

Central SSP - Public submissions

This document contains submissions received from the public during exhibition of the Central State Significant Precinct.

Note: The Department has published all non-confidential submissions received during exhibition of Central SSP rezoning proposal. Submissions that requested confidentiality have not been published.

Submission ID: 324926

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: Gabrielle

Last name: Ryan

Suburb and postcode: Brunswick East 3057

Please provide your view on the project: I am just providing comments

Submission:

I currently live in Melbourne, but used to live in Sydney and could see myself returning one day.

I would love to see the precinct have a world-class library facility. I know it's quite close to the Surry Hills library, which might require relocating the library to central...but how fantastic to have a state of the art library located at the busiest station. Central Station is a hub for people in the surrounding neighbourhoods, and would be easily accessible for people attending library events and programs. It could be a real destination library.

Submission ID: 324936

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: Mike

Last name: Mahdavi

Suburb and postcode: Ryde, 2112

Please provide your view on the project: I support it

Submission:

Great initiative as this district looks very old and dingy and does not make a good impression as the most important hub in Sydney.

While I love the modern look and feel of these project, I do not like the fact that it does not have a character. What I mean is if you show someone a picture of this project, they would probably not be able to say this is Australia or Sydney. I think we should try and celebrate our 5000 years of history. My suggestion is to have an element in these projects to make this more pronounced. Perhaps by provisioning significant First Nation artwork or considering this in the architecture to showcase this, give character to Australian architecture, and differentiate it from others.

Thanks for all the great work.

Submission ID: 324946

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: Brendan

Last name: Seery

Suburb and postcode: Surry Hills 2010

Please provide your view on the project: I support it

Submission:

A great use of under-utilised space, and a much needed upgrade of an ageing and decaying area.

Submission ID: 324971

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: Brendan

Last name: Loader

Suburb and postcode: Ultimo

Please provide your view on the project: I support it

Submission:

This looks great - but please don't create an apartment glut. Preference is retail/office over residential..

Submission ID: 325016

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: Robert

Last name: Postema

Suburb and postcode: 2021

Please provide your view on the project: I support it

Submission:

This proposal is to be commended. It would totally revitalise the currently down at heel look and feel of the precinct & elevate it to international city standards. Especially like the green spaces & view corridors. The acknowledgement of indigenous history/culture as well as that relating to the station is also a great thing. Don't let the naysayers torpedo the project

Submission ID: 325026

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: Miles

Last name: Sheridan

Suburb and postcode: 2087

Please provide your view on the project: I am just providing comments

Submission:

I have seen similar developments in Europe and North America to mixed success. There is often a race to bury the history of old platforms, old engineering and infrastructure, resulting in a neglect for what is required to preserve the history but also maintain the function and ability to modernize the infrastructure in the future.

Build the buildings but leave space for expansion, for new rail technologies, for redevelopment of the rail lines - like highspeed, Maglev, and tube/low pressure based train infrastructure.

Safeguards are needed to ensure the trains station remains bright with natural light and kept modern and clean. The air quality on the platforms especially in extreme heat need to have human occupancy criteria and performance targets set so that you don't have health risks or failing infrastructure. Examples in America and the UK have left stations looking terrible, with dark and hostile platforms which trap heat, have no air conditioning and result in heat exhaustion for anyone who has to spend any length of time in that environment.

There is also a need to maintain an ability to support historical rail travel from Central - ventilation systems should be in place and/or a mesh covered cutting to keep one or two platforms open to the sky should be maintained for the use of steam trains.

I would assume diesel trains are still expected to be used and catered for on all platforms.

Additionally I think it is really important to restore and maintain the Regent Street railway station - possibly as the location for short length steam trains.

Please keep the focus on the area being a functional train station at the heart of the city's infrastructure first and foremost. The buildings and parklands above should only be thought of as secondary.

Submission ID: 325046

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: NEVILLE

Last name: WILLIAMS

Suburb and postcode: 2010

Please provide your view on the project: I am just providing comments

Submission:

It all just needs a great welcoming grand decorative archway as a meeting place to welcome our citizens.

Something like an "Iconostasis" between the "Knave" and the "Sanctuary"

honouring our contemporary "saints" perhaps indigenous leaders over the centuries? or some of our our contemporary heroes.

Andy Warhol knew all about "Iconostasis". There's a pointer there.

Submission ID: 325056

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: Kirbee

Last name: Lawler

Suburb and postcode: 2131

Please provide your view on the project: I object to it

Submission:

This new development is set to really interfere with one of the only remaining historic parts of Sydney. It's a real shame to see how much of the heritage of the area will be lost if this goes ahead.

Our city has already lost so much to development, we need to focus on preservation.

Submission ID: 325066

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: George

Last name: Izatt

Suburb and postcode: 2140

Please provide your view on the project: I object to it

Submission:

This development will make the passenger experience a dark and claustrophobic space for commuters, by restricting sunlight and natural ventilation. The design and implementation also negates the original cathedral of transport intent the original architects would have had, and also is unsympathetic to the people of NSW. There are numerous better sites that this style of development can be built at, such as western Sydney or even the central coast. The design is a dystopian vanity project being used as a crutch by a political party in the last convulsions of its time in power

Submission ID: 325151

Submitted at: 22 August 2022

Submission type: I am making a personal submission

First name: Matthew

Last name: Lansdown

Suburb and postcode: 2114

Please provide your view on the project: I am just providing comments

Submission:

Significantly more affordable housing needs to be included in the plan. At least 50% of the 850 properties should be affordable housing.

Submission ID: 325156

Submitted at: 23 August 2022

Submission type: I am making a personal submission

First name: Stephan

Last name: Gyory

Suburb and postcode: 2010

Please provide your view on the project: I support it

Submission:

This is a great concept, please make sure you build world-class architecture. Please do not fall into the trap of homogenising everything, areas like these need nooks and crannies and bits of the old saved or at least recreated.

And definitely get Artist involved to embed art into the built form. Perhaps use some of the deconstructed materials to make art or build new things out of.

And please double glaze all the accommodation.

Submission ID: 325186

Submitted at: 23 August 2022

Submission type: I am making a personal submission

First name: Christopher

Last name: Smajlov

Suburb and postcode: Rozelle

Please provide your view on the project: I object to it

Submission:

This is the worst plan for redevelopment of central station, anything that builds over the original platforms basically destroys it.

Central station should never be build on-top of it should be left so future generations can see the beautiful grand station the way it was designed to be seen.

Building over centrals Intercity platforms will also lock out any sort of heritage operations from central there will no where past Strathfield for and diesel or steam locomotive to stop pick-up passengers and depart again especially since it looks from the plans that mortuary station will no long be connected to the rest of the rail network.

No government with the interest of the people not developers in mind would attempt to irreversibly damage this cultural landmark.

TAHE needs to be disbanded and put back on the books correctly and this redevelopment needs to be stopped.

Submission ID: 325211

Submitted at: 23 August 2022

Submission type: I am making a personal submission

First name: Tim

Last name: Kaye

Suburb and postcode: 2016

Please provide your view on the project: I am just providing comments

Submission:

It should be clarified that the objective of a North-South spine connecting Redfern and Circular Quay is a pedestrian/bicycle connection.

George Street Redfern should be prioritised for pedestrian and bicycle traffic whilst maintaining the necessary access and parking for residents and local businesses.

I am concerned that the "multi-modal" access to Central Avenue and the OSD over the new southern bridge, and the discussed autonomous vehicle link with some sort of pick up/drop off at Prince Alfred Park will effectively create a new vehicle roadway through Prince Alfred Park and will generate substantial vehicle traffic in George Street Redfern. George Street Redfern is not currently a significant vehicle thoroughfare. Current vehicle traffic is only for residents and local business, and any further vehicle traffic would destroy its quiet residential village character. The street has potential to develop further for pedestrians and bicycle use, which should be the focus.

I submit that:

1. Vehicle access from George Street Redfern to and from Cleveland Street should be closed off to ensure that the focus is on pedestrian/bicycle use.
2. There should not be vehicle access through Prince Alfred Park to Central Avenue and the OSD.

Submission ID: 325236

Submitted at: 23 August 2022

Submission type: I am making a personal submission

First name: Patrick

Last name: Bossert

Suburb and postcode: 2010

Please provide your view on the project: I support it

Submission:

This is an exciting proposal. The area needs investment and this provides a bold vision for what it could become.

Submission ID: 325361

Submitted at: 23 August 2022

Submission type: I am making a personal submission

First name: Thomas

Last name: Stansfield

Suburb and postcode: Hurstville

Please provide your view on the project: I object to it

Submission:

I oppose this idea because I believe this is historically vandalising our state's heritage. You don't see this happening to stations in the UK, America or anywhere and also I oppose this because I believe this would affect our state's historic steam and diesel locomotive that use Central Station for shunting and turning when it comes to day trips and special events. Have you even consulted with Transport Heritage NSW about this? Because this would affect them and they would have to find another place to depart from for day trips.

Submission ID: 325531

Submitted at: 23 August 2022

Submission type: I am making a personal submission

First name: Raphael

Last name: Speyer

Suburb and postcode: Ashfield

Please provide your view on the project: I support it

Submission:

I think it is important that it is a beautiful, exciting place to be.

Submission ID: 325611

Submitted at: 23 August 2022

Submission type: I am making a personal submission

First name: Barry

Last name: Abeshouse

Suburb and postcode: Sydney

Please provide your view on the project: I support it

Submission:

Bijou Lane needs to be connected to the Goods Line

Early activation of the Goods Line extension to Mortuary Station would revitalise that zone.

Submission ID: 325731

Submitted at: 24 August 2022

Submission type: I am making a personal submission

First name: Jonathon

Last name: Mendez

Suburb and postcode: 2016

Please provide your view on the project: I support it

Submission:

Please consider quality natural materials like stone, brick, metal so that the project ages well for future generations to come. It needs to be sympathetic and work with the heritage precinct. Should also consider natural light to avoid dead cold spaces and beautiful landscaping with deciduous trees to allow light in winter and shade in summer.

Please also consider connectivity and liveliness to ensure it isn't a dead space. Laneways make an interesting vibe and attract people (e.g. spice alley and Melbourne).

Add shops and eateries, benches and lots of open space, enough public toilets to avoid people peeing in corners.

Unfortunately imposing too many Australian standards also limit the creativity of projects like this. Allow for outside of the box architecture so that we can surpass international standards.

Submission ID: 326166

Submitted at: 24 August 2022

Submission type: I am making a personal submission

First name: Bronwyn

Last name: McGillion

Suburb and postcode: Surry Hills 2010

Please provide your view on the project: I object to it

Submission:

As an elderly resident I object because the plan will draw increased pedestrians and increased noise pollution. I live with mental health and reside 5 minutes walk from Devonshire St. entrance to Central Station. Trains will be incredibly crowded. The tram will be incredibly crowded. I walk with difficulty and do not own a car. I have no one I can rely on to get me to my medical appointments. The busses will be packed. Due to past trauma I need to avoid crowds and loud noise.

Submission ID: 326541

Submitted at: 24 August 2022

Submission type: I am making a personal submission

First name: Michael

Last name: Prince

Suburb and postcode: Ryde

Please provide your view on the project: I support it

Submission:

Great job, TfNSW! The open spaces and new bridges will be a welcome addition to the area.
Hopefully DPE don't get in your way too much!

Submission ID: 326821

Submitted at: 25 August 2022

Submission type: I am making a personal submission

First name: Lidia

Last name: Giumelli

Suburb and postcode: 2100

Please provide your view on the project: I am just providing comments

Submission:

Please ensure there are accessible public toilets at street level near bus stops. Railway Square doesn't have any which is inconvenient after a long commute into the city on the bus. The nearest public toilet is way inside the train station which is too far walk if you are not catching the train.
Thank you

Submission ID: 326911

Submitted at: 25 August 2022

Submission type: I am making a personal submission

First name: Jim

Last name: Syed

Suburb and postcode: Glenfield, 2167

Please provide your view on the project: I support it

Submission:

I support this project

Submission ID: 328146

Submitted at: 27 August 2022

Submission type: I am making a personal submission

First name: Austin

Last name: McAlary

Suburb and postcode: Bexley North

Please provide your view on the project: I support it

Submission:

The development would be greatly enhanced if a World Class Visitors Centre was included, Melbourne has Federation Square as a good example, this Centre should be build with ease of access to the bus interchange for transport to Canberra, Blue Mountains and regional NSW, Newcastle and the Hunter Valley and the South Coast.

Submission ID: 328251

Submitted at: 28 August 2022

Submission type: I am making a personal submission

First name: John

Last name: Low

Suburb and postcode: 2205

Please provide your view on the project: I am just providing comments

Submission:

This is a one in a life time opportunity but I feel the designs are too safe and similar to those existing at darling harbour, Barangaroo, Wynyard. Since this project will take years to complete, we should take this opportunity to make something really unique that will make it a tourist destination. Something instagrammable like the Jewel at Singapore's Changi Airport that will appear in every travel article. What about a Train Museum? Utilise one of our old heritage train and make it the centrepiece display to pay tribute to our heritage. Link a shopping mall, food court, so people arrive from interstate can have something to eat, like the big stations in Tokyo for example.

Submission ID: 328836

Submitted at: 01 September 2022

Submission type: I am making a personal submission

First name: ben

Last name: triefus

Suburb and postcode: Forest Lodge

Please provide your view on the project: I support it

Submission:

Please ensure the 'Goods Line' is opened up for cycling and walking in any plans for this redevelopment.

Submission ID: 328856

Submitted at: 01 September 2022

Submission type: I am making a personal submission

First name: Anthony

Last name: Kenway

Suburb and postcode: 2203

Please provide your view on the project: I support it

Submission:

Extending the Goods Line walkway through the disused tunnel would be fabulous in many ways. Great history, great transport link, just a great place to explore.

Bring it on.

Submission ID: 328866

Submitted at: 01 September 2022

Submission type: I am making a personal submission

First name: Kay

Last name: Ong

Suburb and postcode: 2010

Please provide your view on the project: I am just providing comments

Submission:

Please ensure that the Central Precinct renewal includes reopening the disused Goods Line tunnel for cycling.

Submission ID: 328876

Submitted at: 01 September 2022

Submission type: I am making a personal submission

First name: Ingrid

Last name: Ralph

Suburb and postcode: 2074

Please provide your view on the project: I object to it

Submission:

Please ensure that the Central Precinct renewal includes reopening the disused Goods Line tunnel for walking and cycling.

Submission ID: 328881

Submitted at: 02 September 2022

Submission type: I am making a personal submission

First name: Peter

Last name: O'Neill

Suburb and postcode: 2088

Please provide your view on the project: I support it

Submission:

Please ensure that the Central Precinct renewal includes reopening the disused Goods Line tunnel for walking and *cycling*.

That area is lacking good cycle paths so this would be a great link.

Submission ID: 328936

Submitted at: 03 September 2022

Submission type: I am making a personal submission

First name: A

Last name: Wo

Suburb and postcode: Sydney

Please provide your view on the project: I am just providing comments

Submission:

Whilst undertaking this building, future-proof it by constructing several tunnels for a future high-speed train and future metro lines. Otherwise, the foundations of these proposed buildings will make future significant transport enhancements to Central Station non-viable.

Submission ID: 328941

Submitted at: 03 September 2022

Submission type: I am making a personal submission

First name: Daniel

Last name: Harcombe

Suburb and postcode: 2100

Please provide your view on the project: I support it

Submission:

Please ensure that the Central Precinct renewal includes reopening the disused Goods Line tunnel for walking and cycling

Submission ID: 328946

Submitted at: 04 September 2022

Submission type: I am making a personal submission

First name: David

Last name: Rohr

Suburb and postcode: Avalon Beach

Please provide your view on the project: I am just providing comments

Submission:

I support the proposal and make the following comments:

1. Goods Line

I would like to see this form part of a light rail network running from Carriageworks in the south to White Bay in the north. It could utilise the Glebe Island Bridge and part of the Dulwich Hill line. It would unite the Tech Corridor and could connect with the Metro West at the Bays station.

2. VFT

I believe it is inevitable there will be a VFT within the next 30 years linking to Canberra, Melbourne, Newcastle and possibly Brisbane. Planning for the development should provide for a major terminus for the VFT. It would assist get to net zero emissions by 2050 by reducing aviation and road traffic. Steve Bracks is strongly advocating for a VFT.

Submission ID: 328951

Submitted at: 04 September 2022

Submission type: I am making a personal submission

First name: Joe

Last name: Bristow

Suburb and postcode: Surry Hills 2010

Please provide your view on the project: I object to it

Submission:

The proposal is more like the 1980s London Victoria's redevelopment instead of London Kings Cross as shown in the documents. Putting the platforms underground and demolishing historic platform structures leads to a dark and ugly station. The success of the Kings Cross St Pancras redevelopment has been to restore the historic station and add new public spaces, offices etc. Covering the railway platforms does not make travelling more pleasant.

Submission ID: 328981

Submitted at: 05 September 2022

Submission type: I am making a personal submission

First name: Joshua

Last name: Quirk

Suburb and postcode: 2016

Please provide your view on the project: I object to it

Submission:

I believe you need to have open and accessible roads to support these mega developments. One 40km/h road isn't sustainable. You need to have dual lane roads in and out, and enough on street parking for 15 minute zones.

Submission ID: 328996

Submitted at: 05 September 2022

Submission type: I am making a personal submission

First name: Ifeanna

Last name: Tooth

Suburb and postcode: Redfern 2016

Please provide your view on the project: I object to it

Submission:

I object to this project as it will negatively impact on my life in Redfern and Surry Hills as I use Prince Alfred Park and the surrounding streets every day. Prince Alfred Park will be severely negatively impacted in relation to amenity, views, and overshadowing with damage to turf, trees and drainage. How could anyone think that huge ugly buildings to the north and west could be a good idea for this historical park? If the project goes ahead, in winter this park will be a horrible and ugly place with no amenity. Buildings in this project are too tall, too wide and too dominating for this part of historical Sydney. Central Station has the chance to become similar to Melbourne's Flinders St station which draws tourists to the city and state. This project will destroy the status of the Central station clock tower and the significance of this truly spectacular sandstone building, crowding it out and shading it with ugly overalls and overwide buildings.

I also use Belmore Park which already suffers from overshadowing and this will be negatively impacted by overalls, wide and dominating buildings.

I am horrified that this project is even being considered and shows how little the NSW state government values Sydney's important historical and cultural heritage. This project, if it goes ahead, will be the death of the Central Precinct in Sydney and damage our reputation, both culturally and economically forever.

Submission ID: 329011

Submitted at: 05 September 2022

Submission type: I am making a personal submission

First name: Mark

Last name: Hansen

Suburb and postcode: Pyrmont

Please provide your view on the project: I am just providing comments

Submission:

Please ensure this includes reopening the tunnel from the goods line for walking and cycling. This would allow for safe active transport connections!

Submission ID: 329016

Submitted at: 05 September 2022

Submission type: I am making a personal submission

First name: Gaynor

Last name: Nichols

Suburb and postcode: Rozelle 2039

Please provide your view on the project: I support it

Submission:

Opening the tunnel and tracks to the public would provide a fantastic historical experience

Submission ID: 329021

Submitted at: 05 September 2022

Submission type: I am making a personal submission

First name: Sam

Last name: OConnor

Suburb and postcode: Edgecliff

Please provide your view on the project: I am just providing comments

Submission:

I am generally in support of this scheme with only a few points of possible contention:

1. Intercity/Countrylink Arrival Platforms.

I would pose the intercity and countrylink arrival platforms (1-9) have a significance that is not being fully accounted for. As they are often the first view of Sydney from outside arrival and significantly contribute to the identity of the city as a first impression, at present, the area is very open with views of the surrounding skyline of heritage buildings and the clocktower, whereas this scheme is looking to underground these lines, with little indication if they are being redeveloped to suit or simply being capped over to be kept out of sight.

Underground environments are inherently less appealing due to artificial lighting and lack of nature integration, and in the case of major transport hubs can often create a liminal uneasiness or unsafeness. While I'm sure any future architectural interventions would aim to create a pleasing space, adding more enclosed spaces to the already mostly underground maze of central station would only increase current complaints of disorientation that is one of Central's key faults.

Possible suggestions to minimise this effect would be to open up some of the area above the platform within the central green to create a skylight or multilevel effect to retain views of the clocktower and create a more pleasing space on those platforms.

2. Planting promises

The proposed vegetation scheme does look to be comprehensive and considerably draw upon native (and endemic surprisingly enough) species for this level of the scheme. But I have concerns with the longevity of that approach as land is divided among developers to do as they see fit. Typically land

developers have their own approach to planting that involves low maintenance and cost, with little regard for native species percentages beyond minimum council requirements.

In order to combat this, I would suggest implementing a higher requirement of native species on the site (say 80%) and to indeed make it a requirement for all development on the site rather than a guideline. Vegetation is one of the most prominent parts of the environment to create an 'Australian' character as most of our architecture in the inner city environment is derivative from european sources.

As it is government land (or crown land or transport for nsw or whoever owns it at present) being released to private developers in the future, there is a unique chance to add stipulations to shape it into what we wish for the face of Sydney to be. And it is the face of sydney (apart from circular quay) it is the main station that every line goes through and most visitors to sydney either come through the train line or via the airport train link.

Submission ID: 329031

Submitted at: 06 September 2022

Submission type: I am making a personal submission

First name: Amanda

Last name: Proulx

Suburb and postcode: 2008

Please provide your view on the project: I am just providing comments

Submission:

I think that this proposal represents an exciting opportunity to reimagine and redevelop the part of Sydney that I call home. My concerns, however, are about the extended 20 year period during which this entire end of the city - and especially the neighbourhoods abutting the new precinct - would be massively disrupted while construction takes place. The current plan does not articulate clearly enough (in my view) how the day to day quality of life of local residents will be maintained and negative impacts (noise, closed roads, etc) will be mitigated for two decades. I believe that there is a real risk that many people will move away (if they can) during this time should this not be adequately considered - an outcome that negatively impacts one of the key goals for the project: creating a vibrant and people-focused area at this end of the CBD.

Submission ID: 329051

Submitted at: 06 September 2022

Submission type: I am making a personal submission

First name: peter

Last name: white

Suburb and postcode: Redfern 2016

Please provide your view on the project: I object to it

Submission:

I strongly oppose the proposed street leaving from Cleveland Street opposite George Street. First, this will remove the southwest corner of Prince Alfred Park, a park which is already very small.

Second it will create an active roadway through the park, leading to the need for fencing, lighting and other infrastructure, all of which trespass on the Park.

In a recent presentation at Sydney Town Hall, Transport officials claimed that only service vehicles would be allowed, but given the quantity of housing proposed, the number of those vehicles will be considerable.

A foot/bicycle access over the railway lines would be acceptable in the proposed position, but a new street is not.

Submission ID: 329081

Submitted at: 06 September 2022

Submission type: I am making a personal submission

First name: TONY

Last name: BULL

Suburb and postcode: BALGOWLAH 2093

Please provide your view on the project: I object to it

Submission:

See submitted file

I strongly object to the whole of the Northern OSD sub-precinct proposal.

What is at stake is the preservation and presentation of what the doyen of American railroad writers, the late David P. Morgan, wrote (in the authoritative *US Trains* magazine (August 1961))

“Central Station, Sydney, is at once one of the world’s greatest passenger facilities.

Central would impress a Londoner; it astounds an American.”

At the moment architect Walter Liberty Vernon’s 1906 masterpiece still presents itself much as it always has, the magnificent façade still framed by a largely uncluttered sky, with leafy Belmore Park in the foreground. Similarly the classic view from the south, still preserves the essential integrity of the building – although the totally inappropriate Atlassian monolith towering above the station will do nothing for this vista.

My overriding concern with this project is purely aesthetic – that the time-honoured, unimpeded vista of Central that Sydneysiders have enjoyed for over a hundred years is going to be overwhelmed and drowned by quite inappropriate development, and permanently lost for future generations.

The proposed tower clusters will, in harmony with the Atlassian and Dexus towers, loom over and totally dominate Sydney Terminal Station.

I cannot think of any of the great rail termini of the world – London’s beautifully restored St Pancras, the grand *Gares* of Paris, Zurich’s Hauptbahnhof – to name a few – where such desecration would be tolerated.

As the NSW Heritage Council comments

... the significant increase in the maximum building heights is not in keeping with the character of the area, and will result in “adverse visual impacts” on Central station

Vernon’s masterpiece should be preserved as it is for future generations, and not engulfed by monoliths (that will ultimately be replaced by other monoliths). Otherwise all we will have will be memories, and old photos, to show how imposing and noble it once was.

Pics:



Classic view of Central in 1944. Whilst some high rise now impose on this scene today, the overall presentation of the building is still much the same. The proposed towers to be built between the station and the large post/parcels office (on right) will be nearly two and a half times the height of the clock tower. Further talked about 'tower clusters' behind the building would totally overwhelm this handsome structure (SRNSW Series 17420)



Artist's impression of the Atlassian tower. The station and the clock tower are totally obscured

The proposed Atlassian tower shown in relation to Central and its clock tower, which looks quite diminutive. Worse, it does not even show the Dexu/Fraser tower (which will be only slightly lower), to be built immediately to the left.



Submission ID: 329256

Submitted at: 08 September 2022

Submission type: I am making a personal submission

First name: Katherine

Last name: Simons

Suburb and postcode: Surry Hills

Please provide your view on the project: I object to it

Submission:

I have two major concerns for this project;

There are currently far too many deliveries made by bikes, electric bikes and electric scooters on our footpaths. I have already been compromised and seen others hurt by the actions of the riders. What will this situation be like in 20 years when this project is completed? What separation on pedestrian footpaths have been made to ensure that these are only pedestrian footpaths? Where is the provision for bike lanes in the plans?

How will these pedestrian footpaths cope with the increase of population in 20 years?

These current plans show extremely insufficient green space. Why have buildings taken priority over having more green space?

Submission ID: 329291

Submitted at: 08 September 2022

Submission type: I am making a personal submission

First name: Olivia

Last name: Lovell

Suburb and postcode: 2500

Please provide your view on the project: I object to it

Submission:

I think it's good, but you should ensure that the Central Precinct renewal includes reopening the disused Goods Line tunnel for walking and cycling.

Submission ID: 329626

Submitted at: 10 September 2022

Submission type: I am making a personal submission

First name: CHRISTOPHER

Last name: HOLLAND

Suburb and postcode: SURRY HILLS

Please provide your view on the project: I support it

Submission:

I think this is a fantastic idea and great way to make a 'dead' zone live. As a resident of Surry Hills, I am particularly pleased at the prospect of being able to walk through to Chippendale. The prospect of an extended Goods Line and being connected to Mortuary Station and additional parklands and garden is also great in my opinion! Well done planners and don't let the naysayers get you down!

Submission ID: 329636

Submitted at: 10 September 2022

Submission type: I am making a personal submission

First name: Soenke

Last name: Dethlefsen

Suburb and postcode: 2008

Please provide your view on the project: I object to it

Submission:

To whom it my concern.

We are the owners of [REDACTED]. Our apartment is located at the top of the building and is facing east with direct views across the railway lines south of Central Station.

We have shared most of our concerns via the objection as submitted via Strata Committee [REDACTED]. However, we wish to make the following statement to further substantiate our objection:

The rezoning proposal does locate the highest buildings immediately in front of our east facing living room windows. The proposed building heights are excessive and will completely block the view from our unit. Further to this the proposed rezoning does not make any reference to daylight and shadow impacts for the existing buildings along the west of Regent Street. The proposed zoning also compresses too many high and dense buildings at the South end of the site, leaving no room for the heritage fabric such as Mortuary Station as well as the adjoining parkland.

We request that our concerns regarding density, building heights, shadow and daylight impacts as well as loss of views are considered in a revised rezoning proposal. We demand adjustments to the zoning to retain existing views and access to light. We also wish to see further details on the proposed density and permeability of the zone.

Thank you and Regards

Submission ID: 329661

Submitted at: 11 September 2022

Submission type: I am making a personal submission

First name: Fionna

Last name: Teys

Suburb and postcode: Chippendale 2008

Please provide your view on the project: I am just providing comments

Submission:

Please fast track the building of the proposed bridge connections linking Prince Alfred Park to Broadway and Chippendale areas. Could the required Section 7.11 and 7.12 contributions from any developments be used to do this as soon as possible! This would maximise this benefit the public would get from this Central Precinct development right from the start!

Personally, my husband and I have lived, worked, raised a family in Chippendale for the past 37 years. We have always tended to walk / use public transport everywhere, even walking to see the Swans at the SCG! We no longer have a car due to parking / traffic issues.

We both used to walk to work in the city. Now, we are both retired which means more time devoted to keeping healthy and well, more walking and using facilities such as Prince Alfred Pool. Hence, a bridge linking Chippendale to Prince Alfred Pool would be fantastic for us at least! Even if the existing maintenance bridge, behind the Mortuary Station could be modified, extended to Prince Alfred Park and opened to the Public, it would be something!

I hope the Bridge links can be built and available to us during our active lifetime, we are in our late 60's and can't wait another 10-20 years. These links would not only benefit us immensely now but other members of the Public as well! Kind regards and fingers crossed!

Submission ID: 329756

Submitted at: 12 September 2022

Submission type: I am making a personal submission

First name: Neville

Last name: Williams

Suburb and postcode: Darlinghurst 2010

Please provide your view on the project: I am just providing comments

Submission:

AIM FOR THE STARS

I just wanted to thank Clover Moore for caring. These are not easy times for anyone and just to watch Clover Moore in there amongst it all at the recent presentation at the lower Town Hall is an inspiration.

She encouraged a vision for the City that helps make projects like the Central Precinct even better.

I can only encourage yoo guys responsible for the Central Development to aim for the stars.

Thanks Clover for being there.

What a wonderful leader.

We are most fortunate indeed.

Submission ID: 329836

Submitted at: 13 September 2022

Submission type: I am making a personal submission

First name: Corinne

Last name: Paterson

Suburb and postcode: 2280

Please provide your view on the project: I support it

Submission:

I have previously lived in Surry Hills and now work in Haymarket. I totally agree with the rezoning. The area has been under-utilised for years. Connection to the Redfern tech precinct a must. Hopefully the disruption to the train station will minimal.

Submission ID: 329861

Submitted at: 14 September 2022

Submission type: I am making a personal submission

First name: Mark

Last name: Lee

Suburb and postcode: 2010

Please provide your view on the project: I support it

Submission:

I think connecting Surry Hills and Chippendale is a great plan. I think making central a more walkable area will increase liveability and overall health of the community and its inhabitants.

Submission ID: 329876

Submitted at: 14 September 2022

Submission type: I am making a personal submission

First name: James

Last name: Lu

Suburb and postcode: Lewisham 2049

Please provide your view on the project: I object to it

Submission:

Whilst there undoubtedly needs to be renewal and revitalisation of the urban precinct around Central Station in order to ensure Sydney stays ahead as a city, there ought to be balance and the need to ensure that such developments harmonise with the existing architectural heritage of the station.

The loss and building over of the intercity and regional platforms would irrevocably change the landscape of the city and not for the better. Heritage train rides and the long, purpose-built platforms of Central, are part of the *raison d'être* of the station. Their loss would be lamentable and the bad would certainly outweigh the good. Looking forward into the future does not necessitate the erasure or radical alteration of our heritage. It can and ought to include the harmonisation of what we have inherited from those who came before us.

Submission ID: 329936

Submitted at: 15 September 2022

Submission type: I am making a personal submission

First name: Albert

Last name: Bain

Suburb and postcode: 2000

Please provide your view on the project: I support it

Submission:

I would like to suggest the covering of the tracks entirely and adding grass there! Rather than a few bridges.

Thanks!

Submission ID: 329966

Submitted at: 15 September 2022

Submission type: I am making a personal submission

First name: stevie

Last name: keating

Suburb and postcode: 6318

Please provide your view on the project: I object to it

Submission:

meh it was meh

Submission ID: 330036

Submitted at: 16 September 2022

Submission type: I am making a personal submission

First name: Thais

Last name: Jacobs

Suburb and postcode: Chippendale 2008

Please provide your view on the project: I support it

Submission:

I have been a resident of Chippendale for many years and myself and my young family are very excited about the central precinct. We use all our local parks and cycle lanes daily.

We are pleased to see the plans include rain water tanks and other sustainability initiatives as well as the planting of native plants on the parks to support our fauna.

We just would like to please ask that us, local families with children and babies, are kept in mind on the plans, we want to see little playgrounds on the parks and along the Goods Line (which we are so happy it's been extended to the Mortuary Station, that will make our trips to the Ultimo, Darling Harbour and the city a lot easier and more pleasant!

We would also like to request better access and connectivity to the Precinct and Prince Alfred Park/Surry Hills from the corner of Cleveland and Regent street, which we feel has been overlooked on the plans and would benefit a lot of us.

Thanks for being a proactive government and for continuing making our city and state a better place to live.

Submission ID: 330051

Submitted at: 16 September 2022

Submission type: I am making a personal submission

First name: Gordon

Last name: Stevenson

Suburb and postcode: 2010

Please provide your view on the project: I support it

Submission:

I believe that the intended Central State Significant Precinct offers a significant opportunity to redefine a new zone of activity for the southern part of Sydney. It will be particularly important for the development and consolidation of a defined Technology zone to progress the 21st Century revolution in digital adaptations to overcoming problems today and streamlining Sydney as a leader in city building. It will attract a great deal of essential talent. This new development is superbly situated to take advantage of a major transport hub combined with proximity to world class tertiary and medical research facilities. It will attract investment directly and through boosting Sydney as a global leader in city building. I hope that the precinct will offer non-technology business and cultural elements as well as additional student accommodation to bring in new, young talent to participate directly in this very important initiative.

Submission ID: 330076

Submitted at: 16 September 2022

Submission type: I am making a personal submission

First name: Alexander

Last name: Lajevardi

Suburb and postcode: 2043

Please provide your view on the project: I am just providing comments

Submission:

With the added population specially many tech companies moving into the area, it is natural to assume there would be a significant pressure on Sport facilities within Prince Alfred park. Currently it is very difficult to make booking of tennis courts, crowded basketball courts and swimming pools. It is natural to assume these court access will even be more difficult during lunch times and before and after office hours. Weekends with similar situation given the additional residential units. There should be added facilities and courts included within the development. Facilities like tennis courts and swimming pools within high density office buildings promotes healthier work life balance and encourages offices to move to the area.

Submission ID: 330086

Submitted at: 16 September 2022

Submission type: I am making a personal submission

First name: Duncan Stewart

Last name: Stewart

Suburb and postcode: 2010

Please provide your view on the project: I support it

Submission:

Sounds fantastic. What else can be added?

Submission ID: 330106

Submitted at: 16 September 2022

Submission type: I am making a personal submission

First name: Pauline

Last name: Su

Suburb and postcode: 2000

Please provide your view on the project: I am just providing comments

Submission:

For mobility-assisted and cyclists, please provide:

- wide shared pathways
- ramps instead of steps
- ample bicycle racks in a secure area
- under-cover bicycle racks to prevent rain and wind damage

Also please provide:

- places for quiet contemplation
- reflexology foot paths
- ambient environment to enhance well-being
- bird fountains to attract native birds to visit
- lots of greenery
- community gardens

Occasionally have:

- community events
- art exhibitions and workshops (free if possible)
- music concerts
- performance art
- puppet shows even
- farmers markets
- affordable food outlets
- natural lighting

Thank you.

Submission ID: 330111

Submitted at: 16 September 2022

Submission type: I am making a personal submission

First name: Patrick

Last name: Li

Suburb and postcode: Ultimo, 2007

Please provide your view on the project: I am just providing comments

Submission:

There is an unused piece of land is right next to Central Station, particularly the unused train track tunnel that branches from the Goods Line towards the entrance of the intersection of the main railway lines.

Pedestrian bridges connecting Redfern, Chippendale, Surry Hills, and Haymarket with the Central itself makes walking to and from the station easier than would otherwise. The bridges will cross main rail lines which will also ease the need to cross roads at traffic intersections. They will also be wheelchair accessible, with ramps snaking to and from the bridge if needed.

However residential development may need a rethink as there are already green spaces being in use at Prince Alfred Park. You may want to consider building a bridge full of offices and shops (known as air rights) connecting from Regent street to Prince Alfred park which will add an extra 0.4 hectare of land bonus to the growing population in Sydney which will harbour an extra four jobs in the area.

Submission ID: 330121

Submitted at: 17 September 2022

Submission type: I am making a personal submission

First name: Vaughn

Last name: de Vocht

Suburb and postcode: Haymarket 2000

Please provide your view on the project: I support it

Submission:

I fully endorse and support the proposal and look forward to work starting.

Submission ID: 330136

Submitted at: 17 September 2022

Submission type: I am making a personal submission

First name: Caroline

Last name: Alcorso

Suburb and postcode: Glebe

Please provide your view on the project: I am just providing comments

Submission:

The main arguments I would like to make are:

1. affordable housing should be increased to 50% of the development. There is an enormous need for housing people can actually afford to buy in Sydney and 15% is mean and minimal in terms of mitigating the housing crisis

2. the building heights are far too high. 39 stories is alienating and creates a towering unaesthetic effect on humans below. 20 stories would be the absolute maximum that should be allowed.

I hope for once the government will listen to what people are saying - unlike other major developments in recent years where majority opinion has not been followed.

Thank you for the opportunity to comment,

Submission ID: 330166

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Greig

Last name: Herden

Suburb and postcode: Epping

Please provide your view on the project: I am just providing comments

Submission:

I am wondering why the building next to the Mortuary Station at 52 Regent Street is not included in the project. It would seem that land occupied by this building could be better used to accentuate the Mortuary Station's history and provide benefit to the community.

Submission ID: 330181

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Macarthur

Last name: Amey

Suburb and postcode: Waterloo 2017

Please provide your view on the project: I support it

Submission:

I support the redevelopment of the central precinct; but I believe proper controls should be in place to prevent the area becoming darkened and without natural light. Another concern I hold is that the foot traffic in the area will increase significantly causing further strain on Central Train Station.

Submission ID: 330191

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Alison

Last name: Davey

Suburb and postcode: 2008

Please provide your view on the project: I am just providing comments

Submission:

There is not nearly enough open space and the open space provided is not suitable for 850 new homes. Where can a little boy kick a ball? Central Sydney has far too much concrete (look at Darling Harbour and Barangaroo precincts) but not enough grassed areas for children to play.

I love the idea of more access over the railway lines - something that is severely lacking at the moment.

Submission ID: 330196

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Carolyn

Last name: McKay

Suburb and postcode: 2008

Please provide your view on the project: I am just providing comments

Submission:

I live in the Central Park Precinct and work at a nearby university and, overall, I support the concept's opening up of land for public use and the enlivening of the whole area. It's a great idea to build over the vast expanse of train tracks in the Central Precinct and good examples can be seen in cities such as Tokyo. I support the development of a technology and innovation precinct especially if this includes cultural and creative hubs and connects with the nearby educational institutions. My major concern is the concept does not include sufficient affordable housing in perpetuity.

Submission ID: 330226

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Elizabeth

Last name: Riley

Suburb and postcode: Chippendale 2008

Please provide your view on the project: I object to it

Submission:

Submission attached as a file

Central Precinct Submission

Elizabeth Riley

I object to the rezoning of the Central State significant Precinct and I find the Explanation to be full of “spin”.

I am opposed to tower blocks in this vicinity, increased shading on Prince Alfred Park should not occur AT ALL. This is one of the most used parks in the City of Sydney.

Accommodation should all be public housing. There should be no divided tower housing as already exists in the U.S.A. and is graphically depicted in Cory Doctorow’s story *Unauthorized Bread* (in *Radicalized*. Head of Zeus 2019, p1-100).

No “Silicon Valley”. American ideology is shot through with inequality. This tech hub will no doubt be researching armaments and surveillance. Australia does not want it. No green washing of tech that will destroy people’s lives.

I dispute the job creation estimate and think it will be job relocation. The sectors listed are mostly low paying sectors and will not result in “innovation”.

In my opinion, the whole purpose of this project is to create high end housing and put huge real estate profits into the hands of the developers.

This project is not about benefit to the general community. This project will decrease amenity and increase inequality.

CHUCK IT OUT

Submission ID: 330251

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: William

Last name: Hahn

Suburb and postcode: Bathurst 2795

Please provide your view on the project: I object to it

Submission:

I personally object to any furtherance of the enclosing of our beautiful central station. I grew up travelling to this station and spent many years working nearby. The ambiance of this historic site will be diminished by enclosure. The romance of travel resonates through this station and I would hate to see that emotion lost in regards to it. Thank you for the opportunity to express my heartfelt submission.

Submission ID: 330261

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Margaret

Last name: Johnson

Suburb and postcode: Glenbrook, NSW

Please provide your view on the project: I object to it

Submission:

I am horrified that such an important building will be trashed like so much of our heritage has been since the Liberals have gained power in NSW. My husband's 3xgrandmother was once buried were the station is now so although we don't live in or near the city anymore we have still got very important ties & memories to Central Station.

The fact that we have lost Windsor Bridge, Willow Grove, Parramatta Pool & failure to protect Female Factory, Parramatta from developers & encourage World Heritage of the site. I'm so sick of politicians who are ashamed of our Colonial history, without those Convicts strong will to survive & prosper we would not have the country we have now.

Leave Central Station alone, go trash some other part of the city to appease the developers.

Submission ID: 330271

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Michael

Last name: Brownnett

Suburb and postcode: 2250

Please provide your view on the project: I object to it

Submission:

I am very much concerned with the plans to build over the top of our precious Sydney Terminal Station - the station is a State treasure and should not be altered in the ways proposed. We must continue to enjoy fresh air and sunshine on the platforms, and continue to marvel at the workmanship of a bygone age, not covered up with more towers.

Submission ID: 330276

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Craig

Last name: Short

Suburb and postcode: Greenleigh NSW 2620

Please provide your view on the project: I object to it

Submission:

I OBJECT to the proposed development over and adjacent to the railway lines at Central Station in Sydney. This site, the station, its tracks, approaches and open air platforms are historically and culturally significant to the history and development of Sydney and NSW, and visually represent Sydney as a capital and a major rail terminus. The open air aspect is important and represents both the arrival at a big city and reminds the arriving passenger of the open air of rural NSW that they have just transited from. Its original fabric represents major 19th century design and architecture and was built to stand as a rail precinct for centuries, not "a century" and should not be chipped away at and covered over only to be hidden under the auspice of short term development to be forever lost. Central Railway Station was added to the New South Wales State Heritage Register in 1999, and for good reason, and it's approaches form a part of this and should not be covered and hidden. Sydney needs to retain certain features, feels and looks to remain internationally identifiable and memorable i.e. the Harbour Bridge, the Sydney Opera House, Kirribilli House, Fort Denison, traditional Manly Ferry and First Fleet ferry design, and unique Victorian era designed and built train stations; Sydney's Central being the biggest and most important train station in NSW. To destroy its approaches with a proposal that ignores the above and encroaches on and distracts from that feel would be yet another NSW Government travesty and a historical disaster. Had it not been for objections like mine this evening, we would have lost the Queen Victoria Building as well. Please do not go ahead with this proposal.

Submission ID: 330281

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Joel

Last name: Nicholson

Suburb and postcode: Leumeah

Please provide your view on the project: I object to it

Submission:

Central Station has always been one of my top favourite train stations ever since I was a little boy and I feel there's already been far too much work done to the station (not including the lifts, although the lifts could be a little faster as with other stations that have them). The current work that's already been done/getting done has already taken away a fair amount of the old style look of the terminal platform area. Being one of the oldest stations in Sydney, I feel it should be left as it is without doing anything further to it other than a bit of maintenance if/when required. covering the station and/or building over it is going to destroy it more until nothing is left of what it once was. What's next? Ripping out and destroying the other fine old fashioned stations like Museum, St. James and Circular Quay? I've already found myself disliking train travel more and more because the newer trains have hard seats and are uncomfortable not to mention the so called "limited stops" services which still take forever to get somewhere and the modern stations aren't anything special to look at and nothing like Central. I've taken heaps of pictures over the years at Central, not only of the older electric trains and other things at special events held, but also of Central Station itself and the more "modern" things that have been done to it, the less interest I've had in getting pictures of the station.

Submission ID: 330291

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: John

Last name: Pitcher

Suburb and postcode: Russell Vale 2517

Please provide your view on the project: I object to it

Submission:

I object to the redevelopment of the central precinct as the impact to the city landscape and cultural and railway heritage will be forever lost. Enough has been lost or irreversibly changed by the metro project. This development is just as devastating to railway heritage and city landscape as demolition of the station precinct would be in my opinion.

Submission ID: 330306

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Mark

Last name: Alexander

Suburb and postcode: Narrabri 2390

Please provide your view on the project: I object to it

Submission:

Building over the top of the country platforms will completely destroy the heritage look and feel of central station. The open air space above the station is a unique asset to central station since it was built nearly a century ago and should be kept as an open air space which forms part of the character of central station.

Submission ID: 330321

Submitted at: 19 September 2022

Submission type: I am making a personal submission

First name: Kaleb

Last name: Peart

Suburb and postcode: Casino 2470

Please provide your view on the project: I object to it

Submission:

As a young (23) voting member of this state and country it irks me at the thought of losing one of the last large rail heritage sites. What will my generation inherit? This site is not yours to destroy and is a blatant slap in the face to our ancestors who built this state.

Submission ID: 330356

Submitted at: 20 September 2022

Submission type: I am making a personal submission

First name: Dylan

Last name: Bondarenko

Suburb and postcode: 4207

Please provide your view on the project: I object to it

Submission:

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Submission ID: 330366

Submitted at: 20 September 2022

Submission type: I am making a personal submission

First name: James

Last name: Hincenbergs

Suburb and postcode: Uranquinty 2652

Please provide your view on the project: I object to it

Submission:

Building over central station will degrade the significance and importance this station has. There is plenty to be done to revitalise central station already, including filling all the empty shopfronts that already exist in the building

Submission ID: 330371

Submitted at: 20 September 2022

Submission type: I am making a personal submission

First name: Mitchell

Last name: Aquilina Brown

Suburb and postcode: 2480

Please provide your view on the project: I object to it

Submission:

When I used to live in Sydney, everybody (Australian or Tourist) that would come visit me down in Sydney would always talk about how beautiful the station is. It has an air of historical significance about it. I believe by modernising the building it will change that. Australia is only a young country and our small history although patchy in places (from the perspective of a proud Wiradjuri descendant), the good history is important

Submission ID: 330391

Submitted at: 20 September 2022

Submission type: I am making a personal submission

First name: Aiden

Last name: Teszke

Suburb and postcode: 2135

Please provide your view on the project: I object to it

Submission:

Unacceptable vandalism of historic icon.

Submission ID: 330446

Submitted at: 21 September 2022

Submission type: I am making a personal submission

First name: Zahn

Last name: Blumenthal

Suburb and postcode: 2008

Please provide your view on the project: I object to it

Submission:

I am writing to express my deepest objections to the proposed Central Precinct rezoning and over station/over track development proposal. This would irrecoverably destroy the heritage character, setting and overall configuration of Central Railway Station and the surrounding suburbs. This is a key part of our State and our Nations heritage. The Atlasian tower development is already a huge blow to the setting of Central Station. This new development would assure the station's disempowerment as a Sydney landmark.

Why more office and residential towers is thought of as a good idea is beyond me. The recently pandemic has been a pretty clear demonstration of the future of workplaces. Working remotely will inevitably become the new norm in the following decades. People's desire to live in close proximity to city centres will likely decline as a result.

In short, don't destroy a monumental piece of the nations heritage for a future that will never eventuate.

Submission ID: 330516

Submitted at: 22 September 2022

Submission type: I am making a personal submission

First name: Lawrence

Last name: Myers

Suburb and postcode: Darlinghurst

Please provide your view on the project: I am just providing comments

Submission:

Again, Sydney seems to do a terrible job with making the development pleasing to the eye. A nice fountain would create a relaxing space within the green grass plaza, which won't be green in the summer months. Maybe a few decorative flags or banners. Dress it up!

Submission ID: 330536

Submitted at: 22 September 2022

Submission type: I am making a personal submission

First name: David

Last name: Hollier

Suburb and postcode: Randwick, 2031

Please provide your view on the project: I object to it

Submission:

I can understand the enclosing the country platforms bit, many major stations in England do it as those of us who have been there know. But as for the other two points, no way!

Submission ID: 330551

Submitted at: 22 September 2022

Submission type: I am making a personal submission

First name: Ben

Last name: Horvath

Suburb and postcode: 2749

Please provide your view on the project: I object to it

Submission:

Dear Sir/Madam

I believe this idea is one that'll behold much destruction to the historic aesthetic of the Central railway precinct either intentional or unintentional and will not behold any real value or positive response

Submission ID: 330976

Submitted at: 27 September 2022

Submission type: I am making a personal submission

First name: Elaine

Last name: Dyson

Suburb and postcode: Chippendale NSW 2008

Please provide your view on the project: I am just providing comments

Submission:

The redevelopment of the Central Precinct in general we support. However, the 2 residential towers proposed to be 180 metres high appear to be oversized and would not only eliminate any sky view from our apartment at [REDACTED] but would also dominate the historic Central Station and the historic Mortuary station as iconic landmarks to the area. I am not a critic of new buildings, they can work to enhance the old and cities such as London have done this very well.

It is proportion and volume and these towers would be overwhelming and detract from the planning for the new precinct.



Submission ID: 330981

Submitted at: 27 September 2022

Submission type: I am making a personal submission

First name: Leica

Last name: Wigzell

Suburb and postcode: Sydney

Please provide your view on the project: I object to it

Submission:

The Tech Central development proposal threatens to overshadow and overwhelm the heritage character of Central Station and its surrounds. The application on exhibition dwarfs the architecture of Central Station which will now be diminished amongst the proposed surrounding skyscrapers.

Submission ID: 331016

Submitted at: 28 September 2022

Submission type: I am making a personal submission

First name: Graham

Last name: Tomlinson

Suburb and postcode: 2135

Please provide your view on the project: I support it

Submission:

I like the changes happening to the city but you need to incorporate more colour. Many opportunities have been missed including coloured foot paths, tram roads etc and the city is looking so dull, grey and depressing. I hope you don't miss this opportunity this time. Sydney has always been a beautiful city but with the increased height and grey construction, it is really getting a depressing vibe on the street. Colour makes people feel happy.

Submission ID: 331021

Submitted at: 28 September 2022

Submission type: I am making a personal submission

First name: J

Last name: Cartwright

Suburb and postcode: Ingleburn 2565

Please provide your view on the project: I am just providing comments

Submission:

In relation to the proposed parking provisions I could not see in the parking section a requirement for accessible parking to be provided for persons with a disability. The amount of accessible parking spaces provided should be at least 5%* of the parking spaces overall or a minimum of 2 spaces for each premises whichever ever is the greater.

*Ie. 5% of the number of spaces in the current plan but to be provided as additional spaces over and above (separate from) the number of "non-accessible" parking spaces.

Submission ID: 331036

Submitted at: 28 September 2022

Submission type: I am making a personal submission

First name: Kevin

Last name: Eadie

Suburb and postcode: Drummoyne 2047

Please provide your view on the project: I am just providing comments

Submission:

GAUNTLET TRACK

There lies in the floor of the railway tunnel under Railway Square, a long section of "Gauntlet Track". This unusual layout of railway track is perhaps the last remaining intact example in NSW. The rails and rail fastenings can be clearly seen now, just inside the Darling Harbour tunnel portal.

If the tunnel is to become a public walkway, this rare example of railway technology should be preserved, preferably in its intact state, rather than in an "interpretive" way.

Associated with the gauntlet track was NSW's only wall-mounted colour light signal, just inside the Darling Harbour portal, which seems to have been removed. It too was a rare (unique?) example of railway signalling, and could be reinstated as part of the railway experience for people walking through the tunnel.

Submission ID: 331051

Submitted at: 28 September 2022

Submission type: I am making a personal submission

First name: Brendan

Last name: Loader

Suburb and postcode: Surry Hills 2010

Please provide your view on the project: I support it

Submission:

I support this initiative very much. However I do not want to live in a disgusting construction site for 15 years. My request is that:

- There is efforts to hide the construction eyesores, dust, debree, noise. It should not look like George Street did for 3 years...for 15 years.
- There is compensation provided to Chalmers Street residential owners who will have dust hit their balconies/windows for 15 years (particularly near the light rail stop / new metro entrance)
- That some of the bridges, parks and public space is the first deliverables. We should see benefits in the short term. Putting up with all of this for 15-20 years only to get a park at the end is not okay.
- That devonshire tunnel is not closed UNTIL the bridge on top is finalised. There shouldn't be any period where the connection between railway square and south concourse takes more than 5 minutes.

Submission ID: 331086

Submitted at: 28 September 2022

Submission type: I am making a personal submission

First name: Adam

Last name: France

Suburb and postcode: 2043

Please provide your view on the project: I object to it

Submission:

Seriously underwhelming. For what this gives the private sector, the public is getting very little. The entire ground floor should be open across the entire precinct. The images disproportionately show green mature trees to greenwash the project when truthfully the majority of the site will be in permanent shade and darkness below mega towers. There is zero here for anyone of the public to ever get excited for - where are **any** new amenities? A gallery? A cinema? A social enterprise? Sport facilities? (albert parks are already at capacity and this project cant take credit for them). This weak plan is 99% for developers and offers nothing to the public, but our same station and parks mildly rejigged to accommodate some towers. Cold, dark, cement. This project is a disaster and should have been a lot more ambitious.

Submission ID: 331091

Submitted at: 28 September 2022

Submission type: I am making a personal submission

First name: Grant

Last name: Robinson

Suburb and postcode: Springwood 2777

Please provide your view on the project: I object to it

Submission:

I object to any development which covers platforms 1-15 of Central Station.

Looking around Australia,

MELBOURNE: Southern Cross Station has a new elegant roof which enhances the place of the station

PERTH: Perth Central is a wonderful location with roof which enhances the space. WA has covered the tracks west of the station, which gives greater amenity to the area, but maintains the integrity of the station

ADELAIDE: When an awful station. What was once an elegant station is ruined by developments over the top. The station is no longer available for interstate which is relegated to the Parklands Station which has no connection to the rest of the network. The development in North Terrace has ruined the amenity of the station.

BRISBANE: I have not see the current redevelopment of Roma St so make no comment.

Overseas, many locations maintain their stations with open space or a train shed. I think of stations such as Paddington, Kings Cross, St Pancras and Victoria in London, LA Union Station in Los Angeles.

Yet NSW wants to bury SYdney Central and undermine the great improvements achieved with the current Central Walk construction.

If any changes are planned, a train shed like Southern Cross would improve the amenity. Plans to bury Central under Adelaide style high rise are objectionable and appear no more than a money grab.

I object in the strongest terms.

Submission ID: 331131

Submitted at: 29 September 2022

Submission type: I am making a personal submission

First name: Ane

Last name: Crabb

Suburb and postcode: 2000

Please provide your view on the project: I object to it

Submission:

I object to this over development which negatively impacts on the heritage of Sydney.

Submission ID: 331146

Submitted at: 29 September 2022

Submission type: I am making a personal submission

First name: Sophie

Last name: Duxson

Suburb and postcode: Marrickville

Please provide your view on the project: I support it

Submission:

I support this plan. We need more fully pedestrianised spaces and space for bikes to cycle safely in the city. It will also breath life back into this pretty sad part of the CBD. The sooner the better honestly!

Submission ID: 331156

Submitted at: 29 September 2022

Submission type: I am making a personal submission

First name: Anton

Last name: Olivera

Suburb and postcode: 2148

Please provide your view on the project: I am just providing comments

Submission:

I believe that this development proposal for the Central precinct will bring benefits for commuters and stakeholders, but is not the correct way to develop the area sustainably.

The construction of overstation development over the intercity lines is not a good idea. It will create unnecessary overdevelopment of the area and increase crowding of surroundings. It will disrupt sky views for incoming passenger trains to Sydney Terminal. Development over operating rail lines will also pose challenges with structural loading, and vibrations and sound into buildings above.

The overhead walkways across the station precinct are a good way to increase connectivity around the area by foot. The green spaces located in the station surrounds, and complementing small commercial areas will be good for business and recreation.

There should also be an increased focus on showcasing railway related heritage, as the main station of the railway network. For example, having static displays of old trains or carriages.

Submission ID: 331196

Submitted at: 30 September 2022

Submission type: I am making a personal submission

First name: Derek

Last name: To

Suburb and postcode: Haymarket 2000

Please provide your view on the project: I am just providing comments

Submission:

Comments on the proposed development surrounding Central Station in Sydney – refer to attachment.

Comments on the proposed development surrounding Central Station in Sydney

The Southern end of Sydney has always been underdeveloped for years. The first sign of the new development of this part of town was the demolition of the Kent Brewery, which operated on Broadway for 170 years, and the development of One Central Park, which opened in 2014.

This new development was fan-fared with vertical gardens of evergreen plants, a thermal plant for electricity supply, and a recycling water facility for supporting environmental sustainability. This new concept of high-density living attracted young home-dwellers, investors, renters, small business entrepreneurs, supermarkets, cafés, restaurants, and a cinema. The water features and green park with reflecting sun rays from the cantilevered heliostat heralded the gentrification of Chippendale. The residential buildings majestically stand tall at the entrance to the Southern end of Sydney. Such a modern self-contained complex needs good management, technical support, happy habitats, and connectivity with the rest of the city to reach its full socio-economic potential.

We need to ask whether further development in the Southern part of this area with modern architecture for the commercial and residential buildings will make the Southern precinct vibrant. Will the new modes of transport, parks, technology hubs, and small businesses be adequate to attract people with different backgrounds and heritage to go there?

According to “The Land Use Policy” Volume III, a city has two components: a material part is a physical mass of assets, and the soul is the virtual part, which forms all features of a living organism shaping its socio-economic fortune. The balance of these parts is a vital check of the health condition in the community. The material part of the city consists of buildings, various modes of transport, parks, and gardens, business centres, high-density residential apartments, commercial buildings, and technology hubs. This material part alone could be a ghost town if we do not connect the virtual part of the city to the people living or working in or visiting the district taking advantage of their well-being and contributing to the socio-economic prosperity. The dynamics of the area are to engage with people from all walks of life, with different cultural backgrounds, various tastes in arts and entertainment, old and young with needs for recreation known as a centre for a multi-cultural community, for which Australia is famous.

The Southern part of the city has all the spirit of multi-culturalism: - Chinatown, Thai town, Japanese town, Darling Harbour, ICC Concert Hall, Star Casino with Sydney Lyric Theatre, Events Cinema, Belmore Park, The Seymore Theatre, Powerhouse Museum, Swimming Pools at Prince Alfred Park, and Ian Thorpe Aquatic Centre. The lack of connectivity of all these material parts to the people with diverse communities in this part of town makes it look like ordinary suburbia bordering next to the Inner West of Sydney.

If Sydney is up to the international standard, the Southern part of this city needs and deserves the appropriate vibrancy with people enjoying their city’s material assets to enhance their quality of life, including physical and mental health. This vibrancy brings economic prosperity to our City and State.

The question would be what vibrancy is and how to organise it. According to Noah Friedman of Vibemap, it radiates energy, enthusiasm, activity, and life – alive and healthy, joyfulness and belonging. He said, “The presence and amount of vibrancy is a reasonable proxy for a city’s general health and well-being.”

Noah built his Vibemap based on five characteristics, namely: -

1. Flow
2. Well-loved Public Places
3. Cultural Amenities
4. Places and Events
5. Vibe

1. Flow is conducive to a live organism with robustness and the health of people in their mobility to fulfil their daily life in the rich material assets of their city. The different transport connectivity taking people to places with ease is the lifeline of the city activity. The high frequency of service and a reliable timetable for buses and train services are the essential ingredient for the element of vibrancy.
2. I live in Haymarket and frequently catch buses to see my GP and specialists in East Sydney. The bus stands opposite Central Station on Broadway can have six to seven buses stop there lining up at one time in the morning peak hours. Some buses would not stop to pick up passengers, although I waved desperately for the driver’s attention. We do need a bus exchange terminal somewhere near the Central Station. When I missed the bus, the extra waiting thirty minutes for the next bus would mean I would run late to my doctor’s appointment, resulting two-hour wait to see my doctor fitting me into his schedule. On a few occasions, I had to pay the cancellation fee for missed appointments.
3. Well loved Public Places are essential to connect people of different backgrounds and heritage, going there because they feel safe and welcomed. The spiritual attachment to the place may persuade people to return there frequently, like Darling Harbour, where there are: entertainment centres, recreation facilities, good restaurants, a place to ride a bike, and night-time fireworks on the weekends. Above all, it connects to Barangaroo. I usually take a walk on a return trip from Haymarket through Darling Harbour to Barangaroo as a daily exercise. The vibrancy of this part of the area has robbed the shine off Chinatown, which needs to be revitalised. Many shops and restaurants have been closed since the Pandemic. Upgrading Chinatown without connecting it to Darling Harbour would be a shame.
4. The Darling Harbour ICC Theatre, and the Powerhouse Museum, provide many cultural amenities in the Southern part of the city. The Broadway Shopping and One Central Park on Broadway have cinemas. These amenities draw people from different backgrounds and cultures. However, I still miss a live theatre in Haymarket, like Her Majesty’s Theatre of the past. These days, I can see more Thai Restaurants and Thai Massage Parlours along the Southern end of Sydney. This connectivity will contradict

the theme of the coming gentrification of the Central Station District and the nearby Technology Hub.

5. Vibrant places and events suggested easy access, like ground level. There are several pubs along George Street in Haymarket and Chinatown and some Karaoke places. The patronage of these places seems to be good. As a resident in Haymarket, I have experienced disturbances and bad behaviour, particularly close to midnight closing time and in the early morning. I wonder whether police patrol in these areas will make a difference. Since the COVID Pandemic lockdown, the business in The Paddy's Market has declined to the extent many stalls have been closed. The vibrancy of this market has disappeared, with a patronage rate dropping to 30 percent of its former heydays.

According to Noah Friedman, 'every place has a unique character or "spirit of place" that people intuitively feel. It is found in almost every culture around the world and refers to the overall sentiment of a place.' It is a place people would like to be seen and identified. In the digital age, people would like to take a selfie and post it on Facebook to share with their family members, friends, and other people of different backgrounds showing their connection with the place and event. For example, the celebration of the New Lunar Year in Chinatown with parades of traditional Chinese dancers, lion and dragon dances, and night market stalls. Since the COVID Pandemic, I missed this vibrancy permeating the excitement in the crowd and the hustle and bustle of the night markets in Chinatown.

In conclusion, the Southern end precinct of the City of Sydney needs its unique features in celebrating our National holidays (Australia Day), State holidays (Dragon boat race on the Lunar New Year Day), Festive Seasons with our local churches, our own Silicon Valley challenging the digital world, and a Vivid Night sharing all these vibes and material assets with our multi-cultural communities with different background and heritage. We do not want a ghost town after business hours or on the weekends. The connectivity between our material assets and people will prevent a place from becoming a white elephant no one wants. We need to encourage small businesses in our precinct with less red tape. A prosperous socio-economic will be assured.

Submitted for your favourable consideration.

Derek To

[REDACTED]

[REDACTED]
[REDACTED]

Submission ID: 331201

Submitted at: 30 September 2022

Submission type: I am making a personal submission

First name: Lisa

Last name: Harrold

Suburb and postcode: Mulgoa 2745

Please provide your view on the project: I object to it

Submission:

I strongly object on this rezoning and development proposal that will have catastrophic impacts on the State Heritage Listed Sydney Terminal and Central Railway Stations Group. The Heritage listing of these important precinct should also include the airspace above in order to appropriately protect the heritage item.

This proposal will destroy vistas of the Central Clock tower in effect destroy the ambiance and amenity of the buildings and their associations. This will relegate the grand style of the original structure to be doomed to a rabbit warren of train platforms.

Has the NSW Government seriously descended so far in the quest for commercialisation of public spaces that they will contemplate this travesty? This is a hideous grab for cash at the expense of heritage and amenity. Hands off our public assets!

Submission ID: 331216

Submitted at: 30 September 2022

Submission type: I am making a personal submission

First name: Diarmuid

Last name: Maguire

Suburb and postcode: Redfern NSW 2016

Please provide your view on the project: I object to it

Submission:

I am fine with details provided.

Refer to attachment.

Central Precinct Proposal

Central Precinct and North Eveleigh are a single entity. The Transport for NSW (TfNSW) adopted this approach with the Central Precinct proposal. It states that “the first city-shaping move” will reconnect “Redfern with Central and the Harbour”. In the masterplan, Central Precinct proposes further developments around Central and Redfern Railway stations. In the past, both places have been subject to joint consultations. I believe these new proposals fragment the Railway Corridor - dividing Central from Redfern and North Eveleigh from South Eveleigh.

The Central Precinct proposal seeks to “provide activated and high amenity pedestrian linkages over the tracks that connect Surry Hills with Ultimo and Chippendale.” This contrasts with the North Eveleigh proposal where no pedestrian linkages are envisioned. Yet North and South Eveleigh are united by heritage, function, and proximity. A pedestrian footbridge in Eveleigh would augment “walkable neighbourhoods and a connected city (Planning Priority 1)”.

The Central Precinct proposes to “create walking and cycling connections across the railway corridor (Key Move 3)” (p16). Three bridges are proposed across Central Station but none are proposed across Eveleigh. By building a footbridge across Eveleigh, this would reunify this place and invigorate Redfern. In 2018, managers in North and South Eveleigh requested a footbridge but to their dismay, Transport blocked its construction. If the Transport Asset Holding Entity (TAHE) cannot afford to build a footbridge between North and South Eveleigh, then cost should be paid by the successful developer. The scar that separates the city includes North Eveleigh and South Eveleigh - not just Surry Hills and Ultimo. In this way,

there would be no need to replicate commerce in North Eveleigh thus creating more space for housing in North Eveleigh. North Eveleigh leads in culture, South Eveleigh leads in commerce, and both sides are united around industrial heritage.

This proposal will “restitch and reintegrate Central Precinct”. However, why leave plans for reintegration solely to Central Railway Corridor? The stated desire of this proposal is to link Redfern to Central Station. Redfern Station and Central Station both share similar heritage. They emerged from Sydney’s involvement in the industrial era. The Eveleigh workshops employed the local aboriginal community and were an important site for trade unions. The heritage value of this site has gained international recognition from the Smithsonian Institution. I also recommend establishing a workable heritage train from Mortuary Station.

This proposal should examine how South Eveleigh succeeded in conserving its heritage. In this instance, community and heritage groups played a vital role. In South Eveleigh, the 16 heritage workshops were respected through the construction of an adjacent 6-9 storey “groundscraper” on Locomotive Street. The height of the new demonstrated respect for the old. By contrast, the high-rise buildings proposed for North Eveleigh disrespects heritage and divides North and South Eveleigh into two separate spaces. Similarly, other plans for the Central Precinct proposal could result in further incoherence in the Central and Redfern Railway corridor.

In South Eveleigh, modern interior spaces complement heritage structures. The new bows to the old through thoughtful interior design; heritage character is not compromised. This is how heritage should be “celebrated” at Central Precinct with no vandalism like that proposed for the Paint Shop in North

Eveleigh. According to the Heritage Council of NSW: “The Paint Shop building is a great opportunity for a low-rise re-use similar to that of the low-rise Locomotive Workshop in South Eveleigh and should not be compromised ... A building on top of the Paint Shop Sub-Precinct, risks heritage impacts and jeopardises the significance not only of the that building, but of the whole complex.” I suggest that the Heritage Council of NSW plays an active role in both Central Precinct and North Eveleigh. The aboriginal community put forward heritage proposals for Central Precinct (like that for Platform 1). I also suggest the aboriginal community be asked to enact similar proposals in North Eveleigh. In this way, historical links could be strengthened between Central and Redfern Stations.

The height of buildings proposed for Central Precinct results in significant wind issues. This makes it unpleasant and, in certain areas, “unsafe for pedestrians”. This stands at odds with the general premise of the Central Precinct proposal: namely, to encourage a “walkable neighbourhood”. I hope that height reduction and more generous use of trees will resolve this situation. However, I put forward the principled argument that heritage sites should be respected by the height of nearby buildings.

As a result, here are some ideas about proposed developments on Central-Redfern Railway Corridor. First, I suggest that this respect for heritage (by height) be extended to Central Precinct. Second, I suggest that the height of this “groundscraper” of South Eveleigh be the limit for North Eveleigh (i.e. around nine stories). Third, decreasing height would have added advantage of respecting the heritage of nearby Carriageworks. Fourth, add a footbridge. In my view, this represents an elegant solution to the two sides of Eveleigh. International comparisons have been mentioned in some documents: such as Tindoco Wharf,

Baltimore, Maryland. In none of these examples, do we see new buildings overshadow the old.

As I understand it, housing fits into three categories - market, public, affordable. “Diverse” is a strange category and is used here to justify student housing. Even though I work at Sydney University, I don’t want to see Central Precinct or North Eveleigh used as sites for high-rise student dormitories. These high-rise dormitories dot the Sydney skyline. However, if Sydney University (as an example) wants another student dormitory, then it could use its substantial profits to build one (\$1b last year). Certainly, students who use Central Precinct should not be classified as occupying “diverse” housing.

I recommend minimum 30% affordable or public housing. I recommend minimum of 10% for Aboriginal and Torres Strait Islander affordable housing. I have no idea of how much office space will be required in 15-30 years time. I do know that housing needs are desperate now. Therefore, I recommend more housing than office space.

Any residential or commercial building built near a railway station should have zero car parking space. I welcome the reduction in car parking indicated in these documents and hope for further reductions to zero. Parking space should be provided only for visitors carrying out repairs or delivering essential goods. Cutting parking space will lower the cost of residential housing while reducing carbon. This helps promote “walkable neighbourhoods and a connected city (Planning Priority 1)”. Furthermore, “existing buildings contribute about 40 percent of the world’s carbon emissions, and just churning out concrete and steel to erect more adds another 16 percent.” Therefore, I put forward the principled argument that construction is an act of

pollution, solar pollution in particular. Let us make sure any construction is worthwhile.

Transport for NSW (TfNSW) is a landholder who by putting forward this proposal must be treated like a property developer. TfNSW operates through Transport Asset Holding Entity (TAHE) and seeks to gain maximum profit from this sale. Through its previous activities as a property developer, TfNSW/TAHE has drawn adverse attention both from other state bodies and the media. Therefore, it is important that TfNSW/TAHE be subject to the highest scrutiny.

While property developers seek maximum returns, government and citizens should reimagine future proposals. Imagine Eveleigh as a tourist site, showing Sydney's industrial, aboriginal, and trade union history through its architecture. Imagine aboriginal ownership granted to Me-Mel being further extended to sites within Central Precinct and Eveleigh. Imagine tourists enjoying Eveleigh's unique cultural, social, and commercial activities. Imagine students from High Schools or TAFE learning in the large industrial sites of Eveleigh. There are already small courses offered in Metal Arts in South Eveleigh. In one document, there is talk about extending education for Central Precinct but nothing mentioned for North Eveleigh. Whatever is decided, let us try something more imaginative than the usual shopping malls.

The governance structures of the "state significant precincts" at Central Precinct and North Eveleigh are unclear. There are four state bodies involved - Minister of Planning, Minister for Infrastructure, Cities, Active Transport, TfNSW, and TAHE. The involvement of property developers and their various emissaries (in the form of consultants) have yet to be discovered. Finally, there is the strange omission of City of Sydney Council. In any

event, it is important that the public be informed of departments accountable for the Central Precinct and North Eveleigh projects.

None of my objections to current proposals are new. They can all be found during previous consultations. For example, Urban Growth's consultation on Central to Eveleigh (October 2015-November 2016) demonstrate that a majority of residents demanded a footbridge, favoured housing over office space, wanted play-space for teenagers, requested more cultural opportunities, opposed over-development, and sought to preserve heritage. However, the proposals put forward by TfNSW for Central Precinct and North Eveleigh ignored their views. Undoubtedly, similar views will be expressed in a majority of these submissions.

I have read the PhD thesis written by a NSW state minister. This PhD actually supported citizen participation in planning. An extract from that thesis read as follows: "Using meaningless participation as a facade to cover over disagreement merely clogs up conflict, creating a dam of resentment, which spills over in the form of increasing litigation, loss of trust in politicians and administrators, and poor planning outcomes".

In that regard, the citizens of Sydney have had just over one month to respond to highly detailed proposals. I welcome the extension to deadline for submissions until October 4th. However, I request another month for citizens to deal adequately with a proposal of this magnitude. If this simple request is not met, then these documents exist purely for information - not consultation, involvement, collaboration, empowerment.

Diarmuid Maguire

Readings

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<https://d3pb1ggtpb6t8m.cloudfront.net/s3fs-public/H042%20Eveleigh%20CW%20CMP%20Vol.%201%202002.pdf>
Otto Cserhalmi + Partners PL Eveleigh Carriageworks Conservation Management Plan Vol 1 (2002)

https://www.transport.nsw.gov.au/system/files/media/asa_standards/2020/t-hr-ci-12030-st-v3.0_0.pdf
TfNSW Overbridges and Footbridges Version 3.0

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Central Precinct - Strategic Framework

https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Lisa+Drupal+Documents/Attachment+12+Wind+Study.pdf
Wind Study - Central Precinct

[https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Lisa+Drupal+Documents/Attachment+21+Heritage+Interpretation+Strategy+\(1\).pdf](https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Lisa+Drupal+Documents/Attachment+21+Heritage+Interpretation+Strategy+(1).pdf)
Heritage Study - Central Precinct

<https://www.curbed.com/2022/02/green-building-claims-carbon-neutral-environment.html>

Justin Davidson, “Most Green Buildings — So Far — Aren’t Even Close to Being Carbon-Neutral”.

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Guardian article on Central Station proposal.

<https://www.afr.com/property/commercial/sydney-plans-three-parks-15-buildings-over-central-station-rail-yards-20220821-p5bbhy>

AFR article on Central Station proposal.

<https://www.afr.com/companies/professional-services/the-inside-story-of-how-kpmg-worked-both-sides-of-nsw-government-20211125-p59c2a>

AFR article by Edmund Tadros on TAHE.

<https://amp.smh.com.au/national/nsw/secret-report-reveals-controversial-nsw-rail-corporation-told-to-reframe-its-battered-image-20220615-p5atva.html>

SMH Article on TAHE by Matt O’Sullivan and Adele Ferguson.

<https://amp.smh.com.au/national/nsw/nsw-rail-corporation-ditches-rent-free-offices-for-1-million-a-year-cbd-tower-20220623-p5aw5p.html>

SMH Article on TAHE by Matt O’Sullivan.

<https://amp.smh.com.au/politics/nsw/heads-should-roll-over-tricks-pulled-in-rail-sham-20220209-p59v5r.html>

SMH Article on TAHE by Adele Ferguson.

<https://www.theguardian.com/australia-news/2022/jun/15/pr-firm-given-560000-to-combat-negative-views-of-controversial-nsw-rail-body>

Guardian article on TAHE.

<https://www.afr.com/property/commercial/sydney-uni-joins-education-property-pivot-with-real-estate-sell-off-20211008-p58yfr> AFR Sydney University as Property Developer.

Richard K Butcher The Great Eveleigh Railway Workshops - A personal reminiscence 2013.

Robert Stokes, The Battle for the Big Backyard, PhD Thesis, Macquarie University (2007).

Submission ID: 331226

Submitted at: 30 September 2022

Submission type: I am making a personal submission

First name: RACHEL

Last name: WATERS

Suburb and postcode: Pymble

Please provide your view on the project: I object to it

Submission:

Appalling over development on the vicinity of heritage buildings. This is a historic site. Sydney does not need this gross over development. Greed and corruption destroying our beautiful city and it's character.

Submission ID: 331231

Submitted at: 30 September 2022

Submission type: I am making a personal submission

First name: Cheryl-Ann

Last name: Leggatt

Suburb and postcode: Aberdare 2325

Please provide your view on the project: I object to it

Submission:

I object to the planned rezoning of the Central Railway Station area;

Due to its historical significance. Parliament approved the Act for its construction on 11 December 1900 part of the design included the large arched roof to cover the main concourse area. The sandstone came from Pymont Quarry and the marble from Borenore (near Orange).

Property that was acquired for the railway to be constructed included the Benevolent Asylum, Devonshire Street Cemetery, Christ Church Parsonage, Police Barracks, Sydney Female Refuge, Convent of the Good Samaritan and the South Sydney Morgue. The precinct is a nod to what was.

As the area currently stands, it is a nod to the heritage of Sydney. A snapshot of what was 122 years ago. To change the rezoning and even consider any development that could damage the scale and physical character of this historic public space is criminal. Future generations have the right to see some of the history of Sydney. I often, over the last thirty years, have taken my children down into Central to have a look around the precinct and the architecture. To rezone for substantially greater heights, enclose the country platforms and build over the top of Central Station will forever change this historic precinct.

Personally, I do not understand the current State Government's push to eliminate historical buildings, if only it looked towards England and Europe where historical buildings and precincts actually attract tourists. I know tourists actually love to visit Central for the architecture, imagine if it is no longer like it is.

Submission ID: 331236

Submitted at: 30 September 2022

Submission type: I am making a personal submission

First name: robert

Last name: becker

Suburb and postcode: cabramatta 2166

Please provide your view on the project: I support it

Submission:

I wholeheartedly support this project as it will provide more office space to our growing city as well as providing much needed public amenity and a unique retail experience.

It will definitely be an improvement on the current jumble of railway infrastructure.

Hopefully they will consider including the balance of the tracks!

The main concern I have is with possible wind tunnel effects, particularly from our colder winter weather, so attention needs to be paid there.

Overall this will provide Sydney with another neighborhood to be shared by all.

Submission ID: 331246

Submitted at: 30 September 2022

Submission type: I am making a personal submission

First name: Callum

Last name: Bengner

Suburb and postcode: 2021

Please provide your view on the project: I support it

Submission:

It would be wonderful if the landscaping could focus on showcasing our wonderful local native species and creating habitat as we are rapidly losing it. Overall I don't mind the development but would be nice to also give back to the environment.

Submission ID: 331266

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: Neale

Last name: Siebert

Suburb and postcode: Manly 2095

Please provide your view on the project: I am just providing comments

Submission:

More low cost housing

More respect to our heritage

More connectivity

Rather than thinking of this as a realstate project, build a lively percent for the people

Submission ID: 331281

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: RICHARD

Last name: DAY

Suburb and postcode: Bowral

Please provide your view on the project: I object to it

Submission:

This proposal represents a rushed and poorly discussed attempt to overdevelop an important part of Sydney's heritage and infrastructure. It is at odds with the proclaimed intention of developing high tech infrastructure in the far west of the metropolitan area which is already consuming a vast amount of infrastructure spending. There is no need to pursue a New York or Hong Kong model which buries major transport hubs in a confined environment which is difficult and expensive to manage. Contrast this with the great station environments such as St Pancras in London, Gare de Lyon in Paris and Washington, DC.

It is almost certain that the proposed amendment would lead to significant disruption and inconvenience over decades, severely affecting a major transport interchange and resulting, in the very long term, in an overly large, essentially office complex that will create significant servicing issues and certainly cannot gain underground access!. Hardly an opportune high tech site.

I consider the plan should be rejected and a contextual study commenced by the Department of Planning exploring the overall balance of employment opportunities within the metropolitan area as a whole. A revisitation of the Central Station Precinct should then explore a much more sympathetic rationalisation of areas such as the Mortuary site and, potentially, a much more limited airspace development over the site of the previous eastern carriage sidings with the ability to provide pedestrian linkage from the Kent Brewery area to Prince Alfred Park.

Submission ID: 331286

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: SANDRA

Last name: SANDS

Suburb and postcode: 2082

Please provide your view on the project: I object to it

Submission:

PLEASE Stop this over the top KILLING off our Heritage .This government has TORN down so much and ripped apart my Family Heritage that there is near to nothing left for my grandchildren to see and be proud of .This government will not be in power to see this through .Look what you have done to Parramatta building a museum in a FLOOD prone area what a joke as a tax payer I am discussed to think you have a given right to waste my money on making developers rich ,people cant afford homes in outer Sydney let alone in it so this is all for the rich again .LEAVE OUR HEITAGE ALONE

Submission ID: 331296

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: Christa

Last name: Ludlow

Suburb and postcode: Annandale 2038

Please provide your view on the project: I object to it

Submission:

I object to the proposal as notified for the following reasons.

HERITAGE SIGNIFICANCE

Central Station's state heritage significance is based on its unique status having continuous railway use since 1855, being a major terminal by world standards and containing the Mortuary Station, one of only five pre 1870 stations surviving in the State.

The State Heritage Register notes that its buildings are of a high standard of design, particularly:

- the Mortuary Station, Railway Institute and the Parcels Post Office;
- station buildings designed by the Colonial or Government Architect in NSW;
- one of the two longest continuously operating yard/workshop complexes in Australia, dating from the 1850s

It is also likely to hold archaeological layers of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations.

The railway yards, the Mortuary Station, Railway Institute Building, terminus and clock tower are familiar Sydney landmarks. The clocktower and terminus successfully featured in Vivid in 2022.

The Mortuary Station is described as a fine, rare example of 19th century Venetian Gothic and the finest example of a covered single platform type station in Australia and the most elaborately detailed stations, of its period.

In short, there can be few complexes in NSW which contain so many complex heritage items which are so well known to NSW residents.

There is no way that the proposal as it is will not adversely impact on this heritage significance. In particular:

- The Mortuary Station is cut off from any railway line which removes that aspect of its use and history, and it is totally diminished and overshadowed by the tall building proposed nearby. It looks isolated and meaningless in the proposed design.
- The size and scale of the nearby buildings reduces the terminus and clocktower's impact on the environment and the complex's role as a major railway terminus.

- Covering over the railway lines ruins the traveller's experience of entering the terminus via train. It should be covered by a glass roof. There are plenty of examples of this in other countries with stations of a similar age.

IMPACT ON THE SITE AND ITS USERS

The proposed development creates a wall of unprecedentedly high buildings in a row which instead of uniting the station area to the surrounding areas, creates a barrier which resembles the Wall in Game of Thrones in height and impact.

Additionally it seems that no thought has been given to the project's potential for making train travel more attractive and enjoyable, to increase public transport use and attract people to the station who will use the multiple shops and eating places. For example the NSW Government has said it will be implementing fast train travel between Sydney, the Central Coast and Newcastle, and is investigating a wider regional fast rail network.

The design shows little concept of urban amenity. This is vital if it is to be a link between the different adjacent parts of the city rather than a barrier.

Submission ID: 331306

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: Josee

Last name: Vesely-Manning

Suburb and postcode: 2049

Please provide your view on the project: I object to it

Submission:

Not valuing the heritage of the train station. Building ugly high rise buildings which will just create an ugly wind trap. Absolute greed and no value for basic civic good. Stop ruining and selling off Sydney. Have a look at the monstrosity of Darling Harbour and Pyrmont to see how high density buildings end up working.

Submission ID: 331321

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: John

Last name: Vine

Suburb and postcode: Chatswood

Please provide your view on the project: I object to it

Submission:

Mr Perrotet, you and your government are nothing but lackeys for the developers.

You do everything for them.

I thought this was a democracy not a developcracy.

Why are you destroying the history of our great city.

All i see is our great old buildings being torn down to be replaced by disgusting buildings that will not last 50 years, unlike these old buildings that have stood the test of time.

Thankfully there is a election coming soon and i will not be voting for your party.

Submission ID: 331326

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: Jocelyn

Last name: Maughan

Suburb and postcode: 2256

Please provide your view on the project: I object to it

Submission:

To whom it may concern

Please save preserve the iconic buildings and clock tower that have been a significant structure known as Central Station Sydney

Too often the past is destroyed to make way for the new.

We have lost so much of early Sydney in the search for modernism

Please don't lose any more of our valued heritage or encase it in a superficial coverlet where it can no longer be seen or appreciated

Submission ID: 331331

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: David

Last name: Ferris

Suburb and postcode: 2010

Please provide your view on the project: I support it

Submission:

I hope within the redevelopment that some of the mature trees on the green island can be incorporated into the design.

Submission ID: 331356

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: Gilbert

Last name: Whitton

Suburb and postcode: Lilyfield 2040

Please provide your view on the project: I am just providing comments

Submission:

Any redevelopment of the Central Precinct should respect the history of the area, indigenous and colonial, and retain the heritage value. The main building and clock tower should continue stand out, without new buildings getting in the way of the views we have of them now. The heritage value of the mortuary station should also be maintained. Better public spaces should be created and there should be no negative impact on public transport in and around the area. At the moment the proposed density of the new buildings is too high. Any development should occur in consultation with the Aboriginal community, for whom Redfern and the Central Precinct is so special. I am not Aboriginal, but I understand that Aboriginal people have been coming to and meeting in that part of Sydney for centuries, if not millennia.

Submission ID: 331376

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: Marie-Claire

Last name: McLaughlin

Suburb and postcode: 2037

Please provide your view on the project: I object to it

Submission:

I am not supporting this on heritage grounds. I have major concerns about the heritage impact this will have. I strongly oppose it.

Submission ID: 331426

Submitted at: 01 October 2022

Submission type: I am making a personal submission

First name: Toni

Last name: Devine

Suburb and postcode: Kinnagoe Bay, Carndonagh , Co. Donegal, Ireland

Please provide your view on the project: I object to it

Submission:

I love to visit Sydney as a holiday destination.

The prominence and respect paid by Sydneysiders to their historical and heritage sites has always been a delight and example to other world class tourist and heritage cities.

When our local campaign to restore train transport here got started architects and heritage specialists gave examples which might inspire. Sydney Central Train Station was cited.

When promoting a city transport concept it doesn't seem wise to knock off the head.

St Pancras London has proved its worth in the regeneration of the area. It's beautiful. Sydney Central has its story to tell too.

Submission ID: 331431

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: David

Last name: Simpson

Suburb and postcode: Moville, Donegal Ireland F93P8K7

Please provide your view on the project: I object to it

Submission:

I have visited Sydney several times and respect how the city has kept and maintained its heritage buildings. With Australia being such a vast continent, transport has been a central and fundamental part of your history. As an international visitor, who has travelled widely I am dismayed to see these proposed plans. You only have just over two hundred years of your history in the country. Why would you make such drastic changes to one of the key features of the city. Central station needs to be preserved in its own right, but also as the hub for so much of the travel to and from Sydney. I hope you will reconsider.

Submission ID: 331436

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: S

Last name: Goddard

Suburb and postcode: Newtown 2042

Please provide your view on the project: I object to it

Submission:

I oppose this development.

The bulk and scale of the development overwhelms the significant Sydney sandstone Victorian buildings on this site.

I agree with Prof Elizabeth Mossop. The development is obviously driven by real estate, economic thinking, rather than city-making thinking.

Submission ID: 331461

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: David

Last name: McBeath

Suburb and postcode: 2193

Please provide your view on the project: I object to it

Submission:

There is a really dangerous precedence in construction over Central Station as it is a non returnable action if a gross failure for Sydney. The heritage values will be further eroded as has already occurred with other recent proposals in the precinct. There has not been enough information to the community about the loss of air space over such large areas. This proposal should be withdrawn.

Submission ID: 331466

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: elizabeth

Last name: vesely

Suburb and postcode: 2780

Please provide your view on the project: I object to it

Submission:

This present government is destroying our heritage by selling our public land to private developers to build shabby sub standard apartments. Stop this madness.

Submission ID: 331506

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Andrew

Last name: Hosking

Suburb and postcode: 2650

Please provide your view on the project: I am just providing comments

Submission:

In my opinion the scheme lacks connectivity and diversity. The nearby streets will become deserted traffic sewers, without good pedestrian connections between the footpaths and the new elevated plaza. Successful communities need a diverse range of housing types, businesses and recreational facilities that cater for a wide variety of socio economic groups.

Submission ID: 331526

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Luke

Last name: Henderson

Suburb and postcode: 2011

Please provide your view on the project: I support it

Submission:

I applaud the work the relevant bodies have undertaken for this transformational project. I attended the rezoning webinar and information night and was excited to hear about the design features and aspirations of the development. This is exactly the type of development that the inner city community has advocated for many years. The over station development will connect inner suburbs, provide vital pedestrian links, encourage vital commercial development and deliver significant public space.

My support is conditional on the development insuring future capability for high-speed rail so I was pleased to hear during the webinar that this capability will be retained. I will be watching developments closely to ensure those promises are met.

During the webinar I enquired developing land south of the mortuary gardens area through to Cleveland Street with a decking to provide Space for Parkland connected to the existing Prince Alfred Park. While technically difficult I hope that this is something that is considered in the future. The inner city has a significant shortage of open space this would be so beneficial. It would also meaningfully connect Chippendale, Redfern and Surry Hills in a way that is not possible currently.

While a mixed residential/ commercial project, I have no objections to the development being largely commercial. What many observers failed to appreciate in my view is that the CBD needs more office space compared with additional housing. However considering we are talking about public land I believe the department can be more generous with the number of social and affordable housing as part of the plan 850 apartments.

Finally, with NSW struggling to find a location for a new lyric sized theatre, I would encourage that this development be considered as a site for a future lyric theatre or other cultural space. It would be a terrible missed opportunity to have that excluded from plan. I have also long thought a hypothetical decking similar to this proposal between Cleveland st to the north and Lawson st to the south would be a fantastic place for a dedicated indigenous cultural centre as well as an area for broadening the envelope of the congested but important Redfern station.

Thank you for the work done on this proposal. I have reviewed all collateral. I look forward to hopefully walking through Central square not too far into the future.

Submission ID: 331536

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Howard

Last name: Tanner AM FRAIA

Suburb and postcode: Queens Park 2022

Please provide your view on the project: I object to it

Submission:

Please see the attached document.

Howard Tanner

AM LFRAIA
Architect

RENEWING CENTRAL RAILWAY

Response to the NSW State Government Proposal

This proposal appears to be extremely short-sighted and offers no significant vision for the upgrading of the Central Railway Precinct.

A Key Transport and Infrastructure Hub

- Major rail stations need to be well-lit and well-ventilated, especially with a public requirement for clean air and the station's ongoing use of diesel locomotives.
- Here is an opportunity to realise the original concept of an impressive lofty light-filled well-ventilated station; consider Melbourne's approach to such a design issue: the remarkable Southern Cross Station.
- The proposals reveal no outstanding design feature that would bring a world-class dimension to the precinct. Again, consider the Southern Cross Station or the new extension of the Art Gallery of NSW.
- Building over the country train service tracks will completely inhibit their future flexibility. Metropolitan and regional needs for rail transport are recognised as increasing, especially a fast train service: Newcastle to Central Station, Central Station to Canberra. This part of the Permanent Way must remain open and thus flexible to changing needs.

A Bulk of Office Buildings

- The views presented show a group of bulky office buildings of no especial merit, and with no clear sense of public amenity within the new office precinct. The only park areas proposed appear to be a sop to the heritage-listed Central Station group
- The changing role of the office, especially in the Sydney CBD, is becoming increasingly clear. New work patterns have many working from home, typically reducing commuting patterns. Many also now work from bases outside the Sydney CBD.
- Thus, the need for more and more new office space in the Sydney CBD is questionable.

What the Experts Say

- The plan appears driven by real estate rather than city-making thinking, [there needs to be] more focus on housing, connectivity, and future-proofing
- The Government needs to create a really generous public realm
- The first focus must be on public and green spaces, the public domain

Guardian Australia 28.08.2022

Howard Tanner AM FRAIA is a Sydney architect, His appointments have included: Chairman, Heritage Council of NSW; National President, Australian Institute of Architects; Chair, Australian Architecture Awards, Principal, Tanner Kibble Denton Architects

Submission ID: 331541

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Michael

Last name: White

Suburb and postcode: Springwood

Please provide your view on the project: I object to it

Submission:

Over Development of an historic precinct and not taking into account the historic architectural significance of the buildings that are part of Central. Buildings that exceed the current height will have a shadowing effect on the green space(Park@Central)

Submission ID: 331546

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: V

Last name: N

Suburb and postcode: 2112

Please provide your view on the project: I object to it

Submission:

The Central station should be left as it is, because I'd this development proceeds, it'll be even more complicated for coaches and buses to pick up passengers and also it will blow taxpayer money.

Submission ID: 331556

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Rose

Last name: Overberg

Suburb and postcode: Wangaratta Victoria 3677

Please provide your view on the project: I object to it

Submission:

As a former resident of NSW, and a regular visitor to this area and the Central Station area, I object to the scale of the proposed concept and would like to see the development scaled down to not be higher than the Central Station clock tower. My objection is mainly based on heritage and amenity impacts, as summarised below:

1. The proposed masterplan development would have a cumulative major and detrimental impact to the significant cultural landscape of the Central Station Precinct. The proposed works would cause major physical impacts to significant

fabric and spaces, major physical and visual impacts to the understanding of the station as a historically and continually operating open-air station (for over 150 years).

2. The proposal will have significant impacts to the setting and views and vistas to Mortuary Station, disrupting the historic visual and physical connection of Mortuary Station with the rest of the Central Station Precinct.

3. I disagree with the argument that there is no significant impact on the potential archaeological resource. The potential for exceptional archeological deposit, and the degree of disturbance proposed, indicates that this should be assessed as a significant impact.

I support the increased open and green spaces proposed.

Submission ID: 331581

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Eloise

Last name: Rapp

Suburb and postcode: Ashfield

Please provide your view on the project: I object to it

Submission:

This is pure gentrification and sanitation of a heritage area. It will become another playground for the wealthy, not a welcoming space for the public. There is no consideration as to how this will impact the unhoused of our community. Their shelter should be paramount.

Submission ID: 331591

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Gretta

Last name: Logue

Suburb and postcode: 2037

Please provide your view on the project: I object to it

Submission:

Refer to attachment.

Central Station Rezoning Proposal

2 October 2022

To whom it may concern,

I write this submission as the former Central Station heritage advisor and Sydney Trains Heritage Specialist, a position I held for nearly a decade. I also write as a citizen of Sydney, a patron of public transport and a heritage professional of 20 years.

I believe Central Station can be renewed, activated and energised without over-development, however what is proposed presents an extremely high risk to Central Station's heritage.

The scale of high tower development in proximity to low scale heritage buildings would create a regrettable urban intervention that does not align with heritage regeneration principals, nor would the proposal stand up to international peer review.

I strongly object to the Central Station Rezoning proposal on the following heritage grounds.

- Central Station is of **state heritage** significance, listed on the State Heritage Register (SHR) with **national heritage values**, as outlined in the rezoning proposal pack Conservation Management Plan (CMP, Artefact 2022). Long standing CMP policies state that Masterplan options should **give preference to those with minimal heritage impact** on areas, items or archaeology of exceptional or high heritage significance. However, this has not been implemented by the proposal. Instead, most aspects of the project present major unacceptable heritage impacts. This level of damage at Central is not supported.
- There is a **serious disconnect** in the proposal between SHR values, Burra Charter principles, and CMP policies on one hand (which advocate for conservation and sympathetic changes), and the proposed high tower commercial centre on the other hand (which would require major interventions to highly sensitive heritage zones at Central Station).
- For example, zones across the precinct that are Exceptionally significant and 'core' to Central's SHR listing include the Sydney Terminal Precinct (CMP Precinct 3). This zone includes the terminal building, tram ramps, western forecourt, gardens, retaining walls, parcels post, inward parcels, country platforms, and the land, setting and views right back to Devonshire Street Tunnel. Proper heritage management of such a significant place would not permit high towers or major unsympathetic interventions **north of Devonshire Street Tunnel**.
- The highly sensitive nature of this 'core' heritage zone means it has a very low tolerance to change. This means for heritage values to be maintained the whole of Precinct 3 **must avoid major unsympathetic interventions**. The zone must be cared for to the highest degree, and preserved along with its setting, and only **heritage-led regeneration**, sympathetic activation, careful changes and conservation works permitted here.
- Regardless of this heritage context, the rezoning proposal seeks to demolish the **western forecourt** and gardens for a new at-grade plaza connecting Railway Square. This would remove the original 1906 forecourt design features, fabric and formal entry to the station. It would also remove highly significant colonial archaeology which has been ear-marked in the Archaeological Site Plan (Artefact 2022) for *in-situ conservation*.
- The proposal has not been informed by the *limits of change* Central Station can bear and still retain its heritage listed status. The extreme nature of the proposal would remove state heritage values and require **de-listing** large swathes of the precinct from the SHR.

- The disconnect continues when the proposal seeks to celebrate the **clocktower** as a key visual feature of renewal and rezoning, yet the clocktower is dwarfed by new commercial and residential towers and hidden from views across the precinct. The clocktower is a Sydney landmark viewed from street and platforms as an elevated, elegant tall feature. Yes 'new views' of the clocktower, e.g., from the proposed elevated deck, presents the historic landmark in a squat truncated form. This is not supported.
- The challenge of Central Station has always been the **level changes across the precinct**. It was designed as an elevated station built in the early years of federation. Central Station became a symbol of national confidence with a major railway terminus to rival those in England. Central was designed to specifically separate the front of house experience of customers (entry ramps, forecourts, main concourse and platforms) from the back of house functions on the lower levels (baggage, parcels, deliveries etc). Central Station historically used gentle ramps as a design feature across the precinct for pedestrians, vehicles, trams and trains.
- The rezoning proposal seeks to resolve level changes by making a **new at-grade western entrance** to the station at Ambulance Avenue via major interventions to the station building. The proposal also introduces a **new upper deck level** along with stairs from the new deck down to the main concourse, and again stairs from the Central's front door down into the new plaza at Railway Square. This does not resolve issues around level changes, equitable access and intuitive wayfinding for transport customers. Further, the recent Metro work has resolved much of the station's vertical transportation and east west pedestrian flows issues. I do not support unsympathetic interventions to the station building, a new upper deck or demolition of the western forecourt.
- The entire Central Station precinct is of state significant and SHL listed, however the proposal does not respond to heritage values on a precinct-wide basis. Rather, individual heritage items are discussed like standalone heritage items and detrimental impacts arising from the proposal are justified in isolation. Central Station cannot withstand any further heritage impacts knowing what has been lost since its initial SHR listing, what was lost during Metro works, what is currently being removed (inwards parcels building, Ambulance Ave) and what is earmarked for further loss at the Western Gateway precinct (i.e., intrusive Atlassian tower and adjacent Toga towers over the historic Parcels Post etc). The **cumulative heritage impact** presented by the proposal should inform substantial de-scoping and proposal revisions.
- In addition to the above the following proposal aspects are of significant heritage concern:
 - **Country Platforms** - decking over the open-air original country platforms. This is the essence of intercity, interstate and regional rail travel from and to Central Station. Encapsulating the finger platforms would dramatically change the ambience of this quintessentially Australian railway station. Connection with the outdoors is critical to maintain. It is also the place where ceremonial and significant railways journeys start and finish, including heritage steam trains. Even if steam trains could continue after the installation of a deck over the country platforms, the experience for visitors and tourists would never be the same again. This is deeply regrettable, and I do not support it.
 - **Mortuary Station** - construction of high towers adjacent to Mortuary Station would significantly impact the place's already pressurised setting. Further, pedestrianisation and greening Mortuary Station track zone undermines its industrial heritage significance. Steam and diesel trains must continue to access Mortuary Station and the track certified and maintained. The place is significant because *it is a railway*

station and therefore must be allowed to continue operating as such, even if new sympathetic recreational uses are added.

- **Darling Harbour Cut and Overbridge** – the proposal seeks to have a major direct impact on these items, some of the earliest railway infrastructure on site. They must be retained and their fabric, form and setting respected. They, along with Mortuary Station, have very high adaptive reuse qualities so again this disconnect in the proposal is expressed by the desire for a heritage outcome yet progressing proposals that will be detrimentally impact on heritage.

In summary, the proposed rezoning and masterplan would have unjustified adverse physical and visual heritage impacts to Central Station, as well as major cumulative impacts. This assessment is supported by the proposal's own heritage study (Artefact 2022).

For the above reasons **I do not support** the Central Station Rezoning and Masterplan Proposal.

I recommend de-scoping from the proposal the following major items – (1) deck over the country platforms, (2) tower development north of Devonshire Street Tunnel and (3) the western forecourt plaza.

I also request the remaining proposal aspects are revised and informed by long standing and well documented heritage values.

An independent design and heritage peer review of the proposal is also recommended.

Yours sincerely

Gretta Logue

Submission ID: 331596

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Stuart

Last name: Sharp

Suburb and postcode: Earlwood

Please provide your view on the project: I object to it

Submission:

The proposal has the most devastating impact on the heritage values of the station. It is unbelievable that such destruction and denial of the history and heritage of the place has been put forward under the name of the State Government.

The State general elections are to be held in March 2023. The Government will make this an election issue if it proceeds according to the present documents. Please show some wisdom and leave the Central station precinct intact so that future generations may enjoy what our forebears provided as a project to join residents of Sydney and those in rural New South Wales.

Retired Heritage Officer, State Rail Authority

Submission ID: 331601

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: Ray

Last name: Davis

Suburb and postcode: 2000

Please provide your view on the project: I object to it

Submission:

This proposal is absolutely hideous .

The heritage of the beautiful station will be lost forever. The platforms will become a dark dinghy place with no soul.

You should be ashamed of yourself for even proposing such a shocking thing.

Submission ID: 331626

Submitted at: 02 October 2022

Submission type: I am making a personal submission

First name: David

Last name: Pocklington

Suburb and postcode: Chippendale 2008

Please provide your view on the project: I object to it

Submission:

Overall, I support the general concept.

High standards of design excellence are vital. (as per City-of-Sydney)

I particularly agree with the 'opening up' of Mortuary Station and of the connection under Railway Square to the Goods Line.

I suggest that attention needs to be given to the interface between the existing Good Line and the tunnel entrance under TAFE building. Is presently most unattractive and clumsy. (Even 'though it is not directly within the project boundaries.)

But, I submit that the height and bulk of the buildings to the Mortuary Station end of the site are too great. They do NOT provide an appropriate transition to the lower heights adjoining in Chippendale. That site (Regent St sidings) does NOT present the same engineering challenges as building over the rail lines. So, there is no justification for such height and bulk to obtain sufficient return on investment. The present proposed height and bulk is pure greed on the part of developers.

I am particularly concerned about shadowing on apartment buildings in Regent Street. Including my own at [REDACTED]). The critical time is winter when the sun rises well to the north-east. We presently receive a short time of morning sunlight in winter - before sun rises sufficiently to place the Regent Street facades/windows into shadow. Clearly, having some winter sun is more critical than other times of the year - due to the prevailing low temperatures then. It appears that the buildings proposed for the 'Regent Sidings' (present bus layover) site will completely obstruct winter sunlight from our apartments. This is totally unacceptable.

I am also most concerned regarding the amount of shadowing which will be incurred onto the Mortuary Station precinct. This, combined with normal wind flows, will make that area most unpleasant during the colder months of the year.

At presentations, I heard a question asked regarding intra/interstate coaches. These provide a valid alternative to some travellers. The answer given was extremely vague! Other capital cities in Australia provide a much higher standard of terminus for such services. Often integrated with the main rail terminal. Sydney's present arrangements are a disgrace & embarrassment. What is being provided? (An alternative would be to develop a specifically-designed coach terminal integrated with a suburban location (such as Granville or Parramatta Rail Stations). Have seen such overseas.

At peak hour particularly, pedestrian volume around Railway Square and at the Broadway/Harris/Regent intersection is extremely high, even dangerous. (Further on, there are large pedestrian generators like UTS, IGS, Broadway S.C., UNDA, USyd, etc.) Consideration should be given an alternate route (particularly to USyd & UNDA) by means of a foot-cycle bridge from the new precinct/Pr. Alfred Park over Regent St into Meagher St., Chippendale. This would make the relatively quiet streets of Chippendale (Meagher & Myrtle) an alternative pedestrian route. Pedestrian lights or an underpass would be needed at Myrtle St/City Rd. An overhead easement above part of the existing service station site should be reserved now for such future development.

Submission ID: 331661

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Michael

Last name: Mobbs

Suburb and postcode: Chippendale

Please provide your view on the project: I object to it

Submission:

Submission on Rezoning Proposal for Central SSP, refer to attachment.

Submission on Rezoning Proposal for Central SSP

By
Michael Mobbs



Monday 3 October 2022

<https://www.planningportal.nsw.gov.au/central-ssp>

1. Introduction
2. Climate change
3. Failure to refer to UN and IPCC reports of 5 April 2022
4. Legitimate expectations for a project on public land
5. Beneficial impact of public participation – Central Park
6. Potential breaches of Engineers Australia Code of Ethics
7. Recommendations

Reflections and end notes about *Albert Speer and his battle with truth* by Gitta Sereny, and the balance between public domain and private interests.

“He stood and looked at the model for a long moment. Then he said, ‘You’ve all gone completely insane’, and walked out.”

Albert Speer – his battle with truth, Gitta Sereny p158

According to [NSW government data estimates](#), the climate pollution in 2019 from the local government area of Sydney City Council, within which the project is located, was 983,649 tonnes a year.

“The great public project is distinguished by its generosity, its taking on of a civic role largely independent of its host building or room.”

Public Sydney by Philip Thallis, Peter John Cantrill, 2013 p17

1 Introduction

In her biography, *Albert Speer - his battle with Truth*, Gitta Sereny recounts a story Speer told her about Hitler's plans for rebuilding some of the city of Berlin in Germany. Grand public buildings and spaces and wide avenues were planned.

A model was made for Hitler and others to consider the look, scale and size of the plans.

For the opening display of the model Speer invited his father.

"And Speer's architect father, by then seventy-five years old and retired, was even more disapproving [than another architect, Tessenow] when Speer took him to see the model of Berlin. . . .

. . . He stood and looked at the model for a long moment. Then he said, 'You've all gone completely insane', and walked out."

Sereny writes that Speer said, "At that time I was so blinded, I just attributed his reaction to the generation gap. As far as I was concerned I was following my brief, which was to interpret the political spirit of the time. . . .". P 158

The key difference between city plans anywhere on Earth today, September, 2022 and those plans for Berlin in 1938 is an existential difference. Earth's climate is collapsing significantly due to pollution by humans from their developments.

https://www.theguardian.com/environment/2022/sep/08/world-on-brink-five-climate-tipping-points-study-finds

Climate crisis

World on brink of five 'disastrous' climate tipping points, study finds

Giant ice sheets, ocean currents and permafrost regions may already have passed point of irreversible change

Damian Carrington
Environment editor
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Thu 8 Sep 2022 19:00 BST



The collapse of the Greenland ice cap is one of the tipping points that may already have been passed. Photograph: Ulrik Pedersen/Getty Images

The climate crisis has driven the world to the brink of multiple "disastrous" tipping points, according to a major study.

• **Climate news, Friday 9 September 2022 -typical of news and science ignored in the project documentation**

Five months ago, on 5 April 2022, the United Nations and the Intergovernmental Panel on Climate Change (IPCC) said that if we humans are to prevent out of control climate collapse then the timetable is:

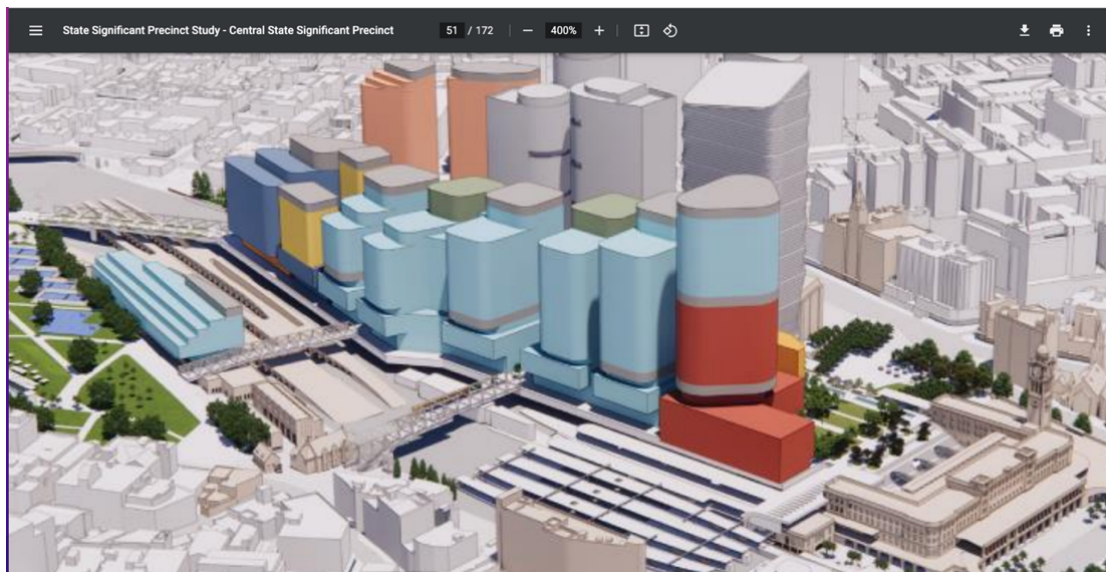
“greenhouse gas emissions to peak before 2025 at the latest, and be reduced by 43 per cent by 2030”

Project documents do not mention the UN April 2022 reports or their scientific message that climate pollution must peak before 2025.

The project documents don't quantify the significant new climate pollution to be caused by the project which is anticipated to take 20 years to build.

A design difference between the project today and the 1938 one is that today's plans diminish existing public space and remove sunlight from much of it.

Inside Central Station the view of the sky will be lost from the Grand Concourse and 14 station platforms. The project will build a platform over 14 of the 25 public train platforms which are presently sunlit and open to air. They and the public there will be permanently shaded by new private buildings and a deck above the platforms and from the Concourse several hundred metres to the south west. Construction of lightwells to keep light and air to the buried platforms and Concourse is unlikely or infeasible.



- ***The open, sunlit public land and 14 platforms will be built over for about 16 private buildings, turning the platforms into tunnels***

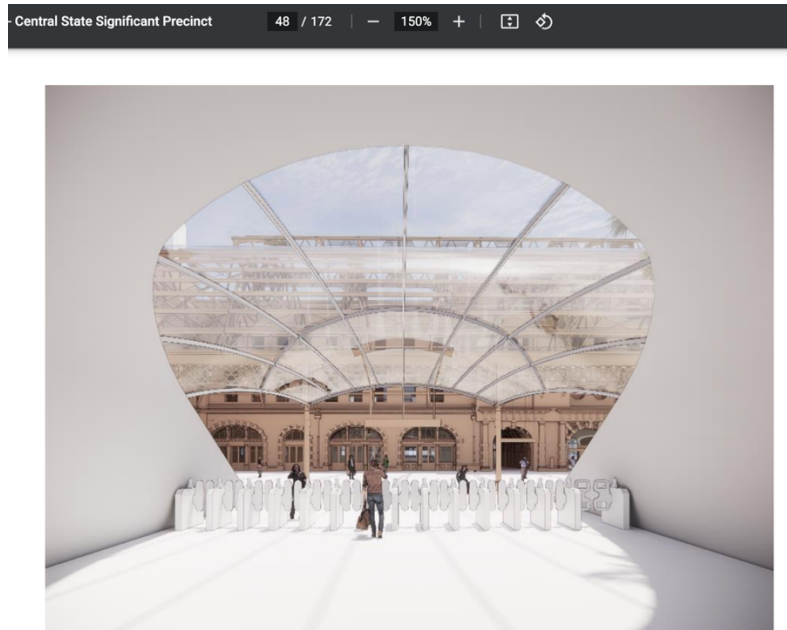


Figure 20: Indicative image of threshold from platforms to Grand Concourse

- *This image of looking into the Grand Concourse from a tunnel prompts the question; what is the view to the rear, looking back into the tunnel?*



- *This existing view from the Grand Concourse down the platforms enjoys open air and sunlight
A deck or platform and buildings above will terminate that view and sunlight*



• ***Open sky and air presently dominates the 14 platforms***

The political spirit today in the proposal for grand buildings resembles the 1938 spirit for its grandiosity with a key difference; private not public buildings are proposed on public land. Significantly, public use, natural light and space is to be reduced or terminated for 14 rail platforms. The 14 platforms may legitimately be counted as valuable public space and presently afford waiting and alighting passengers an inviting and civilized experience.

The public estate is being sold and ownership is being privatised by sale or lease – the tenure details are not given in the project documents and nothing is said of the sale prices or process. The public costs and benefits of tenure and finance are not in the documents.

Fortunately, today's political spirit is for the moment a more liberal one than in Germany in 1938 and opinions may be freely exchanged and critical views expressed.

2 Climate change

None of the science and solutions in the United Nations [report](#) of 5 April 2022, and the Intergovernmental Panel on Climate Change (IPCC) [report](#) are referred to in the three key documents - the Planning Report, Explanation of intended effects, Design Guide.

Nor are the UN and IPCC reports referred to in technical documents about sustainability: Environmental Sustainability Study, Green Infrastructure Report, Water Quality, flooding and stormwater reports (2021 and 2022).

The [Planning Report](#) document, also called, *State Significant Precinct Study*, says the project will achieve ‘net zero emissions by 2050’ but does not say how or when emissions will reduce:

“In accordance with the NSW Government’s aspirations and the directions, the proposal seeks to create a low carbon precinct that achieves net zero emissions by 2050.”

At p 48

The U.N.’s April 2022 report said:

***“In the scenarios we assessed, limiting warming to around 1.5°C (2.7°F) requires global greenhouse gas emissions to peak before 2025 at the latest, and be reduced by 43 per cent by 2030; at the same time, methane would also need to be reduced by about a third. Even if we do this, it is almost inevitable that we will temporarily exceed this temperature threshold but could return to C below it by the end of the century.*”**

“It’s now or never, if we want to limit global warming to 1.5°C (2.7°F)...Without immediate and deep emissions reductions across all sectors, it will be impossible.”

According to [NSW government data estimates](#), the climate pollution in 2019 from the local government area of Sydney City Council, within which the project is located, is 983,649 tonnes a year. The estimates are low as they do not include data of the climate and other (water, soil, air) pollution from waste and waste water.

It was estimated in 2007 that the Central Park project’s six high rise buildings would add 0.46% greenhouse climate pollution to the City of Sydney local government area (report by Day accepted by Land and Environment Court – see [Drake Brockman](#) case, below). Using those calculations and with some 15 buildings plus a several hectare deck to support them it may be estimated that the project construction will add around 3 to 5 % climate greenhouse pollution to the local government area.

The *Environmental Sustainability, Climate Change and Waste Management Study* does not quantify climate pollution or avoidance in the construction of the infrastructure and buildings.

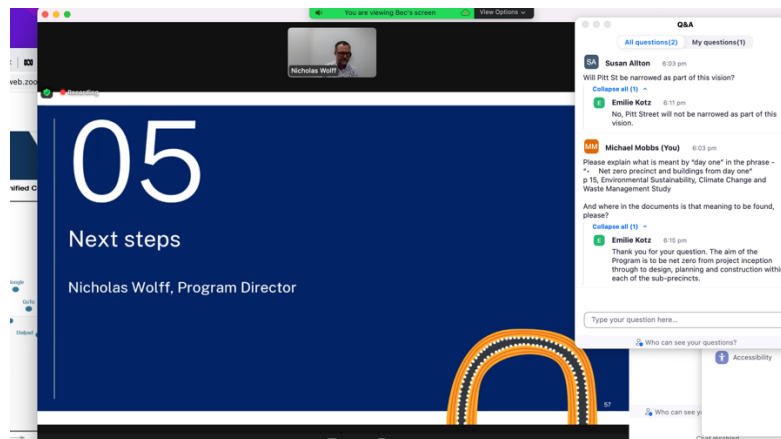
The construction timeline suggests several years up to around a decade of construction is planned to set up the infrastructure before buildings can be built (see, Indicative staging strategy, p152 of the *Urban Design Framework*).

It’s hard for me to read documents about the environment where climate pollution from several years – about ten years - of construction of the new infrastructure and deck above the platforms through to the 2030s is not

quantified, nor is the construction climate pollution quantified that then will follow that foundation work.

The proponent informed an online meeting of the timetable on Wednesday 7 September 2022 with words to the effect,

“upgrading the transport and other infrastructure and building the deck would be completed by the early 2030s” (at about 640 pm – note screenshot below, and [recording here](#))



Quantification of climate pollution and avoidance may happen from the method of construction of the buildings and when they are operational but the documents are unclear as this extract from the public online meeting shows – see Endnote 2:

“• Net zero precinct and buildings from day one“

p 15, *Environmental Sustainability, Climate Change and Waste Management Study*

“Day one” is not defined to the best of my knowledge in the documents, nor is “Net zero” climate pollution.

In the public online meeting ‘carbon offsets’ were referred to by Nicholas Woolf, Project Manager, as one way climate pollution would be managed; I can find no explanation of this in the documents. Carbon pollution offsets are widely regarded as open to fraud, ineffective and the Australian [government this year began reviewing](#) them to discover a solution.

There is no quantification of existing climate pollution at Central. Without such basic baseline data its difficult to take the documents seriously, including claims for it to be a “net zero” project.

In the *Rocky Hill Case* (referred to below) the court held it was irrelevant that the project contributed a small fraction of the global total of GHG emissions and that observation is relevant to the proposed project at Central.

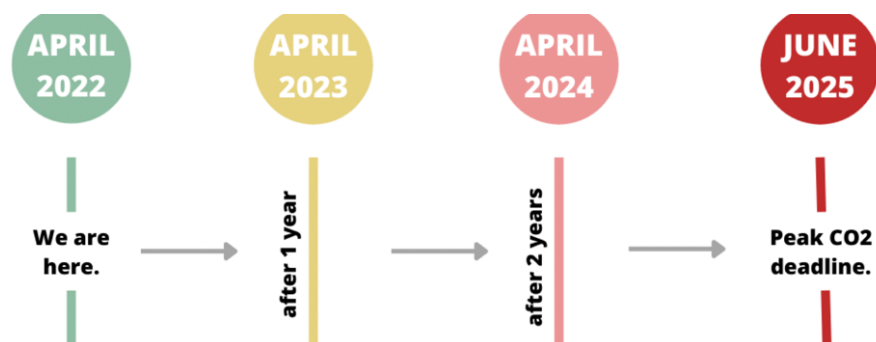
Some leading court decisions about climate change pollution and how to deal with it under the NSW planning legislation apply to the proposal. It seems to me the process thus far may breach the planning legislation and the potential exists for litigation similar to that which occurred over the Central Park state development (I was involved in constructing that litigation; see below, **5**

Beneficial impact of public participation – Central Park).

In the *Rocky Hill* decision of the Land and Environment Court, [Gloucester Resources Limited v Minister for Planning \[2019\] NSWLEC 7](#), the Court indicated that the following factors must be considered when applying the precautionary principle and assessing the impact of climate pollution:

- Greenhouse gas (GHG) emissions from the development;
- the likely contribution of GHG emissions to climate change;
- the consequences of this contribution to climate change; and
- other impacts of the development.

The Court also held that it was irrelevant that the Project contributed a small fraction of the global total of GHG emissions.



there is less time than we think to stop climate change.

The graphic above is one I made in April to sum up the little time left for we humans to save ourselves and our collapsing climate.

IN ITS APRIL 2022 REPORT THE UN SAYS WE HUMANS HAVE 30 MONTHS LEFT TO CUT THE POLLUTION – UNTIL 2025 – WHEN THE IPCC EXPECTS WE WILL LOSE THE SLIGHT REMAINING POTENTIAL TO PREVENT CASCADING, OUT OF CONTROL, CLIMATE COLLAPSE.

As the climate impacts have not been referred to or quantified, the project may breach the precautionary principle in the *Environmental Planning and Assessment Act, 1978* and render the project subject to legal challenge. The Act does not restrict assessments to land use aspects such as zoning, building

height, floor space ratios, and heritage. The Act obliges environmental assessments and the application of the precautionary principle for all aspects of all projects whether for a single site or for precincts.

The principles and the trigger by which project proponents are to apply the precautionary principle are set out in the 2005 court decision of *Telstra v Hornsby*. Some extracts from the case illustrate how, in my view, the precautionary principle has not been applied for the project and there appears to be a possible breach of planning legislation:

“Conditions precedent or thresholds to application of the precautionary principle

128 The application of the precautionary principle and the concomitant need to take precautionary measures is triggered by the satisfaction of two conditions precedent or thresholds: a threat of serious or irreversible environmental damage and scientific uncertainty as to the environmental damage. These conditions or thresholds are cumulative. Once both of these conditions or thresholds are satisfied, a precautionary measure may be taken to avert the anticipated threat of environmental damage, but it should be proportionate . . .

Threat of serious or irreversible damage

129 Two points need to be noted about the first condition precedent that there be a threat of serious or irreversible environmental damage. First, it is not necessary that serious or irreversible environmental damage has actually occurred – it is the *threat* of such damage that is required. Secondly, the environmental damage threatened must attain the threshold of being *serious or irreversible*.

130 Threats to the environment that should be addressed include direct and indirect threats, secondary and long-term threats and the incremental or cumulative impacts of multiple or repeated actions or decisions. Where threats may interact or be interrelated (for example where action against one threat may exacerbate another threat) they should not be addressed in isolation:

. . .

Scientific uncertainty

140 The second condition precedent required to trigger the application of the precautionary principle and the necessity to take precautionary measures is that there be “a lack of full scientific certainty”. The uncertainty is as to the nature and scope of the threat of environmental damage: *Leach v National Parks and Wildlife Services* (1993) 81 LGERA 270 at 282.

141 Assessing the degree of scientific uncertainty also involves a process of analysis of many factors: see A Deville and R Harding, *Applying the Precautionary Principle*, Federation Press, 1997 at pp. 31-37. The assessment of the degree of uncertainty might include consideration of the following factors:

- (a) the sufficiency of the evidence that there might be serious or irreversible environmental harm caused by the development plan, programme or project;

. . .

Shifting of the burden of proof

150 If each of the two conditions precedent or thresholds are satisfied – that is, there is a threat of serious or irreversible environmental damage and there is the requisite degree of scientific uncertainty – the precautionary principle will be activated. At this point, there is a shifting of an evidentiary burden of proof. A decision-maker must assume that the threat of serious or irreversible environmental damage is no longer uncertain but is a reality. The burden of showing that this threat does not in fact exist or is negligible effectively reverts to the proponent of the economic or other development plan, programme or project.”

In my view there is a reasonable argument that the project poses a threat of serious or irreversible environmental damage, and the burden of showing this threat does not in fact exist or is negligible has reverted to the proponent.

If my view is correct it follows that that burden of proof is not yet discharged. To discharge the duty the proponent would estimate the amount of climate pollution and show how it poses a negligible threat.

An example of how specific design and quantification of risk from climate change is deferred in the documents here are some observations about water:

- In August 2022 science was [reported](#) that a minimum sea level rise of 27 cm is guaranteed for Earth’s oceans this century no matter what climate adaption or climate pollution reduction measures are implemented.

- The **Urban Design Framework** document says (p181):

“Arcadis have prepared the *Central Precinct Renewal Water Quality, Flooding and Stormwater Baseline Report (2021)* and *Central Precinct Renewal Water Quality, Flooding and Stormwater Report (2022)* to identify the key issues and recommended strategies for the approach to storm water management and flood risk.”

The key issues quoted on the page (181) do not refer to climate change and the impacts it is having and will have on existing drainage and sewage systems although there are 57 references to “climate change’ in the Arcadis June 2022 report (which does not mention the UN, IPCC reports of 5 April 2022). The Urban Design Framework document highlights the Arcadis description of the existing storm water and sewage systems thus:

“... The current drainage system is dated and generally in poor condition. The location of the drainage infrastructure may also constrain future design and construction of built form, utility servicing, drainage network and flood mitigation impacts.”.

- There is no design that complies with Sydney Environmental Plan 2012 Clause 5.21 which requires designs to be made “taking into account projected changes as a result of climate change”. To comply with this clause the changes to be addressed are those quantified in the UN and IPCC reports of 5 April 2022.

- There is a recommendation in the Arcadis report to carry out such design at some unspecified time in the future (Recommendation 7.2.1, p 70).

True, we are asked to comment on a zoning proposal before specific designs are made to implement it. It's to be expected some design specifics will be provided later including for water.

But as there's no quantification of existing and anticipated climate pollution from the project and the impact of cascading climate change the water studies don't address current climate risks.

I've seen sewage and storm water lids in the Broadway road pavement above the intersection of Broadway and Wattle street pop and discharge raw sewage during storms and harbour water level surges.

In the torrential rains of 2022 I've seen small flooding creeks form in Buckland Street, Chippendale along the line of the former creek that ran down Buckland street and is now submerged by development (though still flowing underground).

Interestingly, none of the torrential rain this year has left my Chippendale house and I estimate over 60,000 litres of rain that's overflowed the rain tank has been absorbed on site with a low cost, ancient design called a [leaky well](#). Similar simple, cost effective designs could keep all rainwater on the site and contribute to cooling the area and reducing the urban heat effect there.

The conclusion is irresistible that the project proponents don't take climate change seriously and have closed their eyes to how addressing it may affect the project and how the project may need to be amended to meet the science behind the UN and IPCC reports. The proposal has significant flaws because it assumes without a scientific basis that a business as usual approach may be taken and it displays:

- an intention not to quantify climate pollution to be caused by building the site infrastructure
- no measurable goal or limit to climate pollution
- no explanation of what is meant by 'net zero' and how its to be achieved.

Given the U.N. advice five months ago, it's foolish to plan to build 14 or so high rise buildings on this key central transport hub without first quantifying the climate pollution of the project and the risks and impacts of increasingly rapid changes to water, temperatures and climate.

3 Legitimate expectations

There are legitimate expectations for several public interest matters from the project because it is on public land and has been held in public ownership since it was forcibly taken from indigenous people. It's held on trust for the public good. Things we may legitimately expect include:

- Public comment: A reasonable period for comment; at least 40 days not 20
- Financial transparency: An explanation of what financial and planning benefits are won and lost by selling or leasing the land
- Public land use to be maintained and increased: An increase in public accessibility and public land use
- Maintenance of the open view of the sky and air from the grand course and 14 platforms
- A guarantee that any leasing or sale arrangements will prevent loss of public access such as the loss of public which occurred when:
 - the GPO building was sold and, after tiny part of was used as a post office until the private owner changed their mind, all public access rights were extinguished,
 - in the case of the Treasury Building the lease was eventually sold to give the lessee permanent ownership of the land and building.

It's been written of the site that:

“. . . the strategy . . . turning Devonshire street into a miserable pedestrian tunnel . . .

. . . Central Station continues to demonstrate the challenges of inserting major infrastructure into the city's layout. A magnificent work of architecture, it is also a blockage, a marooned pathological urban artefact. To fix problems of such scale, interventions of similar scope are needed. Central awaits such an integrative urban project.” P162

Public Sydney – Drawing the city by Philip Thalys, Peter John Cantrill 2013

To sell or lease it to private interests is for the public to lose it, perhaps for ever to private control. The public benefits obtained by the sale or lease transaction need to clearly outweigh the loss of the land. Thus there is a legitimate expectation that citizens and bodies such as the local council will be afforded a reasonable period to understand and comment on the proposal and to suggest improvements.

The various codes of ethics of the engineering and design professions differ but in substance are the same, making clear that these professions have duties to the public and the environment, and this is discussed below in relation to potential breaches of the Code of Ethics of Engineers Australia.

4 Beneficial impact of public participation – Central Park,

I was involved in litigation over the Central Park project where a student sued the developer Frasers and the then Minister for Planning because the project had no provision for sustainable use of energy, water or waste. The case is [Drake-Brockman V Minister for Planning and Another](#).

The litigation was withdrawn when the developer agreed to implement 10 of 12 proposals by the litigant to make the project more sustainable. Subsequently, Frasers publicly promoted these aspects of the project.

The point is, public participation and a thorough, robust scrutiny of the project added value to it. The only avoidable cost to the developer of the freely designed and publicly proposed improvements were the entirely avoidable litigation costs it and the community shouldered.

Such participation and publicly proposed design improvements are presently denied this project because of the 20 day display period in which to digest some 6,000 pages of technical material; an impossible task for me as I discovered the project last week.

None of the reports about sustainable issues contain simple, easily implemented, low tech highly sustainable solutions for water, recycled water, energy and food.

Nor are there simple, easy-to-understand measurable goals.

I found such goals helpful when in 1996 for my own project I disconnected my Chippendale house from town water and town sewer and installed solar panels. The goals made it easier to communicate the project to consultants and were:

- No sewage to leave the site
- No stormwater to leave the site
- Self-sufficient for energy using the sun
- Self-sufficient for water using rain water and recycled water
- No toxic materials

The Recommendations propose similar simple and measurable goals to be inserted into the proposed zoning document.

5 Potential breaches of Engineers Australia Code of Ethics

In this final section of my submission let's compare the ethics of Albert Speer and those who wrote the proposal and technical documents.

We can ask much the same question as Gitta Sereny asked about Speer and sought to answer in her book:

Q: "... what I felt neither the Nuremberg trial nor his books had really told us was how a man of such quality could become not immoral, not amoral, but, somehow infinitely worse, morally extinguished."

P 10

The questions prompted by reading this proposal are:

Q How could the proposal documents not refer to the UN and IPCC reports of 5 April 2022 and to some of the almost daily new science showing climate change pollution from human developments is causing a cascade of floods, rising seas, droughts, food shortages, energy and food prices increases?

Q How could the engineers, architects, planners, specialists in sustainability and the many dozens of people involved with the 6,000 pages of consultant reports not have known about the UN and IPCC reports of 5 April 2022? Or, did and do they know but have chosen to remain silent?

Unlike the murder of millions of Jews, which was done in secrecy, today the existential threat of climate pollution is in daily news worldwide.

The new Prime Minister of Australia and government ran a national federal election campaign for the last couple of years about climate change during which lengthy period the proposal and technical documents were being researched and written.

There is a live and changing public debate within the Sydney City Council about whether climate pollution in the city should end by 2030 or 2035.

In this context how can the proponent seriously expect the Council to ignore that debate and its climate goals and superimpose different, conflicting goals over them for this site which speak variously of net zero climate pollution by 2050?

The Engineers Australia Code of Ethics [states](#) that members will:

“4 Promote sustainability

4.1 Engage responsibly with the community and other stakeholders

4.2 Practise engineering to foster the health, safety and wellbeing of the community and the environment

4.3 Balance the needs of the present with the needs of future generations.”

The Guidelines for implementing the Code state engineers will:

“4.1 Engage responsibly with the community and other stakeholders

a. be sensitive to public concerns

b. inform employers or clients of the likely consequences of proposed activities on the community and the environment

c. promote the involvement of all stakeholders and the community in decisions and processes that may impact upon them and the environment

4.2 Practise engineering to foster the health, safety and wellbeing of the community and the environment

a. incorporate social, cultural, health, safety, environmental and economic considerations into the engineering task

- 4.3 Balance the needs of the present with the needs of future generations
- a. in identifying sustainable outcomes consider all options in terms of their economic, environmental and social consequences
 - b. aim to deliver outcomes that do not compromise the ability of future life to enjoy the same or better environment, health, wellbeing and safety as currently enjoyed.”

To ventilate these significant public interest issues this submission will be forwarded to Engineers Australia, the body representing some engineers who authored the proposal documents, with an invitation to that body to treat this submission as a complaint seeking a determination whether the documents amount to a breach of the Code of Ethics.

6 Recommendations

Changes to planning controls are recommended some of which are changes I applied to my own project, Sydney’s Sustainable House, when I made it mostly sustainable in 1996:

1. Nil climate pollution
2. No climate pollution offsets
3. Commencing from publication of the LEP the before, during and after climate pollution will be published monthly for every aspect of the project on websites of Sydney City Council, and a project website
4. Only energy and water harvested onsite, no imported water or energy
5. No sewage or stormwater to leave the site
6. Mains water only for fire prevention
7. No building over the platforms between the Grand Concourse and the western end of the platforms
8. Specify maximum number of car parking spaces and these only for disabled or stop and go deliveries

Reflections and end notes on public domain and private interests

Endnote 1:

These notes about Albert Speer and his battle with truth may help those who wish to reflect on the proposal and what may be driving its form and function.

Spandau - the secret diaries by Albert Speer

During his 20 years (1946 - 1966) inside Spandau Prison Speer wrote a diary which was later published. Two entries at the beginning and towards the end of the diary ‘bookend’ each other and his views of himself. This first one is written 2 October 1946, the day after he received the court’s judgement and sentence:

“My dreams always were concerned with buildings; it was not power I wanted, but to become a second Schinkel . . . I was forty when I was arrested. I’ll be sixty-one when I’m released“.

[Karl Friedrich Schinkel (1781 - 1841) is noted in the book as “the great architect who virtually rebuilt Berlin and Potsdam.”]

Twenty years later Speer writes on 19 February 1964, towards the end of his term there:

“. . . during the war, as armaments minister, I noticed for the first time that power also meant something to me, the ordinary ambition to belong among the actors in historic events . . . Only in retrospect do I become aware that as an architect at Hitler’s side I was also seeking the pleasures of power . . .“. P426

“Yet I am fairly certain that I was artist enough to have given up all the power in the world without regrets if a single perfect building had been granted me, perfect as the Pantheon, the dome of St Peters . . . to enter history with such a building - that was the ambition that impelled me . . .” p 426

End Note 2

Information about climate pollution from the Wednesday online discussion, :

Wednesday q and a:

Please explain what is meant by “day one” in the phrase -

“• Net zero precinct and buildings from day one“

p 15, Environmental Sustainability, Climate Change and Waste Management Study

And where in the documents is that meaning to be found, please?

Emilie Kotz 6:15 pm

Thank you for your question. The aim of the Program is to be net zero from project inception through to design, planning and construction within each of the sub-precincts.

Submission ID: 331701

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Darren

Last name: Naftal

Suburb and postcode: Ashfield

Please provide your view on the project: I object to it

Submission:

As a residential architect, I am often working with heritage controls. I see this as a good thing, requiring the work I propose to be recessive, to not dwarf or detract from the beautiful old home being protected. It ensures that future generations can see, know and appreciate our history.

It came as a shock to me, that the basic principles that govern and protect heritage buildings at a local council level, not being adhered to by state government. For the building in question, to be one of NSW's most prominent and important historical buildings, is a disgrace!

This building has stood as a landmark, a gateway for the millions of people who have seen it as their point of entry to this world class city. Sadly, it will now be dwarfed by a completely inappropriate development. It is as obvious, that the government has identified the air space above the railway tracks, as free land, for huge profits.

Sydney loses, the majesty of this prominent civic building, never to be seen again, without enormous commercial towers immediately behind it.

The scale and size of this proposal, only possible due to the total disregard of the most basic yet most effective heritage protections - the sight line. Shame on you! You make the rules for everyone else, but ignore them to make money.

I object strongly object to this proposal.

Opening this to public feedback, is pure virtue signalling. Your decision is made. I and all of NSW never had a say, this process is just a speed bump in the road, which will not slow down or change, your continued destruction of our skyline, of our heritage.

Submission ID: 331716

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Ian

Last name: Stephenson

Suburb and postcode: Forest Lodge 2037

Please provide your view on the project: I object to it

Submission:

The Central State Significant Precinct rezoning proposal is massively over-scaled. The buildings are too tall and there are too many of them. Central Station is one of Sydney's most significant town planning achievements. Unlike other historic civic buildings in the city including the Sydney Town Hall and the former Lands Department building Central Station retains its presence and scale. This will be destroyed by the rezoning. The heritage documents for the proposal include the principle to 'respect and celebrate the heritage significance of the State heritage-listed Central Railway Station'. The rezoning proposal does none of these things.

As well as treating the station complex with disrespect the rezoning shows an inadequate understanding of the precinct itself, for example the 1845 Christchurch St Laurence which is on the view access from the western concourse is not even mentioned.

This rezoning proposal is the 2022 equivalent of the 1960s schemes for the redevelopment of the Rocks in the 1960s. Like those schemes, it is not in the public interest and should not proceed.

Submission ID: 331736

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Tristan

Last name: Carey

Suburb and postcode: Chippendale, 2008

Please provide your view on the project: I object to it

Submission:

As a resident of [REDACTED], I object to the proposed building heights of up to 180 metres for the Regent Street Sidings, which adjoin Mortuary Station. New developments at these heights, combined with a lack of adequate setback from Regent Street, would create significant overshadowing and a high visual impact for all east facing units in my building. The Overshadowing Analysis shows that [REDACTED], an 11 storey building, would be significantly impacted by the proposed development of the Regent Street Sidings, including the loss of important morning sunlight for east facing units. The Visual Impact Assessment notes a 'high' visual impact from developments at the proposed heights, which would obstruct uninterrupted views from east facing units and the communal rooftop garden. To limit overshadowing and high visual impact, the proposed building heights for the Regent Street Sidings should be no higher than those of existing residential buildings on Regent Street.

Submission ID: 331741

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: ROBERT

Last name: COURT

Suburb and postcode: REDFERN, 2016

Please provide your view on the project: I am just providing comments

Submission:

Refer to attachment.

Robert Court

Proposed Sydney Central Station Redevelopment

Connectivity from Redfern Station/Eveleigh and Beyond

Background

I live in [REDACTED], just south of Redfern Station and adjacent to South Eveleigh. Frequently I walk from my home to Ian Thorpe Aquatic centre or into the city. The route takes me pass Redfern Station north along Regent Street, across Cleveland Street and further to Railway Square where I enter the tunnel and come out into the Goods Line.

The Goods Line has clearly demonstrated that when a pleasant walking/cycling path is established, which connects one part of the city with another, safely away from road traffic, people flock to it. This takes the burden away from public transport and road traffic generally and overall improve liveability.

I am supportive the proposed redevelopment of the Central Station precinct as I am sure that it will have a positive impact similar as the Goods Line in encouraging walking and cycling and removes the divide of the rail lines. I am thrilled that I would be able, once across Cleveland Street, to enter this new precinct and take the tunnel from Mortuary Station directly to the Goods Line.

I am also pleased to see, in the proposal, the intention on connecting this new precinct to the adjacent parts of the city. It is this aspect, however, as it relates to my part of the city, that I wish to comment on.

South of Cleveland Street and West of Regent Street

My part of the Sydney represents all those in the quadrant south of Cleveland Street and west of Regent Street which includes Redfern Station, North and South Eveleigh, Newtown, Erskineville, University of Sydney and beyond. To navigate to the new precinct, and onwards, by foot or cycle, requires crossing over Cleveland Street at Regent Street. This is a nasty, hostile, intersection. Not only are these two streets terribly busy and multi laned, but any crossing is also a 2 to 3 stage business, once to get to the island crossing where a lane of Regent Street curves left into Cleveland Street and then across either Regent or Cleveland Street and then maybe a wait to cross the other street. This, in addition to the requirement to walk or cycle along Regent Street is also hostile and most unpleasant, and I believe a major impediment to those that seek to walk or cycle. Whilst I will walk this route, I would not consider using my bicycle.

I note that there is some recognition of this as the plan proposes that the City of Sydney be delegated to provide a cycle lane along Regent Street between Lawson Street and Cleveland Street, but I am at a loss to see how that is possible given the already narrow foot path and dual traffic lanes taking up most of the existing space. And how do you tame, and make safe, the Cleveland and Regent Street intersection for cyclists? In any event, even a well thought out

solution can only be suboptimal, continue to be dangerous, and would continue to act as a barrier and discourage walking and in particular cycling.

The Missing Component

Please see below diagram. Can I suggest that the driveway to the old railway signal control centre that runs parallel to Regent Street be opened to pedestrians and cyclist with an opening from the cycle path on Lawson Street, and lead to the service road for the railway tracks which goes under the Cleveland/Regent Streets intersection and come up and join the proposed pathways on the northeast side of the intersection in the new precinct.

It is understood that the old signal centre, now relocated to Green Square, is no more a building requiring high security. This could be demolished, and the area landscaped? The horrible high security fencing bordering on Regent Street could be removed, which is an eyesore. New fencing however would be required to shield the public from the rail tracks and protocols established for the sharing with railway access. The path foundations already exist so not a major infrastructure spend.



In addition, particularly if the old building is removed, there is an opportunity to landscape this area and provide some respite from the otherwise stark and ugly road. I believe that this would be a terrific and attractive amenity, make the new precinct more assessable and remove a major barrier for cyclist and pedestrians from my part of Sydney into the precinct and onwards.

Any sensible proposal that separates pedestrians and cyclists from main arterial roads and intersection should, in my view, be seriously considered. Further, this is a missing component in the presented new precinct plan.

Submission ID: 331746

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Steve

Last name: Starr

Suburb and postcode: Elizabeth Bay 2011

Please provide your view on the project: I object to it

Submission:

The new hi-rise buildings proposed for this development are totally inappropriate and unsympathetic to the significant Central Station heritage values of the precinct and best interests of the community.

The architectural aesthetic of the proposed new towers is totally at odds with the 1900 heritage landscape and detracts from the Central Station Clock Tower and its heritage vistas from various locations around the Central Station precinct.

These towers will add to the already significant wind tunnel effects and shading already created by other near by towers. The community enjoys the last area of open sky and sunshine around Central Station and Belmore Park and these towers will have a significant impact on this.

This is yet another example of totally inappropriate development in Sydney that is totally at odds with community values and best interests being run roughshod over by the NSW State Government for the benefit of property developers and commercial interests.

If this development is realised it will be an appalling outcome for architectural and heritage values, the local community and the interests of the people of wider Sydney and New South Wales.

Submission ID: 331751

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Eamon

Last name: McNelis

Suburb and postcode: West Melbourne

Please provide your view on the project: I object to it

Submission:

I live around the corner from Melbourne's Southern Cross Station.

When they redeveloped it around 2005 they enclosed the entire station in a single roof, much like you're planning to do in Sydney.

It is sensory HELL to be in there. For autistic people like myself it is painful and exhausting to be in there. Many people, more sensitive than me refuse to use it.

The design common to 19th century central train stations of covered platform, open tracks is deliberate: it allows the sound of the trains to escape, rather than rattle around reverberating off the walls and roof, making life unpleasant for everyone.

The people who designed these stations knew what they were doing. They considered the acoustic comfort of the spaces they designed. Sadly, these considerations are not taken into account by modern architects.

Have you done a study on what the redesigned space would sound like? or what the impact would be on disabled peoples negatively affected by loud sounds? No. I would guess you haven't. I can't make you care about these things, but you should. We have the right to use public transport, and in many cases a greater need to than most.

Sydney's Central Station is a gem. It's astonishing to me that you don't appreciate what you have. Please don't destroy it.

Submission ID: 331766

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Greg

Last name: Chapman

Suburb and postcode: Ashfield 2131

Please provide your view on the project: I object to it

Submission:

The threatening building on stilts adjacent to the letters & packaging sorting building will ruin the heritage look & appeal of that lovely old building.

Particularly as part of the building is under threat of demolition.

This proposal is about real estate greed & egos. Not about the people & their urban history.

I thought we had finished raping our physical & cultural heritage in this country.

Leave the Post Office building alone.

PS 15% low income housing is total inadequate. Minimum 30%!!

Submission ID: 331776

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Sally

Last name: Deards

Suburb and postcode: Canberra 2611

Please provide your view on the project: I object to it

Submission:

Please preserve this historical site by not proceeding with this project.

Submission ID: 331791

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Phoebe

Last name: Pearson

Suburb and postcode: 2131

Please provide your view on the project: I object to it

Submission:

PLEASE STOP DESTROYING THE RICH HISTORY OF SYDNEY

Submission ID: 331796

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Rebecca

Last name: Kummerfeld

Suburb and postcode: 2042

Please provide your view on the project: I object to it

Submission:

This proposal erases significant rail heritage and will prevent sight lines to the clock tower that has become iconic at Central station.

Covering our outdoor platforms in this period of COVID, when outdoor spaces are a brilliant mitigation strategy for spreading the virus is absurd! One of the great pleasures of most Sydney train stations is that they are open air!

I appreciate the desire to activate the central precinct and bring greater interest to this part of the city, but this proposal is clumsy. It will create dark/shadowed wind tunnels, so likely end up being just more tall office towers with very little in between. This is pure greed on the part of developers.

Submission ID: 331821

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Cassandra

Last name: Nash

Suburb and postcode: 2259

Please provide your view on the project: I object to it

Submission:

It is a heritage building that gives our city much needed character.

Submission ID: 331861

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Sasha

Last name: Ozanne

Suburb and postcode: Albany 6330

Please provide your view on the project: I object to it

Submission:

This development is of great concern. As a tourist to the Eastern States, from WA, I am drawn to places with rich history and fabulous historic buildings on display. This development will swamp the Station, surround it with architecture unsympathetic to the Station and detract from a wonderful building. If the National Trust is concerned about a development, that is saying something. I urge you to reconsider. It is a slippery slope once these approvals go ahead.

Submission ID: 331866

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Emily

Last name: Roberts

Suburb and postcode: 2285

Please provide your view on the project: I object to it

Submission:

Let's keep some of Sydney's heritage

Submission ID: 331876

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Jo

Last name: Stewart

Suburb and postcode: 2800

Please provide your view on the project: I object to it

Submission:

The current proposal for rezoning and extensive development of central station is an abomination.

The heritage character and street scape would be completely overshadowed by the proposal.

After removing trams so long ago, millions of dollars have been spent to unring that bell. Should these reposed changes go ahead, they can never even undone and Sydney will lose some of the last remaining character it has.

Submission ID: 331881

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Cameron

Last name: Logan

Suburb and postcode: Earlwood

Please provide your view on the project: I object to it

Submission:

The underlying rationale for the precinct is faulty. This will not be an exciting new area for the city, meaningfully connected to the existing fabric of adjoining areas. The main reason for this is that it is much too high above the existing level on the Chippendale side and people will not flow easily from the busiest adjoining areas into the over station development. This means it is very unlikely to be anything like Kings Cross in London or Grant Park in Chicago, two notable examples. This is not simply because the planning is wrong, the topography just won't allow it. Given the likelihood of the rezoned area having a weak urbanistic quality the acknowledged negative heritage impact is a very high price to pay. Let's invest in new pedestrian links east to west and north to south to enable better connectivity across the railway corridor. But this plan is bad and will not reshape the city in a way anyone in the future will thank us for. Utilise government owned land adjacent to the rail corridor to the west to build more public and affordable housing and provide commercial opportunities. But ditch this ill-conceived plan.

Submission ID: 331891

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Siobhan

Last name: Lavelle

Suburb and postcode: Woodford

Please provide your view on the project: I object to it

Submission:

1. It is requested that the current rezoning proposal be refused.
2. The Central State Significant Precinct Rezoning Proposal is not supported in its current form because there are too many matters that are not fully resolved.
3. It is difficult to comment too specifically because key detail is missing
4. The changes envisaged by the rezoning would have an unacceptable degree of adverse impact on the heritage values of the Sydney Terminal and Central Railway Stations Group.
5. Such major and irreversible impacts are not adequately offset by proposed mitigations
6. The proposal is a gross overdevelopment.
7. If a new application were to be submitted in future that application must delete the potential development parcel (North OSD)
8. The Mortuary Station Plaza, Central Green and Central Square/ Western Forecourt are not well-conceived, and currently they are poorly resolved.
9. Any future proposal should be internationally peer-reviewed.

Dr Siobhán Lavelle OAM
Historical Archaeologist • Historian • Heritage Specialist

Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2150

Submitted via: Planning Portal (online)

To Whom it May Concern,

Central State Significant Precinct Rezoning Proposal

I refer to the online exhibition of this proposal and thank you for the opportunity to comment on the proposal.

I wish to make the following key points:

1. *It is requested that the current rezoning proposal be refused.*
2. The Central State Significant Precinct Rezoning Proposal is *not supported* in its current form because there are too many matters that are not fully resolved.
3. It is difficult to comment too specifically because *key detail is missing* despite a large number of accompanying documents. Nevertheless, the proposal foreshadows and would facilitate, major changes affecting a large proportion, perhaps 40%, of the area of the State Heritage Listed Sydney Terminal and Central Railway Stations Group (SHR No. 01255). It is located in the vicinity of a number of other SHR items, including the Mortuary Station (SHR No. 0157) and Railway Overbridge (SHR No. 01232).
4. The changes envisaged by the rezoning would have an *unacceptable degree of adverse impact on the heritage values of the Sydney Terminal and Central Railway Stations Group*. Outcomes would result in permanent and irreversible impacts to fabric, archaeology, setting, significant views and relationships, and would erode important evidence of the adopted design and form of Central and the Sydney Yard as established over time, and the heritage significance of the Main Terminal Building and the Mortuary Station in their setting.
5. Such major and irreversible impacts are *not adequately offset* by proposed mitigations such as an increase in public space, interpretation, and other measures many of which are of necessity deferred to future applications. The current documents provide *inadequate justification* for the scale of the change and impacts on State listed heritage values.

6. The proposal is a *gross overdevelopment*. Despite platitudes about heritage aims, this rezoning seeks to cash-in on the perceived high value of commercial development. It has nothing whatsoever to do with conservation or heritage.
7. If a new application were to be submitted in future that application *must delete the potential development parcel (North OSD)* north of the alignment of Devonshire Street. This would be a reduction of 165,400 GFA – slightly less than 1/3 of the total proposed GFA 514,900.
8. The Mortuary Station Plaza, Central Green and Central Square/ Western Forecourt are not well-conceived, and currently they are poorly resolved. They would seriously compromise the architectural character, setting and historic fabric of some key buildings and likely impact (require removal) of historical archaeology of State significance. *The public spaces proposed within the development need further consideration* in terms of siting, reshaping and division of existing open space and setting (at both the ground plane and higher planes) and the separation and fragmentation of historically linked items within the listed SHR curtilage.
9. Any future proposal should be internationally peer-reviewed.

General

Central Station is located at the southern end of the Sydney Central Business District (CBD). The Station is surrounded on all sides by mixed commercial, light industrial, residential and church development. The area is mostly high density except for the Station precinct which has retained a low scale character. The heritage item is bordered by Eddy Avenue and Belmore Park to the north, Chalmers Street and Surry Hills to the east, Prince Alfred Park to the south and the CBD to the north and north-west.

The exhibited SSP Study rezones the Central Precinct and does not seek approvals for any works. The design information and heritage impact assessment submitted as part of the SSP report does not provide sufficient details of the proposed works to enable a proper understanding of the impacts of the proposal on the State significant fabric and heritage significance of the Sydney Terminal and Central Railway Stations Group.

The proposed future development of the Central Station Precinct would be a long term and highly complex project. The current study therefore defers matters of detail to future and specific development proposals and applications. Nevertheless, it is obvious that if the current rezoning application is approved that the cumulative impacts of the approved project, and likely future 'modifications' over time, would result in major physical, visual and other detrimental impacts on the iconic Sydney Terminal and Central Railway Stations Group. Even as expressed in the current 'broad concept' and meaningless platitudes of the study report, the project has the potential to impact the legibility of historic layers and severely and irrevocably affect the place's State significance values.

The report *State Significant Precinct Study Central State Significant Precinct*, Ethos Urban for TfNSW, 2022 (henceforth SSP report or study report) includes numerous motherhood statements about 'heritage' for example:

- *'Importantly, the existing State heritage listing for all of Central Precinct will be retained.'* (p14)
- *'Heritage: securing the long term future for Sydney Terminal, the clock tower, Mortuary Station and other heritage assets, including through adaptive re-use'* (p15)
- *'Protecting and celebrating the precinct's heritage values'* (p36)
- *'protecting key heritage items such as Sydney Terminal Building and its clock tower, Mortuary Station, the Railway Institute Building and the Electric Sub-stations,'* (p47)
- *'The main intent for heritage is to conserve Central Precinct's heritage, including buildings such as Sydney Terminal Building, Mortuary Station and the Electric Sub Station, archaeological sites, and Aboriginal objects and Aboriginal places of heritage significance.'* (p60)
- *'Central Precinct's rich heritage will be revealed, adaptively reused and enhanced. Heritage will have an important role as marker buildings within the precinct, and integrate with the public domain to establish place identity and character'* (Fig 33, p73)

Despite constant repetition of such statements and sprinkling of the word 'heritage' throughout the document, the SSP report demonstrates misunderstanding of what heritage is. In particular, the significance of a place in its context and with all of the contributory elements and values. It is not just 'marker buildings.' The SSP report seems to think by not physically demolishing the key heritage buildings, that some kind of heritage conservation aim would be achieved. That is incorrect. it shows a potentially profound misunderstanding of both significance and heritage management.

The notion that a series of major irreversible interventions could occur and yet existing State Heritage Listing could be maintained, and somehow the identified heritage values be left unaffected, is both nonsensical and absurd.

Building over the Country Platforms

As an intercity rail commuter since 1980 I am very familiar with platforms 1-12. Also 13-15 before those platforms were demolished for the Metro Station box. **The proposal to build over the Country/Intercity platforms is a travesty.** In its current form the proposal would place these platforms into a largely underground cavern, albeit possibly with some openings to permit entry of some natural light. The notion that an intervention of this scale can be *'guided by a comprehensive Conservation Management Plan (CMP)'* is risible. At best it is disingenuous, and at worst, deliberately deceitful and duplicitous. It shows that TfNSW has learnt nothing from the heritage disaster of the new Windsor Bridge Project which also misapplied the term 'CMP' in an attempt to legitimise extremely poor and irreversible heritage outcomes.

The amenity for users of these platforms would be seriously diminished. It would also appear that heritage locomotives such as 3801 — recently returned to the public of NSW — would be unable to use the Intercity platforms into the future, resulting in the severing of a significant historic connection and an important intangible heritage experience for many generations of the NSW public.

Heritage Section of the SSP report and Supporting Documents

Section 9.5 Heritage of the SSP report (pp122ff) notes that *'The majority of Central Precinct is listed as having State heritage significance on the NSW State Heritage Register. Central Precinct contains three State heritage listed items: • Central Terminal and Railway Station Group (which includes Central Station, the former's Parcels Post Office and Bradfield Flying Junctions) • Mortuary Railway Station • Railway Institute Building'.*

With respect, this is a slight misunderstanding, or a poorly expressed version, of the heritage listing(s). The listed SHR curtilage includes the land, buildings, structures, archaeology, etc., which go with or are ancillary to the principal building. All are part of the land associated with, or belonging to, the principal building, are part of the 'curtilage' and are therefore part of the SHR Listing for the Sydney Terminal and Central Railway Stations Group.

It is suggested that DPE carefully reviews the Statement of Significance for the current SHR Listings as multiple and complex values are identified in those listings.

The Heritage section of the study report (Section 9.5.1) notes that the proposal has the positive attribute of retaining and conserving some existing key buildings. It should be noted that due to the SHR listing, and recognised international best practice for heritage items, conservation is required. In this regard, current SSP proposal offers no benefit to the heritage item above and beyond the normal circumstances of good heritage management.

Table 11 (p125) however also notes that:

For Central Station:

the proposed masterplan development would have a cumulative major and detrimental impact to the significant cultural landscape of the Central Station Precinct. The proposed works would cause major physical impacts to significant fabric and spaces, major physical and visual impacts to the understanding of the station as a historically and continually operating open-air station (for over 150 years)

For the Mortuary Station:

proposed development in the vicinity of Mortuary Station at the Regent Street Sidings sub-precinct and the north and south over station developments would have a cumulative major and detrimental impact on the significant cultural landscape, setting and views and vistas to Mortuary Station, disrupting the historic visual and physical connection of Mortuary Station with the rest of the Central Station Precinct.

For the Railway Overbridge:

The proposed development at the Regent Street Sidings sub-precinct also have the potential to have a moderate to major direct impact on the significant fabric of the Darling Harbour Cut and Overbridge due to the nature of the heritage items and the proposed development massing and siting.

So, despite the platitudes in the SSP report about *'protecting and celebrating the precinct's heritage values'* the current heritage assessment supplied for the rezoning proposal has identified significant impacts to heritage arising from the proposal.

It is noted that the SSP also provided an updated Conservation Management Plan as Technical Document #20. That document is based on prior CMPs. It appears to provide reasonable policies at a 'motherhood statement' level, but it is impossible at this stage to know how much compliance with the CMP policies any future applications for the Precinct would have if this rezoning is approved.

Aboriginal Archaeology

The Aboriginal Heritage section of the SSP report advises that only one registered AHIMS site (AHIMS ID 45-6-3654) (CRS AS01) located adjacent to Devonshire Street Creek was identified. (p126 + Fig 60). CRS AS01 comprises aboriginal artefacts found within the intact natural sands. The proposed urban design framework does not propose to impact this location. It is concluded that *'due to the disruption and fragmentation of soils as a result of ongoing development of Central Precinct since the 19th century, there would not be a significant adverse archaeological impact'*. (p 126)

It is possible that Aboriginal archaeological potential may have been underassessed. The possibility of deeper deposits remaining below the level of Central Station and Sydney Yard cannot be discounted. Geotechnical evidence of the soil profile along the rail corridor at Central Station shows that a significant (up to 3 metres) sand layer (Botany Sands) may be substantially intact below rail ballast and backfill. To date, only limited impacts have encountered this layer. Greater impacts may encounter more Aboriginal archaeology.

Historical Archaeology

The SSP report advises that Historical Archaeological Potential, assessed to be of exceptional to high with research potential at a State level (p122-124) exists across much of the existing Precinct, especially within the Sydney Yard and the area to the west of the Main Terminal building (Fig 56+57).

An Archaeological Site Plan was also prepared and included as Technical Document #19 *Central Precinct Renewal Archaeological Site Plan*, Artefact Heritage, for TfNSW, August 2022. The document advises it was *'designed to provide a management framework for all projects within the study area and to be used as a high-level tool to accompany planning assessment and heritage impact approval submissions.'* (p1) The site was subdivided into 5 separate precincts (Fig 1) which have been used by the consultants before. The ASP report appears to be largely a mapping and identification exercise rather than a management document. It undertook detailed historic review and analysis of past archaeological work at Central and the Sydney Yard and has produced meticulous inventory sheets. The ASP has recommended *'Archaeological resources assessed to have high research potential and/or significance at a state level must be protected from impacts, retained in situ and conserved.'*, and a *'management approach should be based on the strategy of avoidance.'* (p77).

The ASP also recommends further development of A Strategic Research Framework in accordance with the Heritage Council *Guidelines for Preparing Archaeological Management Plans* and also (future) Strategy Research Designs. It may have been simpler if an actual Archaeological Management Plan had been produced.

Principles about mitigation of impact to significant archaeology are included in the Draft Design Guide (Technical Document #11) however, the only examples cited are underground items such as the Bondi Sewer and Prince Alfred Sewer, suggesting that the likelihood and nature of archaeological remains present within key parts of the SSP area is not well understood.

The overall principle is supported, noting that if avoidance and conservation are to be pursued as effective strategies in the future that this would need to be achieved by future applications. Otherwise, there will be a continuing cumulative attrition of the State significant archaeological values at Central.

The SHR listing for the 'Sydney Terminal and Central Railway Stations Group' notes several values associated with historical archaeology, principally: 'As the site of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations, evidence of which is likely to be found in the archaeological record'. It is likely that archaeological evidence could contribute to or be linked with other statements of significance for the Group such as 'continuity of railway use since 1855'; 'one of the two longest continuously operating yard/workshop complexes in Australia, dating from the 1850s'; 'evidence provided of the changing technology of train travel from steam to electric trains, indicated ...by the changes in yard layout and signalling work practises'.

Historically for the Sydney rail terminus the first station building was a timber and corrugated iron structure built quickly in 1855 to meet the demands of passengers. By the early 1870s that timber structure was replaced with the second passenger building, which was a much more substantial brick building designed by John Whitton, the Engineer-in-Chief. So, the Sydney Yard once contained various structures including the previous (first and second) Sydney Terminal Stations, the Eastern Carriage Shed, Coal Stages, Engine Docks at the head of each platform, ash pits, and water columns. The current configuration of rail track within the yard largely follows the 1906 configuration, which suggests that current ground levels have remained largely the same since that time.

Recent archaeological investigations within the Sydney Yard, show there is a high potential for structural remains associated with these former buildings below the current ballast and gravel fill. Within each of the former building footprints there is the potential for brick strip and sandstone footings, concrete floors and associated ancillary fills, which may contain miscellaneous artefacts associated with construction and use of the Sydney Yard as a railway precinct.

It is now well known that human remains were found by Sydney Metro works in the area of the former Devonshire Street Cemeteries, below former platforms 13 to 15. Historically, the area of the former Colonial-era cemeteries were contained within an area north of Devonshire Street with the street itself as a boundary.

Historical archaeological remains within the Sydney Yard are likely to be significant at a State level for their historical heritage value and rarity, but at a local level for their research potential, given that the layout and use of the yard is already known from documentary evidence. Archaeological investigation would likely provide some limited insight into the former layout, configuration and construction materials used at Central Station during the mid to late nineteenth century. As an SHR listed place, it is desirable that the archaeological resources of the area should be conserved in situ.

New Squares

Several new public spaces are proposed. They include:

Central Square, 7000 m², with new 'southern views' of the clocktower/Sydney Terminal building and a 'grand staircase' to the Grand Concourse. (p41, Fig9)

Mortuary Station plaza (4,470 m²) surrounding the building (p41, Fig13). Not much more could be done to make Mortuary Station stranded as a 'dead space', some kind of large architectural public art feature in a bland new square replete with the pretentiousness of what passes for modern 'design'.

The new squares are promoted as '*opening up new views*' but at the same time the proposal notes that there would be vegetation targets of around over 50% green cover for Central Green and Mortuary Station Plaza to avoid the 'heat island' effect. So as yet, the squares are concept only, and nowhere near resolved. There are likely to be considerable impacts on historical archaeology. From construction, but also from areas of deep planting if trees and other vegetation is to be established.

The study document itself noted the considerable challenges of making the proposed squares work in terms of amenity, sunlight/daylight and wind conditions (Section 9.3, esp. p104, p110-111).

Removal of railway access to the Mortuary Station is an irreversible change and would prevent complimentary railway use of this building in the future.

Overall, this is a rather tired and unimaginative solution of placing 'open space' next to 'heritage buildings' but in this case **severing them into stranded heritage islands adrift in a sea of new development**. The concept shows a complete misunderstanding of the context, historic, and functional, relationships of the significant buildings in the heritage precinct of the Sydney Central Terminal and Station Yard.

Overdevelopment and Views

To limit the increased overshadowing of Prince Alfred Park as much development as possible has been positioned on the western half of the Sydney Central Station Precinct. Existing views and visual relationships will be severed or severely compromised. Views and vistas are an essential part of the cultural landscape of Central Station and the Sydney Yard, and **contribute to the quality of the experience of its users and the surrounding built environment**.

A tired trope of 'faking up' the Eastern Colonnade with faux 'heritage brickwork' is shown in Fig 16. That would not compensate for the massive bulk of the tower blocks proposed in the vicinity of the built heritage structures. The tower blocks, regardless of 'podiums', 'setbacks', or other treatments, would irrevocably break the unity of form, scale and materials evident at Central Terminal and the existing Sydney Yard, and would also be well out of scale with some adjoining areas such as Chippendale.

Figure 31 failed to map all of the significant views that link the built heritage items ('key heritage buildings'). Views of the Central Terminal Building clocktower are somewhat protected, but largely because many of the current views of the tower already exist from vantage points in the streets and public domain of the surrounding area (Fig 54, p118). Relationships within the Sydney Yards for example the changing view of the **Mortuary Station and Clocktower/Main Terminal experienced on a daily basis by rail commuters** have not been analysed in any detail (eg Fig 55 p119 and also absent in the Visual Impact Assessment Technical Document #15).

The existing Western Gateway Rezoning is also used as a precedent to justify the extortionate and disproportionate increase in tower development proposed by the current SSP study and rezoning proposal.

Overseas Precedents and Examples

The SSP documents refer to the project team as having researched some overseas examples for consideration during development of the current proposal. There is little concrete information about this or about why some examples were discarded and others favoured. The current massive over development appears to have little in common with some other sympathetic examples of Railway Station/Precinct revitalisation projects such as those in the United Kingdom (St Pancras and Kings Cross).

It is considered that **the current proposal should be refused and that any future proposal would benefit from a proper international peer review.** This is essential for a proposed transformative and permanent change of this size and scale directly affecting a State Listed Heritage Item.

The above comments have been provided in the hope of assisting DPE with the assessment of the current proposal.

Yours faithfully,



3 October 2022

Dr Siobhan Lavelle OAM

Submission ID: 331896

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Linda

Last name: Blair

Suburb and postcode: 2043

Please provide your view on the project: I object to it

Submission:

The impact on Central Station is terrible. This is a heritage building and in its own way quite beautiful. This development reminds me of the now much regretted decision to demolish Penn Station in NY. Although elements of central would remain this development would destroy the integrity of the site.

Submission ID: 331901

Submitted at: 03 October 2022

Submission type: I am making a personal submission

First name: Lily

Last name: Rushton

Suburb and postcode: 2017

Please provide your view on the project: I object to it

Submission:

It is such a shame to hear this development will destroy the history of Central station. There is no need for this extravagant design, planners should instead work within the pre-existing building and keep all of the facade. Consider this, New York City would never redevelop Grand Central Station like in this manner.

Submission ID: 331941

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Heather

Last name: Rapp

Suburb and postcode: Greenway/Canberra 2900

Please provide your view on the project: I object to it

Submission:

I wholly object to the proposed project. Central Station is a part of Sydney's history and whilst we should upgrade certain things, it is important to keep that historic building.

Submission ID: 331966

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Kat

Last name: Galang

Suburb and postcode: Baulkham Hills 2153

Please provide your view on the project: I object to it

Submission:

The proposed rezoning destroys the beautiful and iconic heritage structures that make up part of Sydney.

We have already lost a lot of Sydney's beautiful historical buildings to ugly improvements like the proposed.

Central Station holds a lot of history and memories, and is a source of pride for the people of Sydney. There is a sense of wonder that comes from knowing that people many years ago walked through and lived their lives in the same structures we use today.

Please do not erase Sydney's history and our connection to the past.

Submission ID: 331971

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Genna

Last name: Pyewacket

Suburb and postcode: 2480

Please provide your view on the project: I object to it

Submission:

Sydney needs to save its remaining historical buildings and heritage.

Submission ID: 331991

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Kyle

Last name: Goldfinch

Suburb and postcode: Newtown

Please provide your view on the project: I object to it

Submission:

While I appreciate the building of a tech hub in Sydney. I think it's an amazing idea. I think this development is overdevelopment to the max. I think there is a much better and much more affordable and better way as to what our premier wants to do and that is to link Newtown and Redfern to Carriageworks precinct. I also as an artist would love to see instead of overdevelopment on the top of a train line. I'd love to see that transformation of Chinatown, into a Broadway area, where people can watch theatre from new and established artists which I know the government has been talking about for a while.

Submission ID: 332041

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Lauren

Last name: Crawford

Suburb and postcode: 2913

Please provide your view on the project: I object to it

Submission:

Sydney is a beautiful city of old, historical buildings, which must be preserved, not torn down in favour of soulless new construction.

Please re-consider your plans for central station.

Submission ID: 332046

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Mikaela

Last name: Parkins

Suburb and postcode: 4005

Please provide your view on the project: I object to it

Submission:

The development reduces visibility to the landmark architecture, overwhelms the urban scale of the area and damages the heritage character of the station precinct. It's harmful to both the physical fabric and intangible history of the Central Station we all know and love.

Submission ID: 332051

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Charmaine

Last name: Corcoran

Suburb and postcode: 2049

Please provide your view on the project: I object to it

Submission:

I object to the demolition of historical buildings that are part of the cultural fabric of our city.

Submission ID: 332076

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Samantha

Last name: Gojak

Suburb and postcode: 2086

Please provide your view on the project: I object to it

Submission:

Please don't destroy the historical landmark of Central Station. It is such a beautiful building and we should treasure these heritage buildings.

Submission ID: 332101

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Siobhan

Last name: Mooney

Suburb and postcode: Darlington

Please provide your view on the project: I object to it

Submission:

I object to the project in that there is not enough space has been given to community, arts and green space. Without creative minds and creative spaces tech central will become a ghetto wind tunnel. In addition I object to the number of buildings and building hieghts proposed. Sydney's office towers are already struggling for tennants in a post Covid world where people are working from home. I propose a 50% reduction in building hieght and a 50% reduction in proposed building floor space. The 50% reduction in floor space should be reallocated to green space and outdoor community and arts / entertainment space - not commerical space, but free space for the community to use. This will allow central to become a tourist destination as well as a tech hub.

Submission ID: 332106

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Alexandra

Last name: Seifertova

Suburb and postcode: Darlington 2008

Please provide your view on the project: I object to it

Submission:

The proposed works will result in the demolition of several significant heritage items! Central station stands in the centre of the city and represents some of the most important growth which occurred. The proposal plans to remove items and obscure most of the remaining heritage. It will be hidden from view and will eventually become hidden from history. Drastic design changes are required to preserve this unique heritage!

Submission ID: 332111

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Caitlin

Last name: Lefever

Suburb and postcode: 2570

Please provide your view on the project: I object to it

Submission:

Central station and the historic buildings around give Sydney personality and history. Replacing this with another innovation hub is boring and a copy paste of everything happening across the rest of the city.

Submission ID: 332136

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Michael

Last name: Cobbin

Suburb and postcode: 2155

Please provide your view on the project: I support it

Submission:

I believe this project will turn around a dead area and is a great location for the Tech Central precinct.

Submission ID: 332156

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Kristina

Last name: Milisavljevic

Suburb and postcode: 2207

Please provide your view on the project: I object to it

Submission:

Central station is gorgeous and holds so much history and beauty. Ripping it down for a new build would be sacrilege.

Submission ID: 332161

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Kathryn

Last name: Newton

Suburb and postcode: Portland 2847

Please provide your view on the project: I object to it

Submission:

The height of buildings in this project will dwarf the buildings of the State Heritage Listed Central Station precinct. I object to the very unsympathetic stylistic treatment of buildings in a Heritage Listed precinct. I object to the creation of more shaded windy canyons in my capital city by the removal of Obstacle Limitation Surface heights (OLS).

The Post Office is not enhanced by the looming tower above it. We do not see this type of development in the sophisticated city of Paris designed over a hundred and fifty years ago and which continues to retain its light, air and sun and has a liveable, workable, human-friendly environment.

Removal of height restrictions anywhere in this proposal must not be allowed. Only the privileged in the upper stories of these buildings will enjoy the sun. Four hours per day into the current parks/streets is not something to boast about. This proposal will not enhance the experience of people at ground level. It provides some accommodation to mask the greed of the high end of town. It will not enhance the experience of people living there.

Those of us who travel by train from the country to the city experience a sense of joy approaching the city and disembarking on the open-air platforms at Central Station. The life of the city is visible all around and beckons. I want to be able to see the Clock tower from all points of the precinct. I want that experience to continue. I want that experience to be enhanced, not taken away. I do not want to arrive in a dark tunnel. The proposed park built over the platforms will not benefit travellers.

I attended the recent Transport Heritage Festival at Central Station. It was an outstanding success, drawing people from all over the state to enjoy the experience of steam train travel. This would not be possible if Central Station platforms were enclosed.

This city belongs to all the people of NSW as our capital city, not just Sydney Council, TfNSW or corporate entities. This cynical proposal benefits only a few.

Submission ID: 332166

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Emma

Last name: Robinson

Suburb and postcode: 2016

Please provide your view on the project: I object to it

Submission:

I am concerned that the heritage of central station and surrounding areas has not been considered in this proposal.

I moved to Sydney from NZ 8 years ago and one of the reasons I love the architecture in Sydney is that heritage buildings are maintained and new proposals and developments incorporate heritage aspects into their consideration. I am frequently at central station, as I live in Redfern, and while I agree the area does need development I would like the proposal to work with the heritage of the site. Central station is the most iconic station in Sydney, and was hugely impressive to me when I first arrived. It would be a great loss to Sydney's character to see it built over as such to this proposal.

Submission ID: 332176

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Andrew

Last name: Andersons

Suburb and postcode: Paddington 2021

Please provide your view on the project: I am just providing comments

Submission:

I wish to lodge an objection to this ill-considered and unnecessary, project

Strategically it is a bad idea to build irreversible developments over vital rail corridors constraining future transport options as there are plenty of other opportunities for track-side developments at Redfern and elsewhere nearby

The proposal is highly damaging to the heritage significance of Central Railway , Australia's finest railway station and one of W. L. Vernon's finest works

The platforms ,sunlit and naturally ventilated will be transformed into a gloomy undercroft with mechanical ventilation

The grossly dense massing is poor architecture with weak amenity for its occupants

The linkages are illusory owing to a 15 metre change of level above the adjacent streets

It is hard to believe that this will be a profitable development because of the huge costs of transfer structures and building over active railway lines

It will be misery for commuters while the construction is happening

Submission ID: 332186

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Terrance

Last name: Flynn

Suburb and postcode: Helensburgh

Please provide your view on the project: I object to it

Submission:

I wish to object to the rezoning proposal for the following reasons

It will decrease the capacity of existing and future rail services planned and unplanned.

The current railway platform arrangement with 3 tracks between platforms allows increased flexibility, allowing disabled or failed trains immediate storage. This will become increasingly important with more trains and more services as demand for public transport at Central increases.

It will restrict future rail corridors including Sydney Melbourne and Sydney Brisbane High speed rail corridors.

The project will cover the terminal tracks, causing air quality problems on the platforms. Trains using diesel locomotives, for example the Indian Pacific tourist train and heritage steam locomotives like 3801 will be unsuitable for use at Central station due to poor ventilation.

Loss of iconic view of clock tower from all platforms.

Airconditioned trains will contribute to air quality problems on the terminal track platforms, as there will be considerable heat loads added to the summer heat from the airconditioning units.

Increased safety risks from fire, derailment and terrorist scenarios do to lack of open space above the railway tracks and potential damage to the support structure of high rise buildings.

Railways covered over by building developments result in dark depressing platforms and tunnels, with increased noise levels on the platforms, for example Hurstville station and Adelaide Station.

The high cost of construction at this site compared to greenfield developments.

The increased cost of maintaining the railway due to restricted above track access and restricted times due to the high density residential buildings proposed

Increased hard surfaces over the railway corridor will result in increased water run off and decreased water quality in Sydney Harbour.

Heritage Removal of 5 station platforms with 3 roads between the platforms.

Removal of station awnings -which in the heritage report were ranked as of High significance and High integrity

"They are as much a part of the station as the buildings with the beauty of their exposed heritage timber lattice trussed awnings which date from the opening in 1906. "

Intruded and ruined views of heritage Sydney Station because of the imposed backdrop severely distracting the appreciation of the heritage structures due to monstrous scale of the proposed sky scrapers behind and the disparity and clash of architectural forms involved.

Submission ID: 332201

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Emma

Last name: Purcell

Suburb and postcode: 2194

Please provide your view on the project: I object to it

Submission:

I do not want the beautiful heritage of Central Station destroyed.

Submission ID: 332206

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Duncan

Last name: Gibbs

Suburb and postcode: 2484

Please provide your view on the project: I object to it

Submission:

The proposal is blatant sell off of public land and air space and a complete overdevelopment of the precinct. The fact that any affordable housing isn't planned for onsite, but through monetary contributions by developers speaks to how much lip service is being paid to this extraordinarily important issue, where affordable and social housing for low income earning individuals and families is either being sold off or only built in the outer regions of greater Sydney. The same could be said of the proposal's equally outrageous box ticking of acknowledgement to climate change and the huge amounts of carbon (via electricity & petrochemical products) new towers consume in both construction and operation. At the same time the proposal will newly overshadow vast sections of the Central precinct, both internally and around its perimeter.

This proposal should be subject to an order for serious redesign at a much smaller scale with a far greater emphasis on keeping the entirety of the precinct within public ownership and control.

The proposal should also be subjected to independent scrutiny by ICAC from the outset to prevent a 'deals for mates' scenario, which the current form stinks of.

Submission ID: 332211

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Erin

Last name: Cousins

Suburb and postcode: 2259

Please provide your view on the project: I object to it

Submission:

Please stop destroying the beautiful old buildings of sydney's history

Submission ID: 332231

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Astrid

Last name: Piepschyk

Suburb and postcode: 2750

Please provide your view on the project: I object to it

Submission:

I object to Central Station being knocked down for a modern building to take its place. The historic Central Station should be kept and preserved while the interior is updated to meet current usage demands,

Submission ID: 332236

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Russell

Last name: White

Suburb and postcode: HELENSBURGH

Please provide your view on the project: I am just providing comments

Submission:

Prince Alfred Park should be extended over the eastern parts of the tracks where the development isn't happening. The parkland will be perfectly positioned for festivals, the passages over the tracks will be safer, the peaceful space would be well positioned so close to the busy train station and busy traffic flow through the new railway square/bus interchange, it would hide the tracks and the noise improving the public spaces nearby and increase the value of the proposed developments.

Submission ID: 332251

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Robert

Last name: Lee

Suburb and postcode: Yamba NSW 2464

Please provide your view on the project: I object to it

Submission:

Dear Sir/Madam,

There is much to applaud in this rezoning proposal but also one very serious flaw. The flaw is so serious I must put it at the very front of my submission. The flaw is that the proposal does not appear to pay any consideration to the main users of Central station, the passengers who board or alight from trains at its platforms, or the heritage values of the station, and especially the magnificent and iconic view, especially from platforms 2 and 4, along the platforms to the clock tower of the station, which marks the very head and fount of the New South Wales Railways.

I am seriously concerned that what is proposed by this application is to make Sydney station an underground terminal. There is no such thing as a charming underground terminal station. Splendid as New York Grand Central Terminal is, nothing can disguise the fact that its underground platforms are diim, pokey and depressing. Conditions on these underground platforms are so bad that passengers are not allowed to access them until shortly before train departure. Much the same is the far worse Penn Station in the same city.

Sydney Central is a magnificent station, not in anybody's world's top ten (no station in Australia is) but nonetheless an impressive and aesthetically pleasing station. The tower and tramway approach above Eddy Avenue are splendid by any standards. Platform 1 is also very impressive, redolent of Vice-Regal coming and goings, refurbished very effectively in 1961 (along with platforms 2 and 3) in preparation for the introduction of the direct standard gauge through services to Melbourne the following year.

Underground terminal stations are always an aesthetic disaster. New York's Penn station is the absolute nadir, but one only needs to go in this country to Adelaide or Hurstville with their developments above the platforms to see how attractive stations have been totally ruined and turned into soulless, dank, uninviting places where the train traveller's spirits are crushed rather than lifted. God forbid that Sydney Central station should ever suffer such a benighted fate.

If this proposal is to be implemented, the platforms must remain open to light and air. It is noteworthy that there is not one artist's impression in the documents supporting this application illustrating how the country platforms would look after this project is implemented. I would suggest that is because of its authors' shame with the probable outcome for those platforms.

That said, there is much very worthwhile about the proposal, and a great deal of intelligent thought clearly has gone into it. I would support it unreservedly if platforms 1 to 14 north of the Devonshire Street subway were to be left open to the air. I think the project would benefit from being pushed southwards. It is worth noting that a new atrium has been built for the almost complete Sydney Metro platforms, and one of its design functions is to bring as much natural light as possible into the lower concourse above those new platforms. This, I would argue, suggests that the designers of the Sydney Metro enhancements at Central were far more cognisant of the need to improve passenger experiences than the designers of the current proposal.

There is nothing wrong with trains entering a tunnel (which is effectively what the proposed development would create) after leaving a major terminal station, but it is extremely offensive to bury the platforms of that terminal station below buildings and a small park.

There are other possible solutions if some ability for pedestrians to walk above the country platforms is considered desirable. I'll take the liberty of suggesting one such option. Currently there are three, very different, designs of platform canopies: the 1961 design on platforms 1 to 3, the (frankly undistinguished) 1906 design on platforms 4 to 11, and the currently incomplete 2023 design on platforms 12 to 14. Some unification of design is desirable. One option could be to build a large glass train shed in the British and European tradition above platforms 4 to 11, retaining the iconic open views to the tower from platforms 1 to 3, which would remain open. This train shed could act as a sort of clerestory with solid coverings incorporating parklike elements above the current island platforms 4-5 and 10-11. It should of course have the same transition radius curves as the existing steel and corrugated iron structure above the Grand Concourse, to enhance architectural integrity and visual identity. The elevated park could wrap right around the clerestory by including a strip of park above the heads of platforms 4 to 11. Beneath the clerestory, there could even be plantings of appropriate plants on the now far more open and light-filled platforms. Species like the Bungalow Palm come to mind as potentially appropriate narrow platform plantings which would be visible from the elevated park through the overall glass roof, or clerestory as I've rather ecclesiastically described it. That could give a little of the atmosphere of Madrid Atocha to a reimagined Central, which would be a very good thing indeed. Madrid Atocha is a far better inspiration than Penn Station or Adelaide Station, which is what I absolutely dread.

So, I am not arguing against change or dismissing the project. Much of it is very fine indeed. By all means build above the railway both north and south of Cleveland Street, but please not north of Devonshire Street in the way proposed. There are alternatives which enable the other desiderata of the project to be realised, and I believe I have outlined one option above. There are many others. But, clearly, in this proposal, there has been little thought about the platforms, which are the heart of the station and the reason it exists. They are indeed, for many of us country folk, how we approach the capital and its throbbing heart.

Submission ID: 332301

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Jason

Last name: Andersen

Suburb and postcode: Corrimal 2518

Please provide your view on the project: I object to it

Submission:

Last thing Sydney needs is more development, Central is fine the way it is, leave it alone.

Submission ID: 332306

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Ellen

Last name: Wilson

Suburb and postcode: Silverdale 2752

Please provide your view on the project: I object to it

Submission:

I feel that these proposed renovations will destroy an amazing piece of architecture that is Sydney's heritage. It should remain as it is.

Submission ID: 332311

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Ros

Last name: Searle

Suburb and postcode: 2038

Please provide your view on the project: I object to it

Submission:

The huge buildings proposed will completely destroy the ambience and amenity of the historic Central Railway Station area, please don't do it.

Submission ID: 332316

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Jennifer

Last name: Blennerhassett

Suburb and postcode: Chippendale 2008

Please provide your view on the project: I am just providing comments

Submission:

Comments in attached document. Strongly request detailed information about overshadowing caused by the height of the proposed buildings on the western side, along Regent St and the impact on the surrounding area in Chippendale.

Submission to Central Precinct Rezoning Proposal

Jennifer Blennerhassett

Thank you for the opportunity to respond to this proposal.

As a resident of the eastern side of Chippendale, I have concerns about several aspects contained in the proposal.

1. The height of the buildings on the western side, along Regent St and the impact on the surrounding area:
the building heights of up to 180m are excessive. The effects of overshadowing are not detailed for the impacted parts of Chippendale.

I request that detailed data of overshadowing be provided.

2. The bulk and density of the proposed buildings:
the precinct will be over crowded, on the ground and in the air space.

Consider reducing the density and including setbacks, if not for the whole building then in parts of building facades, to improve the amenity. The buildings are too close together and the wind tunnelling effects will be magnified.

Consider widening pedestrian pavements, especially along Lee St, to improve the streetscape and pedestrian thoroughfares. Currently pavements are often crowded with pedestrians and food delivery bicycles in the Railway Sq, Lee St, Broadway areas.

3. Public space: The NSW Transport's Urban Design Framework cites the recent *Chippendale: An evolving neighbourhood that contrasts low to medium scale warehouses with the high density mixed use precinct at Central Park*. [This is a feature that identifies a Modern Compact City]. Also stated is: *Open space - at least 15% of the developable area. All housing and workplaces to be within 200m walking distance of open spaces of minimum 3,000sqm in size.*

I'm very familiar with the open space at Chippendale Green which is the open space for the high density Central Park precinct. **It is inadequate and a poor quality space.** There are many dog owners living in the Central Park precinct and the lack of a dedicated area for dogs is noticeable. Skate boarders congregate and skate across the access to Central Park mall from Chippendale Green. Many cyclists, including food delivery bicycles use Irving St to cross Chippendale Green and go into Balfour St and vice versa. As an older person I often find it quite hazardous crossing Chippendale Green to access Central Park Mall for shopping.

Quality of public space. People need to be in contact with nature on a daily basis. Green space is more than a luxury, it needs to be well designed and maintained to optimise the health of people living in a Modern Compact Sydney.

Universal use is desirable and consider how different groups will use the spaces, for e.g young, old, people with dogs, young people who wish to skate board, people who need a quiet space and so on.

How can diversity and quality be achieved: urban tree cover: shade needed, light, safe water features, species with low pollen allergy, edible green infrastructure, community gardens, biodiverse green roofs, green walls (vertical gardens), nature playground.

There are many studies that correlate the role of Urban Green Space (UGS) with human well being. The World Health Organisation says that *urban residents should be able to access public green spaces of at least 0.5-1 hectare within 300 metres linear distance (a 5 minute walk) of their homes*. Half a hectare is 5000 metres, so 3000 metres cited in the Urban Design Framework is below the recommended standard.

The World Health Organisation recommends *the availability of a minimum of 9 m² of green space per individual with an ideal Urban Green Space value of 50 m² per capita*. These statistical values correlate with a number of UGS standards, including: (1) linkages between sustainable cities and better health, (2) core health indicators to monitor progress and identify success, (3) expanding indicators values (e.g., governance indicators, access to health and sanitation services, food markets and urban infrastructure for social, recreation and livelihoods), (4) adding value to health indicators and (5) feasibility of data reporting via cross-cutting issues (e.g., equity, governance and climate change).¹

Consider reviewing whether 2 hectares of public access open spaces is adequate for the planned 850 dwellings. In addition there will be workers, visitors and public transport commuters and other travellers.

1. Modern Compact Cities: How Much Greenery Do We Need? Alessio Russo and Giuseppe T. Cirella. Int J Environ Res Public Health. 2018 Oct; 15(10): 2180.

Submission ID: 332361

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Sylvie

Last name: Ellsmore

Suburb and postcode: 2008

Please provide your view on the project: I object to it

Submission:

I am a resident of Darlington, and live close to Central. I am also a City of Sydney Councillor. I am making a personal submission about this project.

I have been approached by a number of residents concerned about the proposal, which I pass on here.

Their concerns primarily relate to:

- ensuring quality community and green spaces, and other essential infrastructure, for the growing community,
- ensuring affordable housing is prioritised in any residential development,
- concern about the heritage of Central Station and surrounding sites,
- ensuring there is a reduction in the density and height of the new towers, with heights similar to the UTS Tower as a maximum, and reduced clustering of buildings to prevent wind tunnels and overshadowing making the new lanes areas pleasant to use,
- ensuring public land remains in public control (not privatised), and
- the process - a lack of transparency about the financial modelling or incentives and unclear lines of accountability of government decision makers (especially with the creation of TAHE).

Further on the issue of community, green spaces & infrastructure this is one of a number of major redevelopment projects on public land being proposed in the inner city.

Each of these projects includes some community and green spaces, but these are significantly less than should be included, particularly given that this is precious public land in the inner city, and few remaining spaces with the potential to build new parks or community (ie public & non-commercial) spaces or other essential community infrastructure.

In this case, the new square and green space is welcomed, but too much of the green and public space promised is in the form of lanes which will primarily serve as spaces for outdoor dining and the like rather than brought together to create pockets of flexible public space which can be enjoyed for free. The site needs to be reconfigured to ensure this kind of free public space is delivered.

The proposed new bridges would be an opportunity to create public, free commercial spaces to deliver the highline or other active transport links and areas to reflect and gather, which the NSW Government claims it wants to deliver.

In terms of other community spaces and infrastructure across the many projects on public land being proposed in our LGA in recent years spanning from Circular Quay, to Barangaroo, to Blackwattle Bay, Waterloo Estate, and Redfern South Eveleigh (amongst others), none consider the cumulative impact of the growing population of residents and workers, beyond immediate needs.

These are once in 50-year+ developments of public land across the inner city region. There is an obligation to consider cumulative impact in all planning projects, but particularly in State projects.

If the new community centres, schools, childcare centres and recreation facilities for the inner city (estimated to grow in population and in terms of workers by 50% or more in coming decades) are not going to be factored in and delivered in public projects like this, how and when are they intended to be delivered?

In Chippendale & around Central in particular, I regularly receive feedback that there are insufficient community spaces and free meeting spaces in particular right now, let alone into the future.

As the State Government is the proponent, its responsibilities to consider the needs of future communities is even greater than other proponents and it must not sell off or privatised the few parts of remaining public land that would enable this critical community infrastructure.

In terms of affordable housing again this project delivers only a minimal amount, particularly given it is public land and the public housing waiting list for the inner city is now more than 10 years.

If public housing and a greater percentage of affordable housing is not going to be built on public land, where is it proposed it would be built? There is a responsibility to ensure more affordable housing is delivered, and it is meeting community needs, including around accessibility.

Sydney is one of the least affordable cities in the world, and the inner city is one of the least affordable parts of our City. The City of Sydney has a target of 25% affordable and public housing on public land, but the scale of the housing crisis has escalated since then. The NSW Government and this project should be considering at least 50% and ideally 100% public housing noting that other comparable cities like London have a target of 50% affordable housing for new builds on public land.

A smaller note - the term diverse housing is confusing and not defined. It should be defined or not used, it creates confusion and appears to be an attempt to claim more affordability in housing than is proposed to be delivered.

Finally, and further on the issue of process and accountability - this is one of a number of major redevelopment projects on public land being put forward with short time frames for community input, by the NSW Government.

The creation of a separate entity TAHE to hold the assets, without clear lines of accountability to the public or details of what instructions it has been given to make profit out of public land, is very worrying.

A two-week extension for submissions provided, into a decision that will shape a 10 year long development, with 6000+ pages of technical documents to review, makes a mockery of the community consultation process.

I got three leaflets in my letterbox as a local - within 7 days - and nothing before or since. Nothing to advise of the extended timeline for submissions.

The fact that the NSW Government has also asked for feedback on other, massive technical developments at the same time, needs also be taken into account. Communities are exhausted and overwhelmed, and feel powerless to respond. Sadly, that appears to be the intention.

This project must be re-exhibited and real time for input allowed. At least 3 months should be provided, a genuine opportunity for input, and details of the finances released to the public, so that we can also provide comment on this.

It is, after all, public land. It belongs to all of us and we deserve a proper say over what happens, for current and future residents, visitors, workers and students.

Submission ID: 332381

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Bridgena

Last name: Hartley

Suburb and postcode: 2218

Please provide your view on the project: I object to it

Submission:

I am objecting to the development as Sydney has lost too many of its historical buildings already. It needs to be a development similar to the QVB, which retained the heritage of the site.

Submission ID: 332401

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Matthew

Last name: Coffey

Suburb and postcode: ROSEVILLE (NSW)

Please provide your view on the project: I object to it

Submission:

I think the height of the interanal stations should be risen 3 storeys to allow air flow and old trains to pass through central station. wynyard and town hall stations are horrible places to be. i think more space especially above people standing on platforms would make it more enjoyable.

Submission ID: 332406

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Matthew

Last name: Skiffington

Suburb and postcode: Newtown, 2042

Please provide your view on the project: I am just providing comments

Submission:

My partner and I live car-free in Newtown and are frequent rail users. I have a strong interest in urban issues, having lived in a small, highly car dependent city (Hamilton, NZ) a larger city with reasonable rates of walking, cycling and PT usage (Wellington, New Zealand) and now a large metro area with a comprehensive multi-modal transport system (Sydney). I have a strong interest in informing decision making with data analysis, holding a degree in Statistics. I am completing a PhD studying deep generative models in Artificial Intelligence.

My concern with this proposal is that the quality of the interior environment at this station will deteriorate significantly once it is built-over. To be specific, I am concerned this development this subject the average rail user to cramped, claustrophobic conditions with low levels of natural light and low levels of natural ventilation.

A similar and famous example of a disastrous development that has only recently been alleviated is Penn Station in New York. The original grand, historic and well lit station, one of the busiest in the United States, was ruined in 1963 when the head house was torn down. The subsequent stadium built on top of this led to a renowned drop in quality. A quote from Vincent Scully succinctly summarized the situation:

"One entered the city like a god. One scuttles in now like a rat"

New York city has recently spent \$1.6 billion creating Moynihan Train Hall, which is a pale imitation of the grandeur of the original Penn Station, after this issue gained significant media attention in the US, particularly from the New York Times.

While improving central station and intensifying the land use of the area is in principle a positive move, the study document should be altered to explicitly consider the necessity of sufficient natural light into the station. The study document carefully considers the impact of light upon neighboring communities due to OSD, but does not appear to consider or even mention the aspect of natural light from the perspective of an individual using the station itself. This seems like an oversight.

I would urge TfNSW to strongly and carefully consider the aesthetics and experience rail travelers will be subjected to coming into Sydney Central. Many of the cities I have lived in New Zealand, my country of birth, face extreme opposition to public transport projects of any kind. Much of this comes from a history of decades of under investment and deteriorating services (and experiences) and from car dependent planning and growth originating during the post war period. Consequently, only two cities in NZ have rail systems and no light rail or tram systems exist, apart from short tourist lines. In my home town, a city of ~170k (220k metro), public transport usage is below 1% and limited almost exclusively to the elderly, school children and those who are literally unable to drive. Auckland, New Zealand's largest city, has half the number of stations as Adelaide, despite having a larger metro population. There is no high speed rail of any kind and only two regional services still exist, with the latest having only opened in the last year, although the survival of these services is highly uncertain.

Once the mentality that public transport, or walking is a lesser, dangerous or generally unpleasant experience is embedded into the populace (such as in many cities in New Zealand), it is difficult to change or challenge this mentality. An excellent example of this is the lack of pedestrianization in many US cities, partly responsible for low rates of active transport in the US. The US now has the highest obesity rate of any developed country the life expectancy there has just recently fallen below that of China, to 76.1 years, according to the British Medical Journal. It is well known in the research and planning communities that activate transport, which includes walking and public transport (which are interdependent - public transport usage is unlikely to occur when the built environment discourages walking) is strongly positive correlated with health benefits, and vice versa with respect to car dependency.

Submission ID: 332431

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Tristan

Last name: Ryan

Suburb and postcode: 2037

Please provide your view on the project: I object to it

Submission:

The proposal incorporates no public housing, despite occurring on mostly public land.

It also re-creates the divide of the railway tracks with a wall of new development.

The proposal should be taken back to the drawing board and start from a premise of much needed public housing provision. In order to make new housing desirable, the bulk and proximity of buildings should be reduced, with a more direct connection from Prince Alfred Park.

Submission ID: 332436

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Luka

Last name: Penney

Suburb and postcode: Petersham 2049

Please provide your view on the project: I object to it

Submission:

I strongly oppose the plans to develop Central Station in the manner proposed, due to the highly worsened interior experience. Central is iconic for its open roof platforms, and having a low roof as the government suggests would not only ruin the historic aesthetics and customer experience of the station but also prevent heritage train rides from being able to run from/through Central.

Submission ID: 332446

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Sue

Last name: Gay

Suburb and postcode: 2560

Please provide your view on the project: I object to it

Submission:

Disgusting another Hong Kong in the making with NO HEART OR SOUL. This Government & DPIE will go down in history as the worst ever.

Submission ID: 332451

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: James

Last name: Richardson

Suburb and postcode: 2168

Please provide your view on the project: I object to it

Submission:

I object to the project in its current form as it lacks an interior design for the train terminus.

I can only assume the interior will be dark and claustrophobic.

Submission ID: 332481

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Ian

Last name: Hill

Suburb and postcode: OTFORD

Please provide your view on the project: I object to it

Submission:

The Central Precinct Renewal Program CPRP raises many concerns including its most undesirable impacts upon the amenity, heritage, function and the attractiveness of Sydney Station and Sydney as a destination in general.

The proposal causes significant and unacceptable encroachment upon Sydney Station and its Platforms, the Mortuary Station and the State Heritage precinct in general.

Central Station Submission

Transport for NSW

Central Precinct Renewal Program CPRP

[REDACTED]

[REDACTED]

04-10-2022

Dear Sir,

I would like to thank the Department of Planning for the opportunity to comment on the Transport for NSW proposed Central Precinct Renewal Program (CPRP)

Executive summary

Sydney Station stands as the largest most significant terminal station in Australia. It is the premier railway station in the state of NSW and was opened in August 1906. It sits within a well-defined heritage curtilage as depicted on Page 31 Figure 8 Planning Report of the Central Precinct Renewal Program CPRP. The station was described at its opening as 'providing a magnificent entrance to the city' and remains so.

The proposed development by Transport for NSW for this site raises many concerns across significant aspects for the future appearance and function of the station. It introduces adverse impacts upon the following:

The public amenity of using the station

Passenger Experience

The Grandeur of the Sydney Experience

The Largest most significant terminal station in Australia

The Heritage of the Main Building at Sydney Station

The heritage of the Current Platforms at Sydney Station

The Heritage Precinct at Sydney Station

The Heritage of steam hauled living history at Sydney Station

A functioning railway yard at the site of the beginning of the NSW Railways

The decrease in the functional utility and safety within the heritage precinct of the railway yard due to the constraints of the Over Station Development

A busy transport hub being overbuilt with another hub

Green space

Further overdevelopment of Aboriginal land

Amenity

The current arrangement at Sydney Terminal or Sydney Station has commuters, travellers, inter-state and international visitors originating many of their journeys from within the assembly area of the magnificent main concourse. The platforms extend immediately to the south like fingers from a hand. At one step from the concourse the passengers are on the platform and they are under continuous cover from the awnings should the weather become adverse.

The proposal seeks to expand the concourse southward having an open space with alternate stairs to the upper deck level and openings to the platforms. The stairs lead to an artificial court named Central Green and by extension to the city blocks of proposed high-rise buildings. Entrance to platforms would be via across the additional space and then through entering a tunnel into the new underground for platforms created beneath the deck level

This arrangement has inherent disadvantages. The entry to the platforms is confined due to valuable space being taken up by ascending stairs. The stairs act to confuse and unnecessarily complicate the issue of leaving the assembly area and directly joining the train. The stairs introduce a further flux of commuters from the proposed new city blocks of high-rise buildings disrupting the direct entry to the platforms which would be especially concerning for those trailing luggage. This counter flow decreases the efficiency and thereby the amenity of leaving the main assembly area and joining the desired train and conversely the exit of passengers to the main concourse for the use of the facilities available there such as the main destination board, catering, seats, space to dwell and toilets.

The open nature of the space defeats the excellent arrangement at present immediately beyond the concourse by robbing the customers transiting between the platforms and the Main Concourse of essential cover provided by the awnings in days of hot sun or inclement weather

The deck level and over station development which buries the platforms in the unnatural underground presents an artificial environment deprives the customer of the benefits of continuous fresh air and sunlight for the platform length.

Visual Amenity

The optics of arriving at the main station of a city is very important and to arrive in an underground platform necessitating artificial lighting and ventilation at all times of day is no joy. It is certainly a depressing experience not fit for the premier railway station in the state or the nation. The state deserves better than to provide underground platforms in a country like Australia with such a pleasant overall climate. Similarly leaving the main concourse to begin a significant journey by entering an underground platform into a forbidding underground situation from the openness of the main concourse would be depressing to many.

Above ground stations known as air right developments bring a natural joy to the commuter when using them as they provide the great visual benefit of direct diurnal sunlight which has a positive effect on human health and well-being. It powers the circadian rhythms of the traveller. Humans don't naturally live underground and the more time spent in subterranean situations the more the

manufactured environment down-grades the human function. Poor health outcomes arise from such existence.

Above ground stations provide the traveller with the riches of the daily weather cycle across the seasons. The joy of any winter sun or the poignancy of air after a summer rain squall are just key fragments maintaining the commuters link with the natural world.

Sunlight in any environment brings benefits and itself acts as a cleansing agent against moulds and germs.

Above ground stations do not suffer from the continuous chilled air suffered by stations with Over Station Developments such as Kogarah or Hurstville.

Sydney Station platforms are far more inviting currently than underground platforms such as at Brisbane or Adelaide for the simple reason that they are above ground, user friendly and have fresh air and sunlight.

Air Quality

Air right developments have fresh air on a 24/7 basis with excellent circulation. Currently at Sydney Terminal where there are awnings, the air can readily circulate fed from over the tracks between them. Not so with Over Station Developments or underground ones and any ventilation system introduces the greater possibility for the circulation of airborne disease and greater risks during the outbreaks of communicable diseases.

A ventilation system drawing air from track level or tunnel entrances is far less desirable than air right developments. The premier station which

Thermal Amenity

The proposed Central Precinct Renewal Program CPRP would generate an enormous body of cold air beneath the deck level and at rail and platform level and from the covered section to the Mortuary Station. The proposed ventilation system may not heat the air it draws and if it did the thermal losses and costs would be extremely high and compromise sustainability of the complex.

Sydney Station has the optimum solution for amenity providing sunlight, protection from extreme weather, natural day time experience, fresh air and thermal warmth. The platforms have awnings which provide sunlight and natural day experience while protecting the customer from extreme weather. It also operates without the need for ventilation, heating and artificial lighting at no cost while saving a massive extra energy input raising concerns over the sustainability of the complex.

Passenger Experience

One of the truly special and very Australian aspect of Sydney Terminal Station is of the views one can obtain of the bright blue Australian Sky, taken for granted by many but is one of the first things noticed by visitors from Overseas.

A key feature of Sydney Station is being able to stand on the Main Concourse at Sydney Terminal and look out to the Departure & arrival areas for the longer distance trains and be able to have a

fairly panoramic view of the sky as well as when standing, waiting or alighting on the platforms. This is an experience that makes people realise that we live in a sub – tropical climate with an abundance of fine weather and beautiful blue skies.

In New York the experience of catching a train from the historic New York Central's Grand Central or Penn Central Stations is totally ruined when it becomes time to join your train to then find yourself hurrying down into a dark, dirty, noisy underground platform departing from an underground station no different to Town Hall or Wynyard. In a country as large as Australia the nations planners do so much better and the premier railway station is the starting point.

As a point of distinction to other systems that have covered their main station, Transport for NSW should embrace the fine mix of amenity and heritage now at Sydney Station and use it as a key attraction to international travellers.

The Grandeur of the Sydney Experience

The high point of key historic precincts of the city preserving and displaying the grandeur of classical architecture of Sydney

There are few prime locations in Sydney where the richness of its European history can be savoured through the historic built form together with the space to appreciate them. These are public places where classical architecture delights the eye, where the venerable historic sandstone buildings grace the inner city and where they can be admired without the incessant interruption of traffic.

By contrast the rest of the city is artificial surfaces of narrow streets and footpaths separating jam packed multi-storied office blocks and sky scrapers. A great majority of it is off bounds to the public, the commercial interest dominate the arena and the architecture is bland. Natural Australian vegetation and lifeforms are excluded while open public space is marginal. In short it is over-built, over-congested and over-crowded.

The open spaces providing such prime locations and public pleasure are the Botanic Gardens, Martin Place and Sydney Terminal. A much lesser location is the undersized Macquarie Place at Bridge Street. The pedestrian-only boulevard in George Street assists by providing at least a narrow street wide space to appreciate the Queen Victoria Building.

Of these the grandest statement is without doubt the magnificence of Sydney Station best viewed with awe from Belmore Park. Travelling by train from the Sydney Underground the approach to Central on the western side bursts from the city infrastructure upon the sylvan scene of trees and emerging is this glorious sandstone castle of commanding proportions presiding in a stately manner over its surroundings. A French Renaissance styled Castle, a symbol of civic pride and all that is good in society

The proposed Central Precinct Renewal Program CPRP by Transport for NSW will shatter the grandeur of Sydney Station by severely compromising the appreciation of the classical beauty of Sydney Station Main Building and its greater curtilage by imposing unrelated forms to the greater railway precinct. Again it will be introducing and expanding more over-built, over-congested and over-crowded spaces into the city.

The Largest most Significant Terminal Station in Australia

For Sydney this is THE Building. No other significant venerable historic sandstone structure has the grandeur, the setting, the history, the social linkage to NSW residents both city or country dwellers, the public access the utility. It is a building before its time for its time and for the future. It is not to be trifled with or submerged underground or devalued by the imposition of unrelated modernist high rise. It is a French Renaissance castle accessible to all and there is nothing like in Australia to behold.

Sydney Station Main Building complete with its iconic clock tower which can be seen from all of its four sides far and wide is the largest and most recognizable station in NSW and Australia.

It is recognized nationally for its heritage and significance values. The image of a train departing a platform with the famous clock tower as a backdrop is known and cherished far and wide.

The nation should be proud of its capacity and it is the duty of Transport for NSW to maintain it while they exist and ensure its preservation for future generations.

Heritage

The Heritage of the Main Building at Sydney Station

Sydney Station is centered upon a magnificent French Renaissance palace completed by and officially opened on Saturday 4th August 1906. The Main Building consists of a large north wing with two smaller east and west wings forming a U shape in plan view. Inside the U shape is the Main Concourse forming a palm and the platforms project from this southward like fingers of a hand. The neighboring Parcels office was complete in 1913 and the clock tower upon completion began operation on Saturday March 12 1921.

The insensitive placement of monstrously large unrelated modern buildings violating the setting due to the architectural clash of bland modern concrete, metal and glass structures with classical stone architecture will greatly destroy the heritage value of Sydney Station.

By far the most significant view is from anywhere in the north of the magnificent North Wing along Eddy Avenue, from Belmore Park, from the City Railway near Eddy Avenue and Albion Street or portions of Pitt Street to the buildings north.

The imposition of the city blocks of high rise behind the Main Building within the heritage precinct will violate the stately aura produced by classical elegance of the Main Building of Sydney Station as well as destroying key sight lines.

The Heritage of the Current Platforms at Sydney Station

There is a great need to conserve the station as a whole and not to discard significant pieces of high heritage value and great function simply because it does not fit with the desire for an over station development as part of the Central Precinct Renewal Program. This especially applies to the current platform arrangement with five docks with three roads each in their current form with their exposed heritage timber lattice trussed awnings which date from the opening in 1906.

The proposal is to reduce the width of the most significant platform one and to effectively gut the current platforms and change the arrangement to again five docks but with two roads each and totally remove the awnings. In doing so the heritage brickwork on the platform edges would also disappear.

The Attachment 20 Conservation Management Plan details the platforms stating on page 156

The original lengths of Platforms 1 to 12 exhibit straight earth-filled platforms faced with English bonded face-brick walled platforms with vertical profiles and corbelled brick copings. The c.1906 corbelled brick copings are constructed of header courses set on their sides.

Clearly this heritage facing would be demolished to buried when the platforms are re-aligned. They are a subtly part of the fabric of the platforms and warrant conservation.

The current track layout with three roads between the five docks from platforms 1 to 10 retain the 1906 configuration and provide the ability to release locomotives from inbound locomotive hauled trains or to store train sets on hand or because of a failure.

The Attachment 20 Conservation Management Plan 9. On page 166 stated

Item Specific Policy: Alterations and Additions

Alterations and additions to the Country and Interstate Platforms should be avoided. The Country and Interstate Platforms should be conserved and continue to be understood as open air spaces with awning shelters.

Development above the platform is not appropriate.

The Heritage of the Platform Awnings, Brick huts and Other Items

The platform awnings are a significant and most functional element of Sydney Station. They are of great historic and heritage value as the main construction medium is large wooden beams which are 116 years old.

As described in the Attachment 20 Conservation Management Plan on page 161

The original c.1906 gable-ended awnings with exposed timber lattice trusses (Howe trusses) supported by chamfered hardwood timber posts are still partially extant along Platforms 4/5, 6/7, 8/9 and 10/11. The structural elements are fixed with wrought and cast-iron brackets and ties, and the roofs comprise c.2000 corrugated metal sheets. Timber valances extend along the sides of the awnings and at the south-western ends of the original awnings on Platforms 4/5 and 6/7, although the saw-like ends of the valances along the sides of Platforms 10/11 and 12/13 and at the gabled ends of Platforms 4 to 9 have been removed. The original end valances have been relocated to the southwestern ends of the c.1990s awning extensions on Platforms 8/9 and 10/11. The awning extensions cover the subway tunnel staircases and designed to match the profile of the original c.1906 awnings, but are supported on steel posts and have skylights running along the ridges of the gabled roofs. Cast iron downpipes are fixed to the posts, transferring water from the gutters along each side of the awnings into drains within the platforms.

By way of explanation the awning on platform 1 and platform 2 and 3 were modified and lengthened due to the introduction of through running of Sydney to Melbourne trains on the 16th April 1962. As a result.

The Attachment 20 Conservation Management Plan also states on page 156 within paragraph 3

Although Platforms 1-15 had a uniform construction, only Platforms 4-15 still retain their original materiality. The awning on Platform 1 was replaced in the 1960s and features a cantilevered awning which is anchored into the West Wing Building. The roofing on the Platform 1 awning and on Platforms 2/3 was replaced in the 1990s, resulting in the removal of original fabric on Platform 2/3.

Platform structures include the brick huts at the south end of platforms 3-4 through to platform 10. They are also worthy of preservation as noted in the reports.

The Statement of Significance on page 163 of the Attachment 20 Conservation Management Plan states

The Country and Interstate Platforms are of state heritage significance.

It further adds

The site exhibits historic significance forming part of the original design and development of the third Sydney Terminus, completed in 1906. The platforms have aesthetic significance in their layout representing the original 1906 platform and awning designs, as well as some of the original fabric present, which remains in situ.

The platforms have historical significance for their contribution to the country and interstate railway system. The platforms also hold historic and representative significance in their representation of NSW railway technical advancements and infrastructure, including their original use for steam and diesel locomotives before the electrification of the train lines.

The Country and Interstate Platforms have a high level of social significance for their continued operation as commuter platforms since 1906. Furthermore, as the platforms were initially primarily used for interstate and country travel, they hold social significance for the many commuters who have used the platforms to travel and/or farewell loved ones. The platforms still hold social significance to commuters today.

The Country and Interstate Platforms have a high level of social significance for their continued operation as commuter platforms since 1906. Furthermore, as the platforms were initially primarily used for interstate and country travel, they hold social significance for the many commuters who have used the platforms to travel and/or farewell loved ones. The platforms still hold social significance to commuters today.

Under gradings and integrity the platform awnings from 4-15 are grade of high significance and high integrity. After 116 years such heritage is well worth preserving.

Sky lights and brick huts are similarly ranked of high significance and high integrity. In fact, there are additional items mentioned in Table 29 including goods lifts and platform mechanisms all ranked of high significance and high integrity and worth of preservation.

On page 165 item 3.12.5 Site Specific Conservation Policies contains the following

The site is within the overall listing for Central Station on the State Heritage Register under the NSW Heritage Act 1977 for Sydney Terminal and Central Railway Stations Group.

- *The site is within the overall listing of the Central Railway Station and Sydney Terminal Group on Transport Asset Holding Entity's (TAHE) Heritage and Conservation Register under Section 170 of the NSW Heritage Act 1977.*
- *The area is within the Railway Square/Central Station Special Character Area under the Sydney DCP 2012.*

On page 166 it states as Item 9 Item Specific Policy: Alterations and Additions

Alterations and additions to the Country and Interstate Platforms should be avoided. The Country and Interstate Platforms should be conserved and continue to be understood as open air spaces with awning shelters. Development above the platform is not appropriate.

So, there it is in black and white. The platforms and their awnings and features such as huts should be retained as heritage items and additionally as they are an integral part of the great Sydney Station.

The proposed platform realignments destroy the 116-year-old heritage of the awnings and platform for no net increase on platforms across the terminal. This is clearly unacceptable.

The heritage of the Clock Tower

The crowning element of functionality, landmarks and heritage at Sydney Station is with doubt the famous clock tower which can be seen from all of its four sides far and wide. The Clock faces are 4.77m in diameter. The clocktower is nine storeys tall, with six of these above the Main Terminus Building's roof, with the top of the tower's dome sitting 64.3m above the Concourse.

Importantly this feature at Sydney Station itself can only be viewed from the platforms and not from within the Grand Concourse or the North, West or East wings.

Its importance as a sentinel watching over the platforms providing guidance at all times of the year is high valued.

It is described in detail in Attachment 20 Conservation Management Plan from page 128 to 137.

Site Specific Conservation Policies on page 135 state both the clock and the tower is graded of Exceptional significance and integrity.

The great usefulness of the clock is being able to see it from the platforms

The iconic platform view shows trains departing under its watch.

The proposed over station development will mean all this function and heritage appreciation will be lost from the platforms. A huge amount of its usefulness and joy will be forever gone. This is a heritage piece and provision which should not be lost.

The Heritage Precinct at Sydney Station

The greater precinct at Sydney Station is the curtilage which is bounded by Cleveland Street in the south and then to Regent Street and Lee Street to the west. From the intersection of Lee Street, George Street and Pitt Street it follows Pitt Street north to Hay Street. It runs east then along Hay Street to the intersection of Hay Street and Elisabeth Street where it runs south and then via Randle Street and Chalmers Street to again Cleveland Street.

This has already been identified and is acknowledged in the Planning Document in Figure 8 Page 31 of the Planning Report as the heritage precinct and is shown below.



Figure 8: Existing heritage map

Source: SLEP 2012 (2022)

The precinct includes Sydney Station the magnificent French Renaissance styled main building completed by and official opened on Saturday 4th August 1906. The neighboring Parcels office was complete in 1913 and the clock tower upon completion began operation on Saturday March 12 1921. The other greatly significant building is the Mortuary Station completed in March 1869. Designed in Gothic Revival style by colonial architect James Barnet the elaborate building was the intended as a celebration of the passage of the coffin to funeral trains for Rookwood cemetery.

Developments which have slipped through depreciating the heritage precinct due to poor communication by planning and oversight by government are the Atlassian Building and the loss of the inwards parcel office to provide modern buildings for Transport for NSW staff. Good forward planning would see their removal.

The greater problem with the over station development and Central Precinct Renewal Program (CPRP) is that it violates this area imposing the city blocks through its centre. It also imposes itself over a highly functioning railway yard at the site of the beginning of the NSW Railways. The over station development serves to bury this space and its heritage.

The Mortuary Station

The Central Precinct Renewal Program (CPRP) poses Significant and unacceptable encroachment upon the Mortuary Station and with that its heritage value.

The imposition of the city blocks of high rise both dwarf the mortuary station into insignificance and act to isolate it from the body of significant heritage items at Sydney Station. The high rise will also cause undesirable shadowing of the building especially in winter time.

Heritage Railway Operation and Celebrations

The proud history of railways in this state has had a profound impact on its residents leading to a significant amount of rail heritage preservation and social significance. This has led to regular tour trains using Sydney Terminal which operate heritage steam and diesel locomotives and rolling stock. Transport Heritage Expos provide a rake of historic carriages on platform one and operate steam tours from neighbouring platforms.

The steady progression by bureaucracy creating increasingly further restrictions on the presentation and operation of rail heritage is a concern. Sadly, bureaucratic demands have greatly impinged and reduced the variety of heritage stock operated. Examples include wooden carriages banned, four-wheel rolling stock banned and the heritage Sydney Single Deck suburban trains have to run with a large headboard attached at each end (which they never did in over 66 years of operation). Despite this, the heritage trains have continued to initiate many of their operations from Sydney Station both because of its importance as a central terminal and its own heritage. Transport Heritage Expos continue each year.

The construction of the Over Station Development with its constraints and ventilation system will provide Sydney Trains and Transport for NSW with the excuse and situation of banning such operations and expos.

Attachment 14 Pollution Assessment gives some guidance on this issue at page 31 where it states

It is intended that most regional passenger locomotives will ultimately operate under electric power when in Sydney, eliminating diesel emissions from these types of locomotives at Central Station. The timeframe for this conversion is not yet determined.

The introduction of electric locomotives and the electrification of the car and bus fleet will lower emissions locally and regionally over time.

In any case operating steam or diesel locomotives into an underground station or one with an over Station Development is to be avoided. At Hurstville station which has a forbidding over station development the fire alarms have to be turned off prior to the running of heritage steam locomotives.

For Expos exhibiting carriages in an under-cover station with artificial lighting devalues the experience greatly and is not worth the effort.

To many the joy of visiting the premier station in the state and experiencing the satisfaction of originating a journey by steam from such a significant place is better than losing this to an underground station for just modern trains.

The loss of the use of living heritage in the form of steam and diesel locomotive and heritage rolling stock at Sydney Station would be a tragic and Sydney would be the poorer. The authorities in charge of the heritage of Sydney Station should not let this happen

In summary the impacts of the Central Precinct Renewal Program (CPRP) upon heritage are extensive.

As mentioned by the National Trust, the style of architecture and the scale of the proposed is not sensitive to the great heritage on hand. No other Australia building or civic arrangement has had such an impact designed that it should be "a monumental work of stateliness and beauty"

In short it causes significant and unacceptable encroachment upon Sydney Station and Platforms, the Mortuary Station and the State Heritage precinct

Functional Utility and Safety

The construction of over station developments bring a range of problems.

The over station development becomes functionally restrictive as it curtails the operation of diesel and steam locomotives.

It also introduces a loss free open space. Across the railway yard it needs to introduce structural columns for the over station development. For massive sky scrapers this means extra large columns and their placement consumes otherwise free space. Once located they become permanent obstacles and they therefore damages the operator's ability to be responsive and reflective to changing demands. The track layout at Sydney Terminal has undergone many changes and will no doubt evolve further. The structural columns could well impede future developments

The absence of the imposition of the essential footings for massive overscale developments provides a free slate for track reconfiguration reflective of changing needs and unforeseen future demands.

Derailments

Busy railway yard are potential sources for derailments due to the number of turnouts and crossovers. The combination of structural columns and transfer beams restricting horizontal and vertical movement constrains the use of cranes in the case of a derailment and hampers recovery. A severe impact on a structural column may compromise the integrity of the column with potentially severe results.

Safety

Similarly, a severe derailment or train crash and one involving a fire within an over station development will place extra burden upon rescue services and hamper recovery.

The Condemnation of Over Station Developments

There are many reasons to reject Over Station Developments (OSDs) due to their adverse impacts

Over Station Developments leave the stations themselves as miserable affairs. They are immediately forbidding and suffer all the negative outcomes of the underground. They are devoid of the many benefits of sunlight and are frequently chilled corridors of coldness. Hurstville and Kogarah stations are prime examples. They suffer from poor quality air and the problems of confined space.

Any ventilation system only increase the potential for spreading airborne disease.

They require 24/7 artificial lighting which places them at a disadvantage from a sustainability aspect as they require energy to continuously run the system.

Given sunlight is good for human health and that humans don't naturally live underground, sunlight in any environment brings benefits and itself acts as a cleansing agent killing moulds and germs.

Commuters often transit to stations from home in cars or buses. Trains themselves are enclosed and have air conditioning. Often the only time for getting sun exposure is waiting on a platform and it is no joy doing so on one with Over Station Developments. They are unwelcoming chilled corridors of coldness.

They magnify winds generated by train movement and magnify and contain the noise generated by train movement

Congestion

NSW is a large state with a land area of 801,150 km² while the Central Precinct is a mere 24 hectares of land. This proposal is supposed to create an additional 29,000 jobs at the site plus some 2500 residents. Given Sydney Terminal was designed to cater for 40,000 passengers daily the wisdom of building such a precinct on top of a railway stations which is already quite busy is a further consideration. The station was designed as the primary transport hub and here is Transport for NSW, whose purpose is to provide transport, engaged in the separate venture of developing a technological hub on top of the transport hub. Congestion on congestion.

Terrorism

The construction of a technological hub on top of a transport hub makes this site a prime target for terrorism.

The detonation of explosives at such a key location would be highly productive for terrorists and cause catastrophic impacts and paralysis of both hubs.

Transport Links

Attachment 23 Transport Study details Transport provisions in section 4.2 on page 70 under 4.2.2 Pedestrian movement and access it states

Three over-rail connections will provide for new east-west connections across the rail corridor, linking Devonshire Street with George Street as well as new connections to Prince Alfred Park. This will enhance access and circulation through Central Precinct, as well as

provide pedestrian and bicycle connections across it to build a more integrated active movement network.

It needs to be stated that if this was so important the three over-rail connections could have been already implemented and afforded prior to building the unsightly road bridge across Sydney yard for construction of the Sydney Metro.

If it remains a priority these connectors could cheaply and quickly built without the huge concerns and cost of the over station development

The proposed north south spine for the proposal which leads to George Street, south of Cleveland Street and essentially duplicates Regent Street and Lee Street and brings more unnecessary congestion to the Central Park proposal and Sydney station with its loop around the West Wing.

Green infrastructure

There is a concerning tokenistic approach to greening the city in the face of the city blocks being proposed in the documentation. The whole effort is undone by the nature and scale of the city blocks being added in the proposal,

The attachment Green infrastructure on Page 38 and 57 presents a miserably narrow green corridor links.

The habitat linkages and Biodiversity Corridors on Pag 62 show a potential north south connections in figure 6.1 which is just fanciful. Deceptively Sydney University and the city railway are shown as totally green spaces and corridors in the mapping adding to the concerns and disbelief.

Referring to the Attachment 3 Urban Design Framework on page 94

Diagram 195 Indicative concept render through platforms and deck shows a mere 1.4m for the landscape zone. This would appear to shallow to have and extensive water reception and reticulation plus a sufficient soil dept to support at locations large trees.

Tokenistic incorporation of Aboriginal Culture

It is noted that although there appears to be an effort to link with indigenous groups the juggernaut of high-rise development is marching on with this proposal. A statement from the Kamilaroi Yankuntjatjara Working Group person Phil Khan (Kadibulla Khan) in part states

“the process of development is destructive to our rich cultural heritage....”. The implications of this are not dwelt upon and here is more open space being proposed for city blocks. The real issue of returning land is not negotiable and instead the NSW Government will consider opportunities to ensure Aboriginal history, arts and cultural heritage are a key part of any future plans for the area. This is all very superficial and the upshot is further overdevelopment of Aboriginal land and once again the real agenda is more intense development.

Costings

The whole planning document for the Central Precinct Renewal Program (CPRP) effortlessly skates over the potential costs of the project and the cost benefits for tax payers versus the benefits for those who will benefit from the sales and lease of the commercial real estate and residential development. There is a significant and disproportionate cost of construction for over station developments at this site compare to greenfield developments. The Technology hub could be moved to western Sydney and built for a far less cost. It would also avoid the huge concerns over heritage destruction at Sydney Station.

The large amounts of money spent on preparing every one of the documents and attachments associated with this report in also avoided with no indication of where or when the residents of NSW will ever find out. An increased amount of credence in the project would occur if it was.

Conclusion

The Central Precinct Renewal Program CPRP clearly raises many concerns across significant aspects for the future appearance and function of the station and the joy and well being of its users. What is presented is a stupendous case of over development. Of prime concern is its most undesirable impacts upon the amenity, heritage, function and the attractiveness of Sydney Station and Sydney as a destination in general.

Over station developments bring a host of negative results from their unnatural predicament as discussed with concerns over air quality, wind and noise containment, plus the circulation of airborne disease and greater risks during the outbreaks of communicable diseases. This proposal would add the ventilation systems and sustainability to the tally.

As a point of distinction to other systems that have covered their main station, Transport for NSW should embrace the current benefits of Sydney Station and use it as a key attraction for international travellers and the joy and benefits of the wider community. The proposal displays a failure to appreciate, maintain and celebrate the magnificence of the current terminal precinct in the rush to add more congestion through yet more faceless brutal repressing architecture.

Significantly the proposal causes significant and unacceptable encroachment upon Sydney Station and its Platforms, the Mortuary Station and the State Heritage precinct in general.

I strongly suggest the proposal be rejected.

Yours sincerely,

Ian Hill

Submission ID: 332486

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Gideon

Last name: Bellamy

Suburb and postcode: Randwick

Please provide your view on the project: I object to it

Submission:

In my personal view, completely building over the platforms at Central would greatly worsen the experience of using the station. There should be natural light and air in that space, which this redevelopment would make impossible.

Submission ID: 332491

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Harrison

Last name: Lo

Suburb and postcode: Marsfield

Please provide your view on the project: I am just providing comments

Submission:

I agree to convert the existing drop-off zone as a civic forefront but there should be an underground taxi stand, coach stop and kiss and ride zone at the new proposed buildings A,B and C.

Really concern with the impact of constructing buildings above the regional train platform.

Submission ID: 332496

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Thomas

Last name: Walder

Suburb and postcode: CHERRYBROOK

Please provide your view on the project: I object to it

Submission:

The file attached contains my submission with added photos to illustrate my points better. These worlds are the same as what is in there, and it would be better to look at the attached document.

This proposal utterly fails to consider the experience of being in and using central station. There are no images of what the station will look like inside, which shows how little thought has been put into that. It doesn't consider the station's significance as a railway place, shunning the actual railway, as well as breaking relationships with the rest of the site's built heritage.

In its current form the plan is a disaster. This will be the next Cahill expressway, a big slab of concrete, right in your face, which many people wish wasn't there. It seems like no one planning this project even likes railways.

But it doesn't have to be this way. If the construction was sufficiently elevated that a new grand interior could be built over the platforms, and this could be high enough to allow in light, and ventilation.

The heritage assessment goes into extensive detail of the station's history, and has a few genuinely great ideas for how park areas above could interpret the railway. But all this is empty tokenism if the actual plan is to go and smother the station under a huge slab of concrete. Like a plaque placed down to mark the site of a heritage building that's just been torn down, it's more insult than tribute.

Built over stations are almost always awful places, as the building over is usually done crudely resulting in awful, dull, dark, boring spaces.

Attached is a picture taken at Millennium station, Chicago. It has a fantastic park above it, but the station itself is absolutely miserable.

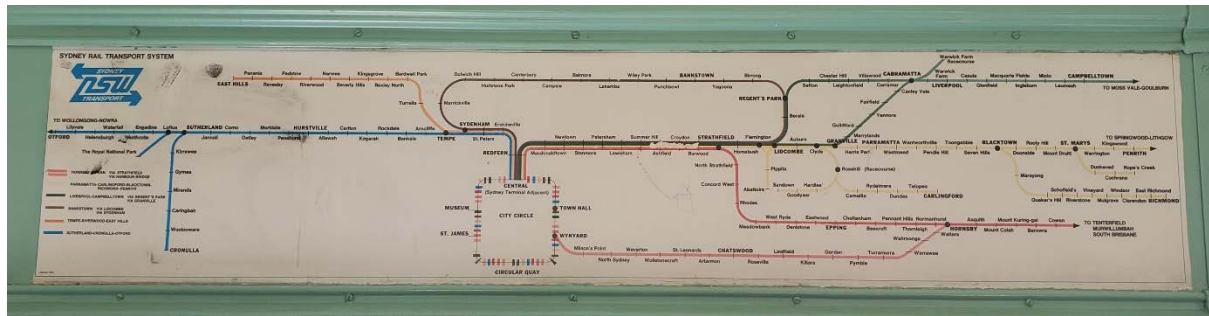


This is not a look worthy of a modern international city. This is the look of a cheap and nasty city which doesn't value its railways.

At Adelaide station, once the station was smothered by a building above it, it became an awful smelly place, full of diesel fumes. NSW has far more country railway than SA – because of that, it may be decades before it is possible to do away with trains which produce exhaust in some form, if ever. There will be enough difficulty ventilating this space with just people, let alone trains.

And even then, that still doesn't account for heritage trains. There are several operators of heritage railways in NSW, as well as the annual Transport Expo weekend, which all use central station. Central station, with its terminal platforms is ideal on a practical level when it comes to bringing heritage trains, as it allows them to dwell at the station for a long time without interrupting traffic on the mainlines. Plus, from central you can get to any of the city's rail lines.

But as well as the practicalities, central is the most appropriate station for ceremonial reasons. If there is a heart of the NSW rail network, it's central. Our state's major rail lines all meet up there. For decades, the whole train map was shaped around it,



It was built with that grand entrance building to mark its significance. The original plan was for there to be a more extensive roof over the whole station. It's the biggest station in Australia too. If there's any station in Sydney which should be treated like a place of significance, it's central station. The recently added grand canopy near the metro section reflects this:



As should any future construction.

If the station is covered in a low concrete slab, it won't be possible for steam engines to dwell there. You can't just shut them off, even if they're not letting off steam (which they need to do periodically to stay safe), they've got a huge coal burning furnace inside them. This uses up oxygen, and vents out smoke.

Just a few weeks ago, they ran the historic steam locomotive 3801 through the city circle, and under North Sydney. This train needed to include an electric engine to take over in those covered over sections, and the switch between these added complications. It will be ruinous to heritage train operations if this station gets covered over.

But like I said at the start, it does not have to be this way.

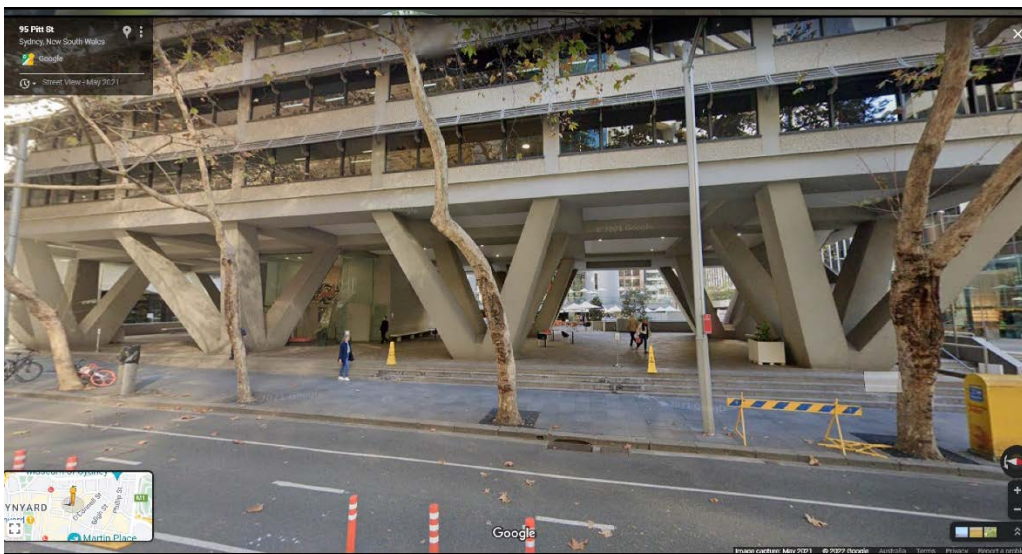
If the slab over the railway was elevated a few stories above the height of the platforms – (Perhaps to the level of the historic entrance building, so from the outside it forms a contiguous, if distinct structure)- then a lot of the problems here could be solved. On the top, we could have some new parkland, some new buildings, and underneath, there would be plenty of space to preserve as much heritage material as possible. If the roof sat high over the platforms, then there would be an opportunity for a new grand ceiling, much more appropriate for a world city's main station. With the additional height, we would get light in from the sides, and it would allow for natural airflow, making the ventilation problem far easier to solve.

Below is an image of the metro station at rouse hill, a large elevated station in Sydney's northwest. Here, the heavy railway has been lifted about 3 stories above the ground, creating a bright and airy space beneath.



While the concrete above is a lot narrower than the structure needed at central, the point here is to demonstrate that by lifting up the structure above, the space underneath can be made pleasant.

Here is the tower at 95 Pitt street, Sydney CBD:



Again, the building is raised up to create space underneath. Instead of the plaza pictured here, beneath the buildings at central would be the railway. Beneath the new precinct, above the platforms, we could have a heritage inspired canopy, like the grand stations of Europe, (except with artificial lighting,)



Or a modern one like at Southern Cross station.

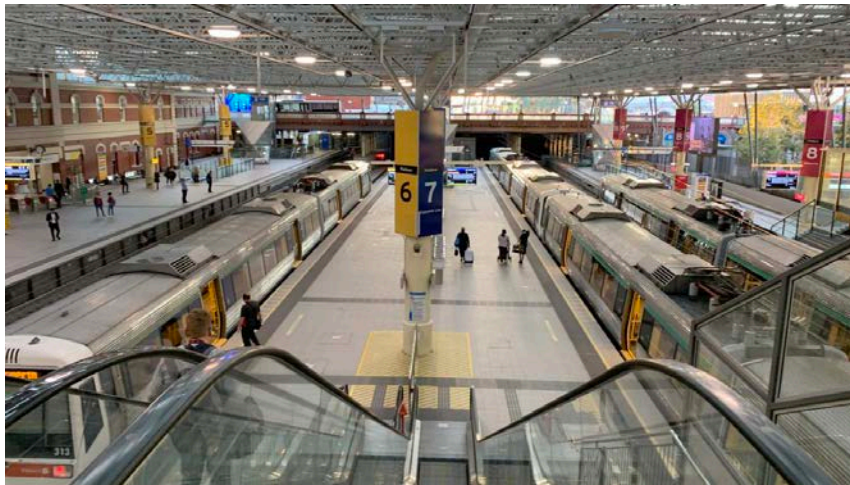


Now that is a station which impresses.

Melbourne is ahead of Sydney when it comes to architectural reputation. Even Brisbane, which currently has a dull, built over central station, is starting to lean the other way by with a new underground extension, inspired by London's St Pancras:



Perth's is simpler, but again we have a high canopy over the platforms, which is bright and airy, lets you see the heritage structures, and could accommodate heritage trains:



It's currently only Sydney trying to drag itself back to the bad part of the 20th century with a crude, thoughtless, built over station.

A new ceiling for the station needn't be built straight away, if the roof is high enough that construction could take place above the railway. This could be put off for the future if needed, and perhaps go to an architectural competition. But all this depends on the structure being high enough.

Yes, this will require changing the planned bridges over the railway to include lifts to get to the new height, but that should not be the priority. Pedestrian movements across this part of the city will be no more difficult than most other parts of the city. There are plenty of other city blocks you can't just walk through, occupied by shops and offices and whatnot. I've had to walk around the Sydney football stadium a few times to get to places, and you don't see people calling to build tunnels under that. Our state has one station of this size and status, and making sure it reflects well on Sydney, and is itself a place to experience needs to be part of the balance.

A large proportion of the people visiting central are there as part of a larger journey, and won't experience much of the surrounding area. This includes people visiting from the country, from other states, and coming in from the airport. What a bad impression Sydney will make if our main station is a dusty basement. As part of a major city centre, it's very important these projects take into account the larger picture – this needs to serve people visiting and using the city, not just locals. Frankly, if the city wants to stay culturally relevant in this age of working from home and online ordering, it ought to put a little more priority on these types of uses.

One issue that I haven't yet covered is the relationship between the platforms and the Clock tower. The historic reason for a station to have a tower was both so people arriving at the station could see if they were on time for their train, and for an open station like central, for the people in the station to see it as well. Covering over the platforms breaks this relationship. (Plus, there's also the issue of buildings above the station blocking sight lines from the surrounding streets. That will need to be better addressed as well.



Raising the planned level could at least partially address this as well. There's the option to leave carefully shaped gaps near the roof of the grand concourse, which will let people peep up at it. This would also be an opportunity to set up viewing areas in the park above with views of the historic roof. If site lines are preserved, there could be skylights which also look out to the clock tower.

When it comes to the park on top, this too could become a way to celebrate the railway. The possibility of viewing areas to watch the historic flying junctions is one of the few things I like about the current proposal. There is, as mentioned in the proposal documents, space that could be used to celebrate the railway through interpretive pieces in the park above.

I made this for a public competition which was looking for ideas about how Sydney could use public space in the future. My submission was made with the motivation to get people to change how they think about railways – not as a “scar” or “gap” as they are often maligned, but as a pathway, full of activity linking places across the state.



Ideas that could be taken from this hypothetical include a museum/café, but I would like you to consider that idea of a garden done up in the shape of the state's railway network. Not only would this tie in perfectly with the theme of journeys and connections, imagine what you could do here. Imagine kids following along the trail, seeing info poles about each major town or historic location, while adults share stories about their own journeys to the country – I still think the idea is worth consideration.

Plus, there used to be a shop at central which sold railway memorabilia, and had railway displays. This would be a perfect edition to a precinct at central station.

Should the plan go ahead in its current form, Central station will be trashed forever. It will be prohibitively impractical to make any changes beyond that point – built over stations usually don't get a second chance. It is absolutely pivotal that these plans are changed so our city and state's main station doesn't become the newest member of the world's dullest stations. If we can't do this right, then it should not be done at all.

Submission ID: 332526

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Karen

Last name: Hughes

Suburb and postcode: 2232

Please provide your view on the project: I object to it

Submission:

I object to the impacts on Heritage and the disrespect shown to these iconic structures that form part of our history. The impacts to Prince Alfred Park are totally unacceptable.

Much of the proposal is the effective privatisation of public land and is unacceptable.

Submission ID: 332531

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Dean

Last name: Leech-Ruse

Suburb and postcode: 2010

Please provide your view on the project: I object to it

Submission:

After just visiting Transport Heritage Expo over the weekend, I cannot imagine how such a development can accommodate heritage steam and diesel locomotives. Thousands of visitors flocked to Central Terminal to see our rail history first-hand and that would be in jeopardy if our transport history could not be celebrated at our most famous station.

Enclosed platforms are also a cause for concern and can either become claustrophobic or unimaginative clones of any other station. A short ride to enclosed stations like Hurstville or Kogarah shows that the dark, dirty, and fluorescent-lit platforms are a disappointing low point on the network.

The proposed development elicits no excitement, clashes with the surrounding buildings, is patently boring, and is destined to become a ghost-town.

Submission ID: 332541

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Kylie

Last name: Winkworth

Suburb and postcode: Newtown

Please provide your view on the project: I object to it

Submission:

I object to this proposal, see my attached submission.

Central Station State Significant Precinct Rezoning Proposal

I object to this rezoning proposal. If approved, it will have a devastating impact on the heritage values and public amenity of Central Station, a place that is of outstanding significance to families across NSW. **Central Station is far more than a transport interchange.** Central Station is a treasured public place of meetings, partings, journeys, memories, waiting, wonder, gazing, discovery and deep emotion.

This proposal is transformative in so far as it rips these values to shreds, along with the design and public amenity of the place. Every aspect of this rezoning proposal runs counter to this essential meaning of Central, **a public place and treasured monument that is owned by the people of NSW.** The rezoning would put short term private profit before the long term public interest in preserving the character, heritage values and amenity of Sydney's most important monuments.

The built form of Central Station, with its gracious colonnades, grand concourse, long open platforms, landscape setting, craftsmanship, public parks and sweeping drives, makes it one of the most impressive examples of public architecture in NSW. This will be completely degraded and wrecked in this appalling rezoning scheme that exemplifies the greed and profiteering that is ruining Sydney.

The proposed rezoning takes this grand public place and trashes every aspect of its significance, amenity and future opportunity as a **public monument of immense social value to generations of families in NSW.**

Central Station is the equivalent of a Grade 1 listed monument in the UK. It is inconceivable that this rezoning would be considered for a Grade 1 monument in London, let alone a place that is in public ownership. The obligation with such monuments is to conserve and interpret for current and future generations. The UK has built a vibrant tourism industry around its heritage places, including its transport and industrial heritage. We saw in the memorial events after Queen Elizabeth's death that heritage places and related traditions bind communities together. NSW has no equal to the monumental design of Central Station. We cannot afford to degrade this great public landmark with intrusive development. Nor should we degrade the heritage legacy of previous generations and the opportunity to enhance Sydney's heritage tourism attractions.

Planning in NSW has consistently failed to recognise the economic and cultural value of heritage. So has the NSW Heritage Council, a body that appears to be confused about its primary responsibility to protect significant heritage places. In the year before Covid, cultural tourism to NSW was worth \$14.3 billion. The No.1 interest of high value, long stay international cultural tourists, is visiting history, heritage, monuments and sites. The economic value of Central Station as a Grade 1 public monument with its heritage values preserved is far higher year on year, than any return from the high rise tech hub which could be developed elsewhere in Sydney at another transport node.

Today we look with horror and relief at the near escape that Sydney had in the scheme to demolish The Rocks and fill the precinct with high rise towers. But for the Green Bans, and a change of government, this scheme would have destroyed part of Sydney's history, and its character and tourism future. The planning disaster that is about to engulf Central, Eveleigh and Ultimo is every bit as destructive, crude, short-sighted and greedy as the developers' dream of demolishing The Rocks. No one is looking at the cumulative impacts of these developments and re-zonings. If planning means anything in NSW it is time to stop and take stock of the cumulative impacts and losses.

No one who was at Central Station last weekend could forget the joy on the faces of children as they experienced the power, sounds, smells and thrills of those mighty steam engines. The proposal to cover the open platforms with a low, mean roof will prevent steam trains ever running to Central again. The platforms where we now enjoy light, long vistas, the sight of the clock tower and blue sky, will be replaced by dark, characterless, viewless, underground spaces that people will hasten to escape. There will be no more exciting public events on these platforms like the Elvis Express to Parkes. And no more steam trains will ever terminate at Central. This is trashing the meaning and memories of the country platforms, and in the process destroying opportunities for future tourism and public events. No private business opportunity is worth this price which will be paid indefinitely by current and future generations.

As more soulless towers destroy the special precincts, villages and character of Sydney, people are starting to wonder 'where are the tourists?' Sydney has a brand problem as soon as you step away from the Sydney Opera House. If this rezoning is approved tourists will not be going anywhere near Central – or its adjacent attractions once it is crammed cheek by jowl with 200 metre high towers. No city that is serious about its global standing as a city of culture and heritage would contemplate this inherently destructive rezoning. **It is grotesque that such a radical and destructive proposal is even being contemplated for the private profit of certain businesses at the expense of the public good and heritage which we own, value and wish to preserve.**

I do not agree with the premise of taking this special place, destroying its most loved features, and turning it into a forest of towers for businesses that could be located in other far less sensitive places in the city.

I object to the way the impacts inherent in the rezoning are misrepresented in the planning documents. They understate, obfuscate and misrepresent the impacts on Central Station. It is hard for ordinary citizens to grasp the true impact of this scheme which is obscured by spin, weasel words and misleading visuals. Even so, it is clear this proposal will destroy all the most important values and features that make Central Station a loved public monument and a wonderful place to meet, greet, wait, journey and explore. **The public interest in publicly owned heritage must be protected.**

I note the claimed bonus of a new public park is in fact a poorly designed version of the public park that is already an integral part of the design of Central Station. The rezoning provides no improvement to the public domain. On the contrary it leaves the thousands of people that use Central Station with a bland, soulless, windswept, wasteland, comprised of the bits left over after the developers have had their fill at the trough.

The rezoning is a gross over development that has failed to consider the state's primary obligation to protect the heritage values of Central Station, a publicly owned monument. The scheme for 200 metre towers built over the rail lines is a scheme to privatise and destroy an asset and a monument owned by the people of NSW.

Instead of the wonderful clock tower being visible as a prominent landmark from 360 degrees, as the architect intended, the clock tower will be half-hidden, hemmed in, dwarfed and diminished by over-scaled towers. It leaves the clock tower looking like an insignificant stump in a concrete jungle.

The forest of towers will completely change the public amenity of Central and important views, not just to Central Station but also to and from Prince Alfred Park and to the Mortuary Station.

The railway lines to the Mortuary Station will be removed, diminishing its significance and destroying future tourism, cultural and transport opportunities. The railway lines are part of the meaning and significance of the Mortuary Station. The scale and height of the towers built close to the Mortuary Station will destroy its amenity, its light, space and sense of separation which is an integral part of its significance.

I object to the proposal to alter the planning controls on the Goulburn St Carpark and spot rezone the site for **no height limit**. To what end? For whose benefit? This isn't planning; it is greed and shameless opportunism.

It is claimed Central Precinct is a transformative city-shaping opportunity. In fact this scheme will forever ruin a great public landmark. Central Station doesn't need to be turned into a new place. It already is a treasured place that is resonant with purpose and meaning. It is highly valued by the whole community and (mostly) enjoyed by thousands of people who traverse the place every day. Of course Central Station can be improved. But it doesn't need this sort of transformation. It needs careful management and respect from planners, Council and the NSW government.

It is unthinkable that Central Station, a Grade I listed monument, will be forever changed from a place of public ownership, providing public goods and benefits, to a place for developers to make money from high rise towers and businesses unrelated to the significance of the place, or to the public interest.

It is important that consent authorities put the public interest first, not the interests of business and lobbyists. Why is this development really needed? All the hype is about building an enormous tech hub when these are the workers who want to work from home. The real reason for this egregious development is that the NSW government is trying to monetise transport heritage assets to pay for their incompetent budget management and debts artificially loaded into TAHE.

Every great global city has a grand railway station that stands as a monument to the transformative impact of the railways on the city's culture, economy and tourism future. Central Station is our great railway landmark, connecting the city and the country. The size, prominence and quality of the design of Central Station is an essential part of its meaning and enduring public importance. It is the people's palace. Central Station embodies the character, history and identity of Sydney. It is a Sydney icon, every bit as important to ordinary citizens as the Sydney Opera House. It is unthinkable that this should be destroyed, diminished and dwarfed by a forest of intrusive towers that are entirely discretionary, and totally out of keeping with the significance and history of the place.

Sydney is a wealthy city. We can afford to keep Central Station. We can afford to preserve its beauty, landmark character, views and design integrity as our greatest public transport monument. To do otherwise, to fail this test of public interest over private profit, would make a mockery of any claim that Sydney cares about its history or heritage conservation obligations. If this place, owned by the people of NSW, can't be protected from developers and lobbyists what can be? What's at stake is the heart and soul of sandstone Sydney, not to mention the interests of current and future citizens and their capacity to enjoy the legacy of the past in the everyday life of the city. This is irreplaceable. Don't wreck it. Don't make the wrong decision about this special place and Sydney's future. This proposal must be rejected.

Submission ID: 332556

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Gideon

Last name: Bellamy

Suburb and postcode: Randwick

Please provide your view on the project: I object to it

Submission:

In my personal view, completely building over the platforms at Central would greatly worsen the experience of using the station. There should be natural light and air in that space, which this redevelopment would make impossible.

Submission ID: 332576

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Claire

Last name: Bettington

Suburb and postcode: Maroubra NSW 2035

Please provide your view on the project: I object to it

Submission:

Attached.

Submission on **Central State Significant Precinct rezoning proposal, by C Bettington 4-10-2022**

Thank you for the opportunity to make a submission.

Statement: I am TOTALLY OPPOSED to the entire proposal, it's INSANE!

I read with alarm about the plans for Central Station railway mega-over-development. What on earth is the government thinking? The current paradigm dominated by "develop, develop, develop!" is INSANE.

This proposal will completely dominate the entire Central Station precinct in a very detrimental way, dwarfing Central Station and the clock tower (see illustration below), not to mention dwarfing and overshadowing much of the heritage-listed surrounding neighbourhoods. This must NOT be allowed!

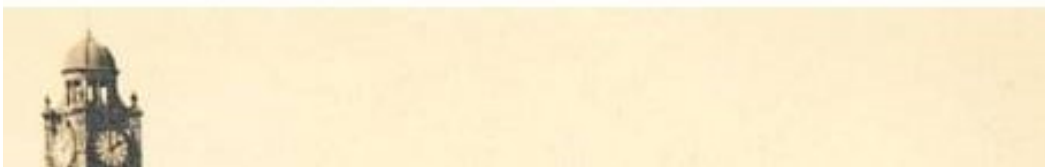
The diagram (below) of what is proposed shows how totally overpowered Central Station will be by the massed high rises behind it – it's utterly ridiculous in all possible ways. Central Station and its clock tower have been prominent landscape features for more than a century, a focal point befitting Central as a point of departure and arrival. If this plan goes ahead, the clock tower will be dwarfed, made miniscule; Central's facade will look like one of those sad old building facades, kept as a nod to history, sitting awkwardly at the foot of a towering high rise, making heritage a mere veneer, mocking its very meaning, dishonouring the past by its utterly diminished presence. Is this how we treat our European heritage now?



Central Station was designed and built to be a grand landmark, in the manner of main railway stations the globe over, and has become one of Sydney and Australia's classic iconic buildings, along with the other buildings surrounding it, such as the old Parcels office block (see photo below). The designers were properly trained in architecture, art, design, size and proportion. They imagined and built a monument to the age, meant to dominate the landscape in a pleasing, dramatic and elegant manner – a true gateway to Sydney, which said “you have arrived”.



The trust said plans to install two large beams to be erected in 1913 (below), to support the tower which



The proposal to rezone the vast area behind Central Station, and place multiple huge high rise buildings directly above the railway lines will create nothing less than a complete monstrosity. It will drown out the classical elegant lines of Central Station, the Clock Tower, and, it seems, part of the grand old parcels building will have to be demolished! Only greedy developers and politicians who are ignorant philistines could begin to think any of this is a good idea!

The illustration at right was copied from the SMH (*“Tower mocks heritage protection, says Trust”*, by Megan Gorrey, 3-10-2022). It shows the grand old parcels building (now a hotel) with an awkward high rise plonked on top of it.

Apparently, such desecration wasn't enough, so the high rise design also necessitates slicing off the whole of the back of the building. I repeat, only greedy developers and ignorant politicians could think up such a scheme and present it as a “good idea”. It is not a good idea.

None of this proposal is in any way a good idea. Everyone involved in such destruction and disregard of heritage, history and landscape should be ashamed of themselves.

Why, oh, Why! does the NSW State Government want to destroy absolutely everything in the



name of “progress”? Isn’t it enough to have cut down hundreds of mature trees across Greater Sydney to make way for Light Rail in Randwick and Parramatta; widened roads, constructed new railways; and demolished Heritage such as Willow Grove? Nothing stands in the way of a dollar for this government: even whole suburbs full of heritage homes have been bulldozed to build tollroads, given away to the highest bidder. I am heartily sick of such wanton destruction of habitat, landscape, heritage, homes and communities. Everything is “State Significant”, but nothing is People Significant. They just have to shut up and suck it up!

Surely, if the railway lines behind Central Station are to be rezoned and built upon, buildings of a suitable scale could be chosen to complement the heights of the Station, the Clock Tower, and the old Parcel office buildings, without destroying the look and feel of the precinct, without dwarfing our grand Central Station buildings, and without totally or even partially destroying some of the heritage buildings?

I can’t for the life of me see why this proposal is thought to have any merit. To me it just looks like a greedy money grab by a handful of developers. The design of the new precinct is massive in bulk and scale – high rises cheek-by-jowl up to 205m tall; narrow sunless canyons at ground level, where anything grown in planters will die of cold wind and lack of sun - uninviting rat runs for people wanting to cross the site as quickly as possible – a future slum of swirling dirty rubbish.

As to the claim that the area will become a vibrant new community of laneways and cafes - whenever I read the word “vibrant” I feel the Kiss of Death!

Not one iota of consideration has been given to these issues:

- The Climate Emergency demands that we stop knocking things down, that we stop constructing more and more new buildings – think of the embedded energy in the concrete, the enormous CO2 emissions generated;
- I know that the Atlassian building of 40 storeys is supposed to be built of wood, environmentally friendly, etc. I am surprised that Mike Cannon-Brookes wants to go ahead with this – he seems to be so incredibly sensible! It will be a dominant part of the new precinct, and seems to have encouraged Toga to come up with the Heritage-destroying 205m tower they want to balance on top of the old parcels building. Madness!
- Has anyone considered the fact that a huge portion of the former office work force now work from home? Perhaps we don’t need all these office spaces at all?
- The Heritage Council and the Government Architect should take a long hard look at themselves, and ask why they have been captured by the developer lobby. Criticism has been left to ordinary people like me, and independent bodies like the National Trust, whose opinions & scathing criticisms of this project I agree with.
- Aesthetics – does anyone at all know the meaning of the word? Why does money override taste and beauty these days? It never did, and it shouldn’t now.

In conclusion, I totally oppose this ugly overbearing project and everything that is planned for Central Station precinct. I think the whole process should be started again; no building should be taller than the Clock Tower at Central, and no new construction should be allowed to demolish, or even partly demolish, any Heritage-listed building.

It seems to me that it’s the developers writing the rules now, and NSW government are letting them. This proposal is nothing more than a display of greed on steroids - with no consideration or even lip-service paid to the principles of design, aesthetics, character, appropriate scale, bulk and form or proportion; no consideration of current and future office working space needs; no consideration of the Climate Emergency with regard to embedded energy and CO2 emissions of concrete, and a complete absence of aesthetics. ***Please, do NOT approve this shocking proposal.***

Yours very sincerely,
C Bettington

Submission ID: 332591

Submitted at: 04 October 2022

Submission type: I am making a personal submission

First name: Ethan

Last name: Yiu

Suburb and postcode: 2220

Please provide your view on the project: I object to it

Submission:

Bad Idea, it prevents steam locos from being operated, it is cramped and enclosed. What we need is a large indoor venue like Southern Cross station, as this is just a terrible idea.

Submission ID: 332601

Submitted at: 05 October 2022

Submission type: I am making a personal submission

First name: Andrew

Last name: Malysiak

Suburb and postcode: 2153

Please provide your view on the project: I object to it

Submission:

This project presents a serious threat to the heritage and character of Central Railway Station. I believe that the proposed plans will negatively impact the heritage and historical significance of Australia's greatest railway station.

There are many who believe that the open space of the railway lines and rail yards are a scar through the city. However, this open space adds to the experience and sense of arrival into the Sydney CBD, with vistas towards the Sydney Terminal building and Clock Tower from the north and south. The open space around the station allows the Terminus and Clock Tower to be visible from a distance, however, this will be lost with the proposed plans.

Most importantly, the current plans threaten the visual prominence of the Clock Tower. For over 100 years, it has stood as a landmark in the local area, with it becoming known as the working man's watch, soon after construction was completed. This is because it is aligned with many prominent CBD streets leading to Central Station, making it clearly visible to many people. It is also visible from other areas of the city around the station, such as from the Cleveland Street railway overbridge and from Prince Alfred Park. Transport for NSW says that the proposal will create new views of the Clock Tower, however this is just to cover the fact the apartment towers over the station, up to 204 metres tall, will dwarf the 85 metre Clock Tower, destroying its visual prominence and landmark significance in the surrounding area. The visual prominence has already been negatively impacted with the approval and construction of the 211 metre tall Atlassian Building, however further damage can be prevented.

In its heritage listing, Central Station is noted as a major railway terminal by global standards and is comparable with late Victorian and Edwardian metropolitan stations in Europe, Great Britain and North America. In Great Britain, where the railway has also formed a key part in its historical development, the heritage and historical importance of terminus stations, such as Kings Cross, St Pancras, Waterloo and Paddington are respected. These terminus stations, along with many others, do not have apartment towers built over the platforms as the government is proposing why is this government so intent on destroying the heritage of this state and replacing it with hideous and imposing apartment and office towers? In my belief, the only thing that should be built over the terminus platforms at Central, is a trainshed roof, which would provide weather protection and

overall improve the heritage character of the station, bringing it in line with more well-known European and British railway stations.

Construction for the Sydney Metro has been occurring within the Central Station precinct since 2018, which has caused many disruptions to passenger movements over the past 4 to 5 years. This proposal will see construction taking place for many more years to come, and goodness knows how much disruption to passengers will be caused.

The proposed plans will also ruin the atmosphere of heritage rail events, such as the Transport Heritage Expo, held each year. The atmosphere created by steam locomotives and other heritage rolling stock in the open air is very special. As an avid trainspotter myself, it is something which is hard to explain and can only be experienced in person. I feel that the proposed plans will destroy this special atmosphere.

Submission ID: 332611

Submitted at: 05 October 2022

Submission type: I am making a personal submission

First name: Robert

Last name: Power

Suburb and postcode: Surry Hills 2010

Please provide your view on the project: I object to it

Submission:

I OBJECT to the Proposal on at least Seven (7) grounds:

1. The fundamental failure of the Proponent to demonstrate an understanding of the nature of the conservation values that constitute the heritage significance of the site that is defined as the Precinct - not just limited to the Buildings. This is the key test as set out in Kerr's Conservation Plan. The Precinct is a site of Exceptional Heritage Significance as an example of a continuous working place of railway transport in the Nation. It's ability to demonstrate both horizontally and vertically the extraordinary technical advancement in the use of Steam, Diesel and Electricity as sources of energy together with the management of the magical switching is a demonstration of the vision and driving force of Whitton, Deane, Bradfield et al. The Precinct as a working industrial site is of unparalleled heritage significance to the Nation.

2. In addition to the failure to understand the the nature of the Conservation Values that constitute the Heritage Significance of the Precinct, it is inevitable that the Heritage Impact Assessment has failed to not only adequately identify the impacts of the Proposal, which is a fatal flaw in itself, it has failed to provide the details of the More Sympathetic Options considered and discounted. This is a Key Matter in the Public Interest.

3. The documentation is monumental, confusing and has many internal inconsistencies which have serious consequences for the Public's understanding of the real impacts of this Proposal. The fact that's the Government has seen fit to disaggregate the Precinct Site by excluding the Western Gateway Sub Precinct has already been a cause for serious concern by the Public with the TOGO and Atlassian Developments. In Blocks A, B and C

4. The Visual Analysis is far from satisfactory. There are no Views into the site from the Cleveland Street Railway Bridge to the South looking North.

5. Building over the site will destroy the great sense of arrival and departure - imagine if Circular Quay were to be built over - the view of the Opera House the the Harbour , the Bridge - what a loss. So too are the social and cultural aspects of the Precinct lost if this Proposal proceeds.

6. A further example of the confusing nature of the EOIE is to be found in Section 1.3 - Objectives and Intended Outcomes. It is a Social Planner's nightmare - full of vagaries- how much Affordable housing will there really be? What is an intimate scaled active laneway? Especially when one participant as recorded in the Community Engagement Report is recorded as saying I walk around Belmore Park not through it BECAUSE (writer's emphasis) I am scared.

7. The Precinct Site is NOT a Vacant Brownfields Site ready for redevelopment. It is a marvellous active working Industrial Transport Site of Exceptional Heritage Significance to the Nation.

I am happy to discuss any of the above matters in any forum.

Submission ID:

Submitted at: 20 September 2022

Submission type: Personal submission

First name: Richard

Last name: Green

Suburb and postcode: Strawberry Hills 2012

Please provide your view on the project: I am just providing comments

Submission:

When considered with the Dexus buildings all approved this is a total over development It assumes that there is limited parking. Of course this will not end up, being the situation the access off Regent street is bad . It is not clear what the temporary construction access bridge will be used for . I understand it will not be removed The development will be windy . Look at Barangaroo and this is a lot worse Many of the towers will have very limited sun light as the western towers will shade the towers behind them The only consolation it will be so long we will not have to put up with it . Just pity the future generations You might look at central park if you want a better example and even the Wonderland has limited sun Richard Green

Submission ID:

Submitted at: 04 October 2022

Submission type: Personal submission

First name: Maria

Last name: Bradley

Suburb and postcode: Coogee

Please provide your view on the project: I object to it

Submission:

Please accept my late submission and confirm it will be accept

I strongly object to the Transport for NSW rezoning proposal of Central State Significant Precinct (Central SSP) to enable the construction of multiple massive high-rise towers up to 204 m (RL) along the western side of the precinct. This includes an 'Overstation Platform' that's proposed to be built over the western side of Sydney Yards (the train lines leading into Central Station) to enable the construction of many of the buildings.

The Precinct is extensive as it will extend from Central Station to Cleveland Street (in addition Goulburn Street Car Park is also proposed to be rezoned).

The scale & extent of the development is outrageous and opportunistic. The proposal will overshadow local heritage areas and spoil some of Sydney's iconic and much loved heritage vistas. This includes Sydney's much loved Central Station Terminus Building and its famous Clock Tower, Mortuary Station & Prince Alfred Park.

The urban heat generated from the proposal will be significant

The Rezoning Proposal for Central SSP is in addition to the Atlassian, Toga & Frasers/Dexus Buildings which Rezoning (for the height & scale) was previously approved as part of the Western Gateway Sub-Precinct (WG).

It is important to note the Western Gateway (WG) is part of the larger Central SSP, with Transport for NSW now seeking to rezone the remainder of the Central SSP to enable the construction of a further 11 high-rise towers which are proposed to range in height from 55 to 204 m (RL).

The Explanation of Intended Effects (pp 12) incorrectly shows the height of the buildings for the WG. These buildings have been rezoned as indicated, and now range in height to over 200 metres.

The public has lost faith in the integrity of the planning system and who it is benefiting and at what cost

I have not made any political donations

Submission ID:

Submitted at: 04 October 2022

Submission type: Personal submission

First name: Margaret

Last name: Wiles

Suburb and postcode: Byron Shire

Please provide your view on the project: I object to it

Submission:

I wish to protest against the planned development over Central Station. Not only is it visually crowded and ugly but it will be unaffordable to low income people and should be increased to at least 30% of the total number of apartments available for rent.

What is this Coalition govt thinking! It's obvious their politicians have no interest in conserving our historical buildings and are only interested in their mates who are greedy developers and will vote for the Coalition.

It is an appalling situation not providing for our iconic steam trains to operate from our iconic Central Station.

Please leave it alone!