ridgeline of former Inwards Parcels Shed.



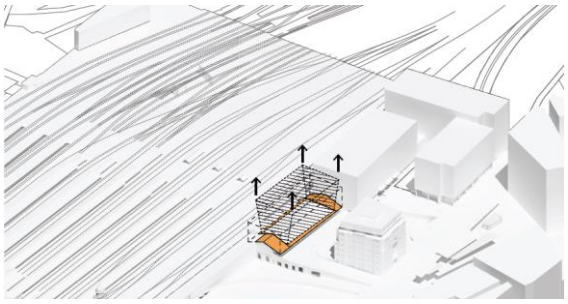
Inset end elevations of Inwards Parcels Shed

Inset any built form elements between main tower and Inwards Parcel shed: at northern end to ensure legibility of 3/4 view maintained and at southern end to keep end of shed clear and avoid structural exclusions zones to Devonshire St tunnel.



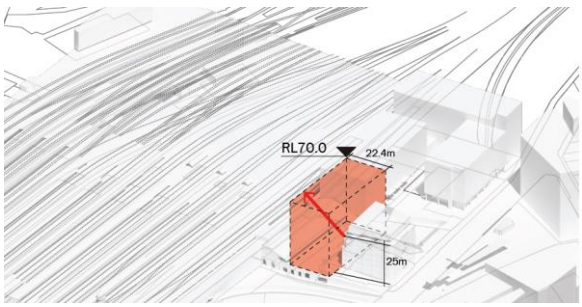
Define core and structural zone

Core and Structural zone positioned to not impact on public domain zones of north-south link. Core to be positioned to south and east within the remaining volume to maintain the integrity of reading of the north elevation and profile of the Inwards Parcels Shed.



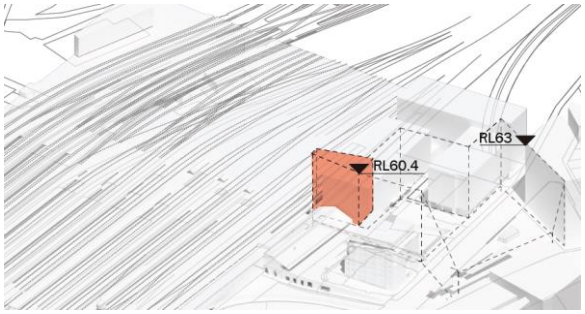
Establish curtilage to former Parcels Post Office

Establish "Curtilage" to former Parcels Post Office (Adina): an average distance of 22.4m is established to maintain relationship between former Inwards Parcels Shed and Parcels Post Office (Adina).



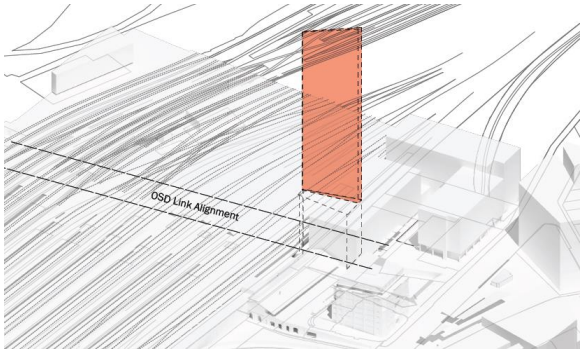
Respond to future public space

Form a frontage that responds to the future public spaces of Henry Dean Plaza & Railway Square at the western terminus of the OSD connection from Devonshire St. Aligned low rise tower to southern face of the former Parcels Posts Office. Low rise zone height defined in relationship to existing Railway Square street wall



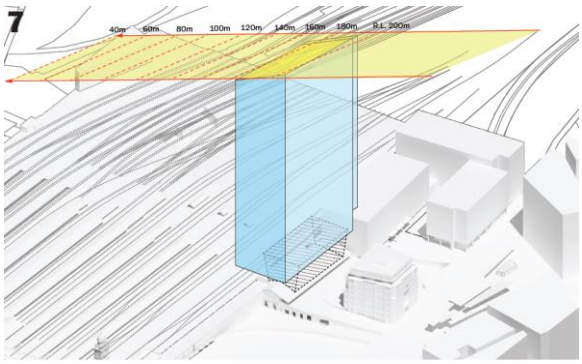
OSD street frontage separation

Provide separation of high level built form at the western terminus of the OSD connection from Devonshire St on parallel alignment to the southern face of the former Parcels Posts Office.



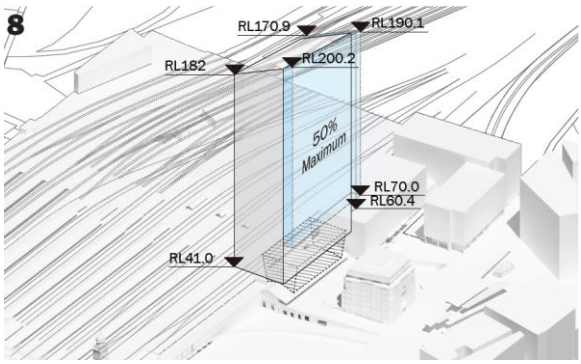
Maximum height to solar contour plane

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



Potential western cantilever

A potential cantilever zone has been set back 3m from the western boundary. The cantilever zone is located 2x height of former Parcels Post Office (Adina Hotel at RL 70) with a maximum of 50% of the volume within the zone



In accordance with these principles, the building envelope for Block A has been set at a height that complies with the Sun Access Protection control in the Sydney LEP 2012 as it relates to Prince Alfred Park (Clause 6.19 of Sydney LEP 2012), and the proposed sun access protection plans under the draft Central Sydney Planning Strategy. Refer to **Section 7.7** for further details regarding compliance with the Sun Access Planes. The maximum airspace operation height for Block A is well above the sun access plane height and as such the proposed envelope will not result in any

adverse effects to airspace operations. This is discussed in more detail in **Section 7.15**.

As illustrated in **Figure 44**, the reference scheme has also been designed to consider and respond to the heritage-listed Inwards Parcels Shed, adopting a curtilage area above the former Inwards Parcels Shed, beginning at RL 41.2 metres, which has been selected to correspond to the height of the adjoining former Parcels Post Office building and providing a clear distinction and curtilage around the shed. The core and structural zones have been carefully positioned to the south and east of the proposed envelope to avoid public domain areas and the Devonshire Street Tunnel. This will provide adequate relief from the heritage item and ensure an outcome that is consistent with the recommendations of the Heritage Impact Assessment prepared by Weir Phillips (**Appendix D**).

The provision of a nine (9) metre setback from the western property boundary up to RL 70 metres will respond to the established street frontage height of the former Parcels Post Office building, preserving its visibility and ensuring it retains its prominence when viewed from the western forecourt and Railway Square. A cantilever zone has been provided above RL70 to allow for the future modulation and shaping of the tower massing along the western elevation. Importantly, a maximum of only 50% of the total volume of this cantilever zone will be occupied by built form, ensuring that it is used to expressly to modulate the future built form, and in doing so deliver an iconic architecturally designed building that positively interfaces with the future Western Forecourt and which anchors the Western Gateway sub-precinct.

The southern elevation of the proposed building envelope has been shaped to respond to the future public spaces and visual connections, with the lower part of the envelope (from RL 41.0 to RL 60.4 metres) set back between 6.7m and 12.6m from the site's southern boundary, and the middle to upper part of the building cantilevered out to the south by 6.9m at from RL 60.4 metres. This southern cantilever ensures that the former Parcel Shed continues to have the most prominent building line at ground level whilst also allowing for greater building separation to occur between Blocks A and B at the lower pedestrian levels. Crucially, the cantilevered upper level enables Block A to support a sufficiently sized building floorplate that is vital for its future occupation and use as Atlassian's global headquarters.

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

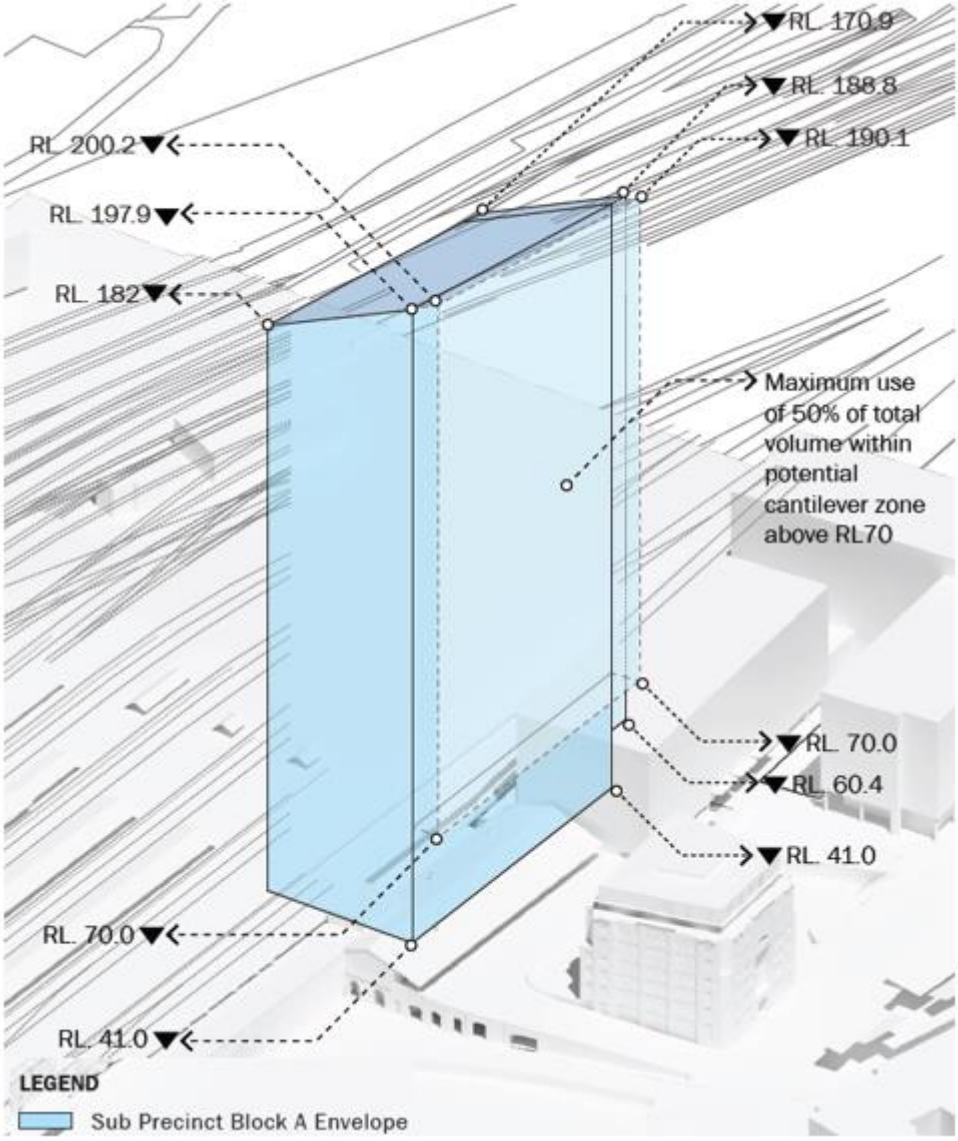


Figure 44. Maximum Block A envelope

Source: EC3 with Terroir

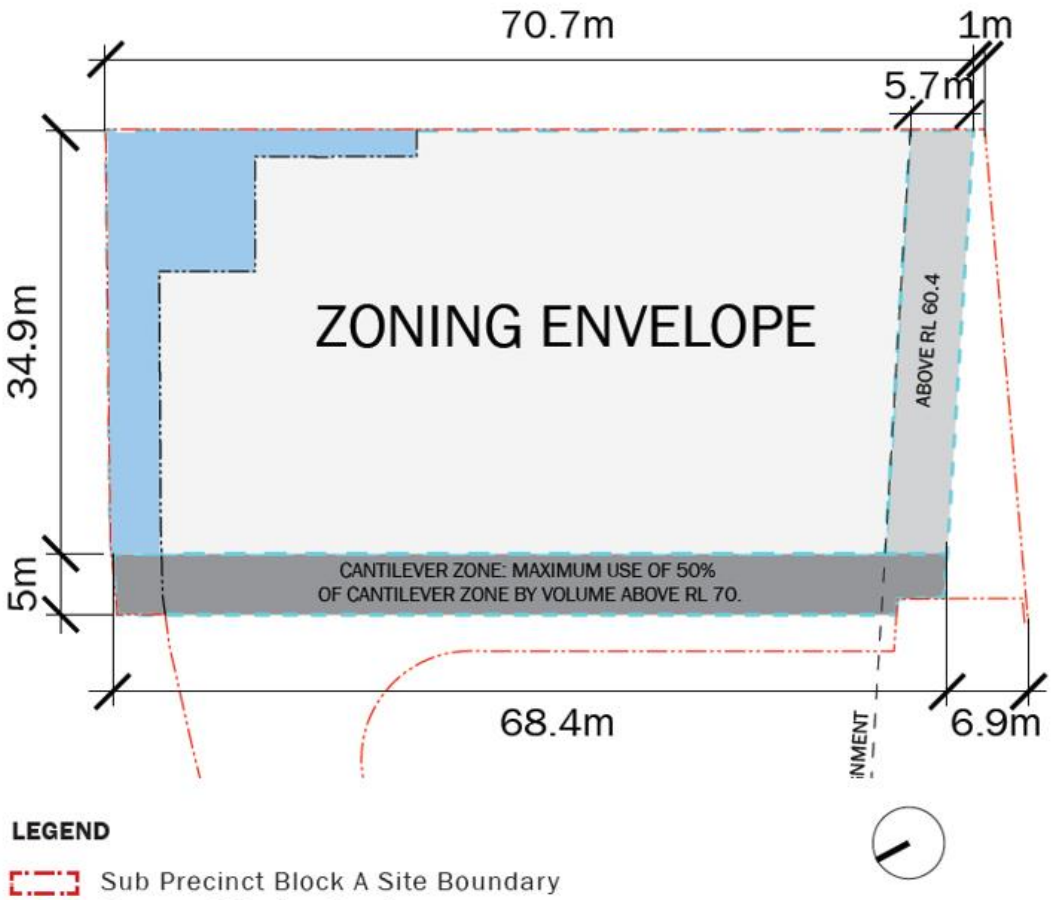


Figure 45. Cantilever zones for Block A

Source: EC3 with Terroir

7.4.2 Block B

The Urban Design Report and Indicative Reference Scheme for Block B has been prepared by Woods Bagot with SOM and Hassell, and has informed the proposed building envelopes for this site. Key matters taken into consideration in preparing the Indicative Reference Scheme for Block B are:

- providing an active termination of George Street in the form of a revitalised urban square (the third city square).
- creating pedestrian connections to existing and proposed Transport for NSW infrastructure as well as facilitating pedestrian connections and below ground servicing for the potential future OSD.
- providing transport connections within the Block to allow for future integration with Central Walk West as well as Devonshire Street and Lee Street Tunnels.
- providing consolidated vehicle access off Lee Street for deliveries and servicing to the sub-precinct and the future OSD.

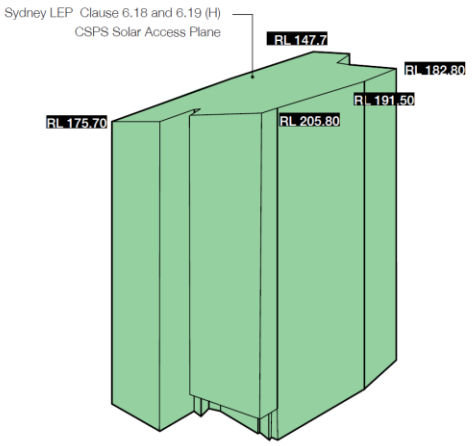
- responding to the several primary interfaces with the street and the square as well as the future OSD site. The proposal which has primary facades facing Lee Street and Henry Deane Plaza is to be designed to activate both the immediate street and square.

- responding to heritage considerations, including a defined reading of the proposed podium and the masonry parapet of the heritage listed Adina Hotel and allowing for sight lines to the heritage structure of the Marcus Clarke building.

The Indicative Reference Scheme has been designed in response to site specific conditions and context, programmatic requirements and is informed by the following envelope principles.

Site Planning

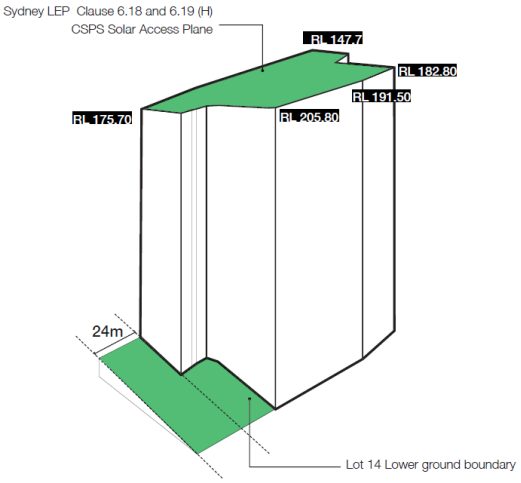
The building envelope is extruded from the site boundary at grade to a maximum height which will conform with Clause 6.18 and 6.19 (h) of the Sydney LEP (2012) and the City of Sydney's Draft Central Sydney Planning Strategy: Solar Access Height Contours Map.



Planning Envelope Massing

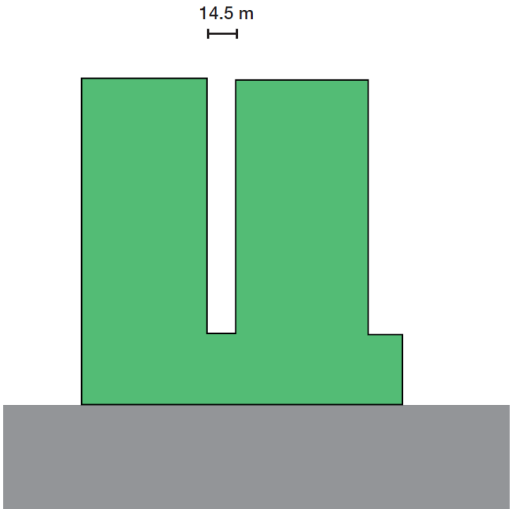
The planning envelope sets back Block B (the sum of 24m + 1m + measurement of Block A setback) from the line of the Block C podium façade when extended to the east to achieve a minimum 24 metre tower separation between Block A and Block B built form at RL60.4m and above. The line of the setback is then extruded to a maximum height to comply with Sydney LEP (2012) Clause 6.18 and 6.19 (h) and the City of Sydney's Draft Central Sydney Planning Strategy: Solar Access Height Contours Map.

The envelope is further reduced to align to the lower ground boundary of Lot 14.



Tower Separation

If more than one tower is proposed within the site a minimum 14.5 metre separation distance is required between the two towers.



As shown in **Figure 46** and described above, the maximum height of the Block B envelope is set by the Prince Alfred Park sun access plane. The maximum airspace operation height for Block B is well above the sun access height plane and as such the proposed envelope will not result in any adverse effects to airspace operations. This is discussed in more detail in **Section 7.15** of this report.

The extent of the envelope is set by applying a minimum 24m building separation distance between the northern elevation of the northern tower on Block B and the southern elevation of the proposed Block A envelope. A nil setback is proposed from the eastern boundary alignment fronting Central Station.

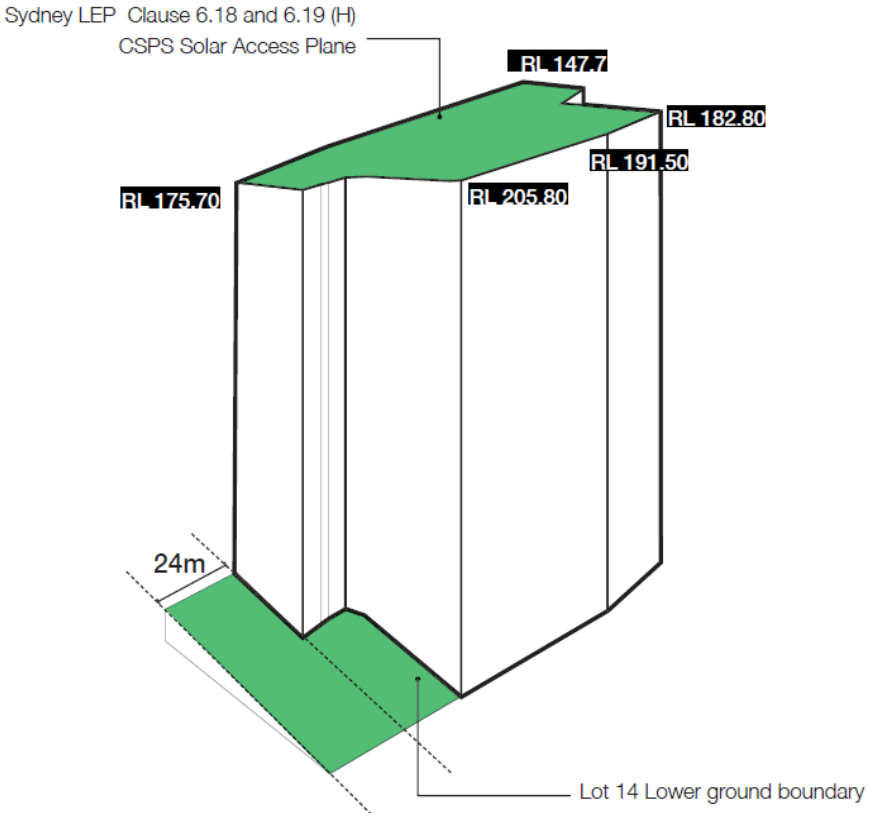


Figure 46. Proposed maximum Block B envelope

(Source: Block B site specific Proposal package)

While the proposed maximum envelope has been designed as a single mass, it is proposed that site specific LEP controls together with the Western Gateway Design Guide will be used to ensure a built form solution that is acceptable for the site and which supports the achievement of design excellence. This will include the creation of controls and guidelines that set out the key principles of massing, building separation and floorplate sizes.

The Indicative Reference Scheme for Block B consists of two commercial office towers sitting atop a podium element comprising commercial, retail and civic uses.

As shown in **Figure 47** the Indicative Reference Scheme includes a clearly defined podium designed to a maximum height of RL 63.80m, which responds to the height datum established by existing surrounding buildings, provides a human scale relationship to the public domain and reinforces the character of Railway Square.

Under the Indicative reference Scheme, the towers above the podium have been set back from Lee Street and Railway Square in order to provide visual relief to the former Parcels Post Office building, whilst maintaining visual connections from the public domain within Block B to surrounding visual markers such as the Marcus Clarke Building and Henry Deane Plaza. The reference scheme also proposes a minimum 14.5 metre building separation between the two towers above the podium to visually break up the building mass and provide an outcome that is consistent with the envelope principles established for Block B.

Beneath the podium is a below ground basement that includes an integrated distribution facility which will serve Block B as well as Block A, Block B and the future OSD as part of the broader Central Precinct.

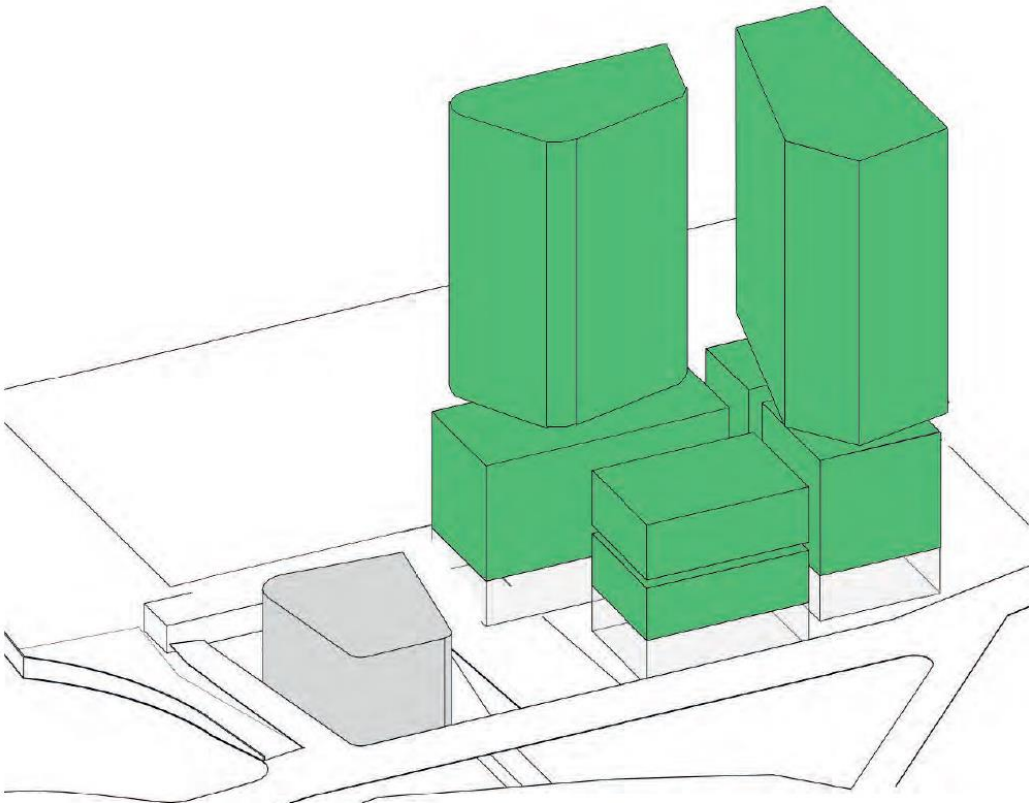


Figure 47. Proposed maximum Block B envelope

(Source: Block B site specific Proposal package)

7.4.2.1 Lee Street Interface (Podium – Tower Setback)

The Block B reference scheme proposes a nil – 3m tower setback above the podium along Lee Street. As outlined within the Urban Design Report at **Appendix E**, a 3m setback is considered appropriate for this interface to mitigate any visual bulk and scale impacts or wind impacts at pedestrian level.

The Draft Design Guide sets out the specific provisions (Section 3.1.6 of **Appendix B**) to guide the future design of this interface, including particular provisions to derive an appropriate tower setback through ongoing contextual analysis and testing of the site and its surrounds. The Design Guide provision allows for a merit assessment to determine the appropriate tower setback distance along the Lee Street frontage. To establish this it sets out requirements for the any future proposed design and tower setback to be able to achieve an acceptable outcome from a wind impact perspective and deliver a design that effectively visual distinguishes between the podium design and the tower form above, through the use of a combination of articulation, modulation and materiality within the building.

Any future application for this development will also need to demonstrate that the podium-tower relationship along this interface is designed to effectively respond to its surrounding context (e.g. Lee Street and Railway Square) and meets all the other provisions of the Draft Design Guide.

7.4.3 Building Envelope Controls – Draft Western Gateway Design Guide

As noted in **Section 6.2.1.7**, a Draft Western Gateway Design Guide has been prepared to provide a framework to guide and assess future development proposals within the Western Gateway sub-precinct. A key objective of the Draft Design Guide is to ensure that future development within the sub-precinct includes adequate separation and setbacks between buildings to maximise amenity within the development sites and adjacent public domain and open space, and to enable pedestrian connectivity to any future over station development connection.

To ensure this occurs, the Draft Design Guide sets out the maximum building envelopes for each Block within the sub-precinct and stipulates requirements for minimum tower separation distances. These envelopes and minimum separation distances and setbacks are shown in **Figure 48**, with full details provided in the Draft Western Gateway Design Guide located at **Appendix B**.

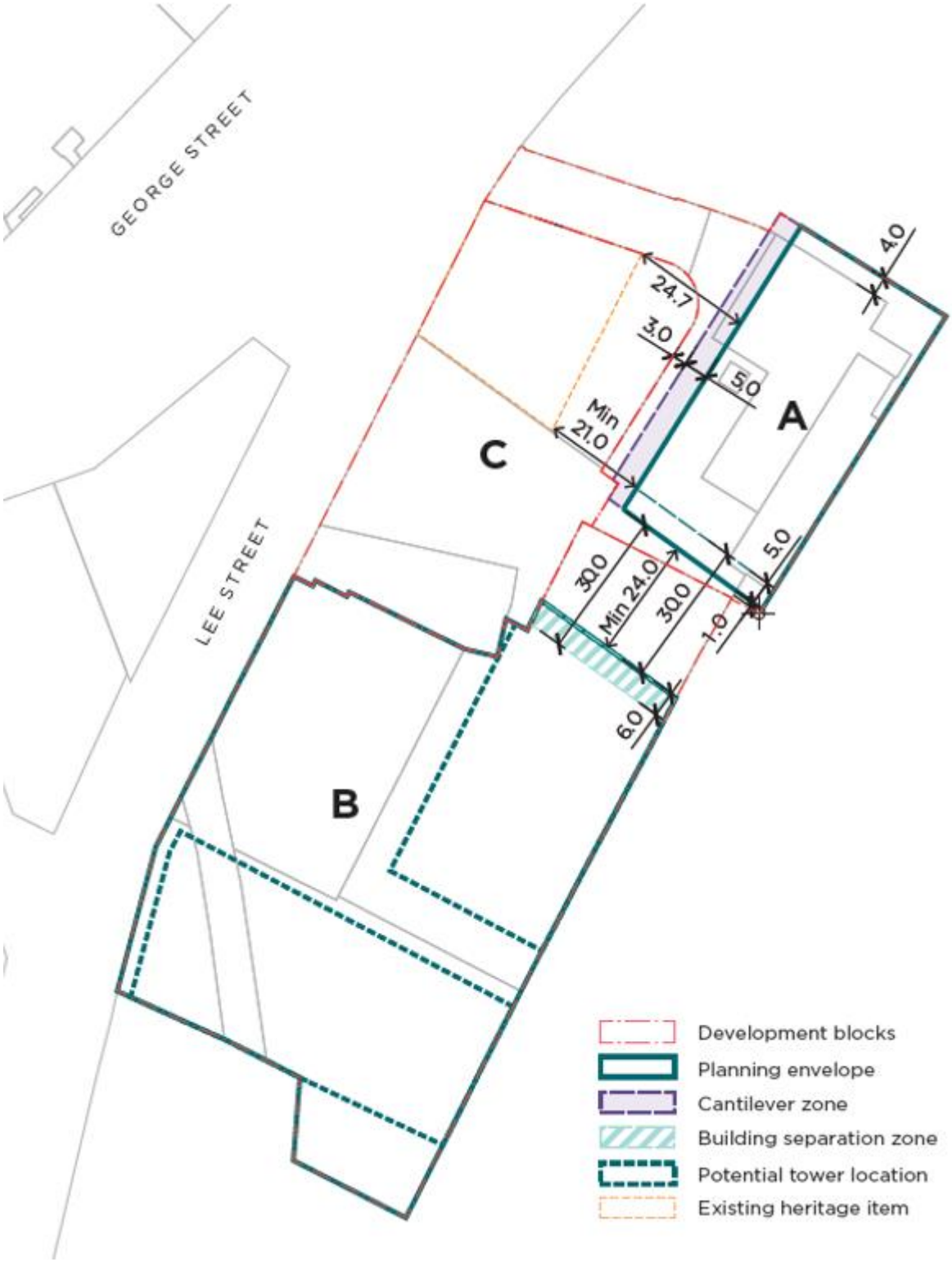


Figure 48. Building Envelopes, separation distances and setbacks

(Source: Draft Western Gateway Design Guide)

7.4.4 Building Separation between Blocks A and B

Henry Deane Plaza and its future extension to the east between Blocks A and B, provide the potential for a new east-west link to the potential future OSD above the Sydney railyards and the western end of Devonshire Street. During the DRP process, the DRP recommended that *'the width of the corridor, including the separation between Atlassian (Block A) and Dexus Frasers (Block B), be increased to 30m (measured from the south face of the existing Adina hotel building) to create a clear vista that frames the Marcus Clarke tower '* (16 August 2019).

It is noted that for towers over 120m in height, 24m is considered to be a desirable tower separation as it will maintain daylight to the sub-precinct, enable views to sky and openness to the sky, and will allow sunlight to public places and ventilation of public links. It will also sufficiently frame the views to the Marcus Clarke spire, and for the proposed buildings to be seen in the round. Further justification specific to the proposal are:

- The 24m is proposed from the narrow end of the Atlassian and Dexus /Fraser towers. Ordinarily 24m separation would be used between the long ends of towers and is the desirable separation from primary window to primary window.

- The Atlassian proposal includes retention of the Heritage Shed, with the tower above starting at RL60.4 – 29.6m above the proposed RL21 'ground' level on the Devonshire / Adina alignment, and 19.6m above the proposed over-rail deck level of RL30. This will create even more sense of openness, views, ventilation and sun access to the public link.

- The Markus Clarke spire is a desirable landmark when looking from east to west on the proposed Devonshire alignment, and is viewed just-south of the Adina Hotel alignment. This means that the 24m width of the proposed view corridor between the towers is more than adequate to frame the view of the Markus Clarke. A 30m building separation would not further enhance the view corridor because the view would open up further to the south of the Markus Clarke spire.

- At ground level of RL21 and up to RL 60.4, 30m separation is provided. 30m is more than adequate to provide vertical circulation (e.g. escalators, lifts and stairs) should this be required while maintaining a sense of openness and clear areas for pedestrian circulation.

- 24m building separation is wider than a typical Sydney street and is an appropriately comparable width to Devonshire Street, which varies and is less than 20 metres. This provides for a generous amount of pedestrian movement space, dwell space, canopy trees and also is a good width to see the other side of the street and for activation.

Despite the above, it is noted that the Draft Design Guide has been written to incorporate a deemed to comply design guidance of a 30m building separation between the tower forms of Blocks A and B. To provide some flexibility in this approach the design guidance has been written to include a possibility for a reduced separation distance down to a minimum 24m (refer to **Figure 49**), but only where:

- design excellence will be achieved through a competitive design process to address the objectives of quality;

- no additional overshadowing of Prince Alfred Park occurs beyond the Solar Access Plane controls;

- pedestrian access and views to the Marcus Clarke Building from the future over station east-west pedestrian connection are retained;
- there will be no unacceptable wind impacts felt by pedestrians on the ground plane for the intended purpose;
- the intrusions into the Building Separation Zone mitigate the effects of building bulk through effective articulation and modulation of the façade design.

Provided the above measures are met, it is considered that a reduced building separation down to a minimum of 24 would be appropriate. The flexibility provided by the transitionary separation zones will allow for opportunities to deliver interesting design and architectural initiatives between the building envelope line and the final building line that will ultimately contribute to the east-west link.

The final building separation **Block A** and **Block B** will be determined as part of the final design schemes which will be shaped through a design excellence process. This will ensure development provides adequate separation and setbacks between buildings to enable connection to the future OSD as well as appropriate amenity (including solar access and wind) within the development sites and adjacent public domain and open space.

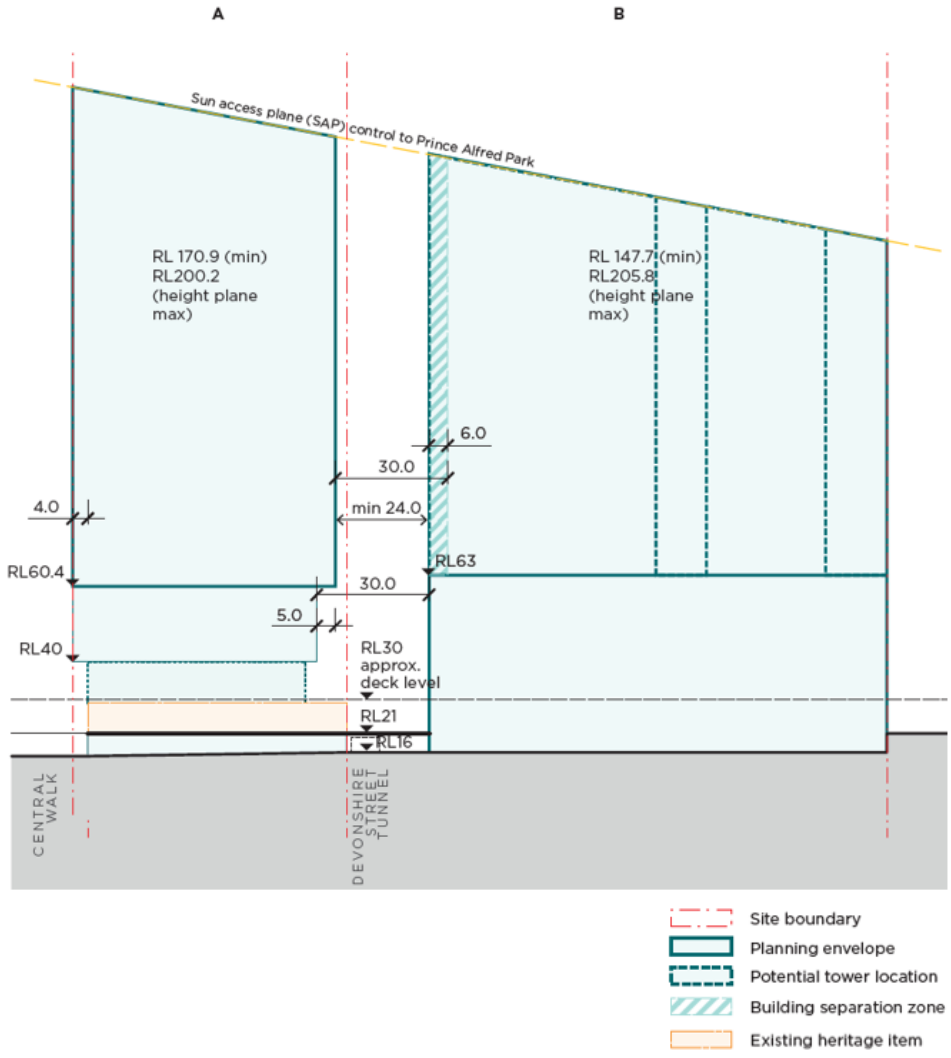


Figure 49. Section - Separation distances and setbacks

(Source: Draft Western Gateway Design Guide)

7.4.5 Summary

The Draft Central Precinct Strategic Vision outlines planning priorities, opportunities and intended character for the Western Gateway sub-precinct that inform the desired future built form for both Block A and Block B. Overall, the proposed building envelopes will contribute to creating a highly functional and well designed cluster of commercial buildings that will help realise the opportunity identified for the Western Gateway sub-precinct for the following reasons:

- they will support a critical mass of employment floorspace that will anchor the future innovation and technology precinct and contribute to realising the Camperdown-Ultimo Place Strategy;
- they will establish a visual marker for Central Precinct by creating city scale buildings that contribute to Sydney's skyline, character and public identity;
- they will comply with the Sun Access Protection control in the Sydney LEP 2012 as it relates to Prince Alfred Park (Clause 6.19 of Sydney LEP 2012), and the proposed sun access protection plans under the draft CSPS;
- they will enable future buildings that positively respond to existing heritage items within the sub-precinct;
- they will enable the realisation of a positive urban design outcome in terms of the interface between built form and public domain; and
- they will provide the basis for a future detailed competitive design process that will promote architectural excellence through innovative and creative building design.

7.5 Public Domain

As raised in **Section 6.0**, the draft SEPP Report is seeking to amend the planning controls as they relate to the sub-precinct, and as such does not include detailed proposals for the future design of public domain within the sub-precinct. To this end a detailed public domain plan for the sub-precinct will be developed in the future by the respective leaseholders in consultation with Transport for NSW, City of Sydney, the State Design Review Panel, NSW Government Architect and the DPIE.

While a detailed public domain plan does not accompany this Draft SEPP Report, a Design Guide been prepared that describes the desired design outcomes for the Western Gateway sub-precinct and provides a framework to assess future development proposals. Amongst other things, the Design Guide aims to:

- connect to and unite the City
- deliver a precinct that authentically responds to its context and celebrates its heritage
- create a focus for the southern part of Central Sydney
- contribute to the creation of walkable neighbourhoods
- shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity and design excellence.

Preparation of the Design Guide has been heavily influenced by discussions with the State Design Review Panel, the NSW Government Architect, City of Sydney and the

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

The key elements of the public domain and its consistency with the Strategic Vision for the Central Precinct is described below.

7.5.1 Henry Deane Plaza

Henry Deane Plaza will be re-imagined as a convergence point for pedestrian movements and a high-quality urban environment. This will see its primary function shift from its current use as primarily a place of repose, to a place that serves multiple purposes including movement, meeting and relaxation.

The varying level changes across the sub-precinct within the public domain currently restrict pedestrian circulation and connectivity. The Design Guide for the Western Gateway will require any future open space and public domain strategy to ensure the achievement of an elegant and functional solution that responds to the level changes across the sub-precinct. This solution will need to deliver an outcome that enables seamless and accessible paths of travel across the sub-precinct, whilst ensuring connection from Lee Street to the Devonshire Street tunnel and the OSD decking to the proposed Sydney Yards sub-precinct (refer to **Figure 50**). Such an outcome will be consistent with the Draft Strategic Vision, which identifies the opportunity to *"deliver a public domain that effectively negotiates the shifting ground plane from footpath level to any potential future development above the rail yards.*"

As Henry Deane Plaza will be the junction point of the proposed north-south and east-west pedestrian connections, this area will be heavily activated with commuters, workers, students and visitors. Buildings framing the plaza will support ground floor retail opportunities and be activated both day and night by commercial lobbies, retail frontages and outdoor dining areas. By facilitating an outcome of this nature, the Western Gateway sub-precinct proposal will ensure the creation of a vibrant, diverse, active, inclusive public domain that has a high level of amenity and design excellence.

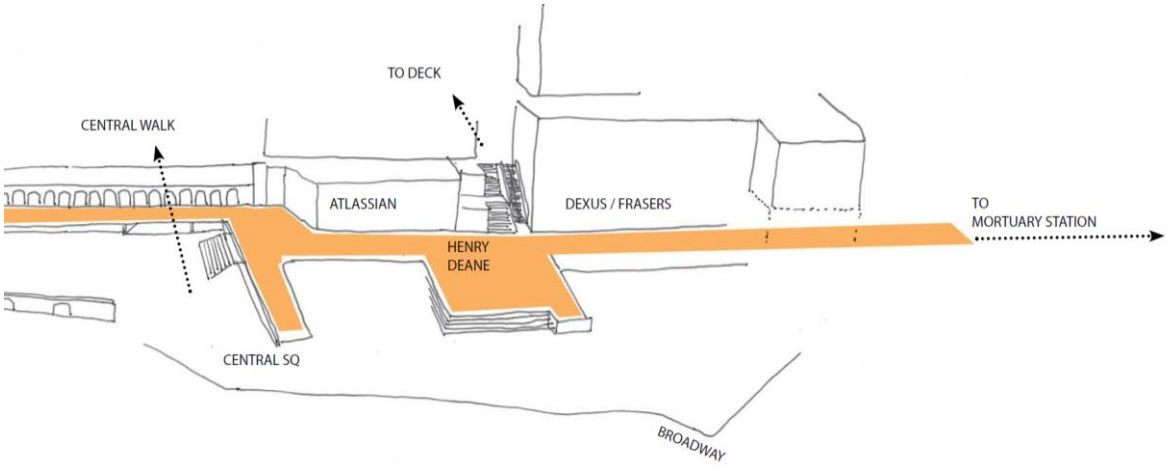


Figure 50. Indicative illustration of the possible solution for Henry Deane Plaza as a junction point between north-south and east west connections

(Source: Architectus)

7.5.2 Pedestrian connections

The Western Gateway will facilitate two new pedestrian thoroughfares that will connect with surrounding public spaces and key attractors within and surrounding the sub-precinct (refer to **Figure 51**).

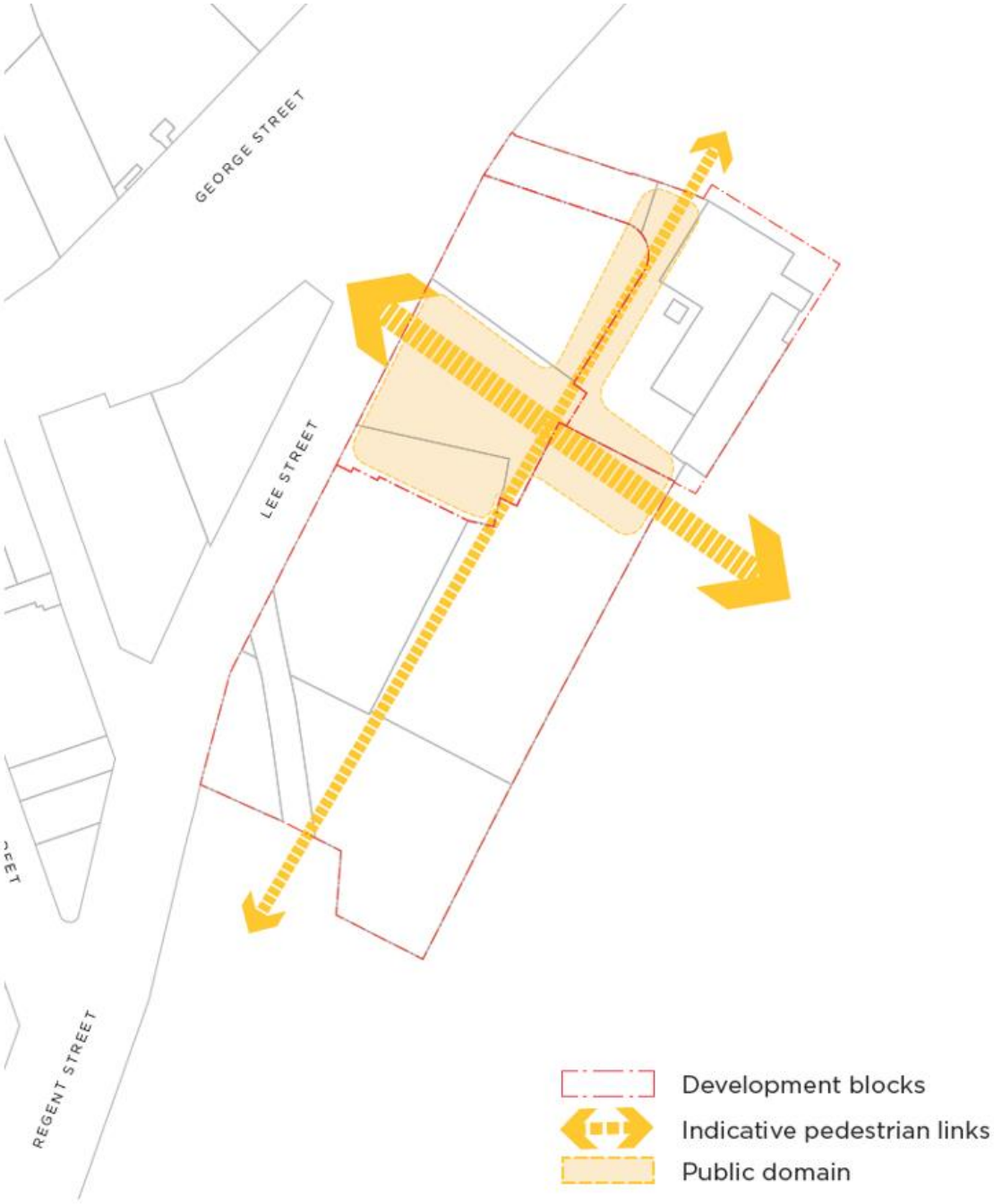


Figure 51. North-south and east west connections within Western Gateway sub-precinct

(Source: Architectus)

An east-west pedestrian connection will be established in the Western Gateway sub-precinct up to RL 60.40m, that will serve to support equal mobility and a seamless integration from Lee Street to the future OSD decking above the Sydney Railyards sub-precinct. To address this, the Design Guide requires any future development to effectively negotiate the shifting ground plane of the connection between Lee Street

and potential future development above the rail yards. In doing so, it has been designed to support the vision of establishing a new above ground, open to the sky, cross-corridor connection extending from Devonshire Street to the east, through to Haymarket to the west. The proposed design outcome is therefore directly consistent with the Draft Strategic Vision (refer to **Figure 52**).

A 6-metre wide, north-south pedestrian link is also proposed to occur for the entire length of the sub precinct, providing continuous pedestrian access from Regent Street to the south, through the sub-precinct to the Western Forecourt and Central Station to the north. This is consistent with the Draft Strategic Vision, which identifies the opportunity to deliver generous through site connections that facilitate safe, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas (refer to **Figure 52**).

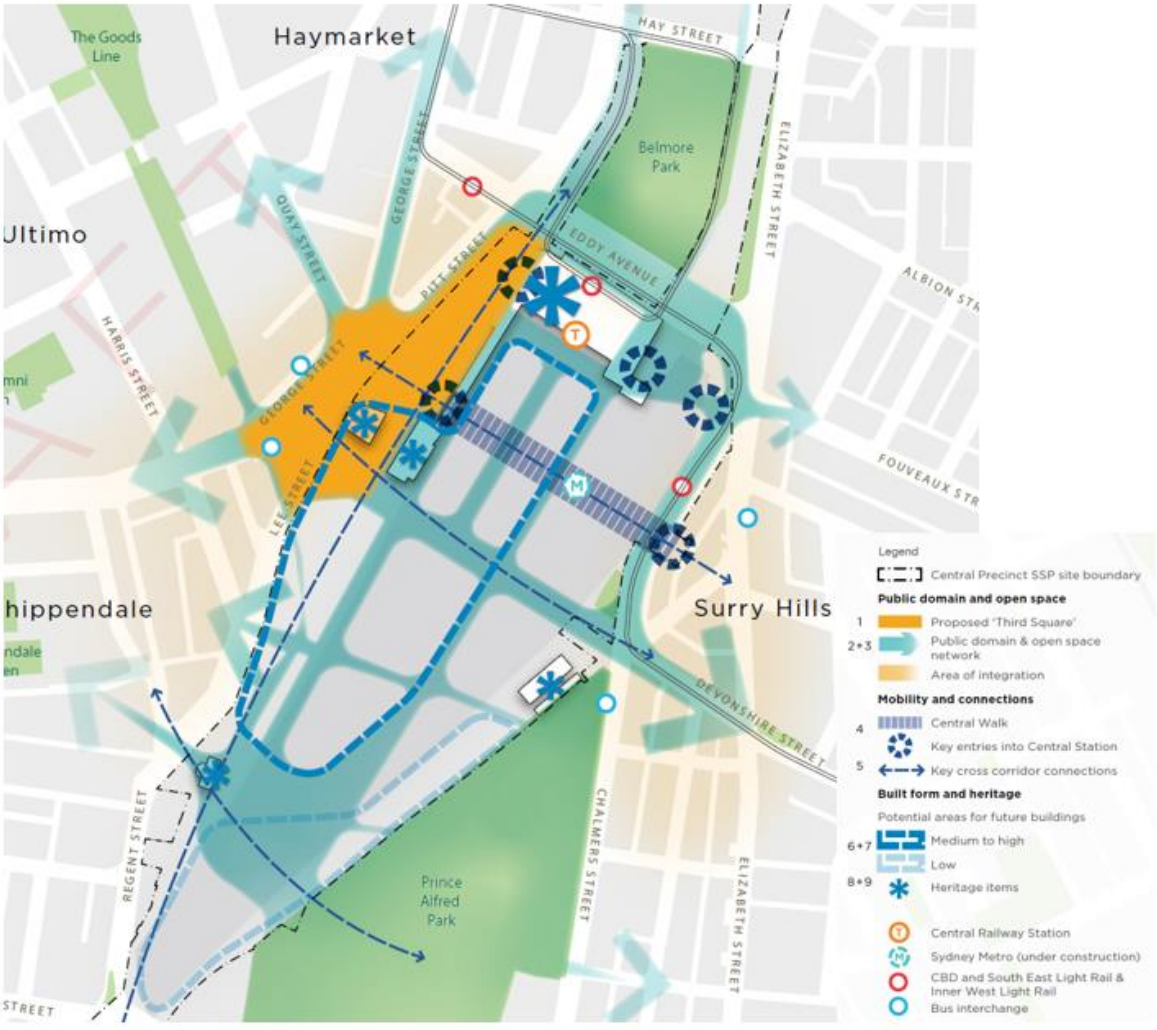


Figure 52. North-south and east west connections identified by the Central Precinct Strategic Vision

(Source: Transport for NSW)

7.5.3 Public art

The Design Guide for the Western Gateway sub-precinct will require a detailed Public Art Strategy to submitted as part of any future detailed development application. Future development in the Western Gateway will also be required to incorporate public art that creates an authentic sense of place drawing from and reflecting the Central Precinct's heritage values. This intends to give effect to the following planning priorities identified by the Draft Strategic Vision:

- to deliver a precinct that authentically responds to its context and celebrates its heritage;
- to honour the culture and identity of the precinct's Aboriginal and non-Aboriginal heritage; and
- to support cultural expression and activity.

The details of future public art installations within the Western Gateway sub-precinct will be provided as part of the future detailed development applications for Blocks A and B.

7.6 Pedestrian Accessibility

7.6.1 Existing pedestrian movement conditions

Currently, pedestrians primarily access the Western Gateway sub-precinct from the west (Railway Square) and east (Devonshire Street Tunnel). Buses at Railway Square deliver passengers to the sub-precinct via the mid-block crosswalk across Lee Street and also through the Lee Street tunnel and Henry Deane Plaza. Pedestrians from Suburban rail platforms tend to access the east edge of the sub-precinct via the Devonshire Street tunnel. Pedestrians from Intercity platforms access the site from both the Devonshire Street tunnel and also via Lee Street.

Current pedestrian movements and flows are shown at **Figure 53** below.

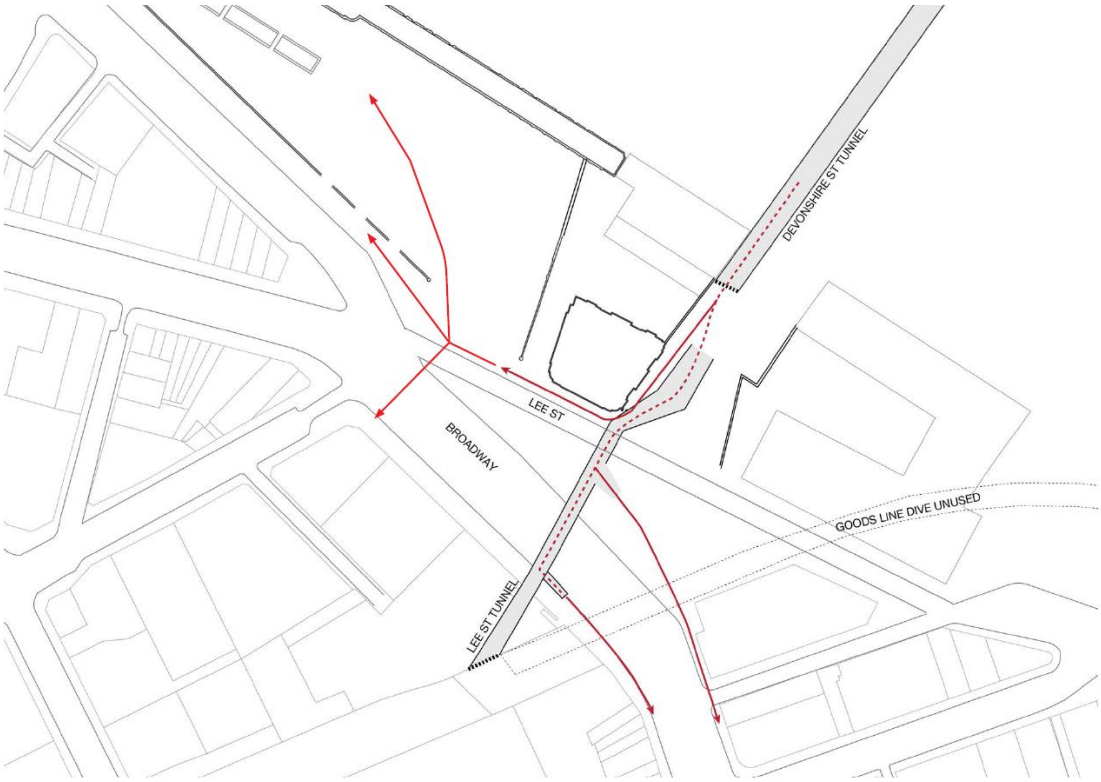


Figure 53. Existing condition for pedestrian movement flows

(Source: Architectus)

7.6.2 Central Walk West

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

Investigations are currently underway to further extend Central Walk to provide a new connection that will connect all the platforms within Central Station as well as an east-west pedestrian link through the Central Station site. Subject to future funding, Central Walk West will significantly enhance pedestrian access, connectivity and movement within and through the Central Precinct and the Western Gateway sub-precinct.

Importantly, it will alleviate congestion and improve pedestrian flows through Devonshire Street Tunnel by providing a second east - west connection.

The additional pedestrian trips generated as a result of this proposal will also have a positive effect by enabling greater distribution of pedestrian traffic to the surrounding footpaths and crossings given the various and increased route choices and entrances available to and from Central Station. Likely future pedestrian movements and flows under a future scenario that includes Central Walk West is shown at **Figure 54** below.

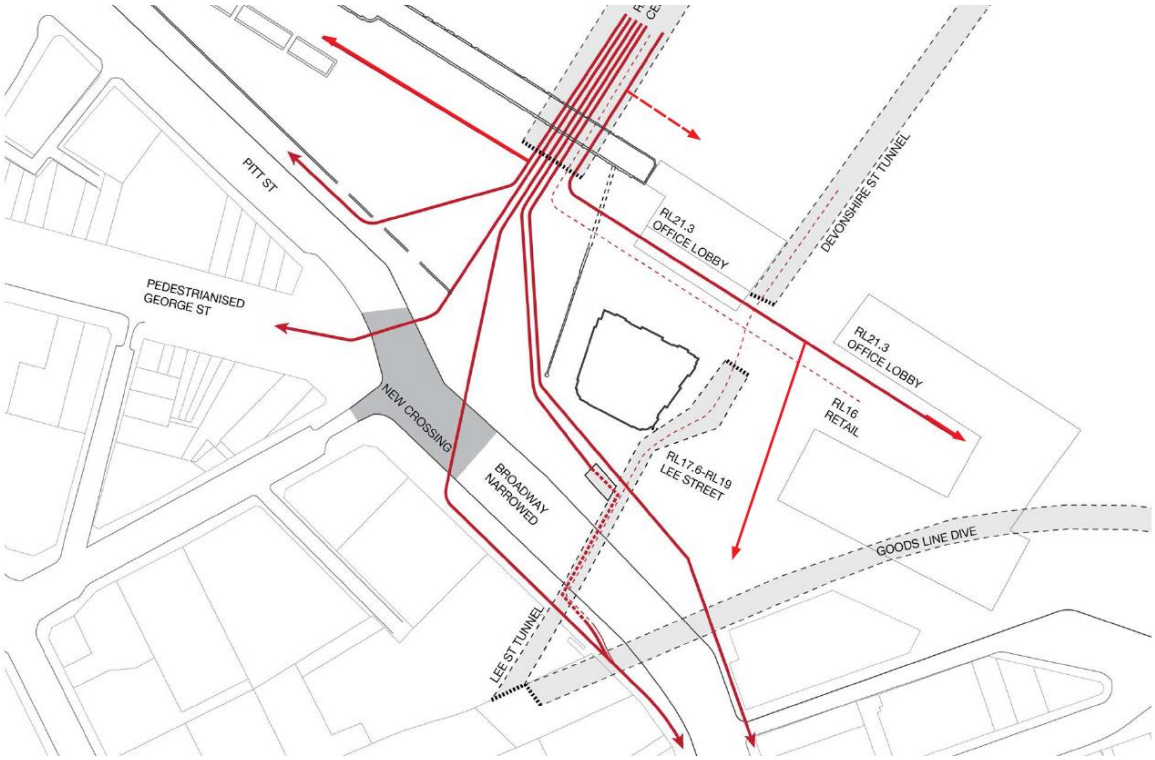


Figure 54. Long term pedestrian movement flows

(Source: Architectus)

7.6.3 Proposed pedestrian movement conditions

Arup and JMT Consulting (refer to **Appendix D** and **Appendix E**) have undertaken an assessment of the additional trips generated by Blocks A and B of the proposed Western Gateway sub-precinct. To assess the impacts of the proposal, the following assumptions have been made by Arup, including:

- the Sydney Metro Central Station is open and operational;
- the Central Walk Western Concourse connection is open;
- Ambulance Avenue is a pedestrian only connection between Lee Street and Central Walk West;
- there is an at-grade pedestrian-only connection between Central Walk West and Devonshire Street Tunnel between the existing YHA building and Adina Apartments Hotel; and
- Henry Deane Plaza is redeveloped to provide seamless connections between the at-grade pedestrian-only connection between Central Walk West and Devonshire Street Tunnel, and the sub-precinct and between Lee Street and the sub-precinct.

As noted earlier,

Key future movements within and around the Western Gateway sub-precinct under a redeveloped scenario are illustrated in **Figure 55**.

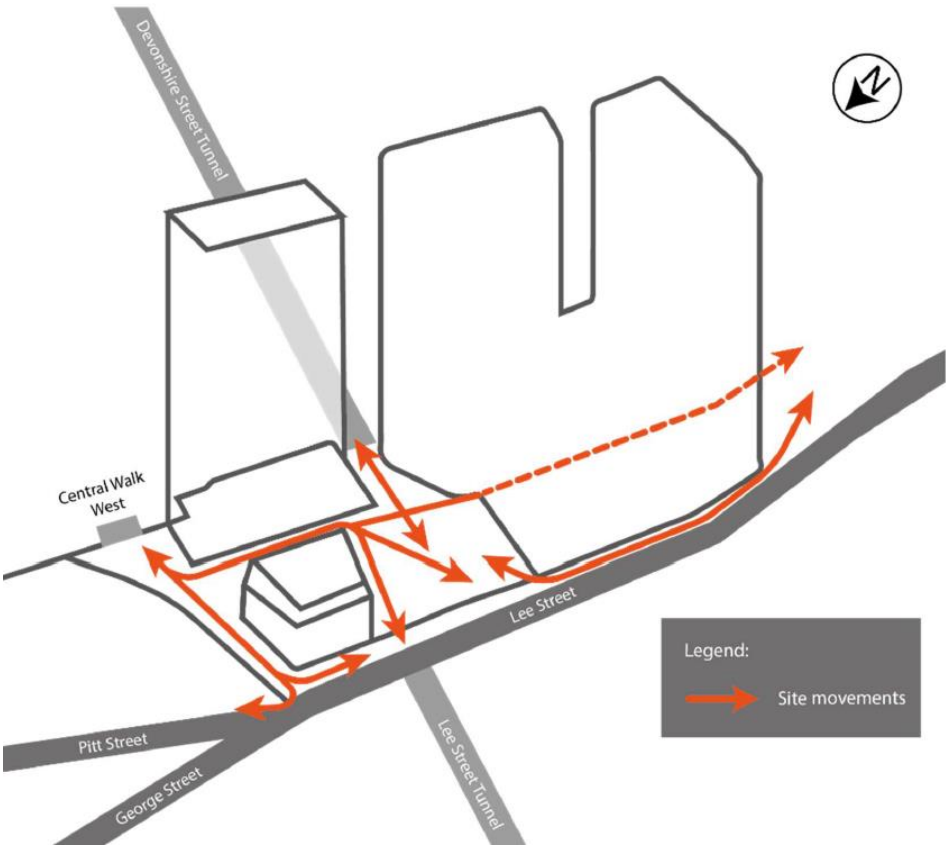


Figure 55. Future pedestrian movement through the Western Gateway sub-precinct

(Source: Arup)

Under the proposed conditions, Sydney Trains customers will be able to continue to use the existing Devonshire Street Tunnel, through Henry Deane Plaza and Lee Street Tunnel to connect to Railway Square, the Broadway and Goods Line. Pedestrians using bus and future light rail services on Chalmers Street to the east can continue to use the Devonshire Street Tunnel, through to Henry Deane Plaza.

Henry Deane Plaza will therefore continue to be a major junction for existing and future users of the Western Gateway sub-precinct, but also for people passing through in order to access other parts of the Central Precinct and the wider surrounds. The redeveloped Henry Deane Plaza will also facilitate a western access point to an elevated east-west connection over the rail yards as part of the Central Station over-station development (OSD). The east-west connection through the Western Gateway will be designed to ensure this space is capable of handling peak hour pedestrian movements, while maintaining a safe and comfortable pedestrian environment for all.

The proposed north-south connection will be of a minimum 6 metres wide, which will be an adequate width to provide a comfortable walking environment for workers, commuters, students and visitors of the Western Gateway.

As shown in **Figure 56**, although the form and layout of the pedestrian network within the Western Gateway is expected to change, the pattern and points of access to the Western Gateway will remain largely unchanged in that pedestrians will continue to access from the east and west through Devonshire and Lee Street Tunnels. The ground level pedestrian-only connection between Central Walk West and Devonshire Street Tunnel will provide primary access between the Western Gateway and Central Walk West for Sydney Metro and Sydney Trains customers. The Devonshire Street Tunnel will continue to act as a connecting path to the sub-precinct for Sydney Train customers, bus and light rail users from the east at Chalmers Street, while access

from Railway Square and Lee Street will remain on the existing footpath, and through the revitalized Henry Deane Plaza. The Lee Street Tunnel will also continue to connect the Site to the precinct west of George Street.

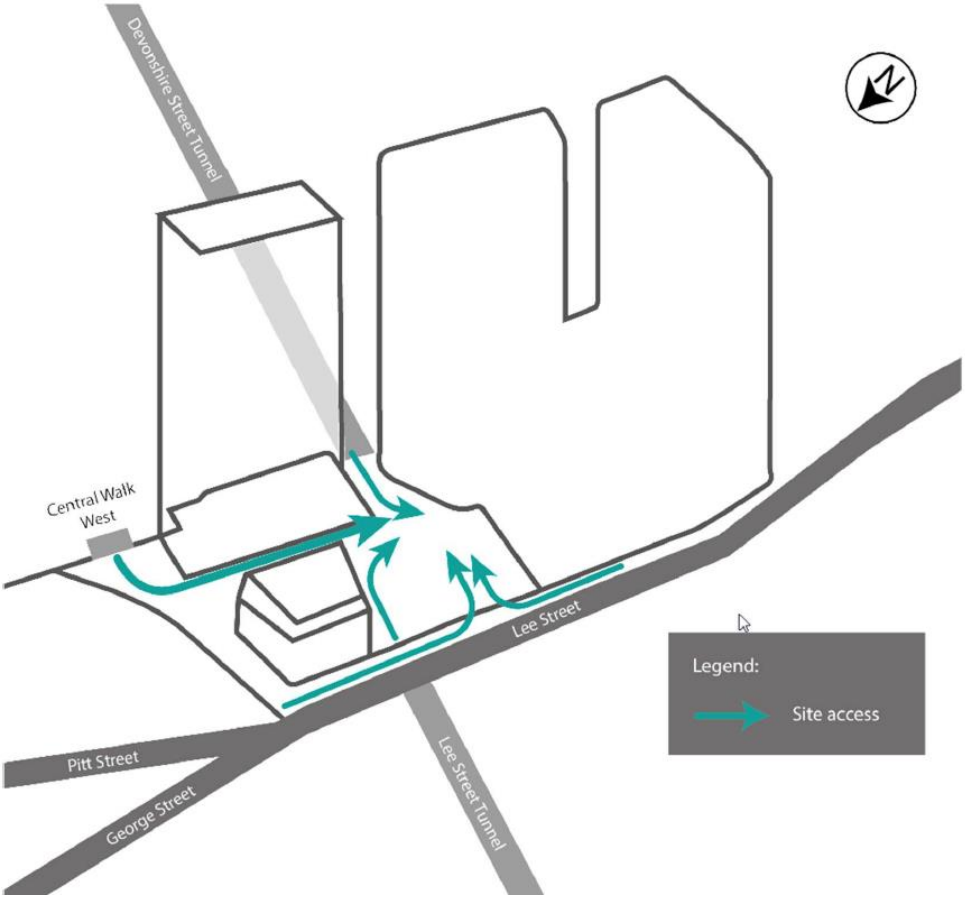


Figure 56. Future pedestrian access to the Western Gateway sub-precinct

(Source: Arup)

Based on the additional pedestrian trips generated as a result of the proposals for Block A and B, Arup and JMT Consulting have confirmed that this will have an acceptable impact on the surrounding footpaths and crossings considering the various route choices and entrances available under the proposed conditions. This will also be consistent with the Draft Strategic Vision planning priority that seeks to deliver infrastructure and upgraded connections within the precinct and surrounds to facilitate and enhance convenient and safe pedestrian movements toward key locations in the southern CBD.

Further analysis of pedestrian movements through the Western Gateway sub-precinct will be required to be undertaken as part of any future detailed Development Application for Block A and B.

7.7 Overshadowing

EC3 with Terroir and Woods Bagot have undertaken a detailed analysis of the solar access plane as it applies to Blocks A and B within the sub-precinct. A summary of that analysis is provided below, with the full analysis available at **Appendix D** (Block A) and **Appendix E** (Block B).

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

6.19 Overshadowing of certain public places

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

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

Notwithstanding above, the City of Sydney's draft Central Sydney Planning Strategy 2016 (CSPS) proposes to strengthen the sun protection controls for Prince Alfred Park, extending the period of sun access protection to 10.00am - 2.00pm all year round. It is noted that the Draft CSPS Solar Access Contour Map will still allow for low-scale buildings to be located along the disused rail-siding fronting Prince Alfred Park. The coordinates provided for the Sun Access Plane for Prince Alfred Park (refer to *Appendix M – Solar Access: Detailed Provisions of the Draft CSPS*) are equivalent to a 20m high frontage along the Central Precinct's boundary with Prince Alfred Park. This reflects the current sun access protection provisions for Prince Alfred Park under Clause 6.19 of the Sydney LEP 2012.

The proposals for Block A and B have adopted the sun access protection provisions of the Draft CSPS to inform the proposed building envelopes and proposed amendment to building height provisions (refer to **Figure 57**). The analysis is based on the model of Prince Alfred Park provided by City of Sydney Council. This has adopted the sun access plane control co-ordinates at *Appendix M – Solar Access: Detailed Provisions of the Draft CSPS*. An assessment of each proposal is provided further below.

Figure 57. Sun access planes to Prince Alfred Park

(Source: City of Sydney, Draft Central Sydney Planning Strategy 2016)

7.7.1 Block A

EC3 with Terroir have undertaken a detailed analysis of the solar access plane as it applies to Block A. The analysis identifies that the proposed building envelope for Block A will only cast a shadow on Prince Alfred Park between 1.30pm and 2pm on the 21st June. Despite this, the shadow cast by the proposed building envelopes does not extend beyond the shadow cast by 20 metre frontage height on boundary between park and railway land. The proposed envelope for Block A will therefore comply with the requirement of Clause 6.19 of the Sydney LEP 2012 and the proposed sun access protection provisions of the Draft CSPS.

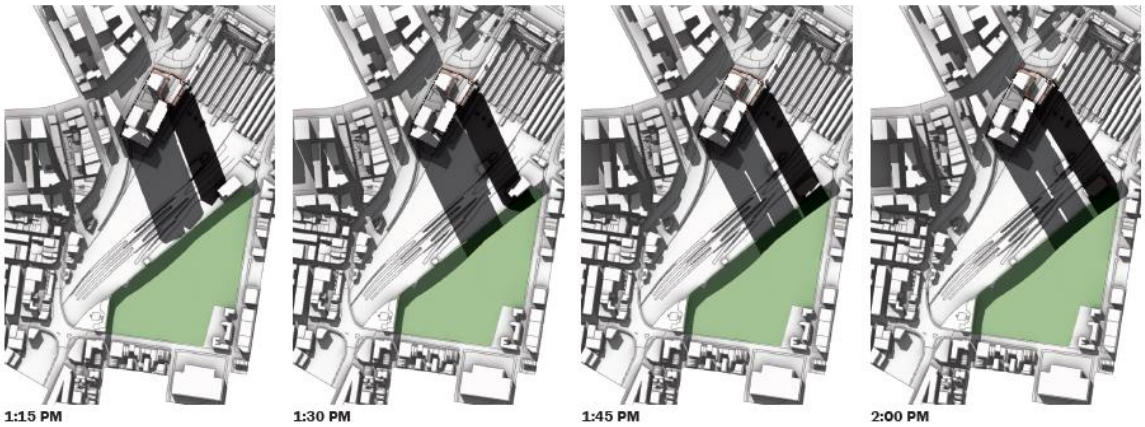


Figure 58. Shadow Analysis of Block A building envelope on 21 June

(Source: EC3 with Terroir)

7.7.2 Block B

Woods Bagot, SOM and Hassell have undertaken a detailed analysis of the solar access plane as it applies to Block B. The analysis identifies that the proposed building envelope for Block B will only cast shadow on the park between 10am to 2pm on the date from May 15th to July 21st. Despite casting a shadow on Prince Alfred Park during this period, the shadow cast by the proposed building envelopes does not extend beyond the shadow cast by 20 metre frontage height on boundary between park and railway land. The proposed envelope will therefore comply with the requirement of Clause 6.19 of the Sydney LEP 2012 and the proposed sun access protection provisions of the Draft CSPS.

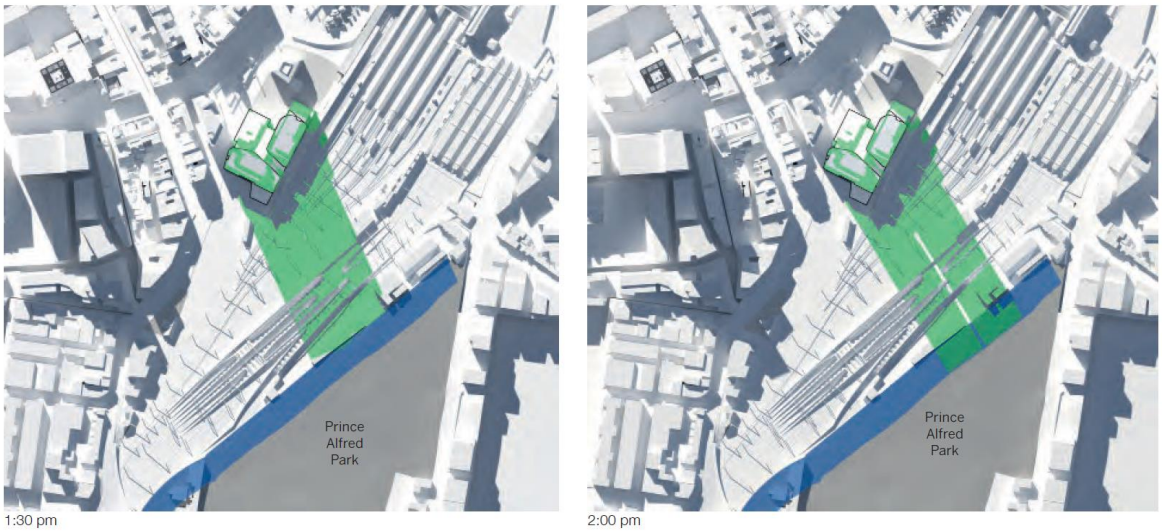


Figure 59. Shadow Analysis of Block B building envelope on 21 June

(Source: Woods Bagot, SOM & Hassell)

7.8 View Analysis

Visual Impact Studies have been prepared by EC3 + Terroir and Clouston + Virtual Ideas in relation to Block A and Block B respectively. These reports provide a preliminary analysis of the possible impacts on key views identified in the draft Central Sydney Planning Strategy and the historic view of the Central Station South Wing, the former Parcels Post Office (Block C) and the former Inwards Parcels Shed. These views are shown in below.

The Visual Impact Studies demonstrate that defined key views off the Central Station Clock Tower will not be obstructed by the proposed building envelopes for Blocks A and B. As per the draft CSPS there are a number of key views within Central Sydney, to and through parks and other well-used public spaces, that help define Central Sydney. An important viewpoint is toward Central Station Clock Tower, which has an historical physical prominence in the city's urban landscape. The preliminary view analysis ensures that the view and silhouette of Central Station Clock Tower will be maintained by the proposed envelopes from key locations.

It is noted that the Design Guide for the Western Gateway sub-precinct will include design guidance on protecting views and vistas and will require a detailed Visual Impact Assessment to be prepared as part of any future detailed development application in the Western Gateway sub-precinct.

A summary of the findings of the Visual Impact Studies for the purposes for this SEPP Amendment is provided below. It should be noted that the view impact images in the

section below have been extracted from the report prepared by Clouston and Virtual Ideas in support of Block B. These images also show the massing for the Indicative Reference Scheme for Block B in the view frame. Further and full details of the Visual Impact Studies for each Block are available within the Visual Impact Assessment (VIA) Reports located at **Appendix D** (Block A) and **Appendix E** (Block B).

The key views included in the assessment (Viewpoints 1-9) have been photomontaged to show the massing of the Block B proposal. Viewpoints 10-16 provide an existing view photo only but are assessed with both a rating and written explanation based on review of the Proposal drawings, modelling and on-site analysis.

For the purposes of this draft SEPP Report, a total of 6 viewpoints as set out below are assessed. These viewpoints are identified as important viewpoints in the draft Central Sydney Planning Strategy and as such have been adopted for the purposes of this view assessment. For further detail refer to the respective VIA reports.

- Viewpoint 1: View along Broadway (Corner of George Street and Harris Street)
- Viewpoint 3: View from Pitt Street and Liverpool Street
- Viewpoint 5: View from Wentworth Avenue and Goulbourn Avenue
- Viewpoint 6: View from Prince Alfred Park
- Viewpoint 7: Corner of Cleveland Street and Reagent Street
- Viewpoint 11: George Street (outside the Marcus Clark Building)

Each view is assessed for sensitivity and magnitude. A high, high/moderate, moderate, moderate/low, low or negligible rating is assigned in each case. The visual impact rating is a combination of sensitivity and magnitude.

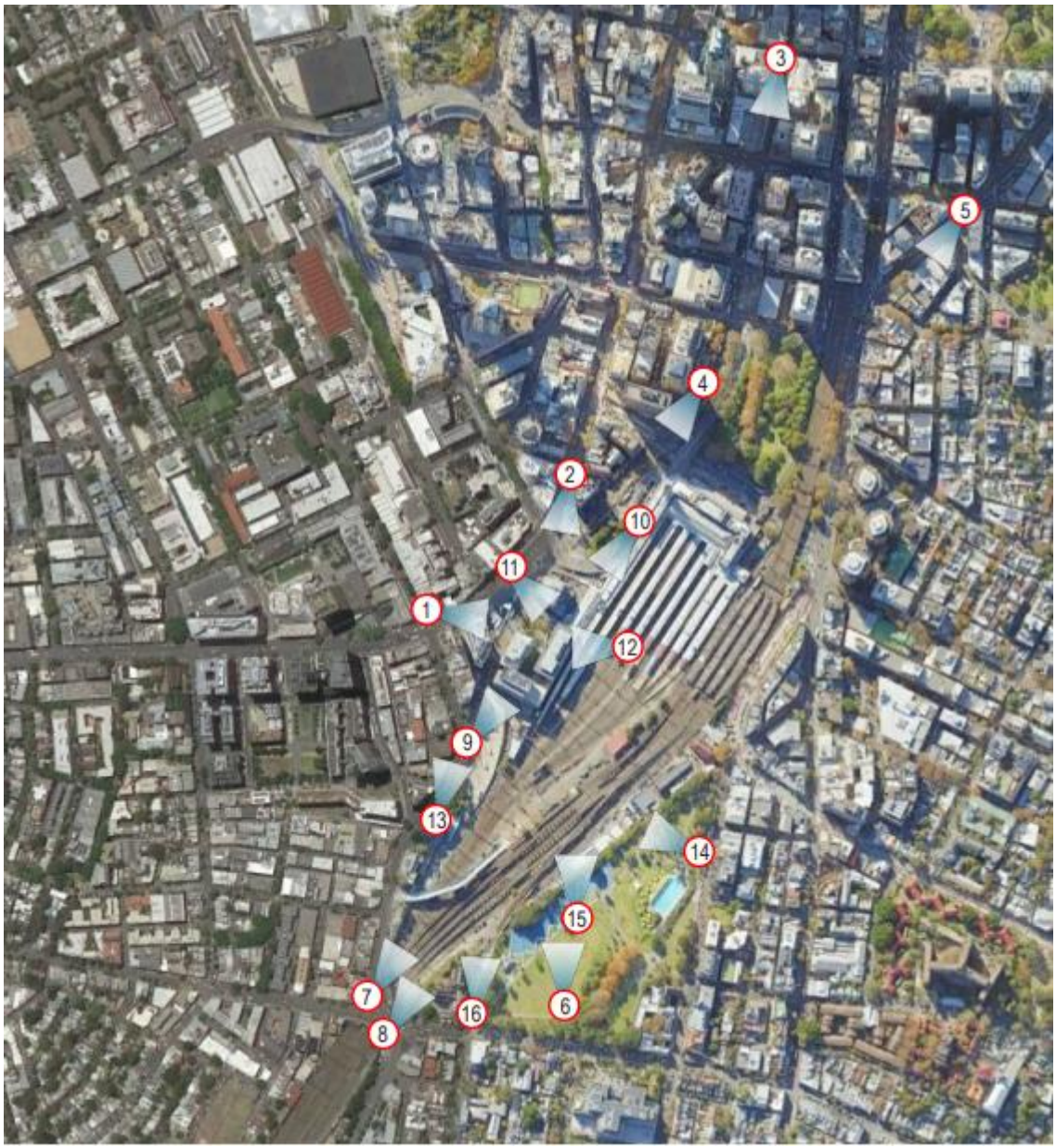


Figure 60. View Catchment and main viewpoints

(Source: Clouston Associates)

View 1 – Corner of George Street and Harris Street

This viewpoint is approximately 130m from the Western Gateway sub-precinct. The main receptors for this view are pedestrian and road users.

As shown in **Figure 61**, views of the clocktower will not be obscured as a result of the Block A or Block B proposals from this location. A large portion of Block B is obscured by existing buildings, particularly the lower levels.

While the Block A and B proposals, will result in a noticeable addition in height and mass when viewed from this viewpoint, the proposed envelopes will only result in a moderate change to the visual scene when considered in context to the varying architectural styles combined with the urban nature of the location. It is anticipated that the presence of the Block A and B proposals will become less discernible in the future as a result of future development. Overall, the visual impact rating at this viewpoint is moderate.

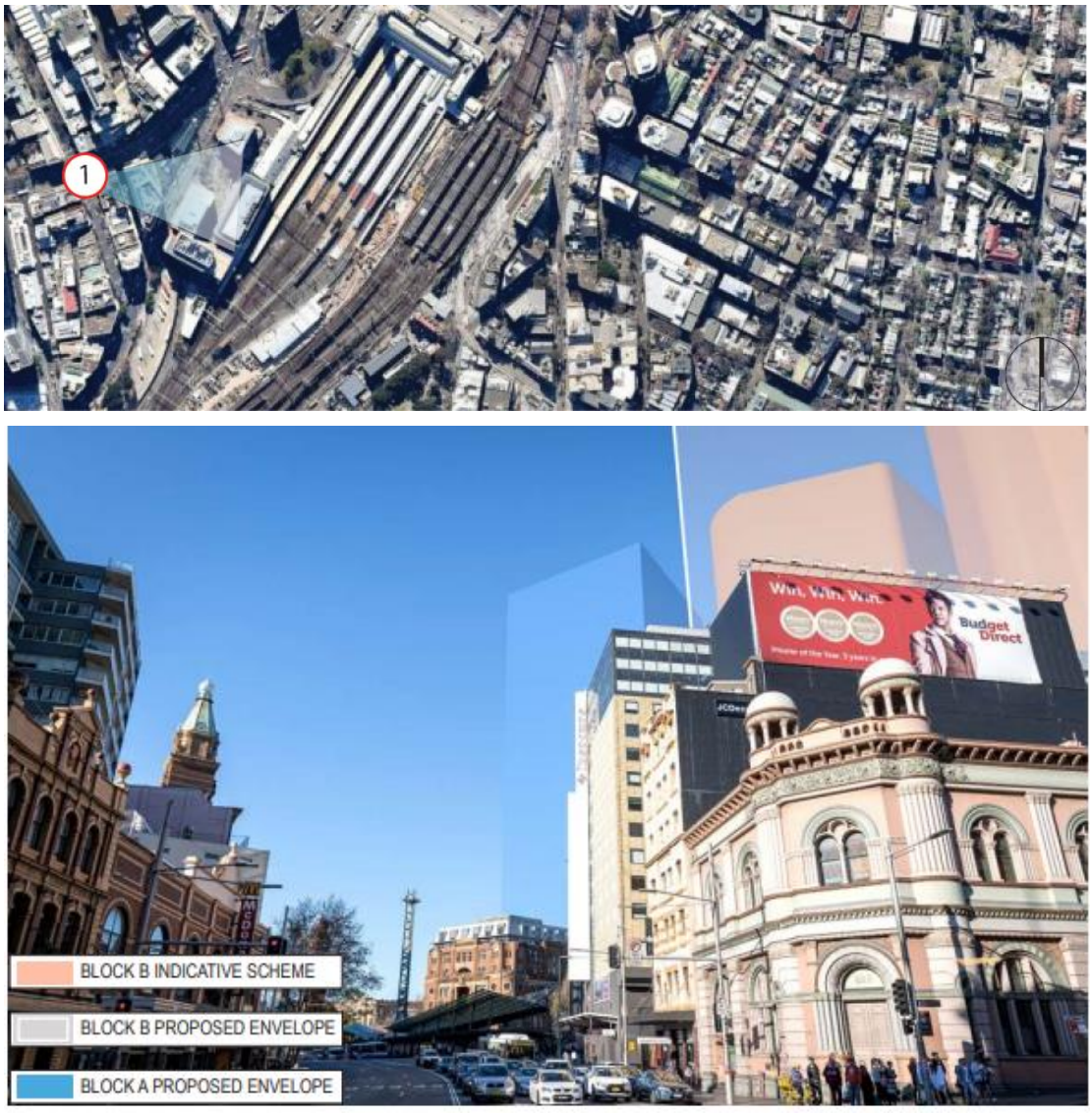


Figure 61. View along Broadway towards Central Station Clock Tower

(Source: Clouston Associates)

View 3 – Pitt Street and Liverpool Street

This viewpoint is located approximately 890m from the Western Gateway sub - precinct. The main receptors of this view are pedestrians and road users.

Existing view south towards Central Station is framed by commercial buildings of varying architectural styles and heights. View of open sky are limited at this viewpoint and almost completely dominated by built form elements.

As shown in **Figure 62**, Block A and B envelopes will not be visible form this location and will not alter the visual scene. Clouston Associates have undertaken a VIA of the proposal from this viewpoint. A low sensitivity rating and a negligible magnitude rating is assigned by the VIA. The overall visual impact rating at this location is considered to be low.

Figure 62. View from Pitt Street and Liverpool Street

(Source: Clouston Associates)

View 5 – View from Wentworth Avenue and Goulburn Avenue

This viewpoint is located approximately 875m from the Western Gateway sub-precinct site. Existing views looking south west along Wentworth Avenue offers a framed view of the Central Station clock tower as a result of tall buildings on either

side of the avenue. The view includes the railway viaduct with the Central Station clocktower observed beyond this.

The VIA undertaken by Clouston Associates identified that the upper levels of the Block A and B envelopes will be visible to the left of the Central Station clocktower. The visibility of the proposal will vary throughout the year to a certain degree as a result of leaf cover on the trees, with winter (as pictured) allowing for a greater view of the Proposal. Although the upper levels of the proposal will be clearly visible from this location, it will form a relatively minor built form element to the visual scene as a result of the high level of existing built-form framing the view along Wentworth Avenue and the general surrounding urbanisation of the location. The proposal would not be at odds with it's surrounding.

Accordingly, Clouston have assigned a low sensitivity rating and magnitude rating. On this basis, the overall visual impact rating at this location is considered to be low.

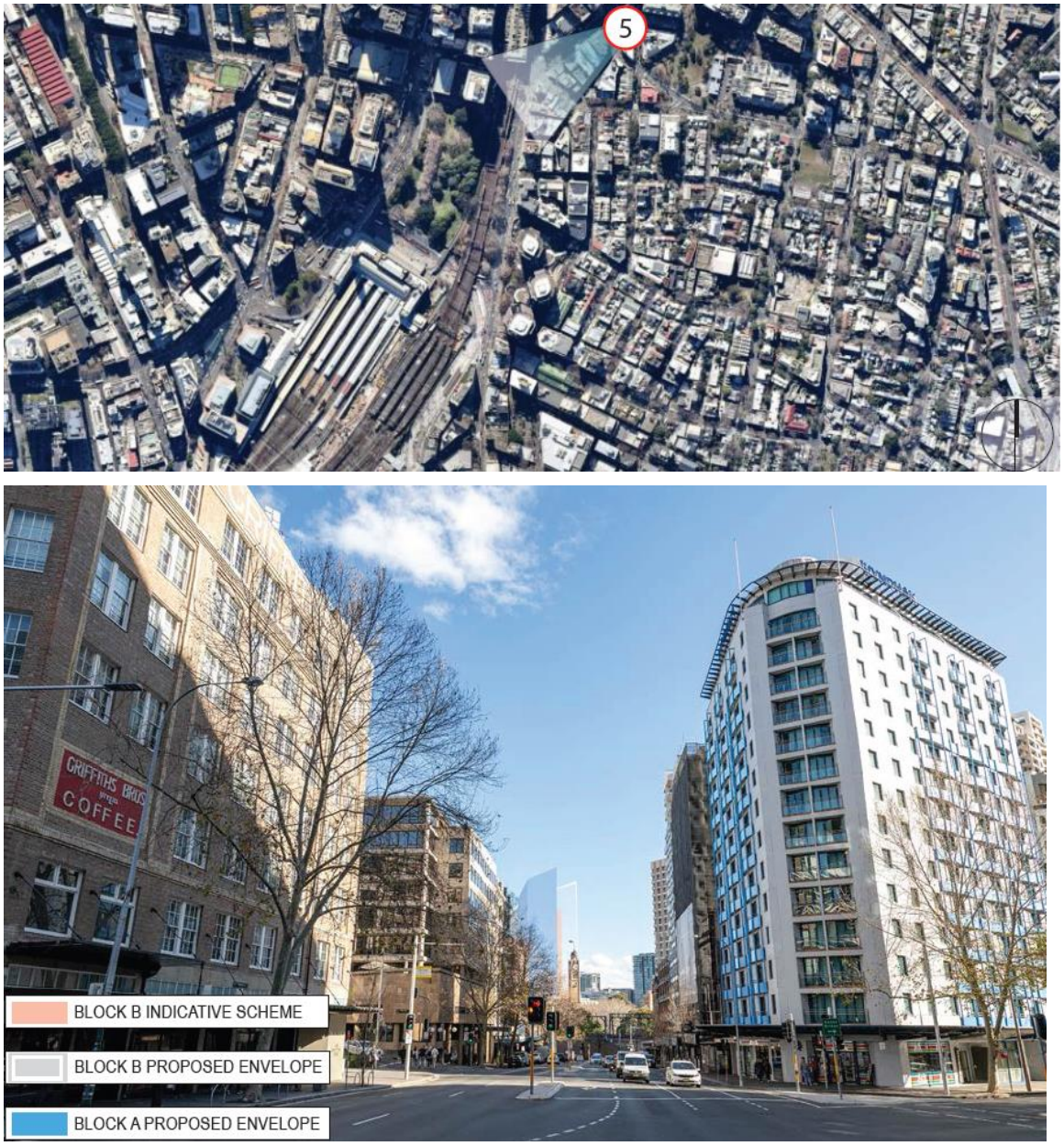


Figure 63. View along Wentworth Avenue and Goulburn Avenue

(Source: Clouston Associates)

View 6 – View from Prince Alfred Park

This viewpoint is taken from the edge of Prince Alfred Park, 450m south – east of the site looking north west towards the Western Gateway sub-precinct.

Key receptors of this viewpoint are park users.

The existing view comprises the fore and mid ground of Prince Alfred Park, with an expanse of open grass land being the most dominant feature within the view. A mixture of mature vegetation lining the edge of the park is also observed on the edge of the park. The mature vegetation is seen to obscure a number of buildings in the CBD either fully or partially at their lower levels. Taller buildings are visible rising above the treeline in the centre of the visual scene, with distant buildings becoming more visible when moving to the right of the scene.

The VIA undertaken by Clouston Associates found that the proposal will be a significant new built-form to the visual scene, in height, mass and proximity to the park. A small number of existing buildings in the distance will be obscured as a result of the proposed Block A and B envelopes. The perception of open sky from this location will be diminished as a result of the increased envelope massing. Although a high level of built-form is visible from this location presently, the majority of this is at a distance, which diminishes the impact (refer to **Figure 64**).

The proximity of the proposal to the park will heighten its visual impact making it the most prominent of built forms, however it will remain one element of a wider view of existing built forms currently comprising the scene. It is anticipated that the presence of the Block A and B envelopes will become less discernible in the future as a result of future development.

The sensitivity and magnitude rating of this viewpoint is assigned a ‘high’ rating. As such, the combined visual impact at this viewpoint is assigned a high impact rating.

Figure 64. View from Prince Alfred Park

(Source: Clouston Associates)

View 7 – View at the corner of Cleveland Street and Regent Street

This viewpoint is approximately 495m from the Western Gateway sub-precinct.

Key receptors at this location are identified as pedestrians and road users.

Existing view comprises low level older style buildings which stand in contrast to a number of larger and more architecturally modern styles of buildings in the distance that make up the CBD skyline. A small level of vegetation can be seen on Regent Street receding into the distance.

The VIA undertaken by Clouston Associates identified that the Block A and B envelopes will be clearly visible in the distance and will obscure views to a small number of buildings. Due to the height and mass of the Block A and B proposals combined with its proximity to the viewpoint location, it will be a noticeable new addition to the skyline. Although the proposals will be an easily discernible new visual addition, it will not be at odds with the elements of the wider skyline from this location which is comprised almost completely of built-form elements and is a highly urban visual scene. It is anticipated that the presence of the proposals will become less discernible in the future as a result of future development

Figure 65. View at the corner of Cleveland Street and Regent Street

(Source: Clouston Associates)

View 11 – View along George Street (outside of the Marcus Clark Building)

This viewpoint is approximately 90m to the west of the Western Gateway sub-precinct.

The main receptors of this view are pedestrians, road users and commuters using the Railway Square bus terminal.

The existing view comprises bus terminal located in Railway Square is clearly visible in the foreground. The terminal obstructs views of the majority of the lower half of the existing structures on site, with a clear view of the majority of the existing building visible above this, with only a small portion obscured by a group of mature trees located on Lee Street.

The podium pf Block B will be clearly visible occupying the entire view above the existing bus terminal shelter on George Street. Retail stores will be visible at ground level looking through the bus shelter but views will be highly filtered as a result of the large volume of both pedestrians and vehicles using George Street and Lee Street. The open sky view above the existing building will be replaced with views of Block B

towers, which will significantly increase the level of built form in the visual scene. It is anticipated that the presence of the Proposal will become less discernible in the

future as a result of future development. Block A envelope will not be visible from this viewpoint but will occupy a similar density and massing to the north of the Block B.

Figure 66. Current view along Broadway

(Source: Clouston Associates)

7.8.1 Summary

Based on the visual impact studies undertaken by EC3 with Terrior and Virtual Ideas (refer to **Appendices D** and **E**), future development on Blocks A and B will not adversely affect identified view corridors, and importantly will preserve defined important views to the Central Station Clock Tower.

To ensure these key view corridors are protected, the Design Guide for the Western Gateway sub-precinct will include guidance on protecting views and vistas. This will include minimising the impact on existing public views to Central Railway Station Clock tower through modulation of proposed building mass, to maximise the visibility of the clock face. The guidelines will also require any development to preserve views from the western forecourt of Central Station to:

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

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

7.9 Heritage

Heritage Impact Statements (HIS) have been prepared for Block A and B by Weir Philips and GML Heritage respectively. The HIS reports undertake an assessment of the indicative proposals for each Block taking into consideration the local heritage context as well as the Central Station Conservation Management Plan 2013 prepared by Rappoport Heritage Consultants and the NSW Government Architect's Office (CMP 2013) and the NSW Heritage Manual 'Statement of Heritage Impacts. A summary of these reports is provided below, with full details of the assessment, findings and recommendations provided in the HIS located at **Appendix D** (Block A) and **Appendix E** (Block B).

As discussed in **Section 2.6**, the Western Gateway sub-precinct forms a part of the broader 'Central Railway Station group' which is listed as an item of State heritage significance under the State Heritage Register and the SLEP 2012. A portion of the sub-precinct (Block B) is only listed as having heritage significance under the SLEP 2012 and not under the NSW Heritage Register. The original heritage features at Block B were demolished in the early 2000's to make way for the existing Henry Deane Plaza and the Henry Deane office block.

7.9.1 Block A

The HIS prepared by Weir Philips undertakes a detailed assessment of the Indicative Reference Scheme for Block A underpinned by consideration of the Statement Significance from the CMP 2013 and the NSW Heritage Manual 'Statement of Heritage Impacts'. Following this assessment Weir Philips conclude that the additional height and density proposed for the site is acceptable on heritage grounds as it will have an acceptable heritage impact on the Inwards Parcel Shed (which forms a part of Block A) and the surrounding heritage context for the following reasons:

- The Inwards Parcel Shed in its current form has been extensively altered to be adaptively reused as a backpacker's hostel.

- The proposal retains the Inwards Parcels Shed in its original location and integrates the structure with the future envelope. The site-specific envelope is designed to ameliorate impacts on the significant heritage fabric portion of the Shed, including retention of the bolted timber post and truss system that are key defining features of the building.

- Sufficient curtilage is provided around and above the former Inwards Parcels Shed to allow for its visual distinction and appreciation as a heritage element that is separate from and which sits below the contemporary tower envelope above.

- The proposal brings with it the opportunity to allow greater access and appreciation of the shed's interiors as the building will likely act as a lobby to any future tower on Block A. Further, adaptive re-use of the building will provide the opportunity for new heritage interpretation elements to be included that highlight the building's historical context and significance.

- The proposed site-specific envelope will not interrupt key views to the Central Station clocktower and will retain views to the Devonshire Street Tunnel corridor and the Marcus Clarke Building Tower.

In addition to the HIS, a Conservation Management Strategy has also been prepared by Weir Philips to inform any future proposal for Block A. The Strategy sets out the following principles for future development within Block A.

1. A site-specific Conservation Management Plan (CMP) should form the basis on which to guide future work on the site.
2. New development must retain significant fabric and provide for its conservation and maintenance.
3. The interface between old and new must respect elements such as original fabric, windows and door openings.
4. Promote and communicate the significance of the site through interpretation.
5. Integrate new development in a way that respects and responds to the significance of the item and minimises impact on the item.
6. Large scale details, sections etc., clearly demonstrating the interface of old and new to be prepared and submitted as part of a future consent.
7. Continuation of the heritage listing on the State Heritage Register (SHR) and the RailCorp Heritage & Conservation register (s170) as part of the Sydney Terminal and Central Railway Station Group listing.

7.9.2 Block B

The HIS prepared by GML Heritage undertakes an assessment of all potential heritage impacts arising from the Block B proposal. It carries out a detailed review of the site's heritage context and assesses the indicative proposal against the recommended policies of the CMP 2013 and the NSW Heritage Manual 'Statement of Heritage Impacts'.

Following their assessment, GML Heritage conclude that the additional height and built form proposed for Block B is acceptable on heritage grounds for the following reasons:

- The proposal is seen to have an acceptable impact given Block B does not contain any heritage items within its boundaries, and in this regard has a lower level of heritage significance relative to the surrounding context of Central Station.

- Block B is considered to be a less sensitive location for new built form of the density and scale envisaged given that it does not contain any original heritage fabric.

- The proposed building envelope and the indicative reference design do not involve any physical interference with existing heritage items.

- The proposed site-specific envelope will not interrupt key views to the Central Station clocktower and will retain views to the Devonshire Street Tunnel corridor and the Marcus Clarke Building Tower.

In addition to undertaking their technical heritage assessment, GML Heritage has recommended the following design guidelines to assist and guide future redevelopment within Block B:

1. Set back development on the Block B from the former Parcels Post Office to respect the heritage item's setting, mindful that the former Parcels Post Office was designed to be viewed in the round.
2. Reference the principal datums and relative scale of the former Parcels Post Office and its components and, particularly, its upper cornice. Development above the datum of the upper cornice should be either set back or have a vertical separation (for example through a recess). Built form on the Site from ground to this datum should be expressed solidly, with that above being more lightly expressed.
3. Retain principal public domain views to the clock tower of Central Station from the south and west and consider longer views to the clock tower including those from Redfern Station on Lawson Street, from the intersection of Regent and Cleveland Streets, from Foveaux Street and from Wentworth Avenue.
4. Use high-quality materials that are sympathetic to the historic setting of Railway Square Precinct should be used in new development of contemporary design. These may include materials characteristic of the Railway Square Precinct, such as brick and limited use of sandstone and steel, but may also include contemporary materials.
5. Assess the additional shading on Mortuary Station and its gardens and Prince Alfred Park to ensure the heritage impacts upon them are minimised.
6. Respect the continuity of the ground plane, existing levels and transitions of Lee St and connections to Railway Square and the Precinct.
7. Protect the alignment and spatial envelope of the former Goods Line and explore opportunities to reintegrate it into movement networks.
8. Develop an Interpretation Strategy and incorporate interpretation into redevelopment of Block B.
9. Integrate these guidelines into site-specific development controls whether by amendment to the Sydney Development Control Plan 2012 or a discrete development control plan for the Site and/or its wider Railway Square/Central Station precinct.

7.9.3 Summary

The Heritage Impact Statements prepared for Blocks A and B have undertaken an assessment of the respective site specific proposals and concluded that they are acceptable on heritage grounds subject to adhering to the Conservation Management Strategy requirements for Block A and the recommended design guidelines for Block B.

The Draft Western Gateway Design Guide (**Appendix B**), also sets out clear heritage objectives and design guidance measures to ensure that any future building design effectively manages and mitigates the potential for significant heritage impacts associated with any new development within the sub-precinct.

Any future development application for Block A and B will therefore be required to retain and respect existing heritage items, undertake conservation and restorative works where required, and demonstrate consistency with the provisions of the *Heritage Act 1977*, the relevant heritage provisions under the SLEP 2012, the Draft Western Gateway Design Guide and the principles of any Conservation Management Plans and/or Strategies prepared for the sub-precinct.

7.10 Archaeology

Aboriginal and non- Aboriginal Archaeological Assessment reports have been prepared for Blocks A and B by Artefact Heritage Services and GML respectively (refer to Appendix D and E respectively). The findings and recommendations of these reports are discussed in the sections below.

7.10.1 Non-Aboriginal archaeological assessment findings

The assessment of Blocks A and B conclude that future redevelopment of on either of these Blocks is unlikely to impact non-Aboriginal archaeological sites or objects for the following reasons:

- The potential for significant archaeological remains within both Block A and Block B are nil to low; and
- Any intact remains situated below the existing basement and tunnels of the former Inwards Parcels Office and the Henry Deane Office Buildings would likely only consist of heavily truncated deep archaeological remains, such as former privies, wells or cisterns, pockets of discarded rail infrastructure, isolated artefacts and rubbish pits, and remains of other services and infrastructure.

7.10.2 Aboriginal archaeological assessment findings

- There are no sites listed on the Aboriginal Heritage Information Management System (AHIMS) register located within Block A or Block B. A single historical artefact site (ref: 45-6-3654) was previously identified within the Central Station rail yards to the south-east of the site;
- Former ground excavation within Block A and Block B has removed all original ground surfaces down to a significant depth; and
- There are no identified Aboriginal heritage constraints for future development within Block A or Block B.

Given the above, the Archaeological Assessments conclude that future redevelopment within Block A and Block B is unlikely to impact on Aboriginal or non-Aboriginal sites or objects.

7.11 Sustainability

A Sustainability Report has been prepared by Frasers Property Australia in relation to Block B. These reports set out a high-level sustainability strategy for future development within the sub-precinct, including a range of possible sustainability measures and initiatives. A summary of these reports is provided below, with further details available within the Sustainability Reports located at **Appendix E** (Block B).

Atlassian (Block A) and Dexus/Frasers (Block B) are committed to setting and meeting the sustainability aspirations for the Western Gateway. Sustainability initiatives will form part of the design development and competitors of the competitive design process will have access to lead sustainability consultants to inform and guide the detailed building design. This will ensure any future development within the Western Gateway will support the Central Precinct Strategic Vision's planning principles for sustainability. Specifically:

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

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

- 5.5-star NABERS Energy Rating for commercial uses with a commitment agreement;
- 4.5-star NABERS Energy Rating for hotel uses with a commitment agreement;
- 4.5-star NABERS Water Rating for commercial uses;
- 4-star NABERS Water Rating for hotel uses;
- Platinum core and shell WELL Rating (version 2) for commercial uses; and
- 6 star Green Star Design and As-Built rating (version 1.2).

The specific sustainability initiatives and performance for each proposal within Western Gateway will be detailed as part of any future detailed Development Application.

7.1 Design Excellence

To ensure the achievement of design excellence it is proposed that the new site-specific clause for the sub-precinct include provisions that stipulate that proposals for new buildings on land within the Western Gateway Sub-Precinct are required to demonstrate and achieve design excellence through one of the following means:

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

Individual leaseholders for all land within the Western Gateway Sub-Precinct have confirmed that it is their intention to undertake a competitive design process prior to lodgement of any future detailed development application.

Inclusion of a provision relating to design excellence will also ensure an outcome consistent with the Draft Strategic Vision and adopted policies of the NSW Government and the City of Sydney.

7.2 Traffic and Transport

Transport Assessments have been prepared by JMT Consulting and Arup in relation to Block A and Block B respectively. The Transport Assessments review the relevant background information to transport and traffic configuration and impacts on the surrounding movement network. A summary of their assessment is provided below, with the full analysis provided in the accompanying technical information pack at **Appendix D** (Block A) and **Appendix E** (Block B).

7.2.1 Vehicle access

Vehicle access for Block B will remain from its existing access driveway on Lee Street. Right turn entry to the Block B driveway is facilitated by a short right turn bay at the head of the right turn bus bay into the bus layover facility as shown in **Figure 67**. It is proposed that this location and driveway entry will continue to service the Western Gateway in the future.

For Block A, a two-staged approach to vehicle access is proposed, which aligns with the broader development of the Central Station precinct. This includes:

- **Temporary solution**: Prior to an integrated basement being delivered as part of the redevelopment of the Western Gateway sub-precinct. Access to Blocks A and C is to be via the existing driveway located off Lee Street at Upper Carriage Lane (shown as '*Vehicle Access – Lee Street (north) entrance*' in **Figure 67**).

- **Permanent solution**: Following the construction of an integrated basement being delivered as part of the redevelopment of Henry Deane Plaza by Dexus-Frasers, and following redevelopment of Block A, vehicle access to Block A is to be relocated to the vehicle access point at the southern end of Lee Street (shown as '*Vehicle Access – Lee Street (south) entrance*' in **Figure 67**). Access to Block C is to also be relocated to the southern access point once it is also able to be serviced via the integrated basement facility.

This staged vehicle access approach is illustrated in **Figure 67** and described in the sections below.

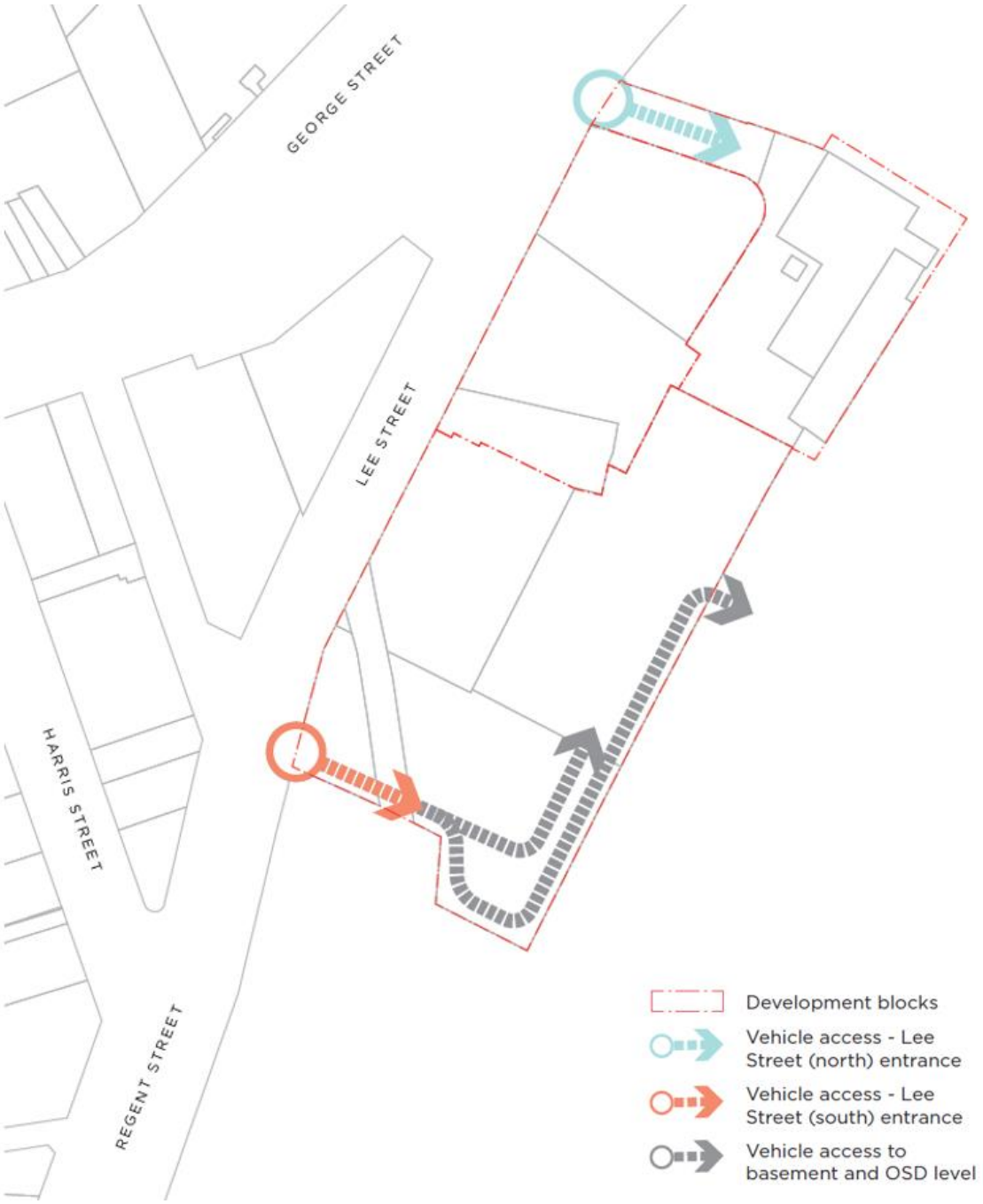


Figure 67. Proposed access arrangements

7.2.1.1 Temporary access arrangements for Block A

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

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

7.2.1.2 Permanent access arrangements

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

Under the permanent arrangement, access for all vehicles will be via a new connection as part of the proposal currently being investigated by Dexus-Frasers (Block B).

It is envisaged that future vehicle access for Block A would revert to this new connection once complete. A connection between the Block A loading dock and the future over-station development (OSD) loading dock is also proposed to be accommodated in this scheme.

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

7.2.2 Servicing

Servicing of the Western Gateway is proposed to be facilitated through the provision of a centralised distribution centre within the integrated basement.

All servicing, deliveries and goods for Block A and Block B are capable of being delivered to a consolidated managed loading dock and distribution centre underneath Block B. Once delivered, the goods will be redistributed to neighbouring blocks and the future development of the wider Central Precinct, including buildings within the intended future OSD (**Figure 68**).

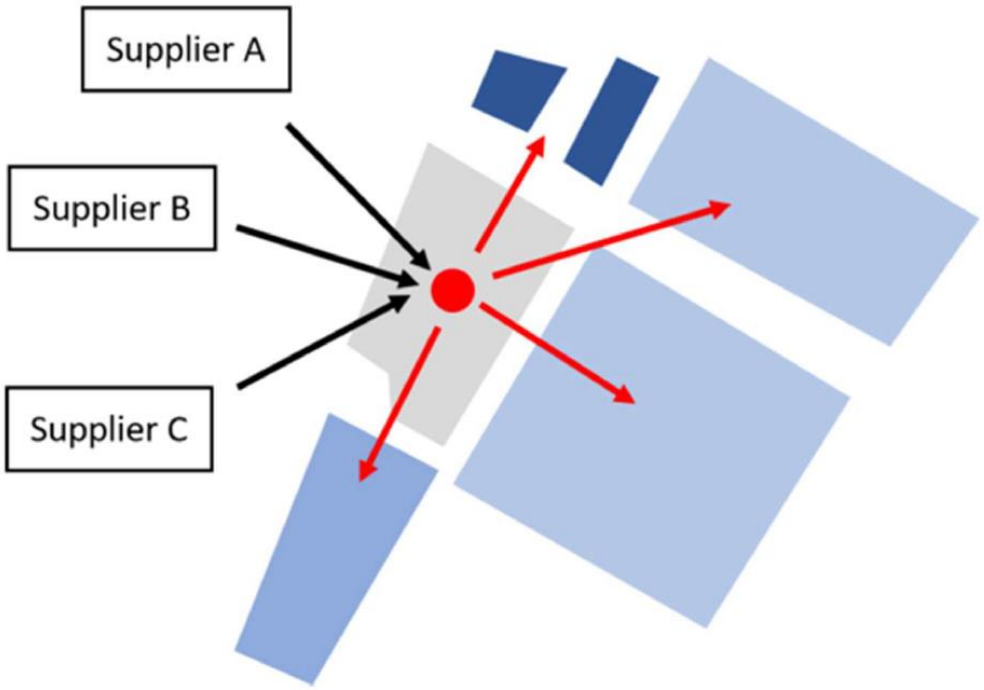


Figure 68. Centralised distribution centre concept

(Source: Arup)

Block A

Given the reference scheme for Block A is expected to accommodate approximately 70,000m^2 of GFA, approximately twenty-two (22) loading dock movements are anticipated during the peak hour.

The current design proposes to provide a total of seven (7) service vehicle bays within the loading dock, comprising:

- two (2) bays for medium rigid vehicles (MRVs) – up to 10m in length;
- three (3) bays for small rigid vehicles (SRVs) – 6.5m in length; and
- two (2) bays for vans / courier vehicles – up to 5.2m in length.

This provision (at a turnover rate of approximately 1 per 20 minutes) is considered sufficient to accommodate the loading and servicing demands during peak periods. An indicative layout of the loading dock and vehicle swept path diagrams are detailed within the JMT Consulting's Transport Assessment Report provided at **Appendix D**.

Block B

Given the proposal for Block B is expected to have approximately 150,000m^2 of GFA, approximately twenty-four (24) loading dock bays would be required under an unmanaged scenario.

The current design of the loading area of Block B assumes that a delivery booking system and a loading dock manager will be in place at all times to adequately control the arrival of delivery vehicles to the Western Gateway. The booking system largely mitigates the risk of vehicle queues forming to enter the site, improving the flow of traffic on the street and within the distribution centre.

Assuming a managed loading dock, operating 16-hours per day, with a 30-minute booking system and the estimated daily vehicle arrivals for Block B, it is calculated that 15 loading bays would be required to service Block B, comprising:

- two (2) bays for medium rigid vehicles (MRVs) – up to 10m in length;
- eight (8) bays for small rigid vehicles (SRVs) – 6.5m in length; and
- five (5) bays for light vehicles (long-dwell and courier) – up to 5.2m in length.

The Indicative Reference Design for Block B and integrated distribution centre allows up to 48 bays consisting of:

- twelve (12) bays for MRVs;
- twenty-two (22) bays for SRVs; and
- fourteen (14) bays for light vehicles.

This therefore demonstrates that Block B is more than enough to accommodate all development within the Western Gateway sub-precinct. It is noted that the basement could also be expanded in the future to allow for additional capacity to cater for future OSD development.

7.2.3 Car parking

Existing conditions

On-site car parking on Block A includes five (5) YHA car spaces and space for motorcycle parking. Block A also shares parking with Adina Hotel with the provision of

sixteen (16) car spaces, three (3) spaces for adjacent retail stores, and two (2) spaces reserved privately. This on-site parking is predominately for service vehicles

Existing on-site car parking on Block B includes:

- **SRA House** - four loading bays and ninety (90) car parking spaces across the basement levels; and
- **Henry Deane Building and Gateway House** - four loading bays at ground level, fifty-one (51) car parking spaces and 2 loading bays at basement Level 1, twenty-eight (28) car parking spaces at Level 2.

Proposed conditions

Block A

Given the location of the building immediately adjacent to Central Station, no car parking is proposed to be provided for the use of staff or visitors as part of the development of Block A. A small number of existing at-grade car parking spaces located at Upper Carriage Lane will be relocated into the basement – at this stage it is anticipated that ten (10) spaces will be provided.

Given the above, the overall number of car parking spaces anticipated to be provided as part of the any future development will represent no net increase to existing conditions for Block A.

Block B

Based on the reference scheme for Block B, parking standards in the Sydney LEP 2012 outlines that a maximum of 193 parking spaces associated with the commercial office use. The reference scheme for Block B indicates that the quantum of parking within Block B will be reduced from the existing 169 spaces to accommodate the Basement Distribution Centre. Therefore, no additional car parking or motorcycle parking is proposed as part of the proposal for Block B.

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

7.2.4 Trip generation

A target mode split for Blocks A and B has been set and is presented in **Table 9**. It is noted that the future travel mode split between Blocks A and B are marginally different based on the assumptions used by JMT Consulting (Block A) and Arup (Block B). Despite the inconsistency, the assumed mode splits are largely similar and suitable to assist with undertaking an assessment of trip generation for the Western Gateway sub-precinct.

Similar to existing travel patterns, more than half of employment trips in the Precinct will travel by Train/Metro (75%), with travel by bus (10%) having the second highest mode share. Walking and cycling are both anticipated to have a mode share of 5%.

Table 9. Forecast future mode split by Blocks A and B (Source: Arup and JMT Consulting)

Travel Mode	Mode split	
	Block A	Block B
Train / Metro	75%	62%
Bus	10%	17%
Ferry / Light Rail	-	1%

Travel Mode	Mode split	
	Block A	Block B
Car, as driver	4%	0%
Car, as passenger	1%	1%
Bicycle	5%	5%
Walked only	5%	10%
Other	-	7%

Based on the above travel mode splits, the anticipated trip generation has been estimated for the Western Gateway sub-precinct based on the indicative reference schemes for Blocks A and B in **Table 10**.

Table 10. Total trips generated by Blocks A and B (Source: Arup and JMT Consulting)

Mode	Future trips generated					
	Block A		Block B		Total	
	AM peak period	AM peak hour	AM peak period	AM peak hour	AM peak period	AM peak hour
Train / Metro	3,000	1,500	9,300	4,650	12,300	6,150
Bus	400	200	2,550	1,275	2,950	1,475
Ferry / Light Rail	-	-	150	75	150	75
Car, as driver	160	80	0	0	160	80
Car, as passenger	40	20	300	150	340	170
Bicycle	200	100	750	375	950	475
Walked only	200	100	1,500	750	1,700	850
Other	-	-	450	225	450	225

As noted in **Table 10**, it is expected that the development may generate up to 80 vehicle trips during the AM peak hour. JMT Consulting has advised that car trips from Block A will be dispersed across a number of neighbouring public car parking lots in the Haymarket area, and would therefore not adversely impact the road network surrounding the Western Gateway sub-precinct.

Arup have identified that the existing traffic generation for Block B was assumed to stay the same given that parking provision is relatively the same across the Western Gateway sub-precinct. Traffic generation expected from loading dock areas was also assessed by Arup (refer to **Appendix E**). By applying the operating model that assumes a 16-hour operating window and 30-minute managed loading dock service rate based on vehicle bookings (for all vehicle types), the following trip generation of the loading dock was estimated below.

- **Block A** – Twenty-two (22) loading dock movements during peak hour
- **Block B** – Twenty-nine (29) loading dock movements during peak hour.

7.2.5 Intersection performance

Intersection modelling (SIDRA) was undertaken on the key intersection of Lee Street / Regent Street for the AM and PM peak hours, to provide an understanding of the existing and future performance of the nearby road network based on the reference schemes for Blocks A and B.

The modelling results indicate that the intersection is currently operating at an acceptable Level of Service (B). The length of the 95th percentile queue on Regent Street West suggests that queuing will fill a large proportion of the link length which may impact the signalised intersection of Regent Street / Harris Street / George Street / Broadway.

The intersection modelling results for the Lee Street / Regent Street intersection under the current and proposed conditions are shown in **Table 11**. This conservatively models all loading activity and generating traffic on top of the existing traffic volumes even though parking is being reduced as part of the proposal. As demonstrated in the table the intersection continues to operate at a Level of Service (B) even when taking into account the existing conditions plus the entire Western Gateway sub-precinct development. In light of this the traffic impacts of the proposed Western Gateway sub-precinct are considered to be acceptable.

Table 11. Lee Street / Regent Street intersection performance (Source: Arup)

Scenario	Peak	Level of Service	Degree of Saturation	95th percentile queue length
Existing	AM Peak	B	0.86	80
	PM Peak	B	0.83	97
Block A + Block B	AM Peak	B	0.71	87
	PM Peak	B	0.84	110

7.2.6 Bicycle access and parking

End of trip facilities and bicycle parking will be provided on Blocks A and B for employees and visitors of the new development in accordance with the City of Sydney standards and Green Star requirements. Bicycle parking is required to be Class 2 secure bicycle spaces for the employees of the building and Class 3 bicycle racks for visitor spaces (which are easily accessible and clearly signposted).

Under the indicative reference schemes for Blocks A and B, both schemes have allocated space within the building footprint to accommodate the required bicycle parking and end of trip facilities.

The specific allocation and location of bicycle parking and access arrangements will be addressed as part of the future detailed development application(s).

7.2.7 Travel plan

To facilitate and encourage more sustainable modes of travel to and from the workplace a Travel Plan will be prepared as part of a future development application for Blocks A and B. The Travel Plan will promote commuting and business trips by walking, cycling and public transport and outline incentives which promote the use of these modes.

It is noted that the lack of parking provided as part of the development will, in itself, discourage employees from travelling by private car.

As part of the Travel Plan, a co-ordinator will be appointed whose responsibilities will include the implementation of the Travel Plan as well as monitoring and reviewing the

success of it. It is envisaged that regular staff travel survey will be undertaken as part of the monitoring programme and to obtain feedback.

7.2.8 Summary

The Transport Assessments undertaken for Blocks A and B have demonstrated that the anticipated traffic generation, parking, servicing and access requirements of the all of the above proposals can be readily accommodated in the Western Gateway sub-precinct.

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

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

7.3 Wind Impact

Wind Reports have been prepared by Windtech and Arup in relation to Block A and Block B respectively. The Wind Reports assess the future wind environment conditions against the relevant wind comfort and safety criteria for pedestrians in the public domain.

Following this assessment, the reports recommend a series of mitigation measures for each of the Blocks within the sub-precinct.

A summary of the assessments is provided below, with the full assessment provided in the accompanying technical information packs at **Appendix D** (Block A) and **Appendix E** (Block B).

7.3.1 Block A

Windtech has undertaken a qualitative assessment of the proposals for Block A and B and outlined recommended mitigation measures for the Western Gateway. In undertaking their cumulative assessment Windtech assumed that Block A and B would be redeveloped in accordance with the Indicative Reference Designs for each Block, and took into account the existing Adina Hotel Building (Block C). In carrying out their assessment they found that the redevelopment of Blocks A and B in accordance with the Indicative Reference Schemes will likely reduce wind impact from the south. Whilst this is the case, Windtech state that south prevailing winds are unlikely to affect Ground Level areas within the Block A boundary and as such redevelopment of the Dexus Frasers site is considered unlikely to alter the wind impact on Ground Level pedestrian accessible areas within Block A.

Based on the outcomes of their cumulative assessment, Windtech conclude that wind effects from the Western Gateway are capable of being ameliorated, and would provide an appropriate pedestrian environment within the public domain with the incorporation of the following treatment strategies into any future design:

- the inclusion of various treatments along the northern site boundary on the Upper Ground Level of Block A along the ramp landing;
- installation of localised canopies or vegetation strips along the Ground Level area between buildings on Block A and Block C;

- retention of existing planting and localised impermeable canopies within Henry Deane Plaza;

- inclusion of an impermeable awning along the north-eastern aspect of the Lower Ground Level of the future tower in Block A, covering the entirety of the Ambulance Avenue entrance, to replace the existing site awning;

With regards to the building design itself, Windtech note that any future design of the building within Block A that includes elevated terrace areas and connecting bridges is likely to be affected by accelerated winds from the south and north-east prevailing winds in addition to direct north-east wind impact. In response to this, should the future detailed building design include outdoor terrace areas and connecting bridges Windtech recommend the following wind mitigation measures:

- inclusion of a 2m high impermeable screen along the entire perimeter of the terrace areas for Levels 02 to 04; and

- inclusion of a 2m high impermeable screen along the northern aspect of the connecting bridge for all levels with exposed bridges.

7.3.2 Block B

Under the proposed scenario for the Western Gateway, Arup note in their Environmental Wind Assessment that the pedestrian wind comfort conditions across the sub-precinct were generally classified as suitable for pedestrian standing, which is considered suitable for the primary purposes of the public domain areas. Locations for more sedentary areas (i.e. suitable for sitting) would be close to the buildings where it is significantly easier to ameliorate local wind conditions. The areas most affected are on the east boundary of Block B.

For locations to the north-east of Block B, the wind directions causing strong winds are from the south. Winds from this direction impinge on the broad south-east façade of Block B, inducing downwash that is accelerated around the north-east corner. Potential mitigation strategies identified by Arup to improve the wind conditions in this area include:

- Ensuring adequate separation between Blocks A and B is provided;

- Incorporation of a tower setback from the podium edge in the north-east corner;

- Potential provision of a temporary roof structure between Blocks A and B (within the open plaza area) to prevent downwash until such time as when the future OSD is built to the south east of the site. The delivery of the OSD is expected to improve wind conditions within the open plaza area at which time the temporary roof could be removed;

- Providing strategically located landscaping in the public domain, in particular Henry Deane Plaza, to act as a shielding device for downwash wind effects;

- restrict pedestrian access to the OSD area until the OSD development is advanced.

7.3.3 Summary

Inclusion of Blocks A and B will generally improve wind conditions in the open space of Henry Deane Plaza due to the additional shielding to prevailing wind directions and the constriction of flow in the gap between Blocks A and B.

Further, incorporating the above mitigation measures are expected to improve wind conditions in and around the site, including the open plaza and the transient space between Blocks A and B, and have the potential to satisfy the criteria for the intended use of space.

Potential wind mitigation treatments, including building design changes will also be further considered through ongoing design development of the reference scheme. Suitable solutions can be incorporated into the final design scheme at the relevant development application stage.

It is worth noting that the wind conditions around Block A and B are anticipated to improve on delivery of the future OSD to the south east of Block B. As such temporary wind mitigation measures may be the most appropriate solution when considering a whole of precinct approach.

The Draft Western Gateway Design Guide has been drafted to include measures that require more detailed quantitative wind analysis and testing to be undertaken, with any future development application for new buildings in the Western Gateway to be accompanied by a comprehensive Wind Assessment Report. This report will be required to demonstrate that the detailed design of any proposed development:

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

In addition to this the Draft Design Guide includes provisions that clearly specify that any proposal that entails a roof structure between Blocks A and B is to be temporary only, and is to be removed once the pedestrian connection to the future over station development is provided and becomes operational.

7.4 Airspace Operations

Aeronautical Impact Assessments have been undertaken by Strategic Airspace and AVLAW in relation to Block A and Block B respectively. These reports have reviewed relevant background information to understand the potential implications of the proposed built form for the Western Gateway sub-precinct on both existing and future operations of Sydney's Kingsford Smith Airport. A summary of the assessments is provided below, with the full assessment provided in the accompanying technical information packs at **Appendix D** (Block A) and **Appendix E** (Block B).

Based on the assessment reports, the Obstacle Limitation Surface (OLS) height limit for Block A is 140 metres AHD and for Block B is 135 -145 metres AHD. The maximum OLS height is not of particular relevance in this instance, given the geographical distance of the Western Gateway sub-precinct from the approach and take-off areas for all runways at Sydney Airport. Accordingly, a breach of this height will not be problematic.

The radar terrain chart clearance (RTCC) height limit for Block A and B are 244 metres AHD and 335 metres AHD respectively.

The Procedures for Air Navigation Services – Aircraft Operations (PANS OPS) height limits for Approach & Omnidirectional Departure Surfaces, and 10NM Minimum

Sector Altitude at 290 metres AHD or higher for Block A and range from 280 metres – 296 metres for Block B.

In addition to the airspace operation surface limits discussed above, the Western Gateway sub-precinct is also affected by the Prince Alfred Park sun access plane at 200.2metres AHD and 205.8metres AHD. The sun access plane sits above the maximum OLS height but well below the maximum radar terrain clearance height and defines the maximum building envelope height in this instance. As such, the proposal will be considerably below the maximum RTCC height by approximately 44 metres to 130 metres, thereby providing a generous buffer for any future temporary crane activity during construction (subject to future separate development and airspace approval).

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

8 Next Steps

8.1 Minister's consideration

Following exhibition of the draft SEPP amendment, the Department of Planning, Industry and Environment, will consider matters raised in submissions and, where required, amend the draft planning controls. Once finalised, a recommendation on the proposal will be forwarded to the Minister for Planning and Public Spaces for decision.

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

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

8.2 Key Actions

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

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