

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68186 **Number:** 1

Confidentiality Requested: Yes

Date Received: 16/10/2019 9:57:00 AM

From: Withheld

Submission:

I think this area should become an extension of the City, with lots more jobs based around Central. It is already a great transportation hub and it should live up to its name... Central, the real centre of Sydney with high density of offices, entertainment (which is currently missing), shopping and food / drinks places. There is currently so much 'dead' space around Central Station, unused. It also needs better pedestrian connections from chippendale to surry hills. It could be the new high rise hub, with hieghts of buildings finally able to compete with Melbourne!

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68191 **Number:** 2

Confidentiality Requested: No

Date Received: 16/10/2019 1:29:00 PM

From: Cliff Ho cliff@thecommons.com.au

Submission:

Hi we run the largest coworking and incubator program in Sydney Central. We have over 450 members and would love the opportunity to share our ideas and give you a tour of our space to help shape the precinct.

We would also be interested in helping run part of the precincts coworking space. Open to a traditional lease or even a management agreement.

At The Commons we help create jobs and build amazing communities, so would love to meet to discuss more. Thank you.

Cliff Ho

CEO

The Commons

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68196 **Number:** 3

Confidentiality Requested: Yes

Date Received: 16/10/2019 1:53:00 PM

From: Withheld

Submission:

I make this submission as a local [REDACTED]. I think this is an excellent opportunity to revitalise this part of the city whilst emphasising the unique character and heritage aspects of the area.

As a resident, I am most interested in connectivity.

At the moment, passing through Central station, the Devonshire Tunnel and Belmore Park are all unpleasant, particularly at night, where at times I would describe it as unsafe. As a consequence, despite being on the doorstep of Haymarket, Ultimo and Broadway I feel completely disconnected.

I would like to be able to access them and move between them with confidence, which means creating a lively environment in all of the new precincts. I think encouraging retail and hospitality venues with character and licences which allow them to operate well into the evening will be important in achieving this.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68206 **Number:** 4

Confidentiality Requested: No

Date Received: 16/10/2019 6:22:00 PM

From: Peter Crowhurst petercrowhurst1973@gmail.com

Submission:

I think the development will ruin the heritage value of the station. The towers will smother the heritage building and hide it from different angles. Central and yard should be shown as part of the history of Sydney and not be sold off to developers so it's hidden away

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68211 **Number:** 5

Confidentiality Requested: No

Date Received: 16/10/2019 11:56:00 PM

From: Myron Lee lmy512@gmail.com

Submission:

I think this is a fantastic vision. It is a great opportunity for providing an entire new vibrant area for the public to enjoy. I think there should be lots of high density commercial, residential, retail and mixed usages to make use of such a fantastic location near multiple transport interchanges, including the largest and busiest train station in the network, that will also be getting a high frequency metro line.

This could be another Barangaroo-like project. I think there will be lots of opposition to "over-development" from NIMBYs, but I would urge you to stay firm on the scale and scope of the development. Barangaroo also faced a lot of opposition, but now it is turning into a hugely successful and vibrant precinct, and will be more so with the Crown resort and new metro station.

A suggestion to make the development more palatable for the opposers would be to perhaps guarantee some form of capacity upgrade to central station as part of the development, such as building some extra tracks into the intercity platforms, as I believe the long term plan maybe to terminate more trains there once the metro is fully completed.

I commend you for an excellent plan and look forward to seeing this vision proceed as fast as possible!

Draft Strategic Vision for the Central State Significant Precinct (SSP)

Department of Planning, Industry and Environment



Submission ID: 68216 **Number:** 6

Confidentiality Requested: No

Date Received: 17/10/2019 8:52:00 AM

From: Joseph Coorey jvcoorey@gmail.com

Submission:

It's great to see such a development to revitalise a debilitated area. It'll be a great addition to the local, visiting and corporate community.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68221 **Number:** 7

Confidentiality Requested: No

Date Received: 17/10/2019 9:27:00 AM

From: Ayman Sayegh ayman_sayegh@hotmail.com

Submission:

Has any consideration (corridors or otherwise) been made to how a future high speed rail line could enter central station in the future? There is also other future sydney metro project such as Sydney metro west which doesn't have a finalised route yet, how is this being allowed for?

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68236 **Number:** 8

Confidentiality Requested: No

Date Received: 17/10/2019 10:58:00 AM

From: Sunil Thapa suneel_thapa@yahoo.com

Submission:

I support this development.

Have seen the planning documents and can say that this is exactly what this area needs.

The tech industry and city itself will benefit from this development.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68241 **Number:** 9

Confidentiality Requested: No

Date Received: 17/10/2019 11:44:00 AM

From: Christopher McDonald CDM1500@hotmail.com

Submission:

As a general concept, this is a great idea with a lot of potential.

The devil will be in the detail.

Filling space with "startups" might require either architecture with segregated small offices or financial incentives to attract these sort of businesses, both of which expensive compared to open plan commercial/office space.

The proposal must note the nearby shopping district of Central Park and the dining options of Spice Alley.

A portion of open space and open sky should be maintained, especially between the bus stops at railway square and the platforms, to prevent claustrophobic experience for the commuters. The pedestrian tunnel is already at capacity.

Bike racks should be added/upgraded on either side of the railway line. There is currently a small bike rack at the end of the Good's Line before the pedestrian tunnel, at the back of UTS building 6. The rack is often overfull. However this is an ideal location for an upgraded bike rack as riders can ride from there along the Good's Line and onto the Bike path that follows the Light Rail line into Pymont.

Excited to see what the planners and architects can come up with!

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68251 **Number:** 10

Confidentiality Requested: No

Date Received: 17/10/2019 1:57:00 PM

From: James Elliott james.elliott00@gmail.com

Submission:

This Draft Strategic Vision is an incredible opportunity to uplift one of the more unloved and under-utilised sections of the CBD. I fully support this proposal in its current form, and hope for Sydney's sake it is not watered down in any way. Sydney needs many more proposals like this if it is to retain its mantle of Australia's most significant city.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68271 **Number:** 11

Confidentiality Requested: No

Date Received: 17/10/2019 6:37:00 PM

From: Rick Dragon culwulla@gmail.com

Submission:

This is exactly what the area needs! Excellent development

Please also consider the potential for a major public square out the front (Broadway/Lee/Pitt). This could become a landmark gathering place for Sydney

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68276 **Number:** 12

Confidentiality Requested: No

Date Received: 17/10/2019 6:38:00 PM

From: John Tippet johntippet34@me.com

Submission:

I support the redevelopment of this precinct and the indicative renders of the South Western Gateway are excellent.

There is currently, a unique opportunity to give Sydney the world's best sports venue without spending more than what has already been allocated for Stadia upgrades.

A rectangular stadium above the tracks at Central would achieve a better outcome than a Moore Park rebuild and an Olympic Stadium reconfiguration.

It would provide superior access for all Sydneysiders than either of the 2 other options.

It would add to a new precinct that is ideally located for pre and post event activities and can manage crowds.

The transport precinct would handle large crowds better than either Moore Park or Sydney Olympic Park.

Building a modern rectangular stadium with ideal site lines and stand distances as well as ideal corporate facilities would completely obviate the need for work at the Olympic precinct.

Covering the central station tracks would also repair a blight on the city, and open a new precinct with through connections for pedestrians and cyclists. It would link the popular precincts of Surry Hills, Chippendale and Chinatown/UTS.

Central is a far superior location than Moore Park. The light rail is inadequate for large events. Central would achieve nearly 100% arrivals by public transport and pedestrian traffic.

The iconic central location would make a Sydney Central Station a world famous arena as well as providing the best venue for fans, athletes and performers.

Please take this once only opportunity to lobby for funds to be re-allocated away from Moore Park and Olympic Park rebuilds, and invested in a truly unique, best in World, opportunity.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68336 **Number:** 13

Confidentiality Requested: Yes

Date Received: 18/10/2019 3:20:00 PM

From: Withheld

Submission:

I support the concept of building over the existing rail lines all the way to Redfern, and also the proposed works improving the carpark building at the northern end of central on Elizabeth St, each of which have been an eyesore for some time. This is a fantastic idea which will really reinvigorate this somewhat tired part of Sydney, and which will shift the CBD closer to where more people live, which can only assist more people to be able to walk or ride bikes to work. Increasing density around central station is a no brainer.

What I would like to see out of the project is the prioritisation of walkability and people rather than cars, for the project to incorporate a significant expansion of separated bike lanes to allow for better connections into the CBD from surrounding suburbs like Redfern, Waterloo, Green Square, Alexandria, Chippendale etc. I'd also like to see the project incorporate an increase in urban tree canopies, to be highly sustainable in terms of its electricity use, and to use recycled water as much as possible.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68401 **Number:** 14

Confidentiality Requested: Yes

Date Received: 20/10/2019 4:29:00 PM

From: Withheld

Submission:

At the moment, the rail section between Strathfield and the city forms a pinch point that constrains the number of trains that can get into the city. An example of this is the way that the T9 line has to stop at the interurban platforms at Central during peak hours, making a trip from/to stations beyond Epping much more difficult. It also contributes to the overall fragility of the rail system which means that a single minor failure can have a significant detrimental effect on the reliability of the whole system, as demonstrated by the repeated problems that rail users have seen in recent months.

The proposed development does not address this capacity problem, or the overall fragility of the rail system, and by increasing the level of development around Central Station, appears to make any future increases in capacity significantly more difficult than they are at the moment.

The need to increase the capacity of the rail system so that it can reliably cope with the current and likely increase in demand needs to be addressed in a realistic and timely manner in the plans for this area.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68416 **Number:** 15

Confidentiality Requested: No

Date Received: 21/10/2019 4:24:00 PM

From: Robert Li rligrove@mail.com

Submission:

As there are more and more visitors and commuters who travel between Exit 4 of Central Station and Elizabeth Street, an underground pass or tunnel is highly recommended to facilitate the traffic flow and avoid accidents while currently all pedestrians have to cross two traffic lights and one light rail track in order to use the station. Thank you.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68421 **Number:** 16

Confidentiality Requested: No

Date Received: 21/10/2019 7:27:00 PM

From: Geoffrey Pyne gjandmspyne@optusnet.com.au

Submission:

Please do not clutter Central Railway or Railway Square with any more ugly glass and steel high rise buildings ala Grand Central Station NY or Chicago Union Station Ill. Leave some natural, open, green areas to relax the eye and ease the soul. The grandeur of the old building will be ruined by greed-inspired add-ons. This is Australia - 3 million square miles - not Hong Kong.

My fondest memories are of a big, well-lit, open railway terminus connecting us to the Inland. Who needs more office space, retail outlets, corporate eries, artificial lighting, penthouses. We need trees, parkland. Send the money moguls out to Parramatta or Olympic Park. Leave our beloved city recognizable. I am Sydney born and bred but my city gives me a headache now every time I go in there - over-crowding, traffic, foreigners - so I keep out. So many of my generation have moved out, moved away, gone to Queensland, anywhere.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68426 **Number:** 17

Confidentiality Requested: No

Date Received: 22/10/2019 8:11:00 AM

From: Drew MacRae drewlmacrae@gmail.com

Submission:

There is no mention of the Devonshire St Exit nor improving or rebuilding the Devonshire St Tunnel. This is the main exit to the East and to Surry Hills. It is an extremely busy and crowded exit and entrance into the station and it has been largely ignored. It's not even listed as an entrance on the map - it barely rates a mention in the report.

The exit has recently been ruined by the Light Rail which cuts across metres from the entrance and now requires people to make 2 crossings just to get to the Devonshire St district. People have been poorly served by this design - it is dangerous and will lead to injuries. It's like the light rail designers didn't realise that people actually used the entrance.

I can see that there are plans for a new Metro entrance half way down Chalmers St but that has not taken into account the natural flow of people who are walking into Surry Hills. There is no natural reason to have to go down Chalmers St. With this new entrance they are now going to have to cross extra streets and walk 50 extra metres to get to it. It makes no sense and does not match the flow of the area at all. It's like hiding an entrance down a back lane. It is seriously unworkable, not people friendly and not well thought out.

A Central Precinct plan that does not seek to keep, improve and build upon the Devonshire St exit is not a plan for people at all. It is just another way to funnel people into new shops.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68431 **Number:** 18

Confidentiality Requested: No

Date Received: 22/10/2019 10:11:00 AM

From: VAUGHN DE VOCHT vdv2002@gmail.com

Submission:

My wife and I have lived in Haymarket since 2001 and I've been an Executive Committee member of Haymarket Chamber of Commerce since 2005.

We would say the Central Precinct SSP is the most exciting and beneficial initiative we've seen announced in the area since the Light Rail.

We 100% support the SSP and renewal of Central Station and commend the NSW State Government for working with Atlassian to use the dead airspace and improve connectivity and commerce across the area.

Our daughter is now 13yo so she will have tremendous opportunities available to her in coming years and will make Sydney an even more attractive place for business, start-ups, entrepreneurs and tech companies.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68441 **Number:** 19

Confidentiality Requested: No

Date Received: 22/10/2019 12:12:00 PM

From: Jazzybelle Verdon jazzybelleverdon@gmail.com

Submission:

The high light of central station is its heritage, it should keep the heritage and have it restored mortuary.

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68456 **Number:** 20

Confidentiality Requested: No

Date Received: 23/10/2019 1:46:00 PM

From: Stephen Dewar dewarsn@mail.com

Submission:

It is very important that the historical building of Central Station be not overwhelmed by modern additions. Also, ease of better connections to Elizabeth St and George St be constructed. The eateries should include reasonably priced food outlets for train journeys. What about some more trees/greenery. And be sustainable...no single use plastics, especially takeaway coffee cups that can't be recycled.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68461 **Number:** 21

Confidentiality Requested: No

Date Received: 23/10/2019 4:25:00 PM

From: Edward Spiller espi8030@uni.sydney.edu.au

Submission:

For many years Sydney's nightlife has been a worldwide embarrassment. The shaping of the central station precinct provides a great opportunity to rejuvenate the night time economy in the city.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68466 **Number:** 22

Confidentiality Requested: Yes

Date Received: 23/10/2019 11:47:00 PM

From: Withheld

Submission:

I believe that knocking down the old platform shelters and building a large structure on top similar to Melbourne's Southern Cross Station (pictured) and major European stations would greatly increase the quality of life of the station and solidify its position as a major transportation hub. One added benefit is that it disrupts the line of sight of the towers on top of the tracks in the draft proposal. I believe that the proposed towers on top of the tracks would provide a negative effect on the precinct, making it feel closed off and cocooned. Thus the proposal of the large shelter where the towers could be built on top. There is also the opportunity of a green space for the public to enjoy and retail options on the roof.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68471 **Number:** 23

Confidentiality Requested: Yes

Date Received: 24/10/2019 1:29:00 PM

From: Withheld

Submission:

This development is an excellent example of a visionary, progressive plan to drive growth in our city and improve the quality of the urban landscape. Our CBD sits on a constrained peninsula so it naturally makes sense to extend it southwards, especially around a location that has the best public transport service in the city.

Furthermore, if the entire railway line could be covered, that would open up endless possibilities for making use of this new public space. You could theoretically have the largest public square in the city, and that open space would certainly balance out the significant commercial developments that would presumably take place at the peripheries (such as the western gateway).

One last potential benefit would be the upgrades to transport infrastructure that could be incorporated within this development, such as the access to central station, or even perhaps untangling/adding extra tracks to increase capacity. I hope this will also be considered as part of the overall strategic vision. Otherwise, I fully support this proposal. Well done planning NSW!

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68476 **Number:** 24

Confidentiality Requested: Yes

Date Received: 24/10/2019 1:42:00 PM

From: Withheld

Submission:

This is a great proposal and hopefully the kickstarter for the entire Central Precinct Strategic Vision. Having Atlassian (and if rumours are to be believed, google) as major tenants of these buildings is very exciting, and could result in Sydney's new silicon valley precinct. The extra public space as well as new western access to Central Station are huge benefits too.

I hope this project goes ahead as soon as possible!

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68481 **Number:** 25

Confidentiality Requested: No

Date Received: 25/10/2019 9:55:00 AM

From: Nicholas Bradbury nick.bradbury1@gmail.com

Submission:

Hello,

I think the Central SSP is a wonderful opportunity, however I would really really like to see the following as MAIN priorities:

- Ease of access into all entrances of central station as a main priority
- Very dense tree lined squares, walkways, and many trees in otherwise concrete areas.
- Any roads or walkways to be lined with a large number of dense canopy trees
- Public spaces in the form of parks and other green spaces - not concrete!
- No artificial turf or plants to be used in outside public areas.

I think these are all quite reasonable requests which would significantly increase both the value and appeal of this development. Not only this, what could be better than providing beautiful clean air and nature around one of the most polluted areas of our CBD!

Thank you.

Nicholas Bradbury

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68491 **Number:** 26

Confidentiality Requested: No

Date Received: 25/10/2019 12:49:00 PM

From: Phoebe Chomely p.chomley@hotmail.com

Submission:

Please make good on the Cleveland Street sub-precinct to facilitate active transport connections across/under Cleveland Street, into the planned North/ South Eveleigh precincts and Redfern Station- all the way to Erskinville station. There is so much potential to make this a true active transport corridor, however previously (Central to Eveleigh plans) it been considered as precincts and not integrated with bike and pedestrian connections including from North to south at Carrigeworks/ ATP etc. I know this is out of this current plan, but some reference to the wider plan would be good (beyond just referring it in the strategic context- given that was before it was dubbed as a tech precinct).

It would also be nice if the whole network could link to the Goodsline (perhaps via the tunnel at Mortuary station) <https://www.smh.com.au/national/nsw/new-life-as-pathway-mooted-for-rail-line-under-sydneys-mortuary-station-20140202-31v05.html> Hopefully this is the plan.

Also, Google wanted to go in at North Eveleigh with unsolicited proposal. It would be nice to have an update given Redfern Station is now getting an overpass at that end... Ideally this would be integrated into the plan.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68531 **Number:** 27

Confidentiality Requested: No

Date Received: 26/10/2019 10:55:00 AM

From: Ben Gray benjgray86@gmail.com

Submission:

I have strong concerns over proposed development over the top of Sydney Central Station and the Central Rail Yards, and the effects of these proposed developments on Prince Alfred Park.

Arrival in Sydney by train is currently a pleasant experience. Coming in by train, the view of the iconic sandstone clock tower standing over the main concourse building is as much an integral association of 'arrival' as seeing the Harbour or Anzac Bridges if coming from the north and west by car.

The rail yards are one of the only places on the approaches to the CBD where you don't feel oppressed by soulless steel-and-glass towers; the open space feels like the last gasp of daylight and open space before duelling with the CBD crowds. Waiting on the platforms at Sydney Central, either on the intercity/country platforms or the suburban ones, it is comforting to look up to a large expanse of sky to the south-west, uncluttered by the built environment. This isn't just where we work. This city is our home. It should feel inviting.

Building over the suburban and country platforms would further strengthen this feeling of oppressiveness in the city. I understand that real estate is at a premium in the CBD and that businesses want to be located in precincts near other businesses and customers for commercial opportunities. I don't believe this needs to be over the top of the rail yards.

Prince Alfred Park is currently a great place to be year-round, and a nice oasis of greenery in the south-eastern edge of the CBD. I would be supportive of pedestrian walkways incorporating gardens and green space over the railyards, but the addition of any buildings over that space would cast shadows over the park in the afternoons in winter, effectively making it cold, windswept and an uninviting place to be.

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68536 **Number:** 28

Confidentiality Requested: No

Date Received: 26/10/2019 11:26:00 AM

From: Alexander King ARKing.Work@gmail.com

Submission:

I am strongly against any construction atop the Central's Flying Junction as it would disturb the look and feel of the area. Customers enjoy seeing their train move across the junction as it comes into the station.

Additionally any plans to build above the junction would look out of place as it would have to account for the height of the junction and the road bridge for the metro construction when constructing the towers.

To cover Central's tracks would be an insult to the Sydney Trains network and our city. It would be like building over the water in Darling Harbour or the Domain or Hyde Park.

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68541 **Number:** 29

Confidentiality Requested: No

Date Received: 27/10/2019 5:49:00 AM

From: Paul Scf paulscf@gmail.com

Submission:

Proposals need to include and prioritise active transport. Walking and cycling links needs to be fundamental to all zoning decisions.

Zoning proposals need to minimise access for cars.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68546 **Number:** 30

Confidentiality Requested: Yes

Date Received: 27/10/2019 5:59:00 AM

From: Withheld

Submission:

I think this is a great idea and will provide a space for residents of surrounding areas to use. Plus a place of interest for visitors.

As I and other residents in the area grow older, I'd like to see some community resources and services provided amongst the commercial/businesses. I'm sure all residents would appreciate the following ideas, plus backpackers.

Small library - the library was moved from Ultimo and there is nothing close to residents in this area to visit. Think along the lines of the Sydney Mechanics School of Arts Library. An oasis in the city. Small but delivers a great selection of books and a space to visit and read.

Open seating with WiFi - a space that people can relax, stay cool and enjoy being outside with lots of shade and greenery. Places people can meet to play cards or chess, or read, or sit and think.

Markets - fresh fruit and vegetables, flowers, on Fridays and the weekend. Turn some of the open space into markets on specific days. Help the area not be one ghost town on the weekend. There are actually people who take part in community markets in Redfern who sell their own veg and fruit. Why not encourage smaller scale sellers. Please not 'boutique' which usually means expensive.

Council shop - moved from Redfern so nothing close for residents. Even a small shared space or in the library for community information and DA submission.

Not more high rise please. Currently the space has open skies. It's lovely to look up and see blue sky. Incorporate that feeling into whatever is built.

Please, no more student accommodation. There's heaps and there's an emptiness around these buildings. The people that live there don't care about the area, they blow in and out.

No Westfield feel please. Massive inside malls are over.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68551 **Number:** 31

Confidentiality Requested: Yes

Date Received: 27/10/2019 9:18:00 AM

From: Withheld

Submission:

I own and live in an apartment on [REDACTED]. I can currently see over the rail yards, to the Sydney Show Ground at Moore Park, and further to Bondi Junction in the distance.

I enjoy good levels of light currently, including morning sun all year round.

While I am supportive of this development generally, I am have serious concerns that Draft Strategic Vision for the Central SSP indicates that medium to high density/height development may occur within a few hundred meters of my apartment, directly to the north east of my home. This stands to severely restrict views and solar access at my property.

There are many buildings along Regent St, and in the Central Park development where residents also stand to have views and light levels restricted depending on the height and placement of buildings in this development, noting it may occur directly to the north east of many existing homes.

Will the impact of the development on light/solar access for existing residents be taken into consideration when determining the location and height of development?

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68556 **Number:** 32

Confidentiality Requested: No

Date Received: 27/10/2019 3:52:00 PM

From: Derin Inan derininan96@gmail.com

Submission:

I think you should simply move the main terminus of the rail network from Central to Redfern station. That way, many of the rail tracks at Central would be made redundant and the redevelopment of the entire precinct would be considerably cheaper and easier to facilitate by engineers/architects.

Redfern would also be a more strategically sensible location for the central terminus of the network as you plan to also upgrade Pyrmont to a business precinct much like the CBD.

To compensate for the greater difficulty regional trains travelling to the CBD would face under the aforementioned proposal, it would be a good idea to also pursue a quadruplication of the rail lines between Revesby and Glenfield - this way passenger and suburban trains would at least be better segregated elsewhere on the network.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68561 **Number:** 33

Confidentiality Requested: No

Date Received: 27/10/2019 4:49:00 PM

From: chris low kicks_79@hotmail.com

Submission:

We don't want it, keep it the way it is.
people before profit.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68586 **Number:** 34

Confidentiality Requested: No

Date Received: 28/10/2019 10:57:00 AM

From: Peta Landman petalandman@hotmail.com

Submission:

Re: Central Precinct Renewal

Draft Strategic Vision

Through this proposed development, Prince Alfred Park will become an even more essential green and recreational space serving many more people. The facilities and space will also be being used by the new adjacent high school. Therefore, it is vital that no part of it is encroached upon by this development and all current facilities remain, including the tennis courts, basketball courts and open space.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68616 **Number:** 35

Confidentiality Requested: No

Date Received: 28/10/2019 6:50:00 PM

From: Angus Sullivan angussullivan@gmail.com

Submission:

I think it looks awesome

Very supportive. Get going :))

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68661 **Number:** 36

Confidentiality Requested: No

Date Received: 29/10/2019 10:18:00 AM

From: Adam Lawrence-Slater alawrencelater@gmail.com

Submission:

The strategic vision and the planning framework needs to ensure that Prince Alfred Park is not overshadowed by the new buildings in the precinct, particularly during autumn/winter/spring.

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68666 **Number:** 37

Confidentiality Requested: No

Date Received: 29/10/2019 10:20:00 AM

From: Adam Lawrence-Slater alawrencelater@gmail.com

Submission:

The strategic vision and the planning controls framework needs to ensure that Prince Alfred Park is not overshadowed by the new buildings in the precinct, particularly during autumn/winter/spring.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68676 **Number:** 38

Confidentiality Requested: No

Date Received: 29/10/2019 12:11:00 PM

From: Matt Miles mat108@hotmail.com

Submission:

Strongly support building over the existing train yards, just please go as high as you possibly can i.e get rid of height controls completely and leave it up to CASA to decide, just enforce FSR controls or mandatory design excellence to make it worthwhile for developers to build over the line, providing the buildings do not shade any existing parks.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68711 **Number:** 39

Confidentiality Requested: No

Date Received: 29/10/2019 9:51:00 PM

From: Linda Tran tran.lindam@gmail.com

Submission:

I am extremely excited about this project. I can't wait for a whole new precinct to be opened up on top of the rail lines! This is the perfect transit oriented development balanced with ample increase in public space. While you're at it if you could put some improvements into expanding rail capacity as well as improving the railway square bus interchange that would be the cherry on top.

Very glad to see both the City of Sydney and the state government both on board with this. Hopefully this can deliver urban renewal even better than barangaroo!

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68716 **Number:** 40

Confidentiality Requested: No

Date Received: 29/10/2019 9:59:00 PM

From: Linda Tran tran.lindam@gmail.com

Submission:

This project looks amazing. I love everything about it, including an upgrade to the streetscape of railway square, the new entrance to central station, the extension of our CBD southwards, and that one of Australia's largest tech companies will anchor the development. I hope this goes ahead as soon as possible, and hopefully the rest of the precinct will soon follow!

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68726 **Number:** 41

Confidentiality Requested: No

Date Received: 30/10/2019 3:57:00 PM

From: PETER FULLER pfu1@bigpond.com

Submission:

With the proposed reconsideration of the Pyrmont peninsula by the Premier a greater pedestrian and public transport access from/to Pyrmont and the proposed over rail yards redevelopment.

The attached file introduces a new concept for additional public transport into Sydney CBD via the southern entry portal. The proposed elevated autonomous light rail could run over the existing Government owned lands along Parramatta Road to Parramatta and beyond to Badgery's Creek termination in a reconfigured upper level of Railway Square.

This would provide many new commuters an access to the employment opportunities offered by the Central Precinct Renewal.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68751 **Number:** 42

Confidentiality Requested: No

Date Received: 1/11/2019 8:33:00 AM

From: Dean Ardern deanardern@hotmail.com

Submission:

I think there needs to be a tunnel from the corner exit of Elizabeth street across to Foveaux street and Centennial Plaza - A huge amount of foot traffic uses that thoroughfare and with the inclusion of trams in the mix there is bound to be a fatality.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68761 **Number:** 43

Confidentiality Requested: No

Date Received: 3/11/2019 9:28:00 AM

From: Matthew Dewey matthew.i.dewey@gmail.com

Submission:

This is only a brief suggestion, but it has significant potential benefits:

1. This development will connect communities surrounding Central Station and has the potential to massively increase cultural and economic activity.
2. It is worth considering the benefit of including the above rail space between Cleveland Street and Lawson Street. This is currently wasted space that drives a wedge between the Eastern and Western sides of the rail corridor immediately north of Redfern.
3. This extension of the precinct would allow connection between Redfern Station at the southern end and Central at the northern end, supporting the precinct with two of Sydney's largest transport hubs.
4. This extension would connect communities in Redfern (and southern surrounds) and encourage further foot traffic through the precinct - reducing drain on transport infrastructure including roads and promoting increased economic and cultural activity.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68776 **Number:** 44

Confidentiality Requested: No

Date Received: 5/11/2019 7:40:00 PM

From: Chris Hudson christopherhudson@yahoo.com.au

Submission:

Starting at the southern end there is an urgent need for a high quality E-W cycling connection alongside Cleveland Street to link the George St cycleway and Prince Alfred Park route to Meagher Street Chippendale and the CoS route through Chippendale and also along Regent St.

Further north there is an equally urgent need to provide an E-W cycling link between the proposed E-W replacement for the loss of Devonshire St (Randle-Cooper-Arthur) to Railway Square, UTS, the Goods Line and Ultimo. This a gap in the City's current network and needs to be filled.

North of Eddy Avenue, Belmore Park needs to be improved for cycle access with a fully dedicated cycle path linked seamlessly to the new facilities in Castlereagh and Campbell streets and the new crossing of Eddy Avenue and path through to Chalmers St.

N-S access should also be created on the western edge of the site via the Regent Street - Pitt Street corridor to provide a cycle facility linking Redfern/Chippendale to the northern edge of Belmore Park, CBD north and Chinatown/Darling Harbour.

Good cycle access to and within the site and high quality end of trip facilities for workers and visitors is essential.

Advocacy Coordinator

BIKEast

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68781 **Number:** 45

Confidentiality Requested: No

Date Received: 5/11/2019 9:17:00 PM

From: Mark Hansen mark@markhansen.co.nz

Submission:

I support the redevelopment. Make the towers even taller though, we need even more real estate, and the tips of the towers covering a marginal part of the park on the shortest day doesn't really matter much in real terms.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68786 **Number:** 46

Confidentiality Requested: No

Date Received: 6/11/2019 8:45:00 AM

From: Blanka Golebiowski blankag@hotmail.com

Submission:

A high quality east-west cycling connection is urgently needed to link the George St cycleway / Prince Alfred Park route to Meagher St Chippendale and the City of Sydney route through Chippendale and also along Regent St.

An east-west link is also urgently needed to connect Randle-Cooper-Arthur to Railway Square, UTS and Ultimo.

Cycle access through Belmore Park needs to be improved with a dedicated cycle path linked to the new facilities in Castlereagh and Campbell sts and to the new crossing of Eddy Ave and path through to Chalmers St.

North-south access is required on the western edge of the site via the Regent-Pitt St corridor to provide a cycle facility linking Redfern/Chippendale to Belmore Park, CBD north and Chinatown/Darling Harbour. Cycle access to and within the site and high quality end of trip facilities for workers and visitors are essential.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68791 **Number:** 47

Confidentiality Requested: No

Date Received: 6/11/2019 1:03:00 PM

From: Warren Salomon wsalomon@sustainabletransport.com.au

Submission:

There is only a vague mention of cycling connections in the strategic plan document. This should be improved in future planning documents and strategies.

The site is very large and is a major barrier to local and regional E-W and N-S cycle trips. Access can be improved by implementing the following bicycle network improvements:

Starting at the southern end there is an urgent need for a high quality E-W connection alongside Cleveland Street to link the George St cycleway and Prince Alfred Park route to Meagher Street Chippendale and the CoS route through Chippendale and also along Regent St.

Further north there is an equally urgent need to provide an E-W link between the proposed E-W replacement for the loss to the local cycle network of Devonshire St (Randle-Cooper-Arthur) to Railway Square, UTS, the Goods Line and Ultimo. This a gap in the City's current network and needs to be filled.

North of Eddy Avenue, Belmore Park needs to be improved for cycle access with a fully dedicated cycle path linked seamlessly to the new separated cycle facilities in Castlereagh and Campbell streets and the new crossing of Eddy Avenue and path through to Chalmers St.

N-S access should also be created on the western edge of the site via the Regent Street - Pitt Street corridor to provide a cycle facility linking Redfern/Chippendale to the northern edge of Belmore Park, CBD north and Chinatown/Darling Harbour.

Good cycle access to and within the site and high quality end of trip facilities for workers and visitors is essential.

I recommend liaising with the City of Sydney to determine other ways of supporting their developing cycle network in the sub region.

For example the prohibition of cycling in Hay Street severs an important regional cycle connection in the CoS cycle network.

It's a very important project

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68796 **Number:** 48

Confidentiality Requested: No

Date Received: 6/11/2019 8:12:00 PM

From: Austin McAlary austinmc@optusnet.com.au

Submission:

the area needs a proper Tourist Information Centre, similar to the one in Melbourne at Federation Square. Secondly tourism operators view point and visitors viewpoint by having a booth at Central to capture the view on the domestic and international visitor.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68801 **Number:** 49

Confidentiality Requested: No

Date Received: 6/11/2019 9:41:00 PM

From: James Hope jimmyhope@hotmail.com

Submission:

Starting at the southern end there is an urgent need for a high quality E-W cycling connection alongside Cleveland Street to link the George St cycleway and Prince Alfred Park route to Meagher Street Chippendale and the CoS route through Chippendale and also along Regent St.

Further north there is an equally urgent need to provide an E-W cycling link between the proposed E-W replacement for the loss of Devonshire St (Randle-Cooper-Arthur) to Railway Square, UTS, the Goods Line and Ultimo. This a gap in the City's current network and needs to be filled.

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N-S access should also be created on the western edge of the site via the Regent Street - Pitt Street corridor to provide a cycle facility linking Redfern/Chippendale to the northern edge of Belmore Park, CBD north and Chinatown/Darling Harbour.

Good cycle access to and within the site and high quality end of trip facilities for workers and visitors is essential.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68836 **Number:** 50

Confidentiality Requested: No

Date Received: 9/11/2019 8:47:00 AM

From: Mary Knaggs mary.knaggs@gmail.com

Submission:

Thanks for the opportunity to comment.

I am concerned that Central Station has a sufficient curtilage to ensure it is the dominant building in a civic precinct, not in a commercial precinct. There should be key view lines to the Central Station clock tower preserved from all existing public domain.

To preserve the character of Central Station, Surry Hills and Redfern, Any new development over and adjacent to the railway should have a height limit so that it has the character of a European city rather than a high rise Asian city.

Otherwise I am supportive of the concept of developing this area as an environmentally and social-ly sustainable community.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68931 **Number:** 51

Confidentiality Requested: No

Date Received: 16/11/2019 8:34:00 PM

From: Henry Russell henry.russell57@gmail.com

Submission:

The strategic plan document fails to clearly describe what cycling infrastructure will be built and with what outcomes in mind. This should be improved in future planning documents and strategies.

Cycling is a transport mode that is sustainable, cheap, healthy and allows higher volumes of people through per hour than private cars. Parking for cycling takes up far less space than parking of cars. It is the transport mode that forward thinking cities are integrating into their planning (London, Paris, New York, Tokyo, Copenhagen).

The site of CSSP is a barrier to local and regional cycle trips, both north-south and east-west, so cycle routes need to be planned along its boundaries.

What is needed?

North of Eddy Avenue, Belmore Park needs to be improved for cycle access with a fully dedicated cycle path linked to the new separated cycle facilities in Castlereagh and Campbell streets and the new crossing of Eddy Avenue and path through to Chalmers St.

North-south access should also be created on the western edge of the site via the Regent Street - Pitt Street corridor to provide a cycle route linking Redfern/Chippendale to the northern edge of Belmore Park, CBD north and Chinatown/Darling Harbour.

An east-west connection alongside Cleveland Street to link the George St cycleway and Prince Alfred Park route to Meagher St, Chippendale and the City of Sydney route through Chippendale and also along Regent St.

An east-west link between Devonshire St (Randle-Cooper-Arthur) to Railway Square, UTS, the Goods Line and Ultimo.

The City of Sydney should be consulted, with reference to the 2018-2030 Cycling Strategy and Action Plan at https://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0018/311382/Cycling-StrategyActionPlan2018_low-res.pdf

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68936 **Number:** 52

Confidentiality Requested: No

Date Received: 18/11/2019 12:18:00 PM

From: Ho Jun Tang hojun@yellowbox.app

Submission:

Hello my name is Ho Jun, Co-Founder of Yellowbox (a network of smart-lockers you can hire on-demand using our app). As a UNSW Funded start-up, we've recently completed the 10x Accelerator Program and have launched our lockers in two of the major nightclubs in Sydney, with interest from Coogee Beach and Randwick Council to retrofit our lockers. I believe in looking to create an innovation hub, Yellowbox would be a visual representation of how start-ups are driving growth in Sydney, whilst providing an amenity for all tourists and locals to prolong their stay within the Central State Precinct.

I would love to have a chat about how in anyway Yellowbox can help achieve the strategic vision for the Central State Significant Precinct.

Kind Regards,

Ho Jun

P: 0415939914

E: hojun@yellowbox.app

W: www.yellowbox.app

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68941 **Number:** 53

Confidentiality Requested: No

Date Received: 18/11/2019 2:04:00 PM

From: John Cull johnaddisoncull@gmail.com

Submission:

Transport NSW,

Good day,

The University of Technology Sydney (UTS) does require a properly equipped sports stadium, potentially with a design that may be based from existing inner-city (compact) baseball stadiums.

This stadium precinct would increase other sporting event capabilities within the inner city, although, it would be preferable to have a dominant focus placed upon University level activities.

The University of Technology Sydney has always required its own stadium & until one is designated adequately & within close campus proximity, the institution will only honestly, be truly seen to be a technical college. We have gained much momentum in recent years & this proposal will be required either now or in some other future time.

Regards,

John Addison Cull

SYDNEY NSW AUSTRALIA

+61 403 933 603

johnaddisoncull@gmail.com

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 68956 **Number:** 54

Confidentiality Requested: No

Date Received: 19/11/2019 10:10:00 AM

From: Robert Henke robert.henke@yha.com.au

Submission:

Please refer to Submission File (Ref: 191374.2L)



DESIGN COLLABORATIVE Pty Limited

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ACN 002 126 954

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RPIA

Consultant

G W Smith
BSurv (QLD)
MCP (MIT)
MPIA (Life Fellow)
MIS Aust
MRTPI
FAPI

19 November 2019
Ref: 191374.2L

Emma Hitchens
A/Director, Eastern District (City of Sydney), Greater Sydney Place & Infrastructure
NSW Department of Planning, Industry and Environment
GPO BOX 39
Sydney NSW 2000

Dear Madam,

Submission on Draft Strategic Vision for the Central State Significant Precinct (SSP)

We have been retained by YHA Australia to review the Draft Strategic Vision for the Central SSP (*the Draft Strategic Vision*) and if relevant write a letter of support. YHA Australia is part of Hostelling International, a global charity organisation of some 4000 hostels, and is Australia's leading provider of backpacker-style accommodation.

YHA currently operates a 280 bed hostel on a 99-year leased Railway Square site including the heritage listed Central Station Parcel Shed. The site comprises a portion of the Central Precinct Western Gateway. It has been agreed with the proponents of the Central SSP that following redevelopment, YHA will occupy five consecutive lower floors (providing 500 beds) of the proposed Atlassian building, as well as part of the ground floor foyer and space for YHA's office headquarters.

As Australia's leading provider of backpacker-style accommodation, YHA appreciates the benefits of activating the Central Precinct with an innovative mix of businesses and public spaces. YHA believes that the Draft Strategic Vision will create an attractive precinct that young people who use YHA's services will want to visit. These young people want more than a place to stay, they want a like-minded community, a lifestyle space, a connected place, and a hub for their experience in each destination. Therefore, YHA supports the vision to transform the Central Precinct into a world-class transport interchange that is well-connected and will become a hub of activity.

YHA will benefit the Western Gateway Sub-Precinct as it will attract young people in to Central Precinct and activate the sub-precinct during out of work hours, especially during the nights and on weekends.

The following points under the headings below explain the opportunities most important to YHA and its role in providing much-needed tourist and visitor accommodation in Sydney.

Pedestrian Access and Linkages

YHA supports the reconnection of the Central Precinct to its surrounds through multiple cross-corridor connections supporting both cycling and walking. The east-west link connecting Ultimo-Haymarket to Surry Hills should be a prime priority as visitors require a connected city with good pedestrian access to surrounding areas. A north-south linkage is also essential to provide efficient pedestrian access into the main CBD and related tourist attractions. YHA also supports the opportunities specific to the Western Gateway Sub-Precinct to deliver generous through-site connections and transform the Sub-Precinct into a convergence point for pedestrians and a high-quality urban environment.

An Activated Hub

A mixed use hub that is activated 24 hours a day is a key opportunity for the Western Gateway Precinct that will complement the presence of the YHA hostel. As the YHA will attract many young people into the sub-precinct, there should be an emphasis on a broad offering of commercial development centering on retail and food and beverage to leverage the increased patronage and encourage the young people to stay in the hub. The absence of residential development provides a significant opportunity to activate the area outside of core business hours and encourage development of a local late night economy.

YHA also supports the vision to create a new public square at the Western Gateway Precinct, as it will attract more people to the sub-precinct and activate the surrounding area during all hours of the day. An activated civic space with substantial activity will entice people into the area. A new public square will reflect YHA's style of accommodation centred on shared spaces, and will give tourists a sense of being in a place everyone wants to be in. This in turn, will ensure that the Western Gateway Precinct becomes an around-the-clock hub that consistently meets the needs of and attracts tourists, visitors and workers to stay in the precinct.

The only caveat is that adequate provision must be kept in the precinct for inter- and intrastate coaches.

Addressing Sydney's Shortage of Short Term Tourist Accommodation

The Tourism Action Plan attached to the Sydney 2030 Plan, notes that Sydney has a shortage of short-term visitor accommodation.¹ This shortage has been exacerbated by the conversion of older hotels and hostels into residential apartments, as residential development is now seen as the highest and best use.

¹ City of Sydney, *Tourism Action Plan*, December 2013 p.6.

Design Collaborative Pty Ltd

As YHA is a not-for-profit organisation, its goal is to further the public interest and work for the good of the community, as opposed to necessarily achieving the highest and best use for a property. Therefore, YHA believes that the unique opportunity to increase Sydney's supply of short-term tourist accommodation must be harnessed in a high quality, activated and well-connected precinct.

Hostels as Complementary Landuses to the Innovation and Technology Industry

YHA supports the development of emerging industries such as technology and innovation in the Western Gateway Sub-Precinct. This is because YHA believe hostels are a highly complementary land use to technological businesses due to the dynamic nature of digital industries. It is commonplace that technological workers are highly mobile, and innovative with work hours and environments, often having a mix of work and recreation. Therefore, there is demand for hostels offering short-term accommodation and unique working and living spaces. Therefore, a vision for a highly integrated technology and visitor accommodation precinct should be a key opportunity and focus for the Western Gateway Sub-Precinct.

Overall, YHA supports the Draft Strategic Vision as its goals of developing a technology hub that is well-connected and activated, and aligns with the needs of future short term tourist and visitor accommodation to be situated in the Western Gateway Precinct.

If you wish to discuss these matters further, please contact the writer.

Yours Faithfully

DESIGN COLLABORATIVE PTY LTD



D P Ripplingill
Director

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 68961 **Number:** 55

Confidentiality Requested: No

Date Received: 19/11/2019 10:11:00 AM

From: Robert Henke robert.henke@yha.com.au

Submission:

Please refer to Submission File (Ref: 191374.3L)



DESIGN COLLABORATIVE Pty Limited

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Town Planning and Liquor Licensing Consultants

www.designcollaborative.com.au

19 November 2019

Ref: 191374.3L

Emma Hitchens

A/Director, Eastern District (City of Sydney), Greater Sydney Place & Infrastructure
NSW Department of Planning, Industry and Environment
GPO BOX 39
Sydney NSW 2000

Dear Madam,

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We have been retained by YHA Australia to review the Central Precinct Western Gateway Rezoning Proposal (*the Rezoning Proposal*) and if relevant write a letter of support. YHA Australia is part of Hostelling International, a global charity organisation of some 4000 hostels, and is Australia's leading provider of backpacker-style accommodation.

YHA currently operates a 280 bed hostel on a 99-year leased Railway Square site including the heritage listed Central Station Parcel Shed. The site comprises a portion of the Central Precinct Western Gateway. It has been agreed with the proponents of the Central SSP that following redevelopment, YHA will occupy five consecutive lower floors (providing 500 beds) of the proposed Atlassian building, as well as part of the ground floor foyer and space for YHA's office headquarters.

As Australia's leading provider of backpacker-style accommodation, YHA appreciates the benefits of activating the Central Precinct with an innovative mix of businesses and public spaces. YHA believes that the Draft Strategic Vision will create an attractive precinct that young people who use YHA's services will want to visit. These young people want more than a place to stay, they want a like-minded community, a lifestyle space, a connected place, and a hub for their experience in each destination. Therefore, YHA supports the vision to transform the Central Precinct into a world-class transport interchange that is well-connected and will become a hub of activity.

YHA will benefit the Western Gateway Sub-Precinct as it will attract young people in to Central Precinct and activate the sub-precinct during out of work hours, especially during the nights and on weekends.

Design Collaborative Pty Ltd

The following points under the headings below explain the opportunities most important to YHA and its role in providing much-needed tourist and visitor accommodation in Sydney.

B8 Metropolitan Centre Zoning

B8 Metropolitan Centre Zoning is imperative to YHA's goal of providing short-term tourist and visitor accommodation in the Western Gateway Sub-Precinct. It supports the rezoning to specifically permit **commercial premises** and **tourist and visitor accommodation** on the entirety of the site, so as to increase flexibility of their provision. To operate a successful hostel, the surrounding precinct must be a mixed use hub that is activated 24 hours a day. Therefore, whilst **commercial premises** afford a range of development options, **retail premises** and **food and drink premises** are of particular importance to YHA, as they will activate the precinct during out-of-work hours and provide patrons with entertainment and recreational options in the precinct.

Hostels as Complementary Landuses to the Innovation and Technology Industry

YHA supports the development of emerging industries such as technology and innovation in the Western Gateway Sub-Precinct. This is because YHA believe hostels are a highly complementary land use to technological businesses due to the dynamic nature of digital industries. It is commonplace that technological workers are highly mobile, and innovative with work hours and environments, often having a mix of work and recreation. Therefore, there is demand for hostels offering short-term accommodation and unique working and living spaces. Therefore, a vision for a highly integrated technology and visitor accommodation precinct should be a key opportunity and focus for the Western Gateway Sub-Precinct.

Pedestrian Access, Linkages and the Public Domain

YHA supports the design guidelines that form part of the rezoning proposal. As hostels require a high quality precinct to attract young people, it is imperative that the sub-precinct achieves high-quality built form, public domain, active frontages and land uses, site layout, solar access, views, sustainability, public art and seeks to improve the amenity of the sub-precinct and its surrounds.

YHA supports the reconnection of the Central Precinct to its surrounds through multiple cross-corridor connections supporting both cycling and walking. Accordingly, statutory planning controls should allow for and ensure the smooth provision of these linkages and transition between public transport. The east-west link connecting Ultimo-Haymarket to Surry Hills should be a prime priority as tourists require a connected city with good pedestrian access to surrounding areas. A north-south linkage is also essential to provide efficient pedestrian access into the main CBD and related tourist attractions. YHA also supports the opportunities specific to the Western Gateway Sub-Precinct to deliver generous through-site connections and transform the Sub-Precinct into a convergence point for pedestrians and a high-quality urban environment.

Design Collaborative Pty Ltd

YHA also supports the vision to create a new public square at the Western Gateway Precinct, as it will attract more people to the sub-precinct and activate the surrounding area during all hours of the day. An activated civic space with substantial activity will entice people into the area. A new public square will reflect YHA's style of accommodation centred on shared spaces, and will give tourists a sense of being in a place everyone wants to be in. This in turn, will ensure that the Western Gateway Precinct becomes an around-the-clock hub that consistently meets the needs of and attracts tourists, visitors and workers to stay in the precinct.

The only caveat is that adequate provision must be kept in the precinct for inter and intrastate coaches.

Addressing Sydney's Shortage of Short Term Tourist Accommodation

The Tourism Action Plan attached to the Sydney 2030 Plan, notes that Sydney has a shortage of short-term visitor accommodation.¹ This shortage has been exacerbated by the conversion of older hotels and hostels into residential apartments, as residential development is now seen as the highest and best use.

As YHA is a not-for-profit organisation, its goal is to further the public interest and work for the good of the community, as opposed to necessarily achieving the highest and best use for a property. Therefore, YHA believes that the unique opportunity to increase Sydney's supply of short-term tourist accommodation must be harnessed through generous height and floorspace opportunities.

Overall, YHA supports the Rezoning Proposal as the proposed controls reflect YHA's goals of developing a technology hub that is well-connected and activated, and aligns with the needs of future short term tourist and visitor accommodation to be situated in the Western Gateway Precinct.

If you wish to discuss these matters further, please contact the writer.

Yours Faithfully
DESIGN COLLABORATIVE PTY LTD



D P Ripplingill
Director

¹ City of Sydney, *Tourism Action Plan*, December 2013 p.6.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69002 **Number:** 56

Confidentiality Requested: No

Date Received: 22/11/2019 2:35:00 PM

From: WILLIAM PARKER billparker1316@gmail.com

Submission:

Refer to uploaded document.

CENTRAL PRECINCT

Summary

The following amendments to the vision document precincts are not criticisms of the document. They are an attempt to alter the emphasis from built form to public transport and pedestrian friendly spaces. Sustainable redevelopment can be the basis for all alterations to the existing site. Central Station and its surrounding road systems to be the focus of all planning documents. This submission asks the NSW government to consider Central station as an essential civic structure. Please alter your current focus on built forms in transport corridors. Do not build multistorey buildings over transport spaces as in the future these spaces may become multi-modal transport corridors. Encourage Federal government support for the cost of altering platforms 1 to 7 for the proposed eastern states High Speed Rail (HSR)

The aim of environmental sustainability is not to restrict growth. This proposed redevelopment can pursue growth and development which imposes less burden on the natural environment. We therefore do not need to continue increasing density through multi-storey buildings whenever an urban renewal project is proposed for historically significant areas of Sydney. Central Precinct is an opportunity for the sustainable renewal of an historically significant site in inner Sydney.

Thank you for the opportunity to submit an alternative to your current vision.

Regards

Bill Parker
13/16 Neild Avenue
Darlinghurst 2010
E: billparker1316@gmail.com
M: 0417749009

1 Goulburn Street

1.1 Transform Elizabeth St into shared transport corridor

Reconfigure Elizabeth Street from Hyde Park south (Liverpool St) to Eddy Street similar to this traffic calmed street in Copenhagen. The western side of Elizabeth street (RHS in this picture) to be widened from Goulburn to Eddy Sts with bike lanes and landscaped footpaths. Enhance the appearance of the existing sandstone wall of the viaduct along Elizabeth St.



Typical private motor car arterial road similar to existing Elizabeth St



Proposed pedestrian friendly model for Elizabeth St after traffic calming



Introduce segregated bike lanes on western and eastern sides of Elizabeth St from Chalmers junction to Liverpool street (Hyde Park south)

1.2 Remove Goulburn St concrete carpark structure above lowest level

Convert the site to open space similar to Wynyard Park and make provision for street level retail along Castlereagh and Elizabeth Streets.

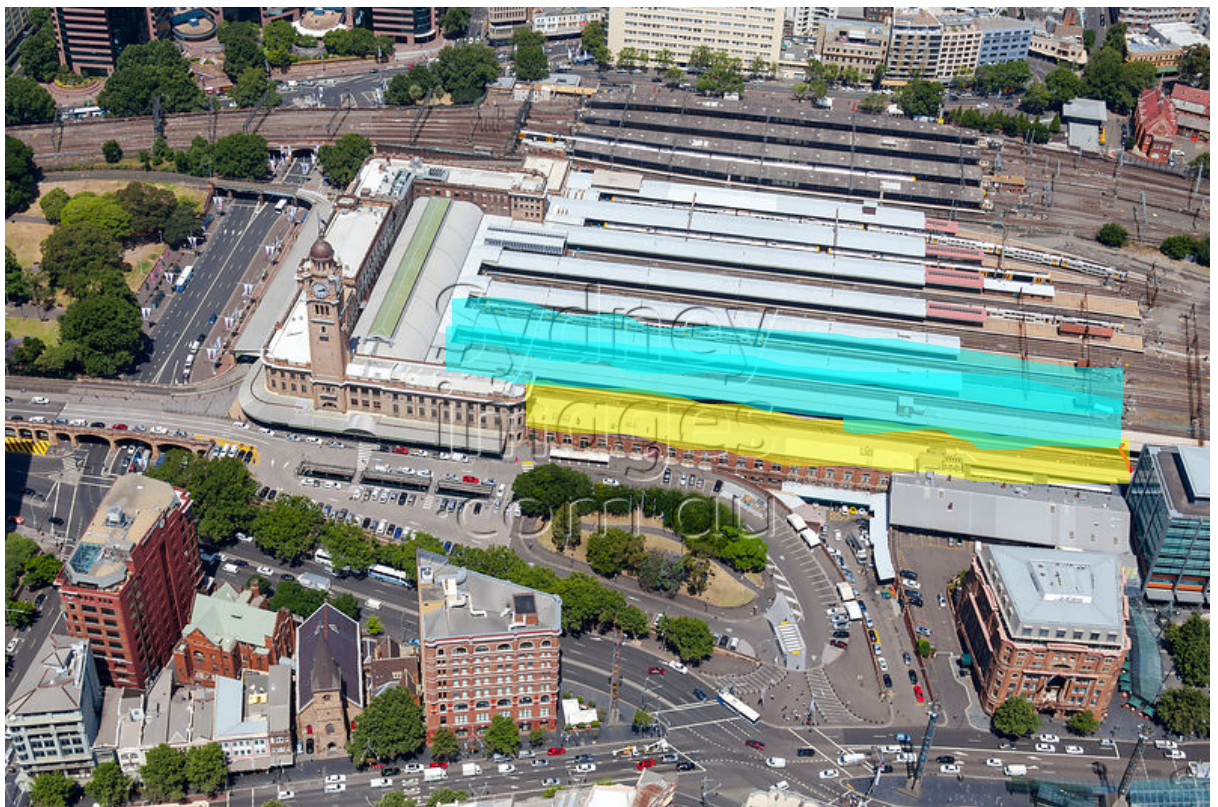


2 Belmore Park

Terminate the light rail line in Hay Street between Pitt and Castlereagh Streets. Remove light rail access to station ramps and use the ramp space for pedestrian and bike access to northern entry to Central station. The northern elevation of Central station can then become the main pedestrian entry to the station at two levels. Western side road from Eddy St to remain as motor vehicle access to Station. Improve landscaping to Belmore park eastern wall of viaduct.

3 Central Station

3.1 Raise the height of the existing brick building along the western elevation to the height of the existing terminal



Extend western building south to match height of existing terminal

Cover in the existing platforms 1 to 7 for HSR with steel framed glass dome similar to

existing main hall

3.2 Make provision for High Speed Rail platforms 1 to 7 and cover with steel framed glass dome similar to existing main hall

Sydney Central station could become be the hub of HSR operation on the east coast, serving locations to the north and south. The forecast HSR demand for Sydney Central station is 46 million passengers per year in 2065; 21 million using the line to the north and 25 million the line to the south. In addition, a further 12 million passengers would be transferring between the two. About 12,800 HSR passengers are forecast to enter or leave the HSR station at Sydney during peak hour in 2065. The total number of HSR services arriving and departing Sydney in the peak hour would be 32, with 17 using the line to the north and 15 using the line to the south.

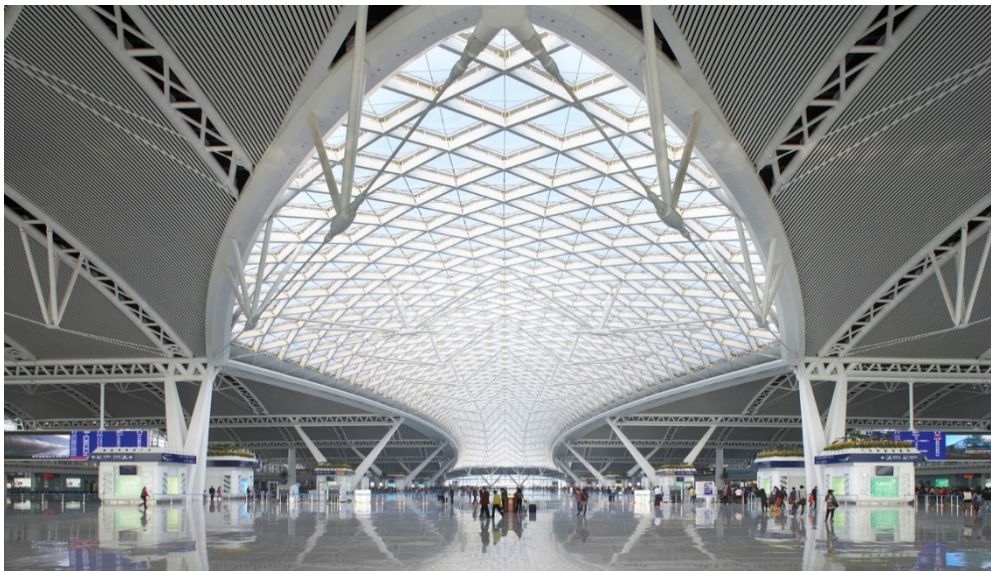
Kings Cross London style roof proposed for HSR platforms



Southern Cross Melbourne style roof proposed for balance of regional platforms



Guangzhou South Railway Station



3.3 Steel framed canopy over platforms 8 to 15

Guangzhou South Railway Station



4 Western forecourt

Convert a section of western elevation of station buildings to become the entry for proposed HSR platforms.



Strasbourg railway station. A model for upgrading western entry to terminal



5 Western gateway

Refurbish existing spaces and buildings using renewable materials and energy sources. Interface with the City of Sydney's proposed third square, framed by existing heritage items such as the former Parcels Post Office, Inward Parcels Shed and Marcus Clarke Building. Facilitate movement of pedestrians between Central Station, the sub-precinct and the surrounding areas. Use landscaping to provide shade, reduce urban heat and soften the urban environment.

6 Sydney railyards

Create a variety of new open spaces that connect with and build upon the existing green grid, including plazas, green spaces and high amenity pedestrian links. Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity streets, laneways and connections that support pedestrian access across Central Precinct including to the Camperdown-Ultimo Collaboration Area. Use landscaping to provide shade, reduce urban heat and soften the urban environment

7 Regent street sidings

Renew and revitalise underutilised land adjacent to the rail corridor, with the potential to support a pedestrian-friendly environment. Activate Regent Street and improves Central Precinct's interface with Chippendale including Central Park. Consider the heritage context of Mortuary Station. Create new pedestrian connections through the sub-precinct between Central Precinct and its surrounds. Renew and revitalise the unused Goods Line as a new piece of public domain for Sydney, extending the already renewed section of the line and contributing to the existing pedestrian and cycle network linking Central Sydney to the adjacent inner city suburbs. Use landscaping to provide shade, reduce urban heat and soften the urban environment.

8 Cleveland St

Create a high-quality southern entrance to Central Precinct and improves the interface with Cleveland and Regent Streets. Facilitate active transport connections across Central Precinct by linking into existing and planned cycle paths and pedestrian links to the surrounding neighbourhoods. Provide an east-west transition between Regent Street, the Cathedral and Prince Alfred Park, while ensuring the ongoing function of the rail and road network. Use landscaping to provide shade, reduce urban heat and soften the urban environment.

9 Prince Alfred sidings

Improve Prince Alfred Park as a significant open space and an important green space for the city with active and passive recreational functions. Provide additional recreation space for the Cleveland St high school. Ensure pedestrian connections for clear links across Central Precinct. Extend the green landscaped nature of Prince Alfred Park. Use landscaping to provide shade, reduce urban heat and soften the urban environment

10 Eastern Gateway

Create a more attractive and functional eastern edge to Central Precinct characterised by better defined station entrances, new east west connections and enhanced pedestrian amenity. Provide urban renewal which positively responds to Central Precinct's interface with Surry Hills. Restitch and reintegrate Central Precinct into the adjacent street and lane network. Use landscaping to provide shade, reduce urban heat and soften the urban environment

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69007 **Number:** 57

Confidentiality Requested: No

Date Received: 22/11/2019 11:04:00 PM

From: Vanessa Bates vanessa_b111@yahoo.co.uk

Submission:

Please make all the buildings green buildings like the one at Central Park Chippendale with foliage/plants covering the exterior of the building. Not only is it green but 90% of Sydney's modern buildings are modern concrete ugly buildings and ruin the look of our city and give it no architectural point of distinction. If we had more green buildings we could have an architectural point of difference to other cities. And it is good for the environment. Please don't just knock up more concrete jungles like the tall buildings recently put up at Darling Square. They are so ugly.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69011 **Number:** 58

Confidentiality Requested: No

Date Received: 23/11/2019 7:38:00 PM

From: Christy S christy.s1003@gmail.com

Submission:

I believe it might be a good idea to install a couple of water refill stations around Central- will benefit both the public and the environment.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69016 **Number:** 59

Confidentiality Requested: No

Date Received: 24/11/2019 3:13:00 PM

From: Eric Tierney ebtierney@yahoo.com

Submission:

Any leases or uses of railway land in this area should not compromise future railway use.

Extension of platform 0 (the present car loading siding) should remain possible regardless of what goes above.

The government should explore with the funeral industry the possibility of opening a railway cemetery in the Southern Highlands and so retain rail access to the Mortuary station. Wealthy families may be prepared to pay high prices for the prestige of a funeral train.

Central Walk needs to have a tunnel under railway square to Quay St to cater for the anticipated increase in passengers.

The Light Rail elevated loop is a major component of the station and should not be sacrificed to increase the value of the building to developers.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69021 **Number:** 60

Confidentiality Requested: No

Date Received: 25/11/2019 1:48:00 PM

From: Pamela Garrett pam.garrett@health.nsw.gov.au

Submission:

Dear Ms Hitchens,

Draft Strategic Vision for the Central State Significant Precinct (SSP)

The following submission is provided as the draft response from the Sydney Local Health district. The final submission will be forwarded as soon as possible.

Thank you for providing the opportunity to provide feedback on the draft Strategic Vision for the Central State Significant Precinct (SSP). The Sydney Local Health District (SLHD) would like to congratulate you on a most comprehensive document which should provide an excellent basis for transforming the area into a world class, sustainable precinct and supporting the future stages of planning and development for the precinct.

The SLHD particularly notes that the important role of the health and medical services around Central are canvassed. The planning context notes the Camperdown-Ultimo Place Strategy and the Sydney Innovation and Technology Precinct Panel Report which, together with the City of Sydney and Greater Sydney Commission plans provide very strong foundations for the strategy.

As a general comment, SLHD would like to see a stronger emphasis on the culture and identity of Aboriginal communities.

SLHD supports the emphasis on the Central Precinct being a destination with facilities to enjoy including cultural and leisure activities. The emphasis on digital, pedestrian, site and transport connectedness is strongly supported as is the focus on sustainability and the creation of the major square, pedestrian linkages and linkages over the rail yards.

The SLHD would like to see health, equity and wellbeing promoted to being a key theme of the strategy. This would enable the elevation of a number of strategies related to public health, including the design importance of inclusiveness for people with disability, homeless populations and people who are ageing. This would also provide an opportunity to highlight health-related strategies such as encouraging active travel, promoting healthy food choices (especially a reduction in vending machines), supporting the availability of tap water and refill stations and promoting information on health and wellbeing services and strategies.

In respect of the sub-precincts, SLHD would like greater clarity on the impact of the proposed developments on the heritage listed Sydney Dental Hospital. It should be noted as well in the commentary that the SLHD is currently supporting the development of primary health care services at the Sydney Dental Hospital. The map on page 11 should include Sydney Dental Hospital.

If you would like to further information on this response or on related issues please contact Dr Pamela Garrett on 95159517 or through email on Pam.Garrett@health.nsw.gov.au.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69026 **Number:** 61

Confidentiality Requested: No

Date Received: 25/11/2019 5:14:00 PM

From: Kieren Mottershead KMottershead@ispt.net.au

Submission:

Support for and comment on Central Precinct - Draft Strategic Vision



25 November 2019

NSW Department of Planning, Industry and Environment (**DPIE**)
GPO BOX 39
Sydney NSW 2000

Attention: Emma Hitchens, A/Director, Eastern District (City of Sydney), Greater Sydney Place & Infrastructure

Dear Ms Hitchens,

SUBJECT: PLANNING FOR CENTRAL STATION – DRAFT STRATEGIC VISION

Dear Ms Hitchens,

This submission on the Central Precinct - Draft Strategic Vision (**Draft Vision**) has been prepared for ISPT Pty Ltd as trustee of the Industry Superannuation Property Trust No. 2 (**ISPT**). ISPT owns Sydney Central which is located at 477 Pitt Street, Haymarket which is on the north-western edge of the Central Precinct, opposite the Belmore Park sub-precinct and the heritage significant sandstone viaducts.

Background

The site of Sydney Central has a total area of 5,952m². It occupies the street block bounded by Hay Street to the north, Pitt Street to the east, Barlow Street to the south and Parker Street to the west.

The location of Sydney Central and its relationship to Central Station is shown on attached **Figures 1 and 2**.

Sydney Central comprises a commercial building of 30 storeys constructed in 1991. The site also accommodates three heritage buildings; being the Former Presbyterian Manse, Former Fire Engine House and Former Australian Gaslight Co Building.

ISPT is currently working on designs to refurbish Sydney Central including over-cladding the façade and replanning of the Ground Floor retail precinct and office lobby entries. A key objective of this work is to improve pedestrian connectivity to Central Station.

Submission

ISPT applauds Transport for NSW (**TfNSW**) for preparing the Draft Vision and offers the following comments:

- The Draft Vision does not include a staging plan, but strategic planning for the Western Gateway sub-precinct is underway. The final Vision should address staging. To maximise the benefits for the

MELBOURNE

Level 11, 8 Exhibition Street
Melbourne VIC 3000
T 03 8601 6666

SYDNEY

Level 6, 24 York Street
Sydney NSW 2000
T 02 8239 8500

BRISBANE

Level 5, 100 Creek Street
Brisbane QLD 4001
T 07 3270 7300

PERTH

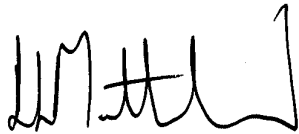
Level 4, enex, 683-703 Hay
Street Mall, Perth WA 6000
T 08 9476 7625

City, including the creation of a major public square, strategic planning for the Western Forecourt sub-precinct should be prioritised as the next precinct to be planned.

- Pedestrian connections from the new Central Station western front entrance to the City must be carefully planned to maximise pedestrian safety, convenience and comfort. Direct connections to major employment/pedestrian attractors, in particular Sydney Central and the new CBD South East Light Rail Haymarket stop in Eddy Avenue, should be prioritised. It is noteworthy that the Draft Vision already considers pedestrian connections that are outside of the precinct boundary (including the new entry to Central Walk from Randle Lane). Opportunities for improved pedestrian connections at the Western Gateway should be similarly explored in the final Vision.
- The planning priorities in the Draft Vision include “Fostering collaboration between major institutions in the precinct including transport, education, health and business”. ISPT would welcome a collaborative dialogue with TfNSW, DPIE, City of Sydney and other stakeholders.

Should you require any further details, please do not hesitate to call.

Yours sincerely



Kieren Mottershead

Property Investment Manager

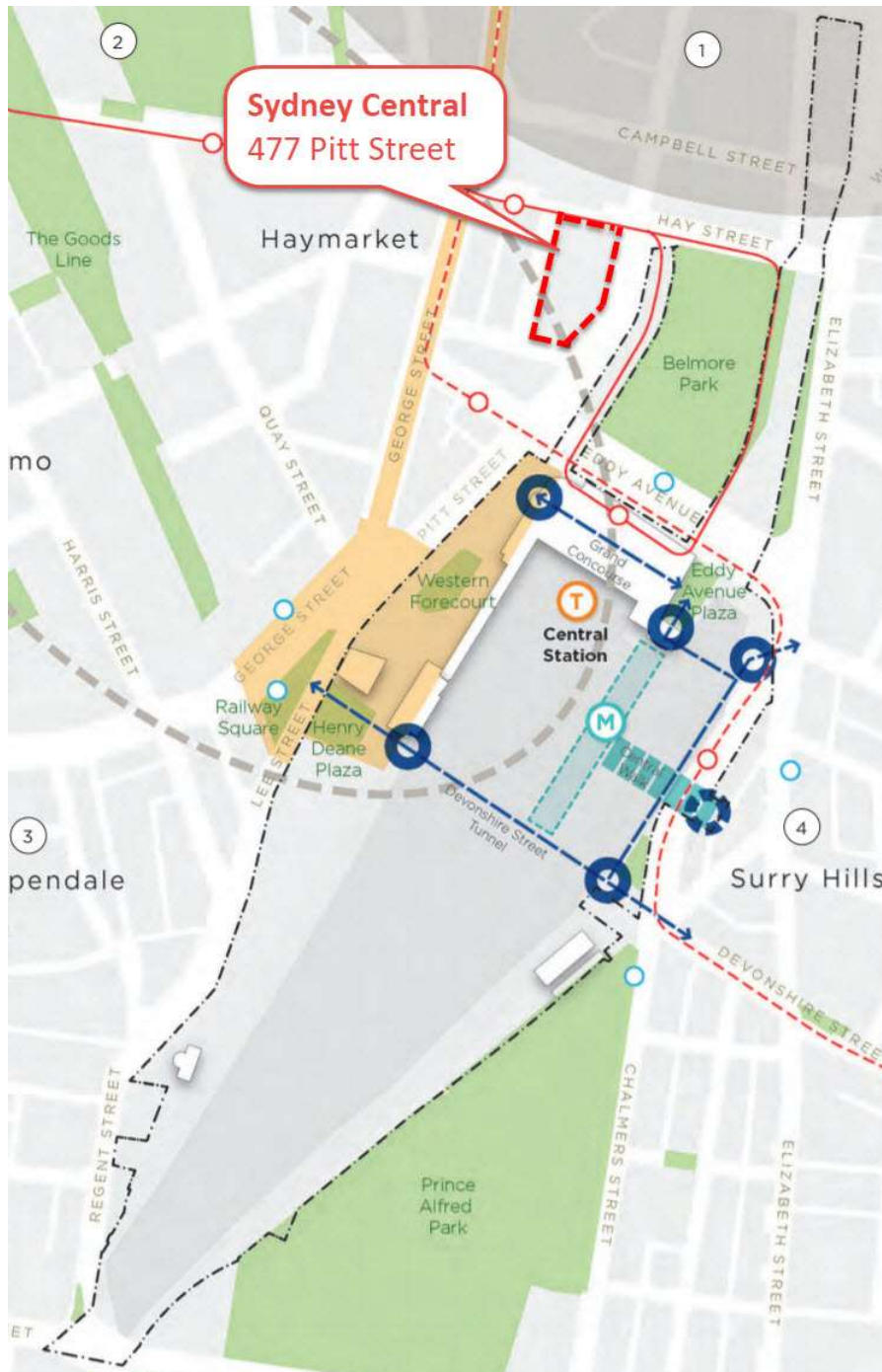


Figure 1: Central Precinct – Draft Strategic Vision Plan – Sydney Central location



Figure 2: Central Precinct – Draft Strategic Vision Plan – Sydney Central location

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69031 **Number:** 62

Confidentiality Requested: No

Date Received: 25/11/2019 5:38:00 PM

From: Neville Williams n.b.williams@optusnet.com.au

Submission:

CENTRAL PRECINCT - THE STRATEGIC VISION

(the whole CENTRAL SSP)

Do you have any IMAGINEERS at the NSW Department of Planning?

I don't need to explain this term to you people.

You know what it means or should.

I may be wrong but my guess is that the NSW Government would see the appointment of an 'Imagineer' as wasteful and frivolous.

We just do not seem to want to see a bigger picture of things these days.

The NSW Department of Planning describes the CENTRAL PRECINCT section of the whole Central SSP in this way¹: "The innovation and technology precinct will be a major hub for tech industries, universities, research institutes, visionaries and start-ups. The precinct will be a leader in collaboration, innovation and jobs for the future.

We do so get prioritised on the mechanical part of ourselves during this technological revolution. All well and good if you have a solid spiritual foundation. (I hesitate to use these words because it is confronting to those whose focus is on the material. But when I say 'spiritual foundation' I mean deep and meaningful. Something of purpose and maturity.)

The reality is you can't have one without the other - the material and the spirit need to be in a balance. It just doesn't work long term otherwise. Just take a look around at the world presently. Do you reckon it's in balance? The discipline of a cup is ornamental without water and the creativity of the water is wasteful without the framework of the cup.

The NSW Department of Planning uses the word visionariespresumably in the context of eventual money making ventures. I'd prefer to read and understand the descriptive "visionaries" as being able to see in a broader, deeper and farther context towards a future that means something other than only money making.

Yes the Central SSP is the Western Gateway to/from the City.

What is relevant here to people who use this Gateway?

As well as what you have described perhaps something to do with the indigenous/non-indigenous relationship, better care for the local homeless people, a well being centre, a centrepiece symbolic project such as some form of multi-purpose venue that will bring community together.

Perhaps a solid human foundation could be given the site as a *central part of a Sydney World Expo or even a Sydney satellite functioning of the United Nations John Coburn's opera house "Curtains of the Sun and Moon" are looking for a new suitable home. Their status would fit well behind

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

speakers of a permanent world forum in the Southern Hemisphere?

I'm concerned with the wholistic picture.

Happy to talk further if you're looking for contribution outside of the box..

My Resume can be read at... <http://neville-williams-resume.blogspot.com/>

My running commentary What's Going on can be referenced at ... <http://nevillewilliams.blogspot.com/>

An example of my Imagineering practice can be examined... <http://neville-williams.blogspot.com/>

We need a CENTRAL PRECINCT (and I am speaking about the whole CENTRAL SSP) that is not only a money spinning centre but also consciously gives back civically something more to its community. A place where things are done properly and design and living excellence is paid more than shallow lip service.

It's true that I haven't read the minutiae of your plans because I don't believe that my comments will be taken seriously. Why should I waste too much of my time? It's my view that Government instrumentalities just go through the necessary processes as a matter of course. But I do have a talented interest in the broad sweep"; the bigger picture and that's the stage your planning is at i.e. The Strategic Vision. That's what I'm talking about here.

You people have given me at least an opportunity to comment and I have made a summarily off-the-cuff contribution. I thank you for that courtesy.

But really, don't you reckon that you need to have someone around who sees things differently?

Neville Williams

8 Palmer Lane

Darlinghurst NSW 2010

*24 hectares is only a very small area in terms of world expos.

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 69036 **Number:** 63

Confidentiality Requested: No

Date Received: 26/11/2019 6:45:00 AM

From: Neville Williams n.b.williams@optusnet.com.au

Submission:

WESTERN GATEWAY - MORE BALANCE PLEASE

Stage 1 of the whole Central SSP project is described as The innovation and technology precinct will be a major hub for tech industries, universities, research institutes, visionaries and start-ups. The precinct will be a leader in collaboration, innovation and jobs for the future.

Balance this up at the same time by also commencing Stage 1 with something that lights our humanity. Please see my fuller submission addressing Central SSP - The Strategic Vision".

My resume can be read at <http://neville-williams-resume.blogspot.com/>

My running commentary "What's Going on?" can be referenced at"

<http://nevillewilliams.blogspot.com/>

An example of my Imagineering practice can be examined

<http://neville-williams.blogspot.com>)

Don't you reckon that you need to have someone around who sees things differently?

Regards,

Neville Williams

8 Palmer Lane

Darlinghurst NSW 2010

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 64

Confidentiality Requested: No

Date Received: 25/11/2019

From: Susan Harrison

Submission:

Thank you for your 1 November 2019 letter to the Environment, Energy and Science (EES) Group regarding the above.

The EES Group has reviewed available biodiversity data for the sub-precinct and the surrounding area and notes:

- numerous recent records for the Grey-headed Flying-fox (*Pteropus poliocephalus*) - a vulnerable listed species under the Biodiversity Conservation Act 2016
- all vegetation appears to be urban exotic or landscaped native.

The EES group considers it unlikely the proposed amendments to planning controls for the Western

Gateway sub-precinct SEPP will adversely impact the Grey-headed Flying-fox. It is noted, however,

that buildings and other human made structures in the sub-precinct area may provide habitat for threatened and protected microbats. It is therefore recommended a microbat survey be undertaken to inform the planning controls for the sub-precinct area.

Should you have any queries regarding this matter, please contact Richard Banner, Senior Conservation Planning Officer on 9995 6917 or richard.bonner@environment.nsw.gov.au,

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 65

Confidentiality Requested: No

Date Received: 22/11/2019

From: Sally Quilter

Submission:

1. A history of first peoples, and much later 19 century white history ie, the graveyard.
2. Transport NSW to work with SCC to intergrate the precinct with surrounding suburbs, particuarly Redfern, Surrey Hills, Chippendale, Haymarket.
3. The vision should include pedstrain access (without stairs) this would enable families with prams, people in wheelchairs to access both the station and the surrounding suburbs.
4. A cycleway.
5. Any buildings should be placed around the perimeter to decrease noise and create a quiet space with a public sculpture walk from chippendale to central. And a Aboriginal sculpture walk from Redfern to central.
6. The precinct should be "off the grid" using both solar electricity and recycling its water.
7. The open area should be grassed and have native plants to compliment Prince Alfred Park.
8. Access to Alfred Park for the visitors and residents of Chippendale, through the precinct.
9. The character of the precinct should enable tech workers and traveller, and residents to sit quietly in a garden setting, eat their lunch, chat to other workers, watch the trees move in the wind.

1

PCU078726PCU078726

Western Gateway Rezoning Proposal

The Suburban bus area between Lee and Regent Street is impossible to use with small children.

1. If it rains everyone gets wet.
2. If approaching the bus area from the station, Regent Street has four lanes of traffic, it noisy dirty and dangerous.
3. If approaching from the Adina hotel there are cars coming out of the car park of the hotel, pedestrian visibility is restricted, and thus it is dangerous with small children.
4. Move the bus area to the little park at the side of the station where the taxis turn into the station area. And make the bus area into a park marking the entrance to the city and George Street.

I do not make any donations to political parties.

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 69056 **Number:** 66

Confidentiality Requested: Yes

Date Received: 26/11/2019 6:28:00 PM

From: [Redacted]

Submission:

I object to the proposed planning control changes.

The state government overwriting the LEP is objectionable.

Heritage and sense of place will be diminished by the proposals.

Specifically altering YHA , a recognised example of excellent adaptive reuse.

Excessive height limits proposed. Any development should be below Central Clock Tower, not roughly TWICE its height. I object to the added overshadowing of Railway Square and Prince Alfred Park, especially spring and autumn commuting peaks, which adds to lighting costs, associated emissions and worsens peoples travelling experience.

Special Character Area will be damaged by the proposals.

the described benefits to the public realm are aspirational, with the precinct already 'activated'.

The waste of demolishing part of the Henry Deane complex is objectionable. All refurbishment and new construction should have 'Condition of Consent' to be NABERS 6 star certified.

Redoing Central's Wayfinding system is supported - the most recent one is half-baked and generally about a third the size of symbols and text needed.

Reducing the Special Character Area is objectionable, this character will be damaged by trying to manufacture a weak equivalent.

Pedestrian movements in this area are growing , with developments elsewhere already increasing space needed for pedestrians, deliveries and transit. These changes must not increase access and egress times to the buses, trams and trains hubbed at Central.

Building over High Voltage rail wiring is awkward, and has not been done well in Sydney. Such a constraint to improving current rail infrastructure and future Higher Speed Rail services is to be prevented.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69061 **Number:** 67

Confidentiality Requested: No

Date Received: 26/11/2019 8:47:00 PM

From: Yvonne Poon vonpoon@gmail.com

Submission:

Central precinct requires better safe cycling connections with surrounding routes (regional and local routes) and better facilities to encourage active travel (sufficient and convenient bike parking, showers). Also, better and accessible integration with other transport modes and to support inter-changing.

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 69066 **Number:** 68

Confidentiality Requested: No

Date Received: 26/11/2019 9:22:00 PM

From: Yvonne Poon vonpoon@gmail.com

Submission:

This area must abide by the design policies put into place by the NSW Government Architect's Movement & Place framework. This includes integrated transport planning and community access (in particular to support active travel). The Western Gateway is an important access corridor between Central station East and West and it is important that safe, easy movement is maintained. It would be great if cycling access could be included in future planning, to better connect the Central transport interchange with surrounding local areas, as well as local and regional cycling routes. Businesses and jobs in technology and innovation often attract those who enjoy the living streets idea of walking and cycling to work.

Accessibility is also a key in this area, as Central precinct is made up of such differing heights, it is important to have good access for those who have specific mobility requirements.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69071 **Number:** 69

Confidentiality Requested: No

Date Received: 26/11/2019 11:05:00 PM

From: Benedict Brook benedict.brook@gmail.com

Submission:

Please see enclosed a submission on the Central station sub precinct and specifically the proposal to potentially construct "city scale buildings" above the current platforms.

Benedict Brook

Benedict.brook@gmail.com

26 November 2019

Public submission on Central Precinct

I write in response to the call for public submissions on the Central Precinct.

I am a Sydney resident who has previously lived in London and has travelled on public transport extensively in both cities including through Central station. I write in a personal capacity.

In particular my views relate to the Central station sub precinct and the plan, that as stated in the draft strategic vision, aims for:

- “A variety of city-scale buildings that sensitively respond to existing heritage items”.

From the draft strategic vision (DSV), it appears that buildings will be constructed on top of many of the current platforms at Central station. This burying of railway platforms under concrete is counter to current world's best station design, including in London at Kings Cross and St Pancras stations which the DSV uses extensively as an example of best practice in station design.

Building over open railway platforms makes for a reduced public amenity, destroys the character of the station, creates polluted and noisy spaces, reduces feelings of safety due to reduced natural lighting and fewer people on the platforms themselves, is environmentally unfriendly as it makes the space dependent on artificial rather than natural light and makes the public transport experience overall less enticing.

DSV POTENTIALLY INCONSISTENT WITH MODERN STATION DESIGN

I note the DSV envisages the retention of many elements of heritage Central station including the concourses. However, the platforms and canopies remain part of the station's heritage and should not be sacrificed given there are so many other parts of the overall Precinct where building can occur.

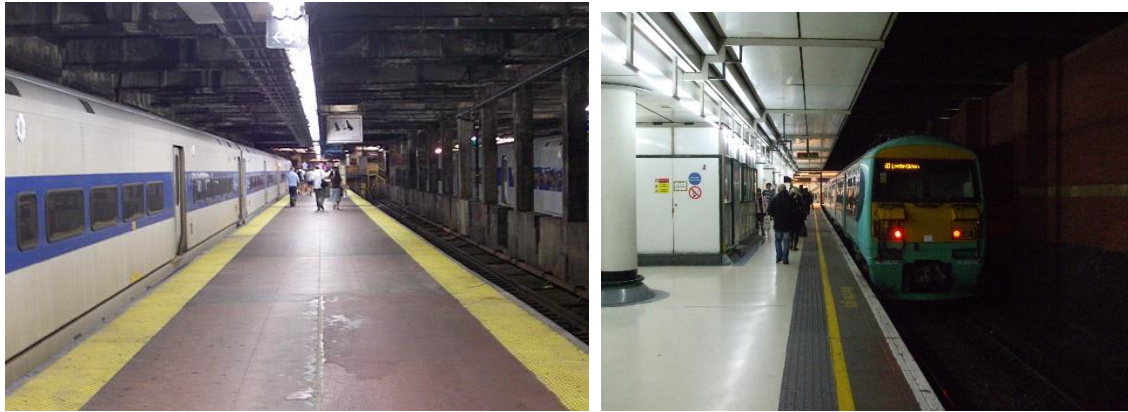
The DSV talks of:

- “Shaping a great place that is... inclusive and has a high level of amenity”
- “Facilitating the precinct's primary function as a transport hub”
- “Creating a safe and intuitive precinct that promotes social access and inclusion”
- “Creating a precinct that responds to the current and future needs of transport customers”
- “Improving the transport customer experience”

None of this can be delivered, in my view, by building office blocks on top of the platforms. It would make a dingy and dank space for departing passengers and a miserable entry to Sydney for arriving passengers.

BUILDING OVER PLATFORMS IS FAR FROM WORLD CLASS DESIGN

Overseas, New York's Grand Central station is often credited as a landmark - its concourse is that indeed. And many tourists see only that. But for passengers it becomes increasingly claustrophobic, dingy and crowded as they scuttle onto grimy, low ceilinged, noisy platforms that are underground due to buildings above.



Buried platforms: Grand Central station platforms (L), and London Victoria (R)

In the UK many stations suffered the same fate in the 1960s to 1980s. London Cannon Street, Charing Cross, Victoria and Birmingham New Street all came out worse after being partially buried beneath shops or offices.

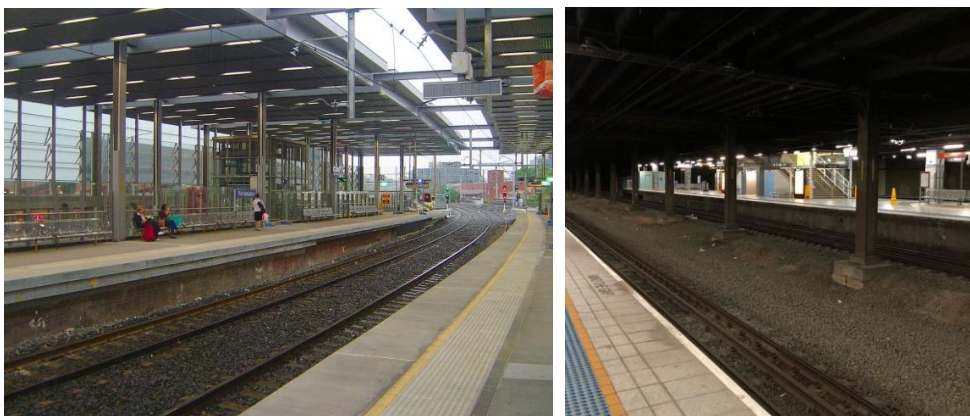
New Street's platforms were buried are noisy, dark and unpleasurable to be on. The BBC wrote that: "Its underground platforms, lack of natural light and general aura of grimness even inspired online hate groups, while one magazine poll in 2003 voted it the UK's ugliest single building".

In 2015, The Guardian's Maev Kennedy summed New St station up as: "a triumph of concrete bewilderment... with dank underground platforms and a warren of dismal, fluorescently lit passages spitting passengers out, apparently randomly, into busy city streets. With no daylight and little natural ventilation, it was an oven or a fridge depending on the season".

In 2015, a multi-billion-pound development improved New Street's concourse. But now built upon, it was impossible to remove a shopping centre across the tracks. As one commuter said upon its unveiling: "The shame of it all though is that they've done nothing to improve the actual working tracks part of it".

Central station could be on the verge of making this mistake.

From the mid-1980s, the redevelopment of Britain's major railway stations moved away from building on the "air rights" above platforms and, instead, to preserving them as part of the essential character of the precinct. Witness London Liverpool Street where (after a proposal to bury the station) modern office blocks only encroach on the very end of the platforms leading to a large, light and airy space that seamlessly connects to the concourse.



Which Sydney station is better? Parramatta, above ground (L) or Hurstville, buried beneath buildings (R)

A 2015 ranking of England's best stations included precisely zero that have been built over.

Redevelopments at London's Kings Cross and St Pancras have no development over the platforms whatsoever to preserve the character of these termini and to promote public transport by providing a positive travelling experience. The precincts have many new buildings but they don't encroach on platforms.

In Sydney, Parramatta station's redevelopment created a bright airy space. In contrast, Hurstville station is dark and foreboding hidden beneath shops and relying on fluorescent lights.

Melbourne's Southern Cross is an icon partly due to its impressive scale and light.

BRUTAL, UGLY, UNSAFE PUBLIC SPACES

If Sydney decided to build over the platforms it would be going back to a 1980s brutal, ugly, non-human scale model of station development, with little benefit to passengers and long since rejected in Europe.

The placement of "city scale blocks" over the country platforms is of particular concern. This would reduce natural light to the concourse so diminishing the amenity. The need for pillars to support the buildings above which reduce platform space.

Terminating trains linger, creating noise that would echo around the subterranean box. Diesel trains would push pollutants into a relatively enclosed area. Would TfNSW's steam train days have to be moved due to the smoke choking families?

Also, country trains have fewer passengers and so that would mean long, echoey underground platforms with only a smattering of people at times. That would lead to safety concerns.

If some building is to occur over the rail lines at Central, keep it to the rail yards south of the station or it should encroach only on the far ends of the platforms – perhaps south of the Devonshire Street tunnel.

That's not to say cross precinct connections could not be made. The underground public storage areas could be utilised to link either side of the precinct – much like at London Bridge. Unlike the platforms, these spaces could have retail, cafes and the constant throughput of people. The lack of trains and sheer amount of people would prevent such as space becoming empty and a safety concern.



Bright, welcoming spaces: Current central country platforms (L) and the redeveloped London Liverpool Street station (R) where office development is kept at the far end of the platforms.

The DSV has the aim that:

- “Central Station be recognised as a world-class public transport interchange”

But to do so, it needs to not make the mistake of building “city scale buildings” over the platforms abutting the concourse. This will not “sensitively respond to existing heritage items”, it will tower over heritage buildings and swamp them.

It will also significantly reduce the experience of the public transport user at Central station and that surely cannot be the aim of this project. Sydney should not make a 1960’s error its effort to make a transport and city hub fit for the 2020s.

Regards

Benedict Brook

SOURCES

<https://www.theguardian.com/uk-news/2015/sep/20/new-birmingham-new-street-amazing-just-first-impressions>

<https://www.independent.co.uk/travel/news-and-advice/the-10-greatest-english-railway-stations-english-heritage-releases-list-of-top-terminuses-9911190.html>

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Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69076 **Number:** 70

Confidentiality Requested: No

Date Received: 27/11/2019 8:04:00 AM

From: Jeremy Swan jeremy@theplanninghub.com.au

Submission:

Please find attached a submission on behalf of SP 71871 - 52 Regent Street, Chippendale.

Please find attached our written submission.

27 November 2019

Attention: Emma Hitchens
A/Director, Eastern District, Greater Sydney Place and Infrastructure
NSW Department of Planning Industry and Environment
GPO Box 39
Sydney NSW 2000

Dear Emma,

Re Submission on Draft Strategic Vision for the Central State Significant Precinct (SSP) on behalf of SP 71871 - 52 Regent Street, Chippendale

1.0 Introduction and Background

Thank you for the opportunity to comment on the Draft Strategic Vision for the Central State Significant Precinct (**SSP**), currently on exhibition.

This submission has been prepared by The Planning Hub on behalf of the Owners Corporation SP 71871, 52 Regent Street, Chippendale ("**Our Client's Land**") which directly adjoins the precinct.

This submission supports the objectives of the Draft Strategic Vision relating to the renewal and revitalization of the Central Precinct. Specifically, this submission supports the Strategic Vision objectives relating to design excellence and the focus on establishing a context-responsive built form through ensuring that future development sensitively interfaces with existing heritage items.

The submission seeks the inclusion of Our Client's land , 52 Regent Street, Chippendale in the Central Precinct Strategic Vision and therefore the SSP and redeveloped in accordance with the objectives of the SSP.

The owner's corporation fully supports the sites inclusion within the SSP. This letter sets out the context of the site, current controls, its development potential under the objectives of the Strategic Vision and applicable strategic plans for the area.

This submission demonstrates that:

- There is clear rationale for the potential inclusion of the subject site within the SSP in light of the objectives of the Strategic Vision;
- The land is suitable for a higher order land use; and
- The land is well located to integrate into existing and future public transport.

2.0 The Site

The subject site is legally described as SP71871 and is commonly known as 52 Regent Street, Chippendale. The site currently contains 30 strata titled apartments. The subject site is accessed via Regent Street. It has an area of approximately 1,100 square metres and a frontage of 34m to Regent Street.

Figure 1 below identifies the subject site in context.



Figure 1: Aerial demonstrating the subject site outline in blue (Source: Nearmap)

2.1 Context

The subject site is located on Regent Street and is located in close proximity to Central Station.

Of note, the site features the following contextual elements that give added force as to why it should be included in the SSP. These are:

- The site sits on a corner block and is therefore located in a prominent position on one of Central Sydney's key roads, Regent Street;
- The current built form of the site is not consistent with the desired future character of the Central Precinct;
- The site adjoins the heritage listed Mortuary Station and redevelopment provides an exceptional opportunity to respond appropriately to this state listed heritage item;
- The site adjoins the Central Railway Corridor.

Figure 2 below identifies the subject site in the context of the Central Precinct.

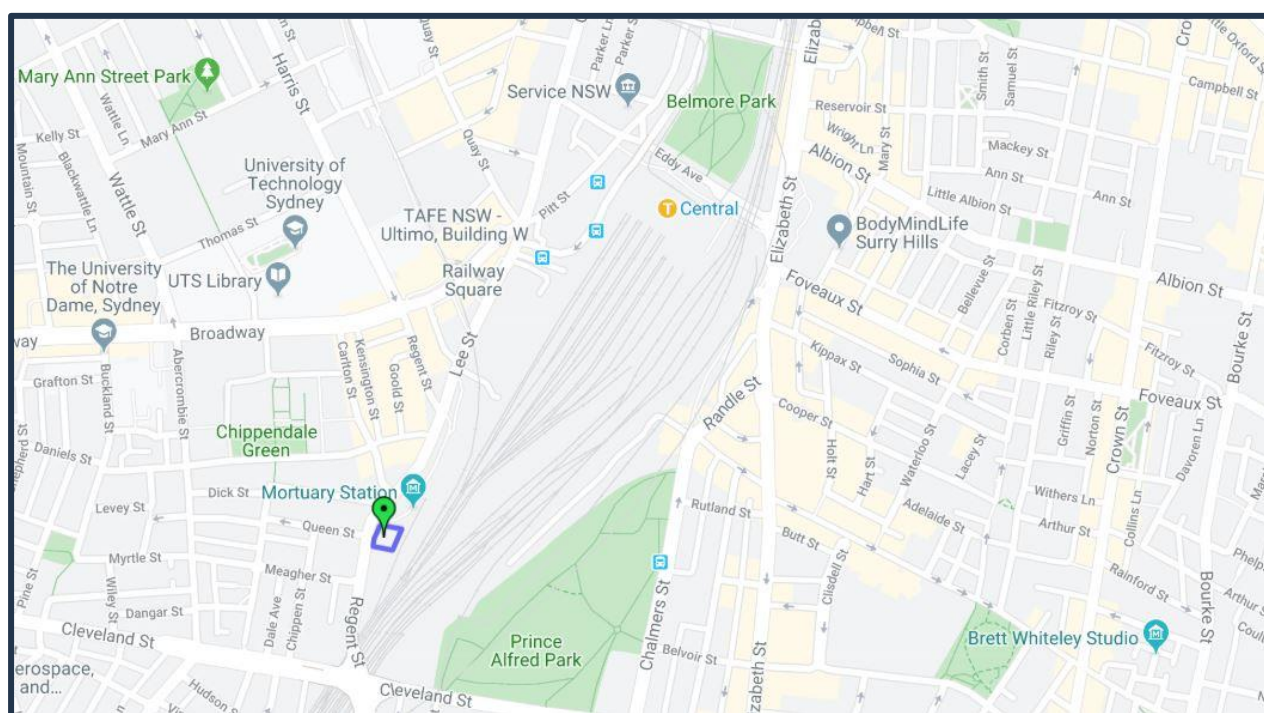


Figure 2: Locality Plan demonstrating the subject site outlined in blue (Source: Nearmap)

2.2 Current Zoning

The subject site is currently zoned B4 Mixed Use under the Sydney Local Environment Plan. **Figure 3** below demonstrates the relevant zoning of the subject and the surrounding SP Zone.



Figure 3: Land Zoning Map Demonstrating the Site Outlined in Red (Source: Sydney LEP 2012).

Comment:

The site is currently surrounded by SP Special Precinct zoning. Given, that the site is located in a key area and adjoins the SP zoning, the site should be included within the SSP as a potential site for redevelopment in accordance with the objectives of the SP zoning and the Strategic Vision.

3.0 Strategic Planning

3.1 Central Precinct Draft Strategic Vision

The Central Precinct Draft Strategic Vision is the overarching spatial plan for the Central Precinct. The plan will guide the State Government's renewal of land around the Central Station transport interchange. The Strategic Vision seeks to renew the central precinct by identifying opportunities for:

- A connected transport precinct improving operations and addressing congestion;

- Meeting the employment and housing needs of the growing populations;
- Heritage conservation and interpretation;
- A successful mix of land uses to activate the precinct for a range of users including, service workers, visitors and residents;
- A high-quality and multi-functional public open space; and
- Achieving best practice sustainability and zero net emissions outcomes.

Comment

The subject site is located in extremely close proximity to Central Station and therefore is in a strategic position with regard to the Preliminary Central Precinct Plan. **Figure 4** below demonstrates the location of the site within the strategic planning context.

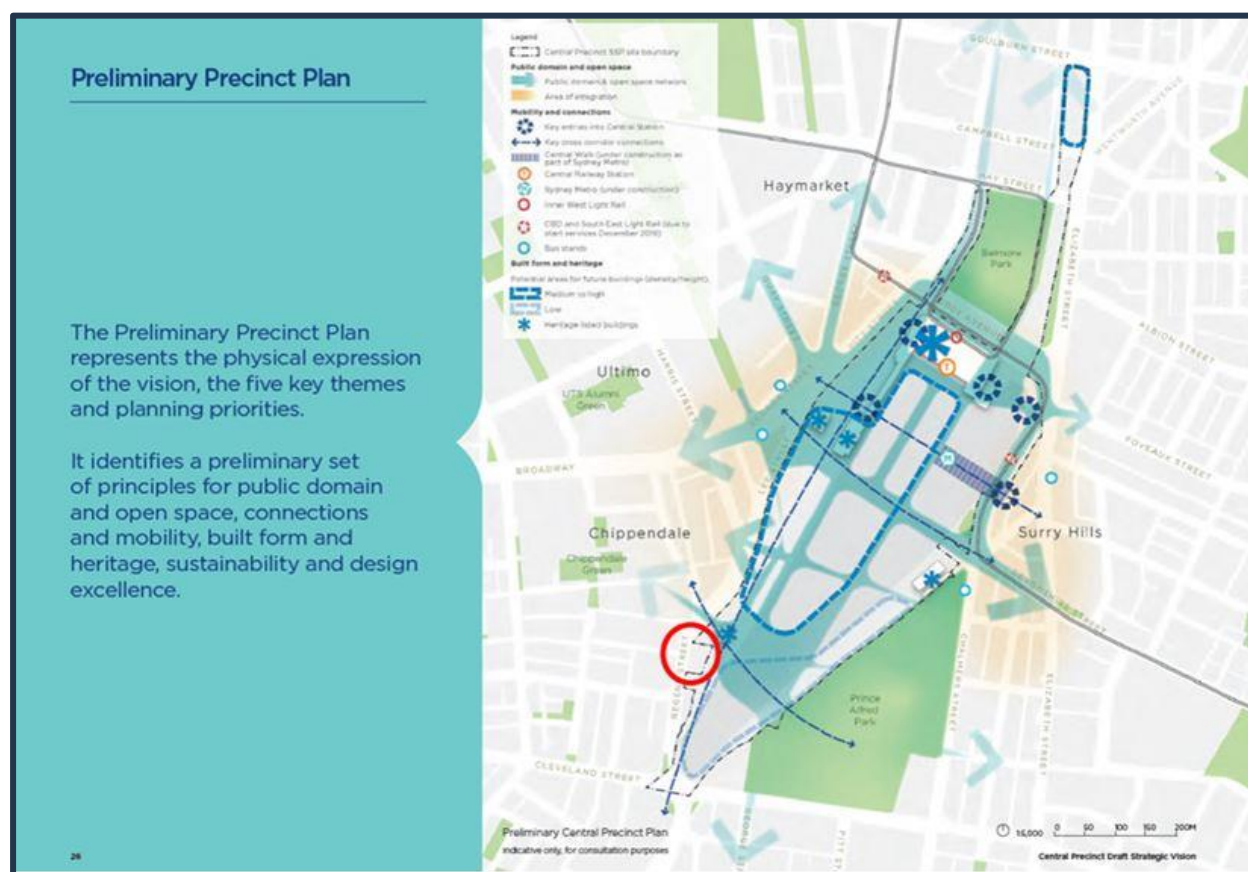


Figure 4: Demonstrating the Subject Site within the Preliminary Central Precinct Plan (Source: NSW Government)

Redevelopment of the site in accordance with the SSP will help to further the envisaged mixed-use characterisation of the precinct. As identified in the Strategic Vision, there is a need to provide additional housing opportunities within the precinct.

The site has potential to be redeveloped to assist in meeting the housing needs of the growing population. Given the site's proximity to Central Station transport options, open space areas, an abundance of retail

and hospitality options and the proposed south access ramp connecting Chippendale to Prince Alfred Park, the site is located in a strategic residential position. Furthermore, the site receives solar access from 3 sides including the northern aspect, which further enhances its desirable residential potential. Therefore, the inclusion of the subject site within the SSP will undoubtedly assist in meeting the housing and integrated land use objectives of the Central Precinct.

3.1.1 Regent Street Sub-Precinct

The Strategic Vision identifies sub precincts that aim to recognise and facilitate the local character of the areas surrounding Central Station. Of note, the subject site sits on the border of the Regent Street Sidings Sub-Precinct and the Cleveland Street Sub-Precinct.

The SSP has identified that following relevant opportunities for the Regent Street Sidings Precinct:

- Renew and revitalize underutilised land adjacent to the rail corridor with the potential to support a mixed-use environment that activates Regent Street and improves Central Precinct's interface with Chippendale including Central Park;
- Establish a sensitive built form that responds to the diversity of its surrounds, mediating between the existing scale of Chippendale and new high-rise development to the north;
- Design new development to ensure it sensitively considers the heritage context of Mortuary Station; and
- Use landscaping to provide shade, reduce urban heat and soften the urban environment.

Comment

The inclusion of the site within the SSP will assist in meeting the objectives of the Regent Street Sidings Sub-Precinct. As discussed above, the site is located on a prominent corner. The subject site and can be viewed from Wellington Street and is directly visible from the Western Gateway to Central station, which has already undergone rezoning as part of the SSP. The current building is not of a built form that supports the future desired character of the area as outlined in the Strategic Vision. The potential redevelopment will allow for the provision of a mixed-use development that enables the activation of Regent Street and provides opportunities to establish a better transition between Chippendale and Central Park and create a desirable built form.

Moreover, the current design of the building is at odds with the Mortuary Station, which has been identified as the key anchor site of the sub-precinct. Including the site within the SSP provides a significant opportunity to design and create a precinct which positively responds to the changing urban context of Chippendale whilst respecting the key heritage value of the area including Mortuary Station. Therefore, the inclusion of the subject site within the SSP is necessary to properly address and meet the desired outcomes of the sub-precinct.

3.1.2 Cleveland Street Sub-Precinct

The SSP has identified that the following relevant opportunities of the Cleveland Street Precinct:

- Create a high-quality southern entrance to Central Precinct, with the potential to support a mixed-use environment that activates and improves the interface with Cleveland and Regent Streets; and
- Provide residential accommodation which respond to the amenity requirements of Prince Alfred Park and amenity issues associated with surrounding roads.

Comment:

As discussed above, the current building on the subject site is not of a desirable built form and is inconsistent with the built form and design excellence objectives of the SSP. To meet the objectives of the Cleveland street Sub-Precinct, the site should be included in the SSP. The site provides a unique opportunity for the State Government, in that the building can be re-developed to provide essential residential accommodation in accordance with the objectives of the Cleveland Street Sub-Precinct.

Moreover, this site provides a key opportunity for the redesign of site in light of the desire to respond to the considerable amenity issues presented by the frequent traffic along Regent Street. Therefore, the inclusion of the subject site within the SSP is necessary to properly address and meet the desired outcomes of the Sub-Precinct.

4.0 Conclusion

The initiatives of the State Government relating to renewing and revitalising Central and the surrounding area are fully supported and upheld by this submission. Therefore, it is considered that the subject site, 52 Regent Street, Chippendale, is a key site and should be identified within the Strategic Vision and ultimately included in the SSP.

In summary, the rationale for the inclusion of the site is as follows:

- The strata collectively agree that the site should be included in the SSP;
- The site is strategically positioned on a prominent corner of Regent Street;
- The site is strategically positioned adjoining the Mortuary Station, a state heritage item, and provides a significant opportunity to be redeveloped in light of the heritage objectives of the SSP;
- The site is strategically positioned to be redeveloped to assist in meeting the housing objectives of the SSP;

- The current development within the subject site is at odds with the adjoining heritage item; and
- The current development on the site is not of a built form that is consistent with the envisioned built form and design excellency objectives set out in the Strategic Vision.

Overall, the site provides an exceptional opportunity for the State Government to assist in meeting the objectives of the Strategic Vision for the Central State Significant Precinct.

The owners corporation and owners are excited about the opportunity to be considered as part of the precinct and redevelopment and are willing to work together as a group subject to a positive response from the Government to facilitate redevelopment and assist with meeting the objectives of the Central State Significant Precinct.

Should you wish to discuss any of the details of this response please do not hesitate to contact [Matthew](#) or [Jeremy](#) on 9690 0279 or matthew@theplanninghub.com.au or jeremy@theplanninghub.com.au

Yours sincerely,



Matthew Jessup
Town Planner | THE PLANNINGHUB



Jeremy Swan
Director | THE PLANNINGHUB

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69081 **Number:** 71

Confidentiality Requested: Yes

Date Received: 27/11/2019 1:46:00 PM

From: [Redacted]

Submission:

Please find attached my Submission File.

Thankyou

Submission on Draft Strategic Vision for the Central State Significant Precinct (SSP)

Henry Deane Plaza

I support the vision to making this an attractive place for people to spend time rather than just pass through.

People do like to mingle in this area and sit and have their lunch, particularly on the and around the tree planter boxes outside 18 Lee Street. Currently, the sunken area can be cold and draughty, particularly in winter months, possibly due its low position and the covered areas in the plaza.

The large grassed area with pavers that look like the old railway lines located outside Government office is not used to its full advantage. People tend to walk around the grass rather than make use of this space. It is perceived as an obstacle rather than a positive place to sit. This area could be enhanced as a natural area for siting on the grass whilst promoting the railway heritage of the area.

Prince Albert Park

I do not support any development which causes Prince Albert Park to be overshadowed in any way.

Currently there appears to be a 20m shadowing tolerance along the railway boundary of Prince Albert Park. I do not support this as it would result in the park being less attractive as an open space for the public, particularly in winter when much of the area around Regent Street, Lee Street and George Street are in shadow and act as wind tunnels.

The shadowing in winter would negatively impact the basketball courts, swing-sets, barbecue area and tennis courts located on the railway side of the park which are important public facilities as they encourage people to gather and be active.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69086 **Number:** 72

Confidentiality Requested: No

Date Received: 27/11/2019 2:34:00 PM

From: Graham Quint grahamquint16@gmail.com

Submission:

27 November, 2019

Ms Emma Hitchens

A/Director,

Eastern District (City of Sydney), Greater Sydney Place & Infrastructure

NSW Department of Planning, Industry and Environment

GPO BOX 39

Sydney NSW 2000

Draft Strategic Vision for the Central State Significant Precinct and
Western Gateway Rezoning Proposal

The National Trust makes the following submission on the Central Precinct Renewal Program's Draft Strategic Vision for the Central State Significant Precinct and Western Gateway Rezoning Proposal. It is noted that the stated aim of the program is to "create a precinct with a real sense of place, which connects into surrounding neighbourhoods, and draws on the character and heritage of this landmark location." This is an admirable aim, and it is hoped that measures are put in place to ensure that this is indeed the outcome of this massive project.

Sydney does not need another Barangaroo "" a huge swathe of land that presented a wonderful opportunity for Sydney, but which has come to be dominated by private interests with an increasingly small area of public space, and that represents the very worst elements of the current planning system.

Sydney's Central Station Precinct is one of the great open spaces in Sydney. The Central Station Building is the largest in Australia, and is listed on the State Heritage Register. The clocktower has been described by Professor Philip Goad in The Encyclopaedia of Australian Architecture (2012, p.583) as a "masterpiece of civic design." The below photograph, from the Central Precinct website, showcases the landmark qualities of the tower in particular "" one of several landmark towers originally built in Sydney (eg: GPO, Lands Dept, Town Hall), but now the only one not to have been built out.

At the time of its construction, Sydney's Central Station was, in the words of the Draft Strategic Vision, "inspired by the grand classical stations of Europe." The redevelopment of the site should also be influenced by the best of modern planning strategies and station redevelopments. The massive renewal of London's Kings Cross St Pancras Station has been achieved without the need for multiple high-rise buildings, and the existing heritage buildings within the precinct have been carefully and thoughtfully remodelled and reinvigorated "" without the need to add a tower on top. Even Tokyo Railway Station retains a dignified setting despite the development pressures of that city. We hope that the redevelopment of Sydney's Central Station can be a model of successful

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

renewal on a scale that aligns with the important heritage buildings and connections of the place. The Trust supports the Preliminary Precinct Plan aims regarding Built Form and Heritage that the precinct should:

“Establish a context-responsive built form approach that achieves a balanced distribution of height, density and scale”

“Reinforce the iconic architecture of the Sydney Terminal building, former Parcels Post Office and Mortuary Station as important and defining character elements in the streetscape”

“Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower”

“Establish a sensitive built form response to heritage interfaces, including retaining a sufficient heritage curtilage and separation to potential future development and visual connections to key heritage items.”

“Ensure that any proposed built form does not reduce the amenity of existing public open space, particularly Prince Alfred Park”

The National Trust notes that the Mortuary Station will be the “anchor” in the proposed Regent Street Sidings sub-precinct. The Trust would encourage any opportunity to restore a valid and viable use to this very important building. The recent redevelopment of the Chippendale area makes this an ideal new entrance point to the broader central precinct from Central Park, with possible connection through to the Goods Line via the existing tunnel system.

Comment on the Central Precinct Draft Strategic Vision (October 2019)

The National Trust agrees with the stated vision for the Central Precinct that includes “connecting the city at its boundaries and celebrating its heritage.” We note in the “Urban Context” study for the site however (p.13) that the “built form of neighbouring areas” showcases many high-rise developments. It worryingly does not show the relatively low-rise of the Ultimo TAFE, UTS and ABC sites to the west, where the Marcus Clarke building retains its prominence on Broadway, and the spire of Christ Church St Laurence is readily visible.

Comment on the Western Gateway sub-precinct

The National Trust notes that this precinct “has the potential to be the first step in the creation of a new planning framework for Central Precinct” and will “kick start” the renewal. Setting the correct tone in this space is thus very important. The fact that this Government-owned land has existing long-term leaseholds subject to private sector redevelopment proposals means that pressure will exist to maximise development potential on this site. This is particularly worrying in terms of the effect that such proposals may have on the Parcels Post Office (State Listed) and Inwards Parcels Shed. The Trust expresses great concern at the character statement for this relatively constrained area that aligns with key streets in the city. The Draft Strategic Vision states that “The Western Gateway sub-precinct will be a gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings that creates a focal point for the innovation and technology hub.” The aim to provide “critical mass of employment floor space” and “establish a visual marker” with accompanying photographs of the redeveloped London skyline is cause for concern in terms of the impact that development will have on the former Parcels Post Office, Inward Parcels Shed and Marcus Clarke Building. The Parcels Post Office building in particular sits on the axis with George Street and can be seen from a great distance away. To prioritise initial development on this site, rather than in the Rail Yards sub-precinct, would seem short-sighted, and any proposal for bulk and height in this area must have an impact on the heritage significance of the adjacent items.

The Trust notes that in the Explanation of Intended Effect (p.4) that “the primary objective of the proposed amendment is to amend the existing planning controls that apply to the Western Gate-

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

way sub-precinct.” Under the proposal, any redevelopment of the areas shown as Block A (the Inwards Parcels Shed) and Block C (the Parcels Post Office) must of necessity involve building over existing heritage items of public open space.

(Image source: Western Gateway Sub-Precinct, Explanation of Intended Effect, October 2019, p.3)

The Trust notes that the proposal seeks to remove the Western Gateway sub-precinct area from the Special Character Areas Map in the Sydney LEP 2012. To remove the one part of the site that has two listed buildings, which faces Railway Square, sits on the axis of George Street and Broadway, frames the southern view of the Central Station Western Forecourt, and aligns with the entry point to both of the key cross corridor connectors to the precinct from the Special Character Areas Map is very disturbing. If anything, the Special Character Area should be amended to include Blocks A, B and C.

The Trust notes the 192.7m increase in maximum building height for Block A to 200.2m, and 170.8m height increase for Block C to 205.8m. Such increases are totally out of context with the surrounding area and the precinct itself, when the Central Station Clocktower is 75m tall and even the nearby UTS tower is only 120m in height. No amount of design guidelines, setbacks or urban design provisions can negate such height. There are only nine towers over 200m in height in Sydney, and certainly none of these are located in this area. Such scale is seemingly at odds with most of the expressed visions for the Central Precinct, in particular the aims to “establish a context-responsive built form approach that achieves a balanced distribution of height, density and scale” and “reinforce the iconic architecture of the Sydney Terminal building, former Parcels Post Office and Mortuary Station as important and defining character elements in the streetscape.” Maintaining the view of the Parcels Post Building from the east by simply floating another building above it is not a good heritage outcome.

(Source: Draft Design Guide Version 1 if Western Gateway Sub-precinct, p.12)

The Trust notes section 3.2.1 Heritage of the Draft Design Guide has the following objective:

“Development should appropriately respond to items of heritage significance within the sub-precinct and ensure items of heritage significance are maintained and celebrated wherever possible.”

The Trust does not accept that maintaining a “minimum clearance of 10.8m between the topmost point of the roof of the Former Inwards Parcel Shed and the underside of any tower” is a good example of maintaining and celebrating the heritage significance of this item.

It is questioned why all of the documents on public exhibition continually refer to the proposals for Block A and Block B, but do not include information regarding Block C (the Parcels Post Building). For example, there is no design guidance for heritage (section 3.2.1) or building massing and envelope (section 3.1.2) for this item.

The National Trust expects that the heritage of the Central Precinct should form a key aspect of any redevelopment, and applauds the stated aims of the renewal in this regard which would see Sydney Central remain as one of the great historic railway stations of the world. The Trust is concerned by the apparent disregard for the stated aims of celebrating the significance of the place at the very first hurdle as far as the Western Gateway is concerned. We would welcome the opportunity to discuss the matter further with you.

Yours sincerely,

Graham Quint

Director, Conservation

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 69091 **Number:** 73

Confidentiality Requested: No

Date Received: 27/11/2019 2:38:00 PM

From: Graham Quint grahamquint16@gmail.com

Submission:

27 November, 2019

Ms Emma Hitchens

A/Director,

Eastern District (City of Sydney), Greater Sydney Place & Infrastructure

NSW Department of Planning, Industry and Environment

GPO BOX 39

Sydney NSW 2000

Draft Strategic Vision for the Central State Significant Precinct and
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Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

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Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

way sub-precinct.” Under the proposal, any redevelopment of the areas shown as Block A (the Inwards Parcels Shed) and Block C (the Parcels Post Office) must of necessity involve building over existing heritage items of public open space.

(Image source: Western Gateway Sub-Precinct, Explanation of Intended Effect, October 2019, p.3)

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(Source: Draft Design Guide Version 1 if Western Gateway Sub-precinct, p.12)

The Trust notes section 3.2.1 Heritage of the Draft Design Guide has the following objective:

“Development should appropriately respond to items of heritage significance within the sub-precinct and ensure items of heritage significance are maintained and celebrated wherever possible.”

The Trust does not accept that maintaining a “minimum clearance of 10.8m between the topmost point of the roof of the Former Inwards Parcel Shed and the underside of any tower” is a good example of maintaining and celebrating the heritage significance of this item.

It is questioned why all of the documents on public exhibition continually refer to the proposals for Block A and Block B, but do not include information regarding Block C (the Parcels Post Building). For example, there is no design guidance for heritage (section 3.2.1) or building massing and envelope (section 3.1.2) for this item.

The National Trust expects that the heritage of the Central Precinct should form a key aspect of any redevelopment, and applauds the stated aims of the renewal in this regard which would see Sydney Central remain as one of the great historic railway stations of the world. The Trust is concerned by the apparent disregard for the stated aims of celebrating the significance of the place at the very first hurdle as far as the Western Gateway is concerned. We would welcome the opportunity to discuss the matter further with you.

Yours sincerely,

Graham Quint

Director, Conservation

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69096 **Number:** 74

Confidentiality Requested: No

Date Received: 27/11/2019 2:48:00 PM

From: Save the Powerhouse Campaign savethepowerhouse@gmail.com

Submission:

Refer to uploaded file above

Save the Powerhouse, 25 November, 2019

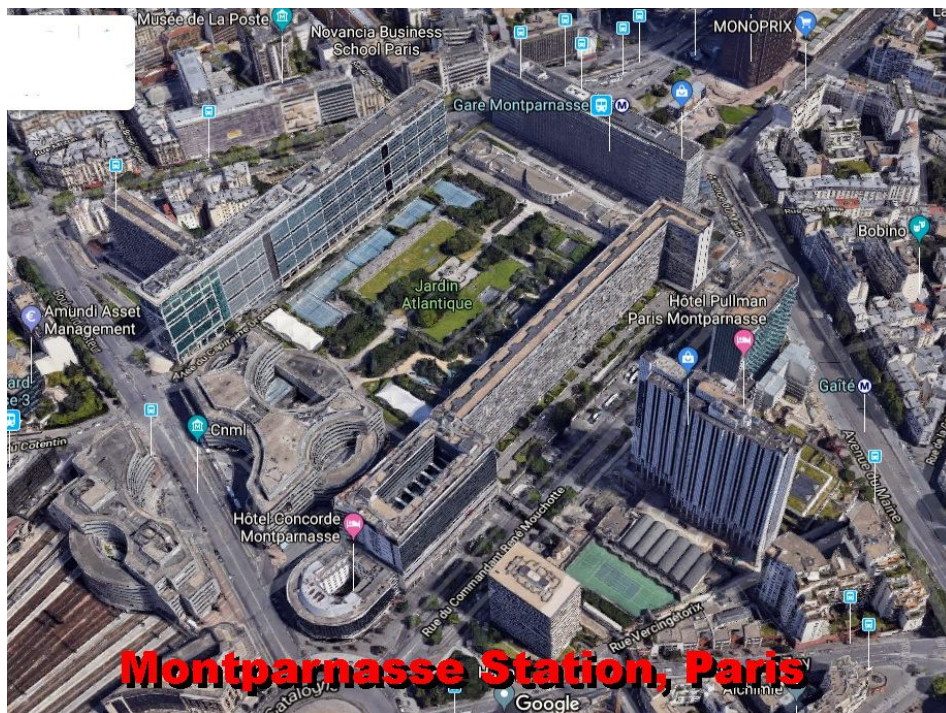
DRAFT STRATEGIC VISION FOR THE CENTRAL STATE SIGNIFICANT PRECINCT (SSP) SUBMISSION

SAVE THE POWERHOUSE is a community campaign aiming to prevent the sale of Ultimo's Powerhouse Museum to private developers.

-1- Central railway stations in capital and other large cities around the world were built in the 19th century and generally feature a commanding, heritage-listed building, fronting a very wide multi-platform train terminal.

Today they frequently occupy very valuable inner-city land and are often a barrier between city precincts which would benefit from being re-connected.

That is why many governments around the world, over the last decades, have covered their railway terminal platforms with structural slabs and built over them.



In the light of the above facts the Save the Powerhouse Campaign agrees in principle with the NSW Government's vision to transform Sydney Central Station into *"a vibrant and exciting place that unites a world-class transport interchange with innovative businesses and public spaces. It will connect the city at its boundaries, celebrate its heritage and become a centre for the jobs of the future and economic growth"*, although, as expressed, this sounds more like a commercial advertising promotion than a bona fide co-ordinated development project.

-2- The Central Precinct Draft Strategic Vision (October 2019)

https://shared-drupal-s3fs.s3-ap-southeast-2.amazonaws.com/master-test/fapub_pdf/A+A+western+gateway/Appendix+C+-+Central+Precinct_Draft+Strategic+Vision_Screen+View+WCAG.PDF

lacks essential detail, making it difficult and possibly irrelevant to comment on the merits of the various proposed sub-precincts.

Note: however we have commented on the “Western Gateway Sub-Precinct” in a separate submission.

-3- We are concerned that the “Strategic Vision” document fails to mention an integral issue that must be considered - the **POWERHOUSE MUSEUM**, located a few hundred metres from Central Station and directly linked to it via the **GOODSLINE** pedestrian promenade.



The NSW Government plans to demolish this **internationally respected institution**, move **parts of it** 23km west, stow away the remainder of its collection in various locations and construct high rise buildings on its ruined site.

- The “*vibrant and exiting place*”, the future Central District will become, will attract tens of thousands of new residents, employees (“*an additional 10,000 – 25,000 jobs in Central Sydney by 2036*”) and visitors.

It therefore becomes even more critical to keep the Powerhouse Museum intact, in public ownership, as a fully functioning museum, to provide these new populations with a world-class museum which “*celebrates the heritage*” of the area.

- The Central District will house the “Sydney Innovation and Technology Precinct”. The Powerhouse Museum, with its world’s best practice exhibition and collection facilities, workshops, storage, conservation labs and research library is the perfect “*place where world-class universities, ambitious start-ups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world.*”

- The Powerhouse Museum, maintained as it is, would form, at no cost, part of the *“high quality physical and digital infrastructure”* that will *“underpin the Precinct.”*
- The Powerhouse Museum’s transport, engineering and innovation collections would resonate with the *“world-class transport interchange with innovative businesses and public spaces”* the Central District is to become.
- Finally, it would be absurd to demolish the Sulman Prize-winning Wran Building and the historically significant Old Tram Depot (Harwood Building) and gut the heritage-listed Old Power Station a few hundred metres away from a new District, which aims to **“celebrate the unique architectural and cultural heritage”** of the area.

Patricia JOHNSON & Jean-Pierre ALEXANDRE

Save the Powerhouse

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 69101 **Number:** 75

Confidentiality Requested: No

Date Received: 27/11/2019 2:52:00 PM

From: Save the Powerhouse Campaign savethepowerhouse@gmail.com

Submission:

Refer to uploaded file above

Save the Powerhouse, 26 November, 2019

CENTRAL PRECINCT WESTERN GATEWAY SUB-PRECINCT PROPOSED AMENDMENT TO SYDNEY LEP 2012 SUBMISSION

SAVE THE POWERHOUSE is a community campaign aiming to prevent the sale of Ultimo's Powerhouse Museum to private developers.

-1- Amendment to Sydney LEP 2012

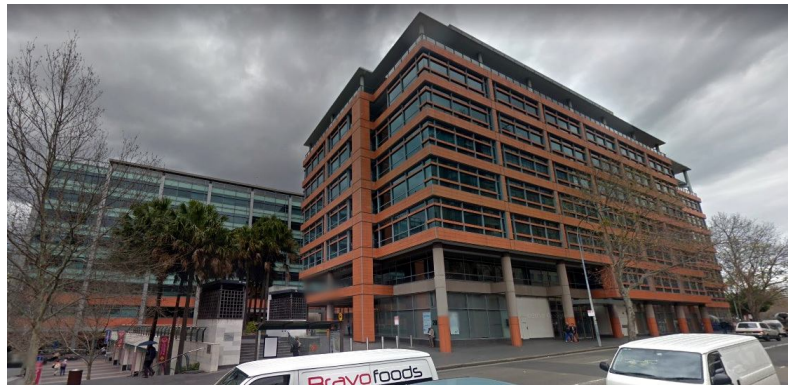
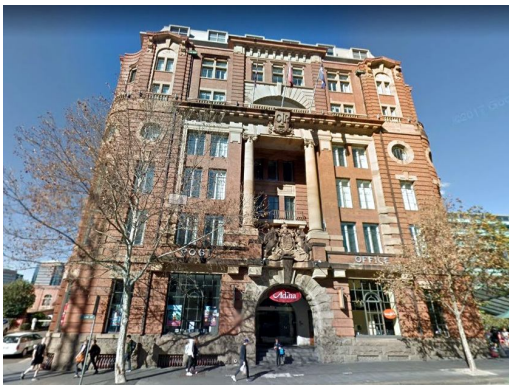
The NSW Government proposes to rezone a block of land along Lee St, increasing maximum Building Height and Floor Space Ratio and removing Heritage Provisions constraints.

The block's approximate dimensions are 210mX80m (16,500m²). It is currently occupied by

- the former Parcels Post Office (now Adina Hotel): a heritage listed (Item 1855) majestic sandstone and red brick building (north side)

Haymarket	Former Parcels Post Office including retaining wall, early lamp post and building interior	2 Lee Street	Lot 30, DP 877478	Local	1855*
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- three modern office buildings currently occupied by various government departments (south side)



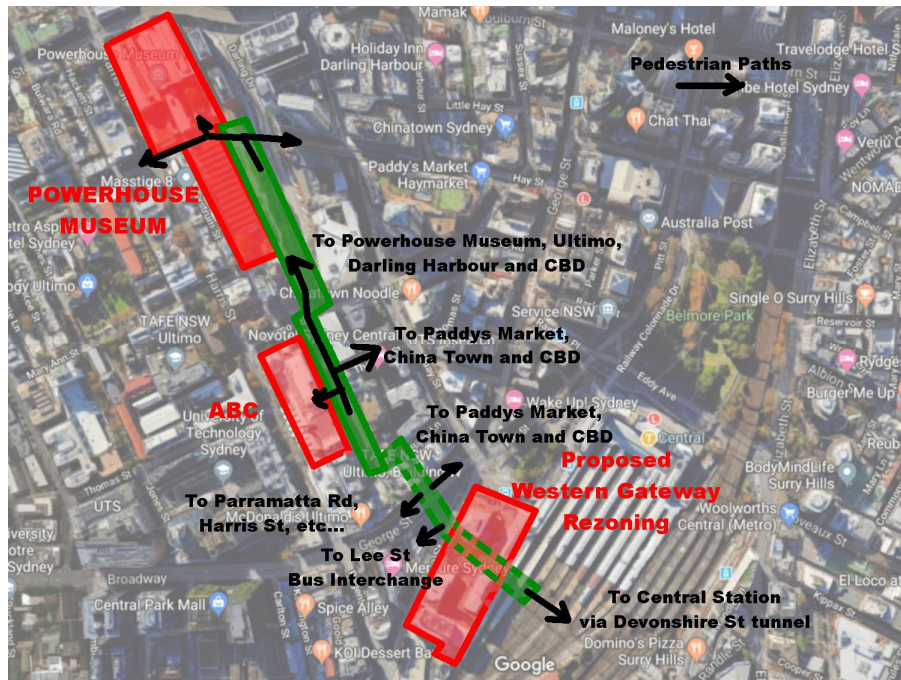
In the current circumstances this application seems to be nothing but an attempt to demolish a heritage building and 3 recent, perfectly useable, office blocks in order to replace them with taller and denser buildings. **We oppose the application.**

-2- GoodsLine and Devonshire Street tunnel

The proposed sub-precinct is crossed by a pedestrian laneway (partly underground and partly above ground) linking the Devonshire Street tunnel with the GoodsLine.

This is an important access route for the numerous people who travel by train to visit the Powerhouse Museum.

More generally the GoodsLine/Devonshire Street pedestrian walkway is a vital link between Central Station and Ultimo, Chinatown, Darling Harbour and the CBD, as shown below.



We could not find any mention of intent to maintain this essential, well-used link in the application, and therefore oppose it.

Patricia JOHNSON & Jean-Pierre ALEXANDRE

Save the Powerhouse

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69111 **Number:** 76

Confidentiality Requested: No

Date Received: 27/11/2019 3:02:00 PM

From: Kara Krason Kara.Krason@uts.edu.au

Submission:

See attached submission on behalf of UTS.

Emma Hitchens
A/Director, Eastern District (City of Sydney)
NSW Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2000 Australia

27 November 2019

Dear Ms Hitchens,

Central State Significant Precinct Draft Strategic Vision and Western Gateway Proposal | UTS Submission

This submission is made by the University of Technology Sydney (UTS) in relation to the Central State Significant Precinct (SSP) Draft Strategic Vision and Western Gateway rezoning proposal. As a major landowner and stakeholder in the adjoining Innovation Corridor, UTS thanks the Department of Planning, Industry and Environment (DPIE) for the opportunity to comment on these important documents.

UTS is one of the most significant stakeholders in the Sydney Innovation and Technology precinct and the Camperdown-Ultimo Collaboration Area, and has had ongoing input into strategic planning for this important precinct. Most recently, UTS sat on the Sydney Innovation and Technology Precinct Panel, which made key recommendations that shaped the development of the Strategic Vision and Western Gateway rezoning proposal. UTS looks forward to continued involvement in the precinct as it develops further.

UTS strongly supports plans for renewal of Central Station. The transformation of Central Station provides a city shaping opportunity that, with the correct approach, is capable of knitting together the disparate land uses of the Sydney CBD, the Innovation Corridor, the Pyrmont/Ultimo Creative Industries Precinct, Surry Hills and beyond. UTS, as the closest educational institution to the Central SSP, will play a key role in connecting and integrating Central Station with the broader Innovation Corridor (see Figure 1).

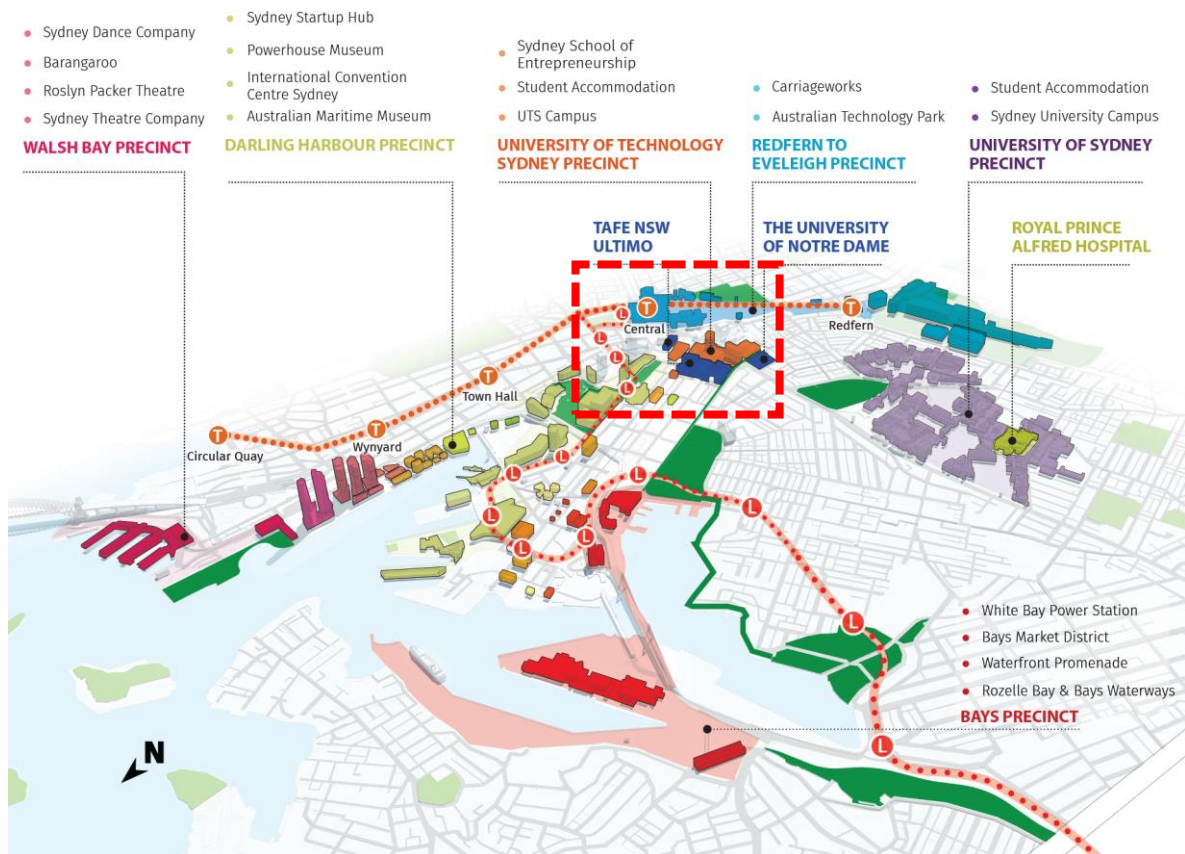


Figure 1 Relationship between Central Station, UTS and the broader Innovation Corridor

Source: Eastern City District Plan/Greater Sydney Commission

On this basis, UTS raises the following points for DPIE's consideration in finalising the Strategic Vision and Western Gateway rezoning proposal.

Strategic Vision

Governance

- Central Station and the surrounding areas are home to a diverse range of land uses and stakeholders. Many of these stakeholders have been involved to date; however, as the Central SSP is progressed and the Strategic Vision finalised, an appropriate governance structure will need to be put in place to ensure the continued involvement of key stakeholders, such as UTS and other local education and health institutions. Governance should be further developed and expressed in the final iteration of the Strategic Vision.
- More broadly, there are a range of projects and initiatives that are currently in train in the local area, including Central SSP, the Pyrmont Planning Review and the Central Sydney Planning Strategy, as well as initiatives by various landowners in the area, including UTS. There is an opportunity to establish an overarching governance structure for the entire area in order to better align competing priorities and maximise integration in terms of land uses, planning frameworks and physical connections.

Land use

- UTS strongly supports the prioritisation of employment uses within the Central SSP. There are strong synergies between tertiary education and employment uses, particularly start-ups and knowledge-based industries. These types of uses should be prioritised in the sub-precincts

closest to UTS and the rest of the Innovation Corridor. The primacy of employment uses should be ensured across the Central SSP as a whole.

The Strategic Vision identifies the Sydney Rail Yards sub-precinct as having the opportunity to create an authentic city centre environment, supporting a range of diverse uses. UTS supports the renewal of this precinct as a true mixed-use environment that can create a viable night-time economy. Central Station should be a cultural, entertainment and community destination for Sydneysiders and tourists, and should seek to generate activity outside of normal business hours. Sensitive urban design and the creation of intimate and interesting places (such as laneways) will be critical to achieving these goals. Central Park and Spice Alley more specifically set an excellent precedent and aspiration for the level of activation and vibrancy that should be achieved.

- UTS acknowledges that some residential uses may be appropriate on the existing residential edge in order to achieve appropriate transitions, particularly to Prince Alfred Sidings and Cleveland Street sub-precincts. UTS requests that residential uses on the Central SSP edge adjoining existing low scale neighbourhoods should be a subordinate use in the context of the overall SSP, and should remain low-rise. UTS would not support residential uses within the Western Gateway sub precinct.

Connectivity

- UTS supports the improvement of pedestrian connectivity through the precinct, particularly in terms of improving east-west access and the ability to move from Surry Hills through to Haymarket and Ultimo. UTS notes that connectivity needs to extend beyond the boundary of the SSP; for example, the Lee Street Tunnel is already heavily constrained in terms of capacity, and with additional services to Central Station, easier east-west connectivity through the station, and intensification of use and population of the site, patronage is likely to increase substantially from the first stage of development works. Expansion and improvement of the Lee Street tunnel and/or redevelopment of underground tunnel from the Western Gateway sub precinct through Mortuary Station to the Goods Line must be delivered as part of the first stage of works for the overall renewal of Central Station.
- The Preliminary Precinct Plan appears to show a future pedestrian connection through the southern part of the precinct, exiting at Mortuary Station. The character statement for the Regent Street Sidings sub-precinct also mentions the renewal and revitalisation of the unused Goods Line and extension of the already renewed section of the line. These elements of the Strategic Vision are strongly supported by UTS.
- UTS notes that the termination of the Goods Line is presently unsatisfactory and leaves much to be desired in terms of legibility of the connection and the overall pedestrian experience. The mooted extension of the Goods Line to Mortuary Station (as per Sydney's Waking Future) using the existing underground tunnel should be included and committed to in the Strategic Vision. This connection would complete a continuous public domain link from Darling Harbour, would provide a critical connection from Ultimo through to Redfern and Surry Hills, and would vastly improve the pedestrian experience of arriving at Central Station from the existing Goods Line.
- UTS supports the aspirations to facilitate interchange between the different modes of transport that converge at Central Station, particularly connectivity between the CBD and South East Light Rail (CSELR). Smooth and seamless integration between UTS and the CSELR will foster important connections to UTS' Moore Park facilities and the Randwick Health and Education Precinct.
- The Railway Square bus interchange is a critical part of the public transport infrastructure in and around Central Station. UTS relies heavily on the accessibility provided by the existing bus interchange to the UTS City Campus and it is important that it remains on the western side of the station close to the university. UTS would like to be consulted and involved in the design phase of the new bus interchange as it relates to public transport and pedestrian flows and connectivity. Opportunities to better integrate Railway Square with other modes of transport in the precinct should be explored.

Western Gateway

- UTS supports the overall concept of the Western Gateway, particularly in terms of the provision of significant commercial floor space and capacity for technology companies and start-ups. Although the site is proposed to be zoned B8 Metropolitan Centre, the proposed mix of land uses should be enshrined in any future planning controls for the precinct to ensure the primacy of employment uses and to restrict residential land uses. The objectives and land uses for a B8 zone can be broad and could potentially permit residential development within the Western Gateway, which UTS would have concerns with. Accordingly, we request that the drafting of the controls be specific enough to ensure that there is reasonable certainty that the vision for the Western Gateway focuses on it being delivered as an employment land precinct.
- The proposed public domain initiatives are strongly supported. In particular, the provision of an east-west pedestrian link that will connect to the future OSD pedestrian connection to Surry Hills is supported.
- As noted in commentary on the Strategic Vision above, the current proposal for the Western Gateway stops at the Lee Street Tunnel and does not include any improvements to pedestrian linkages beyond the SSP boundary. Specifically, the SEPP Amendment Report notes that “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 report also notes exploration of “opportunities to reintegrate (the Goods Line) into movement networks”. These statements indicate that the Western Gateway proposal does not contemplate any improvements to movement networks outside the sub precinct. UTS does not support this approach.

The significant increase in floor space in the Western Gateway and the broader precinct and the provision of a vastly expanded and improved east-west connection will significantly increase pedestrian movements through the Lee Street Tunnel. Without expansion and augmentation, the Lee Street Tunnel is likely to become a bottleneck and will serve to inhibit the free flow of pedestrians from Surry Hills through to Ultimo and beyond. UTS submits that commitments to improving or augmenting the Lee Street Tunnel must be required as part of the Western Gateway rezoning proposal and should be delivered as part of development of the precinct.

- The Western Gateway Design Guide currently only requires the future design of the Western Gateway blocks to “support future pedestrian connections beyond the sub-precinct”. The ‘Open space, public domain and pedestrian connections’ diagram at Figure 2 in the Design Guide also indicates that while east-west and north-south pedestrian connections will be facilitated within the Western Gateway sub-precinct, these connections will only connect to existing pedestrian networks beyond the sub-precinct. While long-term improvements to pedestrian connections across Broadway are contemplated in the SEPP Amendment Report and accompanying documentation, it is imperative these improvements be brought forward and committed to in the Western Gateway rezoning proposal. UTS objects to the current proposal to only provision for future connections and not actually facilitate and deliver such required connections. The Goods Line is one of the most used pedestrian streets within Sydney and it is critical that any redevelopment of the Western Gateway site satisfactorily address improved linkages and amenity. Additional analysis of anticipated pedestrian flows should be undertaken to inform any required improvements.

Other Comments

- UTS believes that a more holistic approach to unlocking the full potential of the Innovation Corridor is necessary. Focussing and fast tracking the Central Precinct should not be at the expense of other equally important areas of the Innovation Corridor, such as UTS, Powerhouse Museum, Sydney University and RPAH. Great leadership and collaboration between all stakeholders are key to success.

UTS thanks DPIE for the opportunity to comment on the draft Strategic Vision and Western Gateway rezoning proposal. UTS congratulates DPIE and Transport for NSW on the completion of this exciting vision for Central Station and welcomes future opportunities to participate in the planning process for the precinct and the broader area.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'K. Krason', with a long horizontal flourish extending to the right.

Kara Krason

Head of Campus Planning and Design

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 69106 **Number:** 77

Confidentiality Requested: No

Date Received: 27/11/2019 3:03:00 PM

From: Kara Krason Kara.Krason@uts.edu.au

Submission:

See attached submission on behalf of UTS.

Emma Hitchens
A/Director, Eastern District (City of Sydney)
NSW Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2000 Australia

27 November 2019

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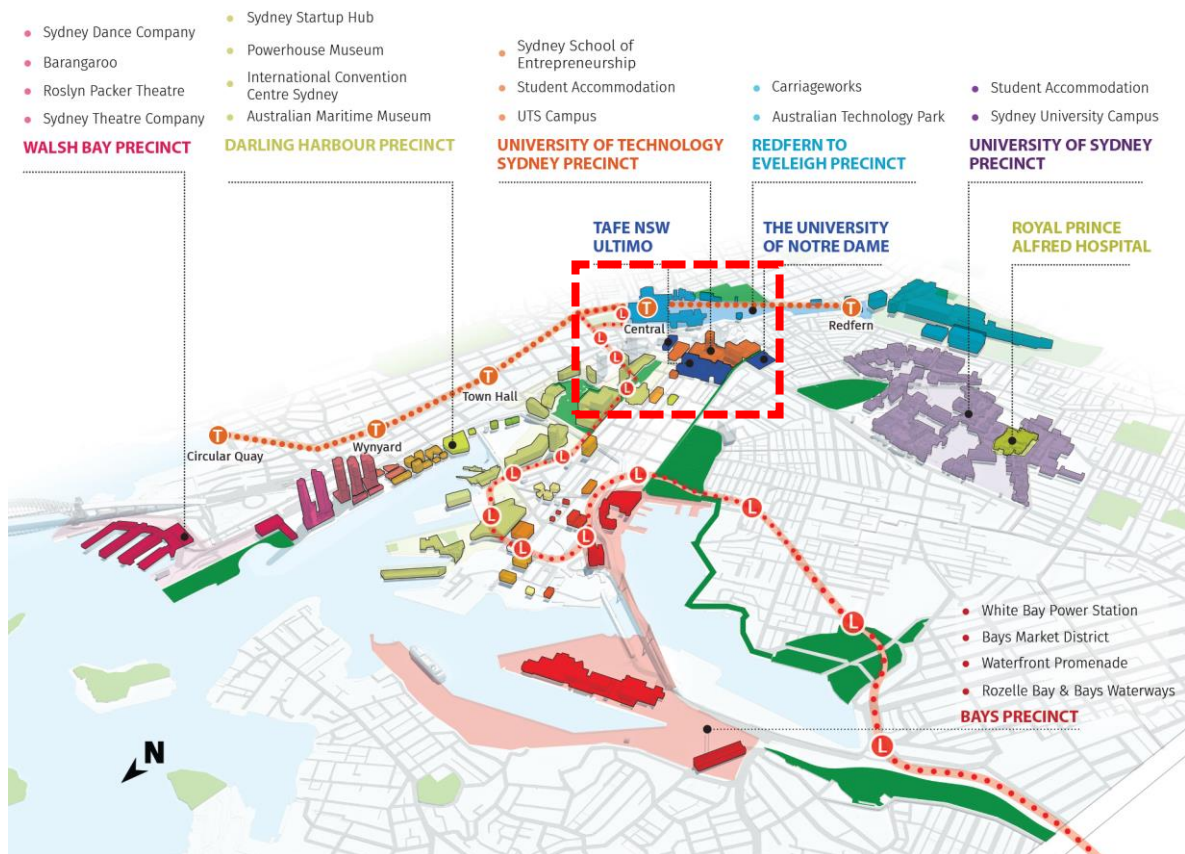


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Kara Krason

Head of Campus Planning and Design

Draft Strategic Vision for the Central State Significant Precinct (SSP)

Department of Planning, Industry and Environment



Submission ID: 69116 **Number:** 78

Confidentiality Requested: No

Date Received: 27/11/2019 3:16:00 PM

From: William Power wpower@propertycouncil.com.au

Submission:

See attached for the Submission from the Property Council



Property Council of Australia
ABN 13 00847 4422

Level 1, 11 Barrack Street
Sydney NSW 2000

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E. nsw@propertycouncil.com.au

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[@propertycouncil](https://twitter.com/propertycouncil)

Australia's property industry

Creating for Generations

Mr Nicholas Wolff
Program Director – Central Precinct Renewal Project
Placemaking and Real Estate
Infrastructure and Place
PO Box K659 Haymarket NSW 1240

Central Precinct: Draft Strategic Vision and Western Gateway rezoning proposal

Dear Nicholas,

The redevelopment of the Central Precinct will be an important focus for Sydney's growth in the Eastern City. It presents an opportunity to better integrate a critical transport hub with commercial office, retail, public space and residential development. With the precinct so centrally located, close to universities, employment opportunities, transport and green space, it's important we make the most of the precinct's redevelopment, think boldly and deliver a world class outcome.

The draft strategic vision complements the Greater Sydney Commission's Eastern City District Plan and Region Plan in addition to key documents from the City of Sydney including the draft Local Strategic Planning Statement currently under consultation.

The Property Council supports the focus on people and the enhancement of existing community and public space, and the creation of new spaces which support a diverse range of uses and activities. It is critical Central Precinct is pedestrian friendly and is walkable, connected and safe while providing a bold architectural statement.

Sydney's population is growing at a rate of 1.91% per annum with a greater number of people requiring employment options and housing across greater Sydney. Over half of our city's population still drive a car to work, making well connected housing and employment options critical to reducing our reliance on cars and making best use of new investment in Metro and light rail. New precincts with greater amenity are required across Sydney to support the principles of good growth.

The opportunity is significant across the Central precinct to deliver:

- A supply of high-quality office space in a tight office market
- A truly mixed-use outcome with precincts activated across day and night and connect residential development with transport infrastructure.
- Better public amenity with higher quality public spaces, better connected, walkable spaces and an array of retail and dining options.
- A world class scale of design that attracts global tenants, locals and tourists alike.

The Central Precinct has been divided into 10 separate sub-precincts – each with their own current character and potential uses; Goulburn Street, Belmore Park, Central Station, Western Forecourt, Western Gateway, Sydney Rail Yards, Regent Street Sidings, Cleveland Street, Prince Alfred Sidings, Eastern Gateway. Our focus for this submission are the four sub-precincts that will arguably see the greatest change and investment – Central Station, Western Gateway, Sydney Rail Yards and the Western Forecourt

Great Cities such as New York and London have central train stations that not only support their operation, but significantly add to their character and the life of the city – the Central Precinct should endeavour to do the same for Sydney.

Office supply and economic growth

The latest Property Council Office Market Report has shown the lowest vacancy rate for Sydney CBD since January 2008, demonstrating the continued growth and strength of the commercial office market in Sydney.

The Sydney CBD vacancy rate dropped from 4.1 per cent to 3.7 per cent in the six months to July 2019 due to withdrawal of stock from the market and is the second lowest capital city vacancy rate in the country just behind Melbourne CBD at 3.3 per cent.

There is some office space in the pipeline for Sydney over the next year with another 63,000 square metres coming online by the end of 2019 and over 131,000 square metres entering the market in 2020.

A healthy supply of quality office space is critical to ensure Sydney remains competitive as a global city and can attract the best tenants and employee talent. It's also important that we create engaging, activated spaces in our CBDs – places that attract people across both day and night and both weekdays and weekends.

Key market indicators, Sydney CBD (aggregate)

Grade	Vacancy, Jul 19 (%)	Vacancy, Jan 19 (%)	Net absorption, 6 months to Jul 19 (sqm)	Net absorption, 12 months to Jul 19 (sqm)
Premium	2.7	3.8	13,004	28,360
A	3.2	3.6	4,114	5,086
B	4.1	4.5	-9,142	-17,312
C	6.2	4.8	-9,447	-13,721
D	5.9	5.8	-2,152	-5,588
Total	3.7	4.1	-3,623	-3,175

Melbourne will add 500,000 square metres of commercial office space over the next four years that will place it in a position to be the largest CBD in Australia – Sydney must provide a steady supply of quality office space to compete.

The Central Precinct, and particularly the Western Gateway sub-precinct and Sydney Rail Yards, will be important to add to the supply of commercial office space and create a mixed use precinct

that links with the Central Park precinct, the Central to Eveleigh corridor and the growth of the universities in the area.

The Vision for Central Station

There is a significant opportunity to improve the transport experience for travellers moving through the station while also changing the perception of Central as only a transport hub. There are exemplar stations around the world that act as both an efficient transport hub and a destination – there are also many poor examples.

The Property Council believes it is critical to introduce high quality retail, commercial and community uses that will transform the station into a destination, broadening its function beyond transport. Its connection with the Central Park precinct, an exemplar of mixed use development, will be important. Consultation with the private sector should continue in this regard to ensure the best possible tenants are incorporated into the heritage design that will best meet the demands of the population who will move through the station and travel to it as a destination.

The Rezoning of the Western Gateway Precinct

The Western Gateway Precinct provides the opportunity to better integrate a multifunctional space that can be used for repose, movement, gathering and meeting with key retail, commercial office and mixed use development. There is the opportunity to be bold in this precinct, to create a precinct that complements Sydney's established CBD and makes a visual statement.

There is no better precinct in Sydney currently where established transport infrastructure, heavy and light rail and bus, can support and ensure a successful precinct outcome. It is critical that local and state government works closely with the private sector to ensure a world class precinct is delivered.

The Property Council fully supports the establishment of the Western Gateway as a visual marker for Central Precinct through the creation of city scale buildings that positively contributes to Sydney's skyline, character and public identity.

The involvement to date of Atlassian, and the unsolicited proposal from Dexu and Frasers to redevelop the Henry Deane Plaza, demonstrate the promise of the precinct and the potential for high quality outcomes.

The Vision for the Sydney Rail Yards

The Property Council fully supports the vision for development over the current rail yards to create new employment floor space that meets future demand, particularly supporting innovation and technology businesses as part of the Sydney Innovation and Technology Precinct. We have seen the adoption of a similar approach at Hudson Yards in New York that can provide a supply of much needed office space into a constrained market while also delivering quality place-based outcomes and a connection to existing community projects (the High Line).

We would also support the opportunity to add to the supply of residential living options within central Sydney to create truly mixed-use outcomes. The alignment of residential development with transport is critical to reduce congestion and the reliance on road transport options. It will also mean the precinct will have life across day and night and support businesses in neighbouring suburbs. Key international tenants are focused on quality precinct amenity, diversity in uses and temporal uses across day and night and will be attracted to such a precinct.

The vision for the Western Forecourt

Significant public and private investment is occurring across central Sydney's other gateway precincts – Circular Quay, Martin Place, Barangaroo. All the approaches incorporate public space that complements and supports private development and public infrastructure investment. The opportunity in the Western Forecourt is similar – a third square in Central Sydney that can better connect with local amenity, welcome travellers and locals and provide a better offering in terms of retail and dining options incorporated within the heritage façade. Cultural and after-hours options should also be considered including galleries and community spaces.

The Importance Governance

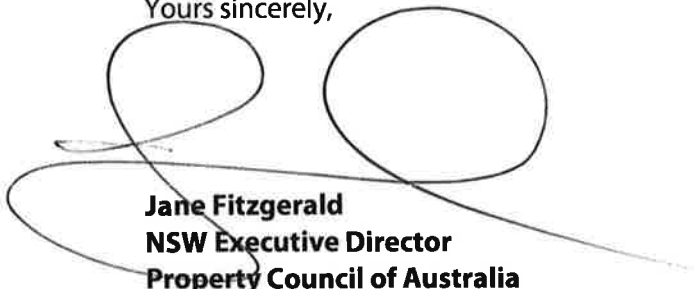
Given the complexity of the project and the multiple stakeholders, it's important proponents have a clear line of sight as to which body is the primary point of contact for project or precinct issues. Proponents with experience in similar projects in the past have sometimes found it difficult to ascertain the correct point of contact, particularly on planning issues where Transport for NSW, Metro, Department of Planning, Industry and the Environment and in some cases, City of Sydney may have input. A clear, streamlined governance approach is critical to reduce inefficient coordination challenges and ensure private proponents and other project stakeholders have certainty.

A partnership structure for the delivery of public space should also be explored. Better outcomes can be achieved through the cooperation between a public body and private proponents to raise the amenity of the precinct and better integrate the public realm with private development. Such an approach can also better meet the demands of the people who will either work in the space, pass through it or visit it.

Such a partnership approach can assist in better developing and promoting the precinct by supporting the development of bold, innovative neighbourhoods and support communities, place branding, cultural business development, community support and programming and events.

If you wish to discuss this matter further, please feel free to get in touch with NSW Deputy Executive Director William Power, 0429210982, or wpower@propertycouncil.com.au.

Yours sincerely,



Jane Fitzgerald
NSW Executive Director
Property Council of Australia

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 69121 **Number:** 79

Confidentiality Requested: Yes

Date Received: 27/11/2019 4:11:00 PM

From: [Redacted]

Submission:

Dear Ms Hitchens,

I oppose the change in the maximum building heights proposed to be included for the Western Gateway sub-precinct for both Block A (200.2m, increased from 7.5m) and Block B (205.8m, increased from 35m). These increases are excessive and will increase canyoning and sky-exposure effects in particular (and shadowing to a lesser degree) in what is already a deeply shaded and wind-affected part of the city. The physical bulk looking up will also be oppressive. Consequently, this also acts to oppose the changes to the proposed maximum floor space provisions.

I oppose the proposal to remove the “Western Gateway sub-precinct” entirely from the Special Character Areas Map. The city is already in risk of jettisoning too much of its remaining special-character areas as it is. Once gone, they can never be brought back.

Given the State Government’s willingness to impose built forms on the public that are an anathema (e.g. the Barangaroo buildings “” especially the casino “” and the recently proposed Star skyscraper in Pyrmont), the NSW public needs to reassert its say over unacceptable proposed building forms and detrimental cityscape changes, with this sub-precinct being one. As noted by Chris Uhlman in his 14 August 2019 column (<https://www.smh.com.au/national/forget-the-hardy-outdoor-image-we-re-really-a-bunch-of-wowzers-20190813-p52gkg.html>), governments in Australia are suspicious of the people, who cannot be trusted, and therefore act in secretive ways and seek to keep involvement in decision-making from them. Whilst the process that this is going through is noted (and appreciated), the opportunities for the public to have meaningful input (even through local council submissions) is limited (in reality), as illustrated by the WestConnex project, amongst others.

In my view, the Western Gateway sub-precinct proposal is overbuilt and needs to go back to the drawing board and be scaled down for further reconsideration. If anything, there is a greater need for more green, open spaces in the Central Precinct rather than another couple of bulky skyscrapers.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69126 **Number:** 80

Confidentiality Requested: No

Date Received: 27/11/2019 4:21:00 PM

From: David Norris davidnor@tpg.com.au

Submission:

These comments relate to the Central station sub-precinct (the heritage building, concourses, platforms, flyover bridges, Mortuary station and the air space above these) but not the other sub-precincts.

Central station is a TRANSPORT HUB and that's all it needs to be. It provides connections between trains, buses, light rail and soon-to-be metro rail. Its only purpose is to allow commuters to access these modes in an easy and timely fashion, and do it during the peak hours. They don't want to be dodging around pot plants and coffee bars.

None of the heritage aspects of Central station precinct should be disrupted. I don't want to see home units or apartments built in the air space over the station building or the platforms. (That idea has been put forward at some point.)

Regarding homelessness, it is not up to TfNSW to be providing sleeping areas for these people. This is something for the State government and other organisations (eg. Salvation Army) to be addressing. Since homelessness is such a problem, their strategies are failing.

Some people want childcare. Why would you drag your child (with your handbag/briefcase and the child's paraphernalia) on a harrowing trip on crowded transport and then repeat that at the end of the day? Much easier to drive to local childcare peacefully, then continue on public transport.

Better access to the station at the City end: how about a tunnel under Eddy Ave to Belmore Park and extended under Pitt St. Extend the tunnel which goes (or used to go) under Chalmers St to continue under Elizabeth St and then under Foveaux St into the "three towers" precinct. Pedestrian traffic is very heavy around this intersection and delays traffic.

Some of the suburban platforms are connected by a tunnel half-way along the platform. Extend this to all platforms; it would remove some congestion on the stairs at each end of the platforms. A lot of commuters are only changing platforms rather than exiting the station.

Crowd control should be introduced in peak hours, eg., on platforms 20/21 when two trains arrive together, which they often do.

Comments on section 5.4.2 (the things that people would like to see). Generally agree except for:

connectivity-people won't be around for long enough to charge their phones, and their phones have mobile data anyhow.

amenities-you can't heat and cool such a large open area. If people find it too cold, wear warm clothing.

facilities-we don't want people driving cars here because that is the point of public transport. Secure bike parking might be nice. Having a bar there will only lead to more people using transport while intoxicated.

civic spaces-there's Belmore Park across the road to eat lunch. I don't know what is meant by "meeting place".

commercial opportunities-there are already a number of retail outlets. Don't need anymore. There's plenty of these in surrounding areas. architecture-any alterations should blend in with the heritage architecture.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69131 **Number:** 81

Confidentiality Requested: No

Date Received: 27/11/2019 4:33:00 PM

From: Lindsay Johnston lindsay@ozetecture.org

Submission:

Submission on behalf of the Architecture Foundation Australia, proposing the inclusion of a Centre for Architecture and Design in the proposed development Central SSP at Central Station Sydney.

27 November 2019

Dear Planning NSW,

Strategic Vision Central Station Sydney SSP – Proposal for Architecture Centre

Submission from the Architecture Foundation Australia

The Architecture Foundation Australia has for some years been aware that the City of Sydney's 2030 Strategy included a proposal for a physical space for architecture in the city and that, to date, it has not been realised. It is suggested that an 'Architecture and Design Centre' should be incorporated into the accommodation brief for the development at Central Station.

Such a space would naturally be a home for exhibitions bringing attention to the work of Australian architects and designers, and would act as a showcase for the City's sustainability initiatives. The Architecture Foundation Australia believes such a space could house its activities, and the Foundation would possibly be prepared to take some degree of custodial responsibility for such an 'Architecture Centre'.

It is believed that the NSW Institute of Architects and the City of Sydney would be interested in the creation of such a space. Further discussions with these two bodies could be initiated by the Foundation if the Strategic Vision for Central Station were to give a "green light" to the idea.

We appreciate that the Strategic Vision, now in preparation, could not give any formal commitments at this stage. However, if the idea is of interest we would be most willing to enter into further discussions.

About the Architecture Foundation Australia

The Architecture Foundation Australia is a not-for-profit organisation established in 2003, with the purpose of 'presenting educational and other cultural events in the fields of architecture and related disciplines such as urban design, landscape, sustainable design, emergency architecture'.

The Foundation has a membership which includes seven Gold Medallists of the Australian Institute of Architects including, alphabetically, Brit Andresen, Kerry Clare, Lindsay Clare, Richard Leplastrier AO, Glenn Murcutt AO, Lawrence Nield and Peter Stutchbury. Other members include Ewan McEoin, Senior Curator of Contemporary Design and Architecture at the National Gallery of Victoria in Melbourne, Tim Horton, former Registrar of the NSW Architects Registration Board and several other award winning architects.

Convenor (director) of the Foundation is Lindsay Johnston, former Professor and Dean of Architecture Construction Management and Design, at the University of Newcastle, NSW, an award winning architect and recipient of the Australian Institute of Architects National Education Award.

The Foundation has presented the annual Glenn Murcutt International Architecture Master Class, a two-week residential program, which has been attended by architects from over 80 nations, since its inception in 2001. The Foundation has also presented associated Master Classes in South Africa, Namibia, Chile, Slovenia, India, Bangladesh, New Zealand and Ireland and, since 2005, an annual Summer School for architecture students.

An exhibition on the work of Glenn Murcutt has been toured in Australia, starting at the Museum of Sydney and then to Canberra, Melbourne, Brisbane, Port Macquarie and Newcastle. Then internationally to Taipei, Helsinki, Ljubljana, Brussels, Vienna, Phoenix, Montreal, Glasgow and Bangkok.

An exhibition on Iconic mid 20th century Houses of Australia, has been presented, in cooperation with Sydney Living Museums, in the Museum of Sydney and in regional venues in NSW, Victoria and Queensland.

The Foundation presented a major conference on architecture at the National Gallery of Victoria in 2017 with 12 international speakers, and has presented weekend conferences on Milson Island on the Hawkesbury River in 2014, 2016, 2018, and with one planned for 2020, with keynote international speakers.

Yours faithfully,

Lindsay Johnston (professor)
Convenor
Architecture Foundation Australia

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69136 **Number:** 82

Confidentiality Requested: Yes

Date Received: 27/11/2019 4:42:00 PM

From: [Redacted]

Submission:

In my view, the Central Precinct proposal is overly focused on “jobs at the start at the expense of creating a more human-scale city for walking and cycling” “a city that is a leading environmental performer and desirable place to live (and work)”. The NSW Government increasingly seeks to engender skyscraper-focused, overbuilt environments, which it views as a panacea. They are not, as history continues to show us.

The NSW Government needs to go back to the drawing board and rethink the scale and purpose of development in the context of Sydney. If anything, there is a greater need for more green, open spaces in the Central Precinct rather than another series of bulky skyscrapers that blot out sky exposure and sky view (both blue sky and the stars), along with creating worse canyoning effects.

More needs to be done to protect, enhance and expand Central Sydney’s heritage, public places, including protecting and enhance the natural environment for a resilient city, including combatting heat-island effects. We need more trees, green spaces and soft surfaces, and a reduction in hard surfaces. We need to be enhancing biodiversity through the greening of public and private spaces, not making it easier to cut down trees that provide the homes for what remaining native animals remain.

More needs to be done to move towards a more sustainable city, for example in establishing MEPS for water appliances (4-star WELS and higher over time), abolishing recycled-water connection fees for new developments and lifting the BASIX minimum to levels required in Germany and other more advanced areas. This has been neglected by the NSW Government, and we will pay for this for decades to come. If we bring forward the net zero emissions by 2050 to 2040 (or earlier), this will help energise a drive for more sustainable approaches, which will be increasingly needed in the drought-affected future we face.

Another priority needs to be around prioritising streets for walking and cycling and expanding the pedestrian and open-space network. Improving the transport customer experience, including wayfinding (such as reintroducing pictograms), pedestrian flows and interchange between different transport modes is needed, albeit not at the wanton expense of clear-felling groves of trees and heritage buildings as has recently happened with the Light Rail (and WestConnex, which is an anathema when it comes to sustainability). The days of the car reigning supreme in the city need to end, as the population growth and density do not allow for the old car-based ways to continue.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69141 **Number:** 83

Confidentiality Requested: No

Date Received: 27/11/2019 4:44:00 PM

From: Jim Donovan jimd@aptnsw.org.au

Submission:

(attached PDF)



Action for Public Transport (N.S.W.) Inc.

P O Box K606
Haymarket NSW 1240
27 November 2019

The Secretary
Department of Planning, Industry and Environment
Sydney
[submitted via Planning Portal website]

Draft Strategic Vision for the Central SSP Submission

Action for Public Transport (NSW) is a transport advocacy group active in Sydney since 1974. We promote the interests of beneficiaries of public transport - both of passengers and the wider community. We make this submission on the draft Central Strategic Vision dated October 2019. We take the passenger's viewpoint.

Pedestrians

Some planners don't seem to realise how important it is for many travellers (such as those with baggage, children or other impediments) that long walks be minimised. The Devonshire St pedestrian tunnel is a godsend for Broadway commuters who want to reach suburban platforms at Central or perhaps walk to Surry Hills. But its shortcomings have been apparent for decades: thousands of trips each day could be shortened by at least 100 metres if the Devonshire St tunnel was directly connected to the paid concourse at the south-western end of platforms 16..17. Yet the Central Walk part of the Sydney Metro project connects the north-eastern end of the metro platforms to Chalmers St; there is to be no connection from the south-western end of the metro platforms to the Devonshire St pedestrian tunnel nor even to the existing paid concourse. And nor will there be any direct connection to about Ambulance Avenue.

The reason why these connections are not already in Metro plans is presumably that the Devonshire St tunnel is operating at or above comfortable capacity. But the capacity issue could and should be dealt with immediately by duplicating the Devonshire St tunnel, with a connection to the existing tunnel at about platforms 16..17 and with provision for stairs up to the over-tracks level at suitable places. Why isn't this (or an equivalent) in the Vision?

Light Rail

We refer to the Inner West light rail. At the time of writing, trams take six minutes each way to traverse the 500 metres of track between the Central terminus and the off-road track at Ultimo. There are two stops, so a reasonable budget for 500 metres would be three minutes. In other words, 200-passenger trams are held up by about three minutes on every trip between Ultimo and Central. Most (perhaps two minutes) of the three minutes is due to the appalling treatment of trams at traffic signals in Hay St. This could and should be rectified immediately as part of implementing the CBD & S-E light rail. But the Pitt St crossing is not so simple. Too many buses use Pitt St - about 19 routes by our count - for trams to have absolute priority there. Something should be done about speed on the IWLR.

But there's more to do than that. The inner west light rail needs expansion. It should offer enough seats for all but the shortest trips. It obviously needs more frequent services. Further, it also needs capacity to serve a potential new line towards Rozelle and/or Balmain, perhaps via the old Glebe Island bridge. An important

lesson from the CBD & S-E light rail is that the city end of light rail lines must have enough capacity to not be a constraint on the suburban end.

The opportunity should be taken to provide a second CBD terminus for the inner west light rail. One suggestion would be use the Goods Line to run trams up to and perhaps under Railway Square. There would be other possibilities. The strategic vision should anticipate the need for a second terminus and should provide for it.

Conclusion

We recommend that the draft Vision should be revised to include enhancements to the Devonshire St tunnel - duplication and direct connections to the paid area at platforms 16-17 and the metro platforms. It might be possible to vary the metro platform plans before services commence in 2023.

We further recommend that the opportunity be taken to improve the travel speed and capacity of the Inner West light rail.

Jim Donovan
Secretary
Action for Public Transport (NSW) Inc.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69151 **Number:** 84

Confidentiality Requested: No

Date Received: 27/11/2019 4:46:00 PM

From: Nicola Gibson ngibson@mgplanning.com.au

Submission:

Submission prepared by MG Planning on behalf of Frasers Property Australia and Dexus Funds Management Limited (the Consortium) in response to the exhibition of the Western Gateway sub-precinct rezoning proposal.



Jim Betts
Secretary
NSW Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Attention: Emma Hitchens

Dear Emma

SUBMISSION - CENTRAL PRECINCT WESTERN GATEWAY REZONING PROPOSAL

This submission has been prepared by MG Planning on behalf of Frasers Property Australia and Dexu Funds Management Limited (the Consortium) in response to the exhibition of the Western Gateway sub-precinct rezoning proposal. As the major leaseholder and developer for the Western Gateway sub-precinct the Consortium welcomes the opportunity to comment on the rezoning proposal and to continue to work constructively with the NSW Government and City of Sydney to deliver this benchmark urban renewal project. In particular, the Consortium is committed to working closely with Transport for NSW (TfNSW) to help deliver its strategic vision for the Central Precinct.

The Consortium is strongly supportive of the rezoning and this submission is primarily aimed at clarifying processes, providing certainty and reducing the likelihood of future misinterpretation. The submission focusses on key issues raised in the three main exhibition documents, namely:

- Western Gateway Sub-Precinct - Explanation of Intended Effect (EIE)
- Draft Design Guide – Western Gateway Sub-Precinct
- Draft SEPP Report - Western Gateway Rezoning Proposal

An overall summary of the key issues for the Consortium is provided in the table at Attachment A.

1. OVERVIEW OF BLOCK B DEVELOPMENT PROPOSAL

The Consortium is proposing to deliver a dynamic civic space and workplace of the future comprising up to 155,000m² of commercial and retail gross floor area (GFA) up to a maximum height of RL 205.8m. Block B's strategic location next to Central Station means that it can play a pivotal role in unlocking future potential for neighbouring sites and helping to deliver the NSW Government's strategic planning outcomes for the Central Precinct. Block B will not only facilitate essential above and below ground integration with future TfNSW initiatives, including potential future over-station development (OSD), but will also provide a modern workplace to meet the needs of an emerging technology and innovation precinct.

A summary of the main features of the Block B Proposal is provided in Table 1.

Table 1: Block B Proposal – Summary of key features

Commercial Towers	<ul style="list-style-type: none"> Two commercial towers comprising 46,000m² and 42,000m² located above the podium with floorplates of approximately 2,000m² and 1,850m² GFA
Podium	<ul style="list-style-type: none"> 61,500m² GFA of commercial office space located within the podium which in turn will provide flexibility and campus style / large floorplates of approximately 6,200m² GFA
Retail	<ul style="list-style-type: none"> Retail offering of approximately 5,500m² GFA, including food and beverage, which will be accessible from lower and upper ground levels
Integrated Distribution Facility	<ul style="list-style-type: none"> Three levels of basement car parking which will include an Integrated Distribution Facility providing a service vehicle, loading dock and distribution area for all stakeholders within the Western Gateway sub-precinct as well as the potential future OSD at Central Station
Rooftop gardens	<ul style="list-style-type: none"> Podium and tower rooftops designed for passive activation and gatherings for occupants of the Project to utilise and appreciate the views of the city and harbour
Public spaces and pedestrian connections	<ul style="list-style-type: none"> Redeveloped public space and stairs from Block B to the potential future OSD providing an east-west pedestrian connection to and from the Western Gateway sub-precinct Integration with a redeveloped Henry Deane Plaza to accommodate the increased pedestrian movement from existing and future pedestrian connections to various modes of transport.

2. REZONING PROPOSAL – KEY ISSUES

2.1 Competitive Design Process

The Consortium is committed to achieving design excellence and to undertaking a competitive design process. The indicative scheme detailed in the Block B Planning Statement (Appendix E of the exhibition documents) was informed by feedback from the Design Review Panel (DRP). The DRP, which comprises pre-eminent design experts, was established specifically for the project. The Consortium engaged with the DRP from the outset, reflecting its commitment to work constructively with the governance and procedural requirements established for the project.

The Consortium supports the intention to include a provision in the planning instrument that would enable a developer to choose between undertaking a competitive design process in accordance with the City of Sydney's Competitive Design Policy or a process that has been agreed with the NSW Government Architect. However, the Consortium is concerned that section 3.1.3(2) of the Draft Design Guide states that in the event that the City's competitive design process is followed the competition is to be determined by a five member jury in accordance with the Draft Government Architect's Design Excellence Competition Guidelines. This is contrary to the jury membership requirements in the City's policy and also conflicts with the proposed provision in the planning instrument, as described in the EIE, which is limited to choosing between either the City's policy or a process agreed with the Government Architect and does not include any additional requirements.

The Consortium considers that the wording around the design competition process needs to be clear and limited to an exclusive choice between the City of Sydney's Competitive Design Policy and a competitive design process approved by the NSW Government Architect.

Another ambiguity in the rezoning documents relates to the Government Architect design competition option. In the Draft SEPP Report it refers to future development being undertaken in accordance with either the City's policy or the relevant NSW Government Architect *competitive design policy at the time of the competition* which contradicts other statements that this pathway would be a design excellence process approved by the NSW Government Architect.

Recommendation

The Consortium considers that the wording around the design competition process needs to be clear and limited to an exclusive choice between the City of Sydney's Competitive Design Policy and a competitive design process approved by the NSW Government Architect,

described on p.5 of the EIE as follows:

Future development will need to:

- *undertake a competitive design process in accordance with the City of Sydney's Competitive Design Policy; or*
- *undertake a design excellence process that has been agreed with the NSW Government Architect.*

To avoid any ambiguity, clauses 3.1.3(1) and (2) of the Draft Design Guide should be deleted and replaced with the same wording as that above.

2.2 Design Guide/DCP

The Consortium is generally supportive of the Draft Design Guide which reflects the concerted efforts of the Consortium, TfNSW, the DRP and Atlassian. However, it is important that the Design Guide is given statutory weight otherwise there is a risk that realisation of the agreed urban design and public domain principles could be jeopardised.

The status of the Draft Design Guide and its relationship with Sydney Development Control Plan 2012 (DCP 2012) needs to be clarified as follows:

- (a) Statutory weight – The Draft Design Guide is intended to replace the need for a site specific DCP for the Western Gateway sub-precinct. It is understood from the EIE that a provision will be included in the proposed planning instrument *disapplying the requirement for a Development Control Plan in Clause 7.20 of the Sydney LEP 2012* (p.6, EIE). While this is supported, the Design Guide needs to also be referenced in the proposed planning instrument to ensure that it is clear that it replaces the need for a site specific DCP and has statutory weight. An alternative may be that the Design Guide be given statutory weight through a Section 9.1 Ministerial Direction as an interim measure until such time as the City of Sydney updates its DCP and transfers the Design Guide controls in their entirety into a new or amended DCP.
- (b) Relationship between Design Guide and Sydney DCP 2012 – Section 1.6 of the Draft Design Guide states that Sydney DCP 2012 applies to any development that is not State Significant Development and that the Design Guide would prevail in the event of an inconsistency with DCP 2012. Without the Design Guide being given statutory weight through the proposed planning instrument it is not clear how the Design Guide would have primacy over DCP 2012. As discussed in 2.2(a) above, it is therefore

important that the Design Guide is referenced in the proposed planning instrument (or Section 9.1 Ministerial Direction).

- (c) Design Guide and City of Sydney's Competitive Design Policy – Section 1.2 of the City's Competitive Design Policy requires that the competitive design process be undertaken in accordance with a design excellence strategy approved by the consent authority *as part of an associated site specific DCP or concept stage development application (Stage 1 development application)*. In the absence of a site specific DCP or in the event that a Stage 1 DA is not proposed, it is not clear whether the Design Guide would meet this particular requirement of the City's competitive design process.

Recommendation

The Consortium makes the following recommendations:

- That the Design Guide be provided with statutory weight by being referenced in the proposed planning instrument (or Section 9.1 Ministerial Direction) and its prevalence over DCP 2012 made clear.
- That the DPIE secure the City's agreement in writing that the Design Guide is construed to be a site specific DCP and consequently meets the requirements of section 1.2 of its Competitive Design Policy. Alternatively, a note or provision should be included in the planning instrument which states that for the purposes of section 1.2 of the City of Sydney's Competitive Design Policy, a design excellence strategy is taken to be endorsed if it is part of the approved Design Guidelines for the Western Gateway Sub-precinct.

2.3 Restriction on residential land use

The Consortium is concerned that it is proposed to limit future development in the Western Gateway sub-precinct to non-residential uses only. The Consortium believes that the intention to prohibit residential development in the sub-precinct is contrary to many of the stated strategic objectives for this area. In particular, the *Collaboration Area Camperdown – Ultimo Place Strategy* states that workers and students in the Collaboration Area should have the opportunity to live close to where they work or study and that there is a need to prioritise housing with a direct connection or collaboration with key institutions. It also argues that there is a need to be innovative in the way we plan for more affordable housing for students, key and creative workers.

The Consortium also believes that prohibiting residential development within the sub-precinct is fundamentally at odds with trends being witnessed globally in which tech companies are

offering housing for employees who may otherwise be unable to afford to live close to the workplace. Housing is a critical issue for tech companies in terms of their ability to attract and retain talent.

While the Consortium acknowledges that development in the Western Gateway sub-precinct should be focussed on meeting the floorspace needs of the emerging technology and innovation precinct, it also believes that the opportunity to provide co-living housing, student housing and other non-traditional residential housing models should not be precluded within the sub-precinct.

Recommendation

The Consortium recommends that residential development that offers clear synergies with future tech and creative industries should be permitted within the Western Gateway sub-precinct.

2.4 Building setbacks

Clause 3.1.2(6) of the Draft Design Guide requires a minimum 30m setback between the towers on Blocks A and B. Clause 3.1.2(7) enables a reduction in the setback to 24m where it can be demonstrated that:

- 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.

The Consortium supports the opportunity to reduce the setback to 24m and considers that the objectives above can be readily met. It has engaged Ken Maher and Hassell to work with TfNSW and its design team to define the form and function of the future east-west link in a Central Precinct context and proposed treatment of the setback between the towers to ensure that all issues are appropriately addressed.

The provisions in Clause 3.1.2(9)(b) and (c) of the Draft Design Guide set out building setback provisions along the Lee Street frontage adjacent to the Mercure Hotel as well as for the other tower element facades above the podium. The Consortium is supportive of these building setback controls which allow a zero boundary setback for tower elements above a podium on the Lee Street frontage adjacent to the Mercure Hotel and other Block B boundaries.

Recommendation

The Consortium reiterates its support for a 24m setback between the towers on Blocks A and B subject to demonstrating achievement of the objectives in clause 3.1.2(7)(a) to (e) of the Draft Design Guide.

The Consortium also supports the setback controls in clause 3.1.2(9)(b) and (c) of the Draft Design Guide that allow a zero boundary setback for tower elements above the podium on the Lee St frontage adjacent to the Mercure Hotel and other Block B boundaries.

2.5 Overshadowing

Prince Alfred Park

There is some minor confusion in the documentation regarding the timeframe for no additional overshadowing (NAO) of Prince Alfred Park. The Draft SEPP Report states that the current controls under SLEP 2012 will continue to apply (i.e. 12pm to 2pm) but later states that NAO will apply from 10am to 2pm. The EIE states that the NAO period will be extended to 10am to 2pm but also references other 'nearby parks' which are not nominated. The Consortium therefore seeks clarification on the proposed NAO controls that would apply to its site and which open spaces are proposed to be subject to the controls to enable it to continue to correctly test potential shadowing impacts.

Henry Deane Plaza

Clause 3.1.6(1) of the Draft Design Guide requires that development is to ensure that Henry Deane Plaza and other publicly accessible areas receive an appropriate solar amenity for their intended use. However, there is no guidance on what is meant by 'appropriate solar amenity' or how 'publicly accessible areas' would be determined. The Consortium requests that this provision is clarified given that there is the potential for a temporary structure to be provided between Blocks A and B to address wind conditions which may have shadow impacts. The wording in the Draft Design Guide should be reviewed to clarify what is meant by 'appropriate solar amenity' and the area affected.

Recommendation

Clarification is sought from the Department on the proposed timeframe for NAO controls for Prince Alfred Park and what other nearby parks would be impacted by this control.

In relation to Henry Deane Plaza, the Consortium recommends that the wording in the Draft Design Guide be reviewed to clarify what is meant by 'appropriate solar amenity' and to specify the area affected by the provision.

2.6 Wind impacts

Clause 3.1.5(1) of the Draft Design Guide requires that all new developments must be designed to satisfy the relevant wind criteria as specified in City of Sydney standards. However, the current City of Sydney standards are inconsistent with clause 3.1.5(4) relating to the Wind Comfort Standard criteria for sitting, standing and walking.

It is considered that the requirements for wind set out in 3.1.5(2) to (4) adequately cover the relevant matters to be addressed in any wind assessment and compliance with these requirements will ensure an appropriate wind environment for any future development. Clause 3.1.5(1) is unnecessary and should be removed to avoid confusion.

Recommendation

It is recommended that clause 3.1.5(1) be removed as it is inconsistent with clause 3.1.5(4) and the other provisions in this clause provide adequate guidance on wind assessment and wind environment.

2.7 Development contributions

The EIE indicates that *Infrastructure to support the proposal will be determined through the planning process for the wider Central SSP, including consideration of the contributions framework and mechanisms to delivery infrastructure for the sub-precinct. The Department will continue to work with Council, agencies and infrastructure providers to enable the framework to be finalised.* The Consortium requests the details of any proposed framework and mechanisms being investigated be disclosed prior to the SEPP being finalised and the Consortium (in consultation with TfNSW) be provided with an opportunity to provide meaningful feedback.

By way of background, the Consortium is currently negotiating with the NSW Government as part of the Unsolicited Proposal (USP). The agreement currently being negotiated will see the

Consortium making a significant contribution to the Western Gateway sub-precinct and playing a pivotal catalyst role in delivering the NSW Government's strategic planning outcomes for the Central Precinct. In particular, the redevelopment of Block B as proposed will:

- deliver critical services infrastructure for deliveries, waste management, and utilities, not only supporting development within the Western Gateway but also facilitating the broader Central Station Renewal Program
- help unlock the potential future OSD, enabling essential above and below ground integration
- significantly improve pedestrian connectivity between Central Station, the Western Gateway and beyond
- enable the rationalisation and improvement of the public domain, including Henry Deane Plaza.

Planning and delivering a future proofed basement infrastructure as part of Block B Proposal will facilitate the future OSD. It will also optimise the use of the sites within and adjoining the sub-precinct and create better design outcomes by freeing up the ground plane for high value uses, including public spaces, activated facades and quality urban amenity.

Along with these significant public benefits, the Consortium will also be contributing to local infrastructure through the payment of City of Sydney section 61 contributions and provision of public art.

In light of the above, the Consortium considers that the levying of additional contributions on the development, over and above works being offered through the USP process and the payment of section 61 contributions is not required.

Recommendation

The Consortium requests the details of any proposed framework and mechanisms being investigated be disclosed prior to the SEPP being finalised and the Consortium (in consultation with TfNSW) be provided with an opportunity to provide meaningful feedback.

2.8 Draft Amendment to SLEP 2012

The draft planning instrument that will facilitate the redevelopment of the Western Gateway sub-precinct has not been included in the exhibition documents for the rezoning proposal. While the intent of the proposed planning instrument is discussed in the EIE, the actual wording of the controls has not been made available. Given the scale and complexity of the Block B redevelopment project, it is vital that the Consortium be provided with an opportunity to review the draft planning instrument and provide feedback before it is made.

Recommendation

The draft amendment to SLEP 2012 should be made available to the Consortium for review and comment and any feedback taken into account by the Department prior to it being made.

3. SUMMARY OF RECOMMENDATIONS

In summary, the Consortium recommends that:

(a) Design competition:

- The wording around the design competition process needs to be clear and limited to an exclusive choice between the City of Sydney's Competitive Design Policy and a competitive design process approved by the NSW Government Architect.
- To avoid any ambiguity, clauses 3.1.3(1) and (2) of the Draft Design Guide should be deleted.

(b) Draft Design Guide:

- The Design Guide should be referenced in the proposed planning instrument (or Section 9.1 Ministerial Direction) and its prevalence over DCP 2012 made clear.
- The DPIE secure the City's agreement in writing that the Design Guide is construed to be a site specific DCP and consequently meets the requirements of section 1.2 of its Competitive Design Policy. Alternatively, the planning instrument should note that a design excellence strategy is taken to be endorsed if it is part of the approved Design Guidelines for the Western Gateway Sub-precinct.

(c) Residential land uses:

- Residential development that offers clear synergies with future tech and creative industries should be permitted within the Western Gateway sub-precinct.

(d) Setbacks

- A 24m setback between the towers on Blocks A and B continues to be supported subject to demonstrating achievement of the objectives in clause 3.1.2(7)(a) to (e) of the Draft Design Guide.

- The setback controls in clause 3.1.2(9)(b) and (c) of the Draft Design Guide that allow a zero boundary setback for tower elements above the podium on the Lee St frontage adjacent to the Mercure Hotel and other Block B boundaries are supported by the Consortium.
- (e) **Solar access:**
- The proposed timeframe for NAO controls for Prince Alfred Park and what other nearby parks would be impacted by this control should be clarified.
 - In relation to Henry Deane Plaza, the wording in the Draft Design Guide should be reviewed to clarify what is meant by 'appropriate solar amenity' and to specify the area affected by the provision.
- (f) **Wind impacts:**
- Clause 3.1.5(1) of the Draft Design Guide should be deleted as it is inconsistent with clause 3.1.5(4) and is not necessary.
- (g) **Development contributions:**
- The details of any proposed framework and mechanisms being investigated be provided to the Consortium prior to the SEPP being finalised and the Consortium (in consultation with TfNSW) be provided with an opportunity to provide meaningful feedback.
- (h) **Draft planning instrument:**
- The draft amendment to SLEP 2012 should be made available to the Consortium for review and comment and any feedback should be taken into account by the Department prior to it being made.

Recommendations on other issues are provided in the table at Attachment A.

The Consortium thanks the Department for its work to date on the re-development of the Western Gateway sub-precinct and its consideration of this submission.

Yours sincerely



Nicola Gibson

Director

27 November 2019

SUMMARY OF KEY ISSUES

Reference	Issue	Provision	Consortium response
Draft Design Guide – Section 1.6	Relationship to DCP	In the event of an inconsistency between the Design Guide and the SDCP 2012, the Design Guide prevails.	Without the Design Guide being given statutory weight through the proposed planning instrument it is not clear how the Design Guide would have primacy over DCP 2012. The Design Guide should be referenced in the proposed planning instrument (or Section 9.1 Ministerial Direction) and its prevalence over DCP 2012 made clear.
Draft Design Guide – Section 3.1.1(5)	Public domain plan	DAs should be accompanied by a public domain plan that demonstrates how the precinct has been designed to deliver a high quality, co-ordinated public domain.	<p>The coordination of the design development of the public domain in the Western Gateway sub-precinct is the responsibility of Transport for NSW. The Consortium will ensure that any interfaces between its development and the public domain are integrated with both the existing and future public domain. To provide for a situation where the Consortium's design competition process and DA documentation may be ahead of planning for other areas of the public domain, it is suggested that section 3.1.1(5) of the Design Guide be amended along the lines of (new text bolded):</p> <p><i>Development Applications should be accompanied by a public domain plan that demonstrates how the precinct has been designed or facilitates te delivery of a high quality, co-ordinated public domain that includes (where appropriate, and having regard to the publicly available information at the time):</i></p> <p>a. <i>street trees and other vegetation</i></p>

Reference	Issue	Provision	Consortium response
Draft Design Guide Section 3.1.2(6) & (7)	Setback between Blocks A and B towers	A minimum 30m setback should be provided between the towers on Blocks A and B. However, a reduction in the setback to 24m may be considered subject meeting specified criteria.	The Consortium reiterates its support for a 24m setback between the towers on Blocks A and B subject to demonstrating achievement of the objectives in clause 3.1.2(7)(a) to (e) of the Draft Design Guide.
Draft Design Guide Section 3.1.2(9) (b) and (c)	Setback along Lee Street and other Block B tower facades	Zero setback may be considered along Lee St adjacent to Mercure hotel provided that there are no unacceptable wind impacts and effective articulation and modulation of podium is achieved. Tower element above the podium on all other facades for Block B may have the same façade alignment as the podium but only where: <ul style="list-style-type: none"> the building design appropriately responds to its surrounding context, particularly nearby heritage items, there are no detrimental public domain impacts, the façade design incorporates articulation or the like that effectively reduces the visual bulk and mass of the building 	The Consortium supports the setback controls in clause 3.1.2(9)(b) and (c) of the Draft Design Guide that allow a zero boundary setback for tower elements above the podium on the Lee St frontage adjacent to the Mercure Hotel and other Block B boundaries.
Draft Design Guide – Section 3.1.3(1) & (2)	Competitive design process	All buildings within the sub-precinct are to be subject of a competitive design process in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy. In the event that a competitive design process is undertaken in accordance with the City's policy, it is to	The Consortium considers that the wording around the design competition process needs to be clear and limited to an exclusive choice between the City of Sydney's Competitive Design Policy or a competitive design process approved by the NSW Government Architect. To avoid any ambiguity, clauses 3.1.3(1) and (2) of the Draft Design Guide should be deleted and replaced with the same wording as provided on

Reference	Issue	Provision	Consortium response
		be determined by a five member jury in accordance with the Draft Government's Architect's Design Excellence Competition Guidelines.	page 5 of the Explanation of Intended Effect.
Draft Design Guide – Section 3.1.3(3)	Bonus provisions	No additional floorspace under Clause 6.21(7)(b) of the SLEP 2012 to be awarded for a building demonstrating design excellence.	As there are a number of bonus floorspace provisions under SLEP 2012, a clear statement should be provided about which bonuses may or may not be available.
Draft Design Guide Section 3.1.4(1)	Active frontages	A minimum of 75% of building frontages along the public domain should be activated.	The Consortium is able to achieve this requirement as it relates to the key public domain areas along Block B's northern boundary and Lee Street frontage. However, it is not appropriate for active frontages to be provided along its southern boundary as this is the interface with the service access to the integrated distribution facility.
Draft Design Guide Section 3.1.5	Wind	All new developments must mitigate adverse wind effects and be designed to satisfy the City of Sydney wind criteria as well as other standards.	The requirements for wind set out in 3.1.5(2) to (4) adequately cover the relevant matters to be addressed in any wind assessment and compliance with these requirements will ensure an appropriate wind environment for any future development. Clause 3.1.5(1) is unnecessary and should be removed to avoid confusion.
Draft Design Guide Section 3.1.6	Solar access	Development is to ensure that Henry Deane Plaza and other publicly accessible areas receive an appropriate solar amenity for their intended use.	The Consortium is concerned that this provision is ambiguous and does not provide sufficient guidance of what would be an acceptable outcome. Given that there is the potential for a temporary structure to be provided between Blocks A and B to address wind conditions which may have shadow impacts, the wording in the Draft Design Guide should be reviewed to clarify what is meant by 'appropriate solar amenity' and the area affected.
Draft Design Guide	North-south pedestrian	Secondary pedestrian link should be created linking	The principle of the North South link as a secondary

Reference	Issue	Provision	Consortium response
Section 3.3.1(3)	link	north-south through the site	connection through the Western Gateway site is supported. Given the complex servicing arrangements that are proposed within the interface of Block B and the bus layover site (Design Guide Item 3.3.3 Vehicular Access and Parking) direct access to the bus layover site from Block B is problematic. It is proposed to direct the North South link towards Lee Street from Henry Deane Plaza and Block B to alleviate these issues and support the activation of the future pedestrianised Lee St. The Design Guide should be updated to ensure that there is flexibility to allow the final public domain design to respond to the above constraints and support pedestrian activation of Lee Street.
Draft Design Guide Section 3.4.1(1)	Sustainability targets	Future development must demonstrate, amongst other matters, achievement of 5 star Green Star Design and As- Built rating	The Consortium has aspirational targets for sustainability which are not necessarily captured by the GBCA rating tool, and believe 5 Star Green Star is the appropriate minimum commitment as these initiatives are explored post-Design Competition.
EIE	Restriction on residential development	Greater building height and gross floor area controls will only be allowed for non-residential uses	The Consortium considers that residential development that offers clear synergies with future tech and creative industries should be permitted within the Western Gateway sub-precinct. This will also ensure a culturally balanced mixed-use precinct capable of sustaining a night-time economy.
EIE	Development contributions	Consideration of the contributions framework and mechanisms to deliver infrastructure for the sub-precinct to be determined through the planning process for the wider Central SSP.	The Consortium will be making a significant contribution to the Western Gateway sub-precinct through works-in-kind currently being negotiated through the USP process. The Consortium requests the details of any proposed framework and mechanisms being investigated be disclosed prior to the

Reference	Issue	Provision	Consortium response
			SEPP being finalised and the Consortium (in consultation with TfNSW) be provided with an opportunity to provide meaningful feedback.
EIE	Design Guide	The proposed planning instrument needs to include reference to the Design Guide to inform future development of the sub-precinct.	The Consortium supports the Design Guide being referenced in the proposed planning instrument (or being subject to a Section 9.1 Ministerial Direction) to ensure that it is clear that it replaces the need for a site specific DCP and has statutory weight

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 69146 **Number:** 85

Confidentiality Requested: No

Date Received: 27/11/2019 4:47:00 PM

From: Jim Donovan jimd@aptnsw.org.au

Submission:

(attached)



Action for Public Transport (N.S.W.) Inc.

P O Box K606
Haymarket NSW 1240
27 November 2019

The Secretary
Department of Planning, Industry and Environment
Sydney
[submitted via Planning Portal website]

Central Precinct Western Gateway Rezoning Submission

Action for Public Transport (NSW) is a transport advocacy group active in Sydney since 1974. We promote the interests of beneficiaries of public transport - both of passengers and the wider community. We make this submission on the Central Station Precinct Western Gateway Sub-Precinct plan dated October 2019.

We are particularly concerned that the rezoning is evidently proposed to happen before the precinct plan has been finalised. How can one be certain that enough pedestrian capacity, for example, will be available unless and until the precinct plan is finalised in full detail?

Generally, we are concerned to ensure that walkability is upheld throughout the planning process. Any development should allow for pedestrian movement through the precinct. By "allow for", there should be adequate capacity for all movement and the development should not cause walking distances to be needlessly long. This is a real issue in the area - at present, walking distances around Central generally and particularly around Railway Square are well into the hundreds of metres for many common trips. Many people are deterred by frequent long walks, especially those pushing babies or carrying luggage. No-one wants a long walk in hot or wet weather, especially on crowded paths with enough electric scooters etc. to constitute a real risk of accident. More detailed comments on walkability are in our simultaneous submission on the Central State Significant Precinct plan.

We recommend that the proposed re-zoning should not happen until the precinct plan is finalised and approved.

Jim Donovan
Secretary
Action for Public Transport (NSW) Inc.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69156 **Number:** 86

Confidentiality Requested: No

Date Received: 27/11/2019 7:06:00 PM

From: Debra Berkhout debra.berkhout@sydney.edu.au

Submission:

Please refer to the attached document submitted by the Camperdown Ultimo Collaboration Area Alliance (comprising the UTS, University of Sydney, TAFE NSW, Sydney Local Health District/ Health Infrastructure NSW, the City of Sydney and Inner West Council

To:

<https://www.planningportal.nsw.gov.au/draftplans/exhibition/draft-strategic-vision-central-state-significant-precinct-ssp-0>

From: Camperdown Ultimo Collaboration Area Alliance
(Debra Berkhout on behalf of the Alliance - debra.berkhout@sydney.edu.au)

Date: 27 November 2019

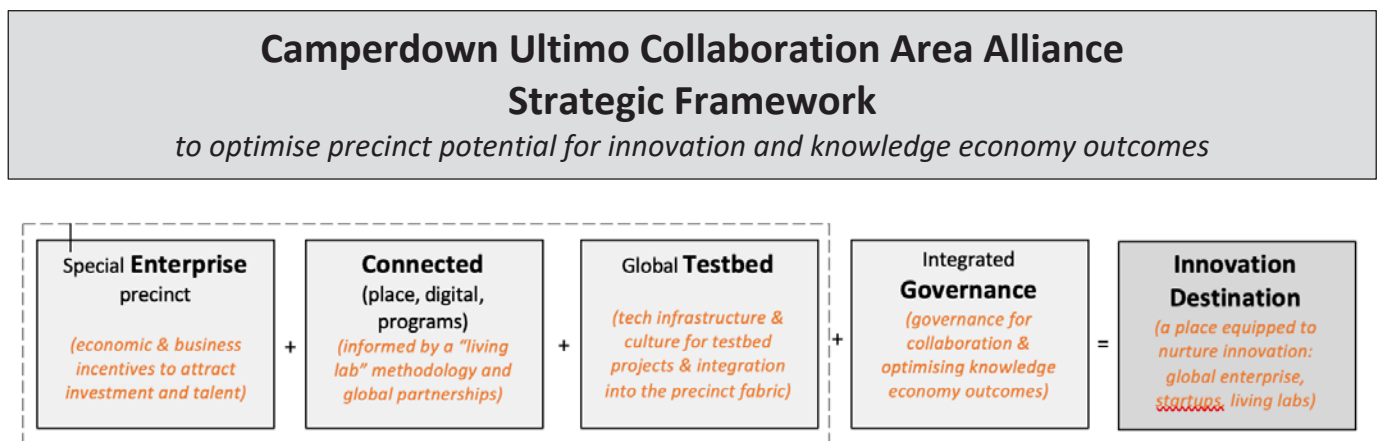
Re: Central Precinct Draft Strategic Vision Station Precinct - Response to Consultation

The Camperdown Ultimo Collaboration Area is home to leading educational institutions, including three universities, the internationally recognised RPA Hospital, Medical Research Institutes, an award winning incubator/accelerator, start-up spaces and TAFE NSW.

The Alliance was established by a core group of long term institutional stakeholders in education and health precinct (University of Sydney, UTS, TAFE NSW, Sydney Local Health District/Health Infrastructure, the City of Sydney and Inner West Council) to ensure that the “collaboration area” is properly positioned to realise its unique potential as Australia’s most significant innovation district.

The Alliance welcomes the opportunity to work with TfNSW and other State Government agencies to inform the ongoing concept and design development process for the future Central Precinct.

The Alliance has identified a strategic framework to assist in prioritising key actions to facilitate and nurture collaboration, partnerships and development of the whole collaboration area’s unique potential to build its performance and profile to attract global investment and talent.



While individual Alliance members will make separate submissions to the Central Precinct formal consultation process, we take this opportunity to highlight the role of the Alliance in providing an integrated perspective for the collaboration area.

Discussions with Alliance members to date have highlighted the following principles and opportunities for the collaboration area, including the role of the Central Precinct:

- A key role in delivering a connected place – at a local, metropolitan and regional level (an “integrated transport strategy” - transit, local public transport, active transport, linking the three collaboration area nodes - Haymarket, Camperdown, Eveleigh)

- An opportunity for catalyst projects including delivery of “more dignified” and higher amenity connections along Broadway/Parramatta Rd and City Rd
- A digitally connected place
- A socially inclusive place which facilitates healthy lifestyles and connection to health services
- A “catalyst place” for knowledge economy partnerships with a Camperdown Ultimo wide view of the distribution of and access programmed spaces, specialised equipment, laboratories and prototype places
- A pedestrian connected place and heart of a new pedestrian priority neighbourhood(s)
- A place for transport innovation (eg. fast train/very fast train) and an urban test bed for a broad range of new technologies
- An open and connected place within a pedestrian priority/walkable precinct
- A 24 x 7 place, and a generational place for 15-30yr age group (attract tech sector targeted talent)
- Incorporates the City’s next major “city square” (and makes connections for the next “city square” in the vicinity of the Camperdown node)
- A place for partnerships (the Alliance has started working with the Sydney Local Health District and a range of Medical Research Institutes to understand more about their industry partners and interest in locating in the precinct)
- A place which celebrates the connection to Aboriginal heritage, lands and cultural assets
- A place which provides community members with skills and access to engage in the digital/knowledge economy

We also note the importance of an appropriate proactive governance model. Our investigations into to successful innovation districts highlight the importance of an integrated governance model to deliver a coordinated and effective effort to attract global investment and talent. We have commenced discussions with Sydney Innovation and Technology Precinct representatives and are keen to extend the conversation as part of the Central Precinct governance framework, as the development concept progresses.

We look forward to working with TfNSW and the State Government on the Central Precinct which is a key catalyst project for realising the unique innovation potential of the Camperdown Ultimo Collaboration Area.

If you require any further information, please contact Debra Berkhout at:

e: debra.berkhout@sydney.edu.au

m: 0413 005 140

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 69161 **Number:** 87

Confidentiality Requested: No

Date Received: 27/11/2019 8:27:00 PM

From: Sven Banton svenbanton@gmail.com

Submission:

There was a water bubbler at Central Station a dozen years ago - removed when the Dulwich Hill Light Rail was introduced. There has no replacement, and I gather from Andrew Constance, Sydney Trains have no plans to replace that bubbler. There is not one bubbler at Central.

Now Sydney Trains sell water in plastic bottles.

Those plastic bottles are supplied by Coca Cola.

image.png

Coca Cola produce as much plastic waste as the next three biggest plastic polluters on this planet combined.

Coca Cola are 'rubbishing' this planet.

Sydney trains say they are

Customer Focused

Pinocchio!!!!

image.png

Money matters for Sydney Trains - the customer and this planet does not.

Keep Sydney Trains out of decision making for the people of Sydney. Sydney Trains are not to be trusted - either by the people of Sydney nor those who care for our planet.

regards

Sven Banton

<https://theintercept.com/2019/10/23/coca-cola-plastic-waste-pollution/>

COCA-COLA NAMED MOST POLLUTING BRAND IN GLOBAL AUDIT OF PLASTIC WASTE

Sharon Lerner

October 23 2019, 11:00 p.m.

LEIA EM PORTUGUÃSS

COCA-COLA WAS found for the second year in a row to be the most polluting brand in a global audit of plastic trash conducted by the Break Free From Plastic global movement. The giant soda company was responsible for more plastic litter than the next top three polluters combined.

More than 72,000 volunteers fanned out onto beaches, paddled along waterways, and walked along streets near their offices and homes picking up plastic bottles, cups, wrappers, bags, and

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

scraps for the one-day cleanup in September that was the basis for the audit. Sorting through the mounds of garbage, they found that the plastic represented 50 different types and could be traced back to almost 8,000 brands. Coke was responsible for 11,732 pieces of plastic litter found in 37 countries on four continents. After Coca-Cola, the next biggest contributors to the plastic pollution in the audit were Nestle, PepsiCo, Mondelez International “” purveyor of snack brands like Oreo, Ritz, Nabisco, and Nutter Butter “” and Unilever. More than half of the plastic had eroded to the point where it was impossible to discern who had produced it.

Coke was the top source of plastic in Africa and Europe and the second largest source in Asia and South America. In North America, the company responsible for the most plastic found in the clean-ups was Nestle, followed by the Solo Cup Company, owned by the Dart Container corporation, and Starbucks. Coca-Cola ranked fifth among the companies responsible for plastic waste in North America.

Coca-Cola responded to questions about the brand audit with an emailed statement: “Any time our packaging ends up in our oceans “” or anywhere that it doesn’t belong “” is unacceptable to us. In partnership with others, we are working to address this critical global issue, both to help turn off the tap in terms of plastic waste entering our oceans and to help clean up the existing pollution.”

Coke’s statement also said, “We are investing locally in every market to increase recovery of our bottles and cans and recently announced the launch in Vietnam of an industry-backed packaging recovery organization, as well as a bottler-led investment of \$19 million in the Philippines in a new food-grade recycling facility. We are also investing to accelerate key innovations that will help to reduce waste, including new enhanced recycling technologies that allow us to recycle poor quality PET plastic, often destined for incineration or landfill, back to high quality food packaging material.”

Coca-Cola’s dubious distinction of being the top global contributor of plastic waste for two consecutive years runs counter to the company’s carefully curated public image as an environmental leader. Earlier this month, Coke introduced a plastic bottle made from recycled marine plastic, and last year the company pledged to collect and recycle “the equivalent of every bottle or can it sells globally.”

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 88

Confidentiality Requested: Yes

Date Received: 27/11/2019

From: Withheld

Submission:

Please refer to the attached document submitted by Toga



27 November 2019

Ms Emma Hitchens
Acting Director
NSW Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2000

Dear Emma,

Submission on Central Precinct Western Gateway Rezoning Proposal & Draft Strategic Vision for the Central State Significant Precinct (SSP)

1. Introduction

Thank you for the opportunity to provide a submission on the Central Precinct Western Gateway Rezoning Proposal (**the Rezoning Proposal**) and the Draft Strategic Vision for the Central State Significant Precinct (**the draft Strategic Vision**).

As you would be aware, the TOGA Group (**TOGA**) is the long-term Crown leaseholder of the Adina Hotel site and adjacent Henry Deane Plaza, identified within the Rezoning Proposal as 'Block C' of the Western Gateway precinct.

Block C is the key to unlocking the future development potential of the Western Gateway Precinct at Central Station and the first phase of the Sydney Innovation and Technology Precinct. In addition to being visually prominent at the entry of the precinct, the site controlled by TOGA provides critical pedestrian access between Railway Square and Central Station via the Devonshire Street Tunnel. The site also enables access from Lee Street to the YHA Site and facilitates the comprehensive redevelopment of Block A.

The land controlled by TOGA contributes significantly to the improved public domain and public benefits associated with the redevelopment of the Western Gateway Precinct, including improved access to the Devonshire Street Tunnel, revised Henry Deane Plaza publicly accessible space, and street level / lower ground level pedestrian connections.

We note that "*Block C will be subject to a separate stage 2 rezoning process as well as a separate exhibition process*" (SEPP Amendment Report). As such, this submission does not advocate for a particular development outcome on Block C as this will be comprehensively addressed through the separate stage 2 rezoning process. This submission however does provide commentary on:

- The accurate representation of Block C within the Rezoning Proposal.
- The accurate representation of the heritage values of the precinct within the Rezoning Proposal.
- The indicative public domain proposal provided within the Rezoning Proposal.
- The content on the Draft Design Guide, notably regarding future planning processes for the precinct and design guidelines for the public domain.

These key matters are outlined in the following sections.



2. Submission on the Rezoning Proposal

2.1 Overview

TOGA supports the rezoning proposal as the first logical step in the renewal of the Central State Significant Precinct. TOGA supports the proposed land zoning of the precinct, and the strategy to include site-specific height and maximum gross floor area (GFA) controls for the precinct within the *Sydney Local Environmental Plan 2012 (SLEP 2012)*.

Specifically, TOGA does not object to the overall maximum building height or maximum GFA proposed for the Western Gateway sub-precinct as they relate to Block A and Block B. We note that while no change is currently proposed to these controls for Block C, that this will be facilitated through a separate stage 2 rezoning process.

TOGA does not object to the proposed imposition of Design Excellence criteria for new buildings within the precinct, as TOGA believes the success of the precinct is in part contingent on the achievement of high-quality architecture and public domain. TOGA recognises the rezoning proposal includes more stringent overshadowing controls as they relate to Prince Alfred Park at specified times of the year (in this case from 10:00am- 2:00pm, increased from 10:00am- 12:00pm).

This submission however requests minor changes to the SLEP maps proposed for the sub-precinct as it relates to Block C, recognition of the accurate characteristics of Block C, and minor changes to the proposed Draft Design Guide as it is proposed to apply to the sub-precinct.

2.2 Accurate Representation of Block C

The area of Block C is incorrectly drafted on the proposed **SLEP 2012 Locality and Site Identification** map. This draft map should be corrected to more accurately reflect the likely development outcome on the site, specifically relating to part Lot 14 below a certain RL which will be delivered by TOGA rather than the developer of Block B.

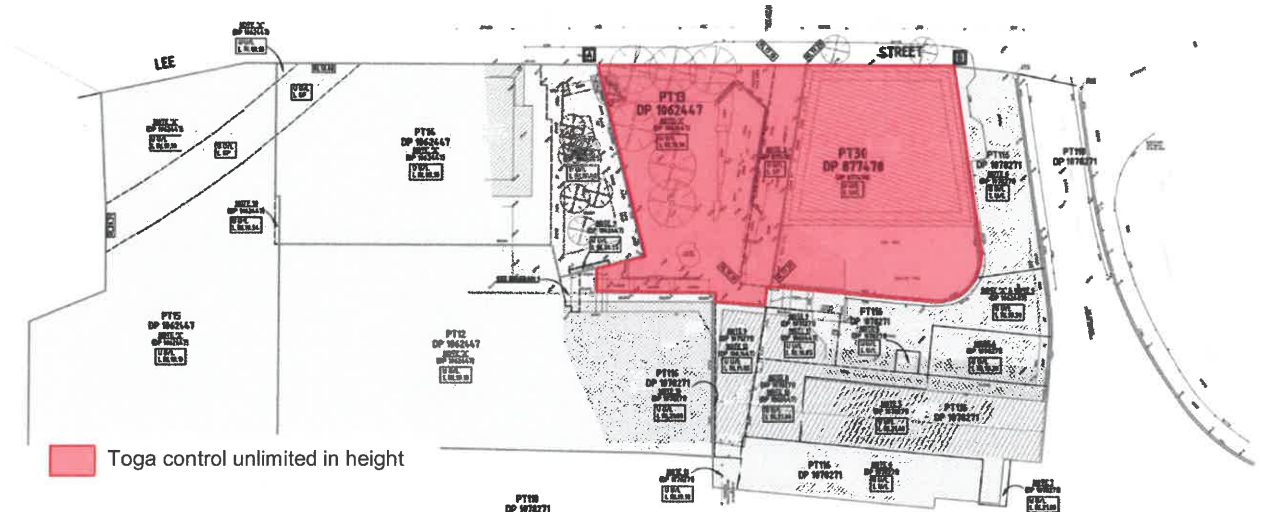
We note that Block C predominantly includes the area of two long-term leases within the Western Gateway Precinct, which are outlined in red in **Figure 1** and described as follows:

- Lot 30 in Deposited Plan 880518 (Adina Apartment Hotel)
- Lot 13 in Deposited Plan 1062447 (Henry Deane Plaza)

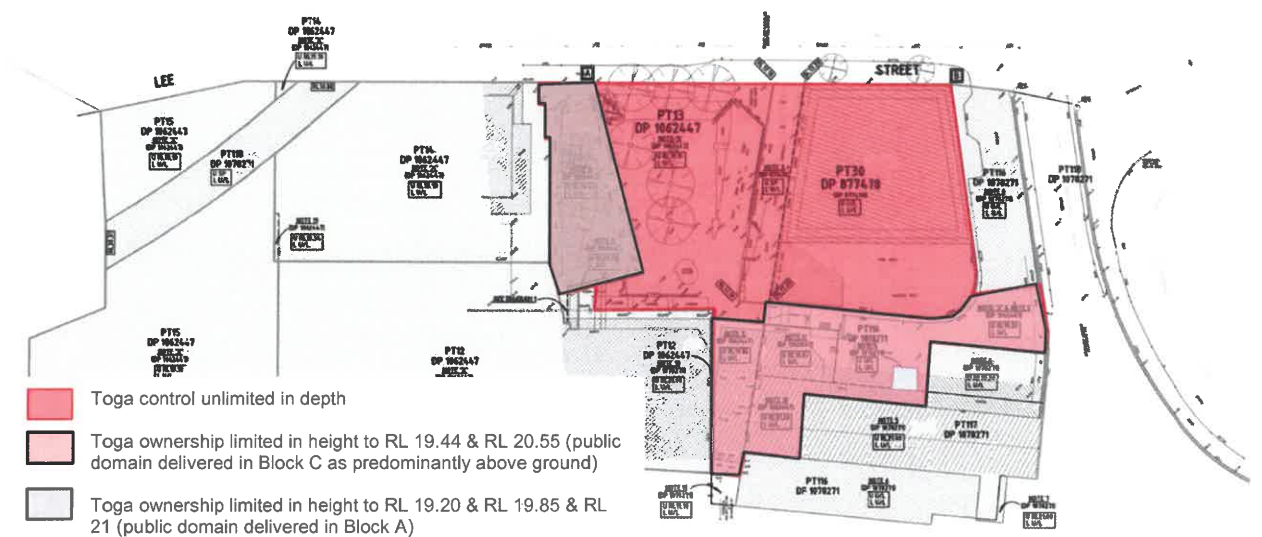
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The implication of the current draft SLEP 2012 map is that the maximum GFA permitted on Block B would include any below ground retail tenancy or GFA delivered within this part of Henry Deane Plaza on lot 14 delivered by TOGA. While this may be beneficial for Block C theoretically, practically this would need to be resolved such that it is clear the amount of maximum GFA available for each block aligns with the landowner most likely to deliver the development on that part of the site.

Figure 1 – Lease Arrangements



Picture 1 – Above Ground Stratum



2.3 Heritage values of Block C

The Rezoning Proposal does not mention the local heritage status of the actual Former Parcels Post Building. The existing building on Block C is listed as an item of **local** significance under Schedule 5 of the SLEP 2012, 'Former Parcels Post Office including retaining wall, early lamp post and building interior', Item 855.

While we note that the site is also included within the Central Railway Station State heritage listing, Sydney Terminal and Central Railway Stations Group (SHR 01255), the building is not independently listed on the State Heritage Register. This is an important point to clarify. Within the Rezoning Proposal, as currently drafted, the heritage significance of the fabric of the Former Parcels Post Office building could be exaggerated, which could lead to unwarranted restrictions on potential future development opportunities for Block C.

We also note that the Draft Design Guide encourages the provision of an 'appropriate clearance and curtilage to existing heritage items, in particular the Former Inwards Parcel Shed and Former Parcels Post Office'. While we do not propose any specific amendment to this objective within the Draft Design

Guide, we note that the building envelope for Block A allows for an appropriate vertical clearance height above the Former Inwards Parcel Shed that could be replicated for the site specific conditions of the Former Parcels Post Office building.

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Furthermore, the Rezoning Proposal can facilitate the first stage of the Central Station Over Station Development (**OSD**), being the creation of stairs and/or other forms of vertical circulation between Henry Deane Plaza and the future platform above the existing Central Station rail lines. This space is likely to form the major public entrance to the future OSD. In this manner, the success of the Central OSD is connected in part to the success of providing a transition in levels within the Western Gateway sub-precinct.

We note for DPIE's attention however that Henry Deane Plaza is publicly accessible, privately owned land. This is recognised in section 2.9 of the SEPP Amendment Report, but throughout the remainder of the documents is repeatedly referred to incorrectly "as public open space," and the "public domain".

While it is TOGA's intention to maintain Henry Deane Plaza as publicly accessible, it should be noted that any 'upgrade' or alteration to this space, or any proposal for the expansion of this plaza to the north or south at the current 'lower ground level', will be on land controlled by TOGA. As such, TOGA remains a significant stakeholder in the ultimate design and function of this plaza, and the proposed 'north-south link' through the Western Gateway sub-precinct. Any proposal relating to this publicly accessible space will be facilitated through redevelopment of Block C and cannot be assumed or controlled by the redevelopment of Block A or Block B.

The future character of this space is also referred to as facilitating the convergence of pedestrians, and servicing multiple purposes including movement, meeting, and relaxation. Further, it needs to tackle gradients, and be a place for visitors with activity 24 hours a day. TOGA are excited by the opportunity to upgrade this space, however we flag that the DPIE's expectations regarding the role of this plaza may need to be managed such that the space is fit for purpose and doesn't try to be 'everything to everyone,' especially given its design constraints.

2.5 Draft Design Guide

TOGA supports the approach taken by TfNSW to include reference to a Draft Design Guide within the site specific SLEP 2012 provisions, rather than requiring each site to complete a site-specific DCP or Concept Plan development application. The provision of a Draft Design Guide allows the landowners and developers of each site to apply consistent design guidance and work towards a collective vision for the sub-precinct.

We do however note the following specific comments regarding the Draft Design Guide:

- The Draft Design Guide defines public domain and open space differently, but then goes on to refer to Henry Deane Plaza as each of these categories of space interchangeably. This needs to be clarified to avoid confusion and understand the future character and expectations of this space.
- The Draft Design Guide suggests that future Competitive Design Processes completed for new buildings across the site should include a range of emerging, emerged, and established Architectural Practices (clause 3.1.3.(2)). We note that it is likely to be difficult to integrate

emerging firms within a Competitive Design Process for such large-scale buildings. As such, we would recommend that the Competitive Design Processes 'encourage' or recommend the consideration of a diversity of Architectural and design practices to achieve the objectives of government.

- We support the requirement for the tower on Block B to be set back from the podium except along Lee Street where there will be no unacceptable wind impacts felt by pedestrians on the ground plane for the intended purpose, and effective articulation and modulation of the podium design is achieved (clause 3.1.2.(9)).
- We note that a collective wind model analysis is required across Block's A, B and C. TOGA has commissioned wind consultant RWDI who has completed analysis which highlights areas for collective collaboration around design solutions to ensure a quality public realm outcome.
- We support the proposed building setbacks, and separation distances achieved to adjacent buildings (minimum 12m to development on Block A) to mitigate concern regarding tower crowding within the Western Gateway Precinct. Such building separation is greater than those already approved within the City of Sydney for instance at the APDG Precinct at Circular Quay and South Barangaroo.

3. Submission on the draft Strategic Vision

3.1 Overview

TOGA believes this is a once in a generation opportunity to create an environment that enriches the global reputation of Sydney, contributing long term, state significant built, economic and social benefits. This is a process that TOGA seeks to meaningfully contribute to in optimising achievement of the desired outcomes for this strategic precinct.

3.2 Height and Scale

We recognise that the site has been included clearly within the precinct plan as "potential areas for future buildings (density/height) medium to high". TOGA supports the language used in the draft Strategic Vision regarding future redevelopment on the site and the Western Gateway sub-precinct more broadly. TOGA supports the language used for the Western Gateway sub-precinct including the use of 'visual markers' and 'city scale' buildings.

3.3 Public Domain and 'Sydney's Third Public Square'

There is a significant weight and emphasis in the draft Strategic Vision and the Draft Design Guide placed on Block A and Block C being a backdrop to Sydney's future third square. While Henry Deane Plaza and the Adina Hotel are not to be mistaken as forming a part of Sydney's future third square, we acknowledge the role of the site in providing an interface to the potentially significant new public open space.

In this respect we note that the future development of Block A includes a 'city scale' building that can be referenced by future development on Block C to provide a logical interface and presentation to the future third square.

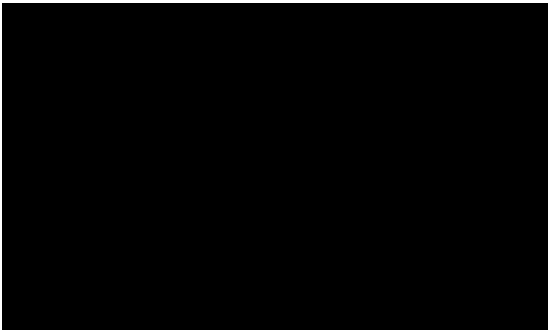


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4. Conclusion

Thank you again for the opportunity to provide comments on the exhibition of the Central Precinct Western Gateway Rezoning Proposal and the Draft Strategic Vision for the Central State Significant Precinct. As a long-term landowner within the precinct, TOGA have an active role in the redevelopment and ongoing management of the precinct and have a vested interest in the success of this project as the first phase of the Sydney Innovation and Technology Precinct.

We congratulate government on the draft Strategic Vision for the State Significant Precinct and we look forward to working with government and the relevant stakeholders in achieving this vision for the people of NSW and Australia.



Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 89

Confidentiality Requested: Yes

Date Received: 27/11/2019

From: Withheld

Submission:

Please refer to the attached document submitted by Toga



27 November 2019

Ms Emma Hitchens
Acting Director
NSW Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2000

Dear Emma,

Submission on Central Precinct Western Gateway Rezoning Proposal & Draft Strategic Vision for the Central State Significant Precinct (SSP)

1. Introduction

Thank you for the opportunity to provide a submission on the Central Precinct Western Gateway Rezoning Proposal (**the Rezoning Proposal**) and the Draft Strategic Vision for the Central State Significant Precinct (**the draft Strategic Vision**).

As you would be aware, the TOGA Group (**TOGA**) is the long-term Crown leaseholder of the Adina Hotel site and adjacent Henry Deane Plaza, identified within the Rezoning Proposal as 'Block C' of the Western Gateway precinct.

Block C is the key to unlocking the future development potential of the Western Gateway Precinct at Central Station and the first phase of the Sydney Innovation and Technology Precinct. In addition to being visually prominent at the entry of the precinct, the site controlled by TOGA provides critical pedestrian access between Railway Square and Central Station via the Devonshire Street Tunnel. The site also enables access from Lee Street to the YHA Site and facilitates the comprehensive redevelopment of Block A.

The land controlled by TOGA contributes significantly to the improved public domain and public benefits associated with the redevelopment of the Western Gateway Precinct, including improved access to the Devonshire Street Tunnel, revised Henry Deane Plaza publicly accessible space, and street level / lower ground level pedestrian connections.

We note that "*Block C will be subject to a separate stage 2 rezoning process as well as a separate exhibition process*" (SEPP Amendment Report). As such, this submission does not advocate for a particular development outcome on Block C as this will be comprehensively addressed through the separate stage 2 rezoning process. This submission however does provide commentary on:

- The accurate representation of Block C within the Rezoning Proposal.
- The accurate representation of the heritage values of the precinct within the Rezoning Proposal.
- The indicative public domain proposal provided within the Rezoning Proposal.
- The content on the Draft Design Guide, notably regarding future planning processes for the precinct and design guidelines for the public domain.

These key matters are outlined in the following sections.



2. Submission on the Rezoning Proposal

2.1 Overview

TOGA supports the rezoning proposal as the first logical step in the renewal of the Central State Significant Precinct. TOGA supports the proposed land zoning of the precinct, and the strategy to include site-specific height and maximum gross floor area (GFA) controls for the precinct within the *Sydney Local Environmental Plan 2012 (SLEP 2012)*.

Specifically, TOGA does not object to the overall maximum building height or maximum GFA proposed for the Western Gateway sub-precinct as they relate to Block A and Block B. We note that while no change is currently proposed to these controls for Block C, that this will be facilitated through a separate stage 2 rezoning process.

TOGA does not object to the proposed imposition of Design Excellence criteria for new buildings within the precinct, as TOGA believes the success of the precinct is in part contingent on the achievement of high-quality architecture and public domain. TOGA recognises the rezoning proposal includes more stringent overshadowing controls as they relate to Prince Alfred Park at specified times of the year (in this case from 10:00am- 2:00pm, increased from 10:00am- 12:00pm).

This submission however requests minor changes to the SLEP maps proposed for the sub-precinct as it relates to Block C, recognition of the accurate characteristics of Block C, and minor changes to the proposed Draft Design Guide as it is proposed to apply to the sub-precinct.

2.2 Accurate Representation of Block C

The area of Block C is incorrectly drafted on the proposed **SLEP 2012 Locality and Site Identification** map. This draft map should be corrected to more accurately reflect the likely development outcome on the site, specifically relating to part Lot 14 below a certain RL which will be delivered by TOGA rather than the developer of Block B.

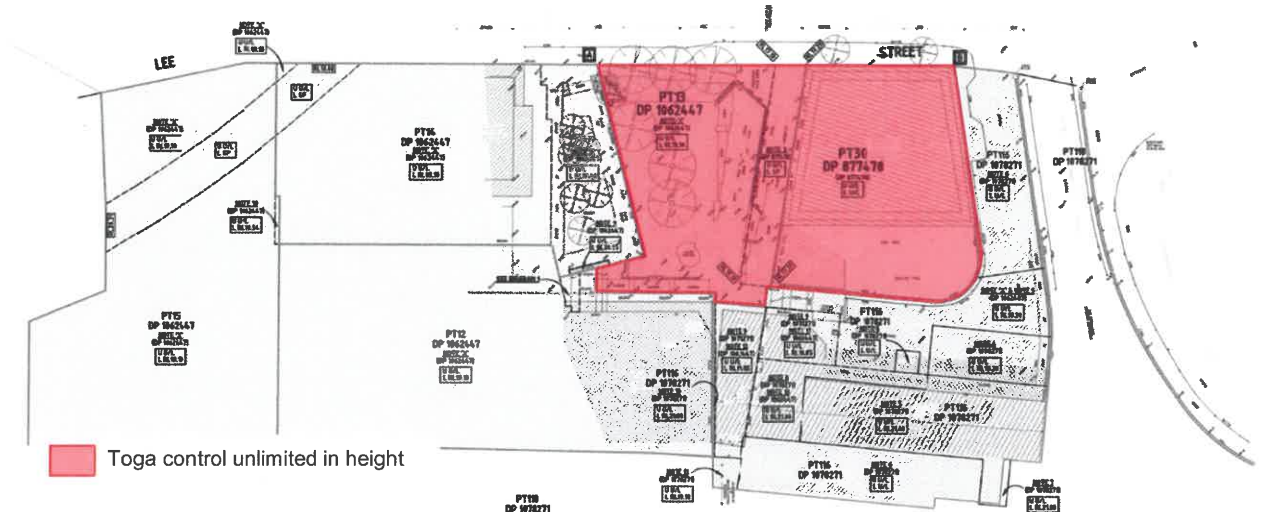
We note that Block C predominantly includes the area of two long-term leases within the Western Gateway Precinct, which are outlined in red in **Figure 1** and described as follows:

- Lot 30 in Deposited Plan 880518 (Adina Apartment Hotel)
- Lot 13 in Deposited Plan 1062447 (Henry Deane Plaza)

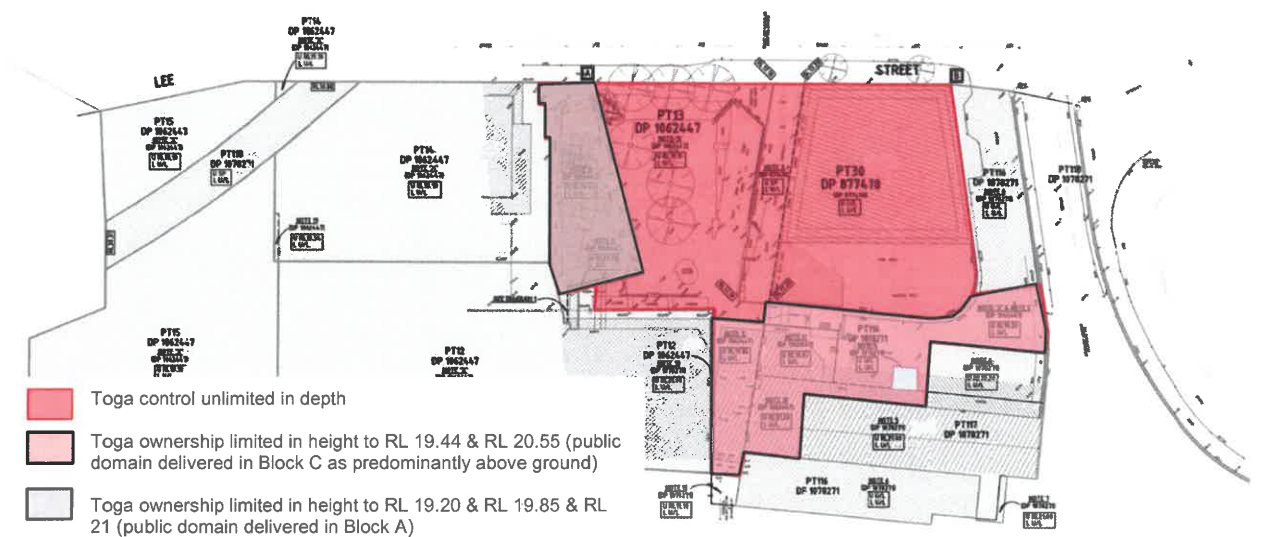
Parts of the lots comprising Block C are limited in either height or depth. The general 'above-ground stratum' as shown in **Figure 1** includes the Adina Hotel building and Henry Deane Plaza. The below-ground stratum includes the Adina Hotel building plus additional areas below the YHA building and associated car park and vehicle access driveway, and below part of Block B at its northern boundary.

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Picture 1 – Above Ground Stratum



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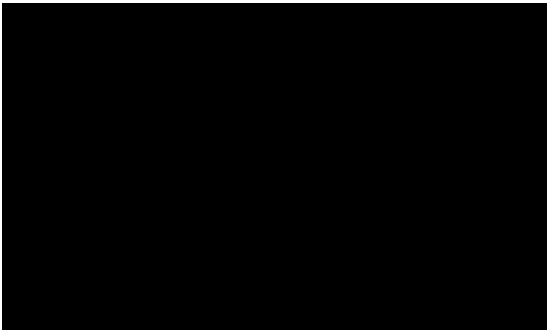


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We congratulate government on the draft Strategic Vision for the State Significant Precinct and we look forward to working with government and the relevant stakeholders in achieving this vision for the people of NSW and Australia.



Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 90

Confidentiality Requested: No

Date Received: 06/12/2019

From: The City of Sydney

Submission:

Please refer to the attached document submitted by The City of Sydney.

Central State Significant Precinct Draft Strategic Vision and Western Gateway Rezoning Proposal



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Executive Summary

At a high level, the City of Sydney (City) supports the redevelopment of the land above and around Central Station rail yards with an approach that is people-focused, place-led and prioritises jobs growth. Sustainable Sydney 2030 projected that the airspace could be better used with a well-designed extension of central Sydney.

The strategic intent of the proposal is consistent with the City's draft Local Strategic Planning Statement (Planning Statement) and draft Central Sydney Planning Strategy. These strategic documents envisage significant jobs growth for the area supported by improved local pedestrian connections, high-quality public domain and Central Sydney's future third public square to be located at Haymarket near Central Station. The area is envisioned to have safe and walkable connections across the rail cutting and state-of-the-art buildings that set a new benchmark in environmental performance and design quality and protect sun access to Prince Alfred Park.

This under-utilised part of the city is the natural southern extension of Central Sydney. Central Station is at the centre of the Harbour CBD and Sydney Metro providing an important catalyst for employment and economic growth. Now is the time for setting a vision developed through collaboration with community, industry and government.

Fostering jobs growth and delivering on an authentic, high quality urban experience at Central will play a critical role in the expansion of Greater Sydney's economy. Catering to emerging and growing businesses such as the high tech, digital and other knowledge-intensive industries will add adaptability, diversity and flexibility to Sydney's economic and employment profile, supporting a city that is resilient to changing economic conditions and priorities. Catering to knowledge workers or 'human capital' by creating a 24 hour epicentre of activity, interest and creativity will better position Sydney to compete globally to attract this talent.

The inclusion of cultural and creative capital through space allocation and enabling activity will be very critical to the area's success. This is just as important as new workspace and needs to be consciously planned for and protected over time.

Central and surrounds are ideally positioned to cater for this growth being the most accessible urban renewal precinct in Australia and with its proximity to existing and growing employment clusters. It is also better positioned to deliver the larger floor plate buildings that are preferred by many growing and established companies.

This submission is in relation to the proposed Central State Significant Precinct (the Central Precinct). It responds to the draft Strategic Vision and proposed State Environmental Planning Policy (draft SEPP) to amend Sydney Local Environmental Plan (LEP) 2012. The proposed SEPP will apply to the area known as the Western Gateway sub-precinct (refer to Figure 1).

The City is committed to working with the NSW Government to responsibly and thoughtfully review and establish the planning controls for the Central Precinct to maximise outcomes for our residents, visitors and businesses. Based on the City's review of the draft Strategic Vision and draft SEPP, the following are the outstanding key priorities that require further development in order for the Central Precinct to be positioned for long term success:

- **Achieving meaningful and much needed destination public space – Central Sydney's third new city square** – an essential place making element that will be the mark of success for the Precinct. For many, Central Station is their first meeting with Sydney. A future city square at Haymarket near Central, the 'Third Square', linked to George Street, will provide a quality public destination and setting for the area's growing creative and young professional workforce to socialise, share, innovate and celebrate.
- **Enhancing local connections and safe interchange** – a key feature of the Precinct's world class interchange status will be its ability to create great streets and neighbourhoods that prioritise safety, comfort and convenience for pedestrians and cyclists. Whilst serviced well by metropolitan connections the Central Precinct is poorly serviced by local

connections. These local connections, for incidental and everyday journeys, will influence the decision of workers and businesses to locate and invest. Improving permeability and seamlessly connecting into the established network of destinations, surrounding streets and open spaces should be at the core of the Precinct's transformation. This involves focusing on enabling safe interchange between modes, minimising traffic generation and maximising street-grade walking and cycling connections east and west, with secondary connections north and south.

- **Being an exemplar in design quality and amenity** – the Central Precinct provides a unique opportunity to be a leading example in design quality by utilising innovation in sustainability performance and a people-focused approach in managing the interface between the public and private domains. It is essential that the Precinct balances the proposed growth with sustainable design and high-quality public spaces and places, including movement corridors. This involves achieving higher sustainability targets and addressing critical design issues such as integration with surrounding areas, building separation distances and podium setbacks, solar access and not inducing uncomfortable wind conditions.



Figure 1: nominated Central State Significant Precinct boundary
(Source: Western Gateway Sub-Precinct Explanation of Intended Effect, October 2019)

Summary of Recommendations

The City recommends that the following issues are addressed prior to the finalising the draft Strategic Vision and planning framework for the Western Gateway sub-precinct. Additional detail on each of the recommendations is provided in the body of this submission:

Draft Strategic Vision

1. The draft Strategic Vision, in particular the proposed changes to the planning controls applying to the Western Gateway, need to include an objective to address the interface with the future public space of the 'Third Square'.
2. Further developing the draft Vision and preliminary Precinct Plan to emphasise economic diversity and achieving high-quality design that supports a wide range of strategic land uses to accommodate the jobs of the future while celebrating its heritage significance.
3. Further develop the 'Planning Priorities' and 'Character Statements' to provide clear place and function-specific guidance for each sub-precinct to achieve the shared vision for the wider Precinct. Well-developed planning priorities and character statements will ensure high-quality transport, design and place outcomes for the community, including future workers, transit user and visitors in the Precinct. The Planning Priorities and Character Statements should:
 - build on the opportunities identified and consider site-specific challenges that have implications on future development within each sub-precinct.
 - consider the current and future role of the Precinct in supporting the night-time economy. In particular, providing cultural infrastructure and accommodating diverse night-time options including entertainment, creative and cultural, retail and other uses that help attract and retain skilled workers and also cater to the needs of visitors, transit users and surrounding community and student population.
 - incorporate key principles of the preliminary 'Precinct Plan', in particular those relating to built form, heritage, design excellence and public domain and open space.
4. The proposed strategic planning framework must be developed prior to finalising any changes to the planning controls for the Western Gateway to ensure the predictable, equitable and orderly development of the whole Precinct. The framework should provide certainty on the future planning pathway and indicative timing for the urban renewal process for each sub-precinct. This will ensure:
 - the orderly delivery of public space, movement corridors and public domain elements, (i.e. the 'Third Square' in the Western Forecourt sub-precinct)
 - enhanced collaboration and consultation with the community and stakeholders in developing the planning framework for each sub-precinct, including site-specific planning controls and uplift
 - real transparency in decision-making in relation to planning outcomes for the entire Precinct
 - clearer, more consistent and better integrated pathway for subsequent development approval processes
 - holistic consideration of both State and local infrastructure, including needs assessment and a framework for contributions and timely delivery

- greater clarity on the future pathway for detailed planning of each sub-precinct. (i.e. sub-precincts beyond the Western Gateway and Block C of the Western Gateway sub-precinct, which is excluded from the Western Gateway Rezoning Proposal), and
- provision of definitive precinct-scale design guidance to ensure exemplary design quality and character for both the private and public domains, equitable distribution of uplift and precinct-scale solutions relating to solar access, wind, air quality, waste and water management issues.

Draft State Environmental Planning Policy – Western Gateway Rezoning Proposal

1. Infrastructure needs for the Western Gateway sub-precinct must be determined prior to considering any uplift and changes to the planning controls. A holistic consideration of both State and local infrastructure needs and certainty on how infrastructure, in particular social, local and worker infrastructure (for example indoor recreation facilities) will be provided in the future planning pathway are needed. This will ensure consistency with the strategic directions in the Eastern City District Plan (the District Plan) and priorities and actions in the City's draft Planning Statement for aligning development and growth with supporting infrastructure.
2. The draft SEPP should encourage a strong emphasis on innovation and technology-based businesses and other strategic land uses in future site-specific development proposals for Blocks A and B. This should be addressed in the future strategic planning framework to achieve the shared vision for the Precinct and give effect to the productivity objectives and strategic directions under the District Plan, draft Planning Statement and other strategic documents. In particular, future site-specific development proposals for Blocks A and B should address the following:
 - the role of the sub-precinct in the Camperdown-Ultimo Health and Education Precinct, consistent with the actions and recommendations of the Greater Sydney Commission's Camperdown-Ultimo Place Strategy,
 - the future and desired role of the sub-precinct in the tech start-up sector and ecosystem and how the development in Blocks A and B would be suitable for knowledge-based businesses and tech start-ups,
 - the retail needs and provision of other urban services, cultural and enterprise uses to attract and retain skilled workers and also cater to the needs of future and current transit users, visitors and surrounding local community. The provision should include well-designed fine grain spaces for a diverse range of shops, food and drinks, arts, cultural and entertainment businesses that operate both during the day and at night-time.
3. The draft SEPP and Draft 'Western Gateway Design Guide' need to ensure that future site-specific development proposals for the sub-precinct prioritises pedestrian and cyclist access, comfort and safety and adequately addresses existing and future public spaces and movement corridors. This involves:
 - providing future movement corridors and links that are primarily at-grade, particularly links to the future 'third square' and a prominent at-grade foyer entrance to Central Walk West; and

- providing an overarching transport strategy for the entire sub-precinct that ensures appropriate car parking and vehicular and servicing access arrangements.
4. The Draft 'Western Gateway Design Guide' must provide higher sustainability targets, including a precinct-wide net zero target. This should also include precinct-scale targets and solutions to achieve net-zero emissions by 2050, consistent with the strategic directions, priorities and actions in the District Plan and draft Planning Statement.
5. The Draft 'Western Gateway Design Guide' needs to incorporate the 'Draft Design Guideline' for Block A. This will ensure that consistent, definitive and holistic design guidance is in place for subsequent design development process for the whole sub-precinct. The Draft 'Western Gateway Design Guide' should also be amended to provide stronger guidance on the following issues:
- protection of sun access on existing and future public spaces and places at key times.
 - building efficiencies which ensure building massing and envelopes provide flexibility for articulation and other design features in subsequent detailed design stages (i.e. applying 75 per cent building envelope efficiencies).
 - building separation distances and setback requirements are to better address interface with surrounding heritage buildings and streets and public spaces, maintain view corridors and address wind issues. This includes:
 - ensuring a minimum 30-metre clear separation (ideally, should be greater than this) with no obstructing cantilevered elements between Blocks A and B;
 - ensuring a clear lane way that is open to the sky is provided between Blocks A and C (former Parcels Post Office building);
 - ensuring a minimum 3-metre setback above the podium along Lee Street to better address interface with Lee Street and Railway Square; and
 - ensuring appropriate setbacks and separation between tower elements and podium in Block B are provided to reduce bulk and scale.
 - wind mapping and appropriate wind mitigation built into the building envelope must be provided. The wind map should identify appropriate criteria at critical points within the development and in all areas affected by the development.
 - providing an appropriate car parking strategy and ensuring vehicular and servicing
 - maximising street and laneway activation both during the day and night (i.e. increasing the active frontage requirement to 80 per cent). Active spaces should also be designed to address flooding issues and cater to a diverse range of businesses and uses, including smaller scale retail, entertainment, food and drink, entertainment and arts and cultural uses.
 - ensuring new structures and development adequately responds to the heritage characteristics of the Precinct and surrounding areas. In particular, future development proposals on Blocks A and B must include a site-specific Conservation Management Plan that ensures:
 - retention of three dimensional features of the former Inwards Parcels Post Shed and former Parcels Post Office heritage buildings;
 - architectural detail of new elements read as a contemporary structure; and
 - proportion and detailing of new development references and address heritage buildings through bulk, articulation, form and quality of materials used.

1. Background

Since July 2008 with the adoption of Sustainable Sydney 2030, the City has identified the land between Central railway station and Cleveland Street as the natural southern extension of Central Sydney (see Figure 4). The land was also identified for redevelopment in both the 1971 and 1988 Central Sydney strategic plans (see Figures 2 and 3). The City's draft Central Sydney Planning Strategy (2016) provided a clear strategic direction highlighting the importance of Central and surrounds in supporting the future economic and employment growth of Greater Sydney (see Figure 4). This includes realising a 'Third Square' at Central (see Figure 5) that will serve as a focal point and quality public setting for the area's growing creative and young professional workforce to socialise, share, innovate and celebrate.

Today, this role is further emphasised in the City's draft Local Strategic Planning Statement (Planning Statement). The draft Planning Statement highlights the critical role that the Central Precinct must play in accommodating a high proportion of jobs floor space. It also emphasises how the appropriate redevelopment of the Central Precinct can drive additional investment in the surrounding area by lifting its profile and improving its market perception both locally and globally.

Supported by catalytic public domain and public transport investment by both the City and NSW Government, the City's draft Central Sydney Planning Strategy and draft Planning Statement position the Central Precinct as a once-in-a-lifetime opportunity to help grow a stronger, more competitive Central Sydney.

Delivered over the long term, the successful development of the Central Precinct will deliver flow-on benefits for Greater Sydney's global standing and contribute to its economic diversity and resilience.

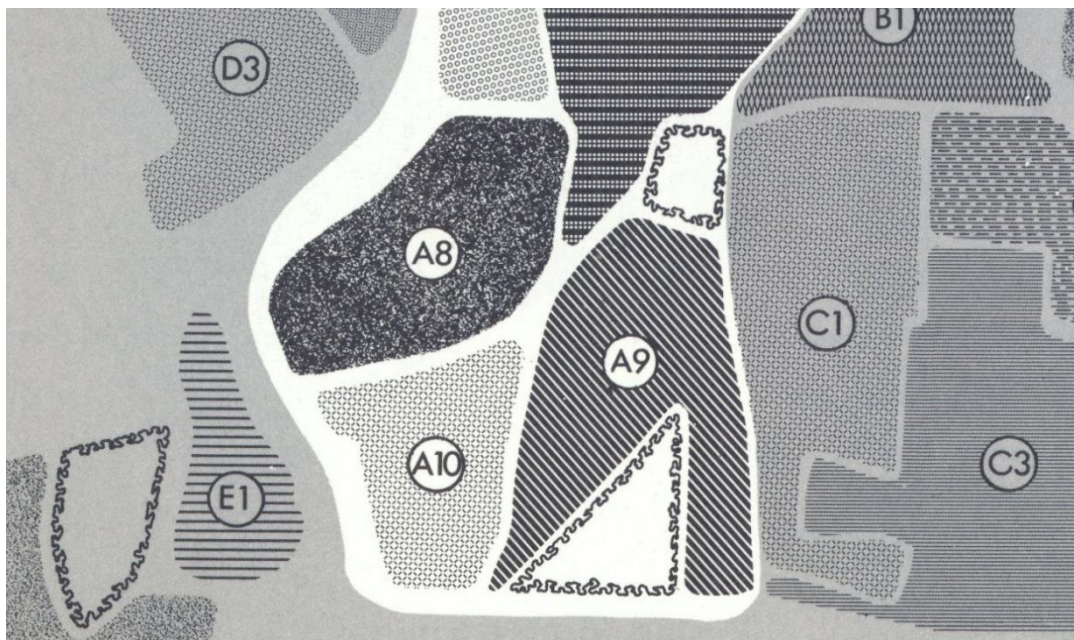


Figure 2: City of Sydney Strategic Plan 1971 - A9 'The Railway Precinct'

An integrated transport interchange. Indoor sports stadium and entertainment stadium on air space over the railway yards. The area between Chalmers and Elizabeth Street could be considered an extension of the CBD.



Figure 3: Central Sydney Strategy 1988 - 'Growth Opportunities'

Encourage the rejuvenation of the Central railway area as the southern termination of the city centre using public improvements as a catalyst for private investment.



Figure 4: Sustainable Sydney 2030: Idea 2 - 'Three City Squares' -

Artist's impression of Central railway station looking north (Concept by Hassle and Hill Talis Architects, 2008)



Figure 5: Draft Central Sydney Planning Strategy, 2016 – ‘George Street public domain spine connecting 3 city squares’ and ‘Future city square at Central Station’

Project idea for future third city square at Central Station (Concept by Stewart Hollenstein Architects)

2. The Proposal

The nominated Central State Significant Precinct area is 24 hectares, bounded 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.

A Draft 'Strategic Vision' for the Precinct (which is preliminary in nature) has been prepared that:

- sets the vision for the area
- identifies priorities and key planning considerations, and
- establishes a commitment to design excellence for the precinct.

The Western Gateway sub-precinct is the first sub-precinct within the wider Central Precinct to be subject to a proposed rezoning. Transport for NSW (TfNSW) has prepared the Western Gateway Rezoning Proposal, which is on exhibition along with the Explanation of Intended Effect for a proposed draft State Environmental Planning Policy (draft SEPP). The draft SEPP proposes the following changes to the Sydney Local Environmental Plan (LEP) 2012:

- Introducing site-specific provisions for the sub-precinct that:
 - seek to incentivise development for non-residential uses through the provision of greater building height and gross floor area controls.
 - require a competitive Design Excellence process that has been approved by the NSW Government Architect, in addition to Council's existing policy;
 - reference the draft 'Western Gateway Design Guide' to inform future development of the sub-precinct; and
 - enable the arrangements for the provision of State infrastructure.
- Apply the B8 Metropolitan Centre zone to the entire Western Gateway sub-precinct;
- Remove the Western Gateway sub-precinct area from the Special Character Areas Map; and
- Identify the Western Gateway sub-precinct on the Locality and Site Identification Map Foreshore Building Line Map – including the labelling of Blocks A, B & C within the sub-precinct.

The proposed changes to the planning controls are to allow the redevelopment of the Western Gateway, comprising (see Figure 6):

- **Block A (8-10 Lee Street, Haymarket)**
 - a 180-metre building (up to 39 storeys at RL 201.2) with up to 70,000 square metres of office, retail and tourist and visitor accommodation gross floor area
- **Block B (14-30 Lee Street, Haymarket)**
 - Two commercial towers with maximum building envelope height of 37 storeys (RL 205.8), including a 10-storey articulated podium. The development could accommodate up to 88,000 square metres above podium, 61,500 square metres within the podium and 5,500 square metres of retail gross floor area
- **Block C (2-6 Lee Street, Haymarket)**
 - Currently contains the former Post Office Parcels building and the former Henry Deane Plaza
 - This block is considered in the draft Vision and draft 'Western Gateway Design Guide' but is excluded from the Western Gateway Rezoning Proposal

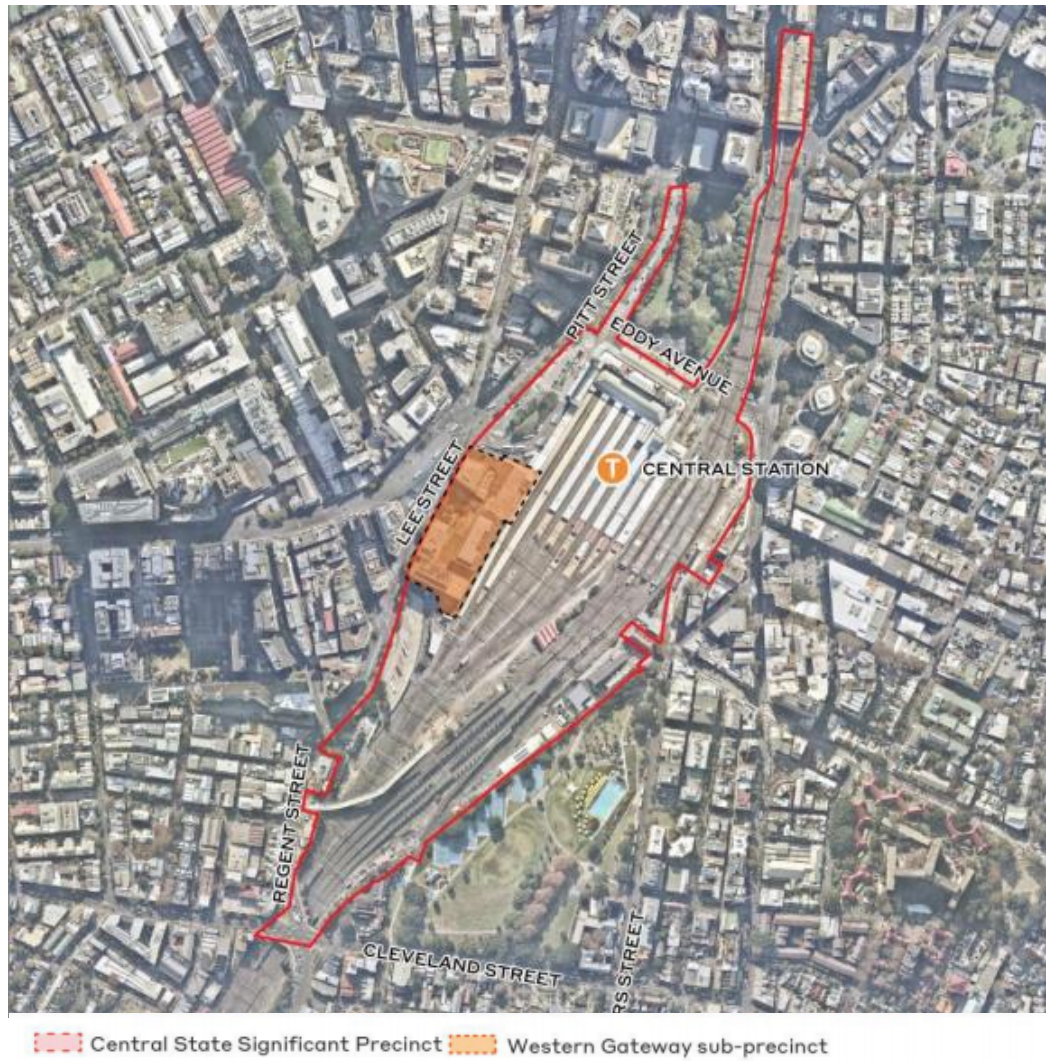


Figure 6: Central State Significant Precinct and Western Gateway Sub-precinct boundaries
Source: Western Gateway Sub-Precinct Explanation of Intended Effect

3. Central Precinct: Draft Strategic Vision

3.1. Strategic intent and public purpose

The City acknowledges the opportunity to reintegrate the Precinct with Central Sydney and the rest of City Fringe both physically and in terms of productivity and economic function. Future planning for the Precinct could deliver catalytic economic outcomes linking globally focused clusters in Central Sydney to those within the Innovation Corridor and the rest of the Harbour CBD.

The City supports the strategic justification for the renewal of the Precinct, in particular:

- The strategic intent to facilitate delivery of employment space to accommodate up to 14,600 innovation and technology jobs. This will contribute to the City's target of 200,000 jobs by 2036 under the draft City Plan 2036 – City of Sydney Local Strategic Planning Statement (Planning Statement) and the Eastern City District Plan's (District Plan) jobs target for the Harbour CBD.
- Developing a globally competitive innovation and technology precinct that enables innovative and diverse business clusters such as professional services, specialised research, technology and creative businesses to grow and agglomerate. This is consistent with the priorities identified in the draft Planning Statement for growing a stronger, more competitive Central Sydney and developing innovative and diverse business clusters in City Fringe.
- The strategic intent to balance growth providing high urban amenity and celebrating the Precinct's transport function and distinct built form, social, heritage, cultural and place characteristics. This is consistent with the priorities and actions identified in the draft Planning Statement relating to creating great places and a socially connected city.
- Providing a well-designed people-focused places and spaces within the Precinct, including commitment to a design excellence process, in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy.
- The strategic intent to reconnect Central Sydney to Ultimo, Chippendale, Haymarket, Surry Hills, Redfern and the rest of City Fringe with Central remaining to be the primary multi-modal transport hub. This includes building upon the existing connections and recent transport infrastructure investments and enabling significant improvements to pedestrian safety and comfort and overall transport interchange experience within and in the periphery of the Precinct.
- Further opportunities to collaborate with DPIE in establishing SSP Study Requirements to develop the planning framework for all remaining sub-precincts. This is consistent with the priorities and actions identified in the draft Planning Statement relating to collaboration with NSW Government to ensure high-quality outcomes for State-government influenced urban renewal projects.

The City provides the following comments in relation to improving the proposed planning pathway:

- The draft Vision must commit more directly to the public purpose and benefits of redeveloping the Western Gateway precinct, and needs to include an objective to address the interface with the future public space of the 'Third Square'. The identified opportunities in the draft Vision that have intrinsic public benefits are largely concentrated in sub-precincts outside the Western Gateway, which is programmed to develop first and receive the majority of development uplift.

- The infrastructure contribution and delivery framework for the Western Gateway should be discussed with the City of Sydney and agreed prior to the rezoning. This would promote an approach more consistent with the strategic directions in the District Plan and priorities and actions in the City's draft Planning Statement for aligning development and growth with supporting infrastructure, including local infrastructure.

3.2. 'Vision' and Preliminary Precinct Plan

3.2.1. Draft Vision

The City supports the Draft Vision for the Central Precinct focused on creating a world class transport interchange and accommodating jobs of the future while celebrating its heritage significance. The City suggests a stronger emphasis on the unique place and social characteristics of the Precinct and on achieving high-quality design that support a wide range of strategic land uses:

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

3.2.2. Preliminary Precinct Plan

The Precinct Plan needs to have the boundaries of each sub-precinct as an overlay. It should also provide a high-level indication of land use priorities. This would provide a better transition and narrative into the character statements for each sub-precinct.

The Precinct Plan should also provide guidance on purpose and potential use of proposed public space and movement corridors (i.e. purpose or desire line for movement patterns indicated, public or private access, intended users – pedestrian, cyclists or shared, etc.). The Plan should distinguish actual public open space from vestigial spaces associated with movement corridors.

The purpose of the 'Area of integration' should be clearly described in the Precinct Plan. Integration in terms of design, siting, massing and layout should start from within the SSP boundary.

3.2.3. Preliminary Precinct Plan Principles

The City generally supports the principles relating to public domain and open space, connections and mobility, built form and heritage, sustainability and design excellence provided along with the preliminary Precinct Plan. However, the City recommends that these principles be incorporated into the planning priorities to ensure that they are adequately considered in subsequent planning processes for each sub-precinct. This will address repetition and provide a clearer and more holistic direction for developing the future strategic planning framework for the entire Precinct.

3.3. Planning Priorities and Character Statements

3.3.1. Planning Priorities

The City supports the proposed themes and planning priorities, with the following suggested changes:

Places and destination

- Add a planning priority relating to building design that appropriately responds to the precinct's heritage elements and builds on the vibrant intimately-scaled network of businesses and uses that serve the local community.
- Incorporate preliminary precinct plan principles under 'Built form and heritage', 'Design excellence' and 'Public domain and open space' (1 and 2) into the planning priorities.
- Add a planning priority that emphasises design excellence and massing to preserve sun access for existing and public spaces, view corridors and provide appropriate responses to urban hazards including wind, air quality and noise.
- Amend Planning Priority 7 to "Facilitating the precinct's primary function as a hub for transport, business, innovation and tourism with complementary uses, including retail and limited supplementary accommodation uses". This reflects the future of the precinct and better aligns with the strategic directions and priorities for the Precinct under the District Plan, Camperdown-Ultimo Place Strategy and draft City of Sydney Local Strategic Planning Statement.

People and community

- Amend Planning Priority 6 (bullet point 6) to focus on creating a precinct that delivers appropriate social and cultural infrastructure to cater for the needs of current and future workers and visitors in the Precinct.

Mobility and access

- There should be a planning priority focused on ensuring any future development adequately responds to and integrates with the surrounding city context, including existing and future streets, movement corridors and public spaces. This should also consider servicing for future development within each sub-precinct.
- Move and combine precinct plan principles under 'Connections and mobility' into planning priorities.
- Amend planning priority on delivering an accessible walkable, well-connected and safe people-focused precinct to provide more emphasis on promoting pedestrian comfort and addressing existing pedestrian and interchange experience issues in and around the Precinct.
- Add a planning priority on future mode share needs that emphasises rail rather than buses. This should also consider other modes and precinct-wide car parking strategy that ensures it is limited to service vehicles and mobility parking.

Economy and innovation

- Clarify that complementary uses are to be provided but not at the expense of intensive commercial and businesses opportunities. This priority needs to be clearer and more

specific to ensure that desired strategic uses are accommodated within the Precinct, consistent with the priorities and actions in the District Plan and draft Planning Statement and the Sydney Technology and Innovation Precinct Panel recommendations.

- Add a planning priority that relates to appropriate design for spaces that cater to the specific needs of knowledge-based clusters and businesses, ranging from start-ups to emerging and mature businesses.
- Add a planning priority to provide affordable space for cultural and creative uses, start-ups and a range of strategic uses that have co-beneficial relationships with existing and future knowledge-based clusters in the Precinct. This is critical to achieve the vision for the Precinct and the strategic directions and priorities for the Harbour CBD and Innovation Corridor.
- Add a planning priority that recognises the Precinct's current and potential future role in the night-time economy. It is within the City's Late Night Management area and provides a great opportunity to accommodate diverse night-time options including entertainment, retail, food and drink, cultural and other urban services uses that attract and cater to the needs of the future skilled workforce and transit users.

Sustainability

- Add a planning priority for stronger commitments to precinct-scale solutions to enable a net-zero Precinct as well as buildings. The Central Precinct provides a unique opportunity to be a leading example for stronger sustainability targets and innovation by pooling resources and sharing infrastructure. This is consistent with the District Plan and draft Planning Statement priorities that support firm commitments to reduce carbon emissions and managing energy, water and waste efficiently in precincts, including NSW Government projects.
- Add a planning priority that establishes higher building rating targets for each sub-precinct, as currently building rating targets and commitments are only provided for Block B of the Western Gateway sub-precinct.
- Combine precinct plan principles under 'Sustainability' and 'Public Domain and open space' (Principle 3) into planning priorities under this theme.

3.3.2. Character Statements

The City supports well-developed character statements that ensure high-quality transport, design and place outcomes for the community, including future workers, transit users and visitors in the Precinct. The proposed statements should be strengthened to provide clearer and place and function-specific guidance to achieve the shared vision for the wider Precinct.

Additionally, this section of the draft Strategic Vision document would benefit from:

- a contextual analysis of challenges that have implications on realising the opportunities identified for each sub-precinct, for example, heritage considerations, mitigating sound and vibration from the rail corridor, pedestrian and permeability issues, site-specific constraints etc.,
- a high-level indication of staging for each sub-precinct,
- addition of movement corridors as an overlay within the precinct in the 'Sub-precincts Plan'.

The following changes are suggested to each character statement:

Goulburn Street

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

Belmore Park

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

Central Station

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

Western Forecourt

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

Western Gateway

- The character statement should also emphasise the sub-precinct's desired place quality and character through exemplary design that responds to the Precinct's heritage and transport function.
- The character should be more specific about the sub-precincts function as the focal point for the innovation and technology hub that provides an environment for collaboration and innovation for a range of small and large businesses, including tech start-ups.
- The opportunity to provide a range of appropriate entertainment, retail, cultural, food and drink and other urban services during the day and night that attract and cater to the needs of the transit users, workers, visitors and surrounding community must be considered.

Sydney Rail Yards

- The character statement should be more specific about the desired mix of uses, which may include complementary uses provided they do not compromise opportunities for commercial and enterprise uses.

- The opportunity to provide a range of appropriate entertainment, retail, cultural, food and drink and other urban services during the day and night that attract and cater to the needs of the transit users, workers, visitors and surrounding community must be considered.
- Barangaroo is not supported as character and scale precedent for this sub-precinct

Regent Street Sidings and Cleveland Street

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

Prince Alfred Sidings

- The meaning of 'parkland ribbon edge' is unclear. The character statement should focus on the desired future function of the sub-precinct as a commercial and retail neighbourhood precinct that links Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.
- Similar to other sub-precincts, residential will only be supported as a limited supplementary use provided it does not compromise opportunities for commercial and enterprise uses. This is also dependent on the resolution of sound and vibration issues from rail operations and future commercial, enterprise and other night-time uses in the whole Precinct.
- The character statement should emphasise low-scale design that will sensitively respond to surrounding heritage buildings and the park, particularly in relation to solar access, amenity and key views.

Eastern Gateway

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

3.4. Future strategic framework and planning pathway

The draft Strategic Vision document indicates that it will be developed into a strategic framework following the exhibition process. This new strategic framework will guide the subsequent renewal process for the rest of Central Precinct. The framework will be developed while finalising the proposed changes to the planning controls for the Western Gateway.

The City is concerned that this approach and the concentration of the proposed uplift in just a portion of the Western Gateway, would impact on the design quality and character of other sub-precincts and the ability of the Precinct

The City strongly recommends that this strategic framework be developed prior to finalising any changes to the planning controls for the Western Gateway sub-precinct. This includes providing certainty on the detailed planning pathway and indicative timing for the urban renewal process for each sub-precinct. This will ensure the equitable and orderly development of the whole Precinct, in particular:

- the orderly delivery of public spaces, movement corridors and public domain elements, such as the 'Third Square' in the Western Forecourt sub-precinct,
- better collaboration with the community and stakeholders in developing the planning framework for each sub-precinct, including site-specific planning controls,
- transparency in decision-making in relation to planning outcomes for the entire Precinct,
- clearer, more consistent and better integrated pathway for subsequent development approval processes,
- holistic consideration of both State and local infrastructure, including needs assessment and a framework for contributions and timely delivery,
- greater clarity on the future pathway for detailed planning of each sub-precinct, including sub-precincts beyond the Western Gateway and Block C of the Western Gateway sub-precinct (which is excluded from the Western Gateway Rezoning Proposal).
- precinct-scale design guidance to ensure exemplary design quality and character for both the private and public domains, equitable distribution of uplift and precinct-scale solutions relating to solar access, wind, air quality, waste and water management issues.

4. Western Gateway Rezoning Proposal

4.1. Infrastructure

Infrastructure required to support the proposal for the Western Gateway sub-precinct must be considered and determined prior to finalising the planning controls. This is consistent with the strategic directions in the District Plan and priorities and actions in the draft Planning Statement for aligning development and growth with supporting infrastructure.

The City strongly recommends that:

- a holistic consideration of both State and local infrastructure needs for the entire sub-precinct. This should include specific needs of highly skilled workers in innovative and knowledge-based sectors, current and future transit users and changing local community surrounding the sub-precinct;
- provision of a definitive framework development contributions to ensure commitment for and timely delivery of infrastructure through the subsequent development approval processes.

4.2. Strategic land uses in the sub-precinct

The draft SEPP needs to ensure that future site-specific development proposals for Blocks A and B provide a strong emphasis on innovation and technology-based businesses. This is a critical aspect that needs to be addressed in the future strategic planning framework to achieve the shared vision for the Precinct and give effect to the productivity objectives and strategic directions under the District Plan, draft Planning Statement and other strategic documents. In particular, future site-specific development proposals for Blocks A and B should address the following:

- the role of the sub-precinct in the Camperdown-Ultimo Health and Education Precinct, consistent with the actions and recommendations of the Greater Sydney Commission's Camperdown-Ultimo Place Strategy.
- the future and desired role of the sub-precinct in the tech start-up sector and ecosystem and how the development in Blocks A and B would be suitable for knowledge-based businesses and tech start-ups.
- the retail needs and provision of other urban services, cultural and enterprise uses to attract and retain skilled workers and also cater to the needs of future and current transit users, visitors and surrounding local community. The provision should include well-designed fine grain spaces for a diverse range of shops, food and drinks, arts, cultural and entertainment businesses that operate both during the day and at night-time.

4.3. Movement, access and public spaces

The City supports the focus on public transport and walking to create a safe, well-connected and people-focused sub-precinct. The City recommends the changes to the Draft 'Western Gateway Design Guide' listed below to ensure that future site-specific development proposals for the sub-precinct prioritises pedestrian and cyclist access, comfort and safety. The suggested changes also ensure future development adequately addresses existing and future public spaces and movement corridors:

- Delineate useable public spaces from vestigial publicly accessible spaces as part of movement corridors. It should also ensure elements of the 'public domain' appear and feel public and have high-levels of amenity through design, siting and massing of buildings around them.
- Ensure that an overarching transport strategy for the entire sub-precinct is provided to ensure a consistent approach in:
 - managing traffic impacts to surrounding street network
 - staging and managing pedestrian and vehicular access, particularly servicing, arrangements throughout the development process
 - providing appropriate car parking and vehicular and loading and servicing access arrangements, including:
 - ensuring that temporary vehicular access and servicing arrangements prioritise pedestrian safety and future development of Central Walk West; and
 - ensuring that vehicular access on Lee Street north (Upper Carriage Laneway) will be closed once the consolidated basement access via Lee Street south is delivered on Block B.
 - providing a car parking strategy that ensures it is limited to service vehicles and mobility parking is provided for the entire sub-precinct.
- Prioritise cyclist and pedestrian access, comfort and safety and enable better ground plane activation by:
 - ensuring that future movement corridors and links are primarily at-grade, particularly links to the future 'third square' and north-south link between Block A and C,
 - ensuring that a prominent at-grade foyer entrance to Central Walk West is provided,
 - prioritising connections from Central Station to surrounding areas,
 - ensuring that future movement corridors and links are primarily at-grade, particularly links to the future 'third square' and a prominent at-grade foyer entrance to Central Walk West,
 - ensuring that end of trip facilities are provided adjacent to foyer entrances.

4.4. Sustainability

The future redevelopment of the Western Gateway sub-precinct must be a leading example for achieving net-zero emissions by 2050, which could be achieved through best practice sustainability and environmental performance measures and initiatives for individual development sites and at a precinct level. This is consistent with the District Plan and draft Planning Statement priorities that support firm commitments to reduce carbon emissions and managing energy, water and waste efficiently in precincts, including NSW Government projects. It is therefore recommended that the Draft 'Western Gateway Design Guide' be amended to ensure that:

- New development in the sub-precinct is accompanied by an ESD Strategy that demonstrates how the following targets will be met or exceeded:
 - 6-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
 - 6-star Green Star Design and As-Built rating (version 1.2)
- New development in the sub-precinct:
 - achieves net zero emissions by being highly efficient and using a minimum of 100% renewable electricity. This could be achieved by maximising on-site generation, purchasing renewable electricity generated off-site and purchasing gold class offsets for remaining energy,
 - includes an Integrated Water Management Strategy that:
 - incorporates rainwater and/or stormwater harvesting measures to maximise sustainable water reuse, including for irrigation for publicly accessible spaces;
 - illustrates how buildings will reuse water for all permitted non-potable uses such as flushing, irrigation, firefighting and certain functional purposes;
 - includes a precinct-scale recycled water scheme that can connect to future networks including but not limited to the George Street network;
 - provides more efficient delivery of hot water through centrally plumbed hot water systems within buildings;
 - incorporates, not just considers, water-sensitive urban design and green walls and roofs;
 - incorporates appropriate waste reduction and recycling measures, including;
 - providing 90% recovery of construction and demolition waste
 - providing 90% recovery of waste from industrial, commercial operations and other uses.

4.5. Design Quality

The City supports the provision of detailed design guidance through the draft 'Western Gateway Design Guide', which is proposed to be referenced in draft amendments to the Sydney LEP 2012. The City also supports the requirement for a competitive design process in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy.

The Draft 'Western Gateway Design Guide' needs to incorporate the 'Draft Design Guideline' for Block A. This will ensure that consistent, definitive and holistic design guidance is in place for any subsequent design development process. The Draft 'Western Gateway Design Guide' should also be amended to provide stronger guidance on the following issues:

- ensuring protection of sun access on existing and future public spaces and places between 9am-3pm at mid-winter,
- applying 75-80% per cent envelope efficiencies to ensure that building massing and envelopes provide flexibility for articulation and other design features in subsequent detailed design stages,
- ensuring appropriate building separation distances and setbacks are provided to better address interface with surrounding heritage buildings and streets and public spaces, maintain view corridors and address wind issues. This includes:

- providing an absolute minimum 30 metre separation with no obstructing cantilevered elements between Blocks A and B. This is consistent with separation distances for a typical Sydney street and will ensure that the view corridor to Marcus Clarke building is maintained,
- providing a clear lane way that is open to the sky between Blocks A and C (former Parcels Post Office building),
- ensuring a minimum 3 metre setback above the podium along Lee Street to better address interface with Lee Street and Railway Square, and
- providing appropriate setbacks between tower elements and a podium in Block B to reduce bulk and scale.
- ensuring appropriate management of wind issues, including:
 - building envelope design that does not generate public domain wind effects. Temporary structures such as canopy, awnings or roofs may also be utilised but are not considered sufficient to adequately mitigate wind impacts.
 - Providing a wind map, which at a minimum, identifies critical points within and in all areas affected by the development. The wind map should also specify the:
 - Criteria for standing to all building entrances,
 - Criteria for walking for the entire sub-precinct and extending to the building facades on George Street and Eddy Avenue (North), George Street (West) and southern façade of the Mercure building (South),
 - Criteria for sitting for the area bounded by the northern alignment of the future Central Walk West, Grand Concourse/upper plaza, and the heritage-listed sandstone wall along Pitt Street,
 - Criteria for sitting for the area bounded by the western footpath along Lee Street, the Mercure building façade, eastern footpath to Broadway and the northern alignment of the future Central Walk West.
- maximising street and laneway activation both during the day and night by implementing an active building frontage requirement of 80 per cent. Active spaces should also be designed to address flooding issues and cater to a diverse range of businesses and uses, including smaller scale retail, entertainment, food and drink, entertainment and arts and cultural uses.
- ensuring new structures and development adequately responds to the heritage characteristics of the Precinct and surrounding areas. In particular, future development proposals on Blocks A and B must include a site-specific Conservation Management Plan that ensures:
 - retention of three dimensional features of heritage buildings (i.e. the former Inwards Parcels Post Shed and for Parcels Post Office building);
 - architectural detail of new elements reads as a contemporary structure; and
 - the proportion and detailing of new development references and addresses heritage buildings through bulk, articulation, form and quality of materials used.
- clarifying that in the event that a competitive design process is undertaken in accordance with the City's Competitive Design Policy, it is to:
 - be an invited architectural design competition involving no less than five competitors (instead of four as indicated in the Draft 'Western Gateway Design Guide') from a range of emerging, emerged and established architectural practices with at least 50% local architects as the lead architect.



Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 91

Confidentiality Requested: No

Date Received: 06/12/2019

From: The City of Sydney

Submission:

Please refer to the attached document submitted by The City of Sydney.

Central State Significant Precinct Draft Strategic Vision and Western Gateway Rezoning Proposal



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Executive Summary

At a high level, the City of Sydney (City) supports the redevelopment of the land above and around Central Station rail yards with an approach that is people-focused, place-led and prioritises jobs growth. Sustainable Sydney 2030 projected that the airspace could be better used with a well-designed extension of central Sydney.

The strategic intent of the proposal is consistent with the City's draft Local Strategic Planning Statement (Planning Statement) and draft Central Sydney Planning Strategy. These strategic documents envisage significant jobs growth for the area supported by improved local pedestrian connections, high-quality public domain and Central Sydney's future third public square to be located at Haymarket near Central Station. The area is envisioned to have safe and walkable connections across the rail cutting and state-of-the-art buildings that set a new benchmark in environmental performance and design quality and protect sun access to Prince Alfred Park.

This under-utilised part of the city is the natural southern extension of Central Sydney. Central Station is at the centre of the Harbour CBD and Sydney Metro providing an important catalyst for employment and economic growth. Now is the time for setting a vision developed through collaboration with community, industry and government.

Fostering jobs growth and delivering on an authentic, high quality urban experience at Central will play a critical role in the expansion of Greater Sydney's economy. Catering to emerging and growing businesses such as the high tech, digital and other knowledge-intensive industries will add adaptability, diversity and flexibility to Sydney's economic and employment profile, supporting a city that is resilient to changing economic conditions and priorities. Catering to knowledge workers or 'human capital' by creating a 24 hour epicentre of activity, interest and creativity will better position Sydney to compete globally to attract this talent.

The inclusion of cultural and creative capital through space allocation and enabling activity will be very critical to the area's success. This is just as important as new workspace and needs to be consciously planned for and protected over time.

Central and surrounds are ideally positioned to cater for this growth being the most accessible urban renewal precinct in Australia and with its proximity to existing and growing employment clusters. It is also better positioned to deliver the larger floor plate buildings that are preferred by many growing and established companies.

This submission is in relation to the proposed Central State Significant Precinct (the Central Precinct). It responds to the draft Strategic Vision and proposed State Environmental Planning Policy (draft SEPP) to amend Sydney Local Environmental Plan (LEP) 2012. The proposed SEPP will apply to the area known as the Western Gateway sub-precinct (refer to Figure 1).

The City is committed to working with the NSW Government to responsibly and thoughtfully review and establish the planning controls for the Central Precinct to maximise outcomes for our residents, visitors and businesses. Based on the City's review of the draft Strategic Vision and draft SEPP, the following are the outstanding key priorities that require further development in order for the Central Precinct to be positioned for long term success:

- **Achieving meaningful and much needed destination public space – Central Sydney's third new city square** – an essential place making element that will be the mark of success for the Precinct. For many, Central Station is their first meeting with Sydney. A future city square at Haymarket near Central, the 'Third Square', linked to George Street, will provide a quality public destination and setting for the area's growing creative and young professional workforce to socialise, share, innovate and celebrate.
- **Enhancing local connections and safe interchange** – a key feature of the Precinct's world class interchange status will be its ability to create great streets and neighbourhoods that prioritise safety, comfort and convenience for pedestrians and cyclists. Whilst serviced well by metropolitan connections the Central Precinct is poorly serviced by local

connections. These local connections, for incidental and everyday journeys, will influence the decision of workers and businesses to locate and invest. Improving permeability and seamlessly connecting into the established network of destinations, surrounding streets and open spaces should be at the core of the Precinct's transformation. This involves focusing on enabling safe interchange between modes, minimising traffic generation and maximising street-grade walking and cycling connections east and west, with secondary connections north and south.

- **Being an exemplar in design quality and amenity** – the Central Precinct provides a unique opportunity to be a leading example in design quality by utilising innovation in sustainability performance and a people-focused approach in managing the interface between the public and private domains. It is essential that the Precinct balances the proposed growth with sustainable design and high-quality public spaces and places, including movement corridors. This involves achieving higher sustainability targets and addressing critical design issues such as integration with surrounding areas, building separation distances and podium setbacks, solar access and not inducing uncomfortable wind conditions.



Figure 1: nominated Central State Significant Precinct boundary
(Source: Western Gateway Sub-Precinct Explanation of Intended Effect, October 2019)

Summary of Recommendations

The City recommends that the following issues are addressed prior to the finalising the draft Strategic Vision and planning framework for the Western Gateway sub-precinct. Additional detail on each of the recommendations is provided in the body of this submission:

Draft Strategic Vision

1. The draft Strategic Vision, in particular the proposed changes to the planning controls applying to the Western Gateway, need to include an objective to address the interface with the future public space of the 'Third Square'.
2. Further developing the draft Vision and preliminary Precinct Plan to emphasise economic diversity and achieving high-quality design that supports a wide range of strategic land uses to accommodate the jobs of the future while celebrating its heritage significance.
3. Further develop the 'Planning Priorities' and 'Character Statements' to provide clear place and function-specific guidance for each sub-precinct to achieve the shared vision for the wider Precinct. Well-developed planning priorities and character statements will ensure high-quality transport, design and place outcomes for the community, including future workers, transit user and visitors in the Precinct. The Planning Priorities and Character Statements should:
 - build on the opportunities identified and consider site-specific challenges that have implications on future development within each sub-precinct.
 - consider the current and future role of the Precinct in supporting the night-time economy. In particular, providing cultural infrastructure and accommodating diverse night-time options including entertainment, creative and cultural, retail and other uses that help attract and retain skilled workers and also cater to the needs of visitors, transit users and surrounding community and student population.
 - incorporate key principles of the preliminary 'Precinct Plan', in particular those relating to built form, heritage, design excellence and public domain and open space.
4. The proposed strategic planning framework must be developed prior to finalising any changes to the planning controls for the Western Gateway to ensure the predictable, equitable and orderly development of the whole Precinct. The framework should provide certainty on the future planning pathway and indicative timing for the urban renewal process for each sub-precinct. This will ensure:
 - the orderly delivery of public space, movement corridors and public domain elements, (i.e. the 'Third Square' in the Western Forecourt sub-precinct)
 - enhanced collaboration and consultation with the community and stakeholders in developing the planning framework for each sub-precinct, including site-specific planning controls and uplift
 - real transparency in decision-making in relation to planning outcomes for the entire Precinct
 - clearer, more consistent and better integrated pathway for subsequent development approval processes
 - holistic consideration of both State and local infrastructure, including needs assessment and a framework for contributions and timely delivery

- greater clarity on the future pathway for detailed planning of each sub-precinct. (i.e. sub-precincts beyond the Western Gateway and Block C of the Western Gateway sub-precinct, which is excluded from the Western Gateway Rezoning Proposal), and
- provision of definitive precinct-scale design guidance to ensure exemplary design quality and character for both the private and public domains, equitable distribution of uplift and precinct-scale solutions relating to solar access, wind, air quality, waste and water management issues.

Draft State Environmental Planning Policy – Western Gateway Rezoning Proposal

1. Infrastructure needs for the Western Gateway sub-precinct must be determined prior to considering any uplift and changes to the planning controls. A holistic consideration of both State and local infrastructure needs and certainty on how infrastructure, in particular social, local and worker infrastructure (for example indoor recreation facilities) will be provided in the future planning pathway are needed. This will ensure consistency with the strategic directions in the Eastern City District Plan (the District Plan) and priorities and actions in the City's draft Planning Statement for aligning development and growth with supporting infrastructure.
2. The draft SEPP should encourage a strong emphasis on innovation and technology-based businesses and other strategic land uses in future site-specific development proposals for Blocks A and B. This should be addressed in the future strategic planning framework to achieve the shared vision for the Precinct and give effect to the productivity objectives and strategic directions under the District Plan, draft Planning Statement and other strategic documents. In particular, future site-specific development proposals for Blocks A and B should address the following:
 - the role of the sub-precinct in the Camperdown-Ultimo Health and Education Precinct, consistent with the actions and recommendations of the Greater Sydney Commission's Camperdown-Ultimo Place Strategy,
 - the future and desired role of the sub-precinct in the tech start-up sector and ecosystem and how the development in Blocks A and B would be suitable for knowledge-based businesses and tech start-ups,
 - the retail needs and provision of other urban services, cultural and enterprise uses to attract and retain skilled workers and also cater to the needs of future and current transit users, visitors and surrounding local community. The provision should include well-designed fine grain spaces for a diverse range of shops, food and drinks, arts, cultural and entertainment businesses that operate both during the day and at night-time.
3. The draft SEPP and Draft 'Western Gateway Design Guide' need to ensure that future site-specific development proposals for the sub-precinct prioritises pedestrian and cyclist access, comfort and safety and adequately addresses existing and future public spaces and movement corridors. This involves:
 - providing future movement corridors and links that are primarily at-grade, particularly links to the future 'third square' and a prominent at-grade foyer entrance to Central Walk West; and

- providing an overarching transport strategy for the entire sub-precinct that ensures appropriate car parking and vehicular and servicing access arrangements.
4. The Draft 'Western Gateway Design Guide' must provide higher sustainability targets, including a precinct-wide net zero target. This should also include precinct-scale targets and solutions to achieve net-zero emissions by 2050, consistent with the strategic directions, priorities and actions in the District Plan and draft Planning Statement.
5. The Draft 'Western Gateway Design Guide' needs to incorporate the 'Draft Design Guideline' for Block A. This will ensure that consistent, definitive and holistic design guidance is in place for subsequent design development process for the whole sub-precinct. The Draft 'Western Gateway Design Guide' should also be amended to provide stronger guidance on the following issues:
- protection of sun access on existing and future public spaces and places at key times.
 - building efficiencies which ensure building massing and envelopes provide flexibility for articulation and other design features in subsequent detailed design stages (i.e. applying 75 per cent building envelope efficiencies).
 - building separation distances and setback requirements are to better address interface with surrounding heritage buildings and streets and public spaces, maintain view corridors and address wind issues. This includes:
 - ensuring a minimum 30-metre clear separation (ideally, should be greater than this) with no obstructing cantilevered elements between Blocks A and B;
 - ensuring a clear lane way that is open to the sky is provided between Blocks A and C (former Parcels Post Office building);
 - ensuring a minimum 3-metre setback above the podium along Lee Street to better address interface with Lee Street and Railway Square; and
 - ensuring appropriate setbacks and separation between tower elements and podium in Block B are provided to reduce bulk and scale.
 - wind mapping and appropriate wind mitigation built into the building envelope must be provided. The wind map should identify appropriate criteria at critical points within the development and in all areas affected by the development.
 - providing an appropriate car parking strategy and ensuring vehicular and servicing
 - maximising street and laneway activation both during the day and night (i.e. increasing the active frontage requirement to 80 per cent). Active spaces should also be designed to address flooding issues and cater to a diverse range of businesses and uses, including smaller scale retail, entertainment, food and drink, entertainment and arts and cultural uses.
 - ensuring new structures and development adequately responds to the heritage characteristics of the Precinct and surrounding areas. In particular, future development proposals on Blocks A and B must include a site-specific Conservation Management Plan that ensures:
 - retention of three dimensional features of the former Inwards Parcels Post Shed and former Parcels Post Office heritage buildings;
 - architectural detail of new elements read as a contemporary structure; and
 - proportion and detailing of new development references and address heritage buildings through bulk, articulation, form and quality of materials used.

1. Background

Since July 2008 with the adoption of Sustainable Sydney 2030, the City has identified the land between Central railway station and Cleveland Street as the natural southern extension of Central Sydney (see Figure 4). The land was also identified for redevelopment in both the 1971 and 1988 Central Sydney strategic plans (see Figures 2 and 3). The City's draft Central Sydney Planning Strategy (2016) provided a clear strategic direction highlighting the importance of Central and surrounds in supporting the future economic and employment growth of Greater Sydney (see Figure 4). This includes realising a 'Third Square' at Central (see Figure 5) that will serve as a focal point and quality public setting for the area's growing creative and young professional workforce to socialise, share, innovate and celebrate.

Today, this role is further emphasised in the City's draft Local Strategic Planning Statement (Planning Statement). The draft Planning Statement highlights the critical role that the Central Precinct must play in accommodating a high proportion of jobs floor space. It also emphasises how the appropriate redevelopment of the Central Precinct can drive additional investment in the surrounding area by lifting its profile and improving its market perception both locally and globally.

Supported by catalytic public domain and public transport investment by both the City and NSW Government, the City's draft Central Sydney Planning Strategy and draft Planning Statement position the Central Precinct as a once-in-a-lifetime opportunity to help grow a stronger, more competitive Central Sydney.

Delivered over the long term, the successful development of the Central Precinct will deliver flow-on benefits for Greater Sydney's global standing and contribute to its economic diversity and resilience.

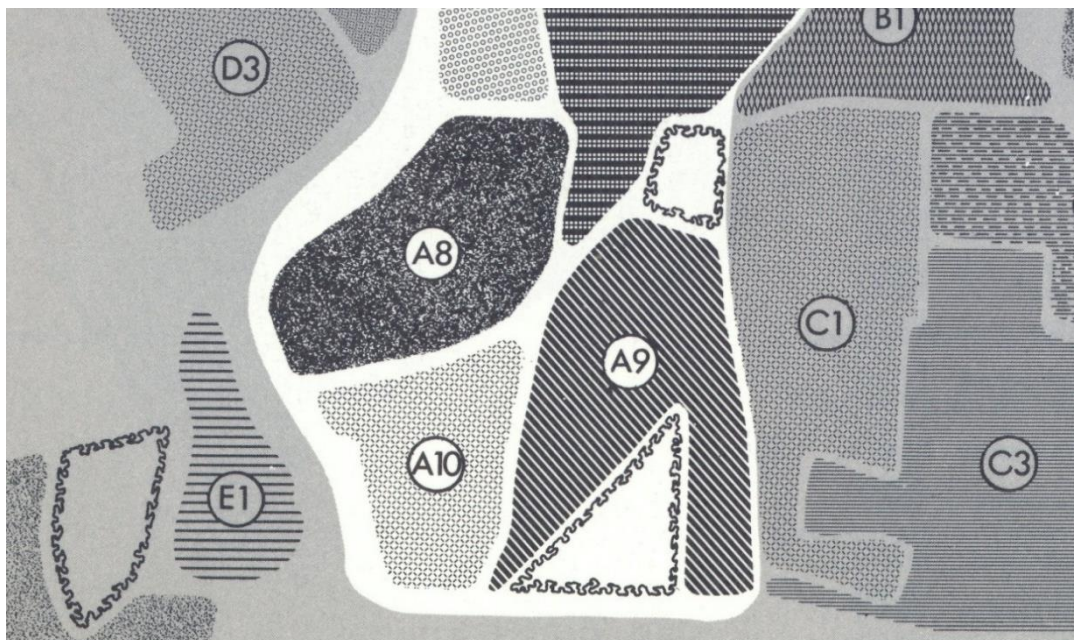


Figure 2: City of Sydney Strategic Plan 1971 - A9 'The Railway Precinct'

An integrated transport interchange. Indoor sports stadium and entertainment stadium on air space over the railway yards. The area between Chalmers and Elizabeth Street could be considered an extension of the CBD.



Figure 3: Central Sydney Strategy 1988 - 'Growth Opportunities'

Encourage the rejuvenation of the Central railway area as the southern termination of the city centre using public improvements as a catalyst for private investment.



Figure 4: Sustainable Sydney 2030: Idea 2 - 'Three City Squares' -

Artist's impression of Central railway station looking north (Concept by Hassle and Hill Talis Architects, 2008)



Figure 5: Draft Central Sydney Planning Strategy, 2016 – 'George Street public domain spine connecting 3 city squares' and 'Future city square at Central Station'

Project idea for future third city square at Central Station (Concept by Stewart Hollenstein Architects)

2. The Proposal

The nominated Central State Significant Precinct area is 24 hectares, bounded 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.

A Draft 'Strategic Vision' for the Precinct (which is preliminary in nature) has been prepared that:

- sets the vision for the area
- identifies priorities and key planning considerations, and
- establishes a commitment to design excellence for the precinct.

The Western Gateway sub-precinct is the first sub-precinct within the wider Central Precinct to be subject to a proposed rezoning. Transport for NSW (TfNSW) has prepared the Western Gateway Rezoning Proposal, which is on exhibition along with the Explanation of Intended Effect for a proposed draft State Environmental Planning Policy (draft SEPP). The draft SEPP proposes the following changes to the Sydney Local Environmental Plan (LEP) 2012:

- Introducing site-specific provisions for the sub-precinct that:
 - seek to incentivise development for non-residential uses through the provision of greater building height and gross floor area controls.
 - require a competitive Design Excellence process that has been approved by the NSW Government Architect, in addition to Council's existing policy;
 - reference the draft 'Western Gateway Design Guide' to inform future development of the sub-precinct; and
 - enable the arrangements for the provision of State infrastructure.
- Apply the B8 Metropolitan Centre zone to the entire Western Gateway sub-precinct;
- Remove the Western Gateway sub-precinct area from the Special Character Areas Map; and
- Identify the Western Gateway sub-precinct on the Locality and Site Identification Map Foreshore Building Line Map – including the labelling of Blocks A, B & C within the sub-precinct.

The proposed changes to the planning controls are to allow the redevelopment of the Western Gateway, comprising (see Figure 6):

- **Block A (8-10 Lee Street, Haymarket)**
 - a 180-metre building (up to 39 storeys at RL 201.2) with up to 70,000 square metres of office, retail and tourist and visitor accommodation gross floor area
- **Block B (14-30 Lee Street, Haymarket)**
 - Two commercial towers with maximum building envelope height of 37 storeys (RL 205.8), including a 10-storey articulated podium. The development could accommodate up to 88,000 square metres above podium, 61,500 square metres within the podium and 5,500 square metres of retail gross floor area
- **Block C (2-6 Lee Street, Haymarket)**
 - Currently contains the former Post Office Parcels building and the former Henry Deane Plaza
 - This block is considered in the draft Vision and draft 'Western Gateway Design Guide' but is excluded from the Western Gateway Rezoning Proposal



Figure 6: Central State Significant Precinct and Western Gateway Sub-precinct boundaries
Source: Western Gateway Sub-Precinct Explanation of Intended Effect

3. Central Precinct: Draft Strategic Vision

3.1. Strategic intent and public purpose

The City acknowledges the opportunity to reintegrate the Precinct with Central Sydney and the rest of City Fringe both physically and in terms of productivity and economic function. Future planning for the Precinct could deliver catalytic economic outcomes linking globally focused clusters in Central Sydney to those within the Innovation Corridor and the rest of the Harbour CBD.

The City supports the strategic justification for the renewal of the Precinct, in particular:

- The strategic intent to facilitate delivery of employment space to accommodate up to 14,600 innovation and technology jobs. This will contribute to the City's target of 200,000 jobs by 2036 under the draft City Plan 2036 – City of Sydney Local Strategic Planning Statement (Planning Statement) and the Eastern City District Plan's (District Plan) jobs target for the Harbour CBD.
- Developing a globally competitive innovation and technology precinct that enables innovative and diverse business clusters such as professional services, specialised research, technology and creative businesses to grow and agglomerate. This is consistent with the priorities identified in the draft Planning Statement for growing a stronger, more competitive Central Sydney and developing innovative and diverse business clusters in City Fringe.
- The strategic intent to balance growth providing high urban amenity and celebrating the Precinct's transport function and distinct built form, social, heritage, cultural and place characteristics. This is consistent with the priorities and actions identified in the draft Planning Statement relating to creating great places and a socially connected city.
- Providing a well-designed people-focused places and spaces within the Precinct, including commitment to a design excellence process, in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy.
- The strategic intent to reconnect Central Sydney to Ultimo, Chippendale, Haymarket, Surry Hills, Redfern and the rest of City Fringe with Central remaining to be the primary multi-modal transport hub. This includes building upon the existing connections and recent transport infrastructure investments and enabling significant improvements to pedestrian safety and comfort and overall transport interchange experience within and in the periphery of the Precinct.
- Further opportunities to collaborate with DPIE in establishing SSP Study Requirements to develop the planning framework for all remaining sub-precincts. This is consistent with the priorities and actions identified in the draft Planning Statement relating to collaboration with NSW Government to ensure high-quality outcomes for State-government influenced urban renewal projects.

The City provides the following comments in relation to improving the proposed planning pathway:

- The draft Vision must commit more directly to the public purpose and benefits of redeveloping the Western Gateway precinct, and needs to include an objective to address the interface with the future public space of the 'Third Square'. The identified opportunities in the draft Vision that have intrinsic public benefits are largely concentrated in sub-precincts outside the Western Gateway, which is programmed to develop first and receive the majority of development uplift.

- The infrastructure contribution and delivery framework for the Western Gateway should be discussed with the City of Sydney and agreed prior to the rezoning. This would promote an approach more consistent with the strategic directions in the District Plan and priorities and actions in the City's draft Planning Statement for aligning development and growth with supporting infrastructure, including local infrastructure.

3.2. 'Vision' and Preliminary Precinct Plan

3.2.1. Draft Vision

The City supports the Draft Vision for the Central Precinct focused on creating a world class transport interchange and accommodating jobs of the future while celebrating its heritage significance. The City suggests a stronger emphasis on the unique place and social characteristics of the Precinct and on achieving high-quality design that support a wide range of strategic land uses:

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

3.2.2. Preliminary Precinct Plan

The Precinct Plan needs to have the boundaries of each sub-precinct as an overlay. It should also provide a high-level indication of land use priorities. This would provide a better transition and narrative into the character statements for each sub-precinct.

The Precinct Plan should also provide guidance on purpose and potential use of proposed public space and movement corridors (i.e. purpose or desire line for movement patterns indicated, public or private access, intended users – pedestrian, cyclists or shared, etc.). The Plan should distinguish actual public open space from vestigial spaces associated with movement corridors.

The purpose of the 'Area of integration' should be clearly described in the Precinct Plan. Integration in terms of design, siting, massing and layout should start from within the SSP boundary.

3.2.3. Preliminary Precinct Plan Principles

The City generally supports the principles relating to public domain and open space, connections and mobility, built form and heritage, sustainability and design excellence provided along with the preliminary Precinct Plan. However, the City recommends that these principles be incorporated into the planning priorities to ensure that they are adequately considered in subsequent planning processes for each sub-precinct. This will address repetition and provide a clearer and more holistic direction for developing the future strategic planning framework for the entire Precinct.

3.3. Planning Priorities and Character Statements

3.3.1. Planning Priorities

The City supports the proposed themes and planning priorities, with the following suggested changes:

Places and destination

- Add a planning priority relating to building design that appropriately responds to the precinct's heritage elements and builds on the vibrant intimately-scaled network of businesses and uses that serve the local community.
- Incorporate preliminary precinct plan principles under 'Built form and heritage', 'Design excellence' and 'Public domain and open space' (1 and 2) into the planning priorities.
- Add a planning priority that emphasises design excellence and massing to preserve sun access for existing and public spaces, view corridors and provide appropriate responses to urban hazards including wind, air quality and noise.
- Amend Planning Priority 7 to "Facilitating the precinct's primary function as a hub for transport, business, innovation and tourism with complementary uses, including retail and limited supplementary accommodation uses". This reflects the future of the precinct and better aligns with the strategic directions and priorities for the Precinct under the District Plan, Camperdown-Ultimo Place Strategy and draft City of Sydney Local Strategic Planning Statement.

People and community

- Amend Planning Priority 6 (bullet point 6) to focus on creating a precinct that delivers appropriate social and cultural infrastructure to cater for the needs of current and future workers and visitors in the Precinct.

Mobility and access

- There should be a planning priority focused on ensuring any future development adequately responds to and integrates with the surrounding city context, including existing and future streets, movement corridors and public spaces. This should also consider servicing for future development within each sub-precinct.
- Move and combine precinct plan principles under 'Connections and mobility' into planning priorities.
- Amend planning priority on delivering an accessible walkable, well-connected and safe people-focused precinct to provide more emphasis on promoting pedestrian comfort and addressing existing pedestrian and interchange experience issues in and around the Precinct.
- Add a planning priority on future mode share needs that emphasises rail rather than buses. This should also consider other modes and precinct-wide car parking strategy that ensures it is limited to service vehicles and mobility parking.

Economy and innovation

- Clarify that complementary uses are to be provided but not at the expense of intensive commercial and businesses opportunities. This priority needs to be clearer and more

specific to ensure that desired strategic uses are accommodated within the Precinct, consistent with the priorities and actions in the District Plan and draft Planning Statement and the Sydney Technology and Innovation Precinct Panel recommendations.

- Add a planning priority that relates to appropriate design for spaces that cater to the specific needs of knowledge-based clusters and businesses, ranging from start-ups to emerging and mature businesses.
- Add a planning priority to provide affordable space for cultural and creative uses, start-ups and a range of strategic uses that have co-beneficial relationships with existing and future knowledge-based clusters in the Precinct. This is critical to achieve the vision for the Precinct and the strategic directions and priorities for the Harbour CBD and Innovation Corridor.
- Add a planning priority that recognises the Precinct's current and potential future role in the night-time economy. It is within the City's Late Night Management area and provides a great opportunity to accommodate diverse night-time options including entertainment, retail, food and drink, cultural and other urban services uses that attract and cater to the needs of the future skilled workforce and transit users.

Sustainability

- Add a planning priority for stronger commitments to precinct-scale solutions to enable a net-zero Precinct as well as buildings. The Central Precinct provides a unique opportunity to be a leading example for stronger sustainability targets and innovation by pooling resources and sharing infrastructure. This is consistent with the District Plan and draft Planning Statement priorities that support firm commitments to reduce carbon emissions and managing energy, water and waste efficiently in precincts, including NSW Government projects.
- Add a planning priority that establishes higher building rating targets for each sub-precinct, as currently building rating targets and commitments are only provided for Block B of the Western Gateway sub-precinct.
- Combine precinct plan principles under 'Sustainability' and 'Public Domain and open space' (Principle 3) into planning priorities under this theme.

3.3.2. Character Statements

The City supports well-developed character statements that ensure high-quality transport, design and place outcomes for the community, including future workers, transit users and visitors in the Precinct. The proposed statements should be strengthened to provide clearer and place and function-specific guidance to achieve the shared vision for the wider Precinct.

Additionally, this section of the draft Strategic Vision document would benefit from:

- a contextual analysis of challenges that have implications on realising the opportunities identified for each sub-precinct, for example, heritage considerations, mitigating sound and vibration from the rail corridor, pedestrian and permeability issues, site-specific constraints etc.,
- a high-level indication of staging for each sub-precinct,
- addition of movement corridors as an overlay within the precinct in the 'Sub-precincts Plan'.

The following changes are suggested to each character statement:

Goulburn Street

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

Belmore Park

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

Central Station

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

Western Forecourt

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

Western Gateway

- The character statement should also emphasise the sub-precinct's desired place quality and character through exemplary design that responds to the Precinct's heritage and transport function.
- The character should be more specific about the sub-precincts function as the focal point for the innovation and technology hub that provides an environment for collaboration and innovation for a range of small and large businesses, including tech start-ups.
- The opportunity to provide a range of appropriate entertainment, retail, cultural, food and drink and other urban services during the day and night that attract and cater to the needs of the transit users, workers, visitors and surrounding community must be considered.

Sydney Rail Yards

- The character statement should be more specific about the desired mix of uses, which may include complementary uses provided they do not compromise opportunities for commercial and enterprise uses.

- The opportunity to provide a range of appropriate entertainment, retail, cultural, food and drink and other urban services during the day and night that attract and cater to the needs of the transit users, workers, visitors and surrounding community must be considered.
- Barangaroo is not supported as character and scale precedent for this sub-precinct

Regent Street Sidings and Cleveland Street

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

Prince Alfred Sidings

- The meaning of 'parkland ribbon edge' is unclear. The character statement should focus on the desired future function of the sub-precinct as a commercial and retail neighbourhood precinct that links Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.
- Similar to other sub-precincts, residential will only be supported as a limited supplementary use provided it does not compromise opportunities for commercial and enterprise uses. This is also dependent on the resolution of sound and vibration issues from rail operations and future commercial, enterprise and other night-time uses in the whole Precinct.
- The character statement should emphasise low-scale design that will sensitively respond to surrounding heritage buildings and the park, particularly in relation to solar access, amenity and key views.

Eastern Gateway

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

3.4. Future strategic framework and planning pathway

The draft Strategic Vision document indicates that it will be developed into a strategic framework following the exhibition process. This new strategic framework will guide the subsequent renewal process for the rest of Central Precinct. The framework will be developed while finalising the proposed changes to the planning controls for the Western Gateway.

The City is concerned that this approach and the concentration of the proposed uplift in just a portion of the Western Gateway, would impact on the design quality and character of other sub-precincts and the ability of the Precinct

The City strongly recommends that this strategic framework be developed prior to finalising any changes to the planning controls for the Western Gateway sub-precinct. This includes providing certainty on the detailed planning pathway and indicative timing for the urban renewal process for each sub-precinct. This will ensure the equitable and orderly development of the whole Precinct, in particular:

- the orderly delivery of public spaces, movement corridors and public domain elements, such as the 'Third Square' in the Western Forecourt sub-precinct,
- better collaboration with the community and stakeholders in developing the planning framework for each sub-precinct, including site-specific planning controls,
- transparency in decision-making in relation to planning outcomes for the entire Precinct,
- clearer, more consistent and better integrated pathway for subsequent development approval processes,
- holistic consideration of both State and local infrastructure, including needs assessment and a framework for contributions and timely delivery,
- greater clarity on the future pathway for detailed planning of each sub-precinct, including sub-precincts beyond the Western Gateway and Block C of the Western Gateway sub-precinct (which is excluded from the Western Gateway Rezoning Proposal).
- precinct-scale design guidance to ensure exemplary design quality and character for both the private and public domains, equitable distribution of uplift and precinct-scale solutions relating to solar access, wind, air quality, waste and water management issues.

4. Western Gateway Rezoning Proposal

4.1. Infrastructure

Infrastructure required to support the proposal for the Western Gateway sub-precinct must be considered and determined prior to finalising the planning controls. This is consistent with the strategic directions in the District Plan and priorities and actions in the draft Planning Statement for aligning development and growth with supporting infrastructure.

The City strongly recommends that:

- a holistic consideration of both State and local infrastructure needs for the entire sub-precinct. This should include specific needs of highly skilled workers in innovative and knowledge-based sectors, current and future transit users and changing local community surrounding the sub-precinct;
- provision of a definitive framework development contributions to ensure commitment for and timely delivery of infrastructure through the subsequent development approval processes.

4.2. Strategic land uses in the sub-precinct

The draft SEPP needs to ensure that future site-specific development proposals for Blocks A and B provide a strong emphasis on innovation and technology-based businesses. This is a critical aspect that needs to be addressed in the future strategic planning framework to achieve the shared vision for the Precinct and give effect to the productivity objectives and strategic directions under the District Plan, draft Planning Statement and other strategic documents. In particular, future site-specific development proposals for Blocks A and B should address the following:

- the role of the sub-precinct in the Camperdown-Ultimo Health and Education Precinct, consistent with the actions and recommendations of the Greater Sydney Commission's Camperdown-Ultimo Place Strategy.
- the future and desired role of the sub-precinct in the tech start-up sector and ecosystem and how the development in Blocks A and B would be suitable for knowledge-based businesses and tech start-ups.
- the retail needs and provision of other urban services, cultural and enterprise uses to attract and retain skilled workers and also cater to the needs of future and current transit users, visitors and surrounding local community. The provision should include well-designed fine grain spaces for a diverse range of shops, food and drinks, arts, cultural and entertainment businesses that operate both during the day and at night-time.

4.3. Movement, access and public spaces

The City supports the focus on public transport and walking to create a safe, well-connected and people-focused sub-precinct. The City recommends the changes to the Draft 'Western Gateway Design Guide' listed below to ensure that future site-specific development proposals for the sub-precinct prioritises pedestrian and cyclist access, comfort and safety. The suggested changes also ensure future development adequately addresses existing and future public spaces and movement corridors:

- Delineate useable public spaces from vestigial publicly accessible spaces as part of movement corridors. It should also ensure elements of the 'public domain' appear and feel public and have high-levels of amenity through design, siting and massing of buildings around them.
- Ensure that an overarching transport strategy for the entire sub-precinct is provided to ensure a consistent approach in:
 - managing traffic impacts to surrounding street network
 - staging and managing pedestrian and vehicular access, particularly servicing, arrangements throughout the development process
 - providing appropriate car parking and vehicular and loading and servicing access arrangements, including:
 - ensuring that temporary vehicular access and servicing arrangements prioritise pedestrian safety and future development of Central Walk West; and
 - ensuring that vehicular access on Lee Street north (Upper Carriage Laneway) will be closed once the consolidated basement access via Lee Street south is delivered on Block B.
 - providing a car parking strategy that ensures it is limited to service vehicles and mobility parking is provided for the entire sub-precinct.
- Prioritise cyclist and pedestrian access, comfort and safety and enable better ground plane activation by:
 - ensuring that future movement corridors and links are primarily at-grade, particularly links to the future 'third square' and north-south link between Block A and C,
 - ensuring that a prominent at-grade foyer entrance to Central Walk West is provided,
 - prioritising connections from Central Station to surrounding areas,
 - ensuring that future movement corridors and links are primarily at-grade, particularly links to the future 'third square' and a prominent at-grade foyer entrance to Central Walk West,
 - ensuring that end of trip facilities are provided adjacent to foyer entrances.

4.4. Sustainability

The future redevelopment of the Western Gateway sub-precinct must be a leading example for achieving net-zero emissions by 2050, which could be achieved through best practice sustainability and environmental performance measures and initiatives for individual development sites and at a precinct level. This is consistent with the District Plan and draft Planning Statement priorities that support firm commitments to reduce carbon emissions and managing energy, water and waste efficiently in precincts, including NSW Government projects. It is therefore recommended that the Draft 'Western Gateway Design Guide' be amended to ensure that:

- New development in the sub-precinct is accompanied by an ESD Strategy that demonstrates how the following targets will be met or exceeded:
 - 6-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
 - 6-star Green Star Design and As-Built rating (version 1.2)
- New development in the sub-precinct:
 - achieves net zero emissions by being highly efficient and using a minimum of 100% renewable electricity. This could be achieved by maximising on-site generation, purchasing renewable electricity generated off-site and purchasing gold class offsets for remaining energy,
 - includes an Integrated Water Management Strategy that:
 - incorporates rainwater and/or stormwater harvesting measures to maximise sustainable water reuse, including for irrigation for publicly accessible spaces;
 - illustrates how buildings will reuse water for all permitted non-potable uses such as flushing, irrigation, firefighting and certain functional purposes;
 - includes a precinct-scale recycled water scheme that can connect to future networks including but not limited to the George Street network;
 - provides more efficient delivery of hot water through centrally plumbed hot water systems within buildings;
 - incorporates, not just considers, water-sensitive urban design and green walls and roofs;
 - incorporates appropriate waste reduction and recycling measures, including;
 - providing 90% recovery of construction and demolition waste
 - providing 90% recovery of waste from industrial, commercial operations and other uses.

4.5. Design Quality

The City supports the provision of detailed design guidance through the draft 'Western Gateway Design Guide', which is proposed to be referenced in draft amendments to the Sydney LEP 2012. The City also supports the requirement for a competitive design process in accordance with the applicable guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy.

The Draft 'Western Gateway Design Guide' needs to incorporate the 'Draft Design Guideline' for Block A. This will ensure that consistent, definitive and holistic design guidance is in place for any subsequent design development process. The Draft 'Western Gateway Design Guide' should also be amended to provide stronger guidance on the following issues:

- ensuring protection of sun access on existing and future public spaces and places between 9am-3pm at mid-winter,
- applying 75-80% per cent envelope efficiencies to ensure that building massing and envelopes provide flexibility for articulation and other design features in subsequent detailed design stages,
- ensuring appropriate building separation distances and setbacks are provided to better address interface with surrounding heritage buildings and streets and public spaces, maintain view corridors and address wind issues. This includes:

- providing an absolute minimum 30 metre separation with no obstructing cantilevered elements between Blocks A and B. This is consistent with separation distances for a typical Sydney street and will ensure that the view corridor to Marcus Clarke building is maintained,
- providing a clear lane way that is open to the sky between Blocks A and C (former Parcels Post Office building),
- ensuring a minimum 3 metre setback above the podium along Lee Street to better address interface with Lee Street and Railway Square, and
- providing appropriate setbacks between tower elements and a podium in Block B to reduce bulk and scale.
- ensuring appropriate management of wind issues, including:
 - building envelope design that does not generate public domain wind effects. Temporary structures such as canopy, awnings or roofs may also be utilised but are not considered sufficient to adequately mitigate wind impacts.
 - Providing a wind map, which at a minimum, identifies critical points within and in all areas affected by the development. The wind map should also specify the:
 - Criteria for standing to all building entrances,
 - Criteria for walking for the entire sub-precinct and extending to the building facades on George Street and Eddy Avenue (North), George Street (West) and southern façade of the Mercure building (South),
 - Criteria for sitting for the area bounded by the northern alignment of the future Central Walk West, Grand Concourse/upper plaza, and the heritage-listed sandstone wall along Pitt Street,
 - Criteria for sitting for the area bounded by the western footpath along Lee Street, the Mercure building façade, eastern footpath to Broadway and the northern alignment of the future Central Walk West.
- maximising street and laneway activation both during the day and night by implementing an active building frontage requirement of 80 per cent. Active spaces should also be designed to address flooding issues and cater to a diverse range of businesses and uses, including smaller scale retail, entertainment, food and drink, entertainment and arts and cultural uses.
- ensuring new structures and development adequately responds to the heritage characteristics of the Precinct and surrounding areas. In particular, future development proposals on Blocks A and B must include a site-specific Conservation Management Plan that ensures:
 - retention of three dimensional features of heritage buildings (i.e. the former Inwards Parcels Post Shed and for Parcels Post Office building);
 - architectural detail of new elements reads as a contemporary structure; and
 - the proportion and detailing of new development references and addresses heritage buildings through bulk, articulation, form and quality of materials used.
- clarifying that in the event that a competitive design process is undertaken in accordance with the City's Competitive Design Policy, it is to:
 - be an invited architectural design competition involving no less than five competitors (instead of four as indicated in the Draft 'Western Gateway Design Guide') from a range of emerging, emerged and established architectural practices with at least 50% local architects as the lead architect.



Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 92

Confidentiality Requested: No

Date Received: 11/12/2019

From: Environment Protection Authority

Submission:

Please refer to the attached document submitted by Environment Protection Authority.



DOC19/1015255-6

Mr Joe Burraston, Senior Planner
Eastern District (City of Sydney)
Place & Infrastructure Greater Sydney
Department of Planning, Industry and Environment
Level 27, 320 Pitt Street
SYDNEY NSW 2001

Dear Sir/Madam

Central Precinct Draft Strategic Vision

I am writing in response to the Central Precinct Draft Strategic Vision and supporting information received by the Environment Protection Authority (EPA) on 19 November 2019.

The EPA provides the following comments (**Attachment A**) for Department of Planning, Industry and Environment's (DPIE) consideration. These comments relate to the following matters:

- Air Quality
- Noise
- Water Quality
- Waste and Resource Recovery
- Contaminated Land.

The EPA has also recently provided to City of Sydney Council guidance information to help inform the development of its Local Strategic Planning Statements (LSPS). This includes principles, resources (such as guidance material on a range of environmental matters) and examples that may also assist DPIE in its development of the Central Precinct Vision. A copy of this advice (EPA Ref DOC19/802656-7, dated 15 October 2019) can be provided upon request.

Should you require further information regarding the above, please phone Mr Paul Wearne on (02) 4224 4100.

Yours sincerely


11/12/19
PETER BLOEM
Manager Regional Operations Illawarra
Environment Protection Authority

Attachments A

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Attachment A

Air Quality

The District Plan includes as an objective under a sustainable and resilient city, *“exposure to natural and urban hazards is reduced”*, and states that, *“effective planning can reduce the exposure to natural and urban hazards”*. Urban hazards are identified as including: noise, air pollution and soil contamination. The draft vision would benefit recognition of these urban hazards and the opportunities in using complementary planning approaches to help preserve amenity and protect the health of the community by managing exposure to hazards including air and noise pollution. This is particularly important with a proposal that is integrating the major transport hub of Central Station.

As part of the Sydney basin, the City of Sydney local government area (LGA) is occasionally subject to poor air quality resulting from both natural and human-made emissions. This is due to natural and human-made emissions (including household, travel as well as industry) from local and regional sources. The planning of the Central District provides opportunities through its planning to reduce local air emissions and exposure to air pollution impacts within its community, and so improve sustainability and liveability.

Priorities including promoting active transport, taking a whole of life approach to sustainability and improving public spaces to provide high environmental amenity and comfort are supported. The draft vision recognises concepts such as the delivery of design excellence. This could be strengthened to include sustainability outcomes. For example, exploring and promoting the use of green building ratings tools. These include NABERS, Green Star Communities and programs such as Sustainability Advantage. Use of such tools could help drive high sustainability outcomes as part of design excellence. Alternatively, the vision may also wish to explore precinct-based sustainability standards, to ensure new development contributes to improved environmental performance.

Opportunities in the vision including the delivery of cleaner sources of energy are preferable in populated areas such as the city. There has been a recent interest in proposals that involve gas-fired co- and tri-generation systems in the City of Sydney LGA. These proposals have the potential to emit significant nitrogen oxide air pollution. In this regard, the planning for energy efficient development including residential and commercial development will be an important consideration as areas transform over time especially in response to urban heat and heating needs. Guidance including the EPA [*Guidance on Reducing cogeneration and trigeneration emissions*](#) should be consulted during the development of any supporting studies.

Careful planning will also be needed to minimise the public health impacts that can arise from co-locating sensitive developments (such as residential, child care, aged care) near roads/rail infrastructure that have the potential for significant air or noise emissions.

Adoption of measures in the City of Sydney Development Control Plan 2012 (CoS DCP) to implement the air quality protection principles in [*“Development near rail corridors and busy roads – interim guideline”*](#) for residential and other sensitive developments along transport corridors may also be beneficial. These principles will help improve health and liveability outcomes for developments in these areas. Issues such as overshadowing of roadways contributes to poor public and pedestrian amenity and discourage social interactions within the community. Such canyoning also can impact air quality and can contribute to poor liveability and public health outcomes.

The draft vision could also promote the leadership demonstrated by the City of Sydney in protecting users of new developments from air pollution by requiring setbacks and other measures in the CoS DCP. This could be expanded to commit to fully implement protections for children that are provided in the Child Care Planning Guideline available at:

<https://www.planning.nsw.gov.au/Policy-and-Legislation/Education/Child-care-facilities>.

Implementing setbacks for sensitive development along major roads in accordance with the Interim Guideline has multiple co-benefits. These include reducing air quality impacts and allowing for increased green space at the interface of roads and development. Requiring vegetation in this space can also help the Council of the City of Sydney pursue commitments to tree canopy targets and contribute to filtration of air pollutants, mitigation of urban heat and creation of healthier environments for active transport. For example, opportunities could be explored that promote programs to protect people from adverse air quality during active transit by providing hedges and trees along busy streets.

Design approaches such as those being delivered through the Parramatta Road Transformation Project may wish to be explored to help guide some of the key areas undergoing transformation adjacent to existing or new transport corridors:

<https://www.landcom.com.au/assets/Uploads/5ae1d8536a/parramatta-road-implementation-tool-kit-planning-and-design-guidelines-november-2016.pdf>.

Noise

The draft vision recognises placemaking in its definitions but there appears to be no further discussion on this approach as part of the documented sub precinct overview. Placemaking and delivery of local character form elements of the opportunities for each sub precinct. These could be strengthened to recognise opportunities to deliver high levels of amenity and improvements to public domain.

Coordinated strategies that consider land-use compatibility upfront in all planning processes to prevent the generation of noise and its impacts on public health and amenity should be encouraged. Implementing noise control at a strategic planning level provides the most effective means of minimising noise impacts on communities. Retrospective control options are usually limited and more expensive.

This is best achieved by applying the following hierarchical approach to noise control.

1. Spatial separation of incompatible land-use through appropriate zoning and placement of activities to minimise noise-related land-use conflicts, for example:
 - Separate residential areas and tranquil recreational areas from industrial/commercial areas and major entertainment or sporting precincts.
 - Separate vulnerable land-uses such as hospitals, schools and childcare centres from industry and major transport routes.
2. Minimising noise emissions at source through best practice selection, design, siting, construction and operation as appropriate.
3. Reducing noise impacts at receivers through best practice design, siting and construction, for example:
 - Encouraging design solutions for residential buildings and sensitive receivers that takes account of noise from industry and busy roads and railways.
 - Encouraging use of natural barriers to existing sources of noise.
 - Designing shielded external tranquil areas and soundscapes to provide respite from noise.

The above hierarchy should form an important element to help guide the planning for the sub precincts.

The draft vision recognises new entertainment, retail and dining will be activated in precincts day and night, promoting liveability and productivity. The draft vision would benefit an acoustical study to help develop appropriate mitigation and management approaches to help guide the planning of areas undergoing change. This includes new commercial/entertainment area, mixed use development and proposed residential development in the vicinity of the rail line and station where desired amenity and public domain outcomes are wanting to be achieved. For example, there are a range of challenges when delivering mixed use development that require careful planning. This includes the encroachment of residential development on commercial uses or alternatively

expanding commercial uses and activities which encroach on residential uses. Commercial activities can produce a range of noise related impacts (including mechanical ventilation, refrigeration, hotel/live music event noise, sirens and for shopping centres, night-time cleaning/blowers/truck movements). This is particularly problematic where strategies are being sought to drive greater night time economy opportunities.

Careful planning is also required where new housing/sensitive land-uses is proposed in the vicinity of major road and rail infrastructure and where there is expected future traffic growth. The I-SEPP, and the advice in the *Development in Rail Corridors and Busy Roads – Interim Guideline* (is applicable where the average daily traffic volume is 20,000 vehicles per day) should be consulted. This is to ensure that any sensitive land-uses, such as residential uses that is encroaching on road or rail infrastructure are adequately designed for acoustic amenity.

Water Quality

It appears that there is no discussion in the draft vision on how the Planning of the Central District could help deliver planning priorities (Planning Priority E14 in the District Plan) to protect and improve the waterway health for Sydney Harbour.

The EPA promotes development that maintains or restores the community's uses and values of waterways. Where these values are being achieved in a waterway, they should be protected; and where they are not being achieved, all activities should work towards their achievement over time. The draft vision may also want to include this concept as a guiding principle to help underpin the planning of the central district.

As per the District Plans, the use the [*Risk based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions \(Risk-based Framework\)*](#) to determine appropriate actions for managing waterways is encouraged. This framework can explore strategies that can help deliver the community environmental values and uses for waterways set out in the [*NSW Water Quality and River Flow Objectives*](#).

The draft vision also provides an opportunity to better understand the role and management of water across this area including opportunities to drive higher sustainability outcomes. These opportunities could include rewarding design excellence which incorporates water sensitive urban design (WSUD). The management of water should form an important element that underpins the planning of the precinct including built form (for example, deliver green roofs and walls) and open/green space. The need for such an approach will only be exacerbated with climate change and urban heat. For example, the successful establishment of a street tree will be dependent on water and if appropriately designed, a street tree pit can also provide water quality improvement to stormwater. Other opportunities could be the roll of road ways where flood storage could be provided beneath them and greater impervious areas in private and public domain. However, such approaches may require careful consideration in areas where there are issues including land contamination, acid sulfate soils and/ or salinity.

Opportunities should also be explored for collaboration with Sydney Water in relation to their Eastern City Wastewater Strategy. This includes the role this strategy could provide in relation to facilitating integrated water cycle management (IWCM) as areas transform over time. It should also clarify any capacity issues with the existing wastewater system. This is to ensure any changes in growth in the central precinct does not compromise the environmental performance of the system.

There also needs to be an understanding of the roll of contribution planning and how value capture could be considered in the planning of these sub-precincts to identify opportunities for funding sources. This is because growth and associated development will result in greater pressure on aging infrastructure that may require replacement or augmentation. Water quality devices will also require ongoing maintenance to ensure ongoing performance. This may only increase with new and more efficient contemporary WSUD controls, for example, water gardens requiring maintenance every six

months. Unfortunately, these funding sources can often be limited, however the benefits these controls can provide can be far reaching across the precinct including the city.

The planning of the sub precincts may wish to consider the development of green plans that are underpinned by IWCM for key areas undergoing transformation. An example of such a plan was recently done for Arncliffe and Banksia, see attached link:

<https://www.planning.nsw.gov.au/-/media/Files/DPE/Plans-and-policies/Attachment-G---Arncliffe-and-Banksia-Green-Plan.pdf?la=en>.

Waste and Resource Recovery

There appears to be limited discussion on the management of waste in the draft vision statement. The planning of the central precinct provides an opportunity to drive circular economy approaches, underpinned by the guiding circular economy principles in the [NSW Circular Economy Policy](#). For example, shared or community space and place-based design presents opportunities for circular economy outcomes, that share products and resources. This could include food donation or organic waste management infrastructure (such as community composting), or reuse and repair centres. Infrastructure projects could also require a % of approved waste recovered product be used instead of natural materials where appropriate. In addition, the planning of these sub-precincts could also consider waste prevention measures and waste-infrastructure planning to support service outcomes.

Contaminated Land Management

The draft vision statement does not appear to include discussion on the management of contaminated land. The District Plan objectives states that "*Exposure to natural and urban hazards is reduced*". The District Plan also recognises soil and groundwater contamination as an urban hazard which will require careful management as the District grows, and as land-uses change.

The above considerations are important when planning for more sensitive land-uses such as schools and residential neighbourhoods, in or around areas with the potential for pre-existing contamination. While State Environmental Planning Policy No 55 – *Remediation of Land* and its associated guidelines help to manage the rezoning and development of contaminated land, the upfront planning of this area can be used to help support meeting these requirements. For example, it could set directions for enhanced planning controls, especially when planning for more sensitive land-uses in and around areas with the potential for pre-existing contamination.

Draft Strategic Vision for the Central State Significant Precinct (SSP)



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 93

Confidentiality Requested: No

Date Received: 19/12/2019

From: Heritage NSW

Submission:

Please refer to the attached document submitted by Heritage NSW.



Mr Joe Burraston
Senior Planner, Eastern District (City of Sydney)
Place and Infrastructure Greater Sydney
Department of Planning, Industry & Environment
Level 27, 320 Pitt Street
SYDNEY NSW 2001

By email: joseph.burraston@planning.nsw.gov.au

cc: Frank Howarth PSM, Chair, Heritage Council of NSW

Dear Joe,

RE: Draft Strategic Vision for the Central State Significant Precinct and proposed amendments to the planning controls for the Western Gateway sub precinct

Thank you for your invitation seeking comment from the Heritage Council of NSW on the Draft Strategic Vision for the Central State Significant Precinct and proposed amendments to the planning controls for the Western Gateway sub-precinct (email received 21 November 2019).

It is noted that the proposed amendments to the planning controls for the Western Gateway sub-precinct include:

- Re-zoning part of the site to B8 Metropolitan Centre from SP2 Infrastructure
- Inclusion of a new site-specific provision to be inserted into Sydney LEP 2012 to:
 - Increase maximum building heights
 - Increase maximum floor space provisions
- Changes to the Sydney LEP 2012
 - Remove the 'Western Gateway sub-precinct' area from the 'Railway Square/Central Station Special Character Area' special character map
 - Amend the 'Locality and Site Identification Map' to identify three distinct blocks in the sub-precinct
 - Include reference to Design Guidelines

Following a review of the provided documentation, we provide the below comments.

Draft Strategic Vision for the Central State Significant Precinct

It is understood that the Central State Significant Precinct encompasses the entire State Heritage Register (SHR) listed Sydney Terminal Rail and Central Railway Stations Group (SHR 01255) and Mortuary Railway Station (SHR 01869) sites. The precinct is also in the vicinity of a number of other SHR and locally listed heritage items as well as several Heritage Conservation Areas. The area contains significant archaeological potential at a State and local level.

General comments

Sydney Terminal Rail and Central Railway Stations Group is of exceptional significance as Australia's largest transport interchange. It is the first major terminus to be constructed in Australia and the only example of a high-level terminus in the country. It is also significant for

its continuity of railway use since 1855 and as the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city.

The proposed draft Strategic Vision provides an overview for the future renewal of this precinct, including the division of the site into ten distinct sub-precincts. Due to the large number of separate precincts proposed within the site, it is important that a consistent approach is taken in the design of each area to ensure these precincts are still able to be read as part of the one SHR site and its predominant use as a railway station ie through the use of form, placement, scale, materials, signage, and interpretation etc. Materials, textures and colour ranges often give a building, site or precinct a consistent character, with common details establishing neighbourly resemblance. These can provide important reference points and inform the design of new work.

Precinct context plan

The *Precinct Context Plan* identifies the built form of the neighbouring areas. Whilst the strategy notes the heritage items and Heritage Conservation Areas (HCA) around the precinct, the *Precinct Context Plan* only highlights the large-scale built form of the neighbouring areas. It does not include the lower-scale built form of the adjacent HCAs and individual heritage items. It is considered important that these are included on the *Precinct Context Plan* to encourage any new development to respond to the built form and local character of the area. This includes relating to the predominant scale, respecting the height, density and grain of the existing built fabric, maintaining important views, and designing new forms to be sympathetic to the predominant forms within the streetscape.

Built form

The draft Strategic Vision also identifies potential areas for over rail corridor development, including the scale of future buildings ie low, and medium to high (density and height). The proposed larger scale volumes are concentrated in the northern and western parts of the site, and the lower scale to the southern and south eastern areas of the site.

Central Station sub-precinct

An area identified in the strategy as potentially accommodating the future built form of 'medium to high' or 'city scale buildings' is the Central Station sub-precinct. This area (to the north of the Devonshire Street tunnel) contains some of the most significant elements within the Central Railway Station site including the Main Terminus building and clock tower, the barrel vaulted northern concourse, the country and interstate platforms 1-15, including original timber awnings on platforms 4-11 (original platforms 12-15 and awnings were demolished as part of the Sydney Metro works), and the subway passage system. There is also high potential for state significant archaeology within this area of the site.

Central Railway Station is an iconic landmark, located to dominate its surroundings. In particular, the main terminus and clock tower, which are recognised for their landmark qualities within the broader area and are key components of the significance of the place. Large scale development adjacent to these elements would significantly diminish the identified landmark qualities and would have an unacceptable impact on the spatial characteristics and setting of this area. It would also have a major impact on significant fabric, in particular to the last remaining original platforms and timber framed awnings of the country and interstate platforms, and the subway passage system. It would also impact the historic railway use of the site. There is significant social significance attached to the building and clock tower and these values must be acknowledged in any neighbouring redevelopment.

Therefore, large scale development within this area is not supported. This area should be removed from the potential development plan to ensure the significant physical, visual and

spatial qualities of this part of the site are retained and to ensure that the heritage elements can be read and appreciated into the 21st Century.

Regent Street Siding sub-precinct

The Plan also refers to large-scale development within an area identified as the Regent Street Siding sub-precinct. This precinct contains the exceptionally significant Mortuary Railway Station and site, and the Darling Harbour Dive. These two elements are the oldest structures on the Central Railway Station site, with the Darling Harbour Dive being one of the oldest pieces of infrastructure in the NSW rail system and an example of advanced engineering works to establish the first Sydney Station.

Development of the scale identified for this precinct would adversely impact visually and spatially these significant elements, in particular the landmark qualities of the Mortuary Station when viewed from Regent Street. It also has potential to physically compromise the Darling Harbour Dive. Therefore, large scale development in this area is not supported.

Within the precinct character statement, it is noted that there is opportunity for the built form in this area to respond to the diversity of its surrounds including to the existing scale of Chippendale, and new high-rise development to the north. We would encourage any development within this area to not only respond to the existing scale of the neighbouring area, but to also respond sensitively to the scale and setting of the signally unique Mortuary Station with particular focus on its landmark qualities.

Sydney Rail Yards sub-precinct

Potential large-scale development is also identified within an area noted as the Sydney Rail Yards sub-precinct. This area forms part of the original Sydney yard and contains the only extant shunters hut on the site and the technically innovative and complex Bradfield Flying Junctions (flyovers), which are the largest collection of flyovers of this type in the world. In this, they should be regarded at an international heritage significance level.

The precinct character statement notes the flyovers in their 'current form' are a significant physical barrier, severely limiting east west connections. It is unclear if this refers to modifications being made to the flyovers in the future. We would not support major intervention to these significant elements, which would comprise original fabric and structure. Development should also not physically impact the significant elements on the site such as the shunters hut, the rolling stock Officers Building, and the cleaner's amenities building, and any development must allow the visual connection between these significant elements to the main terminal to be retained and understood.

Prince Alfred Siding sub-precinct

Lower scale development has been identified within the long thin parcel of land located adjacent to Prince Alfred Park and the significant Railway Institute Building, noted as the Prince Alfred Sidings sub-precinct. This precinct contains the Prince Alfred Substation complex, former District Engineers Office, former Draftsman's Office and remnants of the former Carpenter's Shop (extant parts of the 1870s workshop complex).

The precinct character statement does not address the significant elements on the site within the noted opportunities, and whether they will be incorporated into future development. It is recommended that any new development should respond to the heritage context and character of the area, including its extant buildings, and identify opportunities for inventive new design to enhance the significance of the site. In addition, significant planting along the embankment on the eastern side of the precinct should be retained.

Cleveland Street sub-precinct

Lower scale development has also been identified within the area bounded by Cleveland and Regent Streets. The precinct predominately consists of tracks and flying junctions and terminates at the significant Cleveland Street overbridge, which is also the southern edge of the Central railway Station site.

Looking north from the Cleveland Street overbridge allow views to the full extent of the Central railway Station site as well as to the Mortuary Station spire and dome, and the Main Terminal building clock tower. Any future development within this precinct should ensure these views are retained and enhanced through well considered design.

Western Gateway sub-precinct

It is understood that the proposed Western Gateway sub-precinct comprises three allotments - Block A (Railway Square YHA Shed), Block B (Henry Deane office block, and Block C (Adina Apartment Hotel). The precinct contains the former Parcels Post Office building, the former Inwards Parcels Shed, and the portals to the Devonshire Street tunnel which are all included within the SHR listed boundary. The remainder of the sub-precinct is listed as an item of environmental heritage on the City of Sydney LEP 2012.

The former Parcels Post Office building (Adina Apartment Hotel) built in 1910-13, is identified as being of high heritage significance. It was located, as was the Main Terminus building and Clocktower, to dominate its surroundings. There is a strong visual connection between both buildings, with uninterrupted view lines across the sloped western forecourt. This part of the Central Railway Station site is an iconic landmark in the southern end of the CBD.

The former Inwards Parcel Shed (YHA Railway Square) was built in 1906. The building retains its original scale and form and is important for demonstrating the role of the Central Railway Station site, and NSW Railways generally, in the development of postal services in NSW.

We note the proposed amendments to the planning controls for the Western Gateway sub-precinct will identify the development envelope of future buildings within this sub-precinct, including a commercial tower above the former Inwards Parcel Shed building. We further understand the development for the Western Gateway sub-precinct will be subject to the future detailed design, including the form, architectural detailing and materials.

Land Use Zone

It is noted that the majority of the Western Gateway sub-precinct site is zoned as B8 Metropolitan Centre. A small portion of the sub-precinct along the northern edge of the site is zoned SP2 Infrastructure which prohibits its use as commercial or retail space. This area contains a part of the westwing/ platform one building and the Parcels Area. It is proposed to rezone the SP2 portion so that the entire sub-precinct is zoned B8.

Whilst the re-zoning would allow the entirety of the site to be under the one zoning plan, it would also allow the new built envelope to cantilever over the westwing/ platform one building and the Parcels Area, extending it closer to the Main Terminus building. Detailed consideration should be given to the form of any approved building(s) in this sensitive environment so that they respect the heritage values and legibility of existing structures and seek to minimise penetrations and disruption of spaces and historic fabric.

Building Heights

The proposal includes the amendment to height controls within Block A and B of the sub-precinct. The existing maximum building heights for Block A is 7.5m, and 33m for Block B. It

is proposed to increase the maximum building height to RL 200.2 (Block A) and RL 205.8m (Block B). This represents a significant increase in the allowable height of development in this area. (It is noted that different measurement units have been used within the report to describe existing and proposed heights making it difficult to compare the difference).

The proposed heights do not respond to the character of the area and will result in adverse visual impacts to the Central Railway Station site. They also do not relate to the predominant scale, density and grain of the existing built fabric. In addition, the proposed is not sympathetic to the predominant forms (Main Terminus Building, Clocktower and former Parcels Post Office Building) within the streetscape. There will also be significant impacts to the former Inwards Parcels shed and setting of the former Parcels Post Office building.

Consideration should be given to reducing the maximum building height envelopes to reduce adverse visual impacts to the surrounding State and local heritage items.

Floor Space ratio

The proposed amendments to the floor space ratio (FSR) will increase the maximum FSR from the current maximum 3:1 to 70,000m² (Block A) and 155,000m² (Block B). (Again, it is noted that different measurement units have been used within the report to describe existing and proposed FSR making it difficult to compare the difference).

This represents a significant increase in FSR and does not respond to the existing bulk and scale of the surrounding area.

Special Character Area

It is proposed to remove the sub-precinct from the special character areas map within the Sydney LEP 2012. The Railway Square/Central Station special character area consists of a collection of low-medium scale (3–7 storeys) heritage buildings and streetscapes, a series of varied open spaces and a mix of uses and activities. Principles of this area include:

- Maintain a high level of daylight access to Railway Square and its associated open spaces by restricting building height
- Maintain and enhance the visual prominence and landmark significance of the clock tower of Central Railway Station in the views and vistas from various points, particularly along Broadway and George Street, when approaching or departing the city
- New development is to maintain and enhance vistas to Central Railway station.

The removal of the site from the Railway Square/Central Station Special Character Areas will allow any new development to bypass these principles.

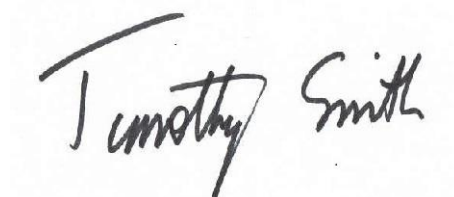
Collective heritage storytelling

Whilst the Heritage Council appreciates that development in and around this sensitive precinct is part of the evolution of the modern city, opportunities to provide the best heritage outcomes in terms of sensitive placement, high-end design, materiality and form should be driving goals. Any new building elements should not be considered in isolation but look to enhance the setting and provide for uniform connected inspired public realm spaces (place making). These areas should be considered for high-end heritage interpretation outcomes that seek to inform the public of the unique heritage values of the broader precinct, from Aboriginal custodianship and traditional practices, to nineteenth and twentieth century urbanism and changes driven by the Industrial revolution.

The cumulative impact of change, development density and erosion of the readability (legibility) of the heritage cultural landscape must be integral considerations in all planning decisions.

If you have any queries regarding the above matter, please contact David Nix, Senior Heritage Officer, Major Projects at Heritage NSW, Department of Premier and Cabinet on 02 9895 6523 or at david.nix@environment.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "Timothy Smith". The signature is written in a cursive style, with the first name "Timothy" and the last name "Smith" clearly legible.

Tim Smith OAM
Director Heritage operations
Heritage NSW, Community Engagement
Department of Premier and Cabinet
As Delegate of the Heritage Council of NSW
19 December 2019

Central Precinct Western Gateway Rezoning Proposal



Department of Planning, Industry and Environment

Submission ID: 0 **Number:** 94

Confidentiality Requested: No

Date Received: 19/12/2019

From: Heritage NSW

Submission:

Please refer to the attached document submitted by Heritage NSW.



Mr Joe Burraston
Senior Planner, Eastern District (City of Sydney)
Place and Infrastructure Greater Sydney
Department of Planning, Industry & Environment
Level 27, 320 Pitt Street
SYDNEY NSW 2001

By email: joseph.burraston@planning.nsw.gov.au

cc: Frank Howarth PSM, Chair, Heritage Council of NSW

Dear Joe,

RE: Draft Strategic Vision for the Central State Significant Precinct and proposed amendments to the planning controls for the Western Gateway sub precinct

Thank you for your invitation seeking comment from the Heritage Council of NSW on the Draft Strategic Vision for the Central State Significant Precinct and proposed amendments to the planning controls for the Western Gateway sub-precinct (email received 21 November 2019).

It is noted that the proposed amendments to the planning controls for the Western Gateway sub-precinct include:

- Re-zoning part of the site to B8 Metropolitan Centre from SP2 Infrastructure
- Inclusion of a new site-specific provision to be inserted into Sydney LEP 2012 to:
 - Increase maximum building heights
 - Increase maximum floor space provisions
- Changes to the Sydney LEP 2012
 - Remove the 'Western Gateway sub-precinct' area from the 'Railway Square/Central Station Special Character Area' special character map
 - Amend the 'Locality and Site Identification Map' to identify three distinct blocks in the sub-precinct
 - Include reference to Design Guidelines

Following a review of the provided documentation, we provide the below comments.

Draft Strategic Vision for the Central State Significant Precinct

It is understood that the Central State Significant Precinct encompasses the entire State Heritage Register (SHR) listed Sydney Terminal Rail and Central Railway Stations Group (SHR 01255) and Mortuary Railway Station (SHR 01869) sites. The precinct is also in the vicinity of a number of other SHR and locally listed heritage items as well as several Heritage Conservation Areas. The area contains significant archaeological potential at a State and local level.

General comments

Sydney Terminal Rail and Central Railway Stations Group is of exceptional significance as Australia's largest transport interchange. It is the first major terminus to be constructed in Australia and the only example of a high-level terminus in the country. It is also significant for

its continuity of railway use since 1855 and as the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city.

The proposed draft Strategic Vision provides an overview for the future renewal of this precinct, including the division of the site into ten distinct sub-precincts. Due to the large number of separate precincts proposed within the site, it is important that a consistent approach is taken in the design of each area to ensure these precincts are still able to be read as part of the one SHR site and its predominant use as a railway station ie through the use of form, placement, scale, materials, signage, and interpretation etc. Materials, textures and colour ranges often give a building, site or precinct a consistent character, with common details establishing neighbourly resemblance. These can provide important reference points and inform the design of new work.

Precinct context plan

The *Precinct Context Plan* identifies the built form of the neighbouring areas. Whilst the strategy notes the heritage items and Heritage Conservation Areas (HCA) around the precinct, the *Precinct Context Plan* only highlights the large-scale built form of the neighbouring areas. It does not include the lower-scale built form of the adjacent HCAs and individual heritage items. It is considered important that these are included on the *Precinct Context Plan* to encourage any new development to respond to the built form and local character of the area. This includes relating to the predominant scale, respecting the height, density and grain of the existing built fabric, maintaining important views, and designing new forms to be sympathetic to the predominant forms within the streetscape.

Built form

The draft Strategic Vision also identifies potential areas for over rail corridor development, including the scale of future buildings ie low, and medium to high (density and height). The proposed larger scale volumes are concentrated in the northern and western parts of the site, and the lower scale to the southern and south eastern areas of the site.

Central Station sub-precinct

An area identified in the strategy as potentially accommodating the future built form of 'medium to high' or 'city scale buildings' is the Central Station sub-precinct. This area (to the north of the Devonshire Street tunnel) contains some of the most significant elements within the Central Railway Station site including the Main Terminus building and clock tower, the barrel vaulted northern concourse, the country and interstate platforms 1-15, including original timber awnings on platforms 4-11 (original platforms 12-15 and awnings were demolished as part of the Sydney Metro works), and the subway passage system. There is also high potential for state significant archaeology within this area of the site.

Central Railway Station is an iconic landmark, located to dominate its surroundings. In particular, the main terminus and clock tower, which are recognised for their landmark qualities within the broader area and are key components of the significance of the place. Large scale development adjacent to these elements would significantly diminish the identified landmark qualities and would have an unacceptable impact on the spatial characteristics and setting of this area. It would also have a major impact on significant fabric, in particular to the last remaining original platforms and timber framed awnings of the country and interstate platforms, and the subway passage system. It would also impact the historic railway use of the site. There is significant social significance attached to the building and clock tower and these values must be acknowledged in any neighbouring redevelopment.

Therefore, large scale development within this area is not supported. This area should be removed from the potential development plan to ensure the significant physical, visual and

spatial qualities of this part of the site are retained and to ensure that the heritage elements can be read and appreciated into the 21st Century.

Regent Street Siding sub-precinct

The Plan also refers to large-scale development within an area identified as the Regent Street Siding sub-precinct. This precinct contains the exceptionally significant Mortuary Railway Station and site, and the Darling Harbour Dive. These two elements are the oldest structures on the Central Railway Station site, with the Darling Harbour Dive being one of the oldest pieces of infrastructure in the NSW rail system and an example of advanced engineering works to establish the first Sydney Station.

Development of the scale identified for this precinct would adversely impact visually and spatially these significant elements, in particular the landmark qualities of the Mortuary Station when viewed from Regent Street. It also has potential to physically compromise the Darling Harbour Dive. Therefore, large scale development in this area is not supported.

Within the precinct character statement, it is noted that there is opportunity for the built form in this area to respond to the diversity of its surrounds including to the existing scale of Chippendale, and new high-rise development to the north. We would encourage any development within this area to not only respond to the existing scale of the neighbouring area, but to also respond sensitively to the scale and setting of the signally unique Mortuary Station with particular focus on its landmark qualities.

Sydney Rail Yards sub-precinct

Potential large-scale development is also identified within an area noted as the Sydney Rail Yards sub-precinct. This area forms part of the original Sydney yard and contains the only extant shunters hut on the site and the technically innovative and complex Bradfield Flying Junctions (flyovers), which are the largest collection of flyovers of this type in the world. In this, they should be regarded at an international heritage significance level.

The precinct character statement notes the flyovers in their 'current form' are a significant physical barrier, severely limiting east west connections. It is unclear if this refers to modifications being made to the flyovers in the future. We would not support major intervention to these significant elements, which would comprise original fabric and structure. Development should also not physically impact the significant elements on the site such as the shunters hut, the rolling stock Officers Building, and the cleaner's amenities building, and any development must allow the visual connection between these significant elements to the main terminal to be retained and understood.

Prince Alfred Siding sub-precinct

Lower scale development has been identified within the long thin parcel of land located adjacent to Prince Alfred Park and the significant Railway Institute Building, noted as the Prince Alfred Sidings sub-precinct. This precinct contains the Prince Alfred Substation complex, former District Engineers Office, former Draftsman's Office and remnants of the former Carpenter's Shop (extant parts of the 1870s workshop complex).

The precinct character statement does not address the significant elements on the site within the noted opportunities, and whether they will be incorporated into future development. It is recommended that any new development should respond to the heritage context and character of the area, including its extant buildings, and identify opportunities for inventive new design to enhance the significance of the site. In addition, significant planting along the embankment on the eastern side of the precinct should be retained.

Cleveland Street sub-precinct

Lower scale development has also been identified within the area bounded by Cleveland and Regent Streets. The precinct predominately consists of tracks and flying junctions and terminates at the significant Cleveland Street overbridge, which is also the southern edge of the Central railway Station site.

Looking north from the Cleveland Street overbridge allow views to the full extent of the Central railway Station site as well as to the Mortuary Station spire and dome, and the Main Terminal building clock tower. Any future development within this precinct should ensure these views are retained and enhanced through well considered design.

Western Gateway sub-precinct

It is understood that the proposed Western Gateway sub-precinct comprises three allotments - Block A (Railway Square YHA Shed), Block B (Henry Deane office block, and Block C (Adina Apartment Hotel). The precinct contains the former Parcels Post Office building, the former Inwards Parcels Shed, and the portals to the Devonshire Street tunnel which are all included within the SHR listed boundary. The remainder of the sub-precinct is listed as an item of environmental heritage on the City of Sydney LEP 2012.

The former Parcels Post Office building (Adina Apartment Hotel) built in 1910-13, is identified as being of high heritage significance. It was located, as was the Main Terminus building and Clocktower, to dominate its surroundings. There is a strong visual connection between both buildings, with uninterrupted view lines across the sloped western forecourt. This part of the Central Railway Station site is an iconic landmark in the southern end of the CBD.

The former Inwards Parcel Shed (YHA Railway Square) was built in 1906. The building retains its original scale and form and is important for demonstrating the role of the Central Railway Station site, and NSW Railways generally, in the development of postal services in NSW.

We note the proposed amendments to the planning controls for the Western Gateway sub-precinct will identify the development envelope of future buildings within this sub-precinct, including a commercial tower above the former Inwards Parcel Shed building. We further understand the development for the Western Gateway sub-precinct will be subject to the future detailed design, including the form, architectural detailing and materials.

Land Use Zone

It is noted that the majority of the Western Gateway sub-precinct site is zoned as B8 Metropolitan Centre. A small portion of the sub-precinct along the northern edge of the site is zoned SP2 Infrastructure which prohibits its use as commercial or retail space. This area contains a part of the westwing/ platform one building and the Parcels Area. It is proposed to rezone the SP2 portion so that the entire sub-precinct is zoned B8.

Whilst the re-zoning would allow the entirety of the site to be under the one zoning plan, it would also allow the new built envelope to cantilever over the westwing/ platform one building and the Parcels Area, extending it closer to the Main Terminus building. Detailed consideration should be given to the form of any approved building(s) in this sensitive environment so that they respect the heritage values and legibility of existing structures and seek to minimise penetrations and disruption of spaces and historic fabric.

Building Heights

The proposal includes the amendment to height controls within Block A and B of the sub-precinct. The existing maximum building heights for Block A is 7.5m, and 33m for Block B. It

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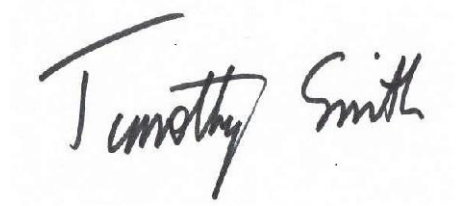
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As Delegate of the Heritage Council of NSW
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