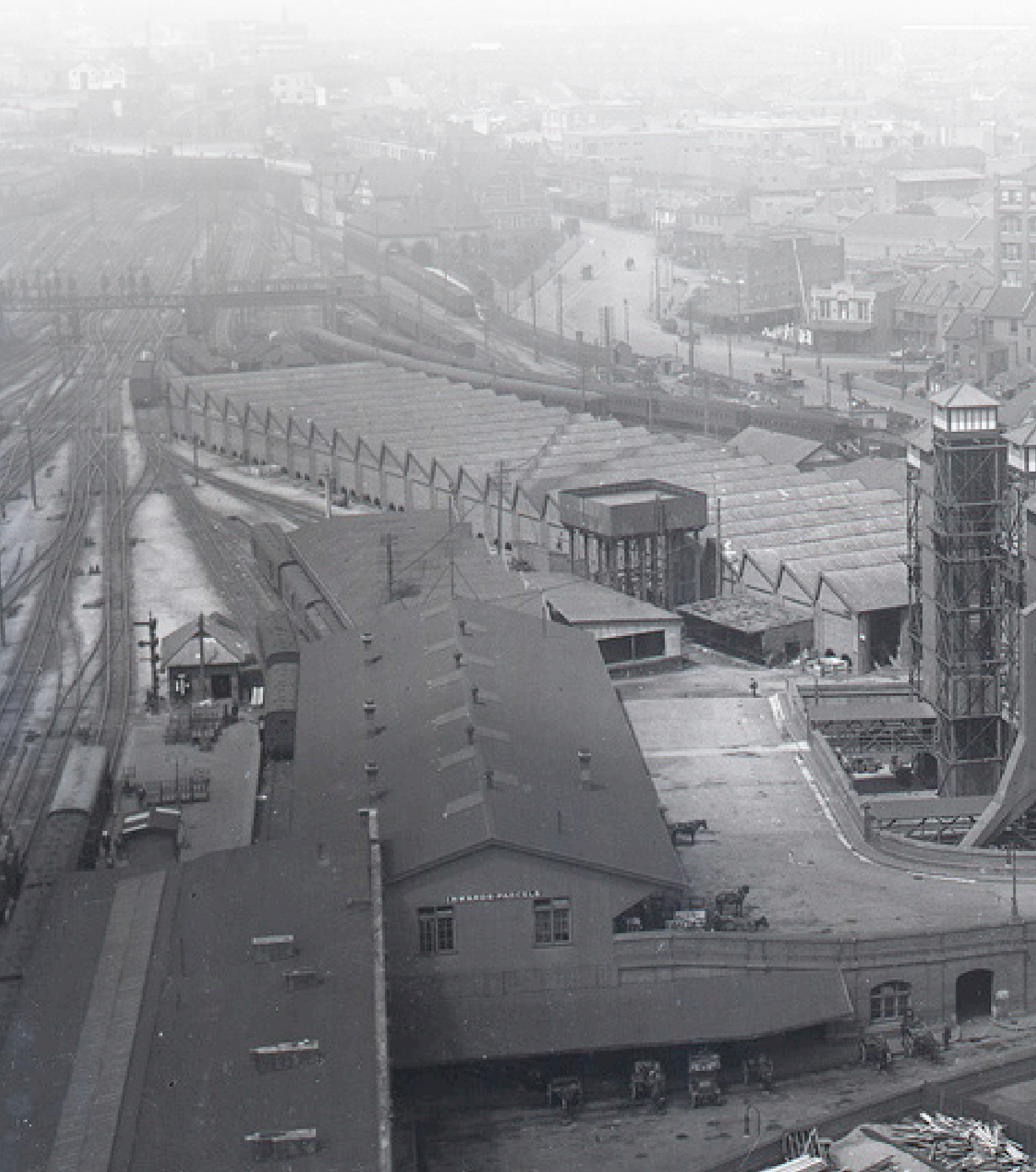


WESTERN GATEWAY SUB-PRECINCT PUBLICLY ACCESSIBLE SPACE STRATEGY

REVISION C
22 June 2021

Acknowledgement of Country

Transport for NSW respectfully acknowledges the Traditional Owners and Custodians of the land within Central Precinct, the Gadigal people of the Eora Nation. We recognise Australian Aboriginal peoples' unique cultural and spiritual relationships to this place and their rich contribution to society. Transport for NSW pays its respect to Elders past, present and emerging.



Western Gateway

The site has a unique character that draws on its location within Sydney's Central Precinct, the legacy of Central Station's heritage and cultural values, and its fusion with the topography of the adjacent landform and landscape conditions.

The publicly accessible spaces will draw on this distinctive local character, and explore opportunities to create authentic places grounded by the relationships between circulation, landscape features and architecture to enrich this significant and unique part of the city.



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INTRODUCTION

Publicly Accessible Space Strategy

This strategy provides a framework for the renewal of the publicly accessible spaces in the Western Gateway sub-precinct, as part of broader changes occurring in the Central Precinct. The Western Gateway sub-precinct is one of the key places where Central Station connects to Haymarket, Chinatown, Ultimo, Chippendale and the vibrant UTS campus.

The publicly accessible spaces referred to in this strategy are part of the broader public realm of the Central Precinct. Public Realm is defined by the NSW Government Architect as *“the collective, communal part of cities and towns, with shared access for all. It is the space of movement, recreation, gathering, events, contemplation, and relaxation. The public realm includes streets, pathways, rights of way, parks, accessible open spaces, plazas, and waterways that are physically and visually accessible regardless of ownership.”*¹

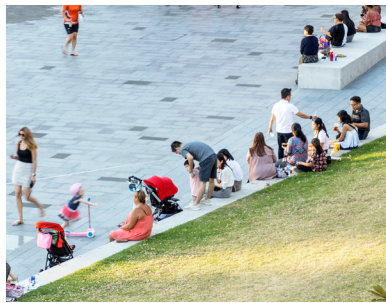
This Publicly Accessible Space Strategy represents a partnership of interested parties to ensure a precinct that is high quality, activated and which creates opportunities for conversation and collaboration, transit and relaxation.

The publicly accessible spaces within the Western Gateway sub-precinct will prioritise the pedestrian experience, improving connectivity and pedestrian legibility within the sub-precinct and provide clear direct links to and from the State heritage listed Central Station and its surrounds.

These publicly accessible spaces will feel part of the greater Central Precinct and the City of Sydney, with a connected language and quality of public realm materiality. This strategy is intended to help guide the realisation of this outcome.

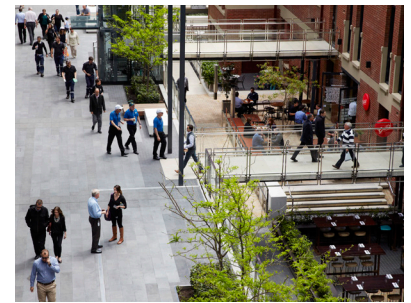
¹ Definition from Greener Places, NSW Government Architect

Key directions



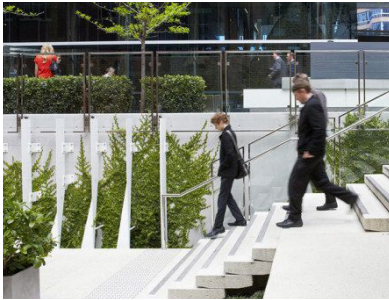
1 Clearly define the role and function of the publicly accessible spaces and connections

The publicly accessible spaces of the Western Gateway sub-precinct is an important part of the broader Central Precinct, which has been designated a State Significant Precinct. The publicly accessible spaces will be designed to perform their role according to their place in the hierarchy of spaces, with a view to accommodating the changes over time in the area, as this precinct becomes a major new destination for Sydney. It will clearly delineate useable and publicly accessible space through understanding scale, built form, activation, materiality, planting and level changes.



2 Provide multi-level pedestrian access

A key element of the Western Gateway sub-precinct is Henry Deane Plaza which is a key connector between the Devonshire Street Tunnel and the Goods Line via the Lee Street Tunnel, and the Railway Square bus interchange. In the future it is likely to cater for pedestrian access up to a future Over Station Development (OSD) level, along the Devonshire Street alignment. This will connect Surry Hills and Haymarket whilst activating the OSD day and night, and integrating the sub-precinct into the wider city. The Western Gateway sub-precinct provides a unique opportunity to create multi-layered publicly accessible spaces with a diverse range of vistas and connections.



3 Prioritise movement

The publicly accessible spaces of the Western Gateway sub-precinct will perform two key roles in the future. It will provide connections for public transport users of the Central Precinct, and people moving east-west between Surry Hills and Haymarket-Chippendale. It will also act as a forecourt for significant development as part of the proposed Tech Central precinct. The publicly accessible spaces will include a lower level that will prioritise movement of significant numbers of people, whilst the upper level will facilitate movement, but also deliver on place principles as a publicly accessible space and forecourt space.

Refer to Practitioners Guide to Movement and Place, NSW Government Architect



4 Celebrate the unique heritage and cultural values of the place

The Western Gateway sub-precinct will contribute to a uniform and connected publicly accessible space which responds to its heritage context and includes interpretation of its cultural values. This includes reference to the significant public works associated with the construction of Central Station in 1903, which elevated the ground plane of the surrounding area to Reduced Level (RL) 21.



5 Address wind, solar and daylight

The publicly accessible spaces of the Western Gateway sub-precinct will respond to potential challenges around micro-climate conditions related to wind, solar and daylight created through new built form. The role of each space and connecting pathways, the design of buildings where they interface with the publicly accessible spaces, the arrangement of various levels, and the placement of seating and tree planting will directly respond to these factors to ensure comfortable and attractive places are created that will be used throughout the day and night.

Refer to Western Gateway Design Guide, TfNSW, for wind comfort standard criteria in publicly accessible spaces

CENTRAL PRECINCT CONTEXT

Vision

Central Precinct will be a vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality publicly accessible spaces. It will embrace design, sustainability and connectivity, celebrate its unique built form and social and cultural heritage and become a centre for the jobs of the future and economic growth.

A world class transport interchange

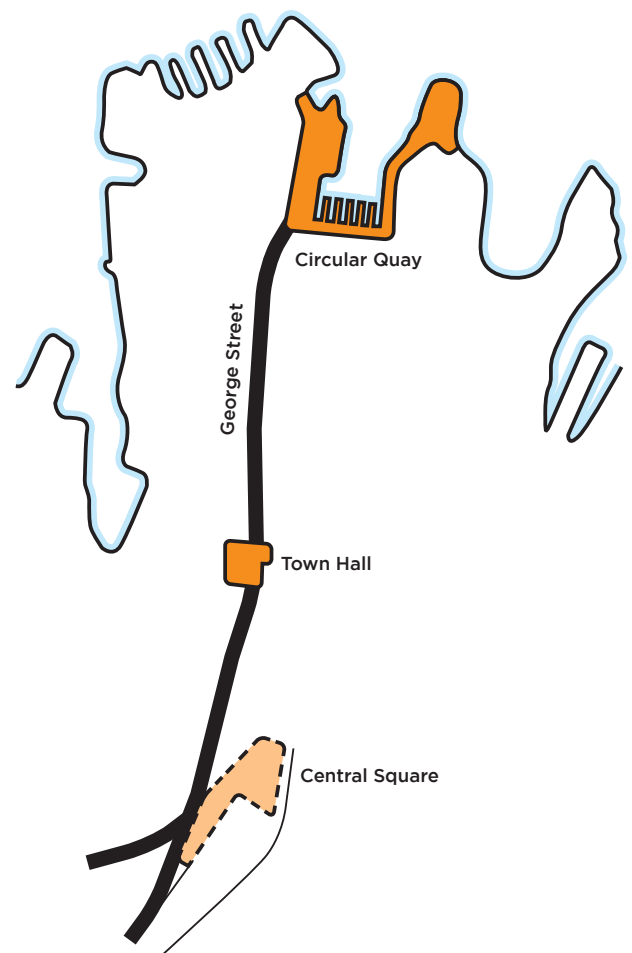
Central Station is Australia's largest and busiest transport hub and will be transformed into a world-class interchange that builds upon the significant investment made to upgrade and improve the safety, reliability, efficiency and integration of the Sydney transport network. The revitalisation will strengthen the arrival experience and significantly improve the way people move through and interchange between modes. More than just a transport interchange, the revitalisation will also create a destination with celebrated heritage, increased amenity and a mix of uses that will give people a reason to visit and to stay rather than move through.

Home to Sydney's potential future third square

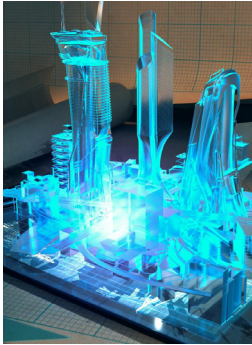
Situated at an important pedestrian junction flanked by the iconic, State-Heritage listed Sydney Terminal Building, Parcel Post Office (Adina Hotel) and the former Inwards Parcels Shed, Central Precinct will be focused around a new public square that will contribute to realising the City of Sydney's vision for three squares along the George Street spine linking Central, Town Hall and Circular Quay.

The potential future Central Square is focused immediately to the north of the Western Gateway sub-precinct and will include the connected public realm of Railway Square. The aspiration is for Lee Street to become a shared environment for pedestrians and vehicles accessing the Western Gateway sub-precinct.

The potential future Central Square will become a primary address point for pedestrian access to the Precinct - for Central Station, the OSD and the Western Gateway sub-precinct.



Sydney's potential future third square, Central Square



Stitched back into the fabric of the city

With all streets leading to Central, but all streets terminating at Central, OSD will facilitate the extension of important connections and view corridors. The Devonshire Street alignment in particular, will enable new connections between the city and its communities.

City-making green and civic links connecting Central to the harbour, parks, recreation, universities and communities will also be realised, creating a truly interconnected active transport network.

High value innovation and technology jobs anchoring Central Sydney south

The City of Sydney has a strategic vision for the expansion of the City Centre to the south. The renewal of Central Precinct will be at the heart of this expansion. With 24 hectares of land for potential renewal, the redevelopment will provide the space for Sydney's economy to grow and remain globally competitive.

An active destination with a 24-hour economy

The State-Heritage significant Sydney Terminal Building will be refurbished and re-purposed, expanding its function beyond rail services. Providing exciting new opportunities for retail and cultural activation, the Sydney Terminal Building will be an iconic destination at the core of southern Central Sydney that trades 7 days a week and contributes to the CBD's vision of a 24-hour economy.

Continuing above the rail corridor, the creation of a new mixed-use community along an elevated ground plane will provide a unique urban experience with a changing curated program of activities and a mix of retail and community uses. It will provide an oasis for people to escape to at the centre of the bustling southern Central Sydney.

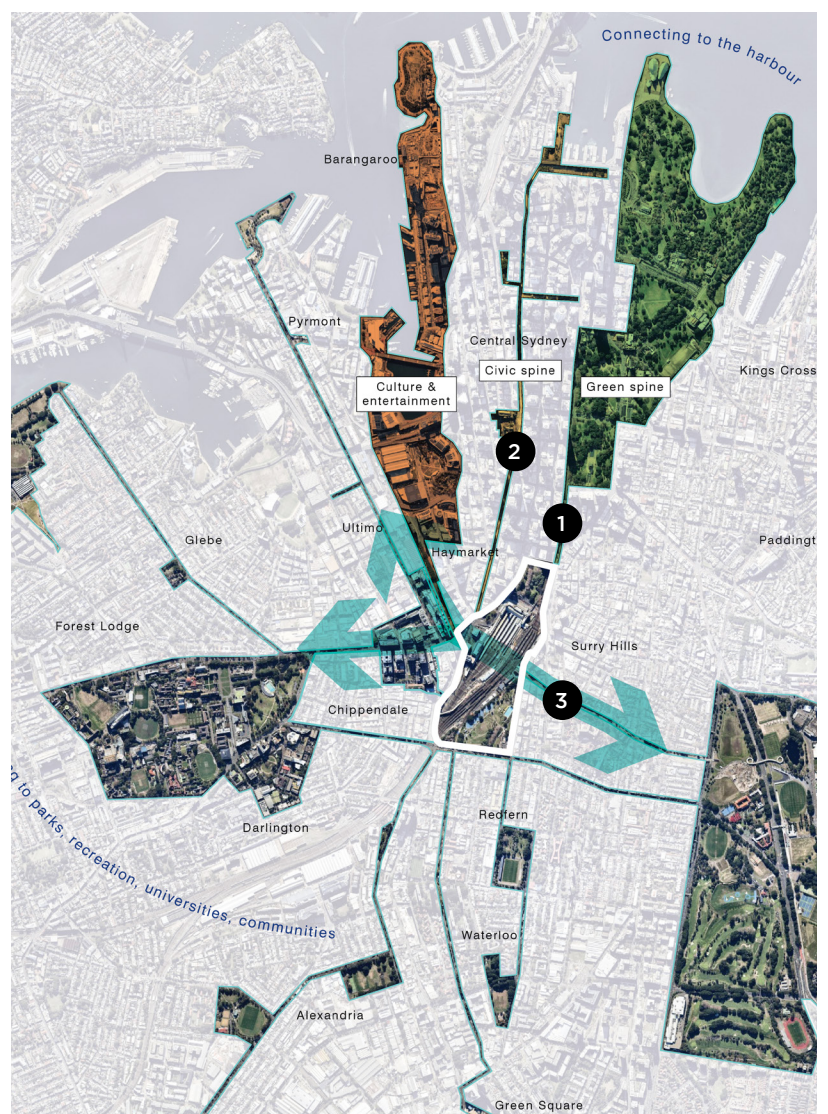
CENTRAL PRECINCT CONTEXT

City-scale connections

Central Precinct is situated at an important location within the city context, at the junction between Central Sydney and the harbour to the north, large educational institutions to the west and local centres and low-scale neighbourhoods to the west, east and south.

Currently the railway corridor creates an activity void within the cityscape. The renewal of Central Precinct has a vital role in creating and supporting pedestrian and cycle connections across the city and surrounds, including:

- 1 Support the north-south green spine along the eastern edge of the precinct through improved publicly accessible space, access to end-of-trip facilities and recreational uses, and the potential to provide alternative pedestrian and cycle routes along the OSD deck level.
- 2 Contribute to delivering the vision of the three city-making squares (City of Sydney) along the George Street Civic spine. The new public square proposed in the precinct is situated at the termination of George Street north, at the entrance to the western extension of Central Walk and the focal point of southern Central Sydney.
- 3 Reinststate an east-west link over the tracks along the original Devonshire Street alignment that will reconnect Surry Hills with Haymarket, Ultimo and Chippendale, new precincts and regional open space assets.



City scale connections

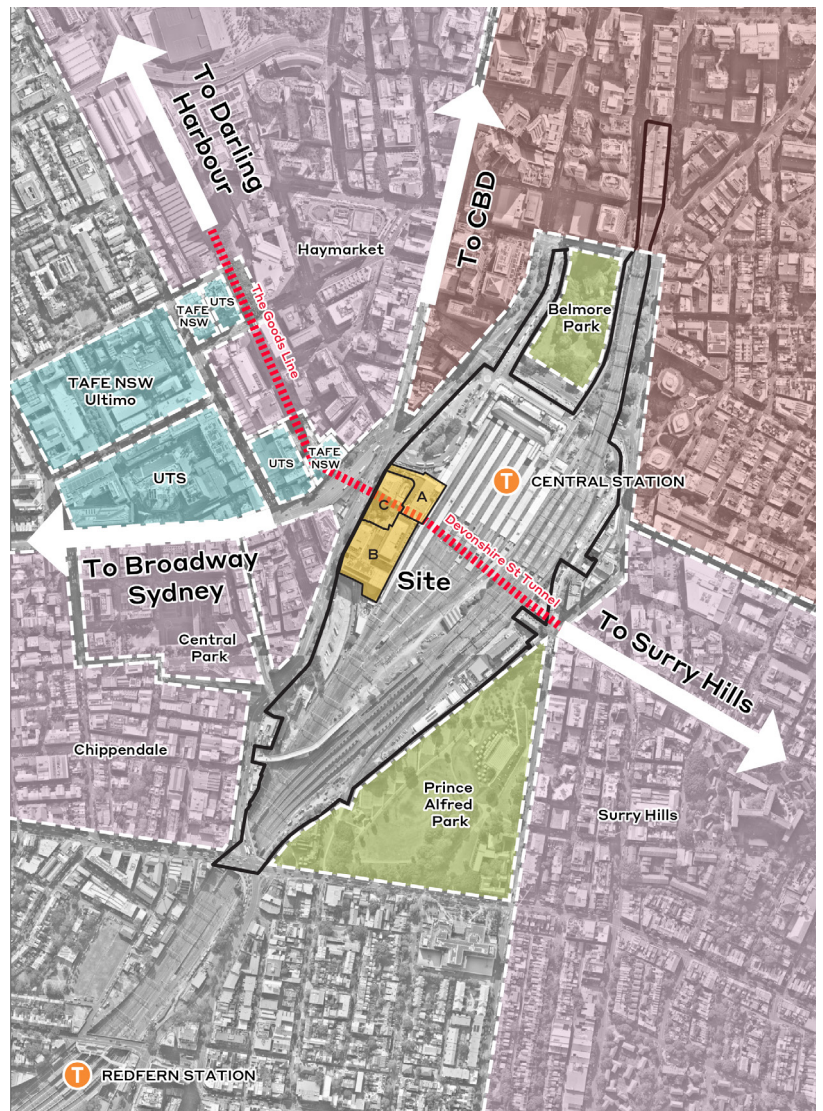
Immediate context and connections

Central Precinct has direct connections to Sydney CBD along Pitt Street from the main northern frontage opposite Belmore Park, and along George and Pitt Streets from the Western Gateway sub-precinct.

There is also a direct connection to Haymarket/ Chinatown and Darling Harbour along Quay Street, across Broadway at Railway Square. This precinct also connects directly with Broadway to the west leading to the Central Park precinct, Chippendale and parts of UTS.

UTS and The Goods Line are also connected to the Western Gateway sub-precinct through the Lee Street Tunnel, which is an extension of the Devonshire Street Tunnel that runs under the railway lines from the eastern side of Central Station to the west. Lee Street connects Railway Square to Cleveland Street, Chippendale and beyond to Redfern.

To the east of Central Station, Foveaux Street connects the north eastern station entry and Light Rail stop to Surry Hills, whilst to the east Devonshire Street connects to Prince Alfred Park and the area known as Strawberry Hills.



Central Precinct context and connections

HERITAGE CONTEXT

A major heritage precinct

The Central Precinct has long been a place of connection and movement.

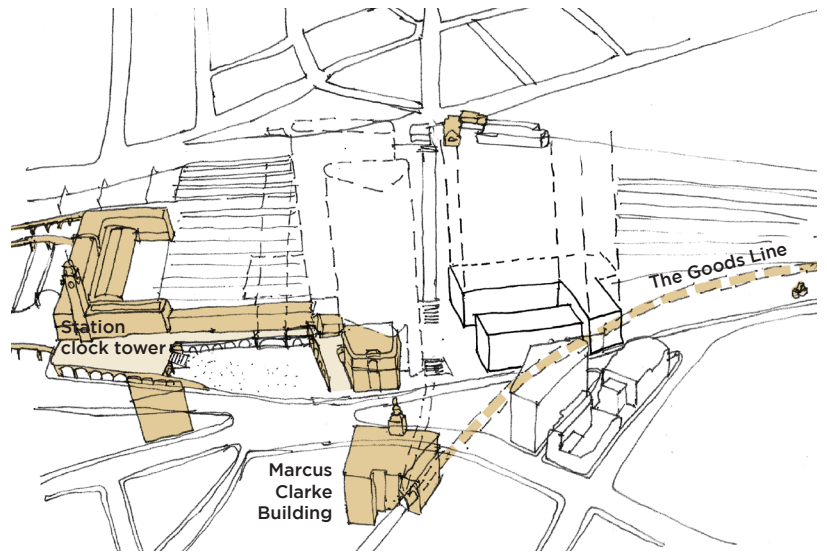
A deeper understanding of the indigenous history and meaning of this place is currently being explored through a process following the NSW Government Architect's Connecting with Country framework. The post-colonisation history is also a rich and complex story, across two station locations, including the built-form elements such as the clock tower that was visible from surrounding areas, and the major civic works undertaken between 1903-6 to raise the ground plane of the current station site up to the required level to connect to tracks from the south.

The Western Gateway sub-precinct was also raised up to enable mail and other goods to be loaded and unloaded from trains and then distributed across the city.

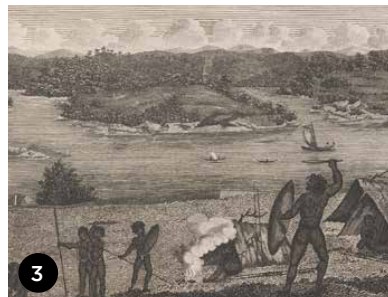
The future publicly accessible spaces of the Western Gateway sub-precinct will integrate the existing heritage elements. They will also interpret connections to Country and intangible stories associated with the site's past and weave them into the new spaces created.

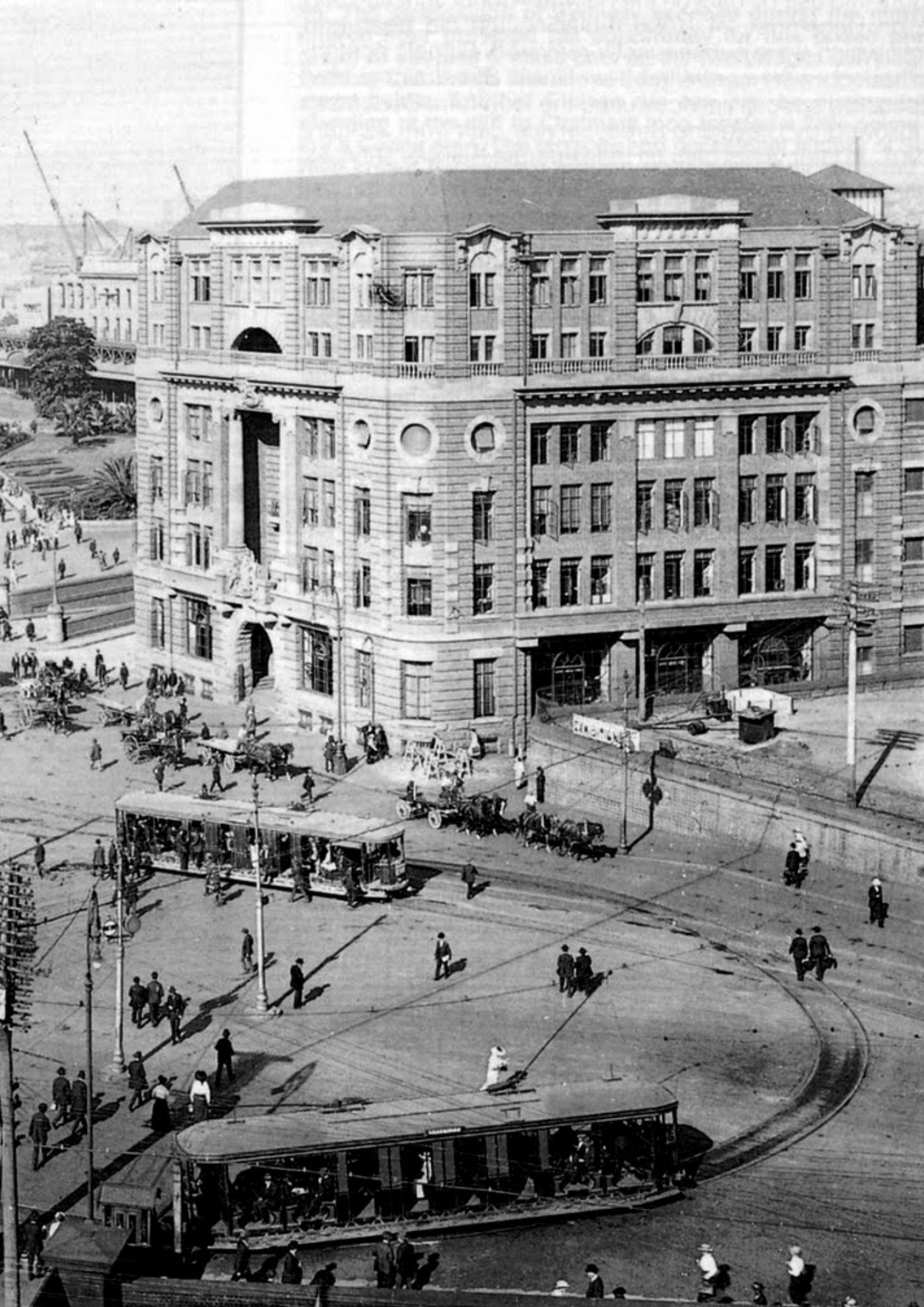
Key outcomes sought for the publicly accessible spaces:

- 1 Showcase heritage buildings and activate elements for contemporary uses
- 2 Integrate heritage interpretation within the publicly accessible spaces, with cohesive messaging and design
- 3 Focus heritage interpretation on key themes of the site as a place of journeys and gatherings, with a focus on connection to Country and the stories of Central Station
- 4 Reinforce the importance the original Central Station platform level (RL 21)



Heritage elements of the Central Precinct





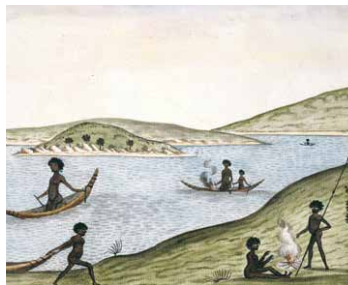
HERITAGE CONTEXT

Historic snapshot

The Central Precinct holds significant cultural values in its identity as the land of the Gadigal people. The layers of history contribute to Sydney’s identity, revealing Sydney’s indigenous, ecological, transport and architectural history.

From tens of thousands of years ago to the Western Gateway sub-precinct of the future

The timeline on the right represents a summarised snapshot of the history of Central Station, with a focus on the Western Gateway sub-precinct.



Connection to Country

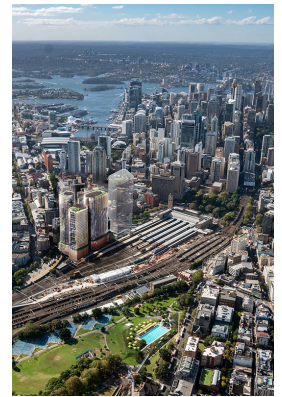
A Connecting with Country Framework is being prepared. This framework will play an important role in defining and shaping aspects of the future character of the publicly accessible spaces in the precinct. All future designs for Central Precinct will need to consider and respond to the Connecting with Country Framework.

Always was, always will be

The land was abundant in resources for the Gadigal people who inhabited the area stretching from South Head, along the shores of the present Eastern Suburbs, Sydney Cove (Warrane) to Darling Harbour (Gomora). The current area occupied by Central Station was part of a creek system flowing into Cockle Bay.

Colonial settlement

1788 - European settlement drastically changed the structure and character of the area. The first roads were laid out linking Sydney and Parramatta. The area gradually transformed from being largely rural in character to support civic, community and early industrial uses.



Construction of Sydney Railway Station

1855 - The first railway terminus in Sydney was constructed between Devonshire and Cleveland Streets, on land known as the Cleveland Paddocks. This is located between the current Central Station location and Redfern Station.

1876 - A second station replaced the original building but remained on the same site.

Construction of Central Station

1903-1921 - Central Station was built closer to the CBD at Eddy Avenue, providing a new regional railway station. This required a major civic works program to elevate the low-lying lands formerly associated with a creek running to Cockle Bay, up to the level that trains were coming in from the south. This is now known as RL 21, the current country trains platform level. Suburban train line connections to Museum, St James, Town Hall, Wynyard and Circular Quay Stations were added over time to create the city loop and a connection to the north shore over the Sydney Harbour Bridge. The Eastern Suburbs Railway line was officially opened in 1979.

Today

Transport for NSW is working with stakeholders to provide additional mixed use space in the Western Gateway sub-precinct, whilst a new Metro station is being constructed under the country trains level. This is part of a series of major infrastructure projects, including a number of Sydney Metro rail lines in construction and planning.

Future of Central Precinct

The NSW Government is investigating options to create significant OSD above the existing country trains part of Central Station. This would create a series of strong connections across the current gap in the fabric of the city and provide additional space for this growing area of Sydney. The Western Gateway sub-precinct will be a gateway to Central Sydney and act as a visual marker for Central Precinct.

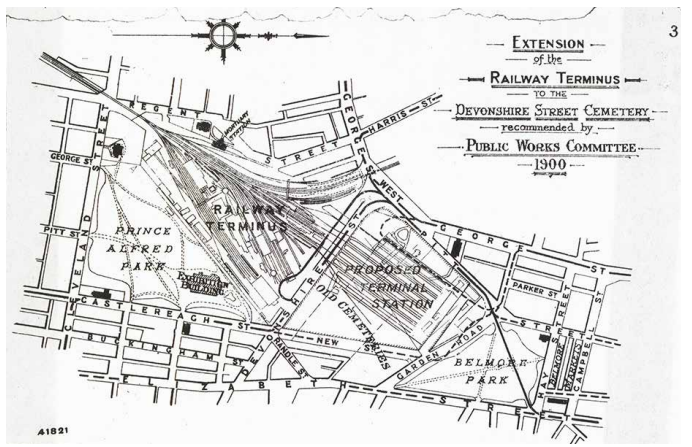
HERITAGE CONTEXT

Historic shifts

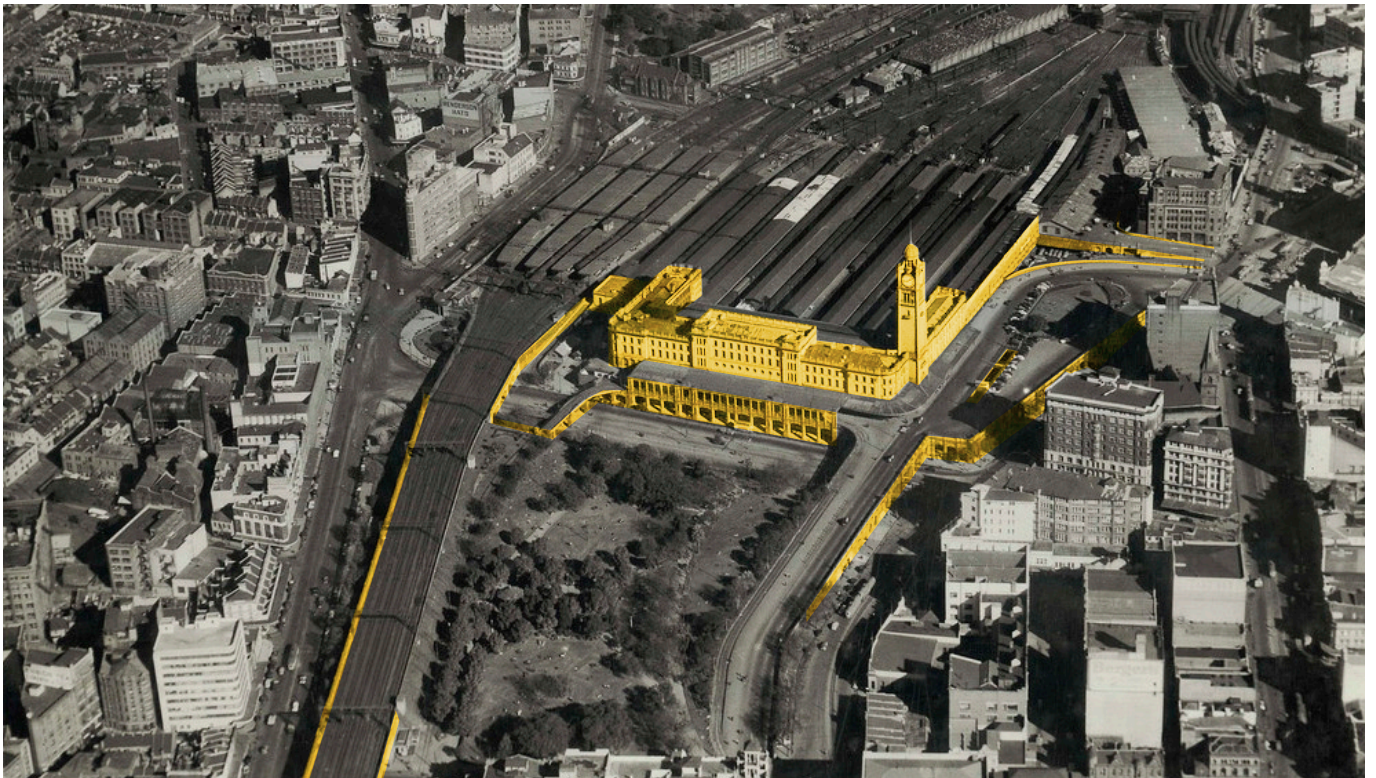
Central Station was originally located south of Devonshire Street, and in 1903, the station was moved north to the current location to be closer to the city centre.

The land at the new station site sloped down towards a creek that ran through present day Belmore Park to Darling Harbour. A major civic works program was undertaken, with significant sandstone walls built to provide access from the lower areas to the main station entry at platform level, some 5 or 6 metres above the surrounding streets.

Changes and additions to the Central Precinct should acknowledge and engage with this historically and functionally important elevated ground level, now known as RL 21, which is also the ground level at the base of the Central Station clock tower.



1900 map showing the station's original location south of Devonshire Street



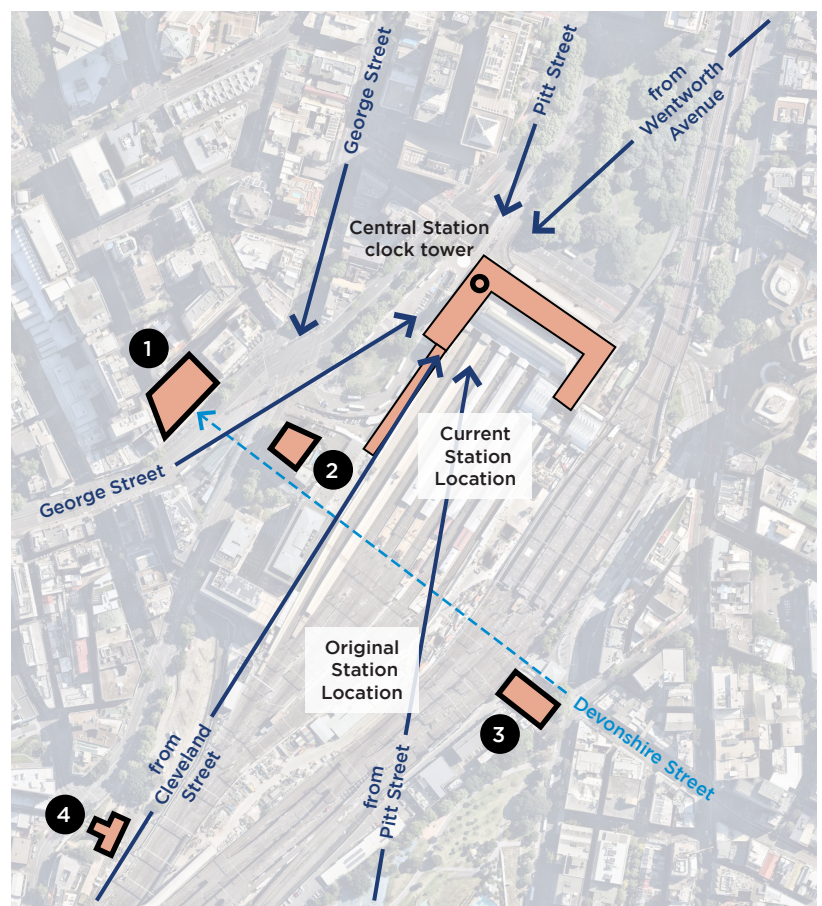
Historical aerial photograph of the precinct with the sandstone walls and elements raised to RL 21 highlighted in yellow

Significant sightlines and connections

The street structure around the station precinct changed over time. Future changes to streets and pathways should acknowledge view corridors to the Clock Tower and other historically significant buildings in the precinct.

These include:

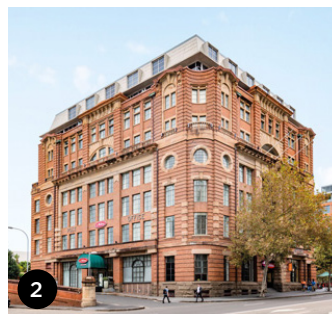
- Historically, Devonshire Street signified the extent of the Central Station. This alignment is bookended by the heritage listed Marcus Clarke building and the former Railway Institute. It is important to create a physical connection for pedestrians along this alignment, as well as to respect view lines between these important heritage markers.
- The Central Station clock tower can be seen from surrounding streets and open spaces. The Sydney Terminal Building and surrounding heritage fabric creates a unique experience of the city framed and embedded in a historical landscape. Heritage buildings are important streetscape elements that can be enhanced by the publicly accessible spaces.



Heritage items, historical alignments and view lines around the precinct



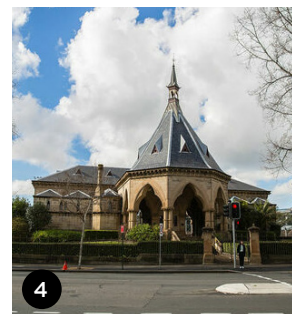
Marcus Clarke building



Former Parcels Post Office



Former Railway Institute building



Mortuary Station

PLANNING CONTEXT

Central Precinct

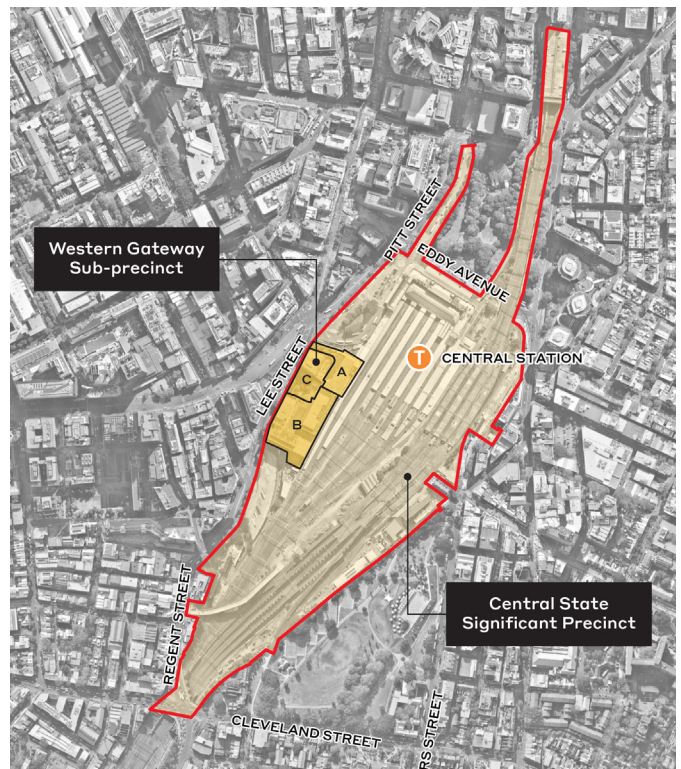
In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its importance to the region and New South Wales (NSW) due to its potential to boost investment and deliver new jobs.

Planning background

The SSP nomination commenced a detailed planning and investigation process involving technical studies and stakeholder and community consultation. The detailed planning process is now underway, with the finalisation of a Strategic Framework for the Central Precinct, and commencement of the Stage 2 State Significant Precinct process underway, which when complete is intended to culminate in the preparation and adoption of a new planning framework for Central Precinct. Once in place, the new planning framework will provide the basis for the future transformation of Central Precinct into a vibrant mixed-use zone while maintaining its critical transport function.

As shown in the Strategic Framework, the Central Precinct has been divided into sub-precincts to facilitate its future renewal in a manner that positively responds to the varying character of the surrounding area. The Western Gateway sub-precinct was identified as the first sub-precinct for renewal, with the proposed rezoning of Blocks A and B endorsed by the Minister for Planning and Public Spaces in August 2020. The new planning controls for the Western Gateway sub-precinct have been designed to facilitate redevelopment of these key sites as the initial stage of the broader Tech Central precinct. Amongst other matters, these new controls are intended to incentivise development for non-residential uses through the provision of greater building height and gross floor area controls.

This updated draft Publicly Accessible Space Strategy has been prepared to accompany the proposed rezoning for Block C which is intended to form part of the planning framework for the Western Gateway sub-precinct and the Central Precinct more broadly.



Western Gateway in broader Central Precinct context

This updated draft Publicly Accessible Space Strategy is intended to be read in conjunction with the Western Gateway sub-precinct Design Guide that have also been amended to reflect the proposed rezoning for Block C to provide a holistic planning framework for each site within the sub-precinct.

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

Western Gateway sub-precinct

The sub-precinct forms an important gateway at the western entrance to Central Station and its western surrounds.

The site

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

The sub-precinct forms an important gateway at the western entrance to Central Station and its western surrounds, providing access and pedestrian connections between the station and future Over Station Development, Railway Square and the neighbouring suburbs of Ultimo, Haymarket and Chippendale via the Devonshire Street Tunnel and the subterranean Lee Street Tunnel.

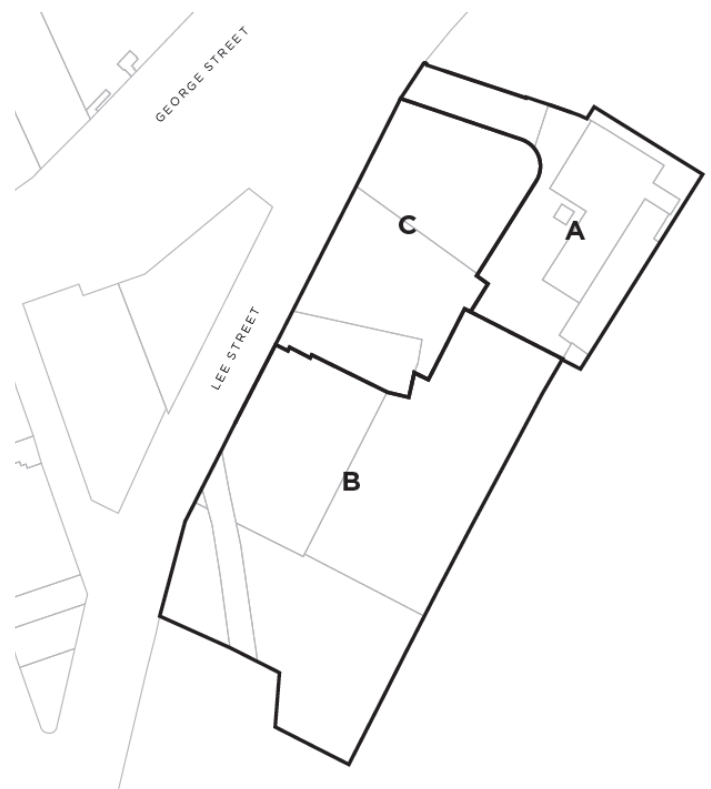
The Western Gateway sub-precinct is made up of three blocks:

- **Block A** – commonly known as the Railway Square YHA site and proposed to be redeveloped for an iconic tower which will become Atlassian’s global headquarters, including new YHA tourism accommodation and a range of spaces to support local and emerging Tech-Start-up companies.
- **Block B** – commonly known as the Henry Deane office block and proposed to be redeveloped for a dynamic civic space and workplace of the future comprising commercial and retail gross floor area within a podium, two towers, lower and upper ground plane over a three level basement.

Blocks A and B have been rezoned.

- **Block C** – commonly known as the Adina Apartment Hotel building and part of the Henry Deane Plaza.

Block C is subject to a separate rezoning process.



Western Gateway sub-precinct land ownership boundaries

WESTERN GATEWAY SUB-PRECINCT

Context

Existing context

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

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

This Western Gateway sub-precinct Publicly Accessible Space Strategy takes into consideration, among other things:

- Local character
- Heritage
- Operational requirements
- Urban form and street network
- Natural boundaries
- Hierarchy and public role of spaces
- Movement network

Proposed context

The Western Gateway sub-precinct will be a gateway to Central Sydney and act as a visual marker for Central Precinct, through city-scale buildings that create a focal point for the proposed innovation and technology hub, Tech Central. The sub-precinct will continue to play a significant role as a movement space for people to pass through from Surry Hills and Central Station towards UTS and its surrounds to the west.

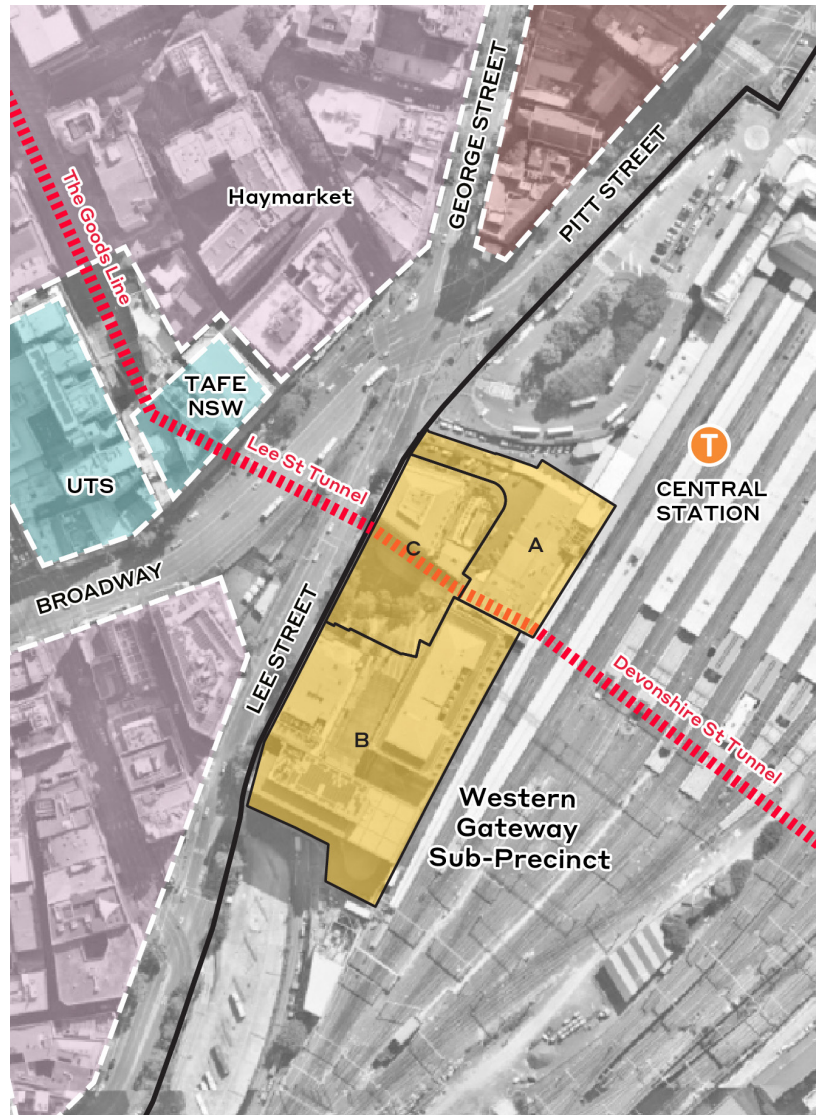
A cluster of significant commercial office towers are proposed for this sub-precinct, creating a major new urban node and a western edge to the broader Central Station Precinct. It will, in built form terms, expand on the existing southern gateway to the CBD that the UTS and Central Park buildings create. This will be further expanded in the future with additional buildings to be located above the existing station, referred to as the OSD. These buildings may include commercial, retail, active uses, education, student accommodation, hotel and other uses, creating a new and vibrant mixed use precinct in the heart of central Sydney.

Role of the sub-precinct

The role of the Western Gateway sub-precinct, along with the future adjacent mixed-use areas will place significant new demands on the publicly accessible spaces.

The large number of people moving to and through the spaces, as well as those working, learning and relaxing in and above the spaces and will require what is already Australia's busiest train station to operate efficiently and effectively for a wide range of uses across all times of the day and night.

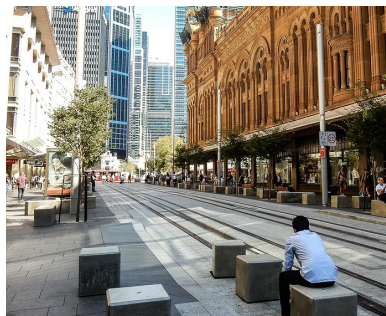
To ensure smooth and effective operation, the role of the key places and spaces must be established within a hierarchy of movement, supported by a hierarchy of places.



The Western Gateway sub-precinct within its surrounding context

DESIGN PRINCIPLES

The following design principles will guide the design of the publicly accessible spaces of the Western Gateway sub-precinct, and support the creation of an active development integrated into the wider precinct and city.

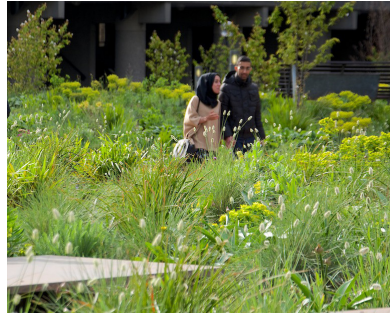


1 Prioritise people

- Permeable publicly accessible spaces at all levels
- Safe accessible and comfortable
- Minimise vehicles within the publicly accessible spaces
- Facilitate the calming of Lee Street and transformation into shared space
- Optimise access to daylight across the various publicly accessible levels

2 A vibrant precinct

- Create active building frontages where appropriate
- Provide a framework to cater for a diversity of cultures, ages, workers and visitors
- Encourage pedestrian activity and draw pedestrian movement into and through the sub-precinct
- Create opportunities for everyday life to play out
- Incorporation of public art with heritage interpretation



3 Intuitive movement

- Deliver clear and intuitive connections to public transport
- Prioritise walking and cycling
- Henry Deane Plaza to be seen as a welcoming space for the public, clearly legible to pedestrians and enticing to use
- In initial stage of sub-precinct, create clear connections to Devonshire Street and Lee Street Tunnels and Central Walk western extension when completed
- In the final stage create a clear and enticing physical east-west connection from Lee Street at RL 16, through the new Henry Deane Plaza at RL 21 and up to the OSD at RL 30, as well as a north-south connection to the main station hall at RL 21

4 A green precinct

- Create a diversity of spaces with a variety of greening strategies
- Increase areas of green to encourage biodiversity, reduce heat island and create connections to nature
- Create engaging planting that encourages stopping, dwelling and moments of calm

5 Celebrate heritage

- First Nations first
- Provide a cohesive, integrated approach to heritage interpretation
- Develop connections and engagement through interpretive stories and messaging
- Consider the incorporation of public art with heritage interpretation
- Frame heritage views
- Respond to the scale, materiality and heritage of the surrounding built form
- Incorporate and interpret the site's rich heritage and cultural values through materiality and detailing in publicly accessible spaces including celebrating the sandstone structures and established structures at RL 21
- Respond to the opening up and activation of heritage structures

HIERARCHY OF MOVEMENT

Active and public transport

The Western Gateway sub-precinct has long been a space of connection and movement.

Its role as a public transport interchange is expanding, with the recent addition of the CBD and South East light rail stops and the soon to open Metro Station as part of the Chatswood to Sydenham Metro Rail.

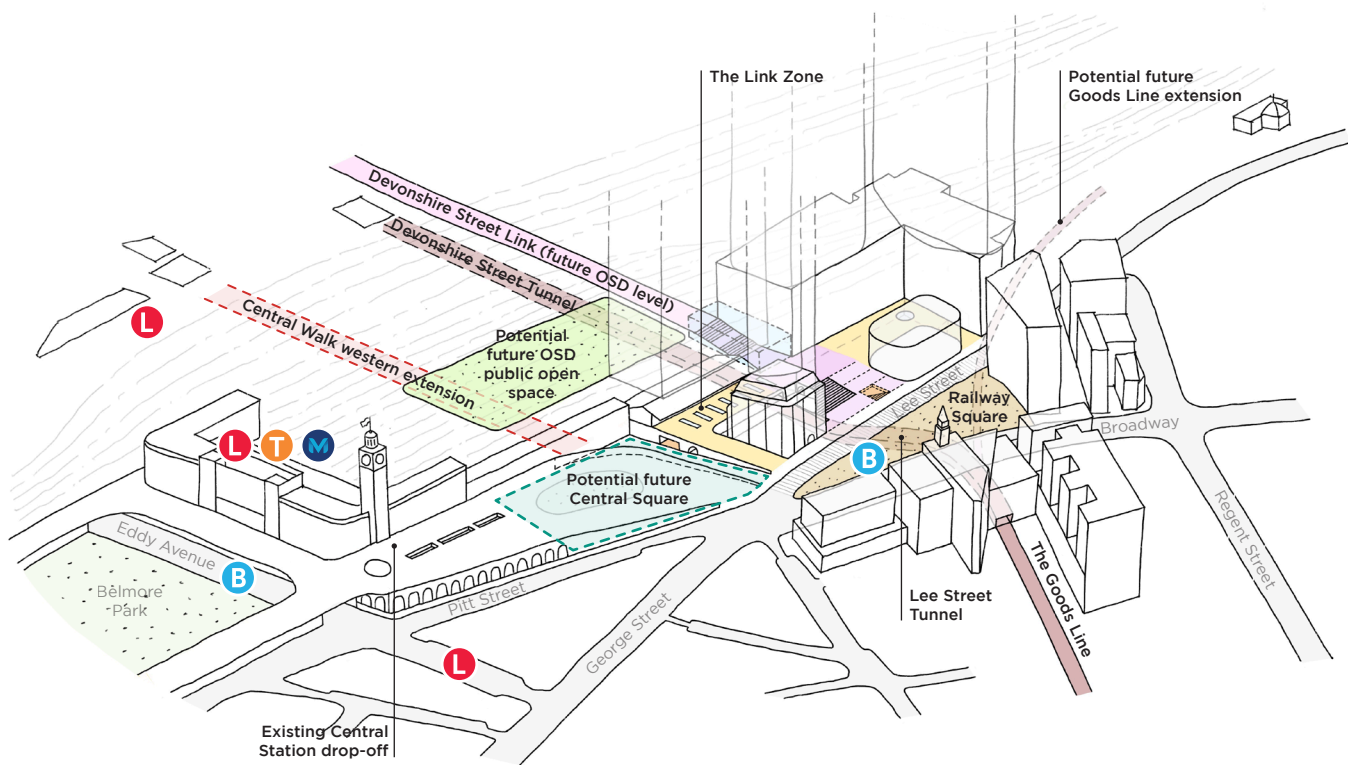
The publicly accessible spaces of the sub-precinct will prioritise the intuitive movement of people, creating clear and comfortable connections to the train, bus, light rail and future metro connections.

It will also encourage cycling by responding to the long-term Central Precinct active transport plan. This includes cycling links near Railway Square and Lee Street connecting to George Street north, and the Goods Line.

Key movement outcomes:

- 1 Provide green pedestrian links
- 2 Connect people to transport
- 3 Encourage walking and cycling
- 4 Provide a safe and comfortable environment





Public transport modes and broader connections for current and future stages of Central Precinct

HIERARCHY OF MOVEMENT

Pedestrian connectivity

The publicly accessible spaces of the western edge of Central Precinct plays a very important role connecting major movement corridors in the short and long term.

The long-term connections proposed for the Central Precinct are to be accommodated within the design of the Western Gateway sub-precinct publicly accessible spaces. As a general principle, pedestrian connections at ground level should be prioritised over below-ground tunnel and above-ground bridge connections. However in this context, there are effectively multiple ground levels, and many of the existing and proposed connections are underground. Therefore clarity of wayfinding and providing direct connections is a primary consideration.

The four important circulation routes and publicly accessible spaces that the Western Gateway sub-precinct responds to are:

- 1 Devonshire Street Link** (part of future OSD level)
- 2 North-south pedestrian link** from the original country trains terminal, through the potential future Central Square to Henry Deane Plaza and south to Lee Street
- 3 Central Walk western extension** that will run parallel to the existing Devonshire Street Tunnel and will connect the suburban, country and metro rail systems, to both the east and west sides of the precinct
- 4 Devonshire Street Tunnel and other below ground connections,** including the Lee Street Tunnel and potential future Goods Line extension

1 Devonshire Street Link (part of future OSD level)

A clear and legible connection linking Surry Hills to Haymarket, Broadway and Ultimo bridging the suburban railway tracks will be created with any major OSD. This will aim to become a connection with street like characteristics including avenue planting and a pedestrian scaled, fine grain focus.

The Devonshire Street Link at OSD level will be a key east-west connection, and an opportunity to reinstate at a different level, a street that was removed in 1906. The strength and clarity of this connection will be critical to the activation of the publicly accessible spaces of the OSD and to the sense of the OSD being part of the city.

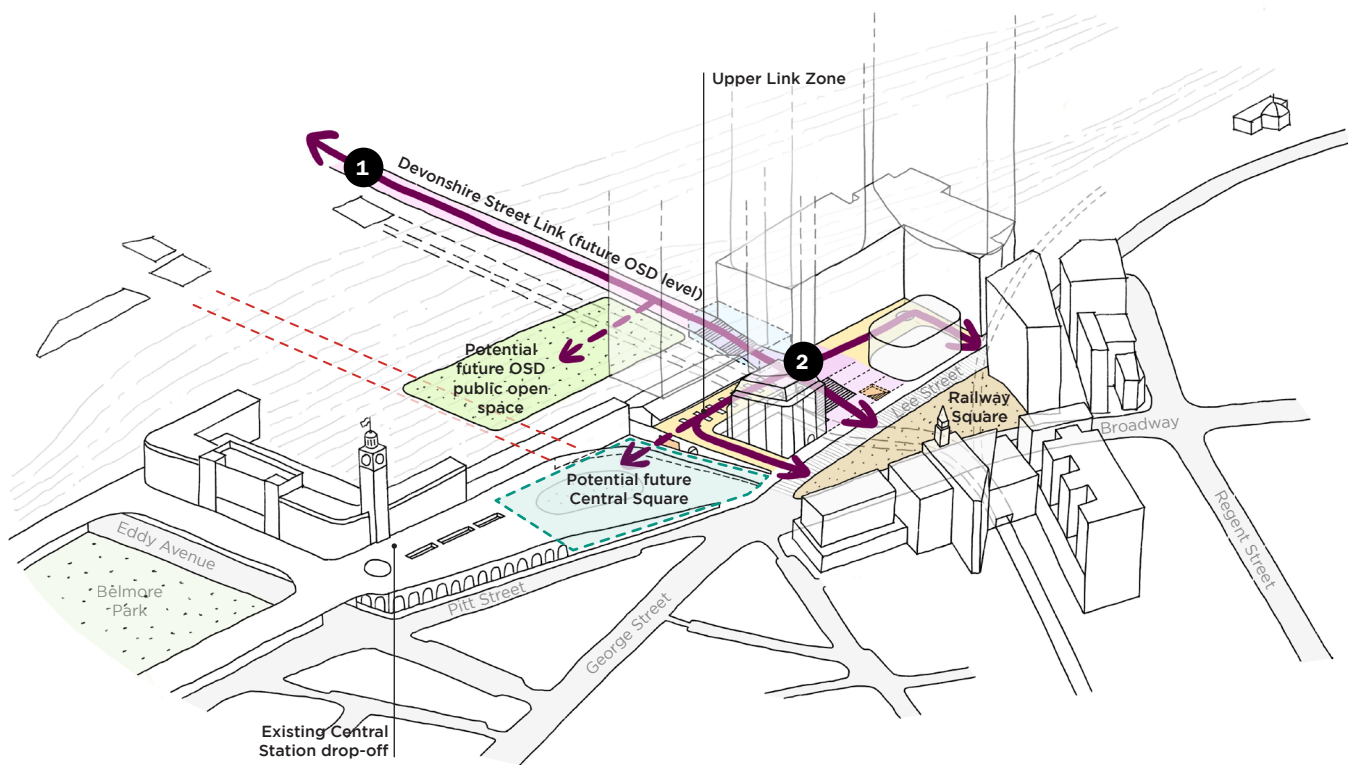
One of the key roles of the publicly accessible spaces of Henry Deane Plaza in the future will be to connect Lee Street up onto the OSD if that is delivered.

2 North-south pedestrian link from the original country trains terminal, through the potential future Central Square to Henry Deane Plaza and south to Lee Street

The principle of the north-south pedestrian connection between the original main Central Station entry, the potential future Central Square and Henry Deane Plaza operates across two levels, including OSD and in the future, across three levels.

At grade from the potential future Central Square, a connection into the Western Gateway sub-precinct is identified as 'The Link Zone'. Above this level, a heritage ramp leads from George Street up the side of the former Parcel Post Office building to the main office foyer level for the majority of towers in the sub-precinct. This level is also directly linked to the potential future Central Square. Connections continue through to Lee Street.

This creates a sequence of publicly accessible spaces and through-site links connecting the new foyers of Block A and Block B, and potentially Block C, at the upper level at RL 21. Henry Deane Plaza will be an access point for users and an address point for visitors to the adjoining commercial towers. It will be a plaza in part lifted above the street offering dwell space with a good vantage position to view adjacent places and spaces.



Key upper level pedestrian links for current and future stages of Central Precinct

HIERARCHY OF MOVEMENT

Pedestrian connectivity

(continued)

3

Central Walk western extension

The western extension of Central Walk provides a new cross station link connecting all platforms for the first time. It will become the primary entrance and exit point to Central Railway Station from the west and the east.

It will connect to the potential future Central Square. This square will be the primary piece of publicly accessible space on the northern edge of the Western Gateway sub-precinct.

This connection will be underground, however where possible skylights will provide daylight down to the walkway level. Maximising daylight access into underground spaces is also part of the design of the Metro Station under construction at Central, and will be adopted as a precinct wide principle, due to the significant network of existing and future underground connections.

4

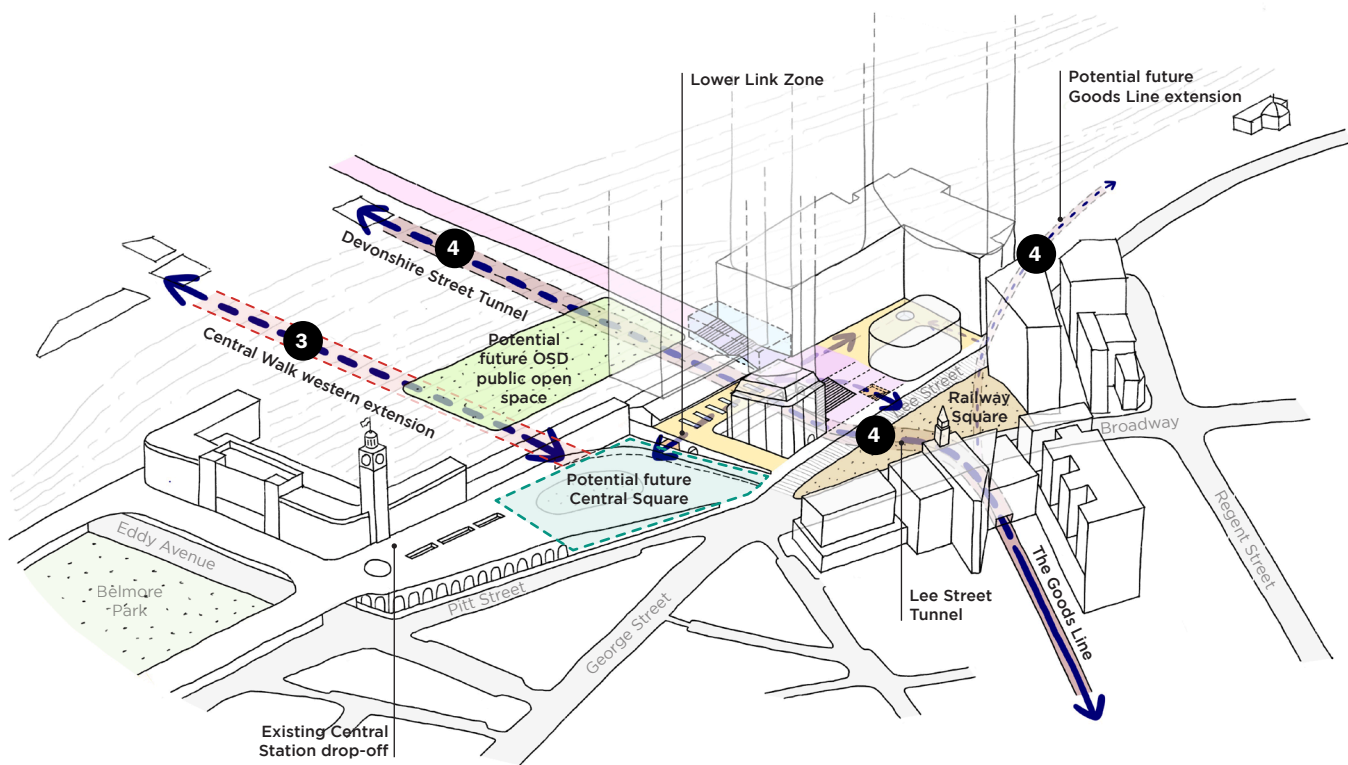
Devonshire Street Tunnel and other below ground connections, including the Lee Street Tunnel and potential future Goods Line extension

In addition to these primary connections, there are a series of important sub-connectors including the Devonshire Street and Lee Street Tunnels and the Goods Line, that all connect to and through the Western Gateway sub-precinct.

Important considerations for these subterranean links include:

- Prioritise commuter pedestrian traffic to the Western Gateway sub-precinct as well as beyond to Surry Hills, Chippendale, Darling Harbour, Haymarket and Broadway
- Within the Western Gateway sub-precinct, provide retail activation to ensure these subterranean spaces are inviting and active during the day and night
- Provide 24/7 access to critical pedestrian circulation routes

- Where possible, provide visual connections to the outdoors vistas to the ground level above, and also where possible provide skylights/natural light into underground spaces
- Provide well-lit publicly accessible spaces with high-quality lighting design and way-finding to ensure it is pleasant, safe and easy to navigate



Key lower level pedestrian links for current and future stages of Central Precinct

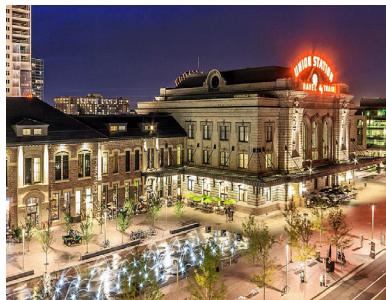
HIERARCHY OF PLACES

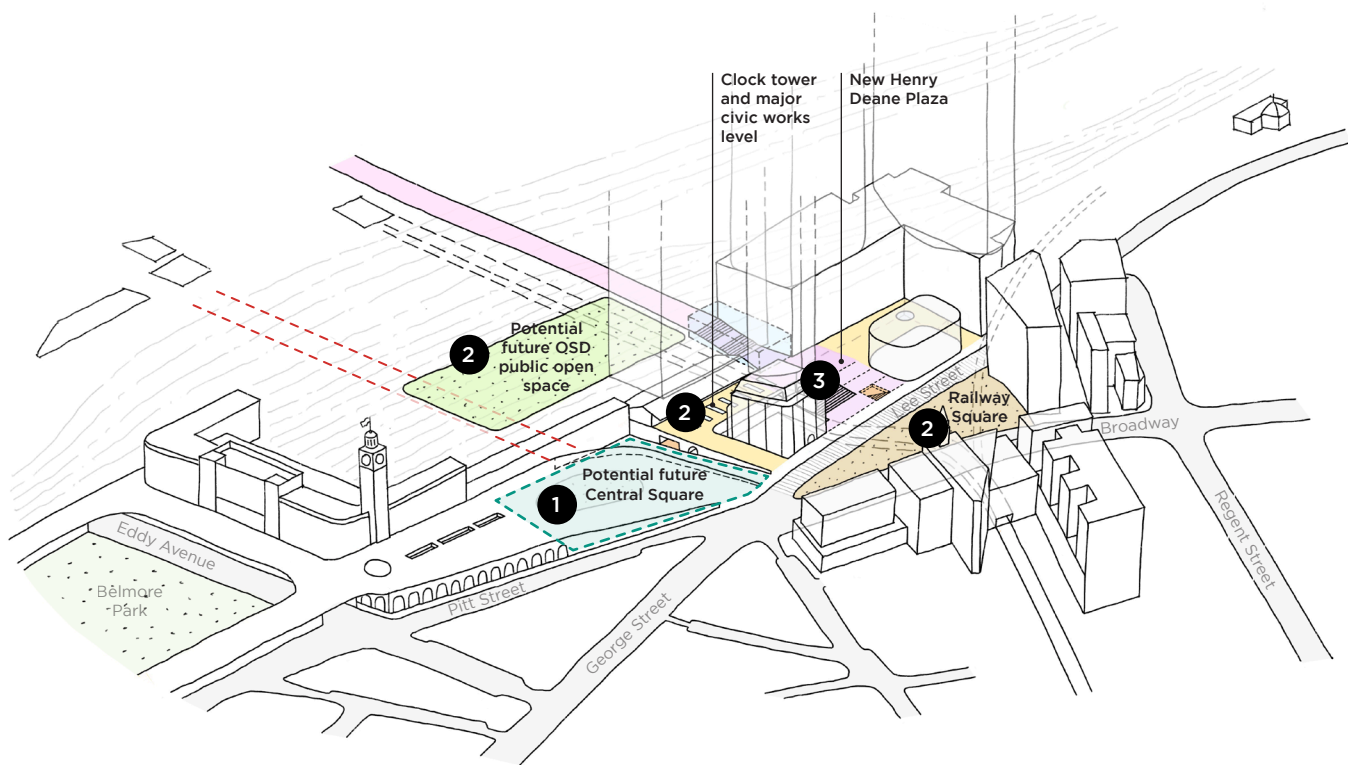
The key publicly accessible spaces of the Western Gateway sub-precinct must be understood in the current and longer-term context of the broader precinct.

The hierarchy of publicly accessible spaces in the sub-precinct is important to establish and to enable each space and its edge conditions to be designed to suit that role.

Hierarchy

- 1 **Potential future Central Square** will be the primary public space
- 2 **Central Station major civic works level (RL 21), Railway Square and potential future OSD public open space (RL 30)** will be secondary publicly accessible spaces
- 3 **New Henry Deane Plaza** will mainly act as a forecourt and transition space





Hierarchy of places within long term future of Central Precinct

HIERARCHY OF PLACES

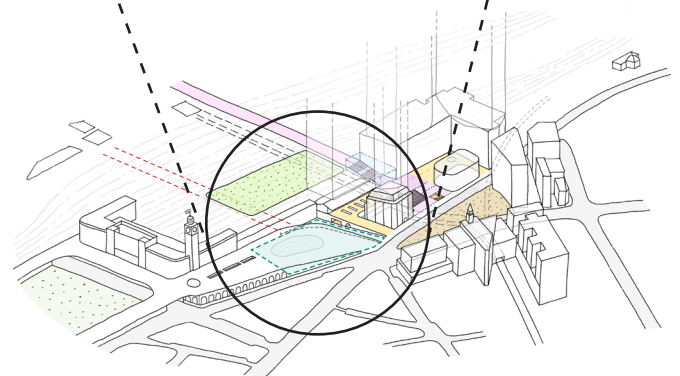
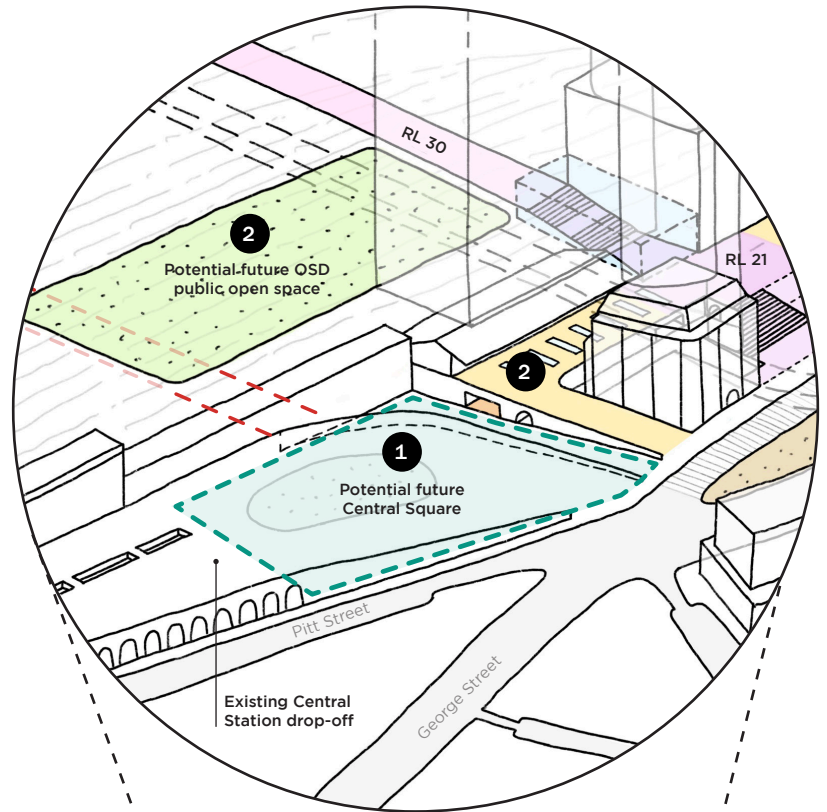
1

Potential future Central Square

The potential future Central Square is proposed as the most important element of the publicly accessible spaces in the precinct. It will complete the City of Sydney's vision of three squares running along the George Street spine, as Circular Quay, Town Hall and Central Square at Central Station.

The design of the potential future Central Square will be undertaken outside of this process, but it will have a major influence on how the Western Gateway sub-precinct is planned and operates, as it will be a key destination for the precinct users and will work in parallel with the publicly accessible spaces.

The potential future Central Square will be a major attractor and the key civic place in this southern area of the CBD. It will be the largest area and main focal point of the publicly accessible spaces in the precinct, a major public gathering space, an open and inviting transition space and a place to relax and enjoy the passing parade of people.

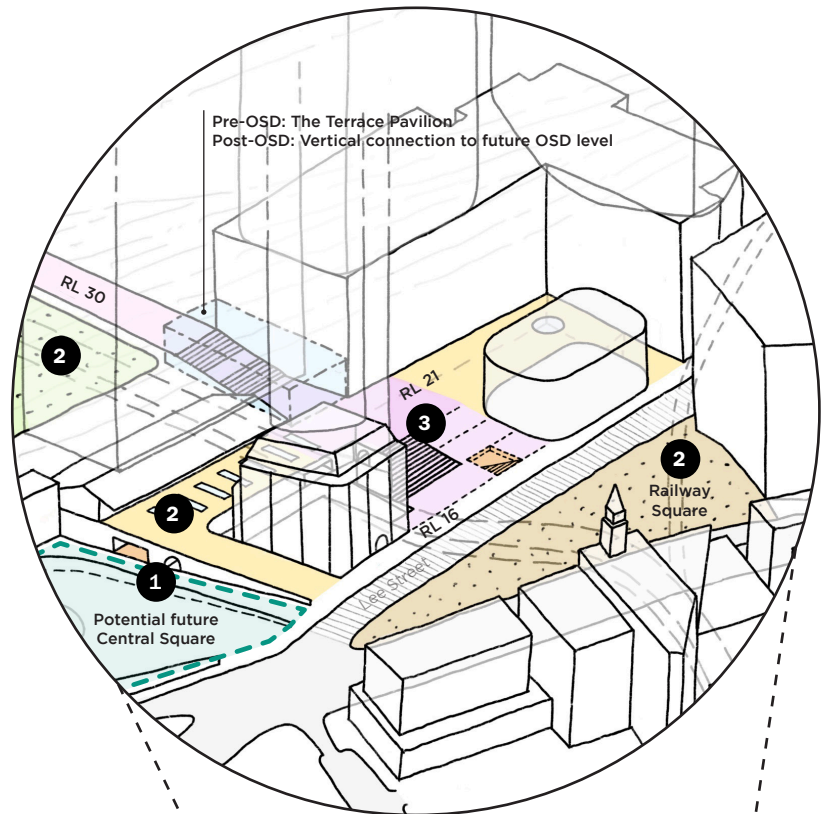


2

Clock Station major civic works level (RL 21), Railway Square and potential future OSD public open space (RL 30)

The previously established level of the main country trains platforms, was the result of a major civic works program at the start of the 20th century. This level (RL 21) is key to the ongoing operations of the rail, has a light rail connection, and acts as an interstitial level to the future OSD at RL 30.

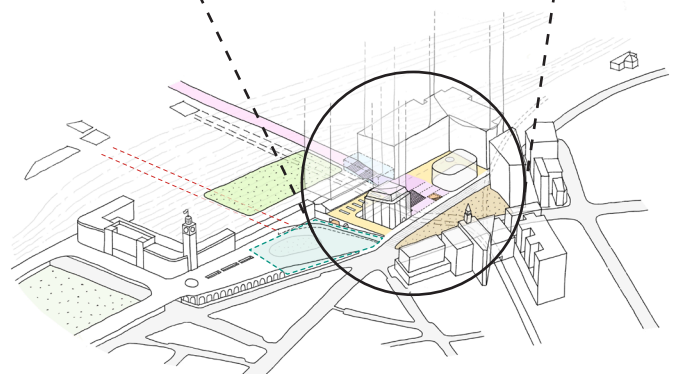
In hierarchy terms, Railway Square will continue to be a bus node as well as a transition space between UTS and the station. Railway Square and Lee Street will be important parts of the Western Gateway sub-precinct, and in order to provide active, vibrant and safe publicly accessible spaces, traffic should be calmed but the streets will remain accessible to vehicles as a key address point for the precinct.



3

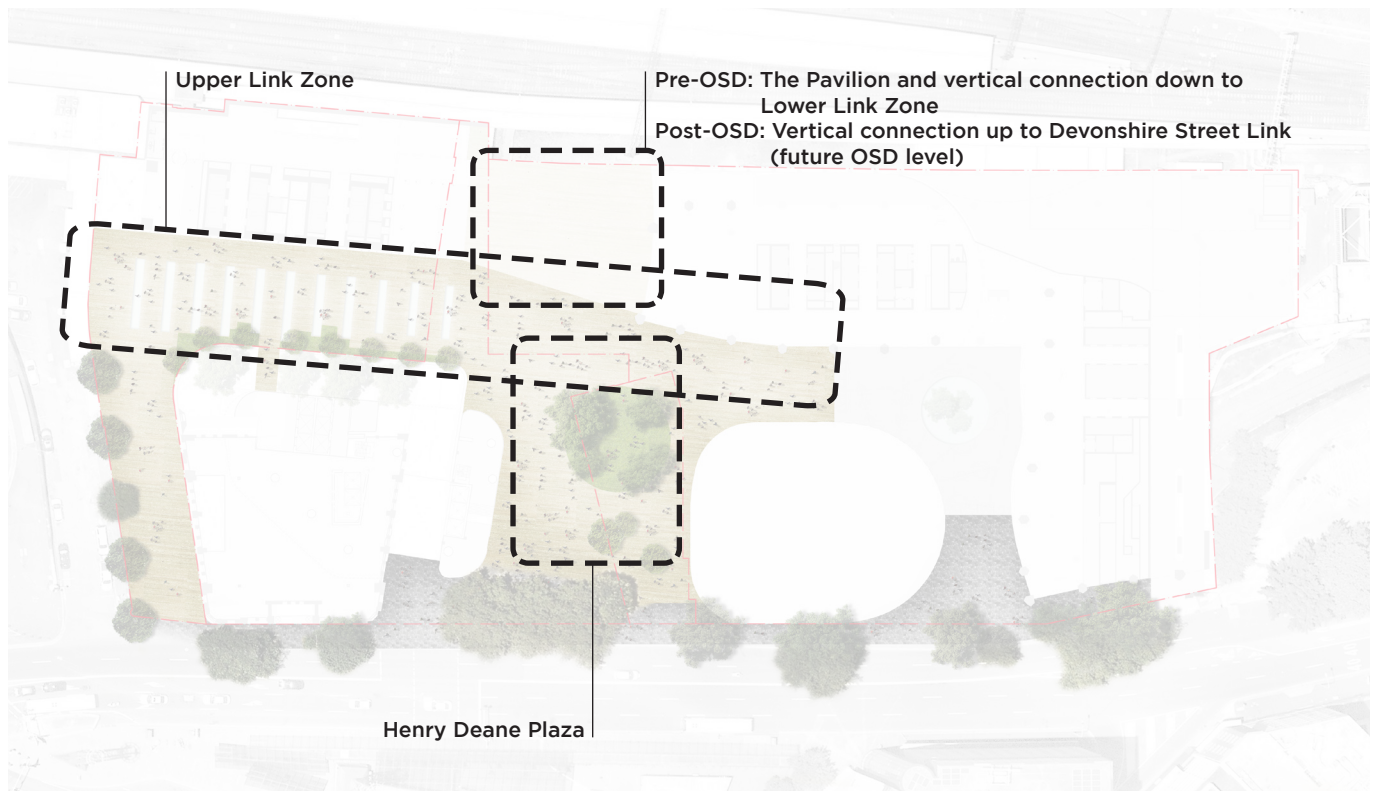
New Henry Deane Plaza

The publicly accessible spaces in the Western Gateway sub-precinct will include a new version of the Henry Deane Plaza. The Block C development area extends south and east of the former Parcels Post Office, and will be edged by other large towers. Rather than being a major public gathering space, the publicly accessible spaces here will mainly perform roles of connection and forecourt to the commercial towers. They will facilitate the transition from Lee Street up to RL 21 and provide a key link up to the future OSD at RL 30 should that level be delivered. In the interim, a Pavilion space is proposed to provide activation of the space that would be occupied by a publicly accessible stairway connection up to the OSD level.



PUBLICLY ACCESSIBLE SPACES

UPPER LEVEL PLACES

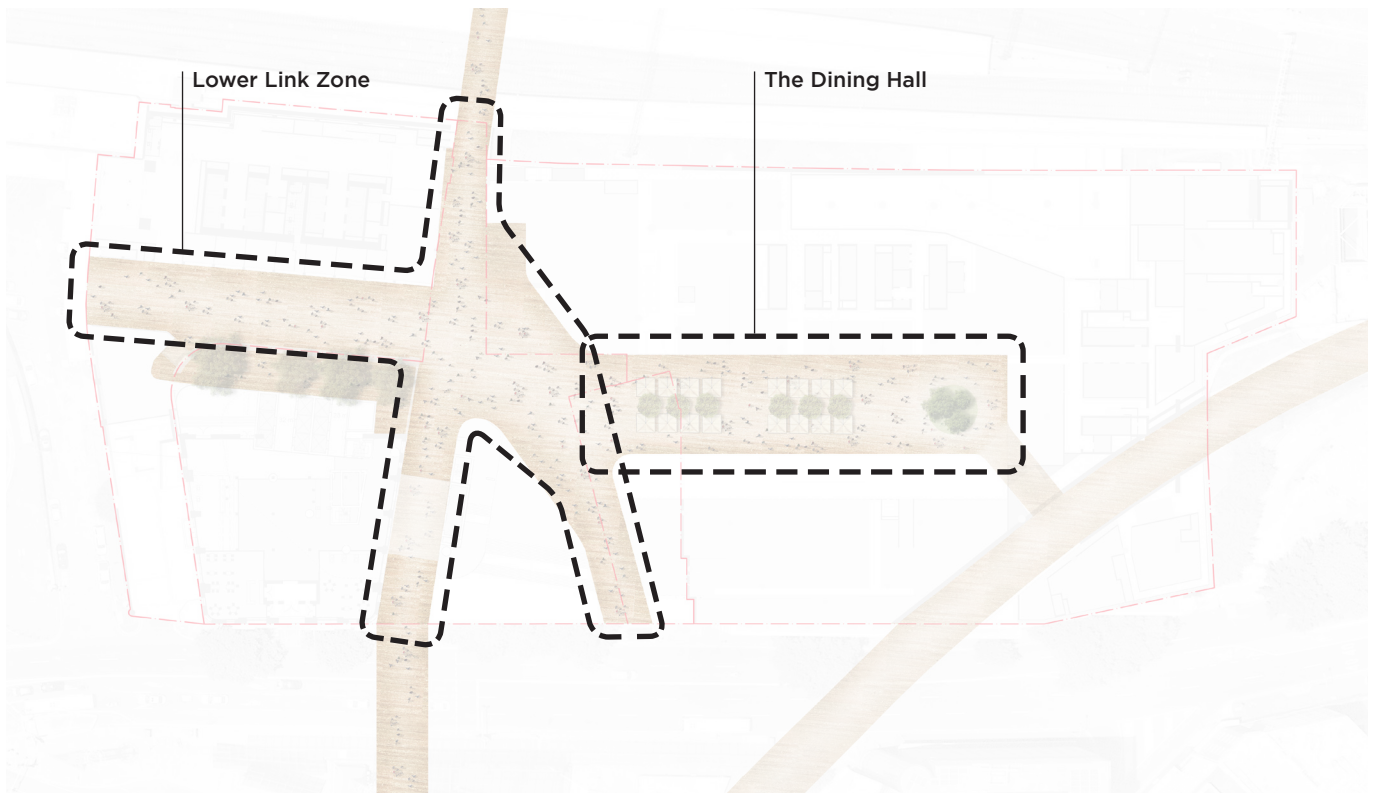


Indicative upper level places

The upper level consists of three key places - the Upper Link Zone - connecting the three main entries to the commercial towers, the main Henry Deane Plaza space and the future OSD connection area, which will in the interim be occupied by The Pavilion and a vertical connection down to the Lower Link Zone.

PUBLICLY ACCESSIBLE SPACES

LOWER LEVEL PLACES

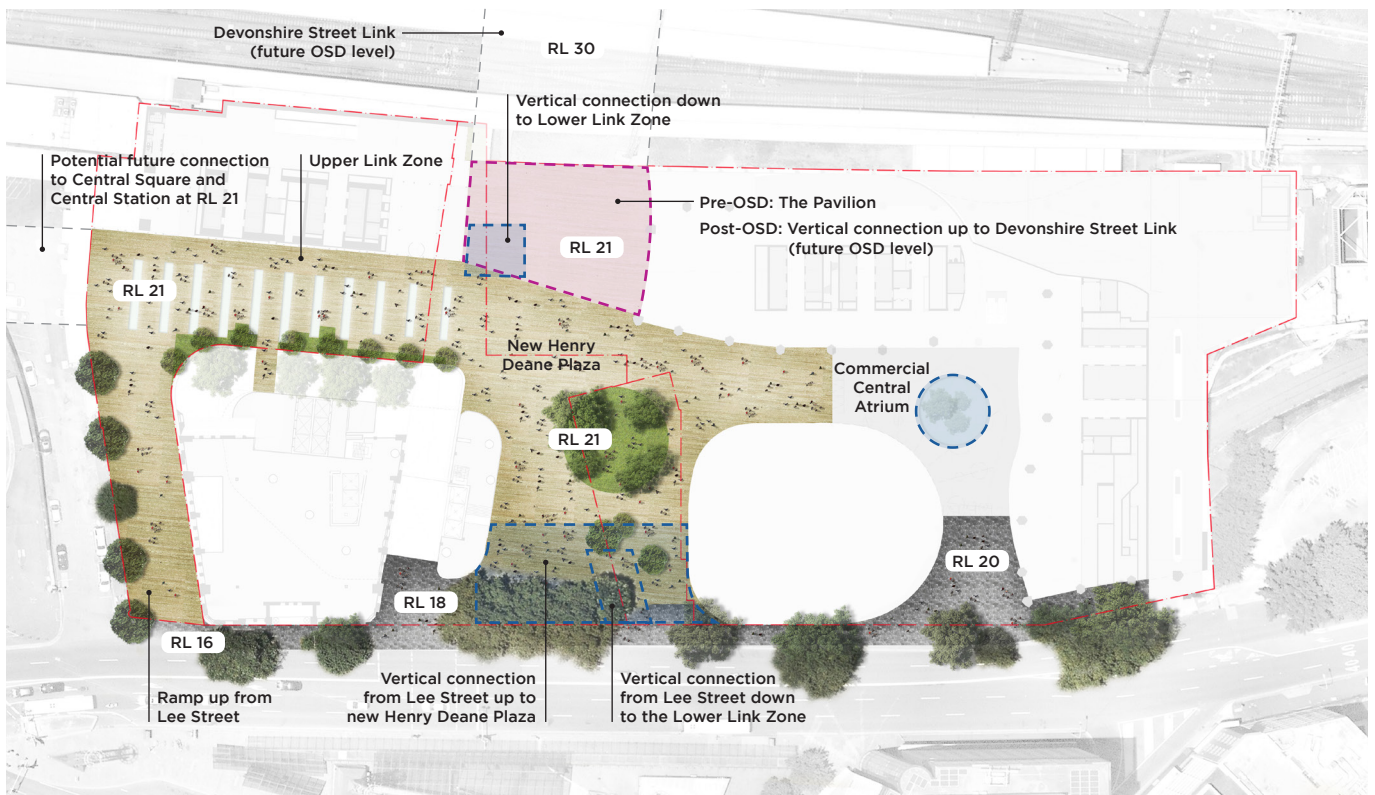


Indicative lower level places

The lower level publicly accessible space is made up of the Lower Link Zone, providing access to the adjacent commercial buildings as well as a through site pedestrian connection. It also has the Devonshire Street - Lee Street Tunnel connections, a connection up to Lee Street and a retail dining hall.

PUBLICLY ACCESSIBLE SPACES

UPPER LEVEL FRAMEWORK



Indicative upper level publicly accessible space plan

The upper level of the publicly accessible spaces in the Western Gateway sub-precinct will be a relatively small but important space within the precinct. It will act as the primary entry level to the commercial buildings in the Tech Central precinct and will have some activation to the edges through foyer and retail uses. The main space, known as Henry Deane Plaza, will consist of level areas for public use, entry zones, sloping spaces, stair and lift connections up from the Lee Street level which has relatively significantly falls of 1.5 to 3.0 metres from the south to north.

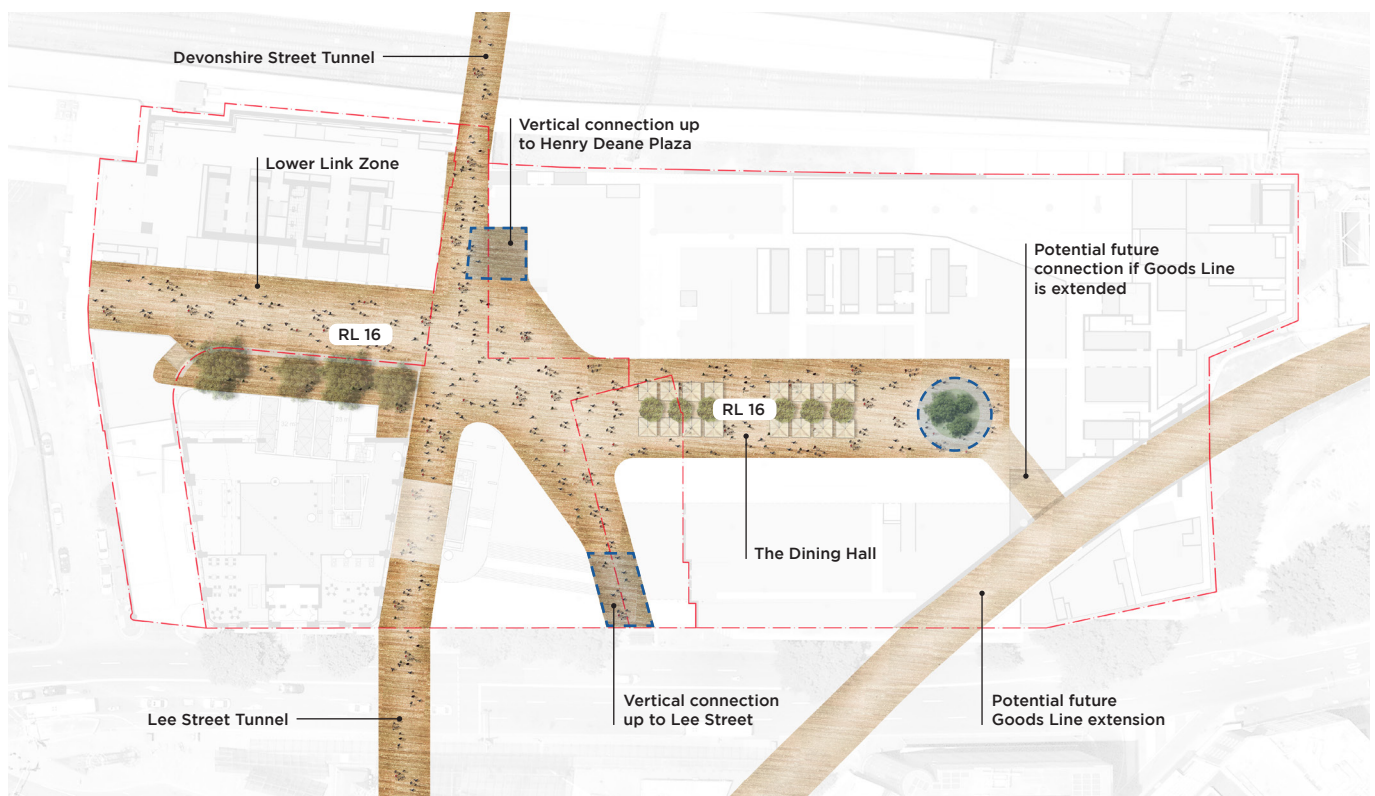
It will connect down to the lower movement level at RL 16 and will provide a key link to any future OSD level through a major civic stairway. This stairway will only be constructed in the event of the OSD level being built. Prior to that, that stair space will be occupied by a programmable space that will help to activate the plaza with a variety of uses.

- - - Zones for vertical connection
- - - Pre-OSD: The Pavilion
- - - Post-OSD: Zone for vertical connection

Note: The illustrative plan above is reflective of the framework and is indicative only. All level changes in the sub-precinct will be universally accessible. Widths of pedestrian circulation paths shown are indicative and will be subject to pedestrian modelling.

PUBLICLY ACCESSIBLE SPACES

LOWER LEVEL FRAMEWORK



Indicative lower level publicly accessible space plan

The lower level of the publicly accessible spaces in the Western Gateway sub-precinct will largely be a movement and connection space, along with a role as a retail Dining Hall. This will aim to service both the commuters and travellers moving through the space and the workers, students and locals from the Tech Central Precinct and adjacent areas.

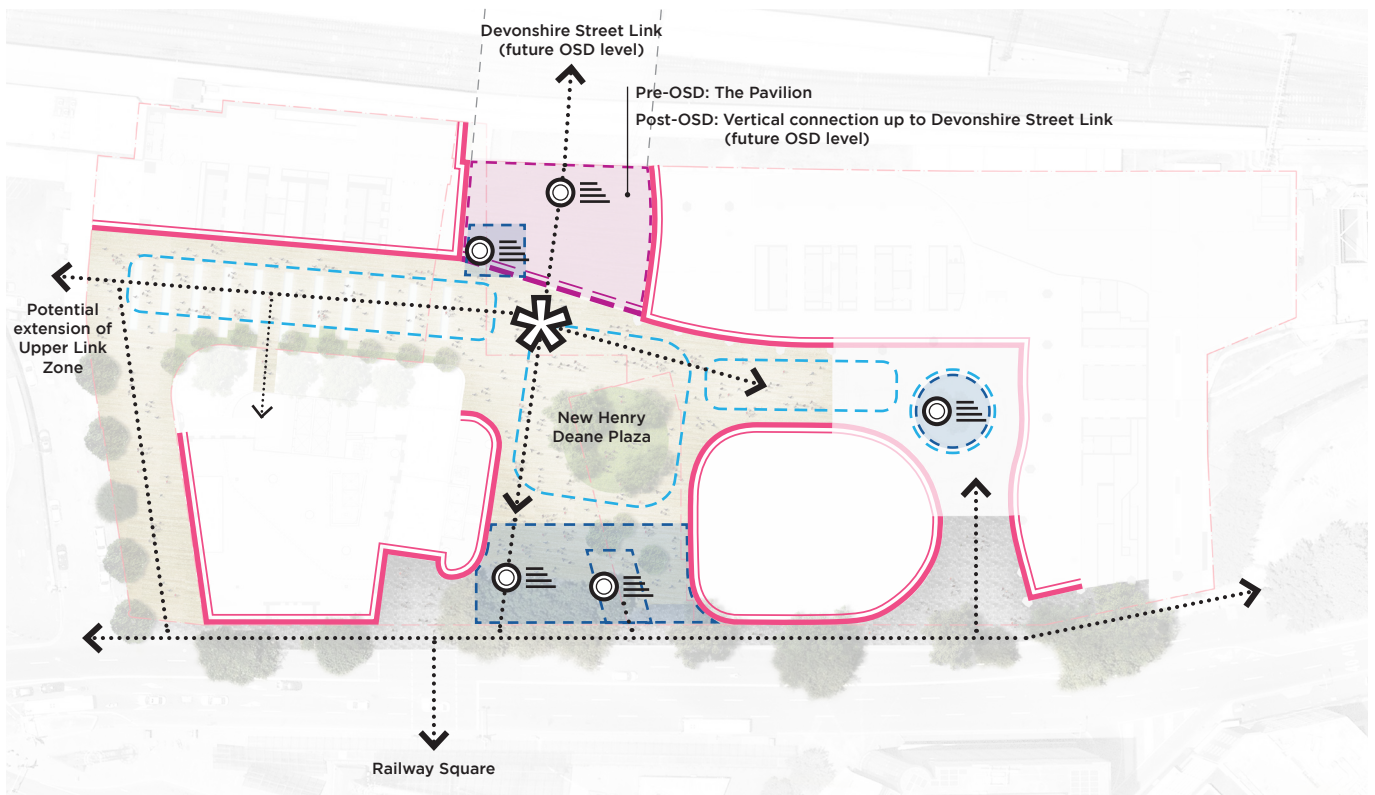
Wayfinding will be important in ensuring movement into and through the precinct will be intuitive, including the use of daylight to the lower level and ensuring appropriate uses located on the edges of the key spaces. Clear connections will be made up to street level and to transport system tunnels and spaces.

 Zones for vertical connection

Note: The illustrative plan above is reflective of the framework and is indicative only. All level changes in the sub-precinct will be universally accessible. Widths of pedestrian circulation paths shown are indicative and will be subject to pedestrian modelling.

PUBLICLY ACCESSIBLE SPACES

UPPER LEVEL GUIDELINES



Indicative upper level publicly accessible space guidelines

Maximise active frontages where possible within the zones indicated on the diagram above.

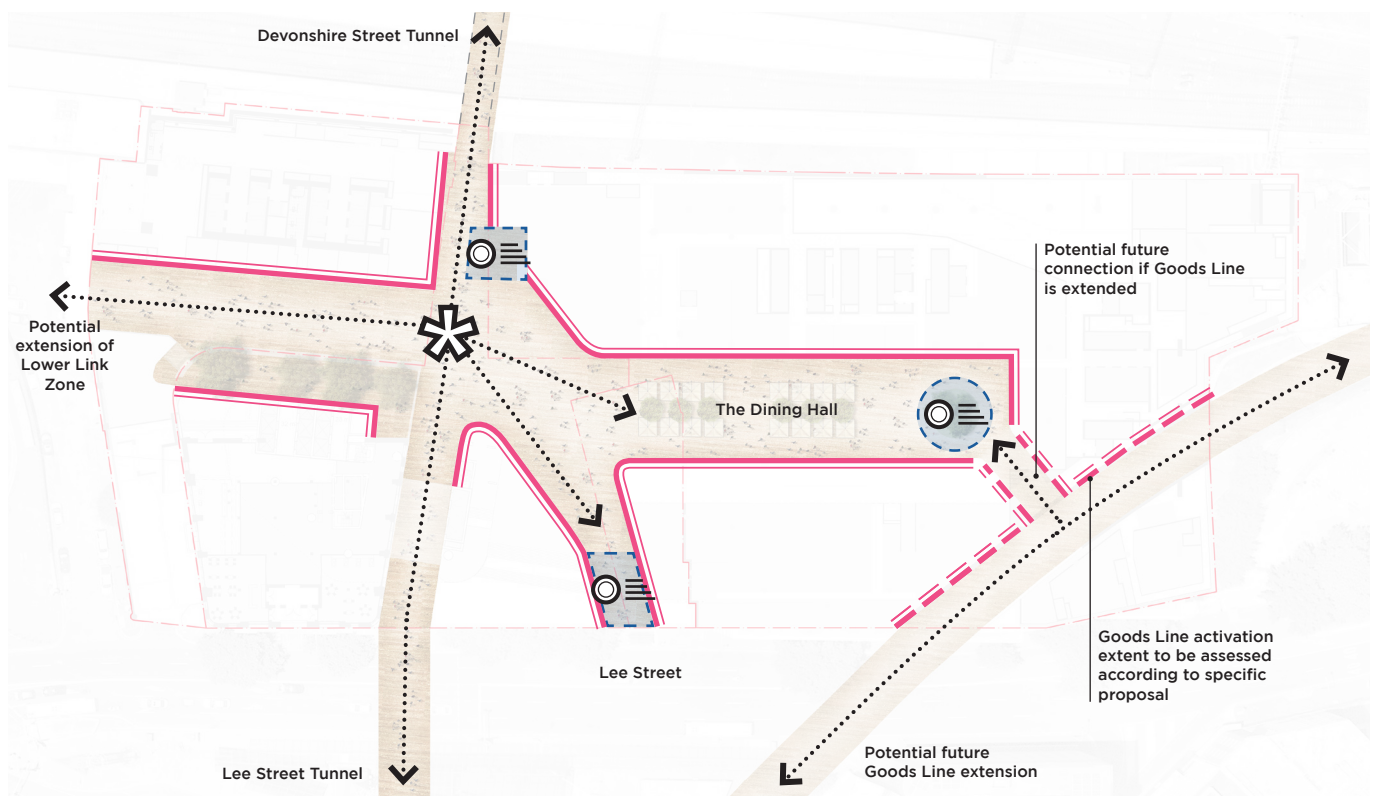
Designated retail and commercial frontages should seek to minimise commercial foyer spaces and maximise active retail spaces where possible.

Refer to the Western Gateway Design Guide for criteria on active frontages.

- ▬▬▬ Zones for external active frontages (retail, commercial)
- ▬▬▬ Zones for internal active frontages (retail, commercial)
- ▬▬▬ Pre-OSD: Terrace Pavilion external active frontage (community use)
- - - - - Zones for daylight penetration to The Dining Hall and Lower Link Zone below
- - - - - Zones for vertical connection
- - - - - Pre-OSD: The Pavilion
Post-OSD: Zone for vertical connection
- ◎ ≡ Indicative vertical connections
- ✳ Key intersection - intuitive wayfinding essential
- ⋯→ Key connections and sightlines

PUBLICLY ACCESSIBLE SPACES

LOWER LEVEL GUIDELINES



Indicative lower level publicly accessible space guidelines

Maximise active frontages where possible within the zones indicated on the diagram above.

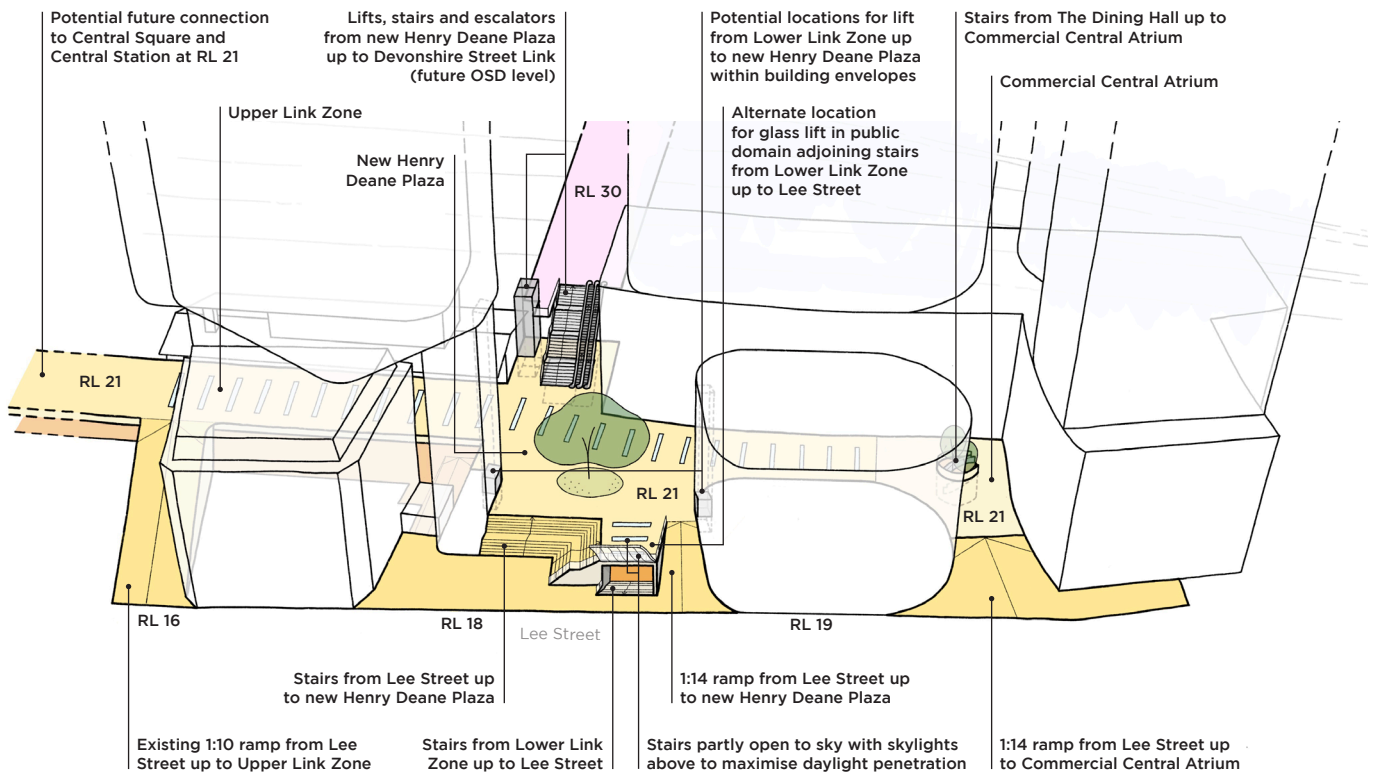
Designated retail and commercial frontages should seek to minimise commercial foyer spaces and maximise active retail spaces where possible.

Refer to the Western Gateway Design Guide for criteria on active frontages.

- Zones for active frontages (retail, commercial)
- Indicative zones for active frontages along potential future Goods Line extension
- Zones for vertical connection
- ☉ Indicative vertical connections
- Key intersection - intuitive wayfinding essential
- Key connections and sightlines

PUBLICLY ACCESSIBLE SPACES

UPPER LEVEL VERTICAL CONNECTIONS



Indicative upper level publicly accessible space vertical connections

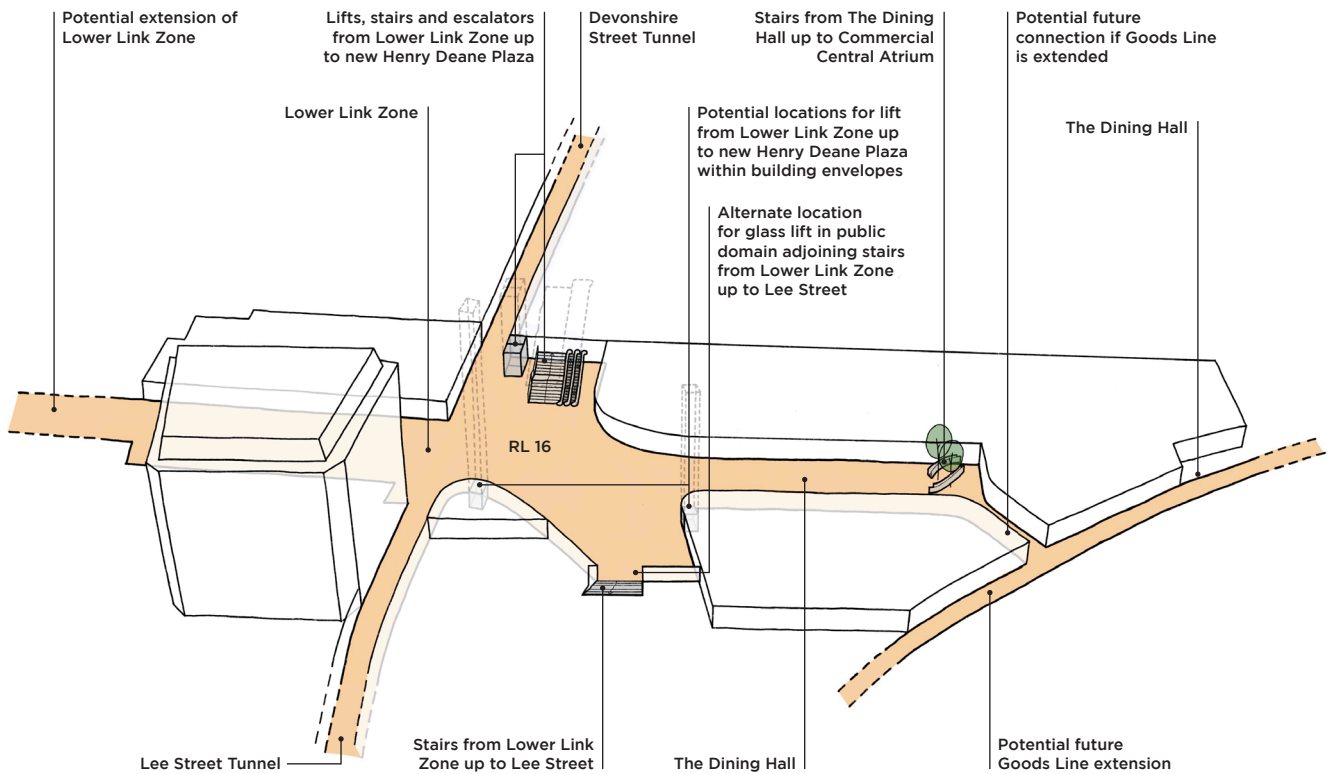
The diagram above is a 3D illustration of the strategy for the upper level publicly accessible space for the sub-precinct. It is for illustrative purposes only and does not represent a design for the sub-precinct.

Vertical connections addressing the level changes in the sub-precinct will be universally accessible and include a mix of stairs, ramps, escalators and lifts.

- Level change from street level to upper level
- Lower level - RL 16
- Upper level - RL 21
- Future OSD level - RL 30

PUBLICLY ACCESSIBLE SPACES

LOWER LEVEL VERTICAL CONNECTIONS



Indicative lower level publicly accessible space vertical connections

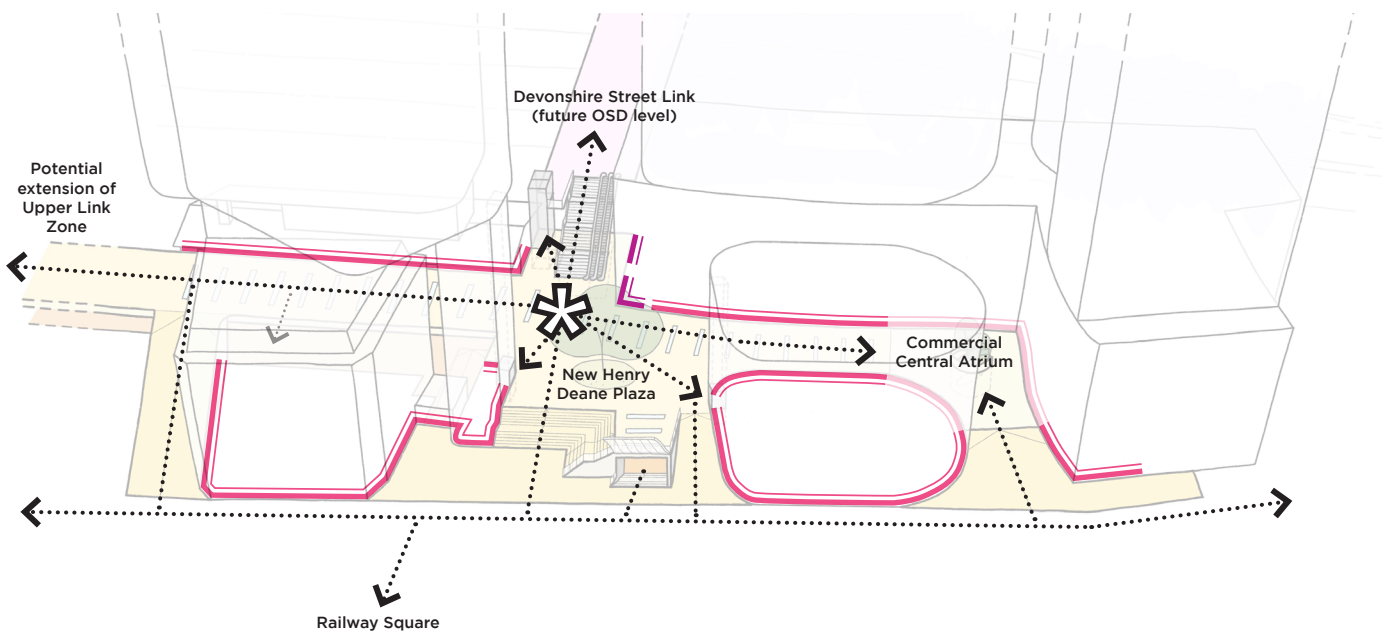
The diagram above is a 3D illustration of the strategy for the lower level publicly accessible space for the sub-precinct. It is for illustrative purposes only and does not represent a design for the sub-precinct.

Vertical connections addressing the level changes in the sub-precinct will be universally accessible and include a mix of stairs, ramps, escalators and lifts.

Lower level - RL 16

PUBLICLY ACCESSIBLE SPACES

UPPER LEVEL SIGHTLINES & ACTIVATION



Indicative upper level publicly accessible space sightlines and activation

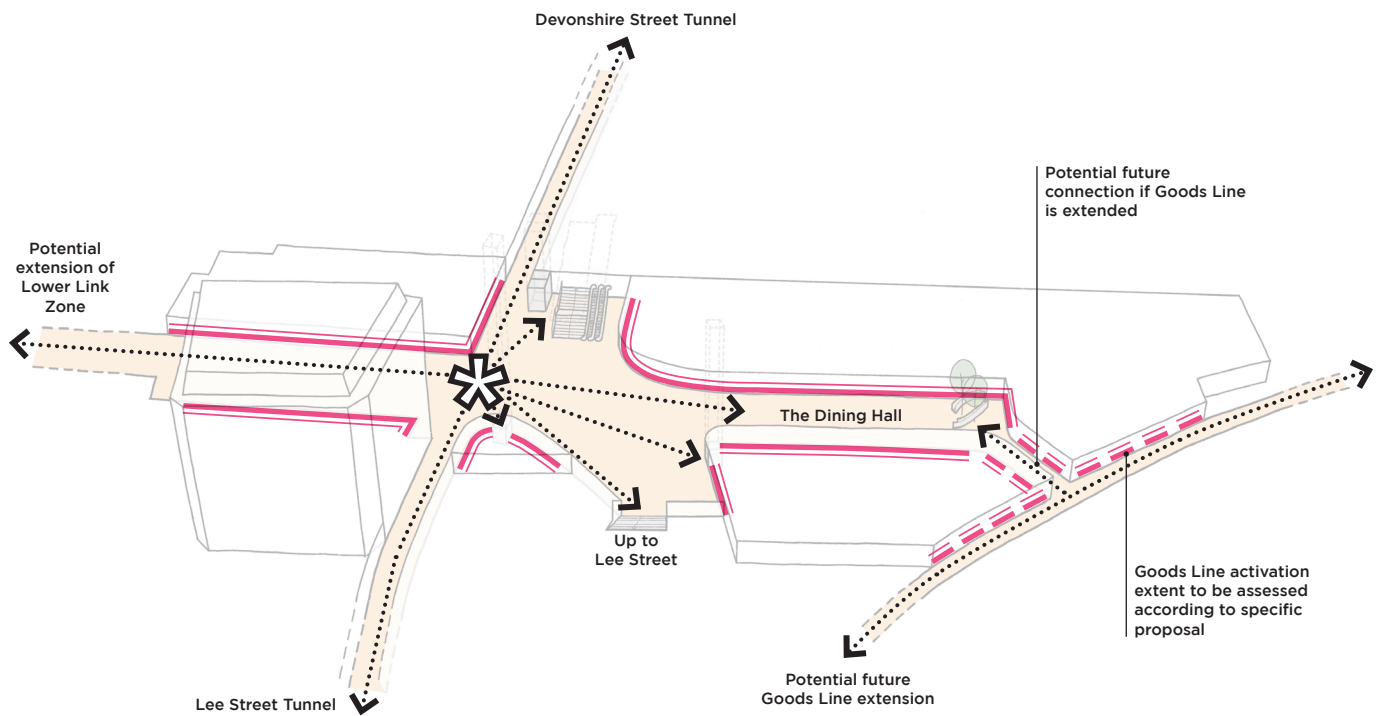
The diagram above illustrates how the Upper Level Framework and Guidelines may be implemented for the sub-precinct.

Clear and direct sightlines from the key intersection on the Upper Level towards key connections will be essential to enable intuitive wayfinding in the sub-precinct.

- Zones for external active frontages (retail, commercial)
- Zones for internal active frontages (retail, commercial)
- Terrace Pavilion external active frontage (community use)
- Key intersection - intuitive wayfinding essential
- Key connections and sightlines

PUBLICLY ACCESSIBLE SPACES





LOWER LEVEL SIGHTLINES & ACTIVATION



Indicative lower level publicly accessible space sightlines and activation

The diagram above illustrates how the Lower Level Framework and Guidelines may be implemented for the sub-precinct.

Clear and direct sightlines from the key intersection on the Lower Level towards key connections will be essential to enable intuitive wayfinding in the sub-precinct.

-  Zones for active frontages (retail, commercial)
-  Indicative zones for active frontages along potential future Goods Line extension
-  Key intersection - intuitive wayfinding essential
-  Key connections and sightlines

PLACES

UPPER LEVEL

Upper Link Zone

Upper Link Zone becomes a raised boulevard linking Block B lobbies to Block A upper ground level, a Block C upper lobby, as well as linking the Henry Deane Plaza with the main Central Station buildings and Country Trains platforms at RL 21.

The Upper Link Zone is movement space complemented with places to dwell and enjoy the sunshine. The Upper and Lower Link Zones are connected by public stairs that will facilitate movement between levels and enable links between transport modes. Clear way-finding will ensure clarity to a layered urban realm, and the area will interpret and express the heritage character of the precinct.



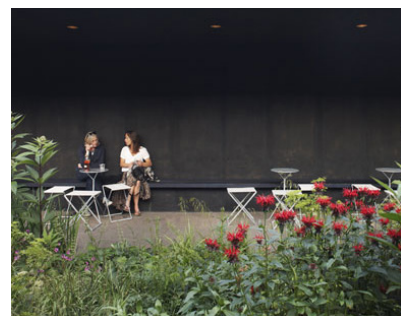
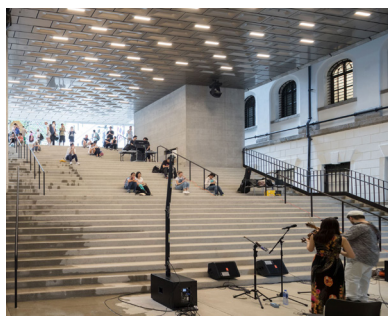
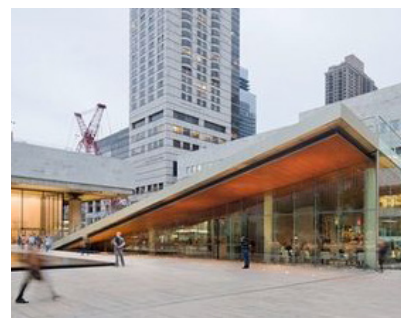
Henry Deane Plaza

The main Henry Deane Plaza will be a welcoming space, that will have some retail and foyer activation around its edges, as well as providing places for people to dwell in shade and a range of spaces to rest and connect with others. It will also be a movement place, acting as a forecourt space to the Tech precinct and a space to move through, particularly in the future if an OSD level is created. The upper level plaza will provide gathering and arrival spaces, with complementary retail and highly curated experiences. Envisaged as connecting space for the commercial precinct, the upper levels will facilitate community connectivity and knowledge sharing.



The Pavilion

The Pavilion is a sub-space of the new Henry Deane Plaza. In the short to medium term, it will serve as an activated space at RL 21 that provides a continuous active frontage in between Blocks A and B. In the long term, this space can be converted to provide a vertical connection/ stairway up to the future OSD level at RL 30.



PLACES

LOWER LEVEL

Lower Link Zone

Lower Link Zone provides an intuitive and safe pedestrian connection from the Central Walk western extension to Henry Deane Plaza and in the initial condition, Devonshire Street and Lee Street Tunnels. The Lower Link Zone will be have a significant proportion of its edges activated with retail tenancies, and where possible some food consumption spaces. These must be balanced with the important role of ensuring adequate space to cater for the significant numbers of people who will be moving through these spaces in peak times.

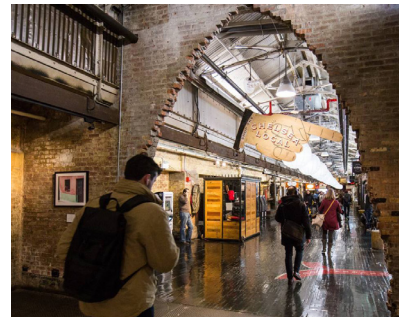
Clear wayfinding will be essential to ensure the smooth flow of people through the precinct.



The Dining Hall

The Dining Hall will provide a vibrant experience for tenants and visitors to the Western Gateway sub-precinct, integrated with curated retail and dining tenancies. Lower levels are envisaged to include a distinctive food hall type space, providing retail services and amenity to workers, students, travellers and visitors to the precinct, and extending this space into a destinal offer for off peak times. The Dining Hall could be underpinned by a supermarket providing a convenient location for groceries on the run.

Flexibility of space, interconnectivity between levels and innovative offerings will establish a lively connection for the adjacent city uses, the workspaces and the people passing through.



1 *Echo* by Nike Savvas, Fish Lane Brisbane

2 *The event of a thread* for Park Avenue Armory by Ann Hamilton, New York City (Dec 2012)

